

The SP^{oke}KEⁿ Word

THE NATIONAL MUSEUM OF TRANSPORTATION NEWSLETTER

SPRING 2025



BANNERS SHINE LIGHT ON WOMEN'S CONTRIBUTIONS

A stunning array of banners greeting Museum visitors this year offers a sample of contributions women have made to the history of transportation.

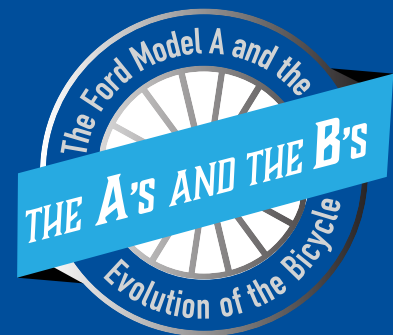
Choosing whom to include in the Women in Transportation exhibit at the William R. and Laura Rand Orthwein Education and Visitor Center was not easy.

"Probably the hardest part of the exhibit was narrowing the field of women to highlight to 18," said TNMOT Executive Director Terri McEachern.

"Our first step in this exhibit was to reach out to historians and educators and ask them to name three transformative women in transportation. I loved that no one had the same names on their lists," McEachern said.

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CENTURY OF VEHICLES COVERED...FROM A TO B



The A's and the B's display goes back to the 1800s and up to the 1980s.

The A's are Ford Model A vehicles, which were only manufactured from late 1927 through 1932.

The B's are bicycles, and they are interspersed among the Model A's at the William R. and Laura Rand Orthwein Education and Visitor Center.

A Museum visitor's donation sparked the idea for the exhibit, said Museum Curator Coby Ellison. A family from Arkansas was so impressed by TNMOT that the husband told his wife he wanted his Model A given to the Museum after he died. Ellison received an email from the wife in Spring 2024 offering to donate the car.

Continued on page 9

THE NATIONAL MUSEUM OF TRANSPORTATION

We're celebrating the 30th Anniversary of the FIRST flight of the F/A18 E1 SUPER Hornet!

We've got a
SUPER way
to Celebrate!
Why not...

Soar to Where the SUPER Hornets Roar!



Visit Pensacola, Florida, and enjoy a private behind-the-scenes tour of the iconic National Naval Aviation Museum... home of the U.S. Navy Blue Angels!

But wait, that's not all. This SUPER raffle package includes:

\$1,500 Southwest Airlines Gift Card

\$2,000 Marriott Hotel Gift Card

\$500 Prepaid Visa for car rental or meals

\$200 Gift Card to The National Naval Aviation Gift Shop – The Flight Deck

\$100 Gift Card - Refuel in the Cubi Bar Cafe' in the Museum

SUPER Hornet SUPER Swag Bag of Gifts

And... a **PILOT Annual Membership** to The National Museum of Transportation

Take a SUPER Chance at this SUPER Prize!

TICKETS:

\$30 or 4 for \$100.00

Buying four tickets? We'll include four general admission tickets to The National Museum of Transportation. That's a SUPER deal valued at \$64.00.

DRAWING:

Sunday, June 16, 2025, at 3:30 PM

in the Earl C. Lindburg Automobile Center at TNMOT.

Tip: Plan your trip on a day the **U.S. Navy Blue Angels** practice. It's a sight to see! Check their practice and meet-and-greet schedule at NavalAviationMuseum.org.

Fun Fact: The U.S. Navy Blue Angels fly **SUPER Hornets!**

(The U.S. Navy Blue Angels are not part of this raffle.)

This is a general suggestion to enhance your experience.)



The F/A-18 E1 SUPER Hornet is currently on exhibit at The National Museum of Transportation on loan courtesy of the National Naval Aviation Museum on behalf of the Navy History and Heritage Command. The first flight of the F/A-18 E1 was November 29, 1995.

The National Museum of Transportation is a 501(c)(3) organization receives no government funding. The Museum relies solely on the generosity of the community to continue preserving the past for future generations. Proceeds from this raffle benefit the ongoing daily operations of The National Museum of Transportation.

TNMOT

The National Museum of Transportation
2933 Barrett Station Road
Saint Louis, MO 63122
314-965-6212

TNMOT.org



Museum Team Prepares Fitch Sprint Corvair to Tour Again

Once upon a time (aka the 1960s), former race car driver John Fitch decided that the Chevrolet Corvair would make an excellent model to turn into a touring car.

A 1965 article in *Car and Driver* says, "Fitch markets a line of nearly 40 special options designed to make the car run faster, corner better, stop more efficiently and look racier."

Restoration of the Museum's Fitch Sprint Corvair Corsa is proceeding well and may be complete by the end of the year, give or take a few weeks. The original owner's son gave the car to the Museum after his father passed. TNMOT's restoration crew has taken the car down to bare metal, said Museum Curator Coby Ellison.

"They've taken the seats out, replaced the brakes, the little hardware pieces, window stripping.... We're doing everything," Ellison said. "When it's done, it's going to be car show level quality."

Taking the car to shows to promote TNMOT is the goal. It arrived at the Museum in running condition. In fact, Ellison and Maintenance Manager Ace Eaton test drove it on the lower lot before it went into the shop for restoration. "It has some muscle behind it. That's for sure," Ellison said.

Fitch's modifications to the standard Corvair Corsa were available in multiple ways. Customers could order the parts to modify a car themselves, order a package for the dealer to install, or pay for the dealer to ship the car to Fitch's shop in Connecticut to do the modifications.

The Museum's car was modified in Fitch's shop,

Continued on next page



Volunteers have completed about 70 percent of the restoration.



Windows are shielded during scraping or sanding.



The restoration crew took the car down to bare metal.

ARTIFACTS AWAIT 2025 Painting Season

With warmer weather come more opportunities for outdoor cosmetic restoration, and several artifacts are due for fresh paint.

The 2025 list of projects includes the Burlington Northern Caboose #10032, MOPAC #13889, Chicago, Burlington, & Quincy #6117, and the T-33 U.S. Air Force Trainer, though the timing of each is subject to change.

The Clifford Willard Gaylord Foundation has given TNMOT \$10,000, which is helping to pay for restoration work.

One challenge in all restoration is using historically accurate colors. Museum Curator Coby Ellison said he is fortunate to have a connection at PPG who is adept at matching colors from swatches or sometimes from bottles of model train paints. On BN Caboose #10032, for example, the green is called Cascade Green, and the yellow at either end is Burlington Northern Santa Fe Yellow.

For the T-33 trainer, a decision will need to be made about whether to rent a lift to raise workers up to the plane or rent a crane to take the plane down for the project, Ellison said.

In addition to the upcoming painting projects, work continues on Kansas City Public Service Co. 1533 (aka the Birney) streetcar, Missouri-Kansas-Texas (aka KATY) #311, the Camelback, and unexpected projects, such as restoring the streetcars vandalized in January (see page 7).



The Burlington Northern Caboose #10032, near Barrett Station Depot, will soon have a fresh coat of paint.



In addition to the painting projects, work continues on the "Birney" street car. Photo by Mike Mueth, used with permission.

Corvair

Continued from previous page

making it even more rare and valuable, Ellison said.

The car did its share of racing, but also was street legal, said Roel Harryvan, a member of the team working on the restoration. It had anchors for street seats as well as racing seats, regular seat belts and racing ones. "It is remarkable that given that tough life, how complete and good-looking the car was."

With the car close to being ready for a primer coat, Ellison explored the costs of having a local shop paint the car, but the prices were very high. Instead, the Museum is looking at buying a portable paint booth so that volunteer Ray Witthaus can paint it in-house.

The 1965 Fitch Sprint Corvair will once again turn heads when it's done. "It's pretty cool-looking," Ellison said. *Car and Driver* in September 1965 agreed:

"It's real grand touring on a shoestring, thanks to the old pro, John Fitch."

THE NATIONAL MUSEUM OF TRANSPORTATION

2025 SPEAKER SERIES



JUNE 12 **Andy Hahn**
Mapping St. Louis

JULY 10 **Susan Croce Kelly**
Route 66, The Road that Runs Through Everyone's Life

AUG. 14 **Doug Schneider**
Honk If You Love St. Louis: Automobile History

SEPT. 11 **Dr. Greg Markway**
A Missouri Orphan Train Mystery

OCT. 9 **Alan Hoffman**
Up There with the Biggest: The Story of Ozark Airlines

NOV. 13 **Doug Schneider**
St. Louis on the Water: History of Water Transportation

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

**THE NATIONAL MUSEUM OF
TRANSPORTATION**

Five Feature Fridays Fill May

Come hear the backstories of the Museum's artifacts. Museum admission is required, but you do not need to make a reservation. Just gather by the artifact.

MAY
2
FRIDAY

HT Pott Towboat
10:00 a.m.



MAY
9
FRIDAY

Reading "Black Diamond"
10:00 a.m.



MAY
16
FRIDAY

A.L. Dyke
(in the Earl C. Lindburg Automobile Building)
10:00 a.m.



MAY
23
FRIDAY

New York & Chicago & St. Louis Railroad Nickel Plate Road Locomotive #170
10:00 a.m.



MAY
30
FRIDAY

New York Central #2933 "Mohawk Locomotive"
10:00 a.m.



UPGRADE TO IMPROVE INTERNET ACCESSIBILITY

An upgrade to TNMOT’s Internet and phone services will make going online easier and faster for visitors and staff alike.

Spectrum provides the services and is handling the upgrade, which should allow people to access one Wi-Fi network that works throughout the TNMOT campus.

“This upgrade will allow the Museum to create a better in-house network, increasing Internet speed and coverage across the grounds including outside, so guests and staff will be able to travel the site staying on one Wi-Fi network,” said Maintenance Manager Ace Eaton,

The upgrade involves three steps:

- Upgrading existing systems in each building to a new fiber system
- Extending communication systems to buildings that previously did not have them

- Creating a physical connection between all buildings in order to have a single computer network

The changes also involve the phone system. An automated system to guide callers to the right person will reduce the number of calls going to front desk staff, allowing them to focus on in-person guests.

Improved Wi-Fi will allow guests easier access to tnmot.org and all of the Internet. “The upgrade should allow visitors to access our on-site Wi-Fi and walk between each building without needing to constantly connect to new Wi-Fi networks each time they go to a new building. The Wi-Fi will even be available outside around the Roberts and Abbott pavilions,” Eaton said.

WITH GRATITUDE

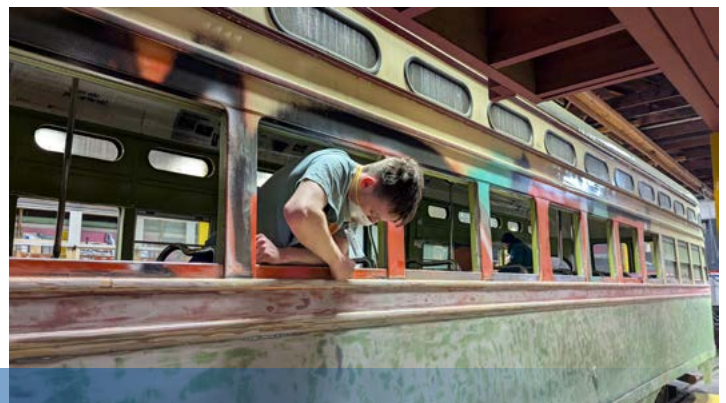
Thank you to the more than 150 donors from 15 states that contributed to our efforts to repair two trolleys vandalized earlier this year.

Thank you to our dedicated volunteers restoring the two damaged trolleys to working condition.

Ray Witthaus, a Museum Keystone Award Recipient and volunteer, is overseeing the restoration efforts. (Keystone Award Recipients are recognized for always going above-and-beyond in their efforts to better the Museum.)

Thank you to St. Louis County Police Detective Calvin McClain for his efforts in finding the individuals who thought it was okay to climb a fence and damage historic artifacts on private property.

Thank you to our community! On a dark day at the Museum, we are grateful for the many messages we received thanking us for our efforts and encouraging us to move forward!



Thank you to our community!

Spring TRAINING is in full bloom!



Exceptional facilitated field trips fill the day.

Here's a recent online review:



National Museum of Transportation

Catherine Kent



If you are an elementary educator and have not organized a field trip to The National Museum of Transportation, then you are missing out. I cannot praise the staff enough. This team of staff members goes above and beyond to ensure a valuable experience for all students. Our field trip today was so well organized and provided the best opportunity for our second grade students. We will definitely be going back! Thank you Walter, Diane and Jean for a wonderful day of learning and exploration!





The A's and the B's

Continued from page 1

"It's a really beautiful 1928 sport coupe with a rumble seat," Ellison said. He wanted to get it on display as a tribute to the man. "So I thought it would be cool to do a Model A's exhibit." Upon hearing about a local man's bicycle collection, the idea of The A's and the B's took root. Two Model A's are from the Museum's collection, and two are on loan from members of the Missouri Valley Region of the Model A Restorer's Club.

The Museum has borrowed 10 bicycles from the private collector's extensive holdings, each with some unique feature, Ellison said.

A bicycle from the late 1800s has twine serving as a skirt guard to keep Victorian era women's skirts from getting entangled in the bike's chain and gear. Bicycles gave women independence. In fact, suffragist Susan B. Anthony told journalist Nellie Bly in an 1896 interview for the *New York World*:

"Let me tell you what I think of bicycling. I think it has done more to emancipate women than anything else in the world.... The moment she takes her seat she knows she can't get into harm unless she gets off her bicycle, and away she goes, the picture of free, untrammelled womanhood."

A bicycle from the early 1900s uses a rod rather than a chain. A tandem bicycle on which the backseat's handlebar turns is most likely from the 1950s. More recent bicycles include a Murray chopper bike from the 1970s, a Schwinn ram's head stingray model from the 1960s, and a BMX from the 1980s.

From the Museum's collection are a penny-farthing (aka high wheeler or ordinary) contrasted with the safety bicycle, so named when it was first made because the matching lower wheels were far safer than the penny-farthing's high and low wheels.

St. Louis was a hotbed of bicycling activity in the early 20th century, partly because it was one of the first major cities to have many paved roads, Ellison said. Bicycle clubs and dealerships flourished.



Tandem bicycle with turning rear handlebar



1928 sport coupe with rumble seat



Penny-farthing bicycle from 19th century



1929 wood-paneled Model A

Women in Transportation

Continued from page 1

“That speaks to the number of women who have made a significant impact on transportation. After that initial step, we started to narrow the field to feature women representing a broad range of time periods and fields including aviation, astronautics, automotive, technology, rail, and maritime.”

Some are well-known names: Amelia Earhart, Bessie Coleman, Elizabeth Dole, Danica Patrick, Suni Williams, the Hidden Figures of NASA (not so hidden after a book and movie highlighting the work of Dorothy Vaughan, Mary Jackson, and Katherine Goble Johnson).

Florence Lawrence was very well-known during the era of silent

movies, sometimes called the first movie star. But how many silent film buffs know that Lawrence also invented an “auto signaling arm” to indicate turns in 1914?

The name Roebling may be familiar to those who have heard a bit about the Brooklyn Bridge, but how widely known is the story of Emily Warren Roebling managing the construction project for a decade while her husband, the chief engineer, had a debilitating illness?

Eye-catching visuals on the banners draw visitors in, with just a touch of text to pique visitors’ interest in perhaps learning more on their own.

“We have never done a banner exhibit before,” McEachern said. “Our guests seem to really enjoy and appreciate this exhibit, so we know it will not be our last display done in this manner.”

WASPs of World War II

WOMEN AIRFORCE SERVICE PILOTS (WASP)



During World War II, a shortage of male pilots led to the creation of the Women Airforce Service Pilots (WASP) program in August 1945. These civilian women pilots served under military command, flying planes within the US to allow male pilots to be deployed overseas. Although they enjoyed the privileges of officers and were led to believe they would be formally adopted into the Army Air Force (AAF), they remained civil service employees without injury or death benefits. Despite several attempts to militarize the WASPs, they were not granted veteran status until President Carter signed a bill in November 1977.




Dorothy Vaughan, Mary Jackson, Katherine Goble Johnson

“HIDDEN FIGURES” WOMEN








Three brilliant Black women at NASA – Katherine Johnson, Dorothy Vaughan and Mary Jackson – served as the brains behind one of the greatest operations in history: The launch of astronaut John Glenn into orbit, a stunning achievement that restored the nation’s confidence, turned around the Space Race and galvanized the world. Their role was featured in the *Hidden Figures* movie drama based on a non-fiction book by the same name.




Elizabeth Dole

SECRETARY OF TRANSPORTATION, SAFETY ADVOCATE

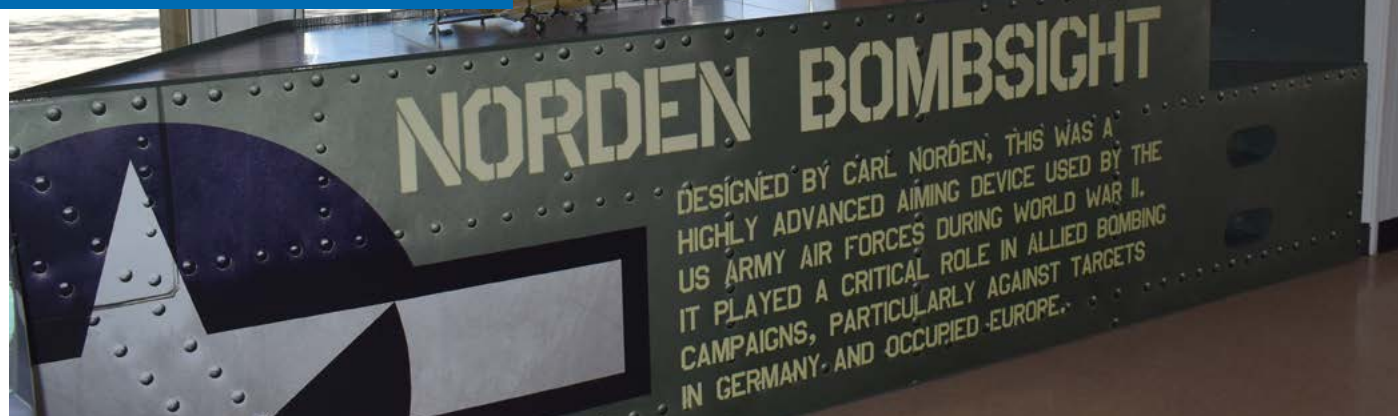
- First woman United States Secretary of Transportation
- Advocated for states to pass seat belt laws and automakers to install airbags
- Also served as Secretary of Labor, President of the Red Cross, a United States Senator, and started the Elizabeth Dole Foundation supporting veterans and their caregivers





HISTORIC NORDEN BOMBSIGHT

FOUND IN STORAGE



World War II cutting-edge aviation technology is not what one expects to find when digging around in a railcar storing mostly common rail artifacts.

TNMOT Consulting Archivist Jordan Mogerman was crawling through such a railcar, taking photographs so he could document its contents as part of an ongoing archives inventory project. Suddenly a dust-covered piece sitting on a wicker chair caught his eye.

"I thought, 'wait a minute. That's not train, that's airplane,'" Mogerman said. As a son of aviators, he had gone to a lot of airshows and recognized that the piece was a bombsight. "I thought, 'surely that's not a Norden.'"

But indeed it was.

And what Mogerman found was not only the upper part of the assembly, the bombsight, but also the mechanical computer part that makes it such an

important piece of aviation history.

"The bombsight is connected to something that was absolutely cutting edge and highly classified at the time," Mogerman said, referring to a small, gyroscopically based mechanical computer designed to connect with a bomber's automatic pilot system. The computer would line the plane up with its target and release the bomb at the right moment.

"It increased our precision in bombing at least tenfold," Mogerman said. "It made our bombs more effective by hitting the targets more reliably and saved civilian lives. It revolutionized the way we did bombing runs."

Pilots and bombardiers were literally sworn to secrecy about the technology, lest it fall into enemy hands. They would retrieve the bombsight assembly from high-security storage, install it in the

plane, then return it to being under lock and key after the mission.

The bombsight is named for Carl L. Norden, whom the U.S. Navy Board of Ordnance assigned in 1921 the task of improving the precision of bombing. After a couple of years, Norden started working on a better bombsight with fellow engineer Theodore H. Barth and Captain Frederick I. Entwistle, Assistant Research Chief at the Board of Ordnance. Norden and Barth formed Carl L. Norden, Inc. in the 1930s and manufactured what the U.S. believed was top secret technology. After the war it was discovered that Germany had similar bombsights of their own.

The historic Norden bombsight is on display at Barrett Station Depot, where visitors can contemplate the challenges faced by pilots and bombardiers in the days before sophisticated radar.

SAMPLE BOMBARDIER'S OATH

"Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training, and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American

bombsight, I do here, in the presence of Almighty God, swear by the Bombardier's Code of Honor to keep inviolate the secrecy of any and all confidential information revealed to me, and further, to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself."

(Example of an oath bombardiers generally took during their first week of bombardier training)

Dining Cars and Harvey Houses Kept Travelers Fed

Railroad passengers in the 19th and 20th centuries did not pull out a phone to snap photos of their meals, but they appreciated tasty food to enhance their travels as much as any of us do.

Display cases at the William R. and Laura Rand Orthwein Education and Visitor Center tell the stories of rail travel dining experiences, whether onboard or at a stop in a Harvey House.

Plates from the Frank T. and Mary M. Hilliker Collection reveal the elegance of railway dining. TNMOT board member Ben Hilliker's father, Frank, owned a food distribution company and asked railroad companies if he might display their plates at his business. They obliged, and the current display is just part of the more than 100 dishes in the collection.

George Pullman named the first full-service dining car he built in 1868 "Delmonico" after the renowned New York restaurant, signaling that travelers could expect fine dining aboard the train. At first the railroads used beautiful crystal and bone china, but soon found they did not mix with trains that well, chipping and breaking with the bouncing along the rails, said TNMOT Education Director Robyn Shipman.

Railroads developed signature designs for dinnerware.

the bouncing along the rails, said TNMOT Education Director Robyn Shipman.

Railroads designed smaller, more hardy dishes "while still maintaining an elegant atmosphere," Shipman said. "I find the plates interesting because they're so artistic." Each railroad produced its unique design to reflect the company. Depot stores often sold the plates as souvenirs.

Another factor that enhanced onboard dining was the excellent service provided by porters and dining staff, who also are represented in the Museum exhibit. They provided the pleasant experiences that brought customers back.

The completion of the Transcontinental Railroad in 1869 brought coast-to-coast train travel into being. But Western trains usually did not have dining cars for the first 20 or so

years, as the routes were more rugged and dangerous, and railroads were not eager to risk the expensive dining cars on them.

Enter Fred Harvey, who had opened a café in St. Louis before the Civil War with a partner who took the profits and headed south when war broke out. After the war, Harvey worked for railroads, traveled, and saw firsthand the need for decent dining along the Western railroad routes. "Transportation was growing our country and more and more people were using it. And those people had to eat," Shipman said.

So Harvey began a relationship with the Atchison, Topeka, and Santa Fe Railroad and opened restaurants along the route. For many meals, passengers would place their orders onboard, which were wired ahead to the restaurant so that the food could be waiting on the table for them when the train arrived.

As well known as the Harvey House restaurants were their servers, the Harvey girls, who had to be single and had to keep their uniforms and their behavior crisp and clean. The popular Judy Garland movie in the 1940s *The Harvey Girls* portrays the strict code of conduct for the servers. Their migration to the West had a cultural impact, Shipman said.

The Harvey girls would marry local men and have families. "The women held their ground on expecting good things in these towns," Shipman said. They demanded churches and schools and such.

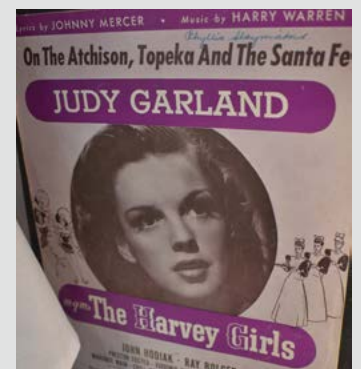
Menus round out the Museum's exhibit, showing what foods railroads served through the decades and what it cost.



Crisp, immaculate uniform of a Harvey Girl



found they did not mix with trains that well, chipping and breaking with



Movie starring Judy Garland popularized the story of the Harvey Girls.

A.L. Dyke Helped Generations Keep Cars Running

From the day they were invented and first driven, cars have been breaking down.

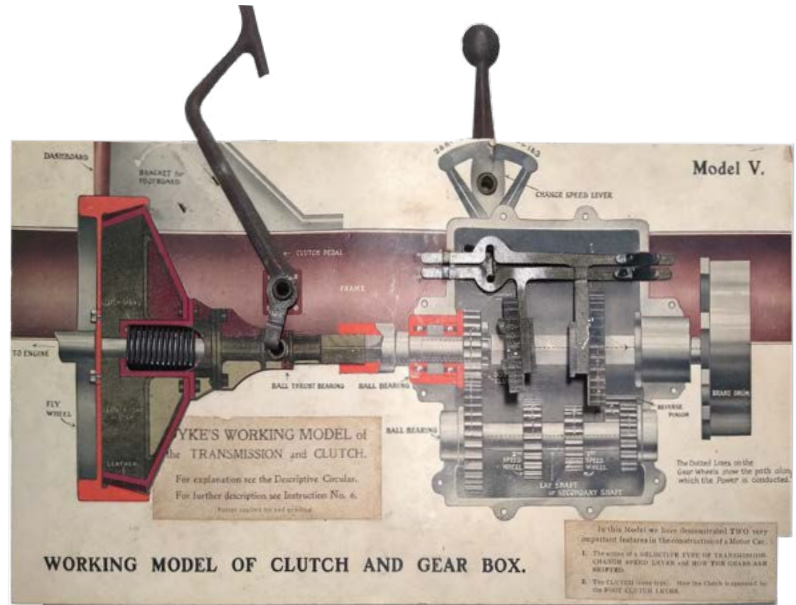
St. Louisan Andrew Lee Dyke (more commonly known as A.L. Dyke) saw the growing need for auto repairs and grasped the opportunity to meet that need before the turn of the 20th century.

Dyke opened the first American auto parts business in 1899. He also developed an auto repair correspondence course to teach would-be mechanics how to use those parts to get their vehicles back on the road again.

The course materials included cardboard models to provide a hands-on education, and the Artifact of the Month display at the William R. and Laura Rand Orthwein Education and Visitor Center displays some of them. The May 16 Feature Fridays presentation will highlight Dyke's many contributions to automotive history.

Dyke was born in Louisiana in 1875, landing in St. Louis at the beginning of the automotive industry. He arranged to sell automobile parts manufactured by St. Louis Motor Carriage Company (founded by George Preston Dorris) under the Dyke name, with his auto parts store on Automotive Row along Locust Avenue in St. Louis and his mail orders.

Dyke published a catalog of auto parts, tools, supplies, etc. He soon wrote and published books to help car owners keep their cars running, including *Diseases of a Gasoline Automobile* and



Dyke's cardboard working model of clutch and gear box, ca. 1910s

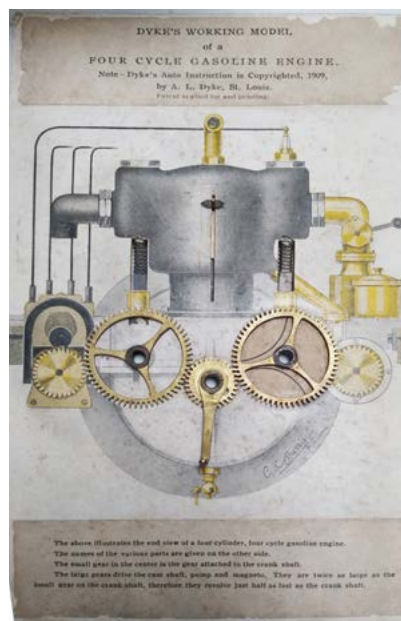
How to Cure Them (1903), *The Anatomy of the Automobile* (1908), and the comprehensive *Dyke's Automobile and Gasoline Engine Encyclopedia* (1909).

Dyke's Home Study Course of Automobile Engineering was a mail-order course with instructions, illustrations, and working models of such features as the clutch and gearbox and the carburetter (British spelling as it appears on model). George C. Sherrin designed the models, which have metal moving parts.

The course was divided into booklets, which increased in number in succeeding editions. Students answered examination questions, mailing them to Dyke for corrections. Once they were deemed to have passed all the questions, they received "a neat diploma."

Dyke also sold kits for DIY car builders. The A.L. Dyke Steam Car on display in the Earl C. Lindburg Automobile Building was built from a kit Richard Means found in a barn in the 1950s. Because some parts were missing from the kit, Means had to improvise, but he was able to complete the car, and the Means family graciously donated it to TNMOT in 2010.

Finally, Dyke also sold three models of manufactured cars in the early 1900s, but his biggest success was in auto parts. Dyke remained in St. Louis and lived until 1959. He is buried in Bellefontaine Cemetery.



Four-cycle gasoline engine model

Project to Make Wealth of Information More Accessible

TNMOT's exhibits, impressive as they are, really are the tip of the Museum's iceberg of artifacts and information telling the history of transportation in North America.

Staff and volunteers diving beneath the surface to inventory the Museum's Library and Archives are beginning phase two of their work. Phase one was identifying the boxes; phase two is identifying what is IN the boxes.

"It's almost like a little bit of Christmas when you open a box," Museum Consulting Archivist Jordan Mogerman said. "I can open a box and find everything from a piece of railroad silver to a photograph of a conductor to who knows?"

In fact, Mogerman's venturing into a bigger box, a railcar filled with artifacts, recently yielded a historic Norden bombsight assembly (see page 11). "The best way to explain my job is to say I'm the Indiana Jones of trains. I'm having a ball with this."

"The Library and Archives are our best kept secret," Executive Director Terri McEachern said. "We are working to change that. The wealth of information contained in that building is extraordinary. We need to make that information and our historic documents available to the public."

Donors of historic documents, objects, and journals through the decades have included individuals, clubs, businesses, railroads, and more. Indexing and digitizing their gifts will make them more accessible to more people. "By digitizing this information, we are one step closer to providing additional online access to information scholars and casual researchers may be looking for," McEachern said.

Users of the Library and Archives are as varied as the collection's elements. Scholars and authors glean information for their work, but other researchers come from perhaps less obvious fields. Toy and model companies, for example, want to make their products historically accurate, and the Museum has original engineering drawings from many companies, such as American Car and Foundry in St. Charles, Mogerman said.

"We have a huge collection of these blueprints done a hundred years or so ago," Mogerman said. Digitizing and cataloging by manufacturer and by unique identifying numbers will mean TNMOT could ship a model company jpg files of the drawings it needs.

And then there are those who are devoted train people, or plane people, or car people who delight in studying the intricate details. "It's amazing how devoted transportation enthusiasts can be," Mogerman said. A goal of inventorying and digitizing is to not only let those aficionados know what the Museum has but also to allow them to look at and read files online from home.

The inventory work does involve focusing the Museum's collection, sometimes offering items to other institutions if the material does not align with the Museum's mission. "As we focus what we have, the idea is that we'll have the capacity to collect additional materials in the future," Mogerman said.



Thomas Tredgold (1788-1829)

LIBRARY HOUSES HISTORIC FIRST EDITION

A first edition of the first comprehensive work on railroad engineering is among the Museum's Library holdings.

Civil engineer Thomas Tredgold's *A Practical Treatise on Rail-roads and Carriages* was published in 1825. Its nearly 200 pages provide detailed observations, calculations, instructions, and the like with several drawings to illustrate them.

The full title of the book perhaps gives a sense of Tredgold's writing style: *A Practical Treatise on Rail-roads and Carriages; Shewing the Principles of Estimating Their Strength, Proportions, Expense, and Annual Produce, and the Conditions which Render Them Effective, Economical, and Durable: with the Theory, Effect, and Expense of Steam Carriages, Stationary Engines, and Gas Machines.*

As significant as Tredgold's work was, he was not perfect, predicting: "That any general system of conveying passengers would...go at a velocity exceeding ten miles an hour, or thereabouts, is extremely improbable."

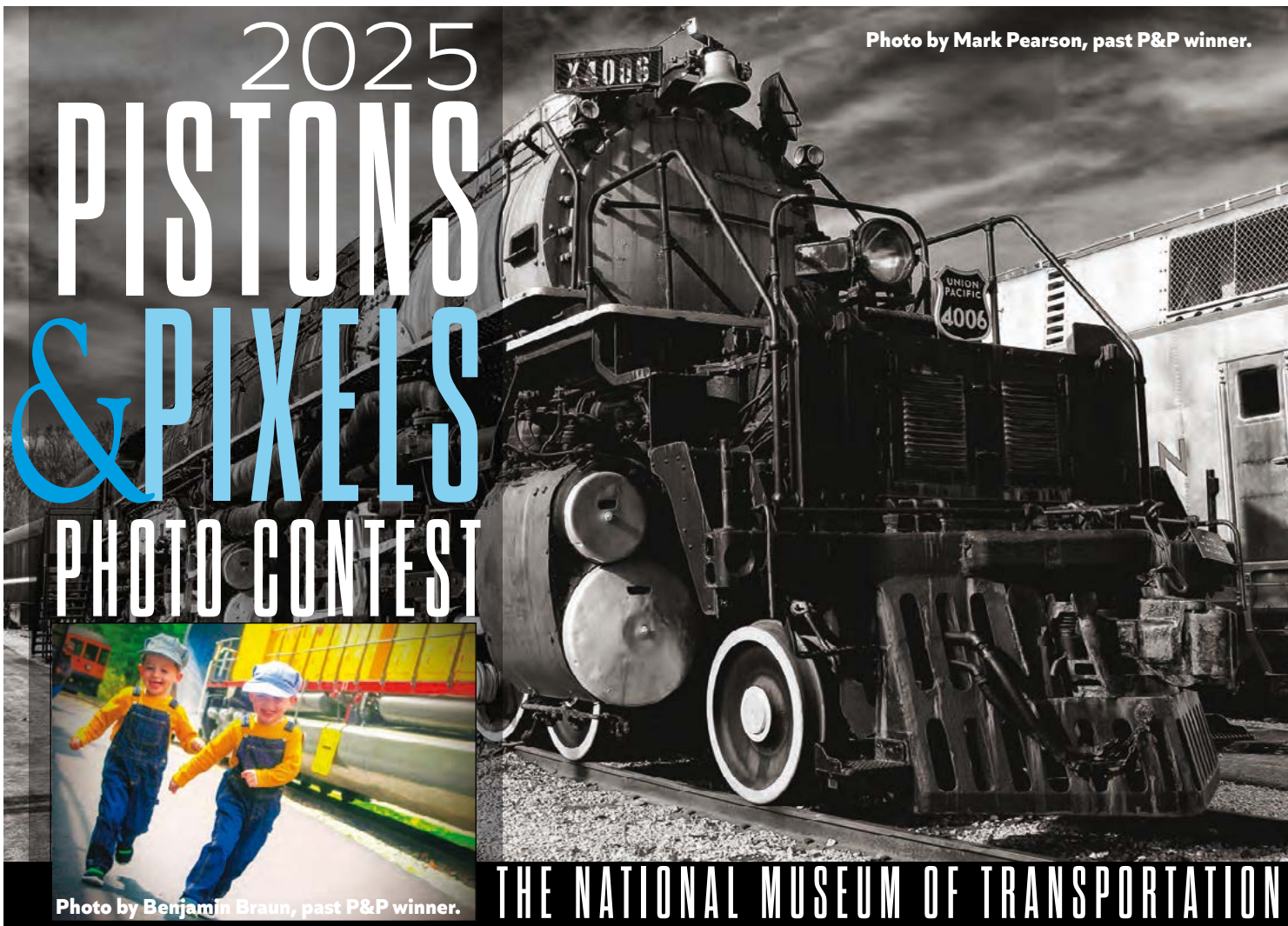


Photo by Mark Pearson, past P&P winner.

2025 PISTONS & PIXELS PHOTO CONTEST



Photo by Benjamin Braun, past P&P winner.

THE NATIONAL MUSEUM OF TRANSPORTATION

1. Entry Information

- Pistons and Pixels Photo Contest is for amateur photographers.
- 10 winners will be selected. They will receive a Conductor annual membership.
- Photos must be taken (or have been taken) between January 1, 2021 and June 30, 2025 by Museum guests of your visit or the collection on exhibit in areas accessible to the public. Entrants may not touch, alter, climb on, or disrupt Museum artifacts in any way.

2. Submit Photos

- The deadline for entering the Pistons and Pixels Photo Contest is June 30, 2025.
- Submit no more than five photographs online at MotPhotoContest@gmail.com
- Include your contact information.

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

3. Winners

- 10 winners will be selected.
- Winners will be announced on the Museum website, tnmot.org.
- Winners receive Conductor level membership the The National Museum of Transportation.

The National Museum of Transportation is a 501(c)(3) organization relying solely on the generosity of the community to continue preserving the past for the next generations. TNMOT receives no government funding.

TNMOT

The National Museum of Transportation
2933 Barrett Station Road
Saint Louis, MO 63122
314-965-6212

TNMOT.org

DONATION DEPOT OPEN AT BARRETT STATION



Snazzy vintage cooler has come and gone from the Donation Depot.



Colorful Easter Bunny is waiting for you at Donation Depot.

Museum visitors may find just the perfect unique gift among the treasures at Donation Depot in Barrett Station.

Or TNMOT supporters may be divesting themselves of long-held small collectibles and looking for a suitable recipient. Donation Depot stands ready to help.

A vintage cooler, framed posters, and one-of-a-kind Easter bunny are among the items given to the effort so far. Here are the guidelines:

Bring no more than 10 items to the Administrative Offices building from 9 a.m. to 2 p.m. Monday through Friday. Please do not bring anything to the depot directly or to another building on campus.

We cannot accept clothes, bedding, electronics, large items, appliances, and records/ books/magazines (transportation-related books can go to the bookmobile). Think gift shop rather than thrift store when considering whether your donation fits the bill.

We can only accept 10 items from an individual at one time.

The Museum also continues to sell the die-cast vehicle collection graciously donated and painstakingly inventoried in 2024. TNMOT's eBay store is another spot to shop for the transportation aficionado in your life. See tnmot.org for links to eBay pages.



Is Visiting Museum on YOUR List?

TNMOT is on the "must see" lists of Explore St. Louis and USA Today.

The Museum again made *USA Today's* list of Top 10 Open-air Museums, coming in fifth among voters.

Explore St. Louis listed "Enjoy the ride at The National Museum of Transportation" on its "25 St. Louis Must Do Things in 2025."

Keep spreading the news! Find an event (or two or more) in this newsletter that calls you, bring your summer visitors out for the experience, or wander the grounds on a random weekday morning and discover the story behind an artifact you never looked at closely before.

See you soon!





RESTORATION WORK TEACHES VOLUNTEER NEW SKILLS

Roel Harryvan with his favorite automobile, the 1932 Duesenberg.

Roel Harryvan enjoys cars, has ridden high-speed trains in Europe and Japan, logged thousands of miles on airplanes in his career, did consulting work with automotive and aerospace companies, and drove a semi truck for one year in his retirement.

He knows transportation.

And he was acquainted with the Museum's dedication to transportation from visiting it with his children when they were young. So he was happy to support TNMOT a few years ago with the purchase of a raffle ticket, and he won a lifetime membership.

"I thought, 'oh, that's not why I did it, but it's good,'" Harryvan said. Around that time, the new TNMOT lifetime member retired from being a partner with Deloitte, "and I thought it would be fun to do some work at the Museum."

"I could give back to the Museum but also learn something, some skills and techniques around restoration and maintenance."

Harryvan joined with a team of volunteers to work on the Aerotrains cosmetic restoration. "I definitely enjoyed that, just learning about restoration techniques. The whole process of preparing for and applying paint to those large surfaces was something that was unique." Harryvan also read and watched videos about the Aerotrains history. Although stunning in appearance, the Aerotrains offered an uncomfortable ride.

"It taught GM and I'm sure a lot of other organizations a lot about how to develop new modes of transportation and what's important specifically for trains. That's what makes it a very

interesting and important artifact," Harryvan said.

Next came another artifact with an interesting history for Harryvan to learn, the Eagle-Picher/St. Louis-San Francisco Railway #1621, originally manufactured for the Imperial Russian State Railway. When the Bolshevik Revolution intervened, the engine was repurposed for American use.



Volunteer Harryvan works on the Fitch Sprint Corvair Corsa.

Now Harryvan is enjoying work on a 1965 Fitch Sprint Corvair. "I've always been interested in cars," he said. Plus the story of race car driver John Fitch's arrangement with General Motors to sell his modifications to their Corvair (see page 3) has made for interesting research. Harryvan has even pulled a retired auto body worker friend into the project to consult on tricky parts of the work.

He knows the value of a good consultant, since he worked as one for Deloitte for years. "I basically roamed the world helping large corporations improve their business processes and computer systems." A project with Monsanto brought him and his family

to St. Louis about 30 years ago. "We came with four suitcases and a six-month-old baby."

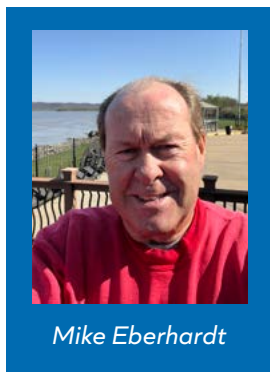
They had to make an initial three-year commitment to the project. "Within those three years my wife and I concluded that we really liked it in the United States, in Missouri, and in St. Louis specifically."

The world traveler has enjoyed his journey with TNMOT from occasional Museum guest with his children to lifetime member to valued volunteer.



Turbine Passion Sparked Early for Eberhardt

Eberhardt shares his wealth of knowledge with Museum guests.



Mike Eberhardt

Call it fate. Call it luck. Something has stepped in more than once to connect Mike Eberhardt with Chrysler's Turbine Cars, enable him to restore TNMOT's Turbine, and allow him to travel the country with it, promoting the Museum.

Eberhardt was already impressed with the Chrysler Turbine as a 10-year-old putting together a Jo-Han model of it.

Seeing the real thing parked in front of his home one afternoon sealed the deal.

"I saw that and I couldn't believe it. It was such a big step in my life. I mean it was incredible," Eberhardt said. He was looking it over when dinnertime called, and after dinner it was gone. "I never got to hear it run or anything."

Life moved on with Eberhardt pursuing his interests in drag racing, boat racing, building engines. Fast forward a couple of decades to 1984, when Eberhardt visited the Museum to see the Turbine and found it in a shed, protected from the elements, but pretty dirty.

He told the Museum's Therese Brady, "I want to get this thing running." She arranged for him to take it to his home garage, and he started fixing the mouse-eaten wiring. "The interior was good, the body was good, but a whole lot of the wires were useless."

Meanwhile, he became a supervisor at the Chrysler plant in Fenton, which caused him to meet with Ron Bradshaw and discover that Bradshaw's father was one of the five mechanics who traveled around the country to keep the cars running in the 1960s during Chrysler's test program.

Chrysler built 55 turbine cars, five for Chrysler to take around to public events and 50 for members of the public to test drive. Over the course of the program, 203 families drove the cars for three months each. Chrysler offered the cars to museums when the testing program concluded, but only six took the offer, including Dr. John Roberts on behalf of TNMOT.

What were the chances that Eberhardt would be working with

the son of a Turbine mechanic? Bradshaw had some bad news for Eberhardt, though. Chrysler disabled the engines sent to the museums. The cars were not meant to run.

After nearly two years of working on the car, Eberhardt let Brady know the disappointing news about the engine and told her he would bring the car back. However, as fate would have it, Brady quickly located records showing that the Museum received in 1977 a damaged engine from Chrysler to display next to its car. Eberhardt drove out to the Museum in the dead of winter, and he and Brady found a crate on the lower lot. "I opened up the crate and opened up the engine, and all the parts were inside it. Now they were slightly damaged, but all fixable."

For about four years Eberhardt worked on the car, and then another obstacle appeared. He could not repair the gas generator. Enter Sanford McDonnell, with connections to jet engine experts through his company, McDonnell Douglas Aircraft, and great interest in the Turbine. "I'll get it fixed," McDonnell said. "You just have to let me drive the car sometime."

True to his word, Eberhardt took the Turbine to McDonnell's house in 1991 and let him drive it. The Turbine's touring career then took off, with organizations asking to have it appear at their fundraisers. From 1992 to around 2004, Eberhardt and his wife took the car to dozens of events and met a slew of celebrities, such as Ralph Lauren, Wendy's founder Dave Thomas, Domino's founder Tom Monaghan, and more. The Turbine helped charities raise about \$1.7 million and brought TNMOT to the attention of automobile fans along the way. "It helped put the Museum on the map," Eberhardt said.

Among the people Eberhardt has met at events/shows are a few people whose families were among the 203 chosen for the testing program. Eberhardt has a list of all of them, including Bill Sullivan, a Terminal Railroad Association engineer who was visiting a Judge Casey on Neosho Avenue more than 60 years ago and who happened to park in front of the Eberhardt home, sparking a fire that burns to this day.

"Me 10 years old riding my Schwinn Varsity 10-speed down Neosho. I thought, 'Oh my God, that's one of those cars.' I didn't know much about them. I just knew that it was cool."



2025 CAR SHOWS



**APRIL 27 Porsche ONLY
Cars & Coffee**
9:00 a.m. - Noon

**MAY 17 Pumpers & Pistons
Plein Air**
9:00 a.m. - 2:00 p.m.

**MAY 18 Early Fords Show
Model A's, Model T's,
Early V8's**
9:00 a.m. - Noon

JUNE 15 Horseless Carriage
Dads & Grandads FREE when
accompanied by a paying child
9:00 a.m. - 2:00 p.m.

SEPTEMBER 14 All Chevy Show
9:00 a.m. - 2:00 p.m.

**SEPTEMBER 27 3rd Annual Big Trucks
& Family Fun Day**
9:00 a.m. - 2:00 p.m.

SEPTEMBER 28 Overlanding Show
10:00 a.m. - 1:00 p.m.

OCTOBER 5 Brass & Nickel Show
10:00 a.m. - 1:00 p.m.

NOVEMBER 1 Military Trucks Show
9:00 a.m. - 2:00 p.m.

Regular Museum Admission Applies

THE NATIONAL MUSEUM OF TRANSPORTATION

2933 Barrett Station Road,
St. Louis, MO 63122

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JOIN US!

SUNDAY, APRIL 27TH

**120th Anniversary
Celebration**

**Delaware Lackawanna
& Western #952**

**Special Museum
Admission Day - \$9.52**

Museum Welcomes Pumpers and Pistons/ Community Helpers, Plein Air Artists May 17

The Museum's annual salute to the people who keep us safe and rescue us (plus their cool vehicles and canine coworkers) is May 17.

Joining them will be artists capturing the beauty and wonder of transportation in a plein air event.



Get ready to be excited by fire trucks of all sorts, a helicopter you can tour inside after you watch it land, police vehicles, military vehicles, BIG trucks, search-and-rescue dogs in action, treats for the kids, artists rendering our artifacts to canvas live, and so much more!



All of this is included with normal admission. Help us celebrate those who labor for our communities, especially in infrastructure and safety work. We are a STEAM (Science, Technology, Engineering, Art, and Mathematics) history museum, so we'll have specialists from all those disciplines on campus, ready and willing to answer questions and interact with our guests of all ages. We believe learning is a lifelong endeavor to love and pursue.

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