



Col. Howard W. Penney
July 1959–July 1962



Col. John W. Morris
July 1962–June 1965



Col. George A. Rehb
August 1965–November 1967



Col. Harley W. Ladd
November 1967–March 1968



Col. Vernon W. Pinkey
March 1968–July 1971



Col. William E. Read
August 1971–November 1972

1950–1953 — Korean conflict. Tulsa District military construction averages \$50 million a year.

1954 — Arkansas River navigation is placed in a “deferred for further study” category. A major engineering problem needs to be solved: 100 million tons of silt flowing down the Arkansas annually could prevent navigation.

1956 — Oklahoma Senator Robert S. Kerr wins funds for three reservoirs vital to the navigation system in return for throwing his support to the popular Federal Aid Highway Act (which authorized the interstate highway system).

1957 — Navigation system construction begins.



July 1961 — Tulsa District is relieved of all military construction responsibilities to re-emphasize its increasing civil works programs.

1960s — Keystone, Eufaula, Council Grove, Toronto, Oologah, John Redmond, Elk City, Millwood, Pat Mayse, Marion, Broken Bow, and Pine Creek Lakes completed.

1969 — Congress approves the National Environmental Policy Act.



1965–1973 — Vietnam War.

Dec. 30, 1970 — Waterway is ready for use: 448 miles, 17 locks and dams.

Jan. 21, 1971 — First tow travels full length of navigation system, arrives at Port of Catoosa carrying World and Tribune newsprint.

June 5, 1971 — President Nixon dedicates \$1.2 billion navigation system.

1972 — Clean Water Act extends Corps regulatory authority (Section 404 permits) to all waters of the United States.

1974 — Congress authorizes 1% of project construction for archaeological work.

1970s — Hugo, Dierks, Gillham, Kaw, Birch, DeQueen, Waurika, and Optima Lakes completed.