

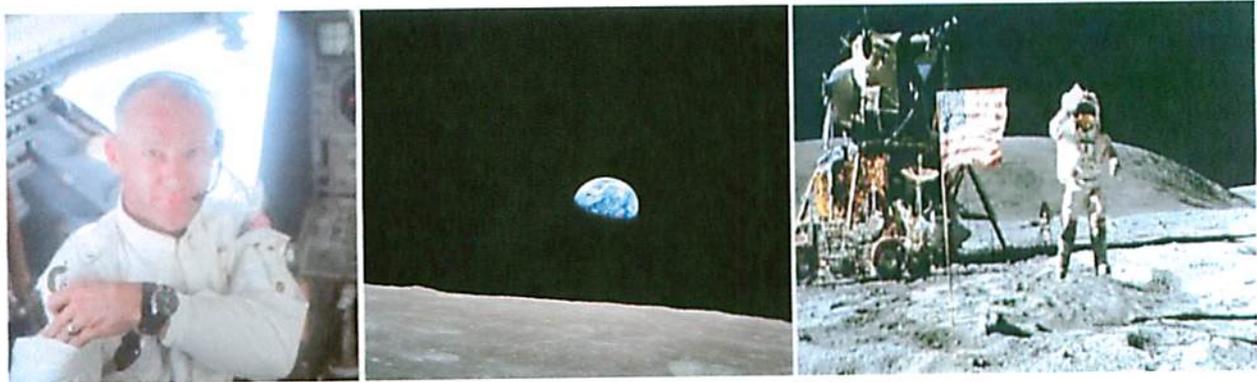
The Normandie Whistle by Dennis Pearson

A whistle that once bellowed for the world's richest and most elegant people and then for steelworkers in Bethlehem before being sent to a museum in New York City returned to Bethlehem on Tuesday, June 9, 2009, for the Grand Opening of the Sands Resort Casino-Bethlehem. ... The 150 P.S.I Steam Whistle from the luxury French cruise liner, *S.S. Normandie*, was housed on the roof top of # 1 Boiler House for many years. It had been salvaged from a ship yard in New York City by the Bethlehem Steel Corp. after a disastrous fire and sinking during renovations in 1942. ... In 1935, the whistle first adorned the French-built *S.S. Normandie*, considered the "world's greatest, most luxurious, most loved" cruise liner according to Stephen Lash, President of the Ocean Liner Museum's Board of Directors. His comment was made at a press conference in Bethlehem Pennsylvania on April 20, 1985, when the whistle was turned over by the Bethlehem Steel Corp. to the museum. ... When the 1,019-foot ship was cruising the Atlantic, the whistle announced arrivals and departures for the famous liner, which carried 3,326 people including crew. When World War II arrived, the 79,280-ton French ship was brought to New York Harbor to keep it out of the hands of the Nazis who had taken over France at the onset of WWII and to convert the famous cruise liner into a troop carrier. On February 6, 1942, as it was being converted to a troop ship in New York, a welder's torch started a fire that raced through the ship. Water poured on it by fire boats capsized the ship. ... Later that month the U.S. Navy hired a commercial salvage firm, Merritt, Chapman & Scott, a firm associated with the Bethlehem Steel Corp., to take apart the *Normandie's* superstructure, including its whistles. Bethlehem Plant General Manager David Blackwell stated (April 20, 1985), "Someone had the foresight not to throw out this beautiful brass whistle." Harvey Ardman, in his 1984 book, *Normandie: Her Life and Times*, records that in 1946-1947 ten railroad cars full of the ship's steel left daily from a Newark scrap yard for steel mills in Pittsburgh, Coatesville, and Bethlehem. In Bethlehem, Raymond Hess of the East Allentown neighborhood and his friends found the brass steam-powered whistle in a railroad car and placed it on the roof of #1 Boiler House. ... Number 1 Boiler House and its companion, # 2 Boiler House of Bethlehem's Steam, Water and Air Department, were taken down sometime after July 4, 1999. The only evidence that exists today of the location of # 1 Boiler on the former grounds of the Bethlehem Steel Company is the former railroad inlet for the Boiler House that is tied to the Masson-Hoover trestle going to the Blast Furnace from the former Ore-pit -- now the Sands Resort Casino. ... For many years the whistle announced shift changes and plant emergencies. It also served as a fire call for City of Bethlehem fires. The whistle last rang out in Bethlehem on November 24, 1984, for testing, only to be removed from the roof top of #1 Boiler House the same day. The bell had suffered some damage in its removal and needed some repair. It had not been rung regularly since 1952 when the powerful valve stuck open for two hours before it was silenced in fear of a repeat performance and the fear that it would become an irritant to the neighborhood surrounding the plant. According to Hess, the 620-lb. steam whistle shook the boiler house every time it blew and would let loose a stream of dust every time it blew. ... On June 3, 1985, the 50th Anniversary of the *Normandie's* arrival in New York after her maiden voyage, the city's South Street Seaport arranged with the local utility, Consolidated Edison, to have the steam power attached to the ship's whistle. The curator at the American Merchant Marine Museum and a founder of South Street Seaport said: "It was so loud, local merchants asked us never to do that again."

Consequently, it was never rung adjacent to the South Street Seaport again and found a new home in the bell and whistle collection of Steven Millstar at the Platt Institute in Brooklyn. ...

The 620-lb whistle did provide some difficulty for the maintenance people to remove. At one point the heavily used hemp rope began fraying on the roof, and it took an effort to keep the whistle under control. The last thing these guys wanted to do was to let the whistle fall to the ground below. But that is what happened when the rope broke. The whistle fell 24 feet to the paved court yard. Luckily, for the Oceanic Liner Museum and the Company the fall produced only minor damage and was easily repaired. Personnel involved in the removal of the whistle from # 1 Boiler House included: Donald Sandt, Millwright Foreman, Steam Water and Air Dept.; Harvey Bartholomew, Millwright and Working Leader; Stan Devan, Millwright; Bob Hrichak, Millwright; and Clarence Coverly, Mechanical Helper. Dennis Pearson was the Stoker Tender of the Beitenhausen Oil Boilers in #1 Boiler House which provided the energy to the blow the whistle.

July 20, 1969 --- The First Small Step



Edited TEXT OF PRESIDENT JOHN KENNEDY'S RICE STADIUM MOON SPEECH

We meet at a college noted for knowledge, in a city noted for progress, in a State noted for strength, and we stand in need of all three, for we meet in an hour of change and challenge, in a decade of hope and fear, in an age of both knowledge and ignorance. The greater our knowledge increases, the greater our ignorance unfolds.

Despite the striking fact that most of the scientists that the world has ever known are alive and working today, despite the fact that this Nation's own scientific manpower is doubling every 12 years in a rate of growth more than three times that of our population as a whole, despite that, the vast stretches of the unknown and the unanswered and the unfinished still far outstrip our collective comprehension.

No man can fully grasp how far and how fast we have come, but condense, if you will, the 50,000 years of man's recorded history in a time span of but a half-century. Stated in these terms, we know very little about the first 40 years, except at the end of them advanced man had learned to use the skins of animals to cover them. Then about 10 years ago, under this standard, man emerged from his caves to construct other kinds of shelter. Only five years ago man learned to write and use a cart with wheels. Christianity began less than two years ago. The printing press came this year, and then less than two months ago, during this whole 50-year span of human history, the steam engine provided a new source of power.

Newton explored the meaning of gravity. Last month electric lights and telephones and automobiles and airplanes became available. Only last week did we develop penicillin and television and nuclear power, and now if

America's new spacecraft succeeds in reaching Venus, we will have literally reached the stars before midnight tonight.

... William Bradford, speaking in 1630 of the founding of the Plymouth Bay Colony, said that all great and honorable actions are accompanied with great difficulties, and both must be enterprised and overcome with answerable courage.

If this capsule history of our progress teaches us anything, it is that man, in his quest for knowledge and progress, is determined and cannot be deterred. The exploration of space will go ahead, whether we join in it or not, and it is one of the great adventures of all time, and no nation which expects to be the leader of other nations can expect to stay behind in the race for space.

Those who came before us made certain that this country rode the first waves of the industrial revolutions, the first waves of modern invention, and the first wave of nuclear power, and this generation does not intend to founder in the backwash of the coming age of space. We mean to be a part of it--we mean to lead it. For the eyes of the world now look into space, to the moon and to the planets beyond, and we have vowed that we shall not see it governed by a hostile flag of conquest, but by a banner of freedom and peace. We have vowed that we shall not see space filled with weapons of mass destruction, but with instruments of knowledge and understanding.

Yet the vows of this Nation can only be fulfilled if we in this Nation are first, and, therefore, we intend to be first. In short, our leadership in science and in industry, our hopes for peace and security, our obligations to ourselves as well as others, all require us to make this effort, to solve these mysteries, to solve them for the good of all men, and to become the world's leading space-faring nation.

We set sail on this new sea because there is new knowledge to be gained, and new rights to be won, and they must be won and used for the progress of all people. For space science, like nuclear science and all technology, has no conscience of its own. Whether it will become a force for good or ill depends on man, and only if the United States occupies a position of pre-eminence can we help decide whether this new ocean will be a sea of peace or a new terrifying theater of war. I do not say that we should or will go unprotected against the hostile misuse of space any more than we go unprotected against the hostile use of land or sea, but I do say that space can be explored and mastered without feeding the fires of war, without repeating the mistakes that man has made in extending his writ around this globe of ours.

... We choose to go to the moon. We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too.

It is for these reasons that I regard the decision last year to shift our efforts in space from low to high gear as among the most important decisions that will be made during my incumbency in the office of the Presidency.

In the last 24 hours we have seen facilities now being created for the greatest and most complex exploration in man's history. We have felt the ground shake and the air shattered by the testing of a Saturn C-1 booster rocket, many times as powerful as the Atlas which launched John Glenn, generating power equivalent to 10,000 automobiles with their accelerators on the floor. We have seen the site where the F-1 rocket engines, each one as powerful as all eight engines of the Saturn combined, will be clustered together to make the advanced Saturn missile, assembled in a new building to be built at Cape Canaveral as tall as a 48 story structure, as wide as a city block, and as long as two lengths of this field.

Within these last 19 months at least 45 satellites have circled the earth. Some 40 of them were "made in the United States of America" and they were far more sophisticated and supplied far more knowledge to the people of the world than those of the Soviet Union.

The Mariner spacecraft now on its way to Venus is the most intricate instrument in the history of space science. The accuracy of that shot is comparable to firing a missile from Cape Canaveral and dropping it in this stadium between the 40-yard lines.

Transit satellites are helping our ships at sea to steer a safer course. Tiros satellites have given us unprecedented warnings of hurricanes and storms, and will do the same for forest fires and icebergs.

We have had our failures, but so have others, even if they do not admit them. And they may be less public.

But if I were to say, my fellow citizens, that we shall send to the moon, 240,000 miles away from the control station in Houston, a giant rocket more than 300 feet tall, the length of this football field, made of new metal alloys, some of which have not yet been invented, capable of standing heat and stresses several times more than have ever been experienced, fitted together with a precision better than the finest watch, carrying all the equipment needed for propulsion, guidance, control, communications, food and survival, on an untried mission, to an unknown celestial body, and then return it safely to earth, re-entering the atmosphere at speeds of over 25,000 miles per hour, causing heat about half that of the temperature of the sun--almost as hot as it is here today--and do all this, and do it right, and do it first before this decade is out--then we must be bold.

Many years ago the great British explorer George Mallory, who was to die on Mount Everest, was asked why did he want to climb it. He said, "Because it is there."

Well, space is there, and we're going to climb it, and the moon and the planets are there, and new hopes for knowledge and peace are there. And, therefore, as we set sail we ask God's blessing on the most hazardous and dangerous and greatest adventure on which man has ever embarked.

Thank you.

To all who look forward to a human frontier on the Moon

Taking the occasion of the 40th anniversary of the first manned Moon Landing and Moonwalk, and mindful that whether NASA's mandate to return to the Moon will be continued, expanded, discontinued or totally redirected (to Mars?) by the Obama administration is still uncertain, and pursuant to a discussion at the recent Moon Society Management Council meeting on Wednesday, July 15th we show you the following incredible image.

