

The SP^WOKEN Word

THE NATIONAL MUSEUM OF TRANSPORTATION NEWSLETTER

SPRING 2022

Museum Ready to Welcome Jupiter and Its Many Stories

The story behind the two trains in 1869's Golden Spike Ceremony includes a collision, rising river water, and a hostage held for ransom.

Dramatic material abounds for TNMOT's train engineers to share once they welcome Jupiter, a miniature replica of the Central Pacific Railroad train that stood nose to nose with Union Pacific's No. 119 at Promontory Summit, Utah, on May 10, 1869, to mark completion of the Transcontinental Railroad.

In fact, the new miniature train coming to TNMOT might have been called Antelope instead of Jupiter if it weren't for a missed signal on the way to the ceremony.

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A miniature version of this replica of the Jupiter locomotive will carry TNMOT visitors around the grounds.

WWII Pilot's Words Echo through the Years



Martin Platt and wife, Alice, were World War II heroes. Their granddaughter Kelli O'Brien and daughter Michele Cribley visited TNMOT in December to see the C-47 Platt flew in the War and to donate historical artifacts to the Museum.

"Why would you ever not do something just because you are afraid of it?"

Those motivational words from the hero who flew the Museum's C-47 over Europe in World War II transcend time, strengthening TNMOT visitors' connection with the vintage airplane and its vital role in the War.

The family of Martin Platt visited TNMOT in December to see the airplane Platt flew (the actual plane, not just the same type of plane) and to donate to the Museum some of his flight logs, photos, emails, videos, and more to personalize the C-47 that has been on display since 1974.

"That now is a device that was used by people that we can identify

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**THE NATIONAL MUSEUM OF
TRANSPORTATION**

Q&A WITH BOARD PRESIDENT AND EXECUTIVE DIRECTOR

In 2017, The National Museum of Transportation separated from St. Louis County Parks and Recreation and became an independent museum. From 2017 through 2021, the Museum received an annually decreasing stipend from St. Louis County. As of January 1, 2022, the Museum is a 501(c)(3) relying solely on the generous support of the community for the continued operation of the facility. Dr. Darryl A. Ross, President of the Board, and Terri McEachern, Executive Director, review the transition and look ahead to the future.

Q: What has been the Museum's biggest accomplishment in the past five years?

A: Dr. Ross: I believe our biggest accomplishment is that we built a fine team of players from full-time, part-time and our volunteers, all playing to please our guests. Ninety-nine percent of the reviews we receive are positive regarding the respondents' visit to TNMOT. That is wonderful!

Terri: The biggest accomplishment was successfully transitioning from a government-operated facility to an independent 501(c)(3) museum during a 100-year pandemic. The commitment from our Board, staff, volunteers, guests, and stakeholders has been remarkable. We are grateful!

Q: What has been the biggest challenge?

A: Dr. Ross: The biggest challenge is looking on the bright side of the Museum's future, no matter what short-term happenings and challenges may occur. We need to always be realistic and yet be optimistic in our attitudes and behaviors.

Terri: Covid. Covid disrupted our day-to-day operations in a way we would have never imagined. When we closed on March 16, 2020, for "two weeks," I remember thinking, "we can do anything for two weeks." Now, entering our third year of Covid, we can safely say that the pandemic did not only impact our day-to-day operations, but it also impacted our year-to-year operations. We are still not operating at capacity. And we are an organization in our infancy. While the Museum has been around for almost 80 years, the current governing structure as an independent museum is five years old.

Q: What is the most pressing short-term goal for the Museum?

A: Dr. Ross: The most pressing short-term goal is to increase our annual attendance with good programs and attractions. We need exceptional marketing materials and media coverage to help us reach this goal.

Terri: We need to strengthen our financial footing. We have an enormous responsibility to preserve and protect our transportation heritage. That takes money.

Q: If an angel donor gave the Museum \$20 million today, what would you do first?

A: Dr. Ross: If a \$20 million angel appeared, I'd use half of the amount on capital needs and place the other half in a trust providing reasonable dividends for future urgent needs and/or reinvestments.

Terri: We know we have a world-class collection at The National Museum of Transportation. We need a campus with the infrastructure in place that will preserve and protect this historic collection while providing an educational and interactive experience for our guests. We need buildings and pavilions to house and protect the collection, and when designing these facilities, we need to keep the visitor experience at the forefront. Our goal is simple: we want a world-class campus to house our world-class collection. Twenty million dollars would truly be transformative.

Q: What is your favorite artifact?

A: Dr. Ross: My favorite artifact is our entire campus! From the train yard to our auto building, trolley building and Orthwein; they're all special to me because they together provide one of the best collections of transportation artifacts in the world.

Terri: Darryl gave the politically correct response. And I know that he truly feels that way. My favorites include, but are not limited to, the Bellefontaine Railway Mule Car #33, the Boston & Providence Railway Coach, the Waterworks #10, the 1963 Divco Delivery Milk Truck, the Daniel Nason, the Silver Spoon Dining Car, the Aerotrain, and the 1970s bookmobile. My "collection selection" is based on the rich history that each one of these artifacts captures. The 1870s Bellefontaine Railway Mule Car was the Museum's first artifact. I think often about those individuals who saved the Bellefontaine. This group saved that one car, which later turned into a 42-acre museum with hundreds of sole-surviving and one-of-a-kind artifacts capturing 200+ years of America's transportation history. I wonder what they thought the Museum would become when they saved that one car? I think they would be very pleased.

OFFBEAT “ORPHAN CARS” SHINE

Automobile aficionados can revel in the variety of “orphan” cars the Museum is hosting this year.

From an obscure 1907 Simplo to a sparkling gold 1978 Pontiac Firebird Trans Am, the American Orphan Automobiles through the Ages exhibit at the William R. and Laura Rand Orthwein Education and Visitor Center features vehicles from manufacturers who no longer exist. That’s a pretty lengthy list of carmakers, affording Museum Curator Coby Ellison substantial freedom in selecting vehicles.

“There’s a wide variety of cars that will be in this exhibit,” Ellison said of the show, which will run through October. Some of the cars have been loaned to the Museum for the exhibit, while others are part of our collection.

Cook Motor Vehicle Company built the Simplo for just a couple of years. *The Spokesman of the Carriage and Associate Trades*, in its June 1908 edition, emphasizes the simplicity of the Simplo:

“The Cook Motor Vehicle Company, St. Louis, Mo., realizing that high price alone has held back the universal adoption of automobiles for all purposes for which a horse and carriage are used, offers to the public the Simplo motor car, which is recommended for its remarkable simplicity, economy and beauty....The two cylinder opposed engine, consisting of all the essentials and none of the unnecessary, complex parts, is the highest point of simplicity. The friction transmission, with its eccentric take-up, could, under no circumstances, be less complicated or consist of fewer pieces. The double-chain drive to the rear wheels and the rest of the required machinery for control and lubrication are uniformly of the simplest type commensurate with economy and the high standard of efficiency required for the Simplo.”



EXHIBITS AND INTERPRETATION



1978 Pontiac Firebird Trans Am

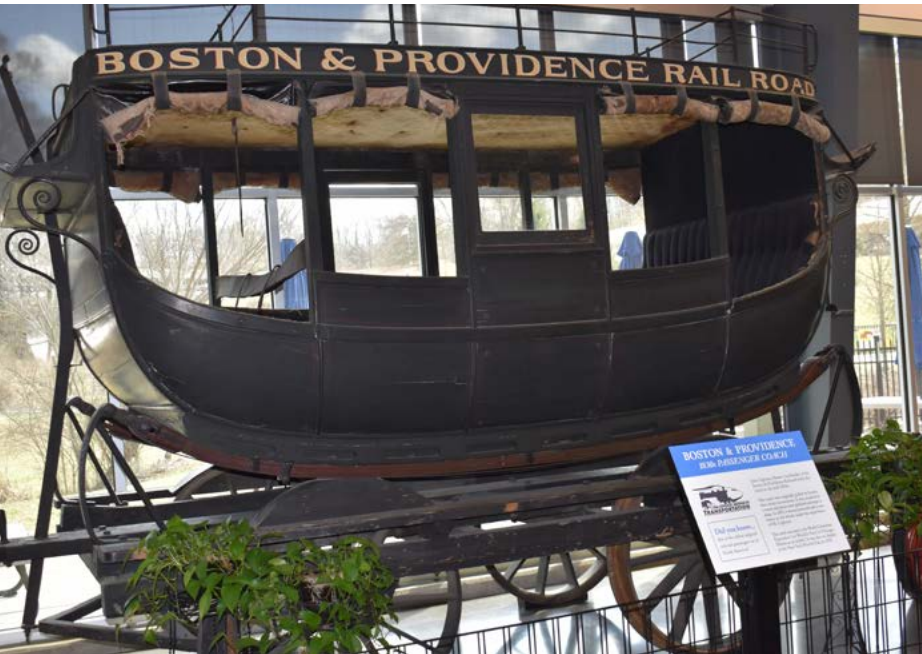
On the other hand, the 1978 Pontiac Firebird Trans Am celebrated its not so basic engine and will appeal to visitors who perhaps dreamed as adolescents or young adults of driving such a powerful car. Those who have never seen a T top may fall in love too. Last year’s Cadillac show led Ellison to the owner of the fully restored gold Trans Am. “It’s a really nice car. The owner’s husband loaned us a car for the Cadillac show. She was telling me she had this Pontiac Trans Am that she had restored,” Ellison said. “It’s kind of an iconic car of that era, especially since one, a black one, was in *Smokey and the Bandit*.”

Next to the gold Pontiac is a gold and white-creme duo tone 1957 De Soto Firesweep. Among other vehicles featured are a 1926 Studebaker and a Chase Mail Truck from around 1910-1913, believed to be the first mail delivery truck in Alabama.

As with all exhibits, Ellison tried to keep in mind all the different generations who visit the Museum as he put the show together. Some will find themselves saying “oh my gosh, I remember that” when they see the mid-century models, Ellison speculated, while others will be saying, “I’ve never seen that before.”



Museum staff prepare the De Soto Firesweep and Studebaker Special Six Coach for their turn in the spotlight.



ENHANCED DISPLAY WILL SHOWCASE MUSEUM'S OLDEST PIECE

The Boston and Providence Railroad Coach is the oldest artifact at TNMOT and the oldest original American railway coach. It now lives inside the William R. and Laura Rand Orthwein Education and Visitor Center.

Top-notch staging only seems fitting for the oldest artifact in a museum's collection, especially when it was once featured in a New York playbill.

The Boston and Providence Railroad Coach, built in 1833, will be displayed on a new rolling base thanks to a \$16,000 grant from North American Railway Foundation. "Because it weighs tons and is not easy to move, we're putting on a caster roller base on the bottom," said Museum Exhibit Technician Robyn Shipman. The base is still in the design phase, but the hope is to include lighting in it that will showcase the coach better, Shipman said. "It's not fancy, but it's going to enhance the visual of it."

The car is the oldest original American railway passenger coach, built in Boston and Providence shops by John Lightner, also well-known for his Axle Boxes for Railroad Cars and Locomotive Tenders, patented in the late 1840s. The new base will help preserve the historically significant piece, as the present methods for moving it within the William R. and Laura Rand Orthwein Education and Visitor Center can stress the wood and leather.

While the Bellefontaine Railway Mule Car #33 has been in the TNMOT collection longer than any artifact (since 1944), the B&P Coach is about 40 years older and took an interesting path on its way to landing at TNMOT in 1982.

The coach was built for the fledgling Boston and Providence Railroad, incorporated in 1831, which started building its tracks in 1832. Resembling a stagecoach, the passenger vehicle was at first pulled by horses, but then by steam

locomotive between Boston, MA, and Providence, RI. Soon passenger coach designs evolved, replacing the stagecoach design cars.

For the 1893 World's Columbian Exposition in Chicago the Old Colony Railroad, which had acquired B&P in 1888, wanted to display the first B&P coach along with the Daniel Nason steam locomotive (built in late 1850s/early 1860s). A magazine article at the time said, "considerable portions of the car are still in existence, and the parts that are missing will be reproduced under the supervision of Mr. John Lightner, who built the car itself and is still living" (from "Railway Exhibit at the World's Fair," *The Station Agent*, vol. 6, no. 6 [Feb. 1892]).

The coach lived for several years in the early 20th century at a railway museum on the Purdue University Campus. It and the Daniel Nason appeared at the New York World's Fair in 1939, and a drawing of the coach is on the first page of the playbill for *Railroads on Parade: A Pageant Drama of Transport*, whose cast interestingly included future playwright Horton Foote, future choreographer Michael Kidd, and future sitcom star Don DeFore.

The Danbury Fair in Connecticut bought the Daniel Nason and the B&P coach, hosting them for about three decades before they were auctioned off in 1982, after the fair closed down. Friends of the Danbury Collection bought them and donated them to TNMOT, where the show goes on, and the B&P coach is teaching new generations about the earliest days of rail travel in the United States.



IGNITING A YOUTHFUL LOVE OF TRANSPORTATION HISTORY

Spring couldn't come soon enough for Piper, one of TNMOT's biggest fans at the age of four.

"One day it was snowing, and she said, 'let's go to the choo-choo park, Dad,'" said her dad, Aaron. "And I said, 'it's snowing,' and she said, 'so?'"

Museum membership makes it easy to pop over for a quick visit whenever it's convenient, Aaron said. "We're there two or three times a month. Sometimes we go up there 45 minutes before it closes and walk around just a little." They generally park on the upper lot, and Piper knows where she wants to head.

"There's so much to see. She's always got certain things she wants to see. Big Boy's a constant with her." When Big Boy #4014 came through town last summer, they went to see it in Kirkwood and had plans to follow it to Pacific and Washington, but plans changed. "I guess she decided she'd had her fill," Aaron said. "She said, 'Dad, I want to go have lunch with you.'"

Other "staples" of Museum visits include ringing the bells, pushing the buttons by the model trains, riding the trolley. "We'll go to the car museum. We kind of wander all over. She knows where everything is."

Although Piper likes the car museum, autos usually take a back seat to trains, planes, and the boat, Aaron said. However, she enjoys working on cars and trucks at home with Dad. "I'll change the oil, and she's right there with me, my little shadow." When he takes something apart, Piper watches and helps him put it back together.

"She's into it. I'm pretty blessed. But I still have my tea parties; don't get me wrong. Still have dolls we play with. It's a good mix. She's a trip." Piper's very name is rooted in transportation, coming from Piper Aircraft. And the family has a unique connection to the Museum; Aaron's grandfather helped prepare the National Guard C-47 plane to be transported via helicopter to the Museum in 1974 (see photo of the delivery on page 7).

Besides being entertaining, the Museum has plenty of educational benefits. The different buttons on the train signals helped Piper learn her colors, Aaron said. "We make a point to yell 'MOPAC!' whenever we see any Missouri Pacific stuff." (Piper enthusiastically demonstrated the yell.) So she has gained observational skills. They've watched restoration projects progress from visit to visit, so Piper has a feel for how to take care of vehicles. She's read a book about trolleys they bought at the Museum. "So we talk about what trolleys did."

Aaron sometimes goes into more depth with Piper about the things they visit at the Museum. As a hazmat technician he knows some specialized information about train cars, such as what's a pressure car and what isn't. "I can identify the older construction, so I'll point that out to her. At four, I can't be sure how much we're grasping. But then she'll say something I said to her, and I'll think, 'I didn't even think you were really paying attention. All right. Good on you.'"

Watching his daughter experiencing new things is great, Aaron said. "It's hard to explain. I like to watch her watch the trains, the planes. It's really neat to watch how she just gets so excited....It's all new all the time."



THE HUNT FOR GREAT VOLUNTEERS

Museum tour guides know that visitors sometimes raise technical questions that go beyond the guide's knowledge.

Enter Rich and Jennifer Hunt. The couple from Iowa have made many a trip to the Museum through the years to do research, measure artifacts, create drawings, and more to produce reference books on the technical specifications of the Museum's collection.

"I was looking at the Atchison, Topeka, and Santa Fe 5011 when someone asked the volunteer about the names of the parts on the valve gear. He did not know them, so I explained the names and asked the volunteer if they had any books that described the locomotive and parts for their reference. He said they did not, and that started me on putting together as much

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I like doing the research and being able to find answers to people's questions.

– RICH HUNT

”

information on the locomotives and cars as I could gather and make it available to the volunteers,” Rich Hunt said.”

Rich and Jennifer Hunt have spent years creating a very valuable reference resource that documents nearly every artifact in the rail collection. It can be easily accessed and utilized by both the museum staff and our visitors,” said Museum Curator Coby Ellison.

"I have spent my life working with steam, six years in the Navy, senior enlisted man in charge of the nuclear propulsion plant on a fast attack submarine, the next 32 years at commercial nuclear power plants,” Rich said.

"We came to the Museum because it had a Berkshire type locomotive, and I wanted to study it. I discovered the Museum



had a very good history of the development of the steam, diesel electric, and electric locomotives in their inventory.” But then came the question Rich overheard, and it started him down a track he has enjoyed.

"I like doing the research and being able to find answers to people's questions,” Rich said. When he would start work on an artifact, Teresa Militello, Curator, Library and Archives, would pull all the information she could find for him to go through, which often did not answer all the technical questions.

"He's done an incredible amount of work and spent a lot of his own money to get copies of drawings for the equipment,” Militello said. "And when he couldn't find any drawings, he made the drawings. It was a Herculean task to say the least."

"My wife did a considerable amount of work in helping me take measurements of several pieces of equipment and in reviewing the books. Without her help the books could not have been done,” Rich said of the seven titles he has published, available in the Roberts Pavilion. When she wasn't helping Rich, Jennifer has been up for whatever Militello needed.

"She would ask, 'Is there anything you need done?'" Militello said. "She did all kinds of data entry for me."

As with many volunteers, the financial worth of Jennifer and Rich Hunt's hours of labor run into the thousands of dollars. "They've done something we would not have been able to afford on our own,” Militello said.

Payback comes in the form of the joy of wandering among the pieces of rail equipment, especially steam locomotives. "The steam locomotives are beautiful pieces of equipment in form as well as function that did an excellent job,” Rich said. His favorite? The one he came to the Museum originally to see, the Chesapeake and Ohio Railway #2727, a 2-8-4 Kanawha (Berkshire).

as heroes and keep that memory alive," said Museum volunteer Randy Jurgensen, who made an online connection with the family through their friend Debbie Musselman's work on Ancestry.com.

"Debbie was actually the catalyst," said Michele Cribley, Platt's daughter. Musselman did work on the family tree, made the tree public, and Jurgensen saw the details he'd been looking for as he researched the C-47's history for a presentation. He emailed Cribley. "I said, 'of course I'd love to share with the world the story of the people who went with the airplane,'" Cribley recalled. "He was my hero, and I loved him dearly."

Musselman and Cribley, accompanied by Cribley's husband, Steven; daughter Kelli O'Brien and husband, AJ; and granddaughters (Platt's great-granddaughters) Samantha and Ella came to St. Louis to see the plane that they'd heard about in Platt's stories and to share their own stories of the American heroes they knew as Mom and Dad, Grandma and Grandpa. Alice Anderson Platt served as a nurse during the War. She met Martin in Fort Wayne, Indiana, when he was having a hernia repaired before he shipped out to Europe. They corresponded after he left, and Platt sent a buddy at home money he had won in a poker game to buy her a ring. Alice eventually served in England, and the couple married on April 10, 1945, in a chapel at Notre Dame Cathedral in Paris. They had to give up the main sanctuary of the famous cathedral when a Paris official died, and his funeral took precedence.

Platt and his C-47 were a part of Operation Hackensack on June 7, 1944, towing gliders and delivering troops, equipment, and supplies to the 82nd Airborne Division just after dawn on the day after D-Day. Platt flew in Italy; in Operations Dragoon, Market Garden, and Varsity; in the Battle of the Bulge. "They carried fuel, food, wounded," Jurgensen said. "They used these planes like pickup trucks. They flew into places you couldn't believe they could land under fire, and they would still get the job done."



Platt family with friend Debbie Musselman and TNMOT volunteers Carl Oravec and Randy Jurgensen.



A Sikorsky skycrane brought Platt's C-47 to the Museum in 1974.

Platt's granddaughter Amie McCracken is working on a book that incorporates the many emails and interviews she had with her grandpa before his death almost 20 years ago. One story tells about transporting wounded soldiers picked up in France on a cold, cloudy night. It was solid clouds, McCracken wrote. "They lost radio contact, and the navigator could get no reading. Seven of the planes diverted to Paris. My grandfather said, 'No, we've got wounded on board. They're not going to survive if we go back to Paris.'" The plane made it to Brighton, England. McCracken asked Platt if he had been scared that night.

"I will never step foot in a plane without being frightened," he said. "One should never take on challenging things without understanding what the consequences might be. Once you have no fear, you have no protection, but the fear doesn't mean you don't try. Why would you ever not do something just because you are afraid of it?"

Platt continued as a pilot after the war, working for Aramco Oil in Saudi Arabia for more than 20 years. He later worked with his son, Martin Jr., in aerial photography. Alice loved flying too, having worked as a flight attendant before the War, when flight attendants had to be nurses. O'Brien has her pilot's license and married a pilot. She says her grandfather took risks, but not reckless ones. "He pushed the limit, but he was always safe."

The C-47 "bounced around a bunch of boneyards" for about five years after the War before it came to the National Guard in St. Louis, Jurgensen said, serving until 1972. It was delivered by helicopter to the Museum in July 1974 and kept its National Guard colors until 1994, when it was repainted for the 50th anniversary of D-Day. "And Carl [Oravec] has kept it in spotless shape ever since," Jurgensen said.

Museum Board President Darryl Ross thanked the family for their

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OUR EXTENSIVE ARCHIVES...

It's Music to Our Ears

Sheet music in a transportation museum's collection? For a split second, the idea sounds strange, but then all the songs about trains, planes, cars, bicycles, and more flood the mind. Of course. Why wouldn't a museum devoted to the development and impacts of transportation include music?

The collection of sheet music in TNMOT's archives is as varied as the Museum's artifacts, as complicated as the eras the songs come from, and full of stories.

Some songs were commissioned or published by railroads. "You Can Bank on the Wabash" was the theme song of the 1952 film *Once upon the Wabash* (a promotional film you can watch on YouTube). Written by Thomas S. Hayes, passenger traffic manager for the Wabash Railroad, in collaboration with professional songwriters Stan Kay and Will Hendrikson, the song is dedicated to Arthur K. Atkinson, President of the Wabash.

MONON-The Hoosier Line has a series of eight songs written for its centennial celebrations in 1947. "In Centennial salute to the area we are proud to serve, the Monon offers this fine collection of new and tuneful music....We invite you to learn and sing with us these sparkling new Hoosier melodies" says the back cover text of the sheet music.

"We'll Always be a Service Institution" by Frank Gieson emphasized Missouri Pacific's motto. Was it ever sung at company trainings or banquets? The Museum also has lyric sheets for it, so maybe it was?



Some songs were dedicated to unions, such as "The Midnight Flyer" by Frederick W. Hager, dedicated to the Brotherhood of Locomotive Engineers of America, and "The Boys of the B. of F. L. & E.: A novelty fox trot."

With its St. Louis location, the Museum's possession of "The Trolley Song" is no surprise. Less expected is a piece of music with "text by Mark Twain." Twain as songwriter? Actually, the words in the song are from a Twain short story, "A Literary Nightmare" (aka "Punch, Brothers, Punch"), which is all about the narrator reading a jingle in a newspaper and being driven a little mad by the earworm until he hands it off to a minister.

Clearly the playlist of transportation songs is long and eclectic.

C-47

Continued from page 7

generous donations to the Museum's archives and said he would like to see a mini-documentary produced that could be shown at the Museum. Additionally, Executive Director Terri McEachern said the Museum plans to create and post more QR codes at the C-47 exhibit to allow visitors to hear directly from Platt and family members.

Cribley loves those plans. "It keeps him alive. I mean, he's alive in our hearts, of course...Knowing the story is going to be out there for generations is great."



Martin Platt's great-granddaughters Samantha and Ella inside the plane he flew in World War II.



We're on the Road to the BIG RAFFLE!

And, we'll make stops along the way drawing a different prize each day!

Starting June 12th, we'll draw one winner per day for a designated prize.
If you win, your name goes back in the drum for the BIG RAFFLE Drawing on June 19th, 2022. You could win multiple times!

WIN A 1924 FORD MODEL T COUPE



TICKETS

**\$25 each or
five for \$100.00**

Two tickets to The National Museum of Transportation are given with each transaction. That's a \$30 value! Everyone's a winner.

Visit tnmot.org to purchase tickets.

EARLY BIRD MONTHLY DRAWINGS

Win a TNMOT Conductor Family Membership & a \$50.00 Museum Gift Card. If you win, your name goes back in the drum for the BIG RAFFLE Drawing. Drawings: Feb 4, March 4, April 4, May 4, 2022

THE NATIONAL MUSEUM OF TRANSPORTATION

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WELCOME JUPITER

Continued from page 1

Leland Stanford, president of Central Pacific, chose the Antelope engine for his special train from Sacramento to Utah. The Jupiter, which had been shipped to the West Coast from Schenectady Locomotive Works of New York earlier in the spring, was on a passenger run just ahead of the Antelope. The Jupiter bore a green flag to indicate another train was close behind, but workmen clearing timber did not notice the flag and rolled a huge log down a cut in the mountain to the railroad track, where the Antelope struck it. The train did not derail, and no one was hurt, but the Antelope was too damaged to take part in the festivities awaiting it. The engine managed to get Stanford and his guests to the next station, where the Jupiter was waiting. Stanford's car was hooked up to the train, and on Jupiter went into history.

Meanwhile, Union Pacific Vice-President David Durant and his contingent rode the westbound rails. Their train was forced off the route onto a siding at Piedmont, Wyoming, near the Utah border. About 400 rail tie cutters who had been waiting for their pay for three months "greeted" Durant and chained the engine to the rails. Their pay arrived in two days, and the train traveled on, but the May 8 ceremony was pushed back two days.

During that delay, the Weber River continued to rise because of spring rains, and its swift current took out some of the supports of the Devil's Gate Bridge. The engineer deemed the bridge unsafe to carry the heavy engine car, but safe for the lighter passenger cars, which coasted across the river after receiving a strong push. Officials wired Ogden, Utah, to send out a rescue engine, and No. 119, one of five Union Pacific engines in Ogden, was nearest to the main line. After picking up the Union Pacific dignitaries, it took its place in the historic celebration.

The Jupiter and No. 119 continued working after their moment in the spotlight. The Jupiter dropped its name in the 1870s when it was repainted. It later received a new boiler, bonnet, and pilot and eventually was converted to a coal-burning engine in 1893, when it was sold to the Gila Valley, Globe, and Northern Railroad in Arizona, becoming No. 1. Union Pacific's



The Golden Spike Ceremony was a public relations event full of VIPs, but many of the dignitaries were at post-ceremony parties when Andrew Russell took his "East and West Shaking Hands at Laying of Last Rail" photo (aka "The Champagne Photo").

No. 119 worked as a freight locomotive and became No. 343 in 1882. Both engines were scrapped in the early 1900s for \$1,000 each.

Seventy-some years later, recreating the engines was no easy task, but O'Connor Engineering Laboratories took the project on with no original plans or blueprints available to them. They used a locomotive design engineer's handbook from 1870 and micrometer scalings of enlarged 1869 photographs of the two locomotives to create the replicas first commissioned in 1979 that live at Golden Spike National Park, which just became a National Historical Park in 2019.

Here at TNMOT, after 15 years of faithful service bringing fun to more than a million riders, the C.P. Huntington miniature train is retiring as soon as the new miniature Jupiter is ready to roll, hopefully by May 10. But if something happens to delay celebrating its arrival, well, there's a precedent for having to change plans when it comes to the trains of the Golden Spike Ceremony.

(Historical details come from the National Park Service website, [nps.gov/gosp/](https://www.nps.gov/gosp/).)



Rising water took out some of the supports for Devil's Gate Bridge over the Weber River, making it unsafe for the original Union Pacific locomotive to cross, so No. 119 got the call to go to Promontory Summit.

WHAT WILL WE LEARN ON FRIDAYS THIS YEAR?

Feature Fridays in 2021 brought us not only the story of the Museum's C-47 airplane but also indirectly the family of its pilot and some fascinating new material for the archives (see article beginning on page 1). What might 2022 bring?

At 10:30 every Friday morning in May and September the Museum will present a talk about a particular artifact or feature of the Museum. The presentation lasts about half an hour, but the guide probably will have more than 30 minutes' worth of material after researching, so bring your questions and stick around for the post-presentation conversation too.

No reservations are required, but regular Museum admission is.

Presentations start at 10:30 a.m.

FEATURE FRIDAYS

MAY 6

The IL Central Class C Locomotive

*Presenter: Coby E.
Abbott Building*

MAY 13

The Katy #311 Locomotive and Train Set

*Presenter: Ray G.
Roberts Pavilion*

MAY 20

The Aerotrain

*Presenter: John H.
Orthwein Center Parking Lot*

MAY 27

The GE FT 103 Demonstrator

*Presenter: Ron Z.
Roberts Pavilion*

SEPTEMBER 2

The Union Pacific "Centennial" Locomotive

*Presenter: Russ D.
Trolley Loop*

SEPTEMBER 9

The Missouri Pacific Observation Car

*Presenter: Clark F.
Roberts Pavilion*

SEPTEMBER 16

The Black Diamond

*Presenter: Gary M.
Roberts Pavilion*

SEPTEMBER 23

The Silver Spoon

*Presenter: Brian F.
Roberts Pavilion*

SEPTEMBER 30

The Solar Car

*Presenter: Dick H.
Auto Building*



BOARD BOOKMOBILE IN ORTHWEIN

Relive your memories of bookmobiles or experience one for the first time this season at TNMOT.

A Gerstenslager/International Harvester bookmobile once used by St. Louis Public Library is set up to greet visitors as they enter the William R. and Laura Rand Orthwein Education and Visitor Center. The vehicle was built in the late 1960s or early 1970s by Gerstenslager Company on an International Harvester chassis.

"This is a unique artifact presenting a unique opportunity for us," said Terri McEachern, TNMOT Executive Director. "Guests have the opportunity to not only go inside this artifact, but they can purchase the books on display."

Prices are \$2 for children's books and \$5 for other books. Proceeds will go to ALL Aboard, which provides children in our community the opportunity to experience our legacy in motion regardless of their ability to pay. Through ALL Aboard, tickets are donated to underserved populations, children in foster care, and children receiving ongoing medical care.

Donations of new or gently used books will replenish the bookmobile's stock. Children's books are particularly needed, as the bookmobile already has a large selection of books for adults. Drop donations off at the Orthwein Welcome Desk during regular Museum hours.

The story of Gerstenslager Company has a lot to teach about a business focused on moving forward. Wehe Company started in



Dave Behlmann fills the bookmobile's shelves for visitors to peruse.

1860 as a carriage/coach maker. In 1882 blacksmith George Gerstenslager went to work for the company, and by 1904 was the owner. In the early 1920s, Gerstenslager Co. saw a burgeoning need for special van and truck bodies for commercial vehicles and began making them, leaving horse-drawn vehicles behind. After World War II, the company tailored its manufacturing to custom-built mobile units such as bookmobiles, fire rescue vehicles, dental units, canteens, mobile X-ray units, mobile hospitals, mobile television trucks, and even Wienermobiles for Oscar Meyer, making five of them in the early 1950s.

Gerstenslager courted libraries, and their efforts coincided with passage of the Library Services Act in 1956, designed to promote the development of public libraries in rural areas through federal funding. The company even had a representative on the American Library Association's board of directors. Estimates are that Gerstenslager built more than 90 percent of the bookmobiles operating in the early 1960s.

Bookmobiles are still in wide use, though reduced from their heyday. St. Louis County Library's bookmobile fleet serves 40 public elementary schools, according to its website, and its Sweet Reads bookmobile goes to neighborhoods in and near Spanish Lake in North County.

Step into the bookmobile at Orthwein on your next visit. You won't need your library card, just a little cash for a good cause when you find a good read to take home.



Donate new or gently used books to the Museum at The William R. and Laura Rand Orthwein Education and Visitor Center Welcome Desk.



MISSOURI MASTER NATURALISTS LEND A HAND

A baker's dozen of Missouri Master Naturalists of the Great Rivers Chapter recently did a little outdoor spring cleaning at the Museum.

The naturalists came out Sunday, March 6, for service and a hike on TNMOT's 42-acre campus. They tidied up the grounds, collecting trash along the creek and in some gardens. Their efforts even turned up a Museum membership card, which was returned to the grateful member.

The group plans to return for another service day soon, and TNMOT thanks them for their good work.

GARDENERS RETURN, READY TO WELCOME NEW HELPERS

Garden volunteers are back from winter break and ready for you to join them!

Gardening staff and volunteers have done an exquisite job of developing areas of the Museum grounds into areas of pollination plants, sustainable gardens, nature features, native plant showcases, a beautiful natural water retention pond, and more. With Spring upon us, the magic is coming back, and so will the pollinators for tasty treats.

Whether you are new to gardening or trying to complete hours for Master Gardener or Master Naturalists, you'll



have plenty of hands-on learning opportunities as you complete service hours. If you, or anyone you know, might be interested in volunteering some time with the garden group, you may contact April at 847.289.9760 or Tessa at tesswass4@gmail.com for details.



SPRING BREAKS



Signs of spring start peeking out around the Museum grounds, including preparing Owey's Handcar Village and our award-winning Pollinator Garden for the season.





Photos by Steve Binning, used under Creative Commons license CC BY-SA.

STEP ABOARD THE #2740

An old friend is back on the trolley track after a refreshing break from service.

The trolley maintenance team has been working hard to make sure the 1947 Southeastern Pennsylvania Transportation Authority #2740 is in tip-top running order and looking sharp.

Trolley volunteers have gone through operator recertification, and the beautiful car was scheduled at press time to start carrying Museum visitors again April 7.

The #2740 is a PCC (Presidents' Conference Committee) streetcar built by the St. Louis Car Co. for the Philadelphia Transportation Co. It was first restored to operation at TNMOT in 1995-97.

Ride a historic trolley Thursday – Sunday. Trolley rides are included with Museum admission.



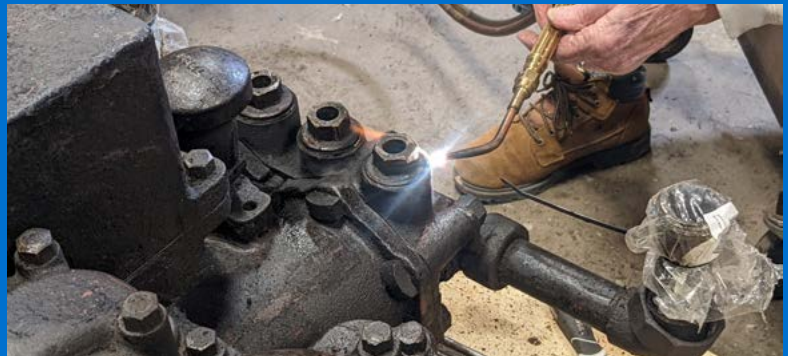


Close Look at Compressor for Water Works #10

The Museum's trolley volunteer maintenance team, led by Carl Wessel, has begun work on St. Louis Water Works Railway Car #10. Shown here is the car's air compressor, which supplies the compressed air needed for the braking system. After work has been completed on the compressor, it will be reassembled, tested, and reinstalled in its proper place underneath #10. (Photos by Steve Binning, used under Creative Commons license CC BY-SA.)



Railway car positioned with the air compressor over the pit in the shop



Work begins on disassembled compressor.



Restoration work on the Missouri-Kansas-Texas #311 Continues

A Go Fund Me campaign seeks to raise money to complete work on the #311, which has been generously helped by the St. Louis chapter of the National Railway Historical Society and the volunteers working on the project. Here's the Go Fund Me campaign description:

"The Missouri-Kansas-Texas #311 (MKT 311) is a classic steam engine and a key piece of American transportation history. Built by the Baldwin Locomotive Works in 1890, the engine operated in passenger service for the MKT, or Katy Railroad, for more than 60 years until 1950. Following a

decision to end all MKT steam operations in 1953, the #311 became the last remaining of more than 1,000 Katy steam locomotives. All other sister locomotives were scrapped to make way for new technology. Today, it is the only known example of its kind."

Go to gofundme.org and search for MKT 311 to give online directly or mail a check made out to The National Museum of Transportation with MKT in the memo line to 2967 Barrett Station Road, St. Louis, MO 63122.



PLEIN AIR 2022

SUNDAY, MAY 21

Professional and amateur artists are invited to capture the Museum's features from 9 a.m. to 3 p.m. Sunday, May 21, as they compete for cash prizes. Go to tnmot.org and search for "plein air" to register, which costs \$10. Museum visitors that day can watch and learn a bit about artistic technique.

TOP WINNERS OF 2021 PLEIN AIR CONTEST



FIRST PRIZE

Mary Coulter "Yellow 57 Nash Metropolitan," water color



SECOND PRIZE

Kathy Morrison, "HT Potts," water color



THIRD PRIZE

Gabriele Baber, "551 Train," oil

GIVESTL DAY

THURSDAY, MAY 5, 2022

Donate now through 5/5 at tnmot.org

Join The 2-10-50 Club of 'ALL Aboard'

Sponsor 2, 10, or 50 children on a Museum visit and miniature train ride
For \$8.50 per child you can sponsor 2, 10, or 50 children!

The ALL Aboard program provides children in our community the opportunity to experience our legacy in motion regardless of their ability to pay. ALL Aboard provides tickets to underserved populations, children in foster care, and those receiving ongoing medical care. Participating organizations include: Boys & Girls Club of Greater St. Louis, Variety the Children's Charity of St. Louis, Confluence Academy, Ferguson-Florissant School District, St. Louis City Public Schools, St. Louis Catholic Academy, and St. Cecelia School and Academy.

Visit tnmot.org/product/sponsor-a-child



Speaker Series Returns

Summer will bring more opportunities to hear transportation stories.

Brian Fogarty kicks off the 2022 Speaker Series with “Railroads for Breakfast, or the High-Iron Diet” at 9 a.m. Thursday, June 9, on the Don C. Musick III Mezzanine of the Earl C. Lindburg Automobile Center. All 2022 presentations are slated to be at 9 a.m. in the Lindburg building.

Fogarty wrote *America Before and After Railroads* to encourage readers to think “in surprising ways about America’s transformation from an agrarian backwater to an industrial colossus and world power—but mostly about the myriad little things we take for granted in our everyday life.”

Fogarty is Professor Emeritus of Sociology at St. Catherine University in St. Paul, Minnesota. He resides in Creve Coeur and has been a volunteer tour guide at TNMOT for five years. He’s the author of several books in addition to *America Before and After Railroads*, and his latest writing project is a series of pamphlets on the role of transportation in creating the modern world.

July will feature “The Old Monopoly: Wiggins Ferry Company and Its Influence on St. Louis Railroads.” Rev. Thomas Keller, pastor of Assumption-Mattese Catholic Church in South County will speak on July 14.

Father Keller’s biography on the Assumption-Mattese website talks about his interest in history, especially after a summer job during high school at Streckfus Steamers/Gateway Riverboat Cruises. Keller wrote, “I had the privilege to work daily with Captain Bill Carroll, former Master of the old S.S Admiral. This cultivated my lifelong love for the Mississippi River and St. Louis history.”

On August 11, Doug Schneider will speak about “How Railroads Shaped St. Louis.” Schneider, a St. Louis Community College instructor, has degrees in history and linguistics, has

Speaker Series presentations are at 9 a.m. on the second Thursday of each month, June through November, on the Don C. Musick III Mezzanine of the Earl C. Lindburg Automobile Center.

lived on three continents and in ten states, and has been fond of railroads ever since he was a kid riding the Long Island Railroad into Manhattan to explore New York City. When he lived in Kano, Nigeria, his house was a short walk (ironically, through a camel grazing field) from the Nigeria Railway facility where steam locomotives were maintained, and he has ridden trains behind the Iron Curtain. Schneider has taken a shine to St. Louis, where he enjoys both showing off St. Louis to visitors and revealing its treasures to the people who have lived here all their lives.

Fall plans for speakers include Amanda Clark and David Lobbig of the Missouri Historical Society and an encore presentation by Ed Dickens, who ran the working restoration of Union Pacific “Big Boy” No. 4014 and runs its touring. Reservations for his 2021 appearance were filled quickly, so keep a close watch on tnmot.org and social media for details.

The Speaker Series is free, but reservations are required, as space is limited. The series takes place on the second Thursday of each month, June through November.

Reservations can be made at tnmot.org.



Brian Fogarty



Father Thomas Keller

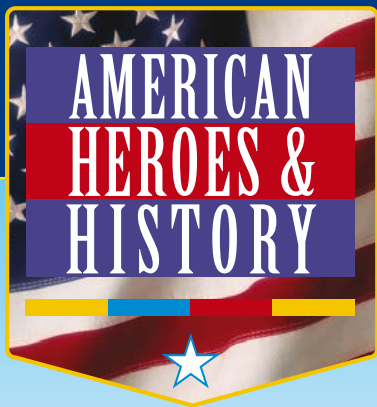


Doug Schneider

THE NATIONAL MUSEUM OF TRANSPORTATION 2022 CAR SHOWS

10 am - 3 pm each day

REGULAR ADMISSION APPLIES



MAY 21
Armed Forces Day
Pistons & Pumpers
Plein Air Painting Competition

MAY 22
Early Ford Car Show
Steel Drum

**“ROLL”
 MODELS**

Father's Day Weekend

**Dads and Granddads Free when
 accompanied by a paying child**

JUNE 18
Orphan & Rat Rod Car Show

JUNE 19
Horseless Carriage Club Show



SEPTEMBER 24
A PET Car Show
 (The Show of Cars with Animal Names)

SEPTEMBER 25
**Acoustic Music Festival &
 Archway Olds Club Show**



OCTOBER 8
Mercedes
Horseless Carriage Club Show

OCTOBER 9
Cadillac & LaSalle

THE NATIONAL MUSEUM OF TRANSPORTATION

2933 Barrett Station Road
St. Louis, MO 63122

MISSION

The National Museum of Transportation will be the leader in protecting and interpreting 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.

VISION

The Museum's successful operation depends on eight equally important units known as our 'drive wheel': Education • Exhibits Interpretation • Grounds & Facilities • People • Events & Outreach • Guest Services • Restoration & Preservation • Library & Archives The unified force of the 'drive wheel' successfully moves the Museum forward.

VALUES

What we value is reflected in one word:

Respect. We respect the people, artifacts, campus, and stewardship that preserve the transportation past for future generations.

People. We respect our fellow volunteers, staff, guests, and stakeholders. We will share knowledge and collaborate, as well as be considerate and supportive of those with different and differing ideas.

Artifacts. We will respect the history and historical significance of artifacts entrusted to us to protect and preserve. Objectivity, accuracy, and integrity will prevail.

Campus. We will respect the grounds, buildings, and equipment by keeping these clean, orderly, and in working condition. We will be a good steward of our environment by emphasizing pollinator and native plants to our campus to foster not only attractive, but also sustainable, landscaping.

Stewardship. We will respect the significance of our treasured collection, acknowledge our role in preserving it, and remain accountable for the gifts we receive.

GOAL

We preserve and protect our transportation heritage enabling us to teach our children and our children's children about the significant role transportation played in the development of our Country.

We actively preserve history every day for the next generations!

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The National Museum of Transportation is a 501(c)(3) relying solely on the generosity of donors to preserve the past for future generations.