842D TRANSPORTATION BATTALION

Team Beaumont

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From the Commander's Desk

Once again, an extremely busy and successful quarter. We started out the new year with the delay of the USNS ALGOL, but in true "Team Beaumont" fashion, we overcame adversity by executing an extremely efficient onward movement plan and taking care of the customer. We ended the quarter by conducting three different deployment operations in three different ports simultaneously. Quite an accomplishment that each one of you should be proud of. I'm also impressed with the training we accomplished, despite the high OPTEMPO. Terminal Operations focused heavily on their stow planning skills and this training has given us the much needed depth to execute simultaneous missions. Our Marine Cargo Specialists are now extremely proficient in building vessels in ICODES, something I believe we will be doing more of in the future. Our Traffic Managers have executed an extremely ambitious training schedule to give each of them the ability to execute an onward movement from beginning to end. I realize this process streamlining has been a real training challenge for each of them, but I knew they would rise up to the challenge.

LTC Timothy H. Civils Jr., Commander

Lastly, I need to mention the exceptional efforts of our Wartraced Reserve Component partners. The 1192d served as SPM in both Beaumont and Corpus Christi this quarter and executed both missions flawlessly. The 1184th provided outstanding support to our DSTs in both Mobile and Gulfport...a great team effort. I would also like to thank the 1395th TTBde for their superb efforts as the SPM for the SFOR 11/RTHS Deployments.

842d NCO Gets Recognition

SSG Damon Poulin, Operations Sergeant, of the 842d Transportation Battalion was recently honored at the MTMC Ball in Ft. Belvoir, VA for his selection as the Military Traffic Management Command's NCO-of-the-Year.

This honor was bestowed upon him for his outstanding performance as a US Army soldier and his continued professionalism displayed on a day-to-day basis.

SSG Poulin was awarded the Army Commendation Medal.

Left to right: LCDR Doug Anderson III, Ms. Jennifer Zurowski, SSG Damon Poulin, Ms. Amanda Lewis.

DST'S IN THE REARVIEW MIRROR

Enduring Freedom

By SFC Andre Johnson

The 842d Trans Bn, Enduring Freedom Deployment Support Team (DST), SFC Andre Johnson-Team Chief, SFC James Boddie-NCOIC/Terminals, Johnny Jackson-Terminals, Jim Heldreth-Vessels, Kyle Lee-TMS, and CPT Bono-Safety/Security, had the opportunity to support our country's "war on terrorism" with the latest addition to the efforts, the 86th Signal Battalion from Ft. Huachuca, AZ. The equipment loaded consisted of a combination of wheeled vehicles and trailers with communications equipment and two soldiers designated as "Super Cargo" for upkeep and maintenance of equipment during transit. The CHELSEA BRIDGE, break bulk ship, was nominated by MSC to carry the cargo to destination.

Vessel operations began with the first piece being lifted at 0730 and the final piece load at 1320, 1 March 02. Shortly after the first piece was loaded, heavy rains caused a brief break in operations and the channel (Neches River) was closed for the safety of people and equipment. Although the weather at the pier cleared enough for operations to resume, the channel remained closed, requiring the CHELSEA BRIDGE to remain docked until finally cleared to leave at 1430, 2 March 02. Minutes after receiving clearance to depart with a sailing time, the vessel began her 26-day journey to its final destination.

Enduring Freedom Deployment Support Team

Although only a small number of pieces deployed, the team approached this mission with the same zeal and professionalism required of major deployments, paying close attention to detail and looking out for the customer's best interest.

NH Jamaica

By SFC James Boddie

An 842d Trans Bn DST consisting of SFC James Boddie, SSG Damon Poulin, Mr. Yong Jun, Ms. Rose Ann Alderete and Mr. Don Japalucci, deployed to Corpus Christi, TX on 21 MAR in support of NH Jamaica. LTC Gregory Philips, 1192nd TTB Operations Officer, and his unit arrived from New Orleans, LA on 19 MAR and setup for cargo reception. A Training Assessment Module (TAM) was conducted by LTC McKeever.

The cargo began arriving at the port on 23 MAR. Seventy-five pieces of cargo were received and staged. Load-out commenced on 26 MAR and completed the same day. The Pacific Trader arrived at the port 25 MAR and departed 26 MAR.

LTC Civils, 842nd Transportation Battalion Commander, visited the port to view and discuss operations. BG Bruce Moore, Commander of the 90th Regional Support Group, visited the port to view operations and discuss soldier issues.

Mr. Kroog, MSC representative from Houston, TX was instrumental as he kept the unit informed of the barge status and arrival time.

NH Barbados

By Rodney White

On 2 MAR, the 842d Transportation Battalion Deployment Support Team (DST) deployed as Single Port Manager with support from the 1184th TTB Army Reserves from Mobile, AL. The NH Barbados mission proved challenging and a true test of knowledge.

On 15 MAR, the 842d DST began arriving in Gulfport, MS and the 1184th TTB arrived 17 MAR. The Marines 1st PLT 8th ENG Co, Camp LeJeune, NC and the Navy's 40th Mobile Construction Battalion (NMCB) were charged with leading the Task Force to South America to construct buildings and roads for humanitarian relief.

The DST conducted visits to the 40th NMCB at Gulfport, MS on 16 and 17 MAR to put MSL's on the unit's equipment and to check for the documentation of hazardous materials going aboard the barge.

Cargo began arriving at the port of Gulfport, MS 18 MAR. Loading operations on the Barge Delaware Trader was set for 22 MAR and a scheduled sailing date of 23 MAR. All went well as the units did a fantastic job in the documenting, scheduling, and plan-

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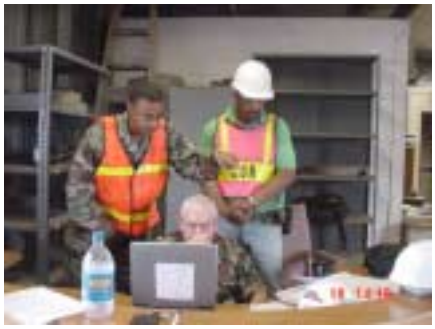
ning.

Members of the team, SFC Johnson, (NCOIC), handled any problems with the units. Ms. Gloria Barnes, Systems Administrator, setup the carry-away system to ensure connectivity and confirm the Worldwide Port System (WPS) was able to send and receive data. Mr. Johnny Jackson, Marine Cargo Specialist, along with the 1184th TTB, received and staged cargo. Mr. Kyle Lee, Traffic Management Specialist, worked untiringly with the 1184th TTB to capture the data and input the data into WPS. Mr. Moon Mullins, Safety/Security Officer, with the help of the Gulfport Port Authority, made the port a safe place to do operations and enforced the THREATCON level for the mission.



SFC Johnson explains the infamous SITREP to MSG Etheridge while Mr. Rodney White looks on.

The morning of 22 MAR arrived and vessel loading commenced. By this time, 99 % of the cargo was on the port, with one truckload of MREs due in at 1000. Stevedoring Service of America (SSA) was very flexible and a great team to work with. By 1800, 22 MAR, all cargo was received, loaded and secured, and the vessel sailed one day ahead of schedule.

Another mission success and another satisfied customer!

25th ID deploys to SFOR 11

By Jim Heldreth

The initial planning went very smoothly for the 25th ID's deployment from Hawaii to Ft. Polk for the SFOR 11 Mission Rehearsal Exercise (MRE). No major problems were encountered during the Planning Conferences. The units Deployment Equipment List (DEL) and the final stow plan from the Port of Debarkation were received on time, and all initial indicators showed this would be a fairly routine movement, much like the JRTC moves that have come through the Port of Beaumont many times before.

The 842d Trans Bn Deployment Support Team (DST) was soon to learn, however, that this would be anything but a typical deployment. The USNS ALGOL was scheduled to discharge in Beaumont on 3 JAN, but due to damage that occurred to the vessel during its transit of the Panama Canal, and a storm encountered off the coast of Cuba, the vessel did not arrive in Beaumont until 9 JAN.

Since the equipment was needed at Ft. Polk no later than the 12th, this put pressure on the 842d and the 1192d TTB, Army Reserve Unit assigned as the Single Port Manager, to discharge and move the equipment as quickly and efficiently as possible.

The discharge began at 1900, 9 JAN, and was completed at 0713, 10 JAN. A total of 382 pieces were discharged, including 20 nested pieces.

To expedite this move, the staging and onward movement plans were carefully synchronized. The majority of the cargo was moved by rail. The loading started at 0700 that same morning, and was completed by 1500. The train pulled at 2230 later that day. This placed the majority of the equipment at Ft. Polk in less than 24 hours after the discharge.

Although we had planned to move unit MILVANs with Ft. Polk TMP assets, these assets were unavailable due to vessel delays. The DST had coordinated commercial trucks as a back-up, and executed these movements on 10 and 11 JAN.

The MTMC network router went down on the evening of 10 JAN; therefore, the Global Freight Management (GFM) system was not available to process CBLs. The TTB and DST processed the remaining CBLs manually. A total of 60 rail cars, 50 commercial trucks, and two TMP trucks were utilized to clear the port. A 22-piece aviation convoy departed on 12 JAN and the last fly-away departed at 1500, meeting the customers requirement to have everything at Ft. Polk by 12 JAN.

The 842nd DST members consisted of Mr. Heldreth, Team Chief; SFC Boddie, NCOIC; Mr. Jun, Vessels; Mr. White, Rail Operations; Mr. Jackson, Commercial Truck Operations; Mr. Roach, Commercial Truck Traffic Management; Ms. Patterson, WPS; Ms. Laskoskie, Rail Traffic Management; and SSG Poulin, WPS SA.

The team from the 1192d TTB was commanded by LTC Greg Phillips, with GFM/CBL training and oversight provided by CPT Lisa Alexander.

The 25th ID MRE was a great example of how the TTB, the DST and the deploying unit working together as a team, can overcome difficult challenges and still successfully accomplish the mission.

BG Doornink, MTMC Director of Operations, summed up this mission by saying, "The teamwork here to get the 25th ID equipment moved was super. Truly an end-to-end look as they anticipated the Ft. Polk TMP shortfall, worked the rail hard, and communicated at every point in the event."

JTF Chontales

By Rose Ann Alderete

Late 1 OCT 01, the 842d Trans Bn put together a Deployment Support Team (DST) in support of TF Chontales, a humanitarian mission. The 1184th TTB from Mobile, AL, provided the DST with a small cell from their unit and they assisted with documentation, HAZMAT and ICODES.

The deploying unit was scheduled to be involved in constructing a school building, repairing bridges and installing a water well in Nicaragua. From the very beginning, contact was made with the Liaison Officer (LNO) and planning began. MAJ Leslie Achterberg, LNO from Ft. McCoy, and team members were instrumental in bringing the plan to fruition. Of course, this did not happen without issues arising but they were quickly resolved, which by the way, is the norm for the 842d Trans Bn.

Cargo began arriving the first week in November from such places as SC, FL and WI. Most of the cargo arrived via rail from Ft. McCoy, but some cargo did arrive by commercial truck.

By mid December, all cargo, which consisted mostly of rolling stock, had been received. The team received a "priority list" from the LNO indicating what pieces should be loaded last to facilitate the off-loading at destination. The off-load was to be done on a very treacherous river in Rama. Ralph Cote, Marine Cargo Specialist, took that into consideration when preparing the stow plan.

SFC Andre Johnson and SGT Damon Poulin assisted Kyle Lee and Ricardo Roach in the inputting of data into WPS and labeling cargo. SFC James Boddie and Rodney White provided the team with a staging plan.

During that timeframe, staging areas at the port were at a premium due to the cargo on hand from both the Bright Star and NH El Salvador missions. Team members worked with port officials for resolution.

On 12 JAN 02, Tug Elizabeth III and Barges Ambros & CMC4501 loaded without incident. Lashing was completed the following day.

All seemed to be going well until we received word from the agent that U.S. Customs had not accepted documentation provided to them. Martha Laskoskie made numerous calls with no resolution. It was Saturday and it looked like the barges *would not* be departing. Emotions were running high! Only some of us had LAN connectivity. It just seemed that Murphy's Law was in full effect. Finally a big break! The Customs Inspector who was on call that weekend, returned our call and told us what she needed.

The problem was corrected and documentation was faxed. Barges Ambros & CMC4501 departed the Port of Beaumont for Rama, Nicaragua at 1602. Another mission well done by the folks at the 842d, but most importantly, a satisfied customer!

One unit, two destinations

By Fran Willis

The 25th Infantry Division, Schofield Barracks, Hawaii, deployed 414 pieces of equipment through the Port of Beaumont on 28 Dec 01.

The Single Port Manager for this mission was the 1395th TTB from Seattle, Washington. This was the 1395th's first visit to the Port of Beaumont. It was a new challenge and a beginning of a new trend for the unit to operate outside their normal area of responsibility.

The cargo, once discharged, was sent via rail and commercial truck to Ft. Polk, LA to be used in a Mission Readiness Exercise (MRE), a three-week training event, to prepare the unit to effectively handle "real-world" situations they may encounter during their deployment to the Balkan region.

Upon completion of the exercise, the 25th ID, with support from Ft. Polk, LA and the 1190th Deployment Support Battalion (DSB), Baton Rouge, LA, redeployed cargo back to the Port of Beaumont for the moves to Rijeka, Croatia for SFOR 11 and returned cargo not needed back to Hawaii, otherwise known as Return To Home Station (RTHS).

Cargo reception was 26-28 Jan 02, with the first vessel, M/V SHEILA McDEVITT destined for Hawaii, scheduled to be begin loading on 3 Feb 02. The M/V SHEILA McDEVITT is a break bulk vessel so each of the 310 pieces required lifting which took two days to complete.

The second vessel, M/V SAUDI TABUK, began loading SFOR 11 cargo on 5 Feb 02. With only 150 pieces deploying, the operation only required eight hours to complete.

To add to the degree of difficulty of a mission already split between two different ports, the 549th MPs, had three containers to be diverted to an outside commercial carrier to meet the original requested delivery date (RDD) because of a myriad of ports of call and the SAUDI TABUK was no longer able to meet the RDD.

Through quick, thorough coordination and good customer relations with the local transportation industry, the three containers were diverted to the Port of New Orleans. The containers were loaded onto the LYKES MOTIVATOR which had a sail date of 6 Feb 02 and arrived on 24 Feb 02 in Bremerhaven, Germany.

The latest chapter in the 842d Transportation Battalion's journal of excellent missions was completed when on 2 Mar 02 when all cargo arrived at the port in Rijeka in good order to be forwarded to destinations throughout the Balkans.

842d Trans Bn New Team Members

Don Japalucci (Trans Planner)

Don is a native of Jeannette, Pennsylvania, and has combined federal service of over 25 years, including U.S. Air Force, U.S. Air Force Reserve, and the U.S. Navy. He holds a bachelor of science in Finance from Saint Vincent College in Latrobe, PA, and a Masters of Business Administration (MBA) from Michigan State University. Throughout his federal and post-military careers, Don has traveled extensively while working in the Western Pacific, Indian Ocean and Middle East, including such exotic locations as Diego Garcia, Bahrain, the Philippines, Japan, and Guam. He came to the 842d from Singapore, where he was working on a base operating support contract. Don has two children, aged 25 and 13. His outside interests include reading, surfing the internet, and traveling.

David Fells (IT Contractor)

David is a native of Southeast Texas, born in Pt. Arthur and raised in Pt. Neches. He has five total years IT experience and has worked in a variety of IT positions. David is MCP and A+ certified, and holds over 20 Brainbench.com certifications in various aspects of the IT field. Outside interests include guitar performance, music listening and reading. He has a daughter, Natalie, who will be one-year old on 7 May.

Contractor in a military unit

By Nathan Currie

I remember as I got ready for my interview that morning wondering what it would be like to work with military personnel. My Dad served as a Vietnam-era veteran, and I remember his stories about what life was like for him. I remember him saying, "I don't know if I would do it again, but I wouldn't trade the experience for the world." I had no idea what to expect, how to behave, or what it would be like working in such a structured environment. I had often thought of joining the military myself, but for one reason or another I ended up on a different path.

I arrived at the Port of Beaumont a bit early that morning. I rang the bell of building 100, a little nervous. A very nice lady (later known to me as Jane Cable) directed me to my interview. Being in the civilian world up to this point, it was a little strange seeing all of the uniforms. I remember thinking that the atmosphere was much more casual than I expected. I must've thought I'd see columns of troops marching in unison, practicing for war. To my surprise, everyone I encountered seemed like every day people doing their jobs. "Maybe this won't be so bad after all!". Fortunately, I relaxed and apparently did well in the interview.

I have found my tenure here so far as one of the best work experiences of my life. Stepping back and looking at my history here, two lessons seem to stand out the most.

The first lesson that I will always carry is the ability to effectively communicate. Communication for a contractor is key- we are, after all, customer service representatives for our respective companies. Although the learning curve can sometimes be a little steep, once one gets a handle on how communication works in the military it will open new doors elsewhere. Everything else has become easy.

The second lesson learned is perseverance. I know that no matter what, the job will get done and failure isn't an option. It is most inspiring to witness helicopters and trucks and MILVANS and every piece of cargo somehow magically get put on a ship and head out to sea, week by week. I think sometimes that my coworkers take for granted what a great job they do and the importance of it.

I'm looking forward to a long career here at the 842nd, and I know that no matter what, my friends here will always be helpful and willing to do whatever they need to do to finish the job. In the current climate since September 11th, it is even more poignant to remember U.S. Army Transportation Corp's slogan, "Nothing happens until something moves." Indeed.

Bryan's thoughts

By Bryan Stroud

David Bowie did a song several years ago titled "Changes." We've all heard, many times the wisdom that the only constant is change. Further still we know that while we cannot stop the waves, we can learn to surf. The changes continue on and on. The trick is acknowledging that fact and gaining the flexibility necessary to continue to function well. It's easy to say but sometimes not so easy to do.

As I reflect on the four years I've been with the command I can see that there have been tremendous changes here. People don't often associate the Government or any of its myriad branches as being an evolving creature. A former co-worker used to encapsulate the notion with a favorite one-liner: "The U.S. Army. Over 225 years of proud tradition unhindered by progress." Despite that, things continue to change, often very quickly. During my short tenure I've seen 4 different commanders, three unit flags and a large percentage of people come and go for such a small command. About the only thing I haven't experienced yet, which many here have, is a physical move of the unit. I'd just as soon postpone that, too, if you don't mind. Wasn't it enough that I loaded up my family and belongings to come here in the first place? We've seen our mission and responsibilities expand, contract and expand again. Our chain of command has gone through major change, as Oakland became a memory and then the stand up of DSC, followed by the drastic reorganization of higher headquarters functions. Through it all our basic mission hasn't changed. We support the war fighter. We do it very well.

Change can be a hard thing because our basic human nature clings to the familiar. We like our nice, comfortable rut. Bear in mind, though, that it's been said the only difference between a rut and a grave is the depth. If we never stepped out of our routine we'd be forever linked to the mundane and unremarkable. If you continue to do what you've always done, you'll continue to get what you've always got. Improvement and progress are the direct products of change. Does it always work that way? Of course not. Mistakes and course corrections are inevitable, but I believe that if you're not making mistakes, you're not attempting much. Sure, you will run across the naysayer or even worse, the glory hound that is desperate to make their mark. What they do, however, has very little bearing on what you do. Thoughtful, continual application of new ideas and plans will yield results in time. Sometimes the schedules move slowly, but inexorably, they do move. The contributions you make and the success you will enjoy from your efforts will make them worthwhile.

"If you continue to do what you've always done, you'll continue to get what you've always got."

So, what am I trying to convey, other than several well-worn bits of wisdom? I'm simply suggesting that you take each day as it comes and plan for the future. We don't eat the elephant all at once, but a bite at a time. When a new way of doing business is introduced, try to resist the impulse most of us have to dig in your heels and protest. Above all remember that the lesson of the tree that bends, rather than being snapped off at its trunk in the storm, will serve you well in all your professional and personal pursuits. Flexibility and patience will be the tools that sustain you. As a final suggestion, don't forget to nurture your spirit in whatever way is most helpful to you. Living a balanced life will benefit you in all the roles and responsibilities you have. As the last two lines of the Desiderata states, "Be careful. Strive to be happy."

Reserve Officer volunteers for active duty

By CPT Lisa Alexander

Many Reserve component units face training challenges. Except for their two-week annual training, training at their home stations is limited. I was awarded the opportunity to volunteer for a temporary active duty assignment at the Port of Beaumont with the 842d Transportation Battalion. In September, the Port of Beaumont was where my reserve unit completed our two-week annual training.

Since November 26, 2001, two months after completing my two-week annual training, I returned to the 842d Transportation Battalion as an Operations Officer, in support of Operation Noble Eagle. I have enjoyed the outstanding leadership and training I have been provided since my tour began.

I have had the opportunity to learn what an Operations Section is responsible for during an export or import mission. I've also had the opportunity to become a member of a Deployment Support Team (DST) in support of an import exercise. Being a Terminal Manager is not an easy task. Ken Pendergraft, Terminal Section Chief, and members of his team, have been outstanding in providing the neces-

Captain Lisa E. Alexander is a Vessel Operations Officer with the 1189th Transportation Terminal Battalion in Charleston, South Carolina. A graduate of South Carolina State University, with a Bachelor of Science Degree in Business Administration, she has over 12 years in the Army Reserves.

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sary training tools for any future terminal manager. As a Transportation Officer, Fran Willis and her Traffic Management Section team members have provided me with many transportation management training opportunities. I have learned how to operate the Commercial Freight Management (CFM) System (Field Module), the Global Freight Management (GFM) System and how to maneuver in the ETA System in order to produce a Bill of Lading.

Today's environment requires strong decision makers of young officers. The training we receive must be technical, tactical, political, diplomatic, and people sensitive. Even though our schedules do not provide enough time to become fully trained in all these areas, our assignments sometimes place us in situations where we must make critical decisions.

The City of Beaumont reminds me a lot of Charleston. Its people are very hospitable and the city itself is undergoing a major redevelopment, as is the Charleston area. Before my duty is over, I may be calling Beaumont *home.*

Being in a band

By Nathan Currie

Many people here at the 842nd know that I play in a band. Sometimes interesting, always a little tiring, and most of all like living on a roller coaster, it can be a blessing and a curse.

I started playing music when I was 13. I still remember to this day the excitement I felt when I started jamming on a keyboard while my friend played the drums in his room in Killingworth, CT. It was a spiritual thing for me, something that was unlike anything else I had experienced. We recruited some of our other friends, and my first band – Atomic Age – (!) was born. After playing a few talent shows around the area, they ended up firing me because, well, I wasn't really any good. I joined up with some other friends, and redemption came later that year when we won our local talent show, beating my old friends. Ahh, sweet revenge!

After moving back to Texas I ended up playing in a few other bands- mostly country acts. I wasn't a country fan, but I remember a guy offered me $60 to go play some drums for him at The Sawmill Town in Newton, TX. What an awakening! I was 18 at the time, and I hadn't really hung out in bars, particularly ones out in the woods in Newton, TX. Somehow I survived, and after a few years ended up finally joining an up-and-coming country singer named Ronnie Vaughan.

Ronnie had been singing a few years, and had won a contest at the Grand Ole' Opry out of 800 or so contestants. He ended up singing at the White House for an event, and after that had come home and decided to pursue the dream of getting a record deal. We practiced a lot, and it was with Ronnie that I met most of my current band-mates. After starting out playing mostly local gigs, we eventually climbed the ladder and toured the U.S.- playing tourist resorts like Disney World and the Wildhorse Saloon in Nashville. I had the privilege of opening for current country artists like Mark Wills, Charlie Daniels, Kenny Chesney, and many others. After a while, it was apparent that Ronnie for whatever reason wouldn't make it, and so the whole band ended up quitting to start getting into the now-growing rock scene in Beaumont.

Static band members

My current project, Static, has now just reached the level where Ronnie was at the end of that project. So far we have had the honor of working with Hootie and the Blowfish in Lake Charles, and one night Mark Chesnutt decided to pop up on stage with us in Clear Lake, TX and sing a few songs. We're currently writing material for our first cd, and once again we're going after the elusive "record deal" with abandon. I'm very happy to be playing music that I love, and I'm very excited about our many opportunities. Most recently we've been recruited to play in Florida at Spinnaker's- one of the largest clubs in the U.S. that hosts MTV's spring break every year. The saga continues…

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TM Section Chief	Fran Willis
Administrative Officer	Rod Mattix
Contracting Officer	Bryan Stroud
Safety/Security Officer	Doug (Moon) Mullins
Plans Officer	Don Japalucci
IMO	Hazel Williams

Bits of Wisdom

"Confrontation doesn't always bring a solution to the problem, but until you confront the problem, there will be no solution."

James Baldwin

"If you have some respect for people as they are, you can be more effective in helping them to become better than they are."

John W. Gardner

- Complete what you begin.
- Some people hold the key to the situation, and then are too lazy to turn it.
- The value of play is often underestimated.
- Experience teaches us that there is a small but important difference between keeping your chin up and sticking your neck out.
- Focus on the big picture.
- Your achievements live on after you.
- You need the will to succeed in order to succeed.
- Spend too much time on tomorrow and you will miss today.
- The only real food for thought is more thought.

Safety/Security Corner

By Moon Mullins

Since September 11, our country has been on a heightened alert and the 842d Transportation Battalion is no exception. Like all of you, the Safety/Security Office has put in countless hours to ensure a safe and secure work environment for 842d employees and our employees and customers.

Since this time, the Safety/Security Office has been involved in all aspects of the battalion's missions. Force protection is high priority and is being emphasized at all levels of the Command. Force protection is a tedious job that must be integrated into all operations if we are to be successful in providing a safe environment for our military and civilian personnel, and equipment.

Kobar Towers Explosion, Saudi Arabia

The 842d Trans Bn is responsible for several ports, including two contingency ports. This presents interesting challenges for the Safety/Security Office, especially when operations are being conducted simultaneously at various ports. Numerous hours go into the planning phase to ensure adequate force protection at these locations.

Force protection is not just the work of the safety and security office; everyone plays an important role and must remain vigilant and report anything out of the ordinary. It requires a team effort to service our customers in a safe and secure manner. Providing our customers with a safe and secure atmosphere during these trying times requires a high state of awareness and is a challenge for all of us. No doubt, we will continue to meet these challenges.