

# The Upper Delaware

*A newsletter about the environment and people of the Upper Delaware River Valley in NY & PA*

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**DEPOSIT DERAILMENT:** At approximately 2:01 a.m. on August 9, a New York, Susquehanna & Western Railway freight train with 63 cars derailed after flooding had eroded a section of the train tracks near Hale Eddy Road in the Town of Deposit. While the 15 cars that derailed were empty of cargo, approximately 4,000 gallons of diesel fuel from two of the four locomotives spilled into the West Branch of the Delaware River. (Contributed Photo by NPS)

## **Train Derailment Dumps Diesel into River, Raises Emergency Concerns**

Damage from an August 9 derailment and diesel fuel spill into the river from a train carrying some hazardous materials may have been quickly contained, but the incident revealed communications breakdowns and safety improvement opportunities that require careful attention.

Fifteen rail cars out of a 63-car New York, Susquehanna & Western Railway (NYS&W) freight train heading westbound from New Jersey to a Binghamton interchange went off the tracks above the Hale Eddy Bridge parallel to State Route 17 in the Town of Deposit at 2:01 a.m.

Two empty cars toppled into the West Branch of the Delaware River and were partially submerged.

The New York State Department of Environmental Conservation (DEC) reported that a large percentage of the train's 4,000 gallons of diesel fuel leaked into the river, causing a reddish-brown sheen on the surface and a distinct odor observed as far south as Lordville on the main stem.

Two crew members on the train escaped harm. The New York State Police took the precaution of evacuating nearby residents.

"The cause of the derailment appears to be from a washout from the recent storms and flash floods. The NYS&W is cooperating with all state and local agencies on a full investigation of the derailment," said Melanie Boyer, spokesperson for Central New York Railroad (CNYR) which has operated the 123-mile Southern Tier line between Binghamton and Port Jervis on lease from Norfolk Southern Corp. since 2005. NYS&W has had "overhead" traffic rights on the line since 1982.

The National Park Service (NPS), which has jurisdiction over the federally-designated Upper Delaware Scenic and Recreational River, was not directly informed of the derailment or spill.

"This was a very unfortunate incident and we can be thankful no one was killed or injured," said NPS UDS&RR Chief Ranger

**Please see DERAILMENT on Page 10**

## Upper Delaware Profile: Roger Saumure

Having traveled and lived internationally, Roger Saumure chose to settle down in the Upper Delaware River Valley as offering everything he was seeking for natural splendor and subsistence.

"I wouldn't want to live anywhere I wouldn't go on vacation," he observes.

"It's an absolutely phenomenal place close enough to the major metropolitan areas so I can still work," Saumure adds.

Born in Baltimore, MD 60 years ago, Saumure grew up fishing, sailing and crabbing on the Chesapeake Bay.

He earned a B.S. degree in Chemical Engineering from Drexel University in Philadelphia in 1980 and worked for Goodyear Tire and Rubber in Ohio during his five-year academic program.

Post-graduate employment followed at the Johnson & Johnson Company.

Based in Fort Washington, PA, Saumure worked as a production supervisor by day and a packaging supervisor by night.

He then moved into supply chain operations. Saumure was directing the planning division during the 1982 crisis when seven deaths occurred in Chicago due to the lacking of Tylenol-branded acetaminophen capsules with potassium cyanide.

The actions of Johnson & Johnson to warn the public of the poisoning risks were widely praised as an exemplary public relations response. While no one was ever convicted, this incident and copycat crimes that followed led to reforms in the packaging of over-the-counter substances and to federal anti-tampering laws.

While employed by Johnson & Johnson, Saumure earned a Master's degree in Organizational Dynamics from the University of Pennsylvania in 1987.

He went on to work for the pharmaceutical company Sanofi for seven years in a supply chain capacity before transitioning in 1995 to the technology world.

Always interested in computers and proficient in code writing, Saumure became involved with selling Enterprise Resource Planning (ERP) business software.

He moved to Singapore to work in Asia for 2-1/2 years, then to London in 1998, and to France in 2000, where he was responsible for companies in Belgium, Switzerland, and France until 2005.

Saumure then returned to Singapore to start a software company but became disenchanted with all of the travel involved.

He decided in 2009 to form his independent consultant firm called Dyadis.

It was shortly after that when Saumure began looking for a place to call home rather than living out of hotel rooms and being separated from his family.

Saumure had met his wife, Serene, in



Roger Saumure, Shohola Township, PA

Singapore and they married in 2000. Their son, Roger III, was born in 2001.

One Saturday, Saumure made a four-hour drive to check out a property in Shohola Township, PA that had a dilapidated cabin on 10 acres of property a couple of miles away from the Delaware River.

Having always been an outdoor enthusiast and sportsman, he was instantly drawn to it. Serene: not so much. She was more interested in living in the suburbs than a rural area. The couple was also dedicated to raising their son multiculturally.

"We had a long-distance relationship until my family came here to live with me in 2015," Saumure says.

Now Serene has embraced the country lifestyle, where she raises chickens and has bee hives. The 17-year-old Roger is thriving as a senior at Delaware Valley High School and exploring college options.

Saumure joined the Shohola Township Planning Commission two years ago and currently serves as its chairman.

In January 2018, the Shohola Township Board of Supervisors appointed him as the 1st alternate representative to the Upper Delaware Council after he'd been auditing the meetings out of interest in understanding the challenges facing the river valley.

His public service is motivated by a desire to help, noting, "I wanted to do something in the community. Problem solving is my skill set. It's important to strike a balance between preserving this really great thing we have here and not infringing upon people's rights. My observation is that the agreement with the National Park Service is very one-sided. I'd like to walk away feeling that the townships represented on the Council are equal partners and not the subjects of the DOI/NPS."

Free time is spent on house renovations, family bonding, hunting, fishing, and he's a regular at Clancy's Diner in Barryville, explaining, "I like to be among people."

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# Round-up of Upper Delaware Council Presentations

A demonstration of the Geographic Information System (GIS) tool currently under development to assist with land use planning in the Upper Delaware Scenic and Recreational River area was given at the April 5 meeting of the Upper Delaware Council.

The National Park Service has contracted with Shippensburg University's Center for Land Use and Sustainability (CLUS) to complete and launch an effective and efficient, on-line spatial decision support tool to assist with reviews of substantial conformance and projects.

The GIS tool will be used by partners in the management of the Upper Delaware - 15 local municipalities, five counties, two states, UDC, and NPS.

CLUS Director Dr. Claire Jantz and her associates projected and explained a BETA version of the tool.

It can quickly identify a parcel's location, size, zoning district and relevant ordinances, topography, and whether it's located within the federal boundaries, a floodplain, wetland, or an ecologically sensitive area. Additionally, it shows proximity to roads, railroad tracks, and bridges, among other features.

Immediate goals of the project are to continue collecting and processing data, complete the webmapping application, do a roll out with technical support, then maintain the system so it remains up-to-date.

At the May 3 UDC meeting, Catskills Regional Invasive Species Partnership (CRISP) Coordinator John Thompson discussed non-native invasive species in the Upper Delaware.

CRISP's mission is to promote education, early detection, and control, often with volunteer help.

Thompson focused on the Spotted Lanternfly insect that feeds on over 100 plant species including common fruits, and the Mile-a-Minute invasive vine, which has been documented at Skinners Falls.

"Navigating Solar in Your Community: Model Solar



**WATER LIFE:** Linda Lohner, at right, a Biology teacher at Wallenpaupack Area High School, shows aquatic macroinvertebrates collected during the Upper Delaware BioBlitz to an interested family at the June 30 event. (Contributed Photo by David B. Soete)



**Houtan Moaveni,** left, deputy director of NY-Sun and the NYS Distributed Generation Interconnection Ombudsman at NYSERDA, spoke at the June 7 UDC.

Energy Law" was the subject of NYS Energy Research and Development Authority official Houtan Moaveni's presentation at the June 7 UDC meeting.

New York State is committed to making 50% of its energy production renewable by 2030. Solar is the fastest growing energy technology in the world. Since solar is not feasible for 99% of the proposed residential projects though, community solar projects are an emerging option.

NYSERDA offers a guidebook and model law as a resource for communities.

Steve Schwartz, coordinator of the 2018 Upper Delaware BioBlitz, addressed the UDC on Aug. 2 with preliminary results from the June 30 event held at the Gales property located at the confluence of the East and West Branches of the Delaware River in Starlight, PA.

That site hosted the original BioBlitz held in 2013. Five years later, Schwartz said that scientists found nearly 850 species, with at least 175 not previously identified. There were also 42 "first occurrences" in Wayne County, mostly by the Bryology team (who searched for mosses, lichens, and worts). When finalized, results will be published at [upperdelawarebioblitz.com](http://upperdelawarebioblitz.com).

On Sept. 6, Sullivan County E-911 Coordinator Alex Rau gave an update on the county's \$10 million project to improve its communications system.

The initiative included installing communication towers in Callicoon, Narrowsburg, and the Town of Lumberland to provide better coverage for the river corridor.

Rau brought representatives from Verizon and AT&T/FirstNet to discuss tower co-location opportunities.



**EMERGENCY COMMUNICATIONS:** Sullivan County E-911 Coordinator Alex Rau, standing, was the guest speaker at the Sept. 6 UDC meeting. Counterclockwise around the table are Susan Sullivan (Tusten), David Dean (Deerpark), Aaron Robinson (Shohola), Pete Golod (Resource Specialist), and Kris Heister (National Park Service). (UDC Photos by Laurie Ramie)

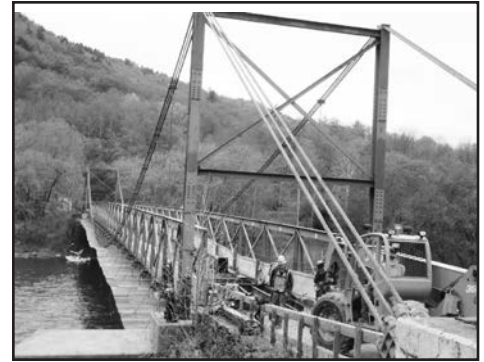
# NY-PA Bridges Advance to Fall Openings

The 2018 fall season will mark significant developments for several Upper Delaware River bridges.

At the annual meeting of the New York-Pennsylvania Joint Interstate Bridge Commission held May 16 in Binghamton, Department of Transportation officials reported progress with construction activity at three bridges.

The approximately \$18.9 million new bridge at Pond Eddy should be ready for its first vehicles to cross sometime between the fall and winter season.

That will allow the controversial razing of the 1904 Baltimore petit truss, timber deck structure that is listed on the State and National Registers of Historic Places which the modern bridge is replacing 55 feet



**SECOND PHASE:** The Kellams, NY-Stalker PA one-lane suspension bridge is undergoing a \$4.49 million rehabilitation. After spring construction work wrapped up on June 8, the bridge closed again to traffic on Sept. 5 for painting. (UDC Photo by Laurie Ramie)

upstream after being in the planning stages since 1978 but fought by preservationists as its condition deteriorated.

Building began in the summer of 2016, under contract with D.A. Collins Construction Inc., which is the same company doing an extensive renovation of the Narrowsburg, NY-Darbytown, PA Bridge.

Traffic on that 1953 bridge has been reduced to a controlled, single lane since August 2013.

Once the \$6.7 million project is finished to replace the deck with a closed-grid system, as well as to install new sidewalks, railings, and paint it, the bridge is expected to return to two-lane traffic this fall.

The Kellams, NY-Stalker, PA Bridge, which last underwent a major re-build in 1990, required establishing a 22-mile detour for a two-phase rehabilitation.

After a summer break following spring repair work, crews returned on Sept. 5 to paint the bridge. That work is expected to wrap up by Nov. 15.

The only new capital construction project that the Bridge Commission approved for this fiscal year (April 1, 2018-March 31, 2019) was to allocate a \$500,000 shared cost for final design of superstructure replacement and substructure repairs of the 1961 Callicoon, NY-Damascus, PA Bridge.

That work is due to take place in 2019-2020, involving alternate one-way traffic, at an estimated cost of \$9.9 million to replace the deck, curb, sidewalk and railings; repair bridge bearings, concrete piers and abutments; clean and paint the structure; and armor the piers to mitigate the effect of scouring.

Longer-range deck replacements are on tap in 2021 for the 1953 Cohecton, NY-Damascus, PA Bridge and in 2022 for the 1939 Port Jervis, NY-Matamoras, PA Bridge.



**DEDICATED TO VETS:** After unveiling the new sign for the Hancock Veterans Memorial Bridge located on the NYS Route 97 Upper Delaware Scenic Byway on June 21, NYS Assemblyman Clifford Crouch, left, Delaware County Sheriff Ray Dudley (hidden), and Benjamin Federman, right, the constituent services coordinator for NYS Senator Fred Akshar, applauded the initiative started by former Town of Hancock Supervisor Sam Rowe. (UDC Photo by Laurie Ramie)

## Hancock Honors Its Veterans

In a grand ceremony attended by flag-waving members of American Legion Post 289, elected officials from New York State, the Town and Village of Hancock, the Hancock Fire Department, New York State Department of Transportation, and a good share of citizens, the Hancock Veterans Memorial Bridge was dedicated with a gun salute, "Taps", ribbon-cutting, and a ceremonial first ride across in a 1957 Ford Fairlane.

"It's very important for us to recognize the hardships and sacrifices our vets have made," said Hancock Town Supervisor Jerry Vernold, who served as Master of Ceremonies and also introduced Village of Hancock Mayor Eugene Morgan.

NYS Assemblyman Clifford Crouch (122nd District) said he took great pride in sponsoring the legislation in the Assembly which led to this "special day in this special community", adding, "We should always remember their sacrifices and the price paid for freedom." Senator Fred Akshar (52nd District), who was the Senate sponsor, was unable to attend due to being in session in Albany but asked his spokesperson Benjamin Federman to remind everyone that a simple thank you or handshake means a lot to veterans.

Selected to cut the ribbon strung across the bridge under a large flag hanging from a Hancock fire truck were Gold Star family representatives Margaret Hall, mother of Lt. Cameron Hall, U.S. Navy, and Randy Whiting, father of Sgt. Justin Whiting, U.S. Army.

Father Dan Quinn from St. Paul's Catholic Church in Hancock noted in his benediction that "bridge building has a symbolism of bringing people together, especially for veterans who worked for peace through our Armed Forces."



# Rising Nation Journey Down the Lenape Sipu

A three-week boat trek from Hancock, NY to Cape May, NJ repeated every four years since 2002 under the banner of the Rising Nation Journey took place August 4-19.

The journey is promoted as an effort to awaken the spirit and bestow the past - environmentally, culturally and historically - to the future.

"We want to raise awareness that we're still here and to partner with historical and environmental groups to protect our ancestral river that we call the Lenape Sipu," said Lenape Nation Chief Chuck "Gentlemoon" DeMund of Blakeslee, PA.

Coordinator Adam DePaul made arrangements for camping, meals, and programs along the route, noting the generosity of such hosts as the Hancock Volunteer Fire Department, the Equinunk Historical Society, the Northeast Pennsylvania Audubon Society, Willow Wisp Organic Farm, and the Delaware Highlands Conservancy.

Signatures on a Treaty of Renewed Brotherhood accompanying the group on their journey are sought from local groups primarily since neither the Commonwealth nor the federal government has officially recognized the tribe.

Signers support the Lenape tribe as the original inhabitants of eastern Pennsylvania and pledge to help the Lenape to maintain their cultural identity.

To be a federally-recognized tribe, Native Americans must comprise a distinct community that has existed "from historical times", have political influence over its members, and not be enrolled in any other tribes.

While the Lenape consider their cultural center located in Easton, PA to be their home base and have approximately 400 people on their membership rolls, they can't meet the federal criteria because "we had to assimilate", Chief Gentlemoon says of being scattered across the country.

"We want Pennsylvania to recognize the indigenous people of their state. That recognition would respect our sacred sites and allow us to sell our products as Native American-made. We want our grandchildren to know where we came from. Being able to speak the Lenape language is important to our tribe," he said.

On the banks of the Junction Pool Fishing Access in Hancock Aug. 4, Chief Gentlemoon addressed the approximately 20 paddlers who were accompanied by members of the National Canoe Safety Patrol and other friends before they launched their first leg.

"Everything begins and ends with the Creator. These ceremonies let us come together as a people. When we go on the river, the river understands that we are there in ceremony. We ask the river for its blessings. When we take something, we should give something in return because for us, the waters are the blood flow of our Mother Earth. Thank the river for what it's about to give you. We appreciate all the battles our ancestors had to keep the Lenape Sipu pristine," he said.



**BLESSING CEREMONY:** Lenape Chief Chuck "Gentlemoon" DeMund burns sage to prepare a smudge ceremony to bless the paddlers embarking on the Rising Nation Journey Aug. 4 from Hancock. (UDC Photos by Laurie Ramie)

He sent with the paddlers two small, ceremonial paddles that came from Native Americans in the Pacific Northwest to express their solidarity with the Northeast.

Coyote Acevedo, 17, of Jim Thorpe, PA, is a member of the Lenape tribe, not by blood but by sharing the same spiritual beliefs which he said is the basis for being welcomed by the Lenape.

"My family took me to all of the gatherings since I was a kid. I've been looking forward to participating in this journey for the last



**TREATY SIGNING:** At the Calder House Museum which was the first stop for the Rising Nation Journey, Equinunk Historical Society Board President John Schror, center, signed the Treaty of Renewed Brotherhood as Carol Ann MacMaster from EHS and Chief Chuck DeMund looked on.



**IN LACKAWAXEN:** The Delaware Highlands Conservancy and the Wallenpaupack Historical Society met up with the Rising Nation Journey participants at the Zane Grey Museum grounds during a Lackawaxen stop on Aug. 6. (Contributed Photo by David B. Soete)

four years," he said, while preparing white sage for the smudge ceremony in which the cleansing smoke from the burning herbs wafted around a person using a feather is meant to purify the body, aura, energy, and the surrounding space, driving negativity away.

For information on the Lenape and coverage of the Rising Nation Journey, visit [lenape-nation.org](http://lenape-nation.org).

# Upper Delaware Council Activity Highlights

Highlights of UDC and river valley issues from mid-March to mid-Sept. 2018, not mentioned elsewhere or in our special 30th anniversary issue, include:

## UDC FUNDING

The NPS agreed on 6/7 to reimburse the Council the \$7,829 cost of responding to the Unrestricted Fund probe, for which the NPS found on 4/17 a "pattern of compliance" on interest sharing based on the UDC's submission of 30 years of financial records.

The balance of Fiscal Year 2018 funds was released on 8/20 after the UDC's federal funding account was exhausted in mid-May.

## BARNES LANDFILL

The UDC continues to seek answers and solutions after receiving reports of potentially toxic leachate going unaddressed at the Barnes Landfill which operated in the Town of Highland from 1947-1989 and for which an escrow account to cover pumping of the leachate was depleted in 2003 with no responsible owner to pursue.

A series of letters to the NYS DEC, Office of the Attorney General, and Dept. of Health have been sent since May. Sampling of onsite monitoring wells detected nine of 113 contaminants that exceed both the U.S. EPA and NYS DEC safe levels. The Beaver Brook tributary drains into the Delaware River.

## UDC LETTERS

6/7, to NYS Department of State, support for Sullivan County grant to implement improvements at the Highland River Access; 7/5, to Member Town/ships, status report on the Project Review Guide update; 7/5, Support for Sullivan County grant to acquire a defunct campground in the Town of Delaware to convert into a recreational park and wastewater treatment plant site; 7/20, to National Weather Service, questioning changes to flood category stages at the Matamoras/Port Jervis and Montague stream gages; 8/2, to PA Governor Wolf and NY Governor Cuomo, UDC operational funding; 8/3, to PennDOT, emergency access for Lumberland Volunteer Fire Dept. under Pond Eddy Bridge; 8/13, to Member Town/ships, Federal Funding for River-Related Law Enforcement Survey based on a 6/14 historical report prepared by NPS, to return by 10/1.



**CLEANING UP:** A crew from the Calkins 4-H group provided labor for Damascus Township's River & Shoreline Clean-up on July 7, for which the UDC awarded a \$750 grant to remove trash along the banks and in the river from Callicoon to Skinners Falls. The township spent a total of \$862.09 for livery services, safety equipment, mesh bags, trash bags, and grippers. (Contributed Photo)



**ROUTE 97 SIGNAGE:** Through an initiative spearheaded by Kris Gilbert as the New York State Department of Transportation's liaison to the Upper Delaware Scenic Byway, a series of attraction and directional signs are being installed on and leading to NYS Route 97 at no cost to the byway organization or local communities. The package includes 5 Upper Delaware Scenic and Recreational Signs at major intersections to the federally-designated river corridor. The UDC logo will be affixed inside the white circle to promote respect for private property rights. Other signs identify Delaware River public accesses, local historic districts, tourism amenities, and attractions such as Tusten Baptist Church, Cochection Station, Roebling Bridge, D&H Canal, and the Minisink Battleground Park. (UDC Photo by Laurie Ramie)

## MEMBER GRANTS

The Town of Tusten completed its 2018 Technical Assistance Grant (TAG) for its \$6,000 project to codify local laws and ordinances (phase 2) by the UDC's Aug. 24 deadline.

The UDC extended Damascus Township's \$5,583.33 grant to finalize the East Central Wayne County Comprehensive Plan to 12/31.

Four applications were received for the 2019 TAG program from the Towns

of Lumberland and Tusten, and the Townships of Berlin and Shohola, cumulatively requesting \$11,387.

A special Project Review Committee meeting to review the applications was held Sept. 11, with grant awards expected to be approved by the UDC Oct. 4.

Five projects were completed under the UDC's 2018 River & Shoreline Clean-up Grants Program: Damascus Township (\$750); Town of Lumberland (\$775); Town of Tusten (\$885); and Town of Deerpark (\$2,960.58).

## PROJECT REVIEWS

The UDC is re-evaluating its renewable energies position paper to incorporate new information; finalizing an update to the 1988 Project Review Workbook; and reviewing major and minor commercial development issues in the Land and Water Use Guidelines raised by Damascus and Shohola Townships.

Town of Cochection: Substantial Conformance Review of Zoning Law Amendment for Summer Camps & Private Schools completed;

Town of Tusten: Special Use Permit for renovation of a barn in Narrowsburg into an art studio & retail space;

Damascus Township: home construction, River Road;

Town of Delaware: 4/25 joint meeting of Town Board and Planning Board to discuss potential moratorium on

*Please see HIGHLIGHTS on Page 7*



## HIGHLIGHTS, continued from Page 6

large-scale commercial solar and revisions to the Renewable Energy zoning code;

Westfall Township: 4/2 meeting for Zoning Ordinance #171 amendment;

Town of Highland: Subdivision to annex and improve an adjoining lot within the corridor; Rt. 97 parcel construction proceeding without UDC/NPS review due to a lack of required documentation being submitted, which was turned over to the full Council to mediate on 9/6.

### EVENTS & MEETINGS

Non-UDC meetings included:

3/22 - NYS DEC and PA Fish and Boat Commission's public meeting in Hancock to launch the NY-PA Joint Fisheries Investigation Plan, a 3-year program to enhance scientific knowledge of the Upper Delaware River coldwater fishery through angler interviews, aerial surveys, micro-chipping fish, and counting nesting pits of female game fish;

3/23 and 6/22 - Wayne/Pike Local History Roundtable in Forest City and Tafton;

3/28 - NYSEDA Solar Training in White Lake;

4/19 - Catskill Regional Invasive Species Partnership at Catskill Center in Arkville;

4/24 - National Parks Conservation Association's Economic Research Project update, Narrowsburg;

4/25 and 7/25 - D&H Transportation Heritage Council quarterly meetings in Wurtsboro and High Falls;

4/27 - Upper Delaware River Summit with a drift boat float in Hancock to launch the "#4theDelaware" campaign, hosted by National Wildlife Federation and Friends of the Upper Delaware River;

5/4 - Annual Water Safety Partners Meeting hosted by NPS at the UDC office;

5/24 - Upper Delaware River Stream Corridor Management Plan in Hancock;

6/17 - Delaware River Sojourn coverage;

6/20 - Green Infrastructure in the Delaware River Watershed in Monticello, sponsored by the New York League of Conservation Voters Education Fund;

6/21 - DRBC's Water Management Advisory Council;

6/27 - Tour of Delaware River Solar's 2.7 MW Baer Road Solar Array in Callicoon;

7/14 - Zane Grey Festival (UDC booth);

7/22 - Narrowsburg Riverfest (booth);

8/17 - Delaware Watershed Conservation Fund webinar by National Fish & Wildlife Foundation and U.S. Fish and Wildlife Service to explain application process;

8/30 - Stream Maintenance & Flood Intervention Workshop sponsored by Wayne Conservation District, Honesdale.

### UDC RESOLUTIONS

2018-#02: Approving 2018 River Cleanup Applications (5/3); and #03, Awarding a Bid for Attic Stairs Construction (7/5).



**UDC RAFT TRIP:** Two foursomes from Queens, NY - at left, the Fudges from Glen Oaks with Jessica & Brian, Peter, 14, and Jacob, 9, and at right, the Silvas from Rosedale with Dina & Jeff, Christian Cestaro and Victoria Cestaro, 9 - launch from Lander's Skinners Falls, NY Access underneath the 1901 historic bridge to Milanville, PA (UDC Photo by Laurie Ramie)

## UDC Runs 30th Annual Raft Trip

The Upper Delaware Council's 30th Annual Family Raft Trip attracted 90 individuals (71 adults and 19 children) to the Upper Delaware Scenic and Recreational River on Aug. 5 for a fast-moving trip buoyed by recent rainfalls that raised the river level to 7.5 feet.

The UDC organizes the public event with the goal of promoting awareness and stewardship of the river through direct contact with the recreational resource.

Rafters launched from the Skinners Falls campground base and enjoyed a scenic, 10-mile paddle under sunny skies to the Ten Mile River Access in the Town of Tusten.

Lander's River Trips provided the rafts, paddles, life vests, and end shuttles.

## Hydraulic Fracturing Regulations Still in Works

Upon the March 30th close of the 120-day public comment period on its draft hydraulic fracturing regulations, the Delaware River Basin Commission received 8,786 written and 227 oral comments.

The regulations as released on Nov. 30, 2017 would prohibit high volume hydraulic fracturing throughout the Delaware River Basin, as New York State did in 2015.

"The Commission will take time to review and consider the oral comments and written submissions received, determine whether any changes based on the comments are appropriate, and prepare a response document. There is no set schedule for a vote by the Commissioners to adopt final rules. As always, the Commission may adopt final rules only at a duly-noticed public meeting," said DRBC spokesperson Kate Schmidt.

Hearing transcripts and all comments are posted for review on the DRBC's website.

In other developments, PA Senator Lisa Baker (R-20) introduced legislation in June

that would require the DRBC to compensate landowners if a permanent fracking ban is enacted.

She noted that PA residents in the basin have been living under a de facto drilling moratorium since 2010 without being able to derive value from their properties.

Senate Bill 1189, the "Delaware River Basin Commission Eminent Domain Activity Act", seeks to define the ban as a "taking" of private property.

On June 11, the PA General Assembly's PA State Government Committee held a public hearing to hear from those impacted by the DRBC's policies.

DRBC Executive Director Steve Tambini was among those to testify, noting that 43% of the Commonwealth's population lives in the Delaware River Basin.

On July 3, the U.S. Circuit Court of Appeals overturned the dismissal of the Wayne Land Mineral Group's challenge of the moratorium to further clarify the word "project" as used in the DRBC Compact.

# Acid Factories Contributed to Valley Economy

Seeing the remnants of old acid factories when his family traveled up to their summer home near Apex, NY before State Route 17 was built, Dan Myers was fascinated to learn more about their history.

"It's a phenomenon that has totally disappeared from the landscape," he says of the 50-75 factories that existed following the Civil War through the end of the 1960s to manufacture chemicals from wood.

The Equinunk Historical Society hosted a slide show on Aug. 4 by Myers, who also brought along related documents and tools of the trade to exhibit.

The factories needed access to vast quantities of hardwood, fresh water to cool the machinery, and unskilled labor to harvest the forest and work in the plants.

Wood was placed in ovens ("retorts") and heated by charcoal to distill it into a liquid that yielded acetate of lime and wood tar. Uses were found for all by-products.



**SHARING HISTORY:** Frank Daniel Myers III, above in Equinunk on Aug. 4, published a book called "The Wood Chemical Industry in the Delaware Valley" that is out of print but available through organizations such as the O&W Railway Historical Society to capture his research of the 50-75 acid factories that once operated in this region. (Contributed Photo by David B. Soete)

It was common to consume 32 cords of wood per day per factory. The hand-cutters earned 80 cents to \$1 per cord.

He spoke of the communities that built up around the enterprise like Acidalia, Long Eddy, Equinunk, Cooks Falls and Corbett.

"There were people who became royalty as a result of this business, yet some workers characterized it as living worse than slaves in the South," Myers said.

The demand for the products declined as synthetics became available.

## The Dollars and Sense of Preserving Community Character

By Linda Drollinger

"If you fail to plan, you plan to fail," said community planner Ed McMahon in his opening remarks at the July 21 presentation sponsored by the Upper Delaware Scenic Byway, Sullivan Renaissance, the New York Metro Chapter of the American Planning Association, and the National Park Service Upper Delaware unit at the Narrowsburg Union.

An Urban Land Institute senior resident fellow, McMahon reminds planning groups everywhere that change happens with or without planning.

The place that has thought about its history, knows what is unique about itself, has envisioned how it wants to look to visitors, and plans accordingly shapes its own destiny.

McMahon says tourism is the biggest business in the world, but not without its down sides. Planning can maximize the benefits and minimize the burdens.

The goal is to avoid mass market tourism that creates high volume, high impact, and low-yield results as products of quantity.

Sustainable tourism based on authenticity creates low-impact and high-yield results as products of quality.

What makes a place authentic?

Its history. Its vernacular architecture. Its topography. Its industries. Its culture and heritage. Its wildlife. Even its wilderness.

McMahon cited the Pennsylvania Wilds (pawilds.com) as the most successful rural development initiative in PA.

It was a region questing for an identity until astronomers from the Dark Sky Association pointed out what they considered to be its greatest asset: the darkest sky in the eastern U.S., perfect for stargazing.

Dark Skies Park was created soon after, one of 33 state parks that revealed the area's wilderness beauty in unique stone formations, old growth forests, and pristine hiking trails.

McMahon doesn't sugarcoat the reality of public opposition to ambitious planning initiatives. Even the most successful were almost defeated in the earliest stages of development. San Antonio Riverwalk came with an astronomical price tag that intimidated many, but today it is the #1 destination in Texas.

Likewise, preservation and restoration of Miami's Art Deco District faced stiff resistance from developers hoping to replace its 1920s bungalows with high-rise apartment and office buildings. The preservationists prevailed and it is now the hottest tourist area of the city.

Studies show that a cultural/heritage site attracts more tourists and they tend to stay longer, 4.7 days compared to 3.3 days for other tourists.

One of the more fascinating aspects of

visionary planning is its ability to hold sway over contemporary market forces threatening to devour it: fast-food franchises, and drug store and hotel chains.

McMahon related the story of McDonald's vs. Freeport, Maine.

McDonald's had its eye on a 19th century home, with intentions of demolishing the existing building to make way for a standard Golden Arches brickster. Freeport insisted that McDonald's use the existing building.

After court battles, so successful was that location that McDonald's now seeks to do the same in other historic buildings.

Suburban hotel chains that once considered recognizable exteriors an indispensable part of their branding are now repurposing historic buildings in downtown areas.

McMahon emphasized that an integral part of any successful tourist destination should be the revitalization of its Main Street, because every dollar spent with a local merchant invests in the community three times the money spent in chain stores.

In this time when everyone faces the uncertainties of climate change, exploding social norms, and political volatility, even the thought of planning is daunting.

But as Abraham Lincoln once famously said, "The best way to predict the future is to create it."



# The Future of Upper Delaware Storytelling

By Pete Golod, Resource Specialist

The Upper Delaware Scenic and Recreational River is a vital retreat for those in the populated mid-Atlantic region, contributing to higher quality of life by offering a place for healthy and unstructured recreation, spectacular scenic views, and a connection to nature.

The National Park Service Upper Delaware Scenic and Recreational River (NPS) strive to find a balance between the fundamental resources and values, and interpretive programs.

In order to address this, the NPS initiated work on a Long-Range Interpretive Plan (LRIP). Constructed from principles in the NPS's 2014 Foundation Document and other plans, the LRIP follows the NPS's requirements for interpretation planning while defining the overall vision and long-term interpretive goals of the Upper Delaware.

Interpretive goals such as those found in the NPS's Foundation Document that state, "The Upper Delaware Scenic and Recreational River protects, conserves, and enhances the free-flowing character, exceptionally high water quality, and the scenic, recreational, ecological, cultural, and geological values of the Upper Delaware River valley through collaborative partnerships and cooperation with state and local government entities."

A good interpretive plan such as the LRIP will help the Upper Delaware unit focus, provide direction, and reflect informed choices to move forward.

The LRIP helps provide that as a component of a three-part plan known as the Comprehensive Interpretive Plan (CIP).

The first part of the CIP is the Interpretive Database which captures all ideas, images, source documentation, etc.

The second part of the CIP is the Long-Range Interpretive Plan, which is a 5-7 year document that guides interpretation goals and sources, and is a data-drive management tool.

The third part of the CIP is the Annual Interpretive Plan which essentially is an annual work plan.

In April 2018 the NPS met and conducted a workshop for Phase I of the LRIP.

Phase II of the LRIP work consisted of a Recommendations workshop conducted in July 2018, and will be followed up with an Implementation Strategy workshop.

The purpose of the two workshops include addressing park unit and project needs, current issues, resources, visitation, and program goals.

Employing the approaches to interpretation and education as laid out in the LRIP,

the NPS hopes that the Upper Delaware can be a place where visitors not only learn and enjoy the river area, but gain

skills in critical thinking and problem solving, creativity and innovation, and community and collaboration.

## NYS Adopts Major Review Update

New York State Department of Environmental Conservation (DEC) Commissioner Basil Seggos announces that DEC has adopted a rulemaking package that will make the first major update to State Environmental Quality Review (SEQR) regulations in more than two decades, preserving the integrity of the regulations and streamlining the environmental review process.

The updates to SEQR will take effect on January 1, 2019. They will expand the number of actions not subject to further review, known as Type II actions; modify thresholds for actions deemed more likely to require the preparation of an Environmental Impact Statement (EIS); and require scoping of an EIS.

Additional highlights regarding content of a draft EIS are the consideration of measures to avoid or reduce an action's impacts on climate change-induced conditions such as sea level rise and flooding, as well as enhancements to make acceptance procedures for EIS more consistent.

DEC's updates to SEQR were subject to one of the most extensive stakeholder outreach campaigns in agency history. In addition to a full public scoping process for the draft EIS, DEC held 11 stakeholder meetings over two years. DEC received more than 280 comments from the public after the proposed regulations were released in 2017.

DEC will release an updated SEQR Handbook and provide training for lead agencies.



**NPS HIRING NEWS:** Andrew "Andy" Weber, above, began employment Aug. 20 in the new Natural Resources Division position of Aquatic Ecologist for the National Park Service Upper Delaware Scenic and Recreational River. Born in Pittsburgh, Weber is a 2005 graduate of Penn State with degrees in Wildlife Technology and Wildlife and Fisheries Science. He earned an M.S. in Biology from Tennessee Tech in 2008. For the past seven years, Weber worked with the NPS Eastern Rivers and Mountains Inventory and Monitoring Network. That brought him familiarity with the water quality and aquatic resources of the Upper Delaware River. He and his wife, Jess, have a 2-1/2 year old daughter, Laurel. In other NPS personnel news, Superintendent Kristina Heister announced in June that Hillary Head was hired as a permanent Law Enforcement Ranger for the Protection Division, replacing seasonal Ranger Ron Babus. She is a graduate of Santa Rosa Junior College Law Enforcement Academy and a nationally-registered Emergency Medical Technician. She came to the Upper Delaware after working at Fort McHenry and the Gateway National Recreation Area. (Contributed Photo by NPS)

Larry Neal.

"The NPS was not notified of the incident because the Broome County 911 Center did not have our contact information in the Computer Aided Dispatch system," Neal said, adding that omission has been rectified by providing their 24-hour number.

#### **Who's In Charge?**

After receiving a call from UDS&RR staff six hours after the derailment and consulting on-line media reports, Neal contacted Delaware County 911 and was notified that the Broome County Emergency Management Agency was in command among the plethora of federal, state, county, and local authorities that responded.

NPS rangers were dispatched. High river flows at 11,100 cubic feet per second helped to disperse the fuel as containment efforts and excavation of 65 tons of stockpiled soils occurred. The railroad's environmental contractor conducted bio-assessments and took water samples of the river.

Agencies deployed drones to survey for impacts, booms and absorbent materials to sop up the diesel, and cleaned one merganser and two Canada Geese that had been covered in fuel. One Canada Goose died. Trout were observed rising and feeding through the surface sheens of the fuel.

While righting one of the engines on Aug. 11, another estimated 300-400 gallons of fuel spilled, requiring more remediation.

The locomotives were moved out on Aug. 13. Following restoration of the tracks and surface repairs, train service resumed the next evening.

#### **Safety on Tracks**

The New York State Police attributed the derailment to the heavy rainfall and flooding which caused erosion "at a culvert overpass, making the tracks impassable."

Asked whether CNYR was advised that the Town and Village of Deposit had declared a State of Emergency on Aug. 7 because of these conditions, Boyer told the UDC on Sept. 7, "No, we did not receive notification. Whenever we have severe weather - whether it is heat, cold, rain or snow - we will run special inspections with track vehicles."

The train was carrying one hazardous materials car of sulfuric acid and 13 cars of soil contaminated with low levels of radiation. There were 38 empty cars; the others contained construction debris and non-hazardous soils. None of those derailed.

Boyer said that the Federal Railroad Administration regulates cargo contents. The directory is referred to as the consist.

"One of the things we cover in the training for first responders is how to read a train consist. The information in the consist

**Please see DERAILMENT on Page 11**



**FIRST MEETING:** Joining Upper Delaware Scenic Byway, Inc. officers at their first meeting on Aug. 27 were representatives from the Towns of Hancock and Tusten. From left are Secretary-Treasurer Larry H. Richardson (Town of Cohecton); Chairperson Glenn Pontier (Town of Highland); Tim Newman, Town of Hancock; Jane Luchsinger, Town of Tusten; and Vice-Chairperson Nancy Furdock, Village of Hancock. (UDC Photos by Laurie Ramie)

## **Upper Delaware Scenic Byway Welcomes Town of Hancock**

The Upper Delaware Scenic Byway, Inc.'s municipal membership has expanded to include the Town of Hancock.

A board comprised of volunteer representatives from participating municipalities along New York State Route 97 meets monthly to oversee implementation of an Enhancement Concept Plan which addresses goals for public participation, safe transportation, resource stewardship and interpretation, tourism development, marketing and promotion, and ongoing management of the byway corridor.

The Hancock Town Board voted on Aug. 7 to become the 10th municipal member and appointed Councilman Timothy Newman as its representative. Pat O'Brien is the Town of Hancock's alternate.

The town now joins the charter voting members of the 501(c)(3), non-regulatory organization: the Village of Hancock, Towns of Delaware, Cohecton, Tusten, Highland, Lumberland, and Deerpark; the

City of Port Jervis; and Sullivan County.

The Town of Fremont is the only eligible municipality that has yet to exercise its voluntary participation rights.

The legislation that added the Upper Delaware Scenic Byway to the New York State Scenic Byways System on Aug. 6, 2002 anticipated a Phase II designation process which would enable both the Towns of Hancock and Fremont to join without requiring additional authorizations.

No UDSB funding is available for activities in non-participating municipalities.

The Town of Tusten's newly-appointed Representative Jane Luchsinger attended her first UDSB meeting along with Newman on Aug. 27. Luchsinger, who serves as deputy supervisor on the Tusten Town Board, succeeds Edward Boyer who had left the board at the end of 2017.

#### **Visitor Center Plans**

UDSB, Inc. is partnering with the Callicoon Business Association's Depot Committee to utilize a \$250,000 grant secured by NYS Senator John J. Bonacic to renovate the historic Callicoon Train Depot for a community commons use that will include an 800 square foot visitor center for the byway.

The handicapped-accessible facility will offer space for exhibits, literature, programs, and restrooms, complemented by landscaping, seating, and a cafe.

A lease for the vacant building must be secured with Central New York Railroad.



**Callicoon Train Depot**



# In Memoriam



**George R. Rosenberger,**  
April 25,  
1937 to  
May 31,  
2018, first  
Town of  
Fremont  
UDC rep-  
resentative

George R. Rosenberger of Fremont Center, NY, passed away at the age of 81 on May 31, 2018.

When the Town of Fremont joined the Upper Delaware Council on April 11, 1990, George was appointed as the town's first representative. He served on the board through the end of 1993.

Retired from the Becton-Dickenson company in Hancock, George served the Town of Fremont as an assessor, councilman, Zoning Board of Appeals member, and on the Board of Elections.

He was on the committee that started the Fremont Center Fire Department, held numerous firematic positions, and served as a Commissioner after the Hankins-Fremont Center Fire Department merged.

He chaired the Fremont Center Parade Committee and was a member of the Jeffersonville Senior Citizens who enjoyed bowling, hunting, fishing, and card games.

The son of the late Peter Rosenberger and Ethel McAdams Rosenberger Rogers, George's survivors include his wife, Charlotte Ida Hoffmann Rosenberger; daughter, Karen of Mayfield, NY; and two sisters, Betty Velastigui and Carolyn Hubert. He was predeceased by two sisters, Helen and Emma Jean.

Funeral services were held on June 3 at the Stewart-Murphy Funeral Home in Callicoon with the Rev. Shannon Bailey officiating. Interment followed at St. Mary's Cemetery in Oberburg, NY.

## DERAILMENT, continued from Page 10

includes a list of every car on the train in order, what the commodities are or if it is empty, tonnage and length, with hazmat cars marked in a column with an H. Cars with hazmat have their own list showing their position in the train and there are pages with special hazmat handling instructions. A full copy of the consist is always carried on the train," she said.

NPS UDS&RR Superintendent Kristina Heister said, "I have indicated to the railroad that we are interested in working with them, DEC, and local EMAs to go over emergency response to any similar event. This was a close call and a great reminder that we have work to do."

Boyer confirmed that CNYR is "absolutely" open to participating in table-top exercises or on-site drills.

### Emergency Response Guide

The NPS and Upper Delaware Council also plan a renewed effort to update the "Emergency Response Guide for the Upper Delaware River Valley: Port Jervis to Deposit" which the UDC had been instrumental in developing in 1997 with former railroad owner Conrail, project collaborator the Delaware Riverkeeper Network, and the National Park Service.

Five hundred copies of the guide, which included maps for each section of tracks in the five-county region detailing railroad mile posts, access routes, locked gates, overpass clearances, signals, and control points, while outlining appropriate emergency procedures and providing contact information, were published and distrib-



Hungry Hollow Creek (Photo by NPS)



(Photo by New York State Police)

uted to law enforcement agencies, fire departments, and ambulance services.

Meetings to draft and review the document over a two-year period and orientation workshops once it rolled out took place at the UDC office, and a 1998 field training for first responders with a real locomotive in Sparrowbush and subsequent hazmat workshops were arranged as well.

Ownership of the railroad was in the process of transferring from Conrail to Norfolk Southern Corp. and CSX in a \$10 billion sale just as the guide was finalized.

Past incidents point out the need for clear communications and procedures for railroad-related mishaps.

On Aug. 19, 1999, 10 out of 82 NYS&W train cars on Norfolk Southern's tracks derailed when engineers made a "panic stop" for an unexpected red signal light at Nobody's Station north of Narrowsburg.

There were two fatalities within the river corridor involving train collisions with vehicles on the tracks in Callicoon (3/29/2000) and Lackawaxen (1/14/2001), emphasizing the continuous need for public education about railroad safety as well.

On Oct. 13, 2005, nine out of 127 cars on a NYS&W train derailed at Parker's Glen in Shohola Township, with engineers walking away from the wreckage but leaving the consist behind to the consternation of emergency response officials who couldn't immediately determine what type of freight the train carried.

CNYR reports that there is currently one train running through the Upper Delaware River Valley on daily average.

## Please Help the UDC to Update Our Mailing List

The Upper Delaware Council offers its free newsletter on-line at [www.upperdelawarecouncil.org](http://www.upperdelawarecouncil.org) or via postal mail. Please advise us if you wish to discontinue your mail copy, would like to sign up as a new mail subscriber, or if there are any changes to your name or address for our records. Return this notice to: Upper Delaware Council, P.O. Box 192, Narrowsburg, NY 12764; or call (845) 252-3022 or e-mail [info@upperdelawarecouncil.org](mailto:info@upperdelawarecouncil.org).

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P.O. Box 192, 211 Bridge St.  
Narrowsburg, NY 12764-0192  
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*Working together to conserve the Upper  
Delaware Scenic and Recreational River*

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The Upper Delaware Council, Inc. meets on the first Thursday of every month at 7:00 p.m. Three standing committees meet monthly as follows: Water Use/Resource Management, third Tuesdays at 7 p.m.; Project Review and Operations, fourth Tuesdays at 6:30 and 7:30 p.m., at the UDC office, 211 Bridge St., Narrowsburg, NY. All meetings are open to the public. Call (845) 252-3022 or visit [www.upperdelawarecouncil.org](http://www.upperdelawarecouncil.org) for specific meeting dates.

## Upper Delaware News, Views and 'To Do's'

### Kittatinny Cleans Up

At Kittatinny Canoes' "On and Under the Delaware River Clean-up", 154 volunteers collected 3.1 tons of trash, 74 lbs. of aluminum cans, and 78 tires on July 16 and a rain-postponed July 18, during the 29th annual event covering 70 miles of river in New York and Pennsylvania.

Tallies were down from the 2017 results of 1.4 tons of garbage, 83 lbs. of cans, and 99 tires, indicating a cleaner river.

UDC Resource Specialist Pete Golod participated in the clean-up.

### Eagle Day & Training

The Delaware Highlands Conservancy (DHC) invites the public to Eagle Day, a free afternoon of fun for the whole family at the Wallenpaupack Environmental Learning Center in Hawley, PA, from 12:30-3 p.m. on November 17.

Enjoy a "Live Birds of Prey" presentation with Bill Streeter of the Delaware Valley Raptor Center and hands-on activities to learn about eagles and the environment.

Those who would like to volunteer for the DHC's Winter Eagle Watch Program running on January and February weekends

should pre-register to attend the Volunteer Training Day on Dec. 1 by calling (570) 226-3164 or emailing [info@delawarehighlands.org](mailto:info@delawarehighlands.org).

Volunteers help monitor eagles at the Mongaup Reservoir and along the Delaware River, collecting data and educating the public on "eagle etiquette."

Help is also needed to staff the DHC's Lackawaxen, PA field office on weekends and assist at eagle-related events.

On Dec. 1, volunteers will meet at 9 a.m. at The Lackawaxen Inn for a continental breakfast and training session, then will proceed to on-site viewing areas.

### DVAA Dedicates Building

The Delaware Valley Arts Alliance has renamed its Narrowsburg headquarters as "The Elaine Giguere Arts Center" to honor Giguere's 41-year tenure of the organization she co-founded with her husband Tom DeGaetani in 1976 and led as executive director from 1978-2017.

At a Sept. 8 ceremony, DVAA also dedicated pillars to influential members John Rizzotti (1939-2014), Judith Leire (1949-2014), and Phyllis Bilick (1924-2016).

Giguere was the 2017 recipient of the

UDC's Cultural Achievement Award.

### New D&H Canal DVD

The Delaware & Hudson Transportation Heritage Council announces the release of a locally-produced documentary highlighting the historic D&H Canal route from Honesdale to the Delaware River.

The approximately 17-minute DVD is the second chapter in a series produced with Bollinger & Rutter Video and Production Services titled "The Delaware & Hudson Canal Co.: Its History and Legacy."

Chapter 1, which remains available, highlights the Gravity Railroad. Chapter 3 will cover the Roebling Bridge to Port Jervis section of the canal that operated from 1828-1898.

The hand-built transportation system was designed to haul coal east over the Moosic Mountains from Carbondale to Honesdale, PA, then 108 miles through a series of waterway canal locks to Eddyville, NY to ship products down the Hudson River.

Each DVD is available for \$10. Call (570) 253-3240, visit [www.WayneHistoryPA.org](http://www.WayneHistoryPA.org), or [www.dhthc.org](http://www.dhthc.org) for ordering information.

A brochure and details about the Council can also be found at [www.dhthc.org](http://www.dhthc.org).