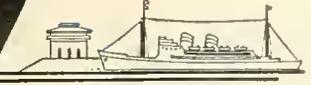


PANAMA CANAL



REVIEW



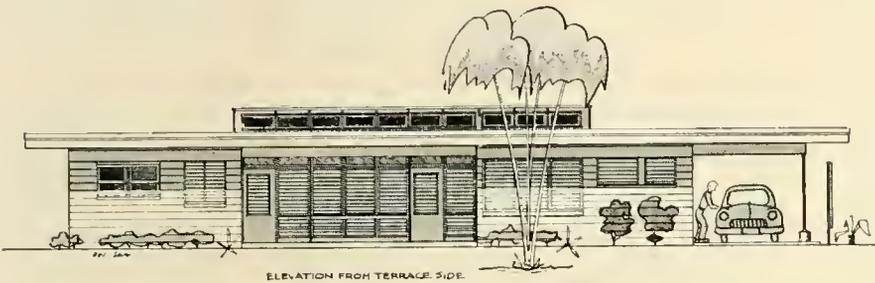
Vol. 2 No. 6

BALBOA HEIGHTS, CANAL ZONE, JANUARY 4, 1952

5 cents

FINANCIAL AFFAIRS EXPECTED TO OCCUPY MUCH ATTENTION AT BOARD MEETING HERE

Canal Housing Program Moves Into High Gear With Bids Asked On Two Big Group Contracts



ELEVATION FROM TERRACE SIDE.

ONE OF THE entirely new types of houses to be built this year is a three-bedroom single house with a covered terrace at the back of the living room. Above is the rear view of this house.

The Panama Canal's housing program is moving into high gear. Two large group contracts have been advertised for bid, to be let within the next few weeks.

Plans are being considered for the acceleration of the program so that it would be completed in the fiscal year 1956 instead of in fiscal year 1958 as was originally planned. This, of course, will be dependent on action by the Bureau of the Budget in making funds available.

The availability of materials and labor will have some effect on the speed-up of the housing program as will the willingness of contractors to bid on large contracts.

At the present time the Company is going ahead with plans for accelerating the program.

On December 7, Isthmian Constructors was awarded a contract to build 96 new quarters for the extension of Silver City.

The first large group contract for quarters at Paraiso, Ancon, Balboa, and Diablo Heights, and for site preparation at Summit, was advertised December 14, and the bids are to be opened January 28.

The second large contract, for the construction of quarters at Margarita and Gatun, clearing of an extension for Margarita, site preparation at Cardenas and access utilities for Summit, was advertised today, the bids to be opened February 18.

Overall Program

The overall program contemplates abandoning all quarters at New Cristobal, Pedro Miguel, Red Tank, and at Cocoli,

which has been taken over by the Navy

The expansion of Margarita and Gatun will provide housing for all U. S.-rate employees now living in New Cristobal and Colon Beach.

No quarters will be (See page 3)

Matters pertaining to the financial condition of the Panama Canal Company are expected to occupy much of the attention of the Board of Directors at the meeting which opens Monday in the Board Room of the Administration Building at Balboa Heights.

This will be the second meeting of the Directors since the Panama Canal Company came into being, the other being held last September in Washington. Normally the Board meets quarterly but the December meeting was postponed until this month.

No complete financial figures will be available for the Board's consideration on the first six months of operations as a corporation. However, the Board is expected to review generally operations and finances for the first half of the year. Much of the Canal business scheduled for consideration at next week's meeting is of a continuing nature and relatively few new items are expected to be introduced.

Panama Line Terminus

Among the items considered at the September meeting (See page 15)

Municipal, Building Units Merge To Form Maintenance Division

Merger of the Municipal and Building Division at the first of January brought together two of the oldest individual units of the Canal organization. Both were organized soon after the Canal work was begun in 1904, as quarters construction and installation of municipal facilities were of prime importance at the outset of the construction period.

The new Maintenance Division will be headed by F. H. Lerchen, Jr., formerly Municipal Engineer, but other personnel changes and assignments are yet to be announced. Harry A. Metzler, Building Engineer, who resigned at the end of December, was to have headed the Pacific Side organization and no appointment has been made to that position.

Considerable savings are expected to be effected by the merger which will permit a consolidation of shops and offices. A number of the top engineering personnel will be transferred to the Contract and Inspection Division and the Engineering Division where their services are badly needed in connection with the accelerated new-housing program.

The main field offices of the Maintenance Division on the Pacific side are located in the old Building Division headquarters. Orders and payment for private work will continue to be handled there. The Upholstery and the Plumbing Shops



FRANK H. LERCHEN

of the Building Division are being moved to the Municipal Division yards on Gailard Highway and the other shops will remain in their present location.

All shops and offices of the Municipal Division in the 14th Street area in Cristobal are being transferred to the Building Division area, which will be the Atlantic Side headquarters.

FEATURES THIS MONTH

- How the Dredging Division keeps the Canal clean—see Page 8.
- Employees celebrate Christmas—see picture story on Page 6.
- Review of 1951—Page 10.
- Twilight League Story—Page 16.

Company Officers and Directors



Frank Pace, Jr.



Karl R. Bendetsen



Governor F. K. Newcomer



W. R. Pfizer



Lt. Gov. Herbert D. Vogel



Gen. R. A. Wheeler



T. Coleman Andrews



Edward D. McKim



Gen. J. L. Schley



Gen. Glen E. Edgerton



Daniel E. Taylor



John W. Martyn



B. F. Burdick



Gordon Gray



James C. Hughes

SECRETARY PACE, a native of Little Rock, Ark. has a unique and distinguished public service record. He entered the Federal Government service soon after the war during which he served four years as an officer with the Air Transport Command. He served a short period as special assistant to the Attorney General after which he became, in January 1948, Executive Assistant to the Postmaster General. He later served one year as Assistant Director of the Budget and was appointed Budget Director in January 1949. He took office as Secretary of the Army April 12, 1950, succeeding Mr. Gray in that post.

Mr. **BENDETSSEN** is Assistant Secretary of the Army and was appointed Chairman of the Board of Directors of the Panama Canal Company last September. He also serves as a member of the Executive Committee. He was born in Aberdeen, Wash., where he was engaged in law practice for a number of years before the war. He had a varied war service with much duty as a staff and combat officer. He was awarded the Distinguished Service Medal in 1942. He reentered law practice in San Francisco after the war, but served three months in 1948 as Special Consultant and Acting Deputy to James Forrestal, first Secretary of Defense. He was appointed Special Consultant to Secretary of the Army Gordon Gray in August 1949 and became Assistant Secretary of the Army in February 1950.

GOVERNOR NEWCOMER serves in a dual capacity with the Board of Directors—as President of the Panama Canal Company and a member of the Executive Committee. He became a member of the Board of Directors and Vice President of the Company soon after his appointment as Engineer of Maintenance in May 1944.

Mr. **PFIZER** has a service record which can be matched by few persons in the Canal organization. He recently celebrated his 41st anniversary of service with the Company of which he is now Vice President. Like T. H. Rossbottom, whom he succeeded in 1949 as Vice President, he joined the Panama Railroad Company as an office boy in the New York office and worked his way to the top of the organization. He had served about 10 years as Third Vice President and Secretary of the Company before he became First Vice President in July 1949 and head of the Railroad Company's activities in the United States.

LIEUTENANT GOVERNOR VOGEL is Vice President of the Panama Canal Company and during absences of the Governor-President from the Isthmus

he performs those duties of the President which relate to the Company activities here. He has served with the Canal organization since July 1949 when he became Engineer of Maintenance, a title since changed to Lieutenant Governor.

GENERAL WHEELER is presently Engineering Adviser for the International Bank for Reconstruction and Development. He retired in February 1949 as Chief of Engineers with the rank of Lieutenant General. He served twice with The Panama Canal, from 1927 to 1930 as Assistant Engineer of Maintenance, and from 1940 to 1941 as Engineer of Maintenance. He made a distinguished record during World War II with service in the Asiatic Theater of Operations. Part of the war years was served as Deputy Supreme Commander and later Commander of the India-Burma theater.

Mr. **ANDREWS** became a member of the Board of Directors last January and was elected a member of the Executive Committee at the September meeting. He is a native of Richmond, Va., headquarters of the firm of Certified Public Accountants which he founded in 1922 and now heads as senior partner. He is a specialist in cost accounting, business organization and management, public administration, public finance, and government accounting. He served last year as President of the American Institute of Accountants.

Mr. **McKIM** was born in Evansville, Ind., but his home now is in Omaha, Nebr. He is an insurance executive and has been Vice President of the Mutual Benefit Health and Accident Association since 1935. During the first World War he served in the now famous 129th Field Artillery under Capt. Harry S. Truman. After his former commanding officer became President of the United States, Mr. McKim was named his Chief Administrative Assistant. He also has served as Deputy Federal Loan Administrator. He became a member of the Board of Directors early last year and was elected a member of the Executive Committee in September.

GENERAL SCHLEY closed a distinguished military career in September 1941 as a Major General and Chief of Engineers, although he was recalled for two years of active service during the war. He is a native of Savannah, Ga., but his home since retirement has been in Washington, D. C. His Canal service from 1928 to 1936 included four-year terms as Engineer of Maintenance and Governor. His service as Director of the Panama Railroad (now Canal) Company has

been continuous since 1928. He is a member of the Executive Committee of the Board of Directors.

GENERAL EDGERTON served as wartime Governor of The Panama Canal, 1940 to 1944, after four years as Engineer of Maintenance. After leaving the isthmus he served as Chief of UNRRA in China. For the past two and a half years he has been Executive Director of the Commission on the Renovation of the White House. He is a native of Manhattan, Kans., and held the rank of Major General upon his retirement from the Corps of Engineers shortly before his appointment to the White House renovation work. His service as a Director has been continuous since 1940.

Mr. **TAYLOR** is President of the West India Fruit and Steamship Company, Inc., the West Palm Beach Terminal Company, and the Palm Beach Biltmore Hotel Corporation. He was born in Sea Level, N. C., but much of his business career has been centered in Norfolk, Va., where he organized and headed several enterprises. He presently lives in West Palm Beach, headquarters of the three Florida companies of which he is president. Among his other business interests he is a member of the Board of Directors of the Waldorf-Astoria Hotel Corporation of New York.

Mr. **MARTYN** has an outstanding record of progressively responsible government experience in both the legislative and executive branches. It includes 30 years of continuous service in the office of the Secretary of War (now Army), which was highlighted by his appointment in 1930 as Administrative Assistant and Chief Clerk by Executive Order signed by the President. For his outstanding service during the war years he was awarded the Medal of Merit by the President in 1946. He was born in Washington, D. C., and entered Government service 45 years ago. Mr. Martyn is a veteran member of the Board of Directors and his long service in his position gives him an intimate knowledge of Panama Canal affairs.

Mr. **BURDICK** has been a member of the Board of Directors since his appointment as Chief of Office in Washington, D. C., in 1939. A native of Houston, Ala., Mr. Burdick joined the Canal organization in August 1936 after more than 18 years of service in claims and accounting work with the War Department and the General Accounting Office. After a few months of service in the Canal Zone he was transferred to the Washington Office as Assistant Chief of Office.

(See next page)

Board-Employee Talk Requested By Members Attending Conference

The possibility of a meeting between employee representatives and members of the Panama Canal Company Board of Directors was discussed at some length at the December meeting of the Governor-Employee Conference.

Governor Newcomer told the 14 employee representatives present that the Board would meet here January 7. A definite schedule had not been arranged but he expected that there would be a short meeting the afternoon of January 7 and that the Board would then recess until late in the week to enable those members who had not been to the Canal Zone before to see something of Company activities, he said.

At the request of Rufus Lovelady of the AFGE Lodge No. 14 and J. J. Tobin of the Central Labor Union, the Governor agreed to try to arrange a meeting between a small group of employee representatives and the Board.

The Governor said that he considered such a meeting useful to orient the Board on some employee problems but cautioned the employees against confusing major points with minor grievances.

In connection with his recent trip to Washington on budget matters, he explained that all government corporations are required to submit budgets to show their programs and that they are staying within the activities authorized by law.

On behalf of 20 teachers living in type 201 quarters in Diablo, Mr. Tobin protested over the doubling of the rent they are paying. He pointed out that these buildings contain the only bachelor quarters available in the town and raised the question as to whether the teachers would be permitted to "double up" in four-family houses, two teachers to an apartment. He also asked that, if the teachers move because of the doubled rental, the Company pay the cost of the move.

The Governor and Col. H. D. Vogel explained that there would be no change in rates until this is passed on by the Board but that such a recommendation had been worked out in Washington to save a complete overhaul (See page 13)

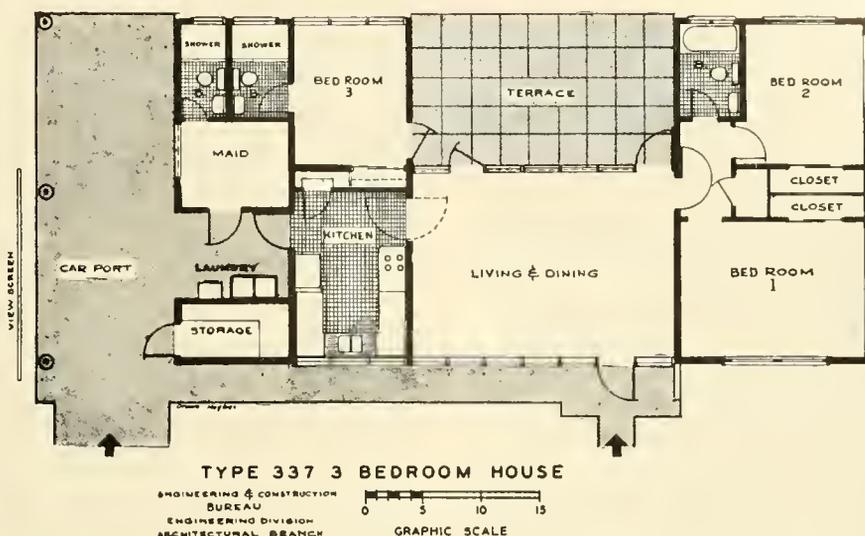
COMPANY OFFICERS AND DIRECTORS

(Continued from page 2)

Mr. GRAY, President of the University of North Carolina, was born in Baltimore, Md. He is well known nationally as a lawyer, newspaper publisher, and educator. He won national recognition when he was appointed Assistant Secretary of the Army in September 1947 after service as an Army officer during the war period. He succeeded Kenneth C. Royall as Secretary of the Army in June 1949 and served almost one year before resigning to accept the position of President of the University of North Carolina. He became a member of the Board of Directors upon his appointment as Secretary of the Army.

Mr. HUGHES, Secretary of the Panama Canal Company is a native of Lincoln County, Ky. After his graduation in law he was employed for about 10 years, 1930 to 1940, in legal work for the Corps of Engineers. He joined the Canal organization in September 1940 as Assistant Comptroller and Legal Adviser in the Washington Office. He was made Assistant Chief of Office the following year and served in that position until February 1948 when he was transferred to the New York Offices of the Panama Railroad Company as Assistant to the Vice President. He was elected Secretary of the Company in July 1949.

CANAL HOUSING PROGRAM MOVES INTO HIGH GEAR



FLOOR PLAN of the new type cottage pictured on page 1 is presented above. Several of these houses are scheduled for construction at Margarita during this year. The houses are masonry, on the ground type.

(Continued from page 1) built to have more than two apartments, except for some "row type" houses in Cardenas where this type of construction is necessary because of the terrain. Some of the newer four-family quarters, built about 10 years ago in Diablo, Ancon, and Margarita, will be retained.

The overall program involves the construction of 4,108 family units and 1,270 bachelor units, at a cost for housing alone of some \$67,000,000. New community facilities, such as clubhouses, commissaries, and post offices are not included in these costs.

For the present fiscal year, the housing and townsite construction program breaks down, by towns, as follows:

ANCON: Quarters will be built for 56 families in the Chagres Street-Ancon Boulevard area. Fine grading will be done; sewers and drainage systems and a street lighting system will be installed. The streets, service drives, and walks will be paved and topsoil placed in the housing area, and grass will be planted.

Eight of the 48 houses will be duplexes; three of these will be type 324, similar to those built earlier this year on Endicott Street in Diablo, and the other five will be of a new type having a large patio off the living room. Three of the single houses will be a modification of the "Breezeway" house, with four bedrooms each. Seven single houses will be of type 334B (illustrated in the lower sketch on page 2 of the November issue of THE REVIEW), and four will be of type 332-B, which has a porch adjacent to the living room.

All of the duplexes will have two bedrooms each. Of the single houses, 24 will have 2 bedrooms, 13 will have 3 bedrooms and 3 will have 4 bedrooms each.

BALBOA: Fifteen families will be housed in the quarters to be built in the Pyle Street-Morgan Avenue section of Balboa. Included in the contract are utilities, paving, and grassing.

The houses will be of the composite type, similar to those in San Juan Place in Ancon. Four of the 11 buildings will be duplex apartments, two apartments having three bedrooms each and the remaining four apartments with two bedrooms each. Two of the single houses will have three bedrooms and a maid's room; three will have no maid's room but will have three bedrooms. The other single houses will have two bedrooms each.

CARDENAS: Work at this new local-rate community, located north of Corozal, will consist of clearing, rough grading, drainage, and site preparation. Two concrete water tanks will be put up and water lines and sewers will be laid. An access road, to connect Cardenas with Gaillard Highway, is also in this bid.

DIABLO HEIGHTS: This year's building at Diablo will all be in the section uphill from the site of the old messhall, overlooking Diablo Road. Twelve masonry buildings will be constructed. Two of these will be duplexes like those built earlier and recently assigned in the new Diablo development near the Canal. Both of these duplex houses will have two-bedroom apartments. Four modified "Breezeway" houses, each with three bedrooms and a maid's room, are to be built. Seven of the single houses, including the four "Breezeways," will have three bedrooms; all of the others will be two bedroom types.

GATUN: Ten cottages are scheduled for this year on the extension of Jadwin Road on the high ground of the old Third Locks spoils area. Four of the houses will be modified "Breezeways," with three bedrooms each. The other six houses will have two bedrooms each and will be similar to those built recently at the upper end of Endicott Street in Diablo.

The contract also calls for preparation of sites and installation of utilities.

MARGARITA: Work at Margarita this year is divided into two parts. Thirty-one acres are to be cleared for an extension to the present town. This lies south of Margarita and is bordered by Gulick Road.

Between this area and the present town a building area will be graded and utilities laid in. More houses—131 buildings—will be erected here than in any other Canal Zone town this current year. Seventeen of these houses will be duplexes and the remainder single family quarters. All will be of masonry, on-the-ground construction. Eighty-six of the units will have two bedrooms each; 59 will have three bedrooms—all of these are single houses—and three Breezeways will be built with four bedrooms.

Eleven of the two-family houses will be a completely new type, a two-family modification of the patio cottage illustrated in the November REVIEW.

Several new types will be built at Margarita. One of these, (See page 15)

Electrical Division, Union Join In New Education Program

An experimental educational program to answer the needs of both management and labor on the Canal Zone has been set up by the Educational Committee of Local Union 397 of the International Brotherhood of Electrical Workers and the Electrical Supervisor of the Southern District of the Electrical Division.

Since late November a seminar group has met each Thursday night in the Board Room of the Administration Building, with the chairman of the Union Educational Committee and the Electrical Supervisor alternating as chairman. The Industrial Training Coordinator, whose services were placed at the disposal of the group by the Superintendent of Schools, serves as secretary to the group to keep minutes and to help prepare reports. The Apprentice School secretary handles all stenographic work.

During these seminar meetings any member may present for group discussion a problem he has encountered on the job. The usual procedure is then to refer this problem for further study to a committee of two or three members most interested. Their preliminary reports are consolidated into a tentative report, which does not become final until experience has shown that it is accurate and complete.

The material developed by the seminar group will be used as the basis for a night school class which will be operated by the Electrical Union in about a year. The practical problems and their solutions will also be used from time to time by the Industrial Training Coordinator and the Union Educational Committee to correct and improve the electrical program in the Apprentice School.

To select the group in this first seminar, lists of names prepared by the Electrical Supervisor and the Chairman of the Education Committee were compared. The first ten names to appear on both lists were chosen. Vacancies occurring from time to time will be filled by men selected by the remaining members of the group.

It is hoped that in time membership in this committee will rotate through all of the mechanics and Electrical Division supervisors who care to participate.

And, For The Last Time!



PATIENCE AND SELF RESTRAINT were badly needed by commissary patrons when a \$15 coupon book accidentally spilled out in front of a long line of customers. Mrs. Florence McElhone and her young son, Mickey, here demonstrate the apparently hopeless task of gathering and refolding the yards of commissary coupons in front of a line of impatient Christmas customers in Cristobal Commissary.

The same forbearance is being urgently requested by Commissary Division officials for the next few weeks while the cash sales system is being firmly rooted in several retail stores.

The system, first instituted experimentally last April in the Ancon Commissary, was extended in succeeding months to the retail stores at Curundu, Cocoli, Pedro Miguel, and Gatun.

It was inaugurated at the remaining U. S.-rate commissaries when they opened their doors for business Thursday for 1952. The stores changing from the time-honored coupon system to cash sales at the first of this year were those in Balboa, Diablo Heights, Gamboa, Cristobal, and Margarita. Cash sales were adopted at both stores in Gamboa since they are located in the same building and use several retail sections jointly.

Substantially the same system inaugurated in

Ancon last April will be used in all stores with the cash system. All employees with limited purchase privileges are required to have cash purchase cards.

For the convenience of local-rate patrons at Gamboa Commissary, cash purchase cards will be issued monthly by the Payroll Division to all Dredging Division employees who make up the bulk of the patronage there. Other local-rate personnel trading in Gamboa Commissary will be issued cash purchase cards on request by the commissary managers or their assistants.

All U. S.-rate commissaries will redeem unused coupons until January 15. After that date unused commissary coupons may be cashed only at Balboa and Cristobal Commissaries until the end of April, after which they may be exchanged for cash only at the Finance Bureau offices at Balboa Heights.

No extensive alterations were required at any of the five commissaries which adopted the cash sales plan this month. However, for the past several weeks personnel in the various stores have been in training to make the system work smoothly. Despite the careful planning and special training for commissary employees, it is expected that some inconveniences and delays are bound to occur. Commissary Division officials have asked that customers be patient during this breaking-in-period.

Suggestions for any improvements at the various stores which will help speed up sales and save time will be welcomed from patrons.

Your Health

The dry season is truly one for holiday and outdoor fun on the Isthmus. During the next few months hundreds of Canal employees and their families will take advantage of ideal weather conditions for a trip to Panama's colorful interior, a picnic, or a hunting trip in or near the Canal Zone.

No one doubts the benefit of such healthful outdoor activity nor the relief it gives from the tedium of office and other work. Yet health records over the years show that many fail to take full advantage of these benefits by protecting themselves from the ever-present threat of malaria when visiting unsanitated areas.

In most cases it is the careless person who contracts malaria. Unlikely as it may

seem it is not only the newcomer to the tropics who fails to take the proper precautions against malarial infection.

It is important to remember when planning an outing of any kind that the rate of incidence for malaria hits a peak at the outset and again at the close of each dry season. It is important to remember and practice sensible health rules when visiting outside of sanitized areas during the dry or rainy season.

For all those who plan outdoor recreation during the next few months of dry-season weather, the following simple rules should be followed:

1. Stay indoors in a well-screened building or under good mosquito netting from early dusk until well after sunrise.

2. Sleep only in a screened room or under a mosquito net.

3. Use mosquito repellent when it is necessary to be out of doors between sundown and sunup.

The exceptionally low malaria rate which has been achieved on the Isthmus during the past few years is the result of unremitting effort and the expenditure of many millions of dollars. The cooperation of the public generally has been a vital factor in the efforts to stamp out debilitating and death-dealing malaria on the Isthmus. Your cooperation during the next few months will help still more.

Protect your health and that of others. Avoid at all costs the chance of malaria.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

The Supply and Service Bureau and the Engineering and Construction Bureau share the Best Record award for the month of November. This is the first such award for the former and the third for the latter.

The figures to date indicate that the Industrial Bureau is showing an improvement of 57 percent over their all-time low frequency rate established in 1950. To each and every employee of the Industrial Bureau we would like to extend our congratulations for a job well done.

The first fatality in line of duty since May 1950 occurred on November 2, 1951, at 6:55 a. m., when Joseph Jarrett, a Terminals Division longshoreman at Cristobal, fell through a hatch aboard the SS Panama.

Russell T. Wise has been transferred from the Municipal Division to the Safety Branch as Public Safety Assistant.

HONOR ROLL

Bureau Award For
BEST RECORD
November

SUPPLY & SERVICE ENGINEERING & CONSTRUCTION

AWARDS THIS CALENDAR YEAR

Civil Affairs.....	4
Engineering and Construction.....	3
Industrial.....	3
Community Services.....	2
Supply and Service.....	1
Health.....	1
Marine.....	0
Railroad and Terminals.....	0

Division Awards For NO DISABLING INJURIES

November

RAILROAD DIVISION MUNICIPAL DIVISION MOTOR TRANSPORTATION DIVISION HOSPITALIZATION & CLINICS DIVISION

AWARDS THIS CALENDAR YEAR

Motor Transportation.....	6
Grounds Maintenance.....	5
Municipal.....	5
Railroad.....	5
Electrical.....	4
Locks.....	3
Dredging.....	3
Building.....	3
Clubhouses.....	3
Storehouses.....	3
Sanitation.....	3
Hospitalization and Clinics.....	2
Commissary.....	1
Terminals.....	0
Navigation.....	0

THE SAFETY PROGRAM IN THE INDUSTRIAL BUREAU

The year 1951 has shown a tremendous improvement in the safety record of the Industrial Bureau. As this goes to press, it appears that the accident rate for the previous year will be cut approximately in half. This record is not simply due to chance, but is the result of a safety program which had its beginning a few years back.

Accident prevention is primarily a process of education of all hands in the principles of safety and the cultivation of a safety conscious attitude in each and every man. It is on this idea that the Industrial Bureau Safety Program is based.

Foremost in the program are the weekly five minute safety talks which are given each Monday morning by supervisors in each shop. Each worker thus starts his work week with a fresh reminder of safe practices. Each supervisor selects his own subject which may consist of a simple discussion of unsafe practices noted in the shop, or may be drawn from applicable topics selected from safety publications or standard safety talks of the National Safety Council. Safety must be sold and resold and these five-minute talks are probably our most effective means of doing it.

Use is also made of the Joint Shop Committee Meetings as a means of promoting safety. Here safety is an active and recurring topic, the meeting not only serving as a medium for management to stimulate interest in safety, but also as one by which employees can and do introduce safety suggestions. Similarly, at the weekly production meetings safety is discussed, when the occasion warrants, with the senior shop supervisors who are responsible for safety in their respective shops.

A third measure to keep all hands alert to accident hazards is the bimonthly safety inspection conducted by a representative group of the Industrial Bureau



Lt. Cmdr. W. M. VINCENT, USN
Safety Representative for Industrial Bureau Director

and a member from the Safety Branch. A written report of this inspection is given to each shop, which must submit a report of the corrective action taken.

In short, the Industrial Bureau Safety Program is directed at making every employee safety conscious and cognizant of the fact that safety is everybody's business.

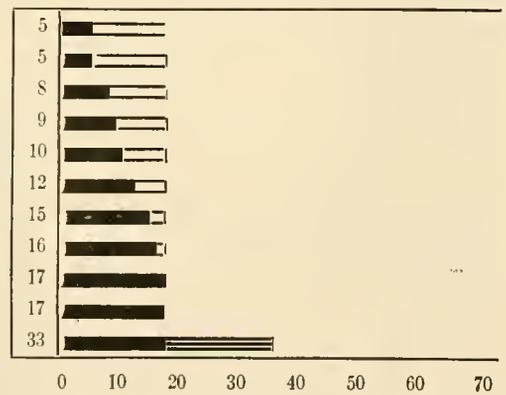
Four Divisions will receive Honor Roll certificates for no disabling injuries during their operations for the month of November. They are: Motor Transportation, Municipal, Railroad, and Hospitalization and Clinics.

The Canal Zone Government-Panama Canal Company experienced an accident frequency rate of 12 for the month of November. This frequency rate is the result of 34 disabling injuries and a man hour exposure of 2,765,255. The year to date frequency is 15.

NOVEMBER 1951

Disabling Injuries per 1,000,000 Man-Hours Worked
(Frequency Rate)

Supply and Service Bureau	5
Engineering and Construction Bureau	5
Health Bureau	8
Marine Bureau	9
Industrial Bureau	10
C. Z. Gov't—Panama Canal Co. (This month)	12
C. Z. Gov't—Panama Canal Co. (1951 to Date)	15
Civil Affairs Bureau	16
C. Z. Gov't—Panama Canal Co. (Best Year)	17
Community Services Bureau	17
Railroad and Terminals Bureau	33



Number of Disabling Injuries.....34

Man-Hours Worked.....2,765,255

LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Best Year
- Amount Worse Than Canal Zone Government—Panama Canal Company Best Year

It Was Christmas . . .



AT COROZAL HOSPITAL where Col. George Hesner and his prize patient, 101-year-old Fred Huggins, watch as the Christmas tree is being decorated. A special Christmas party was held later in the Occupational Ward. The tree was decorated by the Chief Nurse, Mrs. Della G. Pilkerton, Miss Marie McNeff, and Mrs. Martha White, with the help of some of the patients.



AT THE CIVIL AFFAIRS BUILDING

What with office parties, trimming Christmas trees or decorating their houses and the last minute shopping which jammed commissaries until closing hour on Christmas Eve, employees had a busy time. The younger generation was busy too, with the annual collection made in some of the schools for less fortunate boys and girls.

At Balboa High School alone, a Student Association sponsored committee headed by Robert Peacher collected approximately 1,050 articles of food, clothing, and toys. The collection was distributed by the students to the St. Joseph of Malambo orphanage, the Bella Vista Childrens Home, and the Red Cross.



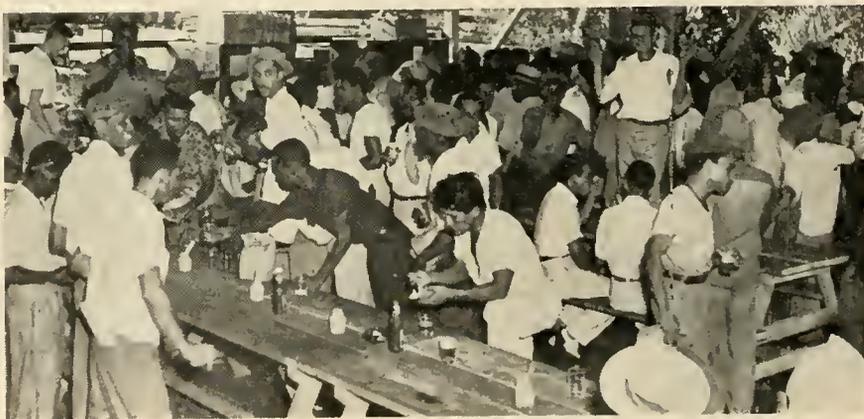
AT THE ADMINISTRATIVE BRANCH

Cocoli Taken Over By Navy Pending Permanent Transfer

The town of Cocoli was transferred to the Navy January 1. The transfer was on a permit basis in anticipation of a more permanent arrangement for which legislative authority is necessary. Only that portion of the town east of Bruja Road was included in the transfer. The highway remains under the control of the Canal Zone Government.

As of the first of this month 58 Canal families and 12 Canal bachelors were still living in Cocoli. They will be transferred to quarters in Balboa, Pedro Miguel, or Gamboa not later than March 31. Retired employees living in Cocoli have been advised that they may have quarters in Gamboa.

The commissary, clubhouse, and gasoline station will continue to be operated by the Panama Canal Company for the present. The Canal Zone Government will operate the Cocoli school as it does on other military reservations. The Canal Zone Police and Fire Stations, however, were closed on January 1 and their functions at Cocoli taken over by the Navy.



AT THE STOREHOUSES



AND AT THE MUNICIPAL DIVISION

The first military unit to be stationed on the Canal Zone was a battalion of Marines which arrived here in 1904.

Concrete construction in the locks at Pedro Miguel was begun September 1, 1909; that at Miraflores was started in May 1910.



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F. K. NEWCOMER, Governor-President

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E. C. LOMBARD, Executive Secretary

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Forty Years Ago In December

Looking ahead, legislators of the United States Congress 40 years ago were planning for the days when the Canal would be in operation.

Two bills concerning tolls were introduced into the House by Representative J. R. Knowland of California (he visited the Canal Zone later that same month) to provide for tolls and transit charges.

One provided for tolls and charges for vessels owned by the United States and for U. S.-registered ships in the inter-coastal trade. This bill provided that the act should not apply to vessels in the coastwise trade owned by any railroad company and that ships favored by the act could be used as Army or Navy auxiliaries.

The second bill would give the President the power to fix charges of not more than \$1.50 or less than 50 cents per registered ton. United States vessels and vessels of the Republic of Panama were to be exempted from these rates, but the bill added that the President might charge the highest rate to ships in the coastwise trade, owned in whole or part by a railroad company.

On December 6, Representative Roberts of Nevada introduced a bill designed to prevent interstate railroads from owning or controlling ships engaged in trade through the Canal and five days later Senator Lodge of Massachusetts introduced a bill providing that all tolls and transit charges which might be imposed on public vessels of the United States should be paid from the United States Treasury.

1952 Brings Income Tax Problems To Forefront For Canal Zone Employees

Although reminded twice monthly of the painful subject by their deduction slips, the turn of the year brings a new trend of thought to employees on the matter of their income taxes.

It is the season for making a cash settlement with Uncle Sam on taxes for 1951. And, for many employees who are required to do so, it is the time of the year to file an estimate of their 1952 incomes.

The deadline both for filing final returns on 1951 incomes and estimated tax declarations for 1952 is March 15, but officials of the local Internal Revenue Office have urged taxpayers not to delay and be inconvenienced by a late rush of customers.

January 15 is the deadline for filing amended income declarations for 1951. Relatively few Canal employees are concerned with amended declarations and those who are may, if they so desire, file their final returns by the January 15th deadline in lieu of amended declarations.

Pointers On Tax

As a convenience to employees a few of the general features about income taxes are presented in this issue of THE PANAMA CANAL REVIEW. Detailed instructions are available in printed form at the Internal Revenue offices in Balboa and Cristobal, but those employees with complex income tax problems should consult with the personnel of Internal Revenue Office. Wendell L. Lindsey is Senior Deputy Collector-in-Charge and John A. Phillips is Assistant Deputy Collector. Another Deputy Collector is to be assigned to the Canal Zone during the present tax collection period.

Later this month, perhaps near the end of January, all employees will be furnished with statements of their total pay and the total amount of money withheld for taxes during 1951. These statements, Form W-2, will be furnished in duplicate by the Payroll Division.

Types Of Returns

There are three types of income tax returns, briefly described as follows:

1040-A. This is a simplified form which may be used by those employees with incomes from wages of less than \$5,000 a year and an outside income of not more than \$100 a year. For those using Form 1040-A, the amount of tax due will be computed in the Collector's Office to the best advantage of the taxpayer and a balance due statement or a refund check will be returned when required.

1040 SHORT FORMS. This form may be used by those taxpayers with an annual income of less than \$5,000 who do not itemize their deductions for such items as medical expenses, contributions and other taxes. Only the first two pages of Form 1040 are used. Tables for computing the taxes are found on page 4 of this form.

1. Start with your adjusted gross income.

2. Subtract from this figure your itemized non-business deductions or the standard deduction of 10 percent (providing the 10 percent deduction is not over \$1,000).

3. Subtract your exemptions at \$600 each for your net taxable income.

If the amount is—

Not over \$2,000	.....	20.4 percent of the total
Over \$2,000 but not over \$4,000	.....	\$408 plus 22.4 percent of excess over \$2,000
Over \$4,000 but not over \$6,000	.....	\$856 plus 27 percent of excess over \$4,000
Over \$6,000 but not over \$8,000	.....	\$1,396 plus 30 percent of excess over \$6,000
Over \$8,000 but not over \$10,000	.....	\$1,996 plus 33 percent of excess over \$8,000
Over \$10,000 but not over \$12,000	.....	\$2,696 plus 39 percent of excess over \$10,000

1040 LONG FORMS. This form is required of those with incomes of \$5,000 or more; those with outside incomes of more than \$100; and those who itemize their deductible claims. Generally, those in the latter category have deductions amounting to more than 10 percent of their salaries. Taxpayers using the 1040 Long Forms are required to compute their taxes for the year and mail a check or money order with the final returns for any amount due. If the tax is less than the withholding credit, a refund will automatically be mailed when the return is filed.

Many inquiries have been received concerning the filing of new Exemption Certificates, Form W-4, for this year. This is not required unless there has been a change in the number of exemptions claimed. When there is an increase in the number of exemptions claimed another Form W-4 may be filed at any time. A new Form W-4 is required within 10 days when the number of exemptions is decreased.

1952 Tax Estimates Required

A large number of Canal employees will be required to file estimated tax declarations for 1952. Generally, those required to do this are those whose income from wages exceed \$4,500 a year after subtracting all their exemptions at \$600 each, and those with an outside income of more than \$100 a year. These forms must be filed by March 15. In those cases where the amount to be withheld during the year is less than the estimated tax the taxpayer is required to pay in advance the amount due. Such payments may be made quarterly, semi-annually, or annually, but at least the first-quarter payment must be made when the estimated tax declaration is filed.

An ample supply of income tax forms, estimated tax declarations, and information pamphlets has been received by the local Internal Revenue Office. Forms 1040 and 1040-A as well as forms for estimated tax declarations will be distributed to all Canal Zone Post Offices. This is being done solely as a convenience and employees have been specifically requested not to seek information concerning their income tax problems at post offices.

Both the final income tax returns, together with the amount of any taxes due, and the estimated income tax declarations may be sent to the Collector of Internal Revenue, Jacksonville, Fla., or to the Internal Revenue Office in Balboa.

How To Compute Tax

Those with net taxable incomes up to \$12,000 can use the following method of computing their 1951 income taxes:

Keeping Canal Channel, Harbors Open Is The Dredging Division's Main Job

Dispatchers, boarding parties, pilots, and lock crews would soon be men without jobs, the people of the Canal's Dredging Division believe, if there were no harbors for ships and no channel through the Canal.

It's the main job of the Dredging Division to see to it that there are just exactly those two things: Navigable water at the Canal terminals and a channel which is unobstructed and deep enough to accommodate any transiting vessel.

Aside from this, of course, the Dredging Division also operates the two 250-ton cranes, *Atlas* and *Hercules* (which crossed the Atlantic from Germany during the First World War), a fleet of tugs, motor boats, and launches, and the gravel plant on the Chagres River which does a thriving sand and gravel business.

Every morning, before any ship reaches the narrow confines of Gaillard Cut—where as recently as 1931 slides halted traffic completely—a hydrographic engineer who is as familiar with the Cut as most people are with their own back yards makes a careful examination of the 6.7-mile long section between the upper end of Pedro Miguel Locks and Gamboa.

From a bosun's chair on top of a slowly moving launch, he scans the banks and the channel to see that during the night no goodsized boulder has rolled from the side into the water or that no slide of even the smallest size has occurred.

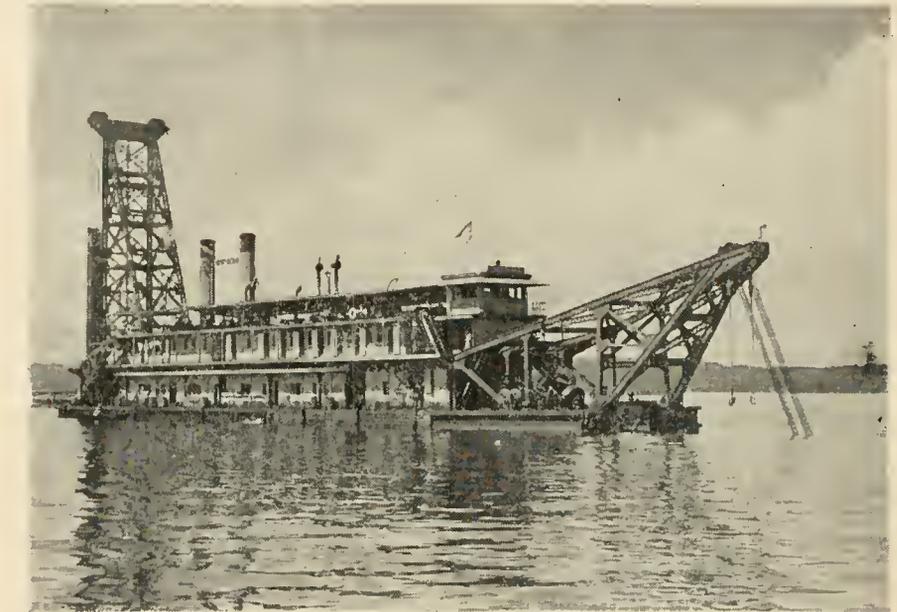
Breaks Shows Potential Slide

The other morning, for instance, George T. Darnall, Jr., who is one of the Dredging Division's hydrographic engineers (highly trained civil engineers) spotted a small cracking on the east bank of the Cut. The break was within the old East Lighthouse slide area.

From the launch Mr. Darnall could see no slide, but he noticed that poles which carry electric lines to the bank lights were leaning. Over the Division's specially assigned frequency—radio communication was installed some two years ago—he asked that a gang be sent to make a more careful examination. Although only some 25 or 30 cubic yards of earth were subsequently found to be hanging loose on the bank, a closer inspection revealed that



CARTER ORR, one of the Division's senior suction dredge operators works blind. He can see neither the bottom where the dredge *Mindi* is digging nor the shore onto which the dredged material is dumped through a pipeline.



BEHEMOTH AMONG DREDGES is the suction dredge *Mindi*, one of the largest in the world. It can operate efficiently at 70 feet below the surface and can swing the 106-foot "ladder" which holds its intake pipe in a radius of 300 feet. A typical day's work is the digging of close to 40,000 cubic yards in a little less than 20 hours.

some 45,000 cubic yards of earth had settled and constituted a potential slide of serious proportions. A drag survey was made immediately and since no material had entered the Canal channel, it was not necessary to set a buoy to mark the shoal. But this area will receive close attention until it is determined that the material has ceased to move.

Annual Sounding Made

Once each year, and oftener in the Cut, the Dredging Division makes a complete sounding of the harbors and the channel to see that no "lumps" have developed on the bottom and that no unusual amount of shoaling has occurred.

For these soundings the engineers use sounding leads and the comparatively new fathometer, which is a combined electronics and sound device indicating depth by echo.

In addition, the Division sends out "drag gangs" whose boats plod up and down the Canal, five of them fanning out behind a launch. Each of the small boats is straddled by a wide wooden crossbeam from which heavy wires suspend, well below the surface, a 22-foot length of heavy 2-inch pipe. When the pipe strikes any submerged object, one of that boat's crew tosses overboard a marker buoy. A spotter boat, following, makes a careful examination of the "lump" and records the exact location so that arrangements can be made for its removal.

If the obstruction is a large rock, it may become a matter for the dipper dredge *Las Cascadas*, or, if the boulder is too large for the dredge's big 15-yard bucket to handle, the obstruction may either be buried in a hole dug into the bottom or may be blown to pieces by a drill gang.

While Mr. Darnall was inspecting the Cut, Lyle Womack—whose career includes a trip to the South Pole on one of Byrd's Antarctic expeditions and a tour as a lion tamer in Los Angeles—was looking over the water hyacinth situation.

This sounds more like a botanical than a maritime occupation, but actually it is highly important to the Canal. The plants, which multiply 1,000 times in

seven months, could take over the waterway if they ever got out of hand.

Part of the water hyacinths Mr. Womack and his gang of 34 men find (they use the launch *USS Hyacinth* on these trips) are pulled up by hand and loaded into pangas for dumping onto dry land where the plants promptly die.

Other water hyacinths get a more modern treatment. They are sprayed with 2-4-D, a plant hormone compound which speeds up metabolism so that the plants eat all of their reserve food and die, gorged to death. The dead plants shrivel and rot away into the water, finally sinking to the bottom.

Grass vs. Hyacinths—Tie Score

Destruction of the water hyacinths has, ironically, caused increased growth of their traditional enemy, river grass. The hyacinths choke out the grass and the grass retaliates in kind; removal of the hyacinths upsets Nature's balance and the grass flourishes unhindered. It must be cut by hand, as no chemicals have been found to kill it.

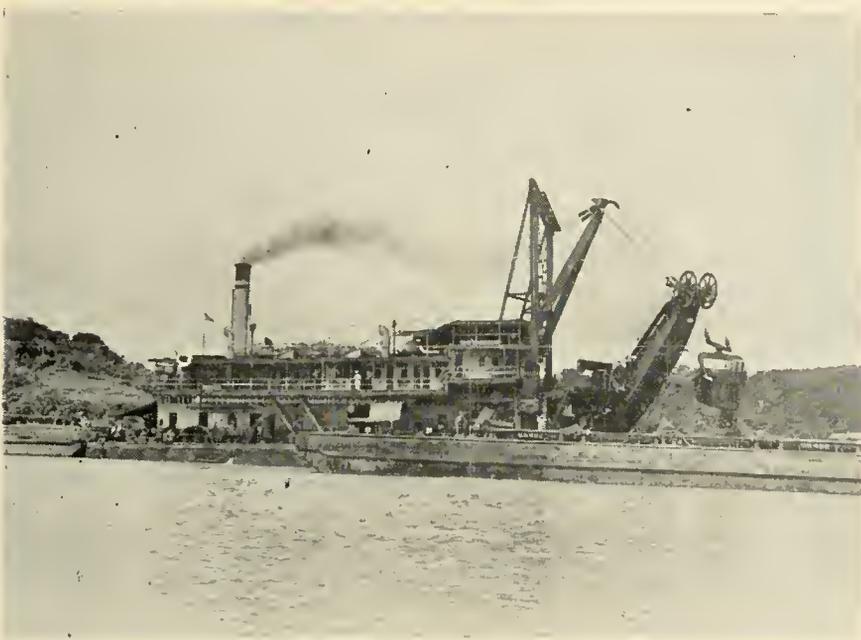
Sometimes the destruction of these "noxious plants," as they are dubbed in official reports, has its exciting moments. Not long ago a 10-foot crocodile got a blast of the 2-4-D full in his big red eyes. He came out of the hyacinth bed, thrashing and close alongside the panga. Its crew disposed of him promptly, if not neatly, with a pitchfork and a machete. His hide later brought \$8 for his killers.

Mr. Darnall and his gangs and Mr. Womack and his were accounting for most of the work in the channel the other day, but two of the Division's big dredges were busy in the harbors.

Dredge in Balboa

In Balboa harbor, the 146-foot long dipper dredge *Las Cascadas*, was scooping

Local legend has it that pranksters nearly precipitated an international incident about 1915 when, during a slide in Gaillard Cut, an island suddenly appeared in the channel. The jokers rowed out to the island, old-timers vow, and planted a British flag on the new land.



DIPPER DREDGES like the U. S. *Cascadas* are the useful, if not handsome, floating steam shovels which help keep the Canal open for traffic. In case of blockage of the Cut or some other vital spot, the *Cascadas* would dig it away with its 13½ cubic yard bucket.

up bucketful after bucketful of dripping gray sludge and dumping it into huge scows alongside.

Every time her bucket, big enough for a man to stand in, hit bottom and started to scrape off the "lumps," the whole big dredge shuddered and shook. The operator on that particular shift was S. S. Shobe, naturally known because of his initials as "Steamship."

He and his gang on the *Cascadas* are among the few men who come to work at a different time every day. They don't work by the clock; they work by the moon—inasmuch as it affects the tides.

Even the 79-foot "stiek" which holds the 48,000-pound bucket is not long enough to reach bottom in Balboa's high tides, so the *Cascadas* crews work the four hours before and four hours after mean low tide. At 9:30 a. m. the other day, an hour after low tide, the bucket was hitting bottom in 42 feet of water.

Held in place by her three great spuds—a spud is a sharp-pointed vertical post, forced by power through a socket in the dredge to anchor it or hold it steady—two forward and one aft, the dredge is raised a little and slants up slightly toward her square bow. She is, more or less, a great floating steam shovel but is three or more times the size of most earthbound equipment.

Mr. Shobe, a native of Missouri and a veteran of World War I who has been with the Division continuously since 1920, first as an engineer, then as a mate, and finally as an operator, explained how he is guided by a semi-circular marked collar around the base of the "boom." Unlike his land-bound counterparts, he cannot see what he is excavating and must work by touch.

The guide enables him to be sure he has covered every sector in the arc and has missed no bottom lumps. In one watch, the *Cascadas* can clear a 100 by 50 foot stretch of bottom, provided it is working in sludge. Rock formations slow down the work. They are bitten into by the wicked-looking teeth which edge the bucket, but occasionally the dredge encounters rock too large to be handled.

These rocks have to be drilled and blown up. Much of this sort of work was done recently on the Diablo side of the Canal.

Neither Mr. Shobe, Captain Gregor Gramlich, or any other of the *Cascadas*

crew who are so proud of her could ever call her the glamour girl of the Canal. But she has had an exciting life. She has helped to free, by digging the bank from under it, more than one grounded ship. A recent incident of this sort was the *Cape Georgia* which ran onto a shoal near Fort Sherman on July 2, 1947. In cases of this sort, as in that of the *Laurence J. Gallagher*, which ran aground in March 1946, at Dump 8 in Gatun Lake, a dipper dredge sometimes excavates as much as 11,000 cubic yards of earth before the ship is refloated.

The *Cascadas* dug the trenches for the trans-Isthmian pipeline in sections where it crosses Gatun Lake and the channels and for most of the cable crossings of the Canal. She has assisted the two 250-ton cranes in raising a derrick barge which sank alongside the west breakwater in Limon Bay and pulled up some of the old French equipment which was once so plentiful hereabouts. She has dug out the sites for more than one set of finger piers and even excavated for the swimming pool at Coco Solo.

Dredge in Cristobal

Over on the Gold Coast the *Mindi*, one of the world's largest suction dredges, was having as busy—if a somewhat quieter—

time. This monster, which measures 225 feet from one end to the other, had her 32-inch intake pipe buried deep in 42 feet of water, sucking up clay and mud from the bottom of Cristobal harbor.

At the controls which guided the suction pipe and maneuvered the spuds was Carter Orr, one of the Division's senior suction dredge operators. He could not see the bottom where the pipe, like the intake on a huge vacuum cleaner, was drawing in the muck at the rate of some 1,600 cubic yards an hour. And he also could not see what was spilling out of the other end of the discharge line onto Telfer's Island, almost two-thirds of a mile away.

The length of this discharge pipe is not unusual; sometimes the pipe lines are two miles long. Additional sections of pipe, on pontoons, stand ready to be coupled onto the line when it has to be lengthened. In Canal construction days, as now, suction dredges were highly thought of. In 1908 an official comment on this type of dredge was: "Each of them is doing the work of eight very good steam shovels and several dump trains."

From the shore where the outlet of the pipeline was spewing its load to reinforce one of the levees which are necessary to contain the spoil and prevent the dredged material from flowing back into the channel, the pipeline foreman radio-telephoned that he needed more clay. The operator maneuvered the controls which raised one of the two 70-ton spuds which hold the *Mindi* stationary, swung the whole great rectangular craft in an arc until the 100-foot, 300-ton ladder could reach bottom where charts showed him clay had been found. A few minutes later water spilling from a connection in the pipeline turned red; clay was going through.

Rattle of Rock

Operations on the dredge are not always as quiet as they were the other day. Sometimes the *Mindi* is working on a coral or sandstone formation. The sheath cutter blade which is used for earth dredging is then replaced by an eight-bladed rock cutter with six rows of large teeth, just as the blade on a meat grinder is changed. This cutter chews into the coral formations. Pieces of the coral rattle and bang as they are pulled through the intake and the pipeline.

Once in a while a piece (See page 15)



CAPTAIN GREGOR GRAMLICH (left) AND S. S. SHOBE are two of the men who make the dipper dredge *Lis Cascadas* work. Setting their working hours by the tides, they are keeping the bottom of Balboa harbor free from "lumps."

Looking Backward—1951 In Retrospect

JANUARY: When the year opened, the worst polio epidemic in Isthmian history was still going on and \$250 a day was being spent for care of C. Z. polio patients. The March of Dimes opened its annual drive.

The Zone's first Internal Revenue Office opened; the first paychecks were received with tax withheld. President Truman asked \$11,893,000 for the Panama Canal in his budget message.

Edward D. McKim and T. Coleman Andrews were named to the PRR Board of Directors. Three bills to remove the retroactive income tax were introduced into Congress. Crafts workers got a raise. George Green Memorial park was dedicated.

FEBRUARY: Governor Newcomer appointed a three-man committee from the Board of Directors to study reorganization problems at first hand. They met in Balboa; prepared recommendations for the March meeting of the entire Board.

Polio restrictions were lifted. Air raid instructions were issued to personnel at Balboa Heights.

A draft board was authorized for the Canal Zone. A. C. Medinger was named Selective Service Director. Air raid sirens sounded when an unidentified plane was reported over Gatun.

The Canal Zone was exempted from price controls. It was the rainiest February since 1915.

MARCH: Governor Newcomer and Arnold Bruckner, Finance Director, attended the Board meeting in Washington. Policies for the Panama Canal Company were set. Consultant accountants arrived for a study of Canal-Railroad procedure.

Cash sales started in Ancon Commissary. The Kobbe school opened.

Zonians filed estimated tax returns. A law firm was employed by a group of workers to test validity of tax for the Zone.

The Supply Department and the Panama Government sent representatives to the Interior to look over the supply of meat, dairy, and forest products.

A. C. Medinger was named Panama Canal representative on the Wage Board. Police Officer Peter Proback shot a record

200 out of 200 in the annual pistol meet.

APRIL: The "retroactive" rainy season continued.

The fourth bill to eliminate retroactive tax was introduced into Congress.

The Canal put through its 150,000th commercial ship. Retired employees were told that they could not hold quarters in the Zone more than a year after retirement. The Silver City swimming pool opened. Zonians learned that a large new town was to be built at Summit.

MAY: A 300-acre tract of land near Corozal was transferred by the Army to the Canal for the new local-rate town of Cardenas.

Bullets landed in the Canal Zone as Panama changed its government. During the disturbed period trains operated only in the Canal Zone; New Cristobal schools were closed.

First moves were made in Washington for employee pay raises.

Gasoline went up two cents. The last air raid siren was installed and 3,000 people watched Cuna Indians dance on the lawn of the Administration Building.

JUNE: The House passed Rep. Daniel Reed's Bill to kill retroactive income tax.

The Board of Directors approved by-laws for the new company.

Local Selective Service officials were sworn in and local draft plans set up. Over 200 civilians registered for the anti-aircraft program.

A new medical tariff was announced for July 1. Also announced was a uniform 20 percent surcharge for goods and services to all but intra-government users.

Arnold Bruckner, Finance Director, retired. Firemen and teachers went on a bi-weekly pay basis. Deadline for paying the 1950 tax was extended three months.

JULY: The Panama Canal and the Panama Railroad merged into a single Government-owned corporation with assets of over \$500,000,000.

President Truman signed the bill removing retroactive income tax, soon after it had passed the Senate.

Curundu Commissary went on a cash basis.

All employees are to be paid by check. Summit and Cardenas were chosen for the names of two new Zone towns. Housing assignments in Cocoli were frozen. Red Tank's "Titanic" and "Iceberg" were being vacated for demolition. A new Contracts and Inspection Division was established.

AUGUST: A pay raise bill for classified employees was reported by a House Committee. The Civil Defense office closed—no funds.

Plans were announced for consolidation of dispensary services from Ancon, Balboa and Pedro Miguel at Gorgas Hospital.

A change of the northern terminus of the Panama Line was being studied. Headquarters of the Railroad and Terminals Bureau were moved to Cristobal.

Schools reopened for some 4,000 local-rate children. West Indian Commemorative stamps went on sale.

SEPTEMBER: Canal Zone men between the ages of 18 and 26 registered for Selective Service, 227 of them on the first day. Six men, who had registered in the States were inducted.

The white schools reopened with a record first day registration of 5,161.

The Board of Directors met in Washington to consider the 1953 budget.

Plans for a new ice cream and milk bottling plant were announced. Bids were advertised for new houses in Silver City. Paul Blanquet, an engineer from the Suez Canal, visited the Canal Zone.

A plan under which employees may buy rented furniture was announced.

A. C. Garlington, Electrical Engineer, retired.

OCTOBER: President Truman signed the pay raise bill but Congress upped the income tax. Crafts workers got a pay raise.

Panama Line ships were tied up by the East Coast strike.

After a study of the cost of reopening Margarita Hospital, it was decided to abandon this plan and retain Colon Hospital.

Canal traffic was the highest since March 1939 but tolls were down. The annual Community Chest drive got under way.

NOVEMBER: Pay raises went into effect for some 14,000 local-rate workers.

Isthmian Constructors submitted the lowest of five bids for Silver City housing.

Lieutenant Governor H. D. Vogel and Henry L. Donovan, Community Services Director, flew to Washington to confer on housing.

Gatun, Cocoli, and Pedro Miguel Commissaries went on a cash basis. Signs urged Zonians to cooperate in relieving the coin shortage. A draft quota of nine was set for January—first for the Canal Zone.

DECEMBER: Consolidation of the Municipal and Building Divisions, as of January 1, was announced. Maintenance and painting of quarters will be held to a minimum, Housing officials said.

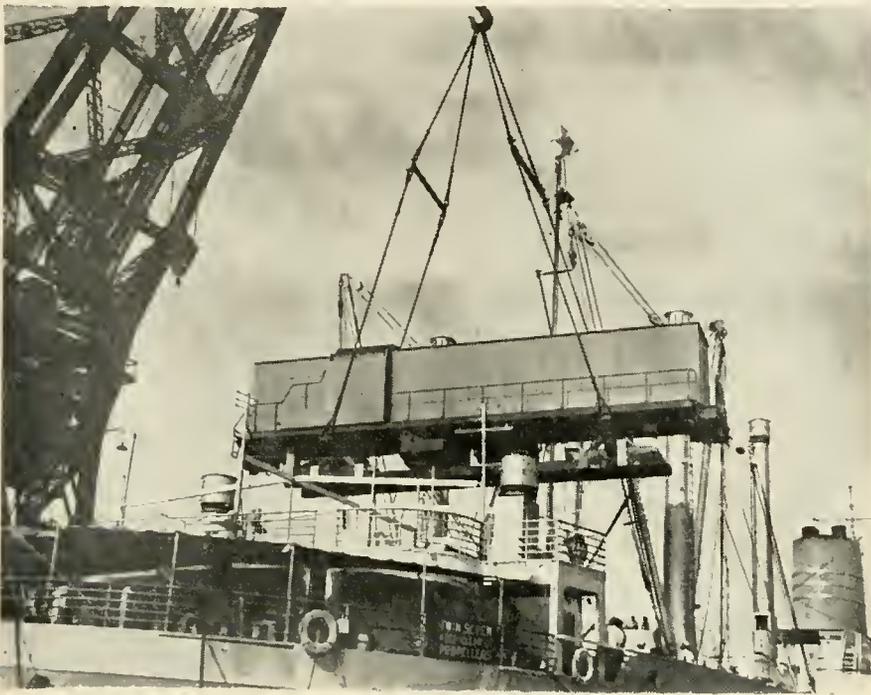
It was announced that the Navy would take over Cocoli, on a license basis, on January 1. Another announcement disclosed that all U. S.-rate commissaries would be on cash January 2.

The first large group contract for housing was advertised. The Governor went to Washington for budget hearings.



PROMINENT AMONG THE VISITORS to the Isthmus in December was United States Representative Clarence Cannon, Chairman of the House Appropriations Committee. He is a Democrat and a veteran member of Congress. Congressman Cannon, above, left, is shown with Governor Newcomer and Representative Norris Cotton, Republican, of New Hampshire, who is also a member of the Appropriations Committee. The two legislators were photographed shortly before boarding a launch at Pedro Miguel for a trip through the Canal.

Hear That Whistle? Here Comes 901



BEFORE: This is how one of the Panama Railroad's new locomotives looked when it arrived from New York aboard a Panama Liner. The 250-ton crane *Hercules* was taken through the Canal to Cristobal to unload the crates and their 75-ton loads.



AND AFTER: With three transcontinental round trips to its credit on its first day of operation, Locomotive 901 is already a seasoned veteran. People still turn to look, though, when they hear its melodious three-toned tootle.

Something new was added to the Canal Zone on December 12.

Attracted by the sound of a completely new three-toned train whistle, people popped their heads out of office windows at Balboa Heights and in Cristobal or ran to their front doors in towns along the Panama Railroad line. Locomotive 901 was making its first run.

First to be put into service of the three new 1,600 horsepower Diesel-electric engines recently purchased by the railroad, 901 was on its first official trans-Continental crossing.

At the controls of the sleek pullman-green locomotive with the wide orange stripe down its side was A. P. Byrne, the Railroad's senior engineer. His service with the Railroad dates back to 1917.

In charge of the train was the Railroad's senior conductor, J. F. Frensey, who has been a railroad man since 1910 and with the Panama Railroad since 1930.

Although its crew changed, the sturdy 75-ton locomotive—known in railroad

parlance as an Alco, GE-all-purpose type road and switching locomotive—got a real workout on its first day. It hauled the northbound morning train from Panama to Colon, returning from the Atlantic Side at 9:40 a. m. with the mid-morning southbound passenger train.

At 12:30 p. m., it left Panama City again on its second northbound run, this time with the noon passenger train. It returned from Colon, again pulling a passenger train, at 4:30 p. m.; made its next northbound trip at 7:15 p. m.—this time with a freight train—and ended its business for the day by returning from Colon with the night passenger train at 10 o'clock. Score for the day: Three round-trip Continental crossings.

William G. Wood, one of the younger Panama Railroad engineers, was especially coached in handling the big locomotives by Alco-GE engineers. He has been temporarily assigned to the job of training other engineers until they are qualified to handle the locomotives.

Deck Passengers

Locomotive 901 and its two companions, which became 902 and 903 when they entered the service a few days later, all arrived as deck cargo aboard the Panama Line ships. The first of the three was unloaded November 26 from the *Ancon* by the 250-ton floating crane *Hercules*. The other two locomotives arrived on the *Panama* and *Cristobal* the two following weeks, and were also unloaded by the floating crane.

Addition of the three new locomotives brings the Panama Railroad's fleet to a total of 14. Five of them are the "400 class," which were purchased in 1940 and are also Diesel-electric; six are of the "800 steam Mikado class" which were bought in 1942—the last previous purchase—and the remaining three are the new "900 class" series.

Railroad officials explained that the "class" number has nothing to do with the age or date of purchase of the locomotives or with their tonnage rating. The numbers are simply a serial number given locally to designate the type of engine.

In 1940 the Panama Railroad had purchased five locomotives from the American Locomotive Company. These had been numbered as the 700 class but were all sold to a States purchaser last September.

In the near future the railroad expects to retire some of its older locomotives, starting with the 800 class of steam locomotives. These are oil burners.

First Oil Burners In 1909

The first oil burners for the Panama Railroad had arrived on the Isthmus in 1909 but have long since been relegated to wherever it is that outworn locomotives go. Twelve of the original oil burners had been purchased in the United States and shipped to the Canal Zone knocked down.

At the time the original oil burners arrived, the Panama Railroad had in service 297 locomotives, 124 of which were old French engines. Nine others were the Decauville type, also dating back to the French construction period.

Four others were 18-ton narrow gauge construction engines, for use on the spillway work at Miraflores. Like the latest new locomotives, they were shipped in big cases and unloaded by crane at Cristobal.

College Is Offering R. P. History Course

A one-semester course in the history of Panama will be offered in The Canal Zone Junior College's Extension Division beginning February 4.

The course will be taught by Sue Core, fifth grade teacher at the Ancon elementary school. Miss Core has written a number of books of local lore, including two children's histories of Panama.

She plans to handle the history course on a lecture basis. It will cover, according to her present plans, the history of the Isthmus from the earliest known geologic periods through the present and will combine actual history with some folklore and legends.

The course will be offered on a one-hour-a-week, no credit basis. The class will meet at 7:30 p. m. each Monday during the second semester.

Those interested in the course may register on Thursday, January 24.

**Plans Now Being Made
For Summer Recreation**

The 1952 school vacation may seem a long way off but plans are already being made for the summer recreation program in the Canal Zone communities.

A meeting of the Canal Zone Recreation Board has been called for January 12 in the District Court offices in Cristobal. Officers of the board, elected at a recent meeting for 1952, are: E. D. White, Jr., President; Hamilton Lavalas, Vice President; Elman Clark, Secretary; and J. E. Winklosky; Treasurer. Also elected at the meeting were Mrs. G. O. Parker as Coordinator for the U. S.-rate recreation activities, and Stanley Loney as local-rate Coordinator. Both served in those positions during the past year.

EMPLOYEE representatives attending the Governor-Employee Conference recently requested publication, in THE PANAMA CANAL REVIEW, of the Medical Tariff. The second part appears below. The first section was published in the December issue of THE REVIEW. The Medical Tariff will be concluded in the next issue.

**MEDICAL TARIFF
Part 2**

6. IN-PATIENT CARE—Gorgas and Colon Hospitals. a. The per diem charge will be in accordance with the rates prescribed in column 1, Table 2, and includes subsistence, routine examination, nursing care, dressings, and other routine procedures not listed in Table 5.

- b. *Private room charges; additional:*
- (1) Private room, with bath, per day..... \$4.00
 - (2) Private room, without bath, per day..... 3.00
 - (3) Double room, with bath, per day, each occupant..... 2.50
 - (4) Double room, without bath, per day, each occupant..... 1.50

c. *Special nurses or special attendants, if requested by patient:*

- (1) Special nurse, 8 hours..... \$15.00
- (2) Special attendant, 8 hours..... 4.00

d. *Companion of patient:* The patient's per diem rate, plus \$2.00 per day.

e. *Newborn infants:* No charge for newborn as long as mother remains in hospital. Otherwise, the charge will be the per diem rate of the mother.

f. *Number of days in hospital:* To determine the total number of hospital days to be charged, the day of admission will be counted regardless of the hour of admission, and the day of discharge will not be counted, unless the patient is discharged on the day of admission.

g. When a patient has been in hospital for three months, report will be made to the Health Director, giving such data as diagnosis, prognosis, and status of any pending charges.

h. The Health Director is authorized to remit any or all charges for in-patient or out-patient treatment necessary for the protection of the public health, or to make reductions, not to exceed 50 percent, of the charge on account of lack of means of the patient, or in case of destitution, to remit the charges entirely.

7. DEPOSITS SUFFICIENT TO COVER ESTIMATED CHARGE—**a.** All classes of patients are required to furnish, prior to admission, an acceptable written guarantee from a responsible person accepting full responsibility for all charges while in hospital or make a cash deposit covering estimated charges, except the following:

- (1) Employees of the Panama Canal Company and Canal Zone Government and their dependents.
- (2) Commissioned and enlisted personnel of the Armed Forces and their dependents.
- (3) Any patient whose cost of hospitalization is paid by a United States Government Agency.
- (4) Such other patients for whom the Superintendent of the hospital deems a deposit not necessary.

8. COROZAL HOSPITAL.—**a.** The charge for patients admitted to Corozal Hospital will be as follows:

- (1) *Mental Section:* The charge will be the same as Table 2, except for those patients legally committed to the Mental Section for whom no charge will be made.
- (2) *Domiciliary Section:* The charge for patients admitted for domiciliary care will be as follows:
 - (a) Patients having a U. S. Rate or equivalent

First Chief Nurse Honored



MEMBERS OF THE NURSING profession in the Canal Zone were honored early in December when a memorial plaque for Miss Mary Eugenie Hibbard was unveiled at Gorgas Hospital. Miss Hibbard was the first Chief Nurse at Ancon (now Gorgas) Hospital and was the first woman employed by the Isthmian Canal Commission for service in the Canal Zone.

The picture above, taken just after the brief ceremony, shows Miss Jessie M. Murdock telling Governor Newcomer some of the incidents of the early Canal construction days. Miss Murdock was also employed in 1904 as a nurse at Gorgas Hospital and later succeeded Miss Hibbard as Chief Nurse. She made the presentation in behalf of the Woman's Auxiliary of the New York Society of the Panama Canal. The plaque was unveiled by Mrs. Clifford Payne, former Gorgas Hospital nurse, and was accepted by Colonel Clifford G. Blich, Superintendent of the Hospital.

status, the charge will be \$4.00 per day.
 (b) Patients having a Local Rate or equivalent status, the charge will be \$2.00 per day.
 (c) For all other classes of patients the charge will be \$6.00 per day.

b. The Health Director has authority to reduce the foregoing rates when, in his discretion, such action is warranted.

c. Admission to Corozal Hospital will not be made except on the prior authority of the Health Director.

9. PALO SECO LEPROSARIUM—**a.** No charge will be made for patients admitted to the Palo Seco Leprosarium, except for those admitted for the account of the Panama Government, for whom charges will be in accordance with the agreement negotiated with that Government.

b. Admission to Palo Seco Leprosarium will not be made except on the prior authority of the Health Director.

**TABLE 2
TABLE OF CHARGES—GORGAS AND COLON HOSPITALS**

SALARY GROUPS	Hospital Wards (per day)	Obstetrical care including 6 days' ward and operating room charge, spontaneous deliveries only.	Surgical operations and diagnostic procedures percent of maximum charge (see Table 5)
	(1)	(2)	(3)
Group 1: \$0.50 hourly or \$86.00 per month or less.	\$1.00	\$25.00	10%
Group 2: \$0.51 to \$1.30 hourly or \$86.01 to \$225.00 per month.	1.25	40.00	20%
Group 3: \$1.31 to \$2.30 hourly or \$225.01 to \$400.00 per month.	2.50	60.00	25%
Group 4: \$2.31 to \$2.87 hourly or \$400.01 to \$500.00 per month.	3.50	75.00	30%
Group 5: \$2.88 hourly or \$500.01 per month or more.	5.00	80.00	40%
Group 6: Private pay patients.	10.00	150.00	100% of maximum charge

NOTE: Hospital charges are free to employees of the Panama Canal Company and Canal Zone Government, except for subsistence and obstetrical care. A charge for subsistence of \$2.00 per day for U. S. Rate employees and \$1.00 per day for Local Rate employees will be made while in hospital, except for those injured in line of duty, and obstetrical patients, who will be charged the appropriate rate shown in column 2. Private rooms are an additional charge to all patients.



A DEMONSTRATION of the actual workings of the new, money-saving traction controller for towing locomotives on the Canal Locks is being given by its inventor, Kenneth L. Middleton, Junior Control House Operator at the Pacific Locks. Interested spectators are Captain Robert M. Peacher, Marine Director (right) and Roy C. Stockham, Chief of the Locks Division. Mr. Middleton was awarded \$200, the highest amount yet won by an employee since the cash award system for employee suggestions was instituted in August 1946. Mr. Middleton proposed a design for general modification of the internal parts of the locomotive traction controllers in October 1950 while engaged in wiring new towing locomotives built by the Industrial Bureau.

Gorgas Messenger Foreman Handles Manifold Duties

The first contact a good many people have with Gorgas Hospital is with Guillermo L. Dixon, who has been foreman of the hospital's messenger service since 1942.

His title belies his duties, however, and he is considered by a good many people at the hospital a main cog in making its wheels go around.

More than one employee patient has received his paycheck through Dixon's efforts. More than one worried relative has had news of an ailing brother or sister or parent when Dixon relieves at the hospital information desk. And more than one person has been rushed to surgery for prompt emergency treatment by this slim young native of Bocas del Toro Province.

There was the time during the war, for instance, when an injured machinist was brought to the hospital from his ship. He had been repairing the ship's guns and a recoil spring had slipped and struck



GUILLERMO L. DIXON

his head. Dixon was the only messenger around when the patient reached the hospital. He was certain that the injured man was dying but hurried him into the elevator and upstairs to surgery. No one in the hospital was more delighted than Dixon when the patient recovered.

Dixon went to work at Gorgas Hospital in 1940, some two years after he came to Panama City. His first job was as an assistant in the kitchen, delivering food to the various wards.

From this job he moved into the message center, working as a floor messenger for about three months. For the next six months or so he was a route messenger, delivering mail and hospital papers from one office to another. Later that year he became the messenger foreman, in charge of the 19 men who made up the crew at that time.

His station is at the admitting office desk where he receives calls for messengers from all over the hospital and dispatches the nine men in those jobs to move patients or papers as has been requested. He helps in filing patients' cards, answers one of the telephones which seem always to be ringing, sorts and distributes hospital mail.

Dixon is married and lives in La Boca with his wife and three sons.

After hours he sometimes puts on a white coat and serves at private parties.

With his on-hours and off-hours jobs he thinks he has an interesting time. There's always something happening.

Questions About Fluoridation Answered By Water Experts

With fluoridation of Canal Zone water as a partial preventive against dental decay about to become a reality Zonians are naturally curious about some of the effects this will have.

As an answer to some of the most frequently asked questions about fluoridation, Maintenance Division officials cited an article appearing recently in the monthly publication of the American Water Works Association.

The Association had submitted several questions to the United States Public Health Service, the answers to which are condensed below.

The policy of the United States Public Health Service, according to the monthly *Water Works Engineering Magazine*, is to recommend increasing the fluorine concentration to the optimal level, varying from 1.0 to 0.65 part per million, depending on the climate, in those cities where the supply naturally contains "less than the optimal amount of fluorine to adequately control dental decay."

Reports on the toxic effects of fluorides appear from time to time, but on critical analysis they have been found to bear no relevance to the proposal of adding the prescribed amount of fluorine to a public water supply.

Simulates Nature

Fluoridation of public water supplies, the Health Service said, simulates a "purely natural phenomenon—a condition set up by Nature in those communities fortunate enough to have about one part per million of fluoride naturally present in the public water supply."

The beneficial effects of fluoridation for dental health is now generally recognized and accepted and the question of possible hazards to health due to the minute amounts of fluoride added has been answered by exhaustive clinical and biological studies made by several government agencies. No evidence has been found to indicate that any change occurs in the bone structure or bone density of

children, or that their sight or hearing is affected.

Other studies have disclosed no deleterious systemic effects, and reports of toxic effect from fluorides in the amounts added to drinking water have been shown to be unfounded.

The method to be used in the Canal Zone calls for sodium silicofluoride and is less expensive than that using a related chemical, sodium fluoride.

The chemical will be applied to the water supply at the Miraflores and Mount Hope filtration plants, which supply water not only for the Canal Zone but for Colon, Panama City, and the Panama City suburbs as far as Juan Diaz.

The cost of the fluoridation is estimated at about \$12,000 for one year.

Employee Groups Ask Board Conference

(Continued from page 3)

Other matters which came up before the Conference included: A request from Gamboa that the annex where bowling alleys are located be retained after the alleys are removed, and used to house permanent gym equipment and turned over to the Schools Division; the unsafe condition of the night lighting towers at the Balboa Stadium; a request from Pedro Miguel for drinking water at the theater.

Attending the meeting were: The Governor, Colonel Vogel, E. A. Doolan, Personnel Director, and F. G. Dunsmoor, Executive Assistant to the Governor; W. R. Howe, Mr. Tobin and Walter Wagner, for the Central Labor Union; Daniel P. Kiley, Pacific Locks Employees Association; Joseph L. Hummer, Machinists; Mr. Lovelady; Robert C. Daniel, Railway Conductors; Guy R. Lord, Marine Engineers; James Jones, Pedro Miguel; Timothy Ladd, Cristobal-Margarita; William H. Ward, Gamboa; Raymond F. Ralph and F. J. Moublow, Gatun; Dr. H. C. Deering, Pacific—all from the Civic Councils.

in rental rates.

THIS MONTH'S CALENDAR

JANUARY

- 4th—**American Legion**, Post No. 6, Gamboa Legion Hall, 7:30 p. m.
V.F.W., No. 3857, New Cristobal, 7:30 p. m.
 5th—**Track Foremen**, No. 2741, B & B Shops, Balboa.
 6th—**Masters, Mates, and Pilots**, No. 27, Diablo Clubhouse, 9 a. m.
 7th—**Postal Employees**, No. 23160, Balboa Lodge Hall, 7:30 p. m.
American Legion, Post No. 3, Gatun Lodge Hall, 7:30 p. m.
V.F.W., Post No. 727, Fort Clayton, 7:30 p. m.
V.F.W., Post No. 3822, Curundu Road, 7:30 p. m.
Pedro Miguel Civic Council, Union Church, 7 p. m.
Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
 8th—**American Legion Auxiliary**, Post No. 1, Balboa Legion Hall, 7:30 p. m.
Electrical Workers, No. 397, Balboa Lodge Hall, 7:30 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
V.F.W., Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
 9th—**American Legion**, Post No. 2, Cristobal Legion Hall, 7:30 p. m.
Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.
 10th—**Painters**, No. 1232, House 0838, Balboa, 7 p. m.
 11th—**Blacksmiths**, No. 400 (combined with **Boilermakers**, Nos. 463 and 471) Margarita K. of C. Hall, 7:30 p. m.
 13th—**Plumbers**, No. 606, Margarita K. of C. Hall, 9:30 a. m.
 14th—**Machinists**, No. 699, Margarita K. of C. Hall, 7:30 p. m.
American Legion, Post No. 1, Balboa Legion Hall, 7:30 p. m.
 15th—**Operating Engineers**, No. 595, Margarita K. of C. Hall, 7 p. m.
 16th **A.F.G.E.**, No. 14, Balboa Clubhouse, 7:30 p. m.

- V.F.W.**, Post No. 40, Balboa K. of C. Hall, 7:30 p. m.
American Legion Auxiliary, Post No. 3, Gatun Legion Hall, 7:30 p. m.
 17th—**American Legion Auxiliary**, Post No. 6, Gamboa Legion Hall, 7:30 p. m.
 18th—**V.F.W.**, Post No. 3857, New Cristobal, 7:30 p. m.
 20th—**C.L.U.—M.T.C.**, Margarita Clubhouse, 8:30 a. m.
 21st—**Electrical Workers**, No. 677, Gatun Masonic Temple, 7:30 p. m.
 22d—**Operating Engineers**, No. 595, Balboa Lodge Hall, 7 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
V.F.W., Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 23d—**A.F.G.E.**, No. 88, Margarita Clubhouse, 7:30 p. m.
American Legion Auxiliary, Post No. 2, Cristobal Legion Hall, 7:30 p. m.
 24th **Governor-Employee Conference** Board Room, Administration Building, 2 p. m.
 28th—**V.F.W. Auxiliary**, Post No. 3822 Post Home, 7:30 p. m.
Machinists, No. 699, Margarita K. of C. Hall, 7:30 p. m.

January Sailings

	From Cristobal
Cristobal	January 4
Ancon	January 11
Panama	January 18
Cristobal	January 25
	From New York
Ancon	January 2
Panama	January 9
Cristobal	January 16
Ancon	January 23
Panama	January 30

PROMOTIONS AND TRANSFERS

From November 15 Through December 15

The following list contains the names of those employees who were transferred from one division to another or from one type of work to another. It does not contain within grade promotions or regradings.

ADMINISTRATIVE BRANCH

Albert H. Evans, from Administrative Assistant to Assistant Chief, Administrative Branch.

CIVIL AFFAIRS BUREAU

Robert B. McIlvaine, from Clerk, Hotel Tivoli, to Customs Guard, Postal, Customs, and Immigration Division.

Paul H. Reynolds, from Guard, Division of Storehouses, to Fireman, Fire Division.

Harold J. Zierten, from High School Teacher to Assistant Principal, Balboa High School, Division of Schools.

Otto L. Savold, from Assistant Postmaster, Cristobal, to Postmaster, Ancon, Postal, Customs, and Immigration Division.

Francis G. Farrell, from Assistant Postmaster, Balboa, to Assistant Postmaster, Cristobal, Postal, Customs, and Immigration Division.

Mark Z. Brandon, from Clerk-in-Charge, Air Mail Field Post Office, to Assistant Postmaster, Ancon, Postal, Customs, and Immigration Division.

Julius M. Culpepper, from Special Postal Clerk to Clerk-in-Charge, Air Mail Field Post Office, Postal, Customs, and Immigration Division.

Eldridge N. Burton, from Assistant Postmaster, Ancon, to Assistant Postmaster, Balboa, Postal, Customs, and Immigration Division.

Earl F. Unruh, from Postmaster, Ancon, to Postal Inspector, Postal, Customs, and Immigration Division.

COMMUNITY SERVICES BUREAU

John W. Manush, Jr., from Supply Clerk (General) to Clerk, Housing Division.

Mrs. Grace E. Brown, from Traffic Clerk, Terminals Division, to Supply Clerk, Housing Division.

Mrs. Maurine K. Jenks, from Substitute Teacher, Division of Schools, to Clerk-Typist, Housing Division.

ENGINEERING AND CONSTRUCTION BUREAU

Arthur N. Asad, from Auto Repair Machinist, Motor Transportation Division, to Construction Equipment Maintenance Mechanic, Municipal Division.

George H. Waugh, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

John L. Whigam, from Locks Operator, Wireman, Atlantic Locks, to Wireman, Electrical Division.

HEALTH BUREAU

Mrs. Tulia R. Pinilla, from Storekeeper (General) to Clerk, Gorgas Hospital.

Helen C. Milloy, from Clerk to Supply Assistant, Gorgas Hospital.

Mrs. Cora H. Oliver, from Clerk to Property and Supply Clerk, Gorgas Hospital.

INDUSTRIAL BUREAU

Mrs. Martha Dillon, from Tabulating Machine Operator, Personnel Bureau, to Bookkeeping Machine Operator, Industrial Bureau.

Kenneth F. Brassel, from Plumber, Building Division, to Pipefitter, Industrial Bureau.

Benjamin F. Slaughter, from Lock Operator (Machinist), Locks Division, to Machinist, Industrial Bureau.

MARINE BUREAU

Ralph E. Malcolm, from Lock Operator (Wireman) to Tunnel Operator (Wireman), Atlantic Locks.

Fred F. Schwartz, from Tunnel Operator (Wireman) to Junior Control House Opera-

ANNIVERSARIES

Employees who observed important anniversaries during the month of December are listed alphabetically below. The number of years includes all Government service, with the Canal or other agencies. Those with continuous Canal or Railroad service are indicated with (*).

41 Years

J. E. Schriftgiesser, Administrative Assistant, Motor Transportation Division.

35 Years

Anthony Fernandez, Foreman, Marine Bunkering, Terminals Division.

30 Years

Joseph A. Farr, Senior Chief Towboat Engineer, Dredging Division.

Frank H. Irwin, Designing Engineer, Engineering Division.

Albert J. Mathon, Lieutenant, Fire Division.

Bert G. Tydeman, Junior Control House Operator, Atlantic Locks.

25 Years

***Hazel A. Alsing**, Nurse, Gorgas Hospital.
S. C. Callender, Clubhouse Manager, Clubhouse Division.

Richard E. Cox, Administrative Officer, Commissary Division.

Walter A. Wieman, Housing Manager, Housing Division.

20 Years

Wilbur C. Dunscombe, Chemist, Board of Health Laboratory.

Howard M. Fuller, Accounting Clerk, Finance Bureau.

George K. Hudgins, Pilot, Navigation Division.

George L. Radel, Tunnel Operator, Machinist, Atlantic Locks.

Roy C. Stockham, Chief, Locks Division.

15 Years

Paul L. Beck, Principal, Cristobal High School.

Felix A. Boles, Senior Machinist, Aids to Navigation Section.

Edward J. Brady, Assistant Relief Foreman, Railroad and Terminals Bureau.

Bernard J. Brown, Chemical Engineer, Engineering Division.

***Martin W. Carmody**, Road Conductor, Railroad Division.

Robert C. Daniel, Yard and Road Conductor, Railroad Division.

***Sidney Hayes**, Policeman, Police Division.

***Scott J. McKay**, Chief Towboat Engineer, Dredging Division.

Harry W. Moist, Assistant Roundhouse Foreman, Railroad Division.

***Raymond M. Schneider**, Locomotive Electrician, Railroad Division.

Kathryn P. Stapf, Cash Accounting Clerk, Railroad and Terminals Bureau.

***Bernice Stephenson**, Clerk, Motor Transportation Division.

tor, Atlantic Locks.

Francis J. Moulblow, from Junior Control House Operator to Lockmaster, Atlantic Locks.

Earl Cassell, from Lockmaster to Electrical Supervisor, Atlantic Locks.

Gilbert L. Fritts, from Pilot-in-Training to Probationary Pilot, Navigation Division.

Lewis R. Cox, from Chauffeur, Motor Transportation Division, to Guard Supervisor, Dredging Division.

John A. Henson, from Foreman, Aids to Navigation Section, to Towboat Master, Navigation Division.

Albert L. Taylor, from Steam Engineer (Floating Crane) to Engineer (Dipper Dredge), Dredging Division.

James E. Cole, from Hydrographic Engineer to Chief, Surveys Branch, Dredging Division.

Gordon E. Walbridge, from Surveying and Cartographic Engineer, to Hydrographic Engineer, Dredging Division.

Thomas C. Makibbln, from Probationary Pilot to Pilot, Navigation Division.

Robert A. Boydston, from Radio Mechanic to Chief Radio Operator, Aids to Navigation Section.

Frank F. Roberson, from Machinist, Industrial Bureau, to Lock Operator (Machinist), Atlantic Locks. (See next page)



TIPS FOR TYPISTS have been given to 50 of the Canal's experienced stenographers and typists on the Pacific side and plans are being made to organize similar classes on the Atlantic side. The above picture shows Mrs. Mary B. Eugene, Balboa High School teacher who is conducting the classes, giving individual help to one of the "students."

Three classes have already been held at the Junior College in Balboa and another is scheduled for this month. The classes last for one and a half hours and are attended by about 17 regularly employed typists who are excused from their duties to attend. The special instruction has proved instructive and highly popular although some of the students were somewhat sceptical before attending. The classes were organized by the Training Section of the Personnel Bureau.

PROMOTIONS AND TRANSFERS

(Continued from page 14)

PERSONNEL BUREAU

Mrs. Helen M. Cicero, from Card Punch Operator to Tabulating Machine Operator, Personnel Bureau.

RAILROAD AND TERMINALS BUREAU

William J. Rose, from Auto Repair Machinist, Motor Transportation Division, to Locomotive Machinist, Railroad Division.

Mrs. Barbara M. Hutchings, from Clerk-Stenographer, Administrative Branch, to Clerk-Typist, Steamship Ticket Office.

Robert Ward, from Wood and Steel Carman to Car Inspector, Railroad Division.

Frank P. McLaughlin, Jr., from Commissary Assistant, Commissary Division, to Foreman, Cribtender and Gauger, Terminals Division.

SUPPLY AND SERVICE BUREAU

Desmond S. Dolg, from Principal Foreman, Municipal Division, to Chauffeur, Large Truck, Motor Transportation Division.

SAFETY BRANCH

Russell T. Wise, from Construction Engineer, Municipal Division, to Public Safety Assistant, Safety Branch.

HOUSING PROGRAM INTO HIGH GEAR

(Continued from page 3) illustrated in this issue of the REVIEW is a single, three-bedroom house with a covered terrace at the back of the living room. Another new type, classed as a three bedroom house, actually has one small and one large bedroom, with a folding partition to divide the larger bedroom into two smaller ones. This latter house was pictured in the November REVIEW.

PARAISO: At Paraiso 115 masonry two-family houses are scheduled, in the north and south extensions of the town. Five of the houses will have 1 bedroom; 61 will have 2 bedrooms for each apartment; 40 will be of the three-bedroom type and 9 will have 4 bedrooms to each apartment. The houses will be identical with those built at Silver City this year.

The bid includes grading, excavation, installation of a street lighting system, a sewage system, paving of streets, and walks, and installation of other utilities.

SUMMIT: Work at the new U. S.-rate town of Summit, off Gaillard Highway between the Gun Club and the Summit Golf Club, is divided into two parts.

Included in one group contract is the clearing, grubbing, rough grading, and site preparation work of approximately 150 acres. Also under this bid is the construction of a storm sewer drainage

RETIREMENTS IN DECEMBER

Employees who retired at the end of December, their birthplaces, titles, length of service at retirement, and their future addresses are:

Mrs. Mary G. Hammond, Connecticut; Tabulating Machine Operator, Accounting Division; 14 years, 7 months and 11 days; Ramsey, N. J.

Dr. Philip Horwitz, Poland; Quarantine Officer, Cristobal; 31 years, 7 months and 16 days; future address uncertain.

Mrs. Edna M. Judson, Massachusetts; Claims Examiner, Finance Bureau; 20 years, 7 months and 21 days; Boston, Mass.

Jacob F. Krause, Pennsylvania; Junior Control House Operator, Atlantic Locks; 31 years, 9 months and 10 days; Pitman, N. J.

Mrs. Della G. Pilkerton, Virginia, Nurse Supervisor, Corozal Hospital; 35 years, 7 months and 6 days; Delaplans, Va.

John F. Stopa, West Virginia; Head Stevedore Foreman, Terminals Division, Cristobal; 11 years, 11 months and 16 days; New York City.

system including appurtenant structures.

Work under the other group contract is the construction of a sewage treatment plant, and two concrete water tanks, similar to those to be built at Cardenas. These will furnish water for Paraiso as well as for Summit. In this bid are water supply mains, appurtenances, and a service road.

Dredging Division Keeps Canal Clear

(Continued from page 9) is sucked through the cutter that is too large to go through the pipeline. Then a manhole on the suction line has to be opened and the obstruction removed.

Mr. Orr, who grew up on the Isthmus, has been working for the Canal off and on since he left school in 1912. His first job was with the Storehouses, but after a trip to California he decided that dredges were his main love and on his return went to work in 1914 as a pipeline foreman working on one of the old French dredges which the Canal organization was still using. The only place where he has never dug, he says, is at Toro Point and he doesn't understand why he has missed an assignment there.

The men of the *Mindi*, including chief cook Stanley Grant, who turns out a superb cherry pie among other culinary achievements, work on an around-the-clock basis in three shifts. Unlike the crew of the *Cascadas* and because they are not governed by the tides, they work three regular watches from Monday to

Board Expected To Study Company Finance Matters

(Continued from page 1) which are on the agenda is the question of moving the northern terminus of the Panama Line to a more southerly port. Estimated costs of securing the service of expert consultants on this are to be presented.

The primary purpose of the meeting on the Isthmus is to give Board members an opportunity to study Canal operations at first hand and orient themselves with conditions here. Some of the members have never visited the Isthmus.

The September meeting of the Board was originally scheduled to be held in the Canal Zone but the plans were later changed. Governor Newcomer renewed the invitation for a Canal Zone meeting last September and it was the consensus of the Board that at least one meeting should be held here annually.

No Fixed Schedule

No fixed schedule of events has been planned since this will depend largely on the extent of the stay of the individual members. Plans are being made, however, to give all Directors ample opportunity to acquaint themselves thoroughly with the wide variety of activities conducted by the Company and to inspect the various Canal installations.

The Governor hopes that arrangements can be made to hold only a brief orientation session Monday and delay until later in the week the principal business sessions. This will give the visitors a better opportunity to study or discuss problems informally on an individual basis before any formal consideration by the Board as a whole.

Secretary Not To Attend

Secretary of the Army Frank Pace, Jr., Stockholder of the Company, will be unable to attend the January meeting. Others not expected to attend are Gordon Gray, President of the University of North Carolina and former Secretary of the Army, John W. Martyn, Administrative Assistant of the Department of the Army, Lt. Gen. R. A. Wheeler, Ret., and Maj. Gen. G. E. Edgerton, Ret.

The Secretary of the Army's Office will be represented by Karl R. Bendetsen, Assistant Secretary of the Army, who is Chairman of the Board and will preside at the meetings. Mr. Bendetsen arrived on the Isthmus last Monday and has spent the past few days in conference with various Canal officials and inspecting Canal facilities.

In addition to the Governor and Mr. Bendetsen, Board members scheduled to attend are: T. Coleman Andrews, B. F. Burdick, Edward D. McKim, W. R. Pfizer, Maj. Gen. Julian L. Schley, Ret., and Daniel E. Taylor.

The Board meeting will also be attended by Lieutenant Governor Herbert D. Vogel, Vice President of the Company, and James C. Hughes, Secretary.

Saturday morning. At present they are cutting down the Cristobal shoals, a project which started more than a year ago and whose object is the enlargement of Cristobal harbor.

A job like that, together with the work done by the men of the *Cascadas*, the engineers, the water hyacinth men, and the others ashore and afloat, the dredging men are convinced, is what keeps the Canal operating.

Revived Pacific Side "Twilight League" Again To Provide Season of Baseball

An old Canal Zone institution, which has been part of the life of Pacific Siders off and on since about 1916, will be revived January 13 when the Twilight League opens its baseball season for 1952.

This year "Twilight" will be a misnomer, for a majority of the league's games will be played under the lights of the Balboa Stadium. A schedule for the 11-week season is now being made up and will call for four games weekly, one of them a double-header on Sunday afternoon.

The daytime games will be held to seven innings; those played at night will run the full nine innings.

Four teams, each limited to 20 players, all of whom will be local amateurs, will make up this year's Twilight League.

They will be the Old Timers, Working Boys, Balboa High School team, and a team from the Balboa Boys' Club.

Popcorn, hot dogs, and soft drinks which will be sold during the games will add to the baseball atmosphere.

To Foster Baseball Interest

When the League was reorganized late last fall, its bylaws described the purpose of the league as being: "To foster opportunities for young men desiring to further their baseball abilities and to create an interest in a game that will produce upstanding citizens and leaders of the future. It is also intended to bring to the communities a form of recreation and entertainment."

Umpires will be from the Army League and uniforms are being provided by each team's sponsor.

An additional feature this year will be the scouting of Joe Cicero, whose 21-year baseball career included tours with the Boston Braves, Philadelphia Athletics, and Cincinnati Reds. He has been appointed a scout for the Brooklyn Dodgers and will attend all games, looking for likely big league material.

Baseball on the Isthmus is almost as old as the beginning of the construction period. In 1906, when American work on the Canal was only two years old, an Isthmian Baseball League was flourishing. Baseball was played everywhere, mostly in the dry season, but the season sometimes extended well into the mid-summer.



TWILIGHT LEAGUE games have always attracted local baseball fans. A number of oldtimers can be spotted here, in this undated photograph which was taken probably in the late 1930's or early 1940's. Enjoying the game from the front row is Earl Stewart, then employed in the Accounting Department. Behind the unidentified woman is Captain George Hudson, a Canal pilot. Others, left to right in the second row are: Robert Glaw, a former Paymaster; Captain Arthur Luther, for many years a Panama Canal pilot; M. B. Huff, who succeeded Mr. Glaw as Paymaster; Fred Brady, of Wilford & McKay, shipping agents. In the third row are: an unidentified man, LeRoy Magnuson, Floyd H. Baldwin and J. E. Heady.

Players represented various towns or divisions and in 1907 a move was on foot to form teams made up of natives of various States. In September 1907 an all-Kentucky team was hurling challenges to various other State teams, its particular desire being to cross pitches with the men from Georgia, who had organized a team at Culebra.

Diamond Laid Out

In 1914, when Canal headquarters were transferred to Balboa, one of the first things done was the laying out of a baseball diamond "between the Balboa corral and the Street railway tracks."

The first mention in Canal files of a Twilight League did not come until 1916 when the League, through its president, Major W. R. Groves (then Chief Quartermaster), asked permission to use the diamond behind the Balboa Commissary

from January 1 to July 1. Eight clubs played in the league that year: The Supply Department, Metal Trades Council, Pacific Terminals, Car Repair Shop, the Boiler Shop, the Accounting Department, the Electrical Division, and the Building Division.

Past presidents of the Twilight League include R. K. Morris, also a former Chief Quartermaster, George H. Cassell, now General Manager for the Housing Division's Southern District, and R. W. Glaw, former Paymaster.

A. C. Medinger, now Deputy Director of the Marine Bureau, was top pitcher for the Metal Trades team in the 1918 season.

One of the high periods of the Twilight League's history was during the early 1930's. By that time the ball grounds in Balboa had come to be known as "Razberry Park," and baseball fans rushed there right after work to see the four teams in the League tangle from 4 p. m. until darkness stopped the game. One of the teams in 1932 went by the fancy name of "Mysterymen." A star player in that outfit was Fred Mead, now of the Administrative Branch, and a leading backer for the very junior "Little League."

Other well-known Isthmian names crop up on old Twilight League records: Terrell Toone, Bobby Engelke, "Jiggs" Cross, Bill Hele, Dick Stoudnor, "Junior" Mitten, Moises de la Pena, Marc Quinn, "Rusty" Jones, and Jimmy Thompson.

President of this year's Pacific Twilight League is William Carlin, a resident of Balboa and an employee of the Army, who once played semi-pro ball in Philadelphia.

Benjamin Suisman, of the Engineering and Construction Bureau, who represented the Boys' Club in the 1945 league, is vice president.

Augustus R. Kam, of the Engineering Division, is treasurer and publicity man, and G. C. Lockridge, of the Schools Division, is the trustee.



CHAMPIONS FOR 1946 were the players from the Mechanical Division. Back row, left to right: Captain A. S. Pitre, Superintendent of the Mechanical Division, William J. Bain, Lloyd K. Henry, John P. Corrigan, Jr., William H. Hele, Harold L. Smith. Front row, left to right: Michael Gleason, Lloyd A. Ponson, William C. Showrank, Wilfred A. Lavalloe, and Richard F. Capps.

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