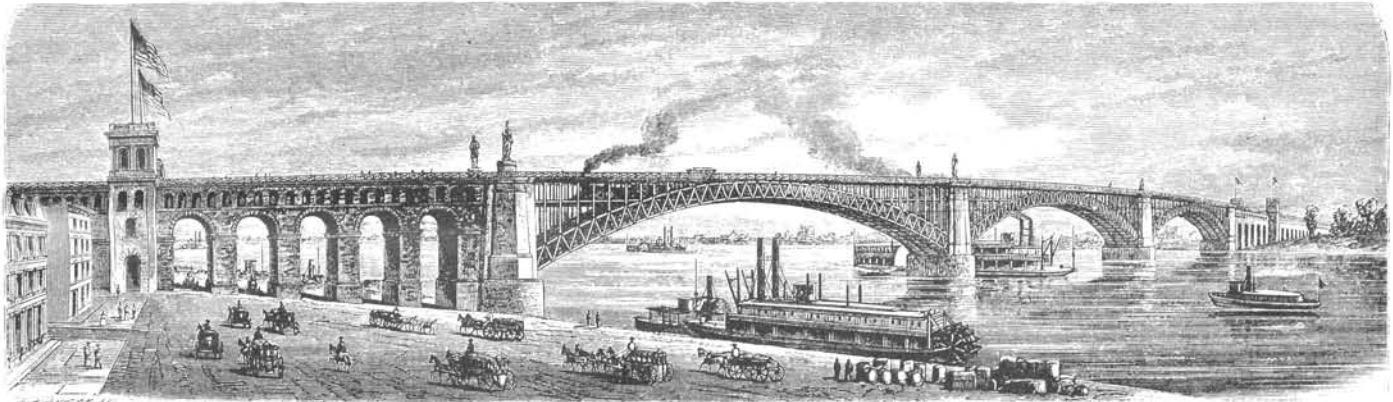


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NEWSLETTER

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THE NEW BRIDGE OVER THE MISSISSIPPI AT ST. LOUIS.

EADS BRIDGE CENTENNIAL

The historical importance of the great triple-arch span at St Louis, first rail crossing of the Mississippi, was clear even at the time of its opening in 1874, and has diminished not a jot. Among its many points of primacy the outstanding, certainly, is the fact that it was the first major structure in the world to employ steel in its principal structural elements (the tubes forming the arch rings); and the first on any scale to employ alloy steel. In addition, it was until then and for decades afterwards the largest structure to be erected by cantilevering (to avoid falsework in the river). In the construction of its river piers were sunk pneumatic caissons that not only were the first in America, but still are the deepest *anywhere* (136 ft below MHW).



In 1971 the Eads Bridge (named for its conceiver, designer, promoter, and builder, James B Eads), was designated a Natl Historic Civil Engineering Landmark by the ASCE; and on its 100th birthday, 4 July 1974, many other honors were bestowed upon it. The American Institute of Steel Construction, which annually grants awards of excellence in a variety of categories to the designers of new steel bridges, made to the bridge a Special Award of Recognition for its "outstanding historical significance."

The Princeton Univ Art Museum and CE Dept assembled an exhibition of artifacts, documents, and a colossal model of the bridge [SIAN 3:5:6], at the St Louis Art Museum to 5 Jan.

A major account of the bridge's background, opening, and dismal early commercial history: *Eads Bridge: The Celebra-*

tion, and an illustrated description of *Downtown St Louis As James B Eads Knew it When the Bridge Was Opened a Century Ago*, both by eminent urban & technological historian John A Kouwenhoven [SIA], appeared in the *Bulletin* of the MO Historical Society (April, pp 159-85). The former essay, accompanied by several others, (incl *Arch & Truss Bridges* by Jas B Eads), appears also in *The Eads Bridge*, a handsome, illus catalog of the Princeton show (Princeton (NJ) Art Museum 08540, 84 pp. \$4).

SICCIM

The Second Intl Congress on the Conservation of Industrial Monuments has been announced, to follow in the footsteps of the enormously successful FICCIM [SIAN 2:4:2]. It will be held at the Bergbau (mining)-Museum, Bochum, W Germany, in the Ruhr.

3rd - 9th September 1975

Some 70 delegates from 20 countries are expected, to discuss in 8 working sessions the General Status of IA in Different Countries; the Theoretical Aspects of IA; the Documentation of Industrial Monuments; the Conservation of IMs; and the Social Aspects of IA; concluding with a round-table discussion. IA films will be shown in the evenings, and there will, of course, be excursions to the IA of the North Rhine-Westphalia region. Simultaneous interpretation (Engl-Ger-Fr) is planned.

Those interested in attending either institutionally or individually should contact ASAP: Dr W Kroker, Geschäftsführung SICCIM, Bergbau-Museum Bochum, 4630 Bochum, Vödestr 28, W Germany.

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