

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name Lock and Dam No. 12 Historic District

other names/site number \_\_\_\_\_ N/A

2. Location

street & number 401 N. Riverview Street not for publication \_\_\_\_\_ N/A

city or town Bellevue vicinity \_\_\_\_\_ N/A

state Iowa code IA county Jackson code 097

zip code 52031

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets \_\_\_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant  nationally \_\_\_\_\_ statewide \_\_\_\_\_ locally. (See continuation sheet for additional comments.)

Paul D Rubenstz Deputy FPO, USACE  
Signature of Certifying Official

3 Dec 2003  
Date

William L. White / SAPO  
Illinois State Agency or Society Official

4-8-03  
Date

Ronell J. Sorke  
Iowa State Agency or Society Official

June 12, 2003  
Date

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register \_\_\_\_\_ See continuation sheet.
- determined eligible for the National Register \_\_\_\_\_ See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain) \_\_\_\_\_

for Edson Beall  
Signature of the Keeper

MAR 10 2004  
Date

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
public-local
public-State
x public-Federal

Category of Property (Check only one box)

- building(s)
x district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Upper Mississippi River 9-Foot Navigation Project, 1931-1948

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: water-related

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: water-related

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: lock and dam
NO STYLE: control station
OTHER: machinery

Materials (Enter categories from instructions)

foundation OTHER: timber pile
roof ASPHALT
walls CONCRETE
BRICK
other gates STEEL
machinery STEEL

Narrative Description (Complete text printed on the following seven continuation sheets.)

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county and state

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**Description**

The 101.74-acre Lock and Dam No. 12 Historic District is made up of a navigation lift lock, a nonnavigable dam, and 34 associated resources. Two general contractors and numerous subcontractors, all employing the maximum number of people for a relief work project, built all but one of the main features of this district between 1934 and 1938. Another contractor built the final major element of this district—the upstream guide wall extension to the lock—in 1951. Once this wall was in place the district arrived at its mature configuration. Since May 14, 1939, the district has been in continuous use as a part of the Upper Mississippi River 9-Foot Navigation Project. Significant features associated with the operation of the navigation system have, by necessity, been subjected to continuing maintenance, upkeep, or replacement throughout these 59 years. Moreover, this district was one of the first in the system at which the staff began making physical changes to increase their comfort while working. This district only remained in its unchanged mature form for 9 years (1951-1960). However, many of the early changes were quite discrete and were probably not noticed by most observers. Only in about 1975, with the removal of the lockmaster and assistant lockmaster residences from the esplanade, did the change become more obvious. Even then the decided slope that separates the esplanade from the rear of the buildings in downtown Belleville, Iowa, the town park occupying the main, street-level land upstream from the lock, and the federally secured lack of development on the islands, sloughs, and small flat bottomed areas on the Illinois side of the river have conspired to keep the district's overall setting the same as it was in 1948. The district, which dominates the downtown waterfront of Belleville, still retains integrity of location, design, setting, materials, workmanship, feeling, and association. Even though this complex has not received its 50-year major rehabilitation, its components are in good condition.<sup>1</sup>

General Description

The Lock and Dam No. 12 Historic District extends across the Upper Mississippi River from the downtown Bellevue, Iowa, waterfront to well within the Savanna Army Depot in Illinois. The bluffs on the Iowa side are quite close to the river. The urbanized area of the town of about 1,500 occupies the flat land below the bluff and extends to the western edge of the government-owned property. The town buildings closest to the district face U.S. Route 52, which constitutes the main street of the town within the city limits. The buildings on the east side of this street have their backs turned to the district. In the area directly inland from the lock—the area where most of the district's extant buildings are located—are mainly multi-story commercial buildings. Their unadorned backs, when combined with the steep slope extending from their bases to the level of the esplanade, form a wall that isolates the district from the town, when one is within the district. On the other hand, the district exerts a strong visual and aesthetic impact on the town.

The esplanade is a basically rectangular, 9-acre lawn extending about 200 feet from the base of the steep slope along the back side of downtown Bellevue to the water's edge. Running along about 2,100 feet of shoreline, it is a standard park/service area and access road lock and dam complex component (see Section F, Multiple Property Documentation Form). The lockmaster's and assistant lockmaster's houses

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were located toward the north end of the esplanade and faced the river. There are no buildings on the east side of Route 52 behind where these houses stood. This part of the esplanade adjoins a residential section of the town. The only houses on Route 52 in this area are on the west side of the street and also face the river. A town park, with a riverside gazebo, occupies the land east of Route 52.

In October 1938, about a month after Green Construction of Des Moines, Iowa started building this esplanade and the residences on it, at least one local citizen Joe A. Young, and his representative in Congress, W.S. Jacobsen, began questioning the need to include the lockmaster's and assistant lockmaster's houses in the esplanade. They wanted the esplanade to serve as an unobstructed park in the center of the main waterfront of downtown Bellevue and recommended moving the houses. Colonel Earl E. Gesler, Commander of the Rock Island District, argued that dwellings for the responsible personnel at the lock and dam site were a fixed and indispensable part of the permanent installation. However, he promised to make the houses and entire esplanade area as nice as possible within budget. This did not satisfy Young and Jacobsen who objected to the houses facing away from the town. They claimed this would prevent the esplanade from being an asset to the downtown. The issue was finally settled in 1939 by the Chief of Engineers, Major General Julius L. Schley, when he personally took a stand in support of Colonel Gesler and the standard esplanade design. Although the two houses which caused all this trouble were removed from the site in the mid 1970s (when the houses at all the complexes were moved, see Section E, Multiple Property Documentation Form), one physical remnant associated with them does remain on site--the frame two car garage which served the two houses. As completed in 1940, this garage has a masonry foundation. A one-story, frame building with wood bevel siding, it has a rectangular plan. It is 27 feet long and 20 feet wide with a gable roof covered with asbestos shingles. The ridgeline runs north to south. There is a wood double-hung six-over-six window in each gable end and two wooden overhead doors on the east facade. The east facade is the principal facade. Since construction, a lean-to roof section has been added onto the west end of the main bays. Without the context the two residences and their related structures provided, this garage can no longer be identified as what it originally was, a residential resource.<sup>2</sup>

The main lock adjoins the east side of the esplanade. A standard Upper Mississippi River style lock (as defined in Section F, Multiple Property Documentation Form), it has a 9-foot lift. The Style 1b central control station (as also defined in Section F of that same form) is the most prominent building in the complex and the only one contributing to its historical character. The central control station sits on the land wall of the main lock. The riverward wall of the main lock is also the landward wall of an incomplete auxiliary lock. This incomplete lock is also a standard feature of Upper Mississippi River 9-Foot Channel Project lock and dam complexes (see Section F, Multiple Property Documentation Form).

The moveable portion of the dam consists of seven, 64-foot-wide by 20-foot-high Type 2b Tainter gates (as defined in Section F, Multiple Property Documentation Form) and three, 100-foot-wide by 20-foot-high submersible roller gates (see Sections

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E and F, Multiple Property Documentation Form) with four Style 2b pier houses (see Section F, Multiple Property Documentation Form). In the initial November 1935 design for these roller gate piers, Rock Island District engineers James Reeves and Edwin Franzen planned for the upper half of the oval roller gate track to be left open. That is how the design still stood on August 17, 1936, when Warner Construction Company of Chicago, Illinois, signed a contract with the Rock Island District of the Corps of Engineers for the construction of the dam. However, in November 1936, before Warner had actually gotten the piers really underway, the Corps changed the design, calling for steel diaphragms to fill these spaces in each pier. The change had virtually no impact on the project schedule and Warner completed the work on April 20, 1938, 18 months later.<sup>3</sup>

The moveable portion of the dam extends 1,049 feet east in a straight line from the riverward wall of the auxiliary lock. Five dikes in segmental series extend about a mile and a half in a straight line from the eastern end of the moveable portion of the dam to the Illinois shore. The first of these dikes is a 2,750-foot-long, nonoverflow, earth- and sand-filled dike with riprap revetment topped with a clay and gravel road. This dike extends from the east edge of the moveable portion of the dam to the western end of a 120-foot-long 10-to-1 slope earth- and sand-filled transition dike. This transition dike, in turn, leads to a 1,200-foot-long concrete-covered ogee spillway (defined in Section F, Multiple Property Documentation Form). The ogee spillway is followed by another 120-foot-long 10-to-1 slope earth- and sand-filled transition dike. The remaining 3,130 feet of the dam is nonoverflow, earth- and sand-filled dike with riprap revetment topped with a clay and gravel road extending from the second transition dike to the Savanna Army Depot.

The Savanna Army Depot occupies the complex of islands and sloughs that extend three-quarters of the way across the river from the Illinois shore both upstream and downstream from the dam. This installation's use as a proving ground, depot, and ammunition plant has ensured the absence of development in the portion of it visible from the lock and dam complex for nearly 60 years. This, in combination with the river and the slope between the esplanade and downtown Bellevue, has preserved the district's integrity of setting and feeling.

In 1995, Congress ordered the Savanna Army Depot closed. The closing is being done in stages. Many functions have already been down-sized and the associated personnel transferred to other locations. The entire Defense Ammunition Center will be gone by September 30, 1999. The rest of the activities on the installation will be gone in the year 2000. As of July 1998, reutilization plans were not complete. Therefore, it is not known for sure whether reutilization will adversely effect the district's integrity of setting and feeling. However, given the nature of the depot land visible from the lock and dam, it is not likely to be the site of much development. The land further east in the depot is much more buildable.<sup>4</sup>

The Lock and Dam No. 12 Historic District includes both individually undistinguished features and individual distinctive features that serve as focal points. The distinctive focal points are the lock, dam, control station, an

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esplanade. All four, plus the auxiliary lock, the two freestanding control stands on the locks' intermediate wall (see Section F, Multiple Property Documentation Form), and the two stage recorders (also described in Section F of that form) at the far ends of the main lock's upstream and downstream land wall extensions contribute to the historic character of the district. The fact that the stage recorder at the end of the upstream guide wall extension was moved to this position in 1951, after the guide wall extension was completed, does not diminish its integrity sufficiently for it to be a noncontributing resource. This stage recorder still had integrity of design, setting, materials, workmanship, feeling, and association.

The relationships among all of these features is unaltered and all possess integrity. Because this complex has not yet received its 50-year major rehabilitation, its lock and dam components still retain integrity of materials and workmanship. The esplanade's integrity of materials and workmanship will not be affected by the rehabilitation. The central control station did undergo a major rehabilitation in 1985. However, this work, done in keeping with the Rock Island District-wide lockhouse rehabilitation project (see Section E, Multiple Property Documentation Form), left it with integrity of location, setting, feeling, and association.

Although the district contains 28 intrusions, none are focal points for the district. Some, such as the new moveable crane on the dam, are simply replacements in-kind. Most are very small compared to the focal points. Even the workshop, the largest new building, is unobtrusive because the focal points so dominate this district. Even with noncontributing resources outnumbering contributing, the district still conveys the sense of the historic environment.

The general physical relationship of the largest-scale resources to each other and to the environment is shown on the accompanying map entitled "Lock and Dam No. 12 Historic District Based on June 30, 1953, Map by Rock Island District: Sheet 18, Mississippi River, River and Harbor Project, Lock & Dam No. 12" and in accompanying photo number 1 entitled "Aerial Photo of Lock and Dam No. 12." The physical relationship of the smaller resources (including the buildings) to each other and to the environment, the road plan, and open spaces, is shown on the accompanying map entitled "Detail of Iowa End of the Lock and Dam No. 12 Historic District Based on June 30, 1953, Map by Rock Island District: Sheet 18, Mississippi River, River and Harbor Project, Lock & Dam No. 12."

#### The Mature Complex

As soon as the complex opened for navigation on May 14, 1939, the Corps learned that outdrafts made navigation into and out of the upstream end of Lock No. 12 difficult, but not as difficult as at many of the locks in the system. That is why the Corps waited 12 years before making any physical changes to the complex to correct the problem. In 1951, the Corps added an approximate 400-foot-long extension to the upstream guide wall of the lock as part of a system-wide program intended to counter outdraft problems (see Section E, Multiple Purpose Documentation Form). Because this whole structure is founded on sand, the Corps built this guide wall extension as it did those at Lock Nos. 11 and 13 (also described in Section E).

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Unfortunately, this guide wall extension did not totally correct the outdraft problem. It remains a problem today.<sup>5</sup>

It was also apparent very soon after Lock No. 12 went on line that traffic using it needed mooring facilities at its upstream end. In the same 1951 project in which the upstream guide wall extension was added to the lock, the Iowa shore immediately above that guide wall extension was converted to a mooring space with riprap revetment. This new reinforced bank ties to the back (west) side the guide wall extension.<sup>6</sup>

Once these two additions were complete in 1951, the overall complex arrived at its mature configuration. However, it didn't stay that way long. In 1960, the site staff here altered their central control station 10 years before the staff of the other locks and dams in the system did. They built a frame air-lock vestibule to shelter the office door. This door, just as those at most of the other sites, opened directly to the outside on the building's upstream, north, end. In the 1970s, the site staff at all the other complexes built air-lock vestibules apparently modeled on this one (see Section E, Multiple Property Documentation Form).<sup>7</sup>

In about 1970, the Rock Island District began making identical changes at all the lock and dam complexes under its stewardship on the Upper Mississippi (see Section E, Multiple Property Documentation Form). As part of this initiative, the Rock Island District installed a boat davit (see Section F, Multiple Property Documentation Form) on the walls of Lock No. 12.

Around 1971, the Corps began replacing equipment in-kind throughout the system, beginning with the haulage units (see both Sections E and F, Multiple Property Documentation Form).

In about 1972, site staff at this complex did some more force-account construction, building two control stand shelters (see Sections E and F, Multiple Property Documentation Form).

In approximately 1975, the Corps had contractors remove the standby generator which dominated the machinery room of the central control station, build a Style 1 emergency generator building (as defined in Section F, Multiple Property Documentation Form), and install a new generator in this building. The construction of this new building, along with the simultaneous removal of the lockmaster's and assistant lockmaster's residences from the esplanade, dramatically altered that area.

In 1980, Lock No. 12 got both upstream and downstream traveling mooring keels (see Section E, Multiple Property Documentation Form) installed at the same time. In a more visibly dramatic change that year the Corps erected a Style 1 workshop (as defined in Section F, Multiple Property Documentation Form) across the access drive from the central control station up against the slope which separates the esplanade from downtown Bellevue. The emergency generator building is on that same side of the access drive, although farther north, but not as far north as the residences had

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been. The workshop and emergency generator building are both west of the upstream half of the lock.

In 1983, the site staff built eight concrete, metal, and fiberglass covers over the machine pits in the main lock walls. These are very low structures intended to shelter the machinery, not human beings. This site crew was not alone in building such machinery housings during the 1980s. The crews at almost every complex in the Rock Island District built housings for their operating machinery (see Section E, Multiple Property Documentation Form). However, only two locks in the Rock Island District still have them: Lock Nos. 11 and 12. As part of the 50-year major rehabilitation at all the other complexes in the district, replacement of the operating machinery has made operating machinery shelters superfluous so crews have demolished them (also described in Section E).

In 1983-4, in another system-wide initiative, the Corps replaced the 30-ton vertical-lift electric crane boom on the top of Dam No. 12. Similarly, in 1984, the Corps had contractors install new light posts and light fixtures around Lock No. 12 (see Section E, Multiple Property Documentation Form, for information on both of these changes common to a number of the historic districts eligible under the context detailed in that form).

In 1985, a hip-roofed scooter shed (see Section F, Multiple Property Documentation Form) was built just south of the central control station.<sup>8</sup>

Ten years later, in 1995, in another wave of system-wide standardized renovations (see Section E, Multiple Property Documentation Form), Lock and Dam No. 12 got a new incoming power transformer, two new haulage unit shelters (see Section F, Multiple Property Documentation Form), and a smoking shelter (see Section F, Multiple Property Documentation Form). About that same time, the Corps also replaced in-kind Lock No. 12's two 1970s vintage haulage units and installed three new jib cranes in place of its single 1970s vintage boat davit (see Section F, Multiple Property Documentation Form for both).

In 1996, contractors repaired the northern corner of the upstream guide wall extension, installed a new check post and a new skin plate and resurfaced the riverward side of the guide wall.

In 1998, the upper approach mooring facility and the 2,750-foot land nonoverflow dike section of the dam closest to the moveable portion of the dam were reroaked.

Contributing Resources with date completed or placed in operation and keyed to photographs

<u>Building</u>		
Central Control Station	1937	PHOTOS 4 and 5 in Multiple Property Documentation Form



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Structures

Lock	1936	PHOTO 2 in this form
Auxiliary Lock	1936	PHOTO 1 in this form and Photo 12 in Multiple Property Documentation Form
Dam	1939	PHOTOS 3 and 4 in this form

Objects

2 Intermediate Wall Control Stands	1936	PHOTO 18 in Multiple Property Documentation Form
2 Stage Recorders	1936	PHOTO 19 in Multiple Property Documentation Form

Noncontributing Resources with date completed or placed in operation and keyed to photographs

Buildings

Garage	1940	PHOTO 7 in this form
2 Land Wall Control Stand Shelters	c.1972	PHOTO 5 in this form
Emergency Generator Bldg.	c.1975	PHOTOS 25 and 26 in Multiple Property Documentation Form
Workshop	c.1980	PHOTO 28 in Multiple Property Documentation Form
Scooter Shed	c.1985	not pictured
2 Haulage Unit Shelters	c.1995	PHOTO 5 in this form and PHOTO 21 in Multiple Property Documentation Form
Smoking Shelter	c. 1995	PHOTO 30 in Multiple Property Documentation Form

Structures

Upstream Mooring Levee	1951	PHOTO 6 in this form
Upstream Guide Wall Extension	1951	PHOTO 6 in this form
4 Lock Valve Operating Machinery Shelters	1983	not pictured
4 Lock Gate Operating Machinery Shelters	1983	PHOTO 5 in this form
Moveable Crane on Dam	1984	PHOTO 24 in Multiple Property Documentation Form

Objects

2 Traveling Mooring Kevels	1980	PHOTO 22 in Multiple Property Documentation Form
2 Haulage Units	c.1995	PHOTO 5 in this form and PHOTO 20 in Multiple Property Documentation Form

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3 Jib Cranes	c.1995	PHOTO 23 in Multiple Property Documentation Form
Incoming Power Transformer	c.1995	not pictured

SECTION 7 NOTES

1. Current condition ratings are in accord with definitions supplied by Ann Swallow, Illinois Historic Preservation Agency National Register Coordinator, on Aug. 19, 1992. By these definitions good means almost all original architectural details are apparently intact and major elements (foundations, walls, windows, and roof) are in repair, but some original details are missing and major elements require some work but no stabilization. Although the lock chamber walls need resurfacing, they are not structurally deteriorated. The concrete wall surface is a sacrificial finish, much like paint on a wall of a building.

2. Green Construction started building esplanade 12 and its residential structures on Sept. 15, 1938, and quit for the season on Dec. 10, 1938. J.H. Grove to Chief of Engineers, Jan. 1, 1939, Record Group 77 (hereinafter cited as RG77), Entry 111, Box 978, file 3648, Washington National Records Center, Suitland MD (hereinafter cited as WNRC). For esplanade building completion see U.S. Army Corps of Engineers, *Annual Report of the Chief of Engineers United States Army, to the Secretary of War for the Year 1940* (Washington, D.C. Government Printing Office, 1941) (The government has printed the *Annual Report of the Chief of Engineers* and bound it as a separate volume every year since 1867. Published at the end of the fiscal year, the exact title and format have varied slightly from time to time. Hereinafter, all reports from this series will be referred to as *Annual Report* followed by the fiscal year which the report covers.), p. 1160. For details of this esplanade, see "Specifications for Esplanade Work Lock and Dam No. 12, Mississippi River, Bellevue, Iowa" (Rock Island: U.S. Engineer Office, July, 1939), RG77. Entry 111, Box 178, envelope 3648, WNRC. For controversy see Joe A. Young to E.E. Gesler, Oct. 14, 1938; Gesler to Young, Oct. 18, 1938; Gesler to Young, Nov. 15, 1938; Young to Gesler, Dec. 2, 1938, Young to W.S. Jacobsen, March 31, 1939; and J.L. Schley to Jacobsen, April 24, 1939, RG77, Entry 111, Box 979, File 6740, WNRC.

3. *Annual Report, 1937*, p. 925; E.E. Gesler to Chief of Engineers, Nov. 27, 1936, RG77, Entry 111, Box 995, File 3524-part 3, WNRC; and *Annual Report, 1938*, p. 1055.

4. Art Podsiadlo, Associate Director of the Defense Ammunition Center on the Savanna Army Depot, interviewed by Mary Rathbun, July 31, 1998. Notes archived at American Resources Group, Ltd., Carbondale IL.

5. *Annual Report, 1951*, p. 1237; Rathbun Associates, "Upper Mississippi River 9-Foot Channel Project Locks and Dams 11-22, An Inventory for the U.S. Army Corps of Engineers, Rock Island District" (Historic American Engineering Record Documentation, Lakewood, CO: Rocky Mountain Regional Office, National Park Service, 1988) (hereinafter cited as HAER), p.74; and Leslie Rhoades, Lockmaster of Lock and Dam No. 12,

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interviewed by Mary Rathbun, June 26, 1984 (hereinafter cited as Rhoades Interview),  
tapes and notes of this interview in permanent files, Environmental Impact Section,  
Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island,  
IL.

6. *Annual Report, 1951*, p. 1237.

7. Rhoades Interview. This interview is the source of information in this and the  
subsequent seven paragraphs, unless otherwise noted.

8. Bill Hainstock, Assistant Lockmaster of Lock and Dam No. 12, interviewed by Mary  
Rathbun, Feb. 2, 1998. (Hereinafter cited as Hainstock Interview.) Notes archived at  
American Resources Group, Ltd., Carbondale IL. This interview is also the source of  
the information in the next three paragraphs.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- x- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
\_\_\_ B Property is associated with the lives of persons significant in our past.
\_\_\_ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
\_\_\_ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- \_\_\_ A owned by a religious institution or used for religious purposes.
\_\_\_ B removed from its original location.
\_\_\_ C a birthplace or a grave.
\_\_\_ D a cemetery.
\_\_\_ E a reconstructed building, object, or structure.
\_\_\_ F a commemorative property.
\_\_\_ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

- Transportation
Maritime History
Social History
Commerce
Conservation
Military
Politics/Government
Economics

Period of Significance 1934-1948

Significant Dates 1939

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder U.S. Army Corps of Eng., R. I. Dist.
Abbott, Edwin E.

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**Architect/Builder** McCormick, Herbert G.  
 Reeves, James  
 Franzen, Edwin  
 Ashton, Frank W.  
 James Stewart Corp., Chicago IL  
 Warner Const. Co., Chicago IL  
 Federal Eng. & Const. Co., K.C. MO  
 Green Const. Co, Des Moines IA  
 E.A. Whitney & Sons, Inc., K.C. MO  
 McClintic-Marshall Corp  
 Henry Knudson & Co., Chicago IL  
 Connors Plumbing, Heating, & Vent.  
 Henschel Roofing Co.  
 C.C. Putnam  
 Beckman Painting Corp.  
 Oscar Daniels Co., Erie PA  
 Commonwealth Elect. Co., St. Paul MN  
 A.M. Sproule, Gaalan IL  
 Fugina & Dresser, Winona MN  
 Henry Knudson, St. Paul MN  
 Dubuque Roofing Co., Dubuque IA  
 James W. Ledferd  
 Cutler-Hammer Inc., Milwaukee WI<sup>1</sup>

**Statement of Significance**

The Lock and Dam No. 12 Historic District is nationally significant under Criterion A in the areas of transportation, maritime history, commerce, conservation, military, economics, politics, and social history because it is part of the Upper Mississippi River 9-foot navigation system. It is also nationally significant under Criterion A in the areas of economics, military, politics/government, and social history because its history exemplifies particularly well the role the Upper Mississippi River 9-Foot Channel Project had in the 1933-1940 national relief work effort and the effect that status had on the construction work.

For a detailed discussion of the Upper Mississippi River 9-Foot navigation system's significance in commerce, conservation, military, economics, politics, transportation, maritime, and social history see Section E, Multiple Property Documentation Form. Because one of the major purposes of a Multiple Property Submission is to avoid needless repetition of information and keep the individual registration forms for related significant properties briefer than they would be if the resources were being nominated individually, only those aspects of these stories which are entirely specific to this historic district are included here.

The Period of Significance for the Lock and Dam No. 12 Historic District begins on February 12, 1934, when the James Stewart Corporation of Chicago, Illinois (a subsidiary of James Stewart and Company, Inc., New York, New York), signed a contract with the Rock Island District of the Corps of Engineers for the construction of the lock and central control station. The company began actual work on February 24,

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1934, completing both within 18 months, by November 15, 1935.<sup>2</sup> The Period of Significance ends in 1948 because 50 years ago is the recommended closing date for Periods of Significance where activities began historically to have continued importance and no more specific date can be defined to end the historic period. The post-1948 commerce and transportation activities of the Lock and Dam No. 12 Historic District do not meet Criterion Consideration G. The district's significance in conservation, military, economics, politics, maritime, and social history also fall within the 1934-1948 Period of Significance.

Significance in Transportation, Maritime History, Commerce, Conservation, Military, Economics, Politics, and Social History

The Rock Island District of the U.S. Army Corps of Engineers placed this complex in operation as a unit of the Upper Mississippi River 9-foot navigation system on May 14, 1939 (hence the Significant Date). It was the nineteenth of the 1931-1940 Upper Mississippi River 9-Foot Navigation Project complexes and the ninth in the Rock Island District to go on line.<sup>3</sup>

Significance in Economics, Military, Politics/Government and Social History

Both the general contractors and several subcontractors on both the lock and dam elements of this project sued the federal government. They claimed that, due to federal relief work rules, the government had not provided enough skilled and unskilled labor for them to hire while at the same time limiting where they could secure workers. The enormity of the problem is reflected in the size of the claims. The James Stewart Corporation, the general contractor for the construction of the lock and central control station, sued the federal government for \$314,114.66, almost 25 percent of its \$1,346,720.83 contract.<sup>4</sup>

Maxon Construction Company of Dayton, Ohio, the general contractor for the dam, sued not only for excess costs at this complex, but also on its Lock No. 18 contract. Maxon Construction's President, G. W. Maxon, had over 25 years experience in river construction, most of which was for the Corps. Maxon was familiar with Corps procedures and its classification of employees. However, Maxon was not prepared to deal with federal relief work rules. Maxon believed that Federal relief workers were often unqualified, so he hired other workers. But the federal government withheld payment for these unauthorized employees. Maxon argued that unqualified workers increased his costs because of the high risk of accidents which, in turn, raised his liability insurance premiums and caused him to miss deadlines. Just as the James Stewart Corporation's claims at Lock 12, Maxon's cases ended up in the U.S. Court of Claims.<sup>5</sup>

Despite all these difficulties, during the peak of construction, 1,217 people were simultaneously employed building this complex; therefore, it did serve a significant relief work purpose.<sup>6</sup>

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SECTION 8 NOTES

1. U.S. Army Corps of Engineers, Rock Island District, "Mississippi River Lock and Dam No. 12, Final Report Construction," Vol. I: "General Introduction and Lock" (Nov. 1937) (hereinafter cited as "Final Report-Lock 12"), p. 20, RG77, Entry 81, Box 665, National Archives and Records Center, Chicago IL (hereinafter cited as NACB); U.S. Army Corps of Engineers, Rock Island District, "Final Cost Report Dam No. 12, Mississippi River" (Oct. 1939) (hereinafter cited as "Final Cost Dam 12"), RG77, Entry 81, Box 665, NACB; W.H. Crossen to General Accounting Office, July 23, 1938, RG77 Entry 111, Box 977, file 3524, WNRC; and E.E. Gesler to Chief of Engineers, Feb. 20, 1938, RG77, Entry 111, Box 978, file 3648, WNRC.
2. *Annual Report, 1934*, p. 791; "Final Report-Lock 12", pp. 2-4 and 22; and *Annual Report, 1936*, p. 888.
3. "Lock & Dam No. 12, HAER No. IA-24," in Haer, p. 17; and *Annual Report, 1939*, p. 1150.
4. RG77, Entry 111, Boxes 977 and 978, file 3524, WNRC; transcript of Case No. 45051, Court of Claims of the United States, James Stewart Corp. vs. the United States (Lock 12), RG77, Entry 111, Box 673, WNRC (a duplicate is available in RG77, Entry 81, Box 678, NACB); HAER, p. 44; and *Gateways to Commerce*, p. 57..
5. HAER, pp. 45-46; and William Patrick O'Brien, Mary Yeater Rathbun and Patrick O'Bannon, *Gateways to Commerce: The U.S. Army Corps of Engineers' 9-Foot Channel Project on the Upper Mississippi River* (Denver: National Park Service, Rocky Mountain Region, 1992), p. 57.
6. "Final Report-Lock 12," pp. 13 and 25; numerous letters and memos, RG77, entry 111, box 978, file 3524, WNRC; and *Annual Report, 1939*, p. 1150.

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9. Major Bibliographical References

(The books, articles, and other sources used in preparing this form are printed on the following continuation sheet.)

Previous documentation on file (NPS)  
 preliminary determination of individual listing (36 CFR 67) has been requested.  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # IA-24

Primary Location of Additional Data  
 State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other

Name of repository: USACE, Rock Island District

10. Geographical Data

Acreage of Property \_\_\_\_\_

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	—	_____	_____	3	—	_____
2	—	_____	_____	4	—	_____

— See continuation sheet.

Verbal Boundary Description and Boundary Justification printed on the same continuation sheet.

11. Form Prepared By

name/title Mary Yeater Rathbun, Principal Historian  
organization Rathbun Associates date June 1998  
street & number 1792 Sandy Rock Road telephone 608-967-2144  
city or town Hollandale state WI zip code 53544

Additional Documentation

**3 maps and 7 black and white photographs all printed on the following continuation sheets.**

Property Owner

name U.S. Government—Rock Island District, Army Corps of Engineers  
street & number Clock Tower Building telephone 309-794-5185  
city or town Rock Island state IL zip code 61204-2004



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**Selected Bibliography**

Because one of the purposes of a Multiple Property Submission is to reduce the amount of documentation on each property, only those sources which are entirely specific to this historic district are included here. If a listing seems incomplete or there is no reference here for a source cited in the endnotes in this form, please check Section I: Major Bibliographic References of the Multiple Property Documentation form for a complete reference.

Interviews

Hainstock, Bill. Assistant Lockmaster of Lock and Dam No. 12, interviewed by Mary Rathbun, Feb. 2, 1998. Notes archived at American Resources Group, Ltd., Carbondale, IL.

Podsiadlo, Art. Associate Director of the Defense Ammunition Center on Savanna Army Depot, interviewed by Mary Rathbun, July 31, 1998. Notes archived at American Resources Group, Ltd., Carbondale, IL.

Rhoades, Leslie. Lockmaster of Lock and Dam No. 12, interviewed by Mary Rathbun, June 26, 1984. Tape and notes in permanent files, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island, IL.

Drawings

The alphanumeric designation appearing on the drawings related to Lock and Dam No. 12 is M-L 12, followed by a drawing specific number.

Photographs

U.S. Army Corps of Engineers, Rock Island District, Lock and Dam No. 12, Bellevue, IA. Photographic Collection.

Reports

Rathbun Associates. "Lock and Dam Complex 12" in "Historical-Architectural and Engineering Study: Locks and Dams 11-22, 9-Foot Navigation Project, Mississippi River," Vol. 1, pp. III-6 to III-9 and figures III-13 to III-18 and III-20 to III-23 (1985). Environmental Impact Section, Planning Division, U.S. Army Corps of Engineers, Rock Island, IL.

—. "Lock & Dam No. 12, HAER No. IA-24" in "Upper Mississippi River 9-Foot Channel Project Locks and Dams 11-22, An Inventory for the U.S. Army Corps of Engineers, Rock Island District," 24 data pages, seven exterior photos, one photographic copy of aerial photograph (1982), two photographic copies of photographs (1931-1939), and 13 copies of original construction drawings. Historic American Engineering Record Documentation (HAER). Lakewood, CO: Rocky Mountain Regional Office, National Park

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Service, 1988.

U.S. Army Corps of Engineers, Rock Island District. "Mississippi River Lock and Dam No. 12, Final Report Construction," Vol.I: "General Introduction and Lock" (Nov. 1937). Record Group 77, Entry 81, Box 665, National Archives and Record Center, Chicago, IL.

—. "Final Cost Report Dam No. 12, Mississippi River," (Oct. 1939) Record Group 77, Entry 81, Box 665, National Archives and Records Center, Chicago, IL.

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**Verbal Boundary Description**

The boundary of the Lock and Dam No. 12 Historic District is shown as the solid gray line on the accompanying map entitled "Lock and Dam No. 12 Historic District Based on June 30, 1953, Map by Rock Island District: Sheet 18, Mississippi River, River and Harbor Project, Lock & Dam No. 12." The Lock and Dam No. 12 Historic District consists of approximately 101.74 acres.

Vertex points noted on Map 1 correspond to the following UTM coordinate information from Zone 15. 1- N4681960 E712440, 2- N4681980 E712510, 3- N4681840 E712560, 4- N4681850 E712600, 5- N4681840 E712610, 6- N4681850 E712660, 7- N4681820 E712680, 8- N4682000 E713180, 9- N4682340 E713830, 10- N4682970 E714970, 11- N4682850 E715010, 12- N4682030 E713520, 13- N4681710 E712670, 14- N4681570 E712700, 15- N4681560 E712670, 16- N4681360 E712710, 17- N4681340 E712660.

**Boundary Justification**

The district's boundaries encompass all extant resources from its Period of Significance, plus the 1951 upstream guide wall extension to the lock. Unlike the adjoining upper approach mooring levee, the monolithic, reinforced-concrete guide wall extension is visually and operationally so much a part of the lock that excluding it would diminish the district's cohesion. The rock riprapped mooring levee, built the same year in the same project as the guide wall extension, is visually distinct from both the lock and the guide wall.

The district's western boundary follows the Corps property line. The district's eastern boundary does not extend to the Corps property line because nothing east of the fifth dike in the stationary portion of the dam contributes to the district's significance. The district's northern and southern boundaries are irregular to exclude acres of river which not only do not directly contribute to the property's significance, but are also ineligible for listing because they are not manmade.

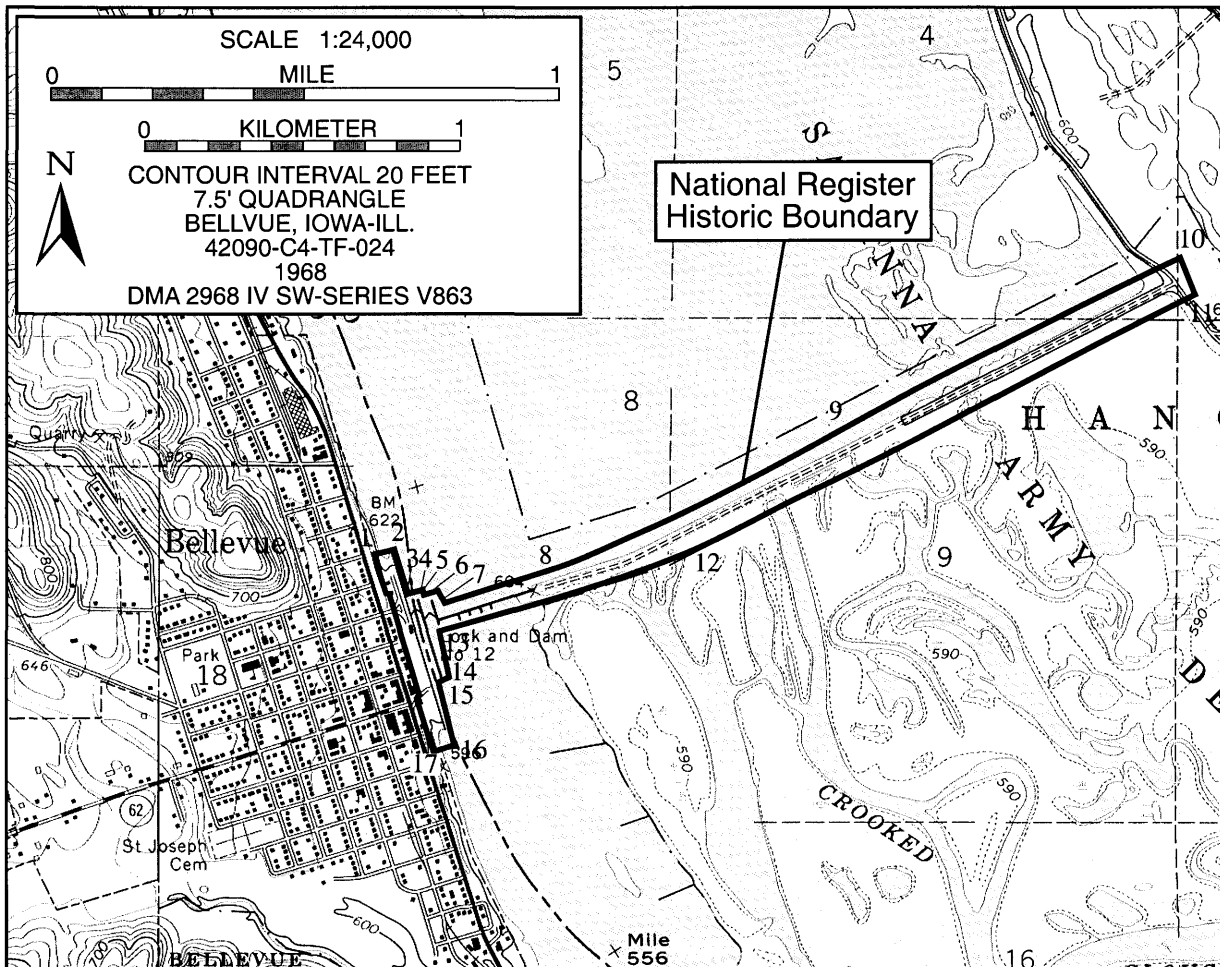
The district is clearly distinguished from downtown Bellevue by a steep slope along the western edge of the esplanade. As there are no manmade features in the portion of the Savanna Army Depot visible from the district, there is no need for a visual barrier between the two.

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MAP 1. Lock and Dam No. 12 Historic District Boundaries Superimposed on Bellvue, Iowa/Illinois 7.5' USGS Quadrangle Map.

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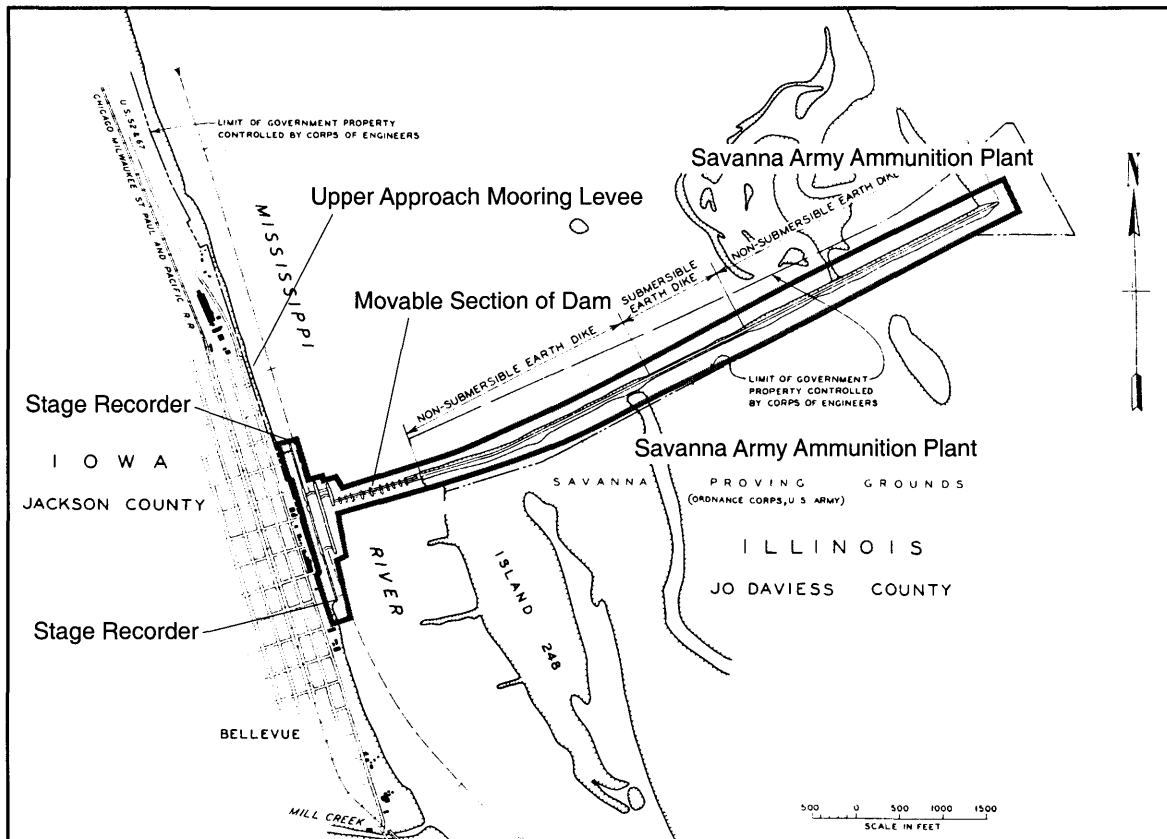
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MAP 2. Lock and Dam No. 12 Historic District Based on June 30, 1953, Map by Rock Island District: Sheet 18, Mississippi River, River and Harbor Project, Lock & Dam No. 12.

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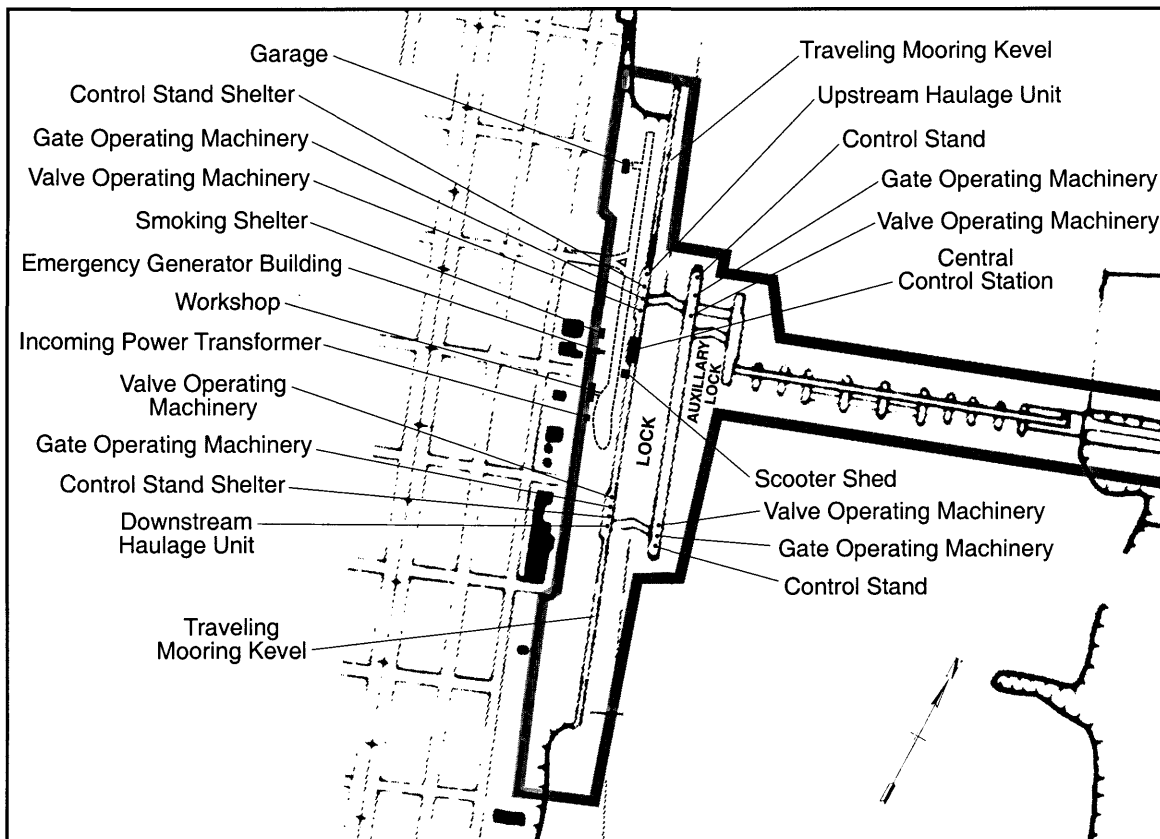
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MAP 3. Detail of Iowa End of the Lock and Dam No. 12 Historic District Based on June 30, 1953, Map by Rock Island District: Sheet 18, Mississippi River, River and Harbor Project, Lock & Dam No. 12.

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The above information is identical for each photo listed below. Some of the photographs were taken in 1998, some in 1997, and some in 1987. As discussed in Section H of the Multiple Property Documentation Form, new 35mm photos were taken in 1998 of all resources that had changed substantially or been added to each district since 1987. Therefore, the 1987 photos are only of resources that have not changed substantially since 1987.

There are several reasons why the 1987 large format photos are used. These 1987 photos are of resources that have not changed in ways visible at the scale needed to show the whole resource, or most of it, in one image. That scale is also the one which shows the essential physical characteristics necessary for that resource to contribute to the historic character of the district (see Section F, Multiple Property Documentation Form). The level of detail in prints from high quality large format negatives is worth the age, especially for resources which change so little over time.

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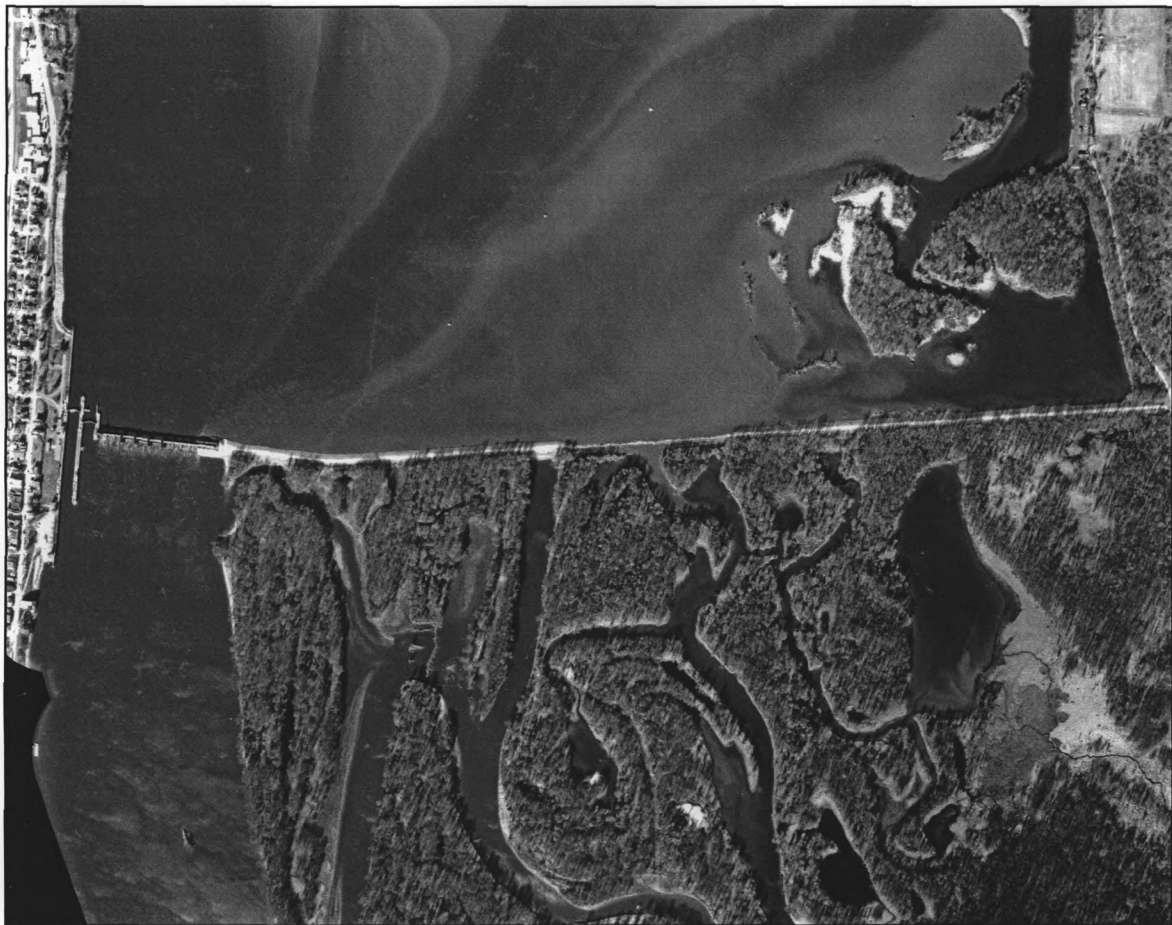


PHOTO 1. Aerial Photo.  
Photographer: ?  
Date of Photograph: ?  
Location of Original Negative: Survey Branch, Rock Island District,  
U.S. Army Corps of Engineers, Rock  
Island, IL.  
View:



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PHOTO 2. General View of Lock, Downstream Side.  
Photographer: Peter A. Rathbun  
Date of Photograph: September 1987  
Location of Original Negative: IA-24-3, HAER, IOWA, 49-BEL,1- HAER  
Collection, Prints and Photographs  
Division, Library of Congress,  
Washington, D.C.  
View: From downstream guide wall of lock,  
looking north

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PHOTO 3. General View of Dam, Downstream Side.  
Photographer: Peter A. Rathbun  
Date of Photograph: September 1987  
Location of Original Negative: IA-24-2, HAER, IOWA, 49-BEL, 1- HAER Collection, Prints and Photographs Division, Library of Congress, Washington, D.C.  
View: From downstream guide wall of lock, looking northeast

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PHOTO 4. Detail of the Stationary Section of Dam No 12. Concrete covered ogee spillway submersible earth- and sand-filled dike, which is the middle of the five dikes which make up the stationary portion of the dam.  
Photographer: Peter A. Rathbun  
Date of Photograph: September 1987  
Location of Original Negative: IA-24-5, HAER, IOWA, 49-BEL,1- HAER Collection, Prints and Photographs Division, Library of Congress, Washington, D.C.  
View: From east end of first dike in the series, looking northeast

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PHOTO 5. Upstream Haulage Unit Shelter at Left. Then, Left to Right, Upstream Land Wall Control Stand Shelter, Upstream Land Wall Lock Gate Operating Machinery Shelter, and North End of Central Control Station. Note how much taller the haulage unit shelter is than the unit itself. This is because the shelter is intended to protect the operator of the haulage unit, rather than the unit. The same is true of the control stand shelter. It is intended to shelter the operator, not the equipment. This is not true for the lock gate operating machinery shelter. It is intended as a shelter for the machinery, rather than human beings. The machinery itself sits in a pit in the lock wall. These three shelters, plus the upstream land wall lock valve operating machinery shelter (just south of the gate operating machinery shelter), not shown in this photograph, are mirrored at the south (downstream) end of the land wall of the lock by two identical buildings and two identical structures. There are neither haulage units, haulage unit shelters, nor control stand shelters on the intermediate wall of the lock. There are, however, a freestanding control stand, a lock gate machinery shelter, and a valve gate machinery shelter at each end of the lock chamber on the intermediate wall.

Photographer: Mary Yeater Rathbun  
Date of Photograph: February 1998  
Location of Original Negative: UMR-NATIONAL REGISTER, roll #5  
frame 25, Environmental Impact  
Section, Planning Division, Rock  
Island District, U.S. Army Corps  
of Engineers, Rock Island, IL.  
View: From driveway, looking southeast

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PHOTO 6. Upper Approach Mooring Levee with Recently Repaired Upstream End of the Guide Wall Extension to the Lock and the Moveable Section of the Dam in the Background. New rock surface on the levee visible.  
Photographer: Mary Yeater Rathbun  
Date of Photograph: February 1998  
Location of Original Negative: URM-NATIONAL REGISTER, roll #1, frame 24, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island, IL.  
View: From village's riverside park, looking southeast

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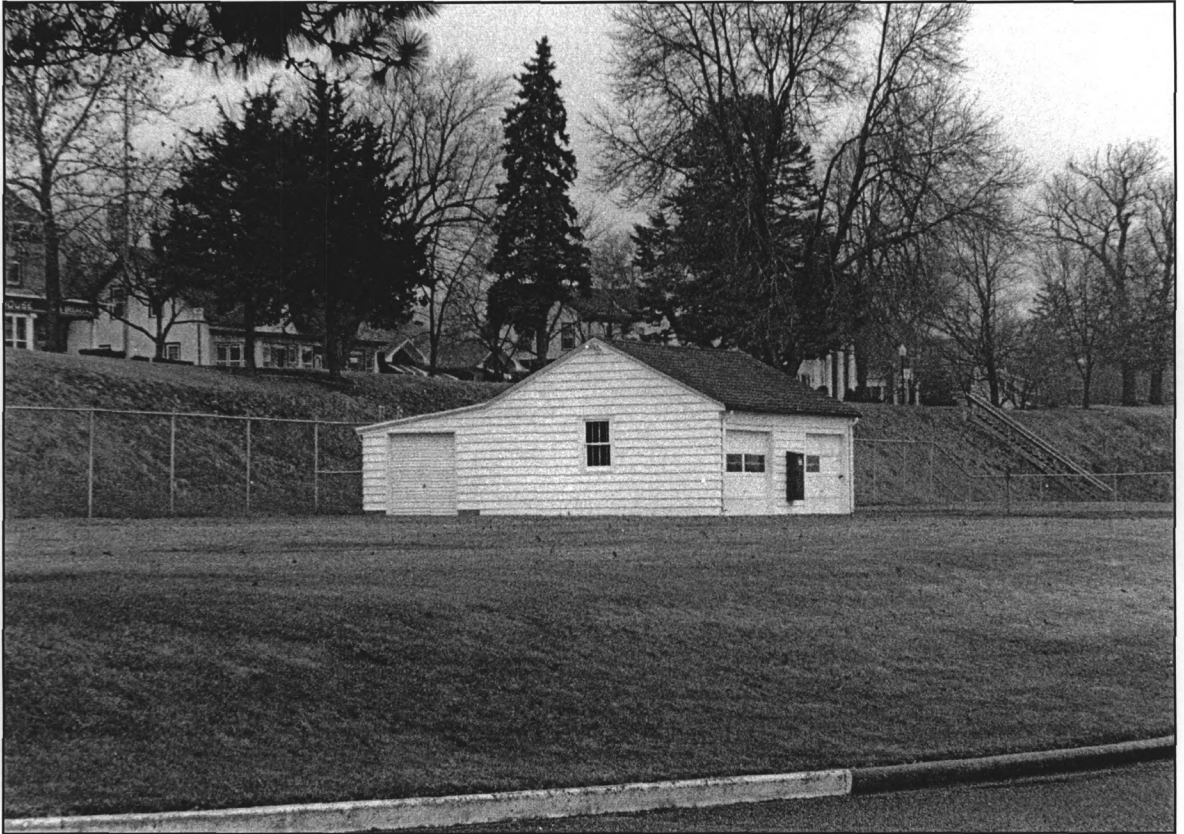
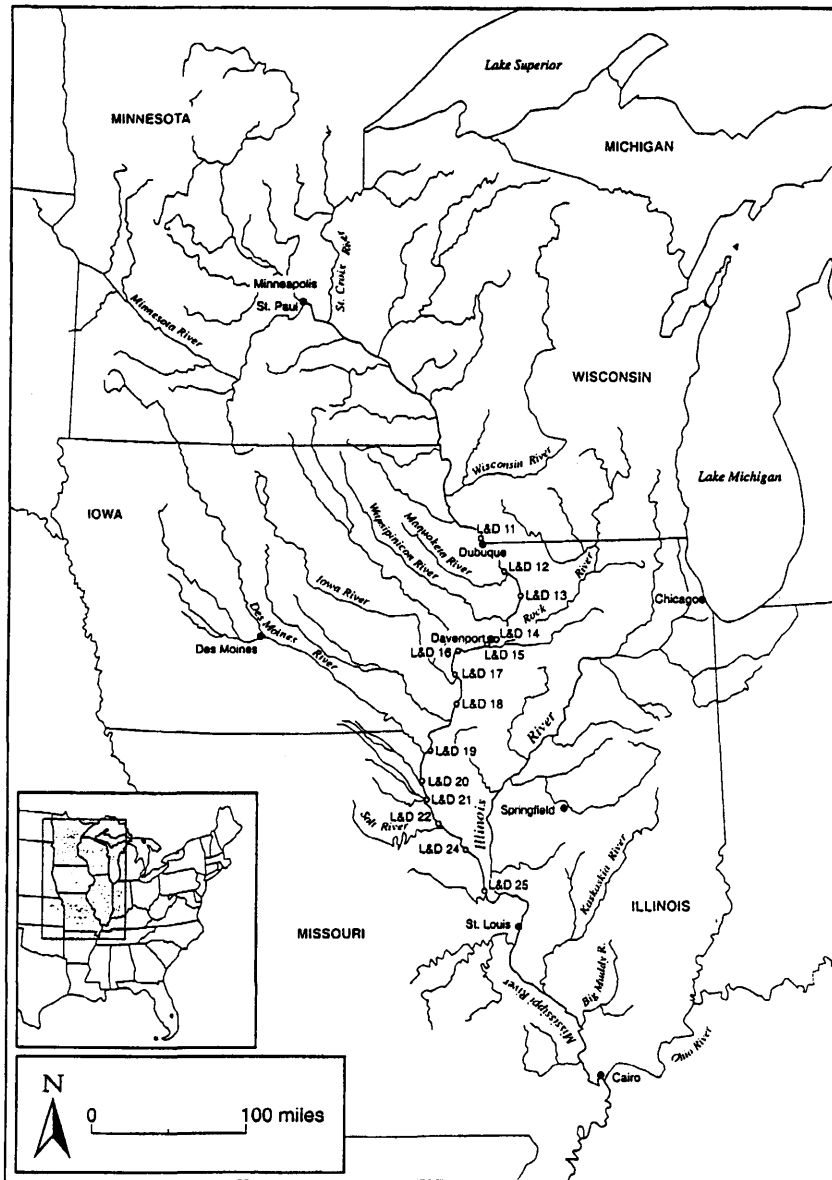


PHOTO 7. Front (East) Facade and South Side of the Garage which Originally Served Lockmaster/Assistant Lockmaster Residences.  
Photographer: Mary Yeater Rathbun  
Date of Photograph: February 1998  
Location of Original Negative: UMR-NATIONAL REGISTER, roll #5, frame 24, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island, IL.  
View: From driveway, looking northwest

E



*General Project Location.*