THE INFOAGE
MARCONIGRAPH

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InfoAge Staff Members Invited to Monmouth Regional High School

John T. Cervini & Bob Perricelli – AOC Garden State Chapter

John Cervini lecturing at Monmouth Regional H.S.

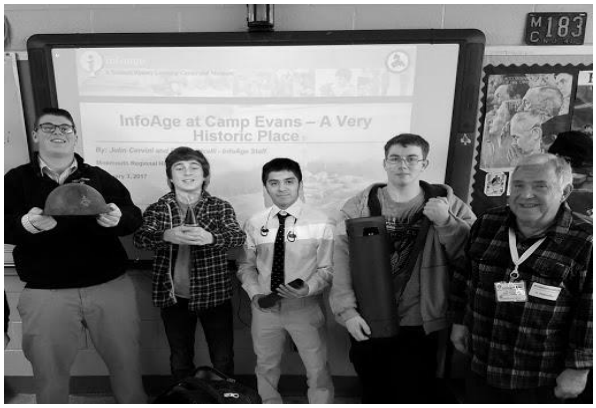
One of the missions of InfoAge is to inspire our youth to pursue interests and potentially, careers in areas of science and technology, and to relate the significant technologies that were developed at the former Camp Evans and Fort Monmouth. Much has been accomplished by hosting school children at the various museums, and by having InfoAge volunteers travel to numerous educational facilities.

On February 3, 2017, Bob Perricelli and John Cervini were invited by teacher David Locke to give an historical presentation to various American History classes at Monmouth Regional High School in Eatontown, NJ. This was the fourth year in a row that Mr. Locke asked for InfoAge Support. In past years, Ray Chase of the NJ Antique Radio Club had also participated.

The lecture focused on WWII and the American "Island-Hopping" campaign from the Solomon Islands to the Japanese mainland in the aftermath of Pearl Harbor.

Emphasis was placed on the technology developments at Camp Evans that contributed to the war effort and subsequent victory; such as Air Defense and Counter-Mortar radars, highly classified intercept and jamming techniques, proximity fuse development, and the critical triggering mechanism for both Atomic Bombs that allowed the occupation of U.S. forces and the ultimate re-populating of Hiroshima and Nagasaki. Various artifacts and posters from InfoAge's WWI Miniatures Exhibit were brought to the school and were examined with interest by the students.

Prior lectures by InfoAge staff members included D-Day and the European Campaign of WWII, and the Attack on Pearl Harbor in December 7, 1941. The next topic that will be covered will be Camp Evans' role in significant events of the Cold War.



Bob Perricelli with MRHS Students and Artifacts

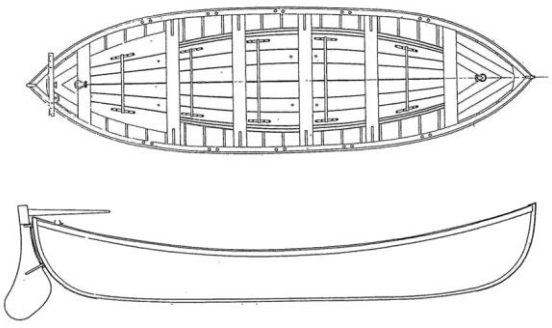
A Short History of the Monomoy- type Pulling Surfboat

Background on a recent acquisition for the NJHDA Shipwreck Museum
By CDR Timothy R. Dring, USNR-Retired

The Monomoy Pulling Boat shortly after it arrived outside of Building 9034 at InfoAge. The building will be the new home for the New Jersey Shipwreck Museum. The boat will be used to help us interpret Lifesaving and the Coast Guard. The boat was donated to NJHDA by the Cape May Maritime Museum and Education Center.

Of all the various types of pulling (i.e., rowing) rescue surfboats that were used in the United States by the Coast Guard and its predecessor service, the Life-Saving Service (USLSS), one of the most enduring in terms of years of service was the so-called Monomoy-type surfboat. The term "Monomoy-type" refers to a double-ended, cedar lap strake hull surfboat design of the 1880s that originated from the Cape Cod region of Massachusetts, particularly Monomoy Island, located at the south end of Cape Cod. The design was derived from the local surf fishing craft then in use, as well as an earlier 1870s version rescue surfboat known as the "Cape Cod-type." Another rescue surfboat model, the Race Point-type, was closely related to the Monomoy in size and design. Most of the boats built for USLSS of this type were constructed over the period 1880 to the 1920s by private boatyards, after which additional boats were built by the Coast Guard's Curtis Bay Yard in Maryland through the World War II years into the early 1950s. Monomoy-type surfboats were 23 or 26 feet in overall length, with a beam of 6 to 6.5 feet overall, 2¼ to 2½ feet of depth amidships, and a gunwale sheer of about 1½ feet. These dimensions could vary slightly depending on the builder of the boat and each builder's construction techniques. Monomoy-type surfboats were 23 or 26 feet in overall length, with a beam of 6 to 6.5 feet overall, 2¼ to 2½ feet of depth amidships, and a gunwale sheer of about 1½ feet.

While some coastal rescue stations were equipped with the 23-foot version, most stations were provided the longer 26-foot version. When supplied to a rescue station, the boat was transported on a two-axle, four-wheel boat wagon, designed to be pulled by either a horse or team of horses, or by the station's surfmen themselves if a horse was not available. Given that the typical weight of the boat itself was around 1200-1400lbs., plus the 1300lb. weight of the boat wagon, plus the weight of the boat's oars/lifejackets etc., it is easy to envision how difficult it was for the crew to transport the entire outfit up to a few miles away from the station to the scene of a wreck, over sand dunes and storm sea-swept beachfronts.



Sheer and Deck Plans of the Monomoy pulling boat. It was operated by oars and sail. Developed by the fishermen on Monomoy Island off Cape Cod, this surfboat design served the Lifesaving Service well until motor lifeboats replaced them after 1916.

Monomoy surfboat hulls were built of cedar lap strake planking over oak frames, usually with copper or galvanized iron fasteners. As a design, the Monomoy-type was neither self-righting nor self-bailing, although the boat was equipped with bow and stern air cases for additional buoyancy. Many boats were also equipped with an auxiliary sailing rig. Rowing a surfboat of the 26-foot variety, which had three to four thwarts for the crew and up to eight pulling oars plus the steering oar for the coxswain, was achieved by what was referred to as a "double-banked" rowing configuration, with the two surfmen sitting side-by-side on each thwart, each surfman responsible for handling one oar (these oars were 14-16 feet in length, and typically weighed up to 80lbs. apiece). The coxswain, standing at the rear (aft) end of the boat, was responsible for steering using his 16-18 foot long steering oar of 100-110lbs. in weight. All boats also had cork-filled fenders rigged on the port and starboard sides.

In addition to its use by coastal rescue stations, the Monomoy-type surfboat also was extensively used by the larger cruising cutters of the Coast Guard and the earlier Revenue Marine. Onboard a cutter, a Monomoy surfboat would be stowed and launched using standard boat davits, but otherwise was operated in the same manner as those used by the coastal rescue station crews.

In water, the U.S. Coast Guard trains with the Monomoys. During the World War II years, the Coast Guard was tasked with the training of thousands of new recruits in basic seamanship skills, including the techniques of handling a small boat under oars as well as under sail. This was required not just for the needs of the Coast Guard itself, but also for the manning of the newly created U.S. Maritime Service, which provided crews for nearly all of the U.S. flagged merchant ships built during the war years.

For this purpose, a slightly modified and simplified version of a standard Coast Guard Monomoy type pulling surfboat was adopted.

Coast Guard and Revenue Marine train using the Monomoys. Dry runs like this familiarized crews with the boat.

The concept was to design a rugged but easily constructed version of a type of boat that could be easily handled by inexperienced crews.

For this purpose, the Monomoy-type pulling/sailing surfboat was chosen, and modified into what was referred to as a "drill boat." The primary differences between the Monomoy version and Drill Boat version surfboats were the lack of buoyancy air tanks and the use of carvel-style hull construction in the Drill Boat model. These drill boats were assigned to all of the Coast Guard recruit training centers, as well as the Maritime Service training centers across the United States.

In water, the U.S. Coast Guard trains with the Monomoys.

The Belmar Days

Published in Wireless Age by anonymous author. Circa 1929- Submitted by Fred Carl

With the perfection of centralized control and reception, the star of Belmar, which shone brightly in the radio sky of the nineteen-tens, was extinguished. Sometimes memories of the station's career must haunt the men who now carry on their work in the canyon at Broad Street. Do they ever think of the days when they looked up from their typewriters across the sunny inlet of the Shark River, at the dark pine trees -clustered on the slope of the little hill which rose from the water? Do they ever hear, once more, the cries of the water fowl and the croaking of the frogs in the marsh, sounds which, in those pristine days, mingled unobtrusively with the signals of MUU? I am sure they do, that sometimes the thoughts of the sternest supervisor travel back to the sylvan Belmar days. If so, they may care to read a few reminiscences of the station, from one who was not a member of the staff, but a frequent guest and an always interested observer.

Belmar was a big station. Siasconsett, the cradle of one great radio reputation and several others of rank, was a little station with a staff of four men. Belmar must have run to fifty at one time. Belmar was big, in cost, in personnel, in hopes, even in errors. It was conceived on a grand scale, by pre-broadcasting standards. The buildings were of red brick. There was a large three-story hotel for the operators, two residences for administrative -officials, a power house, and the main operating building of the station. Originally, in 1913 or thereabouts, a line of four-hundred foot steel masts was erected to the southwest, with a string of lower towers along the shore of the inlet.

Hotel at Marconi Wireless Station, Belmar NJ

The cement emplacements of those gigantic masts still dot the meadows, a silent witness to the mutations and tribulations of an expanding art. The last four-hundred-foot mast was taken down as late as 1925. 0 tempora, 0 mores! 0 wave antenna on its thirty-foot wooden poles! For once hands across the sea did not work. The Belmar wireless station, built for permanency and a monument to the Marconi Company, has vanished with its steel towers.

In this story I shall not try to write the legendary history of Belmar, but merely to sketch the life of the station in the heyday of its power, from 1919 to 1921. On February 1, 1919, theoretically at midnight, the Belmar (receiving) and New Brunswick (transmitting) plants were turned back to their owner by the Navy Department. Mr. Sarnoff, Mr. Alexanderson, Mr. Winterbottom, and the staff of the station were on hand. There was no ceremony. Traffic started under the new management, and that was all.

Mr. Barsbv was superintendent at Belmar during the period of which I write. He lived in one of the red brick cottages opposite the hotel. In the hotel Mrs. Mac ruled supreme over the operators, whom she chastened and controlled (with occasional failures) by her presence. These boys were not Y. M. C. A. secretaries. They had traveled, and some of them had liberal ideas – very liberal – on morals and decorum. Mrs. Mac must have had some difficult hours with those ex-sailors. Still, by and large, the station ran equably enough.

There were some phenomenal operators at Belmar, men who copied by hand, hour after hour, stuff that is now taken down by an ink recorder on paper tape. I don't maintain that they were better than some of the latter-day champions at Broad Street, but I do say they were good. And, you notice, I mention no names. I could name a dozen, but I might leave out a few, and in such grave matters justice must be done. Comparing star wireless operators is like ranking prima donnas; the compensation is small, the risk great. I decline the responsibility.

The official diversions in the hotel were billiards, boxing, reading, and brilliant conversation, mainly about the fair ones and their rumored or actual frailties. Unofficially, there were b — k, j — k and p-k-r, two card games at which a man can lose an inordinate amount of money in an evening of twelve hours. The operators, what with overtime on the radio circuits, amassed considerable cash at times, and several thousand dollars changed hands every week under the supervision of the goddess Chance. These were the indoor pleasures of Belmar. Outdoors, there was croquet, tossing a baseball or kicking around a football, and tennis.

The court was a good one, and I got off a few backhand half-volleys on it myself which the spirit of Norman Brookes would not disapprove. Then one could walk or drive back into the sandy, rolling country toward Lakewood, with its scrub pines and placid streams.

Belmar was a pleasant place. After the grind of traffic, a man walked out into, the unobstructed sunshine, his feet pressed the friendly earth, the salt air filled his lungs, and across the blue, sparkling surface of Shark River he could glimpse the houses of Belmar and hear the distant, melodious whistle of the trains chugging south to Spring Lake or north to Asbury Park. And the ocean was only three miles away.

The parties at Belmar! You poor innocents who think that the romance of radio had its inception when the ether waves assumed their modern burden of jazz and light opera-you never lived at Belmar in 1920, or you would not harbor such imbecile notions in your BCL brains. The inhabitants of- Belmar took their romance first-hand, not in the form of acoustic vibrations issuing from a loud speaker. About once a month, during the winter, the staff gave a dance. The dining room, decorated for the occasion, was transformed into a ballroom.

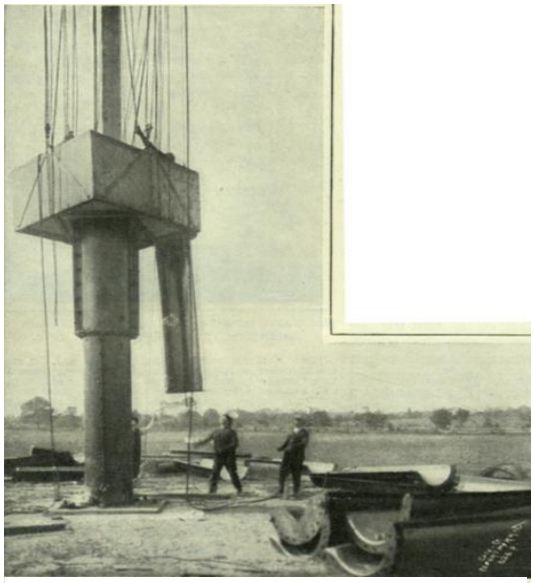
The notables of the Corporation came down from New York. And the girls! A dozen or two would be imported from the New York office and other centers of pulchritude. Have I used only one exclamation mark above? There should be one for each girl. Some were beautiful, and all could dance.

Again, names tremble on the nib of my fountain pen, but it is better to store them away with the faded roses and the forgotten dance tunes of six years ago. Six years! How short a time, yet how long ago!

That is why I must be discreet; although the girls are as comely and charming as ever, they might object to my publishing the fact that they were belles six winters ago. I refrain. I might remark that, as I did not dance at the time, I was only a spectator; but, though I am often serious and inarticulate myself, I admire vivacity and high spirits in others, and love to watch such scenes. . How some of those Scotchmen whirled the girls around!

And, for those who desired them, there were suitable libations, on which one could become exhilarated in a seemly and respectable manner. People drank decently then, and a few try to preserve the tradition now.

Belmar! It is a sweet and euphonious name. A pile of money went up the flue there, technical reputations were lost and gained, there were heartbreaks, private and corporate, and now there is silence. The silence is kind, the heartbreaks let us forget; they won't come back again. Let us remember the pleasure and color, the glorious girls, the laughter, the bright lights of the hotel, the dark, frozen waters of the inlet and the snowdrifts outside, the cold air and the bright stars, and our youth, which, like Belmar, must also pass away.



Erection of the great steel masts at the Marconi Wireless Station at Belmar

InfoAge's New WW I Museum Gallery Opens

By Richard J. Connors, Abridged by Bob Perricelli

Our new WW I Museum Gallery, inside the Marconi Hotel opened on April 9th 2017. Exhibit items have been provided by Richard J. Connors and Bob Perricelli. Items displayed include military miniatures, period posters, photos, artwork and artifacts. We tell the story of WW I and how it laid the foundation for WW II. To commemorate the 100th Anniversary of the entry of the United States into WW II Connors has prepared a narrative of what took place during the "war to end all wars" that is depicted in the museum gallery. The narrative has been broken down into three parts and will be available in this and the next two InfoAge newsletters. Hope you enjoy reading about this world changing event and please visit our museum gallery.

Models of WWI Vehicles

Model of WWI Tank

Bayonet Charge of Australian Light Horse

Lawrence of Arabia

Part I

On June 28th 1914 a Bosnian Serb assassinated the Archduke Francis Ferdinand heir-apparent to the throne of Austria-Hungary and his wife Sophia. Due to the many entangling alliances developed throughout Europe during the previous 35 years, conflict was inevitable. A month later the Austrians declared war on Serbia. Russia mobilized, Germany invaded France and Belgium, and the European conflict had begun. Over two dozen nations became involved including the United States. The human cost was horrendous as was the cost in animals killed. A rough estimate of military casualties (dead, missing, wounded) from 1914 through 1918 exceeded 27 million. Over 10 million horses and mules were killed on the Western front. The war zone between France and Germany was known as the western front. When the war started in 1914 Europe was dominated by the Russian, German, Austro-Hungarian, and Ottoman (Turkish) empires. None of these would survive the war.

The German offensive of 1914 follow the Schlieffen Plan where their armies would move into Belgium and northwest France intent on sweeping around Paris and pushing French forces against other German forces in the province of Alsace-Lorraine. Germany then planned to move against Imperial Russia. In September, after initial successes, the offensive ran out of steam near the Marne River due to British and French forces (a Paris defensive force was even sent up into battle by taxicab). The mobility employed during the early weeks of the war, including mounted cavalry, proved to be deceptive. The battle zone became stagnant and four years of "trench warfare" began.

By the end of 1914 complex trench systems extended from the English Channel to the Swiss border. Parapets were reinforced with sandbags and timber, lined with sniper and machine gun slots. Underground dugouts provided soldiers with safety from artillery fire and a place to eat and sleep. Bunkers and pill boxes were built and some trenches even had portable generators. Trenches were sometimes less than 100 yards apart from enemy positions and protected by razor-sharp barbed wire. The area between the trench systems became known as "No Man's Land". Rearward, parallel trenches were dug to provide places where troops could retreat in case the main line of resistance (MLR) had been breached. They also provided staging areas for reserve troops. Parallel trenches were connected by communication tunnels and auxiliary trenches for the movement of supplies, ammunition and relief troops.

Some military leaders believed that major breakthroughs could be accomplished by a combination of a sustained artillery barrage and massed infantry onslaughts. They were very wrong. An effort by the British along the Somme River on July 1st 1916 was a disaster. In one day they suffered 57,000 casualties including 19,000 killed. In comparison, during WW II there were 4,400 Allied deaths on D-Day, June 6th 1944.

By the end of 1914 the Western Front was locked down with little movement by either side. In early November the Ottoman Empire joined the German led Central Powers. The Russians then petitioned the western allies for help to cope with the new adversary and keep the sea lanes open to Russia. Winston Churchill, then the First Lord of the Admiralty, convinced the British War Cabinet to open a "second front" in the eastern Mediterranean. The plan was to have the British fleet force its way through the straits between the Mediterranean and Black Sea, capture Constantinople and knock the Turks out of the war. A southern supply line to Russia would then be open.

The Navy's attempt to move through the first strait (the Dardanelles) in the February-March time frame of 1915 failed miserably.

The British then decided to go by land using mostly Australian and New Zealand (ANZAC) troops. An amphibious landing was made on the Gallipoli peninsula in late April. Turkish soldiers, holding the peninsula's high ground and effectively led by German and Ottoman officers, put up a very successful resistance. Allied troops could not break out of their beachheads and had to be evacuated in December. The ANZAC contingent suffered almost 34,000 casualties.

In the autumn of 1915 Bulgaria joined the Central Powers and assisted the Austro-Hungarians and Germans in overrunning Serbia. The remnants of the Serbian Army fled to the island of Corfu in the Mediterranean. All hopes of a second front had ended, so in 1916 the Allies had to focus on the Western Front.

The Western Front was dominated by two destructive weapons, the machine gun and the artillery piece. For front-line defense and assault both heavy and light (Lewis Gun) machine guns were used. Artillery of diverse types were used across the battlefield to include the French 75 mm field gun (16 pound projectile) and the British field gun (18 pound projectile). Projectiles could contain explosives, shrapnel, gas and smoke. For targets such as ammunition dumps, artillery positions, supply depots etc., howitzers with arching trajectories and longer ranges were deployed. Heavy artillery ranging from self-propelled 220 mm howitzers to enormous siege guns mounted on railway cars and/or concrete foundations were also available. Germany's "Big Bertha", a 48 ton gun that could fire shells weighing almost a ton a distance of 7.8 miles.

Artillery fire was a key component of major offenses on the western front. Massive shelling designed to soften up the battlefield was carried out for hours or even days prior to an assault.

The British attack along the Somme River on July 1, 1916 was preceded by an artillery barrage started on June 24th by 1,400 guns firing an estimated 1.6 million shells. Diversionary barrages then took place in efforts to deceive the enemy about the location of the main offensive thrust. As previously mentioned, all this effort proved not to be successful. Well protected German machine gun positions made the assault a living hell for British infantry. Another offensive use of field artillery was the "creeping barrage", precise shelling moving forward of advancing troops was designed to neutralize any enemy battlefield positions in their way. The release of smoke or poison gas canisters just before an attack had the same objective.

The use of the airplane on the WW I battlefield proved to be a decisive and exceptional advancement in a warfare capability that changed the way wars are fought forever. In 1914 the military airplane had no weapons and was used only as an observation and reconnaissance platform. By the time the war ended it had become a deadly fighter aircraft with great mobility and effective synchronized machine guns. Air combat between individual and/or groups of fighters ("dog fights") became possible. In addition, aircraft were now able to strafe enemy troops on the ground. By 1918 hundreds of planes were engaged in air combat over the battlefields.

The "strategic" bomber had also come into its own. London was bombed both day and night by the German bomber "Gotha", causing property damage and civilian casualties. Not to be outdone, the British produced the giant Handley-Page bomber with a 100 foot wingspan attacking German cities.

We will continue with Part II of the story of WW I in our next newsletter.

A Century Ago Belmar and Wall Enter the Great War

by Fred Carl

Presidential executive orders, they are in the news now, but they are not new phenomena. A century ago on April 7, 1917 President Wilson issued an executive order which impacted the quiet Jersey Shore. The United States had joined the World War. With a stroke of a pen every wireless station in American was seized by the government, including the Belmar Marconi station in Wall Township. By the end of the War the use of the wireless would shorten the horrible war, saving lives on both sides. A wireless innovation made in Wall would enable Allied Signal Corps soldiers and spies to listen into German wireless messages without them knowing. This same innovation would enable the birth of radio communications to the millions of eager listeners. Great leaders and innovators in wireless, whose names once splashed in the headlines, worked in Wall during the Great War. The innovation would also make the giant Belmar station obsolete, leading to its closure.

Before the Presidential order was signed, the Great War was raging in Europe. Few local residents knew the War had already come here. Fears on both sides pointed to the south bank of the Shark River.

Winter of 1917-1918 showing five of the six 400 foot tall wireless masts operated by the U.S. Navy during the Great War.

As early as 1914 a New York Times story echoed German fears in a headline that Germany "Fears Belmar Station". Germany was worried that the British were using the giant Belmar station to send coded messages to their warships in the Atlantic. The Germans demanded 'censors' to monitor the station messages. American citizens were worried German saboteurs and terrorists would destroy critical American assets.

When the ordered was issued, the U.S. Navy sent staff to take over the trans-Atlantic high powered wireless operations in Wall. The takeover also included the giant remote wireless transmitter 40 miles away in Franklin Township, just north of New Brunswick and the Marconi manufacturing plant in Roselle Park. The order also authorized the takeover of the German wireless stations in Tuckerton, NJ and Sayville, Long Island. Their staff were arrested and sent to POW camps. A few months later a company of 100 U.S. Marines were stationed in Wall to protect the station from German saboteurs. The Navy ordered their top wireless expert, A. Hoyt Taylor, to assemble a team and make Wall the central hub of wireless communications between the War Department in Washington and American forces fighting in Europe. Some of the most important messages of the Great War were dispatched to and from Wall.

The Navy had wireless experts working in Wall to prevent the Germans from interfering with wireless communications. Harold Beverage would set up a giant 'Barrage antenna' in Wall. Once proven it was effective, similar ones were built in Europe.

A major problem in old technology wireless was static. We now know the source of static is sun-spots. When sun-spots would flare up the wireless picked up so much static that communication was 'knocked out' for up to eight hours at a time. Roy Weagant created a special test system in Wall that not only eliminated most of the static, it enabled low power battlefield wireless receiver sets to pick up transmissions once undetectable. The new technology wireless sets were manufactured in secret in the Marconi Plant in Roselle Park. Once the units reached Allied troops in Europe they could capture German messages without the enemy suspecting. This gave the Allies a major spying advantage.

As the Great War was going badly for Germany, its population began to demand an end to the carnage. Germany used its giant wireless station near Berlin to send messages to the Belmar station in October 1918 indicating the desire for an Armistice. The easy communications speeded an end to the war. After the war, the use of the wireless station and its specially designed 200KW transmitter by Ernst Alexanderson were credited with shortening the war by months. This saved thousands of lives on both sides.

With the war over the amazing innovation of static elimination was disclosed to the public.

It was hailed as the most important advance of the decade. The press printed stories of how the Allies could listen to German internal communications, "*Almost everything the Germans sent out bearing on the question of peace was received*". This was a major advantage for the Allies in political negotiations.

The elimination of static would enable the 'dots and dashes' of wireless to be replaced by human voice. Any person could now talk on the wireless. If you could talk on the wireless then you could sing on the wireless. Companies would begin singing commercials to sell their products. Wireless would become radio and the world of communications would explode into a worldwide enterprise. New professions would appear such as, radio announcer, radio technician, sound effects man, and the most exciting, the radio star was born.

The innovation would also make the Belmar Station obsolete. The six 400 foot tall towers needed to capture wireless waves from Europe were not needed with the new technology. As one NY paper headline read the day the innovation was disclosed, "*Wireless Without Towers, Invented Here, First Used by U.S. Navy, then by Allies*". By 1926 the towers in Wall were all dismantled and wireless development left Wall and Belmar seemingly forever.

A new war in Europe, just about twenty years later, would bring wireless, radio and a new technology called radar back to Wall Township eclipsing the WWI history of a century ago.

A U.S. Navy work party possibly cutting firewood to fuel the station power plant during the harsh winter of 1917-18.

InfoAge Happenings

The New Jersey Historical Divers Association, Inc. presents our fourteenth
New Jersey Shipwreck Symposium

New Jersey Shipwrecks And Beyond

Photograph Courtesy of Christopher Drew and University of Cyprus MARELab ©2016

Saturday, April 29, 2017 – 8 PM to 10:30 PM
at the InfoAge Science History Learning Center and Museum
2201 Marconi Road, Wall, New Jersey

Admission is $15 per person ($10 for NJHDA Subscriber Members).
Reservations required – seating is limited. Light refreshments available.(advanced payment guarantees seating)

The symposium will be hosted by NJHDA President **Dan Lieb**

Presentations

To New Jersey And Beyond
Gene Peterson

Adventure & Archaeology: The Mazotos Expedition
Christopher Drew

STOLT DAGALI 50th Anniversary Dive
Shawn Sweeney and John Orecchio

For reservations, directions and more information, please call 732-776-6261 or e-mail info@njhda.org
Send checks payable to NJHDA, 107 Wilson Road, Neptune, NJ, 07753

Alterations and substitutions to the schedule may occur without notice.
NJHDA, Inc. is a 501(c)(3) nonprofit charitable historical research organization. All donations are tax deductible.

Friends of Infoage

This is our new program designed to raise funds to preserve and restore this National Historic Landmark.

A Big Thank You to Our Latest Donors:

Robert G. Palazzo
Joanne M. Brandon
Aspen Consulting Group

Thanks again for helping us to keep history alive at Camp Evans!

If you are interested in becoming a "Friend of InfoAge" call 732-280-3000

Other News:

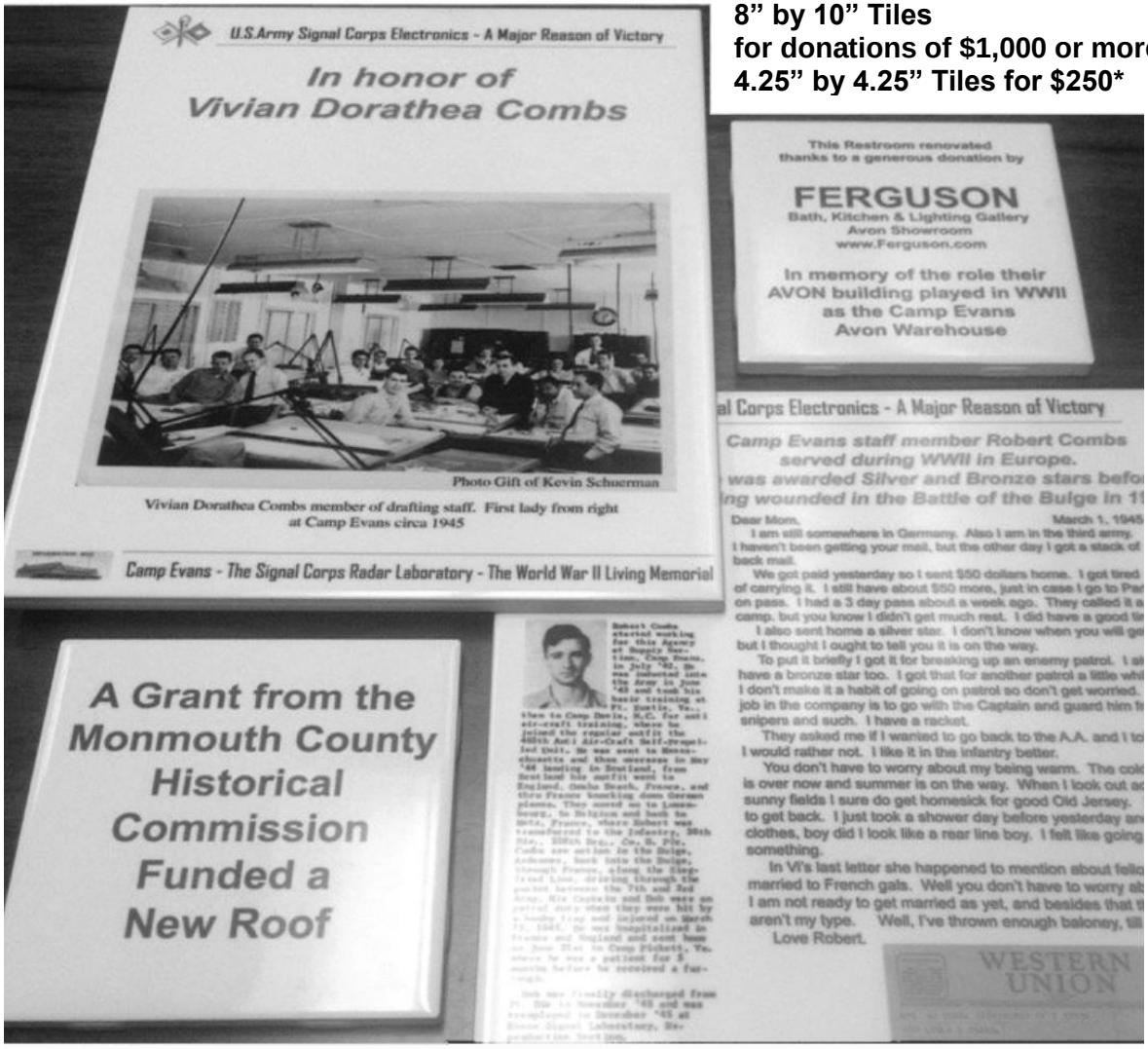
Our handyman (and jack of all trades) Pat has been busy cleaning, restoring, repairing and painting our windows.

The volunteer grounds keeping crew has been busy cleaning and clearing the grounds for the upcoming mowing season. That's 37 acres of mow!

If you would like to volunteer please call 732-280-3000

InfoAge Memorial Tiles in Honor of Special Gifts

Leave a lasting tribute with a full color tile at Historic Camp Evans



8” by 10” Tiles
for donations of $1,000 or more
4.25” by 4.25” Tiles for $250*

These full color tiles are an excellent way to say ‘THANK YOU’ and give prominance to exceptional gifts. You supply the photos. We will commission the creation of your unique custom tile. You may take your tile home or allow us to display it in a place of honor at Camp Evans. Imagine honoring your family member at a National Historic Landmark which you helped save!
You and future generations will enjoy family pride each time you visit Camp Evans.
Call Today and ask for the memorial tile program!

732-280-3000

**Special prices for veterans - call for details. Past gifts qualify too!*

Everyone in Wall says DONATE!

Good for our schools
Good for our community
Show America what WALL PRIDE CAN DO!

Your check to 'InfoAge' will make Camp Evans into a resource all Wall schools and families can enjoy.

VETERANS & ARMED FORCES APPRECIATION DAY

Day of Remembrance

Sponsored By:

VFW Post 1838 | The Information Age Learning Center

Saturday, May 20th, 2017 - 1200 (Noon) to 2000 (8PM)

At the InfoAge Science History Museum

All InfoAge Museums Open

Military Vehicles | Vintage WWII Military Equipment | Wine & Beer

Live Bands - Suspended Justice - After The Rain - Los Gringo - Belle Tones | 5K Race Camoflage 5

$5.00 Donation: $2.50 Children: Active & Ret. Military with IDs Free

2201 Marconi Road, Wall Township - The NJ WWII Living Memorial

InfoAge

Science/History Center
at Camp Evans, Wall NJ

InfoAge Science History Learning Center and Museum
2201 Marconi Road ● Wall ● NJ ● 07719
732-280-3000 ● www.InfoAge.org

The Newsletter of InfoAge

Inside this Issue….

Save the Dates

Spaceflight Lecture Series
Last Sunday of Each Month
2300 Marconi Road, Wall

Veteran Wireless Operators Association Museum Grand Opening
April 15, 12:00PM
2201 Marconi Road, Wall

NJHDA Shipwreck Symposium
April 29, 8PM
2201 Marconi Road, Wall

Veterans Appreciation Day
May 20, 12PM – 8PM
2201 Marconi Road, Wall

*For more information about these events, such as admission costs and times, call **732-280-3000** or visit us online at www.infoage.org*

The Information Age Learning Center (InfoAge) received a General Operating Support Grant from the New Jersey Historical Commission, a division of the State Department