

American Life in Poetry

Like Father, Like Son

BY TED KOOSER,
U.S. POET LAUREATE

To celebrate my 75th year, I've published a new book of poems, and many of them are about the way in which we come together to help each other through the world. Here's just one:

TWO ON A PARKING LOT STAIRCASE

I met two fine-looking men descending, both in slacks and dress shirts, neckties much alike, one of the men in his sixties, the other a good twenty years older, unsteady on his polished shoes, a son and his father, I knew from their looks, the son with his right hand on the handrail, the father, left hand on the left, and in the middle they were holding hands, and when I neared, they opened the simple gate of their interwoven fingers to let me pass, then reached out for each other and continued on.

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Achievement Award



SUBMITTED PHOTO

Healy Receives Alumni Achievement Award

Mike Healy of Yankton was the recent recipient of the Alumni Achievement Award from Saint John's University in Collegeville, Minnesota during Homecoming festivities. Mike is pictured here receiving the award from Dr. Michael Hemesath, President of Saint John's University.

Healy, a 1964 alumnus of Saint John's, is the retired chief financial officer at Avera Sacred Heart Hospital. Healy returned to his hometown of Yankton to pursue a financial career at the Benedictine-sponsored Avera Sacred Heart Hospital in 1968. Healy led the hospital through a long-range finan-

cial plan and helped them establish a robust financial position over his 40-year career there. In 1995, he was awarded the Outstanding Healthcare Officer in the U.S. from Modern Healthcare magazine. Before retiring in 2009, the South Dakota Governor proclaimed a Michael T. Healy Day in South Dakota to honor his contributions to healthcare and finance in the state. Mike was also recognized for his major commitment to community service to numerous non-profit organizations in Yankton and in the region both in the past and in the present.

BIRTHS

ASHTYN DOOLEY

John and Katrina Dooley of Yankton announce the birth of their daughter, Ashtyn Grace Dooley, born Sept. 22, 2014, at 12:33 p.m. She weighed 9 pounds and 11 ounces, and was 20 1/2 inches long.

She joins her family including older brother Owen Dooley (1) and Kelby Kruse (13) as well as grandparents Mike and Barb Dooley and Dan and Bobbie Trimble, all from Yankton. Great-grandparents include the late Myrin and Margret Dooley,

and Jim and the late Jean Scissons, all from Gregory.

Slow And Steady Wins The Race

BY TOM AND RAY MAGLIOZZI
King Features Syndicate, Inc.

Dear Tom and Ray:

I am always irritated by people who have their accelerators pressed right up until the moment they apply the brakes. For example, I might be a half a block from a red light and will start coasting in anticipation of the stop. Someone behind me will swerve into the left lane, accelerate past me, and then I will pull up next to him at the light, having lost the race. This, it seems to me, is a great way to use extra gas. But with the new regenerative brakes on electric and hybrid cars, it may no longer be such a stupid maneuver. What percentage of the energy a car uses to accelerate is gained back via regenerative braking? I'm guessing about half, but if it's 90 percent, it might not make much difference anymore if you drive stupidly, at least from a cost standpoint. — John

TOM: Yeah, it's still a stupid way to drive, John.

RAY: Cars that use regenerative braking can capture half, or even a little more than half, of the energy that would otherwise have been lost to heat during braking. That's a wonderful thing, no doubt about it.

TOM: But if you keep spending a dollar and getting back 50 cents, you still will go broke eventually. It'll just take longer.

RAY: "Regenerative braking" is kind of a misleading term, because it doesn't really apply to the brakes, as we think of them.

TOM: What it does is use your car's



CAR TALK

Tom and Ray Magliozzi

wheels, which are already turning, to generate electricity. That electricity can then be sent to a battery, where it can be stored for later use.

RAY: When the wheels are powering the generator, the generator provides resistance, so the wheels naturally slow down. That's the "braking" part of all this.

TOM: And what's so clever is how hybrid- and electric-vehicle makers use both that resistance and the traditional brakes to slow and stop the car.

RAY: When you step on the brake pedal, the car's electronic braking controller determines how much braking is needed, how quickly, and how much electricity the battery can accept and store at the moment. Then it figures out whether to get the braking from regeneration, the mechanical braking system or some combination of the two. And if it's done well, with well-designed software, you, as the driver, don't know the difference.

TOM: So, when you race ahead to a

stoplight and then hit the brakes at the last minute in a car with regenerative braking, you do recoup some of that energy that would previously have disappeared as heat from the friction of the brakes. But you don't get all of it.

RAY: In fact, the more urgently you need to stop, the more likely the mechanical brakes will have to be called into action, which means you'll get even less recouped through regeneration.

TOM: So we don't recommend this style of driving, even if you have a hybrid or electric car, John.

RAY: Here's the final reason why: Even if you don't waste as much energy as you appear to be wasting, you still feel like a jerk when the guy you annoyingly raced past pulls up next to you at the light with a smug look on his face and smiles at you.

In their pamphlet "Should I Buy, Lease, or Steal My Next Car?" Tom and Ray break down the strategies for buying a car, so you can make the most of your money. Send \$4.75 (check or money order) to Next Car, P.O. Box 536475, Orlando, FL 32853-6475.

Get more Click and Clack in their new book, "Ask Click and Clack: Answers from Car Talk." Got a question about cars? Write to Click and Clack in care of this newspaper, or email them by visiting the Car Talk website at www.cartalk.com.

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AND DOUG BERMAN

City

From Page 1

tionships. There is nothing more important than a relationship with kids."

Paulsen said the main job of the officer will be building relationships.

"That position is not an enforcement position," he said. "We don't want the school resource officer to be the disciplinarian for the school. We don't want him or her necessarily to take an enforcement action as far as a criminal matter. I think our patrol needs to still respond. That's to protect the relationship the school resource officer builds with the students as well as the parents and the staff."

Kindle said having an SRO present even helps lower arrest rates.

"We're not looking for this school resource officer to be somebody who's arresting kids right and left," he said. "The research is very clear from the School Resource Officer Association that (with) schools that have a (SRO) in their schools, arrest rates go down 50 percent or more. I think that says a lot about the relationship building that we want to see this officer have with our kids and with our staff. It's somebody that they can trust, they can go to and that they can share things they might not share with somebody else regarding school safety. In some cases, it might be personal things they're dealing with."

Commissioner Pauline Akland said she'd had a change of heart on the issue since the commission discussed it years ago.

"Three years ago, I'll tell you that I voted against this," Akland said. "What makes me think differently about it is when I attended the Citizen's Academy this spring through the police department. Visiting with those officers and hearing some of the things that they have to do on their jobs — some of it related to the schools — opened my eyes to the need for having somebody in the schools."

The commission voted unanimously to approve the SRO program.

In other business, the commission:

- Approved the construction of a collector well for \$12,850,000;
- Voted to approve a transfer station tipping rate increases.
- Approved a close-out of permanent pavement marking.
- Declared the Marne Creek pedestrian bridge surplus property.
- Awarded a \$914,862 bid for the Yankton Volunteer Fired Department's new ladder truck.

You can follow Rob Nielsen on Twitter at twitter.com/RobNielsenPandD/. Discuss this story at www.yankton.net/

Alcohol Interim Committee To Meet In Pierre

PIERRE — The Alcoholic Beverage Shipping and Distribution Interim Committee will meet on Monday, Oct. 20, in Pierre. The meeting will be held in Room 413 of the State Capitol, beginning at 10 a.m. This will be the fourth and final meeting for the committee.

The Alcoholic Beverage Interim Committee will discuss potential legislation for the 2015 Legislative Session. The committee will also review the committee mission statement, and prepare a final report for the Executive Board. The meeting is open to the public and public testimony is scheduled from 10:15-11 a.m.

The Alcoholic Beverage Interim Committee members include Rep. Roger Solum (Chair, R-Watertown), Sen. Corey Brown (Vice-Chair, R-Gettysburg), Reps. Brock Greenfield (R-Clark), Troy Heinert (D-Mission), Timothy Johns (R-Lead) and Tim Rounds (R-Pierre); and Sens. Jim Bradford (D-Pine Ridge), Ryan Maher (R-Isabel) and Craig Tieszen (R-Rapid City).

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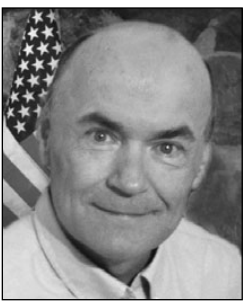
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Jay Williams District 18 House

South Dakota Native

Born and raised on a farm in central South Dakota
Raised three children in Yankton with wife, Carol

Veteran

Naval Officer with duty in Vietnam
Naval Aviator with duty in Europe

Proven Leadership

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