



Cranes on the Move, from Minneapolis to Memphis



Hercules, one of Rock Island District's heavy-lift crane barges, arrives on a rainy January afternoon. She's normally based out of MVR's Peoria office but will spend the winter months in the St. Louis District while MVS's crane barge, Sewell, is iced-in at St. Paul's Lock and Dam 3 in Red Wing, Minn.

USACE photo by George Stringham

STORY BY ALAN DOOLEY, PA

Two giant U.S. Army Corps of Engineers floating cranes have been on the move in recent months and weeks – Sewell from the St. Louis District and Hercules from Rock Island. In what has become an ever more frequent sequence of moves that shows regionalization at its best, both cranes are wintering and working outside of their home bases.

Sewell is spending the winter in the ice-choked waters of the Mississippi River at St. Paul District's Lock and Dam 3 in Red Wing, Minn., just south of Minneapolis. There she is assisting the St. Paul District

with maintenance on that lock while it is closed for winter ice conditions. Some 400 miles north of her relatively warmer home, Sewell set stop logs for lock gate maintenance and has conducted numerous other lifts to facilitate work there.

Sewell is slated to remain in the Minneapolis-St. Paul area until the latter part of March. According to Mike Thompson, Chief, Service Base, MVS personnel operating her have reported temperatures reaching to minus 9 degrees, without need to factor in any wind chill.

Earlier last year the much larger 250-ton lifting

Commander's Perspective



Col. Lewis F. Setliff III

Friday, February 15, at about 11 a.m., it was my sad duty to inform the District of the shocking, unfortunate death of long time District employee, colleague, mentor and consummate professional, Randy Jones, our Locks 27 Lockmaster. Randy passed away earlier in the morning, having never reawakened from severe head injuries sustained in a morning automobile accident the day before.

Randy was the most recent of a long list of Lockmasters who have led operations at Locks 27 and was hard at work making preparations for the opening stages of a major rehabilitation to that venerable facility. He was also heavily engaged in work to restore culvert valves only the day before, and in all the details that go into every day's work to sustain safe and efficient navigation at Locks 27.

The sorrow that I feel is terrible. I know that for many of you who have

At the time ESPRIT was being prepared to go to press, the District learned of the untimely death of Randy Jones, Lockmaster for Locks 27. Please return next month to learn more about him and his career with the Corps of Engineers.

known Randy for a much longer time, it is even worse.

But the sorrow that his family and loved ones, many of whom were able to gather to be by his side during his final hours, feel must be beyond words. We grieve for Randy and for them. We offer our condolences, our love and support. We raise our prayers for all of them.

As we all work through the days, weeks and months ahead, please watch out for each other. For some, the tragic loss and burden is heaviest now. For others it may be some time before it has its full impact. If you want or feel you need support or help in handling this loss, please don't bottle it up inside of yourself. You can ask for the aid of our Employee Assistance Program (EAP) by calling Keisha Hurst in our Human Resources Office at 314-331-8551. Or if you wish, you may reach an EAP counselor directly at 1-800-222-0364, any time, any day. Asking for help is not a sign of weakness. Rather, it is a sign of wisdom.

Randy was a lockmaster's lockmaster. He took great pride in his work responsibility and had a deep and abiding love for the people who shared that mission with him. I feel confident that he would be pleased to know that you will continue his and your work. It's right and good to pause, to reflect and to share your feelings and memories with each

other, and then to do what he would have asked of you.

Our legacies are made up of two parts: our memories and our accomplishments. Randy Jones' legacy is profound and remarkable by both measures.

God bless Randy, his family and all who knew and loved him. We are diminished by his loss and magnified by his memory and what he has done for us all.

**Essays. Hooah!
Col. Lewis F. Setliff III**

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Carp Catch at Carlyle

STORY BY ALAN DOOLEY, PA

They've been coming to the spillway below the Carlyle Lake Dam for at least two summers now.

Last summer they were so thick that deputy lake manager Dick Conner thought he might be able to walk across their backs when he and Rob Maher, of the Illinois Department of Natural Resources, looked down on them from the top of the dam into the spillway and Kaskaskia River.

"They" are Asian Carp – primarily the Big Head species, but also other varieties including silver and grass carp.

The history of the United States is replete with examples of foreign species being introduced and going wrong – badly wrong.

In 1876 an exhibit from Japan at the Philadelphia World's Fair showed a plant, the aroma and rich foliage of which captured America's imagination. Cattle readily ate it. Its foliage could be used in salads. Its blossoms and fruit could be transformed into a sweet jelly or jam. During the drought of the 1930s it was seen as a plant to secure soil from erosion.

Today we know it as kudzu – the green vine that grows up to 60 feet a year, which covers shrubs, trees, telephone poles, buildings and just about everything else in America's southeast.

In the 1890s another group of do-gooders introduced 100 English or European starlings into New York City's Central Park as part of an effort to establish this "poor man's mynah" in the new world. And establish itself it has, in 49 of 50 states and most of Canada, displacing the majority of the continent's hole-nesting birds.



Here, large tubs of Asian carp harvested from the Kaskaskia River are prepared for transfer, where they were sold for 10 cents a pound. The invasive fish were originally brought into the United States to clean plankton and other materials from commercial catfish ponds in the south.

USACE photo by Jason Selle

Conner asked if the same commercial fishermen who fish the lake for carp and buffalo might be permitted to go after the carp below the lake and the IDNR granted a permit to try.

During the closing days of December, once the water was cold enough to bring the invasive carp back to the foot of the dam, commercial fishermen took to the waters, essentially driving the fish into nets and then loading them into their boats. Game fish were released back into the water.

Before the effort ended several days later, more than 60,000 pounds

of fish were harvested and sold for 10 cents a pound.

Asian carp were brought into the United States for their appetites. Their planned task was cleaning the plankton and water-clouding materials from commercial catfish ponds in the south. But with floods in the 1970s they escaped into the environment and have exploded northward in less than three decades. Today they are within 50 miles of the Great Lakes.

The Big Head variety can grow to four feet and 100 pounds. All of this growth takes food from less

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HERCULES, FROM COVER

capacity Hercules passed silently by St. Louis en route to the Memphis District's Ensley Engineering Yard. There she received repairs to damage sustained when the barge struck a bridge. The Ensley Engineering Yard has the resources and a dry dock large enough to support the 200- by 70-foot crane's hull.

Shannon Reed, Plant Section Chief at the engineer yard, said that in addition to repairing damage to the barge's hull, they also replaced some thin plates and administered the contracts for the sandblasting and painting. What was a necessary repair also provided the opportunity to schedule preventative maintenance as well.

Reed added that this type of work is typical of what they do for other districts and divisions. In fact, when Hercules left Memphis she was followed in by a crane barge from the Southwestern Division's Tulsa District.

Hercules muscled her way into St. Louis on a soggy Jan. 10, mooring at Sewell's empty parking spot that afternoon. She isn't just resting on her laurels in a warmer spot away from her normal Peoria, Ill. home base. Instead, she is spending a working "vacation" in St. Louis.

Hercules is no stranger to work in St. Louis. Although she is a Rock Island District asset, Hercules' main mission of removing and replacing lock miter gates has taken her up and down the Illinois and Mississippi Rivers numerous times in past years. Most recently in 2004, she came south to snatch damaged miter gates from the auxiliary chamber at the Melvin Price Locks and Dam.

While she is working in St. Louis, she is also available to travel up the Illinois River if any of the locks on that river need emergency work. In fact, she has ability to be "flattened" by laying both her boom and mast down, making her the only Corps of Engineers heavy lift crane capable of passing under the low bridges on the upper reaches of the Illinois River near Chicago.

During mid-February, she has been working at Locks 27 at the southern terminus of the Chain of Rocks Canal. Operated by her regular skilled crew from Rock Island, she has been carrying out numerous lifts to work on the giant culvert valves that let water into and out of the 1200-foot main chamber of the southernmost locks on the Mississippi River.



USACE photo by Jim Pogue, MVM

ABOVE: Hercules rests in one of Memphis District's two dry-docks. When unfolded, the crane's boom reaches 200 feet into the air.

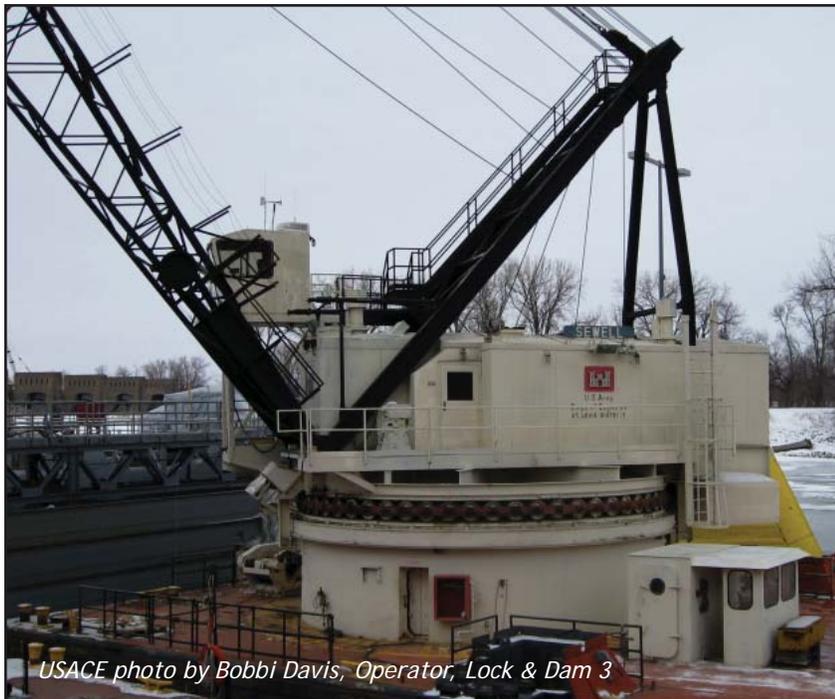


RIGHT: Sparks fly from Matthew Montgomery's torch as he removes damaged steel plating from one of Hercules' barge knuckles. The repairs were completed by both Memphis and Rock Island personnel and cost approximately \$500,000.

USACE photo by Jim Pogue, MVM

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USACE photo by Bobbi Davis, Operator, Lock & Dam 3



USACE photo by Alan Dooley, MVS

HERCULES, FROM PREVIOUS PAGE

One St. Louis maintenance person, peering from the lock wall down at the immense Hercules noted that with her capacity, lifting the bulkhead of one of the culvert valves was like putting up picture frames with a sledge hammer. “She doesn’t break a sweat lifting this stuff,” he noted.

Hercules will move north at the end of February to help replace a loosened top control arm at Lock 24. According to Lockmaster Danny Lunsford, what amounts to the top hinge of the land wall, upstream miter gate has become loose through wear and it must be replaced with an oversized pin. That, in turn, means that the anchor must be re-bored, round and oversized as well.

“That all holds the gate leaf in place over the pintle ball at the bottom of the lock chamber,” Lunsford said. “And while the top is disassembled for machining and replacement, Hercules will have to hold the 200-ton-plus lock gate in place.”

Thompson said that Hercules will probably remain in St. Louis until early March at which time she will return up the Illinois River to the Illinois River Project Office in Peoria.

The shuffling of cranes and concurrent repairs to those assets as well as floating plant barges from outside the Division are all working evidence of how the U.S. Army Corps of Engineers constantly exercises flexibility to be ready to respond to emergencies. The work sustains the Corps capability to respond effectively while doing so in a prudent, cost effective partnership with commercial capabilities. And thus, the answer to the question of “Can we do this?” is invariably, “Hooah! Yes!”

ABOVE, LEFT: St. Louis District’s crane barge Sewell at work at St. Paul’s Lock & Dam 3 in Red Wing, Minn.

ABOVE, RIGHT: In October of 2004, Hercules was brought down to Melvin Price Locks and Dam to remove the auxiliary lock’s damaged miter gates.

BELOW: Hercules has been carrying out numerous lifts on work that is being performed to the giant culvert valves that let water into and out of the 1200-foot main chamber at Locks 27 on the Chain of Rocks Canal.



USACE photo by Alan Dooley, MVS

Eliminating the Legacy E-Mail Address

STORY BY STEVEN WHITE, ACE-IT

**What is your e-mail address?
Do you have a business card?**

Maintenance of business connections is vital to the success of any organization. A person's e-mail address has become critical in maintaining those connections. USACE employees want to ensure they are giving the right address to business partners, and as a result I regularly field questions from customers who are uncertain about their Internet e-mail address.

The past IM/IT environment enabled each District to act as its own IT island, and this is reflected in the 55-plus e-mail domains that we use today. Every time USACE moved someone from one site to the next, their e-mail address changed. The IM/IT transformation to an enterprise model gives us an opportunity to revisit the presentation of USACE's corporate identity through e-mail. The Army has also undertaken this initiative, and the Army's Chief Information office has endorsed an enterprise

standard AKO address that is embedded on every CAC card.

The Army standard presents technical challenges for USACE and its Civil Works missions. To work around these challenges the USACE IM/IT Enterprise Configuration Control Board voted to create the standard of first.middle_initial.last@usace.army.mil.

This standard creates one corporate identity and reduces the cost of maintaining 55-plus separate e-mail address formats. The best part is that a USACE employee can move from one site or virtual team to the next, and retain their single USACE e-mail address.

With the implementation of the USACE e-mail standard, you will receive mail directed only to @usace.army.mil and @us.army.mil addresses. You should begin giving your usace.army.mil address to business partners, change your business cards, and change presentation templates to reflect your new address. Full implementation of the new e-mail standards and removal of legacy addresses will

take place after the transition to ACE-IT. To support legacy addresses on printed paper records, scientific journals and patents, some legacy addresses will continue to function after the transition.

To verify the e-mail address on your business card is correct, open your Outlook E-mail client, select Tools --> Address Book from the menu, and type in your name, last name first, in the blank space marked "Type Name or Select from List" and hit return. Once you have found your name, select File --> Properties from the menu and select the E-mail Addresses tab in the window that appears. The address listed as "SMTP:" is your primary Internet address which will be listed as the address to "Reply To:" on any message you create. The addresses marked as "smtp:" are other addresses that will direct mail to your account.

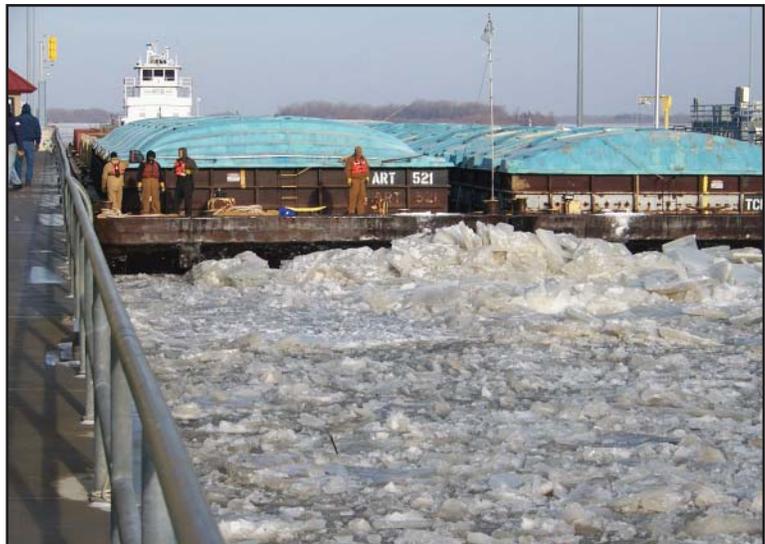
If you have any further questions about your e-mail address, please direct them to your Helpdesk (for MVS: x8700) or ACE-IT Customer Relationship Manager (CRM).

Drop in temp only increases safety precautions

Motor Vessel Coral Dawn enters the ice-clogged lock chamber at Lock and Dam 24 in Clarksville, Mo., on a chilly Valentine's Day morning. Although the high temperature for the day was 52 degrees, it was about 25 degrees, with a wind chill of 15 degrees when the tow entered the lock.

Here, the lock crew works closely with the deck crew of the tow to insure safety. This close working relationship starts well before the tow approaches the chamber. Through radio communications, the lock will inform the captain of any special precautions that need taken (i.e. excessive ice, out draft and general working conditions). Due to the stringent safety precautions used at Lock 24, the staff has clocked over 30,000 consecutive man hours without a lost time incident. This safety record speaks volumes considering the oftentimes harsh environment that must be dealt with.

USACE photo by Danny Lunsford



Four District lakes reducing services for FY08

Four lake projects operated by the U.S. Army Corps of Engineers, St. Louis District, are announcing reduced recreation service levels this summer. Flat-to-declining budgets are dictating reductions at Mark Twain Lake in Missouri, and Shelbyville, Carlyle and Rend Lakes in Illinois.

Even after reducing services, Corps managers point out that they will start the 2008 recreation season with 92 percent of campgrounds open until after the July 4th weekend, 85 percent until after Labor Day weekend and 75 percent will remain open until the season's end. Similar figures are cited for beaches, picnic shelters and boat ramp lanes. In addition, the four lakes offer state park facilities that are not affected by the Corps budget reductions.

According to St. Louis Operations Chief Peggy O'Bryan, "We have worked with flat, to slightly declining budget numbers for several years. We identified economies and deferred maintenance to continue to support the recreation program," she said.



North Marcum Day Use Area looking to the southeast. In the background is South Marcum Campground. Both areas at Rend Lake will be closed for the 2008 season. *USACE photo by Alan Dooley*

But while funding has remained flat, each year there have been small, but accumulating increases in salaries as well as costs of contracted services and supplies. "Some items like utilities and fuels have doubled and tripled through this period," she noted.

District Commander Col. Lewis F. Setliff III directed that public health and safety must continue to have top priority and no changes

would jeopardize that. He also directed that the District continue to minimize impacts on the people who use these lakes. He stated that managers must balance historic usage figures and the geographical distribution of Corps facilities, with the similar facilities and assistance the Corps gets from partners that share these lakes such as the states of Missouri and Illinois.

The heaviest impacts are being felt at two Corps Lakes. At Carlyle Lake, some campgrounds and facilities will open on schedule but close early. At Rend Lake, South Marcum Campground and the North Sandusky and North Marcum Day Use Areas will be closed all season.

Lake Shelbyville and Mark Twain Lake will operate all of their campgrounds on a normal seasonal schedule but, as at all four of the lakes, services will be reduced for visitors.

Reductions will include less frequent mowing, refuse pickup and facility cleaning. In addition, Visitor Centers will operate on weekends only, when demand is



Mark Twain Lake, in Ralls and Monroe counties, Mo., is not scheduling any closures, barring no additional funding cuts or any emergencies

USACE file photo

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Balancing Act: Aquatic Ecosystems and the Economic Use of Rivers & Floodplains

STORY BY ALAN DOOLEY, PA

Brian Johnson has been tapped as the District's new Ecosystem Restoration Business Line Manager, replacing the recently retired Dave Leake in that capacity.

"I'm excited," Johnson said recently. "The Corps, the District and our partners have a lot of opportunities to have a really lasting positive impact on the environment," he noted enthusiastically.

Johnson sees his assignment as providing direction to look down the road to plot a path for the District in its mission to preserve and restore environmental resources to sustain – and more importantly, improve – fish and wildlife habitat. "We want to do this in ways that improve the overall quality of life region wide and in a manner that permits recreation and economic development," he added.

Johnson brings 14 years of experience as a fisheries biologist to his new assignment. "I've got a pretty fair handle on the challenges of ecosystem restoration, but the challenges of fitting the pieces together bureaucratically are not simple," he acknowledged.

He acknowledges that he has big shoes to fill following Dave Leake. "Dave really set a course for this work. He's tough to follow because of his performance, but that same performance will make my job a little easier," Johnson said.

Brian Johnson said that in many ways his 14 years of work has been preparing him for this new opportunity.

"I've been given opportunities to work with many of our natural resource partners virtually since the day I came to work in the District," he said, "like the American Land Conservancy, the Nature Conservancy, the Fish and Wildlife Service and the two states' natural resources agencies. While each has different processes and



Brian Johnson, fisheries biologist, was recently named the new Ecosystem Restoration Business Line Manager for the District, relieving Dave Leake, who recently retired.

USACE photo by Alan Dooley

priorities, there are many ideas and techniques to be learned from every one of them, and a lot of opportunities for us to work together toward ecosystem restoration."

The Navigation and Ecosystem Sustainability Program (NESP) that envisions adding seven 1200-foot lock chambers on the Mississippi and Illinois Rivers as well as \$1.6 billion worth of ecosystem restoration is especially exciting to Johnson. This work will restore much of the ecological capability that was lost when the river was changed by developing the 9-foot deep and 300-foot wide navigation project on the upper half of the Mississippi River.

Johnson notes that while the river a century ago was very different, we have to be realistic about what we have today and what we may have in the future. "The heartland's rivers are multiuse rivers. That's a fact. We just have to work hard to ensure that they are the best rivers we can attain and sustain.

"Education is a key to the future," Johnson said. "There are a lot of amazing groups – non-governmental organizations or NGOs out there. I

want to coordinate with them to make sure they know what, together, we can bring to the challenge."

The education process has to focus inward too, he said. "I need to convey to our own internal family what we have in the toolbox to help restore the ecosystem," he said. "Most of our first contacts come from the folks in the field and the folks working with our

— SEE RESTORATION, NEXT PAGE



The Bolter's Bar reach, in Pool 26, illustrates the overlap of several of the District's business lines including navigation, ecosystem restoration, environmental stewardship, and recreation. Visible here are environmentally friendly chevron dikes (center), traditional dikes (side channel at right) and beach creation with dredge material (upper left)

USACE file photo

RESTORATION, FROM PREVIOUS PAGE

partners every day. They are really our best ambassadors and the ones who can really help us find the right restoration opportunities in the future." When asked about the future, Johnson says it has to be looked at in steps.

"In the short to mid term, I see a lot of focus on side channel restoration work. We have good legislative authorities for that work. We are also making good progress on fish passage at Mel Price. That will help restore migratory fish connectivity to the upper Miss'," he said.

"Looking farther out, the NESP envisions restoring 105,000 acres of the flood plain to its original function – 30,000 areas in the first 15 years," Johnson said. He added that the Forest Service has also secured authorization to bring 60,000 acres of flood plain under its roof as well.

Johnson is also excited about the potential of a new exchange program with The Nature Conservancy. "We have a great opportunity with bringing Todd Strole here for a year to exchange experience and methodologies for restoring wetlands. We're headed to the same destination and can learn a



View of one of the control structures for the Batchtown Habitat Restoration and Enhancement Project (HREP), part of the Upper Mississippi River System-Environmental Management Program. The 3,000 acre project is located in Calhoun County along the Illinois bankline of Pool 25. The project area was once a prime habitat site for large numbers of migrating waterfowl until recent degradation due to siltation and inadequate water level control. Restoration of the area to near former conditions is being achieved by constructing low level levees, sediment traps, dredging, tree planting, gravity drains and pumping facilities.

USACE file photo

lot by working daily with each other versus just periodically."

He's likewise encouraged about opportunities to work with groups that we have not worked so closely with in the past. "Audubon and Ducks Unlimited have not been typical partners," he said. "But we share a lot of common goals and can certainly learn from each other."

Shifting focus, Johnson said that he has to work closely with the other business line managers. "It's more than cooperating between ecosystem restoration and environmental stewardship," he said. "The example of navigation work in the St. Louis Harbor is a good one," he said. "The new chevrons are cutting dredging costs and making navigation safer. At the same time, they are already creating islands, deepening holes, and creating new habitat in a stretch of the river that doesn't have a lot of diversity."

"This is not all about what ends up on the ground," Johnson acknowledged.

"We have to strive to improve Corps processes," he said firmly. "I want to work with PMs to help speed up planning and construction. We've got to bring ideas and funding together. We must execute well and deliver what our customers want – and what the Congress wants," he said.

"In the end, my place as a business line manager is to be a strategist. I have to identify the roadblocks that may be in the way and develop strategies to move forward. I have to ask, 'Where are we? Where do we want to go?' Then I have to figure out how to get there."

If energy and boundless enthusiasm are any indicators of the potential for success, grab Brian Johnson and talk with him for 30 minutes. You'll see both in the first seconds.

"There's a big reward here. It cannot be a matter of if," he said. "It has to be when. Find the opportunities, secure the funds and do it. That's the mission and its own reward," he concluded.

at its highest. Corps officials also acknowledge that support to some activities and events will have to be curtailed this year.

The Corps is realizing other savings by accepting gaps in vacated full time positions and not hiring as many of the temporary summer employees as in the past. "This will result in fewer education and water safety programs and less frequent visibility of patrolling park rangers," O'Bryan acknowledged. Roving visits by area law enforcement patrols that the Corps funds will also be reduced, although law and safety organizations and personnel will still respond to emergencies as before.

Corps managers also acknowledge that they have no contingency funding for unexpected breakdowns. They explained that if something major breaks they will either have to identify additional cuts for repairs or do without the service until they can find other funds.

Corps managers also explained the different levels of service cuts as a function of the Federal budget process. Funds are allocated to each lake project for the broad spectrum of missions each lake has such as flood risk management, environmental stewardship and water supply. While minor adjustments can be made between those requirements at a given lake, regulations restrict moving – or reallocating – money between different projects.

The St. Louis District also notes that one of its lakes, Wapappello in southeastern, Mo., was built under the Mississippi River and Tributaries (MR&T) Program to reduce flooding after the disastrous Lower Mississippi River Flood of 1927. Since that lake is funded under the MR&T appropriation and



USACE photo by Alan Dooley

Although Carlyle Lake (above) will not have any complete closures throughout the season, there will be partial closures and reduction in services. Like Mark Twain Lake, Lake Shelbyville (right) is not scheduling any closures at campgrounds or recreational areas; however, their visitor center will only be open on weekends (Carlyle and Rend lake visitor centers will only be open on weekends, Mark Twain Lake doesn't have a visitor center).



USACE file photo

did not experience the same budget reduction as our other lakes under the Operation and Maintenance appropriation, there will not be similar reductions there.

The St. Louis District lakes hosted some 11 million visits last year, providing regional recreational economic benefits of some \$322 million. While it's anticipated that those numbers will fall this year, with income impacts for businesses near the lakes, especially those serving seasonal or recreation needs, Corps

officials say they have sought ways to minimize those losses. The various projects plan to hold public meetings in their areas to answer questions and to seek public input. They are continuing to explore greater involvement by volunteers as well as regional partners and stakeholders.

Individual lake project offices will be available to talk to visitors to help them find alternatives if their first choices are unavailable and help them be prepared for reduced service levels.

Lake Points-of-Contact:

- Carlyle Lake** 618-594-2484
<http://www.mvs.usace.army.mil/Carlyle/>
- Lake Shelbyville** 217-774-3951
<http://www.mvs.usace.army.mil/Shelbyville/>
- Mark Twain Lake** 573-735-4097
<http://www.mvs.usace.army.mil/MarkTwain/>
- Rend Lake** 618-724-2493
<http://www.mvs.usace.army.mil/Rend/>

Berm work resumes along Chain of Rocks

STORY BY NICOLE DALRYMPLE, PA

The U.S. Army Corps of Engineers, St. Louis District, and A&H Contractors, Inc., of Detroit, Mich., have started constructing an 18 acre seepage berm along the east side of the Chain of Rocks Canal between Interstate 270 and the Cahokia Diversion Canal in Granite City, Ill.

The berm construction is part of an overall design deficiency correction project that is addressing unacceptable levels of risk for underseepage along the nine-mile-long levee. The berms will help counteract underseepage issues that arise during a flood and can degrade a levee's foundation.

This is the second contract awarded by the Army Corps for seepage berm and relief well construction in this area. An earlier contract executed by Lakeshore Engineering Services Inc., included the construction of 28 acres of seepage berms,

using nearly 400,000 cubic yards of sand between December 2005 and October 2006. The Corps is prioritizing its efforts, working in the areas with the highest levels of risk first.

The contractor began dredging work December 3 and will continue thru the winter. The berms will be constructed like earlier ones using sand fill extracted from dredging material collected near the mouth of the Mississippi and Missouri rivers. The sand is being piped through 22-inch diameter steel pipe spanning the Mississippi River. Dredging operations will be conducted 24 hours a day, 5 days a week, for approximately a month and a half.

Bulldozers and other heavy equipment are spreading the sand to form the berm. Eventually top soil will be placed over the sand and grasses will be planted. A&H Contractors is the prime

contractor and L.W. Matteson of Burlington, Iowa is the dredging sub-contractor.

"Residents may observe pools of water landside of the levee north of Interstate 270," explained Susan Wilson, project manager for the Army Corps of Engineers. "We want to make people aware of the work we are doing and its purpose. This work is essential to ensuring the Chain of Rocks Canal Levee provides its authorized level of protection. At the current level of funding, we anticipate construction will last another five years."

This construction is part of the ongoing Chain of Rocks Deficiency Project to correct design deficiencies and assure that the Chain of Rocks levee will withstand a future 500-year flood event. The floods of the 1990s revealed areas for improvement to the Chain of Rocks Canal Levee. The deficiency correction project was authorized in 1998 and includes constructing seepage berms and relief wells, which will serve to better control the underseepage problems. Additionally, a new pump station is planned near Chouteau Slough to better handle interior drainage.

Here, construction is underway in September 2006 on one of the seepage berms along the Chain of Rocks Canal levee. Dredged Mississippi River sand is readily available and easily accessible as a source of fill material needed for the levee reinforcement. Excess moisture and debris must be removed before bulldozers move the sand into place. Then the water, which has drained from the sand contains smaller, lighter particles of soil and is allowed to settle in a retention pond where it further clarifies. The end result is that the water is as clean, if not cleaner, when it returns to the river than when it was initially dredged.



USACE photo by Alan Dooley

Tax Refunds for Deployers



CITY OF ST. LOUIS
INDIVIDUAL EARNINGS TAX RETURN
 (RESIDENT AND NON-RESIDENT)
 Telephone: (314) 622-3291



This article has been reprinted from a previous edition of Esprit

St. Louis City collects a city income tax. It is one percent of your gross pay. It is assessed for each day you actually work in the city of St. Louis – even if it is only a partial day. It is assessed to pay for services such as police and fire protection and use of the city’s libraries.

However, if you live outside of the city, you can apply for a refund of taxes on money earned while you were assigned to work outside of St. Louis. This includes going TDY to meetings and conferences or of greater impact, deploying for emergency duties or overseas for the Global War on Terrorism. The key is that you were under orders. Vacations and other personal time away from work cannot be used to qualify for a refund.

To get your refund, you will need to fill out a St. Louis City form E-1. It is available at: <http://stlouis.missouri.org/citygov/collector/taxforms07/E-1.pdf>

If you earned only normal pay

during your absence you can follow the instructions on the back of the form E-1. It provides a formula to determine your refund, based on the ratio of days in St. Louis to days working elsewhere.

If you earned overtime, etc., it too was taxed at the one percent rate and you will not receive your full refund by following the formula on the E-1 form. Instead, you will need to justify your request by submitting evidence of the actual amounts you earned while deployed. The best source of this data is your LES (Leave Earnings Statement).

Your application for a St. Louis City Tax refund must be accompanied by a filled out form E-1, your W-2 and a cover letter on District letterhead, signed by your immediate supervisor, stating that you were required to be out of St. Louis for the indicated time on Corps duties. If you are applying for a refund based on other than

the “per day” formula, you should explain that as well, and include copies of your LESs for the stated period to document your claim.

“You cannot claim this refund if you reside in St. Louis, because the city’s services were provided to your property, family, etc., while you were absent,” Larry Unger, a senior office manager in the St. Louis City Tax Office said. “This option is available only to nonresidents of the city.”

The refund process takes additional time if you are applying for a refund based on data other than the number of full days you were ordered to duty outside the city. You can best ensure the most efficient handling of this if you carefully and completely document your specific situation and supply all of that information to the city in your first filing.

As Elliott Davis says on Fox-2 TV,

“It’s your money.”

Micro “Cyberthieves” on the prowl

No, they’re not miniature crooks. They are relatively small charges to credit and debit accounts that the thieves hope you won’t notice. But like a small hole in your pocket, they can cause losses that add up.

As we are turning from a paper to a plastic consumer society the diligence with which people once counted their money and balanced check books is diminishing.

The skills that used to be necessary to pick pockets have made the transition to those for picking a lot of pockets with a computer.

This provides a fertile ground for new age crooks. All they have to do is slip small charges into your account, a few dollars here, a few more there, and if this doesn’t rise to your attention, they can continue to do it. And they can do it to a lot of people at once. The result is small sums that add up to big money for cyber crooks.

The charges will be identified as small amounts for vague businesses or expenses -- \$8.19 or perhaps \$11.33 – and if you shake your head and mutter, “Boy, I don’t remember that one” and move on,

your money will be gone – from your account to theirs.

What should you do?

Experts recommend:

- First, cancel your card and request a chargeback. That takes one call and may require one form.
- File a complaint with the FBI. The FBI will investigate interstate fraud.
- Check old statements. They may have been stealing from your account for months.
- DO NOT call and ask for a refund. Your financial institution will take care of this.



A mentoring partnership in the works?

For the second year, the District LDP meets with Boeing

BY LORI ALLISON, COURTESY OF BOEING

For a second year, representatives from the U.S. Army Corps of Engineers met with Future Combat Systems representatives Jan. 9 in St. Louis for a briefing on Integrated Defense Systems' approach to continuous improvement, the value of using Lean+, program management best practices and the Malcolm Baldrige criteria to enable breakthrough performance. The COE will use the information to enhance its leadership-development classes.

Matt Crandon of FCS Program Management/Business Excellence emphasized leadership commitment, employee empowerment, and customer integration as keys to successful implementation. He also discussed Boeing's approach on FCS that includes the Army customer as a partner.

"On FCS, we are fortunate to

Front Row (L-R): Lee Mitchell, Leonard Hopkins, Dave Kreighbaum
 Row 2: Katie Huff, Phil Manhart, Cathy VanArsdale, Jim Lovelace, Susan Wilson, Anne Kosel (LDP Coordinator), Matt Crandon (Boeing)
 Back Row: Shawn Sullivan, Kip Runyon, Darren Mulford, Steve Wagner, Brandon Lewis. Not Pictured: June Jeffries, Kelly Bertoglio.
photo by Tom Rule, Boeing



work with a customer who shares our commitment to continuous improvement and works with us to improve processes and eliminate waste," Crandon said. "We appreciate the opportunity to share information on our continuous-improvement journey and lessons we've learned along the way." The sharing is reciprocal: FCS representatives also attend Corps of Engineers briefings.

"This benchmarking opportunity exceeded our expectations," said David Kreighbaum, a U.S. Army Corps of Engineers cartographer. "We plan on taking the ideas and concepts presented back to our organization. We consider Boeing a valuable resource and look forward to continuing the relationship as we explore ways to strengthen our approach to quality and productivity improvement."

CARP, FROM PAGE 3

aggressive suction feeders such as other carp, sturgeon and paddlefish. The silver variety is smaller but is a prodigious leaper, flying up to 10 feet out of the water, leaping into boats and injuring water skiers and jet ski operators in recent years.

More than \$9 million is currently being spent to build an electric barrier that it is hoped will thwart their steady progress north and cut them off from the rich sport fisheries on the Great Lakes.

These fish are following the longest river wholly within Illinois, the Kaskaskia and are currently stymied by the high water dam that forms Carlyle Lake. They've been unable to get through the spillway and hopefully they won't

find a way either. Otherwise they would likely destroy the sport and commercial fishing in Carlyle Lake and work their way north to the Lake Shelbyville dam.

Joe Smothers at Carlyle reports that they hope commercial fishing for the carp can be continued below the dam. "We're working that proposal with the IDNR," he reports.

So what happened to the 30 tons of fish caught in December?

Carp don't enjoy the best reputation among sport fishermen and one might expect them to have been ground up for feed stock or fertilizer.

But according to Joe Smothers, "They're being eaten, by people!" Smothers reports that he has learned

that a portion of the fish was frozen, boxed and ship to southern California, apparently for the sizeable Asian population there.

"Some were sent to St. Louis, again, apparently for human consumption," he said, and "some were sent east to be processed into gefilte fish. So these fish are meeting cultural and dietary needs," he concluded happily.

As one considers the fight being waged by the federal, state and local governments to halt the spread of these large, voracious fish, it is instructive to realize that somewhere out in nature is a predator that would be delighted to eat these carp – all of them. But it's sobering to consider what form that creature might assume.



Passing of Dan Courtney

Roger Courtney has reported the sad passing of his dad, Dan Courtney, Sunday February 3, in Florida, some two months before his 98th birthday.

Dan Courtney came to work for the Corps in 1929 as a radio operator and worked on various District vessels and ashore until he retired in 1966. Thus after working a long 37-year career, he spent another 42 years on the retired rolls.

Arguably the St. Louis District's oldest retiree and certainly the longest living contributor to *Esprit*, Dan Courtney most recently regaled readers with his memories, wit and writing acumen in the February 2003 edition when he told, "I recall Captain Perry telling us, 'Remember

24 hours a day belongs to the government, the rest of the day is yours.'" He also told how his first day aboard Dredge Fort Gage he saw a cook almost sever a waiter's ear with a large serving spoon, but he decided to stay on because the country was settling into the Great Depression and jobs were tough to come by.

As was reported in January 2005 before his 96th birthday, when Dan Courtney was born in 1911, the U.S. didn't have an income tax, RMS Titanic was a year short of being launched and a Model T cost \$650.

Even though most of us never knew Dan Courtney, we have all lost a pioneer, a proud Corps treasure and a beloved friend. Somehow it

seems appropriate to say "Hooah!" to Dan – he will always be part of our legacy.



Army Chief of Engineers Launches Blog

WASHINGTON (February 13, 2008) -- Lieutenant General Robert L. Van Antwerp, the 52nd Chief of Engineers and Commander of the U.S. Army Corps of Engineers, today ventured into the blogosphere for the first time with a blog about Iraq reconstruction efforts. Van Antwerp visited Iraq in late January to observe the Corps' ongoing mission there.

The blog, called "Corps-e-spondence," includes RSS (Really Simple Syndication), so readers can

subscribe and automatically receive updates. Readers may also post questions and comments.

"This is the way of the future," Van Antwerp said. "We should be out there, too – clearly and openly communicating with the American public every chance we get."

As the commander of the nation's leading public engineering agency, General Van Antwerp plans to blog about the many missions within the Corps' purview, from water resources and flood risk management to military facilities construction for the Army and Air Force at home and abroad.

Other upcoming topics are likely to include the Gulf Coast recovery efforts in Southeast Louisiana, Afghanistan reconstruction, the Formerly Used Defense Sites program and the Corps' state-of-the-art engineering research and design at its Engineer Research and Development Center.



'Corps-e-spondence' can be found on the USACE web site at:

<https://portal.usace.army.mil/sites/blog>

There will also be a link from the home page:

www.usace.army.mil



POSTCARD FROM THE FRONT: JOIE LYLES, REAL ESTATE

I was activated in June 2007 to deploy to Iraq with Naval Mobile Construction Battalion 15 out of Belton, Missouri. I started out on the Convoy Movement Team (20 months of training), which convoys throughout the mid-section of Iraq from Al Asad to Baghdad and anywhere we were needed to transport people and materials. The job was very fulfilling and not as dangerous as we were prepared, but better to be prepared for the worst and not see it than to never have been exposed to it. During our travels, we had times of long nights and days, sometimes little sleep and not much down-time to rejuvenate before we headed out on the next mission. I was then moved from the team to help out the Battalion in the Class IV yard, which is where all of the building materials are staged for shipping to the new projects. Shortly thereafter, I moved to my current duty station in Kuwait, at the installation for the Navy's 3M Maintenance Program (3M is the Navy's preventive maintenance program). I am the Work Center Supervisor for 3M maintenance program that will monitor the maintenance for all the Navy's equipment (vehicles, backhoe's, grader's, etc., radio equipment and weapons) in country. Our system here will be used as a model for other military units in Afghanistan, Korea, Guam, Bahrain and other regions.

HOOAH!



Joie Lyles (right)

More on Shelbyville's Gen. Dacey Trail



After last month's story about the Gen. Robert Dacey Trail at Lake Shelbyville, we received the following note from former District Engineer and friend of Gen. Dacey, Col. Jim Meanor (Ret.). We hope you enjoy.

Previous to coming to the St. Louis District as DE in 1963, I had served as Deputy DE in the New York District. In this assignment I had seen a number of young Corps officers come to the District for their further education only to be farmed out to various staff offices. It was my thinking that they needed field experience first. So, when the Chief's Office called about cutting Captain Dacey's orders I told them to send him to Shelbyville, where construction was just getting underway. The rest of the story is history; he did a great job there, and became beloved by the Corps people, as well as the people of Shelbyville and environs. As I recall he even became the Acting Project Engineer for a time. He topped that by returning later as the DE. An officer and gentleman, General Dacey deserves every bit the honor of having the new trail named in his honor. I just treasure the little bit I had in it.

Col. Jim Meanor (Ret)
District Engineer, 1963-66

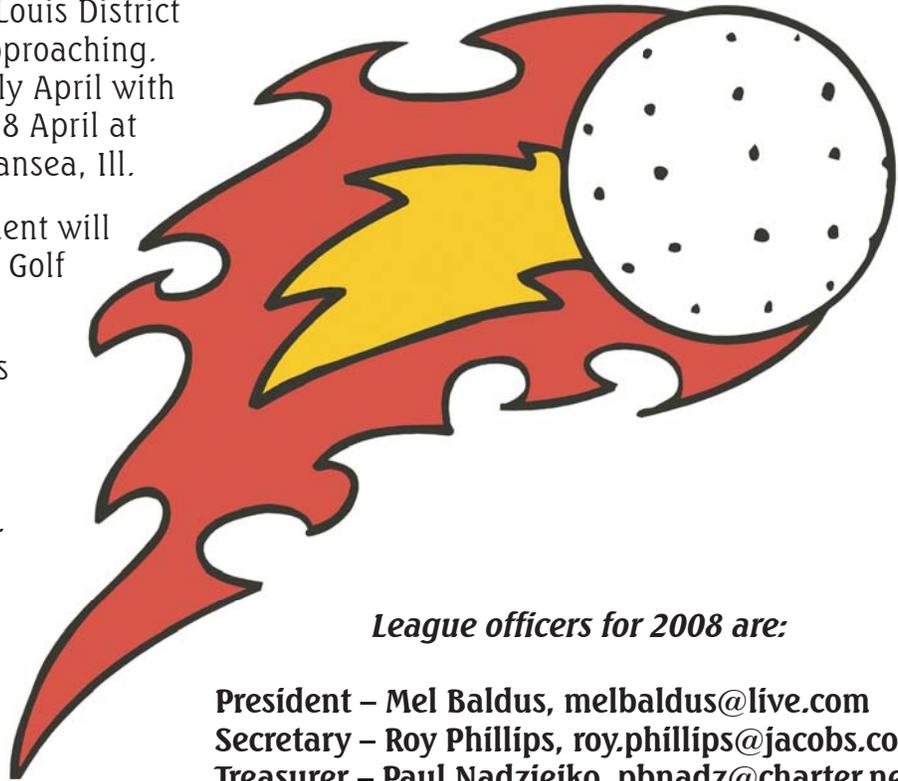
The 2008 Golf League is almost here!

The 2008 season for the St Louis District Corps Golf League is fast approaching. The season will open in early April with League play starting about 8 April at Clinton Hill Golf Club in Swansea, Ill.

Our annual Spring Tournament will be held at Arlington Greens Golf Course on April 18.

The Corps Golf League plays every Tuesday evening through the end of August. Current members should contact their team captains.

District employees, retirees, employees of the IRS and Coast Guard wishing to join should contact one of the League officers no later than Mar. 12, 2008.



League officers for 2008 are:

President – Mel Baldus, melbaldus@live.com

Secretary – Roy Phillips, roy.phillips@jacobs.com

Treasurer – Paul Nadziejko, pbnadz@charter.net

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