

## Beach Threat Looms

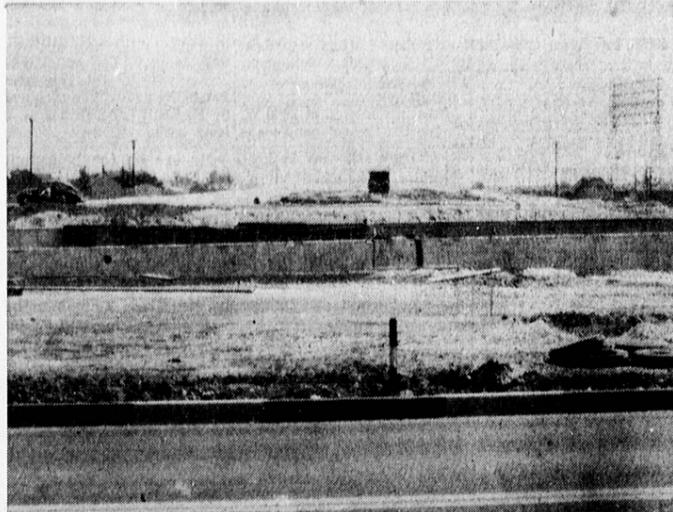
Hopes for blocking a proposal to mine magnetite from the waters off Torrance beach were dimmed this week with the observation by a high state official that there was no objection on the part of the state to issuance of the permit to a "duly approved applicant."

At question is the application of two engineers to obtain a mining permit for the off-shore waters at Torrance and Palos Verdes Estates.

The HERALD has previously objected to such operations on the grounds that any detraction from the use of the city's mile of beach would deprive the more than 100,000 residents of the city of a choice recreational area.

Other objectors have included city officials of Torrance and Palos Verdes Estates, and the city councils of those cities.

We repeat . . . any operation which would lessen the value of the ocean front as a recreational area is most objectionable. State officials who might be looking ahead to royalties (the city would get none) would do well to consider the rights of Torrance area citizens to their beach.



**FREEWAY REPORT . . .** Two scenes of a North Torrance site on the new San Diego Freeway indicate extent of work needed to build the modern roadways. In the top photo, the camera is looking east from Yukon Ave., showing the roadbed is at the approximate final grade. In the bottom photo, the Yukon Underpass is shown looking northward. Crews began bridge construction on Crenshaw this week. (Herald Photos)

## ... Schools

(Continued From Page 1)  
They also felt it was hazardous to have children of any age walking in an area where no sidewalks are available, especially on foggy mornings.

**THE PROBLEM** was finally resolved when the Board promised to restore temporarily, the transportation to kindergarten, first, second and third grade children in the Sepulveda School area.

A special committee was appointed by the Board to study the problem and report back to the next Board meeting to be held on Monday.

The committee will consist of the following: Board members Bert Lynn and Clinton Cooke; representatives of parents in the Sepulveda area, Robert Sperry and Herbert Lieberman; representatives of

parents from Riviera School area, Mrs. Francis Tanza and two school transportation officials.

**IN SUMMING** the entire problem, the Board made it clear that for economy's sake it intends to eventually eliminate all buss transportation for children. Eventually new schools will be built and attendance areas altered so that all school children will either walk or provide their own transportation to school.

Board member Bert Lynn pointed out to the group that transportation costs of a quarter of a million dollars a year was excessive. "It's your money we are trying to save," he said.

**SCHOOL** officials explained their stand to the parents, saying that transportation equip-

ment and operators had not been cut, but it was necessary to adhere strictly to the distance policy because there are more students to transport this year.

In other action, the Board was given new information about salaries by Superintendent J. H. Hull.

## ... Rezone

(Continued From Page 1)  
Bradford, and Nick Dralle on the final approval.

The ordinance, unless blocked by referendum, will become effective in 30 days.

Sought by subdivider Don Wilson, the rezoning will permit construction of approximately 600 homes in the area adjacent to an earlier Wilson development at Sepulveda and Crenshaw.



"Jimmy, I like you better than any boy I know in your allowance bracket."

## ... New Laws

(Continued From Page 1)  
a pedestrian to yield the right of way to a motor vehicle anytime he is upon the highway in other than a crosswalk.

Another change requires pedestrians to obey the special 'walk — don't walk' signal (where installed) at intersections, rather than the green, amber, or red bullseyes.

The definition of a motor driven cycle has been revised

to include vehicle having less than 15 (formerly 5) horsepower.

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