

The SP^{oke}KEⁿ Word

THE NATIONAL MUSEUM OF TRANSPORTATION NEWSLETTER

JULY 2021



THAT IS ONE HAPPY FACE!

On May 15th, The National Museum of Transportation welcomed the 12th Annual Pumpers & Pistons Show. While this show is always a crowd favorite, hosting this show this year symbolized a slow return to normal following the pandemic.

As the Museum slowly returns to normal, the Museum Board of Directors recently met to review and reevaluate priority capital projects as we move forward. The order of capital projects is as follows:

1. Extending the operating trolley line to the rear of The Earl C. Lindburg Automobile Center. (already funded)
2. Purchase of a new miniature train engine and crossing gates. (fundraising in progress)
3.
 - a. Rebuilding the Museum financial reserve following the crippling impact of Covid-19.
 - b. On-site storage facility for those artifacts currently housed off our campus.
4. Pavilion covering the lower four tracks of artifacts
5. Completion of The William R. and Laura Rand Orthwein Education and Visitor Center.

We will have more information about each of these projects in upcoming publications.

As the Board continues to focus on long-term planning, the staff is diligently working making improvements to the campus and scheduling upcoming events, educational programming, and restoration projects.

We know it has been a difficult 15 months for everyone. We thank you for your ongoing support of the Museum. With your continued commitment to The National Museum of Transportation, we can confidently say...

WE ARE BACK ON TRACK!

THE NATIONAL MUSEUM OF TRANSPORTATION



PRESERVING THE PAST FOR THE NEXT GENERATIONS

Children's wide grins captured in our patrons' photographs remind me of our purpose...we are preserving the past for the next generations!

2021 represents 77 years since our first artifact, the 1870s Bellefontaine Railway Mule Car, was saved for future generations. Since that time, a historic collection of transportation artifacts has been amassed on our campus representing 'one of the largest and best collections of transportation vehicles in the world,' according to representatives at the Smithsonian Institution.

While we know our collection is world-class, we also recognize that many components play a pivotal role in moving the Museum forward. At The National Museum of Transportation our 'wheelhouse' is composed of eight equally vital spokes including Library & Archives, Education, Exhibits & Interpretation, Grounds & Facilities, Restoration & Preservation, Guest Services, Events & Outreach, and People. Each of these areas is of equal importance and necessary as we move forward in preserving the past for the next generations.

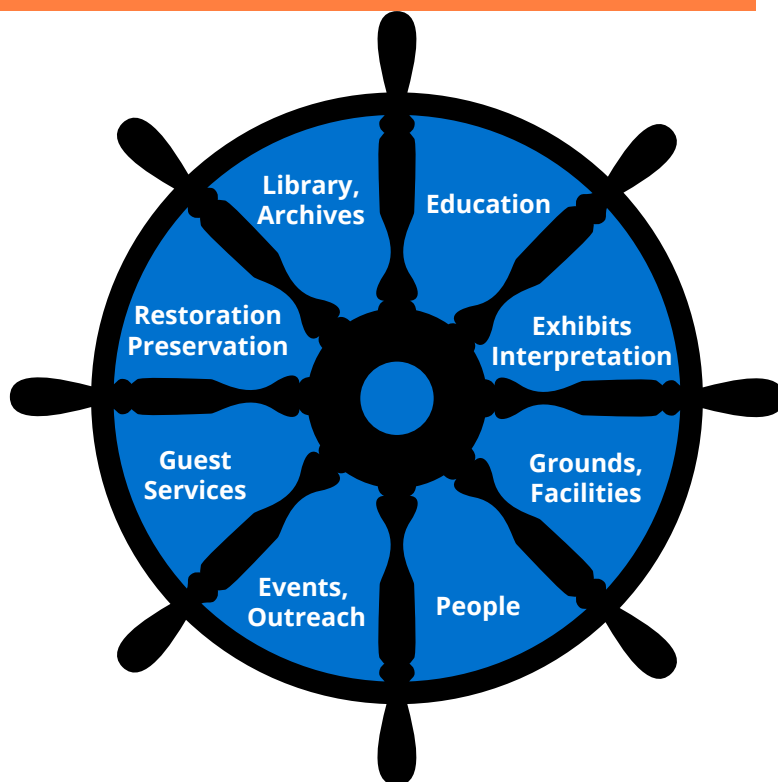
In each decision that we make as we move forward as an organization, we stay forever mindful that what we do today impacts the Museum for decades to come. We work daily to provide a bright future for our historic past for the next generations.

Enjoy our first hardcopy edition of 'The SPOKEd Word.' Each edition will feature articles and information about each vital sector in our 'wheelhouse.'

Thank you for supporting the Museum.

With gratitude,

Terri McEachern
Executive Director
The National Museum of Transportation





Fisher Body contestants survey their models in this photo from Guildsman John Masara's 1961 scrapbook.

Below is Frank Bloemke's 1953 model.

IMPACTS OF FISHER BODY CONTESTS LINGER

A competition for teenage boys from 1930 to 1967 impacted the automotive industry for decades, yet it is largely unknown today. So TNMOT is preparing to tell its story in an exhibit on the Fisher Body Craftsman's Guild.

More than 10 million boys joined the Guild through the years to enter its annual competitions, though only a fraction actually completed their models. Frank Bloemke of Webster Groves was one who did, and he placed second in the senior division nationally in 1953 after having won at other levels in previous years. In addition to thousands of dollars in scholarships, Bloemke won free trips to Detroit with other winners, who were hosted royally by General Motors.

"You ate at a country club every night. They had parades. We got to see tanks going through the production line. It was an amazing experience," Bloemke said.

The Guild was a brilliant idea for developing talent, said John Jacobus, author of *The Fisher Body Craftsman's Guild: An Illustrated History*. The Fisher brothers believed the world would need more skilled craftsmen "in an age increasingly focused on machines," Jacobus said. So they launched their guild to nurture such skills. And it worked. Many Guildsman went on to work in design and production of cars and other products. "These boys went on to design the cars that you and I drive on the road," Jacobus said.

"This competition had an indelible impact on how cars were produced for decades," said Teresa Militello, Curator, Library and Archives.

Bloemke's career is a good example of that. After Bloemke's national award, he received letters from United Motors Service and from the Fisher Body plant in St. Louis, which was at Union

and Goodfellow. "I went up there on the streetcar, and they essentially hired me on the spot," Bloemke said. But

first he needed to go to General Motors Institute. "So I packed my bags and went up to Flint for three years. I had a job ready-made for me when I got out."

Bloemke worked 43 years for GM in production tooling, in St. Louis and then in Wentzville from 1985 to 1996.

Guild contests had two categories through the years. From 1930 to 1937, contestants had to produce models of the Napoleonic coach that was the logo of the Fisher Body Division. Boys who joined the Guild were sent precise instructions to follow and averaged 1,000 to 1,200 hours making their models, Militello said.

Fisher Body opened things up a bit in 1937, establishing awards for original car design in addition to the Napoleonic coach division, which continued through 1948. The last U.S. contest was in 1967, while international branches of the Guild continued for a few more years.

Many of those who competed have kept their models, even as they have treasured their memories of the great effort they expended and what it taught them. The Fisher Body Craftsman Guild story "is about what the Guild did for them (the boys who joined) and their allegiance to this group that doesn't even exist anymore," Militello said. Watch tnmot.org for details about the exhibit in future months.



NEW SHELVES PRESERVE SPACE AS WELL AS ARTIFACTS

New high-density shelves will take up less space while providing safe storage for thousands of books in the library and archives of TNMOT.

Renowned for its impressive collection of big artifacts such as trains and cars, TNMOT is also home to smaller pieces such as gauges, a facsimile edition of the Green Book, vintage advertisements, timetables, railway menus, and many books.

Often these items appear alongside the bigger pieces in special displays. And they are part of the Museum's non-circulating reference library for research said Teresa Militello, Curator, Library and Archives.

The new shelves for TNMOT's archives are, fittingly, on rails. A spin handle opens and closes them. "It's an accordion kind of thing," Militello said, "When you're not using them, they close up. They will give us more storage than static shelving." In fact, they should take up around 40 percent less space, she estimated.

Shelving project made possible by Mrs. Joseph F. Gleason and the National Railway Historical Society.



NEW BOOKSHELVES
WILL TAKE UP ABOUT
40% LESS SPACE.



Give the Museum Experience to **ALL** Children



WHEN TNMOT SAYS, “ALL ABOARD!” IT MEANS *ALL*.

Toward that end TNMOT launched the ALL Aboard program in 2020 and is working to refine it so that children in the St. Louis area can enjoy the Museum regardless of their ability to pay.

“We felt it was time to give back to the community and to reach underserved children,” said Museum board member Lindley James. “Transportation is such an important part of our history and continues to be, so it’s important that all children be able to learn about that.”

ALL Aboard provides admission tickets to children who come from low-income families, who live in foster care, or who are managing a medical crisis. TNMOT gave away 7,500 tickets in ALL Aboard’s inaugural year, but the pandemic no doubt affected how many have been used so far. There is no expiration date on the tickets.

The partner programs in 2020 included Angel Arms, the Bennett Project, CharacterPlus, Foster and Adoptive Care Coalition, Our Little Haven, and Rainbows for Kids.

With one year of ALL Aboard under its belt, TNMOT is exploring how best to reach the most children. The goal is not just to distribute tickets, but to get the children out to the museum and “to provide a quality, happy experience that they might not have otherwise been able to get,” James said.



ALL Aboard aims to give children the full TNMOT experience regardless of their ability to pay.

Underwriting the 2020 program were generous donations from the Berges Family Foundation, the Saigh Foundation, and individual donors. With the aim of providing 15,000 tickets in 2021, TNMOT thanks Emerson Electric, the Saigh Foundation, and magnanimous individuals.

A donation of \$8.50 provides Museum admission and a miniature train ride for one child. Visit tnmot.org/product/sponsor-a-child/ or mail a check made out to TNMOT (ALL Aboard in memo line) to The National Museum of Transportation, 2967 Barrett Station Road, St. Louis, MO 63122.

Independent Field Trips Continue

What began as a Plan B during 2020 is continuing as a useful teaching tool for parents and other small group educators.

Independent Field Trips at TNMOT combine the fun of a Museum visit with learning activities geared to elementary students.

"Independent Field Trips became our 'Plan B' in this unprecedented pandemic year," said TNMOT Executive Director Terri McEachern. "We knew many children were learning virtually or in hybrid models. The Independent Field Trip gives students the opportunity to visit the Museum with parents or a small group and participate in a self-guided educational program."

For \$10 per person, Independent Field Trips include museum admission and a miniature train ride (weather permitting), a self-guided activity pamphlet, Made-By-Me take-home train, and a take-home activity. The program is for one student with an adult or a small group of up to 14 total guests. The field trips are offered Monday to Friday through October 31, and reservations are required at least one week in advance at tnmot.org.

The activities are for students in kindergarten through fifth grade, with the bonus that older students helped design them. "Materials for the program were developed in part by the SPARK Students in the Parkway School District," McEachern said. "I am encouraged that one generation of students developed a lesson plan, guided by their teachers, that a younger generation is now using and benefiting from."

McEachern said TNMOT intends to continue the educational offering. "We know that many students will continue with virtual learning during the 2021-22 school year. And we know we have a robust homeschooling community in our area. With these factors in mind, we will continue to offer Independent Field Trips as an opportunity and option for the kids in our community."

Restored and operating trolley cars play a vital role in TNMOT's education program experience.

TNMOT exhibits provide great lessons for homeschool and virtual learning students using the Independent Field Trip materials.





GRANT FUNDS NEW SIGNS

New signs are popping up next to rail heritage artifacts thanks to a \$45,000 Museums for America grant from the federally funded Institute of Museum and Library Services (IMLS). The grant supports the research, writing, and replacement of signage on more than 100 outdoor artifacts, replacing the familiar yellow signs that have served Museum visitors for more than 20 years. Work is already underway on this project, and completion of the labels is expected in summer 2023.

EXHIBITS AND INTERPRETATION



Carol Highsmith photo of Bobby Darin car

Carol Highsmith Visits Museum

Carol McKinney Highsmith is an American photographer, author, and publisher who has photographed in all the states of the United States, as well as the District of Columbia and Puerto Rico. She photographs the entire American vista (including landscapes, architecture, urban and rural life, and people in their work environments) in all 50 states as a record of the early 21st century. Highsmith donated her life's work of more than 100,000 images, royalty-free, to the Library of Congress, which established a rare, one-person archive. Highsmith visited the Museum earlier this year, capturing photos of our exhibits and artifacts.



1910 Cadillac currently on exhibit in The William R. and Laura Rand Orthwein Education & Visitor Center. Photo by Carol Highsmith.

Classic Cadillacs Featured at Orthwein through October



1929 Cadillac Town Cabriolet



Museum visitors will land in the lap of luxury this summer and autumn as they enter through the Orthwein Center. On display are classic cars spanning 90 years, from a 1910 Model 30 to the 2000 Seville that is the last car Stan Musial bought.

The brand-themed exhibit, which opened in March, is a first for TNMOT, said Curator Coby Ellison. "We thought that some of Cadillac's history was unique, such as its marketing. Looking at old ads, ones from the Depression, you can see they were shooting for a particular market."

The St. Louis Cadillac LaSalle Club has been very supportive, Ellison said. One of its members is a tour guide at TNMOT. Local Cadillac owners are sharing their treasures, and visitors are enjoying them. "People have found the exhibit interesting," Ellison said.

The Cadillacs are on display through October.



McDonnell Exhibit Highlights Air and Space Transportation

McDonnell is a big name in St. Louis, as well as aviation history overall, and TNMOT visitors are now greeted by an exhibit that shows why.

The Sanford N. McDonnell Tribute Exhibit in the Orthwein Center includes about three dozen models of aircraft and spacecraft manufactured in St. Louis. Sanford's son Randy has graciously shared his family's model and photo collections with TNMOT, and now visitors can show their grandchildren and great-grandchildren what they and/or their parents spent their careers working on.

"McDonnell Aircraft created thousands and thousands of jobs for the St. Louis community," said TNMOT Board of Directors President Darryl Ross, who himself worked as a clerk at McDonnell during his college years. "I think it's a great exhibition," Ross said. "They've got every vehicle manufactured. They've got rockets. They've got jackets. They've got spacesuits. If people take the time to read the inscriptions with all these artifacts, they have a chance of having a better understanding of how important and meaningful McDonnell Aircraft was to this community."

"It has just added so much to our collection here," said Museum Exhibit Technician Robyn Shipman. "Now we have more planes and jets and

space capsules, the whole element of aerospace; the beginnings of it are on that wall."

The exhibit also notes Sanford McDonnell's work locally with Boy Scouts and then as President of the National Boy Scouts of America from 1984 to 1986, during which

he wrote more than 25,000 congratulatory letters to Eagle Scouts. He also founded CharacterPlus®, which partners with schools across the country on character education.

"The people who worked at McDonnell, the people I interviewed, told me it was character that counted," Shipman said. The exhibit's video wall features those interviews, and another

video is planned that will delve more into the early years of McDonnell Aircraft and its founder, James S. McDonnell, "Mr. Mac," who was Sanford's uncle.

The Sanford N. McDonnell Tribute Exhibit was set for a grand opening in April 2020, and then Covid-19 hit. A rescheduled celebration is still on the drawing board for the permanent exhibit. "McDonnell is generational," Shipman said. "They've just done and meant so much, and these are the stories we need to get out."

"If people take the time to read the inscriptions with all these artifacts, they have a chance of having a better understanding of how important and meaningful McDonnell Aircraft was to this community."

—DARRYL ROSS



Workers install The Sanford N. McDonnell Tribute Exhibit capturing decades of aviation history.



Master Gardener Plants Seeds of Interest in Youngest Museum Visitors

She's one of the diligent workers who make TNMOT's grounds



beautiful, a creative force in the pollinator gardens. But it is her artwork that children may know best of all: Nancy Karpowicz paints the rocks hidden around Pollinator Junction.

"I think so far this year I've taken in a couple of hundred rocks already," Karpowicz said. "The kids really have

a lot of fun with it." After children find a painted rock, they are supposed to hide it again. While they are looking for a painted rock, maybe they will see a caterpillar, a worm, a bird nest, or something else to engage them. "Anytime that kids are outside in nature, I love that. Get them outside."

Karpowicz should know. "I've been outside with my hands in the dirt since I was a toddler," she said, recalling her experience helping with gardens for the family's canning business from a young age. So the thought of redoing her yard at home in native plants a half dozen or so years ago was not intimidating. She and her husband were among the first in the Rainscape program of Metropolitan Sewer District.

Becoming a Certified Master Gardener through the Missouri Botanical Garden was another expression of her love of gardening, and it led directly to her volunteering at TNMOT. "I was in a Master Gardener certification course with Tessa [Tessa Wasserman, TNMOT Landscaping Coordinator and Pollinator Professional] The museum had an open day where any of the Master Gardener trainees could go there and put in some hours of volunteer time. What really besotted me that day was the pollinator garden. Tessa gave a couple of us a tour of the pollinator garden, and that's what I loved."

Tessa makes it easy to enjoy volunteering at TNMOT, Karpowicz said. "It's always a very creative process. Tessa's always looking for new things to interest the kids and the parents who come through. She's always got a lot of fun ideas.... Then you don't mind spending a few hours every week just pulling weeds, you know, the grubby maintenance work that has to be done."

Karpowicz also enjoys interacting with museum visitors. "It's a chance for me as a Master Gardener to talk with people as they come through, get them thinking about native plants, a chance to tell them, 'You don't have to go home and tear up your entire yard and garden. You can just add this here, add this there.'"

Getting her hands in the dirt, and encouraging others to do so, is Karpowicz's passion. "I can't imagine my life without some form of gardening."

Restoration Volunteer Makes History Accessible

Volunteer Ray Witthaus's mission as a volunteer at the National Museum of Transportation is straightforward.



"I'm here to help preserve history."

Whether he's working on a streetcar, a milk truck, or the Aerotrains that has been his latest project, Witthaus takes joy in restoring artifacts so that people of all ages can enjoy

them. When he retired from AT&T three years ago, he looked around for opportunities to engage his interests. Ideally, he would like to work on airplane restoration, but no one is doing that locally. "I enjoy history. I'm an airplane buff, but there's none of that restoration being done around here. So the next place I thought of was here."

His first project was with the trolley crew working on the #2740 streetcar. Witthaus said they were looking for someone to volunteer to do the painting. "I raised my hand and said, 'I'll do it.'" He had painted years ago, and it's not the most popular task. "It's a dirty job, and no one wants to do it," Witthaus said. But he was willing to give it a go. "My dad always said you don't know what you can't do unless you do it more than once."

Each project brings its own challenges. The milk truck involved mostly body repair work. The streetcar's biggest challenge was its big size, something it shares with the Aerotrains Witthaus is working on this summer. "When you're on a painting project, 85% of the work is prep work—getting holes filled, sanding.... You think you've almost got a spot done, and then you see something." And with huge vehicles you're at the mercy of the weather for spray painting, which requires zero wind gusts, and is affected by changes in temperature.

Witthaus is quick to praise all his fellow volunteers on the restoration projects. "They're the pros. They make everything happen."

The next project might be a Corvair, which Witthaus hopes they'll be able to do under controlled conditions in a body shop. "It's a car that deserves to be done right," Witthaus said. He feels that way about the Museum's collection in general. "It's what I like about what I do. This stuff we have around here deserves to be taken care of.... I'm here to help keep things around a little longer."

Witthaus knows the power of experiencing the actual historic vehicles, of connecting with those who came before. "I've flown in B-17s and B-24s. You don't realize what they went through in World War II till you're sitting in one."

And while plane restoration is still alluring, "I'm not interested in moving somewhere to do it," Witthaus said. "I'll keep painting trains and cars here."

Aerotrain Receives Facelift to Show Off Its Dazzling Design

General Motors' Aerotrain, billed in ads and news accounts as the "train of tomorrow" when it debuted in the mid-1950s, proved the adage that appearances can be deceiving.

The Aerotrain's sleek, space-age styling, originally including a tail car with fins, was conceived as a way for trains to compete with burgeoning automobile and airplane travel. Its aluminum construction made it lighter and less expensive to build and operate, but the construction and the air suspension system combined to give riders a bouncy, rough trip. And after a couple of years of test use, railroads were not interested in ordering more from General Motors.

"It was GM's attempt to regain ridership on trains," Museum Curator Coby Ellison said. But retrofitting bus bodies to rails and using an air suspension system turned out to be "a total failure," Ellison said. "Last fall we had a guy driving through who was an engineer on the Aerotrain. 'Was it as bad as they say?' I asked. He said it was."

"Here it was hailed as the most futuristic-looking train while it was the biggest piece of rolling junk," said Ray Witthaus, who has worked with other volunteers on the latest restoration of one of the most recognizable and popular trains at TNMOT.

The Chicago, Rock Island and Pacific Railroad bought the two Aerotrains in 1958 and operated them as commuter trains until 1966. Then one Aerotrain went to the National Railroad Museum in Green Bay, Wisconsin, and the other came to the Museum here, where it has always aroused interest for its unique look.

A major restoration was done about 20 years ago, but the



From left, aerotrain volunteers Jack Richards, Ray Witthaus, Roel Harryvan, John Rastorfer (not pictured, Don LaChance and Jim Adams)



Volunteers prepare Aerotrain for painting.

Aerotrain takes a beating out in the weather, Ellison said. As volunteers started sprucing it up in 2020, they discovered a lot of rusting from the inside out. "The train has suffered a lot from the elements," Witthaus said. But he and other volunteers have been diligently working, cutting away and replacing rusted segments and preparing the exterior for painting.

Weather has delayed completion of the restoration. "You can't spray paint when the wind is blowing, not even 20 mph," Witthaus said. Temperature affects what paint mixture will work. And the silver paint is unforgiving of imperfections and tricky to use. "The silver is just awful," Witthaus said, pointing to a door on the Aerotrain he had painted that he saw as having a wavy "lava lamp look," though most observers probably would not be as critical.

Workers hope to have the three Aerotrain cars (the engine car and two passenger cars) ready to display again soon, if Mother Nature cooperates.

The Museum thanks The National Railway Historical Society (NRHS), the Bluewater Michigan Chapter NRHS, Nu Way Rents and the Tom E. Dailey Foundation for their generous financial support of restoring a train experiment that may not have been successful but is nonetheless a beautiful example of mid-20th century design and an innovative attempt to ignite rail ridership.



RESTORATION AND PRESERVATION



Restoration volunteers and staff live out the Museum mission of “preserving history every day for the next generations.”

RESTORATION PROJECTS

Underway or in the Queue:

The Frisco
#1621

The MKT
#311

The Aerotrain

The Baltimore & Ohio
#173 Camel

Milk Tank Car GPEX
#1057

The Laclede Christy

The Train of Thought
(exterior, cosmetic)

KCPS Birney
#1533



Gardens Spread Knowledge about Pollinators, Native Plants

Pollinator gardens at TNMOT not only beautify the grounds, a worthy goal in itself, but also educate visitors about Missouri native plants they can grow at home.

"We wanted to have a place that showcased 95% Missouri native plants to show people that growing native plants can be beautiful," said TNMOT Landscaping Coordinator and Pollinator Professional Tessa Wasserman. "There are some that are so beautiful that they can be showstoppers in the front yard."

When they first put in the Pollinator Junction, Wasserman noticed that people were just walking by and never coming in. "So we added an arbor that made a walkway so that people realized it was an entrance to something, and that really brought people in," she said. "And then we added some things for kids to do and some art. It has become a real destination."

One of the things for kids to do is rock hunting. Several painted rocks are hidden around the garden; children find them and then hide them again for the next visitor coming through. "Yesterday I heard a kid come running up saying, 'They found my rock, Mommy.' So it's become a really cute thing," Wasserman said. "Some of the 'frequent flyers' with Creation Station come out there before their time slot and they think it's like an Easter egg hunt every time."

This year wooden animals have been placed around the garden. Wasserman and volunteers move them around every few weeks so



that regular visitors have to look for them in new places.

The plants at Pollinator Junction include hosts, where butterflies will lay their eggs and caterpillars can eat. "So we do the whole life cycle," Wasserman said. A large sign at the entrance gives information about that life cycle and about planting Missouri natives. "And then I've tried to put in plant stakes with botanical names," she said. "People can look through the labels, find something they like, and hopefully take that home to add a little native to their own yards."

Lighting Conversion Underway

LED lighting is coming soon to the Earl C. Lindburg Auto Center at TNMOT.

Assisted by financial incentives from Ameren, TNMOT is converting about 50 light fixtures at the auto building, Maintenance Manager Ace Eaton said.

The switch to energy-efficient lighting is better for the environment and the pocketbook. Ameren says that the monthly savings provided by LED lighting, coupled with Ameren's incentives, usually pay for the cost of conversion within a year.

Grants, Volunteers Boost Sustainable Gardens

TNMOT's sustainable gardens received a boost from two grants and one corporate donation this spring.

TNMOT's sustainable gardens received a boost from two grants and one corporate donation this spring.

Missouri Prairie Foundation provided \$724 for the development of high visibility gardens (beside the miniature railroad tracks and beneath a tree between the library and the automotive museum) that make areas that had once been covered with mulch and challenged by weeds, pockets of beauty and wildlife habitat. These gardens are adapted to local climate to manage rainfall and reduce dependence on herbicide, pesticide, or weekly watering, said Volunteer Coordinator April Anderson.

"Sincere thanks to Missouri Prairie Foundation for helping us demonstrate the practicality of native plants in formal settings," Anderson said.

Spire generously donated \$5,241 for a new trail through the rain garden that will be completed this summer. Spire volunteers are working with TNMOT volunteers on the Spire Rain Garden Discovery Path and Interpretive Display Project, which will include signage to educate guests about the rain garden. "Thank you, Spire, for this wonderful gift," Anderson said.

Also, The Home Depot-Ballwin's team worked with TNMOT volunteers to create a new roadside garden using sustainable plants from their store, including yarrow, spirea, and redbud. "We're so grateful for their ongoing partnership and willingness to help each year with a different project," Anderson said.

"If you have drought-tolerant (dry-loving), full sun to part-sun native or sustainable plants you'd like to divide, please keep our museum in mind. We love adding to our collection!" Anderson said. Please email museum@tnmot.org.



Spire volunteers installed the Spire Rain Garden Discovery Path and Interpretive Display at the Museum.



Step by Step, Visitors Count to 2 Million

The first form of transportation, walking, is the basis of the popular “Two Million Steps” program at TNMOT.

“Our goal last year when we reopened was to keep people outside, so we had them keep track of how many steps they walked while they were here,” said Visitor Experience Manager Jessica Hood. It started out as the One Million Steps program, but Museum visitors reached that in about six weeks. “Since we knocked that out so quickly, we decided to bump it up to two million.”

Most groups designated one step counter to use a Fitbit, Apple Watch, walking app, whatever they wanted to keep track of the number of steps taken. Then they multiplied that number by the number of people in the group and reported that total to the Museum as they were leaving.

“We had a good time. I think everybody sort of got a kick out of it,” Hood said. So they are doing it again, an example of an idea born during Covid-19 that may stick around a while. “I think it was a time that forced us to use our ingenuity to come up with things that people enjoyed.”

STAY ENGAGED.
STAY MOVING!

THE NATIONAL MUSEUM OF TRANSPORTATION IS EXCITED TO PARTICIPATE IN THE STATE OF MISSOURI BICENTENNIAL CELEBRATION!

The Missouri Explorers Program challenges you to get out and see Missouri as it celebrates its 200th birthday. And take photos along the way to prove you did it.

All you have to do is register as an individual or group at <https://missouri2021.org/missouri-explorers/>.

Pick one or all 15 of the challenges and follow the guides provided for each one. Once you have completed the challenge, submit your photos and receive your button.

TNMOT is part of the “Get Your Kicks in St. Louis” challenge, which features sites around St. Louis connected with Route 66. Since being designated a national highway in 1926, the “highway that’s the best” switched roads a few times going through St. Louis, adjusting to the city’s growth. That’s why there’s more than one Route 66 in the city. The purist will want to travel them all.

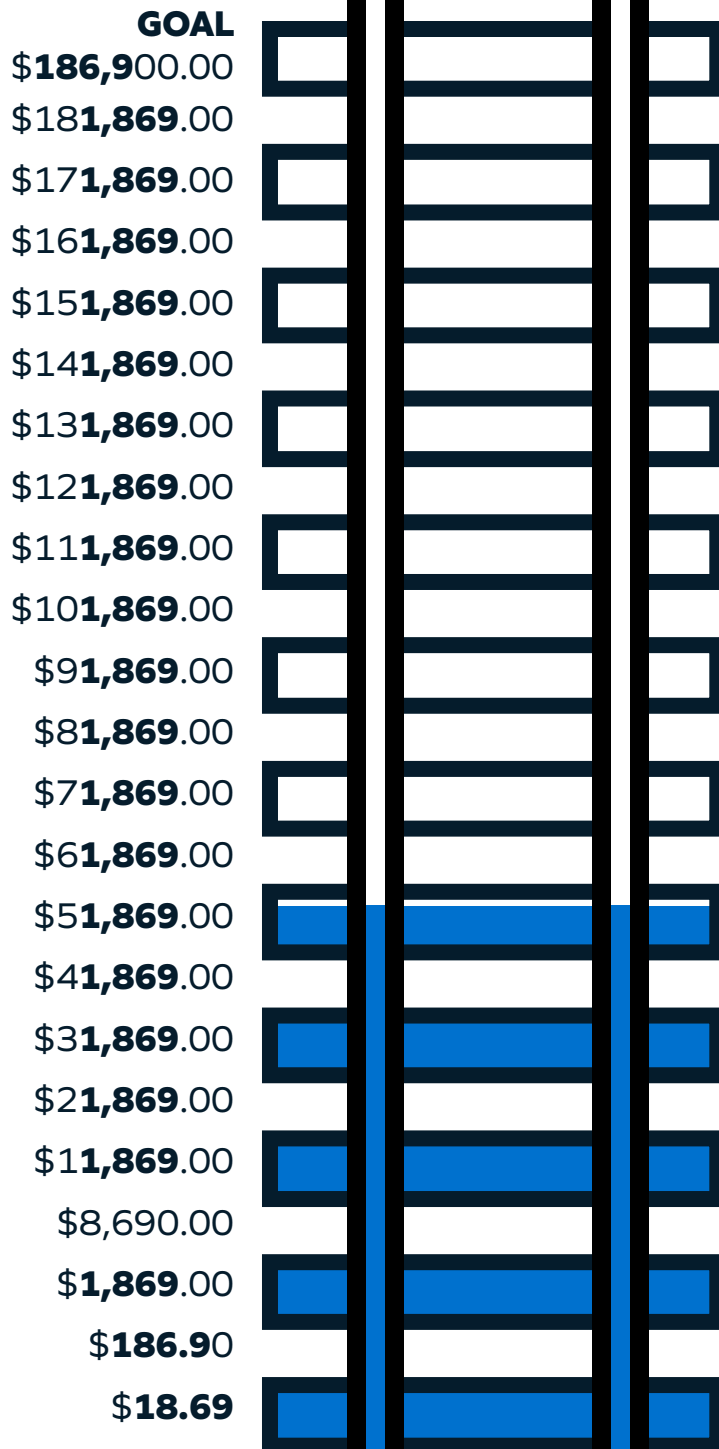
As a place that celebrates the cars that traveled the “Mother Road,” the Museum is a natural. A Coral Court façade is available for your picture-taking pleasure.

Don’t forget to tag us #tnmot and #moexplorers! when you share your photos.



TNMOT visitors take a photo with the Coral Court façade set up for the “Get Your Kicks in St. Louis” challenge that is part of the State of Missouri Bicentennial Celebration.

New Miniature Train to Recall Rail History



Two engines stood nose to nose at the legendary 1869 Golden Spike ceremony, and TNMOT wants its new miniature train to be a replica of one of them.

The present miniature train has worked hard for 15 years, transporting more than a million riders around the Museum's grounds, and is ready to retire. TNMOT intends to replace it with a replica of The Jupiter, Central Pacific Railroad's steam locomotive that stood with Union Pacific 119 at Promontory Summit, Utah, on May 10, 1869, in the Golden Spike ceremony marking completion of the Transcontinental Railroad.

The goal is to raise \$186,900 and celebrate with a Golden Spike inaugural run of The Jupiter on May 10, 2022. Donors are invited to attend the unveiling of the new engine, planting of the 'Golden Spikes' for those donors, and presentation of The Jupiter donor spike exhibit on the miniature train platform for guests to see for the next decade.

For more information or to donate online visit tnmot.org or mail a check made payable to TNMOT to 2967 Barrett Station Road, St. Louis, MO 63122.

THANK YOU to The Landvatter Family for their recent donation of \$50,000 for the purchase of a new miniature train.

DONATE TODAY!

Keeping TRACK of the levels of giving:

The Golden Spike **\$18,690.00**

The Silver Spike **\$8,690.00**

The Bronze Spike **\$1,869.00**

The Railroad Spike **\$186.90**

Track Crew **\$18.69**



E. Desmond Lee holiday display

Join the 1944 Club or Enjoy Other Moving Experiences

Take a spin in a Chrysler Turbine Car, sip a vintage cocktail in a vintage dining car, or join the 1944 Club and become a lifetime member of TNMOT.

Paul K. was the first to join the 1944 Club, and he was glad for the opportunity: "I have such fond memories of visiting the Museum for the first time in 1963 and many years since. I fully believe in the mission of the Museum and I'm lucky enough to have the resources, so I was happy to join the 1944 Club!"

Moving experiences abound at TNMOT, and some phenomenal ones are available to buy as a gift (for yourself or others). Harry James will not soon forget his Chrysler Turbine Car ride.

"The feel, sound, and even the smell is like nothing else," James said. Combining that with the incredible history of this vehicle and the story behind the restoration makes this unique. With only two or three left in the world, I've joined a small club!"

Peruse the list to see how you might have fun while you are supporting TNMOT's mission. Twenty 'Inaugural Members' of 'The 1944 Club' receive a lifetime membership to the Museum. Join the Club! See page 17 for more information.

I have such fond memories of visiting the Museum for the first time in 1963 and many years since. I fully believe in the mission of the Museum and I'm lucky enough to have the resources, so I was happy to join the 1944 Club!

— PAUL K.



Harry James enjoys the Chrysler Turbine Car.

MAKE VIEWING THE E. DESMOND LEE
HOLIDAY DISPLAY AN ANNUAL TRADITION AS
A LIFETIME MEMBER OF THE 1944 CLUB.

A Moving Experience!

Experience one of the following unique opportunities...

Be adventurous and drive our Chrysler Turbine Car on the Museum grounds, the same car Jay Leno sat in and wanted to buy--experience why!

(This exclusive opportunity is only available to two guests per year.)

\$1,800.00

1944 Club – Lifetime Museum Membership

Members of this exclusive club make a one-time donation of \$1,500.00 to The National Museum of Transportation for a lifetime Museum membership. *Twenty memberships available annually. Club members and their children and grandchildren get a behind the scenes visit as the magic of the holiday train display preparations are underway. And, of course, unlimited miniature train rides, Creation Station visits, and member gift shop discounts.*

\$1,500.00



Take a ride on the Alco MRS-1, our unique U.S. Army B-2069 locomotive, with multi-gauge trucks that can ride on almost any track in the world!

\$350.00



Be a motorman for the day

on a restored historic trolley. *Two-hour experience behind the controls with a trained motorman.*

\$350.00



Enjoy a two-hour lunch in the Silver Spoon Dining Car

with nine of your closest friends. *April, May, September, or October. Catering is additional*

\$300.00



Exclusive behind-the-scenes tour of our offsite artifact storage facility that houses rarely seen transportation gems.

Two-hour experience.

\$250.00



Vintage Photo Op. Having a 1950s party or celebrating a 40th class reunion? Spice up your invitation, family or company greeting card, staged in one of our vintage artifacts. *Photographer participants responsibility.*

\$200 per hour photo session

Behind-the-scenes Museum tour with our knowledgeable Curator--have your questions

ready and ask away! *90-minute tour.*

\$100.00



Shaken, Not Stirred. Vintage Cocktail Demonstration.

What were they drinking in the 1940s and '50s? Enjoy a vintage cocktail and hors d'oeuvres demonstration in the Silver Spoon Dining Car and surrounding platform. *Second Thursday in September.*

\$65 per person



Photo Night at the Museum.

Taking photos at the Museum as the sun sets is beautiful. This is the perfect opportunity for photographers to get a snapshot in time at a different time of day. *Watch tnmot.org for future dates.*

\$50 per person

Participants must be 18 or older.

For more information, or to book a date and time, please email us at museum@tnmot.org

Book online at **tnmot.org**



FEATURE FRIDAY

Join us on 'Feature Friday' as our tour guides take a closer look at our historic artifacts in September.

Meet the presenter at the artifact at 10:30 a.m. for a 30-minute talk about our treasures.

SEPTEMBER 3

THE BARRETTS TUNNEL

The Barretts Tunnel is one of the first tunnels built west of the Mississippi River and is listed on the National Registry of Historic Locations.

Presenter: Museum Curator, Coby Ellison - Museum Tunnel

SEPTEMBER 10

THE WATERWORKS #10 TROLLEY

This trolley started transporting passengers in 1914! Wow!

Presenter: Tim Rafferty

SEPTEMBER 17

THE H.T. POTT TOWBOAT and the C-47A/DOUGLAS DC-3 AIRCRAFT

The H.T. Pott's a first-of-its-kind Missouri River towboat. Why is "Gooney Bird" the nickname of our WWII C-47A/Douglas DC-3 airplane? What are invasion stripes?

Presenter: Joe Cichelero

SEPTEMBER 24

THE CHRYSLER TURBINE CAR

Yes, Jay Leno did try to buy this car from the Museum. Find out why!

Presenter: John Hartman - Auto Building

Regular admission applies.

No reservations required.

2021 Speaker Series



Ed Dickens pictured on the "Big Boy" steam locomotive Union Pacific No. 4014. Photo by Laura Seitz.

AUGUST 12 William Michael Hart
*Historic Missouri
Roadside Traveling on
a 2-Lane Highway*

SEPTEMBER 9 Kelly Johnston
All Maps Are Lies

OCTOBER 14 Sharon Smith
*Route 66: Main Street
through St. Louis*

NOVEMBER 11 Ed Dickens
*Ed ran the working restoration
and touring of a "Big Boy"
steam locomotive,
Union Pacific No. 4014.*

9:00 am – 10:00 am

Earl C. Lindburg
Automobile Center on the Mezzanine

Open to the general public, no admission required.
Reservations required. Space is limited.
Make reservations at tnmot.org

MUSIC, ART COMING IN SEPTEMBER



SATURDAY, SEPTEMBER 25

The **2021 PLEIN AIR ART EVENT** will be on September 25. TNMOT visitors can watch talented artists paint in the open air while they compete for prizes. Watch tnmot.org for information about artist registration.

SUNDAY, SEPTEMBER 26

THE ACOUSTIC MUSIC FESTIVAL is back this year! Join us on the afternoon of Sunday, September 26 for a day of local bands, craft vendors and food trucks. Tickets will go on sale in the coming weeks as we release more information on the musical acts that will be joining us. Stay tuned!

TRICK OR TRACK



SATURDAY, OCTOBER 16

FUN BY DAY! 11 am – 3 pm

Boos and Ghouls 10 and under, wear your Halloween costume and **TRACK** around the Museum looking for treats! (no reservations required)

SPOOKY BY NIGHT! 6 pm – 9 pm

Take a spoOoOoky ride on the miniature train. Be sure to bring your candy bag and wear your costume!

(Reservations required for evening event. Member reservations begin September 20, non-member reservations open October 1. More information coming soon!)



Museum guests
relish a visit
from the
Oscar Mayer
Wienermobile
in June.

EVENTS AND OUTREACH



2021 CAR SHOWS

JULY 31 ND4SPD

Exotic Car Show
Upper Lot
10:00 am – 12:00 pm

SEPTEMBER 12 All Chevy Car Show

Lower Lot
9:00 am – 3:00 pm
Rain date is September 19

SEPTEMBER 26 Olds Show/ Orphan Car Show

Upper Lot
10:00 am – 2:00 pm

OCTOBER 17 Brass & Nickel/ Cadillac LaSalle Car Show

Upper Lot
10:00 am – 2:00 pm

All Cars Shows are free with paid Museum admission.
(Of course, admission is free for members!)

End of July Deadline for Photo Contest

The deadline is fast approaching for the **2021 Pistons and Pixels** contest for amateur photographers.

Be one of the 12 winners selected to have a photo featured in the 2022 TNMOT Highlights of the Collection Catalog. You'll also receive Conductor level membership to TNMOT and the catalog.

Photos must be taken between January 1, 2019, and July 31, 2021. Submit no more than five to tnmphotocontest@gmail.com by July 31. Include your contact information, and watch for the announcement of the winners August 30, 2021, on tnmot.org.

By entering this contest, entrants grant The National Museum of Transportation royalty-free, perpetual, license to display, distribute, reproduce, any and all photographs for educational, promotional, publicity, exhibition and all other purposes. Any photograph used will include a photographer credit as feasible. The National Museum of Transportation will not be required to pay any additional consideration or seek any additional approval in connection with such uses.

MISSION

The National Museum of Transportation will be the leader in protecting and interpreting our North American transportation heritage. As stewards of our heritage, we will provide engaging education programs, interactive and interpretive exhibits, and conserve transportation history for the next generations.

GOAL

Preserve and protect our transportation heritage so we are able to teach our children and our children's children about the significant role transportation played in the development of our country. We preserve history every day for the next generations!

NEXT EDITION...

Holiday Happiness

A Look at Our Trolley Volunteers and The Line Extension

THE NATIONAL MUSEUM OF TRANSPORTATION BOARD OF DIRECTORS

Dr. Darryl A. Ross
President of the Board

Charles Taylor
Vice President of the Board

Lee Rottmann
Secretary of the Board

Michael Morhaus, CPA
Treasurer of the Board

Directors

Charles J. Baine
Michael Biedenstein
John Brophy
Amy Burkemper
Richard Chenault, CPA
Frank Cunetto
Dr. Flint Fowler
Lindley James
David Koller
Neil F. Norkaitis
John L. Stein
Ronald E. Tindall Jr.
Ted Williams

Executive Director
Terri McEachern

**THE NATIONAL MUSEUM OF
TRANSPORTATION**

2933 Barrett Station Road, Kirkwood, MO 63122 | tnmot.org | 314.965.6212

The National Museum of Transportation is a private 501(c)(3) organization relying on the generous financial support of our community to continue preserving the past for future generations.