

Ono picks Ontario for possible LADO relocation

Colonel Tadahiko Ono, LAD commander, has made formal recommendation that the district headquarters be moved to the Ontario Center, on the site of the old Ontario Raceway just north of Ontario Airport.

If the move is approved, it could take place in two to three years.

"I am convinced that the future of this district depends on our getting away from mid-town Los Angeles," Col. Ono said.

He cited the ability of the district to attract and retain quality employees as the underlying consideration in his decision.

The recommendation grew from a detailed study made over the past

several months.

The main part of the study was made by The Peridian Group, a consulting firm under contract to the district.

Peridian, in association with Economics Research Associates, studied the district's present location and a variety of optional sites in Los Angeles, Orange, Ventura, San Bernardino, Riverside and southern Kern counties.

The consultants also conducted a poll of district employees, seeking information on commuting patterns, housing preferences, district location preferences, and overall job satisfaction.

"Quality of life is a great concern to us all," Col. Ono said, "and the quality of life where we are working now is eroding badly."

Personnel studies in the district show a turnover rate approaching 35 percent a year in some sections.

"A lot of the problem can be traced to the high cost of housing in this area," Ono said, "and the distances people have to commute to reach affordable housing."

"A lot of good people who might have come to work for us during the time I have been here have decided against it when they found out about the housing problems."

The recommendation to move the

district has gone forward to the commander of the South Pacific Division in San Francisco. From there it must go to the Office of the Chief of Engineers.

The recommendation may require Congressional approval before it can be carried out.

If the move is approved, the district would move into a new building — possibly one built specifically to meet district needs — at the Ontario Center. The building would be acquired for the district by the General Services Administration, which is landlord for all federal agencies.

Preliminary discussions with GSA
(Continued on page 8)



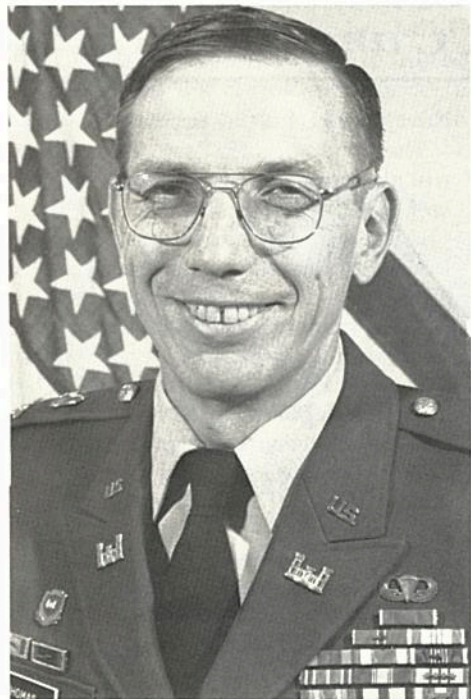
US Army Corps
of Engineers
Los Angeles District

NEWS/CASTLE

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JUNE 1989

Col. Charles Thomas to head LAD as district engineer



Col. Thomas

By Perry Davis
Public Affairs

Colonel Charles S. (Chuck) Thomas will assume command of the Los Angeles District on Thursday, July 13.

He will replace Colonel Tadahiko Ono, who has commanded the district for the past two years.

Colonel Thomas comes to LAD from Washington, where he is currently serving as assistant director of Civil Works for the Pacific Area in Headquarters, U.S. Army Corps of Engineers.

The assignment in Los Angeles will be a homecoming for Colonel Thomas, who was born in Van Nuys. He graduated from Van Nuys High School before attending the United States Military Academy at West Point.

In his 27 years of service, Colonel

Thomas has been assigned with combat engineer units and as commander of combat engineer battalions in the United States, Vietnam and Korea.

He has also served as facilities engineer and division executive officer with the Corps of Engineers' Middle East Division in Saudi Arabia; as executive officer to the deputy commanding general, Eighth Army, and as assistant chief of staff, Headquarters, U.S. Army Corps of Engineers in Washington.

As well as his graduation from West Point, he holds a master of science degree in civil engineering from the Massachusetts Institute of Technology and a master of business administration degree from Long Island University, New York. He has also completed Ranger and Airborne training; Engineer Officer basic and

advanced courses at Fort Belvoir, Virginia; the College of Naval Command and Staff, Naval War College, Newport, Rhode Island; and the Army War College, Carlisle, Pennsylvania.

He spent three years as an instructor and assistant professor in civil engineering at West Point.

Colonel Thomas holds the Legion of Merit, two Bronze Stars, two Meritorious Service Medals, the Air Medal, two Army Commendation Medals, the Army Achievement Medal, and the National Defense Service Medal.

He is a member of Phi Kappa Phi honor society and is a registered professional engineer in Virginia.

Colonel Thomas is married to the former Sally Downing of Las Cruces, New Mexico. They have two sons, Rob and Jeff.

Flood control project dedicated to Baron

The Cucamonga Creek Flood Control System was dedicated on Tuesday, May 9, in the memory of the late James H. Baron, LAD construction representative, who worked on the project through its 12-year construction history.

The ceremony was held in Heritage Park, Ranch Cucamonga. At the close of the ceremony a bronze plaque was unveiled, reading "dedicated to the memory of James H. Baron, 1930 - 1988, Project Engineer, U.S. Army Corps of Engineers."

The plaque is mounted on a boulder standing beside Demens Channel, an element of the flood control project. It is on the edge of Heritage Park.

As far as anyone in LAD can determine, this is the only Corps flood control project dedicated to a Corps of Engineers' employee.

At the time of his death in January 1988, Jim Baron had 34 years of federal service. It was all with the Corps except for one hitch in

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(From left)
Larry Walker,
Irene Wittkowski,
Col. Ono,
Col. Culp, and
Mrs. James
Baron.



Perspective

Commander's Column...By Colonel Tad Ono "Thanks for your support"

I won't quite be gone when you read this, but this will be my last column as your commander. I just can't believe that two years have gone by since I started writing these columns. It just seems like yesterday when Fred Butler passed the colors of the Corps to me on that somewhat gloomy day on July 10, 1987, telling me that I better enjoy every minute of it because the next three years will just fly by as quickly as a stealth fighter. Well, he was right.

Although my three years turned out to be only two, much to the displeasure of my 17-year-old daughter who was looking forward to finishing high school in San Pedro, my time here has just flown by all too quickly.

Without a doubt, this has been and will probably be the best job I have ever had or will ever get. It has been exciting, interesting, challenging, difficult, rewarding, and fun. I'm going to have quite an adjustment to make when I report to my next assignment as a staff officer in charge of a section of about 100 folks and working



Ono

under supervision of a boss who is on the same installation as I am.

I'm not going to give myself a detailed report card here — I'll let you folks do that. I just want to tell you that I did my best to be a good commander. I think I did all right in some areas but I could have done better — perhaps quite a bit better — in other areas. We live and learn.

I learned and grew a lot in this job. I hope doing my best will have left this district in better shape than when I joined it, but I'll let you be the judge of that.

You are a bunch of warm, friendly, sincere, dedicated and hard working people who always came through and got the job done.

You have really been great. Thank you for your hard work and support.

On a personal level, the last two years have been just as good — eventful, but good. My mom discovered that she had a malignant tumor in her stomach shortly after we arrived here. We flew her out to L.A., found her a great doctor in Little Tokyo who operated on her at St. Vincent Hospital (the same one that took care of Col. Butler's heart) and completely cured her!

By Thanksgiving of 1987, Mom was back in her apartment in New York City. Our oldest daughter graduated from San Pedro High School — her third high school — with honors and now attends the Cali-

fornia College of Arts and Crafts. We had a great family trip to Europe last year that I wrote about. And for the last 10 months or so, we've been taking care of my wife's mom who has been battling T.B. for several years. My wife's TLC has made her much healthier and we look forward to getting her back once we're settled in Virginia.

So you see, California has been very kind to the Onos. We have thoroughly enjoyed the beautiful weather, the warm people, and the rich mixture of diverse ethnic cultures that abound in Southern California.

In fact, we're seriously thinking of making Southern California our permanent home when I hang up my uniform one of these days — if we can afford to. So maybe I'll see you at one of those annual LAD retirees' luncheons!

Again, thank you for your support. It has been a real pleasure and honor to have served as the commander of this great district.

Off the Wall...By Perry Hume Davis II Meet BRACO, BRACC and BRACC(PM)

There's a new group of letters in our lexicon of acronyms: BRAC.

Stands for Base Realignment and Closure. It has already resulted in BRACO (Base Realignment and Closure Office) at Department of the Army level, and BRACC and BRACC(PM) in the Los Angeles District.

Our BRACC stands for Base Realignment and Closure Committee, and BRACC(PM) is the acronym for Base Realignment and Closure Project Manager.

Real confusing?

Actually it's fascinating, because of the scope of the program and because we are helping break new ground. No one has ever done anything like this before.

It's a national effort, based on the recommendations of the Defense Secretary's Commission on Base Realignment and Closure. Last December the commission recommended that 86 military installations in the nation be closed, five be partially closed, and 54 others be realigned in their missions and responsibilities.

On April 18 the House of Representatives voted against a resolution to disapprove the commission recommendations. By failing to approve the resolution, Congress effectively endorsed the com-

mission recommendation.

Seven installations within the Los Angeles District are affected by the closures and realignments.

George and Norton Air Force Bases in California will be closed, and some mission and tenant realignment will occur at March AFB, California.

The mission of Davis-Monthan AFB, Arizona, will be realigned.

Three Army installations in Arizona will be affected. Navajo Army Depot near Flagstaff will be closed, and Fort Huachuca and Yuma Proving Ground will be realigned.

LAD will be involved in all these actions to one degree or another. In some instances coordination between the district and the installations, other districts and major commands will be complex.

Navajo will be one of the simplest, because its closure will affect only a limited number of people, it's pretty much out in the country, and it will probably be turned over to the state of Arizona to be used much as it is being used now.

But, while it is in the Los Angeles District, and our people will be doing a portion of the Environmental Impact Statement that has to do with Navajo, there are

three other depots which will be impacted by the closure, and covered by a common EIS: Umatilla Army Depot, Oregon; Fort Wingate, New Mexico; and Hawthorne Army Ammunition Plant, Nevada. Also involved will be Tooele Army Depot, Utah, which is the parent organization of Navajo, Umatilla, Wingate and Hawthorne.

To add to the coordination problems, the Mobile District has overall responsibility of the EISs on all Army installations, nationwide, and the Fort Worth District is the lead district in preparing the EIS for

Navajo and its sister depots.

The other EISs for Army installations will also cross district, division and command lines.

LAD has the lead for the Fort Huachuca EIS and will do the portions dealing with that post and its surrounding areas. But the realignment of Fort Huachuca functions will impact on Fort Devens, Massachusetts; Fort Monmouth, New Jersey; and Fort McPherson, Georgia. The New England Division will handle those portions of the environmental study. All the information will be melded into a complete EIS by LAD.

Yuma Proving Ground will be receiving some missions and personnel from Jefferson Proving Ground in Indiana, which is closing. The Louisville District has the lead on this EIS, but LAD will do the Yuma portion.

These installations, of course, are not elements of the Corps of Engineers. They are responsible to one or another of the major Army commands (MACOMs), and each has its own BRACO.

The Air Force is handling most of its own base closure and realignment activities, but there is indication LAD may be

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Davis



NEWCASTLE

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Corps and U.S. Army celebrate 214th birthday

By Dr. Anthony Turhollow
LAD Historian

In June the United States celebrates the 214th birthday of the U.S. Army and the U.S. Army Corps of Engineers.

On June 14, 1775, the Second Continental Congress voted to create the Continental Army by adopting the New England Army, thus assuming the leadership of an armed revolt. In spite of formalizing the war, the colonists still hoped for a reconciliation with the mother country, Great Britain, that would still preserve American rights.

A key element in the creation of a national army occurred the next day when Congress chose George Washington, a Virginian, as Commander-in-Chief. In the crucible of the next eight years of the Revolutionary War, he mastered the essentials of strategy, tactics and military organization which enabled



Corps' fortifications helped the Revolutionary Army at Bunker Hill.

the Americans to win independence. Among the provisions passed by Con-

gress for the national Army was the creation of the staff position of chief engineer on June 16, 1775.

Colonel Richard Gridley was appointed as the first chief engineer and through his expertise batteries and fortifications were built that helped force the British to evacuate Boston.

Another New Englander, Rufus Putnam, succeeded Gridley as chief engineer in 1776 when Washington moved his army from Boston to New York to protect that city. Washington requested more engineers for the war effort so Congress turned to France — both an enemy of Great Britain and the center of technical education in Europe.

Frenchmen and other foreigners dominated the ranks of the engineers for the duration of the war. From among them Congress appointed Louis Duportail as chief engineer. In 1779, Congress formed the engineers into a Corps of Engineers with the troops headed by Americans to replace the French when they returned home.

At Yorktown, Virginia, the Continental Army, with the assistance of the engineers and a French army, conducted the siege that finally forced the British to surrender.

When the Revolution ended with the Treaty of Paris of 1783, a debate followed

on the peacetime establishment of the Army. Congress refused to approve a peacetime army and with that decision ended any hope of retaining a Corps of Engineers at that time.

At the Constitutional Convention in the summer of 1787, the Founding Fathers, alarmed by foreign and internal threats to national security, rewrote the charter of government to provide for a military.

Following the inauguration of George Washington as president, the first Congress established a Department of War and provided for a national army.

In 1802, Congress re-established a separate Corps of Engineers and made Corps engineers the teachers at the Military Academy at West Point. However, in 1866 Congress ended the supervision of the Military Academy by the Corps and placed control of the Academy under the Secretary of War. The superintendency was also opened to all branches of the Army.

President Thomas Jefferson in 1802 also established the policy of assigning Army engineers various peacetime duties doing civil as well as military work.

Now Congress maintains that policy by consistently assigning to the Corps the planning, construction, maintenance and operation of certain federal civil works.

Since 1789 the national military has gone through many reorganizations with a major one in 1947.

To achieve optimum efficiency of military operations, the National Security Act created the Department of Defense comprised of the Departments of Army, Navy and Air Force and functioning under a Secretary of Defense.

Although the military establishment under went many organizational changes, the basic constitutional principles of civilian and presidential control still remain the keystones of the country's defense structure.

For over 200 years the Army and the Corps have furnished many contributions to the national welfare and security. This has enabled the American people to enjoy the blessings of liberty.

On June 14 and 16 let us honor those organizations that have served us for 214 years.

Engineer Day Picnic Raffle tickets can send you packing

Buying California Lotto tickets can win you unimaginable riches.

But buying a Corps picnic raffle ticket can also win dreams — on a smaller scale of course, but your chances are better. You or someone you know could easily be a winner and collect this year's prize: a trip to Tahoe or Las Vegas, where you can continue your lucky streak.

Last year, Lowell Flannery of Operations Branch won a trip to the Mexican Riviera. So picture yourself at one of these two world-famous Nevada fun centers, hold that thought for a moment and rush right out to your nearest ticket seller.

After all, winning is a tough job, but somebody's got to do it.



Les Hamasaki (standing) of the AmerAsia Group addressed an audience of 50 at the federal building during Asia-American Week, May 15 - 19. Hamasaki, and eight others during the week, discussed the problems and benefits that Asian and Pacific Island immigrants and their descendents experience in the United States. Also giving presentations were Sun Lan (far left) Asian-Pacific American Legal Center and Jim Tu (middle) from UCLA. Anna Hom (right), IRS, moderated the event.

District Shorts

CPR Class June 28

By Grecia Lowe

What would you do if someone suddenly drops, stops breathing and has no pulse? Would you panic? Call 911? Start praying? Perhaps you'd do all three, but you really need to act immediately if someone's heart has stopped.

Cardiopulmonary resuscitation (CPR) is a lifesaving technique for such a situation, but it requires training, practice and skill.

As part of the Fit to Win program, CPR class is offered at LADO on June 28.

"The difference between life and death for a family member or co-worker could be the fact that you can do CPR in an emergency," said Wellness Coordinator Elroy King, who encourages everyone to sign up for the class.

LADO to field teams for 3.5-mile Hanover Corporate Run

The Los Angeles District plans to field teams in the Manufactures Hanover Corporate Challenge 3.5-mile run at Griffith Park on Thursday, July 27, at 7 p.m.

The Challenge is held in cities in this country and Europe and winning teams compete in New York in November.

"Last year LTC. Ken Steele helped organize 20 LAD participants into four teams," said Lewis Trout, 1988 captain. "We'd like to double that this year."

All participants must be full-time

employees and are encouraged to wear a agency T-shirt for the event. Trout said that this year's picnic T-shirt should satisfy that requirement.

Registration fees for this year's run are \$7 and due before July 10 along with the registration form. More information is available from Ed Louie (x0239) or Lew Trout (x0539).



Jessica Jacobs (right) and her daughter, Sandra (left), made a rare visit to LADO Public Affairs office from their home in Desert Hot Springs last month. Jessica has been writing the retirees column "Around the Corner" since 1979 when she retired from Navigation in the Construction Division.. Unfortunately, she has not received any news from retirees this month. Her column will appear next month and she encourages retirees to come to the LADO picnic on June 23.

Bonner honored: PRC "Employee of the Month"

Phil Bonner, under contract from the Planning Research Corporation (PRC) and working for the Corps in IMO, has been named employee of the month by his company for his work with at LADO over the past year. Bonner is a graduate of Yale University where he studied economics and political science.

As a microcomputer expert, Bonner has overseen the expansion of 100

machines to 350 in the last year, started the IMO Newsletter, and provided invaluable and skilled training to computer users in the district.

In suggesting him for an award, LADO said that "his wit, charm and humor have found a perfect match in the area of customer support. He truly enjoys his work and it shows."

Congratulations, Phil.

A day in Regulatory: the uncensored story

By Liz Varnhagen
Regulatory Branch

I never entertained the thought of becoming a government regulator when I grew up.

But here I am, pleasantly surprised that such a dull sounding job offers fast-paced, interesting projects and has the potential to accomplish some environmental good.

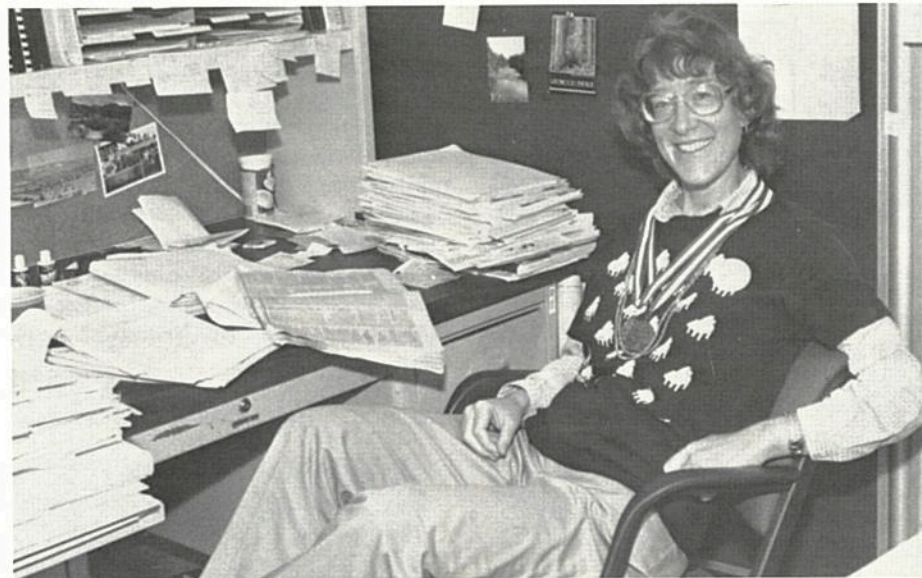
I started evaluating 404 permits a year ago, after moving here from northern California when I completed my master's degree in ecology.

As most land developers should know by now, the Corps of Engineers regulates all earthmoving activities that fill in parts of waterways of the United States pursuant to Section 404 of the Clean Water Act (1972). "Waters of the United States" include lakes, rivers, dry stream beds and wetlands.

Our jurisdiction over wetlands is interpreted broadly to include the vegetation associated with wet areas, such as willows and cottonwoods, in the interest of preserving water quality, natural flood protection, groundwater recharge and protection of the rich wildlife habitat which wet areas support.

I believe in the spirit of the program, but it is difficult to manage the heavy workload efficiently so that permits are evaluated in a fair and timely manner.

I and eight other project managers in the Regulatory Branch evaluate permit applications to make sure that they comply with our guidelines and those of the National Environmental Policy Act, and that the



Varnhagen

projects are in the public interest.

We wade through copious descriptive documents, compose and publish public notices to find out what the public thinks of the proposed project, and work at the bargaining table as an objective mediator between the applicant and the resource agencies that submit comments.

The aim is to identify and evaluate potential adverse environmental impacts of a proposed project to waterways and draw up permit conditions that will lessen those impacts if they cannot be avoided.

Ultimately, aside from the written rules and regulations, I have some control of whether or not a permit may be issued. Unlike the resource agencies, I sit behind the button!

The following describes what fills much of my time on the job:

Today, a typical day, I was making good progress on an environmental assessment for a dredge and fill project to reduce the sediment in Malibu Lagoon.

This involves writing brief summaries of how the project could affect such environmental factors as natural water circulation, aesthetics or wildlife habitat.

Then the phone rang — a common interruption.

It was the consultant for a long-unresolved application by a sand and gravel operator on the Santa Clara River. She asked if the revised pilot channel design she had sent us would adequately

avoid sensitive riparian woodland that we and the resource agencies were adamant to protect.

I dropped what I was doing and dug into my overflowing "IN" box. In the middle of the stack I found a bundle of drawings and a cover letter on her stationery.

"No, I haven't reviewed it yet," I told her, vaguely remembering I received this document last week. "I'll get to it soon though," I promised.

She hung up with forced patience.

I refiled the drawings on top of the "IN" box and resumed working on the assessment for Malibu Lagoon.

But before I had regained my concentration, the branch chief called from his office, "Varnhagen, Liz Varnhagen! Is she here today?"

I jumped up and dashed around an obstacle course of partitions (Fit to Win?!) to his doorway. "Yes, Chuck, did you need me?" I answered.

"I got a representative from Senator Pete Wilson's office on the phone. He's asking about the status on that housing that encroaches into the Santa Clara River flood plain in Canyon Country," said Chuck Holt, chief of Regulatory Branch. "That's your project isn't it?"

I joined the conference call on the speaker phone. We explained to the senator's aide that we were drafting a letter to the applicant that would spell out our views on alternate project designs that avoid filling the riverbed altogether.

We said we would make a permit decision pending the outcome of this determination. That seemed to pacify the

(Continued on page 5)



Lampkin

New phone system saves LADO money

By John Rasco

Marie Lampkin heeded the call and reached out to touch everyone.

Relocating telephone service and the allocation of telephone costs to each section within LAD was part of her job. It seemed to her it could be improved. She studied the problem and came up with some solutions.

Many moves around the sixth floor by people and even entire sections were time consuming. There was a 30-day lead time required to get a technician to change the phone service.

General Services Administration (GSA) suggested a Purchase Of Telephone Service (POTS) system. The Corps purchased services for our telephone equipment through GSA and called a technician to make any alterations, moves, or expansions.

Lampkin, with a little help from her

friend, Lloyd Bass, detailed to her section, conducted a study of the situation and concluded that by purchasing Comdial, Solo II, multiline equipment, LAD could move its own instruments physically and would save on moves, connecting other equipment with the phone system and would have room left for expansion. In addition the cost of all this would save the district \$22,000 a year as opposed to paying for a service contract.

Lampkin and Bass got all this approved and then Lampkin installed about 300 new phones in the first four months of this year.

Making herself more efficient in her job didn't stop there with "Ma Bell" Lampkin.

She considered the billing information she was required to provide each division and office in the district on a regular basis. Instead of issuing a percent of the total bill for the district as each organization's telephone use figure, Lampkin used her connections with GSA and MCI, the long distance provider. A list of charges for all the calls were sent to Lampkin and she broke them down for each section.

Some smiling and cajoling now provides the district with the actual cost separated by section, all done by GSA and MCI at no cost. Percentage of the total bill is easily and readily available as well as the actual usage figures.

In these times of major budget concerns these accomplishments are a meaningful contribution to the district.

Lampkin's reward is a more efficient operation of her own job and satisfaction from a job well done for the district.

the Fish and Game warden in Ventura County who wanted to report a suspected unauthorized fill activity (a potential violation) in the Santa Clara River near Oxnard. Some guy was out in the riverbed going crazy with his bulldozer knocking aside large stands of willows and cottonwoods to level the area for agriculture.

Ah hah! This could be a prime opportunity for me to venture out on a site inspection, take some pictures and hopefully talk to the person responsible.

Site inspections make up the part of the job I enjoy most. How can we be effective protectors of the environment from a windowless office inside the federal building in downtown Los Angeles?

So I scheduled a date to meet with the warden and the alleged perpetrator of the grading activity.

Just as I hung up a co-worker peered over my partition and signaled that the fire alarm was sounding and that we had better head out of the building immediately. Once outside, we saw no reason to rush back and opted to go to lunch instead.

(Continued on page 7)

Regulator

(Continued from page 4)

senator's staffperson for the time, but we were all sweating a little.

I returned to my desk and spent the next chunk of time documenting the senatorial contact for our files, an extra bit of paperwork.

Before I finished, the phone rang again. This time it was someone from the Mono Lake Committee in Lee Vining, Calif. This group wants to halt a housing project/golf course proposed for the Mono Lake basin, in the far northern reaches of our district.

The woman caller described all the endangered species and wetland resources found on the property and how inadequately the state's draft environmental impact report had addressed these elements.

I listened patiently as a good government servant should ("customer care"), though many of her concerns did not apply to our jurisdiction. I felt frustrated that I couldn't be of more help with the issues she was so concerned about.

By the time I said goodbye, another phone message arrived on my desk. It was

DO YOU KNOW?

.....about the Corps' work in American history

by Bill Fleming Los Angeles District

THE U.S. ARMY CORPS OF ENGINEERS SURVEYED AND CONSTRUCTED THE **FIRST RAILROAD** IN AMERICA — WHICH WAS POWERED BY A

HORSE!

IN 1829, 13 MILES OF TRACK OPENED NEAR BALTIMORE — THE START OF THE SPAN ACROSS THE CONTINENT — COMPLETED IN 1869...



BY 1837, ENGINES COULD DO 25 MPH & "EXPERTS" PROCLAIMED SPEEDS OVER 30 M.P.H. WOULD "SUFFOCATE" PASSENGERS!

THE FIRST ENGINES IN 1831 REQUIRED "BARRIER" CARS, USUALLY LOADED WITH COTTON, TO PROTECT PASSENGERS FROM BOILER EXPLOSIONS — COMMON THEN...



CORPS ENGINEER CAPT. GEO. WHISTLER SUPERVISED THE CONSTRUCTION OF THE FIRST TRACK FOR PASSENGER SERVICE IN THE U.S. ... HIS SON BECAME THE GREAT PAINTER, JAS. McNEILL WHISTLER

Corps helped build early American transportation system

By Dr. Anthony Turhollow, LAD Historian

As population and trade flourished in early America, the need grew for improved transportation to link the Atlantic seaboard and the Ohio and Mississippi River valleys.

But the new Constitution of 1787 didn't authorize the federal government to spend money on transportation improvements within the states, nor did it outline how much collaboration should exist between government and private business interests.

So when Congress passed legislation for strong federal action to construct transportation facilities, presidential vetoes frustrated the efforts. However, American pragmatism overcame constitutional scruples and soon the government was helping with the construction of roads, canals and railroads.

Initially the U.S. Military Academy was the only school teaching engi-

neering so professional engineers were scarce. To help out, Army Corps personnel assisted private and public efforts to develop the country's transportation system.

Among the early advocates of strong federal action was John C. Calhoun, who as Secretary of War in 1818 wrote that a good transportation network not only would benefit commerce, but also would become useful for military operations. During the War of 1812, the poor road system had caused major problems the military didn't wish to see repeated.

The General Survey Act of 1824 empowered the president to commission surveys, plans and estimates of roads and canals he judged of national importance. This act also authorized the president to carry out surveys by employing the services of "such offi-

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Report from the Field

Tucson wins safety award

Another double winner can be added to the list that includes the L.A. Lakers, the Dodgers and Dennis Conner. It's Tucson Resident Office engineer, Jay D. Hodges.

The day before his 33rd birthday, Hodges and his safety coordinator, Jerry Crossman, were presented with the Construction Office of the Year Safety Award for the Tucson Resident Office.

This is the first time the same resident office has won the award two times in the history of the South Pacific Division.

The Tucson office had no lost-time accidents in 1988. That includes both government employees and contractor personnel. There was also no trace of contractor property damage for the same period.

Tucson resident office has devel-

oped and maintained an excellent safety program implementation plan, according to LAD Safety Officer Ron Hawley.

The plan includes special procedures in addition to extensive in-house safety training. Contractor crane operator training is another highlight of the award-winning effort.

Pride was evident when Kenneth J. D. Hurst, chief of the Safety and Occupational Health Office in the division presented the award prior to a command inspection by division personnel in LAD.

LTC. Craig Johnson, deputy district commander for Arizona and Nevada, shared the pride.

Speaking for himself and Crossman, Hodges said it was the "second proudest time in the Tucson office."

LAD offices to be tested for radon

Are you ready for a new carcinogenic threat to add to the ever-growing list along with cigarettes, alcohol, many chemicals and some foods?

Naturally occurring radon-222 in the soil can give off radioactive gases that form when uranium ore decays. When such radioactive gases seep up into buildings they can attach to dust particles and be inhaled by the occupants.

Over time, such exposure can increase one's risk of cancer as the lung tissue is irradiated, according to the Environmental Protection Agency (EPA).

Under directions from the Department of the Army, LAD is beginning a two-year study to measure the radioactivity levels in all the buildings it uses.

Where unacceptable levels are discovered, measures will be taken to remedy the situation, according to industrial hygienist Michael Coffey, who will supervise testing at many sites.

"In the past, radon hasn't been considered a major problem in the west, however, we are going to test just to be on the safe side," said Coffey.

He and Con-Ops engineers will test LAD's 307 structures, with special priority given to buildings that are in 24-hour use, such as dam tenders' residences.

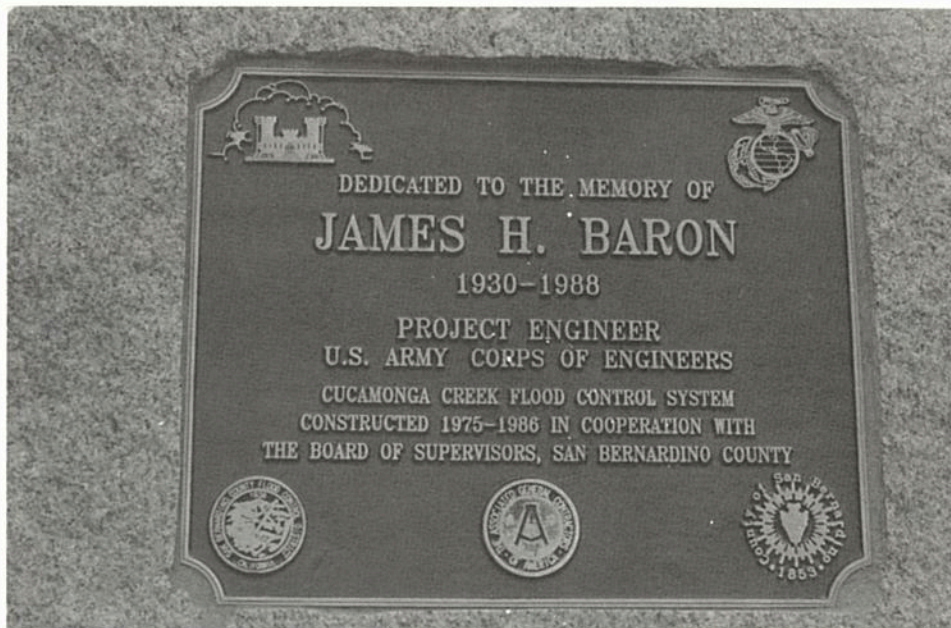
To carry out the test, a device called an alpha track detector is placed at the lowest level accessible in a building for a period of 90 days. The best reading is available when the build-

ing is "sealed" for efficiently heating or cooling the interior.

Coffey said that radon gas rarely seeps above the second floor, but he will test up to the fourth floor just to be sure.

If the final rating on the detector is above the safe level (which is four picocuries, or 0.000000000004 parts, of radon per liter of air) various things can be done to reduce seepage. These measures include sealing cracks in the building and using waterproof masonry paint or other floor-covering materials.

EPA estimates that 20 percent of existing structures may exceed the safe limit for radon seepage and that lung cancer deaths from radon exposure could occur in 1 to 5 percent of a population exposed to a borderline dangerous dosage for 70 years.



The above plaque dedicated to the memory of James Baron is in Rancho Cucamonga's Heritage Park. Baron died in 1988 and had worked for 12 years on the Cucamonga Creek Flood Control System.

Baron Dedication

(Continued from page 1)

the Marine Corps.

He joined the Los Angeles District in 1969 to work at Williams Air Force Base, Arizona.

After a short stay there he left for other districts, but returned to LAD in 1973 to work on construction of Tat Momolikot Dam in Arizona.

From there he moved to the Santa Ana resident office in California. When construction began on the Cucamonga Creek project he was assigned to it. He was project engineer for all phases of the system from start to finish.

Present at the dedication ceremony were Jim's widow Rita, his sister Irene Wittkowski, other family members and friends. Also present were a number of current and retired LAD employees who had worked with Jim Baron.

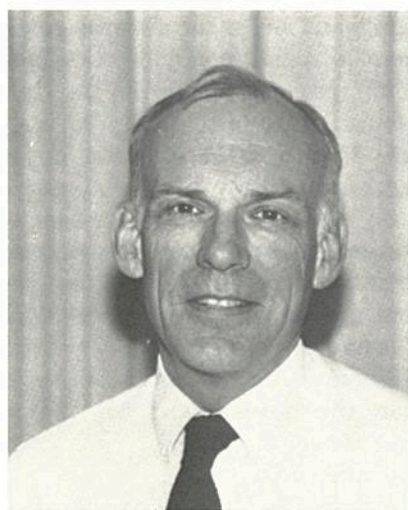
The audience also included representatives of many of the construction

contractors who worked on the project. The boulder on which the plaque is mounted was put in place by Jeff Kasler of the Kasler Corporation, which was prime contractor on five phases of the project.

During the ceremony Colonel Tadahiko Ono, LAD commander, presented a Certificate of Appreciation to Kasler for his continuing support of the Corps and its people.

Speakers at the ceremony included Larry Walker, member of the San Bernardino County Board of Supervisors; Ken Miller, director of the San Bernardino County Flood Control District; Colonel Dennis Culp, deputy commander, South Pacific Division, Corps of Engineers; and Col. Ono.

As the dedicatory plaque was unveiled Col. Ono said, "This is not only a tribute to Jim Baron, it is a tribute to every member of the Corps of Engineers."



Burton wins PRIDE Award

William R. "Bill" Burton is Planning Division's PRIDE recipient for the month of April. Burton, a community planner, is an outstanding and dedicated Corps employee. During a short time with Planning Section C, he has made a significant contribution to plan formulation and project management on a number of projects, especially the Las Vegas Feasibility Study. Without his support to the project manager, the study would not have gotten back on schedule.

In addition, Burton has taken the lead on a number of Quality of Life activities for the entire Phoenix Area Office. His efforts as lead person on the office Fit to Win program were particularly appreciated.

Burton performs all duties with a positive and pleasant attitude. He is also a fantastic resource to Planning Section C and the entire Planning Division. For these reasons, he is a recipient of the PRIDE Award.



Guest speaker at the May 9 S.A.M.E. meeting was Dr. A. R. Frank Wazzen (left), dean of the School of Engineering at UCLA. ROTC honorees included (second from the right) James Eckloff, Thomas Bewley, James Marcolesco, Mark Inaba, Joseph Hitt, and Bruce Dalrymple. Also attending were LTC Craig Johnson, Arizona Area Office, and Robert Simpson, president of L.A. Post of S.A.M.E.

S.A.M.E. honors ROTC

By John Rasco

The Los Angeles Post of the Society of American Military Engineers (S.A.M.E.) honored six Reserve Officer Training Corps (ROTC) students at its May meeting.

LTC. Craig Johnson, deputy district engineer in Arizona and Nevada, made the presentations.

The membership in attendance at the Proud Bird Restaurant heard a brief history of the L.A. Post and the ROTC program at the introduction of the honorees. Johnson himself gained his military commission through the ROTC program.

Cadet Thomas Bewley from the USC Air Force detachment attends Cal Tech which has no ROTC program. Bewley is a graduate student studying mechanical engineering. This is the second year Bewley has been honored by S.A.M.E.

Also honored for the second year was Army Cadet Joseph K. Hitt, a USC student. Hitt is majoring in aerospace engineering and intends to pursue a career with the Corps of Engineers.

Cadet Bruce Dalrymple, Loyola Marymount University Air Force detachment, is majoring in electrical engineering, and was also honored.

Midshipman First Class James R. Eckloff was the representative from

the Navy ROTC detachment at UCLA. Eckloff is majoring in aerospace engineering and plans for a career as a Navy pilot and a position with the National Aeronautical and Space Administration. Cadet Mark L. Inaba was the other Army detachment winner. Inaba is studying mechanical engineering at UCLA and plans a career in both the Army Reserve and the private sector.

Cadet James Marcolesco was honored as an Air Force ROTC detachment representative from UCLA. Marcolesco majors in aerospace engineering and plans a career as a test pilot and astronaut. He is taking graduate courses and has already been selected for Euro NATO pilot training, a highly competitive post.

The students are honored for academic achievement as well as other factors that qualify them for nomination by their respective faculty representatives.

The presentations were followed by an address by the dean of the UCLA School of Engineering and Applied Science, Dr. A. R. Frank Wazzen.

He spoke on the importance of a basic engineering education as opposed to the specific aspect of the engineering discipline chosen as a major.

district. And Pete Reyna in Con-Ops has been tapped as BRACC(PM). The entire effort is under the direction of Lt Col Craig Johnson, deputy district commander for Arizona and Nevada.

They've got a big job. They're going to need all the help they can get.

July 13
Change of Command
Ceremony
9:30 a.m., Triforium
LADO

BRACO

(Continued from page 2)

requested to do some or all of the environmental impact investigations relating to Norton and Davis-Monthan Air Force Bases. This will require coordination through the Air Force chain of command.

And Corps real estate offices are responsible — as they always have been — for homeowner assistance actions for both military and civilian personnel impacted by the base closure/realignment actions at Army and Air Force installations.

To meet these responsibilities LAD formed its BRACC, made up of representatives of various divisions and offices in the

Early transportation system

(Continued from page 5)

cers of the Corps of Engineers...as he may think proper."

From 1824 to 1838, the Army Corps of Engineers tackled the formidable mission of connecting the Atlantic Coast and the western frontier — the Ohio and Mississippi valleys.

Major projects were to repair the Cumberland Road (originally surveyed by the Corps in 1811), survey canal routes between Chesapeake and Delaware bays and Chesapeake Bay and the Ohio River, and plan railroads between the cities of Baltimore, Philadelphia and New York and the lands beyond the Appalachian Mountains.

The Baltimore and Ohio (B&O) was to be the first American railroad. Army engineers assisted the City of Baltimore to meet the competition from Philadelphia and New York City for western markets by planning a railroad across the mountains to Ohio. This was a bold and imaginative plan to use the relatively untried technology of railroads. The engineers also provided their knowledge to assist other cities with their plans.

Without the assistance of government engineers, the railroad would not have been built. Secretary of War James Barbour justified the use of Army engineers by noting that: "Although the railroad is proposed to be affected by individual enterprise alone, it is certainly of great national importance, and justifies the department in applying its means to ascertain its practicability."

Appropriately, on July 4, 1828, Charles Carroll, who was to be the last survivor of the signers of the Declaration of Independence, laid the corner stone of the railroad in Baltimore.

To get the best technology available, the company sent Captain William McNeill, 2d Lt. George Whistler, whose son became the famous painter, and Jonathan Knight to England to study British railroads. The British led the world in steam engine development, but later their engines would prove unsuitable for the rough American terrain.

In May 1830 the first thirteen miles of track, between Baltimore and Ellicott Mills, opened for service with horse-drawn passenger cars. Thus the first railroad in the country began operations without locomotive engines.

To remedy the situation, the B&O commissioned Peter Cooper to construct a locomotive which amounted to a contraption of wheels, pulleys and levers connected to an engine and boiler mounted on a flatcar. He named his machine The Tom Thumb, but except for a famous race with a horse-drawn car and occasional pleasure trips, this locomotive was never placed in operation.

Finally in 1831 the B&O obtained a practical and dependable locomotive, built by Matthias Baldwin in Philadelphia, that would be the first of the famous Baldwin locomotives in railroad history.

Although an acrimonious dispute between the Army engineers and the B&O ended the friendly relationship just after those first 13 miles of track were built, the Army engineers were reassigned to new companies that happily put them to work.

Eventually a railroad system would stretch across the new nation — much of it surveyed by the U.S. Army Corps of Engineers.

Regulator

(Continued from page 5)

When I ultimately returned to my desk there was a Federal Express package awaiting my "immediate" attention. It contained a lengthy letter from an applicant rebutting an agency's comments submitted in response to the Corps' public notice. This project proposed to change part of lush Las Virgines Creek to a concrete box channel in the construction of a commerce center.

As is often the case, the developer was in a hurry to get his permit to start construction "yesterday." But as I thumbed through the pages, I could see there was much more negotiating to do before a permit was in sight. I put the letter back into the envelope and delicately balanced it on top of the stack in my "IN" box.

Just then my supervisor appeared. "We need to brief Col. Weien about the status of that housing project in the hills above Burbank," he announced. "He's waiting for us in this office."

I barely had time to collect the file and we were off to the Executive Office. A project is always more important when the front office is involved.

After this briefing session I was back at my desk when a reporter from the Burbank Leader phoned me to gather information on that same housing project.

I knew I had to be very careful when talking to the press. I reiterated some Corps regulatory policy to him before squirming off the phone.

As I write this I am still trying to documenting the inquiry from the senator that morning. It is after 3 p.m., the phones have quieted down and I can finally get some desk work done. I gaze at the precarious stack in my "IN" box and wonder whether I should start a second one in the interest of office safety.

In a quiet moment I can reflect on how this job provides me good, practical environmental experience and legal knowledge. I am more aware now of environmental and political issues and have

(Continued on page 8)

Regulatory

(Continued from page 7)

gained a new patience and empathy for other public employees. I know the pressures they can be under.

Each day may bring me its own chaos and commotion in the rush to deal with assorted developers, government agencies, congressional representatives, the media and concerned citizens. But for now I enjoy the lack of a routine, the fast pace and, above all, the chance to do something for the environment.

Cmdr. Childs dies of heart failure

Commander Floyd Childs (USN, Ret.), a LAD retiree, passed away on March 17 from congestive heart failure, according to a letter to the Newcastle from his wife Madge.

Commander Childs worked for LAD as an inspector, construction superintendent and project engineer before his retirement in 1965.

He had served in World War I and II in the Navy and had earned a B.S. degree in geology and an M.A. in education from Indiana University. At one point in his career he taught high school in Idaho.

Commander Childs lived in Anaheim and is survived by his wife and three sons.

Ontario

(Continued from page 1)

have started. The district has started making detailed analyses of the cost of such a move.

Also under study are the potential short-term impacts on the district staff.

Initial results indicate that while some employees would quit the Corps rather than make the move, others would welcome the chance to relocate to less expensive housing and a shorter commute.

The poll of employees The Peridian Group conducted as part of its study showed the four most important factors to those responding were, in order: the length of commute, the proximity of the job site to residence, the availability of parking at the job site, and the availability of affordable housing.

Real estate studies show that housing in the "Inland Empire" within reasonable commuting range of the Ontario Center is in better supply, and considerable cheaper, than it is in the greater Los Angeles area.

If the recommended move is accomplished, district employees now working in the Federal Building, the Brunswig Square Building and the Baseyard at South El Monte would all be in one location, with ample parking.

Col. Ono briefed all interested members of LAD in the Parker Center Auditorium on Thursday, June 8.

He said he expected it would be at least three months before he had a response to his recommendation.

My Turn

("My Turn" is an employee opinion column. Submit manuscripts to Newcastle Editor.)

"Remembrance" flyer found offensive

By Joey Latunski, Customer Assistance Branch

Recently, the LADO distributed a flyer "Days of Remembrance" ("for the systematic annihilation of six million Jews by the Nazis during the Second World War").

As an American of Polish descent, I took offense at this flyer. Why? At its surface, the flyer looked innocent enough. It was (as the Jews call it) the "Sin of Omission" which offended my sense of justice...that is, what the flyer left out. From "Days of Remembrance" we would be led to believe that the Jews were the only recipients of Nazi practices in genocide. NOT TRUE.

The Nazis murdered eight to ten million Slavic people in Europe during World War II. How many people know that six million Poles were killed during this period (3 million Christians, including 3,000 Catholic priests, and 3 million Polish Jews).

The following is from Model Curriculum for Human Rights & Genocide (Calif. State Board of Education, 1988).

"The general plan of German atrocities was laid down at the outset. Hitler's authorization to kill all men, women, and children of Polish descent was given to his army on August 22, 1939. Those spared were to be turned into slaves with no human rights at all. The initial extermination effort was directed against intellectual and political leaders.

"More than a million Poles perished in the concentration camps. Nazi planes bombed and strafed residential sections of cities, hamlets in the countryside, farmers in the fields, hospitals, buses and horse-drawn wagons evacuating civilians from burning cities. Frequently, hundreds of Polish civilians at a time were rounded up at random from their homes, public places, or the streets and shot in the town square or sent to the concentration camps.

In addition, the Nazis conducted, without anesthesia, forced sterilization of young women and medical experiments on young people."

The Germans kidnapped an estimated 200,000 Polish children (to be raised presumably as Germans). After the war, only about 15 percent returned. Hans Frank, Nazi governor of occupied Poland, declared in 1940 that Hitler had made it quite clear the Reich had a special mission "to finish off the Poles at all costs."

The Soviet Union (pursuant to the Hitler-Stalin pact of 1939) followed the German example in eastern Poland (which they had annexed), imprisoning, sending to forced labor camps in Siberia, or deporting to the Asiatic republics about two million Polish citizens. Most never returned.

Some 15,000 Polish officers, judges, doctors, police and other professionals were executed by the Soviets.

Genocide wasn't reserved for the Jews. Ask the Armenians, the Gypsies, the Ukrainians, and the Poles. The Polish have observed this tragic chapter in their history in a silent and personal manner, drawing strength from their long struggle for ethnic and cultural survival.

As a proud Polish-American (whose father's family was probably lost in Poland) and as an historian, I am upset by any one-sided presentation of the persecution and genocide, as this flyer (by its omission) may suggest.

The flyer "Days of Remembrance" should have reflected the real picture of Polish, Slavic, Gypsy, and Jewish genocide (practiced as an OFFICIAL policy of the German government during the war), or it should not have been distributed at all.

Golf Tournament
S.A.M.E. Scholarship Fund
coming **OCT. 6**
For info: **Chuck Holt, x4933**

LADO Golf Club

Winners of the Hansen Dam Tournament, May 13:

	"A"	"B"	"C"
1st	G. Stephenson	L. Jauman	T. Shak
2nd	T. Matsuoka	T. DiPierro	F. Hubel
1st Pt	C. Fisher	T. Laverty	J. Hughes
3rd	G. Mashburn	G. Davis	C. Birch
4th	J. Baratti	Carlassare	
5th	G. Beams	P. Gaffney	

The July 15 tournament will be at 10 a.m., Olivas Golf Course in Ventura.
For more information call Jack Hughes, x5365.



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