

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

THE NATIONAL MUSEUM OF TRANSPORTATION NEWSLETTER

FALL 2023



## BIG Boy - BIG Project

The "Big Boy" is looking snazzier than ever thanks to the generosity of TNMOT supporters, especially the family of a dedicated volunteer whose appreciation of the Museum stretched back more than 70 years.

Warren Werner's family donated \$15,000 in matching funds to encourage others to join them in funding the latest cosmetic restoration of the Union Pacific Big Boy #4006 engine and tender. Werner, who died in January 2023, had served for many years in his retirement as a volunteer tour guide at the Museum.

But he first enjoyed visiting the Museum in the late 1940s, when "Miss Michelle" took her seventh or eighth graders, including Werner, on a field trip to the fledgling operation. "That was the beginning of his love affair with trains," said Pam Koppen, one of Werner's daughters. "He would

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## KEYSTONE AWARDEES GO THE EXTRA MILE

Museum staff and volunteers' dedication make TNMOT a welcoming spot for fun, learning, inspiration, and more.

The new Keystone Award recognizes key individuals driven to go the extra mile implementing Museum values. All day. Every day.

**"The Keystone Award recipients are those individuals that give 110% to the Museum at all times. These are individuals who put the Museum first. They recognize the educational, historical, and community value of the organization, stated Terri McEachern, Executive Director. And, we value them. We are so grateful for their dedication."**

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**THE NATIONAL MUSEUM OF  
TRANSPORTATION**

Dear Transportation Friends,

I have been thinking a lot lately about 1944 - *the people, the patriotism, the pastimes*. What a year. D-Day brought together the land, air, and sea forces of the allied armies in what became known as the largest amphibious invasion in military history directly leading to the liberation of France and ensuring allied victory in World War II. President Franklin D. Roosevelt was elected to a fourth term. And the St. Louis Cardinals became World Series Champs, beating the St. Louis Browns in what was dubbed 'the streetcar series.' World events took center stage in a year that may be one of the most historic in United States history. While so much was happening on the world stage, I marvel that back on the quiet streets of St. Louis, Dr. John Roberts and a few of his friends had the foresight to save an 1870s Bellefontaine Railway Mule Car, what would become the Museum's first artifact, from ruin.



Bellefontaine Railway Mule Car, the Museum's first artifact, moving down the streets of St. Louis. Circa 1940s

As I look at the historical photograph of the Bellefontaine making its way down the streets of St. Louis, I wonder... *Would these pioneers who saved that one artifact 80 years ago ever have imagined what The National Museum of Transportation would become?* Today we welcome guests from around the world to our 42-acre campus which is home to more than 180 pieces of historical rail artifacts, a working trolley line, 13 decades of automotive history, and documents dating back to the mid-1800s in our Library and Archives.

The year 2023 has been a great one at the Museum. We completed cosmetic restorations on the Union Pacific Big Boy #4006 and the Frisco #1621. We restored and installed the Westward Hotel neon sign as we ready for the 100<sup>th</sup> anniversary of Route 66. We completed a multi-year project replacing all outdoor artifact signs, and we accepted delivery of the Wm. F. Ross Express Jupiter miniature train engine. With education always at our forefront, we expanded our **ALL Aboard** program inviting more than 20,000 underserved children to the Museum while continuing to provide educational opportunities in The Train of Thought and The Major Lee Berra Creation Station for thousands of area students.

We enter 2024, our 80<sup>th</sup> anniversary, by looking back at 1944 with great appreciation to those individuals who started the Museum. We enter 2024 looking forward to the next 80 years with great appreciation to you! In 2104, a future generation will marvel at the Museum friends, members, and community leaders who TODAY had the foresight to continue preserving and protecting our transportation heritage, ensuring a bright future for our historic past. We are grateful for your help on this journey. Please donate today!

With gratitude,

Terri McEachern  
Executive Director

The National Museum of Transportation is a 501(c)(3) organization relying solely on the generosity of our community to preserve the past for the next generations. We receive no government funding.

Please make your  
year-end donation today.



**In Person**  
Using the included envelope



**Online**  
[tnmot.org/product/donation/](https://tnmot.org/product/donation/)



**By Mail**  
Using the included envelope



**Questions?**  
[Contact museum@tnmot.org](mailto:museum@tnmot.org)

# You're Invited...TO TAKE The TNMOT Strategic Planning Survey

*Yes, it's very short!*

**The coming year 2024 will mark the 80th anniversary of the establishment of our Museum!**

This is a terrific milestone and a real accomplishment of which we can all be proud. Two reasons stand out to me as the primary reasons for such longevity and durability. These reasons include: The presence of a common shared vision of a large group of people working together, and the personal initiative of a few individuals who stepped into positions of leadership to act on the vision and purpose of this common endeavor which is THE NATIONAL MUSEUM OF TRANSPORTATION.

As we dust off earlier versions of documents which articulate organizational plans for the Museum, it is clear that a current, up-to-date Strategic Planning Process that addresses collections goals and incorporates organizational planning that engages our members, interested parties, and closely associated supporters, is important.

By engaging in a short survey, you can provide important perspective on the collection, visitor experiences, special memories, observations regarding future collection and evolution and changes to keep the Museum current and relevant to our modern understanding of modes of transportation. While we will engage more directly with specific interest areas among our supporters, this general survey can provide valuable insight into both existing conditions and possible future changes.

The survey can only be accessed electronically by entering [surveymonkey.com/r/TNMOT](https://surveymonkey.com/r/TNMOT)

- The survey is short, about 10 minutes in length, with an opportunity to add any comments.
- Our goal is to collect honest, frank information related to the Museum and your thoughts on its future, for the common good and improvements to the experience and collections.
- The survey is anonymous and confidential. Your thoughts are private and authentic.
- The survey will go live and be accessible by the time that the hard copy of 'SPOKE n Word' reaches you.

We want to hear from you! In our ongoing efforts to maintain our Museum experience, we are rolling out this opinion survey to ensure that your voice is being heard. We hope you participate. Thank you in advance for your time and effort in making this initiative a success.

Fred Goebel  
TNMOT Board Member  
Strategic Planning Chairman

## A SNEAK PEEK AT 2024:

- **CELEBRATING OUR 80TH ANNIVERSARY!**
- **COSMETIC RESTORATION:**  
Wabash #2847 Caboose
- **GRAND OPENING:**  
Working trolley line from The Earl C. Lindburg Automobile Building to the Roberts Pavilion
- **NEW EXHIBIT:**  
The F/A-18E/F Super Hornet Jet



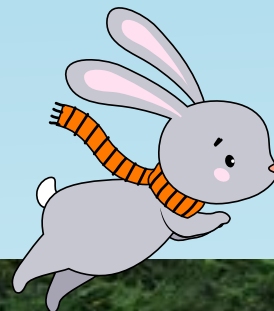
**Did you know vehicles using seven different types of fuel are represented in the Museum's Earl C. Lindburg Automobile Center?**

1. Horse-drawn
2. Steam
3. Gasoline
4. Diesel
5. Peanut Oil
6. Solar
7. Electric

**More than 13 decades of automobiles and seven fuel sources are represented in one building!**



# FOLLOW THE STORYBOOK TRAIL



Next time you're heading up the switchback walkway to the upper parking lot and the exhibits beyond, stop off and walk the Storybook Trail.

A flat piece of land along the walkway seemed a perfect spot for such a trail, which features illustrated pages of a story posted along a path.

"The Storybook Trail is a nice addition to our campus. It gets the kids outdoors, moving, and reading," said Executive Director Terri McEachern. "Our first story is very transportation related."

*Transportation Tails* invites readers to join the story's animal characters in hopping, prancing, shimmying and more on their way to school.

Spire sponsored the creation of Storybook Trail, which will change stories three or four times a year.



Members of the Museum's Buildings and Grounds crew ready the Storybook Trail for opening.



Paul Steffens puts the final touches on the Storybook Trail bridge.



## GOURD-<sup>U</sup>S!



*Tessa Wasserman picks pumpkins in the Museum's pumpkin patch. We use our homegrown crops to decorate for fall events.*



## GARDEN VILLAGE



*Museum visitors in 2023 enjoyed the new garden village with train and relaxing deck/learning area behind Barretts Landing so much that plans are being made to expand the concept in 2024 to a nearby patch of land.*



## HOME DEPOT VOLUNTEERS

*Volunteers from Home Depot helped with landscape work on the tree line behind the H.T. Pott and C-47A.*





*The steamboat Spread Eagle on the Mississippi River at St. Louis, passes under the Merchants Bridge as a small riverboat named the Annie Spills is docked at the levee in the foreground. Likely taken between 1900 and 1920. (from the Missouri Historical Society via Wikimedia Commons)*



*The 1300 plus-pound sign at the Museum*

## SIGN MEMORIALIZES HISTORIC MERCHANTS' BRIDGE

The piece of the St. Louis Merchants' Bridge installed on Museum grounds over the summer tells just a piece of the multifaceted story of transportation across the Mississippi River.

A name plaque and piece of girder from the bridge sits on a concrete base along the switchback trail between the miniature train station and the upper parking lot/Earl C. Lindburg Automobile Building.

A former Museum volunteer who is an engineer with the Terminal Railroad Association of St. Louis (TRRA) asked TRRA officials if they would be willing to give the name sign to the Museum, and they agreed. A Museum volunteer completed major fabrication to allow the sign to be displayed as it is, said Museum Curator Coby Ellison. "We're very happy with how it came out," Ellison said. "The volunteers (Jim Adams and John Rastorfer) who worked on that did a wonderful job. It looks awesome."

While perhaps not as famous as its 19th-century sibling three miles to the south, designed by James Eads, the bridge built for the St. Louis Merchants Exchange carried trains for 132 years, and its successor, completed in 2022, continues the vital job of moving freight and people across the country.

The story of enabling vehicles to cross the Mississippi River at St. Louis has had its share of plot twists and more than a few interesting characters. The Merchants' Bridge part of the story involved a powerful character, David R. Francis, onetime president of the Merchants Exchange, whose posts included St. Louis mayor, Missouri governor, World's Fair organizer, and even the last U.S. Ambassador to the Russian Empire.

Francis and other members of the Merchants Exchange decided to build a railroad bridge at Ferry Street (aka Bissell's Point). They hoped to offer competition to the Eads Bridge monopoly held by the TRRA, affiliated at its beginnings in the late 1800s with the rich and powerful Jay Gould. George Shattuck Morison designed the Merchants' Bridge, constructed in 1889-1890 by Union Bridge Company of Athens, Pennsylvania, and Albany, New York.

However, during the Panic of 1893 (an international economic crisis akin to the Great Depression), the TRRA acquired the Merchants' Bridge, operating it for more than a century. TRRA finished its \$222 million reconstruction of the Merchants' Bridge in September, 2022. The rebuilt bridge allows two trains to cross at the same time at a faster speed, thereby easing rail traffic congestion. Replacement of the bridge had been named the region's top freight infrastructure priority in 2016 by the St. Louis Regional Freightway, which coordinates support for industrial businesses and the logistics infrastructure they depend on.

TRRA gave the title to Eads Bridge to the City of St. Louis in 1989 in exchange for the MacArthur Bridge (once called the Municipal Bridge), south of the Arch. Renovation of the MacArthur Bridge began in 2022. TRRA received from the Federal Railroad Administration a \$21.45 million grant for the Merchants' Bridge and a \$28.8 million grant for the MacArthur Bridge project. Both bridges carry freight and Amtrak trains.

# DAR GRANT PRESERVES RAILROAD LAND PATENTS



*One of the land patents being restored bears the signature of President Ulysses S. Grant.*

Original land patents for Union Pacific transcontinental railroad lines will be made accessible for researchers thanks to a grant to the Museum from the Daughters of the American Revolution.

The Cornelia Greene chapter of the DAR sponsored the Museum's application to the National DAR Historic Preservation Grant program for money to restore six original source documents that currently cannot be handled safely.

"These are really neat documents, but right now we can't even unfold them," said Grant Writer Amanda Ryman. "They're in stable condition, but they're frail. They were originally put into the archives folded, and it's complicated to unfold them without doing further damage."

Condition issues include folded and torn pages, brittle and detached seals, and fraying ribbon bindings. In order to avoid additional damage, no one can handle the documents, making it impossible for the full text to be read or to make digital copies of the documents.

NS Conservation is restoring the land patents, which need to

be dry cleaned, humidified, and flattened before repairs can be attempted. The \$3,000 DAR grant is being matched by the Museum to pay for the work.

One of the land patents includes the signature of then-President Ulysses S. Grant, and all are part of one of the most significant events in U.S. transportation history, the building of the transcontinental railroad in the mid-1800s.

The Pacific Railroad Act of 1862 was among the Congressional actions that made land (and money) available to encourage railroads to build track across the country. For example, the government would give 10 acres of land to a railroad building a mile of track within a state, or 20 acres for a mile of track in a territory. Specifics of how much land for how much track varied through the years.

While the Central Pacific/Union Pacific tracks meeting at Promontory Point, Utah, in 1869 was the first and most famous transcontinental rail line, "Congress eventually authorized four transcontinental railroads and granted 174 million acres of public lands for rights-of-way," according to [archives.gov](https://www.archives.gov).

That the U.S. Government assumed it had the authority to give tribal homelands to the railroads has come under scrutiny, of course, and original source material such as the land patents are important to historians and others researching that issue. Further, government seizure of land for public and private development is a theme that runs through history and current events.

Repair of the land patents will make them available to the many researchers who come to the Museum's library and archives, and perhaps one day to people searching online.

Historic preservation, patriotism, and education are the three main mission areas for the DAR, according to its website. The DAR awards \$250,000 annually to nonprofits to support historic preservation efforts in local communities. Ryman said the \$3,000 grant is one of the first grants for archives the Museum has received during her tenure. "We don't get a lot of grants for the archives. This is great."

"The Cornelia Greene Chapter, NSDAR, felt that the restoration of the 1870s land patent documents was a good fit for a DAR Historic Preservation Grant because preserving these documents is in line with preserving our nation's history, specifically our transportation history. Our DAR chapter recognizes the service the National Museum of Transportation provides our community with its educational programs, engaging exhibits, and the conservation of transportation history for future generations," said Diane Kohm, Regent, Cornelia Green Chapter, NSDAR.

# The Keystone Award



Continued from page 1

## Award Criteria:

- Consistently offers support, assistance, and encouragement to team members and co-workers
- Serves as a role model to others through positive and productive guest and colleague interactions
- Shows willingness to go above-and-beyond in representing the Museum internally and externally through words and actions
- Positively influences others to continue moving the Museum forward
- Respects the people, artifacts, campus, and stewardship that preserve the transportation past for future generations

## The inaugural Keystone Award recipients are:



### Mark Birchler

For the past six plus years, Mark has been the go-to guy for all surveying and engineering needs. The Museum has really needed Mark's expertise on extensive projects, including surveying the property when the transfer from St. Louis County took place in 2017; responding to inquiries from the Missouri Department of Natural Resources and the Metropolitan Sewer District; answering property parcel questions from St. Louis County; and assisting with the trolley loop extension. Mark is always ready and willing to help. He never gives up and always has a smile on his face. We could never put a dollar amount on the services that Mark has provided the Museum. We are grateful to Mark for his willingness to provide his extraordinary talent and skills to the Museum. **Thank you, Mark.**

### Kathy Anderson, Susan Davis, Laura Okimi

These three women make up The Major Lee Berra Creation Station Crew. They have worked together for years to provide Museum guests with a warm, friendly, clean, safe, and educational facility for children aged five and under. Covid presented so many challenges to the Museum. These three women worked to keep Creation Station open and operating during the pandemic, and every day since then, by constantly cleaning, adapting to ever-changing regulations, and warmly welcoming families with young children to the campus. Together they manage the day-to-day operation of Creation Station, host birthday parties on weekends, and spend their "free time" creating the next art project, shopping for toys, and/or putting supplies together for the next week's activities. We know the Berra Family is proud to have Lee's name on the room as they have said, "We see the dedication the staff has to this magical space."

**Thank you Kathy, Susan, and Laura.**



Laura Okimi



Susan Davis



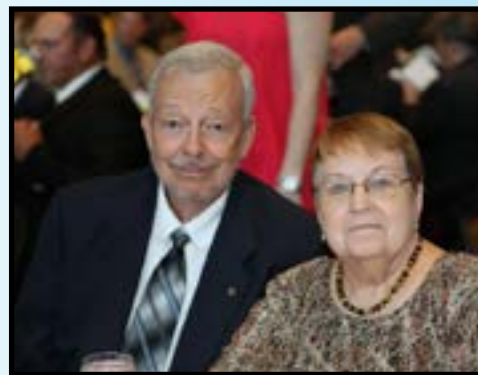
Kathy Anderson



## Barb and Ken Velten

The Veltens spend time recognizing the good that everyone else does at the Museum. They initiated the Volunteer Recognition Gem Program, therein formalizing our volunteer efforts. Every day we see volunteers proudly wearing their volunteer name tags with varying gems for hours and years of service. Ken and Barb track volunteer hours for insurance audits, plan Team Talks (another initiative they started), distribute the Monday Morning Message and other communications to volunteers, and volunteer in their own right. Ken serves as a volunteer tour guide, and Barb enjoys working in the Library and Archives. Additionally, they help with the holiday train display, swap meets, and anything else the Museum needs. Ken has spent the past few months communicating with Boeing, planning site visits, and working towards establishing a long-term relationship with our transportation friend. While Ken and Barb spend time recognizing others, we want to recognize them!

***Thank you, Barb and Ken.***



## Ray Witthaus

Ray Witthaus is a restoration magic maker. In the past two years, Ray has overseen two of the Museum's largest restoration projects -- the Aerotrains and the Frisco #1621. Without Ray's leadership and guidance, these projects would not have been done. But those are Ray's easily recognizable contributions to highlight. Ray does so much more. Recently Terri McEachern, Executive Director, commented that the blue car in the Orthwein circle drive really needed some tender loving care. A few days later, there was Ray taking that car apart and doing a restoration project "the right way." He watches the trolley platform when needed, paints the Museum's maintenance vehicles, steps in to assist others on projects, and is often Curator Coby Ellison's go-to guy for paint questions. Ray has a great appreciation for the Museum's collection and for doing things the right way. We have a great appreciation for Ray. ***Thank you, Ray!***

## Dave Behlmann

Dave Behlmann does everything he can for the Museum with a smile on his face. He oversees online sales and the bookmobile, assists with retail sales, collects donations as needed, takes care of the Museum's swap meet sales, serves as Santa's helper, and anything else he can possibly do to make the Museum a better place. He is the go-to guy at the Museum assisting so many people with so many projects. He is our Dave-of-all-trades! Sue K. truly credits Dave with saving her life when she fell at the Museum this past December. McEachern told Dave he does so much for the Museum. His response, "I love the place." ***Thank you, Dave!***



## Tessa Wasserman

Tessa Wasserman makes everything at the Museum look better! Her magical touch has transformed the Museum into not only a place with historic artifacts but a campus of extraordinary gardens. She shares her knowledge and talent with everyone she meets. A teacher by nature, Tessa adds educational and interactive elements to all the beautiful grounds she cares for. Recent online comments summed up the grounds under Tessa's care and direction. One guest wrote, "My husband enjoyed the artifacts while I enjoyed the extraordinary gardens. What a beautiful facility." Another guest wrote, "I wanted my kids to see the Museum but I couldn't get them out of the pollinator garden. We looked for painted rocks for hours. Thank you to the Museum for respecting nature." Tessa is the go-to person for all projects that need a little extra sparkle. ***Thank you, Tessa!***



## Big Boy

Continued from page 1



periodically go back to the train museum.”

Werner shared his love of trains with his children. “Back when we had a hi-fi stereo, he had a train whistle album that he would play. It would be blasting at full volume,” Koppen said.

Werner retired from McDonnell Douglas at age 55, then worked as a development director for a nonprofit for a dozen years before beginning his volunteer work at TNMOT. He was interviewed about his memories of working at McDonnell Douglas for the video that is part of the Sanford N. McDonnell exhibit in the William R. and Laura Rand Orthwein Education and Visitor Center.

Werner led tours of the Museum for many years. His Thursday afternoons at the Museum were sacred.

Nothing interfered with his volunteer day, Koppen said. He went with daughter Carol Sbrocco (and husband Ed) to see the UP Big Boy #4014 on its trip through St. Louis in 2021.

The #4014 is the only Big Boy that runs today. TNMOT’s #4006 is one of seven Big Boys on static display around the United States. The American Locomotive Company built 25 articulated 4-8-8-4 steam locomotives between 1941 and 1944 for Union Pacific. TNMOT’s #4006 traveled 1,064,625 miles in freight operation, the most of any Big Boy.

Given its size, the #4006’s cosmetic restoration was a big job. With the support of the Werner family and many donors, the Museum was able to hire a firm to power wash, sand, scrape, prime, letter, and paint the engine and tender. The work required around 80 gallons of paint. Exhibit Designer Andrew Arth spruced up the inside of the engine’s cab as well. The effort cost more than \$30,000.

Koppen said donating to the project seemed a perfect tribute to her father. “He just loved trains, and we thought that would be a great way to honor him.”

## *Thank You* *to those who donated to the cosmetic* *restoration of the Union Pacific Big Boy #4006*

Jeanne Andel	Renee Hughes	Nathaniel Smith
Rick and Diane Bain	Lindley James	Dale Talbott
David Beardsley	Paul Kirkpatrick	Benjamin Thaden
John Brophy	Keith Koester	Barb and Ken Velten
Frank Cunetto	Jeff Kunz	Jean Viazanko-Laws
Russ Dion	Robert Lewis	Peggy Ward
Christine Gattermann	Terri McEachern	Lucinda Weaver
Richard Goldschmidt	Gary Morris	The Warren Werner Family
Lynn Hellwege	Mike Raineri	Jennifer Wilson
Jessica Hood	Joseph Rizzotti	William Yearout
Ann Howard	Darryl Ross	Walter Yee

## Buy a Grain of History from Big Boy

You can own your own “piece” of Union Pacific Big Boy #4006.

Bottles of traction sand from the steam engine’s sander are on sale in the Boxcar Boutique online and at the Museum’s gift shop in the William R. and Laura Rand Orthwein Education and Visitor Center.



When a train was needing to slow down for a curve, on a downgrade, or for coming to a stop, an engineer would pull a lever to release the sander’s contents onto wet rails and give the train traction to stay on track, literally, said Museum Curator Coby Ellison.

“Compressed air blows sand out of tubes to go straight onto the track in front of the wheels so that the wheels will have traction,” Ellison said.

“It’s steel-on-steel and the wheels just want to spin,” he said, adding that even just morning dew can make it harder to move things at the Museum sometimes.

The bottles for sale contain sand from the #4006, built in 1941, and they cost \$19.41. Proceeds will offset expenditures for the locomotive’s recent cosmetic restoration. The supply is limited.





# BIG Boy - BIG Project





# FEATURE FRIDAYS

Feature Fridays again invited visitors to learn more about the fascinating stories of Museum artifacts. The presentations, along with the Speaker Series, are an important part of TNMOT's education mission.



# Read me a story



"Miss Pam" read aloud beautiful, engaging books with transportation themes the last Saturday of each month in or around the bookmobile, near Barretts Landing. Visitors were also invited to make take-home crafts.



# Quest to be a National Historic District Rolls on

Can a museum's rolling stock be so historically significant that the collection merits the honor of being named a historic district?

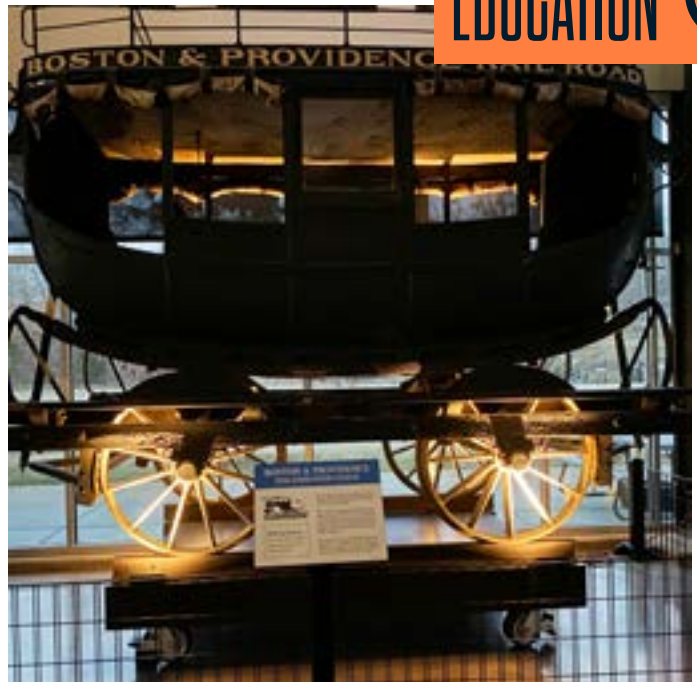
TNMOT has begun the quest to find out.

Grant Writer Amanda Ryman contacted state historic preservation officials for guidance in the process of becoming a National Historic District. "What if you looked into creating a historic district with your rolling stock?" an official suggested.

Most historic districts are based on location, Ryman said. Preservationists prefer that historic buildings be left in their original locations, so place is important. However, vehicles by their very nature are not tied to a specific location. They move.

It's not that TNMOT's location is without historical significance. Barretts Tunnels on the property are already on the National Register of Historic Places, for example. But the concept of designating a collection as a historic district is something different. "It would be unique," Ryman said. "It would involve documenting each piece of rolling stock and explaining how we've created this district."

Being a National Historic District can attract grantmakers, donors, and visitors. Historic designations can be done at the local, state, or national level. The national level carries great prestige yet actually has the least restrictions connected with it, Ryman said.



*The 1833 Boston & Providence Railroad Coach is the oldest original American railway passenger coach, and a key artifact to note in TNMOT's application for National Historic District status.*

Applications are evaluated on their own merit, as opposed to competing with other applicants. There is no limit to the number of historic designations made annually or to the type of site being honored. For example, a Carnegie library in one city being placed on the register doesn't lessen the chances of a Carnegie library in another town being added,

Ryman said. What matters is the documentation proving historical significance.

"Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources," says the National Park Service's website.

Having recently researched TNMOT's artifacts in order to write new signs for them, Ryman is confident the Museum has documentation of the collection's historic value. Once that documentation is compiled, and application is made, the review process can still take quite a while, Ryman said.

But the journey has started.

*Being a National Historic District can attract grantmakers, donors, and visitors. Historic designations can be done at the local, state, or national level. The national level carries great prestige yet actually has the least restrictions connected with it.*



## Plein Air

Artists turned out again this year to capture the inspiring sights at the Museum in the annual plein air event.



## Collectors' Showcase

Car enthusiasts had plenty of opportunities in 2023 to enjoy others' prized vehicles on special days at the Museum.





# BIG TRUCKS, FAMILIES, AND MORE MEAN BIG FUN

Visitors enjoyed big rigs of all kinds at the new Big Trucks and Family Fun Day in early fall. The Young Professionals Board helped launch the wildly popular event.





# Holiday Happiness Always on Track

## NOVEMBER 24 – DECEMBER 30, 2023

### MUSEUM HOURS

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

**PLUS: Dec. 18, 19, and 26**

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

*In the case of inclement weather, please call (314) 289-3508 to confirm Museum hours*

**ADMISSION: \$15 Adults | \$13 Seniors & First Responders | \$7 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!

**Daily: 10:00 am**

#### **Miniature Train Rides\* | \$6**

*\*weather permitting*

#### **November**

**Wednesday – Friday: 9:20 am – 1:20 pm**

#### **Saturday & Sunday**

**& Nov. 24: 9:20 am – 3:20 pm**

#### **December**

#### **Saturday & Sunday**

**Dec. 18 - 22 & 26 - 30:**

**11:00 am – 3:00 pm**

#### **Fredbird**

*(included with admission)*

**Dec. 2: 1:00 pm – 2:00 pm**

#### **Louie (St. Louis Blues)**

*(included with admission)*

**Dec. 16: 1:00 pm**

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

*\*weather permitting*

**Nov. 25: 10:00 am**

#### **Santa Claus Visits**

*(included with admission)*

**Nov. 24, 25, 26: 11:00 am – 2:00 pm**

**Dec. 2, 9: 11:00 am – 2:00 pm**

**Dec. 10, 16: 11:00 am – 1:00 pm**

#### **Live Reindeer**

*(included with admission)*

**Nov. 24: 10:00 am – 1:00 pm**

**Dec. 2, 9, 16: 11:00 am – 1:00 pm**

#### **Boxcar Boutique Gift Shop MEMBER Shopping Days:**

**Dec. 1 & 8**

**50% off** one item of your choice  
*(books excluded)*

**30% off** everything in the store  
*(books included) (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**

**Nov. 24 - 26, Dec. 18 - 22 & 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)*

#### **Thursday – Sunday**

**Nov. 24 - 26, Dec. 18 - 23 & 26 - 30:  
11:00 am – 3:00 pm**

#### **Sponsors:**





# HOLIDAY SPECIALS

## CYBER MONDAY

**November 1 - 27**

**TNMOT GIFT CARD  
\$50 value for \$30**

**ONLINE ONLY**

May be used for admission, gift shop purchases, miniature train rides, The Major Lee Berra Creation Station, or towards a Museum membership purchase.

## SMALL BUSINESS SATURDAYS

**November 11, 18, 25**

Buy \$150 in merchandise and get  
a Conductor Membership FREE!  
That is a \$260 value for \$150!

**GREAT VALUE!**

Use the membership yourself or gift it to someone else!  
Cannot be combined with any other offers, discounts, or promotions.  
Prior sales excluded.

## BLACK FRIDAY SPECIAL

**November 1 - 24**

**ONLINE SPECIAL - [tnmot.org](http://tnmot.org)**

**Great gift & stocking stuffer**

**Buy one Family Pack  
Gift Card for \$55.00**

**BUY EARLY, LIMITED SUPPLY  
(\$111 Value)**

- 2 adult admissions
- 2 child admissions
- 4 miniature train rides
- \$15 gift card to The Boxcar Boutique Gift Shop
- Two tickets to The Magic House - a great stocking stuffer = \$24 value
- (Limited supply available. After MH tickets are gone, two TNMOT admission tickets will be added.)

## GIVING TUESDAY

**November 28**

**ALL Aboard!**

Sponsor a child's visit to  
The National Museum of  
Transportation and  
a miniature train ride.

Tickets are gifted to the  
underserved children in our  
community and those facing  
ongoing medical challenges

**\$8.50 per child**

## TNMOT MEMBER SHOPPING DAY

**December 1 & 8**

**9 am - 4 pm**

**The Boxcar Boutique  
Gift Shop**

**50% off** one item of  
your choice - books excluded

**30% off** everything in  
the store - books included

**9 am - 4 pm**

- Cannot be combined with any other offers, discounts, or promotions

**THE NATIONAL MUSEUM OF  
TRANSPORTATION**



# Jupiter Carries Signature of Big Train Fan

When you take your first ride on the Wm. F. Ross Express Jupiter miniature train, look for the signature on it of a man who loved traveling by train for work in the mid-20th century.

Wm. F. Ross's autograph adorns the replica of the Jupiter engine from the Golden Spike Ceremony that opened the first transcontinental rail line across the United States.

It's a signature that TNMOT Board of Directors President Darryl Ross knows well.

"I've seen it many times," Ross said of his father's distinctive mark. "He would give me motivational notes when I was in school, and he always signed them 'Wm. F. Ross.'"

"He was a fair guy, a very fine man," Ross said. "He loved trains."

Bill Ross worked for Bemis Bag Company and traveled the rails to Crossett, Arkansas; Albany, New York; Cleveland, Ohio; and more. "He so enjoyed trains that after he and Mom were married in '43, Mom gave him an electric train set that Christmas. It was the Vanderbilt Commodore from Marx trains."

Darryl Ross followed in his father's footsteps, enjoying playing with the Commodore. "By the time I was five, they said, 'let's get him his own.' So that Christmas Santa Claus brought me an

electric train, a Marx New York Central 999."

Bill Ross died on New Year's Eve of 1971, when Darryl Ross was in graduate school. A few weeks before, he made a list of his assets with instructions for what to do with them should something happen to him. "He somehow had a premonition, I think, that he wasn't going to be around much longer," Ross said.

And at the bottom of the document was the signature reproduced on the Jupiter. The idea of honoring his dad's memory by placing his name on a train appealed to Ross, who also wanted to help the Museum. "I thought I'd step forward to help the Museum out with a naming rights donation," Ross said. "As board president, I wanted to set a good example."




*The replica Jupiter miniature engine arrives at the Museum under the watchful eye of its predecessor, the C.P. Huntington.*

"We have such a hidden gem out there at the Museum. We do everything we can to keep everything running smoothly."

The Jupiter's arrival at TNMOT was delayed considerably, first by the pandemic and then by other issues at the manufacturing company. It was brought to St. Louis in summer, 2023, first offsite and then to the Museum grounds, where Ace Eaton, Phil Bergmann, and others were finishing work on it as this newsletter went to press.

## Barbieri Adds Voice to Board's Blend



Amanda Barbieri brings to the Museum's Board of Directors her business acumen and knowledge about transporting goods, but she also brings admiration of the Museum, a feeling that seems universal in her circles.

"You ask anyone. They love going to the Museum. Most of my friends' kids are obsessed with it," Barbieri said. "Everyone just loves the experience that they have there."

And Barbieri relishes the role of ensuring that continues. "That's what's important to me, that it's an opportunity to give back to the community and make a difference."

"I am learning a lot. There are a lot of transportation components that make up our history."

But transportation is a big part of looking ahead too. As Senior Manager of Renewables Origination in Ameren Missouri, Barbieri is interested in the future. "As I look at being in renewables, looking at carbon footprint, I think that transportation plays a big part in that. I think being able to understand that--how transportation is shifting, changing, how it has evolved--I think it's a really important story. And so for me, I think serving on the board is a really good way for me to be involved."



# Varied Interests, Experiences, Emphases Enhance Board



**Ben Hilliker**

Ben Hilliker is the founding principal of Hilliker Corporation, a commercial real estate firm he established in 1985.

Hilliker previously served as TNMOT board vice-president and as a director on the board of the Horseless Carriage Club of Missouri. He has a lifelong interest in automobiles. "My earliest recollections include when I was sitting at the dining room table when I was perhaps three years old drawing pictures of cars," Hilliker said in an interview on St. Louis Public Radio.

An expert on the history of automobile manufacturers and dealerships in St. Louis, Hilliker played a key role in commemorative plaques being placed in 2003 on several buildings along "Automobile Row" in the 3000 block of Locust Street in St. Louis.

Hilliker wrote a children's book published in 2013 titled *The Tale of Willy Willys*, a fictional account of the back story of a 1926 Willys Overland that Hilliker bought and restored.



**Daniel Pook**

When you grow up above an antique shop, an interest in history is not surprising.

"My childhood, besides school, was going to museums and auctions," said Museum board member Daniel Pook.

"One of the first things I bought as a kid were train photographs from 125 to 150 years ago, and they're still hanging in my house today."

Couple that love of history with a career involving autos, and the appeal of TNMOT is clear. "I've worked in the car industry since I was 18, outside of four years in college," said Pook, Assistant Vice-President of Inventory Strategy for Enterprise Holdings. "[Serving on the board] seems like a great fit for me because it touches on a lot of the integral pieces of my life."

Pook brings his strategic thinking experience to the Museum at an important time. "Right now is kind of a pivotal point for the Museum. The chance to be a part of that is exciting to me," Pook said. He wants to build on the "amazing work that a lot of people have already put in."

"The Museum is very hands-on, which for kids is phenomenal if you want to get them interested and make them lifelong stewards of history and transportation."



**Eric Shelhorn**

Eric Shelhorn brings a love of cars and an appreciation for the Museum's mission to his service on the TNMOT Board of Directors.

"I'm interested in offering a fresh, new perspective when necessary. Through my limited interaction thus far, I've come to realize the focus is on trains. I'd like to shift some of the conversation and future planning toward automobiles," said Shelhorn, Assistant Plant Director at General Motors-Wentzville and a former driver at P1 Racing.

"Because of my employer, General Motors, and my passion for automobiles, I was asked to join the Transportation Museum board," Shelhorn said. But his interest in the Museum transcends cars.

"The transportation industry built our country. Today's youth need to understand that and be interested in using this industry to shape our future," Shelhorn said.

"The Transportation Museum is a fantastic place to establish the foundation necessary to jump-start their creative minds."

# **THE NATIONAL MUSEUM OF TRANSPORTATION**

2933 Barrett Station Road  
St. Louis, MO 63122

*We welcome our current members to  
Annual Meeting of the Membership*

**TUESDAY, NOVEMBER 28, 2023 | 4:00 PM**

The Earl C. Lindburg Automobile Center - ENTRANCE #2  
2933 Barrett Station Road, Kirkwood, MO 63122

**PLEASE RETURN THIS SECTION IN THE INCLUDED ENVELOPE BY Saturday, November 25, 2023.**

I hereby nominate and appoint Dr. Darryl A. Ross, Lee Rottmann, and Frank Cunetto 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, November 28, 2023**, 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, 2026**

Renominated to the Board:

Charlie Baine, John Brophy, Amy Burkemper, Richard Chenault, David Koller, Jack Stein, Charley Taylor

**Terms Expiring - December 31, 2026**

Nominated for a First Term:

Ben Hilliker, Daniel Pook, Eric Shelhorn

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**REPLY SECTION**

I have read the 2023 TNMOT Proxy Statement. I accept the Proxy as stated    YES    NO

Additions/Exceptions to the 2023 TNMOT Proxy Statement: \_\_\_\_\_

\_\_\_\_\_

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

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