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A blast on December 19 marks the beginning of the final day of blasting operations at Lock and Dam 24. Crews successfully removed 2,200 tons of deteriorated concrete from the landside lock wall over the four day operation.

Lock and Dam 24's deteriorated concrete walls get a facelift

It was a mild December morning at Lock and Dam 24 in Clarksville, Mo., when the year's final tow locked through the 600-foot chamber. The Coral Dawn's passage on Dec. 14 at 10:45 a.m., was the last before L&D 24's third and final winter closure, which officially began at 6 a.m. Dec. 15.

The lock, which is critical in moving cargo up and down the Upper Mississippi River, has closed its gates to river traffic until March 14.

The winter closure, which was coordi-

nated with the barge industry, is enabling the Corps of Engineers to complete work that is beyond the scope of routine maintenance.

The 60-plus year old lock, which locked through 2,508 tows in 2003, is undergoing a major rehabilitation construction project. Midwest Foundation Corporation of Tremont, Ill., and Massman Construction Company of Kansas City, Mo., are doing the work, through a joint venture.

Lock and Dam 24's lock walls are in a

severely deteriorated state and need to be refaced, explained Dennis Woodruff, Resident Engineer. The old concrete is being removed and replaced with a series of large pre-cast concrete panels, which are manufactured offsite. The panels are secured to the solid underlying structure, and new concrete is placed behind them.

Explosives are used to assist in the concrete removal. "The idea is not to blast off all the old concrete," Woodruff said.

"The focus is to create a fracture that

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Commander's Perspective



MAJ Joseph D. Tyron

First, welcome back from the holidays. I know many of you enjoyed time with families and loved ones and burned some use or lose leave too. Some of you know it wasn't the kind of holiday I expected and I appreciate the kind words from many about the loss of my best friend Major Chris Splinter. It reminds me of how precious life is and how important our jobs are to the nation and the world. For me the holiday season validated many principles that we need to examine daily. The most important is cultivating relationships in our work and personal life. They truly are the legacy we leave behind.

The past few weeks have gotten you all back into our work and I hope you are all prepared for a challenging and fulfilling 2004. We have a wide array of projects and activities ahead. Let's look at what's happening.

St. Louis' support for Operation Iraqi Freedom has been incredible. Many people have gone or volunteered to go to Iraq, and currently over twenty people are

deployed or preparing to deploy. Please continue to support your co-workers who are helping to rebuild Iraq. The need continues, so if you're interested in deploying, contact Jake Scanlon in the EOC. For those who want to support people in need I would ask you to participate in the CAC school supplies drive. The Iraqi children could benefit from your generosity.

As this month's Esprit reports, work continues at Lock and Dam 24. Blasting operations removed 2,200 tons of deteriorated concrete from the landside lock wall in mid-December. I was at the morning blast on Dec. 19 with Peggy O'Bryan and Len Ross, and I commend all those who are doing a great job up at LD24.

It looks like 2004 may be beginning the end of the very long road for the Meramec River Basin, Valley Park Project. The PDT working on Valley Park has done a tremendous job with this challenging project. The entire team was awarded District coins for excellence in November. The project was authorized in 1981 and has endured numerous unexpected obstacles that have pushed back its completion date. Work is 60 percent complete now and has begun on the final phase to provide flood protection there. The contractor, the Corps, the city of Valley Park and the Missouri Department of Natural Resources, met in December for a partnering meeting and set the bold goal of completing the \$14 million contract 10 percent ahead of schedule in 16 months.

This year the District and the Corps will take a very active role in Lewis and Clark Bicentennial activities. I want to commend all the great work our ranger staff has done up to this point. I encourage you all to take advantage of bicentennial events and to be proud of your Army's heritage.

The expedition, commonly called the Corps of Discovery, was a U. S. Army mission.

Thank you for the great job everyone does every day for the District and the Corps. If you haven't seen January's Engineer Update I highly encourage you to read this issue. There is a very good, "rubber meets the road," article from the Chief, on USACE 2012. The more we know about the coming changes the better prepared we will all be to deal with them.

I look forward to leading the District through the next few months until COL Williams returns.

Essayons!

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Kaboom! Cont. from page 1



Blasting gave crews a head start on concrete removal. The remaining concrete will be removed using mechanical means, a hoe ram and milling machine.

allows the contractor to remove the concrete by mechanical means,” Woodruff said. Removing the remaining concrete is done with a hoe ram, basically a huge chisel, or a milling machine.



The explosion creates a fracture along the predrilled holes.

Lock 24’s “face-lift” began in the fall of 2001 when a rock dam was removed and both gates in the auxiliary chamber were replaced. The lock’s first operational shutdown took place during January and February of 2002. During that closure, bulkhead slots, which allowed for two future dewatering operations as part of the current construction contract, were constructed downstream of the lower miter gates, explained Woodruff.

During the spring of 2002, concrete demolition began along the riverside of the intermediate wall, commonly referred to as the I-wall, and along

portions of the river wall. New pre-cast panels were installed along the riverside face of the I-wall concluding in November of that same year. Work on the river wall continued into 2003. All work was performed without impeding navigation.

The second lock closure began December 2002 and ended March 2003. The process of removing old concrete and replacing it with pre-cast panels began again, this time along the chamber side of the I-wall. During this closure period, the lock was dewatered for the first time since 1991. “The dewatering provided an opportunity to remove concrete debris and inspect the chamber floor,” said Woodruff

The chamber was refilled and navigation returned to L&D 24 in March of 2003. Major work was accomplished this past summer as tows carried grain, coal and other products up and down the Mississippi River. Most notably, the contractor installed a new electrical ductbank along the entire land wall. That same land wall is now the focus of this winter’s third and final closure.

Within thirty hours of closing on Dec. 15, blasting began along L&D 24’s land wall. Carefully orchestrated blasting operations fractured most of the old concrete along the vertical face of the monoliths, said Woodruff. A monolith is typically 30 to 40 feet in length, al-

though individual sizes vary.

Three-inch holes were predrilled to allow for this winter’s blasting. The holes were drilled 18 inches apart, typically in three rows. The first row was drilled 14 inches off the face of the wall and 17.5 feet deep. The second and third rows were drilled 38 and 60 inches, respectively, from the face of the wall to a depth of 10 feet.

Before weaving 14,000 linear foot of detonation cord into the holes, crews used a water hose to clear them of antifreeze, which was used to prevent ice from forming inside and plugging the holes. Tim Troyer, project manager with Midwest Foundation Corporation, explained that ice is harder to break up than concrete.

After the holes were loaded with explosives, sand and rubber mats were placed on top of the blast area. Finally, six woven steel blast mats, each weighing 2,000 pounds, were laid on top of the blast area by a crane.



The 2,000 pound steel mats are lowered by crane after the blast.

The purpose of the mats was to add weight and minimize debris, called ‘fly rock,’ from flying into the air, explained Park Ranger Sue Abel, Rivers Project Office. Minimizing ‘fly rock’ was not just a safety precaution for workers on the ground but also for birds in the air.

Chris Leffeler and Chrissy Stroud, from the Northern Area Office, along with Abel, scouted for bald eagles prior to the blasts. Special attention was given to the bald eagles because of their threatened status.

The spotters, holding signs painted green and red on opposite sides, watched for the federally protected birds. If a



bald eagle came within a 500-foot radius of the blast site, the spotter turned the sign to red. The contractor would not detonate the blast unless all three signs were green.

“Five hundred feet was determined to be a safe distance for the birds,” said Abel. “At that distance it was unlikely they would be hit by fly rock or that their hearing would be impacted,” she added.

The ‘eagle spotters’ were present at all nine blasts, which took place between Dec. 16 and 19. During those four days, twenty-two hundred tons of concrete was removed with 275 pounds of explosives.

In February 2004, the lock chamber will be dewatered for the second time. The dewatering will allow crews to remove concrete debris from the chamber’s floor, remove silt from inside the land wall culvert, and install two new tainter valves and machinery along the land wall. Blasting caps will be used to flush fish out of the chamber prior to removing the water, explained Woodruff.

Once the lock reopens in March, the construction crew will begin general site work, to include the parking lot and fencing, as well as work on the visitor’s platform and lockmaster’s office. Work is scheduled for completion in November of 2004.

The \$35.3 million concrete rehabilitation contract is part of the larger \$87.4 million major rehabilitation project. Lock and Dam 24 was built with a limited life span. The lock was opened May 12, 1940 and it has well exceeded its 50-year design life, stated Brian Kleber, Project Manager.



Crews position the precast concrete panels along the landside lock wall prior to placing concrete.

Protecting the American Bald Eagle



By Janet Mifflin and Sue Abel

For four days in December, Park Ranger Suzanne Abel, Rivers Project Office, and Chris Leffeler and Chrissy Stroud, North Area Office, participated in a unique opportunity to protect our national symbol - the American Bald Eagle.

While Midwest Foundation Corporation was using explosives to remove deteriorated concrete from the landside lock wall at Lock and Dam 24 on Dec. 16-19, the three designated ‘Eagle Spotters’ kept close watch for eagles that might be too close to the blasting area.

A total of nine blasts took place over the four-day period. December’s demolition concludes blasting operations for the Lock 24 lock wall rehab contract.

Eagles, fish and all other wildlife were a main concern during demolition. Especially since the demolition occurred during the winter, a time when these animals are prone to stress.

In order to protect the eagles from flying debris, mitigation guidelines required maintaining a 500-foot ‘eagle-free’ blasting zone. In addition, six blasting mats, weighing 2,000 pounds each, were placed on top of the blasting site in order to keep debris from flying up.

The mitigation guidelines also required closing two of the dam’s tainter gates. The water passing through the tainter gates at Lock and Dam 24 carries fish, which makes for a very popular feeding site for eagles.

Closing the tainter gates deterred the feeding frenzy, but the eagles were still very persistent in hanging around the dam. This resulted in five of the tainter

gates being closed instead of just the two required by the mitigating guidelines. Gate discharge and river flows occurred through the farthest gates from the blast sites, keeping most eagle activity and feeding to that side of the river.

The ‘Eagle Spotters’ were strategically placed along the dam with signs indicating a red ‘stop’ or green ‘all clear’ sign. The appropriate color was held up to indicate if any eagles were within the 500-foot buffer zone.

Bald eagles were observed during the demolition blasts in order to determine their behavioral response to the explosive activities. It was noted that each blast flushed several eagles perched in trees and sitting on sandbars, on the opposite side of the river.

Flushed by the sound or vibration of the blast detonation, the eagles generally made a circle in flight over their perch site on the Illinois shore and within a minute returned to their perch.

No impacts to the fish, or other wildlife were observed during the blasting. It should also be noted that not all the perched eagles reacted to the blasting.

The eagle count, within the visible vicinity at Lock and Dam 24, varied from a low count the first few days of forty eagles to a high count of seventy-six eagles at the end of demolition.

Editor’s Notes; Many upcoming eagle events are being planned for January and February 2004.

Lock and Dam 24 has become such a popular site for bald eagles that the City of Clarksville hosts an annual festival called Eagle Days. This year it is being held Jan. 24 and 25. Clarksville also hosted Masters of the Sky programs, which feature hawks, owls, falcons, and eagles, on Jan. 17 and 18.

The National Great Rivers Museum will host a Masters of the Sky program on Feb. 7 and 8. Shows will be at 9:30 a.m., 11 a.m., 12:30 p.m. and 3:30 p.m. Seating will be limited to the first 100 people for each program. The World Bird Sanctuary will be charging \$2 for children and \$3 for adults.



Endangered Species Act Turns 30

In recognition of the Endangered Species Act's 30th Anniversary, here are some facts.

- On December 28, 1973, President Richard M. Nixon signed into law the Endangered Species Act, replacing two earlier, less effective laws that had been enacted in 1966 and 1969
- Since its implementation, the ESA list of protected species has grown from the 400 covered by the pre-1973 legislation to the current 1,263 U.S. plant and animal species and 558 foreign plant and animal species.
- Only 37 species have been removed from the threatened or endangered lists in the three decades since the law was

enacted. Seven were removed because they recovered, seven became extinct and the rest were determined to be improperly listed.

- The U.S. Fish and Wildlife Service and the National Marine Fisheries Service administer the law.
- Species can be listed by the Secretary of the Interior or through citizen petition.
- The law withstood a key challenge in 1978 when the U.S. Supreme Court upheld protection of the endangered snail darter fish against completion of the multi-million dollar Tellico dam in Tennessee.
- In the wake of the snail darter controversy, Congress authorized a special cabinet-level committee informally known as "the God Squad," which has

the power to waive the protections of the act if they decide the benefits of an activity outweigh the benefits of preservation of a particular species.

- The law was due for reauthorization in 1992, but renewal legislation has not yet been enacted. Congress has appropriated funds each year to keep the program running.

The Endangered Species Act has changed the way we do business in the Corps. Projects in Missouri and Illinois must take in to consideration 17 endangered or threatened animals. Among them are the Indiana bat, pallid sturgeon, least tern, bald eagle, piping plover and in Illinois the Hine's emerald Dragonfly.

Sources: U.S. Fish and Wildlife Service, World Wildlife Fund

Computers Donated to Local School

David Berti, Mark Twain Lake's assistant operations manager, and Pernell Ridley, St. Louis District's property disposal officer, presented seven computers to Perry Elementary School, in the Ralls County R-II School District, Perry, Mo., December 17.

Berti and Ridley delivered the computers on behalf of the U.S. Army Corps of Engineers to Delores Woodhurst, elementary school principal for Perry and Center schools.

The donation is made in an effort to enhance the educational opportunities of local students. The computers were made available through Executive Order 12999, "Educational Technology: Ensuring Opportunities for All Children in the Next Century."

The resulting nationwide program, called Computers for Learning, ensures that interested and innovative educators can utilize federal property for educational purposes.

"This program has been designed to place computers in our nation's classrooms and prepares our children to contribute and compete in the years to come," said Ridley.



A school is eligible to receive donations through the Computers for Learning Program if it is a public, private, parochial, or home school serving pre-kindergarten through 12th grade students. An educational nonprofit is eligible if it is classified as tax-exempt

under section 501c of the United States tax code and serves pre-kindergarten through grade 12 students. Special consideration for computer donations will be given to schools and educational nonprofits in Federal empowerment zones and enterprise communities.

The General Services Administration has created a web site for Computers for Learning. It allows organizations to register, request equipment and view current status online. All organizations are required to go to the GSA web site and complete the registration form. Once approval has been granted to the organization, a generator, such as the U.S. Army Corps of Engineers, can select to donate computers to that approved school or nonprofit organization.

The donation to Perry Elementary School is the fifth such donation made by the St. Louis District to Mark Twain Lake's local schools.

GSA's site is:
<http://www.computers.fed.gov>



Lewis and Clark Activities

Time has flown for the staff at the National Great Rivers Museum since the museum's grand opening on Oct. 15. The museum has hosted over fourteen thousand visitors in the past three months. The facility which sits about five miles north of the Missouri River's confluence with the Mississippi River, is also becoming a great informational site for the Lewis and Clark Bicentennial.

The museum's staff is providing brochures and handouts referring to local Lewis and Clark events as well as Corps of Engineers-produced materials such as the Lower Missouri River Map, the Missouri River Traveler's Guide, and the U.S. Army Lewis and Clark Pamphlet.

An Illinois Bicentennial Anniversary Event was held Dec. 12 at the Lewis and Clark State Historic Site marking the 200th Anniversary of the Arrival of Lewis and Clark near the Great River's Confluence. Park Rangers Carol Ryan, Charlie Deustch, Rachel Garren and Norma Hall attended the day's activities, which included guest speakers Gary Moulton, a nationally recognized Lewis and Clark author and historian, and Gerard Baker, the superintendent for the National Parks Service's Lewis and Clark Historic Trail.

The official dedication ceremony for Camp River Dubois took place during the event, as well as the arrival of the Discovery Expedition of St. Charles, Mo., which was part of the commemoration of the 200th Anniversary Landing of the Corps of Discovery.

The Discovery Expedition, comprised of a keelboat and a pirogue, locked through Melvin Price Locks and Dam the afternoon following the official ceremony. The boats will be taken out and stored at the Lewis and Clark Museum in St. Charles, Mo., for the winter encampment at Wood River, which is the site where Lewis and Clark camped during the winter of 1803-1804.

In May the boats will return to the water for the signature event at Hartford, Ill., and then begin their journey up the



The Discovery Expedition of St. Charles, Mo., arrives at the Lewis and Clark Historic Site as part of the Illinois Bicentennial Anniversary Event on Dec. 12.

Missouri River. The Discovery Expedition is retracing the entire waterway portion of the 1803-1806 expedition.

Also traveling across the country as part of the Lewis and Clark Bicentennial is a bus which is the State of Illinois' Lewis and Clark Bicentennial Mobile Interpretive Center.

The traveling museum's theme is "A Confluence of Cultures." Inside are period maps, music and artifacts that tell the story of a confluence of cultures. The displays tell the story of assistance from Native Americans, which was critical to the success of the Lewis and Clark Expedition.

In December the mobile exhibit visited the proposed site for the National Great Rivers Research and Education Field Station for a photo opportunity. The field station, to be located near the Melvin Price Locks and Dam, will serve as a national research station for river researchers and faculty.

"It is so exciting that the National Great Rivers Museum is playing a role in the Lewis and Clark Bicentennial," said Park Ranger Carol Ryan, museum director. "The expedition opened the door to the west and our country would not be the same without it."



Illinois' Lewis and Clark Bicentennial Mobile Interpretive Center visits Mel Price Locks and Dam. The mobile's theme is "A Confluence of Cultures."



Hard Rain Brings Too-Full Lakes

U.S. Army Corps of Engineers Lakes meet numerous needs, including water supply, recreation and flood damage reduction. To do all this, the Corps must carefully manage lake depths, which are measured in terms of elevations above the national geodetic vertical datum. That figure is a scientifically determined baseline that is more accurate than the better-known measure of the distance above sea level.

The levels, or "pools," are managed seasonally, either to maintain water levels or to discharge water to make room for anticipated precipitation. Thus, in the winter, water is discharged to lower the lakes before anticipated snow runoff and heavy spring rains.

Following heavy rains during the first week in January 2004, Lake Shelbyville and Carlyle Lake in Illinois were both well above their desired winter levels.

On Jan. 6, Lake Shelbyville was 7.93 feet above its desired winter level, or winter pool. Carlyle Lake was 3.92 feet above its normal winter pool.

Neither lake was at its desired winter pool before the weekend rains. "We were still managing increased levels from prior rainstorms," said Mary Miles, a hydraulic engineer in water control management. In fact prior to the January rains, Carlyle Lake and Lake Shelbyville were already 1.6 and 5.1 feet above their respective winter pools.

Over a three-day period, Jan. 3-5, Lake Shelbyville and Carlyle Lake received 2.72 and 2.46 inches of rain, respectively. "We've gotten a lot of rain," said Andrea Lewis, Lake Shelbyville operations manager.

"Usually this time of year it is snow." As a result, "Right now, inflow is still greater than outflow," explained Miles on Jan. 8. For several days the lakes received more water than they were able to release downstream. Carlyle's inflow on Jan. 5 was 18,000 cubic feet per second (cfs), but the maximum discharge that day was 5,750 cfs. Thus, the



Lake Shelbyville's main dam helps regulate the pool levels. After several rain storms the lake crested at 603 on Jan. 10, 9 feet above the target winter pool.

lake's level was steadily rising.

Operating procedures consider the season, overall condition of the system and control the amount of water each lake can release. For example, during the spring, the maximum discharge out of Carlyle is 4,000 cfs unless circumstances warrant a greater discharge.

"We attempt to keep the water in the banks (in the Kaskaskia River, which flows through both Shelbyville and Carlyle on its way to the Mississippi River) during planting season," said Park Ranger Jackie Taylor, Carlyle Lake.

This winter's rains and discharge are not unusual, Taylor said. "Downstream farmland is currently under water, but farmer's would prefer that we pass the water right now as opposed to doing it during the spring when crops are in the ground," Taylor explained.

Lewis agrees. "If we don't release the water now it could cause us problems later."

"Lake Shelbyville typically holds water longer than Carlyle Lake," Lewis said. "We are limited on the water we can release due to how narrow the Kaskaskia River is downstream." The maximum amount of water Lake Shelbyville can release without causing problems downstream is 4,000 cfs.

On Jan. 8 Carlyle Lake was releasing more than twice as much water as Lake Shelbyville.

Prior to increasing releases, Lake Shelbyville and Carlyle Lake coordinate with upstream and downstream interests.

The Kaskaskia Watershed comprises four areas from the river's headwaters in Champaign, Ill., to the Mississippi River, near Prairie Du Rocher, Ill. Each section has an interest group, and they work together under an umbrella organization, the Kaskaskia Watershed Association.

The Kaskaskia Watershed Association has been praised by Lt. Gen. Flowers as a model for Corps-Community partnerships, Lewis said.

"Our relationship with the interest groups was particularly strengthened during the 2002 flood," Taylor said.

Lewis agreed, "Everyone needed to share the impact in 2002, and they all made sacrifices."

Lake Shelbyville experienced its second highest pool of record in 2002 and was in flood throughout the year, Lewis said. The whole system, including Shelbyville, Carlyle Lake and Kaskaskia Lock and Dam, had to work together.

"It benefits the entire system to work together. It's not always easy, especially during flooding, but we do look for win-win solutions," Lewis said.

Baring any more similar rainstorms, the lakes are expected to reach winter pool on Feb. 4 for Lake Shelbyville and Feb. 5 for Carlyle Lake.



Kaskaskia Navigation Project Celebrates 30 Years



A Mississippi bound tow locks through Kaskaskia Lock and Dam.

On November 9, 2003 the Kaskaskia Navigation Project turned 30 years old and a lot has changed in those 30 years. The project's mission, as well as its name, has changed just in the past eight.

The lock and dam at the Confluence with the Mississippi River was originally opened in 1973 with the sole mission of providing dependable commercial navigation along 36 miles of the Kaskaskia River.

Fish and wildlife, habitat restoration and recreation have since been added to the project's mission, although Kaskaskia Lock and Dam continues to support navigational needs on the lower Kaskaskia.

The Corps' reorganization in May 2000 combined the Operations, Technical, Policy, and Physical Support Branches into the Construction-Operations Readiness Division. As part of the reorganization, the Kaskaskia Navigation Project was assigned to the Carlyle Lake Project and renamed the Carlyle Lake/Kaskaskia Navigation Project.

As its name states, the Kaskaskia Lock and Dam is about navigation. Over two hundred people work in commercial navigation jobs along the Kaskaskia Navigation System.

Gateway FS, Inc., a locally owned

agricultural cooperative, serving producers in Illinois' Monroe and Randolph counties, exports 10 to 12 million bushels of grain each year from some 2,500 farms. A new steel processing plant, built near Baldwin, Ill., processes \$150 million in steel along the Kaskaskia's banks. The Baldwin Power Plant is also located on the navigation project and it provides electricity to the region.

Future growth is on tap for the area. Evansville, Ill., is slated to be home of the first ethanol plant in southern Illinois. This \$56 million plant was made possible through the Kaskaskia Port, Randolph County and fifteen other interest groups. The Evansville Waterfront has also received grants and is in the process of improving boat ramps, developing a visitor's center, an RV park and campground, a riverfront walkway, a marine fuel sales facility and other commercial improvements in the downtown area.

Once the Corps completes maintenance channel dredging between New Athens and Fayetteville, the Fayetteville Harbor Project will begin with plans to install a load fleet and empty fleet at the Fayetteville Harbor, a \$2.2 million construction project that will eventually

handle 20 million bushels of export grain annually. The Port has entered an Option Agreement with SITCO to operate the inbound bulk river terminal at Fayetteville, which will handle construction aggregates, fertilizer, salt, etc.

The lock's mission expanded from navigation to include fish and wildlife and habitat restoration with the Water Resource Development Act of 1996. The Illinois Department of Natural Resources manages one of the largest state owned fish and wildlife areas, covering 20,000 acres of land and water on the Kaskaskia River. Much of this land is available for hunting and includes an extensive mixed bottomland forests of pecan, soft maple, burr oak, pin oak, shellbark hickory, and willow.

In Sparta, Ill., the Illinois Department of Natural Resources is set to build and operate a World Shooting Complex worth \$30 million. The complex will cover 1,200 acres and host its first activity in August 2006, hosting the Amateur Trap Shooting Association from Vandalia, Ohio. They anticipate national and state associations will use the area.

The Kaskaskia Navigation Project gained one more mission in 2000 when Congress added recreation to the lock's multi-purpose uses. To meet this new challenge, with budget increase, the lock staff took on ranger duties. Kaskaskia's rangers have been given citation authority and patrol the project's waters with the sheriff's department.

Visitors to the project are now tracked by traffic counters, which recorded 2.25 million visitor hours in fiscal year 2003.

Boat ramps above and below the dam have been upgraded and will need further expansion due to their popularity. Porta-potties are currently being rented at both boat ramps for the recreation season, with hopes to add a permanent facility.

Stakeholders along the Kaskaskia River have been involved in the river since 1934. This diverse watershed includes three Corps projects (Lake



Shelbyville, Carlyle Lake and Kaskaskia Navigation Project), covers 22 counties, 3.67 million acres, 19 tributaries and 10.2 percent of the land and water of Illinois.

Over the years the stakeholders formed several different groups along the river. In 1996 they came together and started meeting quarterly to strengthen and encourage communication.

The various groups collectively incorporated in 2002 as the Kaskaskia Watershed Association, Inc. Their goal is to develop, enhance and protect the economic and socio-ecological natural resources within the Kaskaskia Watershed. Working together they combine resources of people, past investments and existing economics and programs to further their goals and objectives to enhance and preserve the watershed.

This unique watershed has been singled out often. In 2000 the Kaskaskia River Watershed was the only watershed selected to participate in the Federal Lakes Recreation Demonstration Laboratory. The watershed was selected in 2002 for the Benefits Based Recreation Study. The study started last summer and will continue through this recreation season. The study is designed to identify the benefits of Corps recreational programs to visitors and communities and develop future programs to increase and enhance benefits.

The Kaskaskia River Watershed groups have partnered with the Illinois Department of Natural Resources C-2000 Ecosystem Program. C-2000 is a voluntary, broad-based incentive program to provide technical and financial assistance to local communities, private, public and corporate landowners to enhance and protect watersheds. The Kaskaskia Watershed has received \$3.58 million for 92 projects with \$3.5 million in matching funds.

The Kaskaskia Watershed Association continues to build relationships and hosts annual summits to bring together Federal, state and local government agencies and elected officials to high-

light their objectives in the watershed. This year's 4th Annual Kaskaskia Watershed Summit is scheduled March 22. The Kaskaskia Watershed Association, Inc. is recognized by the Corps as one of the best stakeholder organizations in the country and called the model of grass roots/stakeholder relationships with the Corps.

A subgroup of the Kaskaskia Watershed Association is the Lower Kaskaskia Stakeholders, Inc., comprised of stakeholders from Fayetteville to the Confluence. Each year the Lower Kaskaskia Stakeholders, Inc., hosts an "Evening on the River," a barge trip to showcase the past year's accomplishments, discuss future initiatives, and to show the importance of the Kaskaskia Navigation Project to stakeholders,

Federal, state and local government agencies and elected officials. This year's "Evening on the River" is scheduled for July 23.

The Kaskaskia Navigation Project encompasses so much more than the lock and dam. The project currently includes the associated operational lands, three barge terminals, four major boat ramps, one marina and several small access areas. The area continues to grow through old and new businesses. The Association has demonstrated an ability to adapt and take up new responsibilities. It and the river are both getting better with age.



From Where I Sit

By Bob Lockhart

Over time things age and even something as strong as concrete and steel begins to show its age. Priorities change as a person or project ages. The desire for a sporty car in youth gives way to a mini van or SUV.

The Kaskaskia Navigation Project has undergone some priority changes in the last few years. The most noticeable change is probably going from a navigational focus to one that includes recreation. Rangers now patrol the project's waters along side the sheriffs department and lock operators/rangers, with citation authority, operate the lock chamber. These changes came about due to fish and wildlife, habitat maintenance, and recreation being added to the project's purposes alongside navigation.

So far the overall reaction from the public has been positive—with a few comments along the lines of "why did this take so long?" Our upgraded ramps have been busy since day one, and the upstream boat ramp parking lot is used to capacity and needs further enlargement in the near future.

In the five years since Kaskaskia turned 25, we unfortunately joined a

dreadfully long list of projects that have experienced a boating fatality. Sadly enough a young wet bike operator drowned when he ventured into the turbulent water of a down bound lockage's discharge. It took twenty-seven years and thousands upon thousands of recreational lockages, but we joined the one list we did not want to be on.

The lock continues to be used for commercial puposes. I know there are a large number of non-believers in the district, but we still lock towboats and barges at the "little place in southern Illinois."

We've already made over thirty commercial lockages this year and it's only Jan. 12. I know that doesn't sound like much in comparison to the big locks of the Mississippi. However, you must understand Kasky was never intended or designed to compete with the Mississippi locks; that's why this is called a secondary river. In the time since our twenty-fifth anniversary, Kasky has had 3,271 commercial, 221 light boats, 8,992 recreational, and 206 other lockages. That's a total of 12,690 lockages. Not bad for a "little place in southern Illinois."



Faces & Places

First Kudo Award

Marcia Thompson, project analyst, was awarded the District's first Kudo Award on Jan. 6. Deanne Strauser, project manager, nominated Marcia for the award in recognition of her efforts, above and beyond her normal duties, to help keep the Support for Others program running smoothly.

The Kudo Award Program, introduced in December, is a new initiative by the District's Human Resource Office. The District's program is modeled after similar ones that have proved successful in other Corps Districts.

"The program was created to foster team member commitment, teamwork, esprit de corps, empowerment and morale through a peer recognition program," said Karen Bautsch, Kudo Award Manager.

The program allows all District non-

supervisory employees the opportunity to nominate a fellow employee for a Kudo Award when they see performance that goes the extra mile, to help another team member, to serve the customer or any other worthy reason.

Supervisors are not eligible to make nominations nor are employees permitted to nominate anyone in their supervisory chain. Employees are encouraged to nominate an employee outside of their organization who has assisted, in a significant degree, in accomplishing the employee's work.

Nominations are submitted to Bautsch and forwarded to the District's Incentive Award Committee for review and action. Nominations deemed by the IAC to have insufficient justification will be returned



Unique stadium blanket is one of two awards Kudo winners will chose.

to the nominator. HR will notify approved Kudo Award recipients, their supervisors and nominators via email. Recipients are able to choose between a red fleece jacket or a red fleece stadium blanket, both embroidered with the District logo and exclusively offered as part of this program.

"The jacket and the blanket are specifically for the Kudo Award recipients," said Bautsch. "They will not be items sold by the Civilian Activities Council."

Employees may only nominate one person per fiscal year, and employees may only receive one Kudo Award per fiscal year. Employees that nominate someone who has already received a Kudo Award will be notified and allowed to nominate another employee.

Human Resources will initiate cost transfers quarterly to charge overhead accounts for Kudo Award costs based on the organizations of the award recipients, as stated in the program's regulation.

"This is a great opportunity for District employees to recognize one another for a job well done. I look forward to processing lots of Kudo Awards," Bautsch said.

Lake Shelbyville Welcomes Angie

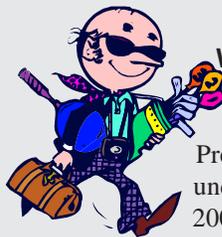


Angie Holland recently joined the Lake Shelbyville family.

The District joins them in welcoming her to the Corps. Angie's duties include answering the phone, coordinating radio calls, taking notes, operating the computer, and greeting the public.

Angie, a contract employee, is a great addition to Lake Shelbyville. Take the time to welcome her aboard.

Recruites Wanted for Golf League



Preparations are underway for the 2004 Corps of Engineers Golf

League. (Due to the makeup of the league, soon the league will be called the "Corps Retirees and Outcasts from other Federal Agencies Golf League" with active Corps members being allowed to play.)

A number of openings are anticipated, so the league is always looking for new, honest and upstanding members with integrity. ("Why," asked an existing member? "We've never required that before!")

The league plays a handicapped team format that always includes a bit of excitement, the great outdoors, and a well manicured golf course.

Teams consist of six to eight players, four of whom play each week. The league begins in mid-April.

We will again be playing at Clinton Hills Country Club in Belleville every Tuesday at 4 p.m.

The weekly green fees last year were \$10 walking and \$17 riding.

For additional information, contact League President Wally Feld (wfeld@charter.net), or Secretary Ken Koller (331-8422).





Wappapello Park Ranger Receives Senatorial Recognition for Artwork

Park Ranger Kathy Dickson was pleasantly surprised when Tim Hiltz, program manager for program evaluation at



headquarters, asked permission to send her Lewis and Clark artwork to Maryland State Senator Jennie Forehand.

Senator Forehand, a history buff and avid speaker, plans to use the illustration in her Lewis and Clark speaking engagements.

“I am honored to receive such a request and to play a small role in telling this wonderful Corps story,” Dickson said.

Congratulations Kathy!



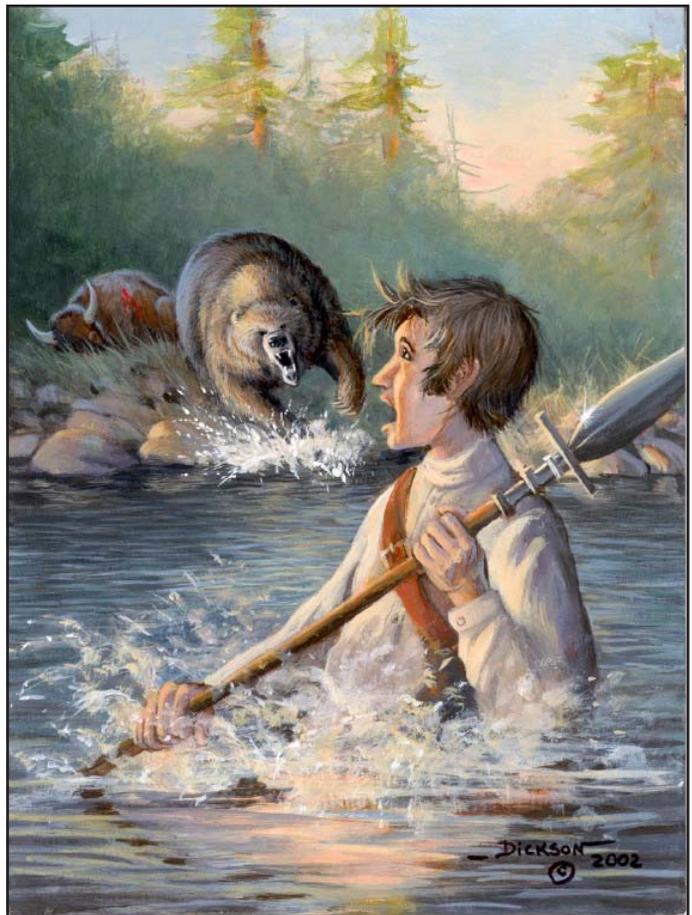
Lewis and Clark stand on a bluff overlooking buffalo in a valley.



Lewis flees Blackfoot Indians.



Lewis and Clark meet with Mandan Indians.



Lewis flees grizzly bear with espartoon in hand.

Kathy’s artwork is available for viewing at <http://corpsslakes.usace.army.mil> under Lewis and Clark graphics.



The Way I Remember It



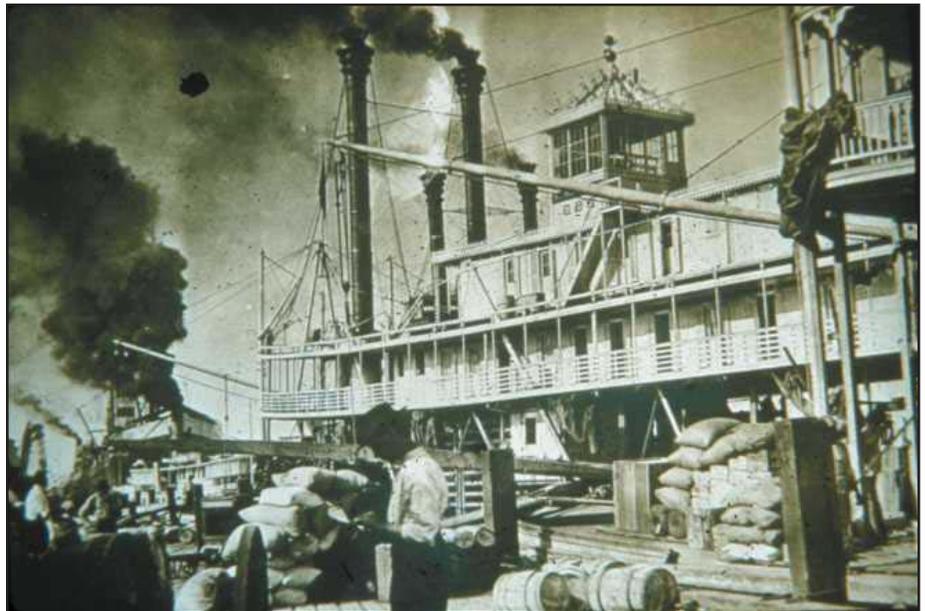
Mr. Jim Swift – a lifelong friend and incomparable Mississippi River historian, of whom I wrote last year when he passed away — shared some of his hand written notes with me before he died. Jim was an avid researcher on the river and the vessels that traveled this great waterway. He told their stories eloquently and in a manner that captivated all who had the good fortune to hear his tales.

Many of the vessels Jim told of enjoyed long and prosperous careers. Others met untimely ends to abbreviated histories.

During this extended low water period we are now experiencing on the Middle Mississippi River, it is possible to view the remains of many of these once proud, productive vessels. Here is an account of a steamboat accident taken from Jim Swift's notes.

Jim related the story of the steamboat City of Saltillo. It was owned and operated by the St. Louis and Tennessee River Packet Company. The steamer left St. Louis at 7 p.m., Wednesday evening, May 11, 1910. Within approximately two-and-one-half hours and 30 river miles, the vessel had sunk. The first reports to reach St. Louis said a large number of persons had drowned. The steamer carried a crew of 30 and 27 passengers.

One early report surmised that the cause of the accident related to the vessel's rudders. It was presumed they became fouled by driftwood. This was plausible, as the fateful date occurred during a period of spring high water events, and the St. Louis gage was 24.4 feet – near the crest of this period. The theory was that the vessel was rendered helpless by jammed rudders and shot into



The “City of Saltillo,” maintains a head of steam as mountains of cargo await loading. The vessel, set to depart May 11, 1910, would have a tragic end.

the rock bank at full speed, tearing its hull in two and sinking almost instantly.

As in almost all first reports, this early speculation later proved to be inaccurate.

Heading up the crew were Captain Harry N. Crane, Master; Carl Baker, purser; Al Pitterhouse and J. F. Post, second and third clerks; Ed Pell and Charles Street, pilots; Ed Latham and Leek, engineers; Charlie Jefferson, steward; Carraher and Rodgers, mates. All of the crew survived except for Carl Baker and J. F. Post.

The City of Saltillo was built in 1904 in Jeffersonville, Indiana at a cost of \$40,000. The vessel normally made the run from St. Louis, Mo. to Waterloo, Tennessee. She was 200 ft. in length, 37 ft. wide and had a 7 ft. hold.

While searching the Internet, I found the following report about the City of Saltillo's demise.

In 1910, the fine five-year old vessel had her final day on May 11. A \$300 (fabulous at the time) Black Angus bull was being loaded just before the boat was to leave for the Tennessee River run. But that bull decided he wanted none of the boat and raised a veritable riot.

It was hours before crewmen, policemen and others finally wore the animal down sufficiently to be able literally to push him back up the gangplank.

With the bull corralled and passengers back onboard, the boat headed off on her final passage, which would end below St. Louis at Glen Park. There, smoke from limekilns is thought to have blinded the pilot who, at full speed, rammed his boat into a rocky bank. Badly broken, the handsome steamer quickly sank, carrying 12 people to their deaths. These included the wife and daughter of the company president and Mrs. Arch Patterson and her young son, Savannah. (Although the story did acknowledge the deaths of 12 passengers, including the aforementioned four, I note that the demise of the \$300 bull garnered more column inches. But never did the story offer the analysis, that absent the time spent chasing the bull and loading it, the ill-fated steamer would have reached the fateful location earlier in the day, possibly in conditions of better visibility, thus leaving that vessel in service, the people and the bull alive for many more years and me with nothing to write about this month!)

A description of the accident by the Pilot told a different reason for the accident than had been reported earlier. Pilot Pell, on finding he could see nothing a hundred yards ahead because of dense smoke and fog, cautiously stopped the boat to determine his location. To his amazement, he discovered he was close to



shore and the current was carrying him closer swiftly.

Pell called for Captain Crane and the Master hastened to the hurricane deck. Without warning the bow struck on the right side. Captain Crane ordered the stage plank lowered. His one thought was for the safety of the women and children.

Captain Crane's statement noted, "The rear of the cabin deck was under water. The refugees stood on a small space at the front of the lower deck. The stage plank was filled with people, all anxious to get off to safety. Suddenly the stage struck heavy timber on shore. The boat careened (rolled).

Just as everyone had gotten onto the plank it struck a sapling and jammed. Before it could be raised and repositioned, the boat listed toward the port side. The boom, which supported the plank, was snapped in two, allowing the plank to swing around and knock everybody on it into the water. "It was a sad mistake. I should not have urged them so hard," Captain Crane reportedly sobbed as he told the story.

"Approximately 30 people were on the stage plank," the Captain's statement said. "The careening hurled those on the stage into the water as the boat swung clear around."

Captain Crane admitted that the wreck was the result of a mistake, which could not be foreseen. The rush to let the passengers off, he said, caused their deaths. "I called to the passengers to hurry and the very ones who heeded my instructions were drowned" he said.

An Internet search revealed another brief report that further personalized the sad story of the City of Sattillo's demise.

May 20, 1910
MARY WEAVER HARRIS, a member of Arlington Methodist Church, near Nashville, Tenn., drowned in the wreck on the steamboat City of Sattillo on the Mississippi River, May 11, 1910; wife of Dr. Joseph Harris and daughter of Dempsey Weaver.

Captain Crane and his crew remained on the riverbank at Glen Park on Thursday, refusing to leave their boat and watching for appearance of bodies. As



Twelve people died when the "City of Sattillo" ran aground south of St. Louis. A prize bull on board got more column space in newspapers than the dead.

the river fell 3 1/2 feet in the 24 hours after the catastrophe, the big boat settled rapidly. The timbers were heard cracking, according to a statement by Captain Crane at 8 pm Thursday. He went on to correctly predict that the boat would buckle in the middle and become entirely submerged.

On 4 August 1988, Dr. Terry Norris and I went back 78 years by visiting the remains of the City of Sattillo at approximate river mile 154 (right descending bank). The skeleton of the hull was clearly evident. The river was low and the temperature was hot.



District employees visited the wreck site August 1988. Dave Busse, chief of potamology, inspects what remains of the hull.

Mark Twain wrote about steamboat wrecks on the Middle Mississippi River in his book, "Life on the Mississippi". "Between St. Louis and Cairo the steamboat wrecks average one to the mile - two hundred wrecks, altogether."

Low water is a time of difficulty for river navigation. But it is also a time of revelation. The river is a living museum that closely hides her secrets most of the time. From time to time however, she shares some of her stories with those willing to take the time to observe and learn from her never-ending record of those who have journeyed on her - successfully and otherwise.

I close with one final quote from Mark Twain, "The face of the water, in time, became a wonderful book - a book that was a dead language to the uneducated passenger, but which told its mind to me without reserve, delivering its most cherished secrets as clearly as if it uttered them with a voice. And it was not a book to be read once and thrown aside, for it had a new story to tell every day."

And that's the story of the City of Sattillo.

Claude Strauser



Farewell to Tom Mudd

On Dec. 2 forty Corps employees, both current and past, gathered together at Orlando Gardens on Watson Road to honor Thomas Mudd, a former structural engineer with the St. Louis District. Jack Niemi, former Chief of Engineering and the first St. Louis District Deputy Commander for Project Management, served as the Master of Ceremonies.

The luncheon, which had been coordinated by retired District Engineer Col. Lee McKinney, was an opportunity for Corps family to gather together and share in the announcement that Mudd had been nominated for the District's "Distinguished Civilian Employee" Award.

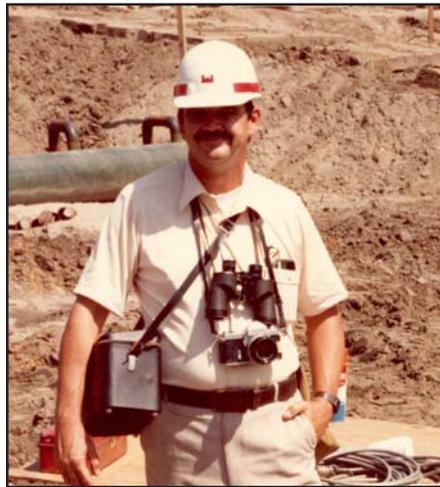
Mudd, who was the lead engineer for the design of the Melvin Price Locks and Dam, died Dec. 27 after battling a long illness. Tom's wife, Marge, said the luncheon was very important to him and it meant so much seeing so many friends.

Mudd dedicated 34 years to the U.S. Army Corps of Engineers. He began work with the St. Louis District in 1961, working here until 1987. He then transferred to the Ohio River Division and then the Waterways Experiment Station, Information Technology Laboratory. Mudd retired in Vicksburg on December 2, 1995.

From 1961 to 1968, Mudd worked as a structural engineer on the St. Louis Flood Control Project, Clarence Cannon Main and Re-regulation Dams, Shelbyville Main Dam and Kaskaskia Lock and Dam. In 1968, he was promoted to supervisory structural engineer and assigned the role of leading



The foundation of Mel Price's gates and piers are set in 1984.



Mudd was an "engineer's engineer."

the design effort for the Melvin Price Navigation Lock and Dam Project.

Melvin Price Locks and Dam was planned to be the most technically advanced lock and dam facility in the United States, and at the time it was one of the largest single civil works projects in the Corps of Engineers, costing over one billion dollars.

Melvin Price Locks and Dam was designed during an era when computer aided methods were first being employed by engineers. Mudd embraced and promoted the new technology and even published multiple technical reports during the early stages of design.

Engineering News Record recognized Mudd's accomplishments in 1982 with their "Marksmen" Award for what ENR proclaimed as "revolutionizing the design of deep cofferdams."

Mudd left the St. Louis District in 1987 to serve as structural engineer in the Ohio River Division (ORD). ORD at the time was initiating design of several locks on the Ohio River comparable in size to Mel Price.

Mudd developed a computer model for the economic risk analysis for the height of cofferdams on Grays Landing Lock and Dam and the Olmstead Lock Project. Grays Landing Lock and Dam provides for year-round navigation on the Monongahela River between Pittsburgh and Fairmont, W.Va. The Olmstead Locks and Dam project is

located on the Ohio River 17 miles above its confluence with the Mississippi River. Barge traffic moving between the Mississippi, Ohio, Tennessee, and Cumberland rivers must pass through the Olmstead site.

Mudd's intimate knowledge of the design and operational details associated with the Melvin Price Project served him and the Corps well, said Tom Quigley, Chief of the Design Branch.

Mudd moved to Vicksburg, Mississippi to work at the Waterways Experiment Station (WES) in 1989. At WES Mudd assumed the role of updating technical publications for the Corps of Engineers' Guidance Program. He formed various committees composed of engineers from multiple disciplines to update the Corps guidance. "It was a remarkable effort that positioned the Corps to better address the many technical issues it would face in the 21st Century," wrote Brian Kleber, project manager, in Mudd's "Distinguished Civilian Employee" Award nomination packet.

Tom Quigley, who was hired by Mudd in 1977, said that Mudd was an engineer's engineer. "He actively participated, and vigorously encouraged young engineers to become involved in professional development, membership in professional organizations, and always to maintain professional conduct in the accomplishment of the mission."

He strived throughout his career to improve the technical excellence of the St. Louis District, the entire U.S. Army Corps of Engineers and the practice of structural engineering, wrote Kleber, who began his career in the structural section and worked extensively with Mudd on the Mel Price Project. "His untiring and selfless dedication and commitment to technical excellence has been an inspiration to many engineers."

Tom Mudd will long be known in the St. Louis District as "Mr. Mel Price." The innovations he pioneered in the design and construction of Melvin Price Navigation Lock and Dam are a living testament to his career of excellence.



Retiree's Corner



The retirees had a wonderful Christmas luncheon at the Salad Bowl on Dec. 18.

Charlie and Jane Denzel said that they had just recently visited Bob and Barb Lutz, in Kimberling City. The Denzels had been to Branson and made the side trip to see the Lutzs.

Charlie said they had a great time and noted that quite a few retirees had visited, as evidence by the autographed tablecloth. Barb Lutz has all visitors sign the tablecloth and then embroiders it. There were a lot of signatures.

They played bridge and Bob beat the ladies. The ladies have another story. (Seems there is something in bridge comparable to the "foot wedge" that the guys used.)

Charlie also mentioned that when they recently visited a relative in Troy, Mo., he met Bob Rattini, formerly of the Estimates Section. Bob sings in the church choir and is doing great.

Bill Sutton mentioned that about 50 people attended a luncheon for Tom Mudd at Orlando's in Crestwood. It was in appreciation for all he did on Mel Price Locks and Dam. Tom wasn't doing very well, but was a gracious guest of honor. Tom died Dec. 27. Our condolences go out to his family.

Bill also mentioned that in his recent encounter with Dave Harley, he found out that Dave would be coming to St. Louis periodically to visit his son. (I wonder if this was a form of warning.)

It should be noted that when you visit the Visitor's Center at the Mel Price

Locks and Dam, you will see a video of the facility and Bill Sutton does the narration. He is the logical person since he was the Project Manager and lived through the design and construction of the facility. Congratulations Bill.

Mention was made of the passing of two of our fellow retirees. Tom Bryan who was head of the Electrical Section at the time of his retirement and Jim Lawler who was Assistant Chief of the Real Estate Division passed away in late November. Our condolences go out to their families.

Here are some notes from Info Bulletins of yore:

December 20, 1968

- The District was inviting any employee to look at the opportunities available in the Saudi Arabia District.
- Col Decker noted in his Christmas message regarding the St. Louis District - "you're a fine outfit, you hold your head high, you get the job done, I'd stack you up against any District in the Corps."
- The District's Christmas Dinner-Dance was enjoyed by 300 District folks at the Sheraton Jefferson Hotel. The highlight of the evening was the crowning of the District Queen — Nelda Conn of RO-F.
- From activity sales and donations, the District donated \$730 dollars to the Visiting Nurses Association for clothing bed linens and personal items for the needy.
- Lake Shelbyville was able to donate toys to needy children in the area from their Operation Santa Claus program.
- Lock 24 Lockmaster Dan Buckley received a \$200 suggestion award for suggesting a cylindrical cofferdam be used at the quoin end of the miter gate to repair the J-seals.
- Bob Wich from ED was given a \$15 award for suggesting the use of cable barricades at the recreation areas, which are easier to operate and require less maintenance.

December 7, 1973

- Col Peterson noted in his Christmas message that everyone could look with great pride at the accomplishments of the last year and the New Year will provide situations that will tax the available resources. He also asked that we "all hope and pray that the light of understanding and the feeling of kinship will spread throughout the world and dissolve the hate and bitterness that may still exist in this Nation and the world".

- Jim Petersen from OD gave a talk at the World Dredging Association meeting about the use of dredging in the post-flood Mississippi. (Editor's Note: The Flood of 1973 was the flood of record prior to the 1993 flood. The 1973 flood crested at 43.23 feet in St. Louis.)

- In reaction to the energy shortage, car-pooling and other conservation measures were encouraged and a car pool board was installed on the 10th floor.

- Mr. Juan Acetuno Mendoza, the Chief of the Division of Ports for the Republic of Venezuela was given District briefings and a tour by Lou Chiodini, George Clapp, Ed Middleton and Red Buchhold.

- Jay Gore gave talks on Wildlife Management at Corps Lakes and the Johnny Horizon Program.

- Among new employees listed were: Roy Mathiesen, John Cullen, Tim Goeke, Bert Clifton and Bob Wilkins.

Let's hope the New Year will bring peace, health, understanding and happiness throughout the world.

The retirees meet the third Thursday of January, Jan. 15, at the Salad Bowl at about 11:30 a.m.

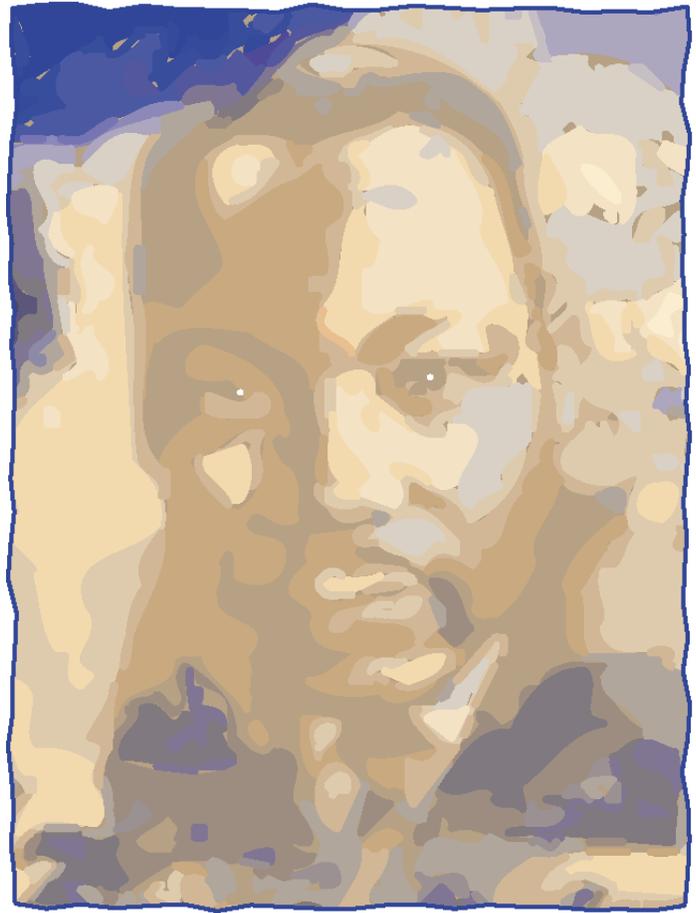


Experience history at Martin Luther King, Jr. birthplace or Little Rock High School

On January 19, we celebrate the federal holiday honoring Dr. Martin Luther King, Jr. In doing so, we recognize the life of a man of God who was one of the visionaries of the civil rights movement. He gave his life for that cause.

Dr. King's work strengthened our country and brought the nation back to the values it was founded on: "All men are created equal."

One of America's civil rights landmarks, Little Rock Central High School in Arkansas, is now a national historic site. There, nine black students who struggled to desegregate the school are immortalized in the school's Commemorative Garden. Nine trees that symbolize the strength of those students line the garden's path.



"All men are created equal."

Decorative flourish

Our most revered civil rights leader is memorialized at the Martin Luther King, Jr., National Historic Site in Atlanta. Here, visitors can tour the birthplace and childhood home of Dr. King, view King family artifacts, including the Nobel Peace Prize, and reflect at the gravesite of Dr. King.

The sites are well-traveled and highly emotional. Visitors feel a sense of history and say it is like visiting a shrine.

If you plan a trip to Georgia or Arkansas this summer, don't miss the experience of visiting these historic sites.