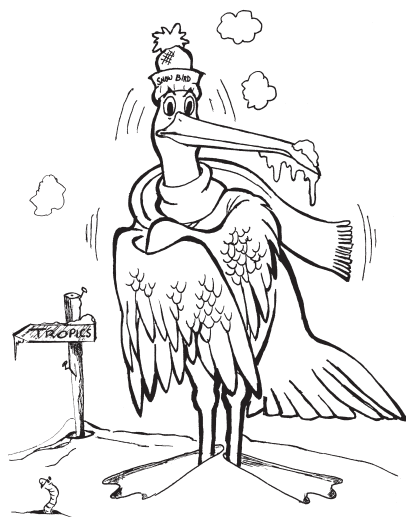


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***"Don't forget Where You Put  
Your PARA-phernalia."***



## A Message From Your President

Over the past several months we have received some questions and comments from our PARA colleagues - - and from some family members too - - about a range of topics of interest or concern to them. Although we've already responded to the individuals, several of the items in this issue of ***para-phernalia*** are directly related to these inquiries and we thought they might be of broad interest to the membership. In addition, there are several articles written by PARA members on topics of general interest. Hopefully you will find them informative. As our regular readers will know, there have been similar articles in many previous issues. We take a moment to express our sincere appreciation for the assistance of these members who have volunteered their time to author these articles. These comments, questions and contributions are a reflection of the ongoing spirit of involvement and commitment that began during our days of active service with the Port Authority and now continue throughout our retirement years. We welcome the energy and curiosity of our members. It is a clear and positive reflection of who we are as a community regardless of where we live or for how long we have been retired.

At this time of year, as we prepare to celebrate Thanksgiving and approach the holiday season, we begin to look back on the events of 2013 and ahead to the coming of the New Year. For many, this time of year is a period of reflection, anticipation and preparation. We think about family and health and special activities like travel or volunteer work in our community or religious institution. What kind of year will 2014 be? Only time will tell. Although uncertainty surrounds many issues which might affect us, we continue nonetheless to strive to do our best to keep current on changing developments and circumstances as they occur and, hopefully, we will all be prepared to address them, as necessary, as the year unfolds.

Meanwhile, on behalf of the PARA Board I extend to all of you and to your family our very best wishes for a very Happy Holiday and a peaceful, healthy and Happy New Year.

**Dave Gallagher, President**



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## CHECKLIST OF KEY INFORMATION AND CONTACTS

From time to time we hear from our members (or a close friend or relative) asking about some aspect of retiree benefits or other related topics. These inquiries are often initiated by a concern about being medically unable to care for oneself in the future or by a family member trying to find information. Since there are so many variations in the benefits plans for retirees depending on the year they retired and their group affiliation while employed by the Port Authority, we strongly suggest they contact the PA Benefits group at (212) 435-2870 as a first step. Since there may be other important contacts besides the Port Authority, it may be helpful to have certain information readily available – perhaps a Checklist – that could help expedite the process. There are, of course, many ways to do this, but the important thing is that it be compiled and readily available to the retiree and/or the family member who may need to have access to it if, or when, it becomes necessary to do so. Included in this newsletter is an insert with a suggested Checklist of Key Information and Key Contacts. This is not meant to be an all-inclusive listing for every individual. Adding other key contacts and keeping it handy may prove helpful to you or your family in the future.

## Clarification

We have received several inquiries in connection with the recent statement from Dave Gallagher in the President's Message in the last issue of *para- phernalia* regarding the reinstatement of E-ZPass benefits for the Port Authority Maintenance Supervisors Association (PAMSA) – both retired and active – individuals. We appreciate these contacts from you and we are happy to know that our members are reading our newsletter closely. We want to clarify this item since the comment in the "President's Message" was not totally clear.

We had been informed that the Maintenance Supervisors Association (PAMSA) members – both active and retired – had their E-ZPass non-revenue transponder reinstated following the labor arbitration and judicial process. Unfortunately, the statement did not clarify that this reinstatement is applicable **only** to those individuals who were covered by the provisions of the particular labor contract that included the transponder benefit and was the subject of the grievance filed by PAMSA. So, those who retired earlier, under a different contract, or those active employees who may have been covered at one time but are no longer in a PAMSA position, are not a part of the reinstatement agreement as far as we are aware.

We apologize for the confusion and the omission of this specific detail from the message but we hope this clarifies the situation for you. In addition, as you read in the last newsletter, there are several other grievances and appeals from other unions regarding E-ZPass which are still pending. Hopefully they too will be resolved in the union's favor.

In addition, we have seen a report in the press which indicates that the PA Police Lieutenants' union grievance has also been upheld by a judge. See: <http://www.nydailynews.com/new-york/port-authority-union-wins-court-battle-tolls-article-1.1375214?localLinksEnabled=false>. As of this writing, we are not aware if the reinstatement of their E-ZPass benefit has been implemented.

I'm sure you can appreciate that no one in the PARA group is pleased with the action taken by the PA Board in November 2010 with regard to rescinding our E-ZPass benefit. We will continue to monitor the developments regarding the E-ZPass issue and if the situation changes in the future we will do our best to continue to inform our readers.

**www.paranynj.org**

**para-  
phernalia** Newsletter • Edition #50 • Fall 2013

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*The Port Authority Retirees Association, Inc. does not provide, and this newsletter does not constitute, legal, accounting, tax or other professional advice. We recommend you contact your own legal, accounting, tax or professional advisor as neither The Port Authority Retirees Association nor anyone associated with the Newsletter assumes responsibility for your relying on the information provided even though we have attempted to ensure that it reflects our understanding of what is presented.*

# 79 NINTH AVENUE or is it 111 EIGHTH AVENUE?

or is it *New York Inland Freight Terminal No. 1?*

or is it *The Port Authority Building?*

**It is or has been all of these and perhaps more. I recently acquired a book, *All The Buildings in New York*.\* It was made up of 64 pages of attractive colored drawings of many iconic buildings in the city; you know, The Empire State Building, The New York Public Library on Fifth Avenue... structures like that. Toward the middle was a rendering of a familiar façade with the title: *GOOGLE, 79 Ninth Avenue*.**

I expect that the majority of "*para-phernalia*" readers would know the building as 111 Eighth Avenue, The Port Authority Building or the PAB. It was until the mid-seventies, headquarters of the Port Authority of New York and New Jersey nee The Port of New York Authority.

My own association with this gigantic structure (2.9 million sq. ft.) goes way back to the 1940s. From the eyes of a young boy, (the writer at age 5 or 6 or 7), this building was fascinating. First of all, it was enormous. It was always filled with these interesting trucks, and it had this fascinating lobby on Eighth Avenue where you could enter at the 16th Street side and if no one was looking you could walk through, or more likely run through, to the revolving doors on the 15th Street side. It was fun; it was glamorous, gleaming of polished marble and brass with giant seals in the floor and revolving doors at both of its Eighth Avenue entrances. I learned later that it was Art Deco in style.

At my mother's side, I remember walking from our section of Chelsea (a bit uptown) at 26th Street and Ninth Avenue to visit three of her sisters on 15th Street. We hardly ever went south of 23rd Street, the unspoken southern limit of our neighborhood. But several times a year, my mother did the trek to visit her family. Each of her sisters had apartments on 15th Street between Eighth and Ninth Avenues. Their apartment buildings faced the Port Authority Building that, in those days, the late forties, was already over 15 years old. The truck bays at the street level were filled with the distinctive radiator fronts of the Railway Express Agency (REA) trucks. They fascinated this boy with their motor covers resembling "cow catchers" of steam locomotives. REA was sort of a predecessor company akin to today's UPS or FedEx.

In a then unforeseen development, some dozen years later, the husband of one of those sisters, while winding down a long career as a PA automotive mechanic across the street, sort of opened a door for me. This writer was looking for a summer job in '61 just before entering the last year of college. That uncle, while at the Personnel offices to sign his retirement papers, arranged for me to be interviewed as a summer intern. Thanks, "Uncle Gal".

Thus far, his family has produced three direct generations of career PA employees, not including me, a mere nephew. Any of you readers want to guess if you ever worked along side any of them...at any one of several facilities?

The Port of New York Authority, (original name), had built this facility to serve as a consolidation point for freight, which originated from

points West and South and had been barged across the Hudson River for distribution by trucks within the Metropolitan area, or you might say, the Port District. It was indeed called

New York Inland Freight Terminal No. 1. It was to be joined years later, perhaps in 1947, by Inland Freight Terminal No. 2, the PA Truck Terminal located farther downtown on Spring Street near the Holland Tunnel. I've read that in 1947, 111 Eighth Avenue officially became The Port Authority Building. By the way, isn't it interesting that the early PA acquired properties in neighborhoods that are currently in very choice upscale locations?

As so many readers will remember the PAB took up the whole city block, Eighth to Ninth Avenues, 15th to 16th Streets. It was the largest, by cubic feet, building in the US when built in 1932. It remained the largest building in square feet in NYC until 1963 when overtaken by a Metropolitan Life complex of 3.5 million sq. ft. and then again in 1971 by our own WTC. When most of us knew it as our workplace or headquarters, the Port Authority occupied offices from the second through sixteenth floors. The Personnel Department with its impressive, almost rotunda of a reception room was the entry point, in more ways than one for PA employees. Down the hall and behind the scenes, the Central Automotive Division's garage functioned. (As that small boy, I often wondered where those ramps from the street went.) Do you remember the Executive fleet? Cars for the Commissioners to be ferried to and from their Board meetings; the Directors' cars and for a while a small Mercedes sedan for Austin J Tobin, then Executive Director, who reportedly liked the small size of that car because it was easier to maneuver through city traffic. All these vehicles were ogled at as we, the staff, drew a vehicle from the compact cars in "the pool". I actually got my first driver's license as a summer intern in order to draw from the pool to do field studies for a project that never happened.

The fifteenth floor was where the Executive Director's offices were housed along with Board and Committee rooms. Together, these handsome spaces made up a rarified setting finished in exotic blond woods and enormous conference tables with huge leather chairs. In these rooms new projects were launched, support plans and budgets were determined and employee benefits were endorsed. The fifteenth floor was one of the few that had corridors, or passageways, that went spine like along the length of the building to the Ninth Avenue side. If memory serves me correctly, the Engineering Dept.'s Research Division and at one time the Personnel Dept.'s Training Division were housed on



**\*by James Gulliver Hancock,  
Universal Press, NYC 10010, 2013**

**79 Ninth Ave - continued page 4**



the Ninth Avenue side of the Port's glamorous 15th floor.

Literally, the "Crowning Jewel" of 111 Eighth Avenue was up even higher. The building's helipad on the Ninth Avenue end was climbed to through rising staircases above the fifteenth floor. The helicopters were used to expedite staff to facilities throughout the Port District. The passengers were often foreign nationals or heads of corporations, such as steamship companies or airlines, often our tenants. They also included prospects for occupancy for the then "on the drawing board", World Trade Center. An unfortunate incident involving a tether and a helicopter dangling above building setbacks led to the ending of service from this building.

This writer went to grade school on 25th Street also between Eighth and Ninth Avenues with its windows facing south over the mostly flat and low rooftops of Chelsea. As we were promoted into the higher grades, our classrooms were also on higher floors of the school building. So, for maybe three school years, 6th through 8th grades, we had to fight the fascinating distraction of watching helicopters rising from the roof of "that" building down on 16th Street and daydream. I never thought then that in another 10-12 years I'd be in one of those choppers lifting off, not merely a few feet from the ground but immediately being more than 17 stories above the busy street below.

The Eighth floor, like the Second and the Fifteenth, had a corridor that went the full length of the building. The corridor left the elevator lobby and worked its way around the famous truck elevators and bays; there were four in all, each capable of carrying a fully loaded 20 ton truck. On a daily basis, these were used to lift trucks from street level to upper floors where they were loaded or unloaded by a variety of freight consolidators.

On a related thought I can remember a 1975 Redford movie, "Three Days of the Condor", which used one of "our" truck elevators to bring a limo to a secretive meeting in what we knew to actually be the Commissioners' Board Room. The movie involved devious political conspiracies; it's a good movie still. Scenes were also filmed of and at the World Trade Center.

The Eighth floor also housed The Building Manager's office. During my years at 111 ('62-'73), the managers included one of PARA's "founding fathers", Al Rubbert and in time, Tony Barber and Jens Rommerdahl among other notable PA executives. It was from that office that the elevator men (best source of insider information in the PA), the building maintenance teams and the cleaning staff received their orders to keep the building occupants, both PA and quite importantly the rent paying tenants, operational. A resident dentist, Dr. Burke and his wife, the charming Mrs. Burke (better not be late for your appointment or your payment) were further down the corridor from the Manager's Office. That floor was also memorable to me because it was home to Levine Brothers, a major printing firm, whose Office Manager was my high

school best friend's mother.

In the late sixties as plans advanced to build and occupy the World Trade Center, 111 Eighth Avenue became a laboratory where pre-WTC ideas were the subjects of experiments. Elevators to quickly handle large numbers of office workers entering and exiting the building were being designed and the oversized truck elevators in 111 became prototypes. Remember the crowd scene at a 4:45 pm exodus? Open space landscaping began to be set up in various departments, as experiments to determine the look and functionality of the PA's offices at the WTC.

How fortunate for those of us who worked there and for those who came in "from the field" for business at the PAB that we had access to a super cafeteria on the sixteenth floor. Remember the climb of stairs from Fifteen to Sixteen? Remember the tuna salad sandwiches? I always enjoyed the meals I had there at truly affordable prices. On

paydays, there were options at nearby Greenwich Village places like El Faro (went there with family last year) or Piemonte's, the Waverly Inn or Beatrice's, long before the likes of prominent publishers and editors discovered them and made them into "hot spots" and "in-places".

During the early seventies, Port Authority staff began to relocate to the World Trade Center as part of the pioneer group who were in occupancy while the upper floors were still being

constructed. The PA may have maintained a small presence in 111 until it was sold to real estate developers in the late 90's, I believe. The real estate developers who purchased it were able to use the best characteristics of 111's enormous interiors to draw new varieties of businesses into the space including high tech and digital firms...like GOOGLE. Google, after occupying a large chunk of space for a while, eventually bought the building in 2010 for \$1.9 billion. They have a larger presence at "the building" at Eighth (or is it Ninth) Avenue than they maintain at their official Googleplex headquarters in California. But as you can see below the GOOGLE sign it still says The Port of New York Authority.

2012 marked the 80th anniversary of the venerable building and if allowed, my wish is that the people who work there now will enjoy the great environment they work in today and develop fond memories of it in the future.

It's my belief, that most of us, para-phernalia readers already have done that.

*NB: No significant research was done in compiling this article; after all I am a retiree. Readers may remember different or additional facts but for the most part I ignored facts and relied on memory...a dangerous fallback, admittedly.*



Photo Credit – Peggy Reynolds, PARA member

**Jerry Doherty**

# Board Highlights

The second Quarterly Meeting of the Board of Directors was held on April 10, 2013, in the Times Square Hall at the Port Authority Bus Terminal. Reports of the Committees of the Board were made. There were no significant changes in financial condition, or expenses incurred during this quarter. It was also reported that we have consolidated some CD's in one bank and certain funds from the checking account will be transferred into an interest bearing account. Reports on External Affairs were made. Director Seliga reported that RPEA (Retired Public Employees Association) was ruled against in its suit against New York State to block any increase in contributions for benefits for non-represented employees and retirees. RPEA plans to appeal the decision. The PARA Board has supported the efforts of RPEA by purchasing an ad in its newsletter. President Gallagher reported on a proposal by the Governor of New York State to eliminate reimbursement of Medicare Part B for certain New York State retirees. The proposal was not supported by the legislature and, as a result, the current reimbursement plan remains in effect.

The Annual Meeting of PARA and the third Quarterly Meeting were held on July 9 at the Port Authority Bus Terminal. At the Annual Meeting the re-election for three year terms of Ralph Verrill, Jerri Raczynski, Mike Morrow, Arnold Karvasarsky and George Jensen was reported. In addition, new members Herb Somerwitz and Maria Malone-Hodges, were elected for three year terms as well. Also reported was the election of the following officers for one year terms: President Dave Gallagher, Vice President Ralph Verrill, Second Vice President Rae Ann Hoffmann, Treasurer Bob Isaacs, Assistant Treasurer Warren Cutler and Board Secretary Jerri Raczynski.

At the third Quarterly Meeting proposed changes to the PARA By-laws were discussed and adopted by the Board. It was also suggested that a new, more in depth survey of membership be conducted to enable the Board to more accurately represent and focus on the concerns of our constituents, recognizing that the issues of future PARA members may well be different from those of today's members.

**Jerri Raczynski**

## ***We've been asked about . . .***

### **IRAs AND DEFERRED COMPENSATION**

Thanks to one of our PARA members, we received some comments about the various provisions of IRAs and the New York Deferred Compensation Plan as they affect withdrawal and inheritances. For those who may have funds in either or both of these retirement investment vehicles, it is useful to refresh our understanding of the provisions and requirements of each of them. We've learned that the legislation governing each of these options can be confusing. The rules affecting the investment options, fund disbursement or inheritance, are not identical.

From time to time our individual family situation can change due to a variety of circumstances including health, death, divorce, marriage, children's needs, financial demands, etc. Therefore it may be useful to review the arrangements we have made in the past and understand the legal payout requirement for each of our investment vehicles. As we have often said, PARA cannot provide any specific legal or financial advice but we can suggest that you contact the Deferred Comp representative and/or your financial advisor/tax preparer or attorney to be updated on any changes or other requirements that may affect your personal situation or circumstances. ***This includes a review of your designated beneficiary(ies)*** as well as your plan to withdraw the funds to meet your financial needs or the legal requirements regarding minimum distribution.

As we look ahead to the New Year, if you are a member of the Deferred Comp plan or you have IRAs, this may be a good time to consider a personal review of these accounts (a financial checkup of sorts). This review should also include evaluating whether or not, "rollovers" of assets from the Deferred Compensation Plan to Regular IRAs and/or ROTH IRAs at another financial institution should be made where permitted. Based upon such a review, one can then make informed decisions about what is needed to update one's documents consistent with one's wishes to assure future investment, withdrawal and distribution options best achieve one's objectives.

# PARA's Master Webmaster

Joseph SanSevero created the PARA website ( [www.PARANYNJ.org](http://www.PARANYNJ.org)) seven years ago, and has been dedicated to managing and improving it ever since. He created it because he knew he could help provide information quickly and easily this way to a large number of PA and PATH retirees, as well as to active employees. He responds to perceived need by figuring out a way to help, whether it is in the area of electrical, mechanical, technical, research, or something else that simply needs to be done. This spirit of "doing" is well-known to the many PA friends Joe formed throughout his 36-year Port Authority career. His friends, family, and other organizations for whom he volunteers can all attest to his can-do approach to just about anything.

Joe was the recipient of the Robert F Wagner Distinguished Public Service Medal in 1993, a great tribute, but more importantly, he is a treasured friend to every individual he worked with during his PA career and subsequent to his retirement.

PARA's President David Gallagher reflects PARA Board's appreciation for Joe's contributions: "Joe is PARA's technical guru. He is the wizard behind the curtain of the website." The webmaster position was initiated and defined by Joe, who works tirelessly as a volunteer to maintain the site. According to Dave, Joe "designed the website from scratch and has assumed full responsibility for administering/overseeing wide ranging information transmitted by the site. It has grown tremendously since he first activated it in 2006. There are now several hundred pages on the site."

Joe not only maintains the various features of the website, from current events to member information to In Memoriam updates when necessary, but if any member (or other related party) raises a question that he doesn't already know the answer to, he will research the issue and provide a complete response with all the facts available. Need to know about health insurance coverage in Sweden? Need to know which forms to fill out when you retire? Joe knows, and if he doesn't know, he will know who to call to find out. Numerous testimonials of thanks come in regularly.

Joe's recent efforts to help streamline a way of referring online benefits questions to the Port Authority's Human Resources staff has been especially helpful to all. On behalf of PARA, Joe has established a strong and effective working relationship with the HR benefits group, expediting information for retirees, and directing PARA members to pages on the PARA Website where they can get forms, contact information and other updates that PA benefits has provided.

Frank Lombardi, a PARA Board member, has expressed his appreciation for Joe's initiative on behalf of Port Authority retirees. "Throughout Joe's career, he has gained a lot of knowledge and abilities. He demonstrates them ceaselessly. It's not just his skills that one is awed by when dealing with Joe. It's his attitude and value

system. His overall compassionate character always comes into play. 'Going the extra mile...' that expression is insufficient when talking about his actions. He definitely connects with people whom he does not even know. So, if you want something done, simply ask Joe. The PARA Board, along with the current employees and retirees who use the website, is enthusiastic to have him as its webmaster. He is a great human being."

In 1961, when Joe joined the Port Authority, he was a skinny kid from Staten Island with curly hair and a wicked sense of humor. While at the PA, Joe became an electrician, gained weight, lost the curls, but retained that sense of humor. I first met Joe when I joined the Port in the Tunnels and Bridges Department. Joe was part of a unit responsible for collecting data and information about operations at the crossings; I used that information to prepare traffic forecasts and revenue analyses and Joe became a valued colleague and friend.

Joe tackled every problem assigned to him with energy, curiosity and creativity. He learned on the job, by trying to figure out what it would take to accomplish whatever needed to be done. Joe's early years were in the days when computers were not really available to common folk. He describes the challenges of those days in the Tunnels and Bridges Department, "In 1968, I built a computer." By the way, this computer used the very same chips that, later, Apple Computer used. It was in a steel waterproof box two feet wide and three feet tall. It was mounted on a wall in an underground tunnel below toll lane 10 at the Lincoln Tunnel. It had an amazing amount of memory, about 10k as I remember.

"Why would we do such a thing?" Well, as you know, hundreds of thousands of vehicles pass through our Tunnels and Bridges. Mechanical counting and security systems were becoming obsolete and too huge to accommodate the amount of data and security needed. Each lane required huge cabinets with mechanical counters that tracked the vehicle type and a connection to a roadway treadle designed to count wheels rolling over them. These complex mechanical systems printed out with an impact printer on a huge paper roll, as I recall, about three feet wide. The accounting took weeks to reconcile the treadle counts with the button pushed by the toll collector and the money that was sent to the bank. It took literally weeks and many people to know if the toll money collected matched reality.

"This test computer system we built was the precursor to the present day toll lane computers now being used at all our facilities today. My group created the specification document that became the first computerized toll system."

He continued working in line departments throughout his PA career, equipping staff with new technologies, teaching staff to understand and use new hard- and software, and keeping everyone up-to-date on the capabilities of this new world order in a down-to-earth manner,



Joe being the “anti-geek” in his personality and approach. As an individual fascinated by science fiction and the world of what might-be-possible-someday, he has always been at the forefront studying innovation, exploring new products and gathering new hardware and software. Some of his good friends scratch their heads while listening to Joe talk about his latest discovery and what it can do, wondering, why would anyone want to do that? But eventually, everyone ends up wanting to do that!

After retiring in 1997, Joe moved outward to offer his talents in other arenas. For example, SCORE (Service Corps of Retired Executives), is a volunteer organization run by retired executives. It partners with the SBA (Small Business Administration) and is dedicated to helping people succeed in small business. Joe served as technical consultant for ten years for Score Chapter 476 in Staten Island.

Seeing a need to help people 50+ gain computer literacy, he volunteered to help others learn how to use computers through a national organization called SeniorNet. (The website, created and maintained by Joe of course, for Staten Island seniors is [seniornetsi.org](http://seniornetsi.org)).

A typical Joe story is how he became involved in international aid. During his time at SCORE, Joe became friends with a Board member with a variety of international business interests, as well being part owner of the Trenton Thunder, a Minor League Baseball Franchise. Beginning in 1993, this Board member worked for the United Nations Development Program and USAID to assist in third-world countries such as Nigeria, Bulgaria, Ukraine, Uganda and Thailand. Because of his interest in baseball, the Ugandan Ambassador asked him to develop baseball in Uganda. Joe began working with him as a technical consultant and, of course, developed a web site. In less than ten years, the venture created three softball fields, three baseball fields, a soccer field, dormitories and a school in Uganda. This year the school has enrolled 50 students, 25 boys and 25 girls, and plans to continue to

enroll 50 new students each year. With Joe’s volunteer assistance, the students received Samsung Tablets and one hundred school books were downloaded to USB drives. The program’s goal is to graduate 50 students each year and have 100% go to college. And by the way, the Ugandan Little League team made it to the Little League World Series this year, the first team from Africa, made up of kids who had never seen a baseball only a few years ago.

Why did Joe give so much effort to this program? His response, “The knowledge that an entire population of a country is being changed one child’s mind at a time, where children are so poor that they have no electricity, no shoes, and most of these kids have no home life like our children in America, has been a very rewarding experience for me.”

Joe’s track record of extending himself beyond the call of duty to assist others in his community is legendary. His friends have spent many a lunch listening to the stories of recognition he has received from seniors, neighbors, nuns, relatives and friends, local Chamber of Commerce, etc., as a result of his inability to say no to any request for assistance.

Like the wine master constantly refining and improving the grapes in order to produce a smoother, fruitier, more elegant bottle of wine, Joe began experimenting, studying, applying new technologies to the information needs of his colleagues at the Port and to the benefit of the membership of PARA, as well as to assist the collection of oddballs, eccentrics, technologically challenged geniuses, and all the regular people that Joe counts as friends. Given his track record in volunteerism and general willingness to help whenever a question or challenge arises, one couldn’t be blamed for mispronouncing his name as Joe San (Super) Service.

**Maxine Finkelstein**

## Notice to New York State Residents

We have learned that there has been a change in the New York State legislation with regard to the School Tax Assessment Relief (STAR) program which is available to all New York residents who own their home. Several of our members have advised us that this new requirement may not be well known.

It is our understanding that all participants in this program are now required to re-register if they wish to continue to receive the benefits associated with the STAR program in the future. Re-registration must be accomplished before year end in order to qualify for the 2014 benefit. The link to the NY website for the STAR program is: <http://www.tax.ny.gov/pit/property/star/eligibility.htm> or you may contact your local tax assessor’s office.



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## ***...look inside***

***For your latest issue of PARA-phernalia!***

### **Annual Dues are Now Due**

The envelope included in this issue is for payment of your Annual Dues for the year that begins on January 1, 2014 and runs through December 31, 2014. Annual dues are a very reasonable \$10.00. Your all-volunteer and uncompensated Board members are dedicated to keeping current on matters of concern to you and continue to function on behalf of PA retirees. Your financial support is critical to ensure we continue to maintain this goal.

***To support PARA's mission:***

- Renew your 2014 membership now
- Remit your 2013 dues, if delinquent\*
- Invite fellow PA/PATH colleagues to join
- Contribute an additional sum and become a sponsor

\*If you're unsure if you've paid your 2013 dues, just go to the PARA web site (<http://www.paranyj.org/Dues/index.htm>) and click on the link at the bottom of the page. This will generate an e-mail to me requesting your dues status. If you know you haven't paid yet, you can pay your 2013 dues when you pay your 2014 dues. Just fill out the enclosed dues remittance envelope and mail it to me along with a check covering both years.

***Thank you for your continued support of PARA.***

**Bob Isaacs**





## CHECKLIST OF KEY INFORMATION

Employee # \_\_\_\_\_ Retirement # \_\_\_\_\_

Date of Appointment \_\_\_\_\_ Date of Retirement \_\_\_\_\_

Social Security # \_\_\_\_\_ Medicare Acct. # \_\_\_\_\_

Military Service # (if applicable) \_\_\_\_\_

United Healthcare # (Group Policy # 197512) \_\_\_\_\_

Life Insurance Policy # (if applicable)

Financial Institutions and account #'s

\_\_\_\_\_

\_\_\_\_\_

Financial Advisor/Broker \_\_\_\_\_

Deferred Compensation (if applicable) \_\_\_\_\_

Physicians: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Health Care Proxy: \_\_\_\_\_

Personal Contacts:

Family or Friend to Assist in Emergency \_\_\_\_\_

Clergy \_\_\_\_\_

Attorney \_\_\_\_\_



**Port Authority Retirees Association, Inc.**

PO BOX 2002

EAST MILLSTONE NJ 08875-2002

## KEY CONTACTS

(Note: Many of these are also available online)

PORT AUTHORITY OF NY & NJ  
Employee Benefits  
225 Park Avenue South – 10th Floor  
New York, NY 10003  
(212) 435-2870  
[www.panynj.gov](http://www.panynj.gov)

US DEPARTMENT OF VETERAN'S AFFAIRS  
810 Vermont Avenue NW  
Washington, DC 20420  
(800) 827-1000  
<http://www.va.gov>

NEW YORK STATE & LOCAL  
RETIREMENT SYSTEM  
110 State Street  
Albany, NY 12244-0001  
(866) 805-0990 Telephone  
(518) 402-4433 Fax  
<http://www.osc.state.ny.us/retiree>

PRUDENTIAL INSURANCE COMPANY  
One Corporate Drive  
Shelton, CT 06484  
(800) 778-3827 Phone  
(800) 207-7806 Fax  
<http://prudential.com>

SOCIAL SECURITY ADMINISTRATION  
Office of Public Inquiries  
Windsor Park Building  
6401 Security Boulevard  
Baltimore, MD 21235  
(800) 772-1213  
<http://www.ssa.gov>

XCEL FEDERAL CREDIT UNION  
P O Box 2618  
Secaucus, NJ 07096  
(800) 284-8663  
[www.xcelfcu.org](http://www.xcelfcu.org)

CENTERS FOR MEDICARE  
& MEDICAID SERVICES  
7500 Security Boulevard  
Baltimore, MD 21244-1850  
(800) 633-4227  
<http://www.cms.gov>

EXPRESS SCRIPTS  
P O Box 14570  
Lexington, KY 40512  
(888) 799-6968  
(800) 758-4570 – NYS residents only  
[www.express-scripts.com](http://www.express-scripts.com)

UNITED HEALTHCARE  
P O Box 740800  
Atlanta, GA 30374-0800  
(877) 259-1391  
[www.myuhc.com](http://www.myuhc.com)

PARA Web page for benefits info: <http://paranynj.org/Benefits/benefits.htm>



**WWW.PARANYNJ.ORG**