

DOTRA'S...DotLine.....



ISSUE NO. 70

JANUARY 2010

A Publication of the N.J. Department of Transportation Retirees Association Inc.

PRESIDENT'S REPORT

By Chet Andres

HAPPY NEW YEAR. WE ARE INTO A NEW DECADE !! Look above – this is our 70th edition!! Where has the time gone?? That's eighteen and one half years we have been sending the news out about NJDOT retirees /employees who have chosen to keep in touch with each other through DOTRA and our official newsletter.

UPCOMING EVENTS

SPRING LUNCHEON

MARCH- WEDNESDAY 17th
German American Society

SIGHT & SOUND THEATRE /LUNCH TRIP
LANCASTER, PA
WEDNESDAY - APRIL 7th

READ THE ENCLOSED FLYERS

WE HAVE TRIPS!!
READ ABOUT THEM!

DOTRA BOARD MONTHLY MEETINGS

DOTRA continues to hold its regular Monthly Meetings on the first Tuesday of each month. All are invited to attend. Hope to see you there. Our next meeting will be held on Tuesday -

February 2, 2010 at 11 AM at :
Tessara's Restaurant
812 Route 33 Hamilton Twp

Our business meeting starts at 11 AM followed by Dutch-treat luncheon.

Schedule of future meetings at Tessara's:

Tuesday	March 2, 2010
Tuesday	April 6, 2010
Tuesday	May 4, 2010

A GREAT HOLIDAY PARTY

On December 9th, 110 members and guests attended a festive holiday celebration at the Mercer Oaks CC Banquet facility. A great job in arranging the event, the menu and music was due to the special efforts of **Janis Stia**. Door prizes and special gifts were collected by **Sal Noto and Art Egan**. The 50:50 was handled professionally as always by **Joe Bodnar and Carl Breecia**.

The food was excellent, the music enjoyable and the Holiday decorations added to the festivity, although most there were interested in connecting with their former co workers and friends. People from all over New Jersey drove down, along with some retirees from South Carolina - here for a visit with the family!

SPRING LUNCHEON TO BELD ON MARCH 17th

Joe Bodnar has made great arrangements to celebrate St. Patrick's Day at the German-American Club in Hamilton Township. A great menu is offered and cost is only \$22.

See the Attached Flyer

STILL TIME TO GET TO THE FLORIDA REUNION!! TUESDAY FEBRUARY 9th at 11:30 IN FELLSMERE FLORIDA. CALL 772-388-3991 OR SEND EMAIL TO fwegel@bellsouth.net

MEMBERSHIP

Met any former NJDOT coworkers who do not belong to our organization? Give them an application - attached to every issue of the DOTLINE – and encourage them to join the fun.

Frank Herrera (11)
 Janis Stia (11)
 Peter Yull (11)
 Director Emeritus – Dolores Murphy

VACANCY = 1

NEW MEMBERS

We continue to get new members after the recent “buyout.” We welcome them and hope they will be involved actively with our organization.

**Jeff Callahan C&M Columbus NJ
 LIFE MEMBERSHIP**

David Chiemeleski Electrical West Trenton NJ

**DOTRA
 PO BOX 77160
 WEST TRENTON NJ 08628**

COMMITTEES

CHAPLAIN –	Sal Noto	609-882-8395
MEMBERSHIP –	Dot Andres	609-818-1921
	Janis Stia	609-882-3862
BY-LAWS –	Art Egan	609-585-9145
HISTORIAN –	Mike Eckel	
ACTIVITIES –	VACANT	
DOTLINE –	Dot Andres	609-818-1921
DATABASE -	John Waldner	
WEBSITE -	Bruce Strickland	505-705-5578

**DOTRA EXECUTIVE BOARD
 AND OFFICERS**

PRESIDENT-	Chet Andres	609-818-1921
1st VP-	Jay Johnston	609-588-0930
2nd VP –	Jim Dixon	609-298-3398
TREASURER-	Lou Papp	609-585-7697
ASST.TREAS–	Frank Herrera	609-392-0633
REC.SEC-	Hazel Rockhill	609-581-3560
CORRES. SEC-	Donna Triano	609-298-5962

DIRECTORS/ TERM OF OFFICE

Chet Andres (12)	Mary Bock (10)
Dot Andres (12)	Don Hutchinson (10)
Jim Dixon (12)	Jay Johnston (10)
Mike Eckel (12)	Adrian Lincoln (10)
Sal Noto (12)	Lou Papp (10)
Hazel Rockhill (12)	Bruce Strickland (10)
Donna Troiano (12)	Phil Vecere (10)
Joe Bodnar (11)	
Art Egan (11)	
Al Gallo (11)	

CHAPLAIN’S REPORT

By SAL NOTO

We would like to keep informed of any retiree who is ill, anyone confined to their home, or any retiree who needs help in one form or another. If you have information to share, please call or send a note to me at 75 Stonicker Drive Lawrenceville NJ 08648 or 609-588-0930. My email is **judy_and_sal@yahoo.com**

Recent Obituaries:

Joseph Cimino	93	NJDOT
William McDaniels Sr	87	NJDOT
*Thomas Hornick	88	NJDOT
Frank Kierepka	90	NJDOT
Richard Howard	84	NJDOT
H.William Voorhee	95	NJDOT
George P.Bridegum	85	NJDOT
*Jerry DeFeo	75	NJDOT
Charles Wagner	75	NJDOT
Leonore Stratham	27	NJDOT
Paul Gant		NJDOT
John Stemkowski		NJDOT
Gale Ebert		NJDOT
Wilfred Echevarria	68	NJDOT
Esther Barish	97	DMV

*DENOTES DOTRA MEMBER

DOTRA’S ON THE INTERNET !!
Log onto DOTRA’s own Web Site
<http://www.dotra.org>

Want to read the latest NJDOT Transporter?
Go to our WebSite! As the NJDOT does not mail out The Transporter anymore, DOTRA makes available on line the most recent copies for you. Specific questions about the Transporter, call the NJDOT Communications Office at 609-530-3681.

All recent Quarterly issues of the DOTLINE are found on the WebSite.

We received no report from "The Portal " in **Mountain Air, New Mexico from Director Bruce Strickland**. Guess winter months are really quiet out there. Our readers love the tales from the West- so hope we have some activity in our next Issue.

DOTRA TRIPS REPORT **by Jay Johnston**

On November 11th, 53 DOTRA members and friends traveled to Lancaster PA for lunch and shopping at the Shady Maple Smorgasbord and then on to the Christmas Show at the American Music Theater. A ride through the Amish countryside made it perfect. A great time was had by everyone.

See the attached Flyer for our next trip to **the Sight and Sound Theater** with Smorgasbord at the Shady Maple on **Wednesday April 7th**. Cost is \$99 complete!

A **future trip for 3 days 2 nights to the Pittsburgh area** is being planned. It will include a visit to Frank Lloyd Wright's masterpiece "Fallingwater." Details will follow in the next newsletter.

A **Christmas Trip to Radio City** will be scheduled for next winter. Information will follow in a later issue.

MEMBER'S TRAVEL CORNER

Beautiful Alaska **By Donna Troiano**

"Now you see it. Now you don't." No saying was more appropriate on my trip to Alaska last Fall. Arriving in Anchorage, I was told I'd be able to see Mt. McKinley- the tallest mountain in North America at 20,320 feet from my hotel room. Fat chance! All I could see was gray sky. But be patient, the next morning I woke up to a crystal clear view of Mt. McKinley in the distance. I was thrilled. It stayed big, white and beautiful for the entire 8 hour train ride to Denali Park through the scenic mountains of the Alaskan Range. Locals told me this happens for

only about 5 days a year when the mountain is cloud free - and I got to witness one of them. The next day it was covered in clouds again.

On the next day our group was off on a bus ride-nature trip into Denali National Park, being told about all the wonderful wild life we would see and how exciting it would be. Well, "Now you see it Now you don't." We didn't see one single animal during our 5 hour trip through some of the most beautiful country I've ever seen.

After the inland adventures, we took the southbound cruise along the Inland Passage along the southern coast of Alaska and stopped at several ports. At Skagway, took the White Pass Railroad through the mountains into the Yukon. Saw the Mendenhall Glacier near Juneau and in rainy Ketchikan, took a boat trip through the Tongass National Forest to Misty Fjords. Then it happened again! On the way back, the rain stopped, the clouds lifted, the sun came out and we saw the most beautiful cliffs and shoreline I've ever seen. The boat captain said it was only the 3rd time in the year that the weather was perfect. Arriving in port, the rain returned.

Considering the hit or miss nature of weather, I was lucky. You can bet I'll go back again someday because Alaska's unspoiled land is a treasure to behold by air, by land or by sea.

(Donna worked in several areas of the NJDOT, starting in the Bureau of Research and also Design.)

Three Weeks Vacation In France and Germany **By Richard Sawicki**

Starting at McGuire AFB and landing at Ramstein AFB in Germany we drove by auto through the Black Forest region , staying at Bed & Breakfasts (Zimmer Frei-Rooms Available) in small towns and hamlets like Baden-Baden, Freiberg, Lake Constance, seeing many sights and sampling the local food. It was an experience touring at our own leisure, especially in Triberg- known as the Cuck-oo Clock Region.

Another week was spent at the US-Vacation Village compound at Garmisch-PartenKirchen, near the base of the Zugspitze- the highest mountain in Germany at 9,679 feet. With some somber side trips to Berchtesgarden and Dachau, we moved into the northern countryside stayed outside the gates

of "The Old City of Rothenberg. This city is like it was 300 years ago, and is well maintained, and known as one of the great tourism spots in Germany. No trip to Germany is complete until you get a chance to visit this city.

Then, back to the USA to McGuire AFB.

Having had the opportunity to drive rural roads, some the width of a "cow path", 2 lane local highways, up-graded 4 lane highways, and of course, THE AUTOBAHN....the people of NJDOT need to take a hard look at how the roadways in these countries are designed, constructed and maintained with safety as a key factor.

Enough said. The weather for three weeks—Wunderbahr! Hope to see you soon .

(Rich worked in the NJDOT Wall Twp - Electrical Bureau)

P.S. on Travels - Andy Schiro (EQT) and wife Kathy have been traveling! A cruise to Fiji, New Zealand and Australia in 2009, followed by a river cruise on the Rhine and Mosel. Next, a Caribbean Cruise on the Oasis in February 2010.

JOY OF GENEALOGY

Jim Dixon

Have you ever considered developing your Family Tree? You might just discover long lost relatives like my wife Lois did! Along the way, there were frustrations, hours of confirming information, and finally the joy of discovery!

It all started with my son, Jim. He and his family attend a historic Presbyterian church in Cranbury, NJ. He was speaking with a fellow church member and mentioned his maternal grandmother's maiden name was Stults. He told this person that many of his grandmother's relatives were buried in the cemetery behind the church. Since Stults is a well known name in Cranbury, as evidenced by the many gravestones, a member of the Cranbury Historical Society contacted Jim and presented him with a copy of the Stults Family Tree.

This unexpected gift sparked an interest in Jim, making him eager to discover more about his roots. So, he began an attempt to reconstruct the lineage of the Coupes, another lost branch of relatives. Jim starting searching the Internet through Ancestry.com during his two week Christmas

vacation in 2008. Jim's goal was to develop a Family Tree starting with his children and going back five generations. When Jim ran out of vacation time, my wife Lois took over the search.

During the search, Lois discovered two murders, a suicide hanging, and my side of the family appears to have been in the "moonshine" business. But the best discovery was that Lois found two living cousins descending from the lost Coupes! First, Pauline lives in Caister-on-sea, a small town in England on the coast of the North Sea and second, Lorinda who lives in Australia! Both cousins are from the paternal Coupe line of Lois' family, moved from England, and then lost touch with their English relatives. While Lois is happy to have found Lorinda and share occasional e-mails, a stronger relationship developed with Pauline. Being close in age, they have been corresponding by emails since April 2009. I know they must be related because their short emails range from a minimum of one page to almost two pages sometimes. They find that much to say every day! Eventually, Pauline came to visit our family for two weeks in October 2009. After staying with us and getting a snapshot of America through visits to Lancaster PA, Washington DC, New York City, Jeffersonville VT, and our summer home in Seaside Park NJ, Pauline returned to England with a better picture and understanding of America and Americans. Our family is planning future visits to Pauline in 2010. Jim Jr., his wife Amy, and their daughter Avery 5 and son Evan 3 hope to go with us on a second trip in the future.

Although some details are still being searched, we now have a Family Tree in our home and in Jim Jr.'s home. This is an ongoing process and can be addictive! Once Lois and her cousin Pauline sit down at the computer to search Ancestry.com, they are there for hours! This truly is a new hobby growing in our society.

IN THE BEGINNING

By Mike Eckel

At the dawn of the 20th century, New Jersey's population had grown to 1,883,660 in 1900 from 373,306 in 1840. Many new citizens came from other countries. Our nation's foreign-born population was chiefly from Ireland, the German states and England. Others arrived from France, Scotland, Switzerland, Wales, Norway, China and Holland.

New Jersey was a magnet for newcomers seeking social, religious and economic freedoms and opportunities for work. These immigrants brought talents, inventions and innovations that enhanced the development of the state. And members of different ethnic groups that settled in New Jersey contributed to the transportation challenges of this new and exciting era. The best was yet to come.

Some hallmarks of the first two decades of the century, which set the tone for future modes of travel included:

1891-State Road Aid Law (administered by the State Board of Agriculture)

1894-Commissioner of Public Roads

1903- Public Service Corporation – This company provided gas and electric services to the general public and electric power for street railways or trolleys. The passenger trolleys basically replaced the horse-drawn street cars. For example, Newark's No. 1 line ran up Market Street and Springfield Avenue. In 1907 the Public Service Railway Company assumed all trolley-related activities.

1906- Division of Motor Vehicles

Before 1906, 13,000 unlicensed New Jersey motorists drove their vehicles without license plates wherever they pleased at any speed they wished. As the number of drivers and cars increased and the need for some type of regulation was evident, the Legislature established the Division of Motor Vehicles as part of the Secretary of State's Office. Its mandate was to administer the laws of safe driving.

New York and New Jersey Commission

The two states agreed to investigate the feasibility of building a bridge from New Jersey to New York and to promote crossing the waterways between the two states.

1909 State Highway Commission

Recognizing the need for a better road system, the New Jersey Legislature took a significant step toward that goal with the creation of this Commission in 1909.

Other steps were:

1910 Pennsylvania Railroad

This railroad electrified its Manhattan to Newark line in 1910. Freight volumes increased and trains hauled more than 410 billion-ton miles in 1920. The railroad expanded its tracks from two to four across New Jersey into New York, in direct competition with canals.

1912 The Legislature directed the Commission to establish a comprehensive scheme of roads known as the state highway system not to exceed 1500 miles. New Jersey built its first concrete roadway in New Village in Warren County.

1912 Flying Exhibitions and mail service. Temporary airmail service was instituted from Bayonne to Perth Amboy, Ocean City and Stone Harbor.

1913 Bridge Division, State Highway Department

The Legislature created this unit in 1913. The same year plans for the construction of the George Washington Bridge from New Jersey to New York were

drawn up. Ferries operated, but declined steadily as bridges were built.

1913

The Legislature passed flying exhibition regulations in 1913. Richard Brookins appeared at the Atlantic City Air Carnival and set a record flying a Wright bi-plane 6,176 feet. The Wright Company in Paterson was the first to manufacture aircraft in the nation.

1913 The Commission opted for a tunnel from Jersey City to lower Manhattan.

1915 Port Newark

Opened in 1915, it was built by converting marshland next to Newark Bay into a port capable of handling ocean-going vessels. More than 10,000 people at the official opening marveled at two miles of railroad track on Port Street, a 20-foot channel and bulkheads to retain the land.

1916 Jitneys- Passed by the Legislature in 1916, the Kates Act governed jitney operations for transport of as many as seven passengers. The forerunner of the motor bus, the jitney replaced the trolley during the Trolley Strike of 1919.

1917 The tunnel idea was ratified on the New Jersey side when the greatest traffic tie-up in the state's history happened during World War 1. With minimal manpower, the worst winter in history and a German U-boat campaign against commercial shipping, 180,000 railroad cars with their cargo on board sat in New York Harbor waiting for unloading. The shipping piers were located in New York and the railroads located in New Jersey. Although cargo was unloaded onto railroad lighters or trucks for delivery to New Jersey's classification yards, a food and coal shortage resulted in northern New Jersey.

State Highway Department

The Legislature created the State Highway department, governed by the State Highway Commission's eight members, two of whom were required to be qualified and competent engineers. The governor was a member ex-officio, and would appoint the members with the advice and consent of the Senate.

The Legislature designated 15 routes as the state's highway system.

1918 Full-time airmail service from Curtiss Field Long Island to East Potomac Park, Washington DC- used Hadley Field in South Plainfield as an alternate landing site.

1919 Delaware River Bridge-Joint Commission.

Created in 1919 the Commission was an example of cooperation between legislative leaders from Pennsylvania and New Jersey. Pennsylvania's Governor William Sproul was chairman and New Jersey's Richard T. Collings, known as the "Father of the Delaware River Bridge", was vice-chairman. The Commission's first order of business was approval of the Benjamin Franklin Bridge construction to connect Philadelphia and Camden. When completed, it was the longest suspension bridge in the world.

1927 The Holland Tunnel was completed.

The Holland Tunnel was the world's first mechanically ventilated underwater vehicular tunnel. The solution to producing pure air in the tunnel was found by Ol Singstad, who later replaced Clifford Holland as Chief Engineer. Fresh air is supplied to the tunnel every 90 seconds by 42 intake and 42 exhaust fans of 6,000 horsepower.

a little late leaving for New Smyrna Beach. Too bad we didn't miss the coldest weather in Florida's recent history. So, it is an abbreviated report this month. **Adrian Lincoln (ROW) and wife Anna** are now Florida residents, living near Fort Meyers. Congratulations to **Frank and Kathy Wegel (Materials)** celebrating a big Anniversary! **Al Alaimo-** I will get your Equipment report in next issue!! I promise.

HERE AND THERE
By Dot Andres

Well, we were packed up and getting ready to head back to Florida when a XMAS morning trip and fall resulted in a dislocated right shoulder- so we were

USE THE APPLICATION FORM BELOW TO LET US KNOW WHAT YOU ARE DOING. WE WILL USE IT IN THE MAY DOTLINE. Our members like to read about their former co workers!

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MEMBERSHIP APPLICATION/RENEWALS

- () **NEW** APPLICATION FOR DOTRA MEMBERSHIP - \$10.00/ YEAR (FILL IN FORM COMPLETELY)
- () **RENEWAL** OF DOTRA MEMBERSHIP FOR YEAR _____ CHECK FOR \$10.00 ENCLOSED
- () REQUEST FOR **LIFE MEMBERSHIP IN DOTRA** _____ CHECK FOR \$75.00 IS ENCLOSED
- () **CHANGE OF ADDRESS** (FILL IN NAME ADDRESS, AND TELEPHONE NUMBER)
- () PLEASE ADD **YOUR COMMENTS** FOR DOTLINE.

NAME: _____ **TELEPHONE:** _____

STREET/ PO BOX: _____ **E-MAIL:** _____

TOWN/ CITY: _____ **COUNTY** _____ **STATE** _____ **ZIP** _____

FORMER UNIT WITHIN NJDOT: _____ **YEARS WORKED** _____ **YEAR RETIRED** _____

COMMENTS: _____

Send Application and Check to: "DOTRA" – PO BOX 77160, WEST TRENTON, NJ 08628
