

Island Rock Hounds, Inc.

ROCK BOTTOM FACTS

March 2016

Website: www.islandrockhounds.org
 email: islandrockhounds@hotmail.com

BOARD OF DIRECTORS

PRESIDENT	
Cheryl Neary	(516) 449-5341
VICE-PRESIDENT	
Janice Kowalski	(516) 319-8883
RECORDING SECRETARY	
Nancy Colburn	(516) 334-4398
TREASURER	
Mary Haugh	(917) 647-4003
CORRESPONDING SECRETARY	
Nancy Colburn	(516) 334-4398
MEMBER AT LARGE	
Nancy Colburn	(516) 334-4398
FIELD TRIPS	
Roberta Besso	(631) 666-8023
Cheryl Neary	(516)449-5341
BULLETIN EDITOR	
Cheryl Neary ciervo.neary@gmail.com	(516) 449-5341
WEBMASTER	
Janice Kowalski	(516) 319-8883
 <u>EXECUTIVE COMMITTEE</u> 	
SHOW CHAIRPERSON	
Cheryl Neary	(516) 449-5341
DEALER CHAIRPERSON	
TBD	
MEMBERSHIP	
Janet Zenk	(631) 669-1728
EDUCATION	
OPEN	
HISTORIAN	
Nancy Colburn	(516) 334-4398
PROPERTY	
Jennie Cascio	(516) 221-5335
HOSPITALITY (Monthly by members)	

Bellmore Memorial Library
 2288 Bedford Avenue
 Bellmore, NY 11710

President's Message

Hello Fellow Rock Hounds!

Well March is upon us and that means the show is just right around the corner!

If you have not had the opportunity to sign up to volunteer, there is still time left for you to consider donating a few hours at the show. Every year I tell you the same thing – the show is only as successful as our members make it- Let's make it happen! We need volunteers for Friday set-up and Sunday break down.

This month's presentation is a wonderful DVD about energy. The DVD is courtesy of Janet Zenk. Her nephew is in the oil business and his friend, a geologist, made this entertaining and quite informative DVD. It is such a wonderful presentation that I have offered to share the program with SUNY Plattsburgh geology department!

Talking about Janet – wish her a Happy 90th Birthday! Not to make anyone feel guilty but our two oldest members in age – Janet and Tom are planning on donating their time to the show!!

Cheryl Neary
 President, Island Rockhounds

Inside This Issue

Upcoming Events.....	Page 2
Field Trips / Birthday Wishes / Dues.....	Page 2
Between a Rock & a Hard Place.....	Page 3
On The Road Again	Page 4

2015 - 2016 UPCOMING EVENTS

March 5-6th NYMC show @ Holiday Inn 440 W 57th St

March 12-13th IRH Annual Gem, Mineral, Fossil & Jewelry
Old Bethpage Restoration Village

May 14-15 Celinka Show
Our Lady of Mount Carmel
Patchogue

For Other Gem & Mineral shows visit: www.amfed.org/EFMLS/calendar.htm

Upcoming Field trips:

July 23-24: Herkimer Field trip and Show hosted by LIMAGS

August 6th –Springfield Bus Trip hosted by LIMAGS

Michigan WEEK OF 08/08/16- Field collecting on Wed.,

August 10th for copper minerals –

I will need a commitment for the rooms this month!

Anyone with any ideas for future trips, please see
Roberta Besso or Cheryl Neary



**Happy Birthday
to our
January &
February
Babes!**

Roberta Besso

Kathy Kerrigan

Walter Schoendorg

Janet Zenk

Dues are Due!

Individual Membership

\$ 15.00

Family Membership

\$ 25.00

What a Bargain!

BETWEEN A ROCK & A HARD PLACE:

A SYNOPSIS OF FEBRUARY'S MEETING:

DVD presentation about Henry Flagler and the building of the Florida railroad to the Florida Keys.

THIS MONTH'S PROGRAM: *Switch – Discover the Future of Energy*

What will it really take, to go from the energy that built our world, to the energy that will shape our future? Switch is a documentary on global energy, featuring Scott W. Tinker, a geologist and energy researcher who runs the Bureau of Economic Geology – a unit of the University of Texas at Austin and is a professor at the Jackson School of Geosciences. The program aims to be a nonpartisan, scientifically based exploration of the energy transition from traditional energies of coal and oil to future energies – renewable energies.

Switch premiered at the 2012 Environmental Film Festival in Washington DC, followed by 12 other international festivals and at 6 international geology conferences before opening in NY in September 2012.

Dr. Scott Tinker explores the world's leading sites for all energy types, coal to solar, oil to bio- fuels, most of them highly restricted and never seen before on film.

The DVD presentation is approximately an hour and a half.

April 13th Meeting: **Where the Deer and the Jackalope Play: Rocks of the Rock Springs Uplift, Wyoming**

For over 20 years, hundreds of industry geoscientists have been trained in the basics of building a stratigraphic framework based on outcrop and subsurface data from the Rock Springs Uplift of southwest Wyoming. This area provides an ideal field laboratory for teaching stratigraphy because of excellent exposures, subsurface ties to well log and seismic data adjacent to the uplift, and nearby extraction of oil, gas, and coal from the same strata exposed along the uplift. A brief explanation of stratigraphic methodology will be presented, followed by a demonstration of its application to the Rock Springs outcrops, and concluding with a discussion of how the techniques presented are used on a daily basis in exploration and production. The core of this presentation was published in 2015 and received the Best Paper Award from the Rocky Mountain Association of Geologists.

Bill Devlin received a B.A. in Geology from Queens College of the City University of New York, and a M.A. and Ph.D. in Geology from Columbia University. Bill was hired by Exxon Production Research Co. in 1985, and for the next 27 years worked exploration, development and production assignments in the company's attempt to find a position he screwed up the least in. Bill is currently Chief Scientist for Rock Bottom Geological Research.

AS A REMINDER:

Please wear your IRH badge at the meetings! We have new members and it would help everyone with matching the names with the faces! Also, as an incentive, if you wear our badge you will be eligible for an additional chance to win the monthly raffle.

If you misplaced your badge, the cost of the replacement badge is \$1.00. Please speak to Janet Zenk (Membership).

Cheryl Neary

Editor, Island Rockhounds Newsletter
ciervo.neary@gmail.com

On the Road Again-

Can you picture yourself, sweating in the sweltering heat or the unprecedented cold that hit Florida during the time of the building of the Florida East Coast Railway (FECR) from Jacksonville Augustine to the Florida Keys?.

Before I continue with the story about the building of the railroad to the Florida Keys, I want to remind you that I too experienced the unprecedented cold in St. Augustine when Sue Melazzi and Kathy Kerrigan ventured to the northern part of Florida. This year the weather has demonstrated again, that Mother Nature is at the reigns! According to the Storm Prediction Center , this year (January & February) has experienced 28 tornadoes which is almost five times the normal average!

There is a difference in the formation of tornadoes in the southeast as compared to those in the Great Plains, with the southeast having longer paths and less deadly. According to James Elsner, professor with Florida State University's Department of Geography, friction from the landscape, such as trees and hills, play a role in Florida's storms when wind gets rotating when it moves off the water onto land. One theory contends that is why tornadoes stay on the ground longer in the southeast, instead of the friction acting to knock down the storms, it seems to help keep them spinning. Since Florida is surrounded by the ocean, there is a great deal of heat and moisture in the air that tend to fuel the thunderstorms and make them rotate. An observation is that tornadoes in Florida seem to happen during the night.

There are two Tornado seasons in Florida, the Summer Season from June through September and the Spring Season from February through April. The Summer Season has the highest frequencies on the Fujita Scale with intensities of F0 or F1, while the Spring Season generates more powerful tornadoes because of the presence of the jet stream.

Henry Flagler first visited Florida in 1878. Henry Flagler, co-founder of the Standard Oil, recognized Florida's potential for growth but noticed the lack of hotel facilities. In 1885 he returned to Florida and began building the 540 –room Hotel Ponce de Leon in St. Augustine. In order to get the wealthy northerners to visit he realized also that Florida required a transportation system and purchased the Jacksonville, St. Augustine and Halifax Railway, which would be the first railroad in what eventually would become the Florida East Coast Railway Company. Flagler realized that the existing Florida railway system each operated on different gauge systems making interconnection impossible. Shortly after purchasing the Jacksonville, St. Augustine and Halifax Railway, he converted the line to a standard gauge. He then purchased additional existing railroads and standardized the gauge so that the system offered service from Jacksonville to Daytona. Each major city Flagler built grand hotels.

In 1892, Flagler began laying new railroad tracks after landowners petitioned him to extend the railroad 80 miles south. At this point, instead of purchasing existing railroads and merging them, he obtained a charter from the state of Florida authorizing him to build a railroad along the Indian River to Miami, with new cities developing along the tracks. For each mile of railroad built, 8,000 acres could be claimed under the land-grant laws passed in 1893. Flagler

would eventually claim a total of over two million acres for building the FECR, therefore allowing land development and trading to become Flagler's most profitable endeavors. In 1894, the railroad system reached the area known today as West Palm Beach, where again he built luxury hotels and Whitehall, his private 55- room, 60,000 square foot winter home. The railroad plus the glorious hotels established Palm Beach as a winter resort for the wealthy members of America's Gilded Age.

By 1896 the FECR reached Biscayne Bay, the largest and most accessible harbor on Florida's east coast. Flagler dredged a channel, built streets and the first water and power systems in order to further develop the area of Miami.

Flagler's greatest challenge was the extension of the FECR to Key West located 128 miles beyond the end of the Florida peninsula. In 1905, the United States announced the construction of the Panama Canal. Key West would be the US's closest deep-water port to the Canal and his thought was to take advantage of Cuban and Latin America trade.

The overseas railway required a variety of engineering innovations to overcome construction challenges, storms and widespread skepticism. Flagler, early in the process stated that the construction needed to build one concrete arch, followed by another and soon they would find themselves in Key West. This project required huge amount of monetary and labor resources. At one point there were four thousand men employed, and under Flagler's direction, a series of bridges and viaducts which ultimately stretched more than 100 miles out into open water was completed after seven years in 1912, a year before Flagler died.

According to Seth Bramson, Company historian for the FECR and author of the "The Greatest Railroad Story Ever Told: Henry Flagler and the FECR's Key West Extension", the most daunting engineering challenges were the building of the three major bridges: Long Key Viaduct, Bahia Hinda Bridge and the Seven Mile Bridge and the filling of open water to create the 138 acre the Key West Terminal property – known today as Trumbo Island. The concrete used to build the bridges was imported from Germany, since at that time no American concrete was able to harden under the great ocean pressures at the depths at which the bridge piers had to be installed.

Flagler did not receive any land grants in the Keys other than water passages. Ships transported the majority of the supplies and materials for Flagler's project that a minor shortage for transporting other goods was temporality created. The 28- year old William Krome, assistant construction engineer surveyed the area and teams were sent in advance to start the more time consuming projects and the overland clearing throughout the Keys. The men worked in conditions presented by Mother Nature – sweltering heat and predatory animals.

The 1935 hurricane destroyed the Over-Sea Railroad and it was not rebuilt.