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Great Lakes and Rivers Division crane, Henry M. Shreve positions the 220 ton downstream gate so it may be barged to the St. Louis District Service Base and repaired.

St. Louis District Calls; Rock Island and Louisville Districts Haul

We all know, or know of, “train buffs.” They lurk near busy rail lines, often taking pictures or videos of behemoth locomotives and their burdens as they thunder by. Or they may simply stand as closely as they can safely, close their eyes and just “feel the vibes” as massive steel wheels rumble over the tracks, shaking the adjacent ground.

There are also plane watchers who frequent airport observation areas or lie in the grass off the ends of runways, watching and dreaming of far away places as giant jets scream overhead.

But if you are enamored with cranes, especially huge floating cranes, and love to see them perform feats of precision heavy lifting, the St. Louis District, or

more specifically, the Melvin Price Locks and Dam has been your Mecca twice in recent months.

On Sunday, October 3, 2004, the downstream miter gates on the 600-foot auxiliary chamber failed to close properly before valves admitted large volumes of water into the chamber from upstream. The resulting force against the



Commander's Perspective



COL Kevin Williams

It is January 2005. Less than six months remain for me as your commander. One of the highlights of my tour has been our response in Iraq and Afghanistan. As I have said before, as I talk with people returning from the Gulf and to others who are headed that way, I could not be prouder of the men and women of the St. Louis District who have deployed to bring freedom and democracy to Iraq and Afghanistan, to those who went Florida to help our own citizens overcome natural disasters, and to those who shouldered extra burdens here in the District while others were deployed.

I look forward to hearing the stories from our people who stood their ground in Iraq while the people of that nation chose theirs this weekend. The election there, which according to early information saw some 60 percent of Iraq's 13 million eligible voters cast their ballots, was truly inspiring. They did so in brave defiance of threats from terrorists.

That's a higher percentage than vote in U.S. elections where we don't get shot at for casting our ballots. One television report told of a man who walked 13 miles to vote.

Has the election in Iraq been perfect? No. Has it been an historic event and achievement? Yes, absolutely. And there is no doubt in my mind that the U.S. Army Corps of Engineers, with more than 1500 civilian volunteers to date, standing shoulder to shoulder with their military colleagues, has played an essential role in bringing us to this point in less than 24 months.

Let me put this all in perspective. World War II ended in Europe in May of 1945. The massive U.S.-led reconstruction effort for Europe, the Marshall Plan, wasn't even announced until 25 months later in June, 1947. And it wasn't passed by congress and signed by President Truman until April 1948 – almost three years after the European war ended. And it took five more years to implement it.

The Corps's efforts in Iraq have been monumental: Iraqi oil production has been restored to prewar levels; Iraq's electrical system is well on its way to modernization; roads and rails are returning to a comprehensive transportation grid; schools, hospitals and government buildings are up and running and Iraqis have voted the first time in more than 25 years, is utterly beyond me. Recheck that timeline above. Review the accomplishments to date. I'm sure you will agree that we have made incredible strides. All of this has come in the face of a concerted, violent effort to prevent it.

I think the results of this election and next, preparing a constitution to codify a

free Iraq government, will have profound, positive effects. I believe in my heart that we will – with the Iraqi people – prevail in creating a free nation in the heart of a region long given to despotism and the absence of personal liberties and rights. I believe that the worst is probably behind us.

Our Corps of Engineers is continuing the reconstruction push in Iraq and with this ongoing work has come a call from the region for a continued and even growing stream of volunteers to carry out this crucial mission. I added my encouragement to this Corps message in an earlier, all-District, email.

So I urge you look at what is happening, to ask people who have returned and who are going why they have gone and continue to go. If what they say resonates in your soul and fires your imagination, cast your vote with this operation by seeking to join them in this noble effort. This is a turning point in history and the thrill and satisfaction that comes from being a part of it is almost impossible to describe. Seize both the day and the opportunity. If you go, I know that you won't regret it.

Essayons.



US Army Corps of Engineers
St. Louis District®

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gates, which had not achieved the proper miter position for maximum strength, was more than they could hold back and the gates were driven against and then through each other, tearing and bending metal and breaking concrete and machinery.

St. Louis District personnel on scene told later of the noise and impact. "It was how I would imagine a train wreck," one reported.

While it was fortunate that no vessels were in the chamber when the mishap occurred, the mechanical damage to the lock gate leafs and the lock chamber was substantial. It was immediately obvious that they had to be removed, both to permit their inspection and repair if that was deemed possible and to make repairs to the lock structure itself.

That meant they would need cranes;

very big cranes.

The massive gate leafs, each 62 feet wide, 57.5 feet tall and weighing 220 tons – only a few tons each less than the weight of the Statue of Liberty in New York — were beyond the lifting capacity of the St. Louis District's largest floating crane, Sewell, with her 125-ton capacity. So the call for help went out to Corps District and Division offices in the region.

First to respond was the Rock Island District with the heavy gate lifting crane Hercules, which normally maintains lock gates on the Illinois River. Hercules with a lifting capacity of 350 tons was sent south.

Less than two weeks after the damage took place, the massive red-painted Hercules was on scene to lift the first of the two gates free of the lock chamber and placed it gently on a barge, standing it upright to enable inspection of the damage. The second gate followed the next day and Hercules and her skilled crew of Rock Island District personnel departed back to their home, one district to the north of St. Louis.

After several weeks of detailed scrutiny and measurement, St. Louis District structural engineers, in consultation with Corps counterparts throughout the region, concluded that the gates could be repaired and that to do so, they would have to be laid down flat.

The call for crane expertise and



An array of these blocks will support the damaged gates. The Shreve must carefully lay the gates on their slides before they will clear the bridges.



Rock Island District's crane Hercules provides the grunt to lift the first damaged leaf at Mel Price Locks.

capability went out again.

This time the nearly-new Great Lakes and Rivers Division crane, Henry M. Shreve was made available from her Louisville, Ky., District home.

Two days after Christmas, she began a transit down the Ohio River and then up the Mississippi River, being pushed by the commercial towboat Jayla Luhr.

Peter Frick, Assistant Ops Chief in Louisville commended the advance preparation of all involved, saying, "Personnel in both districts worked together intensely to prepare for the work ahead. St. Louis did a remarkable job of expediting several engineering and contracting actions that proved critical to what was to come. When Shreve arrived, the work was accomplished efficiently and above all, safely."

Arriving at the Mel Price facility on Sunday, January 2, Shreve's crew and St. Louis District counterparts went to work immediately, laying down the first gate leaf on a cold, wind and rain-swept Monday, January 3, 2005.

Despite the continuing bitter weather, and with an eye on rapidly rising Mississippi and Ohio Rivers stages, the Shreve-St. Louis team safely performed the complex maneuver again the next day.



The Shreve expertly lays the 220 ton gate on its support blocks. Caution is the byword when you lift something this massive. The uncooperative weather added to the concerns.

Hours later, Shreve was buttoned up and southbound back to the Ohio River. The gates, now resting safely on a single large barge, were moved south that night, ahead of rising waters to their repair destination, the District Service Base near downtown St. Louis.

“This was a prime example of how Corps Districts and Divisions can maximize benefits to the nation by sharing resources across traditional

district and division boundaries,” Frick observed after Shreve was headed down the Mississippi, en route to her home.

Successfully completing this series of tasks required a blend of precision and brute strength. Now that phase one has been completed, we can revisit some of the decisions and rationales and what they may portend for the future.

Clearly, the level of cooperation and the ability to blend skill sets across



The gate is safely down. A whole team of inspectors gather to insure all is well. The next stop will be Service Base.

District lines within the Mississippi Valley Division and then across the boundary with an adjacent Division was crucial. It speaks well of the Corps’ future capabilities under growing acceptance that teams of teams will increasingly do jobs formerly done by individual Districts. They will do them cheaper, more quickly and maybe even better than if all of the possible skill sets were maintained at every District in the Corps.

Some rear-view observations include:

- The tasks performed by personnel of the St. Louis District maintenance force and crews of Hercules and Henry M. Shreve are concrete proof that the Corps knows how to form teams of teams on very short notice and bring them together to accomplish complex, delicate, difficult tasks.

- The U.S. Army Corps of Engineers has again demonstrated the value to the nation of acquiring and maintaining the right mix of equipment and personnel to be able to respond rapidly when necessary. Mandated by federal law with maintaining the navigation capabilities of America’s inland waterways, the organization must at all times be ready and able to meet this firmly established need.

- Just as costs of closing a major Interstate Highway mount up quickly, such costs can add up rapidly on the nation’s rivers. The July-August emergency closure of the main at Locks 27 illustrates this. As tows queued up to make double-cut transits of the adjacent 600-foot auxiliary chamber, engines kept running, lubricants and parts were used up and salaries mounted. At one point, delays reached 54 hours. While various total costs of the 16-day delay have been bandied about, one tow boat operator, John Niehaus, recently told the Collinsville (Ill.) Herald Journal that it cost his company \$750 an hour for a 15-barge tow to wait idly. Multiply that by up to 50 tows waiting as long as 54 hours each and a rough overall estimate of what such delays can cost the industry starts to emerge.



In the end, the St. Louis District of the U.S. Army Corps of Engineers encountered a real problem when the gates failed at the Mel Price auxiliary chamber. It was a problem beyond the St. Louis District's capability to repair on its own. The solution to this point has been a regional response. Maybe this is the way the family of Corps professionals has always worked. But maybe it was a glimpse of the future and 2012.

Peggy O'Bryan, St. Louis District Chief of Construction and Operations – being a heavy crane fan – was most complementary toward all the disciplines that have brought the project this far. "I continue to be amazed by the extreme talents of our diverse workforce - trades



Home to a team of professionals combining the necessary skills to repair the damaged lock gates from Mel Price.

and crafts, engineers, contract specialists, project managers, program analysts - all working together throughout all levels of the organization," O'Bryan said as the first phase of the repair project came to a

close. "They are all focused keenly on a single purpose, to get the lock back in service with minimum impact to our customers. This is nothing less than great people doing great work."

And the story isn't over yet. In late spring or early summer we will learn the rest of the story: "Whose going to reinstall the gates back at Mel Price?" The cast may grow or be reinforced as Hercules, Shreve or possibly Quad Cities – from the Rock Island District are called on to complete the mission.

Whoever answers the last call, it has already been a superb example of cooperation and combined mission capability – one for the whole team to be proud of.



The two damaged gates, totaling 440-tons lay next to each other on a barge at the St. Louis Service Base. The Illinois gate is on the left, while the gate from the side of the lock nearest the Missouri shore – or the Missouri Gate – is on the right. Soon a movable shelter will be installed over them to allow work to continue during inclement weather.

Mel Price Miter Gate Update

As this issue of Esprit is being readied to go to press, we visited the damaged Mel Price miter gates at the St. Louis Service Base where, having been laid down by Crane Henry M. Shreve, both are in the first stages of their repair.

Early work has included removing badly torn and twisted metal, removing the diagonal braces and badly shredded sections of timber bumpers.

Railroad tracks are being welded to the barge holding the gates, and a movable cover will soon be installed on these tracks to protect the gates and workers from weather extremes during their repair. This is necessary because the gates must be resting on their upstream faces during repair and their massive girder structures would catch and hold rain every time it fell. In addition to the cover permitting work to proceed during bad weather, it will also promote productivity during the several-month-long repairs. Finally, after repairs

are completed, the cover will be available for similar U.S. Army Corps of Engineers repair jobs throughout the inland waterways system.

Very soon, work to cut and replace specific steel elements of the gates will start. The remainder of the work to straighten and repair the gates will



Paul Schmidt, recently retired from the St. Louis District and returned as a contractor shows the degree of warping on the Mel Price Auxiliary Chamber's Illinois Gate. If the gate was in good condition and lying flat, it would be in firm contact with the metal stand where Schmidt's right hand is resting.

focus on a technique called heat straightening. In this process, heat will be applied to areas of the gates to allow the warping that occurred when the gates clashed against each other to relax and for the gates to be restored to their former flat configuration.



From 1896 to the Atomic Age and Beyond

In 1896, Mr. Thomas' family was one of two founders of the Thomas & Proetz Lumber Company, establishing business on a tract of land in northern St. Louis City extending to the Mississippi riverfront. The location proved to be a business incubator for the fledgling lumber company.

St. Louis was the nation's fourth largest city. The city was booming. The 1904 World's Fair was still nearly a decade in the future.

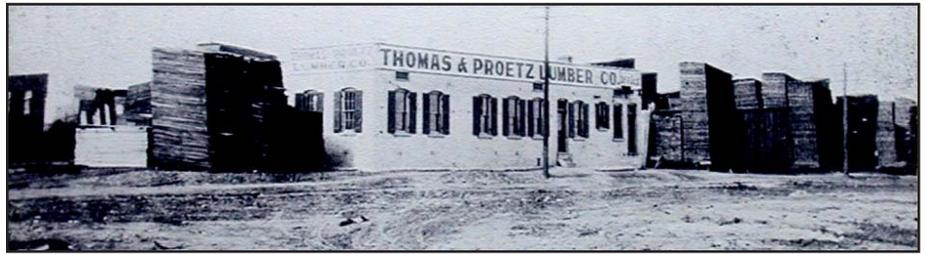
Soon, the area was inundated with lumberyards. Piles of wood, 10 to 15 feet high, were stacked as far as the eye could see. From the Mississippi Riverfront, workers could easily unload the logs from vast northern forests directly to sawmills. The raw timber was quickly converted into finished lumber and sold.

The riverfront lumber companies supported the explosive development of the city, providing lumber to meet the growing local clamor for materials to build homes, businesses and even some of St. Louis' majestic mansions.

But as shrewd as they were in selecting this location and setting up business, how could Thomas & Proetz have known that decades later — half way through the 20th century — the U.S. would be involved in a global war culminating in headlong rush to become the first nuclear power? How could they have foreseen the radioactive contamination of their property?

Although the lumber company was not on the property where the actual work took place, it was next door — too close to avoid what is today termed, collateral damage. Sometime during or after the Manhattan Project, radioactive contamination spread from Mallinckrodt to the adjacent property, through no fault of the lumber company.

Four generations after the company's founding, the government found pockets of radioactive contamination on the Thomas & Proetz property. So what was the owner's reaction? Frankly, when U.S.



The Thomas & Proetz Lumber Company office is surrounded by piles of lumber in this 1903 photo.

Army Corps of Engineers FUSRAP (Formerly Utilized Sites Program — a program to clean up the former nuclear weapons program sites) experts first sat down with Mr. Thomas, he was less than enthusiastic about granting access to the government to cleanup his property.

Mr. Thomas came from sturdy stock. Several family generations had worked the business. They'd endured floods and the Great Depression. They had filled their property with rocks, soil, cinders, and other materials to raise the property above flood stage. They'd adapted to change by selling land, scaling back operations and becoming a distribution yard to survive. Today, they are the last of these original riverfront lumberyards.

Mr. Thomas and his employees had never been harmed by the contamination. They died of old age. From what he, his family and his workers had experienced so far in life, he didn't understand what all the fuss was about. He couldn't think of one suspicious illness to relate to the work Mallinckrodt did for the Manhattan Project. And besides, he operated a "Just In Time" business, producing what the customer requested as they requested it. He couldn't afford to take a "few days" off for an environmental cleanup. Even if the Corps could cleanup his property in two weeks, he couldn't afford the risk to his business. He might not have any

customers left when the government got done. Why should he risk his business to fix something that, at least for him, wasn't broken?

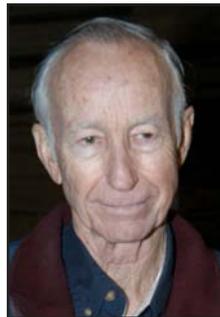
But wait a minute, Mr. Thomas property wasn't that big. Why couldn't the Corps cleanup the property in a day or two? Mr. Thomas' concern about the duration of the cleanup illustrates another issue.

When the Corps of Engineers assumed responsibility for completing the FUSRAP mission, many elements of the cleanup had to be developed. Corps experts quickly learned that some sites are easier to clean than others. How so?

It was fairly easy to develop methods to clean up unoccupied areas, such as the 22-acre SLAPS (St. Louis Airport Site). When the Corps assumed responsibility for the program, no buildings or other structures were present on the site. The owner had no use for the property, whose most complicated feature was the presence of a creek along its western boundary. Contaminated soils covered the entire site. The plan to address the contamination was simple enough — complete a gross dig (with few exceptions) across the entire site resulting in the removal of 270,000 cubic yards of contaminated soil. And the owner supported this plan. (Of course, to be fair, it was a little more complicated than that was the basic idea.) Today, that project is nearing completion.

In contrast, the St. Louis Downtown Site consists of the 47-acre Mallinckrodt facility and surrounding properties (called vicinity properties). An old industrial area, the site is almost completely covered with buildings, parking lots, driveways, streets, rail lines, loading docks, etc.

Nearly 40 entities representing a wide variety of business and government interests own land surrounding the



Mr. Thomas' family established the Thomas & Proetz Lumber company in 1896.



Crews started cleanup in November, excavating and restoring one small area at a time to minimize the impact of work on the lumberyard operations.

Mallinckrodt facility. Large concentrated areas surrounded by small isolated areas are found on the Mallinckrodt and surrounding properties. The mission? Remove less soil, about 100,000 cubic yards, but the design for cleanup of this site is anything but simple. The site is riddled with utility lines not shown on any historical maps, and the fill used to bring the area up out of the flood plain does little to hold contamination at the surface where it was originally deposited or support adjacent structures. Being a 100+ year old industrial area, one has to be prepared for surprises during the dig — including the discovery of Civil War cannon balls!

A study of the two projects shines light on a fundamental truth. More may be less; however, appearances can be deceiving. The devil has a permanent mailing address in the details.

Returning to Thomas & Proetz, negotiations were conducted with Mr. Thomas to gain access to the property. As with most FUSRAP areas, the levels of radioactivity on his property weren't high enough to make someone sick unless they ate the soil. The Corps acknowledged that that sounded improbable. Nobody lived or recreated on the property.

Mr. Thomas wasn't about to be persuaded. Mr. Thomas countered that he could post signs: "Don't Eat the Dirt." But even if he was willing to accept the contamination on his property, future buyers might not and he could encounter great difficulty getting full market value his property. In today's business world,

few banks would support purchase of a contaminated property and few businesses would accept such risks themselves.

Impacting the value of the property also impacted the value of the business. Mr. Thomas' resolve finally began to turn.

Finally, he asked, "Would the government get all the contamination and give his property a 'clean bill of health'?"

That could be a problem. If the contamination were inaccessible (i.e. - under a permanent structure, such as his buildings), the Corps could not remove it at this time.

Two potential areas of inaccessible contamination existed. One was under his rail spur where he received and shipped product. The other was under his planer building, where he transformed raw lumber into finished materials. Any disruption to the operation of either of these structures could literally put him out of business.

But the Corps had a plan ready for just this type of problem. We'd learned many lessons in the course of our clean up work and had time to refine work plans. The FUSRAP team proposed a plan to sample the rail spur and the planer building. All we needed was Mr. Thomas' permission. Then we could regroup and find a win-win solution for both Mr. Thomas and the Corps. We arrived at an agreement last year.

Small isolated areas of contamination were found sporadically across the

Thomas & Proetz property. Together, we were able to identify the risks for each party and create risk management plans to develop an acceptable approach agreeable to both parties for the cleanup of the property. The Corps started the clean up in November, excavating and restoring one small section at a time. As of the drafting of this article, we are about 95% finished.

The success of this cleanup of property housing St. Louis' last riverfront lumber yard is a story of what college business majors call "adaptive management," or stepping back and examining progress periodically and adapting future work to take into consideration new or changing facts as presented by each project stakeholder.

In the end, The U.S. Army Corps of Engineers adapted plans and methods to accommodate different levels of risk acceptance required by each party. Mr. Thomas has also adapted. He adapted to a future that neither he nor his ancestors who founded Thomas & Proetz could have possibly foreseen.

In so doing, two great organizations have moved ahead. The Corps is taking another step toward completing the mission and Mr. Thomas, his family and employees continue to enjoy a bright future in their chosen lives. It's called "win-win" solution... and now you know the rest of the story.



Careful coordination enables crews to remove contamination, even from the entrance to the Thomas & Proetz property, without disturbing ongoing business operations.



One of “Lost Boys of Sudan” to Visit U. S. Army Corps of Engineers, St. Louis

In the late 1980s when civil strife raged in the east African nation of Sudan, thousands of young males were forced to flee for their lives. Khartoum-based government forces swept through Dinka and Nuer Tribal villages in southern Sudan, killing adult males, enslaving women and girls and simply leaving young boys to fend for themselves.



One of the survivors of this tragedy, Joseph Taban Rufino, will share his story with the U.S. Army Corps of Engineers employees and friends, Wednesday, February 23, at 10 a.m. in the Robert A. Young Building 2nd Floor Auditorium.

Joseph is one of the estimated 26,000 then-children left without either parents or homes when government troops swept through southern Sudan's villages. They found themselves wandering for days, then weeks and months as they sought a place to settle and recover. Most were shoeless. Even the best-off had nothing more than the clothes on their backs as they trekked more than 1,000 miles through sub-Saharan Africa.

Eventually the survivors would come to be known internationally as the “Lost Boys of Sudan,” named after the orphans in the Peter Pan story. But their life was nowhere near as idyllic as their literary namesakes.

Loose family-like groups formed during the journey, with older boys often assisting younger ones. But many



Joseph Taban Rufino has appeared on the Oprah Winfrey Show to tell his incredible tale of survival.

perished en route, first to refugee camps in Ethiopia, and then when strife broke out there, back across Sudan to Kenya. Some starved. Others perished from thirst or from eating poisonous berries or leaves. Still more died from diseases. Many drowned or were eaten by crocodiles while attempting to flee across the River Gilo. More than a few stragglers who fell behind larger groups were eaten by wild animals. Only about 10,000 of the original number reached the safety of Kakuma refugee facility in Kenya.

While it seems exceedingly cruel and perhaps unusual that such tragedy would befall people so young, the Red Cross informs us that about half of the world's estimated 50 million refugees are under age 8.

After nearly a decade in the Kenyan refugee centers, more than 3,600 of the “Lost Boys” have been brought to the United States. Others have moved on to Europe and elsewhere.

None of these boys knows how old he actually is. Aid workers usually assigned ages to them in the camps where they tried to recover and plan for futures in an unknown world.

Joseph Rufino, who at a very young age has had to overcome trials and challenges which would defeat most adults, has since told his story many times across America, including on the Oprah Winfrey television show. His story is another thread of the rich tapestry of the Black experience worldwide, that is every day being woven into America's evolution into the 21st century.

Don't miss this amazing program, brought to us by the St. Louis District EEO team as part of Black History Month 2005.



No one can fully comprehend the adversities these young eyes have witnessed. The Red Cross estimates that one half of the world's approximately 50 million refugees are children under the age of eight.



Matt Thurman will be working at Service Base.

Matt Thurman is a new face at the Service Base, where he recently started as a civil engineer. He's not new to the District, having interned in the water control office the last two summers. The Crystal City native attended the University of Missouri, Rolla and was graduated with a civil engineering degree in December 2004.

His first assignment is to help repair the damaged Mel Price Gates, for which he is obtaining digital readout equipment to accurately measure boring of new holes for the gates.



The District Bids Fond Farewell to December Retirees:

- David P. Davis from Carlyle Lake
- Donald C. Sweeney II from Project Management Branch for Navigation and Environment
- Robert D. Swift from Rend Lake

Kudos!

December Kudo Award recipients were:

- Jon Schulte, Rend Lake
- Travis Arch, Clarence Cannon Power Plant
- Anne Woodrome, Office of Counsel
- Larry Gutzler, Lake Shelbyville



Keith Thole will be working in Geotech.

Keith Thole is a new Student Coop program hire working in Geotech. Keith is from Aviston, Ill., west of Lake Carlyle, where he worked as a summer hire in 2003 and 2004. He was graduated from Mater Dei High School in Breese, Ill., where he excelled as his class's valedictorian, posting a 4.0 GPA.

He first attended Southeast Missouri University before transferring to Southern Illinois University at Edwardsville from which he expects to graduate with a civil engineering degree in May 2006.

Speaking of Safety.....

Whatever your age, take steps now to make your hearing last for life

One in every 10 Americans has some degree of hearing loss. That includes teenagers, children, and adults.

Though age is a factor, hearing loss isn't a definite condition of advancing years. By protecting your hearing, you could have excellent hearing through retirement years.

Today, hearing loss is on the rise among people from their teens to their 40s. The main cause of hearing loss is also on the rise: loud noise.

The world has become a noisier place. Much of the high volume is in the form of sound systems in movie theaters, cars, and home theaters. And power devices like leaf blowers and snow blowers can be harmful.

There are many things you can do to preserve your hearing. Don't blast the music. Use earplugs when operating power equipment. Learn to recognize the signs of hearing loss, and have your hearing checked. Early treatment of infection or disease affecting your ears is a proven way to make the most of the hearing you have.

Chronic exposure to loud noise damages the sensitive structure of hearing, the inner ear's hair cells and the nerve fibers they contact. While the

damage cannot be cured or reversed, the progression of hearing loss can be prevented by protecting the ears from further high-noise exposure.

Simple ear plugs made of foam polyurethane reduce sound by 7 to 10 decibels (dB). Use them when operating power equipment. Custom-fitted plugs reduce noise levels by 10 to 15 dB, which is often enough to reduce noise levels below the critical damaging threshold of 85 dB. Use them at loud stock car races.

Properly insulated ear muffs reduce levels to 15 to 25 dB. They are important for people who are exposed to gunfire or continuing loud noise.

If hearing protection is specified on your job, be sure to wear it.



I've been getting frequent emails from Claude since he departed a few weeks ago. He has taken to signing them, "Claude Norman," explaining that he is transitioning from his "city name" to his "down home" moniker of Norm.

I was introduced shortly after arriving in the District PA position to Claude by Charles Camillo, who lowered his voice reverently when forming the words "Claude Strauser." Claude and I didn't exactly start off seeing eye-to-eye, and you know, we probably still don't. Claude viewed me as an abject apologist for the media. I saw him as an inflexible curmudgeon who was chagrined that our forefathers had mistakenly included freedom of expression and by extension, of the press, in our Constitution.

We had that discussion many times in my first months with the Corps and I don't know that we ever finished it. But we never stopped talking, sharing and respecting each other.

His traditionally darkened cubicle is brightly lighted now. His desk top is cleared and the shelves are mostly empty. But for all of us who have known, respected and even loved



Claude's office has lost its personality. Now, it's just another standard issue government work space.

Claude, he's going to be a long time in leaving.

I have asked Claude to continue contributing his thoughts to Esprit. I value his insights, memories and wisdom. I hope he will stay active in the District in this and other ways.

Claude, when the weather gets better, I'll be down to Sullivan to sit a spell and visit with you. Until then, Warm regards, Alan Dooley

The Way I Remember It.



I have enjoyed writing this series of articles for the Esprit over the years. I want to thank Mr. Alan Dooley for allowing me to submit my thoughts on various topics. I also want to thank him for "editing" my articles (actually a better way of saying this is – Mr. Dooley heavily edited my humble writing efforts).

I have been asked on numerous occasions what I intend to do after I retire. I have not thought much about this because the whole reason to retire is so you don't have to think too much about what you are going to do – isn't that right? I have never been retired, so I guess I will just have to learn how to "be retired".

When my brother and I were young boys, we used to spend a lot of time with our grandfather. We were always excited when we could "help" Grandpa Strauser with his chores. He would pick us up in his old truck and take us to town to buy feed at the Farmer's Cooperative in downtown Sullivan. We would buy feed, salt blocks, medicine, etc. for the cattle and for the horses. We would then

travel out to the various farms and feed the animals.

There used to be a bench at the front of the feed store. On this bench sat an old man. I wondered about this for a long time and finally asked Grandpa how the old man could sit on that bench day after day after day. This confused me because we were always busy and never had time to sit anywhere.

Grandpa explained this to me in his "very matter of fact" manner. He said that old man had a government pension and he didn't have to work any more and he could sit there if he wanted to sit there. Grandpa added this thought – if you ever get a chance to get one of those government pensions, you should try to do so.

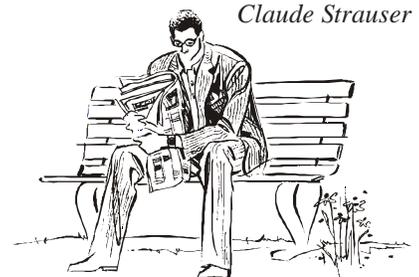
I recently told this story to the manager of the Farmer's Cooperative. I told him I was going to retire and the old bench had been removed and there was no place to sit in front of the store anymore. He laughed at my story and didn't say anymore about it.

A few weeks ago the manager of the feed store called to me and said, "Did you see the new bench I put in front of the store"? Sure enough – he had placed a brand new bench out front next to the soda machine.

Now I know what I am going to do when I retire. I am going to sit in that bench and tell my Grandpa Strauser I now have my government pension. I followed his advice and now I am the old man on the bench. The story has now come full circle.

If you are ever in the area and see an old man sitting on the bench in front of the Farmer's Cooperative, be sure to come over and say hi! I will be happy to see you and discuss the "old days".

Claude Strauser





New Nickels Honor American West

Thomas Jefferson appears in a bolder image on new 5-cent coins, his first makeover since appearing on the coin in 1938.

Artist Joe Fitzgerald, who created the design for the front of the two nickels, says he wanted the image to be large enough so the public could see the determination and intelligence in his eyes. He wanted the image to give a sense of Jefferson's character, his kindness, and his sense of humor. The front of both nickels will include the word "Liberty," as written by Jefferson.

The back of one nickel features an



American bison, a design reminiscent of the American West and the buffalo nickel first issued in 1913. The back of the second nickel features a view of the Pacific from a rocky coastline dotted



with trees. The inscription says "Ocean in view! O! The joy!" That's a quote from William Clark's journal, a reference to the Lewis and Clark expedition's quest to reach the Pacific ocean.

Best fast-food Choices

A recent Gallup Poll found that 95 percent of us frequent fast-food restaurants, and half eat there once a week. These leaner options could make a difference in your health.

✓ Arby's: Broccoli and cheddar baked potato. If you ask for double the broccoli, half the cheese sauce, you get 406 calories, 13 g protein, 12 g fat. Other good choices are the Asian Sesame Salad and the grilled chicken sandwich.



✓ Burger King: BK Veggie Burger, 340 calories, 15 g protein, 10 g fat. Other good choices: Fire-Grilled Chicken Baguettes, the Original Whopper Jr (hold the mayo).

✓ KFC: Tender Roast sandwich. Skip the sauce, and you save 72 calories and 8 g of fat. Other good choices: Barbecue beans and corn at 300 calories and Original Recipe chicken breast. Remove the skin and save 240 calories and 16 g of fat.

✓ McDonalds: Fruit 'n Yogurt Parfait with granola and roasted English muffin, 350 calories, 8.5 g fat. Other good choices include the Chicken McGrill and the regular hamburger.

Fashion Industry Says, "Time to Cover Up"

After spending much of the 1990s trying to get people to bare their flesh and dress down, designers are returning to dressing up with suits, prim blouses, and tweed skirts. For men, blazers are going like hot cakes as guys try to upgrade their look.

The new modesty may strike some as overdue, but bosses couldn't be happier with the trend. Many think the super-casual, skin-bearing dress of recent years has no place in their offices or their stores.

One investment company asked its people to dress better after noticing that clients did. In one memo, they said they



would prefer that a properly fitting sweater be worn with a collared shirt, and shaving regularly is a good idea for both sexes.

Another company simply sent a memo asking its office staff to "bump up your apparel choices at least one more notch."

Some companies are issuing dress codes. Target Corp. has a new 20-page dress code for employees at its Minneapolis headquarters. Men must now wear a sport coat and tie if they leave their usual work area. Women are required to wear a jacket over any sleeveless blouse.

Pencil skirts are a big hit this year. The best ones are made of a wool or wool blend and are lined.

At Nieman Marcus, they say the pencil skirts with turtlenecks are popular, and dainty sweaters over full skirts are in, as are ladylike bow-tied blouses under trim sweater sets.

Fashion experts at the retail publication The Tobe Report say there is a more serious attitude in the country now, and people want to look more promotable.



Keisha Hurst Selected for CORO Leadership Program

By Jacqueline Mattingly

Have you ever wanted to fine-tune your leadership skills? Or wished you could make a meaningful contribution to society not only through your work with the Corps of Engineers but also within your community?

This winter, Keisha Hurst of St. Louis District's Curation and Archives Analysis Branch, is doing just that. She and 18 other of St. Louis' emerging leaders were selected to attend the CORO Group's "Women in Leadership" program.

The nationwide program seeks to help young, rising leaders hone their leadership skills and become more aware of service to their communities.

"We had to submit a written application and three references. Program alumnae invited 30 applicants from a pool of over 200 people to attend Selection Day. I was excited to be one of the 30 selected," said Keisha. "We got a chance to show our personal leadership styles by working together in silence on small group projects while the selection



Keisha Hurst of St. Louis District's Curation and Archives Analysis Branch

committee made their final selections. I feel honored to be one of 18 women selected for my class."

CORO offers participants the hands-on training to make meaningful contributions to society. CORO's leadership programs are designed to:

- Expose participants to myriad individuals and institutions that play essential roles in creating and shaping

public policy;

- Develop participants' analytic, communication and problem solving skills; and
- Strengthen the quality and creativity of decision-making in the field of public affairs.

Participants learn to solve real world problems by working with community members and leaders to find resources and by coming up with innovative solutions to problems faced by their communities. Together, participants explore community dynamics, leadership and decision-making, while building skills necessary for successful careers in business, politics, education, government and non-profit sectors.

The Women in Leadership Program offers an opportunity for women from the St. Louis region. This program's objective is to create an awareness of how different sectors in the community (labor, government, business, media, non-profit) work together. Hundreds of women have graduated from this program since its inception in 1980.

Last year, Lattissua Tyler, who has since gone on to work for the Veterans Administration in St. Louis, was chosen to take part in the valuable program.

"We're getting ready for our first field day where we will go out, talk to neighborhood leaders and community groups to learn about issues challenging them. And soon we'll be talking with community leaders like Mayor Slay," Hurst said.

The Women in Leadership Program is a part-time, four-month training program designed for women with at least three years of management or entrepreneurial experience in business, public affairs, or volunteer work. These women must be willing to set and achieve specific career and community involvement goals.

"I just started the program but already I am getting a lot out of it. We've been working on self-awareness by comparing how we see ourselves versus how others see us to learn where our weaknesses lie. This will be a very enriching experience — personally and professionally," Keisha concluded.



First soccer ball recipient proudly holds his prize possession.

Afghanistan's Forgotten Kids

Ken Allensworth, Maintenance Mechanic from Lock 25 deployed to Afghanistan in September. It didn't take him long to notice that the children living in a bombed out apartment building were wearing rags and had virtually no toys to play with. Soccer is a passion for these young children, so Ken sent a plea home to family and co-workers. Send soccer balls! Tom Regan, Lock and Dam Operator at Lock 25 was the first to act. Using his remaining Father's Day money, he purchased soccer balls and sent them to "Ken's Kids" as they are now called.



Check the Rules Before Bringing ATVs on Federal Lands

Feral hogs and all-terrain vehicles (ATVs) do not mix—at least on U.S. Army Corps of Engineers property. As the word about hunting feral hogs at Wappapello Lake has spread, hunters far and wide have been arriving, many towing ATVs.

Operating ATVs is permitted on public roadways on land administered by the Corps of Engineers; however, they can't be operated at other locations such as trails, agricultural roads, easement land, and campgrounds. Individuals caught driving ATVs in unauthorized areas may receive citations with fines for violations as high as \$150 under federal law (Code of Federal Regulations, Title 36).

"We are closing and monitoring areas where unauthorized ATV activity is occurring," said Gary Stilts, Lake Wappapello Operations Manager. "We have used signs, fences, debris and primitive rock, and mechanical disturbances to close these areas; however, the lack of a barrier does not imply an area is open for ATV use," Stilts went on. "The ATV operator is still responsible for knowing the rules and regulations. In a nutshell, if it is not open to other vehicular traffic, it is not open to an ATV," he affirmed.

The Wappapello Lake Project Office recently asked the media to help urge everyone, hunters and other outdoor enthusiasts, to familiarize themselves with the rules and regulations that govern



Licensed hunting of Feral hogs is legal. AllTerrains Vehicles (ATV) operation in unauthorized areas is not. Familiarize yourself with regulations concerning use of ATV on federal lands before you venture out.

off-road activities.

The Corps of Engineers strives to protect the natural resources we all value. ATV operation can destroy plant communities, accelerate soil erosion and impact others' recreational experiences.

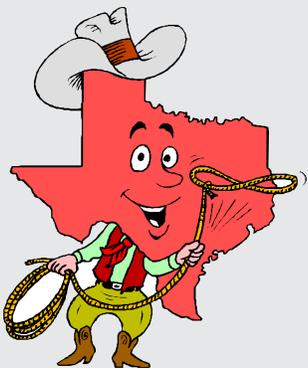
Copies of the federal law are posted on bulletin boards at access points throughout the project. Park rangers provide copies to campers and visitors. Copies are also available at many local businesses.

In an effort to accommodate hunters who may kill large or numerous hogs in an outing, the U. S. Army Corps of Engineers at Wappapello Lake will attempt to allow hunters who have proof of a kill, access to get the game out.

Successful hunters may contact the project office Monday through Friday, except federal holidays, at (573) 222-8562. Rangers will come on a case-by-case basis and open a gate and allow the hunter to get their kill out. On weekends, hunters may contact the weekend ranger at (573) 778-5404.

"If personnel are on duty that weekend, we will make every effort to help," said Stilts. "Whether you are hunting or taking part in other recreational activities at Wappapello Lake, please use caution and put safety first!"

For more information on recreational opportunities at Wappapello Lake, contact the Wappapello Lake Project Office at (573) 222-8562.



Time Warner tries videophones in Texas

The day of the videophone is upon us. Time Warner started the ball rolling with free trial service to its 140,000 customers in Austin, Texas. The second-largest cable company in the U.S., it expects to roll out a variety of videophone services nationally.

Video chatting is one of a slew of Internet-calling services that are becoming more attractive, partly because of the cost savings over traditional landline phone calls. But all carry a monthly service charge.

The number of people making phone calls over the Internet is expected to rise to about 10 million by the end of 2007 according to Yankee Group, a consulting firm.



Retiree's Corner



The retirees had their monthly luncheon at the Salad Bowl on January 20. Many of them mentioned that they had a tough choice to make since it was the same day as the Inauguration of the President. However, their attendance at the luncheon was not intended to be a political statement of any kind. They just wanted to be among friends and enjoy their company.

Wally Feld said that he was going through the many boxes that he took home when he retired and found a photograph of the District Staff that had the pictures of the individual staff members. There was no date, but it was probably from the early 1950's, since the District Engineer at that time was Colonel Fred Ressegieu. He served from 1951 to 1954. It was interesting to see how young the various individuals were. Fortunately, many of the "more mature" retirees remembered virtually all of those pictured and related a story of two from their past.

Wally also had a copy of a black book that had a volume of information about the projects and activities of the District.

This was published periodically by the Budget Branch of the Comptrollers office, now the Resource Management Office. It was like a quick reference book with pertinent information about the projects etc. In its time, it was very valuable.

During the luncheon, Wally noticed a patron of the Salad Bowl, that looked very familiar. It turned out to be Fred McKissock, a former employee that worked in the Structural Section of the Design Branch, Engineering Division.

Fred said that he is now retired and that he and his wife now write children's books. Fred had a few funny tales of his days with the Corps, with Tom Mudd and the Mel Price Project. (Its great to hear from former employees about the wonderful working conditions of the Corps and the professionalism of its employees.)

Don Wampler mentioned that he was having difficulty getting any information about Bob Maxwell. He has made several calls to where he lives, but never gets a return call. He knew that Bob wasn't in the best of health, but he hadn't heard anything recently from or about him.

Wally Feld mentioned that Bob is not the only "nonagenarian" in the retirees. There are others and with the advent of modern medicine, there will be a continued increase in this category in the future.

Don also asked the retirees to stay abreast of the actions being proposed for Social Security. Some are saying that the Government is going to allow a private account in addition to the social security account. He advised every one to inform themselves of what is being proposed and to determine which is best for them.

Joe Bisher came in with his "Missouri" baseball hat. This prompted a discussion on the efforts of the Veterans of Missouri, in saving the Battleship Missouri. Joe was rather eloquent in his explanation and some what proud of his efforts. He said that he made several trips to Pearl Harbor to visit the ship and remembers its great history. He said that he missed going aboard her several times when she was commissioned, but he's made up for it now that she is a museum.

Lew Scheuermann looked great and was moving about rather easily. Lew just had knee replacement and has gone through therapy. He's now getting around without even a cane. He is anticipating being allowed to start bowling real soon. Then it is off to the golf course. Watch out golfers, Lew is getting ready.

FLASHBACK *January 1970*

There was a warning in the Jan 1970 Information Bulletin about a protest of the Vietnam War called Moratorium Day and a request by the organizing group that Federal Employees participate. The reminder was given that this day was a business-as-usual day at work and that employees were expected to abide by the governing regulations and were expected to conduct themselves properly.

Ice on the Mississippi River was impacting river traffic. Ice gorges near Cairo and Chester were severely impacting boat movements and two people from the Corps Cold Regions Lab in Hanover, New Hampshire came to SLD to suggest possible solutions to the problem. Jim Petersen, John Gurley and Harold Rogers were interviewed by radio and TV to explain the problem.

Don Laraway spoke to the Rend Lake Association and Mike Matheney spoke to the Rotary Club about the Rend Lake Project.

A reminder was given to supervisors that in filling out the employees Career Appraisal Form DD 1559, that the supervisor is assessing career potential rather than the performance, including an individuals future capabilities that can be accomplished with certain opportunities and training.

Men with graduate training who were about to be inducted into the U.S. Army could have their training and skills matched with the technical needs of the service in a special program by the Scientific Manpower Commission. Inductees were urged to contact the Commission.

New employees were:

- Debra Francis Card punch operator AC-O
- Rodney Carnes Deckhand Dredge Kennedy
- Francis Clover Deckhand Dredge Kennedy



- John Muschong Draftsman ED-DM
 - Marlan Brinkman Electrician helper
- L&D 26

And two former CO-OP students who obtained their CE degree and entered the JET program:

- Ronald Viehweg
- Dan Spellman

A belated congratulation was given to the mens softball team District Engineers #1 on winning the Federal leagues consolation playoff championship the past fall. Team members included:

- Mike Cullen
- Bob Eifert
- Wally Feld (manager)
- Dennis Harvey
- Paul Kornberger
- Jim McDaniel
- Ron Messerli
- Rich Mills
- George Postol
- Ted Postol
- Willie Stroud
- Larry Strunk
- Bill Sutton
- Larry White
- Jerry Curnutt, when needed

[NOTE: Bob Maxwell passed away on January 22, 2005 at the age of 95. Our condolences to his family.]

The next luncheon will be on February 17th at the Salad Bowl at about 11:00am. Hope to see you there

Editor's Note:

Read Daniel Courtney's article on this page. At 94 years, he more than qualifies as a retiree nonagenarian. This article is his second submission for Esprit. His recollections give us a rare, personal glimpse into the Corps' past.

I remember when...

The following excerpts are taken from a letter to the editor by Mr. Daniel Courtney. Mr. Courtney, now 94, lives in St. Bradenton, Florida. Following are his recollections of District life in the 1920s and 30s.

Like most old folks I reminisce a lot. I remember when...

In the 20s and 30s the main activity of the St. Louis District was development and maintenance of a 9 foot navigation channel in the Mississippi River from St. Louis to the mouth of the Ohio River at Cairo, Ill. The locks and dams were being constructed in the Upper Mississippi. Lock & Dam #26 at Alton, the last lock and dam under construction then, wasn't completed until around 1938.

I was first employed as radio operator (Morse code only) and clerk on the Dredge Fort Gage. Capt Meadows, the dredge master, was a fine gentleman, but also a strict task-master. During that era there were at times as many as 5 dredges operated in the District. As many towboats delivered fuel and supplies to the dredges as well as piling and revetment materials to the various construction units. Most vessels were steam powered and fueled by oil, although a few older ones still burned coal.

The District Office was located on the fourth floor of the Old Post Office Bldg. Capt James E. Kennedy, who supervised dredge and towboat operations, had his office at the Service Base (at that time called the Depot) along with the various repair shops. Mr. Del Commune supervised the



This 4th floor lobby display is all that remains of the Dredge Ft. Gage.

survey and construction units engaged in building the pile dikes and shore revetments. His office was in the Old Post Office Bldg. along with Mr Penniman, Chief Engineer.

There was no so-called 40 hour work week working on the river at that time. Most floating plant personnel worked 12 hour shifts, seven days a week. Licensed steam engineers, who worked 8 hour shifts, were the only exception because of USCG or perhaps union regulations. The radio operator (me) and the dredge master were on call 24 hours a day. There was no vacation time to earn. Any time-off was at the discretion of the supervisor. Civil Service regulations to improve working conditions didn't begin to take effect until the early 30s.

My service with the District was from 1929 to 1966. I am now 94 and have been retired more years than I worked!

Time marches on - Happy New Year to all.

Daniel Courtney.

Corps Golf League 2005

Preparations are underway for the 2005 Corps of Engineers Golf League. The six Corps teams will be reshuffled this year to make new teams.

A number of openings exist now, so the league needs new members.

You do not need to be a great golfer to join, since the league plays a handicapped team format.

Teams consist of six to eight players, four of whom play each week. The league begins in mid-April and goes into August. We will again be playing at Clinton Hills Country Club in Belleville every Tuesday at 4:00 pm.

The weekly green fees last year were \$11 walking and \$17 riding. For additional information concerning the league, contact League President Wally Feld (wfeld@charter.net), or Secretary Ken Koller (331-8422 or ken.r.koller@mvs02.usace.army.mil).

If you wish to play, notify Ken by February 15th.

The Real Dr. King:

He was a radical, a fighter, a hero

As we celebrate the birthday of Dr. Martin Luther King Jr., one historian says the Nobel Prize winner is now frozen in time.

Are his heroism and humanity ever more distant from us?

Michael Dyson, a professor at DePaul University, says they are. In his book, *I May Not Get There with You: The True Martin Luther King Jr.* (Free Press), Dyson says that three decades after his death, and on the 72nd anniversary of his birth, King's humanity and thirst for justice are not emphasized.

To many of us, King is far from a revolutionary. He is thought to be conservative, middle class, safe. Dyson says his radical legacy has been set aside. His challenge to both middle-class complacency and irresponsible militancy is fading into the background of time.

Only when we measure the moral and personal obstacles that Dr. King had to overcome can we appreciate how great his accomplishments were. It's true that he had his flaws. But, says Dyson, his flaws prove that he was human. They show he was not an icon with no appeal to flesh-and-blood mortals.

If Dr. King could rise above his faults to help America become a better nation, then we can all overcome personal and societal barriers and create social change. That lesson, says the author, is



Dr. Martin Luther King January 15, 1929 — April 4, 1968

important as we try to connect Dr. King's humanity to people today, especially young people. His vision of justice must belong to the nation and the world, says Dyson, not to activists with agendas of their own.

The Dr. King that we should celebrate on January 17 is the one who gave his life insisting that we honor truth, conquer evil, embrace love, and expand justice. That is the true Martin Luther King Jr.

The Dream

“ I have a dream that one day this nation will rise up and live out the true meaning of its creed: ‘We hold these truths to be self-evident, that all men are created equal.’ ... I have a dream that my four little children will one day live in a nation where they will not be judged by the color of their skin but by the content of their character.”