

New Airport Fire Station Ready Soon

New Access Roads Will Be Finished By This Weekend

Upraised eyebrows and speculative stares when it was announced that the new fire station at the Torrance airport would be built before the access street, were dispelled this week with the announcement that the new street would be completed by the weekend, a good five days before the station is finished.

Fire station, which will be the largest in the city, should be finished within the next ten days and ready for occupancy within two weeks.

First shadows of doubts appeared when it was noted that, although the station was nearly completed, work had not yet begun on the roads that would give access to Crenshaw.

DUAL SERVICE

When finished and ready for operation the station will provide dual purpose service, special equipment for fighting airport fires and regular equipment for home fires.

Station will provide service for South Torrance and Waverly, department officials noted. Old Waverly station is now virtually unserviceable.

City council has already okayed the purchase of a \$38,000 pumper unit for the new station and other equipment is on the way. Special foam equipment for aircraft fires has already been ordered.

Councilmen noted that the acceptance of the airport station plus the planned construction of stations near Del Amo and Hawthorne and Hawthorne and Sepulveda will fill gaps in city service noted by fire underwriters.

Total project will result in a savings for local homeowners and should reduce fire insurance premiums by about 20 percent.

PRESS EDITORIAL PAGE

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MARCH OF DIMES LEADER—Retired Sheriff Eugene W. Biscailuz will serve for the 24th consecutive year as Los Angeles County chairman for the 1962 New March of Dimes. Symbolizing the thousands of handicapped children who will benefit from the March of Dimes three-front program to eliminate crippling diseases are Orthopaedic Hospital patients Joe Wilson, 2, arthritis patient; Carol Moe, 3, polio sufferer; Sally Pacheco, 5, birth defects victim. Annual mercy appeal opens in Los Angeles County Jan. 2-31.

Cautious Use of Scuba Diving Equipment Urged

All persons who are recipients of skin and SCUBA diving equipment for Christmas are urged to obtain authentic instruction in its use as a matter of personal safety.

Chairman Ernest E. Debs of the Los Angeles County Board of Supervisors declared that all donors of skin diving equipment should advise the recipients to contact the Los Angeles County Department of Parks and Recreation for information about regular classes in skin and SCUBA diving.

"It would be advisable that each gift of skin diving equipment be accompanied by a check for \$17 to cover the cost of diving instruction by certified instructors," declared Supervisor Debs.

Joining Supervisor Debs in his suggestion was the County Skin and SCUBA Advisory Safety Committee, established by the Board of Supervisors, to educate the public on safety precautions. Owners of newly acquired skin and SCUBA diving equipment may obtain information about diving instruction by contacting the Los Angeles County Department of Parks and Recreation, 155 W. Washington Blvd., Los Angeles. The phone is Richmond 9-6911, Ext. 567.

Information on authorized instructors will be provided.

County's Federal Aid Secondary system.

For the most part, these roads are next in importance to State highways in terms of traffic volume and economic service to the locality and are often referred to as "feeder roads" or "farm to market roads."

County Health Officer Reports Seasonal Dangers of Carbon Monoxide Poisoning

K. H. Suttheland, M.D.
Los Angeles County Health Officer

Carbon monoxide poisoning is caused by an invisible and deadly gas that has been a threat to life ever since man first began to cook his meals and heat his closed-in living quarters. This form of poisoning still results in a number of fatalities every year, most of which occur in the winter months. Eleven incidents of carbon monoxide poisoning, with 14 deaths, were reported in Los Angeles County during the 1960-61 winter season, and all of these incidents occurred either because of a lack of knowledge or because of carelessness.

The burning of any fuel with an insufficient supply of air will result in carbon monoxide whether it comes from cooking stoves, hot water heaters, unvented gas space heaters or other appliances. It may occur when such materials as coal, coke, wood, oil, gasoline or kerosene are burned, also

when a gaseous fuel such as natural or artificial gas is used. Natural gas is the fuel most commonly used in Los Angeles County, and it is free of carbon monoxide; however, if it burns under conditions of incomplete combustion carbon monoxide is formed.

The pollution of the air with dangerous concentrations of carbon monoxide may also occur when an automobile motor is left running to heat up a car, or when it is kept going in a closed space such as a garage. It may also happen in trailers where butane gas or charcoal braziers are used for cooking or heating.

When carbon monoxide is breathed into the lungs it combines with the hemoglobin of the red blood cells many times faster than oxygen, and the blood is therefore deprived of its ability to carry oxygen to the tissues of the body. When the body cells are no longer supplied with this vital oxygen, internal asphyxiation results.

The first symptoms of carbon monoxide poisoning include a feeling of tightness in the head followed by dizziness and headache. As more of the poison is inhaled, nausea and vomiting occur, and muscular coordination, specifically the ability to move, is impaired. Loss of consciousness will follow unless the victim is removed from the environment.

The severity of the symptoms depends to a great extent on the total amount of carbon monoxide that is inhaled.

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State, Federal Funds to Subsidize Highway Work

Apportionment of \$13,431,428 in State and Federal funds to California counties for construction on county roads included in the Federal Aid Secondary System was announced today by the State Department of Public Works.

The allocation, which is for the 1962-63 fiscal year, includes \$9,215,600 from the Federal government and \$4,215,828 in state matching funds.

Los Angeles County's share for 1962-63 amounts to \$514,058, of which \$414,058

is Federal money and \$100,000 from the State Highway Budget.

Federal funds for county roads and State matching money are distributed to the counties according to Federal and State regulations.

The Federal funds are apportioned to the various counties according to the formula used by the Federal Government in distributing Federal Aid Secondary funds to the states—one-third on the basis of area, one-third on rural population, and one-third on mileage of certain

classes rural mail routes. The money from State sources is for the use of the counties in matching the Federal funds on the basis of approximately 60 per cent Federal to 40 per cent local funds. According to State law, \$100,000 is the maximum amount which may be made available to a county in any fiscal year for use in matching its Federal allocation.

This \$100,000 ceiling will permit 33 of 57 eligible counties to match all of their Federal allocation out of funds provided by the State, except for a small amount of county funds required for contingencies and engineering. The City and County of San Francisco is not eligible to participate in the Federal Aid Secondary road program because it is entirely urban.

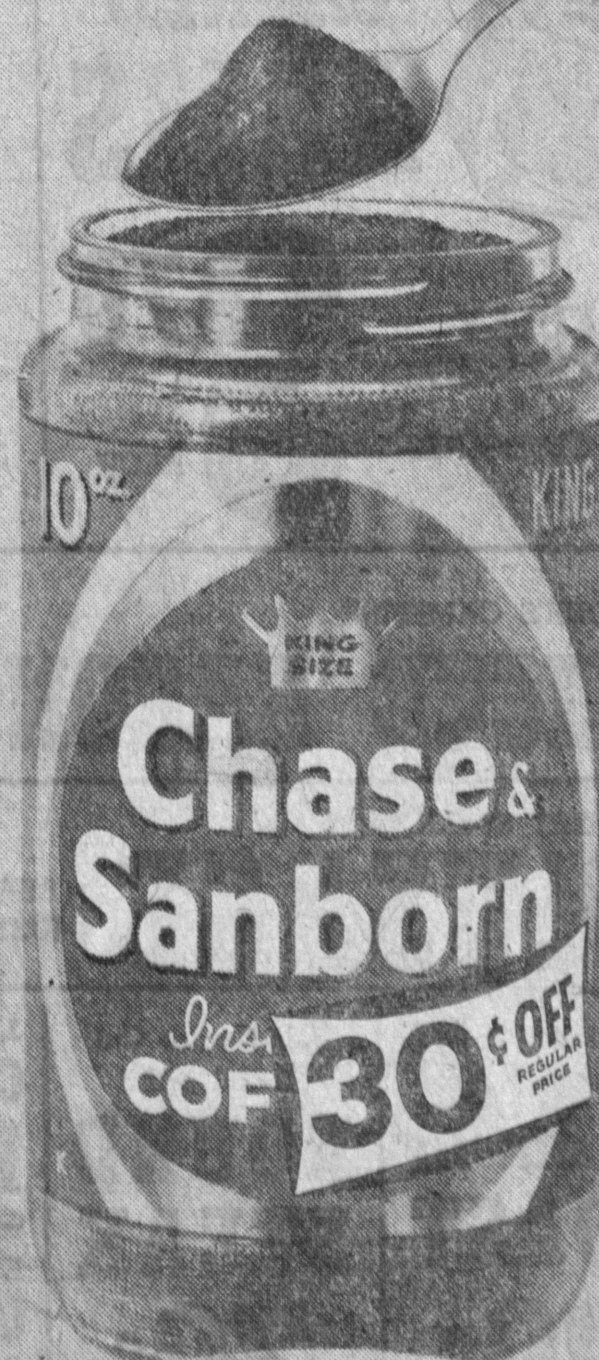
County roads on which Federal Aid Secondary funds may be spent are those roads which have been designated by the county, with the approval of the California Highway Commission and the U. S. Bureau of Public Roads, as constituting the

county's Federal Aid Secondary system. For the most part, these roads are next in importance to State highways in terms of traffic volume and economic service to the locality and are often referred to as "feeder roads" or "farm to market roads."

Information on authorized instructors will be provided.

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