

The SP^{oke}KEⁿ Word

THE NATIONAL MUSEUM OF TRANSPORTATION NEWSLETTER

SPRING 2024

TEAMWORK BRINGS SUPER HORNET TO MUSEUM

Every time it looked as if E1, the first F/A-18 ever built, was headed to a scrapyard, someone made a phone call, offered funds, or otherwise found a way to help bring the Super Hornet to TNMOT.

Teamwork saved the historic plane and is reassembling it at the Museum, where it will tell the story of the St. Louis team who created it for the U.S. Navy team who flew its siblings into harm's way, confident in their planes' abilities.

Tim Bischof served as flight test engineer on the Boeing/McDonnell Douglas team that tested and refined the F/A-18 to make it ready for mass production. He could hardly believe it when he learned that "his" E1, the first F/A-18 ever built, was back at Boeing in St. Louis in 2018.

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MUSEUM MILESTONES ON DISPLAY AT ORTHWEIN

The Museum Milestone Makers exhibit showcases vehicles to take you over land or water, on two wheels or four, with horsepower under the hood or in front pulling.

A little something for everyone.

"It encompasses various forms of transportation," Curator Coby Ellison said of this year's exhibit at the William R. and Laura Rand Orthwein Education and Visitor Center. And it spans TNMOT's 80 years of collecting history, including the very first artifact acquired in 1944 and the most recent vehicle donated at the end of 2023.

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This 1967 Plymouth Barracuda is the most recent donation to the Museum and is part of the Museum Milestone Makers Exhibit this season in the William R. and Laura Rand Orthwein Education and Visitor Center.



THE MUSEUM TURNS 80 THIS YEAR.

For a look back and ahead, see pages 14 – 15.

**THE NATIONAL MUSEUM OF
TRANSPORTATION**

When Trains Brought a Photographer to Town



Photography studios and darkrooms in revamped cabooses (or other private railroad cars) were a late 19th-century phenomenon, and the Museum houses a collection of cabinet cards from that era.

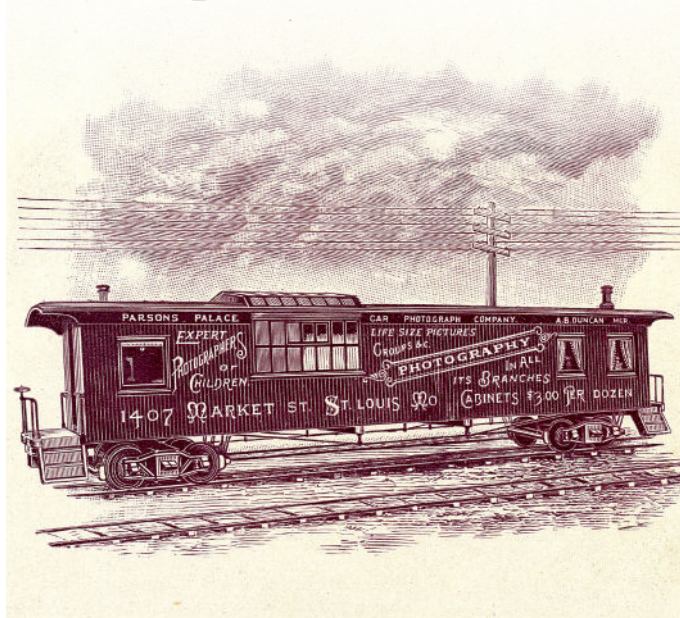
"The second half of the 19th century saw traveling photographers start using the railroads as a means to get to many locations and offer their services to eager residents of large cities and small settlements alike," said Margarita

Tschomakoff, Library and Archives Assistant.

Cabinet cards were a popular format for photographs in the late 1800s. Albumen prints, which had a sepia color, were mounted on card stock, though some cabinet cards featured colloidal or gelatin prints too. Often the cards featured the name and contact information for the photographer or photography studio. The price of a dozen images ranged between \$1.50 and \$3.50, Tschomakoff said.

J.B. Silvis is generally credited as the first person to convert a railcar to use as a photo studio. Silvis took up photography after he traveled west as a 49er in search of gold and experienced several failed ventures in mining, ranching, farming, running a trading post, and more. Among his early photography assignments was a transportation-related project. The owner of several stagecoach stations in Utah, undoubtedly sensing the imminent phasing out of overland stagecoach travel with the transcontinental railroad, commissioned Silvis and Charles William Carter to photograph his stations.

Silvis left Carter within a year and tried to make a living taking photos of people along the railroad right-of-way, but the distances between potential customers were great. According to a 1994 article by Barry



Railroad photo cars often advertised services and prices on their exteriors. Parsons Studio featured an illustration of its photo car in another prime ad spot, the back of a cabinet card.

Swackhamer in *Journal of the West*, it's not clear how Silvis and the Union Pacific Railroad partnered on the idea of the U.P.R.R. Photograph Car, but by the fall of 1870 the car was created

from a standard Union Pacific caboose fitted with living quarters, a darkroom, and a portrait studio illuminated by a skylight cut into the roof.

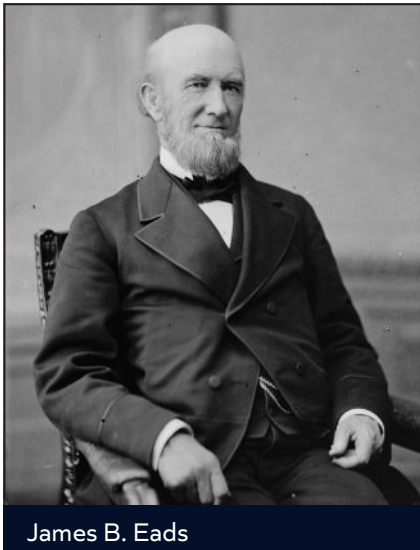
The Photograph Car rolled into a town several times each year, usually advertising weeks in advance of its arrival. In a 1939 interview, North Platte, Nebraska, resident Ida Breternitz recalled, "The great thing we looked forward to...was the photograph car. It...stood on the side tracks where we went to have our pictures taken...I remember so well how we talked of it and planned what we would wear."

Journalist Swackhamer said he found no papers detailing the arrangement between Silvis and Union Pacific, but F. Jay Haynes owned a car that Northern Pacific allowed to operate on its line for a mileage fee beginning a few years after Silvis's venture



Continued on page 11

Engineers Still Marvel at the 150-year-old Eads Bridge



James B. Eads

Documents in TNMOT's archives show the admiration engineers in particular have for James B. Eads, whose namesake bridge celebrates its 150th birthday this year.

The Engineers Club of St. Louis published the booklet *James B. Eads and the Great St. Louis Bridge* just in time for the bridge's 100th birthday.

It was written by

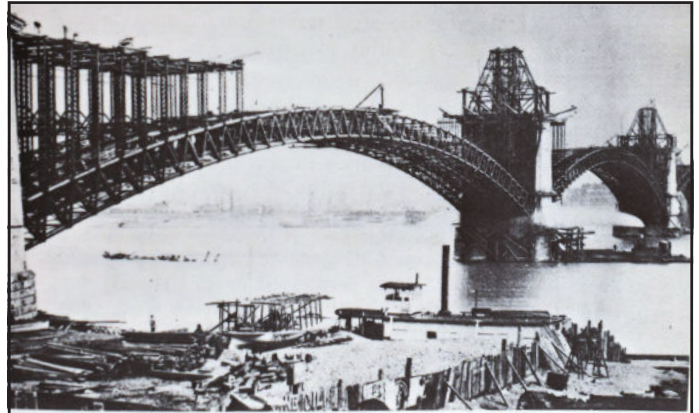
Joseph Vollmar Jr., president of Vollmar Brothers Construction Company, who later served as president of TNMOT.

Also preserved in Museum archives is a 1950 article by Vern Hanna, chief engineer with the Terminal Railroad Association, for *The Peppertree*, newsletter for the Rotary Club of St. Louis.

Both Vollmar and Hanna cite Eads' quote, "Must we admit that because a thing never has been done, it never can be?"

The remark was a response to engineers' and others' criticisms of Eads' design for a bridge crossing the Mississippi River between St. Louis and Illinois City, as East St. Louis was then called. It was to be the first steel bridge.

J.H. Linville, president of Keystone Bridge Company of Pittsburgh, the premier steel company in post-Civil War America, called Eads' plans "unsafe and impracticable" when they were presented in 1867. Vollmar writes, "He still wanted nothing to do with the bridge in 1870, but his brash



Arches closed and completed structural members supporting roadway in process of being erected.

vice-president Andrew Carnegie could sniff money. Keystone became the major subcontractor, though Linville and Carnegie thought Eads' demands for quality were outrageous."

The plans called for three spans supported by four piers, with two railroad tracks on one level and a roadway for vehicles and pedestrians on another level above the tracks. Work on the bridge began slowly in 1867. A severe case of bronchitis in 1868 proved fortuitous for Eads. He traveled to Europe to convalesce and there witnessed the use of caissons instead of cofferdams in bridge construction. He came home to incorporate the use of pneumatic caissons in the project.

Construction took seven years, and the bridge's completion attracted thousands to the riverfront, first for a test run of heavy locomotives on the structure and then the actual dedication on July 4, 1874. "Captain Eads had arranged the spectacle himself. Fourteen fifty-ton locomotives, their tenders filled with coal, water and daredevil passengers, were lined up," Vollmar wrote of the "rehearsal." The bridge passed the test.

“*Must we admit that because a thing never has been done, it never can be?*”

– JAMES B. EADS

Then came the dedication, with President U.S. Grant among the dignitaries attending. Hanna describes it as "a holiday atmosphere, with much fanfare, celebration, band concerts and general rejoicing....It was quite an occasion, and the record shows that the celebration lasted well into the evening of this historic day, climaxed by a brilliant fireworks display."

Hanna details changes to the bridge through the years to keep pace with changing requirements of trains and vehicles from 1874 to 1950. Today, MetroLink trains use the railway deck, and a rebuilt upper deck again carries cars, bikes, and pedestrians after several years of not being used. As the bridge celebrates 150 years, the Hanna article's closing line feels accurate:

"With proper maintenance this famous bridge will continue to fulfill its destiny for many years to come."

Pristine Die-cast Models Donated to Museum

Die-cast model enthusiasts now have a wide assortment to survey and purchase at Barrett Station.

The Museum recently received a huge collection of die-cast vehicles and wooden airplanes. And by huge, we mean truckloads.

The collector, who lived in Springfield, Missouri, bequeathed his models to his neighbors, who are Museum members. As they pondered what to do with more than 10,000 models, their son suggested donating them to TNMOT.



TNMOT workers are in the process of inventorying and evaluating the collection, which is in pristine condition. Many of the die-cast models are in their original boxes, and the wooden airplanes show no wear.

The collection does NOT include any trains.

It is mostly cars, with some trucks, motorcycles, planes, ships, and fire trucks, but no trains.

Models will also be sold online on sites and in forums targeted at collectors. Pricing the collection is a painstaking process of locating the same or very similar models that are on sale or have been sold previously.

Many thanks to Dave Behlmann, staff member, for making the trips to Springfield to transport the collection (and to his family and neighbor John, who helped).

The Museum is grateful for this generous gift. The passion of one collector will now further the important mission of preserving and interpreting North America's transportation heritage for the next generations.

Visit tnmot.org to support the Museum through your die-cast purchase.



Museum Makes Top 10 List in *USA Today*

TNMOT received the *USA Today* Readers' Choice Award as one of the "Top 10 Best Open-Air Museums in the country."



Readers voted in January and February on a slate of 19 open-air museums nominated by a panel of experts. "Open-air museums are a fantastic way to experience history and culture in a natural setting," *USA Today* said in its announcement of the winners. "These 10 museums...offer visitors the opportunity to see how people lived, worked, and played in different times."

"We are honored by this recognition," stated Terri McEachern, Executive Director. "We are proud of our campus and collection of artifacts dating back to the mid-1800s. Two of our most recent acquisitions include the first F/A-18 E1 Super Hornet and the Virgin Hyperloop XP-2 Pegasus Pod direct from the Smithsonian Institution's Futures Exhibit."

TNMOT finished fourth in the voting, with Plimouth Patuxet Museums in Plymouth, Massachusetts, at number one. The Plymouth museums include a replica of the Mayflower, and several of the top ten finishers include modes of transportation in their displays.

"Transportation moves us! Children see the enormity of vehicles and watch, listen, and learn from what they see," McEachern said. "They use their imaginations to travel through play. For adults, transportation moves us in a sentimental way. We all remember a first car, or a first flight, or seeing a space shuttle launch, or taking the trolley downtown to shop, or hugging a loved one as they left or came home by train after military service, or watching the model train under the Christmas tree. Transportation, or vehicles in general, are significant in many of our fondest memories."

"We say we preserve artifacts at the Museum. Ultimately though, we preserve memories by preserving an artifact. Every artifact tells someone's story."

Museum Ambassadors on the Road Again

TNMOT is ready to restart an active ambassador program to spread news of all the great things happening at the Museum.

"For years TNMOT had a robust community outreach program. Due to the pandemic, the program was suspended. We are anxious to get back *on the road again* and take the Museum's story out to our community," said Executive Director Terri McEachern.

"The vision for the program is twofold. One, we hope to introduce the Museum to members of the community that may not be familiar with the vast scope of our collection and campus. We encourage these participants to visit the Museum and see, feel, touch, and experience a significant walk through history. And two, we recognize that many in our area are unable to visit the Museum. We look forward to spending a few hours with these folks while sharing the stories and rich history of the Museum."

Dave Tognoni, a Museum Ambassador, is excited to visit with

people and share about the Museum. "We tell them what we have, why we're here, what we've done, and what we plan on doing," Tognoni said "We show them all that we have, what there is for kids, what is available if you want to rent a space, basically everything about the Museum."

Tognoni is especially eager to start presentations at senior living communities, nursing homes, or other facilities. "My big thing is to bring the Museum to those who can't come to the Museum."

And the sharing goes both ways, McEachern said. "While we do a lot of sharing, it is so rewarding to have our outreach participants share too. So many remember visiting the Museum decades ago. Or they just have a significant transportation tale to tell. It's all positive. It's all good."

To schedule an Ambassador presentation, please email museum@tnmot.org.



SAVE THE DATE

Another spring, summer, and fall of fun await you at the Museum. Here are some of the events.

MAY 18

Pumpers and Pistons

MAY 19

Early Fords Car Show

JUNE 16

Horseless Carriage Club Car Show

SEPTEMBER 28

Big Trucks and Family Fun

OCTOBER 19

Trick-or-Track

Visit tnmot.org and watch our social media accounts for more information.



New Board Member Says Love of Skies Is in His Blood

Tim Bischof says he has “aviation in his blood,” and he would like for the Museum to do even more to kindle a love of flight among visitors.

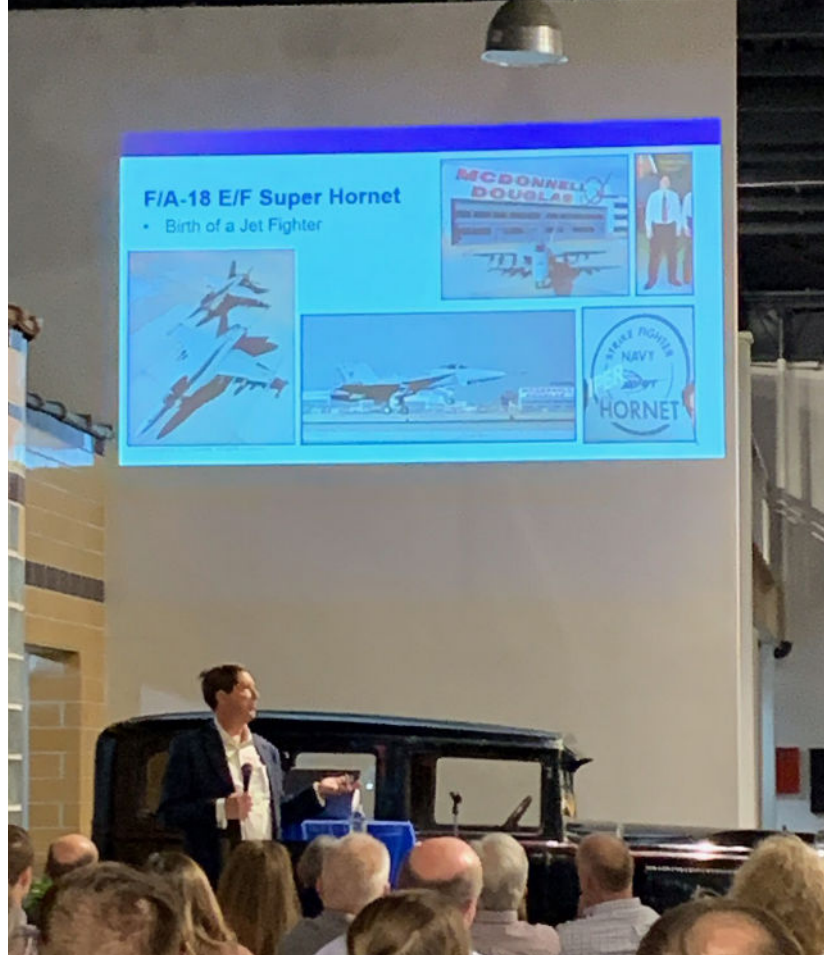
“What we’re finding is people don’t have the same passion for aviation that we had growing up, a pure interest in flight for the sake of going flying,” said the new TNMOT board member, whose persistence helped bring to the Museum the first F/A-18 (Super Hornet) built.

“It really is an honor to be part of it (the Museum),” said Bischof, Test Program Manager at Boeing Phantom Works fixed wing program. “I’ve always wondered when or if they’d expand the aviation part of the Museum. I see now, with E1 [the plane that came to TNMOT in December] coming on, a perfect opportunity to do that. So I think that was probably the primary driver for me wanting to participate now.”

Bischof appreciates the part in STEM education that the Museum plays and wants to build on it.

Additionally, he wants to be part of sharing the history of aviation’s connection with St. Louis. “Aviation in St. Louis is a story that hasn’t been widely told,” Bischof said. “Everybody knows the Spirit of St. Louis, but there were many airplane companies out at Lambert back in the ‘20s that are long gone.”

Bischof has a personal connection to that history, and not just because he has worked at Boeing/McDonnell Douglas for 40 years. Bischof and his wife, Dayna, live in a house once owned by members of the Von Hoffmann family, who owned



Board member Tim Bischof tells members of The American Institute of Aeronautics and Astronautics about the F/A-18 E1 that is on loan from the Navy to TNMOT. The group met at the Museum in February.

one of those early aviation companies. The company folded in the Depression, but the family went on to be successful in commercial printing. Bischof did not know of the connection when he moved in, but he loves it. A friend who collects

memorabilia found a photo of Lambert Airfield that shows the hangar with VON HOFFMANN emblazoned on it.

The Bischofs met at Naval Air Station Patuxent River, Maryland (aka NAS Pax River). They have taken family members to TNMOT over the years as well as visiting on their own, with Dayna favoring the Bobby Darin Dream Car. They enjoy maintaining and flying their vintage 1947 Cessna 120 and 1950 Cessna 190, though getting E1 set up and planning its celebration at the Museum will likely

take center stage for a few months for Bischof. He wouldn’t have it any other way.

“Aviation. Once you get it in your blood, you can’t lose it.”

“What we’re finding is people don’t have the same passion for aviation that we had growing up, a pure interest in flight for the sake of going flying,”

2024 SPEAKER SERIES

- JUNE 3** **Alan B. Hoffman**
Come Fly with Me: The Rise and Fall of Trans World Airlines
- JULY 11** **Ed Wheatley**
The 1944 World Series: The Pinnacle of Baseball in St. Louis (Streetcar Series)
- AUG. 8** **Tim Bischof**
F/A – 18 E1 Super Hornet
- SEPT. 12** **Doug Schneider**
Train Stations in the St. Louis Area
- OCT. 10** **Katie Seale**
Route 66 Material Digitization at Rolla Research Center
- NOV. 14** *To be determined*

9:00 am – 10:00 am

Earl C. Lindburg
Automobile Center
Don C. Musick III
Mezzanine

Reservations are **FREE**,
but required, at **tnmot.org**.
Space is limited.

Member reservations
begin **May 1**,
non-member **June 1**.

Email us at
museum@tnmot.org



Teamwork Brings Super Hornet to Museum

Continued from page 1

Bischof recalls walking through one of the labs at Boeing when someone said, "That's E1, and I said, 'oh my gosh, that's my airplane.'" E1 had been brought to St. Louis to use in training as part of a program for aircraft being sold to Kuwait. When Bischof asked about what would happen with it next, Navy officials said it would probably be scrapped.

"I decided that I was going to try to do something," Bischof said. He thought that Patuxent River Naval Air Museum would want E1 back, as the plane had been on display there before. Naval Air Station Patuxent River (aka NAS Pax River) is where the seven Super Hornet test planes were put through rigorous paces. But there was no interest.

A friend suggested TNMOT. "I said, oh my gosh, that's a perfect idea. I love that Museum."

Another friend happened to be going to the Museum to talk about donating some things and said he would mention the F/A-18. When he did, Curator Coby Ellison and Dave Behlmann, staff member, thought at first he was talking about a model. "They asked him how big it was," Bischof said. "He told them it was about 50 feet long. That started the excitement."

It also started the paperwork, which took some time and met with hurdles. But the quest also brought out people eager to help preserve a piece of aviation history. One such helper was Vice Admiral Frank Morley, who was a lieutenant when he flew E1 in 1995 as a test pilot. "I told him, 'we've got E1 here in St. Louis, and the Navy wants to scrap it. I'm trying to give it to a Museum,'" Bischof said. Morley's call cleared one logjam. And others with whom Bischof and Museum Executive Director Terri McEachern spoke saw the significance of the project.

"At every turn where there was someone who wanted to put up a roadblock, there was also someone who said, 'this is important. We want to make this happen,'" Bischof said. "This wasn't just because it was my airplane. This is important. Important to Boeing, important to St. Louis, important to all of us who spent five years of our lives dedicated to that airplane and to all the test airplanes. It was a big team."

"Finally we got permission."

Then came the challenge of moving it. Boeing officials agreed to help pay to transport it, but they said it needed to be done by the end of 2023. Again, helpers appeared. A Boeing employee remembered where the shipping crates E1 had arrived in were. There was a production manager. Mechanics. "Honestly, without them, we would not have gotten it done," Bischof said. "The weather held, the people held, and we finally got it down there by December 14."

Museum officials are thrilled to welcome the plane.

"The F/A-18 E/F Super Hornet is important to the Museum's collection as it has such historical significance to the United States Navy and to the St. Louis community," McEachern said. "The E1 is the FIRST Super Hornet ever produced. This jet

flew from Lambert Field on November 29, 1995. Since that time, 698 Super Hornets have been delivered to the U.S. Navy. We understand the significance that McDonnell Aircraft Corporation, McDonnell Douglas, and Boeing have had or do have in our community and nation. We are fortunate to have the Sanford N. McDonnell Tribute Display in The William R. and Laura Rand Orthwein Education and Visitor Center. When you look at that display, you marvel at the military might created right here in our hometown."

How often do you get to watch a plane being put together?

Keep an eye on the Museum website and social media posts for information about when workers will start reassembling the first F/A-18 ever built and other work updates. Bring a lawn chair and a picnic lunch and watch the experts in action.

Go to tnmot.org for updates.

Next up is reassembling E1's pieces up near Orthwein.

Bischof found the foreman with whom he worked 30 years ago, who is eager to lead a team to put E1 back together. "He's already inventoried all the other parts in storage," Bischof said. Boeing is providing people and supplies to repaint the plane to look just like it did on its first flight."

Then it will be time to celebrate, though actually the festivities will just kick off the fun that having a Super Hornet at the Museum will be. Bischof said he's encountered great excitement among Boeing workers in particular about having an F/A-18 on display locally. When he tells people the plane is going to be at the National Museum of Transportation, they say, "You mean the one down in Kirkwood? This is going to be so great. I can't wait to show my kids," Bischof said.

"They don't get to show their kids what they work on. They're already taking their kids to show them everything else. Now their airplane is going to be there."



Barrett Station Welcomes New Exhibits



Barrett Station's new exhibit includes items the public has not seen in 30 years.

Handmade transportation models and artwork complement the artifacts and model railroad visitors are accustomed to seeing at Barrett. The Leo Meyer scale model trains remain, as does the Eads Bridge model, of special interest in this year of the bridge's 150th anniversary. But the new exhibit is perhaps a departure from the usual displays. "It's almost more like an art exhibit," Museum Curator Coby Ellison said.

"We have a whole series of American Car and Foundry models for streetcars and buses and things like that that you can tell are handmade," Ellison said. They seem to be from the 1920s or 1930s.

A painting shows a man riding a bicycle with stone tires. There are steel models from a company that made railroad trucks. All interesting items that have been in storage.

Another new feature at Barrett is a small display area that will rotate monthly or so with something new from the Library and Archives. First up are cabinet card photos from the 1800s taken in railroad photo cars (see page 2 for the story of railroad photo cars).

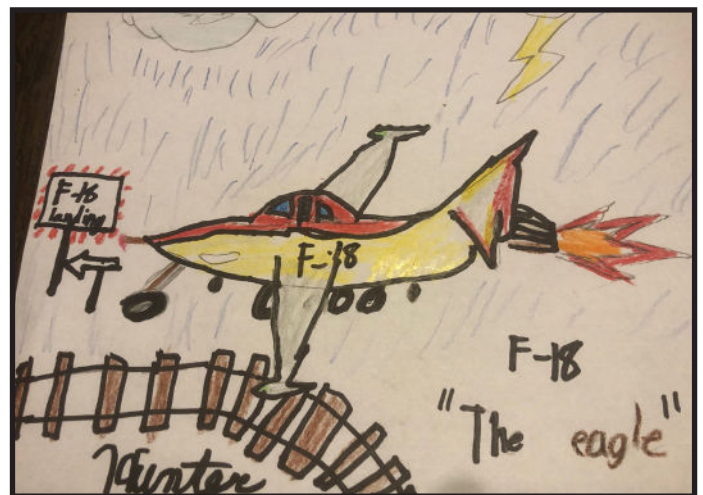


Reminder from Next Generation

Hunter, an 8-year-old from Indiana, sent us his artwork of the F/A-18 arriving at the Museum. (We love that it lands on the railroad tracks!) We shared his artwork with the folks we have been working with on this project at Boeing, in the Navy, and at the National Naval Aviation Museum in Pensacola, Florida. We received a message from a representative at the Naval Aviation Museum saying...

"The stories of so many who contribute to the extraordinary Naval Aviation enterprise began as a child exposed to the excitement and wonder of flight. Thank you Hunter for taking us back to that time!"

They have posted Hunter's picture in the museum gallery to remind folks that the love and appreciation of aviation begins at an early age!



Hunter can now say he has had his art displayed at the National Naval Aviation Museum in Pensacola.

Milestone Maker

Continued from page 1



The 1917 Indian Motorcycle Powerplus comes from an era when Indian Motorcycles rivaled Harley-Davidson in American popularity.

The Bellefontaine Railway Mule Car #33, built in the 1870s, was the first piece acquired for the Museum. Dr. John Roberts and a few friends rescued it 80 years ago from where it was stored in downtown St. Louis by United Railways and St. Louis Public Service Co. Mules pulled this car,

built by the Andrew Wight Company, between downtown St. Louis and Bellefontaine in north St. Louis County until 1895. Passengers entered through the rear door and paid a nickel fare. The driver was paid nine-and-a-half cents per hour.

A **1967 Plymouth Barracuda** is the most recent Museum acquisition. Ellison received the donation in December 2023. The Barracuda line started in 1964 as Chrysler's entry in the new "pony car" market, sporty compact cars. Some at Plymouth wanted to call the car "Panda," but designers objected, according to an online article by designer John "Dick" Samsen. "Barracuda" was one of the names designers suggested. The 1967 model was the first in Barracuda's second-generation design.

A **1957 Cruisers ski boat** provides a marine element to the exhibit and gives a nod to a century of water skiing, a sport begun in 1922. Cruisers, Inc. started manufacturing wooden boats in 1953 in Oconto, Wisconsin. In the 1960s, Cruisers, Inc. owners were not eager to switch to fiberglass, believing that wood was superior, but they finally switched materials, and in 1993, the company became Cruisers Yachts.



The **1917 Indian Motorcycle Powerplus** was donated to the Museum in 2023 by a couple in Utah who used to ride motorcycles with actor Steve McQueen. An Indian motorcycle prototype was built in 1901, and Indian cycles were the industry leader until World War I, when the Hendee Manufacturing Company, which produced Indian motorcycles, sold most of its Powerplus line to the U.S. military. With little Indian inventory at dealerships, customers turned to competitors, such as Harley-Davidson, and Indian never really recovered its prominence, though it continued to innovate and produce motorcycles until 1953. Indian's Scout and Chief models were particularly popular. After production of Indian motorcycles ceased in 1953, the Indian name bounced around various companies, eventually reemerging as Indian Motorcycle Co. in 2006, which was purchased by Polaris in 2011.

The **Doctor's Buggy** on display was built around the turn of the 20th century by Banner Buggy Company of St. Louis, one of the largest horse-drawn vehicle manufacturers in the United States. The company never moved into manufacturing



1919 Studebaker Special Six

Banner automobiles, though it announced plans to do so in 1910. Banner did produce automobile bodies for Chevrolet beginning in 1915, and Banner owner Russell E. Gardner did start producing cars after World War I under his own name, with his sons. The Gardner Motor Company operated until 1931.

A **1919 Studebaker Special Six** is making its TNMOT exhibit debut. "It's a really beautiful car that we've never had on exhibit before," Ellison said. The Special Six was Studebaker's mid-range model from 1918 to 1926.

Another beautiful car on display has a connection to 1944, the Museum's founding year. A key player in the "Streetcar Series" of 1944 between the St. Louis Cardinals and the St. Louis Browns was Stan Musial, and his **2000 Cadillac Seville**, the last new car he purchased, is a popular Museum artifact.

Rounding out the exhibit are the Museum's oldest artifact, the **1833 Boston & Providence Railroad Coach**, and a look at the future through the **2020 Virgin Hyperloop XP-2 Pegasus Pod**.

When Trains Brought a Photographer to Town

Continued from page 2



started with Union Pacific. Haynes also agreed to take photos the railroad could use in promotions, not only to attract riders, but to sell the millions of acres of land the U.S. Government had given Northern Pacific for building the railroad. Silvis may have had a similar arrangement. At the least, he sold photos of the spectacular Western scenery in addition to his portrait business.

Haynes retrofitted a Pullman business car for his Haynes Palace Studio Car. Other photo cars sprang up, some owned by traveling photographers, some by photo studios that also ran retail brick-and-mortar operations in cities. Many of the cabinet cards in TNMOT's collection are from railway photo cars run by studios, such as Hutchings, Wilson, Chaudet, and St. Louis's Parsons, whose home base was at 1407 Market

Photo cars on trains waned in popularity as the Kodak Brownie debuted in 1900, putting the technology of photography into the hands of amateurs. In today's era of omnipresent cell phones and instantaneous online posting of photos, the thought of waiting for a train to bring a photographer to town seems to come from a galaxy far, far away. What hasn't changed, though, is how much people clamor for photos of the things, places, and people they love.

Much of the information on Silvis and Haynes taken from Barry A. Swackhamer, "J.B. Silvis, the Union Pacific's Nomadic Photographer," *Journal of the West*, Vol. 33, no. 2 (April 1994).



“The great thing we looked forward to...was the photograph car. It...stood on the side tracks where we went to have our pictures taken...I remember so well how we talked of it and planned what we would wear.”

-IDA BRETERNITZ,
NORTH PLATTE, NEBRASKA

Street and whose owners were F.R. Parsons and A.B. Duncan. The studio's ads in the *St. Louis Post-Dispatch* in the 1890s featured discounts for children in confirmation attire, a dozen cabinet cards for a dollar, St. Patrick's Day specials for the "Sons of Erin," and more.





Spring TRAINing

Museum staff and volunteers busily prepare the grounds and buildings for spring break visitors and beyond.





Preserving Transportation Artifacts

As every property owner knows, maintenance, painting, and cleaning are never-ending tasks.

Preserving transportation artifacts is no different, so warm weather usually brings another round of freshening up for a few pieces in TNMOT's collection.

This year the Wabash caboose and Train of Thought railroad car are slated for cosmetic restoration, Museum Curator Coby Ellison said.

The 1952 Wabash #2847 caboose sits next to the William R. and Laura Rand Orthwein Education and Visitor Center. It was originally restored over a four-year period by Vance C. Lischer Jr. and then donated to TNMOT.

The Train of Thought is a Texas and Pacific Railroad #1603 (No. 23) car. Pullman Company built it as an all-steel combination baggage and passenger car. The car was converted in 1951 from a passenger/baggage car to an instruction car, which is when most of its windows were removed. It was donated to the Museum in 1971 and has been restored and remodeled to provide a facility for educational programs at the Museum, such as facilitated field trips.

The Train of Thought is within the Streetcar Loop near the Roberts Pavilion. It is behind the Big Boy #4006 Union Pacific Steam Locomotive, which received its own cosmetic restoration last year. And again, homeowners can appreciate what that impressively shiny engine means for its neighbor. Time to keep up with a fresh coat of paint.



Steve Binning shows a member of the Trolley Group (not pictured) the finer tips of cleaning the controller points on our St. Louis Waterworks Railway #10, just one of the many steps involved in maintaining and keeping the trolley line operational.



SOME THOUGHTS ON 80 YEARS

We celebrate 80 years of collecting, preserving, restoring, and sharing almost 200 years of this country's transportation history. The Museum Milestone Makers Exhibit in The William R. and Laura Rand Orthwein Education and Visitor Center is a remarkable story of almost 200 years of transportation history in one 2,500-square-foot exhibit space.



What the public sees when they visit the Museum is an engaging visitor center, beautifully landscaped gardens, a working trolley line, 200 years of transportation history, and so much more. They expect or believe that the Museum is tax supported in some way with a wealth of available resources. What they may not know is the Museum is truly volunteer driven with a committed Board of Directors and a small, dedicated staff guiding and supporting them along the way. The volunteers restore artifacts, provide tours and trolley rides, work in the research library, and maintain the gardens and grounds.

Every stakeholder—member, guest, volunteer, and staff member—should be extremely proud of what we have accomplished. We have taken a “sleepy Museum,” as some have said in years past, and developed a thriving Museum, housing a world-class collection, welcoming guests from around the world, while working with very limited financial resources. We understand there is so much to be done, but that should never take away from what we have accomplished. Think about the few folks with the foresight to save a mule-drawn streetcar in the 1940s. *Would they ever have imagined that the Museum would be what it is today?*

Anniversaries are a time of reflection. What we do today impacts the Museum for decades to come. It's a great opportunity. And a great responsibility. Fred Goebel, a Board Member, is currently leading a strategic planning process. *What have we done well? Where do we need to concentrate our efforts? Where will the Museum be in five years, 15 years, 2104 - 80 years from now?* This is a year of planning as well as celebrating at the Museum.

Terri McEachern, Executive Director



In 1973, guests entered through the booth on the right and exited through the shop on the left.



Mary Roberts in 1951 on a velocipede, used to inspect train tracks.



Visiting the Museum has always been in style, as these guests in the 1960s show.



Dr. John “Doc” Roberts recalled in 1992 the first Museum acquisition. “The streetcar company let me have it. But I had no place to put it. I wound up taking it to Spring and North Market streets, where they stored the emergency cars that accompanied fire engines. Then the Missouri Pacific Railroad property at Barrett Station Road became available. They gave us five acres for \$1 a year. Later on my wife, Mary, and I bought the first acres of the museum site at \$500 an acre for five acres.”

A FEW OF THE MUSEUM'S HIGHLIGHTS THROUGH THE DECADES

1944—○

St. Louis Railways Enthusiasts Club members rescue the mule-drawn Bellefontaine #33, slated to be turned into scrap metal for World War II. In a 2002 *St. Louis Post-Dispatch* article, longtime volunteer Willis Goldschmidt said the people he recalled meeting to discuss saving #33 were himself, Dr. John "Doc" Roberts, Dr. John Smith, Dr. Harold A. Bulger, Stella Michelle, and Charles Hamann. Other newspaper articles mention the original group having eight members.

1948—○

Museum Transport Association incorporates as a nonprofit educational organization.

1962—○

"Big Boy" arrives.
On June 6 Union Pacific Steam Locomotive #4006 leaves the St. Louis railyards with the assistance of the Missouri Pacific Railroad for Barrett Station.

1980—○

Museum hosts reopening and rededication after extensive renovations. According to reports in the *St. Louis Post-Dispatch* at the time, a double-decker bus took visitors from the new parking lot up to the new trainyard next to the Victorian-era train station replica that we know now as Barrett Station.

1988—○

The fully restored Frisco 1522 makes its inaugural post-retirement run. St. Louis Steam Train Association members had spent three years making the engine operational, and it made several successful runs over the next decade, but was retired again in 2002.

2012—○

William R. and Laura Rand Orthwein Education and Visitor Center opens.

2018—○

Transport Museum Association migrates to its present name, The National Museum of Transportation

○—**1946**

A corporation to preserve transportation artifacts is formed by St. Louis Railways Enthusiasts Club members. Missouri Pacific Railroad allows the corporation to lease (purportedly for \$1) a five-acre tract of land west of Barrett Station and north of the single-track tunnel it had abandoned in favor of the double-track tunnel completed in 1944 for wartime traffic.

○—**1951**

The Purdue Collection, which includes the Daniel Nason steam locomotive, arrives. "From 1892 to 1938, Purdue was the site of innovative railway laboratories that established the University as a leader in transportation research," according to Purdue University's website. The school shuttered the labs and its Locomotive Museum and permanently loaned most of its remaining collection to TNMOT.

○—**1979**

St. Louis County Department of Parks and Recreation formally assumes the operation and development of the Museum, later accepting it as a gift from the original founders in February 1984.

○—**1982**

The 1833 Boston & Providence Railroad Coach is donated by Friends of the Danbury Collection. It is TNMOT's oldest artifact.

○—**1994**

Museum celebrates its 50th birthday with many activities, including dedication of Roberts Pavilion. Doc Roberts, who had fairly recently had a stroke, was nonetheless able to attend the ceremony.

○—**2017**

Museum returns to the status of a private museum under the purview of the Transport Museum Association.

○—**2023**

F/A-18 E1, the first Super Hornet ever built, arrives on loan from the United States Navy.

TURNING 80?

COME SEE US

The year 1944 was a very good year.

We are celebrating the Museum's 80th birthday all year long, and we would like to recognize visitors who are also turning 80 this year by offering them free admission.

Just mention your birthdate to the guest services associate at the front desk in the William R. and Laura Rand Orthwein Education and Visitor Center to get in free of charge.

THE NATIONAL MUSEUM OF TRANSPORTATION

2933 Barrett Station Road
St. Louis, MO 63122



As we celebrate our 80th anniversary, we invite area business leaders and our friends to share an anniversary sentiment with us while supporting the Museum's efforts.

FOR \$80, you will receive a one-day pop-up greeting on the Museum's website for all to see. Then your message will be placed on our **LEGACY LIST** to remain on our website for our entire anniversary year. And finally, an **80 Years - The Legacy List Commemorative Book** of all 365 greetings will be produced and placed in the Museum's archives for individuals to enjoy for generations to come!

We've been a member of the community for 80 years!
With your support, that is only the beginning.

LEGACY LIST sentiments may be written at tnmot.org/anniversary

Mark 80th Anniversary of D-Day at Museum

TNMOT will commemorate the 80th anniversary of D-Day at the site of its World War II veteran, the C-47 that towed gliders and delivered troops, equipment, and supplies to the 82nd Airborne Division just after dawn on the day after D-Day. Operation Hackensack took place on June 7, 1944, and pilot Martin Platt flew the U.S. Army Air Force Douglas Aircraft C-47A #N 3-15635 to support the Allied Forces. Watch tnmot.org and social media for details as they are confirmed for a ceremony on June 7 or 8.

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

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