US Army Corps of Engineers ®
Rock Island District

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Designing with Models

Models help engineers design West Closure Complex

Mobility and Strength

Illinois Waterway crew provides regional support

Tower Times

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U.S. Army Corps of Engineers
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District Commander
Col. Shawn McGinley

Chief, Corporate Communications
Ron Fournier

Editor
Hilary Markin

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On the Cover

One element of the Corps' new standardized branding initiative includes the Army Combat Uniform pattern to reinforce the Corps' connection to the Army.

Top, Col. Shawn McGinley takes a closer look at the Pump Station Physical Model for the West Closure Complex in New Orleans. ***See article on page 6.***

Below, Unit 1, Structures Maintenance Unit , Illinois Waterway Project Office, loads the gate from the maintenance deck while assisting the New Orleans District with a gate replacement at Port Allen Lock, La. ***See article on page 8.***

A STAGE FOR THE FUTURE

By Col. Shawn McGinley, District Commander

Team – When I took command of the District in July, I commented during the change of command ceremony that we live in interesting and challenging times to serve our great Army and nation. And, after nearly two months on the job, I can say profoundly that sentiment rings true.

The District is meeting challenges everyday and we will continue to be challenged as we move our operations into the years to come. As we all work diligently to accomplish our missions, we should prepare to focus on the Corps' transformation under the USACE Campaign Plan and the Mississippi Valley Division's (MVD) regional interdependence initiatives.

With the improvements being made regionally, we will provide exceptional execution by focusing all of MVD's resources (people, money, equipment) on project delivery. While all of the details are yet to be worked out, here are a few of the important benefits regional changes will generate. We will:

1. Improve MVD's flexibility and adaptability to deliver large and complex projects with short deadlines
2. Increase regional responsibility and accountability while decreasing the amount of stress placed on one District
3. Build and enhance technical capability
4. Maintain a keener focus on customer and stakeholder relationships
5. Better leverage the resources of the entire region to deliver projects
6. Promote a regional perspective on watershed issues
7. Provide greater developmental opportunities
8. Achieve greater consistency in project delivery throughout MVD

One of my primary responsibilities as your commander will be implementing the ideas and philosophies outlined in the Chief's Campaign Plan.

If you have not had a chance to review the Chief's Campaign Plan, I encourage you to do so. There are a few things that everyone should consider as we go about doing business.

The idea behind the Campaign Plan is to transform the Corps by helping us deliver superior performance and set the standard for our profession. This will enable us to make positive impacts on the United States and other nations and build our organization for the future.

We should look at the Corps' Campaign Plan as our guiding light. The plan will be used to establish our priorities, focus our transformation initiatives, measure and guide our processes and adapt to the needs of our growing organization.

I want everyone to be familiar with the Plan's four primary goals. They are:

1. Ready for All Contingencies - Deliver USACE support to combat, stability and disaster operations through forward deployed and reach back capabilities;
2. Engineering Sustainable Water Resources Solutions - Deliver enduring and essential water resource solutions through collaboration with partners and stakeholders;
3. Delivering Effective, Resilient, Sustainable Solution - Deliver innovative, resilient, sustainable solutions to the Armed Forces and the Nation; and
4. Recruit and Retain Strong Teams - Build and cultivate a competent, disciplined, and resilient team equipped to deliver high-quality solutions.

Each of us has a role in achieving these goals. Every one of the nearly 34,000 Corps employees' worldwide plays a part, and that includes each and every one of you in the District. Only through combined and synchronized actions will we achieve the Campaign Plan goals.

The Plan is a command priority for me and I hope everyone will work to adopt its ideals and goals. Please visit http://www.usace.army.mil/about/campaignplan to become familiar with the Corps' way ahead.

I have truly been impressed by the professional expertise and work ethic of everyone in the District. I look forward to visiting every office, work site and project in the coming months as we strive ahead through the largest workload the District has ever experienced.

Finally, I have seen we do some very hazardous work on a daily basis within the District. I need all of us to take the time every day to be safe. There is nothing that we do that is so important that we need to risk someone getting hurt - so be safe!

Keep up the great work and continue **BUILDING STRONG**®

From left, Travis Viren, Steve Klemme, Paul Braddock and Gary Gagne, Mississippi River Project Maintenance Section. In the background, Ron Cameron, project maintenance, Mississippi River Project Office, walks the crane onto a newly built strike barge. The team built two barges in four months and are working on two more barges that will be completed for next navigation season.

New Barges Haul More Material

By Hilary Markin, Public Affairs Specialist

Fabrication and repair is their game at the Motor Shop for the Mississippi River Project Office (MRPO). The team of skilled workers supports the other offices at MRPO and recently completed a four-monthlong project.

The project consisted of replacing two of the four, 900 series barges that are used for strike removal. The old barges were constantly being worked on and were starting to pose a safety hazard to employees.

The team found the old design plans for the strike barges and converted existing flat deck rock barges to support the heavier equipment and load sizes. They worked with Contracting Division to get the materials and converted the barges during the winter months.

"It was a long challenge and cold," said Paul Braddock, welder, MRPO, Maintenance Support Unit. The team actually built a hut outside to help protect them from the cold temperatures to have the barges completed by March.

The Motor Shop team didn't do it all on their own, they had help from Project Maintenance and Structures Maintenance Unit staff members along the way.

"It was a team effort, we all worked together," said Braddock.

The new barges have an 8 foot hull, a 1 inch deck plate and 3 foot high walls. The old barges had a 6 foot hull, a three-eights inch deck plate and 2 foot high walls. The team also designed new ramps for the barges that are easily lowered with the crane and fold flush with the barge. These changes support the heavier equipment and give the option to transport more material per trip to spoil sites, saving fuel and time.

The team used 60,000 pounds of material to build the barges including 1,800 pounds of welding material, 1,200 pounds of wire, and 600 pounds of stick electrode. They added to the barges in 20-foot sections and worked around-the-clock at times to complete the job.

"The guys worked extremely hard and gave up a lot of their own personal time and saved the government a lot of money," said Jimmy Thomas, heavy equipment supervisor, MRPO, Maintenance Support Unit.

The Project Maintenance workers have been using the new barges throughout the Rock Island District on scheduled and emergency strike removal jobs. The new barges allow them to haul up to 50 percent more material compared to the old barges which has saved a lot of time and money.

"The new barges are more efficient and a lot safer. They will pay for themselves in a short amount of time," said Jeff Wamsley, Crane Operator Supervisor, MRPO, Project Maintenance Unit. "The only complaint so far came from one person running the end loader that it took a lot longer to unload the material," said Wamsley.

The Motor Shop is getting ready to build the replacements for the remaining two strike barges. They expect the process will go much faster now that they have the specialized tools and know the amounts of material needed.

Recipe for a Successful Outreach Event

Place the largest towboat ever built in the United States in the middle of the Illinois River; add a mixture of river partners; sprinkle in dedicated Corps employees and "BAM!," you have the makings of a successful outreach event.

By Angie Freyermuth, Outreach Specialist

This year the Rock Island District held two public outreach events in Peoria and Ottawa, Ill. These outreach events drew over 3,100 people to the river, educating the public about the Motor Vessel (MV) Mississippi and the various missions of the Corps and several other river partners.

Normally, the MV Mississippi is stationed in Memphis, Tenn., moving barges, equipment and supplies in support of mat sinking operations. However, during the annual high-water and low-water season, each spring and summer, the members of the Mississippi River Commission (MRC) conduct inspection trips and public meetings aboard the MV Mississippi at various locations along the Mississippi River and its tributaries. This year the MRC inspected the Illinois River for the second time in over a decade. The Rock Island District saw this as an opportunity to partner with others and highlight the challenges and opportunities on the Illinois River.

One of the Corps of Engineers strategic goals is to "deliver enduring and essential water resources solutions through collaboration with partners and stakeholders." These outreach events highlighted the various partners who work with each other to make the Illinois River a more sustainable system for future generations to enjoy. Hopefully the public walked away from these events with a better understanding of the Illinois River and the partners who are working to overcome the challenges this great river system faces.

The participation of our river partners at these successful events allowed us to tell the whole story of the Illinois River. They each provide a different skill set to the water resources tool kit and partnering with each other allows us to find holistic and sustainable solutions to water resource challenges.

Kevin Ewbanks, park ranger, Illinois Waterway Visitor Center, demonstrates the lock and dam model for attendees at the public outreach event in Peoria, Ill.

Bill Gretten (right), Mississippi River Project Manger, speaks with a delegation of Chinese scientists about the locks and dams on the Mississippi River and how they operate. The visitors, who all conduct research on the Yangtze River system, were in the Midwest to learn about the long term monitoring program on the Mississippi River. Left, Sam Helig, park ranger, Mississippi River Visitor Center, then provided the visitors a tour of the Mississippi River Visitor Center where they saw a video about navigation on the Mississippi River.

Col. McGinley (far left), district commander, navigates a tow through the large sector gate of the Navigation Physical Model for the West Closure Complex in New Orleans. This model was developed to assist engineers in designing the approach walls of the large and small sector gates to facilitate safe navigation through the gates. Tow pilots have also been involved in this project testing the different model configurations with the researchers at the Engineer Research and Development Center (ERDC) in Vicksburg, Miss. Also pictured from left is Gary Meden, deputy for programs and project management, Rock Island District; Randy McCollum, ERDC Principle Investigator for model; Mike Tarpey, supporting project manager, Rock Island New Orleans Support team; Kevin Wagner, Senior Project Manager, New Orleans District; and Denny Lundberg, chief of Engineering and Construction Division, Rock Island District. *Photo by U.S. Army Engineer Research Development Center*

New Brought to Life by Models

By Hilary Markin, Public Affairs Specialist

Models have been developed for components of the West Closure Complex at the Engineer Research and Development Center (ERDC) in Vicksburg, Miss. These models were developed to allow engineers, stakeholders, the navigation industry, and others to visualize the proposed components and discuss the designs and make recommendations.

The West Closure Complex is one the projects assigned to the Rock Island New Orleans Support Branch (RINOS) to repair and rebuild the New Orleans and Vicinity Hurricane and Storm Damage Risk Reduction System (HSDRRS) in 2011. The complex is located in Jefferson and Plaquemines Parishes and will protect the West Bank and Vicinity.

The project consists of two sector gates for navigation, a pump station, flood walls, levees, dredging, and road work, with a cost estimate of more than $500 million.

"This is the largest and most complex of the four projects assigned to RINOS. Several organizations are contributing to the design work. Major packages are being designed by Vicksburg District, New Orleans District, and a joint venture AE, Bio-Arcadis. Bob Hoffman, Lead Project Engineer, is doing an excellent job pulling all the design teams together to synchronize the design effort," said Tom Hodgini, assistant deputy project manger for New Orleans support, Rock Island District.

The models are still in the operating and testing stage and preliminary results are being used to modify and verify project design features. When the modeling stage is complete the recommendations of the project features will be provided to the design team.

"Tom Kirkeeng, MVR Hydraulics Engineer, has done a superb job coordinating with ERDC and regional design team members to insure the utility of these models in validating final West Closure Complex designs," said Barb Lester, engineering project lead, Rock Island District.

RINOS is also assigned the Western Tie-In, Eastern Tie-In and Algiers Canal projects to help reduce the risk from storm surge for residents and businesses on the west bank of the Mississippi River in the greater New Orleans area.

According to Tom Podany, Chief of New Orleans District Protection and Restoration Office, the RINOS team is achieving success in moving these projects forward, "We really appreciate the dedication and support of the RINOS team in helping us execute this critical mission. They enthusiastically joined our team and have made great strides in the design work on all four projects."

The 2011 completion date for the HSDRRS has challenged all of the Districts within the Mississippi Valley Division to team together and provide regional support to meet the Corps' goal.

Below, is the Flowerpot Discharge Model that depicts one of the 13 pumps that will be located in the pump station model (left). The goals for the model include minimizing head and pressure fluctuations. The model was built to a scale of 1:15. *Photo by U.S. Army Engineer Research Development Center*

Above, Steve Maynord, ERDC Principle Investigator for the Pump Station and Flowerpot Discharge Models and Steven Amato, Project Manager, New Orleans District, look at the Pump Station Physical Model for the West Closure Complex. The principle purpose of this model is to design the pump intake and evaluate it for vortices, swirl and velocity distribution. The model design flow is 20,000 cubic feet per second with 65% of the flow coming from the Algiers Canal and the remaining 35% from the Harvey Canal. The model adheres to the Hydraulic Institute standards and is being designed to evacuate the canals during a rainfall exceeding a 10-year event. *Photo by Tom Kirkeeng, Rock Island New Orleans Support Office*

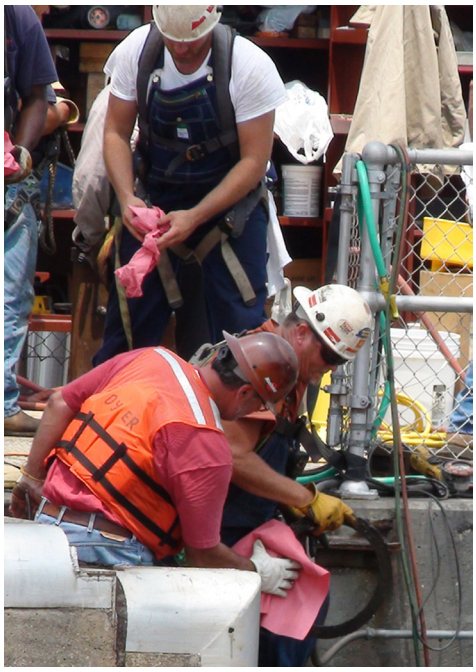
Left, is the Ship Simulator Model where tow pilots and other mariners can drive tows through the computer generated West Closure Complex. This allows them to provide researchers their input on the design of the facility. A side benefit is sharing the computer generated model with pilot training facilities. *Photo by Tom Kirkeeng, Rock Island New Orleans Support Office*

Mobility and Strength Go Anywhere

By Susan Yager, Public Affairs Assistant
Photos by Johnny Dyer and Brad Blanchard

The Structural Maintenance Unit 1, Illinois Waterway Project Office, traveled to New Orleans District (MVN) to assist with a gate replacement at Port Allen Lock, La.

The Crew started out on June 24 aboard the Motor Vessel City of Ottawa (the largest of the Illinois fleet) pushing the crane barge Hercules. The trip ended without incident at Port Allen Lock after seven and one-half days via the Illinois River, Upper and Lower Mississippi River and a short distance on the Gulf Intercostal Waterway.



Johnny Dyer, Jim Baird, and Chauncey Rosenblad, Illinois Waterway Structural Maintenance, extract shims from the anchor bars before the miter gate is removed from the lock wall at Port Allen, La.

The unit from Rock Island District consists of nine workers and one supervisor. Their assignment was to assist with the equipment removal and placement in and out of the lock chamber. There were several crews of Corps personnel and contractors totaling about 200 working around the clock to accomplish the task.

With the Port Allen Lock chamber completely de-watered they could then reseal the monolithic expansion joints and set the contact blocks on the new gates. This was only feasible after the old gates were pulled.

The personnel from the Illinois Waterway were consolidated with other MVN maintenance crews and assigned with work specific to their heavy lift expertise. Everything ran smoothly with a few weather interruptions.

"Brad Blanchard, lockmaster at Port Allen Lock, said the maintenance crews worked very well together," stated Johnny Dyer, supervisor for Illinois.

"The MV City of Ottawa and the Hercules crane barge are ideal for these gate changes. Both lock chambers are only 84 feet wide where normal lock chambers are 110 feet wide. The crane barge is narrow and is able to get into the gate chamber and has the weight capacity to do the heavy gate lifting," said Layne Yager, captain of City of Ottawa.

This is not the first time the Peoria crew supported MVN. Last year they traveled to Old River Lock and were instrumental with a gate change. Johnny Dyer stated they will be heading back to Old River.

The Motor Vessel City of Ottawa of the Illinois Waterway Project moves the crane Hercules into position in the lock chamber at Port Allen Lock, La., to remove miter gate number one.

"The work is completed at Port Allen Lock; now the heavy lift crew with the Hercules will be assisting the MVN maintenance crews with the repairs to the Old River Gates in preparation for installation. We will then move our operations to the Old River Lock located about 45 miles north of Baton Rouge, La., in order to change the two river end gates there," commented Dyer.

Once the crew has changed out the gates at Old River, they will move the old gates back to Port Allen where they will be refurbished and stored for future use.

The Old River Lock is scheduled to be closed to navigation continuing for 30 days beginning on Oct. 15.

Safety Corner

Driver Safety Program

From the Safety and Occupational Health Office

Motor vehicle crashes are a leading cause of death and injury for all ages. Crashes on and off the job have far-reaching financial and psychological effects on employees, their co-workers, and families. Many crashes are avoidable and driver safety training programs can help protect everyone.

A driver safety program helps:

- To save lives and to reduce the risk of life-altering injuries.
- To protect human and financial resources.
- To guard against potential company and personal liabilities associated with crashes involving employees driving on company business.

Every 12 minutes someone dies in a motor vehicle crash, every 10 seconds an injury occurs and every five seconds a crash occurs. Many of these incidents occur during the workday or during the commute to and from work. The U.S. Army Corps of Engineers Rock Island District has a Driver Safety Program Policy to help ensure the safety and well-being of its employees.

The USACE driver safety guidelines state:

- Employees driving government owned or leased vehicles shall receive initial training in Defensive Driving and every four years thereafter.**
- Employees may only use hands-free cellular phone devices while the vehicle is in motion.
- When an employee is using a hand-held cellular phone device, they must pull over to a safe location and bring the vehicle to a complete stop.
- Never text while driving.
- No eating, drinking, or smoking while the USACE vehicle is in motion.
- Seatbelts shall be worn by driver and passengers at all time while the vehicle is in motion.
- No speeding.
- Headlights shall be utilized from sunset to sunrise, also during unfavorable conditions that may hinder visibility.

General driver safety guidelines:

- Always buckle up!
- Avoid driving while fatigued, start your drive well rested and prepared.
- Never drink alcohol and drive.
- Allow plenty of time to make it to your destination.
- Avoid unnecessary distractions such as cell phones, changing CD's or radio stations, turning to talk with passengers.
- Slow down in rain or snow-like conditions.
- Always use turn signals when appropriate.
- Know your vehicle's blind spots.
- Do not let your emotions get in the way of safe driving choices.

**Training for defensive driving may be attained through GSA Fleet Drive at http://www.safetyserve.com/gsafleet/ Use Customer ID#:050100965068401 or Combat Readiness University-II at https://crc.learn.army.mil/ you'll need to register under the Army Traffic Safety Program, Accident Avoidance Course for Army Motor Vehicle Drivers.

You may also contact the Safety Office with questions on driver safety programs and requirements at (309) 794-5280.

Are you ready or are you *Ready?*

September is National Preparedness Month (NPM), a nationwide effort sponsored by the Federal Emergency Management Agency's Ready Campaign in partnership with Citizen Corps. This is a nationwide effort to encourage individuals, families and communities to prepare for emergencies.

This year, NPM focuses on changing perceptions about emergency preparedness and will help Americans understand what it truly means to be Ready. Preparedness goes beyond fire alarms, smoke detectors, dead-bolt locks and extra food in the pantry. Being Ready includes: getting an Emergency Supply Kit; making a Family Emergency Plan; being informed about emergencies and their appropriate responses; and getting involved in community efforts such as Citizen Corps.

For more information on NPM or for help getting your family, business or community prepared, call 1-800-BE-READY or visit www.ready.gov, www.listo.gov or www.citizencorps.gov, where you'll find free preparedness resources such as Family Emergency Plan templates, Emergency Supply Kit Checklists, and much more.

The Ready Web site also has a special sections for kids, ages 8-12, (Ready Kids). Emergencies can happen at anytime and to anyone. Are you ready or are you Ready?

Are you ready
Or are you Ready®
National Preparedness Month
September 2009 | www.ready.gov

Around the District

Photo taken by Mike Cox, Illinois Waterway Operations Manager

If you are visiting Starved Rock Lock and Dam on the Illinois Waterway on a Friday between Memorial Day and Labor Day be sure to wear your Hawaiian shirt. From left is Jake Eisert, lockman, Bill Keeney, lockman, Ed Watson, shifthead, and John Durdan, electrician. This was started a couple of years ago and has been a real hit with the boat traffic going up and down the river.

Sympathy ...

Viola Baker, 91, of East Moline, Ill., died July 31, at Trinity Medical Center-West Campus, Rock Island, Ill.

Baker worked in custodial service for the Corps and retired in 1980 as a clerk for the Rock Island Arsenal.

Jane Ickes, 90, formerly of Moline,Ill., died Aug. 11, at Illini Restorative Care Center in Silvis, Ill.

Ickes worked for the Corps of Engineers during World War II.

Retirements ...

Paul Kowalczyk, assistant chief, Design Branch, Engineering and Construction Division, retired August 1, after dedicating 43 years and one month, to the federal government.

Dean Eichenberger, lock and dam operator, Lock and Dam 22, Operations Division, retired July 31, after dedicating 22 years and 11 months, to the federal government.

Robert Schroeder, assistant lockmaster, Lock and Dam 21, Operations Division, retired July 3, after dedicating 30 years, to the federal government.

Michael Elliott, lock and dam repairer, Mississippi River Project Structural Maintenance Unit, Operations Division, retired July 30, after dedicating 23 years and six months, to the federal government.

Larry Folger, crane operator, Mississippi River Project, Project Maintenance Unit, Operations Division, retired July 31, after dedicating 26 years and one and one-half months, to the federal government.

Ronald Pulcher, archeologist, Economic and Environmental Analysis Branch, Planning, Programs and Project Management Division, retired June 30, after dedicating 22 years and one month, to the federal government.

Gary Kroeger, lock and dam operator, Lock and Dam 15, Operations Division, retired July 1, after dedicating 30 years and three and one-half months, to the federal government.

Sibte Zaidi, civil engineer, Geotechnical Branch, Engineering and Construction Division, retired August 31, after dedicating 28 years and three months, to the federal government.

Spotlight on the District

BUILDING STRONG®

If you have not heard of the U.S. Army Corps of Engineers Campaign Plan, get ready. USACE will, through execution of this Plan, become a GREAT organization delivering superior performance through disciplined people, thought, and action.

USACE *GOALS*

GOAL 1:
Deliver USACE support to combat, stability, and disaster operations through forward deployed and reachback capabilities.

GOAL 2:
Deliver enduring and essential water resource solutions through collaboration with partners and stakeholders.

GOAL 3:
Deliver innovative, resilient, sustainable solutions to the Armed Forces and the Nation.

GOAL 4:
Build and cultivate a competent, disciplined, and resilient team equipped to deliver high quality solutions.

I BUILD STRONG by *"collaborating with our partners to come up with innovative solutions to environmental issues."*
~Mark Cornish, supervisory biologist, Programs and Project Management Division

MVD *ACTIONS*

The Mississippi Valley Division is responsible for various actions associated with the four USACE campaign goals.

These actions include completing Hurricane and Storm Damage Risk Reduction in Coastal Louisiana, maintaining a technically competent workforce, and enhancing our regional business processes.

Visit the website below to see a detailed list of MVD actions.

MVR *TASKS*

To help Mississippi Valley Division achieve success each of the six districts within MVD developed several tasks which support the Division's actions.

These tasks include building strong collaboration with partners to enable mission accomplishment, improving business processes, and supporting regional missions.

Visit the website below to see a detailed list of MVR tasks.

Want to know how **YOU** can help **USACE BUILD STRONG**?
visit http://www.usace.army.mil/about/CampaignPlan/

Rock Island District ~ **BUILDING STRONG®**

ONE DISCIPLINED TEAM - in thought, word, and action - meeting our commitments, with and through our partners, by "SAYING WHAT WE WILL DO, AND DOING WHAT WE SAY."

Looking for Something to do?

Check out the CEMVR-EE/SEPC Calendar

By Liz Robinson, EEO Specialist

Many of the employees who participated in Diversity Week programs in May were very excited by what they had learned, both from the Backwards Jeopardy and the Spotlight displays. They want to learn more about our local diversity. To this aim, the Equal Employment Opportunity Office has created a calendar for District personnel. To access this calendar one goes to Outlook, click "Open", go to "Open a shared calendar," and type in "CEMVR EE/SEPC". Weekend notes require that you click on the daily rather than the monthly version of the calendar in order to find the Tidbit or event.

The calendar includes the following:

1. Dates for each of the Special Observances that the Department of Defense encourages us to recognize, such as Hispanic Heritage Month.
2. Dates for other special observances such as Cinco de Mayo, or Juneteenth Day.
3. Tidbits which are short notations of interesting historical information such spotlighting a day in history, birthday or death date of a famous or infamous person that is relevant to our cultural diversity.
4. Cultural events related to Diversity that are open to the public and each of us has the opportunity to attend such as festivals, theater and movie screenings, informal classes, lectures and programs, concerts, etc. We include family-oriented events at a relatively low cost that anyone might enjoy, whether it is weekend of after school, or something do to in the evening if one is on TDY. In most cases, the information includes the location, date, time, estimated length of the program and electronic and/or telephone resource for further information. We do not include partisan politically-oriented programs; programs that would violate standards of conduct at work including disrespect for an EEO group; or any programs designed to seek religious converts.

We invite all District personnel to provide us with activities, events, historical tidbits etc. that we can add to our calendar, including events from our recreation sites. Currently, we lack information on events closer to our field sites although we are aware that other locations have exciting events that other people may be interested in attending. Each of you may also be aware of interesting historical tidbits that need to be included on our calendar. Please forward these to any of the EEO staff.

Here are some of events we currently have on our calendar for September in addition to daily tidbits:

- Sept. 18: Our Big Fat Greek Festival
- Sept. 15-Oct. 15: Hispanic Heritage Month
- Sept. 24: Monthly meeting of the Native American Coalition of the Quad Cities

Examples of some of the daily tidbits are:

- Sept. 20, 1850: Abolishment of slave trade in District of Columbia
- Sept. 22, 1862: Emancipation Proclamation issued

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ROCK ISLAND
CLOCK TOWER BLDG. – P.O. BOX 2004
ROCK ISLAND, IL 61204-2004