

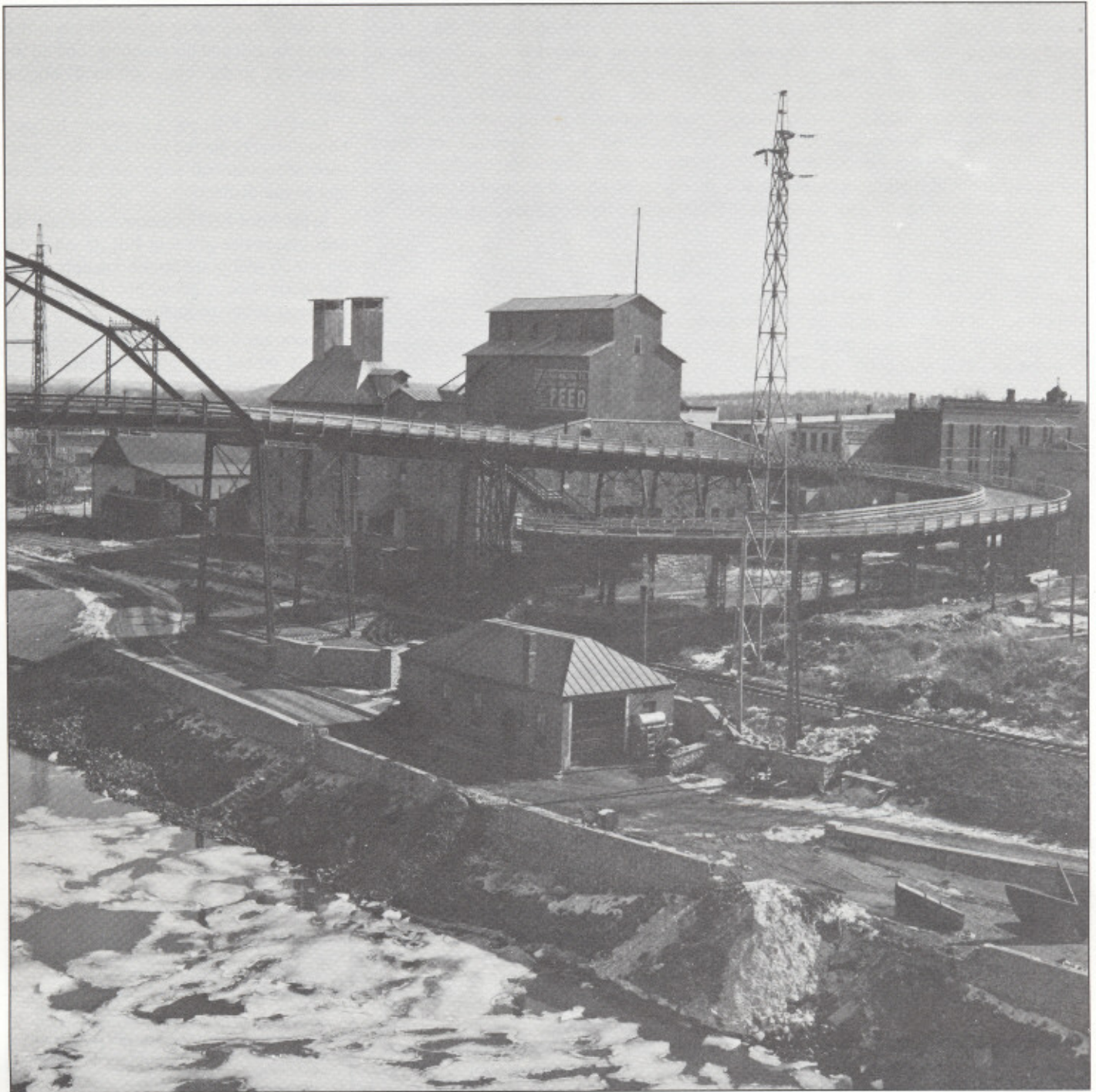


**US Army Corps
of Engineers**

St. Paul District

Crosscurrents

June 1987 Vol. 10 No. 6



Historic bridges. . . see pages 4-5

A spiral roadway connected this bridge with the main through-fare of Hastings, Minn. The bridge was used for 60 years before it was declared inadequate and replaced.

Commander's Viewpoint

by Colonel Joseph Briggs

During the next few months, we will mark several significant anniversaries.

First, on June 14, is the 212th anniversary of the Army. Two days later, on the June 16, we recognize the 212th anniversary of the Corps of Engineers. Then in September, we will observe the 200th anniversary of the signing of the U.S. Constitution.

We are an organization with a long and rich history. As members of the Corps of Engineers, we can be proud that the Corps has been serving the people of this country since before the signing of the Declaration of Independence. As an important part of the Army, the Corps of Engineers has continually responded to the challenges created by a growing nation during the past 212 years.

Today, the Army—including the Corps of Engineers—has again been recognized for its leadership and ability to meet another challenge. The Army has been named the Department of Defense lead agency for the observation of the Bicentennial of the U.S. Constitution. This is an honor and gives all of us an opportunity to be involved in the Bicentennial of the Constitution.

Although both the Army and the Corps were founded before the Constitution was created, this world famous document reaffirmed our basic mission to "...provide for

the common defense..." as part of the Army and to "...promote the general welfare..." through our water resources development efforts.

Even today, as we prepare to mark the Bicentennial of the U.S. Constitution, every new federal civilian employee joins members of the active military, Guard, and Reserves, in pledging to "support and defend" the Constitution of the United States. It is a remarkable document that continues to touch and form the lives of every American.

If your recall is a little hazy, I urge you to take the time to refresh your memory on the Constitution. Read over the document itself; watch a television special on the Bicentennial; or read some of the many articles being published these days on the Constitution. There are many opportunities available for renewing your relationship with the U.S. Constitution.

As Benjamin Franklin said nearly 200 years ago, "Our Constitution is in actual operation; everything appears to promise that it will last."

And last it has for nearly 200 years.

With three important anniversaries coming up, this is a good time to reflect on our heritage, traditions, and accomplishments and to dedicate ourselves to the challenges of the future. Essays!

Letters to the editor

I am recently retired from the district, June 30, 1984. I spent 30 years in this district with some very fine people. One of those exceptional people was Mr. William C. Lincoln, resident engineer of the Duluth Air Base Construction Office. I spent a good many years under Bill, as a starter in the Corps, till years later, when I transferred from his office.

I would have never lasted 30 years if it wasn't for Bill and his coaching, and all the inspectors under him, whom I worked under.

Recently Bill passed away. In past Crosscurrents, names of those who passed away are given real write ups of service in and to the district.

In the April 1987 Crosscurrents, I read the four line notice given to Bill, (I cut it out for my 30 year scrap book). I deeply resent this sorry notice given Mr. Lincoln. He deserved better in memory.

There are a few of us in this district, (mostly retired now), who worked under him and I think I can speak for them, that you could do better towards a notice in a future copy of Crosscurrents towards Bill's credit to the St. Paul District.

Thank you,
Jack V. Coleman

Dear Mr. Coleman,

It was not my intention to make light of Mr. Lincoln or of his contributions to the district. Since I have been the editor of Crosscurrents, I have included death notices when I have received them but they have all been short in nature, based on the information given to me. They indicate the individual's name, address and what his position had been with the district. I include these notices as a courtesy to those who might have known the individual. They are not meant to be biographies.

Editor

Environmental Award presented to chief

WASHINGTON—The American Academy of Environmental Engineers (AAEE) presented the Edward J. Cleary Award for Excellence in Environmental Management to the U.S. Army's Chief of Engineers, Lieutenant General E. R. Heiberg, III at the organization's annual awards program held March 23 in Washington, D.C.

The Cleary Award honors the late Edward J. Cleary, P.E., former executive director and chief engineer of the Ohio River Valley Water Sanitation Commission for his administrative and technical skills and public service in the conduct of environmental protection activities. It is awarded to "an outstanding performer in the management of environmental protection enterprises."

In presenting the award to Lt. Gen. Heiberg, AAEE past president, Leo Weaver, cited the chief of engineer's "distinguished qualities of personal leadership and sensitivity and responsiveness to the impact of social, economic and political influences on the conduct or environmental protection programs" for which the Corps of Engineers is responsible.

"Serving as the head of one of the world's

largest design and construction programs, both in the United States and overseas," Mr. Weaver said, "General Heiberg has provided a balanced direction that protects the environment while moving forward to meet national needs."

Jim Gagnon dies

Jim Gagnon, Project Management Branch, passed away on Sunday, May 3. He was 50 years old.

Jim started working for the Corps in July 1963 as a North Central Division trainee stationed in St. Paul. During his career in the St. Paul District, he worked in Geotechnical, Hydraulics and Hydrologic Branch, Construction Operations Division, Design Branch and Project Management Branch. He was the project manager for flood control project manager for flood control projects in LaFarge, Wis., Winona and Rochester, Minn.

He is survived by his wife, Kathleen, a son and daughter-in-law, and a brother. Funeral Services were held in Minneapolis, Minn.

Crosscurrents is an unofficial publication authorized under the provisions of AR 360-81. It is published monthly by offset for the St. Paul District U.S. Army Corps of Engineers. Editorial views and opinions expressed are not necessarily those of the Corps of Engineers or the Department of the Army. Deadline for submitting articles is the 10th of each month preceding publication.

Address: Editor, Crosscurrents, U.S. Army Corps of Engineers, 1135 U.S. Post Office & Custom House, St. Paul, Minn. 55101-1479.

*District Engineer Col. Joseph Briggs
Chief, Public Affairs Ken Gardner
Editor Denise Yale*

“...we continue to serve and defend our country...”

by Lt. Gen. E.R. Heiberg
Chief of Engineers

This year commemorates one of the most important events in our Nation's history, the signing of the United States Constitution.

We, as the U.S. Army Corps of Engineers, were born in our War for Independence. But it was in the Constitution that our mission was solidified by the creation of a strong central government. Our missions, including both defense and water resources, derive from that magnificent document written and signed two hundred years ago in Philadelphia.

In fact, it was a dispute over water resources that led to the Constitutional Convention. The states of Maryland and Virginia disagreed over the development and use of the Potomac River and the Chesapeake Bay. Under the Articles of Confederation, Congress had no authority to step in and regulate trade among the states.

Virginia's James Madison organized a conference which met at Mount Vernon in 1785. The resulting "Mount Vernon Compact" settled the issue of the Chesapeake Bay and its tributaries. Before they left, however, the participants recommended another conference with an expanded agenda be held with representatives from other states.

The next meeting opened in Annapolis, Maryland in September 1786 with Delaware's John Dickinson as chairman. The delegates quickly realized that the issue of trade regulation could not be separated from larger issues. On February 21, 1787 the "Annapolis Convention" called for another convention to meet in Philadelphia the second Monday in May to strengthen the Articles of Confederation. The result: the Articles were put to rest, and the United States Constitution, a strong central government and the multiple missions of the Corps of Engineers were born.

We have another reason to celebrate this year. The passage of the Water Resources Development Act of 1986 has given us the kind of work to do that would have made our

founding fathers from Virginia and Maryland proud. It allows us to develop water resources never dreamed of 200 years ago. While two states squabbled over the Chesapeake Bay, vast resources lay to the west waiting to be discovered.

The new law authorizes more than \$15 billion in new work and includes nearly 400 projects and planning studies. More significant than this "shopping list" of projects, the new law establishes cost sharing requirements and user fees that guarantee an enlarged role by non-Federal interests in planning, financing, and maintaining Corps projects. This will help insure the wise development of our water resources for generations to come.

On another front mandated by the Constitution, "Defense," we also have reason to

celebrate. The M-9 Armored Combat Earth-mover is in production at BMY in York, Pennsylvania. Some 25 years after conception, seven early production models were delivered last year to Fort Ord to support certification of the 7th Infantry Division. We expect to receive 566 ACEs over the next five years. This piece of equipment and others will help our soldier engineers keep up with the new light division combat troupes, as well as our heavier divisions.

Over 200 years ago, soldiers from the Corps of Engineers proved themselves on the battlefield. They were key to the victory at Yorktown. Exactly 200 years ago, our missions were written into the central law of the land.

Today, we continue to serve and defend our country as we look to its future.

Whose idea is this convention, anyway?

When representatives of 12 states gathered in Philadelphia in May 1787, they were not there to write a new Constitution. The fact they did has been called the miracle at Philadelphia. The fact that they were there at all makes an interesting story.

Ever since the colonies had achieved independence and formed the United States, the fledgling country had been held together by the articles of Confederation. The Articles were written in 1777, while the War for Independence still raged. The one thing the colonies—fighting as they were to throw off an oppressive monarchy at the time—didn't want was the establishment of a new monarchy in America. They were jealous of their sovereignty, so much so that when the Articles of Confederation were written, they were written more like a trade agreement among friendly nations than among states of a single country. The wording of the Articles, "The said states hereby severally enter into a firm league of friendship with each other..." speaks volumes as to the extent the states

wanted to align themselves with their neighbors.

As early as 1780, three years after the Articles were written and still a year before the war was won, there were calls for a stronger central government. As the war continued, problems of depending upon individual states to provide troops, clothing, food and money became more and more evident. The need for a single governing entity was obvious to certain Americans.

Alexander Hamilton of New York was one of those to call for a new Constitution in 1780. Hamilton was only 23 years old when he first proposed a convention to rewrite the Articles, but his words fell on deaf ears. It wasn't until six years later, when problems of interstate trades became unbearable for some of the states, that a meeting was held to discuss that issue. The meeting in Annapolis, Maryland, in September 1786, saw 12 delegates from five states (Delaware, Pennsylvania, Virginia, New York, New Jersey) gather to talk trade. What evolved was resolution calling on all 13 states to send delegates to Philadelphia in May 1787, to amend the Articles with regard to some weakness. And, as we know, that resolution led to the gathering that wrote the Constitution—the document whose Bicentennial we celebrate in 1987.

Picnic reminder

The 1987 Engineer's Day Awards Ceremony and Picnic will be held on Friday, June 26, at the Lake Elmo Regional Park Reserve. The picnic will include various adult and children activities including volleyball, fishing contests, horseshoes, bingo and much more. More information will be posted on the bulletins boards and on flyers that will be mailed out soon.

Corps Calendar

June 3-4	Channel Maintenance Forum Mtg. Prairie du Chien, WI Dan Krumholz / ext. 5898
June 14	Army Birthday (1775) Flag Day
June 16	Army Corps of Engineers birthday
June 16-18	International Meetings PL99 Rehabilitation Program Minot, Grand Forks and Fargo, N.D., Dave Christenson/ ext. 7606
June 26	Engineer's Day Award Ceremony & picnic
June 27	Corps Trailer Exhibit Minneiska Festival, Minn., Rose Braatz/ ext. 7552
July 4	Corps Trailer Exhibit Winona Steamboat Days, Minn., Rose Braatz/ ext. 7552

Unusual bridges in the history of the Upper Mississippi

by Frank Ryder

From the earliest times, the inland waterways of North America were the only available useful routes of trade and travel for American Indians. European explorers, settlers and visitors. Ultimately, as settlement expanded to the hinterlands away from the waterways, the need for bridges to accommodate land travel across these inland rivers became imperative.

In these days of the "affluent society", a highly mobile public, traveling in modern automobiles on non-stop freeways, gives little thought to what rail or highway travel might have been used in the "gay nineties." An interesting facet of such early land travel are the older bridges that once spanned the inland waterways to permit easy access from one river bank to the other. Three highway bridges and one railroad bridge that cross the Mississippi River in the St. Paul District are typical of these early structures.

A highway bridge was constructed in 1899-1900 across the Mississippi River at LaCrosse, Wis. This structure had a total length of 1134 Feet, a deck of wooden plank-

ing 19 feet wide, and a swing span on the Wisconsin side for river navigation. The Congressional Act authorizing this bridge labeled it a wagon and foot bridge and tolls were charged for the passage of vehicles.

At approximately 1:40 a.m. on August 9, 1939, an automobile carrying four passengers collided with a structurally critical section of the Minnesota approach of the bridge, and caused the section to collapse. The automobile and passengers plunged into the river. The car was demolished; two of the occupants drowned; and two escaped with minor injuries. Fortunately, the collapsed bridge section was not a part of the navigation span which remained operable for the passage of vessels. Within hours of the accident, an on-sight inspection of the wrecked bridge was made by employees of the Corps of Engineers from the Winona field office.

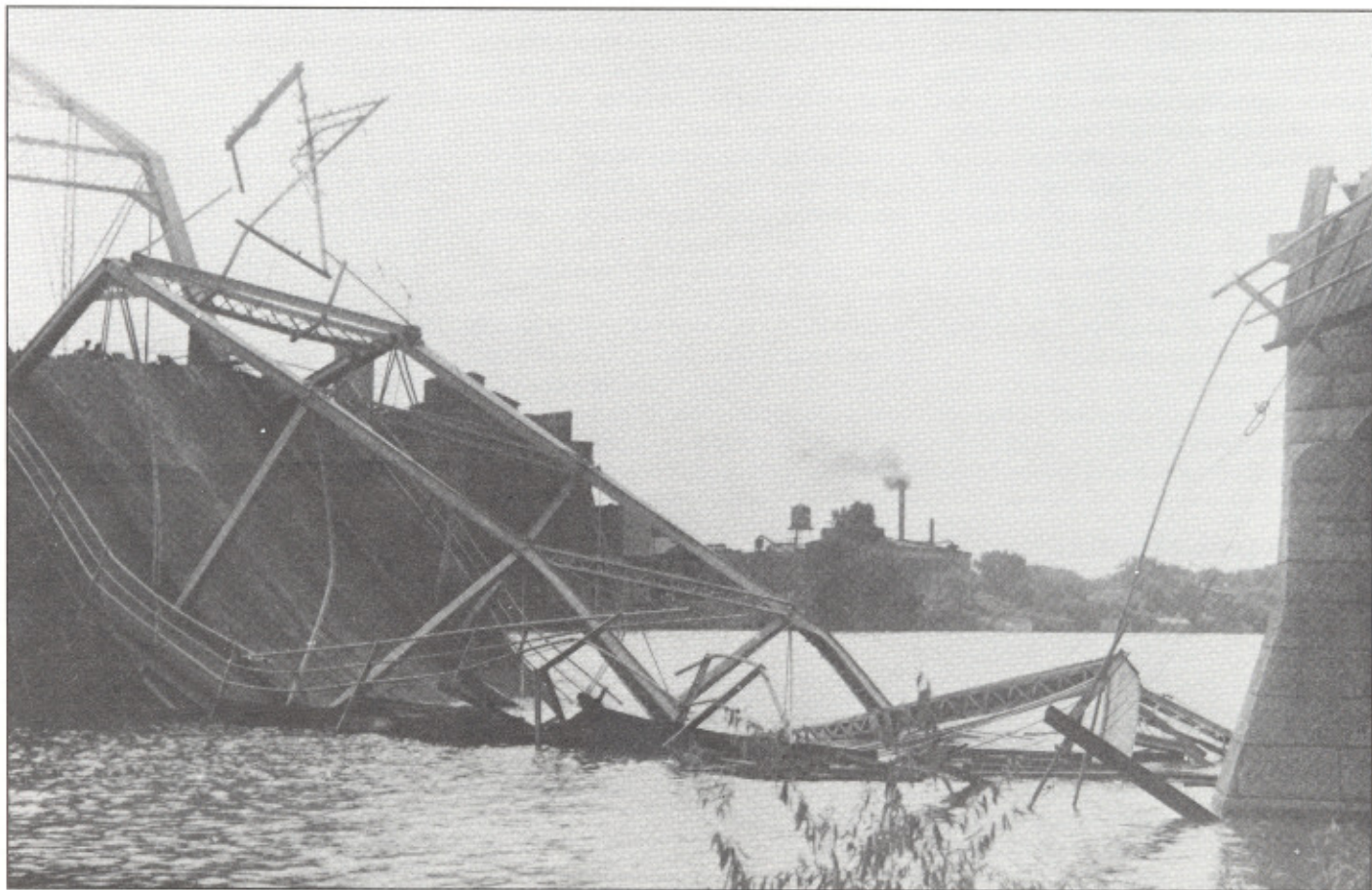
Ultimately this bridge was replaced in 1939-1940 by a new structure at approximately the same location. The new bridge carries U.S. highway 61 across the river bet-

ween LaCrosse, Minnesota and LaCrosse.

A highway bridge at Hastings, Minn., was of special interest because of its west approach. The east approach of the bridge was a conventional trestle approximately 700 feet long and the channel span was a Pratt type through-deck 72 feet above the river. What made this bridge unusual was the Hastings end. A corkscrew or spiral roadway connected the channel span over the river with the main through fare of Hastings which was well below the bridge's deck level. The bridge was completed in 1895, with a deck 22½ feet wide, which was considered adequate for the wagon travel then in vogue.

This structure ultimately became inadequate. A new concrete and steel three-span continuous tied arch highway bridge, located a short distance upstream, was completed in 1950-51 and the spiral bridge was dismantled.

The spiral approach of the old bridge was reputed to be unique. Only the daring driver attempted to negotiate the spiral at more than 15 miles per hour. The obvious hazard



This highway bridge at LaCrosse, Wis. collapsed in 1939 when an automobile struck a critical section. A new bridge was built in 1939-40 at approximately the same location.

of the tight spiral, guarded only by a wooden railing, was its best safety factor and very few accidents were reported to have occurred on the structure during its nearly 60 years of service

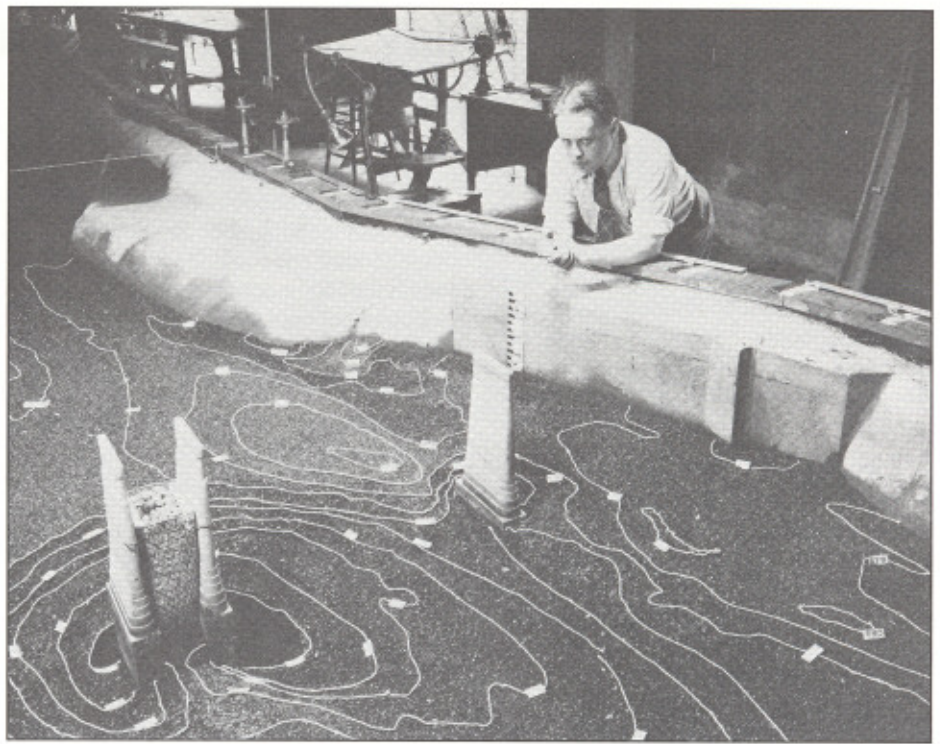
Another highway bridge in existence until recently was the Smith Avenue or "high" bridge that crossed the Mississippi River in St. Paul. This bridge was built between 1887 and 1889 and connected West 7th St. and Cherokee Heights to accommodate horse drawn vehicles. The structure was 2800 feet long, and the substructure was originally of wrought iron. Over the years major repairs consisted of replacement of badly corroded structural parts. Because the bridge abutments coincided with the tops of the river bluffs at each end of the bridge, this structure provided the greatest vertical clearance to river navigation of any bridge across the Mississippi River.

On August 20, 1904, a tornado passed down the river and demolished a 600-foot span of the bridge adjacent to Cherokee Heights. On two occasions, one in the early 1930's and again in January 1962, automobiles passing over the bridge went out of control, crashed through the guardrails and dropped into the river banks below. The cars were wrecked but both drivers survived.

The piers of this structure were at an angle to the direction of water flow which caused scouring of the channel bed and the sediment being deposited downstream. In the late 1940's, hydraulic model studies were conducted at the St. Anthony Falls Hydraulic laboratory in an effort to correct this situation.

The high bridge was demolished on February 24, 1985 and is being replaced by a modern concrete structure.

The Great Northern Railway's stone arch bridge across the Mississippi River near St. Anthony Falls in Minneapolis, was con-

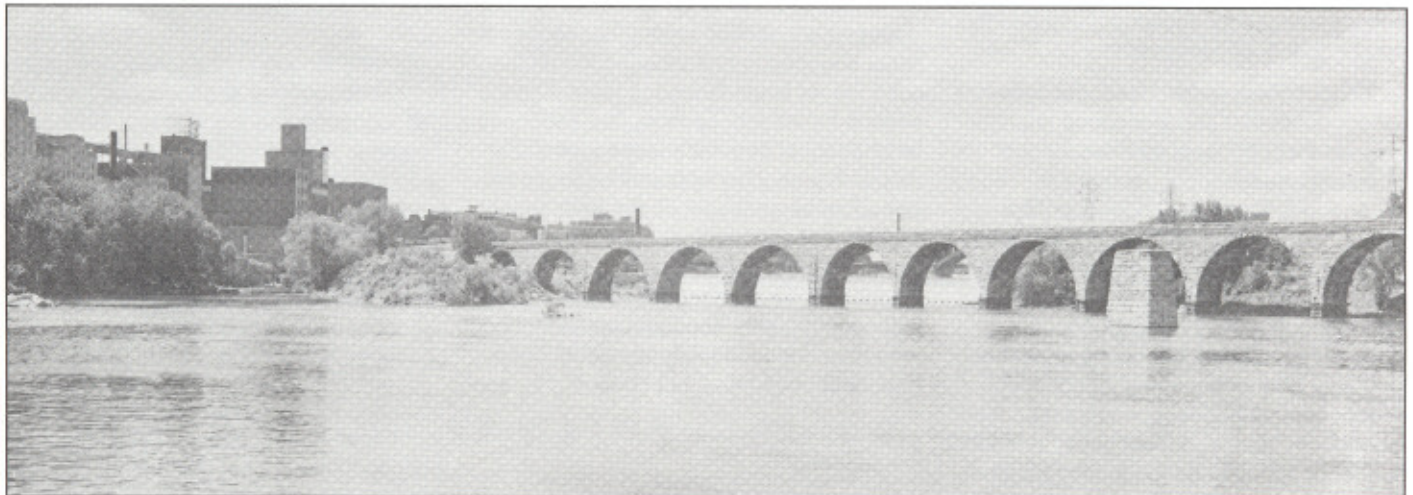


Hydraulic model studies were done in the 1940's in an effort to correct a scouring problem caused by the high bridge in St. Paul. The piers of the structure were at an angle to the direction of water flow. This caused scouring of the channel, with the sediment being deposited downstream.

structed in 1882 and 1883 under the personal supervision of James J. Hill. The bridge has a total length of 2,078 feet from bank to bank, and its original construction consisted of 23 circular stone arches, suggesting the form of Roman aqueducts. Between April 1961 and July 1963, the stone arch bridge was modified to accommodate the navigation channel of the Minneapolis Upper Harbor by removal of pier No. 14, modification of piers No. 13 and 15 and replacing two arches with a truss span. This modification provided an adequate opening for commercial navigation to and from the Upper St. Anthony Falls lock.

As a result of the 1965 record high water, three piers of this bridge settled 14 inches due to the scouring of the sandstone upon which the piers rested. Railroad traffic on the bridge was immediately halted and repairs began on April 18, 1965. Traffic was resumed on October 22, 1965. This bridge was erected as a railroad link between St. Paul and the Pacific Northwest, but was abandoned for use by railroad traffic in June 1984.

The American Society for Civil Engineers labeled this structure a National Historic Civil Engineering landmark on May 14, 1975.



The Great Northern Railway Bridge near St. Anthony Falls had to be modified in 1960-63 to allow river navigation. It is listed as a National Historic Civil Engineering landmark.

Canadian dams play important part in Souris Basin project

by Denise Yale
Public Affairs Office

The St. Paul District, in a joint effort with Canada and North Dakota, has developed a unique solution to flooding problems in the Souris Basin— purchasing flood water storage in two future Canadian dams and using compatible features at the Lake Darling project in the U.S.

The road to this solution has not been easy or straight and is still not a sure thing. "If implemented, the solution will demonstrate that through international cooperation and coordination, water resource development needs can be met at reduced cost and increased benefits to both countries," Marty McCleery said. Marty was the project manager for the Souris Basin planning study.

There was little concern in the Souris Basin about flooding in the 30's and 40's because it was a dry period and any flooding that occurred was minor. After construction in the late 1930's, the Lake Darling Dam, which is located above Minot, N.D., was usually able to contain enough water to reduce, if not prevent serious flooding. This ended with the 1969 flood which caused damages of over \$12 million. Five more major floods occurred between 1970 to 1979.

"The Lake Darling Dam was built by the Fish and Wildlife Service in the 1930's for migratory waterfowl management," Marty said. "It was not intended for flood control, but its management has reduced damages to the area during minor flooding while meeting its waterfowl management goal."

The Corps studied the Souris Basin extensively and developed several different plans to control the flooding. Each plan has had its share of problems.

The first project developed and authorized for the Souris Basin involved constructing an earth-fill dam and Des Lacs River diversion tunnel near Burlington, N.D., located below the Lake Darling Dam and above Minot. "The dam would have provided a high level of flood control protection (250-year at Minot)," Sue Howe, project manager said. The problem with some projects is that to control flooding in one area, you may have to temporarily flood another. While the downstream interests were anxious to have the flood protection that would be provided by the Burlington Dam, the upstream interests were concerned about the prolonged flooding the dam would have caused to the agricultural land in the reservoir area.

In the mid 70's, several alternative plans, including wet dams, diversions and a dry dam were studied, but the local interests were divided and couldn't come to an agreement. Finally a compromise was reached which called for a four foot raise of the Lake Darling Dam and local flood control measures downstream.

This solution was not without its problems either. Raising the dam would cause prolonged flooding of four bridges that crossed the reservoir.

"We were into the design and actual construction of works on the four-foot raise project at Lake Darling when local interests began communicating with Canada in an effort to work out a possible solution," Marty said. The Canadians wanted to expand their existing power facilities at Estevan, Saskatchewan. They were developing plans to build dams at Rafferty and Alameda to provide water for cooling the power facilities, water supply for municipal and agricultural needs, and to meet their water commitment to the U.S. In late 1984, the first contact between Canada and the Corps was made concerning flood storage in these two dams.

"The raise in the Lake Darling dam would provide only 25 year flood control protection for Minot and the valley downstream," Sue said. "With the purchase of approximately 400,000 acre feet of flood storage in the Canadian reservoirs and downstream flood control measures in the U.S., it is expected that approximately 100-year protection could be achieved."

The Canadian dams solution also has its problems and delays. "We are close to coming to an agreement in principle on the operating plan," Sue said. "The technical issues are being completed now. We do have concerns as far as financing goes. Canada wants to be assured, up front, that funds will be provided to meet their construction schedule each year. They also want exchange rate and inflation protection on the funds agreed to. The way that our legislature works, we appropriate money by the year and there is no guarantee in any given year that the funds will be provided. The appropriation each year is subject to the administration budget goals and objectives."

There are also delays on the U.S. side of the proposition.

"We are proceeding with the design of all of the common Lake Darling features that we would need whether we raise Lake Darling Dam or the Canadian dams are built,"

Sue said. These features include levee improvements, protection for downstream property, a downstream warning system, mitigation work with the Upper Souris and J. Clark Salyer wildlife refuges and compensation to Manitoba.

A construction start for Tierrecita Vallejo portion of the local protection measures was scheduled to begin in April but the Souris River Joint Board, who is the local sponsor, has not signed the local cooperation agreement (LCA) that is needed before work can begin. This agreement needs to cover the entire project, whether the Canadian dams were built or Lake Darling were raised. "The board has no problem with the Canadian project, but they do with the Lake Darling four-foot raise," Sue said. "The locals would like the road crossings raised in the pool of Lake Darling as part of the four-foot raise. It has been a policy decision by the Office of the Chief of Engineers that the four crossings in the Lake Darling Reservoir will not be raised. The board feels that those crossings must be raised and will not sign unless they are."

Because the LCA has not been signed, about a year of construction time could be lost. The delays in the construction of U.S. works may cause future problems. "If we get a Canadian agreement, their time schedule for construction is very short—about four years," Sue said. "That means that the entire U.S. portion of the project has to be constructed and ready to operate prior to the beginning of operation of the Canadian dams. That puts us in a four-year construction period and there is a lot of construction that has to be done."

The district will not be involved in the actual construction of the Canadian dams but will be reviewing the design. "The only thing that links the Canadian project to us is the dedicated flood storage volume in Rafferty and Alameda Dams and the operating plan," Marty said. "We've got to be sure that we have enough storage up there to give us the flood protection we need and an operating plan which meets release rates agreed to by locals in North Dakota."

If plans for the Canadian dams should fall through, then the district would proceed with the Lake Darling Dam Project. If the Canadian dams are built, the Burlington Dam project will be deauthorized when and if the dams have been constructed and are operating.

Office Highlight**Cultural Resources Unit**

"Archeology and historic sites don't stop Corps projects," archeologist Dave Berwick said. "It's a matter of locating significant sites and insuring that in building a project, we aren't losing important data on the history or prehistory of the area. Our first objective is to try to avoid significant sites by shifting project alignments, by reusing historic structures, or other alternatives which preserve these sites in place. These resources are non-renewable and when they're gone, they're gone forever. If we can't preserve the sites themselves, we preserve the information they contain through documenting historic structures or excavating archeological sites."

As the district's senior archeologist, Dave heads the Cultural Resources Unit, a part of Environmental Resources Branch. In addition to Dave, Cultural Resources includes archeologists Terry Pftutzenreuter and Kathy Stevenson and district historian John Anfinson.

The unit deals with almost every phase of projects in the district. Work starts during the initial phases of a study and continues during engineering and design, and on through project construction and operations.

On larger projects, a literature search and records review is done to become familiar with an area and to determine where archeological or historical sites have already

been found or might be found. A brief visit to the area to talk to area landowners may also be done to gather more information.

The next step is a field survey to look for archeological sites or historic structures. In a large study, such as Devils Lake, a reconnaissance survey will be done. This type of survey will cover only a small percentage of the project area and is designed to help identify areas where sites may be located. Archeological surveying is done by walking through farm fields looking for artifacts such as arrowheads or historic pottery sherds that are found on the ground surface. In areas that are overgrown, small test holes are dug at intervals of fifty feet. In this method, about a square foot of earth is removed to a depth of a few inches to several feet and the soil is screened through a ¼ inch mesh screen to collect the artifacts.

"Once we've found the sites, the next step is to determine if they have some importance that would make them eligible for the National Register of Historic Places. Historic sites can be significant based on various factors, such as engineering features, architectural styles, or an association with an important event, era, or person. Archeological sites are generally considered important based on the scientific information that can be collected from the sites during excavation," Dave said.

A site is considered archeological when



Photo by Ken Gardner

Terry Pftutzenreuter

all of the information about the inhabitants of the site is contained in the material remains found in the ground. Archeological sites can be either prehistoric or historic. A site is historic if it is more recent than the 1740's—generally accepted as the date Europeans first contacted Native Americans in the Minnesota region. Sites predating the first contact with Europeans are considered to be prehistoric.

"There are thousands of prehistoric archeological sites along the Mississippi River," Dave said. "We've done a reconnaissance survey in pool 10 and there are close to 300 sites in this pool alone. Many of the sites are deeply buried. We found sites fifteen feet below the ground surface and there are likely some deeper than that."

"If project designs cannot be modified to avoid significant sites, the only recourse is to excavate these sites and preserve the artifacts or other information contained in them. Site excavation requires a lot of labor and time for the field work, laboratory time for cleaning, cataloging, and analyzing the recovered artifacts, and additional time for writing the site report," Dave said. All of the required excavation work is contracted out. Normally, the contractor has to make provisions for curating the artifacts. "We like to see the artifacts stay in the state in which they were excavated so that they are available for study by local and regional archeologists. Usually there is a state historical society or university that curates these artifacts," Dave said.

"Overall, the St. Paul District does not do a lot of excavation work, because we have a good track record in avoiding as many sites as possible. We get involved early in the planning stage of a project where there are alternatives for avoiding sites," Dave said.



Photo by Ken Gardner

From left: Kathy Stevenson, Dave Berwick, and Jon Anfinson.

District schedules mobilization awareness program

District office employees will have an opportunity to learn more about their duties under mobilization in early July.

On Wednesday, July 8, the district will conduct its first Employee Mobilization Awareness Program. Sponsored by Emergency Management, the Employee Awareness Program is designed to insure that every district office employee knows what they need to know about their individual assignment during a mobilization.

A national military build-up or mobilization under emergency conditions would cause a significant shift in the type and amount of work for the St. Paul District and the rest of the Corps. In general, many civil works projects would be terminated or reduced while increased focus would be on military construction at the three military installations the district is tasked to support. Many district employees now working on water projects such as flood control projects and basin studies, would be reassigned to military construction projects.

As the district reorganizes under mobilization, a number of employees, especially those assigned to Planning Division, would be reassigned to Engineering or Construction activities.

According to Dave DePoint, mobilization

planner in Emergency Management, "Some district employees are very familiar with their mobilization assignments and have a good feel for their duties and what kind of projects they would be working on in a mobilization situation. Other employees have a general idea of their mobilization assignment but no real idea of what they would be actually doing. And, unfortunately, there are a few employees who have no idea of their duties during mobilization."

The July 8 awareness Program will accomplish several things, Dave said. "First, it will insure that every district office employee knows what their mobilization assignment is. At the beginning of the program at 9:30 a.m., all employees will actually go to the office of their mobilization assignment. Secondly, employees will learn about their mobilization duties, what kind of projects they might be working on, and under what kind of conditions they might be working," he explained.

While smaller offices can hold their awareness programs in their normal office space, larger groups such as Engineering will have to use conference rooms located in the Post Office Building or in nearby buildings, if necessary, Dave said. In addition, conference rooms will be used for the

briefings held for employees assigned to the three field offices which will be opened in a mobilization at Ft. McCoy, Camp Ripley, and the Twin Cities Army Ammunition Plant.

"Finally, the Awareness Program will give supervisors who will be managing expanded staffs under mobilization the opportunity to meet face-to-face with their new employees, to discuss assignments and duties, and to talk about working conditions. This is really important for those sections that will gain a large number of employees. Those supervisors need to review their mobilization plans and think about work space for additional employees, work assignments, the transition from civil works to military construction, and the establishment of large field offices at the installations we support," Dave continued.

More information on the Employee Awareness Program will be distributed in the coming weeks, Dave said. "We will be putting out more details on the July 8 program in the next month. In addition, we will have a meeting with division, office and maybe key branch chiefs to discuss the meetings they will have with their expanded staffs during the awareness exercise."

Around the district

by **Ken Gardner** Public Affairs Office

It's 11 p.m. Do you know what your mobilization assignment is? If you do, have you ever talked to your mobilization boss about your duties? If the answer to either of these questions is "no," then mark your calendar for July 8. That's the day that Emergency Management has scheduled an "Employee Mobilization Awareness Drill."

See the article in this issue of Crosscurrents for more information. In addition, expect more information on mobilization duties and this special drill in the coming weeks.

Now let's move on to the good stuff—people.

Somehow I missed a people change in Management Analysis Branch. Management Analyst **Stan Peterson** resigned a couple of months ago and was replaced by **Nick Carter**. Nick comes to St. Paul from the Washington, D.C. area where he worked at the Army's Military Personnel Center.

In Planning Division, **Ed McNally**, landscape architect in Economics, Social, Recreation Branch, has been selected for long-term training in the Planning Associates program at Ft. Belvoir. He should be

heading east in June or July for the one year program.

When I was in journalism school, there was a saying that went "When lawyers make a mistake, their clients go to jail; when doctors make a mistake, their patients die, but when journalists make a mistake, they print it for the world to see." A simplified view, at best.

In the April issue of Crosscurrents, we ran an article on the Sedimentation Project at St. Anthony Falls. The article mentioned that the project was started in 1948 at the University of Iowa at Ames.

Wrong.

The University of Iowa is at Iowa City. Iowa State is at Ames. Thanks to eagle-eyed retiree **Robert Cowan**, former chief of Hydraulics Branch who now lives in Hawaii, for catching the error and setting this west coaster straight.

From Washington, we received a notice announcing the retirement party for **Colonel Ed Rapp** on May 26th in Washington, D.C. He served as district engineer from 1982 to 1985.

And that's what's happening "Around the District" this month.

Gen. Vuono nominated

WASHINGTON (ARNEWS)—President Reagan announced that he will nominate General Carl E. Vuono as the Next Army Chief of Staff.

Senate confirmation of the nomination will make Vuono the senior uniformed member of the Army, directly responsible to Army Secretary John O. Marsh Jr.

Vuono is currently commander of the Army's Training and Doctrine Command, Fort Monroe, Va. He will succeed General John A. Wickham Jr., who retires in June.

Born in Monongahela, Pa, Vuono earned his commission from the United States Military Academy in 1957.

Deaths reported

Two retired St. Paul employees have died in recent months.

Eugene D. Korhonen, who served as chief of Procurement Branch from 1941 until his retirement, died on April 20 in Minneapolis.

Arwood M. (Bob) Miller, chief of Personnel from 1948 to 1963, and in 1966, died on April 3 in Mendota Heights, near the Twin Cities.