



Castle Courier



A Publication of the U.S. Army Engineer Museum

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Christmas came early this year for the Engineer Museum. The Museum received funding for a Historic Vehicle Restoration and Storage Facility. This 7,500 square foot facility will replace the Museum's current 4,000 square foot warehouse, which is slated to be torn down next year.

The Museum received \$33,000 in year-end funding during the month of September. This money will be used to buy 9 historic maps, a collection of pre-Civil War Engineer reports, tools and repair parts for vehicle restoration, and upgrades to the Museum's disaster preparedness program.

Delta Company, 169th Engineer Battalion conducted their reunion at the Museum. We have hosted a lot of Vietnam Veteran reunions, but D/169 set the records for most stories told. While LTC Scott Preston provided the Veterans an update on what the Engineer Regiment is doing today, COL (Ret) Roger Knight (Vietnam-era platoon leader) provided a presentation on the history of the 169th Engineers in WW2 and Vietnam. The 864th Engineer also conduct their reunion and had a huge turn-out. ESSAYONS!

Troy

Museum Restores MAB.

About two years ago the Engineer School Commandant asked the Museum Staff to look into adding more bridging to the Museum's equipment park. After some discussion and research, we decided the Mobile Assault Bridge (MAB) would have the biggest impact on the visiting public.

This was a good news and bad news story. The good news was that the Museum had two MABs, and one was in pretty good condition. The bad news was that the MAB was the largest and most complex logistic project the Museum had ever undertaken.

The first step was to set a location. Four years ago the Museum staff broke from our pattern and instead of placing a restored crane in the Museum's Vehicle Park, the crane was placed on the north side of the Museum. This clearly identified the purpose of the Museum building for anyone approaching from the north. For the MAB, we decided placing the vehicle between the Museum and the Bowling Alley would have the same effect for visitors approaching the Museum from the west.

Museum Receives Donation of D-Day Distinguished Service Cross.



From left, Col. Jason Smallfield, U.S. Army Engineer School assistant commandant, Vinton G. Dove, son of Pvt. Vinton W. Dove, who served with Company C, 37th Engineer Battalion, during World War II, Pat Dove, Vinton G.'s spouse of 50 years, Lt. Col. Sebastian Pastor, 37th Brigade Engineer Battalion commander and Command Sgt. Maj. Josue Pinos, 37th BEB command sergeant major, unveil Pvt. Dove's jacket with Distinguished Service Cross. The display will also include a canteen cup the Pvt. Dove carried during World War II.

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DSC

During the September Engineer Round-up, Vinton G. Dove donated the Distinguished Service Cross (DSC), Ike Jacket, and canteen cup carried by his father, Private Vinton W. Dove, during WW2.

Private Dove earned the DSC while serving as a bull dozer operator on Omaha Beach on June 6, 1944. Private Dove's DSC citation can be viewed on the Engineer Museum's website;

<http://www.wood.army.mil/usaes/museum.html>

Vinton and his wife, Pat, traveled from their home in Indiana to make the donation. The uniform, canteen cup, and medals will be the centerpiece of the Engineer Museum's new exhibit, *Engineers on D-Day*.

Scott Franklin Returns to Engineer Museum.

With the retirement of Ms. Fisher, the Museum's Curator position was vacant. We were able to select Mr. Scott Franklin to fill the curator position. Many of you long-term readers will recognize Scott as former employee of the Engineer Museum. Scott served as an exhibit specialist for the Engineer Museum in 2009-2011. He left the Engineer Museum to become the MP Museum's Exhibit Specialist, then left for the MPs for the Chemical Museum; again serving as an exhibit specialist.

The Engineer Museum Staff is happy to welcome Scott back to the team. He will be quite busy catching up on the backlog created during the six month period the curator's position was vacant.

Scott standing next to the Engineer School plaque in the Engineer Regimental Room.



At 55,000 pounds, 45 feet long and 12 feet wide, the MAB required a special concrete pad. Back in the 1980s and 1990s, the MAB was displayed in the Museum's bridging park. The park was closed and all the bridges placed into storage in 1988 to make room for the Chemical and Military Police Corps Museums. The manner in which the MAB was displayed, back then, failed to visually exhibit its unique characteristics.

The MAB was amphibious. It would drive into the river, then a motor on the rear of the vehicle would rotate 90 degrees down into the water, and the bridge deck would rotate 90 degrees on a horizontal axis. In order to show these unique features the MAB will be displayed on jack stands with the wheels down. The motor will be down and the bridge will be rotated.

The MAB served the Army well during the Cold War era, but fell victim to its revolutionary design. Although the MAB was capable of quickly bridging rivers, it proved to be a maintenance nightmare. A 1976 training circular warned the MAB Platoon Leader, "MAB Maintenance is a demanding, backbreaking, and often grimy job. Whether in combat or training, maintenance demands in MAB units are extremely heavy."

Our goal is to have this project complete by the summer of 2016. The MAB will also be the first of the Museum's vehicles displays to benefit from new signage. For years the Museum has used white vinyl letters on brown metal sheets. The MAB sign will be made of high pressure laminate with impregnated printing. This will allow for the use of photographs, diagrams, and more text.



Employees of the Logistics Readiness Center and TACOM load the Mobile Assault Bridge onto a Heavy Equipment Transporter for movement to the paint shop.