

DOT Today

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U.S. Department of Transportation



Moving America Together

A* L A S K A * A

yesterday and today



Residents of Nome, Alaska, enjoy an open air concert performed by the 22nd Infantry Band of the U.S. Army in July of 1910. The U.S. Life Saving Station is in the background.

When the U.S. bought Alaska from Russia in 1867, there wasn't much celebrating. In Washington, D.C., lawmakers weren't completely convinced about the wisdom of the Alaska purchase, so Congress made little effort to fund any activities in what legislators called "this ice box." At the time, only one lighthouse existed in all of Alaska, equipped with a seal oil lamp and a large reflector. And with that, the U.S. Lighthouse Service — a predecessor of the U.S. Coast Guard — began its long history of saving lives and protecting ships in this new territory.

As it became clear the U.S. really had purchased this land and would be involved with trade and development there, the Lighthouse Service gradually began adding aids to navigation in the area. By 1884, 14 iron buoys were set. The first beacon light in Sitka's harbor came in 1895. The Alaskan Gold Rush in 1897

drew thousands of fortune seekers to Nome. Those buoys and that single beacon were the only help ships had to guide them through the channels and up the rocky coastline. Passengers and freight had to be transferred to shore from two miles out by small boats. This kind of danger led to establishment of a Life Saving Station there in 1905. Members of the Life Saving Service rescued people from ice floes, grounded ships or capsized boats, and helped the local fire department fight fires.

In 1900, Congress finally appropriated \$100,000 to establish lighthouses in Alaska waters. Seven lighthouses were constructed from 1902-1905. Alaska's first coastal light, Scotch Cap, was lit on June 18, 1903. All those early structures were made of wood and eventually had to be rebuilt.

The Lighthouse Service also commanded a fleet of lightships, placed to help guide ships through haz-

ardous waters where lighthouses could not be built.

The Revenue Cutter Service

After the Alaska purchase in 1867, the revenue cutter Lincoln was the first to carry officials who wanted a look at the new territory. Small revenue cutters, known as the Bering Sea Patrol, provided a badly needed search and rescue service to the isolated region. The Revenue Service also acted as the only law enforcement agency for many years in the region.

Cutters visited the inhabitants of the most remote regions, acting as liaison between the territory and the federal government, and in many cases were their only outside contact. Over the years, the service developed a close relationship with the native Americans in Alaska. In 1890, the commanding officer of the cutter BEAR, Captain Michael A. Healy, was concerned that animals provid-

ing food for the native Americans were becoming extinct because of over-trapping for fur. Although there were only about 25,000 natives in Alaska, he felt that if nothing was done, they might face starvation.

Healy wanted to introduce domesticated reindeer as an alternate food source saying that the native Americans, could be taught herding techniques if the animals were brought into the region. During the summer of 1890, BEAR traveled to Siberia, a short distance away, where Capt. Healy persuaded the Chukchi tribe to sell him 17 reindeer. The animals were hoisted onto the cutter with a sling and



Sentinel Island Light Station, one of the first U.S. built lighthouses in Alaska. Built of wood, it began operating in 1902. Photo courtesy of the Alaska State Historical Library.

(continued on Page 3)

Economic Stimulus Package Includes Transportation Improvements

On February 17, President Clinton went before the American people to announce his economic plan. That afternoon, Secretary of Transportation Peña outlined the Administration's budget proposal for an additional and immediate \$4.16 billion in transportation spending as part of the president's commitment to stimulate the economy in the short term while investing in the nation's future.

These proposals represent 25 percent of total new investment spending in the president's government-wide economic program. The transportation spending will support an estimated 70,000 jobs over fiscal years 1993 and 1994. Secretary Peña also out-

lined proposed transportation investments for fiscal years 1994 through 1997, supporting an estimated 186,900 jobs.

The Secretary said that DOT will fulfill its commitment to reduce government spending by cutting civilian employment by 2,800 positions by fiscal year 1995 and reducing administrative expenses by 14 percent by fiscal year 1997. Personnel reductions are expected to be accomplished by attrition.

The proposals urge Congress to make available additional aid for improvements in highways, mass transit, airports and Amtrak, so that state and local governments can accelerate spending for projects that have been approved and are ready to go now. As a further incentive for states and local governments to use those funds quickly, the department proposes to redistribute unused highway and transit formula funds during the summer to those who can put them to work right away.

"Transportation is a fundamental part of the president's bold, comprehensive plan for creating jobs, raising incomes, reducing the deficit and investing in our nation's future," said Peña. "This program provides a balanced approach between getting the economy going right away and taking long-term steps to keep the economy strong for years to come." ■

ECONOMIC STIMULUS PACKAGE

Transportation Investment: \$4.16 billion



\$30 billion
President's Total Stimulus Package

HIGHWAYS	2.9 billion
TRANSIT	750 million
AIRPORTS	250 million
AMTRAK	188 million
70,000 + JOBS SUPPORTED (FY 1993-94)	

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Computers

Reader Survey Results

The 5,662 responses received in the DOT Today Reader Survey have been tabulated, and the results are as follows:

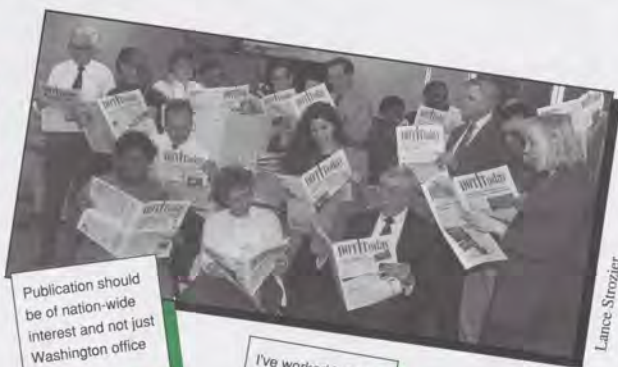
1 Question #1 asked how often you read the publication:

	Headquarters	Regional Offices	Field
Always	59.8 %	56.4 %	50.4%
Sometimes	35.2	39.3	41.8
Never*	5.1	4.3	7.7

*Some people in this category indicated they had never even seen a copy of DOT Today.

Like most of our internal papers, it is mostly "happy talk."

DOT's best effort at "intermodalism" so far. Keep up the good work!



Lance Strozier

Publication should be of nation-wide interest and not just Washington office

I've worked in DOT offices for many years and I must say this newsletter gives a better outlook on the agency

Include articles about DOT agency efforts to mitigate environmental impact of projects

Waste of money. Spend it on equipment for the FAA

2 Question #2: Which sections of DOT Today do you enjoy most? Readers were asked to rank their preferences from least enjoyed to most enjoyed. We discovered that this ascending order (1-7, least to most) was confusing for some people. Some commented that the ranking should have been descending order, 1 to 7, most to least. Others may have answered the question using descending order ranking. Therefore, the results on this question may not be as accurate as we would have liked. However, as listed by readers, the average ranks were as follows, which we intended to represent as 7, most enjoyed and 1, least enjoyed.

	Headquarters	Regional Offices	Field
Employee Forum	7	6	7
Features	6	5	6
Calendar	5	7	4
Employee Profiles	3	4	5
Health & Fitness	4	3	3
Legislative Update	2	2	2
Around DOT	1	1	1

We get far too many copies

We don't receive enough copies

Most of the comments on "Around DOT" reflect a feeling that the news is old by the time it gets to offices outside headquarters, or that it is the same information that is available from press releases and other sources.

As a result of the comments, we will be running more detailed news items about projects going on at headquarters, regional offices, field offices and sectors, and the employees involved with them. There will no longer be a center section with specific portions assigned to each operating administration. We'll try to bring you more of what you've asked for in all sections.

Would like to see articles on the FAA international representatives and others serving overseas

3 Question #3: Is the type used in the newsletter easy to read?:

	Headquarters	Regional	Field
Yes	98.3%	97.8 %	97.5%
No	1.7	2.2	2.5

It is the only means we have out in the field to keep us posted on DOT news in general

Appears you only think of yourselves and regional - not us in the field. Will you publish this comment?

Your interest in everyone's opinion and betterment of publication is commendable

4 Question #4: Are the features in DOT Today too long, too short or just right?

	Headquarters	Regional	Field
Too long	12.0%	17.9%	16.0%
Too short	5.6	2.5	4.0
Just right	82.4	79.6	80.0

7 Question #7 asked for your location, regional or headquarters. Since "field" was not one of the choices provided, some of those who indicated "regional" may actually be located in a division or smaller field office. Many of you chose to write in "field office," and these were tabulated as such.

Headquarters	Regional Offices	Field offices
1,481	2,265	718

There were 1,198 surveys in which question #7 was not answered.

DOT Today

Volume II, No. 6, March, 1993

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Secretary of Transportation Federico F. Peña
Editor Sue Challis
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This is your publication, and we value your input. If you would like to submit letters, comments or articles, please address them to: Editor, DOT Today, OST, Office of Public Affairs, A-20, Room 10413, 400 Seventh Street, S.W., Washington, D.C. 20590. (202)366-5578; FAX (202)366-3703.

The deadline for the April 1993 issue is March 22.

This newsletter is recyclable



Please Recycle

DOT Today promotes a greater cause of belonging to DOT by employees. It's one of the few mechanisms, especially in the field, to increase awareness of the total DOT mission.

Need more input from all administrations - not just the large ones

Some of the Other Things Readers Would Like See:

- Job openings within DOT located all over the country
- What about a little humor? Jokes, cartoons, etc.
- Retirement planning
- Photo of the month: interesting transportation-related photos by employees
- Resource-saving ideas or suggestions from around the department
- More detail on employee profiles. For example, what does a railroad inspector/aviation inspector do in the course of their duties?
- DOT seminars, conferences and symposiums open to employees
- Budget process and how it works
- Secretary Q & A
- Employee achievements outside the department
- Unique work sites
- Focus on a different region each month or a special event there
- More pictures, please

Thanks to everyone who returned completed surveys and sent in the more than 600 written comments and 450 suggestions. Your input will be used to keep improving DOT Today and make it more responsive to employees' interests.

Special thanks to Barbara Baldwin and Linda Covill, who patiently entered tens of thousands of numbers to get these final results. ■

ALASKA *cont'd.*

taken back to Alaska, where native Americans were indeed taught to be herdsmen. Fifty years after the BEAR's trip, the reindeer population had grown to over 500,000.

In 1914, President Woodrow Wilson was searching for ways to streamline government. One of his measures called for merging the Life Saving Service and the Revenue Cutter Service. In 1915, Congress approved the measure, and the Coast Guard was established, taking in those two services. In 1939, the Lighthouse Service officially became part of the Coast Guard.

By the 1930s, the Coast Guard had replaced the aging revenue cutters. The long range of the new ships put them in line for military duty in the Pacific. The Bering Sea Patrol officially ended in 1964 — since aircraft could now reach many of the villages formerly reached only by ship.

The FAA Presence

In the 1930s, the first full-time aeronautical inspector was designated by the Bureau of Air Commerce for permanent duty in Alaska. Before that, the Department of Commerce responsibilities in Alaska under the Air Commerce Act of 1926 had been accomplished in the course of a visit by an inspector once a year. The duties of the new full-time inspector were to include examination of air-

men and aircraft for licensing, enforcement of airline regulations and air traffic rules, inspection of flying schools, rating of airports, and all other matters under the jurisdiction of Commerce. An important part of these duties was to cooperate closely with the territorial government in seeking to develop airports and stimulate interest in flying.

Today, aircraft still provide the primary means of getting people, food, mail, medical supplies, schooling and other essentials to many of the remote communities and households in Alaska. The FAA now has more than 1800 employees in Alaska, spread out among 20 field offices, six towers, and 21 flight standards stations, maintaining air safety by inspecting planes, directing air traffic and monitoring flight standards.

FHWA in Alaska

The Federal Highway Administration has a division office in each of the 50 states, including one in Alaska. It's set up just like the ones in the "lower 48" and reports to the Region 10 office in Portland, Oregon. In Alaska, the FHWA staff is co-located near the state transportation office in Juneau.

Their mission, says administrator Robert Ruby, is to administer federal-aid highway funds to the state DOT for construction projects. In all of Alaska, there are 18 FHWA

employees; 15 in Juneau, where the division office is located, and three in Anchorage (with the Office of Motor Carrier Safety). The Alaskan staff consists mostly of engineers and a small support staff.

The largest group of staff (four people) are involved in design and construction, a \$205 million area for FHWA in Alaska last year. Other positions include right-of-way, planning, bridges, fiscal, and three secretarial and clerical positions.

The job openings for FHWA are



advertised nationwide, says Ruby. Recent hires came from Mississippi, South Carolina and Virginia. "For most, it's a promotion," the administrator continues. "These are designed as two-year assignments, but the majority stay on from four to eight years."

RSPA - Rounding Out the Team

Although Alaska is not an official field office for the Research and Special Programs Administration (RSPA), there are currently three positions under their control there, two in the Office of Aviation Statistics and one in pipeline safety.

The Coast Guard Today

The 17th Coast Guard District now encompasses the entire state of Alaska — 33,000 miles of coastline — more than all the other states combined.

Currently, there are about 1,263 aids to navigation maintained by the Coast Guard throughout Alaska, and more than 2,000 active duty personnel, 150 civilians, 93 reservists and 365 auxiliaries — from the more populated southeast to Attu, the farthest northern point in the United States, near the Russian border. There are 42 Coast Guard units throughout Alaska, led by the district headquarters in Juneau.

Coast Guard personnel and ships now work with the Russian border patrol, keeping watch on the 950,000 square miles of water off the Alaskan coast to enforce the 200-mile fisheries conservation zone. The Coast Guard responsibility covers 3,853,500 square miles of water — more than in all of the continental U.S. While search and rescue remains their primary mission, maritime law enforcement, aids to navigation, military readiness and marine safety are also among their tasks.

Using today's modern aircraft, patrol boats and cutters, the people of the U.S. Coast Guard — still as hardy and courageous as their forebears of 100 years ago — face the challenges Alaska has to offer. ■



"I didn't quite know what to expect when I came here," the 11-year Coast Guard veteran says about Juneau. After a little over two years in Alaska's capital city, **Petty Officer 2nd Class Norris Hudnall** says he enjoys it. "It's not as isolated as some parts of Alaska," he says. "But it's a different kind of life."

Born and raised in Mobile, Ala., Hudnall says he likes the people, and the way the Coast Guard is held in high regard. As he puts it,

"The people here appreciate the Coast Guard and what we do for them."

Hudnall, who works in the 17th District Marine Safety Division, says he joined the Coast Guard to see other places, and that Juneau is definitely a sight to see. Among the many activities he enjoys in the Last Frontier are hiking and fishing. "The fishing is great," he says. "Even if you don't catch any fish, you'll see beautiful scenery."

Serving on different committees and donating his off time to local causes helps Hudnall through the long Alaskan winters. He is an active member of the Big Brothers/Big Sisters of Juneau, and spends time every week with his "little brother." "We go sledding," he says. "Something you don't get a chance to do in Alabama."

Bob Davila, born and raised in San Antonio, Texas, always wanted to go to Alaska. So, six years ago when he got out of the military, he applied for and got a job with the FAA in Anchorage. "My family, especially my teenagers, weren't very happy about it," he says. "It was a pretty dramatic change for them."

Davila, an aviation safety inspector in the Flight Standards Division, says it was hard for everyone the first year or so. "Once you get used to it though, the nights that never end, the harsh weather, it's a great

place." Around May, Davila says the environment "normalizes" and he and his family enjoy many outdoor sports like fishing and hunting.

Davila was FAA Hispanic Program Manager for Anchorage from 1988-91. He says the Hispanic community in Alaska has grown dramatically since he's been there, from 5,000 in 1987 to nearly 15,000 today. As for his assessment of Alaska: "It's so laid back here. You don't even lock your front door. And the mentality — is so independent, I don't even mind the 50-mile drive each

Monica Gillett is an Alaskan native raised in Galena, on the Yukon River, which qualifies as "bush country." It's 355 air miles northwest of Anchorage — air miles because you can't drive there. The nearest village is 50 miles away, with access by either boat or dog sled. Gillett's mother's family has always lived there, she says, in the early days with no running water or indoor toilet facilities. When she was 11 years old, her family decided to move to Anchorage so that she and her brother could get better schooling.

"It was a real culture shock at first," says Gillett, age 23, who admits she has never in her life spent more than two weeks outside Alaska. After graduating from high school in 1987, she held a variety of jobs. Then she took the test for government employment and started working in the personnel area with the

Federal Aviation Administration in Anchorage.

Starting as a secretary, she moved up to personnel clerk and now is a personnel assistant. She says the federal presence is strong in the area, and that other government agencies like the IRS and the VA communicate with each other frequently and help each other when needed.

When asked if she'd ever want to work and live in "the lower 48," Gillett says she won't rule out the possibility and has always wondered what it would be like. "I'm kinda sick of snow," she admits.



Paul Steucke, now at FAA headquarters, spent 16 years as a federal employee in Alaska, eight of them with the FAA public affairs office in Anchorage. He was formerly part of a joint federal/state commission, then a federal inspector for the Alaska natural gas pipeline, and was in the right place at the right time when the FAA position became available.

"There were only three people in the FAA public affairs office then," he says.

way to and from my home in Wasilla," says Davila. "It's a pleasant drive. One night I might see the Northern Lights. Another, I might see a moose on the side of the road. I don't

"Our own little family. It was a great work environment." Two years ago, the excitement of working in Washington, D.C. called to Steucke, and he was able to transfer back to the area as the manager of FAA's Public and Employee Communication Division.

He says that most people who have never been to Alaska would be amazed at just how large the state is, yet the population is low. Anchorage, Steucke says, is really very cosmopolitan, and the community of federal employees is a strong one. "Federal employees there are like neighbors," he

says. "They look out for each other, help each other because of the sometimes harsh environment they all face in Alaska, like the 30 below temperatures and the 'dark season.' There are definitely adjustments to make. "One thing is sure," he says. "The federal presence is very strong in rural communities. Many of the volunteer jobs of paramedics, firefighters and even lawyers are traditionally filled by federal employees who bring with them a considerable amount of management experience."

think of it as a commute. It's more like a walk in the woods."



Many thanks to the following contributors:

Coast Guard historical materials: PA2 Don Atwell and PA2 Kathy Yonce, U.S. Coast Guard; FAA Historical Fact Book: Vincent Casey, FAA

AroundDOT

COMMISSION PROPOSED TO STRENGTHEN AVIATION INDUSTRY

Secretary Peña joined with House Majority Leader Richard Gephardt and a bipartisan group of House and Senate leaders at a Feb. 16 press conference to announce a new initiative in aviation.

The group proposed legislation creating a 15-member national commission that will recommend ways to strengthen the industry. The president, the House and the Senate would each appoint five voting members. Another seven non-voting members would replace the seven-

member commission mandated by Congress last year. Appointees, who will represent a broad cross-section of the aviation industry, will be announced after the legislation is approved by Congress and signed by the president.

"The U.S. aviation industry is a barometer of the health of the American economy and a benchmark for our global competitiveness," said Peña. "Now these indicators are flashing alarm signs—U.S. airlines have lost a staggering \$8 billion over

the last three years, airframe makers have seen their order backlogs shrink, and tens of thousands of American workers have lost their jobs."

The legislation would establish the National Commission to Ensure a Strong Competitive Airline Industry. The commission will assess the financial condition and future of the airline industry and the state of the U.S. aircraft manufacturing industry, complete its work in 90 days and make recommendations at that time

to the president and Congress.

"My discussions with members of Congress, aviation industry leaders, employees, and consumers underscored the need for a short-term, intensive strategy to stabilize and fortify the U.S. aviation sector," said Secretary Peña. "Diagnosing what ails the aviation industry is the first step toward prescribing ways to help it recover. This commission will do both quickly." ■

Airline Passengers: You May Be Carrying Hazardous Materials in Your Luggage

The Federal Aviation Administration has begun a campaign to alert air travelers not to carry hazardous materials aboard aircraft. A new brochure, "Hazardous Material? Tips for Airline Passengers," is being inserted in new luggage produced by eight different manufacturers. Although similar warnings are displayed at all airport check-in counters, many passengers only see them after their bags have been packed.

By simply leaving the brochure in their luggage, passengers have a handy reference if they have any doubt concerning the safety/legality of carrying a certain item.

Many common items from the home, workshop or garage can pose a danger when transported. These include aerosols containing flammable material, safety or "strike-anywhere"

matches, propane, butane cylinders or refills, lighter refills or mace.

Hazardous materials are prohibited in checked or carry-on luggage. There are certain exceptions for medical needs, sports equipment, and items to support physically challenged travelers. Carrying firearms on board aircraft is forbidden. Unloaded firearms may be transported in checked luggage if declared to the agent at check-in and placed in a suitable container.

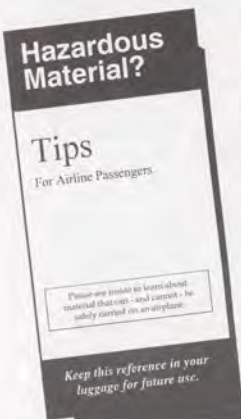
Violators of federal hazardous materials regulations may be subject to a civil penalty of up to \$25,000 for each violation, and, in some cases, a criminal penalty. To get a free copy of the brochure, send your name and address to: U.S. Department of Transportation, M443.2, 400 Seventh Street, SW, Washington, D.C. 20590. ■

A GOOD IDEA

Credit for this brochure belongs to Tom Kenny, regional hazardous materials coordinator for FAA's Western Pacific Region. In 1990, Kenny grew concerned with the incidence of hazardous materials carried in luggage by airline passengers. "I felt we should educate the public, do something to augment the hazardous materials signs displayed at airports," he says. "A brochure is a way to alert people when they pack — before they get to the airport."

Working on his own, Kenny wrote, designed, printed and distributed 15,000 copies throughout the Western Pacific Region, and submitted his idea to FAA headquarters for use nationwide.

The brochure was refined, and the idea of placing it inside new luggage was suggested by the FAA Headquarters Public Affairs Office to the Leather and Leather Goods Manufacturers Association in New York. Eight of their members (representing approximately 20 percent of new luggage sold in the U.S.) agreed to insert the brochures in their new products. The 5.2 million copies will be inserted at no cost to taxpayers.



Keep this reference in your luggage for future use.

Legislative Update

New Committee Chairmen Named

Committee assignments for the 103rd Congress are now set. We'd like to introduce you to the new chairmen of those committees and subcommittees relating to transportation:

Rep. Norman Mineta (D-CA) was chosen as chairman of the House Public Works and Transportation Committee. Of the 53 members appointed to the panel, 29 are newly elected House members or newly assigned to the committee. The Aviation Subcommittee held hearings last month on the problems of the U.S. aviation industry.

Rep. Gerry Studds (D-MA) was elected chairman of the House Committee on Merchant Marine and Fisheries. Last month, its Coast Guard and Navigation Subcommittee held hearings on the 1990 Oil Pollution Act and a study on proposed tanker safety standards.

The House Appropriations Committee is chaired by Rep. William H. Natcher (D-KY). The House Transportation Appropriations Subcommittee, with its new chairman, Rep. Bob Carr (D-MI), has announced its schedule of hearings for transportation funding requests for FY 1994 and other issues. The hearings began in February and continue through May 5. The subcommittee also heard testimony last month on the benefits of spending additional funds to improve infrastructure.

In the House Committee on Energy and Commerce, Rep. Nick Joe Rahall II (D-WV) has been named chairman of the Subcommittee on Surface Transportation, and the Subcommittee on Merchant Marine will be chaired by Rep. William O. Lipinski (D-IL).

The Senate Environment and Public Works Committee, with its new chairman, Sen. Max Baucus (D-MT), has reorganized its subcommittee structure. Changes are also being made in the committee staff. ■



William O. Lipinski
D-Illinois



Max Baucus
D-Montana



William H. Natcher
D-Kentucky



Gerry Studds
D-Massachusetts



Norm Mineta
D-California



Nick Rahall
D-West Virginia

What's Up During Seaway Corporation's "Down Time"

Story & Photo by Kevin O'Malley

Did you ever wonder what happens to the lock operation employees of the Saint Lawrence Seaway Development Corporation in Massena, N.Y., after the Seaway closes each winter? No, they don't take an extended vacation or just sit around waiting for the new shipping season to begin. Most continue working, but their roles change under the annual Preventive Maintenance Program. For example, a linehandler during the shipping season may work as a maintenance assistant during the winter.

The Seaway Corporation developed the maintenance program as a way to minimize long-term repair costs to the two U.S. Seaway locks, Eisenhower and Snell, located in Massena. Through annual preventive maintenance and minor repairs, the Corporation keeps the Seaway's lock infrastructure in top condition and this ensures the waterway's impressive reputation for reliability

for shipping.

During the season, the U.S. locks get quite a workout being raised or lowered for the more than 2,500 vessel transits representing nearly 40 nations.

Each winter, the 860-foot-long locks take on a different look. Every year, following the close of the Seaway's shipping season, the two U.S. locks are inspected and evaluated by Seaway engineers for any damages incurred during the previous shipping season and regular wear-and-tear and maintenance needs.

During the 1993 winter maintenance program, the Seaway Corporation concentrated its maintenance repairs on the miter gates (that keep water out of the locks) at Eisenhower Lock. A team of six employees was assigned to work inside for about 10 weeks. Their jobs are expected to be completed just prior to the scheduled March 30 Seaway re-opening date.

When major winter maintenance

work is scheduled, the locks are immediately emptied of water and covered to shield employees from the harsh winter weather and subzero temperatures. Inside, the locks start to resemble the ancient catacombs of Rome, taking on an eerie, cavernous appearance. Lights, heaters, and equipment are lowered into the 100-foot deep lock chambers to enable employees to perform maintenance and repairs.

Seaway Corporation employees from various maintenance branches such as mechanical maintenance, heavy equipment, buildings and grounds, and electrical are typically engaged in the winter maintenance program. Specialists in particular trades apply their expertise wherever needed. Employees responsible for lock operations during the season are used in assistant roles.

"The Seaway Corporation is extremely fortunate to have employees who are professional and skilled

tradesmen," Administrator Stanford Parris remarked. "It is quite unique that we can take a person who works as a linehandler during the shipping season and have him or her put on a new hat and work as an assistant during the winter lock work. By using our own employees for our Preventive Maintenance Program versus a contractor, we are saving a considerable amount of money."

Parris added, "The Seaway lock system is extremely critical to the economic success of the Midwest region of North America. A series of 15 locks connect the Atlantic Ocean with major cities of the Midwest. If one lock anywhere in the Seaway System fails, the entire transportation link is shut down. That is why we place so much importance on the operations and maintenance of the two locks for which we are responsible." ■



Coast Guard Buoy Tender Ends Service

The cutter BLACKHAW*, one of the last active government vessels built during World War II, has had a long and interesting career, receiving numerous awards and serving in several countries, including a three-year tour in Vietnam. Stationed in the Philippines in 1967, it was the only Coast Guard aids-to-navigation repair and maintenance vessel in Vietnam. It took enemy fire 15 times and became the first Coast Guard cutter ever awarded the Navy's Meritorious Unit Commendation.

Since 1971, BLACKHAW has been tending buoys off the northern California coast. In 1989, the cutter and its crew made their Hollywood debut when the producers of the Paramount film *The Hunt for Red October* recruited them. While most Coast Guard vessels are light colored, the BLACKHAW is distinctively black in color. With a red star painted on the cutter's bow, and its crew donning fur hats and Soviet naval uniforms, movie magic transformed the BLACKHAW into a Soviet icebreaker towing a submarine through the Arctic straits. Even though the crew might have looked awfully cold in those scenes, the 10 days of filming really took place in the port of Los Angeles.

The 180-foot cutter and its crew of 52 left Yerba Buena Island, Calif. in early January, 1993, following a farewell ceremony, bound for decommissioning at the Coast Guard Yard in Baltimore, Md. There, the crew members transferred equipment to their new cutter, the BUTTONWOOD, the ship they'll bring back to California in April.

"It's sad for me," said LCDR Chris Conklin, the BLACKHAW's skipper. "Anytime you decommission a ship, it's like a funeral."

"We'll definitely miss it," said Ensign Sean O'Brien. "We're attached to this ship." ■

*The BLACKHAW was named after the black hawthorn bush following a Coast Guard tradition that says buoy tenders must be named for shrubs or trees.

Office of Small and Disadvantaged Business Utilization Hosts Trade Fair

In keeping with the Office of Small and Disadvantaged Business Utilization's (OSDBU) dedication to assisting small and disadvantaged entrepreneurs in marketing their goods and services in the transportation field, a DOT Marketing Exhibition was held January 27 for members of the Black Business Association of Los Angeles. The exhibition, hosted by OSDBU, took place at DOT headquarters.

Additional Marketing

Exhibitions will be held on March 5 and April 23 to ensure that all small businesses, including minority and women-owned firms, are provided an equal opportunity to participate in DOT procurement programs and receive a fair share of contract awards.

These Marketing Exhibitions are designed to give businesses a chance to introduce their capabilities to DOT's operating administrations. In addition to providing

firms an opportunity to network, the Marketing Exhibitions also help department personnel build awareness and contacts with small businesses that may provide goods and services to DOT. ■



Women's History Month – History Makers at DOT

Charlotte LaCourse: Trendsetter with the Seaway Corporation



Former Secretary Elizabeth Dole (the only woman DOT Secretary) in 1984 with Charlotte LaCourse, first woman linehandler.

First woman linehandler. First woman union president. These are just two of the achievements Massena, N.Y. native Charlotte LaCourse has earned during her 13 years as an employee of the Seaway Corporation. Beginning with the Seaway in 1980 as a temporary employee, LaCourse

worked her way through the ranks to become the Corporation's first woman linehandler at the locks. Today, she is a lock and dam operator in the Corporation's Vessel Traffic Control Training Program. "I'm learning another aspect of the Seaway operations with the training," says LaCourse. "It gives me a better understanding of what is involved in getting a vessel through the locks." "When I first started with the Seaway," she continues, "this was a male-dominated field. But, I picked up on

things quickly and worked hard to prove I could do the job. There were some minor problems from a few of the older workers, but in general, I have been treated as an equal by my co-workers." Recently, LaCourse was re-elected president of the Seaway's union, the American Federation of Government Employees, Local 1968, where she has been active for a number of years. "It's a big responsibility," she says. "I listen to members and help resolve any problems. I believe having a woman as union presi-

dent is healthy for the union and helps in developing different points of view." ■



Carol Rayburn Made Aviation Her Goal



Carol at the Salt Lake City Standards District Office in 1979. First woman assigned as principal operations inspector of large air-carrier type aircraft.

"By the seventh grade, I knew I wanted to make flying my career," says Carol Rayburn, now FAA's Flight Standards Division manager, New England region.

Her training in the aviation field began in her early years, and she earned her private and commercial pilots' certificates and flight instructor certificate before she reached the age of 20. Before joining the FAA's Denver regional office in 1974, Rayburn flew planes for agricultural operators, taught flying, worked as an air taxi pilot, and, under contract to the Forest Service, flew fire patrols and moved personnel to fight forest fires.

From her first position as an aviation statistical assistant in Denver, she moved with FAA to Salt Lake City, where she spent several years as an aviation safety inspector. In 1979 she became the first woman inspector assigned as a principal operations inspector of large air carrier-type aircraft. In 1981 she took a job at FAA's Washington, D.C. headquarters, moving the following year to California as manager of the Fresno General Aviation

District Office. Promoted to assistant manager of the Western-Pacific Region Flight Standards Division in 1984, Rayburn then returned to Washington in 1985 as manager, General Aviation and Commercial Division. A highlight of her career happened as a result of that move, when she became the first woman employee in FAA to enter the Senior Executive Service.

Then, in 1988, she became assistant to the director for special programs in the Flight Standards Service, and the following year was selected as manager of the New England Region's Flight Standards Division, encompassing the division at regional headquarters in Massachusetts, three Flight Standards district offices and one field office.

Rayburn's interest in aviation has never been confined to the workplace. She is a long standing and active member of the Ninety Nines, Inc., an international organization of women pilots with more than 6,000 members.

Her advice to women thinking of pursuing careers in aviation: "The old adage to 'be the best you can be at what you do' is as true now as it ever was," she says. "The credibility that you bring to a new job is an important element of your acceptance by those you work with and by your external customers. It is very important to be flexible and open to job opportunities as they present themselves." ■



The First Women at the Academy

In January 1974, a small item appeared in the Federal Register that would change the very character of the U. S. Merchant Marine Academy (USMMA) in Kings Point, N.Y., and eventually, all of the nation's other service academies.

A succinct paragraph noted that the USMMA would accept female students beginning July of that year, thus becoming the first service academy to admit women – two years before West Point, Annapolis and the Air Force and Coast Guard academies followed suit.

Fifteen young women enrolled at Kings Point with its first co-educational class. Four years later, eight women remained to graduate, having survived not only a demanding academic and regimental program, but also the virtually incessant attention of the news media.

Today, 15 years after graduation, the eight women "pioneers" continue their record of achievement. Nancy Wagner of San Francisco, Calif., for instance, earned a shipmaster's license in 1985 and five years later became the first female harbor pilot in the United States. Her classmate, Teresa Olsen Preston of Arlington, Va., also obtained a shipmaster's license after 11 years at sea, with time in between devoted to the equally demanding responsibilities of motherhood. Captain Olsen Preston now serves with DOT's Maritime Administration as a ship operation analyst.

Another class of '78 Kings Pointer, Meredith Neizer, of Jersey City, N.J., was selected in 1986 as a White House Fellow, and four years later was appointed by the Secretary of Defense as chair of the Defense Advisory Committee on Women in the Services. Neizer currently works at SeaLand Services Corp. as trade manager for the Indian Sub-Continent.

Hundreds of women have graduated from the USMMA and the other service academies since 1978, contributing significantly to the economic and military security of the United States. But their accomplishments would not have been possible without the efforts and determination of the women trailblazers from Kings Point. ■



Nancy Wagner guides a merchant ship into the Port of San Francisco. A member of the U.S. Merchant Marine Academy's first co-educational class, she was the first female harbor pilot in the United States.

Famous "Women Firsts"

- First woman to have her name placed on the cornerstone of a U.S. government building was Nellie Tayloe Ross, director of the U.S. Mint. The building was the United States Depository, Fort Knox, Ky., completed in April 1936.
- First woman automotive engineer was Marie Luhring, draftsman

for the International Motor Company, who received the Master of Engineering degree from Cooper Union, New York City, June 1922. In April 1920 she was elected an associate member of the Society of Automotive Engineers, becoming the first woman member.

- First child born in an airplane was

the daughter of Mr. and Mrs. T.W. Evans, born on October 28, 1929, in a transport plane over the city of Miami, Fla.

- First woman to pilot a jet plane (according to the Smithsonian Air and Space Museum) was Ann Baumgartner Carl, who in October 1947 became the first woman ever

to fly a jet, a Bell test aircraft.

- *The Smithsonian Institution in Washington, D.C. is celebrating Women's History Month with a variety of programs and events. For a 24-hour recording of Women's History Month events, call (202) 357-4574.* ■

Coast Guard Video Tackles Sexual Harassment

"Sexual harassment is unacceptable conduct. A supervisor who uses or condones sexual behavior to control, influence, or affect the career, pay, or job of a subordinate engages in sexual harassment. Any military member or civilian employee who makes unwelcome verbal comments, gestures, or physical contact which is characteristic of a sexual nature engages in sexual harassment."

This is part of the language from a new U.S. Coast Guard videotape on the subject of sexual harassment. Presented by the Office of Civil Rights in Washington, D.C., and produced by a Coast Guard reserve unit in Atlanta, the 18-minute tape serves as an educational tool for both seasoned officers and

civilian personnel, as well as new recruits. It's been so well received that it is being used by other branches of the armed forces, including the Navy and Marine Corps.

The video, "Sexual Harassment Prevention," was produced in a training format. Instead of lectures, the film enacts some examples of improper behavior and then allows for breaks so the employees watching the film can discuss what they're seeing on screen. It also describes how a sexual harassment complaint can be resolved: from an informal meeting between the parties to the supervisory level, and finally to filing a formal complaint with a civil rights counselor.

"We felt the problems in the Coast

Guard probably exist in every other workplace in the world," says LCDR John Long, who served as a producer and writer for the video project. "We wanted the video to identify the problem so we could all recognize it and talk about it. Some people have had it happen to them. Others have participated in this without even realizing that what they had done was sexual harassment."

With educational tools like this video, the Coast Guard is taking positive steps to reach the goal of a workplace free of sexual harassment.

For information on obtaining the video, write to U.S. Coast Guard, Office of Civil Rights, 2100 Second Street, SW, Washington, D.C. 20593. ■

Preventing and Eliminating Sexual Harassment

Secretary Peña strongly supports the department's policy of zero tolerance for sexual harassment. To reinforce this high level of commitment, DOT recently launched a comprehensive training initiative to prevent sexual harassment in the workplace.

The operating administrations have already conducted training for over 5,500 employees nationwide, and are continuing the programs. This February and March, most OST managers, supervisors, and employees are training and learning to:

- understand the definition of sexual harassment as outlined by federal guidelines;
- identify behavior most often associated with sexual harassment under agency policy and conduct regulations;
- identify the rights, roles, and responsibilities of managers, supervisors, and co-workers; and
- take prompt and constructive action to remedy problems in the workplace and prevent future harassment

Training is an important first step for everyone in carrying out their responsibility to prevent and eliminate sexual harassment in the workplace.

Wish Comes True for Volpe Center Engineer

by Fred Bouchard

Khang Nguyen went to the barbershop and said "cut it all off." Overjoyed (and bald), the young engineer at the Volpe Center in Cambridge, Mass., was making his public declaration, in the Buddhist tradition, of gratitude for a big wish granted. Actually, Khang's life has been one global Horatio Alger success story.

Eldest of five children in a middle class Vietnamese family, Khang was one of the "boat people" who left his family and friends in Saigon in 1978, trusting his fate first to a smuggler, then to the U.S. Army at the camps in Thailand.

He eventually arrived in Boston at the age of 15, with no family and few friends. Working his way through high school as a dishwasher and cook, he discovered and sharpened a natural ability for mathematics. A scholarship in engineering to Northeastern University brought him to the



Volpe Center with the university's co-op program.

Hardworking Khang, now 25, excelled in computer math, developing a forecasting program for the FAA's National Field Office of Loran Data Support. All the while he kept thinking about and writing to his mother, three sisters and a kid brother he had left behind.

Khang followed in the footsteps of generations past. He became a naturalized citizen and applied as sponsor to help reunite his family.

Then he waited. And waited.

The call from the State

Department came on January 22, Vietnamese New Year's Eve. "That was a sign of good luck,"

said Khang, who immediately rented a larger apartment and began buying furniture.

Khang and the rest of the Nguyen family were reunited at Logan Airport on February 10 — his sisters Lan (20), Loan (18) and Hanh (15), brother Tien An (22) and mother Danh Thixi Pha. ■

Coast Guard Lieutenant is U.S. Armed Forces Female Athlete of the Year

United States Coast Guard Lt. Lynne Mountcastle, a Miami rower/triathlete/marathoner, was recently honored in Washington, D.C., as the U.S. Armed Forces Female Athlete of the Year. She was one of a group of 10 individuals from the Army, Marine Corps, Navy, Air Force and Coast Guard honored by the U.S. Military Sports Association, a non-profit, private group that assists military athletes in their competitive programs. Out of that elite group, one male and one female from the military are recognized as the Armed Forces Athletes of the Year at the Touchdown Club in Washington, D.C.

Harvey S. Blank, the treasurer of the association and a major sponsor of the awards program, said, "These athletes work hard, train hard, pay most of their travel and competition

expenses, and at the same time assume their full military responsibilities. They really are the Pride of the Nation."

Mountcastle is the Coast Guard's safety coordinator for the Seventh District. Her work involves coordinating fishing vessel safety activities of the Marine Safety Offices and law enforcement units, as well as being on call for response duty in case of oil spills or other disasters.

She grew up in the Washington, D.C. area, boating and sailing on the Occoquan River in Virginia and the nearby Chesapeake Bay. Even when she was a child, she says she knew the water would be her life. "I grew up closer to Annapolis (home of the Naval Academy), but the Coast Guard was the only military academy I considered," says Mountcastle, now 30. "The



Coast

Guard's missions are oriented toward real-time, everyday life. We help people. The return, the gratification for me is enormous."

Mountcastle learned sweep rowing (one oar) at the Coast Guard Academy, and mastered the art of sculling (two oars per person) on her own. She has won five major rowing competitions since she first learned the sport. Her first big competition was in 1989 at the U.S. Masters National Championships, where she placed second in women's singles sculling. She and her partners won the women's doubles, four-woman sweep,

quad sculling and eight-woman sweep. The following year, when the Masters was in Miami, she again won doubles, placed second in singles and won the mixed quads.

Martial arts, sailing and lately marathon running are also part of Mountcastle's love of sports. "But nothing compares to rowing," she admits. "It's just you, your boat and the water. I've been out there with manatees and porpoises. It's dynamic. It's beautiful. And you — not a motor — provide the power." ■

Oil Spill Research Center to be Funded

A new center will be set up in Florida to conduct experiments, develop new technology and study oil's behavior in warm waters as part of a \$2 million grant being awarded to the non-profit Oceanographic Foundation, affiliated with the University of Miami. The South Florida Oil Spill Research Center's initial research will focus on spills in the southeastern United States and the Gulf of Mexico, where protecting the coral reefs from oil spills is crucial to the environment. Each day, more than 30 tankers, each carrying an average of 10 million gallons of crude oil, pass through the Straits of Florida, putting the state's natural environment at great risk if an oil spill occurs, said a foundation spokesperson. The \$2 million grant will come out of the fiscal year 1993 transportation appropriations bill. ■

Employee Forum

“THE LAZARUS PROJECT”

On Tuesday, February 23, the Office of Acquisition and Grants Management (M-60) at DOT headquarters presented Hine Junior High School with two IBM compatible computers through a unique new program. The “LAZARUS PROJECT” is a computer recycling project, under the direction of Don Bard. What makes this project unique is that the computers were acquired and donated at no cost to the M-60 staff or to the Junior High School. How this came about is quite interesting.

Last June, The Washington Post carried an article about Mike Holland, a programmer analyst for the Internal Revenue Service. Mike, through the Washington Area Wheelchair Society’s Computer Reclamation Project, was asking businesses and individuals to donate

deduction, since the Wheelchair Society is a community service foundation as defined by the IRS, but the recipients also benefit because they obtain the resurrected computers at no cost.

What’s so great about M-60’s involvement is that it has made Mike’s Computer Reclamation Project even more successful. What Mike lacked, the personpower to check out, repair and upgrade the donated equipment, the Office of Acquisition and Grants Management has been able to provide. It’s the perfect marriage and the result is a “win-win” situation.

To date, three computers have been resurrected and the number keeps growing. The workshop takes place during lunch time, and since it takes about one to two hours to check out each machine, they can normally repair two computers a week. The experience has been extremely educational, fixing the machines has been very enjoyable, but the real benefit and what makes the project worthwhile is knowing that the people who are really benefiting from the “LAZARUS PROJECT” are the students at Hine Junior High School. Don Bard says “as long as you can insert a disk into the computer, read the monitor, and use a screw driver, you can repair a computer.” Of course it helps if there is someone around to provide that helping hand. If you are interested in learning more about this project, you can reach Don Bard at (202) 366-4268.

One last note: Based on the feedback we have received from the “LAZARUS PROJECT,” we are now considering forming a computer user group at headquarters for individuals interested in learning more about computers and the software that drives them. A flyer announcing the Computer User Group will be posted later this month. ■



Lance Strozier



Mike Holland (left) presents computers to Hine's Principal Ms. Whitfield with computer parts that M-60's Don Bard and Barbara Wilson, they no longer needed or wanted. Mike's goal was to rehabilitate dead and ailing computers and donate them to other nonprofit [501(c)(3)] organizations in the Washington, D.C. area. The beauty of Mike's project is that not only can the donor claim a tax

Headquarters Employees: We're Asking For Your Blood!

Regular employee blood drives at DOT headquarters will be held the last Wednesday of each month beginning March 31. All sessions are by appointment, and will be held from 9:00 a.m. to 2:00 p.m. in Room 4234 of the Nassif Building, with the last scheduled appointment at 1:45 p.m.

Donors should plan to be away from their work stations for about an hour to allow for screening and the actual donation. Be sure to schedule the time with your supervisor.

Check this list for the bloodmobile coordinators in your area:

OST	Gabrielle Valdivies	x69409	FTA	Steve Lesiak	x62483
OIG	Karen Galster	x61968	SLSDC	Kathy Gavin	x60118
FHWA	Susan Wheelock	x61188	MARAD	Brenda Bell	x65801
FRA	Netha Sanders	x60582	RSPA	Rhonda Malloy	x65608
NHTSA	Charles Williams	x62605			

Bloodmobiles will also be scheduled in the FAA and Coast Guard headquarters buildings. For information on those dates, call: Irma Hart (FAA) x77964 Alfreda Buchanan (USCG) x76971

CALENDAR

March

Women's History Month
Historic Dates:

March 1, 1905 First regular light stations established in Alaska

March 19, 1965 First space walk

March 24, 1989 Exxon Valdez oil spill

March 30, 1932 Amelia Earhart crosses Atlantic Ocean

20 First Day of Spring
27-April 1 American Public Transit Association Transit Management Conference, Portland, Ore. Call (202) 898-4000.

April

21-24 Professional Women Controllers National Conference, Nashville, Tenn. "Turn Dreams Into Reality" is this year's theme. Make reservations early — they must be received by March 22 to guarantee special rates. Call Phyllis Freeman (615) 443-1264 for more information.

May

Public Service Week
Armed Forces Day
National Transportation Week

Window of Opportunity

Effective the first pay period in January, the rate for basic coverage under the Federal Employees Group Life Insurance (FEGLI) program was reduced.

A special open enrollment period is scheduled from March 29 through April 30 to permit employees an opportunity to elect coverage or make changes to their current FEGLI plan. Your employee relations specialist is available to answer questions about registration procedures, new biweekly withholding rates for various age categories, and other FEGLI issues. Informational booklets and brochures on FEGLI options are also on hand at your servicing personnel office.

Because there are no regularly scheduled FEGLI open seasons, you are encouraged to take advantage of this rare opportunity to make important decisions affecting your life insurance coverage. ■

Recruiting America's Best and Brightest

This February, the department again co-sponsored the annual Rio Grande High Technology Minority and Women's Job Fair in Albuquerque, New Mexico. This recruitment initiative is considered an important part of the department's strategy to promote diversity in the DOT workforce (through proactive hiring efforts). Albuquerque has one of the highest percentages of Hispanic and Native American students in the country.

This effort involved DOT personnel offices bringing together high-achieving students from seven neighboring universities to interview and network with department managers and recruiters from headquarters, regional, and field offices. The recruiters gave high marks to the students they met for academic discipline and preparedness.

DOT's Theresa Trujeque, Deputy Director of Personnel, presented the keynote address at the Employer/Student Luncheon, urging students to give back to their communities in any capacity that inspires and encourages youngsters to stay in school. Ms. Trujeque accepted, on behalf of the department, an honorary proclamation presented by Bruce King, the Governor of New Mexico. ■



Maurice Banks, OST Personnel, Theresa Trujeque, and Dr. Henry Casso, director of New Mexico's "Project Uplift"



Bob Laughlin

As reported in last month's newsletter, Secretary Peña has been going out to meet employees in various DOT headquarters offices. Here he is shown with some of the staffers in the Federal Transit Administration. He could be in your area next time!