



## Standing up AFSBs CONUS East and West

Last month's article on creating AFSBs mentioned the creation of AMC CONUS. This was part of the Department of the Army's master plan on modernizing the Army logistics structure. The DA task force on modernizing and modularizing the Army wanted to create a CONUS based system more like that of OCONUS. Overseas theater support commands provided centralized logistics support above the division/corps level. Such an organization did not exist in CONUS. With the elimination of materiel management centers at the division and corps levels as a part of modularity, some kind of structure needed to be created in CONUS to provide support above the regimental level.

The first move was to create AMC CONUS to manage the Logistics Assistance Program. The movement of LARs in and out of SWA coupled with the constant deployment and redeployment of units required better management. However, the span of control was too large for one unit. In March 2005, AFSB CONUS-

East and AFSB CONUS-West were created. AMC CONUS scaled back to become a liaison office to FORSCOM.

AFSB CONUS East and West were built from scratch. The commander of East was dual hatted as the commander CEG-Afloat in Charleston. He moved into the LAO-82nd offices until facilities could be found. The commander of West had been the AMC CONUS at FORSCOM. He moved to Ft Hood into space provided by the inactivating Corps Materiel Management Center and turned AMC CONUS over to his civilian deputy.

The new AFSBs were short on manpower to execute their missions. While the subordinate LAO offices executed their missions on Army posts, the AFSB headquarters were severely understrength to do planning, policy, and coordination. HQ East had only 11 people at the end of FY05 while West had only six.

However, the command representatives from the LCMCs also operated under the AFSB umbrella and provided some relief. As East and West struggled to create a structure, missions immediately piled on. Besides acting as AMC's single point of entry, East and West managed the overall RESET process for all CONUS based units. Most of the hands-on work was done by contractors, but the staff needed to interact with customers. This required access to equipment data, distribution management, parts, etc. They got that help from the new DMC. More on that next month.



Activation of AFSB CONUS East

### THIS MONTH IN MILITARY HISTORY

- ◆ 1863- First reported use of black Union troops in Civil War attempt to capture Fort Wagner
- ◆ 1864- Union troops dig tunnel under Confederate lines at Petersburg and detonate it
- ◆ 1882- "Last Great Buffalo Hunt" begins in North Dakota
- ◆ 1898- President McKinley signs resolution annexing Hawaii
- ◆ 1966- US troops bomb demilitarized zone in Vietnam
- ◆ 1967- US aircraft carrier Forrestal sustains heavy fire damage off the coast of North Vietnam
- ◆ 1969- National Guard mobilized due to racial disturbances in Baton Rouge, LA
- ◆ 1976- First women enrolled in US military service academies
- ◆ 1991- Women allowed to fly combat aircraft
- ◆ 2003- Pres. Bush orders a naval amphibious force to position off the coast of Liberia
- ◆ 2004- US jets pound the suspected safehouse of terrorist Abu Musab al-Zarqawi in Fallujah.

## Dimock and Gould- Buckets on the Island

Any good businessperson will recognize the value in the *concept* of supply and demand. A great business owner will recognize *real* demand and increase the supply of an item— even wooden buckets. In the early to mid-1800s, settlers were reaching the area now known as the Quad Cities. The Mississippi river was the boundary to the great Frontier and many people were moving from the East Coast to see what opportunities were available. One pair to do just that was John Gould and D.C. Dimock—they were also great businessmen.

John Gould, originally of Massachusetts, learned about becoming a successful businessman through relations with John Deere. As Deere was beginning his path toward becoming a farm machinery tycoon, he realized his need for a bookkeeper and office manager. Gould, having experience and success in both these areas through previous employments, was selected as the proper candidate for the job. After working as a partner with Deere for nearly three years, Gould sold his shares in the company to pursue a business venture he had been considering for some time. Gould, who was located in Moline due



to his involvement with Deere, invited his brother-in-law, D. C. Dimock, to be his partner; not merely because he was family, but because of Dimock's experience as a wood craftsman. This, paired with Gould's business savvy, was a combination they hoped would provide them with success in filling a need of the citizens of the area.

Up until this time, the settlers had been required to turn east for their woodenware needs such as pails, tubs, and churns. These items were then shipped down the East Coast, through the Gulf of Mexico, and up the Mississippi River at great freight cost to the settlers. Gould proposed to Dimock the idea of becoming woodenware manufacturers in Moline. Dimock was initially skeptical. However, after he took a trip to New England to learn and ob-

serve the manufacturing process, he returned just as excited as Gould had been all along. The two men officially formed the "Dimock and Gould" partnership in 1852. They set to work gathering the work space and machinery they would need. From an earlier enterprise Dimock held interests in a local sawmill business. Dimock and Gould were able to secure this same area to continue producing bedsteads and chairs. The income from that venture provided the cash to build a bucket shop.

In 1853, the company began manufacturing wooden tubs, pails and churns. Although the product was not revolutionary, the manufacturing process was, especially this far west. A mere month after production had begun, every local newspaper had printed articles hailing the innovation and production of the company. During the Civil War a major customer was the Confederate POW camp, a captive audience on the island. The perceptive businessmen became wealthy and the company remains in business today.