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St. Paul District

Crosscurrents

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Barge hits closed miter gates at Lock 9

by Blanche H. Fong, PA

A motor vessel with two barges struck the upper miter gates of Lock and Dam 9, near Lynxville, Wis., in the early morning of Nov. 23.

The motor vessel (M/V) National Freedom was moving two barges single file, loaded with asphalt, downbound on the Mississippi River when the lead barge hit the closed miter gates at 6:03 a.m.

The National Freedom and the two barges were apparently not damaged in the accident, according to a report from the vessels' owner National Marine Service Inc., St. Louis, Mo.

However, major damage was sustained to the upper miter gates of the Corps facility. No injuries were reported.

THE ACCIDENT

According to witnesses James Greene, head lock and dam operator, and Richard Bolter, lock and dam operator, the Corps personnel were busy preparing the lock chamber to accommodate passage for the National Freedom after having just passed the M/V Star Fire downbound through the chamber.

The lead barge of the National Freedom struck the closed miter gates while the chamber was still being filled with water.

In a report submitted by Greene and Bolter, the National Freedom apparently signaled for an emergency just moments before impact with the closed miter gates.

The U.S. Coast Guard is currently investigating the accident.

Despite the major damage, the lock continued to remain operational throughout the remaining days of the 1981 navigation season. However, the passage of tows and barges through the lock was slower than normal, delaying traffic.



The damaged upper miter gates of Lock 9. (Photo by Carl D. Noel, Lock and Dam 9)

THE LIABILITY

According to Kristi Synstebly, general attorney with the Office of Counsel, federal law makes the M/V National Freedom responsible for damages to the navigational facility. It makes no difference whether the damages were done intentionally or unintentionally.

"At this time, there is no preliminary estimate of the cost to repair the damage," says Ms. Synstebly. A comprehensive assessment of the total damage is not yet complete. "But the damage may exceed \$400,000," she says.

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Barge accident

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Representatives of the St. Paul District and the National Marine Service Inc. have met to discuss (a) the extent of the damages, (b) the types of repair which will be necessary, and (c) how the repairs will be accomplished.

The district has notified National Marine Service Inc. that the Corps intends to hold the company liable for the costs of the repairs.

The company has two options for repairing the damage, explains Ms. Synstebly. The company can either repair the damage themselves, or pay the Corps for the cost of making the repairs.

The district intends to have the lock repaired in such a manner as to avoid delays to the spring 1982 navigation season.

Credit union news

The Board of Directors of the Corps of Engineers, St. Paul District Credit Union announces a seven percent dividend for the period of July 1 through Dec. 31, 1981, to be distributed on Jan. 1, 1982.

Send in your membership books for updating.

The annual credit union meeting will be on Jan. 28.

For more information, contact Al Rosenberg, CO-A, at 725-7542 in Room 1109; or the credit union in Room 1211 on Mondays through Thursdays, generally between 12 and 1 p.m.

New brochure available

A new 36-page brochure produced in 1981 by the Corps of Engineers, "Low Cost Shore Protection," is now available to anyone interested. The brochure presents low cost ways for shoreline property owners to control or slow down shoreline erosion.

The brochure has four main objectives. First, it briefly presents the natural processes that affect shoreline property and the factors involved in erosion and erosion control.

Second, it gives you information on types of low cost erosion control measures available to property owners whose waterfronts are threatened.

Each method is described in terms of the shoreforms and situations where it can be used successfully, how it protects the shore, its advantages and disadvantages, and its general design features and construction materials.

The third objective of the brochure is to help you with planning for shoreline erosion control. A number of general areas you should consider before deciding on a course of action are described.

Fourth, the brochure is designed to give you sources for further information and assistance in making decisions and implementing them.

To obtain a copy of the brochure, call the Public Affairs Office at 725-7505.

The next deadline for all articles to be submitted to Crosscurrents is Jan. 22.

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*Commander
Public Affairs Officer
Editor and Photographer*

*Col. William W. Badger
James E. Braatz
Blanche H. Fong*

Crane replacement project completed

By Rosemarie E. Braatz, CO-A

The St. Paul District just completed a \$1.7-million crane replacement project at nine locks and dams on the Mississippi River, a project which District Commander Col. William Badger assesses as "a model of planning and teamwork, good sound specifications and value for the money."

THE FIELD TEAM

Faced with the need to replace the obsolete cranes, the Project Operations Branch staff began early in January 1981 by appointing a four-man field team to develop basic performance specifications for the new cranes.

"We wanted lockmasters from sites representing each of the three different types of cranes which had to be considered in our district," explains Starkey Grove, chief of the Project Operations Branch. "We asked them what features they thought were important."

The existing cranes dated back to the original lock and dam construction in the 1930s. Not only were parts unobtainable, but the cranes failed to meet Occupational Safety and Health Administration and Corps of Engineers safety requirements.

The field team was composed of the district crane inspector, Bob Stahl, St. Anthony Falls Locks and Dam; Eugene Schuppel, Lock and Dam 3; Owen Wanek, Lock and Dam 4; and Wally Voss, Lock and Dam 5A.

The field team presented their ideas to the district's mechanical engineers, Harlan Johnson, Maintenance Branch, and Doug Hoy, Design Branch, who refined the standard performance specifications based on the work these cranes must be capable of delivering in regard to operational, mechanical and safety features.

The specifications were shown to representatives of industries that were potential contractors for the job, in order to assure that the specifications were practicable by industry standards, and that competitive bids would be feasible.

The industry people made several suggestions, things that were new developments in the line and that were incorporated to the district's benefit.

THE CONTRACT

At this point, the district Specifica-



A new crane cab is being hoisted upwards to be placed onto the carriage of the lock facility. The old cab was removed and is on the crane barge (lower left corner). (Photo by Eugene L. Schuppel, Lock and Dam 3)

tions Unit came into the picture, and Dan Bakke was called upon to draw up the final specifications to be presented in the solicitation for bids to contractors.

With these specifications, the district was able to set up a number of different proposals in order to obtain an economical program of expenditures for government funding. Input from all elements was so accurate that only three minor change orders to the original contract were necessary, which amounted to only one-tenth of one percent of the total cost.

The bids were advertised in early June, opened in mid-July, and the contract was awarded in July to Road Machinery and Supplies Co. (RMS), Bloomington, Minn.

Lt. Col. John Atkinson, Deputy District Commander, was the contracting officer; Bill Goetz, chief of the Construction-Operations Division, was the alternate contracting officer; Dave Parsons, Chief of Construction Branch, was the authorized representative of the Construction-Operations Division; Grove was the project coordinator; Dennis Erickson, chief of the Locks and Dams Section, was the office engineer.

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Crane replacement

(From page three)

The bid schedule was set up incrementally for from three to all nine units so when the bids came in lower than was expected, the district reallocated funds to make it possible to do the whole job at once--replacement of the cranes and complete rehabilitation of the crane carriers.

THE WORK

There was no precedent for a project of this type. Only one other crane replacement had been done on the river (in St. Louis District), and there was limited access to most of the sites, so that much of the equipment and materials had to be brought in by water.

Work was complicated by the fact that most of it had to be done from a crane barge tied above the dam. It was hazardous work, but the contractor completed it smoothly, right on schedule.

The contracting company, RMS, set up its own timetable with subcontractors and manufacturers, and coordinated closely with the district office and field staffs.

They had to assure that the crane carrier was rehabilitated and installed in time for delivery of the new crane at each lock, and that the new units were produced and brought to specified sites at specified times.

The contractor's low bid was based on a time frame which would insure that the work

would be completed before the river freeze-up in December, so that water transportation could be relied upon.

RMS subcontracted J.F. Brennan, La Crosse, Wis., to do the installation work, and Link-Belt Cranes Inc., Cedar Rapids, Iowa, to produce the new crane unit--cab, engine, controls, boom and cables. Another subcontractor produced the new hydraulic drive unit for the crane carriers.

"In spite of difficulties early in the project, which had set the contractor's schedule three weeks behind by October--such as inclement weather and delivery problems with subcontractors--RMS succeeded in making up time, and all cranes were placed by the end of November," points out Erickson. "Throughout the project, the contractor never fell behind the contract schedule requirements."

RMS conducted training sessions at each site to insure that the equipment would be used correctly and safely. All nine cranes now are operational, having passed all performance tests.

The district got more than was expected for less cost and in less time than staffers thought it would take, according to Col. Badger. "They did a good job," he concluded.



Office automation comes to the district

by *Blanche H. Fong, PA*

A project manager handed clerk-typist Lois Pream, ED-PB, a short report with revisions. Within minutes, she had a clean copy without cutting and taping and to the amazement of the project manager, without the use of a conventional typewriter.

Ms. Pream is one of several staff members learning to use one of the 17 new "intelligent terminals" which the St. Paul District recently acquired.

Fourteen terminals with an average cost of \$5,000 each and three terminals with printers at an average cost of \$7,000 each were purchased from Bradford Brothers Inc., an Oklahoma-based firm.

One intelligent terminal is stationed in Planning Branch, one in Regulatory Functions Branch, one in the Automatic Data Processing Center, one in the Locks and Dams Section, and 13 are presently being installed at the lock and dam field installations.

"The intelligent terminals are actually microcomputers," explains Leonard Gloeb, chief of the Automatic Data Processing Center.

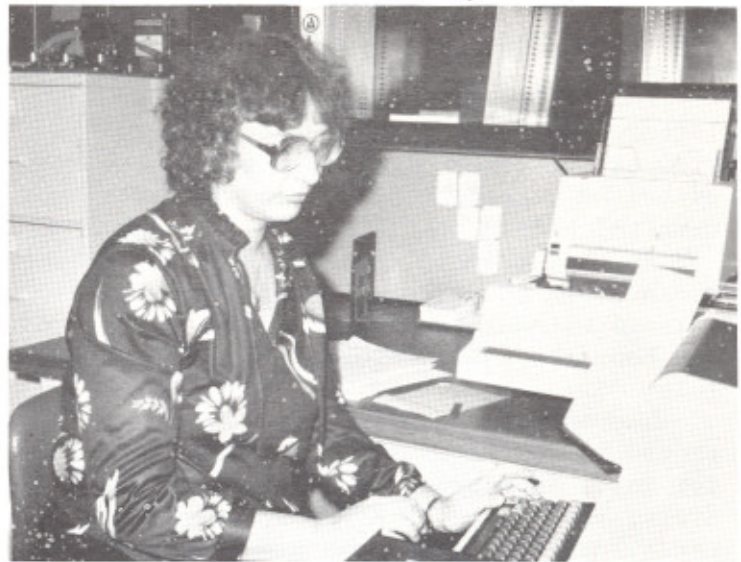
According to Gloeb, the intelligent terminals can (a) perform the function of word processing on an independent level; (b) perform other numerous functions on an independent level, such as entry, retrieval and updating data; and (c) be hooked into the district's Harris computer for central compilation and processing.

THE SOFTWARE

The intelligent terminals operate with the use of various software products such as "WordStar," the basic word processing function. "SpellStar" is another software product which supplements WordStar with the function of exposing misspellings and typographical errors.

Planning Branch and Regulatory Functions Branch presently have WordStar and SpellStar. For the future, Gloeb plans to supplement those offices with the software product, "MailMerge," which enables WordStar to produce personalized form letters.

Along with WordStar and SpellStar, the district also has "DataStar," a fast and accurate data entry, retrieval and updating system, and "SuperSort," a data sorting, merging and selecting power for DataStar.



Lois Pream works on one of 17 intelligent terminals installed in the district.

These software products will be used in the Automatic Data Processing Center and the lock and dam offices.

Thus, the intelligent terminals offer the advantage of versatility through the procurement of supplemental software. Each of the software products has a manufacturer's list price averaging \$350 and is available from MicroPro International Corp., a California-based firm.

USING THE TERMINALS

Learning to use the intelligent terminals can be time-consuming and even confusing in the beginning. However, Gloeb emphasizes, "There is nothing mysterious about using these terminals; they are just tools performing what we want them to do."

"I'm thrilled about using the terminal," says Ms. Pream, "The instruction manual isn't too hard to understand. There is just a lot of time involved with memorizing the codes and learning the operations."

Using the intelligent terminals can improve the efficiency and effectiveness of the district, says Gloeb. The intelligent terminals can in the long run reduce costs, time and errors.

Administrative routines, such as time-keeping responsibilities, can be automated through the use of the intelligent terminals, explains Gloeb. Information which

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Office automation

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presently takes several days to process can foreseeably take only seconds.

Another example is that reports and letters can be stored and retrieved for review at the touch of a few buttons, can be edited at your convenience and without you ever touching a pencil.

Another example is that technical data can be entered, stored, retrieved and calculated without requiring a number of people and hours of labor to obtain the same result.

The amount of information which can be stored through the use of the intelligent terminals is enormous. Thin, magnetic disks, resembling 45 RPM phonographic records, can hold large amounts of information. Storing the disks can be relatively easy because of the small size.

THE FUTURE

"My ultimate goal is to see approximately 94 computer-based terminals within the district by 1985," envisions Gloeb. As for the immediate future, Gloeb has plans to procure three more intelligent terminals to be stationed in various offices.

"With continued, strong support from management, the district will be able to fulfill the need for office automation," says Gloeb.

Consumer news: stoves

Coal and woodburning stoves are in and burn injuries are increasing.

The U.S. Consumer Product Safety Commission (CPSC), which keeps tabs on injuries to adults and children caused by consumer products, says that some 9,800 people were rushed to hospital emergency rooms last year to treat burns suffered from contact with coal and wood stoves and free standing fireplaces.

There were also reports of house fires triggered by improperly maintained or installed stoves.

CPSC notes that a number of accident patterns have developed since the return to popularity of the stoves:

IMPROPER PLACEMENT IN THE HOME. Extremely hot flues and stoves can set fire to nearby walls, floors and furnishings. A minimum 3-foot clearance is recommended by the National Fire Protection Association on all sides of stoves that do not carry certification by a recognized testing organization. No stove should be installed with less clearance than that recommended by the manufacturers.

BODY CONTACT WITH THE STOVE OR FLUE. Aside from the obvious hazard of clothing igniting on contact with the stove, there have been reports of accidental falls against the stove itself, resulting in painful burns. Common sense dictates all family members should stay away from the stove when it is in use.

BURNS FROM USING FLAMMABLE FLUIDS. Gasoline and other volatile liquids should never be used or stored where their vapors may reach an ignition source, such as the stove. Serious fires occur each year when these vapors explode in the home.

IMPROPER VENTING. Coal and wood require oxygen to support combustion. Therefore, there must be adequate venting to allow for the escape of carbon monoxide and intake of oxygen. Proper installation and routine maintenance are important to assure proper operation of the stove.

CREOSOTE BUILDUP IN THE FLUE OR CHIMNEY also increases the risk of an accidental fire; therefore, flues should be cleaned routinely. Keep a fire extinguisher in the room in the event of a flue or chimney fire.

If you are considering installation of a stove to save energy dollars, you should contact the fire marshal in your community or city for building and fire code provisions relating to wood stoves.

GOING PLACES?

(Share
A Ride With
A Friend)



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Tax interest rates go up

April 15 has long been a date to remember--and a deadline to react to. But beginning in 1982 it may have an even greater affect on some taxpayers.

The Internal Revenue Service has announced that, effective Feb. 1, 1982, the annual interest rate for federal income tax underpayments and overpayments will increase from 12 percent to 20 percent.

The change can work both ways. Persons owing taxes will be charged 20 percent interest for any period payment is overdue. On the other hand, the person whose withholding was too generous will be paid 20 percent interest on money Uncle Sam must return.

Provisions for the rate change are contained in the Economic Recovery Tax Act of 1981. The law stipulates that the rate will be set each Oct. 15 and will be based on 100 percent of the average prime interest rate for the preceding month.

Under prior law, the rate was set every two years and was based on 20 percent of the prime rate.

Holidays can bring out problems

This can be a frustrating and tension-filled time of year. Sometimes, individuals come to the realization during the holiday season that they are intimately involved with someone who has a serious drinking problem.

Many times, people who are living with such a problem drinker fail to realize that there is something that they can do. They begin to feel that it is necessary for the problem drinker to stop the excessive drinking before things will get better.

However, the facts of this situation are that alcoholism is a family disease and the non-drinker can bring positive results by doing something that sounds extraordinary.

Attend an Al-Anon Family Group. If you do so with an open mind, you may find the group helpful.

For further information about Al-Anon, call 222-3211 or write A.F.G., P.O. Box 182, Madison Square Station, New York, N.Y. 10159.

False tax info is risky

Filing false tax information has always been risky business. Beginning in 1982 it will be even more risky.

Under the Economic Recovery Tax Act of 1981, the civil penalty for filing false tax withholding information increases from \$50 to \$500 as of Jan. 1. The maximum criminal penalty increases from \$500 to \$1,000, with a prison sentence of up to one year.

Meantime, a federal judge in Michigan has put more teeth into existing federal tax law by sentencing two members of the We the People ACT, a Michigan-based antitax group, to prison terms. The two are the latest of the leaders of the "Flint tax revolt" to be sentenced for criminal violations of the federal tax laws.

Both persons had been active in advising employees to file false Forms W-4, which substantiate the number of dependents a person has and serve as the basis for federal tax withholdings.

A third Michigan resident, but not a member of the Flint tax revolt group, was recently found guilty on three counts of willfully failing to file federal income tax returns and two counts of filing false exempt Forms W-4.

He was sentenced by a federal judge to three years of imprisonment and a \$2,500 fine.



American
Red Cross

**Time on
your hands?**

**We could use
those hands.**

Join us.

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Emergency management reorganizes office

by Blanche H. Fong, PA

The St. Paul District Emergency Management Office recently underwent a reorganization and officially changed its name to the Emergency Management Division on Nov. 1.

The new division status will give added emphasis to the important functions of emergency management, with special focus on the responsibility for mobilization planning.

The new chief of the Emergency Management Division is Ben Wopat, former chief of the Permit Evaluation Section in the Regulatory Functions Branch.

"I see the change as a challenge and an opportunity for me to develop an appreciation for Corps' missions to which I have not previously been exposed," says Wopat.

OTHER STAFF MEMBERS

Lynn Cuyler, former chief of Emergency Management, is designated as the natural emergency planner. His responsibilities include handling natural emergencies such as floods and violent storms.

Newly arrived to the St. Paul District is David DePoint as the national emergency planner. His responsibility is the district's mobilization efforts.

Administrative and clerical staff members of the Emergency Management Division are Eunice Beran and Susan Marier.

A security and law enforcement manager is being considered as a full-time position in the Emergency Management Division. Presently, the responsibilities of this position are being carried out on a part-time basis by Cuyler and Ms. Beran.

FUTURE DIRECTIONS

1982 appears to be a full and busy year for the Emergency Management Division. There are many meetings and exercises scheduled on the calendar, especially dealing with mobilization.

Natural emergency exercises are also scheduled in anticipation of spring and summer floods.

"The district has long been involved and is experienced in working with natural emergencies," says Wopat. "However, mobilization is a relatively new direction for us all. I am confident that we can meet this new responsibility."



Ben Wopat (left) and David DePoint review mobilization plans.

New mobilization planner

David DePoint joined the St. Paul District on Nov. 16 as the district's new national emergency planner in the Emergency Management Division. He will take over the responsibilities of mobilization planning from Lt. Robert Route who will leave in early January for an assignment in South Korea.

DePoint was a civilian employee with the U.S. Army Recruiting Command, Minneapolis, Minn. He has 14 years of combined experience with both the active and reserve units of the U.S. Army.

Presently, DePoint is a first sergeant with the U.S. Army Reserves. He lives in Fridley, Minn., with his wife and two children.

LEVELS OF MOBILIZATION

The Corps of Engineers is placing a strong and important nationwide emphasis on mobilization.

According to DePoint, there are five levels of mobilization, of which the St. Paul District is directed to plan and program resources for the fourth level, full mobilization, as a prelude to the fifth level, total mobilization.

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Mobilization planner

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The first level of mobilization is called selective mobilization. It involves a domestic emergency in which Congress or the president may order expansion of the active armed forces through the mobilization of reserve component units and/or individual reservists.

The reserves will deal with a situation where the armed forces may be required to protect life, federal property and functions, or to prevent disruption of federal activities.

The second level is called the 100,000-man call-up. In this situation, the president may augment the active forces by a call-up of the selected reserve units up to 100,000 men for up to 90 days.

Partial mobilization is the third level. For a contingency operation or war plan, Congress or the president may augment the active armed forces by mobilizing up to one million men of reserve component units and/or individual reservists for up to 24 months.

The fourth level, full mobilization, requires passage by Congress of a public law or joint resolution declaring war or national emergency. It involves the mobilization of all units in the existing approved force structure, all individual reservists and the material resources needed for these units.

Total mobilization, the fifth and ultimate level, involves expansion of the active armed forces by organizing and/or activating additional units beyond the existing approved troop basis, and the mobilization of all national resources needed, including production facilities, to round out and sustain such forces.

Flood exercise scheduled

by Lynn Cuyler, EM

In preparation for possible future flood emergencies, the St. Paul District will conduct a Flood Emergency Command Post Exercise (CPX) on Jan. 28 in Building 515, Fort Snelling, Minn.

This CPX will involve the traditional key flood-fighting cadre to include flood area engineers and their assistants, reconnaissance and technical field teams, and district office support elements. The one-day exercise will be conducted in lieu of the annual St. Paul District Natural Disaster Conference.

Three fictitious flood area teams (x, y and z) will be formed from personnel assigned to the eight currently designated flood areas. All groups concurrently will play the role of the Red River Flood Area Office.

The exercise will use a scenario based on the 1979 flood in the Red River of the North Basin. Actual 1979 river stages will dictate actions to be taken at the field and district level to combat the simulated floodwaters.

An exercise control group will guide the activities of the exercise and serve as a contact point for all emergency agencies and interests external to the district.

Representatives from the National Weather Service and the Minnesota and North Dakota Emergency Services will actively participate in the exercise. Observers have been invited from North Central Division (NCD) and other NCD districts.

The actual "hands-on" experience to be gained from this exercise will (a) reinforce lessons learned by Corps personnel in previous flood fights, (b) provide a realistic experience for flood-fighting trainees, and (c) result in a general increase in the district's proficiency in responding to natural disasters.

For further information concerning this exercise, call me at 725-7511.



People

CONGRATULATIONS go to the following new moms and dads: Paul and Dawn Linder, SP, on the birth of daughter Amy Marie on Nov. 21 at 7 lb., 9 oz.; Peg and Wayne Koerner, ED-PB, on the birth of son Joseph Michael on Dec. 14 at 7 lb., 12 oz.; and Bonnie and Tom Montgomery, both from ED-GH, on the birth of daughter Jennifer Erin on Dec. 6 at 8 lb., 10 oz.

CONGRATULATIONS go to retiree Roger G. Fast, former chief of the Engineering Division, on being honored with the St. Paul District Hall of Fame Award from District Commander Col. William Badger, on Nov. 3.

GET-WELL WISHES go to Fred J. Whebbe, ED-D, on his recent extensive illness.

GET-WELL WISHES go to the following who were hospitalized recently: Edward T. Dahlin, EP-C; and Diana Tschida, DC-FA.

GET-WELL WISHES go to retiree Robert (Mert) Cowan, resident of Honolulu, Hawaii, after open heart surgery in early November. Cowan retired on May 28, 1971 as chief of the Hydraulic Section.

DEEP SADNESS is felt on the death of retiree Sam Stansbury, resident of Fort Ripley, Minn., on Oct. 26. Stansbury worked with the Geotechnical, Hydraulics and Hydrologic Engineering Branch from Sept. 12, 1955 to Aug. 7, 1981. Sincere sympathy is extended to his wife, Penny, and son, Terry.

DEEP SADNESS is felt on the death of retiree Roy E. Brewer, resident of Fountain City, Wis., on Nov. 19. Brewer worked for many years on Corps dredges and at the Fountain City Service Base. He was the half brother of the deceased Frank Brewer, former lockmaster of Lock and Dam 2; and brother of John R. Brewer, also former lockmaster of Lock and Dam 2.

DEEP SADNESS is felt on the death of retiree Darrell N. Claflin, resident of Hastings, Minn., on Dec. 3. Claflin retired on April 29, 1968 as a lock and dam operator.

FOND FAREWELL and best wishes go to the following who retired recently: Conrad E. Brommer, lock and dam operator at Lock and Dam 4, on Dec. 26 after approximately 25 years of federal service; Earl F. Sagstetter, lock and dam operator at Lock and Dam 4, on

Dec. 26 after approximately 27 years of federal service; and Frank M. Whitmore, assistant lockmaster at Lock and Dam 1, on Dec. 25 after approximately 40 years of federal service.

FOND FAREWELL and good luck go to the following who left the Corps recently: Robert A. Wildeisen, Jay E. Taverna, John E. Swanson, Marvin C. Schroeder, James M. Schroeder, Robert A. Schmidt, Larry J. Sass, Frank J. Rolbiecki, Robert L. Desau, Richard R. Mohr, Robin D. Miller, Donald W. McKeeth, Ronald L. Krisik, Thomas J. Krause, John K. Kochendohfer, Paul D. Finch, Lonnie J. Earney, Leland R. Dollar, Daniel R. Cyert, Allan L. Church, Wilmer A. Borchardt and Gene E. Barum, all from the Hired Labor Forces; Leigh M. Schwartz and Russell L. Reeves, both from the Duluth Area Office; Randall J. Peil and Edward J. Fernholz, both from the Derrick-barge Hauser; Cynthia A. Karnes, Eau Galle River Lake; Anthony D. Grave, Raymond T. Larson and Sherölyn D. Bahl, all from Lac Qui Parle Lake; Lynn M. Reis, ED-ER; Darrel E. Oldenburg and Robert A. Baumgartner, both from L/D 7; Dennis D. Gudim, DC-RF (transferred to the U.S. Air Force); Richard A. Lundstrom, ED-GH; Robert W. Seeling and Judy L. Hutton, both from L/D 5A; Michael S. McClanahan, L/D 6; Joellyn Leger, Lake Ash-tabula and Baldhill Dam; John R. Job and Fern J. Hare, both from L/D 5; James F. Hastings and James P. Berra, both from L/D 8; Maureen A. Donlin, Sandy Lake; John W. Boller, St. Anthony Falls Locks and Dam; and Jacqueline Mueller, DC-FA (transferred to the U.S. Naval Reserve Unit, Fort Snelling, Minn.).



Incentive awards

Outstanding Performance Rating:

Allan M. Kean, ED-GH
Carol Wilander, CO-RF

Outstanding & Sustained Superior Performance Award:

Greg Frankosky, ED-D
Florence L. D'Heilly, DC
Alan T. Forsberg, ED-PB
Marilyn L. Campbell, DC
David W. Hawkenson, L/D 1

Sustained Superior Performance Award:

Scott D. Thureen, ED-GH
Robert Stone, L/D 3
Lexine C. Jordan, SP

Quality Increase:

Terry J. Engel, ED-PB
William W. Spychalla, ED-PB

Special Act:

Lynn E. Cuyler, EM
Robert W. Stenfors, ED-PB
John M. Kettelson, ED-ER
Roger E. Ronning, ED-D
Orian D. Johnson, ED-D

Hall of Fame (1981):

Roger G. Fast, retired, former chief of the Engineering Division

Suggestion Awards:

\$100 cash award to Robert J. Whiting, ED-ER, for an adopted proposal to transfer a vacant FTP water quality coordinator position from Construction-Operations Division to the Environmental Resources Branch. The suggestion provided a strengthened capability in the field of dredging-related water quality assessment by consolidating technical skills into a functional unit.

\$25 cash award to Henrik C. Strandkov, CO-RF, for an adopted suggestion which proposed that the numbers written on the top document of each file in the Regulatory Functions Branch be color coded in order to eliminate misfiled folders.

\$25 cash award to Florence L. D'Heilly, DC, for an adopted suggestion which proposed that the Examination Section of the Comptroller Office staple their Form 4480s and attached accompanying papers in alternate corners in order to save space.

\$25 cash award to Mary Marx, CO-RF, for an adopted suggestion which proposed that the public notice mailing cover sheet in the Regulatory Functions Branch include in the upper left hand corner a box to check if the receiver no longer wishes to be sent notices and a request to return the cover sheet as indicated.

Around the district

IN MADISON, Wis., William Spychalla, ED-PB, spoke to the University of Wisconsin freshman engineering class on the topic of civil engineering, on Dec. 1.

IN ST. PAUL, Minn., the district's annual blood donation drive will be on Jan. 22, from 9:30 a.m. to 3:15 p.m. The St. Paul Chapter Red Cross will provide a shuttle service between the district office building and the blood donation center every 15 minutes. Contact Vicki Demo at 725-7513 for an appointment.

IN ST. PAUL, Minn., all employees with new office location and telephone number changes should complete and submit NCS Form 727. The information is used to update the office directory which is published periodically.

Around the Corps

AT WARM SPRINGS DAM, Calif., the fish hatchery at the Corps facility suffered a commercial power outage in September 1981. The emergency power generation system failed to operate properly and pumping of fresh water became impossible. The hatchery lost approximately 100,200 steelhead trout, 9,300 king salmon and 51,000 silver salmon fingerlings. The emergency system has since been repaired.

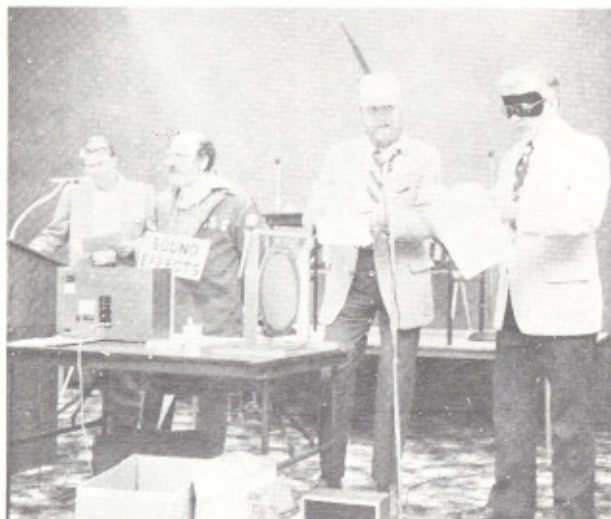
AT LOCK AND DAM 15, Rock Island, Ill., two Corps employees saved the life of a deckhand when he was hit and knocked off a barge by a parted line, on Nov. 9. The deckhand fell into the waters between the barge and the lockwall. The Corps employees used safety blocks as wedges between the barge and the lockwall to prevent the deckhand from being crushed. The deckhand suffered a broken nose, two cracked vertebrae and a bruised kidney.

St. Paul District holiday party



(Photos by William D. Banks, AS-P, and James E. Braatz, PA)

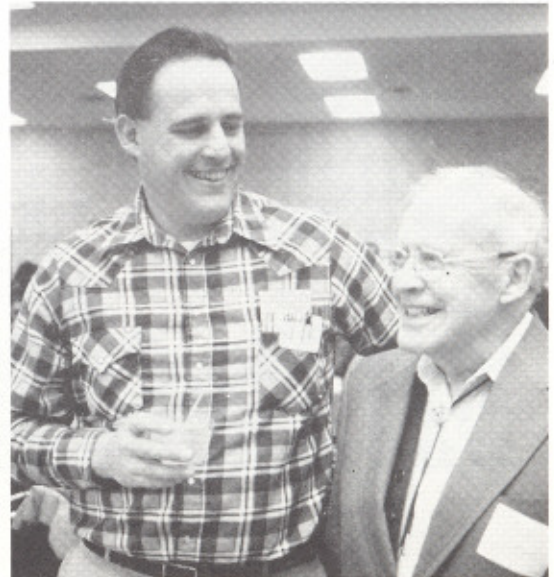
enjoyed by many on Dec. 18



(See page 14)

Holiday party

(From page 13)



Southeast's natural beauty tempts vacationers

by Pam McFaden, PA

"...no created thing has power to produce an effect any otherwise than by virtue of the laws of nature," says Jonathan Edwards; from the brochure, "Impressions," November 1978.

If the winter months are getting to be too much for you, come to the Southeast where there is a mild climate and a natural beauty awaiting you. The Southeast offers the vacationer a variety of landscape from the crystal clear streams and lakes to the Allegheny Mountains.

At most of the lakes you will find swimming, water skiing, boating, camping, picnicking, hunting and historic values. While in the Southeast, try your luck at fishing. Some of the fish you may catch are: bass, walleye, crappie, bream, perch, catfish and trout.

But remember, when the fishing is done there is still the campfire, the stars, the lush green forests, peaceful meadows and the gentle rolling hills that will enchant your every whim.

ARKANSAS

With spring-fed creeks, emerald green streams and majestic rivers, the state of Arkansas offers you lakes that are excellent for the angler such as Beaver, Blue Mountain and Bull Shoals.

De Gray Lake, which is a relatively new lake, is a sophisticated state park. It has a lodge, marina, golf course and campground. For the hunter, fisherman, hiker and other recreational enthusiasts, you may enjoy visiting DeQueen, Gillham, and Greers Ferry Lakes.

MISSISSIPPI

In the state of Mississippi, which contains 11 river basins and the gulf coast area, you will find that most of the lakes offer campsites, swimming, boating, day-use and other recreational facilities. Some of the lakes are Arkabutla, Enid, Grenada, Sardis and Okatibbee Lakes.

FLORIDA

Then of course, the wonderland of Florida is sandwiched between the Atlantic Ocean and the Gulf of Mexico. There you will find Lake Ocklawaha and Odeechobee Waterway; each of these areas have four recreational

sites around them and are each excellent for boating and fishing. Another good place for fishing and boating is Inglis Lock.

LOUISIANA

The home of southern hospitality and the seaport city of New Orleans, is Louisiana. For the birdwatchers and nature enthusiasts there is the Bayou Bodcau Dam, Pearl River Lock 1 and Columbia and Jonesville Locks and Dams, where you can also fish, hunt, swim and go boating.

TENNESSEE

There is always a memorable scenic quality of Tennessee with its bluffs and steep, forested hillsides which enrich the natural beauty of the lakes of Center Hill, Cheat-ham, Cordell Hull, Dale Hollow, J. Percy Priest, Barkley and Old Hickorey. They offer the vacationer camping, fishing, hunting, trails and many other recreational facilities.

GEORGIA

Entering Georgia, you will find Allatona and Walter F. George Lakes, a place of Indian trails and burial grounds.

For scenic locations, try George W. Andrews, Carters and Sidney Lanier Lakes. For the handicapped, there is West Point Lake where you can enjoy special facilities and fishing pier; also enjoy their excellent camping facilities.

ALABAMA

For the beautiful southern state of Alabama you will find Clairborne Lake, the place of the Spanish adventurer, De Soto. There is also Coffeerville, Demopolis, Holt and R.E. "Bob" Woodruff Lakes, which are good for boating and fishing.

Last but not least, there is the William "Bill" Dannelly Reservoir, located at Camden State Park. It has a nine-hole golf course, cabins and trailer hook-ups.

THE CAROLINAS

For the exquisite Carolina's, start with North Carolina. You will find John H. Kerr Reservoir and W. Kerr Scott Dam and

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Branch chief is praised

by Vera Golenser, ED-ER

At the Federal Executive Board meeting held Oct. 28, 1981, Bob Post, chief of the Environmental Resources Branch, received an award for his efforts in assisting women to realize their career potentials.

In addition to this formal recognition, women working in the Environmental Resources Branch (ERB) have many good things to say about Post as their supervisor.

Women in ERB have consistently described Post as a man with an extremely strong sense of fairness who imparts basic human respect to all employees regardless of their sex or occupation.

Post's commitment to supporting equal treatment of all employees under his supervision has been demonstrated many times both within and outside the branch.

Women in ERB believe that equal treatment is potentially the most valuable contributor to a successful career because it allows women to exercise and be recognized for their skills and abilities, and thus succeed in their careers on their own merits.

Furthermore, Post is appreciated by branch employees for recognizing and conveying the importance of each employee's contribution to the operations of the branch.

Post's unique ability to unselfishly assist in and enjoy the achievements of others is also praised.

Southeast

(From page 15)

Reservoir that offer camping, fishing, historical and cultural attractions. You will find Cape Fear River Locks and Dams, which offers day-use for boaters and picnickers.

Entering into South Carolina, you will come to Clark Hill and Hartwell Lakes which will astound you with historical and geological sites and is excellent for bass fishing and small game hunting.

No matter where you decide to take a vacation, the Southeast is sure to fulfill your every need. So go and relax, unwind and enjoy yourself.

Volunteers sought

by Bill Knight

From "The Eagle," December 1981; Federal Executive Board of the Twin Cities, Fort Snelling, Minn.

If you enjoy helping other people and at the same time you'd like to learn more about federal and state income taxes, then an all-volunteer program is definitely worth looking into.

The Volunteer Income Tax Assistance (VITA) program is co-sponsored by the Internal Revenue Service (IRS) and the Minnesota Department of Revenue.

Volunteers will receive a special training course from the two agencies in basic income tax and return preparation, depending upon their prior experience.

Volunteers will not be considered professional tax preparers and will not be held legally responsible for the return. Rather, the volunteers simply assist the individual taxpayer to prepare the return the best manner possible.

To be a VITA volunteer, you do not need any special background in math, accounting or law. A general education is all that is necessary. The VITA training course may even alert you to overlooked deductions or tax credits.

VITA also needs people for clerical assistance. At a VITA site, that can be any place such as a church, bank, library or community center, you can greet people coming in, help them with any paperwork, and direct them to a VITA volunteer to get their returns completed.

VITA helps low-income, handicapped or non-English speaking individuals, who usually cannot prepare their own returns. VITA volunteers reach out to these people and assist them with the 1040A, the 1040, the M-1, the M-PR and certain tax schedules which can help them take advantage of various credits and deductions.

If you would like to become a volunteer or coordinator, contact the IRS for detailed information. In the Twin Cities, call 725-7320 and ask for Joan Bour. From outside of the Twin Cities, call toll-free 1-800-652-9062 and ask for the Taxpayer Education Office.

Choosing Toastmasters can be rewarding

by John Blackstone, ED-GH

There are, without a doubt, two million things to do in a lifetime and barely enough time to attempt one million of those that I am interested in doing.

It doesn't take a genius to look around and see that we are overwhelmed with choices. For instance, there are over 90 hours of television programming available to choose from each day.

Therefore, each of us must make constant decisions about the most effective way to spend our limited amount of time--work, play, refreshment, family time, private time, etc.

And so it is with Toastmasters. It is necessary to assign a priority to such an activity and then act on that priority. Some give it a high priority and others a low priority.

Those people have done what Toastmasters emphasizes. They have taken a leadership role and decided what priority the activi-

ties in their lives should have.

I am not particularly concerned with those individuals because they have made their best decision.

The people I am concerned about are those who think that they aren't good enough for Toastmasters or that Toastmasters is a bunch of mumbo jumbo. Some might even think that it is required to be a good speaker or have attained a certain level in education before joining.

If you have made a decision about Toastmasters with this kind of misinformation, I'd like to ask you to reconsider.

Here are the facts. Toastmasters is for people from all walks of life. Whether you are a secretary or a doctor, you have something to offer and to gain from Toastmasters.

Toastmasters is a group of diverse individuals intent on helping each other. I invite you to join us for our Thursday noon meetings in the PEDC rooms on the sixth floor.

Toastmaster receives certificate award



Leonard Gloeb (left), newly elected Heritage Toastmasters Club president, receives a Competent Toastmaster Certificate from Doug Ward, administrative lieutenant governor of Toastmasters District 6.

Gloeb is the first member of the club to complete the requirements for this award. The presentation was made at the club's holiday party on Dec. 4. (Photo by Lynn Cuyler, EM)

Consumer news: autos

If your car could talk, keeping it properly maintained would be no problem. But cars can't tell you when they need more oil, new tires or new brake shoes.

That's a job you have to see to yourself.

Regular maintenance is a crucial factor in the life of your car. A few easy checks can help you avoid a broken fan belt on the road or more serious engine problems.

The U.S. General Services Administration recommends some checkups you can do yourself:

CHECK THE OIL at least every other time you fill up with gas. If the oil light comes on while the engine is running, turn the engine off immediately. Continued operation could result in major engine damage.

CHECK THE FLUID in your manual or automatic transmission periodically and replace it. Remember that cars with automatic transmissions must be checked while the engine is running. If your car whines while it's shifting, it could mean your car's transmission needs service.

CHECK THE TIRE pressure at least once a month. Buy a tire gauge and learn how to use it. You'll save money on better gas mileage as well as help tires wear longer. Wear on the edges means too little pressure; wear in the center means too much pressure.

ASK YOUR MECHANIC to check the hoses for soundness and the fan belts for correct tension whenever you have the car in for routine maintenance. Each spring and fall have the antifreeze-water mixture tested. This can help you avoid a freeze-up or a boil-over.

CHECK THE BATTERY water level often and add water, preferably distilled, as you need it. Keep the battery cable connections clean with baking soda and a stiff brush.

HAVE THE BRAKES checked whenever they seem spongy, the car pulls to one side when you slow down or stop, or you hear a scraping noise when you press the pedal.

For more tips on car maintenance, send \$1 for a copy of Car Care and Service to Consumer Focus, Pueblo, Colo. 81009.

Life Begins At...



It's a Fact:

Life begins at 55 mph. Most automobiles get about 20 percent more miles per gallon on the highway at 55 mph than they do at 70 mph.

FIXING FLATS

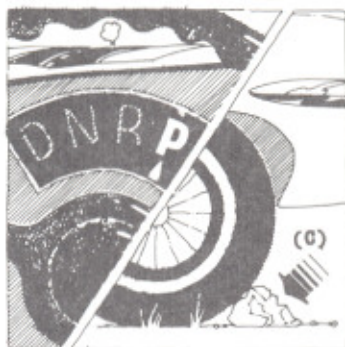
How to fix a flat tire when you're in the middle of nowhere



☛ If you got a flat tire out on some lonely road, would you have to just wait and hope for somebody to come along and help you?

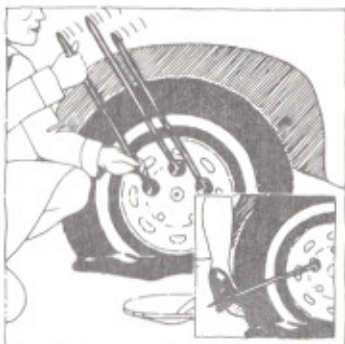
Changing a tire is actually something almost anybody can do. But according to the National Highway Traffic Safety Administration, there are some safety precautions you should be sure to observe.

First, get your car all the way off the road and on level ground. Turn on your emergency flashers and set out some flares—one near the car (A) and another at least 300 feet behind it (B).



Then set your emergency brakes.

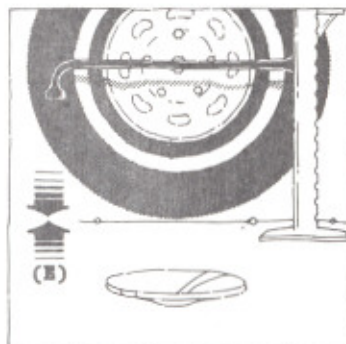
And put the car in "park," if you have an automatic transmission. If you have a stick shift, put it in a gear that would make the car go in the direction of the bad tire. Try to find something hard, like some good-sized rocks (C), that you can wedge in next to the good tires to keep the car from rolling when you jack it up.



With the hubcap off, you'll see four or five nuts—"lug nuts," they're called—arranged in a circular pattern on the wheel. Put the big, round end of the lug wrench over each of the lug nuts and loosen it just a turn or two, in a counterclockwise direction. If a lug nut is on so tight you can't budge it, put the lug wrench securely over the nut and step on the wrench.

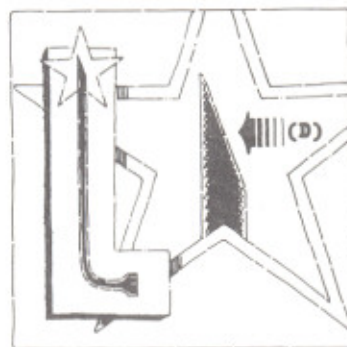


Now take out your spare tire, jack, and lug wrench. If there are instructions for jacking, read them carefully—even if you think you know how to do it.



Now it's time to use the jack. Raise the car just enough so that the damaged tire leaves the ground (E). Then unscrew the lug nuts all the way off their posts. Pull the damaged tire out and away from the car, and the tire and wheel will come off as one piece.

Slip on the spare and screw the lug nuts back on until they're snug. Jack the car back down, tighten the



The first tool you'll use is the lug wrench, which is usually an L-shaped piece of black steel (D). Use the tapered end of the lug wrench to pry off your hubcap. Work the tool all around the edge of the hubcap, just as if you were opening a can of paint.

lug nuts all the way, and you're ready to drive off.

Just make sure one of the first places you drive is to a garage, to get that bad tire repaired. While you're at it, have your other tires checked as well.

Remember, the first rule for dealing with motor vehicle emergencies is to always keep your car in top shape.

Start Clicking

for the St. Paul District

1982 Amateur Photographic Contest

Who: active district employees
What: 5 x 7" b&w or color photos
Why: awards given

When: photos taken June 1, 1981
to June 1, 1982
Where: Submit to Public Affairs
Office by June 1, 1982
How: pick up complete set of rules
in Room 1530 or call 725-7505

