

Group Demands Increased Bus Services

City Officials Warn Cost of Additional Services Are High

A group of well-meaning Torrance residents, unhappy with the limited bus services in the community, have circulated petitions and scheduled meetings aimed at improving the city's public transportation.

One such meeting was held Monday night at the American Legion Hall in which the petitioners demanded increased public transportation, expanded bus schedules and new equipment.

On the surface the arguments presented look good. However, it would be wise, before making a snap decision, to delve below the surface of the proposition.

To begin with, the Torrance Municipal Bus Line is a losing proposition. Each year it goes into the red by approximately \$85,000. This loss is picked up by the city out of its general fund, where it is written off as a convenience to the public.

\$300,000 HIKE

City officials who sat in on Monday's meeting estimated the group's demands of new equipment at about \$300,000, plus the cost of increased services, scheduling, personnel and advertising.

They estimated that overall increase in the service, demanded by this group, could cause a jump in Torrance city taxes of as much as 15 percent!

Comparisons were drawn between the service offered in Torrance and in Santa Monica, yet the population of Torrance is scattered over 20 square miles while the population of Santa Monica is concentrated into one compact area.

Petitioners felt that the tremendous cost of such an enterprise could be picked up by cutting back on other services; but where could these cutbacks be implemented? In police and fire protection or street maintenance?

It's a knotty problem and it may be dumped into the lap of the Torrance taxpayer who, recently confronted with his new tax bill, is going to be a hard man to convince.

PRESS EDITORIAL PAGE

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MEMBERS SOUGHT — Team captains making ready to go all-out in the Torrance Chamber of Commerce 1961-1962 Membership Drive are from left: Jack Schwartz, Jr., Jack Pellerin, Doris LeRoy (Mrs. T. D. Stantial), Bill Richardson and Merle Shoe-

maker. Not shown is Ted Meier. Team captains and team workers will concentrate one-day membership campaign in Centre Torrance next Tuesday. This will be the first of five separate drives to be conducted throughout the city.

Cities, School Districts Will Be Polled On Fallout Shelter Election Proposal

On motion of Supervisor Kenneth Hahn the Board of Supervisors last week voted to poll each of the 73 cities and 100 school districts in Los Angeles County to determine whether next June 5 would be a better date for an election on the proposed \$404 million shelter construction program than would February 6.

Motion came after the Supervisors voted 4-1 on a proposal by Supervisor Frank Bonelli that the Board "give serious consideration," to placing the proposed shelter construction on the June ballot rather than to hold the special election in February as Supervisor Hahn strongly advocated.

"That is an empty gesture," Supervisor Hahn declared in voting against Supervisor Bonelli's proposal. Voting with Bonelli were Supervisors Burton W. Chace, Warren M. Dorn, and Ernest E. Debs.

Supervisor Hahn's original motion called for Board of Supervisors to call a special election for February 6. It was not voted on, however, because Bonelli's substitute motion passed.

INTEREST

Supervisor Hahn stated that he was glad that his proposal had stimulated so much interest in fallout shelters among the public, but that he was disappointed that the Board of Supervisors was not willing to exercise leadership in getting the program under way.

"All is not lost, however. If there is sufficient public demand the Board might still be persuaded to call for a special election in February," Supervisor Hahn declared.

In urging that the Board of Supervisors exercise leadership on the shelter construction program by at least submitting the proposal to the electorate at a special election, Supervisor Hahn quoted Solomon's statement in the Old Testament (Proverbs 29:18) "where there is no vision the people perish."

Jarvis Here

Howard Jarvis, a candidate for United States Senate, will be speaking at a meeting of Californians for Goldwater, South Bay Chapter. The public is invited to attend this meeting tomorrow at the Fish Shanty, 4020 Pacific Coast Hwy., Torrance. No charge.

Propose Revenue Bonds For Rapid Transit System

Private revenue bonds would be used to finance MTA's rapid transit system under congressional legislation proposed Monday.

MTA Board Chairman A. J. Eyraud said the proposed legislation would "insure" the cost of the system, enabling MTA to proceed with construction by private enterprise, using private capital.

"This procedure," Eyraud said, "will not require a federal appropriation of the scope of either a loan or a grant-in-aid program."

Eyraud outlined the provisions of the proposed measure, designated the Transit Revenue Bond Insurance Bill, for governmental, business and civic leaders gathered at the Sheraton West.

RAPID TRANSIT
"Our board, composed of businessmen," Eyraud said,

"is dedicated to the principle of providing mass rapid transit here without taxation or subsidy.

"By insuring the payment of principal and interest on privately sold revenue bonds, the bill will enable public transit agencies to obtain funds at interest rates not to exceed 3-5/8 per cent per annum and repayable over a period of up to 50 years, making private financing of rapid transit possible."

Eyraud proposed the measure be made part of the rapid transit legislation introduced in the last session of Congress by Sen. Clair Engle (D., Calif.).

Engle spoke on "Problems of Mass Transportation" at the Sheraton West meeting.

"The bill does not provide for a grant of federal funds for mass rapid transit construction, nor does it provide

for a loan of federal funds to finance such construction," the MTA chairman continued, adding:

"It requires that any mass rapid transit system constructed in accordance with its provisions be financed entirely by private funds derived from the sale of revenue bonds.

"It provides a procedure whereby public transit agencies may apply for a guarantee of the payment of interest and principal when due."

Under the bill proposed by Eyraud, a federal administrator would be delegated to evaluate applications for insurance of revenue bonds and to insure the payment of principal and interest on those revenue bond issues.

In the event of default the administrator would be required to pay only the amount necessary to cure

such default rather than off the debt in its entirety.

LESS PUPILS

The average elementary school teacher in New York faces six fewer pupils than dies a California teacher.

DECLARE DIVIDEND

Armco Steel Corporation board of directors has declared a dividend of 75 cents per share of common stock. R. L. Gray, chairman, announced recently.

The dividend is at the same rate as in previous quarters and will be payable Dec. 8 to shareholders of record Nov. 9.

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