

Have You Noticed? Less 'Dirt' in Air

There is less "dirt" in Los Angeles air than there used to be, but there is more organic matter than in any other city reported by the National Air Sampling Network, according to Air Pollution Control Officer Smith Griswold. The "dirt" is particulate matter such as dust, ash and soot. It was down 11 per cent in 1961 compared to the average for the previous three years, but in other cities of the nation it was up as much as 33 per cent.

The organic matter is primarily automatic exhaust, and Los Angeles topped all stations in this category. Interestingly, the city with the next highest total organic content in its air is Phoenix, Arizona. Phoenix also had the highest three-year average rating for particulates.

Griswold reported these figures today after the Air Pollution Control District analyzed data from the 48-city National Air Sampling Network of the U.S. Public Health Service.

St. Louis, Philadelphia, and New York all had more particulate matter in their air than did Los Angeles.

Besides Los Angeles, the national sampling network also includes stations in Long Beach, Glendale and Pasadena, and the APCD operates its own continuously in Burbank.

Glendale's 1961 particulates were down 25 per cent from the previous three-year average, Griswold said, and Burbank's was down 17 per cent from the 1959-60 figure.

He said the national data showed that 29 of the 48 cities had more "dirt" in their air last year in the form of particulate matter than had Glendale and Pasadena. Long Beach and Burbank rank approximately in the middle of the 48-city lineup, with 26 of the cities having higher three-year average levels than theirs, Griswold said.

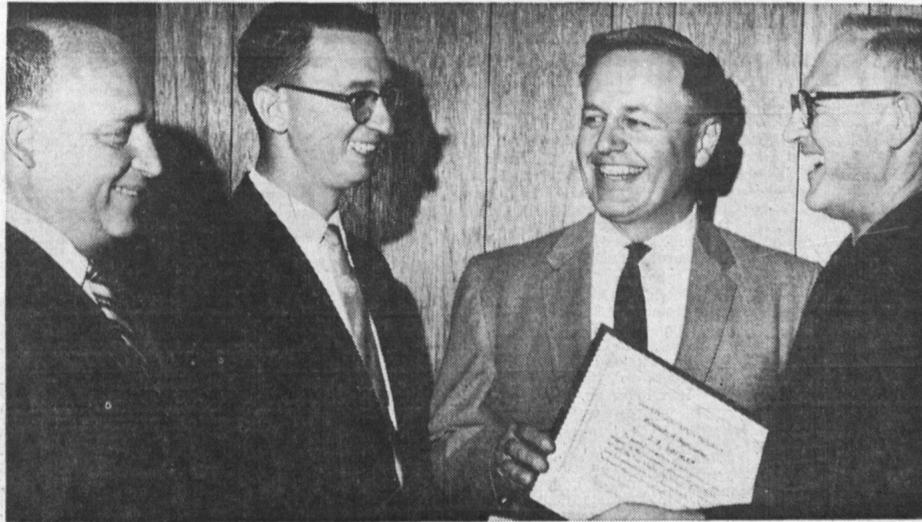
He pointed out that it will become increasingly more difficult to maintain

air quality until the exhausts of nearly 3,500,000 automobiles are controlled under the program being carried out by the State Motor Vehicle Pollution Control Board.

To nobody's surprise, cleanest urban air appears to be in Wyoming and Montana where Cheyenne, Wyoming had the nation's lowest particulate average of 52, and its Montana neighbor, Helena, had the least organics at 2.8 micrograms per cubic meter.

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SCIENTISTS HONORED—Three Torrance area residents, scientists at Shell Chemical Co.'s synthetic rubber plant, accept certificates of award from the Los Angeles city and county schools for their participation in the 1961-62 industry-education program. Keith Smith, right, supervisor of science for the Los Angeles senior high schools, presented the awards to

(left to right) J. T. Harlan, 5310 Calle de Ricardo, Torrance; S. H. Thomason, 4808 Vanderhill, Torrance, and J. S. Buehler, 423 Via Linda Vista, Redondo Beach. The three were among 20 Shell scientists who lectured to high school science classes during the past school year.

Chamber Reports Group Activities

Torrance Chamber of Commerce gave its reports at the conclusion of the fiscal year. The five groups which submitted their findings to the chamber include community planning, civic affairs, governmental affairs, industrial development and membership.

Here are the detailed reports by the committees:

GOVERNMENTAL
Mr. Dean Sears reports that the governmental affairs committee working with a membership of 25 broke into sub-committees in order to fulfill the scope of the committee's purpose — the city and school committees. Their aim has been to assist local officials in financial and legislative matters and strive for the greatest degrees of service for the individuals of the community. Besides plans for conducting a year-round study of fiscal expenditures of governmental units, the committee strives to be a constructive influence in all city affairs, Mr. Sears concluded.

INDUSTRIAL
A seven-point program has directed the action of the industrial development committee according to Art Reeves. This group concerned itself with 1. a library of industrial data; 2. a brochure, which will be published in the future and made available to the community, outlining committee-compiled industrial and economic climate statistics; 3. Solicitation of industrial prospects; 4. Building of a reference file of industrial prospects; 5. Formation of a special club to "sell" Torrance to growing industries elsewhere; 6. Cooperation with area, state and county organizations and public utilities; 7. Informing realtors and other interested prospective property owners in the Torrance potential.

COMMUNITY PLANNING
Mr. Art Woodcock pointed out that the real function of the community planning committee in the past 12 months has been to encourage and aid in the various areas of city potential. The most significant thing resulting from the work of this committee has been the acquiring of a City Planning Director for the city, in Mr. Woodcock's opinion. He noted that less than one year ago, there was no individual on the city payroll whose purpose was proper planning and directing of local growth. Major interests of the community planning committee during the past year have been the Airport Bond Issue and the Civic Center project.

CIVIC AFFAIRS
Dr. Rollin Smith, speaking on the progress of the civic affairs committee during the past 12 months, pointed out the committee's extensive work on developing: 1. an Economic Base Study — as a reference work for community projects and 2. a brochure which will contain the statistics and general patterns suggested by the study made on Torrance economy. The committee is looking forward to staging the traditional Armed Forces Day and the popular Airport Day.

MEMBERSHIP
With an increase of 26 members, the membership committee has turned out a very productive year with the special assistance of Al Schmidt. Mr. Bob Richardson said. Because the organization is concerned with the growth and expansion of the community through business and industry, each new company-member represents local area growth. Richardson told the congregation of business and civic leaders that the criteria of a successful Chamber of Commerce is a loyal and supporting membership.

Phase II Fallout Survey Now Under Way in State

Phase II of the National Fallout Shelter Survey, Marking and Stocking Program is now under way in California. Phase I, during which existing buildings and other facilities suitable as fallout shelters were located by private architectural and engineering firms, has been completed.

Director Allan K. Jonas of the California Disaster Office, said that the second phase of the national program, which continues under the auspices of the U.S. Army Corps of Engineers and the Navy's Bureau of Yards and Docks, will consist of the following:

Architect-engineer teams will make detailed studies of space, habitability, and other factors in suitable buildings identified in Phase I; Owners of buildings who have not yet signed license forms permitting their use as shelters will be asked to do so;

Shelter Use Plans for individual group shelters will be prepared;

Shelters will be marked with black and yellow signs; They will be stocked with food, medical supplies, and other equipment.

The federal government has indicated that Phase II is expected to be completed by December 31.

Latest returns from the federal government on the status of the program in California indicate that approximately one out of six Californians can now be sheltered in existing buildings. Actual figures show shelter for 2,749,485 of the state's citizens in 4,134 buildings with a protection factor of at least 100, which means persons inside will receive 100 times less radiation exposure than those remaining out-of-doors.

There are no figures yet on the number of Californians who could be sheltered in mines, caves, tunnels, and other special facilities.

The National Fallout Shelter Survey, Marking and Stocking Program is the first step in the national program to provide 233 million shelter spaces in the United States by 1967.

FAA Survey Shows Need Of 15 Reliever Airports

Senator Clair Engle (D-Calif.) said this week that a Federal Aviation Agency nationwide survey shows that the Los Angeles-Long Beach and the San Francisco - Oakland metropolitan areas rank No. 1 and No. 3, respectively, in need of new and improved "reliever" airports to decrease air travel congestion.

A "reliever" airport is one that handles non-airline traffic.

According to the FAA report, the Los Angeles-Long Beach area needs 15 reliever airports; and San Francisco-Oakland needs 12. The report calls for eight in San Diego and two in Sacramento.

"They've found that the principal cause of congestion at airports is the mixing of large numbers of airline, military and general aviation aircraft," Senator Engle said. "And they're suggesting that we remedy the situation by building new fields and improving existing ones in these metropolitan areas so that much of the general aviation traffic — the non-airline civil flying — could be siphoned off."

"I couldn't agree more. I'm a flyer and I've always felt that we should separate the airline operations from the civil flying as best we could. In some areas this is not practical now, however."

"And too, general aviation should retain the right to use major terminals. But the general aviation pilot will welcome the development of 'reliever' fields so that, as far as it is possible and convenient, he can stay out of high speed jet traffic patterns."

The estimate of the needs for new and improved airports was made in the FAA's National Airport Plan for 1962 which specifies projects the FAA considers necessary to provide an airport system capable of meeting current and anticipated needs of civil aviation.

COMPETITION
The marketing vice president of the American Oil Company says that service station operators will have to rely increasingly on tires, batteries, and automotive accessories for profitable operations in the future. As he sees it, "given the present competitive circumstances and those likely to persist for years to come, no dealer and no jobber can prosper on gasoline sales alone."

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