

# The SP<sup>oke</sup>KE<sup>n</sup> Word

THE NATIONAL MUSEUM OF TRANSPORTATION NEWSLETTER

FALL 2022

## Major Lee Berra Creation Station Debuts

A Berra family video shows young Lee at a Breakfast with Santa at the Museum earnestly pleading not to leave.

"I want to stay! Can we come back here?" Lee begs.

"I mean, he just loved it here," his mother, Beth, recalled. And that was before Creation Station opened. "Creation Station is just an amazing room. Lee would have loved this room," Beth said. "He probably would have liked Creation Station as a 30-year-old."

The Major Lee Berra Creation Station

was dedicated in September, named for a young pilot who died in a tragic private airplane crash on January 25, 2017, a few weeks shy of his 33rd birthday. Lee grew up near the Museum, in Greenbriar Estates, and the family visited often, Beth said. Those visits didn't end when Lee grew up and moved away.

"The Museum was one of the St. Louis staples that we always had to hit up," said Sydney Berra, Lee's wife. "At least once a year we would come here. He climbed all



*Continued on page 9*



## Historic Hyperloop Pod Arrives

TNMOT visitors can now take a close-up look at the future of public transport, or at least one vision of it.

Coming straight to the Museum from the Smithsonian Institution's *Futures* exhibit, the Virgin Hyperloop Pegasus XP-2 is the first hyperloop vehicle to carry people safely, doing so in a brief test run on November 8, 2020, in Nevada.

The historic sleek pod at The William R. and Laura Rand Orthwein Education and Visitor Center has just two seats, smaller than the passenger cabin for 28 envisioned by Virgin Hyperloop and shown in videos that are part of the Museum's display.

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# HOLIDAY HAPPINESS ALWAYS ON TRACK



**November 25 – December 30, 2022**

## MUSEUM HOURS

**Wednesday – Sunday: 9:00 am – 4:00 pm**

PLUS: Dec. 19, 20, 26 and 27

*Closed Thanksgiving Day, Christmas Eve, Christmas Day, New Year's Eve, New Year's Day*

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**ADMISSION: \$15 Adults | \$12 Seniors & First Responders | \$6 Children 2-12**  
(extra fees may apply for some activities)

### **The E. Desmond Lee Holiday Train Exhibit**

The region's largest indoor  
holiday train display!

### **The Famous-Barr/Macy's Holiday Train Display**

### **Museum Tours**

Visit the entire Museum!  
Wednesday – Sunday: 10:00 am

### **Miniature Train Rides\* | \$5**

\*weather permitting

#### **November**

Wednesday – Friday: 9:20 am - 1:20 pm

#### **Saturday & Sunday**

& Nov. 25: 9:20 am – 3:20 pm

#### **December**

Saturday & Sunday,  
Dec. 19 – 23 & 26 – 30:  
11:00 am – 3:00 pm

### **Santa Arrives by Helicopter\***

\*weather permitting

**Nov. 26: 10:00 am**

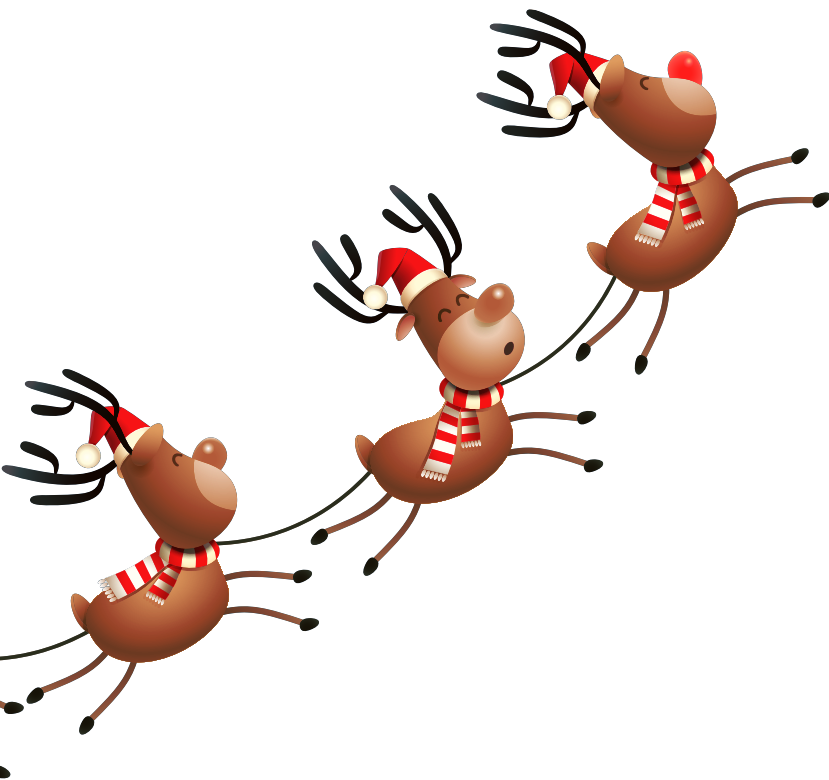
### **Santa Claus Visits**

(included with admission)

**Nov. 25 – 27: 11:00 am – 2:00 pm**

**Dec. 3, 10: 11:00am – 2:00pm**

**Dec. 17, 18: 11:00am – 1:00pm**



## Live Reindeer

(included with admission)

Nov. 25, Dec. 3, 10:

11:00 am – 1:00 pm

Dec. 17: 10:00 am – 12:00 pm

## Fredbird

(included with admission)

Dec. 3: 12:30 pm – 1:30 pm

## Louie (St. Louis Blues)

(included with admission)

Dec. 10: 12:00 pm – 1:00 pm

## Boxcar Boutique Gift Shop MEMBER Shopping Days:

Nov. 18, Dec. 2, 9

50% off one item of your choice

30% off everything in the store  
(Cannot be combined with any other offers)

## Museum Memberships Make Great Gifts!

Visit the welcome desk during regular Museum hours to make your purchase, or buy online at [tnmot.org](http://tnmot.org)

## Major Lee Berra

Creation Station | \$3

Wednesday – Friday: 9:15 am,  
10:30 am, 11:45 am

1st & 3rd Sundays, Nov. 25 – 27,

Dec. 3, 4, 10, 11, 17 – 23,

26 – 30: 9:15 am, 10:30 am,

11:45 am, 1:00 pm & 2:15 pm

(First-come, first-served. Arrive early! Entire party must be present to purchase tickets)

## Ride an Historic Trolley\*

\*weather permitting

(included with admission)

Nov. 25: 9:00 am – 3:00 pm

Nov. 26 – 27: 10:00 am – 2:00 pm

December

Thursday – Sunday

Dec. 1 – 18: 11:00 am – 3:00 pm

Monday – Friday

Dec. 19 – 30: 11:00 am – 3:00 pm





## MYSTERY SOLVED DURING RESTORATION OF B&O #173 Camel

Mysteries often pop up during the restoration of historical artifacts, but police don't usually get involved in solving them. However, the case of the missing number plate for the Baltimore and Ohio #173 did necessitate calling St. Louis County Police, who located it and returned it to the Museum in time to be part of the train's current restoration.

Work on the camel (sometimes mistakenly called the camelback) has been proceeding for four years, slowed considerably by the pandemic, a key worker moving away, and rotting wood. But the steady work is yielding results, and it should find a home in the Roberts Pavilion before long.

The #173 is one of only two camel 4-6-0s left, with the other at the Baltimore and Ohio Museum. Although it is often called a camelback, the #173 is really a camel, with its cab sitting atop the boiler, whereas in camelbacks, the cab straddles the boiler. But the terms often are used interchangeably.

And the number plate? Museum curator Coby Ellison received a phone tip from a railroad memorabilia collector in Washington, D.C., that the number plate was up for sale on an auction site. The collector was wondering if the auction item was original or a copy.

Ellison combed through the train's file and discovered that the plate had definitely been on the train when it came to the Museum in the 1950s as part of the Purdue University collection. A photo taken in the 1990s showed the plate in place on the train. But it was gone by the time of a photo taken about seven years later.

"It would've been a lot of work to get that number plate off," Ellison said. "You would have to open up the smoke box. It would have to have taken hours to do it, really. Someone stole it during that time frame." So Ellison called the auction house to alert them to their having stolen property, and on a Friday he sent them photos and documentation proving the plate belonged to the Museum. On the following Monday the auction website said the plate had been sold.

Ellison called and emailed the auction house. When they didn't respond, he called St. Louis County Police, who eventually got the buyer's information from the auction house. The buyer had



**Baltimore and Ohio #173 Camel**

paid \$900 and said he thought it was a replica, but eventually agreed that, as the original, it should be returned to the train. "He was a rail fan. He knew it should probably be here," Ellison said. "I was told that the auction house gave him his money back."

The number plate has historical significance. Only five camels and camelbacks are still on display in the United States, with TNMOT having the #173 and a true camelback, the Delaware, Lackawanna & Western #952.

"The Lackawanna #952 was restored about 18-20 years ago," Ellison said. Tentative plans are to display the #952 and #173 next to each other if possible, he said.

Restorers knew that the #173 would require quite a bit of work. "The tender was sitting on a wood frame that was totally rotted out," Ellison said. "We knew we were going to have to replace that frame, but we also predicted that when we lifted the tank off of that wooden frame, that the whole thing was just going to fall apart, and that's exactly what happened."

The rough-cut white oak needed for the project had to be picked up at a sawmill in Illinois. Then progress halted. Restoration work at TNMOT shut down because of Covid, and the lead woodworker volunteer moved to Florida. But the crew persevered. "They completely rebuilt that frame. It's pretty impressive that they were able to do that," Ellison said. Some of the steam plumbing had to be replaced, as did a little of the woodwork in the cab, but mostly the cab just needed cleaning, priming, and painting.

The #173's new spot in the Roberts Pavilion will allow visitors to see the train's unique profile. And if the #952 ends up beside it, visitors can compare the camel and camelback designs.



## ROUNDUP OF OTHER RECENT AND ONGOING RESTORATION WORK

### **Frisco 1621**

The Eagle-Picher/St. Louis-San Francisco Railway #1621 was built in 1918 for the Imperial Russian State Railway to use in World War I but was never sent to Russia because of the Bolshevik Revolution. It was retrofitted to fit American railroad tracks. The 2-10-0 decapod engine at the Museum sports a builder's plate with Cyrillic letters, reflecting its original purpose. Visitors may have noticed the work being done on the train in recent months.

"They're doing a good job, a thorough job," Museum Curator Coby Ellison said. "They've been taking paint off, cleaning some things off, doing some repairs, patching holes in the tank tender."

Fortunately, the train went to the Frisco maintenance shop before it came to the Museum about 50 years ago, and there they removed the asbestos on the boiler jacket. "They then used galvanized metal, which doesn't hold paint well," Ellison said. "In one way galvanized metal is good because it doesn't have the rust that jacketing typically does, but it's bad because the paint doesn't stick to it very well. We're using an epoxy primer on that galvanized metal and then will repaint it." A grant from Burlington Northern Santa Fe has helped pay for the project.

### **Missouri-Kansas-Texas Railroad "KATY" #311**

Work continues on this last surviving "KATY" steam engine. All the metal parts for the stairs have been completed and are awaiting assembly. Reproductions of the M-K-T emblem (aka herald) are being made for the tender, and a sample of the seat cover material has been given to an

upholsterer for a quote on recovering the seats. A grant from the St. Louis chapter of the National Railway Historical Society, a GoFundMe campaign, and the team working on the project are helping to fund the work.

### **St. Louis Waterworks Railway #10**

The hard-working streetcar is in the shop for maintenance, and, as so often is the case, one thing leads to another once you start working on a vehicle. "Once they lifted up one end—they were going to just replace some springs—they discovered some cracks in the truck," Ellison said. Work continues.



**Kansas City Public Service Co. #1533**

### **Kansas City Public Service Co. #1533**

Work has started on the Birney streetcar. Volunteers picked out the oak pieces needed at a sawmill in Sullivan, MO, and staffers Ellison and Ace Eaton picked them up for the first steps, replacing the uprights and the nose. The project has its challenges.

"Some of the angles are pretty complicated," Ellison said. "The goal is to get enough structural support of the streetcar body that they can lift it up and then pull the truck out and then start working on the truck. They eventually want to get it running."



**Keeping the U.S. Army Air Force Douglas Aircraft C-47A looking sharp**

### **Miscellaneous Painting, Cleaning, etc.**

The C-47, H.T. Pott, Laclede Christy, and Whale Belly were freshened up with paint and other cosmetic work over the spring and summer.



**The G.A.T.X. #96500 "Whale Belly" before and after some elbow grease and paint were applied.**



# YOUNG PROFESSIONALS BOARD, VALDEZ ROLL OUT IDEAS



Creative ideas and new approaches continually flood Kurt Valdez's mind. They always have.

As a teen he started designing his own haunted garage for Halloween, which later inspired his work on a haunted railyard at the Museum for a few years. When he had a challenging student in a martial arts class, he came up with a novel approach that helped the student

succeed. A conversation about the number of people from around the country who follow TNMOT's social media made him start brainstorming ideas on how to enhance the Museum's connection with those followers.

"I'm always trying to think of new things. I guess that's my job now, right?" said the president of TNMOT's new Young Professionals Board.

Valdez is leading the new group, which seeks "to raise visibility of the Museum, attract a diverse audience, and assist with fundraising and promotional activities that ensure the continued success of The National Museum of Transportation."

"Kurt is the exact right person to lead the Young Professionals Board," stated Terri McEachern, TNMOT Executive Director. "He loves the Museum. He has an affection for cars. And he is

truly successful in everything he pursues."

The Poker Run in September was one such success, as car enthusiasts drove their Porsches, Lamborghinis, and more about 80 miles from checkpoint to checkpoint, receiving a card for their poker hand at each stop. Held on the same day as the Archway Olds Club show and the Acoustic Music Festival, the Poker Run complemented those events, a model Valdez would like to duplicate. "What can we do to enhance the annual events?" he said.

And what new events might appeal to those not currently connected with the Museum at all? The Young Professionals Board's first meeting last summer spawned an array of ideas, Valdez said. Now they're vetting them through research and Museum staff before deciding "if they're worth running with."

Valdez knows quite a bit about the Museum, having worked at it as a teen and young adult and serving on the Automobile Advisory Committee. He also visited TNMOT as a child and wants to ensure future children can do the same. "The Museum is such a treasure to the St. Louis area and beyond. I want to be able to continue that for future generations, like it was there for me when I was a kid." But that takes work and money. "It takes a lot to keep all those artifacts in good condition."

*Continued on next page*

## TNMOT YOUNG PROFESSIONALS BOARD

**Stephanie Bolego**  
St. Louis Auto Dealers  
Association

**Justin Bondurant,**  
JMB Performance &  
Powdercoat

**Calvin Cajigal,** Western  
Anesthesiology  
Associates

**Tom Compton**  
ISS Material Handling

**William Costas**  
Black Creek  
Landscaping

**Connor Crory**  
Commerce Bank

**Brian Decker**  
Essex Ind.

**Thomas Francois**  
Union Pacific Railroad

**Alan Held**  
Union Pacific Railroad

**Jonathan Hinely**  
PSA Airlines

**Jenny Huber**  
Crawford Murphy & Tilly

**Josh Kaivo**  
Northwest Railway  
Museum

**Nate Kennedy**  
Hubbell

**Michael Kleckner**  
AgriThority

**Don Lillicrap**  
NAPA Auto Tire and  
Parts

**Brian Malone**  
Edward Jones

**Kyle Merrick**  
Department of Defense

**Jack McEachern**  
Super Bright

**Brian Mcleod**  
Google

**John Mueller**  
Barry-Wehmiller  
Companies

**Jay Ott**  
Edward Jones

**Sam Rana**  
BJC

**Malissa Shaw**  
Cass Information  
Systems

**Jaime Staengel**  
Anheuser-Busch

**Neal Steinbach**  
PayPal

**Grant Stoecker**  
Align Production  
Systems

**Zach Tusinger**  
City of St. Charles

**Kurt Valdez**  
AT&T

**Andrew Waldholtz**  
Barnes-Jewish Hospital

**Max Wehmeier**  
Wood

**David Welkener**  
Wells Fargo

**Mike Zirngibl**  
Self-employed



# GODAT EAGER TO HELP MUSEUM KEEP MOVING FORWARD



As George Godat looked for new ways to be of service to the community, the Museum seemed an especially good fit.

Having volunteered with Pedal for the Cause for some years, Godat handed that baton to another Spire employee and started searching for a new community commitment. Conversations with members of the TNMOT Board of Directors convinced him that joining the board could prove especially beneficial as the Museum completes its transition from being under St. Louis County governance to operating as a private 501(c)(3) organization.

"I just thought it was a great opportunity for partnership," Godat said. As vice president and general manager for Spire's Missouri East Utility in St. Louis, Godat brings access to various types of resources—expertise in areas such as accounting, engineering, law, etc.; workers for special construction/maintenance projects; grant money; and more.

Since Godat's joining the board in

January, Spire has given \$15,000 in grants to the Museum, which paid for the new interactive areas behind Barrett Station Depot. Spire employees have redone the deck at Barrett Station Depot, replaced the ramp to the Train of Thought Education Railcar, and transformed a hillside next to the library and archives building in accordance with an engineer's directions.

"The commitment that Spire has made to the Museum this year is remarkable," stated Terri McEachern, TNMOT Executive Director. "We would not have had the manpower, equipment or financial resources to complete the projects Spire completed for us. The commitment George has made to the Museum is extraordinary."

Spire sponsors eight hours of community service per each employee per year for a wide variety of community groups. In addition to the above work by a group of 15-20 Spire employees, another group of about a dozen worked last year and this year on planting efforts such as the Spire Rain Garden Discovery Path and Interpretive Display Project. It's all part of giving back to the community, Godat said.

"For our customers, and we have roughly

700,000 in the St. Louis area, we want to do everything we can do to support those customers and the community. We think that's as important as anything we do as an organization," he said.

As a board member, Godat is particularly excited about the ALL Aboard! program, which seeks to ensure that children throughout the St. Louis area can visit the Museum regardless of their ability to pay. He said there are conversations with Big Brothers Big Sisters about how they could facilitate the transportation of children out to the Museum, as their volunteers are often looking for new places and activities to engage their children.

The arrival of the hyperloop is another exciting development, Godat said. "I think that's going to bring lots of new folks out." Expanding the visitor base is vital to keeping the Museum moving forward in this key transition period. And the institutions that serve families, such as TNMOT, are vital to St. Louis. "One of the biggest things St. Louis has going for it is all of the activities we have for families," Godat said.

Godat and Spire are enthusiastic about their part in keeping the Museum's forward motion going.

## VALDEZ

*Continued from previous page*

Valdez's favorite artifact is the Chrysler Turbine car. "Dad worked at Chrysler," Valdez said. One day when Valdez was working at the Museum they were running the turbine engine, which was amazing to hear, he said. "'Would you like to drive it?' they asked me. And I drove it around the lot. I was on cloud nine for a month probably. I was so excited to go tell my dad."

Seeing his nieces and stepdaughter enjoy the Museum also excites Valdez. "I took the girls out to look for the golden spike," he recalled, and then his brain started churning. "Coming up

with more activities like that would be great too."

Valdez is a Principal Enterprise Architect for AT&T. In addition to his Museum commitments, he teaches martial arts at RiverChase YMCA in Fenton, serves as a subdivision trustee, and is an active member of a few local car clubs.

The Young Professionals Board primarily gives Valdez a chance to help the Museum that has meant so much to him, but it also puts him in touch with like-minded peers. "This is good for us as young professionals. We're networking with new people. It can help our own professional and personal lives. Plus we're having a good time and it's benefiting the Museum. Everybody's excited."






Museum guests check out the Nature Library and Reading Nook.



The 2022 Speaker Series educated visitors with many new insights, stories, and information tidbits. Among this year's six presenters were Father Tom Keller speaking about the Wiggins Ferry Co., and Ed Dickens, speaking via computer about the restoration and running of the "Big Boy" steam locomotive, Union Pacific #4014.



# We've got a NUMBER of historic artifacts!

-  Find the artifact.
-  Fill in the missing number.
-  Good luck!

The latest Museum activity to engage young learners is the "Number of Artifacts" handout available at the William R. and Laura Rand Orthwein Education and Visitor Center Welcome Desk. Guests find the numbers on various artifacts, fill in their handout, and turn it in at the Welcome Desk for a prize.



5.



9.



6.



10.



7.



11.



8.



12.

# MAJOR LEE BERRA

*Continued from page 1*

over the trains....When we would come, he would literally run from train to train."

"He always liked trains and planes and trucks," Beth said. "I know most boys do, but he stuck with them. He wanted to be a pilot when he was little, and he never left it."

Lee attended Our Lady of the Pillar school and then St. Louis University High School. He earned his pilot's license when he was 16. He received his bachelor's degree in aerospace engineering from the University of Southern California



*Major Lee Berra's mother, Beth, and wife, Sydney, with the memorial wall by the entrance to Major Lee Berra Creation Station.*

and was commissioned into the United States Air Force, fulfilling his childhood dream of being an Air Force pilot. He flew 2,566 military flight hours in 30 different aircraft.

Lee met Sydney when he was training in Texas to be a B-1 pilot. "He moved into an apartment right across from me, and the rest is history," Sydney said. "We started out in Texas, then he imported me to South Dakota (Ellsworth Air Force



*Lee Berra enjoying the Museum as a youngster*

Base), couple of years there, then out to California (Edwards Air Force Base)." He graduated from the USAF Test Pilot School in 2016 and was a B-1 test pilot with the 419th Flight Test Squadron temporarily assigned to the 12th Flying Training Wing at Joint Base San Antonio for T-38C pilot instruction training.

"He was so big on always learning, but then always wanted to teach too," Sydney said. "He was an instructor already and he was going back to teach at the test pilot school. He just had such a natural knack for it, not even trying to instruct, but just helping those around him."

The Berra family own and operate Community Wholesale Tire and established the Berra Family Charitable Foundation in 2017. Beth and husband, Phil, had talked previously about establishing such a foundation. Lee's death was a catalyst to make it happen. The foundation has donated to various important causes, but they also wanted to find special projects that they felt Lee would appreciate.

They endowed a scholarship at SLUH, alma mater of Lee and his brother, Andy. And one of the homes being built in the Veterans Community Project's village on Grand near John J. Cochran Veterans Hospital is named in honor of Lee. "We were looking around. What else could we do?" Beth said. "Then our daughter, Adrienne, said, 'What about the old-fashioned train station?' That's what our family called it. And we thought, perfect....So I looked on the website and saw a list of naming opportunities and called."

At the entrance to The Major Lee Berra Creation Station are photos of Lee and of his family and Air Force comrades. A shadow box shows his medals and dog tags and more. And his flight helmet is featured. Text tells some of his story, but of course it's hard to capture him completely.

"He was a special kid," Beth said. "I know people always say that when they lose somebody, but he was. He kept all his high school friends, was still tight with them. His whole fraternity pledge class came to his funeral."

"He was just one of those people who drew you in," Sydney said.

He's still drawing people in. On an October afternoon a young teen passing by The Major Lee Berra Creation Station looked up at Lee's medals and the picture of the plane particularly. Then he caught



*The Museum installed a new sign in September to make the name change official.*

sight of Lee's helmet and was enthralled. "Is that real? Was that his? Mom, look at this. How does it work?"

The learning continues.

# Chessie the Cat, Hubby Peake, Their Kittens Rode the C&O

Long before Grumpy Cat, Nine Lives' Morris, or the ubiquitous cute cat videos online, Chessie won feline fame as the face of the Chesapeake and Ohio Railway.

The Museum's archives house several items featuring Chessie, including playing cards, a children's book, china, napkins, brochures, and many advertisements.

Chessie first appeared in an ad for the railway in 1933, though she was a nameless kitten at that time. According to the Chesapeake and Ohio Historical Society, C&O public relations and advertising man L.C. Probert first spotted in a newspaper the drawing of a cuddly kitten sleeping as he was developing an ad campaign to promote the railway's new air-conditioned sleeping car service.

"Sleep Like a Kitten and Wake Up Fresh as a Daisy in Air-Conditioned Comfort" was the slogan used in an ad appearing in the September 1933 issue of *Fortune*. C&O purchased the kitten drawing from Viennese artist Guido Gruenewald for \$5.

The kitten drew positive responses, so C&O built a campaign around the newly christened "Chessie," named for the railway. In 1934, C&O printed 40,000 calendars featuring its new mascot, who appeared in ads in several national publications.

Chessie also appeared on various promotional materials such as route maps and brochures for "Chessie Broadway tours to New York City." The sleeping cat's image adorned railroad china. She received letters. According to her "Thanks a Million" ad aimed at her fans, she received Valentines, catnip mice for Christmas, and when her kittens Nip and Tuck joined her in ads and a book, she received pleas from families wanting to adopt them.

Chessie's mate, Peake, started appearing with his family in the late 1930s. Naturally Peake, aka "Chessie's



*Patriotic Peake keeps wife Chessie's photo and letter close at hand to remind him what he's fighting for in this World War II-era advertisement for the Chesapeake and Ohio Railway. The ad is one of several items featuring Chessie in the Museum's archives.*

Old Man," was a patriotic citizen who enlisted in the Army during World War II and served overseas. Meanwhile Chessie, aka "America's Sleepheart," gladly gave up her Pullman berth for traveling soldiers. The couple helped promote war bonds, and Chessie was, of course, Peake's pinup gal.

The railway itself started to be known as Chessie, and in 1972, C&O, Baltimore & Ohio, and Western Maryland railways combined under the name Chessie System, with the familiar feline ready to

help them sell their freight service. The silhouette of a kitten became part of the "C" in Chessie.

As in most industries, railway mergers, acquisitions, and reorganizations happened along the way, with the name Chessie disappearing into CSX Transportation in the mid-1980s. But 2022 marks the 25th anniversary of the Chessie System Historical Society, and items featuring the feline sell well online, so there's no doubt that the name Chessie has a few more lives left.



# Eads Model Points to Beauty, Stories of Famed Bridge

Step inside the Barrett Station Depot to remind yourself of the beauty and engineering marvel that is Eads Bridge.

On display is a 1:87 scale model built by the Terminal Railroad Association of St. Louis (TRRA) in 1944 to commemorate the 50th birthday of St. Louis's Union Station. TRRA owned both Eads Bridge and Union Station at the time, though the City of St. Louis and Bi-State Development own Eads today.

The model is a natural fit for the TNMOT collection. Infrastructure makes transportation possible. And telling the stories of transportation in the United States has to include discussion of roads and railroad tracks and the bridges that carry both, with Eads Bridge playing a

“  
*It is indeed a structure of  
perfection and beauty  
unsurpassable,  
and I never tire of it.*  
— WALT WHITMAN

prominent role.

You could start with stories of James Buchanan Eads, an unlikely candidate to design and build a bridge with zero experience in either task. The construction challenges and how they

were met are interesting. Then there are stories about the businesses that didn't want a bridge to be built in St. Louis, or the steamboat interests that didn't want any bridge across the Mississippi River, though they lost that battle years before up at Rock Island, Illinois. The backers of James Eads and those of another proposed bridge builder all have interesting back stories and motives.

Because Eads Bridge has been around since 1874, it can be easy to forget it had its detractors and controversies, as do the transportation innovations under development today. Perhaps visit the model at TNMOT and let the bridge's beauty speak to you of the past, but also of the future.

Workers install the latest addition of high-density shelving units in the Library and Archives Building as the Museum transitions to the more efficient storage system, which takes up about 40 percent less space than traditional static shelving.



## HYPERLOOP

*Continued from page 1*

Hyperloop pods accelerate gradually via electric propulsion through tubes with a near-vacuum environment that minimizes air resistance. Pods float along the track using magnetic levitation and glide at speeds of nearly 700 miles per hour, according to the Virgin Hyperloop website. A trip from St. Louis to Kansas City would take about half an hour.

Hyperloop travel is faster than high-speed rail, and its zero direct emissions make it cleaner than air travel. However, building the tubes, the infrastructure to support hyperloop, is obviously a challenge. Several hyperloop companies are developing systems. Virgin's successful test with human passengers was historic, so it was exciting when the Smithsonian contacted TNMOT about displaying the Pegasus XP-2, said Museum curator Coby Ellison.



*Video in the exhibit shows the historic trial run with passengers on November 8, 2020.*



*A young guest explores the Virgin Hyperloop exhibit.*

"If we're the National Museum of Transportation, this is an opportunity that we cannot miss out on," Ellison said. "We're pretty confident we're going to draw quite a few people because it was pretty popular at the Smithsonian. We're right in the middle of the country, so people will maybe take that drive to see it, then see the rest of the Museum."

Smithsonian curator emeritus John H. White Jr. said that TNMOT "houses one of the largest and best collections of transportation vehicles in the world." Where does the first hyperloop pod to carry people fit within that collection, within the history of transportation? Juxtaposing the Pegasus XP-2 with the Boston and Providence Railroad Coach displayed next to it can serve to make the pod a jumping off point for reflecting on and discussing the progress of transportation and what its future could/should look like.



Dick Hellwege tells the story of the Solar Car on loan to the Museum from Principia College as part of the Feature Fridays series, which provides guests with a deeper dive into various Museum artifacts.

## GARDEN TRAIN

Museum guests can learn about the ways transportation and the environment interact in the new garden train area behind Barrett Station Depot. John Brophy, Dave Masters, and many volunteers and staff members created the exhibit in record time. Spire funded much of the project, and others, such as Greenscape Gardens, pitched in too.





# GROUPS AND FACILITIES



## SPIRE SUPPORT

Spire's support again helped improve Museum grounds this year. Crews of Spire employees repaired/replaced the Barrett Station Depot deck and then stained it. The Train of Thought Education Railcar has a new ramp thanks to their efforts (wood deterioration had necessitated closing the ramp). And the hill beside the library and archives building has been transformed. Also, the final touches (signage and an entrance arbor) were installed on the Spire Rain Garden, which had been worked on in 2021 too.







## KEEPING THINGS BRIGHT AND BEAUTIFUL

The glory of nature on the Museum grounds makes us mindful of and grateful for the efforts required to make and keep the campus beautiful. Many thanks to the staff and especially the volunteers who labored through the summer and fall.







# ACOUSTIC MUSIC FESTIVAL

Beautiful weather and talented musicians combined to give Museum guests a wonderful day of fun and song.





## ENJOYING THE MUSEUM

Summer and fall 2022 were filled with fun events, such as a visit from the ever-popular Oscar Mayer Wienermobile, a trivia night, and the annual Trick-or-Track.





# RIDIN' ALONG IN MY AUTOMOBILE

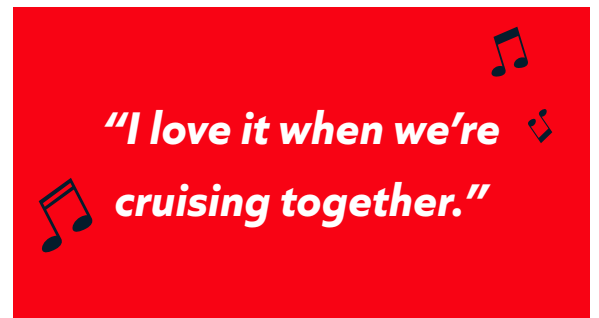
All kinds of cars graced the Museum grounds in 2022, including those that participated in the first National Museum of Transportation Poker Run in September. As fascinating as the vehicles are the stories proud owners share about restoring their cars, growing up watching their Dad work on cars, the first car they ever drove or owned, and many more.



***"Cruisin' and Playin' the Radio with No Particular Place to Go"***



# EVENTS AND OUTREACH



Guests enjoy a gorgeous autumn afternoon at the Museum.



## 2022 Proxy Statement

**PLEASE RETURN THIS SECTION IN THE INCLUDED ENVELOPE BY FRIDAY, DECEMBER 2, 2022.**

I hereby nominate and appoint Dr. Darryl A. Ross, Lee Rottmann, and Charley Taylor as my attorneys, or proxies, and each of them, with full power to act without the others, to represent me and cast my vote by proxy at The National Museum of Transportation Annual Meeting of the Membership, Tuesday, December 6, 2022, in The Earl C. Lindburg Automobile Building at 4 pm or at any adjournment thereof, as fully and with the same effect as I might or could do personally present at such meeting, thereby ratifying and confirming his/her vote on the matters to be presented at said meeting.

Without limiting the general authorization and power hereby given, said proxies are specifically directed to vote for the following, except as indicated on this reply form, on the election of Directors to be submitted at the meeting:

Terms Expiring - December 31, 2025

Renominated to the Board: Lindley James

Terms Expiring - December 31, 2025

Nominated for a First Term: Amanda Barbieri, Fred Goebel, Oscar Goldberg, Herman Jimerson

### REPLY SECTION

I have read the 2022 TNMOT Proxy Statement. I accept the Proxy as stated    YES    NO

Additions/Exceptions to the 2022 TNMOT Proxy Statement: \_\_\_\_\_

Member Name: \_\_\_\_\_

Member Signature: \_\_\_\_\_



# Where in the WORLD

## Do Our Guests Visit From?

Our 2022 guests visited from all 48 contiguous states  
AND Algeria, Argentina, Australia, Austria, Belarus,  
Belgium, Bolivia, Bosnia, Brazil, Canada, Chile,  
Colombia, Costa Rica, Cuba, Czech Republic,  
Denmark, Ecuador, Egypt, Finland, France, Germany,  
Greece, Iceland, India, Ireland, Israel, Italy, Japan,  
Malaysia, Mexico, Netherlands, New Zealand, Norway,  
Philippines, Poland, Russia, South Africa, South Korea,  
Spain, Sweden, Switzerland, Ukraine, United Kingdom,  
Venezuela, Vietnam



## THANK YOU FOR YOUR BOOKS; HAVE ANY MODEL TRAINS?

If you have gently used model trains you want to clear out, the Museum would be happy to have them for its next swap meet in 2023.

The used book sale in the bookmobile in the William R. and Laura Rand Orthwein Education and Visitor Center generated more than \$10,000 thanks to your generosity and the efforts of staff and volunteers, particularly Dave Behlmann. Proceeds went to the Museum's ALL Aboard! program.

Behlmann kept the bookmobile's shelves stocked as Museum

supporters kept bringing in books. Now he's seeking model trains and accessories to sell at the next swap meet in 2023. The train does not have to be a collectible, Behlmann said. People at swap meets are often looking for a fun item to give a child or grandchild to encourage a love of trains, for example.

Just give Behlmann a call at 314.566.3726 about your donation. And again, thank you for your generous support of the bookmobile.

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## THE NATIONAL MUSEUM OF TRANSPORTATION

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2933 Barrett Station Road  
St. Louis, MO 63122

# ANNUAL MEETING OF THE MEMBERSHIP

Please join us for The National Museum of Transportation Annual Meeting of the Membership at 4 p.m. Tuesday, December 6 in The Earl C. Lindburg Automobile Building. Among the items of business will be the board election.

Renominated to the Board is **Lindley James**.

Nominated for a first term are the following:



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**Amanda Barbieri** is Senior Manager of Renewables Origination in Ameren Missouri. She supports the implementation of Ameren's Renewable Development strategy executing a transition to clean energy. Additionally, she is responsible for leading commercial negotiations and due diligence of utility scale solar projects to assist in the clean transition. In 2006, Amanda moved to the St. Louis area and began working at Monsanto as an International Accountant. In 2008, she joined Ameren. Mrs. Barbieri holds a BS in Accounting from The University of Kentucky. She is treasurer and board member of the St. Louis Coal Club and is also active in supporting Marian Middle School and the Greater Missouri Leadership Challenge. Mrs. Barbieri is active in her church and the school board, supporting her two children.



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**Fred Goebel**, AIA, is a licensed Missouri Architect and Principal in the St. Louis office of HOK Group, Inc. (formerly Hellmuth, Obata + Kassabaum). He has been with the organization for 18 of his 46 years in professional practice in senior roles heavily engaged with technical teams for clients in the science and technology, aviation, museums and exhibit, education, healthcare and judicial building types. Fred's diverse construction and management experiences include prior service on a motorsports museum board, service as an arbitrator for homeowner building warranty disputes, writer for construction contracts, and facility master planning for education and cultural organizations. He is invested in the cultural development of the St. Louis community and its people, having been born, raised and lived here all his life.



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**Herman Jimerson**, Esq., leads the Jimerson Law Firm, which seeks to transform how people experience working with lawyers. He strives to exceed expectations by solving problems and creating value in unexpected ways, actively promoting clients and looking for ways to grow clients' businesses and improve their lives. Mr. Jimerson has more than 36 years of experience practicing law. Since 1995, he has been an Adjunct Professor at St. Louis University, where he teaches Civil Law Practice. He has written two books: *The Defender* and *Foreclosure*. Mr. Jimerson received his law degree from the University of Missouri School of Law in 1986 and has spent the years since helping the people of St. Louis and surrounding areas with all their legal matters.

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**Oscar Goldberg**, CPA, is a retired partner from Massie, Gudenberg, Goldberg, CPA, LLC, a firm serving mostly small to midsize corporations. He joined the firm in 1958. A graduate of Washington University and the Olin Business School, Mr. Goldberg belongs to the American Institute of CPAs and the Missouri Society of CPAs. He is a 15-year member of the United States Small Business Administration's SCORE program, President of Senior Citizen Development, and a past President of B'nai B'rith.

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2933 Barrett Station Road, St. Louis, MO 63122 | [tnmot.org](http://tnmot.org) | 314.965.6212

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