

5 HURT, 200 FLEE FIRE

Jury 'Holds' Daughter in Mother's Traffic Death



PLANT DESTROYED — Flames which flashed out and engulfed the United Sulphur Co. plant at 1811 W. 213th St. yesterday afternoon, completely destroyed the plant. Local fire crews led by Chief J. J. Benner battled the flames for more than five hours.

Four Escape Blast; Plant Total Loss

Approximately 200 residents were forced to evacuate their homes and four firemen were injured in a blast which followed an explosion yesterday afternoon at the United Sulphur Co. plant, 1811 W. 213th St.

Scores of householders fled their trailer court homes north of the plant as choking dense sulphur fumes poured in through doors and windows.

One man, George Toohill, 59, had to be revived by a resuscitator squad after making several heroic trips into a smoke and fume filled area to bring children out of a building.

Treated for burns on the arms and shoulders was Don Lamb, a Torrance fireman, who was injured when a blast showered smoldering debris over him as he fought the blaze.

Battalion Chief Eugene Walker was treated for burns on the abdomen, chest and forehead.

Overcome by the thick, acrid smoke were firemen John Agapito and Harry Drake, who were treated at the Harbor General Hospital. Agapito was sent home while Drake was able to return to the fire scene.

Although there were four workmen in the plant at the time of the initial blast, none was injured.

The fire completely destroyed the plant.

Fire Chief J. J. Benner sent both central Torrance engine companies to the blaze and summoned the Walteria company to help battle the fire. Redondo Beach Fire Department "moved up" engines into Torrance to stand by. A rescue unit from Redondo was sent to the scene and placed at the disposal of Chief Benner.

Exploding kegs sent debris 100 feet in the air and hampered fire-fighting efforts. Acrid fumes, similar to the smell of burning fireworks, also hampered efforts to close in on the flames. The choking smoke sent hundreds of spectators scampering for fresh air and necessitated the use of oxygen masks by the fire-fighting crews.

An estimate as to the amount of damage was not immediately available, but the building and contents of dry sulphur were a total loss.

Employee Robert Phelps, of 17109 Casimir Ave., was mighty chagrined. It was his first day working for the sulphur company, and he'd only been weighing sulphur sacks for two hours before the explosion which turned the plant into a roaring inferno.

"Son-of-a-gun burnt down on me," was Phelps' comment, as he watched firemen fight the choking sulphur fumes to pour tons of water into the brick building. "You don't know where I can get another job, do you?" he continued. "I had a check of a time finding this"

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Summer School Enrollment Reaches 1561

Seaside Elementary School will be a busy place this summer, according to figures on summer school enrollment revealed this week by school officials.

Seven classes will be held for a total enrollment of 273 students. Enrollment in other schools will bring the total summer enrollment to 1561, according to Walter Rehwaldt, director of instruction for the district.

"This enrollment indicates a steady growth of the summer school program exceeding the ratio between enrollment a normal population of previous years," he told the Board of Education.

Enrollment at the various schools besides Seaside include: Fern, 235; North Torrance, 221; Torrance Elementary, 201; Walteria, 190; Perry, 149; Madrona, 120; Riviera, 93; and Crenshaw, 79.

Council-Board Meet Fizzles

A meeting which the City Council "thought" they had scheduled with the Torrance Board of Education failed to come off Tuesday night when the Board stated that they had received no invitation to meet with the council.

The two governmental agencies were to have discussed "Reaction—and what to do about it." Another meeting date is being arranged.

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STERN 9-POINT POLICY ON INITIATIONS VOTED

Charter Bus Smacks Fuel Laden Tanker

A chartered Greyhound bus rammed the rear end of a loaded tank truck Sunday afternoon on Pacific Coast Hwy. west of Hawthorne injuring 31 passengers and the driver of the bus.

Driver of the tank truck, George W. Stotler, 32, of 14710 McKinley, Compton, said he was loaded with highly inflammable jet plane fuel. He was shaken up but was uninjured.

Most seriously injured was the driver of the busload of fishermen returning from a trip to San Pedro. Glenn E. Albert, 26, of 232 E. 83rd St. Los Angeles, received cuts, bruises, broken teeth and other injuries. The 31 passengers all required treatment for minor cuts and bruises and were transported in five ambulances to the Harbor General Hospital.

Officers Joe Miles and Don Hamilton reported that the accident occurred as the bus driver was unable to make a stop as the huge tanker and trailer stopped behind a line of cars to allow a car to turn into the Smith Bros. Fish Shanty. The vehicles traveled 36 feet after the initial impact.

The accident occurred at 5:05 p.m. and tied up traffic along the busy coast highway for nearly an hour. As the bus was being towed from the center of the street, another minor mishap occurred as the crippled bus was unable to brake to a stop and rammed into the hoist of the tow truck.

Daughter Probably Responsible For Mother's Death, Jury Finds

A coroner's jury convening here Monday morning ruled that a 17-year-old girl driver "probably was criminally responsible" for the accidental death of her mother and a neighbor's four-month-old child in an auto accident at 220th St. and Figueroa on June 6.

The five-woman jury returned the verdict after hearing testimony which indicated that Eula Mae Peace, of 16521 S. Figueroa may have run a boulevard stop causing a crash between her car and one being driven by Murray Witosky, 35, of Encino. The inquest was held at Stone and Myers Mortuary.

Three deaths resulted from the tragic Saturday afternoon crash. Mrs. Lois Peace, a sister-in-law to the girl driver, suffered a fractured pelvic bone and several hours later gave birth to a child. The child, arriving shortly after birth, died shortly after birth.

Dead also is Mrs. Bertha M. Peace, mother of Eula, and Donald Johnson, infant son of Mr. and Mrs. Royce Johnson of 16510 1/2 C. Vermont Ave. Both deaths resulted from skull fractures.

Witosky, a salesman, also suffered a fractured skull when he was dragged hanging from the car along the pavement and through the fields with his foot caught in the pedals. He sustained a broken arm also.

Deputy Coroner John Harrison presented the case before a jury composed of Mrs. Enid Miles, Mrs. Sara Jenkins, Mrs. Alice Clayton, Mrs. Margaret Jones, and Mrs. Jane Burger.

New Rule Outlaws Paddles

Laxatives, paddles, and long hikes back home following initiation into high school organizations were outlawed by the Board of Education here Tuesday evening with the adoption of a policy governing future initiations.

Action of the board followed charges recently by an unidentified parent that some of the initiation rites for the Varsity Club, Torrance High School lettermen's organization, were obscene and atrocious.

"Recognizing that good school organizations are an asset to a high school and that the Varsity Club is the development of a good boys' athletic program in the high school, the Board of Education presents the following guides," the introduction to the new policy states.

The policy was drawn up and adopted following an investigation into the club's recent initiation by the board.

The new policy, although directed at the Varsity Club, will cover the initiation ceremonies of all campus groups.

Following is the nine-point guide which will govern the organizations:

- All initiation procedures must be prepared in writing in advance and submitted to the principal for approval, and no procedures outside of the approved program are to occur.
- Hereafter, the Varsity Club will have at least two sponsors, because it is getting too large for one man to assume the responsibility, and at such times as there are initiation rites taking place, it is advisable that in addition to the two sponsors, there be at least one father present.
- The practice of taking boys out and leaving them to find their way home in a large metropolitan area is dangerous, and the Board of Education does not wish to assume responsibility for such a program and the boys will therefore discontinue the practice.
- The use of laxatives is prohibited. The use of paddles can be harmful and will not be participated in by students of Torrance High School, whether the Varsity Club, or otherwise.
- It is the responsibility of the principal to see that the sponsors read the regulations pertaining to Varsity Club initiation to the boys before the planning of the initiation and immediately before the initiation takes place, as well as pertinent school code sections, particularly Section 1612.
- Things which run the risk of being misunderstood or injuring a boy should be avoided. It is recommended that the Varsity Club attempt to find some constructive procedures for initiation.
- It is pointed out that some organizations now require boys to paint houses, or steps, work on a group project.

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EMPLOYERS MEETING SCHEDULED

A meeting of all employers operating under the Mercantile Agreement with Retail C.I.A.R.K. Local 905 has been called for Monday, June 22, at 2:30 p.m. to be held in the office of the Harbor Area Employers' Council, Suite 14, 1508 Sartori Ave.

In announcing the meeting, Frank S. Selover, executive secretary of the Employers Council, said that the discussion will center around the reopening of the contract as of Aug. 1, by the union, for the consideration of hourly and weekly rates of pay only. A negotiating committee will be elected, and this committee will open meetings with the union immediately, he said.

Special Board Meeting

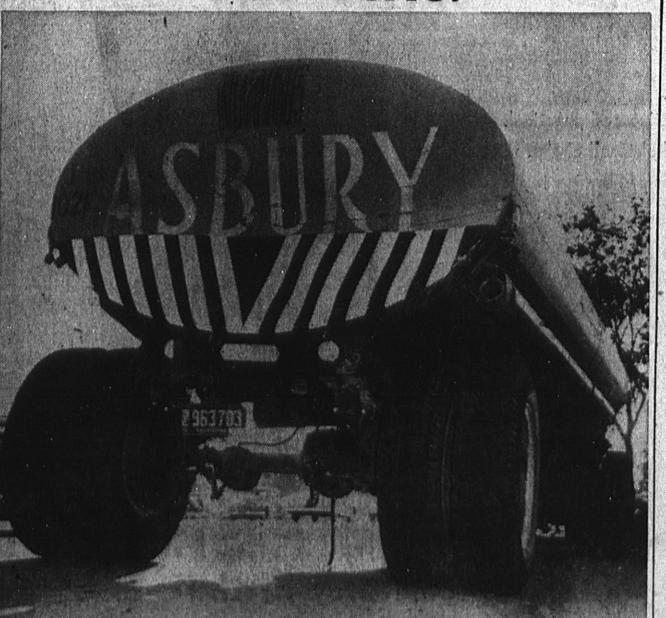
A special meeting of the Board of Education to consider the 1953-54 budget and personnel matters has been scheduled for Wednesday evening, June 24.

This . . .



MIGHTY LUCKY . . . Although 32 persons aboard this chartered Greyhound bus received minor injuries Sunday, all escaped possible serious injuries or death when the bus smashed into the rear end of a highway tanker loaded with highly inflammable jet plane

Hit This!



fuel. Had the tanker burst and caught fire, the bus might have been engulfed in a raging inferno. A passenger, one of the 31-man fishing party, remarked as he climbed into an ambulance: "No fish, now this. The end of a perfect day!"