

TRAVELS NOW AND THEN

© Christopher Earls Brennen

HUNGARY 1975TRIP - C. BRENNEN

Thurs., Aug. 28, 1975 TWA Flight 760
Leave L. A. at 4:15 p. m.

Fri., Aug. 29 Arrive London 10:25 a. m.
Bus to N. P. L Ship Division, Feltham
P. M. to Central London, then to Sussex

Fri., Sat., Sun. With: Mr. and Mrs. Michael Mills
6, Herne Down
Crowborough, Sussex, England

Mon., Sept. 1 A. M. Train to Cambridge

Sept. 1 - 5 Biodynamics Conference, Cambridge University
Held in: Dept. of Zoology
Staying: Christs College, Cambridge
Tel (Cambridge) 0223-67641

Fri., Sept. 5 P. M. Train to London
B. E. A. Flight 6544 - Belfast. 3:10 pm - 4:15 pm
(or 6:20 pm - 7:25 pm or 8:10 pm - 9:15 pm)

Sept. 6 - 13 With: Brennen, "Cranagh Dhu", Magherafelt,
Co. Derry, N. Ireland
Tel: M AGHERAFELT 2311

Sun. Sept. 14 B. E. A. Flight 6503 Belfast-London 7:40 am-8:45 am
B. E. A. Flight 724 London-Budapest 10:20 am-12:50 am

Sept. 14 - 20 Fluid Machinery Conference, Budapest, Hungary
Held in: Hungarian Academy of Sciences, Budapest
Staying: Don't know
Telephones: 329-385, 124-962
Telegram: GTE Budapest
Telex: 22-5792 METESZ Budapest

Sat., Sept. 20 Orient Express. Budapest (9:05 a. m.) -
Vienna (1:35 p. m.)

Mon. Sept. 22 Austrian Airlines Flight 451.
Vienna - London (8:00 a. m. - 10:15 a. m.)
TWA Flight 761
London-Los Angeles (1:15 p. m. - 4:20 p. m.)

NB Sept. 20 through 22 may be altered without notice.

FLIGHT RESERVATIONS

C. BRENNEN

- ① T.W.A. Flight 760. Los Angeles → London*
 Aug 28th (WED) Leave 4:15 PM. arrive London 10:15 AM (Aug 29)
- ② London → Cambridge by rail on morning of Sept 1 (MON.) (no reservation needed)
- ③ Cambridge → London by rail on afternoon of Sept 5 (FRI.) (no reservation needed)
- ④ London (Heathrow) → Belfast on B.E.A. 6544
 Sept 5 (FRI) Leave 3:10 PM → 4:15 PM } $\begin{matrix} \approx 6:20 \text{ PM} \rightarrow 7:25 \text{ PM} \\ 8:10 \text{ PM} \rightarrow 9:15 \text{ PM} \end{matrix}$
- ⑤ Belfast → London on B.E.A. 6503
 Sept 14 (SUN) Leave 7:40 AM → 8:45 AM.
- ? ⑥ London → Budapest on B.E.A. 724
 Sept 14 (SUN) Leave 10:20 AM → 12:50 AM (non-stop).
- ⑦ Rail (Orient Express) from Budapest → Vienna
 Sept 20 (SAT) Leave 9:05 AM → 1:35 PM (reservation necessary?)
- ~~⑧ T.W.A. on Sept 27 (MON) Vienna → JFK (11:15 AM → 5:10 PM)
 JFK → LA (7:30 PM → 10:15 PM)~~
- ⑨ ~~Vienna → London (Austrian Airlines) (8:00 AM → 10:15 AM)
 → TWA London - LA 1:15 PM → 4:20 PM*~~

Notes (A) All reserved through T.W.A. (B) Purchase ①⑥⑧⑨ here in U.S.

* Category Z

(C) Purchase ④⑤ in London because cheaper than the
 (D) Investigate ⑦ and the need for reservation.

Aug 28 Thurs. Leave L.A. (TWA 4:30 PM - 10:10 AM)
 Aug 29 Fri London (arr. say 7 A.M.) → Filtham
 Aug 30 Sat
 Aug 31 Sun
 SEPT 1 Mon Leave packed bags in W.L.A.T. // starts 2:15 PM.
 2 Tues }
 3 Wed } Christ's College. Cambridge
 4 Thurs }
 5 Fri Ends lunch // → London → Belfast (leave London about 3 PM)
 6 Sat
 Sept 7 Sun Transport bags to Heathrow B.E.A. 3:10 PM - 4:15 PM
 8 Mon
 9 Tues
 10 Wed
 11 Thurs
 12 Fri
 13 Sat
 14 Sun Belf. London 7:40 AM → 8:45 AM // Lond - Budapest 10:25 AM - 12:50 AM (B.E.A.)
 Sept 15 Mon }
 16 Tues } Budapest.
 17 Wed }
 18 Thurs }
 19 Fri }
 20 Sat }
 21 Sun }
 22 Mon }
 Budapest - Lond 2:05 PM - 4:40 AM
 Orient Express Budapest → Vienna 9:05 AM → 1:35 PM
 Budapest - Lond

PAN-AM. Before Sept 17 M.W.Fr London - Budapest 10:25 - 2:05
 effective Sept 17 Flight 72 J.F.K. → Frank - Budapest (Wed + Sun)
 7:30 AM → 9:05 AM
 Flight 73 Budapest - Frank - JFK (M. + Thurs)
 10:45 12:25
 1:20 - 4:45 PM

B.E.A. Lond → Budapest M.W.Fri.Sun 10:20 AM → 12:50 AM
 Budapest Lond M.W.Fri.Sun 2:05 PM → 4:40 PM

do not buy \$52.50

Fares B.E.A. London - Belfast - \$41.40

London - Budapest → \$173.80

London - Vienna → \$161.70

Mrs Massin (Ralphs Secretary)

Cambridge (M⁷F) 1 → 5th Sept. 1975 / "Int Sym on Biodynamics
of Animal Locomotion."
Budapest (M⁷F) 15 → 19th Sept 1975

Team
Dick's Travel
1474
827 45 kg
T.W.A. 4:30 PM → 10:10 AM
\$718 L.A. → Cambridge (London) About 22nd August (Friday)
Cat 2 LA → Munich 778.00

PAN-AM
London → Munich 14th Sept (Sunday)
Munich → Budapest 14th Sept (Sunday)
London Frankfurt 8:30 → 9:55 AM
Frankfurt Budapest 4:35 → 11:00 AM
Self-trans. Frankfurt → Budapest 4:10 PM - 5:45 AM (5 days a week)
Tues, Wed, Sun. Hungarian Airline 13:00 PM - 3:00 PM.

LA → Camb \$5.00 second class
London Bell - London \$96.80
Budapest - Munich 19th or 20th
Munich - L.A. 19th or 20th

Munich-Budapest-Munich rail 1st class \$72.80, 2nd class \$49.00 {9 hour
L.A. London \$718 22/45
London Budapest \$347.60

9'20.0
270.0
650.0

NASA Travel money. 650.00 left

51428 \$600 NSF
51427 \$? NSF
Per diem Budapest \$47.00
London \$46.00
Cambridge
Receipts for everything if non-per diem
need lodging bills
name of hotel

London Rome

Train: Vienna/Budapest

| | | | | |
|----------|---------|----------------|---------|----------------|
| 10.05 AM | 2.40 PM | Wien | Bud | Vienna |
| 4.05 PM | 8.33 PM | Orient Express | 9.05 AM | 1.35 PM Orient |
| | | | 3.10 PM | 7.40 PM Wien |

1st round - \$20.60 } one way 1/2
 2nd class - \$16.40 }

TWA - Vienna

Vienna → Cop → Direct
 Vienna → London → TWA 1.15 PM London
 Austrian A. 8.00 AM → 10.15 PM (London) 4.20 L.A.

TWA 11.15 A → 5.10 PM (JFK) (daily)
 → TWA → L.A. 7.30 → 10.15 PM (daily)

Belf - London


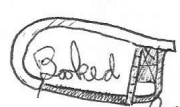
7.40 AM → 8.45
 9.50 AM → 10.55
 12.10 AM → 1.15

Possible Itineraries

- (i) Budapest - Vienna by rail Fri 19th Sept 3.10 PM → 7.40 PM
 or 9.05 PM → 1.35 PM.
- (ii) Vienna overnight
- (iii) Vienna - JFK - L.A (TWA)
 11.15 AM → 5.10 PM (daily) (or if only Sunday - O.K.)
 7.30 PM → 10.15 PM (daily)

| | | |
|------|-----------------|------|
| TWA | 483 | 1100 |
| | 1200 | |
| Brit | 272 | 8866 |
| | 553 | 7780 |

| | | |
|--------------------------------|-----------------------------|----------|
| London - L.A. | 1.15 PM - 4.20 PM | (76) |
| Vienna → London | BEA 1.30 PM → 3.40 PM | (daily) |
| Zurich → London | BEA 7.10 AM → 8.50 AM | |
| TWA Vienna → Zurich | Austrian 8.10 AM → 10.15 AM | (London) |
| (Zurich → London) | Vienna | |

PAN-AM 629-3292 U.A. PAN-M
 S.F. - Seattle - London 
 (290) 10:30AM - 12:42AM } daily
 (124) 2:00PM - 7:10AM }
 London-Buda (102) M.W.Fr.) till Sept 16
 10:25AM → 2:05PM
 Vienna → L.A. Aust. (451) 8:00AM → London (10:15AM)
 TWA (761) 1:15PM → L.A. 4:20PM.
~~London-Buda~~
 T.W.A.  833210 6980 E. Colorado
 Boston 713 - LA - Budapest. Oak Knoll + El Molino
 713 LA - Belfast Excursion.
 Shannon





White cliffs near Bournemouth, England



Pevensy Castle



Cranagh Dhu, Magherafelt



Silverbay, Portstewart



Silverbay, Portstewart



Colin Brennen's place



Michael Brennen's place



Michael Brennen's place

In the immensity of space and the infinity of time ~~to which each everywhere can~~ coincidences occur which we inhabit coincidences occur which shape ~~of~~ our lives and form permanent bonds. I was blessed with the

~~and~~ and inevitably ~~and~~ and establish

special relationships. ~~was~~ On the ~~22nd~~ twenty second day of September

~~was~~ ~~the~~ For me Thus it was for me

for during a beat for instant occurred for me during a beautiful September day in 1975 in the gentle English countryside. because a fleeting visit originating in California on the other side of the world

the very day of On a fleeting

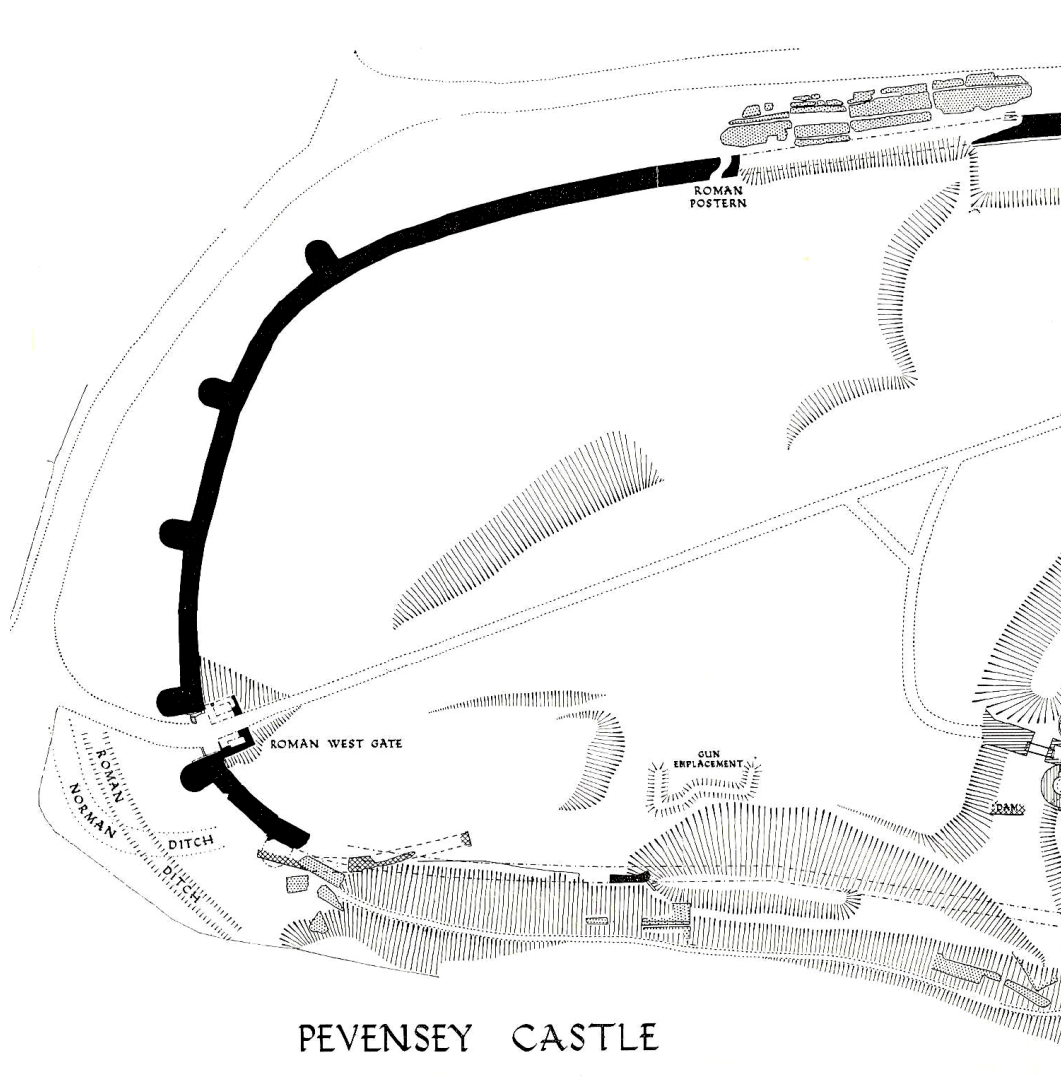
visit from California on the other side of the
world, two ~~the~~ people very special
to me had a child and named ~~her~~ {him}

— — — Thus to you,
and and I belongs one such
special instant in time and space. ~~which~~
~~the~~ It is in the hope that you will
live a ~~life~~ ^{personal} life of great glory great glory
and love and happiness that I set
down this ^{small} record of that event.

~~The American Indians believed that such~~
~~events~~

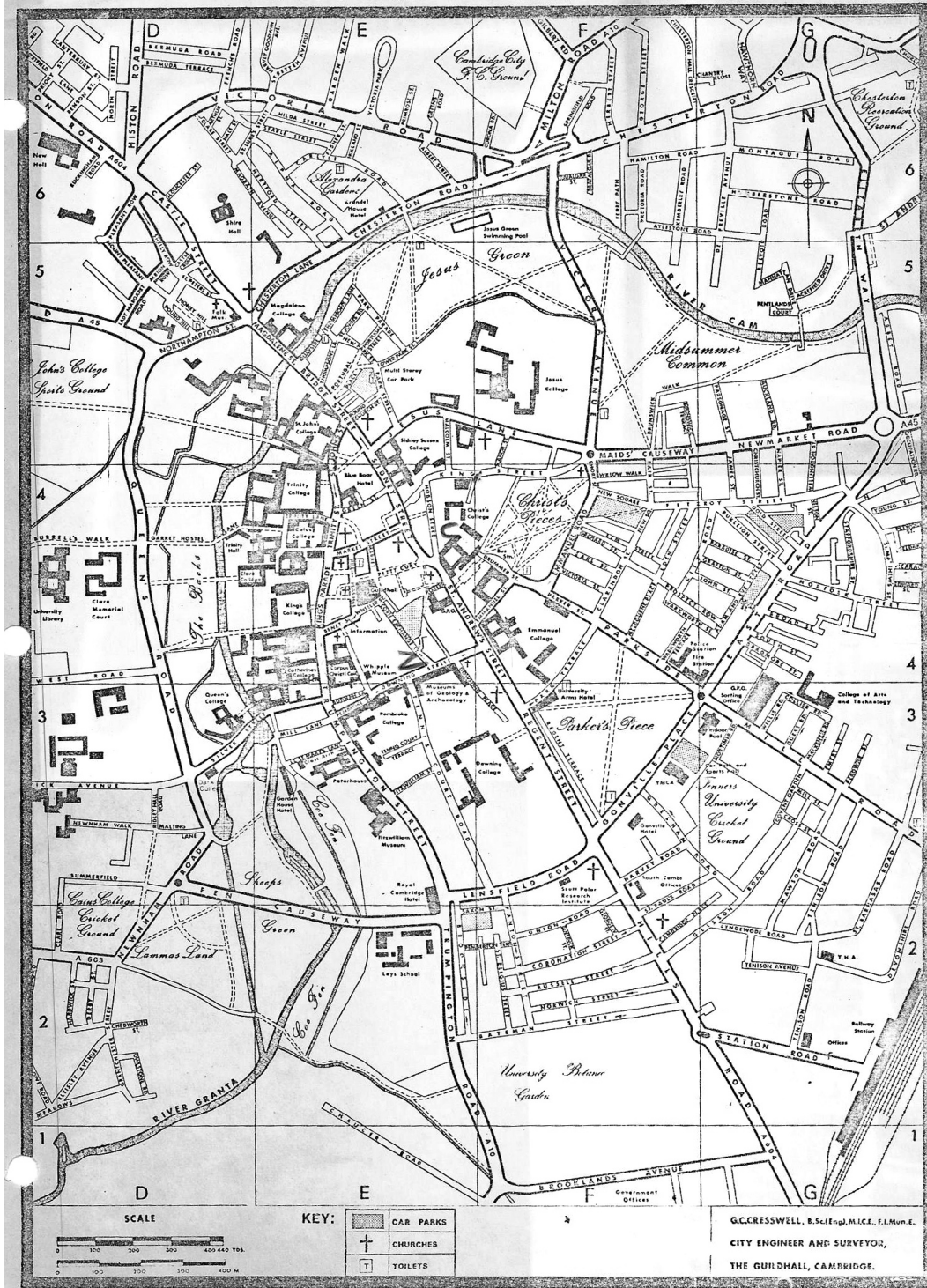
The North American Indians set great
store by such chance events; inevitably
those so blessed were committed to a
lifetime pact. ~~of mutual aid.~~ ^{Thus it is,} As a modern
American, it is with that I shall always
extend to you my hand whenever you
should need it ~~the~~

Chris

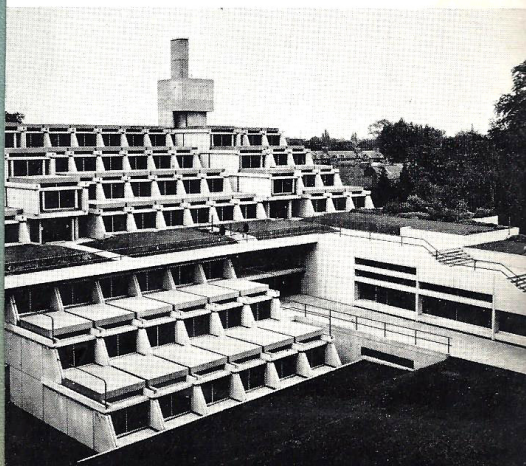
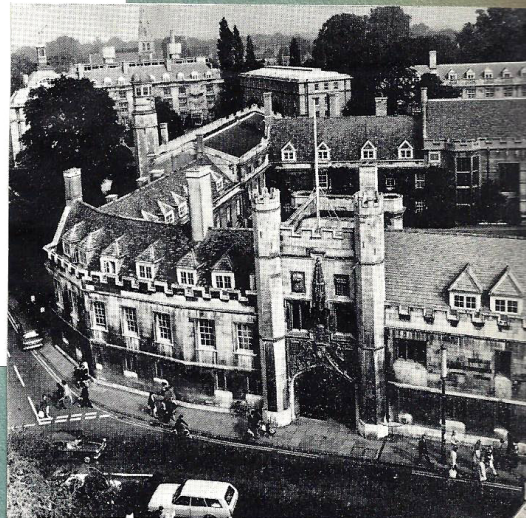
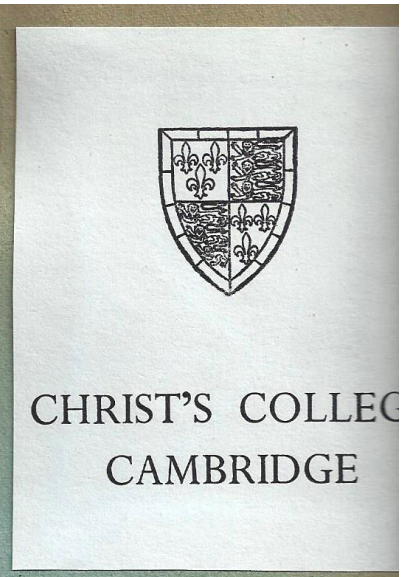
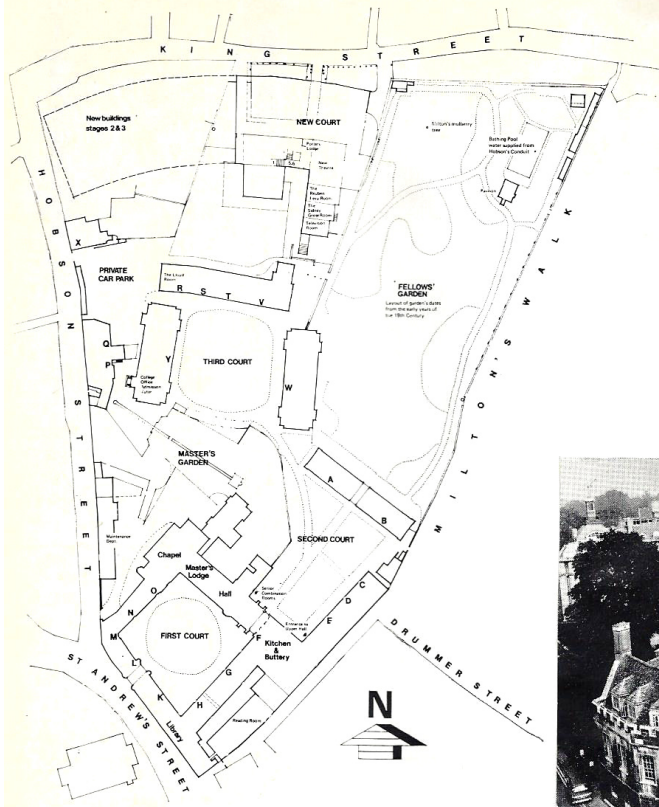


PEVENSEY CASTLE

CITY OF CAMBRIDGE



Hobson Street, which runs along the western boundary of the College, is a one-way street (south to north). The entrance to the College car park (for those who have been allotted College parking-badges) is through the double gates immediately before reaching the building marked X on the map. On leaving the car park, turn right only.







Editors:

L. KISBOCSKÓI and Á. SZABÓ

ORGANIZING COMMITTEE
OF THE FIFTH CONFERENCE
ON FLUID MACHINERY

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President of the Scientific Society
of Mechanical Engineers

Vice-Chairmen:

L. PROCKL

Deputy Secretary-General of the Scientific
Society of Mechanical Engineers

L. KISBOCSKÓI

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Printed in Hungary

I was invited to attend and present the opening lecture at the 1975 Conference on Fluid Machinery in Budapest, Hungary, in September 1975. This Conference was one of substantial international standing and it would be a feather in my academic hat to accept the invitation. Of course, I first needed to obtain permission from NASA. At the time NASA'S policy on fundamental research publication was much more lenient than it is today and they eventually (and somewhat surprisingly) granted me permission to accept provided I underwent a security briefing both before and after my travel. The local Pasadena branch office charged with such briefings was the purview of the Office of Naval Research (ONR) and so I made the appropriate appointment for the pre-travel briefing. That office also had oversight of another of my research projects that involved cavitation on marine propellers, so they were familiar with me and my research efforts.

GENERAL PROGRAMME

Dear Participant,

you are welcome in Hungary. We take the opportunity to inform you on the cultural events.

15th September 1975, Monday

| | |
|-------|---|
| 14,00 | "Social" afternoon for the accompanying persons. Meeting in the buffet of the Congress Hall /Országház utca 28.I./ /Invitation/ |
| 20,00 | Reception in the Hotel Gellért. / Invitation/ |

16th September 1975, Tuesday

| | |
|-------|---|
| 9,30 | Budapest sight-seeing tour for the accompanying persons. Tickets can be bought in the Conference Bureau till evening 15th September. |
| 14,00 | Excursion to Vác-rátót. Tickets can be bought in the Conference Bureau till evening 15th September. |
| 19,00 | Performance in the Hungarian State Opera is called off because the Opera will be opened only later. |

17th September 1975, Wednesday

| | |
|------|--|
| 7,30 | Whole-day excursions to Eger - Balatonfüred-Esztergom. You are kindly requested to buy your tickets till 12,00 16th September latest. |
|------|--|

Start at 8.00

18th September 1975, Thursday

| | |
|-------|---|
| 10,00 | Excursion in the Buda hills. Tickets for this excursion can be bought till evening 16th September. |
|-------|---|

19th September 1975, Friday

| | |
|-------|--|
| 10,30 | Visit to the Museum. Tickets can be bought till 12,00 18th September. |
| 20,00 | Banquet in the Grand Hotel Margitsziget. You are requested to buy ticket until evening 18th September |

./...

- 2 -

Meeting for the programmes will always be in the Buffet of the Congress Hall / Országház utca 28./, excepted the Reception of 15th September where our guests are requested to go directly, and the Banquet of 19th September where you will be taken by special buses.

On 19th September the special buses start as follows: / meeting always in the Hall of the Hotel mentioned/

| | |
|-------|---|
| 19,20 | a special bus starts from Hotel GELLÉRT |
| 19,20 | a special bus starts from Hotel SZABADSÁG, which takes at |
| 19,30 | our guests living in Hotel ROYAL in front of the Hotel, |
| 19,20 | starts a special bus from Hotel EUROPA, too. |

Our dear guests, staying in other hotels or private accomodation, are requested to go to the hotel nearest to their abode.

We wish you good work and a good time in Hungary.

ORGANIZING COMMITTEE

Information of the access of the place of Conference
from your Hotel

Re: 5th Conference on Fluid Machinery - Budapest
 September 15-20, 1975

For bus-travel you need a blue ticket /1,50 Ft/, for tram-travel a yellow one /1,00 Ft/ bought in advance. For Metro /underground/-travel you have to drop a 1 Ft coin into the slot-machine in front of the travelling stairs leading to the rails.

Hotel GELLERT:

Take bus No. 86 /in direction: ÓBUDA-MIKLÓS UTCA/, change at LÁNCID for bus No. 16 /in direction MOSZKVA TÉR/.
 Alight at stop BÉCSI-KAPU TÉR.

or:

Take tram No. 9 or 19, /in direction BATHYÁNYI TÉR/ and change at LÁNCID for bus No. 16 /in direction MOSZKVA TÉR/.
 Alight at stop BÉCSI-KAPU TÉR.

Hotel BÉKF:

Take tram No. 6 /in direction MOSZKVA TÉR/ change at MOSZKVA TÉR for bus No. 16. Alight at stop BÉCSI-KAPU TÉR.

Hotel ROYAL:

Take tram No. 6 /in direction MOSZKVA TÉR/, change at MOSZKVA TÉR for bus No. 16. Alight at stop BÉCSI-KAPU TÉR.

Grand Hotel MARGITSZIGET:

Take bus No. 26 till MARGIT-bridge. Change for tram No. 6 /in direction MOSZKVA TÉR/ and change again there for bus No. 16. Alight at stop BÉCSI-KAPU TÉR.

Hotel SZABADSÁG:

Take METRO /underground/ /in direction DÉLI P.U./ change at MOSZKVA TÉR for bus No. 16. Alight at stop BÉCSI-KAPU TÉR.

Hotel EUROPA:

Take bus No. 22 /in direction MOSZKVA TÉR/, change there for bus No. 16. Alight at stop BÉCSI-KAPU TÉR.

++++++

75/4939 MTESZ HNy.-Bp.



Budapest with the Royal Palace with green roofs at bottom center.



Buda Castle, site of the Congress Hall, Hungarian Academy of Sciences.

So it was that in September, 1975, at the very height of the cold war and amid all the international tensions associated with missiles and rockets, I set out for Budapest, Hungary, behind the Iron Curtain in order to attend and present the invited opening lecture at the 1975 Conference on Fluid Machinery. The conference was to be held at the Congress Hall of the Hungarian Academy of Sciences, up on the heights occupied by Buda Castle. That historical complex dating back to 1265 and known as the Royal Castle, was the site of the palace of the former Kings of Hungary. The Congress Hall was part of this complex and featured a grandiose auditorium decorated with Gothic curleques and ornate chandeliers from another age. It seemed an odd venue for such a modern forum.

Fifth Conference on Fluid Machinery, Budapest, Hungary, Sept. 1975.

Brennen, C. and Acosta, A.J. (1975). The dynamic performance of cavitating turbopumps. Proc. Fifth Conference on Fluid Machinery, Akademiai Kiado, Budapest, 121-136.

Tourist Slides

① Castle Hill, VARHEGY. Royal Palace ~~parts~~ most of which has been rebuilt following ~~the~~ WW. II

② Part of the medieval castle (reconstructed) revealed ~~as~~ under Royal Palace during its reconstruction.

Nes-

③ Gothic Houses of Parliament from Castle Hill.

④ Danube and Elizabeth Bridge - first Danube bridge (reconstructed) built and designed by ~~Clark Adams?~~ Engelmann Adam Clark 150 yrs ago

⑤ Fisherman's Bastion ^(Romanesque) on Castle Hill. Built in last century this memorializes a defense of Budapest against the Turks. Each group of tradesmen was given a portion of the

⑥ defense on the hill and this memorializes the Fisherman's Bastion

⑦ 13th Cent. St. Matthias Church

⑧ Fine Arts Museum near entrance to City Park in Pest (VAROSLIGET)

⑨ Attila and his lieutenants. (Millenium monument)

⑩ Recent group of buildings illustrating arch. styles
Vajdahunyad Castle







Other organized events that I enjoyed were a day-long outing on the Wednesday to the historic towns of Eger, Balatonfüred, and Esztergom, along the Danube river and the closing event of the conference, the formal conference banquet in the Grand Hotel, Margitsziget. But apart from the technical sessions and these organized events, I had quite a bit of time to roam on my own without any official restrictions. The quality of most of the presentations was not high (as I intimated, many were barely understandable) and so I also skipped some of the technical sessions to explore the city on my own. During one of my first walks I became aware that someone appeared to be following me; that was true of all my solitary excursions.

The first step in these explorations was to master sufficient Hungarian language and script to negotiate the extensive bus, tram and subway system in the city. Indeed that was necessary to get from the Hotel Gellert to the Congress Hall, a journey that involved a tram route beside the Danube and a funicular ride up to the top of Castle Hill. Hungarian is quite different from the western European languages so this step was not trivial. One of my longer individual excursions took me across the Danube to the main railway station and from there by subway to the city park known as Varosliget. There I visited the Castle of Vajdahunyad, the biggest museum of agriculture in Europe. This was notable not so much for its content as for its conglomeration of different architectural styles with details of well-known buildings of historical Hungary.



Vajdahunyad castle in the Varosliget or City Park, Budapest.

But with my life-long fascination with railways, a much more exciting excursion was to the Buda Hills to the west of the city. I caught the 78 and 61 trams to the Varosmajor station at the foot of the Buda Hills and then took the Cogwheel Railway (or Fogaskereku) from this terminus to the top at a station called Szechenyi-hegy. This was also the starting point for the Children's Railway, a narrow gauge train that winds its way through the forests of the Buda Hills for 11 kilometers. It was designed and built to allow children to participate in its operation. I greatly enjoyed riding this narrow gauge train through the forests to its other terminus at Huvosvolgy, and wondered if my shadows were far behind. From Huvosvolgy I caught another 61 tram back into the city and my hotel.



Map of the Buda Hills outing.



The Cogwheel Railway or Fogaskerekű, Buda Hills.



The Children's Railway, Buda Hills.

Hotel
G E L L E R T
Budapest

Name
Név
Name
Név
Nom

Szobaszám
Zimmer Nr.
Room Nr.
No de chambre.

Érvényes:
4075 SEP 1961

Gültig vom:
Valid:
Validité:

bis
to
au

du

19

HOTEL GELLERT

BUDAPEST
TELEFON: 460-700
ÉRTÉKMI SZÁMLA

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|----------------------|--------|-----------|
| 15 | 62 | |
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| 29 | 62 | |
| 30 | 62 | |
| 31 | 62 | |
| ÖSSZESEN: | 1826 | |
| FELSZOLGÁLÓ | VENDEG | NO. SZOBA |

KNER 2511

Kinnd \$2. - - 40. -

04978

N/D

Verband der Technischen und Wissenschaftlichen
Vereine
Budapest, VI., Anker köz 1-3
Telefon: 229-870. Konto Nr.: MNB 232-90171-2494

18. September 18.-

BESTAETIGUNG

laut welcher wir von Herr Brennen
Frau
Frñ.

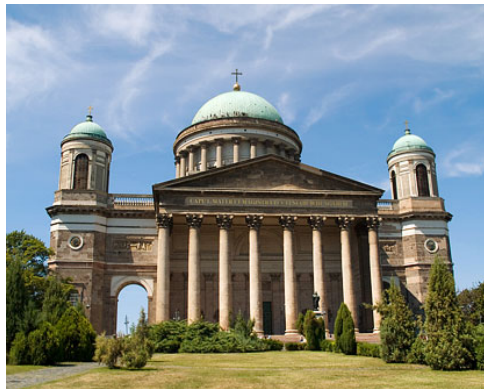
den Betrag von \$ 18.- für die Teilnahme,
den Scheck
die Schecks
Publikations-, Empfangskosten, Studienreise, kulturelles Programm, Saalkosten
etwaige andere Kosten der Veranstaltung

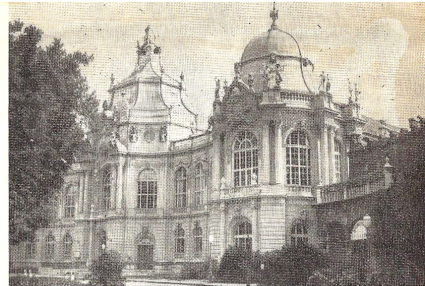
organisiert durch Kulturr. Programm
unseres Verbandes, erhalten haben.

Nr. _____
Budapest, den 15. IX. 1975
VI., Anker köz 1-3

Unterschrift

Christopher E. Brennen

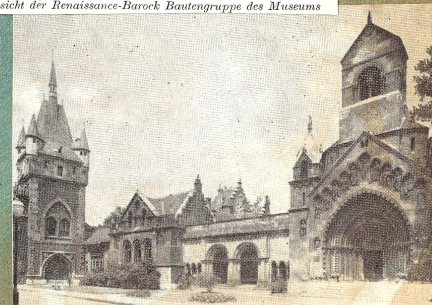




3. A múzeum renaissance-barokk épületesoportjának keleti látképe
 3. Вид с востока на блок зданий музея, построенного в стиле ренессанса-барока
 3. Eastern view of the Renaissance-Baroque group of buildings of the Museum
 3. Östliche Aussicht der Renaissance-Barock Bautengruppe des Museums

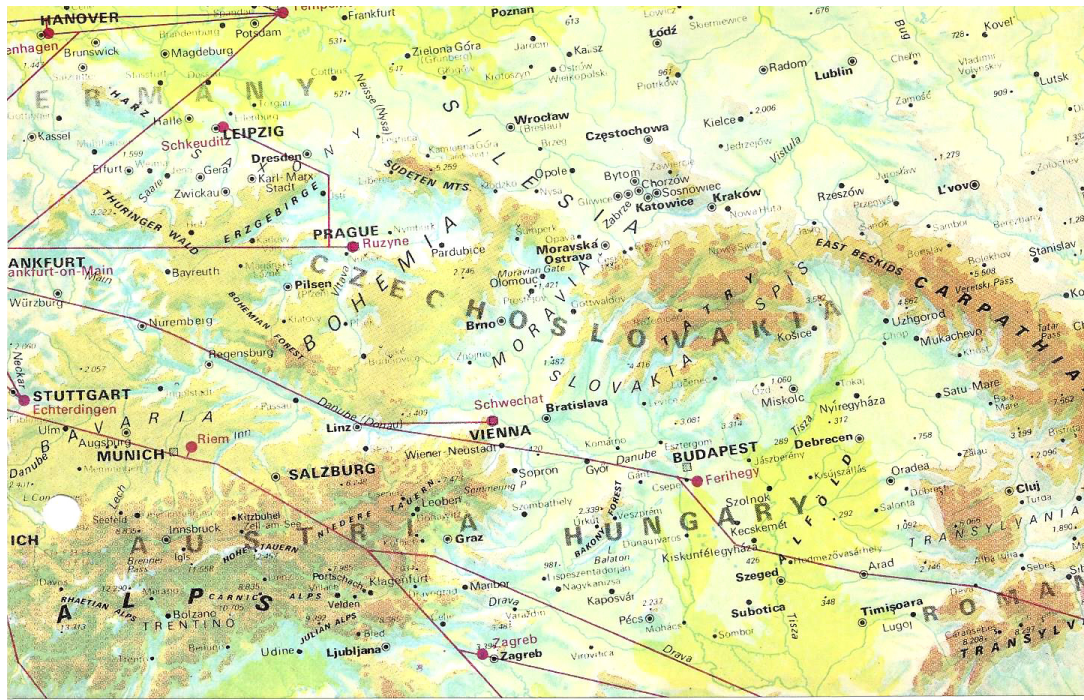


1. A múzeum északi látképe
 1. Вид на северную часть Музея
 1. Northern view of the Museum
 1. Nördliche Ansicht des Museums

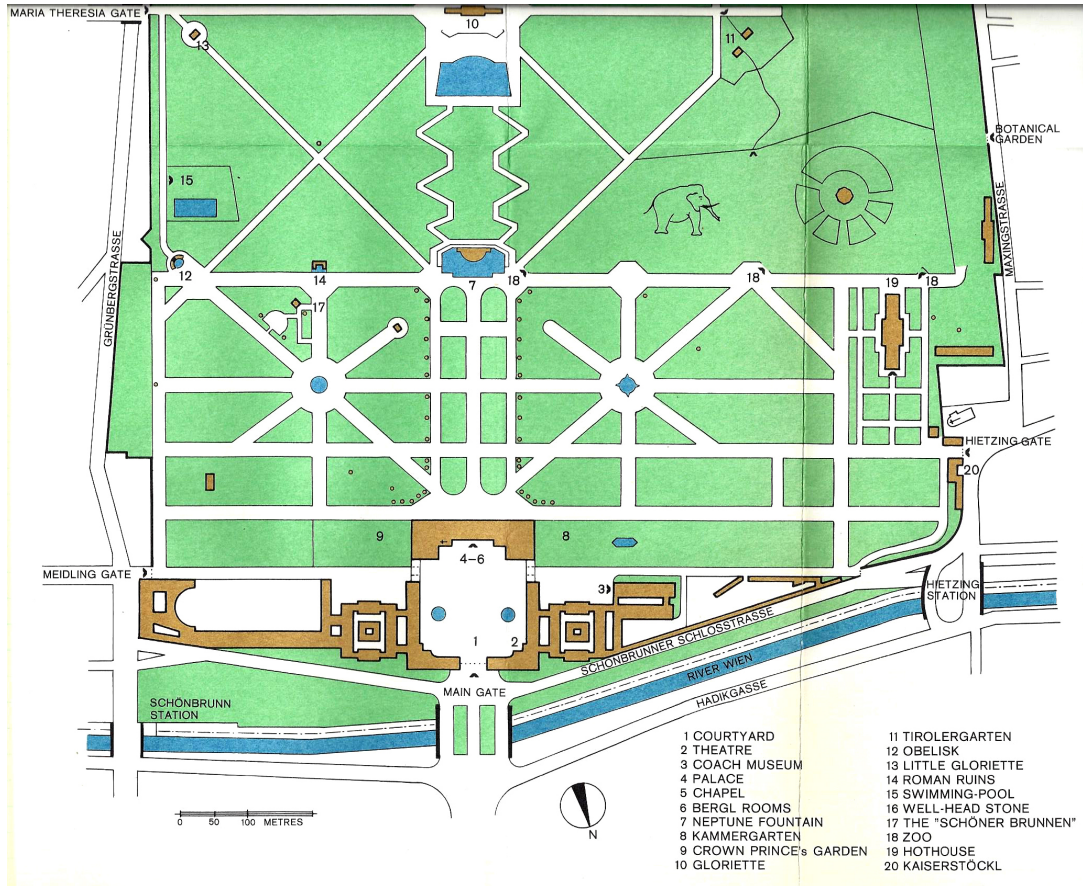


4. A múzeum román épületesoportja
 4. Блок зданий музея в стиле романском
 4. Group of buildings in Roman style of the Museum
 4. Romanische Bautengruppe des Museums









| | | | | | |
|-------|--------|------------------------------------|-------|------|----------------------------------|
| 1 | E 4 | Kirche Am Hof (N, A) | 61 | E 4 | Niederösterreichisches Landes- |
| 2 | F 5 | Annkirche (V) | | | museum (V, N) |
| 3 | E 5 | Augustinerkirche (V) | 61 a | E 5 | Palais Pallffy (M, N) |
| 4 | E 5 | Burgkapelle (M) | 62 | E 5 | Palais Pallavicini (M, N) |
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| 35 | E 4 | Burgtheater (M, N) | 129 | I 6 | Rochuskirche (V) |
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| 43 | E 4 | Palais Esterházy (M) | | | mannsthal (V, N) |
| 44 | F 5 | Finanzministerium (V) | 139 | F 7 | Karlskirche (V, N) |
| 45 | F 5 | Palais Fürstenberg (V) | 140 | F 8 | Paulanerkirche (V, N) |
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| 47 | G 4 | Heiligenkreuzer Hof (V, N) | 142 | F 7 | Technische Hochschule (V, N) |
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| a | E 5 | Amalienburg (ganztäglich) | 144 | F 8 | Glücks Wohnhaus (V) |
| b | E 6 | Burggarten (V, M) | 145 | E 8 | Schuberts Sterbehaus (V) |
| c | E 5 | Burgkapelle (M) | 147 | D 7 | Mariahilfer Kirche (N) |
| d | E 5 | Burgtor und Heldenplatz (V, N) | 147 a | B 9 | Evangelische Kirche AB, Gustav- |
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| | | (M) | 149 a | D 7 | Geburtsort Ferdinand Raimunds |
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| i | E 5 | Reichskanzlei (V, N) | 150 | B 5 | Ätlerchenfelder Pfarrkirche (V) |
| k | E 5 | Schweizerhof (V, N) | 151 | D 7 | Stiftskirche (M) |
| l | E 5 | Stallburg (M) | 152 | D 6 | Messepalast (V) |
| m | E 4 | Volksgarten (N) | 153 | D 6 | Palais Trautson (V) |
| n | E 5 | Winterreitschule (Spanische Reit- | 154 | C 6 | Barockhaus (M) |
| | | schule) (V, M) | 154 a | D 6 | Giebelhaus „Zum heiligen Josef“ |
| 49 | F 5 | Hofkammerarchiv (V) | | | (V, N) |
| 50 | E 5 | Innenministerium (V) | 155 | D 5 | Lanners Geburtsort (V, N) |
| 51 | E 4 | Palais Kinsky (V) | 156 | C 4 | Dreifaltigkeitskirche (V, N) |
| 52 | F 6 | Kremsmünsterhof (N) | 157 | C 5 | Piaristenkirche (V) |
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| 54 | E 4 | Landhaus (V) | 160 | D 5 | Beethoven-Haus (V) |
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| 60 | F 5 | Palais Neupauer-Breuner (V) | 167 | D 3 | Beethovens Sterbehaus (V) |
| | | | 168 | C 1 | Schuberts Geburtsort (N) |

Österreichisches Verkehrsbüro
 Gesellschaft m. b. H.
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 1180 WIEN, JÖRGERSTR. 6-8
 TEL. 42 81 98

Österr. Verkehrsbüro
 Auskunftsstelle
 Wien-Westbahnhof

Datum 20. Sep. 1975

N^o 11080 F

7/1 Zimmer Fr.

Unterkunft: 72

Thüringerhof

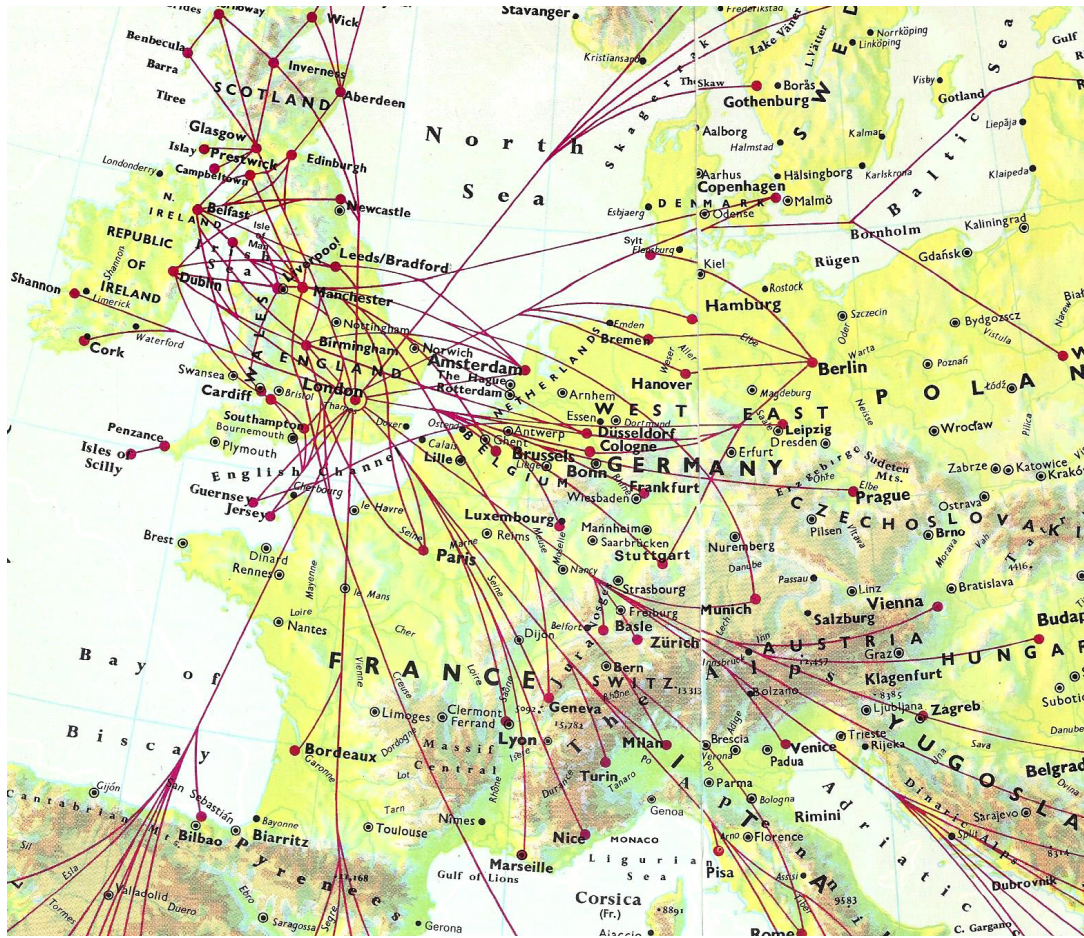
Anzahlung S 745.-

Manip. Spes. S 10.-

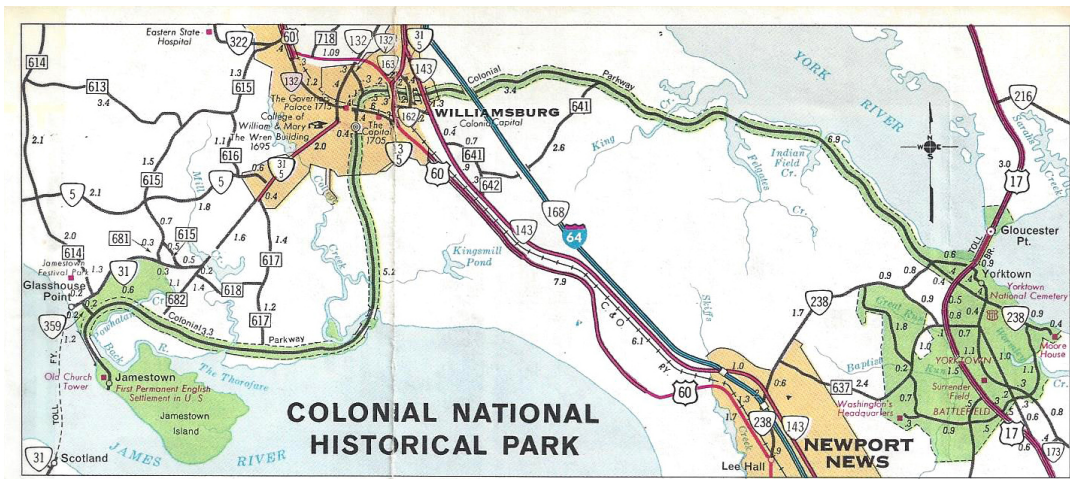
Summe S 755.-

Bei Reklamationen
 vorzuweisen.

Dieser Abschnitt
 verbleibt dem Gast.







Welcome to Colonial Williamsburg

PLEASE PAUSE AND READ THIS NOW

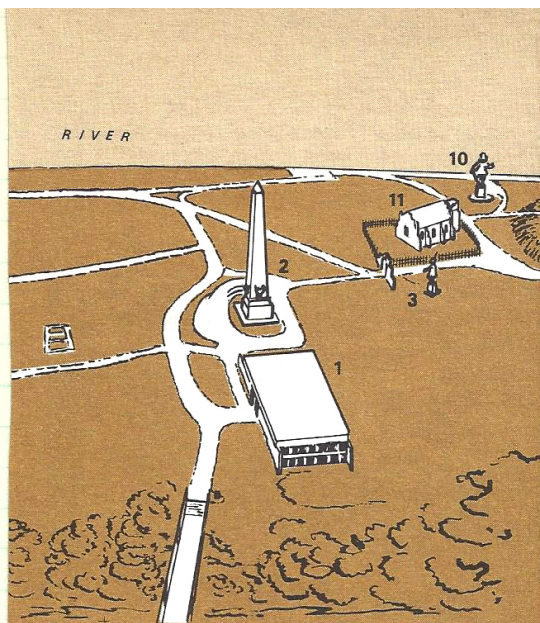
How long will your visit be?

- There are tickets for 1, 3, and 7 days.

How complete will your visit be?

- There are 23 places of exhibition.

NOTE: Please do not leave pets in the car.
Kennel information at main desk.



at night, in an effort to conceal the colonists' desperate plight from the Indians.

Immediately behind the cross are the foundations of the third and fourth statehouses (7). The representative system of government which developed in Virginia grew and became stronger in these buildings, but the foundations also speak of violence and destruction. The third statehouse was destroyed, with the rest of Jamestown, by Nathaniel Bacon in 1676 during his short-lived and unsuccessful rebellion against the way the Colony was being administered.

The foundations of the fourth statehouse tell of the end of Jamestown as a living community. Its destruction by fire in 1698 sent the government to Williamsburg, and Jamestown's main reason for existence went with it.

At one time this old cypress (8) marked the river's edge, but time and the river have swept away some 10 hectares (25 acres) of the island. It was on this land, since claimed by the James, that the colonists built their fort (9) as protection against the Spaniards and Indians. The easily defensible peninsula was most attractive in spring, and ships could tie up close to the shore. Only the Indians could have told the colonists what a bitter season lay ahead.

As you walk along the seawall (built to prevent further erosion) the river dominates the scene as it did 350 years ago. The river was an important highway and a source of food for the colonists. Sturgeons, some 1.8 meters (6 feet) long, and schools of fish were abundant in season. There were shellfish and flights of duck. And with no roads through the forests, men and goods traveled by water. The new colony spread and grew along its rivers.

Standing before the statue of John Smith (10) one gets the impression that he was an awesome figure. He was often a man of all-too-human fail-

Jamestown

NATIONAL HISTORIC SITE • VIRGINIA

☆ GPO: 1975-585-458/43 REPRINT 1975

ADMINISTRATION

In 1893 the Association for the Preservation of Virginia Antiquities acquired 9.3 hectares (23 acres) on Jamestown Island. The remainder of the 600-hectare (1500-acre) island became a part of Colonial National Historical Park in 1934. Jamestown has been jointly administered by the National Park Service, U.S. Department of the Interior, and the APVA since 1940. Inquiries should be directed to the superintendent, Colonial National Historical Park, Yorktown, VA 23690.

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

National Park Service
U.S. DEPARTMENT OF THE INTERIOR



pace with the rest of the Colony and in 1699 the Virginia House of Burgesses initiated action that led to the removal of the seat of government to Williamsburg in 1700.

Jamestown declined sharply and was eventually abandoned. By the time of the American Revolution the area had become farmland; subsequently it was reclaimed by the wilderness.

ABOUT YOUR VISIT

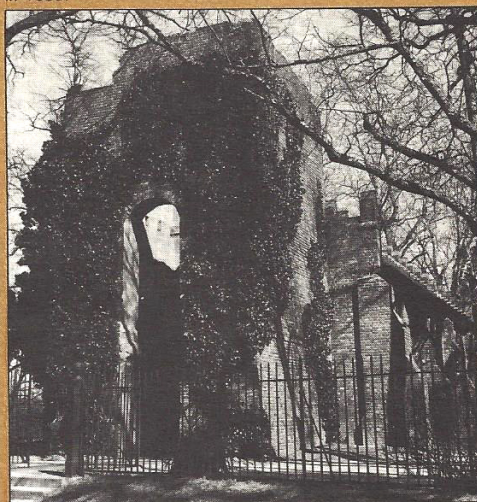
The Jamestown visitor center, containing a theater program, museum exhibits, and a gift shop, is at the edge of the original Jamestown site. Park Service personnel are available to help you. The gift shop is operated by the Association for the Preservation of Virginia Antiquities.

You may tour Jamestown Island on the 5- or 8-kilometer (3- or 5-mile) loop drives. The wilderness here is much like that seen by the first colonists. Oil paintings and markers help to tell the story of the island, and trails lead to and from the tour road to the Travis Graveyard and Black Point.

As you leave the island, visit the *Glasshouse* where craftsmen demonstrate the art of 17th-century glassblowing, one of Virginia's first industries, established in 1608. On the left just beyond the entrance station is Jamestown Festival Park where speculative reconstructions of the first fort and the ships *Susan Constant*, *Godspeed*, and *Discovery* may be seen. Three kilometers (2 miles) beyond via Va. 614 and 5 is *Greenspring*, site of Governor Berkeley's plantation.

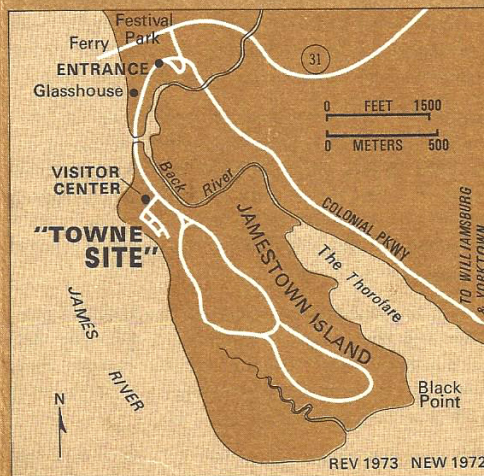
The site of the colonists' landing at *Cape Henry* is at Fort Story, within the city of Virginia Beach. This spot is a part of Colonial National Historical Park. Marked by a memorial cross, it provides the opening scene of the Colonial story. Nearby is Cape Henry Lighthouse, the first lighthouse

The only standing ruin of 17th-century Jamestown is the Old Church Tower, believed to be part of the first brick church, begun in 1639.



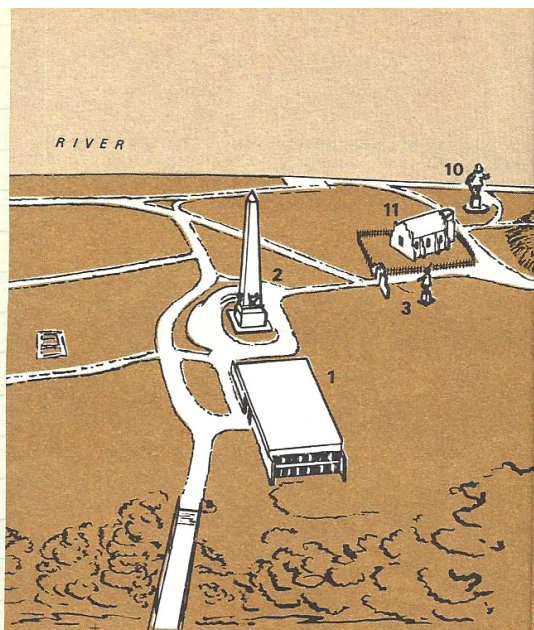
authorized and built by the Federal Government, and now owned by the Association for the Preservation of Virginia Antiquities.

There are no eating or sleeping accommodations at Jamestown. A cafeteria is located at nearby Jamestown Festival Park, administered by the Jamestown Foundation for the Commonwealth of Virginia. Food and lodging are available at Williamsburg and Yorktown. Privately owned campgrounds are nearby, and picnic areas, open in season, are located along the Colonial Parkway. There are no service stations on the parkway.



WE'RE JOINING THE METRIC WORLD

The National Park Service is introducing metric measurements in its publications to help Americans become acquainted with the metric system and to make interpretation more meaningful for park visitors from other nations.



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National Park Service
U.S. DEPARTMENT OF THE INTERIOR



Colonial National Historical Park JAMESTOWN



Volume 1 No. 5

September 2, 1975-

Seasonal Schedule

| | |
|---|---|
| JAMESTOWN ENTRANCE STATION | Daily 8:30-4:30 |
| JAMESTOWN VISITOR CENTER | Daily 9-5 |
| Visitor Information Exhibits, Gift Shop | & Maps of the Area & Post Office |
| DALE HOUSE | Gift Shop - Daily 9-4:30 |
| Conducted Tours of the Town Site | Music of Jamestown Demonstrations Sun-Thur |
| Pottery Demonstrations | Daily 9-4:30 (Handmade Articles May Be Purchased) |
| NEW TOWN | Daily 8:30-6 |
| Self-Guided Walking Tour | 8:30-6 |
| ISLAND LOOP DRIVE | 3-5 Mile Open Daily 8:30-6 |
| Nature Drive with Roadside Exhibits | |
| GLASSHOUSE OF 1608 | Daily 8:30-5 |
| Glassblowing Demonstrations | Daily 8:30-5 (Handcrafted Articles May Be Purchased) |

POTTERY MAKING RETURNS TO OLDE JAMESTOWNE



The potter's craft is a highly specialized one, rooted in long tradition. Archeological excavation at Jamestown reveals that pottery was made on the historic island before 1650, possibly as early as 1625. Many of the pieces unearthed here, though made for everyday use, are well fashioned and pleasing to behold. The profession practiced then was not only an art, but a necessity. Today, at the Sir Thomas Dale House on Jamestown Island, you can see professional potters making pottery from designs inspired by artifacts uncovered at Jamestown. They welcome your questions and you can buy their stoneware at modest prices. All wares are lead-free and can be safely used with foods. (Demonstrations are provided by the Association for the Preservation of Virginia Antiquities.)

ARCHEOLOGY

Archeological excavations at Jamestown have brought to light half-a-million Colonial period artifacts which were used by the early settlers. A study of these ancient objects, which were buried for over 300 years, reveal in many ways how the English colonists lived on the small wilderness island during the 17th century. They provide invaluable information concerning the everyday life & manners of the first settlers. Thus, the real drama of daily life at Jamestown has been unlocked by the archeologist in the unwritten history beneath the humus and the vegetation.

PAST TIME PASTIMES

Although early years at Jamestown were years of hard work and suffering, the first colonists still found some time for pleasure. As Englishmen, they enjoyed English entertainment. At first they were limited to simple pastimes, for supply ships only had room for the essentials. Since music required only a human voice, it quickly became a favorite at Jamestown. Voices were later joined by instruments, and the colonists would sing, play, and dance alone or in groups. Ballads, formal music, children's songs, drinking songs, & dance tunes were all played with great joy. This fall, visitors to Jamestown Island can hear music that the colonists might have heard when Jamestown was the capital and social center of Virginia. Demonstrations using Jews Harp, recorder, voice, and lute are regularly scheduled at the Old Townsite.

ACTIVITIES

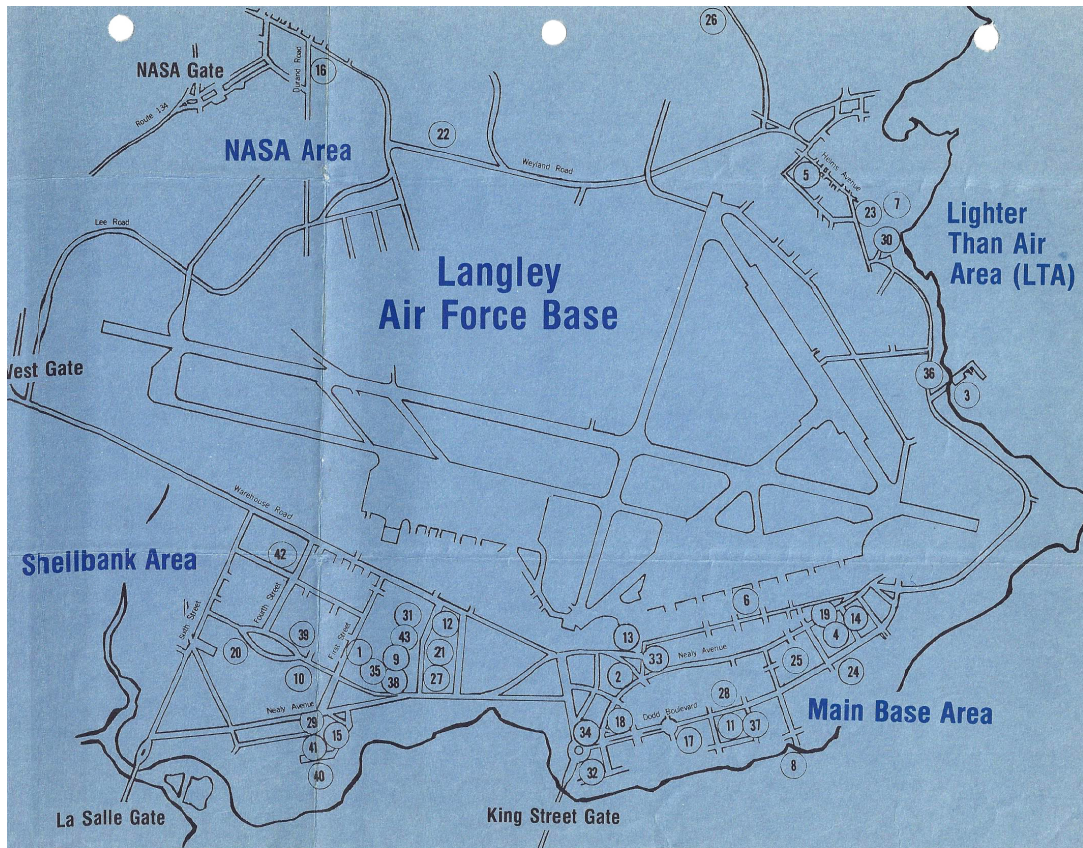
1. Arts and Crafts Shop (M-8)
2. Bank (N-13)
3. Base Boat House (H-20)
4. Base Exchange (M-18)
5. Base Headquarters (D-17)
6. Base Operations (L-16)
7. Bayview Towers (E-19)
8. Boat House (Yacht Club) (P-17)
9. Bowling Alley (N-9)
10. Chapel (N-7)
11. Chapel Center (O-16)
12. Commissary (M-10)
13. Comptroller (M-13)
14. Consolidated Dining Hall #1 (O-8)
15. Consolidated Dining Hall #2 (M-18)
16. Credit Union (B-7)
17. Dental Clinic (O-15)
18. Dodd Hall (O-13)
19. Education Center (M-17)
20. Family Services (M-5)
Housing Referral Office (M-5)
21. Gas Station (M-10)
22. Golf Club (C-9)
23. Guest Houses (E-18)
24. Gymnasium (N-18)
25. Headquarters, TAC (M-17)
26. Horse Stables (A-15)
27. Hospital (N-10)
28. Main Chapel (N-15)
29. NCO Academy (O-7)
30. NCO Club (E-19)
31. Nursery (M-9)
32. Officers' Club (P-13)
33. Post Office (M-14)
34. Red Cross (O-13)
35. Service Club and Library (N-8)
36. Swimming Pool (H-19)
37. TAC Auditorium (O-16)
38. Theater (N-9)
39. Thrift Shop (M-7)
40. Transient Airmen Quarters (P-7)
41. Transient Officers' Quarters (O-7)
42. Wood/Auto Hobby Shop (L-6)
43. Youth Center (M-9)

LANGLEY AIR FORCE BASE

What began as an experimental airstrip with 67 men has become the home of Tactical Air Command and over 10,000 military and civilian personnel.

Langley's history is intermingled with the lives and struggles of many men out to demonstrate the power of aviation: Like Samuel Pierpont Langley, the base's namesake, who strived to build the first powered, manned aircraft. And General Billy Mitchell who flew from Langley to prove that ships were vulnerable to aircrafts' bombs. And America's first seven astronauts who were selected here and trained at the nearby NASA facilities.

Together, Langley and NASA have contributed much to aviation knowledge and development.





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Last updated 7/30/99.
Christopher E. Brennen