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Hurricane Sandy Visits InfoAge

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Hurricane Sandy has hurt the WWII Radar Lab complex, but Divine intervention and heroic efforts reduced Sandy's impact on our Landmark.

Just a few weeks after being designated a national landmark, the birthplace of hurricane tracking takes a hit from hurricane Sandy. The grounds around the historic WWII H-building complex are littered with torn off shingles. There are dozens of roof leaks. The situation is critical. We are working to secure more roof tarps from FEMA to halt the damages roof leaks cause. Any donations will help.

Was it Divine intervention that caused each of the five 40 foot tall trees to miss the historic building they were near? The largest tree that fell was planted in 1914 by the Marconi Company and had a five foot diameter as its base. It could have caused terrible damage. The tiles on the front porch of the Marconi Hotel suffered damage from some falling limbs.

Only three windows were damaged by flying objects. If not for the all night heroic efforts led by Rob Ulrich, Nels and Judy Warren, and Ben Juarez, dozens of windows would have been broken. Many others lent a hand to get valuable elements of the set stowed away before the storm hit. The hurricane was spotted by a satellite as it formed over the ocean. Even though this technology was born at Camp Evans on April 9, 1960 as the experimental TIROS weather system, we knew hurricanes do not respect history. With the warning of Sandy's approach we knew we had trouble. We still had hundreds of props for the scary effects of our outdoor "Base of Terror" fund raising event left outside after the last of the crowds left. Sandy was predicted to hit the morning after our last night. As soon as the last guests left, Rob and his team jumped into action removing tombstones, expensive lighting equipment and other potential projectiles. This saved InfoAge the high cost of window damage repair.

Expecting the power would be out for days, we did all we could to protect the hotel basement from flooding. We did not want the resulting damage to the contents and boiler. We put sand bags around the basement doors, we made sure the sump pits were clear and we installed a Battery powered back up pump. Unlike other storms, not a drop of water made it into the basement. We could not have guessed our power would be out for twenty-one days.

The storm left hundreds of tree limbs, large and small, all over Camp Evans. Nels Warren and crew collected the many truck loads of branches to make the site safe and neat.

Camp Evans Named National Historic Landmark

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Congressman Chris Smith (left), Chairman Mike Ruane (center) and Trustee Tom Crowley chat during the congressman's recent visit to InfoAge to announce its declaration as a National Landmark.

On October 17, 2012, Secretary of the Interior Ken Salazar designated Camp Evans as one of the newest additions to the list of National Historic Landmarks.

The designation, which places Camp Evans on a distinguished roll call of such sites as Pearl Harbor and the Apollo Mission Control Center, was celebrated the next day at the Marconi Hotel by various officials from federal, county and local government. Those attending the press conference included U.S. Rep. Christopher H. Smith, Monmouth County Clerk and member of the InfoAge and Camp Evans Board of Directors M. Claire French, Wall Township Mayor Jeffrey Foster and InfoAge Director Fred Carl.

"The announcement by Secretary Salazar comes as very good news and recognizes the major role the development of radar at Camp Evans during World War Two played in the Allied victory over the Axis powers," Carl said. "It also honors the thousands of 'home front warriors' who worked during World War Two at Camp Evans when it was a sub-post of Fort Monmouth as well as those who worked on Fort Monmouth's main post, the Squier Laboratories, Camp Coles, Fort Hancock and at many factories and locations throughout the Jersey Shore area and our entire state."

During World War Two, Camp Evans was the site of the Radar Laboratory where radar devices were built and equipment was designed that was used in battle by the Allied nations and helped win the war.

Once renowned as the site of a Marconi wireless receiving station, it already had historical significance during the World War One era and then gained even greater acclaim from World War Two onwards as a top secret research and development center for U.S. Army Signal Corps radar, electronic warfare, communications, command and control, intelligence, surveillance and reconnaissance systems. During the U.S. Army's tenure at Camp Evans from 1941 to 1997, major

contributions were made to the U.S. space and satellite programs, to the transistor and computer industries and to advancements for the U.S. Armed Forces in digital communications and electronic battlefield technologies.

Carl is interviewed during the congressman's visit.

During its glory years as a Fort Monmouth sub-post, Camp Evans "was staffed by upwards of 3,000 men and women, military and civilian…whose purpose was to develop the cutting edge technologies of the time.. and [whose] accomplishments saved countless lives of Americans and our allies from the beginning of World War Two through the end of the Cold War and during Operations Desert Shield and Desert Storm," Michael Ruane, chairman of the InfoAge and Camp Evans Board of Trustees, said.

"The designation of Camp Evans as a National Historic Landmark validates the vision of our Director, Fred Carl, when he first sought the historic designation…in the late 1990s over objections of the Army," Ruane added.

Monmouth County Clerk French credited U.S. Rep. Smith for his efforts in working closely with federal officials to advance the cause of designation of the site as a National Landmark.

"This designation gives us critical support in recognition of the InfoAge museum complex and in acknowledgment of the history of all the research and development that took place on the site," French said. "As a member of the InfoAge board, I'm delighted because it provides us with a lot of enthusiasm and positive confidence that we're here to stay. We can use this acknowledgment and recognition to move forward, to continue to tell our story and to obtain even more funding for accomplishing our mission as a museum campus and learning center… and in encouraging young people to learn even more about history and science."

Trustee Claire French commenting during the conference to declare Camp Evans' National landmark status.

She noted that because of having lived near Camp Evans for many decades, she's always been aware that significant research and development projects occurred there but is still learning more about the historic impact of so many of the events and accomplishments there that have contributed to the nation's defense.

"Camp Evans has been a place of silent heroes and historic and scientific achievements; and we continue to have real heroes there in our volunteers who have contributed millions of dollars worth of effort over the past several years," French said.

In a letter to the National Park Service in April expressing his support for landmark status for Camp Evans, U.S. Rep. Smith emphasized that 2012 marks the 70th anniversary of the naming ceremony of Camp Evans as well as the 100th anniversary of the site serving as a Marconi wireless station.

"The designation of Camp Evans as a National Historic Landmark on these important anniversaries will have a strong symbolic impact for the individuals who have

worked since the Army's withdrawal to maintain the historic and cultural significance of the site," Smith wrote in the letter.

"The men and women of InfoAge, and Director Fred Carl in particular, have done tremendous work to preserve this site and raise awareness of the critical role Monmouth County has played in our nation's history," Smith said in announcing the landmark decision by the Park Service.

InfoAge and Camp Evans Center Director Carl singled out Smith for special credit in helping to gain the landmark designation and also for his assistance over the past several years in working with the Army to ensure the preservation of Camp Evans as a regional and national resource.

Carl discusses the significance of the National landmark status during the press conference.

"We would not be here today if it weren't for Congressman Smith," Carl said at the October 18 celebration of the designation by the Secretary of the Interior. "If he didn't step in there would be no Camp Evans." The historic district of Camp Evans retains the overall appearance of an early-to mid-twentieth century industrial facility. While most of the area's construction occurred during the second World War, five buildings date back even further, having been built before the first World War when the Marconi Wireless Telegraph Company of America established the Belmar Receiving Station there. In recognizing the historical significance of Camp Evans, the National Historic Landmarks Theme Study conducted in 2008 recommended that the property be evaluated for possible designation. Earlier this year, the National Park System Advisory Board approved and forwarded the nomination to Department of Interior Secretary Salazar for the official designation.

Congressman Chris Smith addressed the audience at the press conference held at InfoAge.

Carl noted that the entire process from writing the first nomination for being listed on the state and national registers and finally for designation as a National Historic Landmark took a total of 12 years.

"Clues to Camp Evans' immense history are found in the National Archives and at the Smithsonian Institution, Princeton University, the Massachusetts Institute of Technology, Harvard University and Oxford University… and many books tell a bit of the history," he said. "It was challenging and rewarding to find the clues to piece the puzzle together."

Carl said he's grateful to Robin Lange of the National Park Service who wrote the nomination request and to

Dr. Roy Watson, the author of the book "Radar in World War II in 13 Nations", who compared Camp Evans to other World War Two radar sites in a narrative included in the nomination package that was submitted and reviewed by historians.

InfoAge and Camp Evans, located at 2201 Marconi Road in Wall Township, had been previously designated as a World War Two Living Memorial; and the site is listed in the National Historic Register because of its rich history dating as far back as 1914. InfoAge has restored many buildings for displays, museums and learning centers; and is also a location for students to visit to learn about history in a historic and hands-on environment. The facilities are open for public tours Wednesdays, Saturdays and Sundays from 1 to 5 p.m.

The designation as a National Historic Landmark means InfoAge and Camp Evans will receive a designation letter, a plaque, and historic preservation advice and guidance. Camp Evans is also a Save America's Treasures official project.

Last year, Camp Evans received status as a living memorial, endorsed by the State of New Jersey, when the state legislature passed a bill recognizing the important historical contributions there.

"Thanks to the efforts of our many InfoAge and Camp Evans volunteers, we continue to receive national recognition as a history and science community center and we will continue to thrive with many more years of excellent service as a World War Two Living Memorial and a National Landmark," Carl said.

"We would not be here today if it weren't for Congressman Smith,"

Fred Carl, InfoAge Director

"Our future here will see more visitors and more families with fathers, mothers, grandfathers and grandmothers, some of whom served here on the home front, coming here to learn more about and honor Camp Evans' historic contributions…and it means even more people volunteering to enjoy and share in being part of a great effort to preserve a historic treasure," he said.

Shown here are additional participants at the press conference including Freeholder Lillian Barry (left of Carl) and Wall Township Mayor Jeff Foster (far left).

New Radars for Display at InfoAge

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The first load of radar equipment arrives at InfoAge. Volunteers and workers unload some of the equipment with a fork lift.

Early in 2012 InfoAge was offered several radar sets from the Army Signal Corps Depot at Tobyhanna but we had to arrange their transport to InfoAge. After an initial volunteer offer fell through, in July arrangements were made with CACI (a local contractor to the Signal Corps) to cover the moving expenses. I had previously made a couple of trips to Tobyhanna to get particulars of this equipment so on July 26, 2012 I was back there again to help coordinate the move. Tobyhanna Depot is right at the top of the Poconos in Pennsylvania about 135 miles from InfoAge. Previous checking had indicated that two flat bed trailers would be needed and that the weight of the equipment was just about at the capacity limit of the fork lift at InfoAge so unloading them might be a bit chancey. Actually the Army gave us three radars and threw in a Vietnam era searchlight as well. All the equipments are mounted on single axle two wheel trailers.

As usual nothing initially went smoothly, the contracted truckers arrived late at Tobyhanna, were relatively inexperienced, did not have correct lashing gear and their trailers had seen better days. They did not get the items loaded and headed back to New Jersey until 11 AM and did not arrive at InfoAge until mid afternoon by which time temperatures were in the low 90's. The searchlight was off loaded first as it was lighter than the radars and was handled by the fork lift with no incidents. InfoAge members Nels Warren, Pete Reichel and Dan Janquitto were key to getting the unloading accomplished as all have experience with heavy equipment. Incidentally, the radar sets were folded up in their transport configuration so really did not look like radar sets at this stage. Next lifting one of the radar trailers was attempted with the fork lift and it clearly was going to test our lift capacity to the extent that it almost tilted off the fork lift and was saved by quick action by Nels in rapidly letting it down to the ground. Clearly the fork lift method was not going to be safe so plan B was to back the flat bed up to an embankment and use a pair of ramps with a WWII military truck to tow them off the flat bed. There were a couple of problems: 1. The tractor trailer driver was inept at backing up and it took forever with a lot of guidance to finally get the rear of the trailer properly positioned at an embankment; 2. The military truck had a leaking hydraulic brake cylinder so the driver had to rely on its hand brake for control. Remember it is now late afternoon and the temperature is still in the 90's. This off-loading approach seems to be working and the second radar trailer is towed off and down the other side of the embankment onto a road. Oops, big new problem! When the truck (a personnel carrier) went down the steep embankment,

its drive shaft was stretched and the splined sections pulled apart. The truck still had front wheel drive but the disjointed drive shaft ends were flailing around. Solution: uncouple the radar trailer that was now safely on a hard surface road and back the truck up the steep embankment to the point where the shaft came apart and try to stick it back together. This involved Pete and Nels lying on their backs under the truck while it was inched to the position where the shaft came apart (remember, only a hand brake was functional). I found a large wheel chock and used it as a "safety" during this tricky operation. With persistence and fortitude, this was successful and the second radar was off-loaded albeit without taking the steep down slope off the embankment. One cannot say enough about the capability, courage and doggedness of InfoAge volunteers. Needless to say the young inexperienced tractor trailer driver from Newark went away with a tale to tell his kids and associates about this job and the crazy people at InfoAge.

So what do we have? Two of the radars are differing versions of the AN/TPN-18 that are air traffic control and landing radars used at forward airfields for fixed and rotary wing aircraft. They are helicopter transportable, operate in the X band and have two antennae; one rotates for azimuth search and the other nods up and down to determine target altitude. Vintage is about 1970. The third radar is a meteorological radar for tracking Radiosondes and weather balloons. We only have the antenna trailer portion of this set. The searchlight is not my field of knowledge and others will see what they can do with it. It is a Xenon light with its own engine generator but it appears to have had a rough life to date. As for the two TPN-18 radars, we have erected one to its operational configuration and note that it probably will not be more than a static display item as it has seen a lot of use and may be missing a few parts. However, the second unit appears to be as we say, "new old stock" and shows no sign of ever being used. We have not erected it yet and are searching for a three phase 400 cycle power source for it with the hopes of getting it partially operational.

New Jersey Antique Radio Club members assemble TPN-18 to its operating position.

These are nice additions for InfoAge to display as part of our historic heritage. Currently they are parked along Second Street behind 9032 C but future plans are to move them to more viewable locations.

Radars lined up on Second St. Left to right; TPN-18 (unassembled), TMQ-31, TPN-18 in operating position.

Identifying the Tiny Wreck

Dan Lieb
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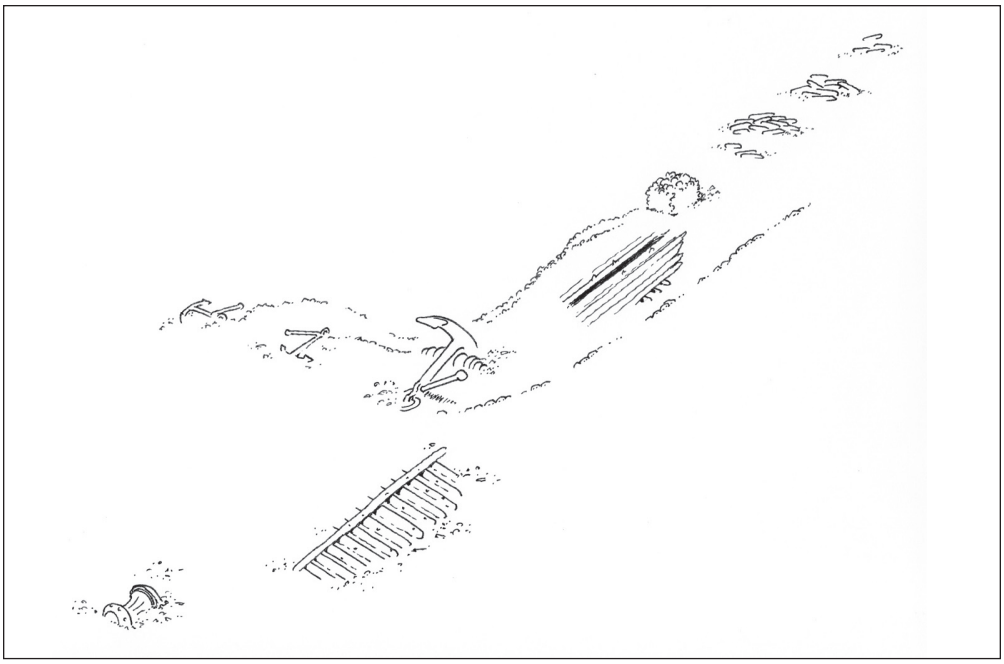


The Tiny Wreck as it lies on the bottom in 70 feet of water off Long Branch, New Jersey. The important features are the centerboard slot in the center (dark line) and the small piles of iron ingots trailing off (right). These two features specifically aided divers in identifying this mysterious wreck.

On July 29, 2007, some diving buddies and I had the opportunity to dive a site that consisted of a pile of iron ingots. The visibility was low and the depth was about 70 feet. The pile measured about 50 long by about 25 feet across and was about four feet high. It was a jumbled, disorganized heap. It appeared to us that this was some cargo that was lost overboard during foul weather conditions. The ingots were uniform in width and thickness, but their lengths varied.

My first search for answers lead me to newspaper articles in New York papers. The articles held my attention because of their contents, especially the name of Osborn, an old, well-known name in the Manasquan area. The vessel in question is the wooden schooner *John K. Shaw*. The Shaw was broken up with pieces floating about the area in which they were discovered by passing vessels on February 24, 1884. A passing tug's crew recovered the bell from the floating wreckage with the name clearly emblazoned on it: *John K. Shaw*. Reports indicate the wreck was a result of a collision between the *John K. Shaw* and a larger vessel. To further exacerbate things, the Shaw was lost during a terrific gale. That alone could have been the cause of her sinking, but witnesses to finding the wreckage clearly stated it was their opinion she was involved in a collision. The entire crew was missing and no bodies were ever recovered. Is it possible this pile of ingots could have spilled out of the wrecked vessel while it still floated on the surface? This story was beginning to take hold of me. I needed to find the wreckage, itself.

The articles also mentioned the *John K. Shaw* carried a cargo of iron ingots and was lost off "Woodlands," New Jersey. Woodlands was the former name of an area of New Jersey near Long Branch, and our pile of ingots is located off Long Branch. The *John K. Shaw* was now a candidate as the source of the ingots, and if the ingots were from the *John K. Shaw*, the wreck might not be far away. With no wreckage close to the pile – certainly within a short swim – the ingots must have been carried as a deck load. As the vessel dealt with the storm, the pile could have easily become dislodged and fallen overboard.

I asked a friend if he had any wreck locations nearby the ingots. He did, and he nicknamed it the "Tiny Wreck" because it was so small. If the Shaw had broken up and several large sections had floated away, all that was left on the bottom would be just small sections of wreckage. He said it was a little more than a mile from the ingot pile. The wreck lies 4.5 nautical miles off Long Branch.

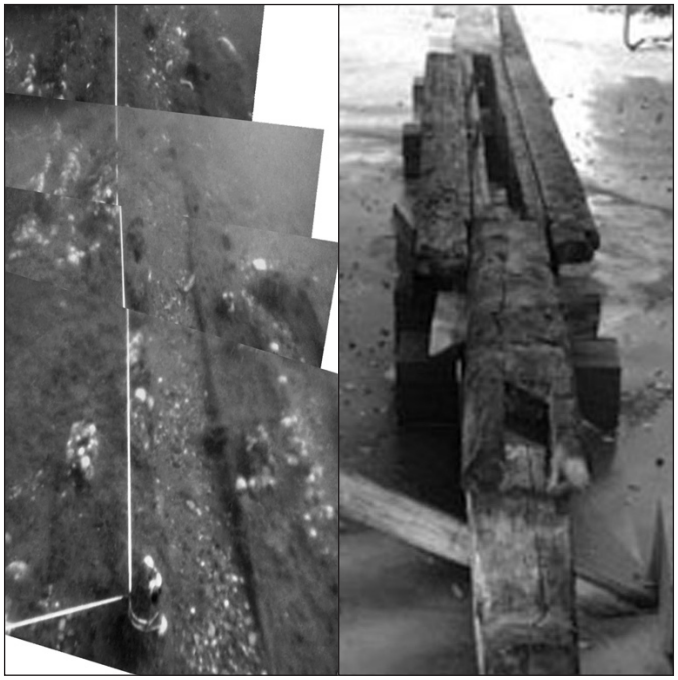
The newspapers reported the Shaw's wreckage was found drifting about four miles off the beach. The pile of iron ingots is in this area. The Shaw carried a cargo of iron ingots. Artifacts recovered from the wreck indicated we

were diving a sailer. Location, artifacts, and cargo – the evidence was beginning to mount that the Tiny Wreck might be the *John K. Shaw*. A closer examination of each of these three things would be needed to further support this deduction.

Records indicate the *John K. Shaw* 139 feet long, had a width of 34 feet and a depth of 11 feet. She was built by David Carll in his shipyard at City Island, New York in 1872 as a centerboard schooner.

The wreckage was clearly the remains of a sailing vessel whose anchor and chain size closely matched the Shaw's specifications. Obviously, we would never find the bell if the wreck was indeed the *John K. Shaw*. Some other piece of evidence would need to be found at the site. The remains of a centerboard structure along her keel would fit the bill. It was time to return to the wreck and more carefully examine the remains.

During a following dive, I found several small piles of ingots with a few scattered about between the piles. This was exactly what I was looking for. If ingots from this wreck matched ingots in the pile I could draw the conclusion that the two sites were related. Although a major portion fell overboard, a few lingering ingots remained aboard. The recovery of ingots from both sites on subsequent trips and close examination of those ingots would prove conclusive.



A side by side comparison of the structure on the bottom and a centerboard feature from a recovered keel.

The discovery of the ingots thrilled me, but what I discovered next, in my mind, would positively identify the Tiny Wreck as the *John K. Shaw*. As I examined the anchor chain I noticed some timbers on the bottom in the area of the keel that formed a box-like structure. This was what I was looking for, that conclusive piece of evidence. I was looking at a centerboard slot, and I already knew the *John K. Shaw* was a centerboard schooner. It was all circumstantial evidence, but it was powerful evidence. How many centerboard schooners carrying iron ingots could have wrecked in the same place? I had just one more connection to make between the ingot pile and the wreck and I would have the entire discussion nailed down and would be able to make my case.

Subsequent trips to the ingot pile and the Tiny Wreck in July of 2010 yielded additional ingot samples. I now had everything I needed to make an analysis of the ingots. While cleaning off the encrustations on each, raised markings began to appear:

L M VA

Research revealed that "L M VA" stood for the Low Moor Iron Company, which was founded in Low Moor, Virginia in 1872. The Shaw had a deck load of pig iron loaded aboard in Newport News, Virginia. The iron ingot from the pile matches the general width and height of the two recovered from the Tiny Wreck. The differences between them are their lengths. In any case, the markings are identical. The ingots in the pile came from the Tiny Wreck before she sank. Low Moor Iron Company was in business from 1872 to 1926. The Tiny Wreck fits neatly into this date range.

Ingots recovered from the two sites with identical markings.

All of the artifacts recovered from the site of the Tiny Wreck indicated a vessel lost in the date range of the Shaw. Also, the centerboard feature, the plank widths, the size of the anchors and anchors chains all fit the vessel specifications for the Shaw. The wreckage, and its location, falls in line with that of a vessel that went to pieces off Long branch. The preponderance of probability is that the Tiny Wreck is the *John K. Shaw*.

NASA First Recalls a Once Top-secret Camp Evans Project

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On August 27, 2012 NASA's Mars Curiosity relayed the first recorded human voice sent from Earth to another planet and back. The grand dad of this technical feat can be traced back over 54 years ago to December 18, 1958 when the first human voice was sent to a satellite in orbit and relayed back to earth. The famous human voice was President Dwight D. Eisenhower. His message began, "This is the President of the United States speaking. Through the marvels of scientific advance, my voice is coming from a satellite circling in outer space…"

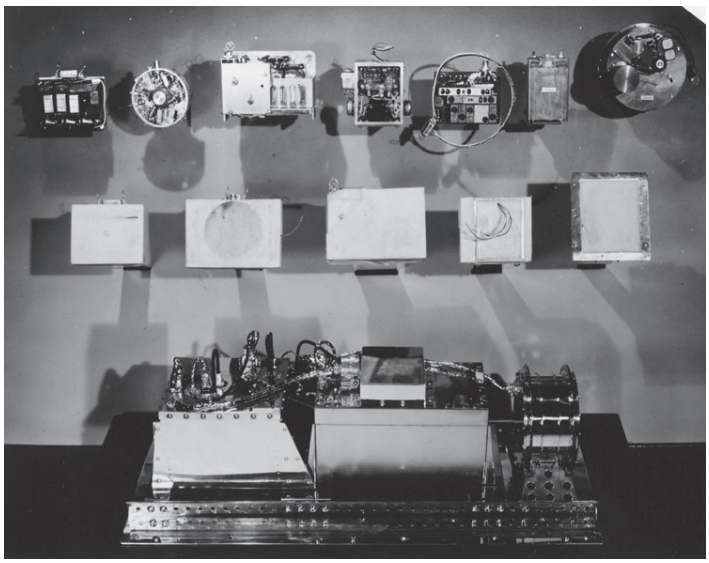
The marvel of science was built in top-secret at Camp Evans. Its success enabled our nation to show the Soviet Union that we were now in the game to win the space race. It was a challenging time. Our national pride was low due to the Soviets launching the first satellite, Sputnik. Our first attempts to catch up exploded on the launch pad. Space technology and electronics were in their infancy. In his book, ELECTRONS AWAY, Camp Evans chief scientist Dr. Harold Zahl recounts the failure to keep the project secret and the steps to success. There were hundreds of people involved and information leaked. Worried that the Soviets would learn of the project and again rush a satellite into space, embarrassing our space program again, the project was publicly canceled.

In reality the project was accelerated. The project was made TOP-Secret. Only eighty-eight persons in the nation knew of the project. They were called 'Club 88' and everything possible was camouflaged. Little did local residents imagine, as they drove down Monmouth Boulevard past the old WWII radar laboratory buildings that a design team was at work engineering the 'talking satellite'. The new satellite and a backup would be tested in an eight foot diameter space test chamber in a quonset hut not twenty feet from the public road.

When finally ready the two satellites were driven to Cape Canaveral. The launch was a success. The team transmitted the President's message to the satellite. The citizens of the United States were once again proud of their nation's technical prowess as the President's message played from space, "… My message is a simple one. Through this unique means, I convey to you and all mankind America's wish for peace on earth and good will to men everywhere."

The TOP-secret project was called SCORE – Signal Communications by Orbiting Relay Equipment. The backup SCORE satellite was never launched. It was proudly displayed in the Smithsonian for years. Camp Evans would help in the creation of the famous weather satellite TIROS. The backup TIROS satellite still is on display in the Smithsonian. Camp Evans is one signature from designation as a National Historic Landmark. The historic site is under the stewardship of InfoAge Science History Center. The center has the mission to inspire kids to learn science. Possibly one day they may advance science with organizations like NASA. Imagine your child being part of a future team who will create and operate amazing spacecrafts, like the Rover series. Imagine the pride to hear Charles Boden, the NASA Administrator, congratulate you and your team members from another planet for a job well done.

Visitors can view a poster exhibit on Project Score at InfoAge on Wednesdays, Saturdays and Sundays, from 1 to 5 PM.

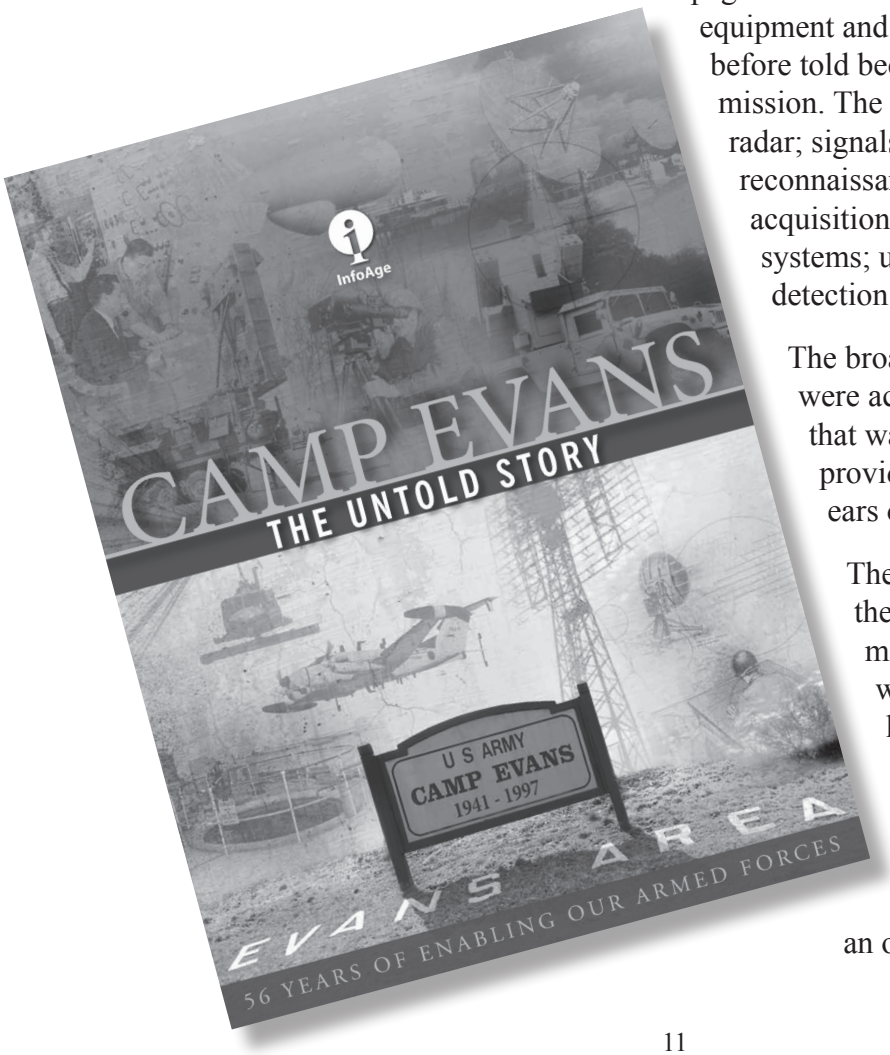


Hardware contained in the world's first "talking satellite."

Camp Evans: The Untold Story

InfoAge is proud to sponsor the book, "Camp Evans: The Untold Story," in recognition of the significant contributions made by men and women, both military, civilian, and contractors who served at Camp Evans, Wall Township, New Jersey and who left a legacy of innovation that had enabled and continues to enable our Armed Forces.

The InfoAge Science History Learning Center and Museum at Camp Evans is a focal point for the preservation and interpretation of New Jersey's rich communications, computer, and electronics history, providing a specialized learning center for all visitors. The area is especially significant in history, serving as the site of the Marconi Wireless Telegraph Company of America. During World War I the Navy operated the station under the authority of the Radio Act of 1912. The message announcing that World War I had ended and the Armistice had been signed was received at the Marconi Station and retransmitted to Washington.



Camp Evans' U.S. Army Signal Corps provided America's first World War II radar systems. In 1946, Camp Evans under Project Diana opened the "space age" by reflecting radar signals off the moon. During the 1950s, innovative and far reaching technologies were developed at Camp Evans.

It is appropriate that InfoAge, as a science and technology learning center, has its start at such an historic location. The intent of InfoAge is to provide visitors a dynamic and evolving interactive atmosphere, rich in specialized history, technologies, and basic science, and similarly, to invoke an appreciation for the vital contributions of the many engineers and scientists who developed the technology.

We ask that you consider purchasing this important book which captures the tremendous heritage of technological innovation at this historic site.

"Camp Evans: The Untold Story" has over 200 pages and 100s of photographs showing the actual equipment and technology developed in a story never before told because of the classified nature of the mission. The breadth of the work described covers radar; signals intelligence; electronic warfare; reconnaissance and surveillance sensors; target acquisition systems; Identification Friend or Foe systems; unattended sensor systems; radiation detection systems; and meteorology systems.

The broad spectrum of accomplishments were achieved with an assembled workforce that was considered the best in the country, providing products that were the eyes and ears on the battlefield.

The legacy of Camp Evans will live on in the hearts and minds of those who helped make that history. Their contributions will hopefully be better appreciated by having been recounted in this book.

To order your copy of "Camp Evans: The Untold Story," contact InfoAge at 732-280-3000, or contact us via e-mail at rfginc@optonline.net and an order form will be forwarded.

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The Newsletter of InfoAge
Inside this issue...

2013 Calendar of Events

Edwin Armstrong Day
January 26-27, 2013
1-5pm
Admission will be charged.

New Jersey Shipwreck Symposium
April 27/May, 2013
2-6pm
Admission will be charged. RSVP required.
(call 732-776-6261 for more info and RSVP)

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

Director Fred Carl (left) guides Congressman Chris Smith (right) through one of the museums at InfoAge. Read more about Smith's visit in this issue.