

STREET WORK APPROVED IN CARSON BETWEEN VERMONT AND FIGUEROA

Award of a \$136,912 contract to McAmis Engineering for the improvement of 223rd street between Vermont Ave. and Figueroa St. has been reported by Supervisor Kenneth Hahn.

He said nine bids were submitted, ranging from a high of \$178,556 to the low bid of McAmis.

Plans and specifications were prepared by the County Road Dept.

"Work is scheduled for completion in December, 1963," Hahn said.

First of Many
"This is the first of several major improvements planned in the Carson area," said Hahn, whose district recently was expanded to cover Carson and North Torrance.

Work will consist of providing a multi-lane modern divided highway with curb and gutter, and channelization to facilitate left-turn movements. Included in the work will be the construction of roadway drainage structures and sanitary sewer laterals.

On addition, a full vehicle actuated traffic signal system with highway safety lighting will be installed at the 223rd street Vermont Ave. intersection.

Traffic at Work
Supervisor Hahn calls attention to specifications in regard to maintaining traffic during the progress of the work:

223rd street may be closed to through traffic. However, local access from at least one direction will be maintained during the closure period.

On Vermont Ave. one traffic lane in each direction will be maintained at all times.

On Figueroa St., two traffic lanes in each direction will be maintained except for the period of time necessary to place the pavement, at which time the south-bound roadway may be reduced to one traffic lane.

First Phase
Supervisor Hahn said this project is the first phase of the improvement of 223rd St. between Normandie Ave. and Alameda St.

He said the present capacity of this highway is 10,000 vehicles per day, while the completed improvement will provide a daily capacity

of 32,000 vehicles. "The completed project will increase safety and correct the roadway structural

and drainage deficiencies on this important east-west master plan highway," Hahn said.

Bike Accidents Can Be Cut; Precautions May Save Lives

Where's the most likely place for a bicycle accident? Are rural children safer than city children, or are boys safer on a bicycle than girls? At what age is a child most likely to have an accident?

National Safety Council studies show surprising aspects in the answers to these questions. Children in rural areas have as many, or more, accidents as city children. A child is more likely to be injured or killed after he's home from school than he is while riding to or from school.

Boys More Liable
Accidents are most likely to happen on a Saturday and least likely to happen on a Sunday, the NSC says. Boys are far more liable to have accidents; a 42 state survey showed that 86 per cent of the children hurt were males. Most accidents involve children in the 5 to 14 age bracket. Intersections in cities are the most dangerous areas.

Night riding is the most dangerous. While 70 per cent of accidents occur during daylight hours, four out of five deaths occur in the late afternoon or evening. It's not recommended . . . that children ride bikes at dusk or after dark, even if the bike has a headlight, tail-light or reflector.

Proper Lights
If night riding must be done, for whatever reason, the bike should have proper lighting equipment, the rider should wear light-colored clothing and the bike should have reflective tape showing to the rear.

The Veterans of Foreign Wars has been carrying out a national program of applying reflective tape, which is visible at night from as far as 1,500 feet, to bicycles. The VFW also has been inspecting bikes to check their operating condition and to see that the rider has knowledge of proper riding habits.



LARGE HOMEGROWN squash are displayed by Lawrence DePaul, 23702 Arlington Ave., Torrance. Mr. DePaul grows vegetables all year long on a 60x120 lot at his home. Onions,

peaches, tomatoes, peppers are but a few of the many fruits and vegetables that grow together in the DePaul garden.

—PRESS photo by Gordon Akers



JAZSEF KALMAN who is dancing around during recent Palos Verdes fire trying desperately to save his rare type of stingless bees. 50 per cent of his bees were lost. Mr. Kalman doesn't speak a word of English. —PRESS photo by George Herrin

IN SERVICE

Cadet Raymond L. Valentine of Torrance, recently completed the Air Force Reserve Officer Training Corps (AFROTC) summer encampment at Hamilton Air Force Base.

Cadet Valentine, son of Mr. and Mrs. Nick Valentine of 17014 Spinning Ave., observed and took an active part in various phases of base operations during the encampment period.

A member of the Air Force ROTC program at UCLA, he will be eligible for appointment as an Air Force second lieutenant upon completion of training and graduation from college.

Airman Victor J. Dinubilo,

son of Mr. and Mrs. John T. Dinubilo of 24218 Postmaster Ave., Harbor City, has been selected for technical training as an air policeman at Lackland (Tex.) Air Force base.

Airman Dinubilo, who enlisted in the Air Force a short time ago, has just completed his basic military training here. The airman is a 1963 graduate of Narbonne High School.

Airman Third Class Raymond E. Morgan of Torrance, has been assigned to a Tactical Air Command weapons loading team at Seymour Johnson Air Force Base (N.C.), which will stand ready to help arm F-

105 Thunderchief jet fighters on short notice.

Weapons loading teams such as the one Airman Morgan is now a member of are required to maintain proficiency for loading and unloading all types of weapons used by the F-105.

Airman Morgan, son of Mr. and Mrs. Buford R. Morgan of 20709 Catalina Ave., Torrance, is a graduate of Gardena High School.

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