

Island Rock Hounds, Inc.

ROCK BOTTOM FACTS

September 2018

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Bellmore Memorial Library
2288 Bedford Avenue
Bellmore, NY 11710

President's Message

Hello Fellow Rockhounds,

September is here and time for another year of the Island Rockhounds. The September meeting will once again be a chance for all of us to catch up on what we did during the summer. It will also be a time for us to share any of our rock related finds.

Cheryl has been busy making plans for the club and will discuss what and when at the meeting. So, please come with your specimens and your calendar so you can put dates aside.

This month the IRH has a booth at the Long Island Fair at the Old Bethpage Village Restoration. This year's dates are earlier: September 15th & 16th and September 22nd & 2rd. The event is a great opportunity for the club to attract new members and to spark an interest in geology for both children and adults.

Please consider volunteering for this important event – we are short staff this year and could use volunteers!!!!

Hope to see you on September 12th !

Janice Kowalski
President, Island Rock Hounds

Inside This Issue

Upcoming Events/Birthday Wishes/ Misc Info.....	Page 2
Between a Rock & a Hard Place.....	Page 3
On The Road Again	Page 4
News from the NYSDEC.....	Page 8

UPCOMING EVENTS

<u>Date</u>	<u>Event</u>	<u>Location</u>
Sept 15-16	Long Island Fair	Old Bethpage Restoration
Nov. 10-11	Fall NYC Gem, Mineral, Jewelry & Fossil	Watson Hotel, NYC
Dec.1-2	Suffolk Gem & Mineral	Our Lady of Mt. Carmel Patchogue 10 am – 5 pm
March 2019 May 31- June 2 nd	IRH Show EFMLS Convention	Old Bethpage Monroe, NY

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

Upcoming Field trips:

Oct. 27 – UConn – more details to follow!

Michigan or Bust – August 2019!

More information to follow!



*Happy Birthday
to our
September
Babes!*

Joan Keegan
Michael Nedbalek

Volunteers Needed!

Long Island Fair – Old Bethpage
September 15/16
September 22/23

Please see Janice or call @
516-319-8883

BETWEEN A ROCK & A HARD PLACE:

A SYNOPSIS OF JUNE MEETING:

In lieu of our regular meeting, we opted to meet at the home of Janet Zenk. We all enjoyed her beautiful backyard, the weather and each other's company!

The September meeting will be:
Show & Tell – Summer of 2018
Come and share your experiences; perhaps a found or bought mineral, etc.

132nd Anniversary NYC Banquet
Wednesday, October 17, 2018 6:00pm – 11:00 pm
“The Richness of Carnelian”
Anyone interested please see either Janice or Cheryl

Please congratulate your new Board:
President – Janice Kowalski
Vice President – Cheryl Neary
Treasurer- Roberta Besso
Recording Secretary – Janet Zenk
Corresponding Secretary- Nancy Colburn

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 Rock Hounds Bulletin
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On the Road Again- Building America: Highways & Byways

This year our theme in our Building America is dedicated to Highways and By-ways. Over the last few years we have entertained Building America with articles about mining, railroads, canals and waterways and last year – bridges & tunnels.

This year we will explore some interesting highways and by-ways which may include the following:

Alaska Marine Highway

George Parks Highway, Alaska

US 30 – Lincoln Highway

Route 66

Blue Ridge Parkway

Hells Canyon Scenic Byway

A1A Coastal Byway

Beartooth Highway

Billy the Kid Trail

Cherohala Skyway

Copper Country Trail

So let us begin our travels! A highway is, by definition, a main road that connects major towns or cities. A byway is defined as a minor road or track or path.

One of the greatest public works project in history was the Interstate System. Dwight D. Eisenhower signed the Federal –Aid Highway Act of 1956. The numbering system is as follows:

Routes with odd numbers run north to south, with the lowest numbers in the west

Routes with even numbers run east to west, with the lowest numbers in the south

Another interesting fact is that all but five (5) state capitals are served by the interstate highway system, with the exception of Juneau, Alaska; Dover, Delaware; Jefferson City, Missouri; Carson City, Nevada and Pierre, South Dakota.

There is a story associated with the concept of the interstate highway system. It all started shortly after WWI when as an exercise, a convoy of 81 Army vehicles transverse continental USA, from Washington DC to San Francisco, assuming wartime conditions of damage to the various infrastructures. The convoy basically travelled from Washington to Pennsylvania into Ohio, due west across the Midwest, the Rockies and into California generally following the “Lincoln Highway, later known as US 30. The exercise took the convoy 62 days to travel over 3200 miles. This route, from Ohio to San Francisco is now I-80, which starts in Teaneck, New Jersey – and travels through Pennsylvania and Ohio and then follows the convoy’s route.

One of the members of the troop was a young Dwight Eisenhower, who later served in WWII. It was while in Europe he witness the how quickly the Nazi’s were able to move about due to ease of the autobahn – a federal motorway in Germany- constructed with standards including at least two lanes per direction.

The convoy increased public awareness and interest in roads and the issue of federal aid to highways. Many felt that the state's highway departments should have control over the highway system, especially the maintenance, which was the sentiment with the Federal Highway Act of 1921. The Federal Highway Act of 1938 directed the Bureau of Public Roads to study the feasibility of a six – route toll highway network. They reported that the amount of transcontinental traffic was not able to support a network of toll superhighways and recommended a 43,000 mile non-toll highway network, utilizing existing roads, whenever possible; have more than two lanes of traffic and limit access in high-traffic areas. This report was approved by Franklin D. Roosevelt.

In 1940, the Pennsylvania Turnpike (now I-76) opened and was the prototype of the modern, high-speed highway. The Hutchinson River- and Merritt- Parkway in New York and Connecticut, were both toll roads, which proved to highly profitable.

The Federal –Aid Highway Act of 1944 was the largest highway bill in history; however it did not have any provisions for construction funds because Congress rejected the President's suggestion for raising money by selling off excess rights-of- way.

One of Dwight Eisenhower's top priorities was the highway system when he became President in 1952. However, due to the Korean War, the highway issue was set-back until 1954 and the Federal Aid Highway Act of 1954 authorized \$175 million for an interstate system, to be distributed on a 60/40 federal/state basis. Still believing the highway system required more he brought up the idea at a conference of governors held at Lake George, NY. Due to his sister-in-law's death, he was unable to attend however, Vice –President Richard Nixon delivered his message of a more comprehensive interstate network and addressing the inadequacies to meet the demands of catastrophe or defense (remember his convoy in the summer of 1919!). So on June 26, 1956 approval was met for the Federal-Aid-Highway Act of 1956.

Since the 1930's our interstate highways have had a tremendous impact on building America. Although created in part to defend the United States in the event of an emergency, the interstate also sped the development of commerce throughout the country with the transport of goods and people across the nation. The interstates were responsible for the exiting of the population from the city to build suburbia.

With approximately 46,900 miles of interstate, each state owns and operates the section within their boundaries. The first interstate is claimed by two states – the first project constructed with Interstate Construction funds under the 1956 Act was in Missouri (I-70), while Kansas began construction of I-70 before the 1956 Act, but awarded the final paving under the 1956 Act. So while one was the first to construct using the funds of 1956 Act, the other was the first to complete under the same Act!

So buckle up! We are off to the Alaska Marine Highway –which is one that I recently travelled on my cruise in June this year!

The Alaska Marine Highway is a ferry service that travels approximately 3,100 miles. The annual vehicles which utilize the Marine Highway is roughly 100,000, with over 350,000 passengers.

As I explored the State of Alaska, I experienced the lack of highways. Most travel is either by air or sea. The Marine Highway has been designated as a National Scenic Byway and All American Road – quite a unique distinction!

The Alaska Marine Highway extends from its most southernmost port in Bellingham, Washington (State of) to Dutch Harbor - with numerous stops along the way.

You may have heard of Dutch Harbor – which is featured in the Discovery Channel’s reality series *Deadliest Catch*, since 2005. Dutch Harbor is located within the Aleutian Islands on Amaknak Island. The mile long spit on the northeast end of Amaknak Island protects ships from the waves and currents of the Bering Sea creating a natural ice-free port with the some of the richest fishing in the world.

You may not know though that Dutch Harbor was also one of the few sites in American territory to be bombed by the Japanese during WWII.

The Alaska Marine Highway System (AMHS) is headquartered in Ketchikan – one of the stops I made on my Princess Cruise this past June. The AMHS operates along the Inside Passage of the state and British Columbia, Canada; south-central coast of the state; and the eastern Aleutian Islands.

Ketchikan is located at the southernmost entrance to Alaska’s Inside Passage – a network of waterways. This frontier town is located on Revillagigedo Island. Ketchikan is known for salmon, scenery and rich Alaska Native culture, home to the largest collection of standing totem poles in the world! There are three Native cultures associated with Ketchikan’s community – Tlingit, Haida and Tsimshian. This port was one of the stops on my cruise. At this port we opted to take a Duck Bus/Boat Tour of the town.

Ketchikan is named after the Creek which flows through the town. The unclear origin of the name is from the Tlingit culture, who for many years utilized the area as a summer fish camp. In 1885, the town was established by Mike Martin. Our tour involved viewing Creek Street, once noted for the number of brothels on both sides of the creek. We were informed in a few of the towns we visited that at one point each town was required to have the same number of churches as brothels – so today in Skagway there are still approximately 50 churches!

Ketchikan is surrounded by the Tongass National Forest and is known as the salmon capital of the world. I did purchased quite a bit of smoked salmon in this town and heard from my relatives the salmon was the best they ever ate! I also learned that there are five (5) types of salmon and a way to remember them:

Using your hand –starting at your thumb – Chum salmon used to feed the animals rhymes with thumb; sockeye salmon - you can sock someone’s eye out with your pointing finger; your middle finger is the largest or King (Chinook) salmon; the ring finger wears Silver – so silver salmon also known as coho and your pinkie is pink salmon! Of course, after you learned this a few guides would ask if you knew the five types – and their answer – baked, fried, stuffed, grilled and raw!

The George Parks Highway or the Parks Highway, was originally known as the Anchorage – Fairbanks Highway and is approximately 320 miles in length located in the Southcentral part of Alaska. The Alaska Railroad almost runs parallel to one of the most important highways in Alaska, uniting Alaska’s two largest metropolitan areas.

We started our trip to Alaska by flying to Seattle from JFK Airport; Seattle to Fairbanks. We stayed in that area for two days before traveling on the Parks Highway to Denali National Park and Preserve and later onto Denali State Park through the Matanuska-Susitna Valley (the Mat-Su or The Valley). Many believed, including me, the “Parks Highway” was so named due to its close proximity and only highway through Denali’s state and national parks; however, it was named after George Alexander Parks, governor of the Territory of Alaska from 1925 to 1933.

The Mat-Su, includes the valleys of the Matanuska, Knik and Susitna Rivers and includes the towns of Palmer, Wasilla, Big Lake, Houston, Willow and Talkeetna. The valleys, carved by glaciers, are surrounded by the Alaska Range, home to Denali (formerly known as Moutn McKinley); Talkeetna Mountains and Chugach Mountains. The Mat-Su Rivers and lakes are the spawning grounds of chinook, coho, sockeye, pink and chum salmon.

Denali is North America’s highest mountain peak with a summit elevation of 20,310 feet (plus/minus) above sea level. It is the third most isolated peak on Earth after Mount Everest (located between Nepal and China (Tibet) and Aconcagua (the highest mountain in both the Southern and Western Hemispheres, located in the Andes Mountains, within Argentina). I feel very fortunate that I was able to visually see Denali – a very surreal experience!

The Mat-Su Valley was originally inhabited by Athabaskan people. The Alaska natives are the original inhabitants of the interior of Alaska and the Yukon and Northwest Territories of Canada. The area was later explored by the Russians in the early 1800’s and by the early 1890’s people seeking gold settled in the area.



DEC Warns Long Island and Hudson Valley Residents to Be Wary of Offers of Free 'Clean Fill'

DEC Urges Caution to Avoid Being Victimized by Illegal Solid Waste Dumping

The New York State Department of Environmental Conservation (DEC) today urged Long Island and Hudson Valley residents to use caution when offered free fill material for use to level or grade properties. In July, the DEC [announced](#) (link leaves DEC's website) the ongoing results of a crackdown on illegal dumping, and outlined how homeowners can be victimized by companies who offer free fill that is actually contaminated with solid waste materials.

"As the saying goes: A deal too good to be true probably is," said **DEC Commissioner Basil Seggos**. "Landowners should be skeptical and ask tough questions when a contractor offers to provide fill material at no charge. This so-called 'clean fill' is sometimes mixed together with solid waste from construction sites and landowners could find their properties burdened with contaminated material."

DEC offers the following suggestions to Hudson Valley and Long Island property owners seeking to obtain suitable fill for leveling or adjusting the grade of properties:

- Look at the fill material as it is received. It should consist of natural soil, sand, gravel, or rock with no non-soil constituents (see below), and should be free of petroleum or any other odors;
- Check to ensure the fill material is free of regulated wastes such as concrete, brick, asphalt, asbestos, drywall, plaster, roofing materials, wood, metal, tiles, paint chips, ash, slag, coal, pieces of particle boards, carpet, petroleum-contaminated soil, and other contaminated materials;
- If material originates in New York City, the homeowner / generator must notify the respective DEC Regional Offices in Stony Brook and New Paltz five days prior to receiving the material about its placement. Homeowners should request that the generator provide them with documentation regarding the generating site location- and fill characteristic information. Make sure that the section for the Qualified Environmental Professional is signed and includes contact information. [Copies of the Notification of Fill Material Transport form](#) are available on DEC's website
- Each load that originates in New York City must also have a complete and accurate tracking document to identify the source of fill material. Copies of this form ([Part 360 Series Waste Tracking Document - Construction and Demolition Debris](#)) are available on DEC's website. Homeowners should request a completed copy of this document for their records from the transporter.
- If the generator and/or contractor cannot provide copies of the Notification of Fill Material Transport and Part 360 Series Waste Tracking Document, the homeowner should refuse the shipment;

- Homeowners should only accept fill material from one source at a time; If the load is bigger than 10 cubic yards and is generated in New York City, ensure the truck delivering fill material is in possession of a valid Part 364 Waste Transporter Registration or Permit; and
- Ensure the contractor is licensed by a government authority.

The most effective way landowners can protect themselves is by taking steps to prevent being victimized. Once contaminated soil is placed on a property and graded, the process of removal becomes costly and difficult.

Long Island residents should contact DEC's Region 1 Office of Materials Management, at (631) 444-0375 or R1DMM@dec.ny.gov.

Hudson Valley residents should contact DEC's Region 3 Office of Materials Management at (845) 256-3138.

Report illegal dumping

DEC urges anyone who witnesses illegal dumping activities, or may have been a victim of illegal dumping to report these crimes to NYSDEC 24-hour Poacher and Polluter hotline at 1-844-DEC-ECOS (1-844-332-3267).

<http://www.dec.ny.gov/press/press.html>



REPORT ILLEGAL DUMPING

IF YOU SEE IT, REPORT IT



Island Rock Hounds
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Carle Place, NY 11514

Email address: islandrockhounds@hotmail.com

Affiliate Member of: _____

Eastern Federation of Mineralogical & Lapidary Societies



American Federation of Mineralogical Societies



Purpose and Objective

The purpose and objectives of the Island Rock Hounds, Inc. are to conduct a non-profit, non-political organization to provide the members opportunities for work study and stimulate in the public and membership, scientific and educational interest in geology, mineralogy, paleontology, archaeology and related earth sciences, as lapidary craftsmanship, gemology, and related subjects, and to offer a cultural and social exchange for persons interested in the aforementioned.

General Membership Meetings:

Bellmore Public Library
2288 Bedford Avenue Bellmore, NY 11710

Meetings are held on the second Wednesday of each month (except July & August) at 7:30 PM