



US Army Corps  
of Engineers®  
Rock Island District

# Tower Times

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July 2003





# Spotlight on the District

Story and photo by Mark Kane

## Roger Brown Chief Financial Officer

Many of us joined the Corps of Engineers for various reasons, but Roger Brown specifically targeted the Corps for employment because he believed in the mission of the Corps; his enthusiasm to be part of this agency pushed him through 10 years of attempts.

"It took me awhile to get to the Corps actually," said Roger Brown, chief financial officer. "I applied to the Corps back in '88 with the St. Paul District and finally cracked into the Corps in '98 with the Buffalo District. I strongly believed in the mission and what they're trying to do, and they're located in great interesting places."

Brown joined the Rock Island District in June and fills three roles in the District, his primary role is as the District's chief financial officer. In this position, Brown says his job is to sit on the commander's shoulder to help him achieve his vision of the District's mission in a sound financial manner.

He is also the chief of the Resource Management Office, who is responsible for operating one of the general and administrative offices.

His third, and final role, is filled as

the career program advisor for comptrollers and manpower employees throughout the District, regardless of where they work.

Out of everything Brown does, he says the thing he likes most about working for the Corps is the fact that we're the masters of our own financial destinies.



"Because we have the ability to set and adjust our own billing rates," said Brown. "It's almost like running your own business."

And when it specifically comes to what he likes most about his job, Brown says it's the "opportunity to make a positive difference in both people's lives and the organization's goals."

Brown doesn't really claim any one place as his hometown, because he's lived so many places. He was born in

Batavia, N.Y., and has lived in New York, Washington, Germany, Pennsylvania, Tennessee, Alaska, and now Iowa.

During his time in Washington, Brown earned his bachelors of arts in English with a specialty in creative writing from the University of Washington.

Brown is married to his wife of 16

years; they have two teenage sons, one that is 14-years-old and the other 13-years-old.

Brown's hobbies include bicycling, travel, longevity (he wants to live a very long life, and restricts himself to a strict diet that includes being a vegetarian), and serendipity (if you want more insight on that hobby, Brown insisted everyone should look it up).

Since he is in a financial career field, it's not surprising that his idol is Scrooge McDuck because "he was one of the richest guys in the world until Bill Gates came

along," said Brown jokingly.

Brown says he is glad to be here with the Corps and in the Quad Cities. He takes an optimistic viewpoint of life.

"If you take the time and see what's there, you get rewarded in the end," said Brown.

He says his advice to anyone reading this article includes two thoughts.

"We all have to kill our own snakes, and life is to uncertain, so eat your desert first." 🍌

***Tower Times***  
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July 2003

# Tower Times

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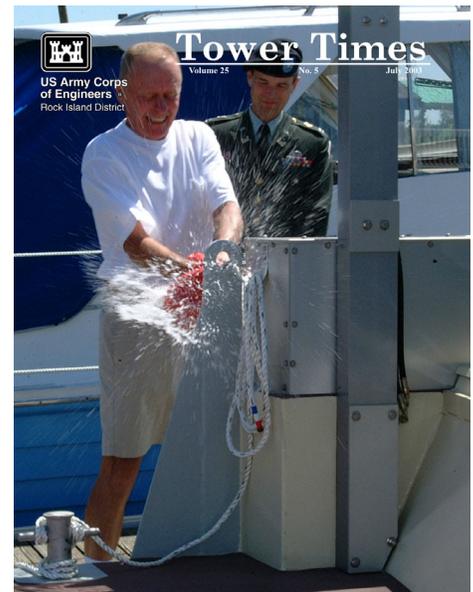
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**Simple Design = Big Results 8**



**Blam! Goodbye Bridge 5**



### On the Cover

Ted Hinds christens the Motor Vessel Hinds, the namesake of his brother Terry Hinds, during the boat's christening ceremony held June 20 in Peoria, Ill. Col. William Bayles, District engineer, looks on beside Hinds. See page 9 for the complete article.

Photo by Mark Kane.

I have been so fortunate to be a member of the Rock Island District for the past three years. Throughout my time of service here, I have not only witnessed the brilliant skills that each of you possess, but the strong relationships Rock Island District employees build with our customers each and every day. Each of you has made this District a great place to work. Every one of you has worked hard and done your part in serving our great nation.

Perhaps you have heard me say, "You do good things for America, and you do them well." I say it often, because I believe it's true. When our country needs something, and when failure is not an option, it calls on the Army Corps of Engineers. This is as true today as when you first heard me say it three years ago.

However, there is always room for improvement and growth and that is why Lt. Gen. Bob Flowers emphasizes the importance of the Corps being a learning organization. Only through introspection

and evaluation can we continue to provide the nation and the world with exemplary service. As I prepare to depart for a new assignment, I would like to leave the District with three challenges. By working on these points, the Rock Island District will continue to be a leader in the

**"You do good things for America, and you do them well."**

- Col. William Bayles

Corps. The challenges are as follows: continue the District's fine tradition of service and excellence; collect and use data in making management decisions; keep up the tradition of being a learning organization.

My first challenge is to continue maintaining the District's fine tradition of service and excellence. In the last three years, we have seen striking examples of our employees' exemplary service. In 2001 and 2002 our region experienced flooding, and our flood-area engineers were out in the field assisting communities in need. After the attacks on the World Trade Center and the Pentagon and during the current rebuilding of Iraq, men and women from the Rock Island District were in place assisting those in need.

My second challenge is to collect and use data in management decisions, just as

we would when making a design decision. What gets measured gets done, and what gets measured and compared against a standard, gets done better. Data, when interpreted becomes information. Information, when studied yields knowledge. Knowledge, when accumulated and

processed, brings forth wisdom. It is important to keep expanding, using and improving the District's Scorecard and the "Ask Rocky" Knowledge Management tools. Measure, compare and improve -- everything.

My final challenge is to keep up the tradition of being a learning organization. The District will soon be introduced to a new leadership team. The new District engineer, Col. Duane Gapinski, will take

command on July 11, and the new deputy District engineer, Maj. Melody Smith, will join the District in August. Col. Gapinski and I have served together, and I know him to be a skilled officer, a fine gentleman, and a good friend. My challenge to you is to teach him the good things we do, and then listen carefully to his suggestions and guidance. Together, you will do good things for America and you will do them well.

I am sure each District employee is ready to fulfill these challenges and continue providing excellent service to the taxpayers of this great country. I want to thank each of you not only for the part that you play in serving our nation, but more importantly, for the part you play in truly keeping our future as strong as our past. Thank you for allowing me to serve you as your District engineer. ■



# Thanks For The Memories

By Col. William Bayles, District engineer



# BLAM! GOODBYE BRIDGE

Story and photo by Jeff Blazekovich, Illinois Waterway

**I**t was cold on that Tuesday morning, March 11. We had heard that the explosive experts were going to drop the Morris Highway's center bridge span at 7 a.m. The bridge located on the Illinois River at mile marker 263.5. I arrived at Stratton Park, just upstream of the bridge, at around 6:30 a.m. It was somewhat out of curiosity, because I had never seen anything like this before, except on television of course.

When I first arrived, it surprised me to see the number of people who had gathered to see this event. I parked my car, and set off on foot to try and get the best possible vantage point. I moved down to the bank of the river, where there were three gentlemen who had gathered with their tripods and a lot of very expensive looking camera equipment. They were all set up and ready to go, I felt slightly intimidated because all I had was the government-issued Sony Mavica FD75, a trusty little digital camera that I use for work.

As I stood and waited for the demolition to begin, I heard a familiar voice from behind. It was Gary Hamilton, a head lock and dam operator at Dresden Island Lock. He brought his camcorder and had come to witness this historic event. We stood near the bank and talked and waited for what seemed like hours; however, in reality, it was only a few minutes. Traffic was evacuated on the new bridge span that is immediately adjacent to the old Route 47 Bridge. We knew that the moment was quickly approaching.

There was one person in the crowd who was monitoring a

two-way radio. He apparently could hear the explosive crew during the countdown. We heard a short blast from a siren, then the man called out one minute. Then he called again 30 seconds, within a very short period he was counting down seven, six, five, four, three, two. Just as we heard him call out one, multiple explosions sounded in rapid succession. I could actually feel the concussion in my chest. Camera shutters from every corner of the crowd were clicking. Within a second, the bridge span was sitting on the bottom of the river. I had set the digital camera on multiple-exposure mode, something that I very seldom ever do. I wanted to see if I could get a sequence of pictures of the bridge exploding and then dropping to the river bottom.

As I was standing there in the aftermath, I realized that my cell phone was ringing. I answered it, and it was my wife asking me if the bridge had just been blown. I told her "yes it had," and she said, "I just heard it." She was 12 miles away at our home in Channahon, Ill. I was amazed at how far the sound had traveled.

At this point, I was anxious to get back to work so that I could have access to a computer to view my shots. I'm glad to say I was completely thrilled when I first saw them appear on the monitor, they really turned out well. They're much better than I expected. It was a rewarding end to a very early morning, and I am very proud to be able to share them with you.

As one of my retired fellow workers once said, "The worst day working on the river is better than the best day working in a factory." 🗽



**From Top Left to Bottom Right**

- Children rush to get out from under a parachute.
- Although it's not the biggest bubble, it was enough to win at the finale of the pie-eating contest.
- Pulled pork and chicken made its debut at this year's Corps Day.
- Two chocolate labradors sniff out their surroundings at the festivities.
- Defying gravity presents little difficulty during the volleyball competition.
- Looking for another ringer.
- No one can say he didn't try.
- Makin' music at the jungle gym.

# Corps Day 2003

## Award Winners (Not previously published)

### Employee of the Year

#### Professional Occupations

Roger Perk, Programs and Project Management

#### Technical Occupations

Nancy Holling, Programs and Project Management

#### Trades and Crafts Occupations

Otto Marion, Operations Division

### District Commander's Lapel Pin

Kathryn Atkinson, Operations Division

Larry Bernauer, Engineering Division

Frederick Joers, Engineering Division

### Suggester of the Year

Jeffrey Blazekovich, Operations Division

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### Rock Island District Employee Team Awards

#### Loves Park Local Flood Protection (LFP) Stage 1-B Re-evaluation and Value Engineering Study Team:

Thomas Gambucci, Dennis Hamilton, Daniel Johnson, Teresa Kirkeeng, Roger Less, Marvin Martens, George Staley, David Varner, Keith Wilson

#### Davenport, Iowa, Flood Damage Reduction Project, Limited Re-evaluation Study Team:

Gail Clingerman, Mary Craig, Daniel Fetes, Dennis Hamilton, Nancy Holling, Perry Hubert, Roger Less, Daniel Piehl, Robert Riebe, James Ross, Suzanne Simmons, George Sporer, Charles VanLaarhoven

#### Infrastructure Security Assessment Team:

Nicolas Davila, Frederick Joers, Ronald Mott, John Quick, Kent Stenmark, Robert Ward, Anthony Zemo

#### Peoria Riverfront Development (Ecosystem Restoration) Team:

Clinton Beckert, Susan Brown, Ronald Deiss, Thomas Dumoulin, Rachel Fellman, Nancy Holling, Sharryn Jackson, Randall Kinney, Thomas Kirkeeng, Randall Kraciun, Marvin Martens, David Martin, Daniel McBride, Nicole McVay, Bradley Palmer, Nickolas Peschang, Marshall Plumley, Suzanne Simmons, Michael Tarpey, Bradley Thompson, Charles VanLaarhoven, Debra VanOpdorp

#### Military Munitions Response Range Inventory Team:

James Aschnewitz, Cynthia Brown, Christopher Churney, Michael Harper, Nickolas Heleg-Greza, Timothy Holland, Jon Jones, Timothy Lux, George Ofslager, Ronald Plante, Thomas Reinhardt, James Reynolds, Arturo Rodriguez, Jr., Lynnann Smith, Sally Steward, LaShell Tillman, Joe Vann III, Warren Vincent, Jr.

#### Pool 11 Islands Stage 1 HREP Contract Selection, Award and Construction Project Deliver Team:

Heather Anderson, Conrad Baker, Thomas Bales, Jodi Bausman, Gary Bertram, Sandra Dixon, Paul Holcomb, Randall Kinney, Barbara Lester, Robert McAfee, Richard Nickel, Darron Niles, Roger Perk, Ricky Stebens

#### Green Parking Lot Concept Team:

C. Leon Hodges, Carmelo Senatra, Joanne Traicoff, River Action Group

#### Illinois River Basin Restoration Team:

Tamara Atchley, Mary Craig, Ronald Deiss, Rachel Fellman, Janet Hancks, Rhonda Johanson, Cynthia Pleasant, Marshall Plumley, Michael Schwar, Jodi Staebell, Kirk Sunderman, Michael Tarpey, Charles Theiling, Bradley Thompson

#### Upper Mississippi River System Flow Frequency Study Team:

Laura Abney, John Burant, Delores DuPrey, George Gitter, Shirley Johnson, Andrew Leighty, Sherri Lewis, Marvin Martens, David Martin, Satyesh Nanda, Suzanne Simmons, Jerry Skalak

#### Willow Bar Island DMMP Site Preparation Team:

John Kilburg, Joseph Lundh, Glenn Merry, Alejandro Pena, Danny Till

#### Lock and Dam 12 Stage II Team:

Brent Anderson, Michael Bardollar, James Bartek, Jodi Bausman, John Behrens, David Bequeaith, Gary Bertram, James Bohall, Joyce Byrd, Michael Cummings, Frank Daughtry, Jeffrey DuPont, Leonard Ernst, Stephen Frank, Dawn Gatlin, William Gretten, Russell Gruenwald, Frederick Joers, Roger Less, Barbara Lester, Thomas Mack, Gary Dean MaGee, John Mueller, Dennis Padakis, Bryan Pattschull, Nicholas Peschang, Bryan Radtke, Kent Rockow, Harold Schweiger, Harland Shannon, Robert Simonton, Ricky Stebens, Charles VanLaarhoven, Gary Willits

#### RIA Chiller Plant Operations and Maintenance Contract Development Team:

Jeffrey DuPont, Hugh Halverson, Dane Hansen, Fred Hanshaw, Norman Hatcher, Linda Lysiak, Cheryl Nielsen, Daniel Nuti, Robert Pettit, Jay Richter, Rosanne Spencer, Robert Steele

#### Lock and Dam 11 State II A/E/C CADD Standards Implementation Team:

Larry Bernauer, Russell Gruenwald, John Kincaid, Nicholas Peschang, Michael Tarpey

#### Starved Rock Lock and Dam Customer Care Crew Team:

Floyd Collins, John Durdan, Michael Gehant, Gary Kasprowicz, William Keeney, Ronald Laatz, Dennis Mann, Monte McNall, Timothy Mitchell, Douglas Porter, Fred Spires, Jr., George Swartz, Mark Witalka

#### Waubonsie Creek Ecosystem Restoration Team:

Michael Bardollar, Andrew Barnes, Ronald Deiss, Thomas Dumoulin, Sharryn Jackson, Kraig McPeek, Michael Schwar, Jodi Staebell, Debra VanOpdorp

#### Lake Belle View Section 206 Team:

Damon Barati, David Bequeaith, Ronald Deiss, Jon Fleischman, Thomas Gambucci, Sharryn Jackson, Randall Kinney, Camie Knollenberg, Amy Moore, Michael Mullinnix, Elliott Stefanik, Joanne Traicoff, Debra VanOpdorp

#### Pathfinder Mentoring Program Committee Team:

Gail Clingerman, Mari Fournier, Karen Grizzle, Gayla Pacheco

#### Structural Concrete Floor Repair, RIA Building 168 Product Development Team:

Scott Becker, Paul Burnette, Jon Fleischman, Carl Johnson, James Schmitt, Charles Swynenberg, Richard Todd

#### Baldrige Team:

Ronald Fournier, Kelly Gilhooly, Larry Jones, Michael O'Keefe

# Simple Design = Big Results

By Susan Yager, Illinois Waterway Project Office



**W**hat are wickets? A special kind of dam dating back to the early 1930s, constructed of oak beams bolted together to form a 4-by-16.5 foot barrier.

Today this unique design is used only at four locks in the country, two of those being on the Illinois River at LaGrange Lock and Dam and Peoria Lock and Dam.

I had the opportunity to view the wicket raising process in May at LaGrange Lock and Dam.

Dave Hood, lockmaster at LaGrange, said the wickets are raised periodically during low and normal water levels to maintain the channel depth at nine feet. As the river rises, the wickets are progressively lowered to the riverbed, keeping the water levels at pool.

How are these wickets raised? Each 4-by-16.5 foot wicket is carefully and literally hooked out of its resting spot on the riverbed by using a claw specially designed by LaGrange Lock some years back and attached to a track hoe. The Vice Presidential Award, a national award, was presented to the lock for this design because it added to the building of a government that works better and costs less.

The track hoe is secured to a steam-driven maneuver boat and the operator is able to skillfully pick up the wicket ... out pops the wicket in an upright position. The assembly of these wickets will work as a dam to hold back water. LaGrange Dam has 109 wickets

that make up their dam, while the Peoria Dam has 108 wickets.

Teams of four to five lock men have a well-tuned system that enables them to raise all 109 wickets in under two hours. The operators of the track hoe pick up the wicket virtually by experience and feel. That person sounds the backhoes' horn as a signal to his crew to release more line from the winch, which is a guideline that moves down along the wicket wall. As more of the

wickets are raised, the maneuver boat will move along the so-called guide wall until all 109 wickets are raised.

This same process will begin next summer at Peoria Dam and will create a savings for labor by decreasing the number of hours needed to raise the wicket dam from six to eight hours to fewer than two hours. Soon two new diesel-driven maneuver boats will be delivered, making the process even more cost effective and safe.

This process of controlling the level of water is done to maintain the traffic of navigation vessels. When all wickets have been lowered, there is no need to control the water elevation.

The navigation is then called open pass and occurs approximately 35 percent of the time during the year. In essence, traffic passes over the top of the lowered wicket wall.

Earlier designs, combined with more updated know-how, has resulted in a very simple technique where, once again, getting the job done well is priority ... the Army Corps way. ■



**Wicket gates are hooked and stabilized to make a wicket dam on the Illinois River.**

# M/V Hinds Christened in Peoria

By Public Affairs

The Motor Vessel Hinds, one of the most modern and sophisticated hydro-survey boats in the country and the first Corps boat named after someone who worked on the Illinois Waterway, was christened June 20 at Detweiller Marina in Peoria, Ill.

The Hinds, assigned to the Channel Maintenance Section, will perform hydrographic surveying primarily for dredging operations on the Mississippi River. The vessel will be in operation approximately 200 days per year. In its lifetime, it will be involved in thousands of surveys collecting data for channel maintenance, lock and dam periodic inspections, Environmental Management Program projects, and other engineering and environmental projects.

The vessel was named in memory of Terry Hinds, a supervisor of Structural Maintenance Unit #1 on the Illinois Waterway.

Because of his love for the outdoors and the river, he applied for a job with the Rock Island District, U.S. Army Corps of Engineers. Hinds started with the Corps in December of 1960 as a temporary survey technician. He then became a permanent member of the maintenance crew on the Illinois Waterway. Hinds retired in 1996 as the supervisor of Structural Maintenance Unit #1 on the Illinois Waterway.

Bridget Nelan, Hinds' daughter, said her father was an exemplary employee who excelled in his duties and always had a positive attitude.

"He was patient and considerate and was always willing to share his time and experience with others. He possessed a vast amount of knowledge of the Illinois Waterway and its tributaries," said Nelan.

"People come up to me and say that

Terry Hinds would be proud to know that a boat was named in his honor," said Mike Zerbonia, Operations Division. "But I say that the boat should be proud to have Terry's name."

The M/V Hinds was built by SeaArk Marine, Inc. of Monticello, Ark., and was outfitted for hydrographic surveying by Ross Laboratories, Inc. of Seattle, Wash. The vessel took five months to build at a total cost of \$580,000.

The Hinds is 31 feet long with a draft of 1.8 feet. The cabin is 8 feet by 12 feet. It is powered by twin 185 horsepower Volvo-Penta diesels, giving 360 horsepower at the outdrives. It has a 12-kilowatt generator.

Weiss Devos and Mike Smith, Operations Division, helped design the hydro-survey package used on the Hinds. The vessel's mini-sweep



sounding system contains 10 sounding shoes and two 20-foot booms. With these booms, it can survey an area 50 feet wide. With this state-of-the-

art system, the Hinds can survey a 2-mile-long section of river from bank to bank in three hours. This allows the crew to collect the data 10 times faster than before. The sounding system is inter-

posed with survey software and its own hardware, processor and transceiver. It has built-in differential global positioning and a gyrocompass. It will display, collect and process one sounding per second, per sounding shoe, or 10 soundings per second, per sweep, with an overall accuracy of vessel position within 3 feet and depths within one-tenth of a foot. The Hinds features two state-of-the-art high-resolution monitors, with separate displays for the surveyor and the helmsman.



Photo by Mark Kane



Terry Hinds



## Around the District

### Smith's Island Nature Trail Recognized

The Smith's Island Nature Trail, located at Locks and Dam 14, was designated as a National Recreation Trail. The trail joins 22 other newly designated trails from across the United States as a part of the National Trails System.

Gale Norton, Secretary of the Interior, sent Leon Hodges, Mississippi River Project Office, a letter of designation officially designating Smith's Island Nature Trail.

Norton stated in the letter, "We are very proud of the National Recreation Trails and the spirit of local recreation initiative that they represent. National Recreation Trails are an excellent example of my Four Cs - conservation through consultation, cooperation and communication - all of which are guiding this Administration's approach to natural resource stewardship.

"Trails are a central feature in the seamless natural network of parks and open space, and provide millions of Americans with healthy recreational experiences and often their first encounter with the natural world.

"Congratulations and thank you so much for your commitment to providing outdoor recreational and physical fitness opportunities to Americans."

#### On the 'Net:

**Smith's Island:** [www.mvr.usace.army.mil/missriver/SmithsIsland/Smith.htm](http://www.mvr.usace.army.mil/missriver/SmithsIsland/Smith.htm)  
**National Recreation Trails:** [www.americantrails.org/nationalrecreationtrails](http://www.americantrails.org/nationalrecreationtrails)  
**Secretary Norton:** [www.doi.gov/secretary](http://www.doi.gov/secretary)

### Speakers Bureau

By Shannan Walsten, Public Affairs

The history of Arsenal Island was the topic of discussion when **Joe Nobiling**, Information Management, spoke with more than 30 members of the Mercy Medical Center Senior Club in Clinton, Iowa, on June 17.

**Ron Deiss**, Programs and Project Management, gave a slide presentation about the Mississippi River for more than 50 conservationists at a seminar held by the Educators in the Wild on June 24, in Camanche, Iowa.

The Speakers Bureau is part of the District's outreach program. Through these programs, employees work to foster positive relations between the community and the Corps. Contact with our public provides an opportunity to reaffirm the importance of the District's role in our communities, the Midwest and the nation. District employees interested in these outreach opportunities can learn more by visiting our website at [www.mvr.usace.army.mil/PublicAffairsOffice/CommunityRelations.htm](http://www.mvr.usace.army.mil/PublicAffairsOffice/CommunityRelations.htm) or by contacting Justine Barati at ext. 5204.

#### Congrats ...

Congratulations to **Dan and Heather McBride**, Engineering Division, on the birth of a baby girl, Abigail Frances, June 25. She weighed 8 pounds 12 ounces, and was 21.5 inches long.



Congratulations to **Sarah and Vontrice Jones**, Emergency Management, on the birth of a baby girl, Jade Alexis, May 25. She weighed 9 pounds, and was 20 inches long.

Congratulations to **Andy and Stacy Barnes**, Engineering Division, on the birth of a baby girl, Charlotte Marie, May 19. She weighed 7 pounds 3 ounces, and was 19 inches long.

#### Sympathy ...



**Marguerite Lamp**, 106, of Coal Valley, Ill., died July 1, at Oak Glen Home, Coal Valley.

Lamp worked for the District and the Rock Island Arsenal for 25 years.

Engineers named St. Marguerita's Island in the Panama Canal after Lamp.

#### Submissions ...

Please send any submissions for births, weddings, obituaries, or special achievements for inclusion in the Tower Times to Mark Kane; e-mail: [mark.a.kane@usace.army.mil](mailto:mark.a.kane@usace.army.mil).

**Reminder:** The White House Greetings Office will honor American citizens with special presidential greetings and acknowledgements for many occasions.

Occasions include 80th and subsequent birthdays, 50th and subsequent wedding anniversaries, the birth of a child, acknowledgements for Eagle Scout Award, Girl Scout Gold Award, weddings, and Bar/Bat Mitzvahs.

Please check the White House Greetings Office web page for details on how you can request a greeting. Note: Specifics regarding this program change with each White House administration.

#### On the 'Net

[www.whitehouse.gov/greeting](http://www.whitehouse.gov/greeting)

## Notes from the Mississippi\*

### *Lock and Dam 11, Dubuque, Iowa*

- ✓ District OSHA (Occupational Safety and Health Administration) inspection completed.
- ✓ Marine radio in upper control stand replaced.

### *Lock and Dam 12, Bellevue, Iowa*

- ✓ New decking on the dam installed.
- ✓ Drift from the roller gates removed.
- ✓ Scooters repaired.

### *Lock and Dam 13, Fulton, Ill.*

- ✓ Lettering for memorial bench painted.
- ✓ Lawn sprinkler system energized and repaired.

### *Locks and Dam 14, Le Claire, Iowa*

- ✓ Floating dock in forebay installed.
- ✓ Sump pump and plumbing for auxiliary lock crossover pit installed.

### *Locks and Dam 15, Rock Island, Ill.*

- ✓ Gate and valve machinery power washed and painted.
- ✓ Main water line for the sprinkler system repaired.
- ✓ New parking lot dedicated.

### *Lock and Dam 16, Muscatine, Iowa*

- ✓ Lower haulage-unit cable replaced.
- ✓ Semi-annual maintenance on lock machinery completed.

### *Lock and Dam 17, New Boston, Ill.*

- ✓ Bathroom floor painted.
- ✓ Drift on all tainter gates removed.
- ✓ Doors on electric shed replaced.

### *Lock and Dam 18, Gladstone, Ill.*

- ✓ Armor plate and handrail painted.
- ✓ Cracked skin plate on tainter gate found and inspected.

### *Lock and Dam 19, Keokuk, Iowa*

- ✓ Lower parking lot power washed.
- ✓ Gas leak on lower lifeboat engine repaired.
- ✓ Unused metal stairway removed.

### *Lock and Dam 20, Canton, Mo.*

- ✓ Bulkhead lifter on crane serviced.
- ✓ Upper land-wall shelter replaced and insulated.

### *Lock and Dam 21, Quincy, Ill.*

- ✓ Lower tow-haulage roof repaired.
- ✓ Lower control-stand heater cleaned and serviced.

### *Lock and Dam 22, Saverton, Mo.*

- ✓ Gates to upper yard painted.
- ✓ Ballast and bulbs on dam replaced.

\*This is a small sample of work completed at District locks and dams throughout the month.

## Retiree Luncheon Sept. 3

By Barbara Morgan, District retiree

The annual retiree's luncheon is being held at the Arsenal Club, Rock Island Arsenal (formerly the Officer's Club), Ill., located in the same building as the Arsenal cafeteria on Gillespie Avenue. The entrance to the club is through the second red canopy, furthest from Rodman Avenue.

The luncheon will be held the first Wednesday after Labor Day, Sept. 3, with a social hour (cocktails) at noon and the luncheon at 1 p.m.

The menu for the buffet luncheon consists of salad bar, chicken, beef, potatoes, vegetables, rolls and butter, and beverages (coffee, tea, milk or soft

drinks). Cost is \$9 per person and includes gratuities.

Dick Fleischman will chair a golf tournament on the morning of the event. If you are interested, contact him no later than Aug. 20 at (563) 391-2585, or e-mail him at [whitey@netexpress.net](mailto:whitey@netexpress.net). Dick needs your handicap to make the pairings, so have that ready when you contact him.

All retirees and their spouses or guests are cordially invited to attend. It is a lot of fun, so we hope to see everyone there. Reservations are necessary, so please call one of the following individuals; Bonnie Donelson at (563) 381-3143, Barbara Morgan at (309) 798-2990, Jan Krahl at (309) 787-1915, or Nancy Berg at (309) 788-

9851. You can also e-mail Barbara at [morgan-ent@msn.com](mailto:morgan-ent@msn.com). Checks for the luncheon should be mailed to Bonnie Donelson at 6355 132nd street, Blue Grass IA 52726. Please let us know if you plan to attend by calling as soon as possible.

Because of heightened security measures on Arsenal Island, you will need to have picture identification such as a driver's license, passport or Corps retiree identification. Participants should enter through the Moline gate and tell the guard they're attending a retiree's luncheon at the Arsenal Club.

Since not everyone has e-mail or receives the Tower Times, please spread the word to other retirees.

# District Participates in Adopt-a-Mile Program

Story and photo by Mark Kane

More than 30 District employees and their family members participated in the District's River Cleanup on June 28 by cleaning up trash and debris at the District's adopted river miles located at Locks and Dam 14 in Pleasant Valley, Iowa.

The District has adopted river miles 493-495 through the Adopt-a-Mississippi River Mile Program. These miles are located at LeClaire Base, Iowa. The locations to clean include the area around Locks and Dam 14 and Smith's Island.

Through hard work and keen eye sight, participants collected more than 11 bags of trash and debris from around the area this year.

At the conclusion of the cleanup, everyone was treated to a cookout sponsored by the Rock Island District Welfare Association that included some tasty hamburgers and coleslaw.

Justine Barati and Shannan Walsten, Public Affairs, and Steve Vacek, Mississippi River Project Office, coordinated the event.

"This year went great and was a good example of a good team effort," said Vacek. "Thanks to everyone that made it happen and for all the assistance."

The Adopt-a-Mile Program is an important part of the Mississippi River Beautification and Restoration Project. Schools, organizations, companies, and families have adopted shoreline miles since the program started in 1999. There are no fees involved in adopting shoreline miles, only a voluntary commitment to stewardship. Chad Pregracke, coordinator of the MRBRP, estimates that by the end of the project more than 100 groups will be adopting Mississippi River miles.

The MRBRP was founded in 1997 with the objective of cleaning up the Mississippi River. In addition to cleaning the shoreline, the project's mission is to involve as many people as possible in the hands-on project.



Chuck Theiling, Programs and Project Management, picks up a big piece of debris near the railroad tracks at Locks and Dam 14 as part of the River Cleanup that took place June 28.

## Rescue at Lockport Lock

Information and photo provided by Ed Foxworth, Assistant Lockmaster, Lockport Lock

An animal turned up in the Lockport Lock swimming for his life on July 10.

Ed Foxworth, assistant lockmaster, Lockport Lock, said the crew was dumping the pit at the time of the discovery.

"We stopped all dumping actions and the boat began to search around for the animal, and after a bit, they located him," said Foxworth. "Well now, how do they get him out? As we looked on from the top of the wall, the deck hand threw a ring buoy to the animal, we all laughed to ourselves, but to our surprise the animal crawled up on the bouy. Wow! We said that was cool!"

Foxworth said they proceeded to let the water out for a down-bound locking, and as it turned out the animal stayed on the buoy.

"The boat towed him out to the shoreline and the animal made a safe exit from a critical situation with man's help.

Those involved included Ed Foxworth; Patrick Wharry, lockmaster; Mike Sowa and John Hamill, lockman; Terrance Gruber, student aide; and the captain and crew of the Motor Vessel William C.

