

PANAMA  CANAL
REVIEW

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BALBOA HEIGHTS, CANAL ZONE, DECEMBER 6, 1957

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Gift of the Panama Canal Museum



Plan To Modernize Administration Building

Nearly Ready - Bids To Be Requested

The first change of any extensive nature to be made in the Canal's Administration Building since it was built under the watchful eye of Col. George W. Goethals 43 years ago will be started early next year.

Modernization plans for the three-story masonry structure are nearing completion and bids for the big job which will cost in the neighborhood of one million dollars will be invited within the next few weeks. The scheduled date for advertising for bids is January 15, but this will be advanced to some time this month.

No structural changes are involved in the plans and the building will present much the same outward appearance of today. There will, however, be a vast difference in the interior which is being planned for air conditioning, modern lighting, a new elevator, and some office changes which, in total, will spell out a modern office building suitable for efficient work in the humid tropics.

Architect-engineering plans for the air conditioning, elevator and lighting have been submitted by the Panama firm of Sander, Duffer & Associates, contractors for this phase of the program. Plans for the other work are being prepared by the Engineering Division.

Plans for the air conditioning call for the installation of a chilled-water distribution system which will eliminate the need for an extensive refrigerant piping system.

The principal alterations to the interior of the building, other than installation of the air conditioning and fluorescent lighting, will be provision in the basement of the west wing for the studio and laboratory of the Official Photographer; and conversion of the suite of offices adjacent

to the Governor's office for use as a Board Room.

The new elevator will be installed in the existing shaft, and will be provided with both manual and automatic controls.

An essential step for the air conditioning and lighting systems will be the installation of false ceilings in all offices of the three main floors. In most offices the new ceilings, of acoustical material, will be installed at a height about midway of existing window transoms. All transom openings will be sealed off since they will no longer be used for ventilation or light.

The heart of the air conditioning system will be located in the basement. Four 125-horsepower compressors will be installed for the central water chilling system in the basement. The latter will consist of 16 air-cooled condensers, two tanks or water chillers, and two heavy-duty pumps which will distribute the chilled water to all parts of the building. The air-cooled condenser system will be one of the largest ever installed.

The building will be divided into 28 separate zones or sections, each of which will operate separately and be fed chilled water directly from the central tanks. Once delivered to a zone, the chilled water will be fed through large coils over which large electric fans will blow air to be distributed through ductwork recessed in the false ceilings.

The chilled air ducts will have multiple openings to provide an even distribution of cold air throughout its particular zone. Each of these conditioning units (cold-water coils and fans) will have its own adjustable fresh air intake to provide a constant supply of fresh air. A continuous change of air will be assured by the

installation of 27 exhaust fans.

After the water is pumped through the coils for the air-cooling process, it will be returned to the chilling tanks for reuse.

While the air conditioning system can be adjusted to any degree of coolness and humidity, either as a whole or in separate zones, it is planned to maintain a constant temperature of 78 degrees and a relative humidity of 60 percent a welcome change for office workers who have been accustomed to working in temperatures which is often 90 degrees with humidity near saturation point.

The air conditioning plant to be installed will have a capacity rating of 492 tons of refrigeration, a ton in this sense being equal to the melting of one ton of ice in one day. The Administration Building will be air conditioned as a unit, including corridors and the rotunda. This will avoid the installation of doors to individual offices.

One of the principal changes to the outside appearance of the Administration Building will be the installation of glass doors to all outside entranceways. A glass-paneled control booth will be located in the basement where engineers in charge of its operation as well as the inquisitive can see what is taking place.

The first work to be done on the air-conditioning system will be the installation of the chilled-air ducts which will be fitted with square-shaped diffusers set flush with the acoustical ceiling. The new lighting system will also be installed prior to the installation of the lower ceilings, and these fixtures will also fit flush with the ceiling and will provide an even and shadowless light in all offices. It is expected that the modernization program will be completed during the coming year.

Diamond Jubilee

Most of the available help of the Zone's Postal Service were called out last month to help handle a flood of 25,000 requests for first-day covers of Gargas Hospital's 75th Anniversary commemorative stamps. Over 40,000 of the special 3-cent stamps were sold at the Balboa post office on opening day.





Hearings were held in the Balboa Theater two days last week on single-wage legislation implementing the 1955 Treaty by the House Post Office and Civil Service Subcommittee. Above, left to right: Henry C. Cassell, Counsel; Congressman David S. Dennison, Jr., Ohio; John

Young, Texas, Chairman; Robert W. Hemphill, S. C.; and Ralph J. Scott, N. C. Seated at back of table is E. A. Sompayrac, Dept. of Defense Personnel Adviser, who accompanied House group. Representatives of the Civil Service Comm., State, and Army Depts., also attended hearings.

Zone Residents Make XMAS PLANS To Fit The Tropics

Palm leaves and sunshine are the Christmas substitutes for snow and ice in the Canal Zone but annually at this time of the year Zonians manage to give their homes and surroundings a festive Yuletide air even in tropical settings.

With Christmas Day only 19 days away, and the number of shopping days even less, the holiday spirit is beginning to be evident with more diligent practicing of carols in the schools, more red "call-for-package" cards in post office boxes, and more frantic gift shopping.

Among the more cheerful notes for this Christmas is the announcement that everybody will be paid before Christmas Day which this year falls on Wednesday. Arrangements are being made by the Payroll Branch to deliver all paychecks on Tuesday for those units which normally are paid on Wednesday.

Although Toylands were opened early as usual, the Commissary officials have made plans to make more shopping time available to the many who find it difficult to select all their gifts and Christmas wrappings during regular hours. Holiday schedules will be adopted beginning the week of December 15 and stores will be open for several days before the holiday until 8 o'clock at night.

The stores at Balboa, Cristobal, and Rainbow City will be open from 8:30 a. m. until 8 p. m. on December 18, 19, 20, 21, and 23.

Gambao and Paraiso Commissaries will be open until 8 o'clock at night on December 19, 20, 21, and 23.

All stores will observe regular hours on

INSPECTION OF COCO SOLO HOUSES PLANNED FOR ATLANTIC SIDERS WHO DESIRE TO MOVE

Prospective residents of the future Canal Zone civilian community of Coco Solo will have the opportunity next Saturday and Sunday to inspect a set of each type of quarters available at the Atlantic side Naval Station.

Housing Division guides will be at Quarters 250, a three-bedroom housing unit, and at Quarters 337, a two-bedroom unit, from 9:30 a. m. until 4 p. m. Saturday, and from 9 a. m. to 1 p. m. Sunday.

The open house program follows the distribution this week of questionnaires to residents of New Cristobal, Margarita, and Gatun, to determine their desires for quarters. Answers to the questionnaires are to be returned by December 15 and these will be considered by the Housing Division as a commitment of the individual resident's desires to move, and his preference as to the location and type of quarters.

Arrangements for gathering this factual information came after a conference between Governor Potter and Rear Admiral George H. Wales, Commandant of the 15th Naval District, paved the way for the Canal organization to occupy housing units and other facilities at Coco Solo in the immediate future.

In making plans for the proposed trans-

Christmas Eve, December 24, and will be closed all day on Christmas.

No changes are to be made in the hours at other Commissary units except that the Diablo Heights and Margarita stores will be open on a "Monday" (See page 15)

fer, Governor Potter held a conference with Atlantic side Civic Council Officers and community representatives to discuss the developments and to consider procedures for housing assignments.

Through plans being worked out this week, it was expected that the Company-Government can utilize, at least by early January, the first of the 280 housing units available at Coco Solo and other facilities which include a theater, swimming pool, and buildings for possible use as an elementary school and commissary.

Quarters assignments in the forthcoming housing shuffle on the Atlantic side will be made in accordance with existing regulations based on seniority. It is hoped to evacuate all remaining occupied housing in the New Cristobal and De Lesseps areas and to provide better quarters for about 84 families now living in bachelor-type quarters.

The Company-Government will pay the cost of moving residents from New Cristobal, De Lesseps, and those families now living in bachelor-type quarters. Other moves will be at the expense of the individuals.

Residents desiring to move have been requested to express their first and second choices of quarters at Coco Solo, Margarita, and Gatun, in filling out the questionnaires.

The transfer of the housing units at Coco Solo will relieve the present shortage of quarters on the Atlantic side and will allow additional transfers to the Republic of Panama of properties in New Cristobal as agreed under terms of 1955 Treaty.



A rising-stem valve roller train assembly is machined. It guides vertical movement of big valves. Men working,

l. to r.: D. L. Kelly, machinist; L. A. Illueca, helper; J. H. Slattery, machinist; and Jose S. Melendez, helper.

If the Locks Division could gather an army of 125,000 men who could lift 100 pounds each, it would have enough lifting power to handle the lock gates and main culvert valves which are to be removed and overhauled or replaced during the overhaul of the Pacific Locks early next year.

The total weight of the 10 miter gates to be removed and overhauled and the 18 rising stem valves to be replaced is about 6,500 tons or some 12,500,000 pounds.

The lifting of the massive lock gates and the 15-ton valves, however, is but a minor detail in the big spring cleaning job which starts Monday, January 6, and will continue until about the middle of July.

In many respects, the 1958 Pacific Locks overhaul will eclipse any others of recent years. More work is to be done, more gates are to be lifted, and more valves are to be replaced than ever before. The job will take nearly two months longer than previous overhauls, but fewer men will be used.

On previous overhauls of the Pacific Locks, about 800 to 1,000 extra employees were used. Plans for the overhaul next year call for the addition of only 700 men to the Locks Division, of which about 100 will be skilled workmen. The reduction in the number of extra employees will be possible by better utilization of manpower and because of changes in the overhaul schedules resulting from modifications of the Locks to permit overhaul of the center-wall culverts separately from that required in the lock chambers.

All of the unskilled and semi-skilled workmen needed and most of the skilled help and technicians are available locally. According to Roy C. Stockham, Chief of the Locks Division, less than 20 skilled workers will be specially employed in the United States. For past overhauls, at least 100 or more were generally employed in the States.

Plans for the big project were begun several months ago and the first mass-hiring of help was done last month when about 120 workmen were employed. Some additional local-rate jobs will be filled during December but the big increase in force will come during the first week in January. With the present surplus of labor on the Isthmus, no difficulty is anticipated in hiring men for the work. There were over 700 applicants for the 100 jobs filled last month.

Most of the skilled help will come from the Locks Division, by temporary transfers from the Industrial Division, and by local employment.

overhaul job will actually start on

SPRING CLEANING . . .

Pacific Locks Overhaul Scheduled To Begin In January

Saturday, January 4, when the big caissons are sunk at the upper end of Miraflores Locks west lane to block off the flow of water. After this is done, the west chambers will be unwatered and work will begin in earnest the following Monday morning.

From that time until the work is completed next July, the Pacific Locks will be operated 24 hours a day and the Locks Force (all operation and maintenance men) at all Locks will be on a six-day week.

Truman H. Hoenke, Superintendent of the Pacific Branch of the Locks Division, will be in direct charge of all overhaul operations.

The overhaul of the west chambers at Miraflores Locks is scheduled for completion within seven weeks. Following

this, the east chambers at Miraflores will be emptied and overhauled which will require six weeks.

When work in all Miraflores chambers is finished, the center wall culvert there will be emptied and overhauled and the overhaul of the east chamber at Pedro Miguel Locks will be underway at the same time. It will be during this period, from about March 23 to April 23, when the Canal will be at its minimum capacity of 25 lockages with two daylight clear-cut transits a day. With lock crews scheduled for duty during that period, and with extra crews and overtime, the capacity could be stepped up to 30 lockages a day.

This phase of the work is scheduled for completion within about one month's



Assembly of scaffolding for use in cleaning and painting lock gates is done in advance. Each scaffold is fitted with cable winches for moving up and down.

Right: Scenes of such ship congestion as this may be expected at Pedro Miguel when traffic is heavy.

Below: Roller train guide bars for big valves are welded by H. W. Wentsler. His helper is Mario Icaza.



time. Following this, the overhaul of the west chamber at Pedro Miguel, requiring six weeks, will be done, and this will be followed by the last job, that of overhauling the center-wall culvert at Pedro Miguel which will require about one month.

The same operating plan will be used on the Pacific side as that at Gatun Locks when they were overhauled two years ago. Double wall culvert operation will be scheduled while one traffic lane is out of service, and single culvert operation will be required while the center-wall culverts are under overhaul and both lanes are in use.

The modifications of the Pacific Locks for the new system of operations during overhaul are being completed this month by Maintenance Division forces. The work remaining, of a minor nature, will be done after the lock-chambers or center-wall culverts are empty.

The operating schedule provides for the use of two 10-locomotive operating crews throughout the overhaul at Pedro Miguel working from 8 o'clock in the morning until midnight, after which an 8-locomotive crew will be on duty. One 10-locomotive and three 8-locomotive crews will man Miraflores Locks during the overhaul period.

The lockage capacity at Gatun will not be affected by the overhaul, but the crews will report an hour earlier, beginning work at 6 o'clock in the morning, and two additional operators will be on duty so that 18 locomotives can be manned during an eight-hour period during the day, perhaps from 9 o'clock in the morning until 5 o'clock in the afternoon.

The four lower-lock gates at Miraflores, the biggest in the

(See page 6)

... TRAFFIC PROBLEMS

Canal Capacity To Be Taxed To Limit During Overhaul

The Panama Canal will undergo one of the severest tests of its transit capacity of its 43 years of operating history during the first half of next year while the Pacific Locks are under overhaul.

The Canal's biggest housekeeping job starts the first week in January and will not be completed and normal service restored until about the middle of July. Some slackening of traffic is presently anticipated from the high level of the past three months but not enough to ease the strain of locking through an average of about 26 ships a day. However, there are some compensating factors.

The anticipated traffic load early next year is only about one a day more than that of five years ago when the Pacific Locks were overhauled. In addition, alterations to Pedro Miguel and Miraflores Locks being completed by the Maintenance Division will increase the lockage capacity by about 20 percent over that of 1953.

This additional lockage capacity will be sorely needed next year, however, because of the greater number of ships requiring clear-cut handling. There is no hard and fast rule on the delay in the normal traffic flow caused by a clear-cut ship owing to the complexity of each day's traffic pattern, but two daylight clear-cuts in one day can drop traffic capacity by six ships a day or 26 percent. On the days that this occurs the increased

traffic capacity by modification of the Locks will be offset by clear-cut ships.

Based on the present traffic level, including the large ships to be handled, no serious delays are presently expected during the six-month overhaul period by the Canal's Marine Bureau. In arranging its lockage schedules and assignment of its locomotive crews, the Locks Division is prepared to handle 25 lockages a day with two daylight clear-cut ships. Up to 30 lockages could be handled by additional crews and overtime. The period of minimum capacity will occur for about one month while the center-wall culvert at Miraflores is under overhaul and one lane of traffic will be closed at Pedro Miguel Locks. During other periods of the overhaul 26 to 27 lockages, with two daylight clear-cuts, can be made in a 24-hour period without overtime for lock crews.

The minimum level will be sufficiently high to handle all traffic expected except on peak days or when the number of clear-cut ships is disproportionate.

Exact comparisons of Canal traffic during the 1953 overhaul and that which may be expected during the coming overhaul are impossible or, at best, are of little value. During the 1953 overhaul there were no supertankers and no monster ore ships which have become familiar sights in the waterway today.

During the first three months of the calendar year 1953, when the overhaul was in progress, ocean-

(See page 6)

Pacific Locks Overhaul Will Begin In January

(Continued from page 5) Canal system, are to be removed and overhauled this year. This will be the first time in the past 28 years that these were removed. Each of these gate leaves weigh 790 tons and stand 82 feet high. In addition to these, the four upper-end gates at Miraflores and two on the west side of the Control Tower at Pedro Miguel are to be lifted.

The same procedures will be used in the coming overhaul as in the past for lifting the big gates. Twelve hydraulic jacks, each with a lifting capacity of 100 tons, will be used.

The second biggest job during the 1958 overhaul will be the replacement of 18 rising-stem valves. These weigh 15 tons each. They have already been manufactured and are standing ready at the Locks for installation. This is a phase of general replacement program begun during the 1955 overhaul at Gatun when 16 valves were replaced.

Preparatory work will be in progress all during December. Most of the temporary buildings and sheds to be used have already been completed. The men already employed for the overhaul will be busy during the remainder of this month in moving the mass of material and equipment to the lock walls. Other work scheduled this month includes the reconditioning and testing of equipment.

Canal Capacity Will Be Taxed During Overhaul

(Continued from page 5) going traffic through the Canal amounted to 2,148 ships, of which 222 were U. S. Government vessels. Traffic predictions for the first three months next year are for 2,240 ocean-going ships, most of which will be commercial.

There is no accurate basis of comparison in the number of clear-cut ships in the traffic in 1953 and at present as rules on what vessels must be given clear-cut handling have changed. In the full fiscal year 1953, there were 652 ships, an average of less than two a day, which were given clear-cut handling but some of these would not be included in that category under present rules.

There were 933 clear-cut ships in the past fiscal year's traffic, of which a large number were super-tankers and big ore vessels, with a daily average of 2.6. This number averages nearly one a day more than five years ago.

An indication of the change in the Canal's traffic pattern over the past five years is best given by comparison on the size of transiting vessels. During the fiscal year 1952 there were only 53 ships in Canal traffic of 14,000 registered gross tons or more. During the past fiscal year the number in these categories had jumped to 240, more than quadruple the number of five years ago.

If the traffic pattern of the past fiscal year prevails during the first half of the coming calendar year, the lockage capacity of the Pacific Locks will be ample to handle traffic without appreciable delays.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

20- and 30-Year Safety Keys

Off and on for the past month, you may have noticed groups being presented with some kind of an award and are wondering what it is all about. The following article should clear up some questions.

Well, back in early 1956, the former Lieutenant Governor-Vice President felt that an employee who has worked safely for the Panama Canal and the present organization over a long period should receive some recognition. The only other individual award at that time was the annual *safe driving award* for our operators of motor vehicles.

Capt. R. H. Emerick, then Chief, Industrial Division, came up with the safety key idea and offered to manufacture them. The idea was kicked around until the present plan was authorized, which is, that gold and silver keys would be presented to those employees having a clean safety record during the last 30 and 20 years of service. However, it was soon discovered that the Industrial Division could not locate enough gold and silver veins in the Canal Zone to supply the metal for the keys, in spite of the fact that they had several first-class "rock hounds" in their organization. Therefore, keys were purchased from a jewelry firm in the States. But first, the number of keys required had to be determined. This required considerable work on the part of the Claims Branch, the Machine Tabulating Section, and others to search the employment and safety records of some 4,000 U. S.-rate and 10,000 local-rate employees for 30 years back.

In order for you to be eligible for one of these safety awards, you must have worked for 20 or 30 years in a hazardous position without having an accident to yourself resulting in a disabling injury. For those who have attained 30 years, a gold key and a certificate are presented; for those who have worked 20 years safely, a silver key is given. All other employees in non-hazardous positions will receive a 30-year safety certificate, but no key. The rules require that you must have had all this service with the old Panama Canal organization—including any

construction service—Canal Zone Government and/or Panama Canal Company, but the total years of service must count back from January 1, 1957. No other Government Service during, or before, these years counts. With one or two exceptions, you must have worked these years without no accident resulting in your being so disabled that you were unable to report and work during the day following the accident. One day or more disabled in those years disqualifies you for any of these safety awards.

Please remember that these first presentations represent considerable work, and mistakes and omissions are bound to appear. If, therefore, you did not receive a key or an award and know you deserve one, please do not blame anyone; just notify your safety inspector, or supervisor. They will need to know your name, I. P. number, address, Unit where you work, and service dates with the Panama Canal.

You will receive a suitable award if you deserve one and have the service required.

HONOR ROLL

Bureau Award For

BEST RECORD

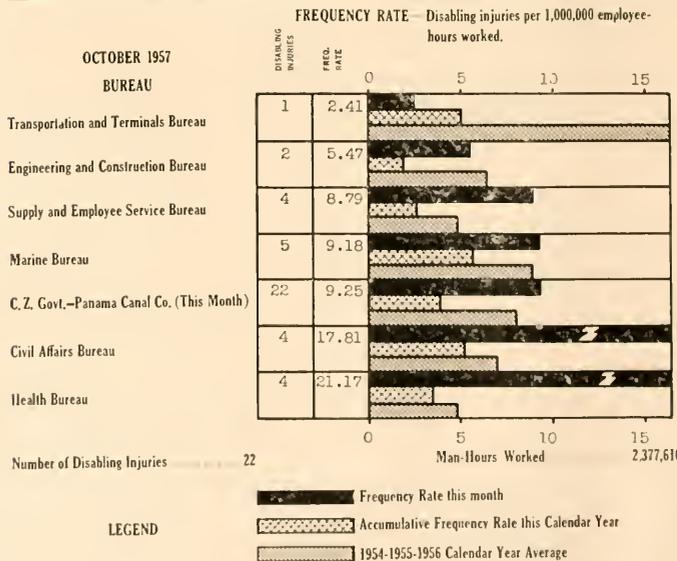
OCTOBER

TRANSPORTATION AND TERMINALS

BUREAU

AWARDS THIS CALENDAR YEAR

Health	7
Civil Affairs	6
Engineering and Construction	5
Supply and Employee Service	5
Marine	1
Transportation and Terminals	1



OF CURRENT AND FUTURE INTEREST

Senior Detective



Sgt. Harvey G. Rhyne

District Commander



Capt. Gaddis Wall

Assistant Commander



Lt. Stewart P. Trail

The promotions of three popular Canal Zone Police officers will become effective at the first of the year. The advancements for the three, all of the Balboa Police District, come as the result of the recent retirement of Maj. R. W. Griffith and the appointment of Capt. B. A. Darden to his rank and position as Chief of the Division.

The promotions are: Capt. Gaddis Wall to the position of District Police Commander in Balboa; Lt. Stewart P. Trail to the rank of Captain and Assistant District Commander; and Sgt. Harvey G. Rhyne to the rank of Lieutenant and the position of Senior Detective in the Balboa District.

Lieutenant Trail has over 21 years of service with the Zone Police, while both Captain Wall and Sergeant Rhyne joined the Force in 1940. All three have served much of their police work as detectives.

Captain Wall is a native of Noble, La.; Lieutenant Trail is from Lexington, Mo.; Sergeant Rhyne was born in Teague, Tex.

OUR COVER

Typical of the Christmas spirit on the Isthmus is the picture of Wayne and Kari Lee Foscue gazing longingly into a Commissary display window at some of the things they hope Santa Claus will bring. They are the children of Mr. and Mrs. M. Wayne Foscue, of Diablo Heights, whose father works in the Engineering Division at Balboa Heights.

Their interest in what Santa Claus may bring is not shared by their dog Tina.

Arrangements for the Official Photographer to take this interesting picture were aided by Winston Houghton, of the Commissary Division, who spent much time in arranging the display.

The construction of a modern, up-to-date nursery and consolidation of two wards into one efficient and comfortable section, are two of the improvements now being planned for Coco Solo Hospital.

The new nursery, to be located on the second floor of the hospital, will be constructed with a separate section for full-term babies, another for premature babies, and a third for those babies to be placed in isolation. An office for the doctor and nurse plus an examination room, will be located in the center of the nursery with glass view-windows on each side. Proud papas and other relatives will be able to view the new arrivals from behind a special glass window located on the main corridor.

The new ward will be a consolidation of Wards C and B with offices for the doctor and nurse situated in the center. The installation of a new lavatory and bathroom will be part of the general improvement.

Those Canal Zone residents who expect to use regular mail to send out their Christmas cards, letters, and packages are facing a deadline. According to the Postal Division, mail leaving here December 11 for New York on the Panama liner *Cristobal* will be the last which can be expected to reach its destination in time for the holidays. This takes into consideration the heavy traffic in packages and ordinary letters which swamp post office personnel all over the world at this time of the year.

Airmail can be sent almost any time before December 25 but those who want to be sure are advised to send out all Christmas mail by December 11.

Canal Zone residents are also being requested to remove their packages from the Canal Zone post offices as soon as they receive notice that they have arrived. By doing so, they will assist postal clerks to make room for heavy shipments of Christmas mail.

The coming dry season will be a busy one in the Canal Zone, with numerous new construction jobs and maintenance work in progress.

Among the major projects for which bids will be requested in the next few weeks

will be the replacement of a concrete deck-slab in the Cristobal pier area, construction of roads at Gatun Locks; installation of driveways to a group of quarters in Balboa; move the Industrial Division office in Cristobal; and alterations to the Ancon gymnasium.

Bids are to be opened next week on the job of replacing the pumps and accessory equipment in the No. 1 caisson used for unwatering the locks. This work will cost in the neighborhood of a quarter-million dollars. It will include conversion of the frequency-sensitive equipment to 60-cycle current.



CIVIL DEFENSE NEWS

The local-rate towns of the Canal Zone Civil Defense Corps are planning Christmas parties for their month of December meeting at which time the new officers will be installed. The new officers are:

Santa Cruz: Zone Warden, Mrs. Ruby Wilson; Assistant Zone Warden, Mrs. Ortnice Critchlow; First Aid Warden, Mr. Julian Wynter; Secretary, Miss Elena Wynter.

Rainbow City: Zone Warden, Mrs. Mabel Anderson; Assistant Zone Warden, Mrs. Verona McDonald; First Aid Warden, Mrs. Idalia Richard; Secretary, Miss Beverly Drew.

Paraiso: Zone Warden, Mrs. Inez McKenzie; Assistant Zone Warden, Mrs. Lucy C. Oakley; First Aid Warden, Mrs. Claudette Sawyers; Secretary, Miss Almerna Marshall.

The U. S.-rate towns, with the exception of Margarita-New Cristobal, will not meet in December.

DECEMBER VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
4	Margarita and New Cristobal	Service Center Margarita	9 a. m.
12	Santa Cruz	Service Center	7:30 p. m.
14	Rainbow City	School	7:30 p. m.
17	Paraiso	School	7:30 p. m.



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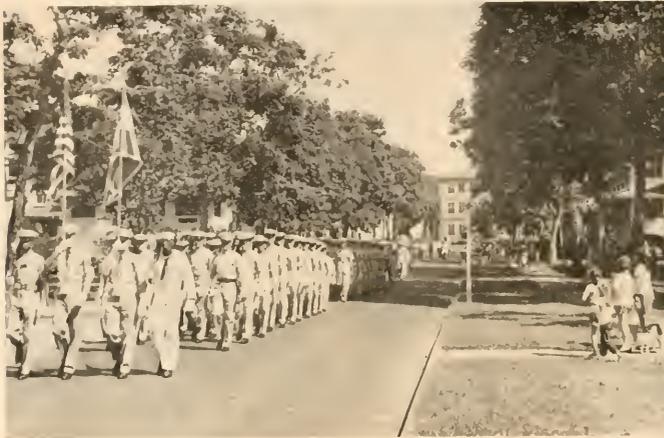
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NOVEMBER EVENTS



LEGISLATORS Congressional visitors hear discussion of Canal's capacity problem. Front row, l. to r., Congressman Fred Marshall and H. Carl Andersen; Sam Pope, of House Appropriations Committee staff; and A. G. Bourbon, Asst. Counsel of Senate Interstate and Foreign Commerce Committee. Back row, Capt. W. S. Rodimon, Walter Dryja, and T. A. Clisbee, of Canal organization; and H. J. Baynton, Chief Counsel of Senate Committee. Discussion was led by Lt. Gov. Arnold and attended by Gov. Potter.



HOLIDAYS Zonians celebrated three holidays during November. Here, Armed Services units join with Veterans and other organizations in patriotic ceremonies on Veterans Day.



VISITORS November was a month of visitors, official and otherwise. Here, Deputy Assistant Secretary of Defense Robert D. King discusses Zone problems with Gov. Potter in his office at Balboa Heights.

November this year was ushered in with a flood — of the tropical variety — and the entire 30-day period was inundated by a cascade of events. It was, in fact, one of the busiest months Isthmians have experienced in a long time.

Three holidays, three Congressional groups, property transfers, Civic Council elections, United Fund Drive, a Diamond Jubilee Celebration for Gorgas Hospital, Education Week Programs, inauguration of the Tivoli Patio, official visitors, and just visitors helped to cram last month's calendar to the limit.

The month started with the arrival of Maj. Gen. L. J. Sverdrup and some of his associates to confer with local officials on the design of the Canal bridge at Balboa. His arrival was followed by the return of Governor and Mrs. Potter from a six-week trip to the States on the first of November's three holidays.

Another prominent visitor concerned with Canal work was R. G. LeTourneau, who stopped in the Zone briefly to consult with officials on delivery of the new towing locomotives.

The Atlantic side's flood occurred on the night of November 6. It was one of the biggest and most expensive in record, disrupting briefly, highway, rail, communications, and power systems.

The transfer of properties to the Republic of Panama took place the following day.

Patriotic ceremonies marked Veterans Day this year on both sides of the Isthmus as Zonians celebrated their second holiday.

Two top officials from Washington were among the arrivals late last month. They were Assistant Secretary of Defense Robert D. King, and William B. Grogan, Department of Labor representative. Secretary King, accompanied by Mrs. King, left on the Panama liner last Saturday after a ten-day visit. Mr. Grogan will be here for two or three weeks on matters relating to the application of the Fair Labor Standards Act in the Canal Zone.

The first of the Congressional committees arrived November 21. This was a group of three United States Representatives of the House Appropriations Committee led by Congressman Fred Marshall, of Minnesota, here for a two-day visit.

The other two groups were the Subcommittee of the House Post Office and Civil Service Committee, and the House Merchant Marine and Fisheries Subcommittee, of which Mrs. Leonor K. Sullivan, of Missouri, is Chairwoman. Formal hearings in Balboa by Mr. Young's Subcommittee were held during the last week in the month, and Mrs. Sullivan's Subcommittee were to hold hearings this week.

And, in the last week of the month, Zonians stopped with millions of Americans everywhere to celebrate their national holiday of Thanksgiving.

On the last day of the month United Fund officials announced a total of \$117,000 was contributed in this year's drive.

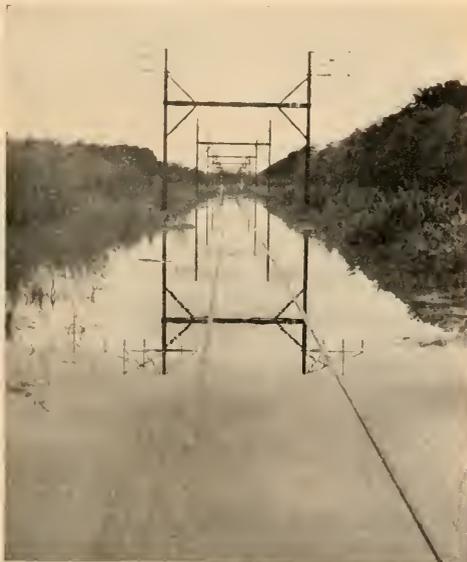
This, then, was the partial menu for November. Small wonder that Christmas shopping may be a little late this year.



TREATY The historic ceremony at which several million dollars worth of property of the Company Government were transferred to the Republic of Panama without cost took place in the Presidencia in Panama City. Seated above are Panama's Minister of Finance and Treasury, Gilberto Arias; President Ernesto de la Guardia; and Governor Potter. Standing are Lt. Col. Raul Arias Espi-

nosa, Aide to the President, and Camilo Levy Salcedo, Chief of Protocol.

Following the formal signing of papers, a commemorative luncheon was held at the Hotel Washington, one of the properties transferred. It was attended by many high officials of the Canal Zone and Panama. At this luncheon, Governor Potter formally presented the famous hotel's register to Minister Arias.



FLOOD Not two streaks of rust but one streak of water. The Panama Railroad presented this unusual appearance a few hours after the disastrous flood hit the Atlantic side early last month. Railroad travel was interrupted for a few hours, as were highway and communication systems. A new record rainfall for November was set.



BRIDGE The construction of a high-level bridge over the Canal, one of the 1955 Treaty commitments, took on the form of reality when Gen. L. J. Sverdrup, member of the St. Louis firm to do the design-work, arrived in early November. Above, General Sverdrup with Governor Potter, left, and Lt. Gov. Arnold, right.

Novel Shelf Packing Contest Ends In Tie

A novel contest that climaxed a period of training for Commissary employees in packing grocery shelves, held late last month, ended in a dead heat for the finalist teams representing the Atlantic and Pacific sides.

Atlantic side champions were Oscar H. Blackman and Stella S. Whittaker, of Margarita Commissary. Their opponents and Pacific side finalists were Alfonso Paul and Ophelia M. Burrows, of the Diablo Heights store.

The contest was judged by W. C. Bain, Superintendent of the Refrigerated Products Branch, on the basis of speed and neatness. While one team won on the time factor, their opponents' shelves were judged to be neater. With the contest ending in a tie, all four contestants were awarded prizes of \$7.50 each. They had earlier won prizes of \$5.00 each for win-



ning places for the finals.

Rules of the contest provided that the women members of the teams clean the shelves, with the men hauling the various

unopened cases of groceries from a distance of 50 feet. Ten different items of varying types of packaging were used for packing the display shelves.

New Civic Council Officers . . .



GATUN Edward C. Blount, Police Division, President. Albert E. Goguen, Police Division, Vice President.

Plans for the coming year are being developed by the Canal Zone's Civic Councils. Principal officers of seven of the Councils are presented in this issue of THE REVIEW. Officers of the Cristobal-Margarita Council for 1958 have not yet been elected.

New officers have been invited to attend the Governor's Conferences' this month when pending problems and new programs will be discussed. Governor Potter will meet with representatives from the Latin American communities at 4:30 p. m., Tuesday, December 17. The meeting will be held in the music room of Paraiso High School.

The Governor's conference with representatives from United States communities will be held in the Margarita Service Center. The date will be announced later.

Both of the December conferences will be open to the public.

The new officers and the units in which they are employed are listed from left to right in the accompanying pictures.



GAMBOA John T. Dillon, Dredging Division, Vice President. J. D. MacLean, Dredging Division, President.



PACIFIC Samuel Roe, Police Division, First Vice President. C. W. Chase, Electrical Division, President. Frank Wilder, Internal Security Office, Second Vice President.

— Electroplater Is Canal's Only One —

According to Webster's Dictionary, electroplating means "to plate or cover with a coating, as of silver or nickel, by means of electric current." According to George Thomas McLintock, Electroplater and this month's "Singleton," it means hard and hot work.

Mr. McLintock, born in Wilmington, Del., began his plating and polishing career in 1918 for the Ace Motor Corporation in Philadelphia. In 1931 he came to the Isthmus and started his present job as Electroplater for the Canal.

In the rear of the Instrument Repair Shop, located on Balboa Road across from the Balboa Shoe Annex, is found the electroplating equipment — a number of large vats, some filled with hot and cold water and others with zinc, silver, chrome, copper, and nickel solutions, and a polishing machine.

"Most of my work is done with silver," Mr. McLintock said, "and it's quite a



process." He went on to explain this

process by producing a large tarnished silver tray that he had begun to work on. First, he explained, he had to strip off the old plate electrically, any scratches are then ground out and the article is buffed. It is then electrically cleaned in an alkali cleaning solution, rinsed in several baths of clean running water, and placed in the plating tank. Thickness of the plate is determined by the amperes-hours consumed.

Mr. McLintock's work for the Canal includes a variety of jobs. They include chromeplating handles for the Control Panels for the Locks Division, and surgical instruments for the Hospital; galvanizing bolts and nuts on cross-arms for transmission line use for the Electrical Division; and structural pieces for the Lighthouse Division; and refinishing racks for the ovens of electric ranges.

Some of the work performed for individuals includes silver plating and chromeplating various hardware items for homes and work on fishing boats, such as ventilators and running lights.

... Make Ready Plans For 1958



SANTA CRUZ Clarence F. Sampson, Dredging Division, Governor's Conference Representative. Miss Violet Henry, Schools Division, President. Rexford Inness, Police Division, Vice President.



PARAISO Hamilton Lavalas, Schools Division, Governor's Conference Representative. Ellis L. Fawcett, Schools Division, President. Eric S. Oakley, Commissary Branch, Vice President.



RAINBOW CITY Dave E. White, Storehouse Branch, Vice President. Owen B. Shirley, Schools Division, Governor's Conference Representative. Jefferson Joseph, Central Labor Office, President.



PEDRO MIGUEL Cecil Callender, Maintenance Division, Vice President. Arthur W. Davis, Electrical Division, Governor's Conference Representative. Cleveland Roberts, Supply Division, President.

Midget Dredge Is Built And Begins Work



Dredge *Mandinga* goes to work on its first job in East Division.

A million-dollar idea that cost \$13,000 and will save the Canal organization several thousand dollars on the very first job it tackles is now eating its way into a morass known to most Isthmians as the East Division on the Atlantic side.

The million-dollar idea is the midget suction dredge *Mandinga*, named for a small river which flows into the Canal near Gamboa. The idea was born in the fertile brains of the Canal's dredging experts who followed up by scrounging spare parts from virtual scrap heaps around the Canal Zone and putting them together at the Dredging Division's shops in Gamboa and making a workable and highly-efficient piece of equipment.

The "*Mandinga*" is a nearly-perfect example of the old adage that necessity is the mother of invention.

The idea of building a shallow-draft dredge for drainage work of the East Division on Telfers Island was born earlier this year when it became apparent that a major drainage job was needed for mosquito breeding control and for Dredging Division spoils area maintenance. The old channel, opened during the

Canal construction period, had become choked with silt and vegetation over the years, which created ideal breeding grounds for mosquitoes which clouded Atlantic side air after the beginning of this rainy season and helped in the rapid rise of malaria incidence.

After surveys of what was needed, the possibility of building a shallow-draft dredge which could do the job and later be used in similar work was suggested.

With adoption of the idea, P. A. White, Chief of the Dredging Division, started his personnel on a survey of what was available in the way of spare or obsolete equipment which could be put together. A dredge had never been built by the Canal organization and it was more than 15 years since the last floating equipment of any kind Dump Barge No. 125 was built and launched by the Mechanical Division shops in Balboa. Thus, they started from scratch on design, spare parts, and assembly.

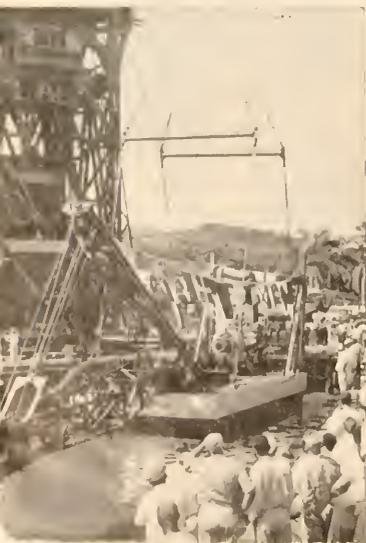
For a hull they selected an old barge built in 1906 and used during the Canal's construction. It was later used

in various jobs. The dredge was fitted with a 10-inch pump, also of ancient vintage, which was used for many years in pumping Chame sand in Balboa. After the sand operations were closed, the pump was put on duty in the lake and river areas pumping "najas arguta" moss from lake and river areas, where it grows profusely and soon becomes a menace to navigation.

The dredge ladder and various other parts came from equipment used by the Public Roads Administration in building the Boyd-Roosevelt Highway and other roads on the Isthmus 15 years ago.

These and other needed parts were assembled at the Dredging Division shops where, under the direction of George D. Gregory, General Foreman, and Vincent Biava, Leader Machinist, they were bolted and welded together into a workable unit. When their work was finished the baby dredge was given a spanking-new coat of red and white paint.

It was christened and launched with appropriate ceremonies late in October. After test runs and other work were com-



Above: Spare parts from everywhere were assembled for the new midget dredge. The hull was once a construction-era barge, later was used for other operations. Left: The *Mandinga* touches water after christening by Mrs. Hugh M. Arnold.

TREATY OBLIGATIONS FACTOR IN DECREASE OF COMPANY'S NET INCOME FOR FISCAL YEAR 1957



Dr. Bernard K. Levin joined the Canal organization last month as Chief of the Quarantine Section, Division of Preventive Medicine and Quarantine. His headquarters are in Cristobal but he will supervise quarantine boarding activities in both terminal ports. Dr. Levin is a native of Chelsea, Mass. Before coming to the Canal Zone, Dr. Levin had been stationed at Keesler Air Force Base in Gulfport, Miss.

For the first time since the Panama Canal Company came into being on July 1, 1951, the annual financial statements released last month for the past fiscal year's operations were issued in final form.

For the past five years the financial statements have been issued in tentative form pending completion and approval by Director of the Bureau of the Budget of the valuation report as required by statute. The valuation study and report were required by the Canal Zone Code for the purpose of establishing the United States Government's investment following the transfer of Canal operations to the Company.

In issuing the financial statements, it was announced that a complete restatement of operating results for each of the fiscal years since 1952 will be issued during the present fiscal year. Statements issued last month included the restatement of operating results for the fiscal year 1956, together with the final report for the past fiscal year.

The announcement specially noted that

the Company is presently engaged in a rather heavy capital replacement and improvement program and this is expected to be intensified during the next few years. These include the power conversion projects and Canal improvement work to increase transit capacity. It is estimated the latter will require about five years for completion and will cost about \$19 million dollars.

The net income resulting from the past fiscal year's operations was some \$150,000 under that of the preceding year despite the continued growth in Canal traffic. It was noted that contributing factors to this decrease were "treaty-impelled" costs, such as the across-the-board wage increase for locality wage employees and substantial decreases in the operating margins of affected activities as a result of the restriction of commissary and related privileges midway in the fiscal year. Both of these factors are beneficial to Panama's commerce in that they increase the demand for goods and services formerly supplied by Company-Government operations.

Statement Of Income — Fiscal Years Ended June 30, 1957 And 1956

pleted, the *Mandinga* was loaded onto the deck of the floating crane *Hercules* and taken to Mindi Dock near Telfers Island. There it was loaded on the Motor Transportation Division's largest trailer, wheeled down the road, and skidded into the water where it began its task of opening up five miles of the East Diversion.

The statistics about the *Mandinga's* size and capacity belie its real usefulness. It is rated as a ten-inch dredge, suction. Its overall length is 60 feet, including the 20-foot ladder. It draws about three and a half feet of water and has a 15-foot beam.

It can excavate 750 cubic yards of material in an 8-hour shift. In its present work, it will be excavating to a depth of only five feet, but it can dig a 15-foot-deep trench and make a cut 30 feet wide.

Dredging Division officials estimate the cost of the drainage work required on East Diversion will cost approximately \$95,000 and the job will be completed by next May. The mud and silt pumped up by the *Mandinga* is being dumped into adjacent low-lying areas which will build up the maintenance dump areas and aid in mosquito breeding control.

For its present job the *Mandinga* has been attached, as it were, to its big brother, the 28-inch suction dredge *Mindi*. Capt. George A. Suddaby, Master of the *Mindi*, will also be in charge of the *Mandinga* which will be manned by personnel from the *Mindi*. Only three men—an operator and two helpers—are needed to operate the *Mandinga*.

When the midget has accomplished its mission on the Atlantic side, Mr. White expects to have plenty of other work lined up for it. There are many areas of shallow water where its use can save thousands of dollars. But, when it completes the East Diversion job it will have well earned the title of the Million-Dollar Midget.

	Fiscal Year 1957	Fiscal Year 1956*
CANAL AND ALLIED MARITIME OPERATIONS		
REVENUE:		
Tolls from commercial vessels	\$38,513,404	\$36,219,085
Toll credits from U. S. Government vessels	1,140,116	1,231,866
Other services to shipping	11,120,978	10,176,918
Total revenue	\$50,774,498	\$47,627,869
OPERATING EXPENSES:		
Payrolls, services, operating materials, and other direct expenses (includes depreciation; \$2,543,520 for 1957 and \$2,499,630 for 1956)	23,859,339	21,376,755
Net operating income	\$26,915,159	\$26,251,114
SUPPORTING SERVICE OPERATIONS		
Sales to employees and others	\$35,830,557	\$41,629,185
Less:		
Cost of goods sold	\$17,262,958	\$21,623,367
Payrolls, services, operating materials, and other direct expenses (includes depreciation \$2,676,516 for 1957 and \$2,867,869 for 1956)	17,116,519	17,838,678
Total deductions	\$34,379,477	\$39,462,045
Net operating income	\$1,451,080	\$2,167,140
Total operating income	\$28,366,239	\$28,418,254
GENERAL CORPORATE CHARGES		
Net cost of Canal Zone Government	\$10,135,514	\$10,078,252
Interest paid to U. S. Treasury	8,867,932	8,946,807
General and administrative expenses (includes depreciation, \$122,229 for 1957 and \$90,986 for 1956)	5,541,337	5,435,390
Total general corporate charges	\$24,544,783	\$24,460,449
Net Income	\$3,821,456	\$3,957,805
* Restated.		

PROMOTIONS AND TRANSFERS

October 15 through November 15

Employees who were promoted or transferred between October 15 and November 15 are listed below. Within-grade promotions are not reported.

CIVIL AFFAIRS BUREAU

Mrs. Nancy L. Jorstad, from Substitute Teacher to Recreation Leader, Division of Schools.

Mrs. Frances T. Palumbo, from Substitute Teacher to Recreation Assistant, Division of Schools.

ENGINEERING AND CONSTRUCTION BUREAU

Henri E. Moehrk, from Accounting Clerk to Floating Crane Engineer, Dredging Division.

Robert B. Vache, from Lock Operator, Locks Division to Lineman Foreman, Electrical Division.

Charles J. Hinz, from Apprentice Sheetmetal Worker to Sheetmetal Worker, Maintenance Division.

Carlos M. Badiola, from General Engineer to Supervisory General Engineer, Engineering Division.

HEALTH BUREAU

Mrs. Carmen R. Valencia, Mrs. Helen L. Newhard, Mrs. Edna C. Hutton, Miss Frances D. May, and Miss Dorothy M. Jones, Staff Nurses from Gorgas Hospital to Coco Solo Hospital.

MARINE BUREAU

Leopold Cimino, from Towing Locomotive Operator to Lock-Operator, Wireman, Locks Division.

Arthur Tuttle, Jr., from Pilot-in-Training to Probationary Pilot, Navigation Division.

Patrick L. Lincoln, from Locks Security Patrolman to Towing Locomotive Operator, Locks Division.

Billy D. Bell, from Locks Security Patrolman to Towing Locomotive Operator, Locks Division.

Patrick J. Ridge, from Towboat Master to Pilot-in-Training, Navigation Division.

Allen L. Blaney, from Apprentice Machinist to Marine Machinist, Industrial Division.

Mrs. Olga N. Humphreys, from Staff Nurse to Head Nurse, Industrial Division.

Huntley F. Mignott, from Clerk to Signalman, Navigation Division.

Mrs. Arden L. Swisher, from Clerk-Typist to Time and Leave Clerk, Navigation Division.

OFFICE OF THE COMPTROLLER

Mrs. Elnore S. Snell, Clerk-Stenographer from Plant Accounting Branch, to General Audit Division, Claims Branch.

Mrs. Barbara D. Peterson, Clerk-Stenographer, from Claims Branch to General Auditor's Office.

Mrs. Ferné E. LeVeé from Clerk-Stenographer to General Accounting Clerk, General Audit Division.

William E. Hall, from Accountant to Systems Accountant, Methods and Relief Staff.

Mrs. Mary H. Foster, from Property and Supply Clerk to Voucher Examiner, Accounting Division.

Charles W. Balsler, from Clerk, Plant Accounting Branch, to Property and Supply Clerk, Accounting Division.

OFFICE OF THE GOVERNOR-PRESIDENT

Mrs. Sara-Margaret Shirey, Clerk-Stenographer from General Services Section, Administrative Branch, to Executive Planning Staff.

Mrs. Marguerite Y. Sudreau, from Appointment Clerk, Personnel Bureau, to Statistical Clerk, Executive Planning Staff.

NEW YORK OPERATIONS

Joseph J. Saitta, Auditor from Internal Audit Branch, Office of the Comptroller, to Accounting Division, New York Operations.

Nicholas J. Laurino, from Freight Traffic Officer to Transportation Operations Officer, Freight Department.

Edward C. Miller, from Freight Traffic Officer to Transportation Operations Officer, Freight Department.

Irving Kovalsky, from Clerk to Freight Traffic Clerk, Freight Department.

SUPPLY AND EMPLOYEE SERVICE BUREAU
George E. Shoemaker, from Supply Cataloger to General Supply Assistant, Storehouse Branch.

Joseph H. Orr, Jr., from Supervisory

Supply Assistant, to General Supply Assistant, Storehouse Branch.

Joseph H. White, from Supply Requirements Officer to General Supply Assistant, Storehouse Branch.

Roy F. Burr, from Accounting Clerk to Supervisory Clerical Assistant, Supply Division.

TRANSPORTATION AND TERMINALS BUREAU

Mrs. Helen F. Heim, from Clerk-Stenographer, Office of Director, to Cargo Clerk, Terminals Division.

Joseph A. Corrigan, Jr., from Supervisory Cargo Officer, to Lead Foreman Stevedore, Terminals Division.

James A. Barrett, from Supervisory Cargo Operations Assistant to Cargo Claims Assistant, Terminals Division.

William R. Byrd, from Supervisory Cargo Assistant to Supervisory Cargo Officer, Terminals Division.

Gilbert A. Sollas, from Guard to Supervisory Cargo Assistant, Terminals Division.

Robert L. Blaney, from Supervisory Cargo Assistant to Supervisory Cargo Operations Assistant, Terminals Division.

Mrs. Anna E. Calvit, from Supervisory Accounting Clerk to Clerk, Motor Transportation Division.

Mrs. Sarah F. Minor, from Accounting Clerk to Cost Accounting Clerk, Motor Transportation Division.

Mrs. Mary A. Baldwin, from Accounting Clerk to Cost Accounting Clerk, Motor Transportation Division.

Mrs. Frances B. Orvis, from Clerk-Typist to Clerk, Motor Transportation Division.

William J. McKeown, from Substitute Distribution Clerk, Postal Division, to Guard, Terminals Division.

OTHER PROMOTIONS

Promotions which did not involve changes in title follow:

William D. Young, Personnel Assistant, Employment and Utilization Division.

Mrs. Faye C. Minton, Administrative Assistant, Office of the Director, Engineering and Construction Bureau.

Robert B. Sager, Structural Engineer, Engineering Division.

Mrs. Olive J. Pajak, Accounting Clerk, Electrical Division.

Edmund R. MacVittie, Architect, Engineering Division.

Noel C. Farnsworth, Management Engineer, Executive Planning Staff.

William L. De la Mater, Management Engineer, Executive Planning Staff.

William A. Pretto, General Engineer, Engineering Division.

Donald J. Bowen, Supervisory Accountant, General Ledger and Processing Branch, Accounting Division.

Hubert C. Schroeter, Electrical Engineer, Engineering Division.

William F. Tanfield, Transportation Operations Officer, Freight Department, New York Operations.

James J. Crane, Accounting Assistant (Chief Fiscal Branch), New York Accounting Office.

Miss Frances D. May, Mrs. Edna C. Hutton, Miss Emma E. Klinger, Mrs. Josephine F. McDonnell, Miss Ruth E. Marsh, Mrs. Elizabeth H. Davison, Mrs. Ruby E. Radel, Miss Angela F. Reilly, Mrs. Marie E. Sellers, Mrs. Sophie M. Trout, Mrs. Edith F. Johnson, Mrs. Lorna M. Shore, Mrs. Mary B. Grogan, Miss Ethel M. Nordstrom, Mrs. Margaret A. Hall, Mrs. Ida M. McDade, Mrs. Beulah K. Smithson, Mrs. Ethelynn D. Bruland, Mrs. Carmen R. Valencia, Miss Thelma Headley, Miss Ruby M. Kruger, Mrs. Mary L. Peterson, Mrs. Thelma P. Carey, Mrs. Betty C. Sutton, Mrs. Edna T. Karpinski, Mrs. Mary Jane Cole, Mrs. Marian S. Gregg, Mrs. Anna G. Kredell, Mrs. Edna Campbell, Mrs. Doris T. Acheson, Mrs. Adele V. Argo, Mrs. Floreene E. Brede, Mrs. Fronia Fender, Mrs. Anna C. Whalen, Miss Leah B. Corbiss, Miss Clifford H. Ewing, and Mrs. Sara P. Arnold Staff Nurses, Coco Solo Hospital.

Charles M. Nelson, Commissary Supervisor, Supply and Employee Service Bureau.

ANNIVERSARIES



Top man on the anniversary list in November is Miguel Corco, Staff Assistant to the Comptroller, who not only is the senior man in the point of service in his Bureau but who completed last month 40 years of Government service, 37 of it with the Canal Accounting Division.

As well known in Panama as he is in the Canal Zone, Mr. Corco has spent most of his life on the Isthmus. He was born in Olat, Spain, and arrived here with his parents in 1904. His father, a professor in Spain, had been contracted by the Panama Government to organize one of the first government schools here. He attended school in Panama City and was graduated from Colegio La Salle in 1914.

After completing his studies in business administration at Berkeley Business College in Berkeley, Calif., Mr. Corco served two years with the U. S. Army and returned to the Canal Zone in 1919 as a clerk in the Accounting Division. His service with the Canal organization has been continuous since that time.

With the consolidation of the Finance Bureau and the Office of the Comptroller in 1953, Mr. Corco was made Chief of the General Accounts Branch. In 1956, he was appointed Chief of the new Reporting and Special Analysis Staff and since September 22, 1957, he has been Staff Assistant to the Comptroller.

Mr. Corco's hobby is travel and he and Mrs. Corco have made several tours of Europe. He and his wife make their home in Ancon. Their two sons, Miguel, Jr., and Jose, are both employed in the Office of the Comptroller.

35 YEARS

Bert J. Benoit, a native of Louisiana, who first came to the Canal Zone in 1915, was the second man on the totem pole so far as anniversaries were concerned last month. A heavy-bridge-crane operator in the Industrial Division, he completed 35 years of Government service in November, all of it with the same unit.

Mr. Benoit was born in Cheekbay, La. He was employed in 1915 as a machinist in the Mechanical Division in Balboa where he remained until 1918. He left the service that year and was reemployed in 1925 as a machinist in the Balboa Shops and was promoted to craneman in 1927. Mr. Benoit

Peter Hotsko, Supervisory Cargo Assistant, Terminals Division.

Sidney Smithson, Supervisory Cargo Assistant, Terminals Division.

Charles H. Oller, Property and Supply Clerk, Motor Transportation Division.

Howard J. Shearer, Timekeeper, Motor Transportation Division.

Howard E. Fuller, Commissary Supervisor, Commissary Branch.

Mrs. Mary E. Brady, Nurse Anesthetist, Coco Solo Hospital.

Mrs. Dorothy M. Kozar, Nurse Supervisor, Coco Solo Hospital.

Miss Florence H. Edbrooke, Director of Nursing, Coco Solo Hospital.

DECEMBER SAILINGS

FROM CRISTOBAL

Cristobal December 11
Ancon December 18
Cristobal December 27

FROM NEW YORK

Cristobal December 3
Ancon December 10
Cristobal December 19
Ancon December 27

Southbound ships which leave New York Friday are in Haiti the following Tuesday. Those which sail from New York Tuesday spend Saturday in Haiti. Northbound, the ships stop in Haiti two days after clearing Cristobal: Monday for those which sail from Cristobal Saturday, and Friday for those which clear Cristobal Wednesday.

RETIREMENTS

Dr. Samuel D. Aycock, Tennessee; Chief of the Outpatient Service, Coco Solo Hospital; 28 years, 11 months, 12 days; Red Bluff, Calif.

was transferred to Cristobal in 1950 as a heavy-bridge-crane operator in the Industrial Division. He and his wife make their home in Margarita.

30 YEARS

All four employees who completed 30 years of government service in November have unbroken service with the Canal organization. They are **Guy C. Adams**, Wireman in the Balboa Field Office of the Electrical Division; **Edgar H. Freeman**, Medical Technician in the Gorgas Hospital Laboratory; **Louis H. Hack**, Engineering Draftsman in the Engineering Division; and **Edward Carlson**, Chief Engineer on the Panama liner *Cristobal*.

Mr. Adams was born in Summerfield, Va. and is a comparative newcomer to Canal service. He was employed in the Electrical Division in 1952 after serving more than 25 years with the U. S. Army and the Navy.

Mr. Freeman, who comes from Troy, N. C., also served several years with the Army before joining the Canal organization in 1945.

Mr. Hack, a native of Camden, N. J., came to the Canal Zone with his family in 1926. He is a graduate of Balboa High School, and has served all of his 30 years of service with the Engineering Division.

Mr. Carlson was born in Sweden, and is a naturalized American citizen. He was with the U. S. Army Transport Service before he joined the SS *Cristobal* in 1947. He and his family make their home in Fairlawn, N. J.

25 YEARS

A quarter of a century of Government service was completed in November by **Mahlon D. Davis**, Accountant in the Accounting Division, and **Morris Weich**, Locks Security Patrolman at Pedro Miguel.

Mr. Davis, a native of Havelock, Nebr., came to the Canal Zone with the U. S. Army in 1938 and joined the Canal organization in 1940 as a clerk in the Personnel Bureau. He was transferred to the Accounting Division the same year and has been in that unit ever since.

Mr. Weich was born in Austria and is a naturalized citizen of the United States. He came to the Isthmus in 1916 as a member of the U. S. Army and was employed in 1936 as a Locks Foreman. He has also worked with the Maintenance Division and the Terminals Division.

20 YEARS

Three of the Canal organization employees who rounded out 20 years of Government service in November have continuous Canal service. They are:

John Kozar, of Pardee, Va., policeman stationed in the Cristobal District; **Sgt. Richard B. Simpson**, a native of Oakland, Iowa, Fire Sergeant in the Balboa District; and **Capt. William E. Thompson**, of Berkeley, Calif., who has been a Panama Canal pilot since 1951.

Those with broken Canal service are **Arch D. Bishop**, of Roda, Va., now an

New Rendevous For Zonians Opens



Guests inspect the new Tivoli Patio which was opened last month when Mrs. Potter, wife of the Governor, cut a ribbon at the entrance from the dining room. The Tivoli's "back yard" was paved and planted with tropical foliage to transform it into an ideal spot for large and small parties during the dry season.

Zone Residents Makes Xmas Plans

(Continued from page 3) schedule on Thursday after Christmas Day, and the Rainbow City Commissary will have its "Monday" section open that day.

Among the most pleasurable of the

auditor in the Internal Audit Branch of the Office of the Comptroller; **Mrs. Elsie D. Naughton**, who was born in Duluth, Minn., and now teaching mathematics in the Balboa Junior High School; and **Anthony J. Zablocki**, a native of Crystal Ridge, Pa., who is a Senior Towboat Master in the Ferry Service.

15 YEARS

Of the 22 Company-Government employees who completed 15 years of Government service in November, 14 have continuous service with the Canal.

They are **Miss Frances Abbruzzese**, Procurement Clerk in the Apparel and Housewares Branch of the Procurement Division, New York; **Mrs. Kathryn D. Ackerman**, Window Clerk, Postal Division; **Sgt. Lewis W. Barker**, Balboa Police District; **Elmer W. Bierbaum**, Policeman, Balboa District; **Sgt. Charles C. Fears**, Cristobal Police District; **Charles W. Hammond**, Lead Foreman Painter, Pacific Locks; **Lt. Roger E. Hamor**, Fire Lieutenant, Gamboa; **Mrs. Rochelle H. Head**, Clerk-Stenographer, Division of Schools; **Mrs. Gertrude T. Kueter**, Property Clerk, Industrial Division; **Arthur J. O'Donnell**, Control House Operator, Pedro Miguel Locks; **Cologero Piparo**, Clerk-Typist, Office of the Safety Engineer, New York; **W. W. Priester, Jr.**, Marine Inspection Assistant, Navigation Division; **Sgt. Charles S. Smith**, Cristobal Police District; and **Vito J. Zilempe**, Miscellaneous Duplicating Equipment Unit Supervisor, Procurement Division, New York Office.

Those with broken service are: **James J. Belcourt**, Yard Lead Foreman, Railroad Division; **Darwin E. Grier**, Window Clerk, Postal Division; **Freeland R. Hollowell**, Motorcycle Officer, Police Division; **Mrs. Marie T. Lindh**, Correspondence Clerk, General Services Section; **Leslie R. Loga**, Towboat Master, Ferry Service; **William J. O'Connor**, Dock Lead Foreman, Navigation Division; **John Van Der Heyden**, Shipwright, Industrial Division; and **Robert A. Wainio**, Customs Inspector, Customs Division.

Christmas events of the Isthmus are the annual musical programs presented by the various schools. All of the elementary schools are planning special programs to which parents will be specially invited. This schedule will be announced later.

Six public programs have been listed for this year by the Schools Division. Four are planned on the Pacific side and two on the Atlantic side.

The first big musical program of the season will be presented at 8 o'clock on the night of December 10 by the Canal Zone Junior College Community Chorus. The setting for this program is in the patio of the Balboa Elementary School. It will be under the direction of Neil V. Branstetter, Supervisor of Music in the Schools Division.

The schedule for the other Christmas music programs follows:

Balboa Junior High School, 7:30 p. m. Thursday, December 12, at the Balboa Gymnasium with Wallace E. Woodruff directing.

Rainbow City High School, 8 p. m., Friday, December 13, Rainbow City Gymnasium under the direction of Reginald Prescott.

Paraiso High School, 8 p. m., Monday December 16, Paraiso Gymnasium with Gilberto Perez and Miss Blandina Waterman directing.

Balboa High School, 8 p. m., Tuesday December 17, Balboa Theater, under the direction of Victor A. Herr.

Cristobal High School, 7:30 p. m., Thursday, December 19, School Auditorium under the direction of O. E. Jorstad.

During recent years Zonians have devoted much attention to the decoration of their homes and grounds for the Yuletide season and these will begin to make their appearance in another few days. The trend toward outdoor decorations has been accentuated in recent years making possible many inviting drives through the residential areas.

20,000 Tourists Expected As Winter Cruises Begin

Sixteen luxurious cruise ships, making a total of 27 visits to Panama Canal ports will arrive here during the next four months with approximately 20,000 cruise passengers.

This unofficial estimate was made according to advance schedules released by local shipping and travel companies, who predict that this year's cruise season, while not the largest on record perhaps, will be one of the liveliest.

Local residents, who like to look at cruise vessels and the passengers they carry, will get a chance this year to visit some old friends and inspect at least five luxury ships which are making their first visits to the Isthmus.

Vessels scheduled to call here for the first time are the new *Gripsholm*, flagship of the Swedish-American Line; the Cunard liner *Sylvania*; the Canadian Pacific liner *Empress of England*; and two Swiss Company ships, *The Arosa Sky* and *The Arosa Sun*, which are entering the cruise trade this year.

The other vessels scheduled to call at Canal ports from December through May, several more than once, include the *Kungsholm*, *Queen of Bermuda*, *Statendam*, *Oslofjord*, *Homeric*, *Mauretania*, *Nieuw Amsterdam*, *Stella Polar*, *Ocean Monarch*, *Bergensfjord*, and *Coronia*.

Although two cruise ships docked in Cristobal in August and October, the real winter cruise visitors began arriving here last week when the Swedish liner *Kungsholm* stopped in Cristobal on its first Caribbean cruise of the year.

A worthy vanguard of the cruise season, the 20,000-ton *Kungsholm* made her first Canal transit in 1954. She has accommodations for more than 550 passengers, and her agents, Fenton and Company, say she is completely booked.

Local tourist facilities will be taxed to the hilt December 28 when three liners, bringing approximately 1,500 passengers, will dock in Cristobal. They are the *Gripsholm* and *Sylvania*, both on maiden cruises, and the well-known *Queen of Bermuda*.

These three will be followed the next day by the Holland-American liner *Statendam*, which will dock in Cristobal from 7 a. m. December 29 and sail at 2 a. m. December 30. This ship made several calls here during the last cruise season.

During January, six cruise ships are expected to visit Canal waters. They are the *Arosa Sky*, January 14; *Bergensfjord*, January 15; *Kungsholm*, January 22; *Empress of England*, January 23; and *Homeric*, January 30.

The *Arosa Sky* and the *Empress of England* will be seen for the first time here. The *Arosa Sky*, owned by the Swiss Arosa Line, will bring nearly 800 passengers; the Canadian Pacific *Empress of England*, completed and put in service this year, will carry about 600 cruise passengers; and the *Bergensfjord*, flagship of the Norwegian-American Line, will bring 500 passengers. The last of these is scheduled to dock in Cristobal and make the Canal transit the following day en route to the South Seas and the Far East. She will return March 21.

The *Kungsholm*, due in Cristobal January 22 on her second trip to the Canal, also will take a South-Sea cruise and will transit shortly after her arrival in Cris-

tobal. The ship will dock in Balboa several hours before sailing. The *Kungsholm* will return northbound April 20.

Seven cruise vessels will dock at Canal ports during February. They are the *Mauretania*, February 3; *Empress of England*, February 11; *Homeric*, February 19; *Arosa Sun*, February 20; *Mauretania* and *Gripsholm*, both due February 22, and the *Nieuw Amsterdam*, February 28.

March, the most popular cruise-month of the year, will bring nine big cruise ships to the Canal. They are: *Homeric*, March 1; *Empress of England* and *Stella Polar*, March 4; *Ocean Monarch*, March 8; *Mauretania* and *Arosa Sun*, March 15; *Nieuw Amsterdam*, March 16; *Empress of England*, March 22; and *Mauretania*, March 30.

In addition to the *Kungsholm* and the *Bergensfjord*, three other cruise liners are scheduled to make the Canal transit during the tourist season this year. The *Gripsholm*, arriving in Cristobal February 22, will go through the Canal for the

SHIPS AND SHIPPING

TRANSITS BY OCEAN-GOING VESSELS IN OCTOBER

	1956	1957
Commercial.....	699	813
Government.....	22	23
Total.....	721	836

TOLLS*

	1956	1957
Commercial.....	\$3,089,444	\$3,684,260
Government.....	99,468	54,725
Total.....	\$3,084,968	\$3,738,985

*Includes tolls on all vessels, ocean-going and small.

TOTAL CARGO (Long Tons)

	1956	1957
Commercial.....	3,880,691	4,307,316
Government.....	104,277	65,937
Total.....	3,188,912	4,373,253

first time February 23 and will dock in Balboa.

The *Statendam*, which made her first visit to the Canal last year, is due in Balboa April 21; and the *Coronia*, the Cunard cruise ship which has been a regular winter visitor since 1952, will transit the Canal from Balboa to Cristobal May 4.

Plans Made For New Locomotives



David H. Dare

Final plans are being made locally for the delivery of the two LeTourneau towing devices which are to be used experimentally at Gatun Locks.

While the exact delivery date is still uncertain, the manufacturing firm has indicated that they will be delivered during the latter part of this month. The reason given for the later delivery date than originally scheduled was the difficulty in arranging sea transportation for both units at the same time.

It is planned to use the 250-ton floating crane *Hercules* in lifting the locomotives from the ship in Cristobal Harbor if the Contractor desires. In this event they will be taken aboard the craneboat to Gatun Locks where they will be lifted to the center wall tracks for final assembly.

A general discussion of the new locomotives with Canal officials was held



Walter M. Hartman

early last month during a brief visit to the Canal Zone by R. G. LeTourneau, President of the manufacturing firm of his name in Longview, Tex. Mr. LeTourneau met with both Governor Potter and Lt. Gov. Arnold, and later held a round-table discussion with Canal personnel directly concerned with the experimental towing devices.

Two Locks Division men spent two weeks in Longview during October to observe the new locomotives and their operation. They were W. M. Hartman, Pacific Locks Foreman, and David H. Dare, Machinist at Gatun Locks.

Mr. Hartman and Mr. Dare were given an opportunity to inspect the controls of the locomotives and observe their operating characteristics. Both of the veteran Locks Division men will be assigned at Gatun for the assembly and testing of the machines.

The manufacturing firm has asked the assistance of two men from the Canal organization in assembling the locomotives after delivery at Gatun, in addition to the two factory men who will be here.

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