

*Mr V.H. McKenzie* *AWSD* *AP* *Journal at Air Poll File*  
SOUTHERN CALIFORNIA AIR POLLUTION FOUNDATION  
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HOLD FOR RELEASE DATE  
EXPECTED TUESDAY, NOV. 16, 1954  
CHECK FOR UPDATING ON LOS  
ANGELES SUPERVISORS' MEETING  
ABOVE DATE

FOUNDATION SMOG  
PROGRAM INCLUDES  
STOP-GAP MEASURES

*Gus*

The Southern California Air Pollution Foundation, in response to a request from Herbert C. Legg, Chairman Pro Tem of the County Board of Supervisors, has submitted a strongly reinforced and expanded research program aimed at combatting smog both on an emergency and long-range basis in 1955.

The program, submitted to the Board today (Tuesday, Nov. 16, 1954) combines highly practical research with basic research. It proposes a combination of manpower, resources and facilities of the County of Los Angeles, the Southern California Air Pollution Foundation, the State of California, and the United States Government.

Unprecedented in scope and in its over-all approach, it would cost an estimated \$2,214,400.

"We are well aware that the total estimated cost is a large figure in comparison to what has been spent before," said Dr. Hitchcock, "but the state of our knowledge has reached the point where we can realistically assess the magnitude of our problem."

The proposed program offers the study and development of stop-gap, emergency action during the coming year. It includes the continuing search for better scientific tools, clearer identification of the contributors and contaminants identified with smog in the Los Angeles Basin.

It extends important research vigorously into significant fields which are either suspect or hopefully remedial.

It includes a study of the economics and feasibility of using non-leaded (white) gasoline in a catalytic converter for the auto exhaust.

It considers the more difficult task of developing a converter for use with leaded (presently-used) gasoline. It would explore the possibility of a blend of synthetic alcohol and gasoline as automotive fuel.

The feasible use of liquefied petroleum gas, or LPG, as an alternate fuel is proposed in one project. Limiting the use of motor vehicles somewhat as in World War Two, would not be overlooked, nor would the control of so-called "smokers," that is, autos which are emitting obvious fumes.

These are samples of the stop-gap program, a program which Hitchcock explained is the result of the evaluation by the five-man scientific team in the fields of engineering, chemistry, physics and meteorology; the result of a nation-wide acquaintance with other scientists in their respective fields; the ability of the Foundation to hire and consult with the country's leading authorities; the benefit of having the counsel of local scientists and the Los Angeles County Air Pollution Control District.

Dr. Hitchcock further explains that the public "should be told frankly and honestly that we have no reason to expect any significant relief for at least five years unless, unless we get united public support behind remedies which are suggested."

He emphasized that stop-gap procedures should be given close scientific examination because of the increasing probability that more desirable ultimate solutions may take several years.

The suggested support for the program is defined broadly as follows:

Southern California Air Pollution Foundation	\$ 702,350
Los Angeles County	986,550
State of California	435,500
Federal Government	90,000
	<u>\$2,214,400</u>

SMOG PROGRAM III

The program is endorsed by the research committee of the Foundation, including Dr. Lee A. DuBridge, President of the California Institute of Technology, Chairman; Dr. Raymond B. Allen, Chancellor, University of California at Los Angeles; Mr. F. M. Banks, President, Southern California Gas Company, and Dr. Arnold O. Beckman, President, Beckman Instruments, Inc.

In a letter to Supervisor Legg, Dr. Hitchcock said: "We believe all the listed projects are important and would not wish the order of listing to be given particular significance. We have placed certain speed-up programs first because they may offer earliest possible hope of relief on important pollution sources. Certain projects are suggested as appropriate for support by the County, State, or Federal Government. Support will be welcomed from any and all sources. We have submitted this program in direct response to your request, without consideration for the moment as to where the work will be done. It is obvious that a program of this size will be possible only if supported largely by County and State. The Foundation will continue to do all it possibly can with funds it can derive from private sources."

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(Note: See Research Background Information Attached)