



The

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NEWSLETTER FOR RESIDENTS AND FRIENDS OF THE LODGE AT OLD TRAIL

Grandmother's Clock

—By Jane Pusey Keys

She is sitting in her Victorian chair,
That one in the corner over there.
It is one o'clock, a Saturday afternoon.
Grandmother pats my hand with affection,
Restoring my poise with her warm reception.
Sssh, you must be quiet! She's listening to
The Metropolitan Opera radio broadcast.
She follows the program that rests in her lap.
Behind her stands the familiar long case,
My grandmother's Grandmother Clock.

Shorter in stature than the Grandfather one,
Its regal exterior is just as grand!
Phases-of-the-Moon on the clock-face dial
Gives the appearance of a Mona Lisa smile.
Like the ocean tides moving in ebb and flow,
The gold pendulum sways in exact tempo
To minute- and hour-hands' precise positions,
Quieting my mind with its tick-tick rhythm.
Sun rays streaming through the window nearby
Prod dust particles to dance in timely fashion.
The stage curtains close, signaling the opera's finale.

Grandmother's clock is about to be tested. Its
Chime hammers are poised to strike metal rods
In a sequence of notes programmed inside.
Precisely at three, the chimes ring loud!
From a slumber-like trance I'm quickly aroused.
The pendulum marks time with a steady pace,
As Grandmother Clock counts time, hands in place.
Grandmother closes the *Opera News of the Air*,
Nodding off in her Victorian chair.

ATTENTION READERS

It used to be that we would travel to get to the public library, but now the library comes to us! The Bookmobile of the Jefferson-Madison Regional Library parks at the front door of The Lodge on the first and third Mondays of each month in the afternoon from 12:15 to 1:15. All of the books (including audibles) and movies in the entire library collection are accessible through the Bookmobile. All you need to do is to tell the Bookmobile supervisor what you want delivered on the next visit or indicate your choice in advance online. **Cont'd next page**

RESIDENT FOCUS

It is no wonder that octogenarian Terry McLane stays trim and attractive in both body and mind. A Lodge resident since 2016, Terry is a disciplinarian when it comes to caring for herself. Walking a total of two miles day and devouring historical novels, sometimes the same book twice to fully appreciate the author's messages, is standard fare. Her Fitbit regularly records 10,000 or more steps in a day and she holds the record of first and second place in The Lodge pedometer competitions. On top of that, Terry is affectionately known as The Lodge librarian.

With just a hint of a New York City area dialect, Terry lived 50 years in Westfield, New Jersey with her husband, Jim, where she raised their four children. Westfield is within commuting distance to New York City and is the birthplace of the influential American cartoonist Charles Addams. Jim McLane died in 2002 after a prolonged battle with cancer. The McLanes were married for 56 years.

Terry was born and lived her youth in Brooklyn where her father worked as an accountant and her homemaker mother busied herself with raising Terry and her sister. After completing her schooling in Brooklyn Catholic schools, Terry completed her training as a registered nurse at the school of nursing in Manhattan's St. Clare's Hospital. Female occupations were limited at the time, recalls Terry. "The choices were either teaching, secretarial work, or nursing, and I didn't do too well as a typist"

On a lark, Terry and two of her nursing classmates traveled to Los Angeles for their first jobs as nurses, returning to New York some eight months later when her friends had to return, because she was "not brave enough to stay out west alone."

Cont'd next page



Resident Focus (cont'd)

She worked at Muhlenberg Hospital in Plainfield, New Jersey for the next two years. St Clare's and Muhlenberg no longer exist, having merged with other hospitals which were also closed as the hospital industry continued to consolidate into larger regional medical centers.

After the children were out of the house and on their own, Terry became a nurse at a local surgeon's office. She retired at the age of 79!

Attendance at a friend's party in Brooklyn became another turning point in Terry's life when she met her husband to be, a native of Newark, New Jersey. Jim and Terry married in 1959 and spent their honeymoon in Acapulco, Mexico via Eastern Air Lines. As supervisor for reservations at Eastern Air Lines, Jim was entitled to free trips on the airline for him and his family.

The McLanes and their children traveled by air to a number of locations in the US including Hawaii, Washington state, Florida, and Colorado. "Because Eastern did not fly to Europe," says Terry, "I have never been across the pond." Jim worked for Eastern for 35 years before retiring in 1989.

Terry now travels the many sidewalks and trails near The Lodge to earn the 10,000 daily steps she strives for on her Fitbit. She takes her walks with one or two others and is always looking for more partners. She supplements her walking routines by participating in Lodge exercise sessions.

When not reading historical fiction books, Terry volunteers to manage the library at The Lodge. Like every good librarian, she insists that she does all the re-shelving of books that are returned by readers. She uses a color-coded system that identifies the fiction, non-fiction, and reference entries in the collection and logs in new donations as they are added to the growing collection.

To really enjoy reading though, Terry says that she must have the feel of a real book in her hands. She recently read *The Boys in the Boat*, selected by The Lodge Book Club in which she participates, and is currently reading *A Gentleman in Moscow* for the second time.

Since two of her children have become actors in community theater, Terry attends local stage plays and loves to attend band concerts. "I don't know how my children got interested in the thespian arts," says Terry. "It certainly was not because of me!"

Her son Paul lives in Springfield, Virginia and is managing editor of Radio World, a news source for radio broadcast owners. Living in New Jersey, daughter Laura works for a computer services company. Son Mark is an executive with a health care analytical firm. Both Mark and daughter Karen are the actors and live in Charlottesville.

"Life is good here at The Lodge," says Terry.

People who know Terry will vouch for her warm personality. But, beware, she will likely try inspiring you to do more reading—and more exercising.



Terry (right) with a classmate at her 1955 nursing graduation and dressed for a Halloween party at The Lodge in 2017.



Jim and Terry in 1998.



Terry (second from left) and Jim (seated) with their family and the first of four grandchildren in 2002.

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Bookmobile (cont'd)

Selections borrowed from the Bookmobile are checked out for one month and can be renewed for another month unless they are on a waiting list.

Remember that you can access online the entire library catalog at the library website (jmrl.org) where library card holders can place a hold on a selection and choose to have it delivered by the Bookmobile. Those without cards can obtain them at the Bookmobile.

For further information, contact the Bookmobile supervisor, Willow Gale, at 434-973-7893, extension 2, or at willow@jmrl.org.



Supervisor Willow Gale at the regional library Bookmobile.

Tony is Coming to Crozet



Photos courtesy PRI

The advent of autonomous vehicles has come on the scene like gangbusters. Technology and ride-sharing companies are jumping into the fray with enthusiasm, some forecasting that self-driving cars are only years away. Now, thanks to Perrone Robotics, Crozet is about to embark on this 21st century development with an autonomous vehicle transit shuttle service, one of the first of its kind, and a forerunner of truly self-driving vehicles.

Perrone Robotics, Inc. is a local software firm that specializes in the design of programs that will control the operation of all kinds of robotic vehicles. In partnership with Albemarle County, JAUNT public transportation, and the UVA research center, Perrone Robotics is preparing to operate an autonomous, emission-free six-seat vehicle in a pilot project to shuttle passengers within Crozet.

Designated as Tony, the vehicle's acronym stands for TO Navigate You.

Although a start date is not yet established, the service is expected to be launched in March. It will operate on a fixed route that has not yet been

determined, but including The Lodge as a stop cannot be ruled out. A safety-trained transit operator will be on board to answer questions and to take over as the driver should that be necessary. Watch for further announcements.

Perrone's vice president for sales, David Hofert, says there are a multitude of incentives for automating passenger vehicles. High on the list is reducing the nation's frightful number of highway fatalities of over 30,000 deaths in every one of the last 72 years. Autonomous vehicles cannot eliminate all highway fatalities, but they can avoid many of the driver mistakes that cause them. There is also the expectation that autonomous shuttle and transit services will reduce city congestion and lessen the need for parking spaces.

Perhaps the most compelling imperative is stemming the loss of mobility that occurs as life spans get longer. Seniors have a lot to gain from self-driving cars.
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Perrone Robotics founder Paul Perrone began his career in autonomous vehicles by writing the software for "Tommy," designed for a contest to go driverless across the Mohave Desert in 2005.

Tony (continued)

As Hofert explains, “self-driving vehicles are all about improving and sustaining the mobility of people and goods.”

Hofert is aware of the skeptics and he thinks their concerns can be overcome—concerns like the sudden pothole, or a demand for right-of-way by emergency vehicles, or the threat of hacking. Potholes will be detected just like the plywood sheet that flew off a pickup on to Jarman Gap Road causing a Perrone equipped car to stop in its tracks. More and more, governments are thinking about required signaling devices on emergency vehicles that can warn self-driving vehicles of the need to yield.

Making autonomous vehicles self-sufficient is a powerful impediment to hacking, says Hofert. On-board independent systems control all of Perrone’s vehicles that do not let anybody talk to them from outside sources such as cell towers or satellites.

Perrone Robotics moved from Charlottesville to set up shop in 2017 on a portion of the former Barnes Lumber Company site at the east end of “The Square” in downtown Crozet. The Crozet site includes a test track, temporary offices, and a garage for its equipment and vehicles in a warehouse structure once used by the lumber company. The lumber company site is slated for mixed-use redevelopment. When that happens, Perrone will vacate the warehouse and is planning to build a permanent headquarters as part of the redevelopment.

Hofert says Perrone has used its technology in numerous applications including the automation of the world’s largest dump truck used in mining operations. He says they are constantly receiving requests from interested businesses and are currently considering the automation of transit vehicles for a leading urban bus operator.

“We also are one of the few technology companies that seeks certification of our products as safe operations. You might say we are a diamond in the rough.”

Founder and CEO of Perrone Robotics Inc., Paul Perrone is a native of New Jersey and learned as a kid of his fascination with early computers and the notion of artificial intelligence. That led him to study engineering at New Jersey’s Rutgers University and graduate study at UVA.



His interest in robotics grew and when he heard about the Defense Department’s Grand Challenge to design and operate an autonomous vehicle across the Mohave Desert in 2005, he thought he was at a point with robotic development to meet the challenge. He and his team did not win, but Team Jefferson and their dune buggy Tommy was one of only 43 out of 195 selected to participate. A purpose of the contest had been fulfilled, however, when Perrone elected to continue the advancement of vehicle automation.

With a sizable grant from Intel Corporation, Perrone was on his way to make Perrone Robotics more than just a basement business.

A pioneer in robotic technology, Perrone has written numerous books and articles on software technologies, appeared in documentaries, is a distinguished public speaker, and chaired the Society of Automotive Engineers committee on autonomous vehicle standards.

He and his wife and children are residents of White Hall.

UPDATE

Rockfish Gap Eyed for Redevelopment

Don’t hold your breath, but the eyesore at Rockfish Gap on the top of Blue Ridge Mountain is being considered for elimination. Although details are confidential, redevelopment of the area around the former Howard Johnson restaurant is under discussion by potential investors. A state official tells *The Lodger* the site is being evaluated for the construction of facilities to serve as a conference and tourist center.

The area was once a bustling travelers’ Mecca with its motels and restaurants and spectacular views of both the Rockfish and Shenandoah valleys on either side of the mountain. In addition, it is remarkably accessible being at an Interstate 64 interchange and the junction of Skyline Drive and the Blue Ridge Parkway.

The 1960s traveler services on the mountaintop did not adjust to the traffic shift away from adjacent Route 250 when Interstate 64 was opened in the 1970s. Fuel shortages further eroded traffic volumes, resulting in the decline of business that led to major deterioration of the building structures. Howard Johnson closed in 1998, the Holiday Inn franchise was withdrawn, the several other motels suffered fire damage, and the Chevron gas station closed in 2003.



Restoration of the Blue Ridge Tunnel will soon help make Rockfish Gap a gateway to an extraordinary assortment of nearby tourism opportunities. The project will create a trail through the historic 4,273 foot tunnel for hikers, walkers, and bicyclists. The tunnel was used by steam trains crossing the Blue Ridge Mountain for 86 years until 1944 when it was replaced by a parallel tunnel for larger locomotives and train cars.

First-phase construction established trailhead parking spaces and a three-quarter mile trail leading to the east portal of the tunnel while the on-going second phase construction will restore the tunnel interior. Nelson County, owner of the tunnel, expects bidding of the third and final phase construction to occur within 30 days of fund approval currently being considered by VDOT. A west end trailhead will be established in phase three.



No public access to the tunnel trail is allowed while the project is under construction.

An Amtrak train emerging from the newer tunnel with the east portal of the original tunnel in the background before restoration.