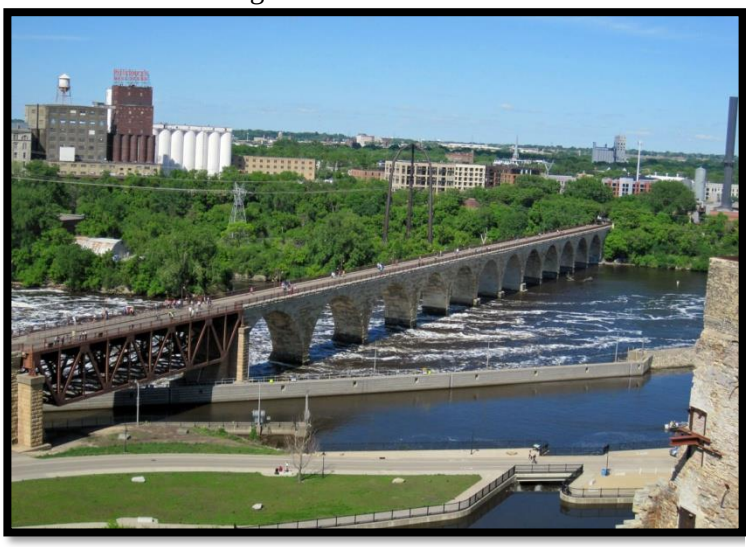
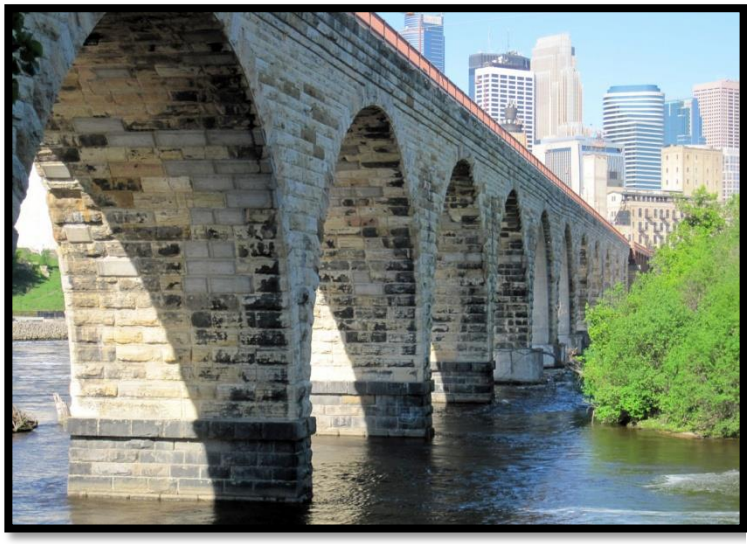
Society for Industrial Archeology Conference 2013
Mighty Mississippi Riverboat Tour of Twin Cities Bridges
Sponsored by Mead & Hunt Engineers & the Historic Bridge Foundation

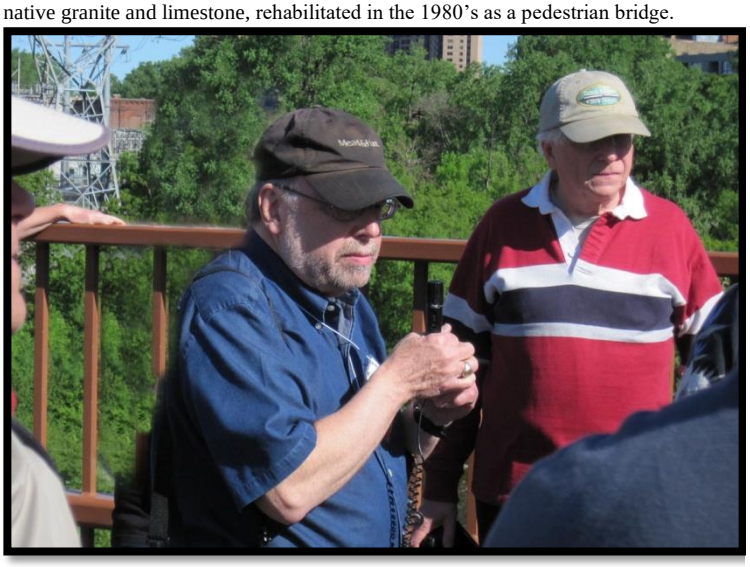
Stone Arch Bridge, St. Anthony Falls, Third Ave Bridge, and Minneapolis skyline.



Built in 1883 by James J. Hill, the Stone Arch Bridge is a railroad bridge made of native granite and limestone, rehabilitated in the 1980's as a pedestrian bridge.

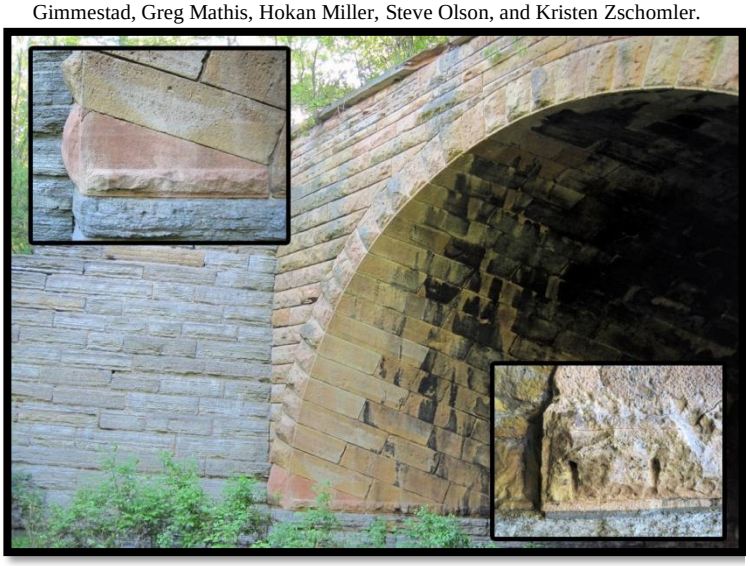


Stone Arch Bridge



Bob Frame (center) was the organizer and tour guide for the Riverboat Cruise. Assisting Frame as tour guides were John Anfinson, Denis Gardner, Dennis Gimmestad, Greg Mathis, Hokan Miller, Steve Olson, and Kristen Zschomler.

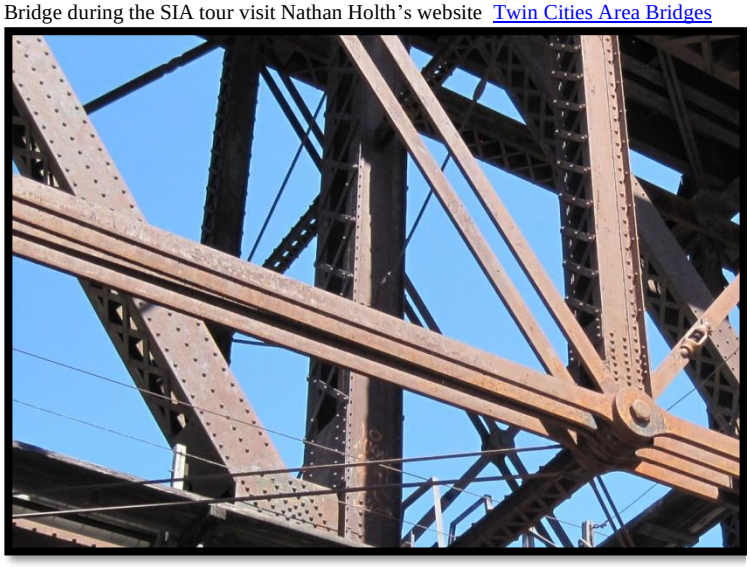
Nan Jackson (center, with notepad), mathematics professor at Lansing Community College, Michigan, listens attentively to the description of the 7th Street Improvement Arches, the first stop on the bridge tour.



Courses of identical cut stone blocks form a helix pattern in the 7th Street Improvement Arches, a stone-arch skew bridge constructed in 1884.

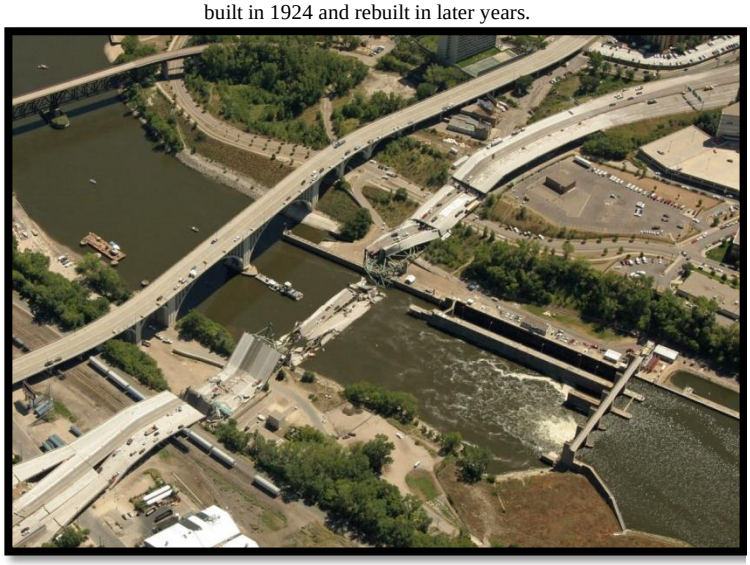
Mendota Bridge opened on November 8, 1926. At the time, it was the longest continuous concrete-arch bridge in the world. For more pictures of the Twin City Bridge during the SIA tour visit Nathan Holth's website [Twin Cities Area Bridges]

Robert St. Bridge, not far from the conference site, the Saint Paul Hotel.



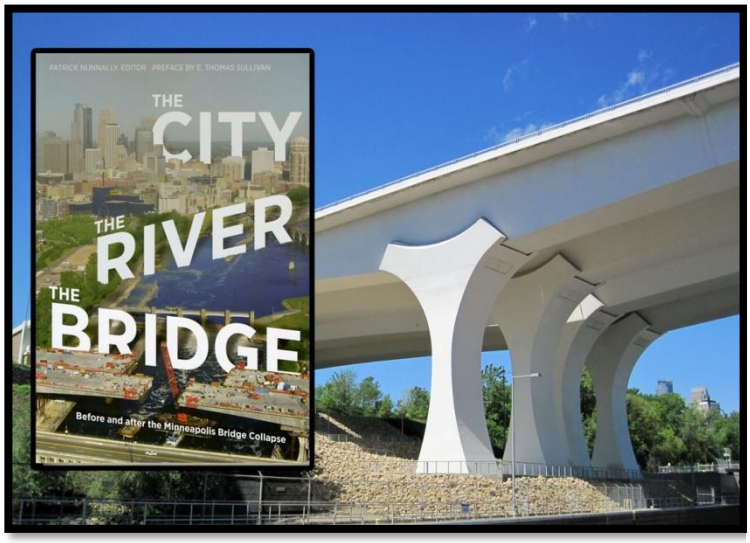
Northern Pacific Railway Bridge No. 9,
built in 1924 and rebuilt in later years.

Chicago Great Western Railway Vertical Lift Bridge. Tour participants saw the lift bridge in operation to allow the riverboat to pass underneath.



August 1, 2007, the I-35W bridge near Minneapolis collapsed into the Mississippi River. One possible cause for the collapse was undersized gusset plates connecting sections of the bridge trusses. (*Source MN Department of Transportation)*

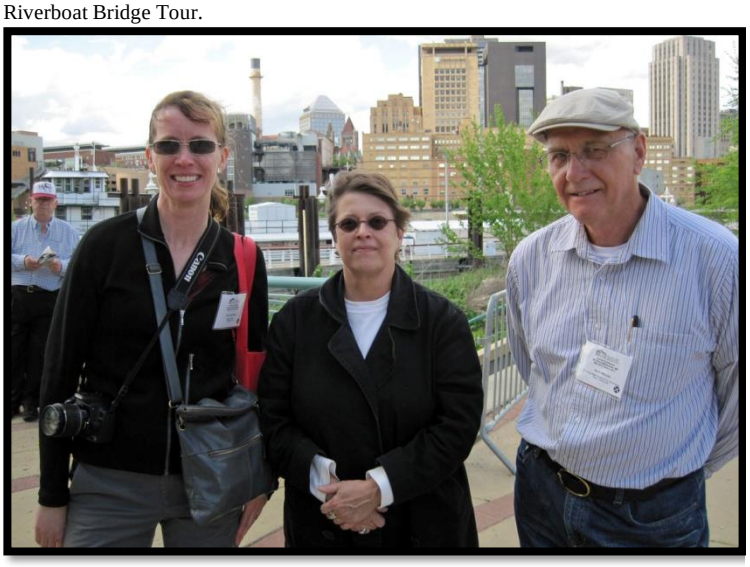
Late fall of 2007 construction began on a new I-35W Saint Anthony Falls Bridge, completed December 24, 2008. Flatiron Contractors and Manson Construction built the bridge. Linda Figg, CEO of Figg Engineering Group, was lead bridge designer.



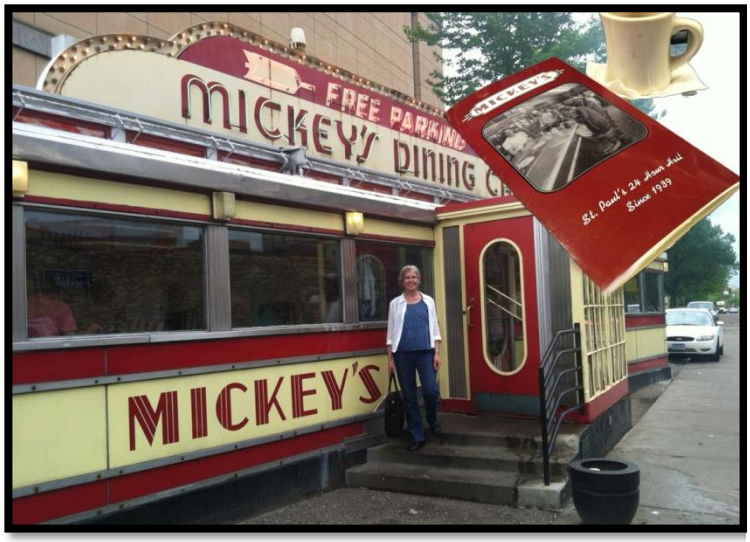
A very informative book on the collapse of the I-35W bridge and the building of its replacement: “The City, The River, The Bridge”

Vern Mesler (left) Iron & Steel Preservation Conference coordinator and Steve Olson, President of Olson & Nesvold, Engineers, P.S.C., enjoying the Twin Cities Riverboat Bridge Tour.

Bob Frame (left), recipient of prestigious SIA General Tools Award, with Vern Mesler, Iron & Steel Preservation Conference coordinator.
Historian Bob Frame Recognized for Distinguished Service



Amy Squitieri (left), Vice President, Engineering and Historical Services, Mead & Hunt, Inc., Madison Wisconsin area, with Kitty Henderson, Executive Director, Historic Bridge Foundation, and Vern Mesler, Iron & Steel Preservation Conference coordinator.



A couple of blocks from the historic St Paul Hotel (where many SIA conventioneers stayed) was located Mickey’s Diner. Their motto: “St Paul’s 24 hour host since 1939.” The diner is listed on the National Register of Historic Places. Check out their website for history and pictures Mickey's Diner 1939 . Can anyone identify the year and make of the car Bert Mattson is sitting in?

“Nightshift 1945-1947” (retrieved from mickeysdiningcar.com/history.html on June 15, 2013; photo used by permission.) “Malts so thick you could eat them with a fork, hamburgers so juicy you can use a spoon, and waitresses so ornery you better know exactly what you want by the time they reach you.” (quotation on website < mickeysdiningcar.com > attributed to Neal Kaplan of the New York Times)