

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 501

Approved September 4, 1959

Resolved,

That The Sympathy of this City
Council be hereby extended to Councilman Thomas S.
Luongo upon the recent death of his beloved sister
Mrs. Fanny (Luongo) Di Meglio

IN CITY COUNCIL

SEP 3 - 1959

READ and PASSED

Edward P. Dwyer by a unanimous
President rising vote
Reverend Whelan
Clerk

APPROVED

SEP 4 1959

Walter A. Reynolds
MAYOR

700. 1000

1000. 1000

1000

1000

1000

RESOLUTION OF THE CITY COUNCIL

No. 502

Approved September 4, 1959

Resolved,

That

the following named person, firm or corporation is hereby granted permission to erect, alter or use a building or structure at the location named herein for the sale of petroleum, kerosene, gasoline, coal oil and their products, compounds and components as described and shown in and on the application therefor and accompanying plat, all on file in the Office of the Department of Building Inspection subject to the conditions that said person, firm or corporation shall not violate any of the laws of the State of Rhode Island or any of the Ordinances of the City of Providence relative to the erection, use or occupation of said structure and that said person, firm or corporation shall not allow petroleum, kerosene, gasoline, coal oil or their products, compounds or components, to be conveyed over or across any sidewalk by means of any pipe or hose, and upon such special conditions as are hereby enumerated and further provided that the Director of the Department of Building Inspection may authorize minor changes in the structural detail of plans on file, viz:

Ward 10: The Texas Company, 540 Allens Avenue, Plat 55, Lot 196, 1-4000 gallon storage tank additional; making a total storage capacity of 10,500 gallons upon the premises.

The erection or location of any buildings or structures not shown on the original plat on file with the Director of Department of Building Inspection, or any change in the location of buildings or structures from that shown on said plat shall be deemed a violation of this permit.

IN CITY COUNCIL

SEP 3 - 1959

READ and PASSED

Richard P. Coughlin
President
Herbert A. Belan
Clerk

APPROVED

SEP 4 1959

Walter H. Reynolds
MAYOR

APPLICATION FOR PERMIT FOR GASOLINE STATION

Providence, June 1 1939

To the Director of the Department of Building Inspection:

The undersigned hereby applies for permission to erect gasoline station specified as follows:

1. Building District 10 Ward
2. Street Location 540 ALLEN AVE
3. Plat 55 Lot 196
4. Owner THE TEXAS CO
5. Number of Pumps (New Station)
6. Number of Buildings ONE
7. Number of Curb Cuts 2 Width 30'-0" and 28'-0" (Paved)
8. Drawings Accompanying Application FIVE
9. Number of Pumps Now on Premises Two (2)
10. Number of Additional Pumps NONE Total on Lot Two
11. Capacity of Tanks (Existing) 6500 gals
12. Capacity of Additional Tanks 4000 "
13. Total Capacity on Lot 10,500 gals
14. Is Gasoline or Oil to Be Sold? yes
15. Zoning District M-2
16. Estimated Cost

Approved:

John D. Quinn
Commissioner of Public Safety

Approved:

Roger H. Chandler
Traffic Engineer

Approved:

W. G. Dep. Director of Public Works

Approved:

Vincent Di Mase
Director of the Department of Building Inspection

REMARKS

List of additional coal oils, compounds and components to be stored and sold.

Product	Quantity	Pumps Used

Owner's Name

Address

Agent's Name

Agent's Address

Telephone Number

NOTE FOR THE DEPT. OF BLDG

EXIST. ONLY.

EXISTING: 6 TANKS - 6500 gals.
REMOVE: 4 " 1000 gals each
INSTALL 2 "(NEW) 4000 " EACH

REFER TO PLANS.

INSPECTED & APPROVED
BUREAU OF FIRE PREVENTION

Thomas J. Fitzgerald
Acting CHIEF

APPROVED:
Levin H. Harshbarger
Chief of Department

JUN 17 4 45 PM '59
CITY CLERK'S OFFICE
PROVIDENCE, R.I.

Names and addresses of property owners in 150'-0" radius of Lot 196, Plat 55.

Allens Avenue, Providence, R.I.

Plat No. 55.

Lot No. 196, 18.

The Texas Company

135 E. 42nd. St., N.Y.

Plat No. 101.

Lot No. 1.

Providence Gas Company

100 Weybosset St., Prov.

Lot No. 493.

The Texas Company.

135 E. 42nd. St., N. Y.

Names and addresses of property owners in 150'-0" radius of Lot 196, Plat 55.

Allens Avenue, Providence, R.I.

Plat No. 55.

Lot No. 196, 18.

The Texas Company

135 E. 42nd. St., N.Y.

Plat No. 101.

Lot No. 1.

Providence Gas Company

100 Weybosset St., Prov.

Lot No. 493.

The Texas Company.

135 E. 42nd. St., N. Y.

HECTOR D. LAUDATI

ATTORNEY AT LAW

20-21 COLUMBUS BANK BLDG.

29 WEYBOSSET STREET

PROVIDENCE 3, R. I.

GASPEE 1-9587

ELMHURST 1-6880

August 17, 1959

Mr. Vincent Vespla
Asst. City Clerk
City Hall
Providence, R. I.

Dear Vinnie:

Re: Texas Company permit
540 Allens Ave., Prov.

I enclose a letter from the Texas Company explaining in detail what they hope to accomplish by their application now pending before the license committee.

Please let me know if any further information is required and I would appreciate your expediting this matter before the committee.

Sincerely,



TEXACO INC.

PETROLEUM PRODUCTS



PROVIDENCE DISTRICT

H. TASHJIAN, DISTRICT SALES MANAGER

1116 EDDY STREET
PROVIDENCE, R. I.

August 12, 1959

Mr. Hector Laudati
29 Weybosset Street
Providence, R. I.

540 ALLENS AVENUE
PROVIDENCE, R. I.

Dear Sir:

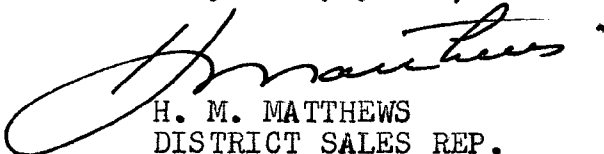
At the present time we have the following tanks installed at this location:

- 2 - 1000 gallon tanks - not in use as they are suspected of being "leakers".
- 2 - 1000 gallon tanks - used for gasoline storage.
- 1 - 2000 gallon tank - used for gasoline storage.
- 1 - 550 gallon tank - used for waste oil.

We plan to remove the 4 - 1000 gallon tanks and install in their place 2 - 4000 gallon tanks. From this you can see that we now have a total of 6,550 gallons of which we are using at the present time 4,550 gallons. We intend to remove 4,000 gallons of the existing storage and add thereto 8,000, making a total new storage of 10,550 gallons, i.e., 2 - 4000 gallon tanks, 1 - 2000 gallon tank and 1 - 550 gallon tank. Insofar as our permit is concerned, what we are doing is increasing our existing storage from 6,550 gallons to 10,550 gallons, and this was the application as made recently to the City of Providence.

We hope you can follow this matter through as we would like to proceed with this installation as soon as possible. Thank you very much for your cooperation.

Very truly yours,


H. M. MATTHEWS
DISTRICT SALES REP.
(OPERATIONS)

8/12/59
HMM:q

PETITION TO THE CITY COUNCIL

TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:

The undersigned respectfully petition your honorable body

To change the easterly portion of Lot Number 410, Plat ⁸⁷424, from
an R-3 General Residence Zone to a C-2 General Commercial Zone, and
to Change the easterly portion of Lot Number 338, Plat ⁸⁷377, from
an R-3 General Residence Zone to a C-2 General Commercial Zone;
Said portions being the easterly portions of the above lots, all
being bounded by Washington Avenue, Eddy Street, and Vermont Avenue.

EQUITY REALTY CO., INC.

By Thomas Pauline Pres + Treas

IN CITY COUNCIL

SEP 3 - 1959

READ:

and denied
Doverett Whelan
CLERK

John A. Varone, Esq.
49 Weybosset Street
De-1-1761

JUN 19 1959

JUN 19 12 11 PM '59

CITY CLERK'S OFFICE
PROVIDENCE, R.I.

IN CITY COUNCIL

JUL 2 - 1959

FIRST MEETING
REFERRED TO COMMITTEE ON
ORDINANCES

Mr. McAdams, Sec. Gen.

Mr. McAdams (by request)

CITY COUNCIL

1000

DATE June 19, 1959

19

RECEIVED OF Equity Realty Co.

TEN AND 00/100

DOLLARS

Fee for Petition to the City Council for a change in the Zoning of

Lot

410.338

Flat 87

bounded by Washington Ave, Eddy St, and Vermont Ave.

\$10.00

City of Providence - James H. Gordon, City Collector

JUN 19 1959

The City of Providence — Legislative Department

CITY CLERK'S OFFICE—OFFICIAL MEMORANDUM

Providence, R. I., July 23, 1959

TO: CITY PLAN COMMISSION

SUBJECT: ZONING CHANGE— WASHINGTON AVE., EDDY ST., & VERMONT AVE.

CONSIDERED BY: Committee on Ordinances

ACTION TAKEN: VOTED: To refer for study, report and recommendation attached
Petition.

City Clerk



City Plan Commission

EDWARD WINSOR, *Chairman*
JERRY LORENZO RALPH MATERA

WALTER H. REYNOLDS, *Mayor*
LUCIO E. CARLONE, *Secretary*

PAUL A. SAN SOUZI, *Vice Chairman*
RAYMOND J. NOTTAGE HARRY PINKERSON

FRANK H. MALLEY, *Director*
DIETER HAMMERSCHLAG, *Chief Planner*

*Suite 103, City Hall,
Providence 3, Rhode Island*

July 22, 1959

Committee on Ordinances
City Hall
Providence, Rhode Island

SUBJECT: Referral No. 1097 - ZONING CHANGE AT WASHINGTON AVENUE, EDDY STREET AND VERMONT AVENUE

Gentlemen:

The subject referral received consideration by the City Plan Commission at a meeting held on Tuesday, July 21, 1959.

This referral is a request to change from an R-3 General Residence Zone to a C-2 General Commercial Zone the easterly portions of Lots 338 and 410 on City Assessor's Plat 87; said lots being bounded by Washington Avenue, Eddy Street and Vermont Avenue.

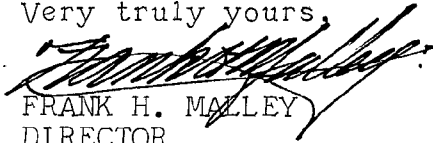
On an inspection survey it was found that the property in question extends between Washington and Vermont Avenues and is the remaining easterly portion of land beyond the 100' zone line.

Every effort is being made to prevent any spot or piecemeal enlargements of commercial uses into residential areas. Section 32 of the Zoning Ordinance provides for the extension of a less restricted use into a more restricted zone and no advantages would accrue from the proposed zoning change.

The Commission

VOTED: To recommend that this petition be denied.

Very truly yours,


FRANK H. MALLEY
DIRECTOR
CITY PLAN COMMISSION

FHM:MMH

c.c. Councilman Robert J. McOsker
Councilman Peter K. Rosedale

Zoning Change - Washington Ave. Eddy Street and Vermont Avenue

Plat 87

Lots

338	Equity Realty Co., Inc. 357 Westminster Street,
410	" "
337	Henry C. Aylsworth & wf. Margaret B. Allenton, Rhode Island
339	Julia M. Long 314 Vermont Avenue,
298	Thomas F. Bannan & wf. Theresa Jr., 310 Vermont Avenue
376	Catherine E. & Cecilia E. Monahan 295 Washington Avenue,
375	Paul Goshgarian & wf. Zartig 362 Thurbers Avenue,
397	Mary L. Delaney 289 Washington Avenue
408	Charles Doglio & wf. Mary 296 Washington Avenue,
409	John Medvetz 306 Washington Avenue,
406	Willard R. Greene & wf. Anna M. 306 Washington Avenue,
407	David M. Woolf & wf. Sylvia 124 Freeman Parkway,
296	Harry M. Carter 59 Dartmouth Ave., Gaspee Plateau,
295	" "
297	Albert E. Lake & wf. Louise 313 Vermont Avenue,
299	William H. Clough & wf. Jane A. 309 Vermont Avenue,

Zoning Change - Washington Ave. Eddy Street and Vermont Avenue

Plat 87

Lots

338	Equity Realty Co., Inc. 357 Westminster Street,
410	" "
337	Henry C. Aylsworth & wf. Margaret B. Allenton, Rhode Island
339	Julia M. Long 314 Vermont Avenue,
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376	Catherine E. & Cecilia E. Monahan 295 Washington Avenue,
375	Paul Goshgarian & wf. Zartig 362 Thurbers Avenue,
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409	John Medvetz 306 Washington Avenue,
406	Willard R. Greene & wf. Anna M. 306 Washington Avenue,
407	David M. Woolf & wf. Sylvia 124 Freeman Parkway,
296	Harry M. Carter 59 Dartmouth Ave., Gaspee Plateau,
295	" "
297	Albert E. Lake & wf. Louise 313 Vermont Avenue,
299	William H. Clough & wf. Jane A. 309 Vermont Avenue,

The City of Providence

503 NOT PASSED

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER

HG:RAF

No.

AN ORDINANCE IN AMENDMENT OF CHAPTER 1210 OF THE

ORDINANCES OF THE CITY OF PROVIDENCE, APPROVED AUGUST 8, 1958, ENTITLED "AN ORDINANCE PROVIDING FOR PAYMENT OF ANNUITIES TO UNREMARIED WIDOWS OF POLICEMEN OR FIREMEN" GRANTING ANNUITIES TO UNREMARIED WIDOWS OF POLICEMEN OR FIREMEN IN THE SUM OF ONE HUNDRED (\$100) DOLLARS MONTHLY, AND ELIMINATING ANY DEDUCTION FOR OTHER INCOME OF SAID WIDOWS.

Approved

Be it ordained by the City of Providence:

SECTION 1: Chapter 1210 of the Ordinances of the City of Providence, 1958, entitled "An Ordinance Providing for Payment of Annuities to Unremarried Widows of Policemen or Firemen", approved August 8, 1958, is amended to read as follows:

"SECTION 1: Each unremarried widow of a policeman or fireman who was a member of the police or fire department of the City of Providence prior to October 1, 1923, and whose death occurred, or hereafter may occur while in service, or after retirement on pension, shall receive from the City upon application duly made, One Hundred (\$100) Dollars per month: but the annuities provided hereunder shall be considered as grants for additional support and shall not be considered as vested rights of any annuitant.

"SEC. 2. The Finance Committee of the City Council shall administer the payment of such annuities through the City Treasurer. The Finance Committee shall establish such rules and regulations as it deems necessary and advisable for the guidance of the City Controller with respect to such annuities.

"SEC. 3. Such amounts payable under the terms and provisions of this ordinance shall accrue and be payable only to an unremarried widow during her lifetime; shall not survive her death, shall not be assignable, transferrable, or subject to attachment, nor shall payments be retroactive for more than one month.

"SEC. 4. The City Council shall by ordinance appropriate annually a sum sufficient to pay all annuities provided for under the provisions of this ordinance."

SEC. 2. This Ordinance shall take effect as of October 1, 1959, and all Ordinances or parts of Ordinances inconsistent herewith are hereby repealed.

**IN CITY
COUNCIL**

AUG 6 - 1959

FIRST READING
REFERRED TO COMMITTEE ON
FINANCE

Deverett Whelan CLERK

IN CITY COUNCIL
SEPTEMBER 3, 1959
READ AND NOT PASSED

Deverett Whelan
Clerk.

No.

CHAPTER

AN ORDINANCE IN AMENDMENT

OF CHAPTER 1210 OF THE ORDINANCES OF THE CITY OF PROVIDENCE, APPROVED AUGUST 8, 1958, ENTITLED "AN ORDINANCE PROVIDING FOR PAYMENT OF ANNUITIES TO UNREMARKED WIDOWS OF POLICEMEN OR FIREMEN GRANTING ANNUITIES TO UNREMARKED WIDOWS OF POLICEMEN OR FIREMEN IN THE SUM OF \$100 MONTHLY, AND ELIMINATING ANY DEDUCTION FOR OTHER INCOME OF SAID WIDOWS."

Mr. George, by request

RECEIVED
CITY OF PROVIDENCE
JUL 10 1958

100 - 100

FINANCE
JUL 10 1958



CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

The Public Service Engineer

Peter J. Hicks, Jr.
Public Service Engineer

112 Union St., Providence 3, R. I.

August 10, 1959

Mr. D. Everett Whelan
City Clerk
City Hall
Providence, R.I.

Dear Mr. Whelan:

I enclose herewith the bill of the Narragansett Electric Company for the street lighting of the City of Providence for the Month of July, 1959.

The total net amount of the bill is \$41,768.46.

Very truly yours,


Peter J. Hicks, Jr.
PUBLIC SERVICE ENGINEERPJH, JR: jc
Enclosure

IN CITY COUNCIL

SEP 3 - 1959

APPROVED:


CLERK*Sent to City Controller 9/4/59*

600 1700

AUG 11 11 58 AM '59

CITY CLERK'S OFFICE
PROVIDENCE, R.I.

THE HOUSING AUTHORITY OF THE CITY OF
PROVIDENCE, RHODE ISLAND

263 CHAD BROWN STREET
PROVIDENCE 8, R. I.

COMMISSIONERS

JOSEPH P. CARROLL
CHAIRMAN

CORNELIUS J. MULCAHY
VICE-CHAIRMAN

REV. PAUL C. PERROTTA, O.P.

JOHN D. KILMARTIN

HARRY B. FREEMAN

JOSEPH H. LYONS
EXECUTIVE DIRECTOR

ARTHUR FALCONE
GENERAL COUNSEL

GASPEE 1-1451

August 25, 1959

To The Honorable
The City Council of the
City of Providence, Rhode Island
City Hall
Providence, Rhode Island

Gentlemen:

The Authority has directed the undersigned to review and report back to your honorable body the matter in connection with the Resolution adopted July 2, 1959, requesting the Authority to consider the development of a 200-unit housing project for the elderly in the Federal Hill section.

From its inception the Authority has been mindful of the need for public housing in this area. At the time of its organization in July of 1939, the United States Housing Act contained exceedingly restrictive cost limitations under which Authorities could provide public housing for low income families. In cities the size of Providence, it also was necessary that the Federal Public Housing Administration approve the sites selected before they could be initiated.

A comprehensive survey of nine areas, including Federal Hill, was made over several months in order to be able to recommend sites which would be acceptable to the Federal agency. The factors to be considered were the topography, convenience to churches, schools, transportation, and, more important, the cost of acquisition of the site.

After considerable study, the Federal agency approved three sites; in the North End, Coddington Street and South Providence. The others were rejected at the time for various reasons. In the case of the Federal Hill area, the reason was the comparatively high acquisition costs.

To: The Honorable
The City Council

Page Two

Date August 25, 1959

Re: Housing

Because of the restrictive cost limitations under the then existing housing laws, it was possible to construct only the South Providence project and a part of the North End project.

It was not until the liberalization of the cost limitations under the 1949 amendments to the housing laws that it became possible to develop any more low-rent public housing projects.

Again the Authority explored the possibilities of developing a project in the Federal Hill area and again it was indicated that the acquisition costs would exceed the approvable limitations. Under the 1949 Housing Act, however, it did become possible to obtain the approval of the Public Housing Administration to develop the Coddington Court, Manton Heights, Hartford Park and the balance of the North End projects, all within the cost limitations.

It became apparent, by reason of the number of applications received from our senior citizens, that there was a critical need for housing for this class. This Authority pioneered in recognizing the situation by setting aside a 120-unit building for housing of the elderly and the experience in this connection has been very gratifying. Since then it has been demonstrated that the need is yet far from satisfaction. It is only recently that the problem has become acknowledged nation-wide and there is now a definite trend towards remedying the condition. In view of this need, the Authority immediately began the preliminary studies necessary to providing more housing for the elderly. It was successful in obtaining approval of the Public Housing Administration for a 36-unit project adjoining our Chad Brown Houses development and recently a 200-unit project in the downtown Weybosset Hill, so-called, sections of the City.

Mayor Walter H. Reynolds has indicated his deep concern about this situation and has made available the valuable surveys, facilities and experience of the City Plan Commission to assist in solving this problem.

All the studies continue to indicate that development of a low-rent housing project in the Federal Hill area under existing Federal public housing laws and regulations would be extremely difficult to accomplish because of cost limitations and the heavy displacement of existing dwellings. However, it is our considered opinion that there might be a reasonably good chance of

-See Page Three-

To: The Honorable
The City Council

Page Three

Date August 25, 1959

Re: Housing

developing such a program, in the event this Congress adopts the pending housing law which would make it possible for the Providence Redevelopment Agency to acquire such real estate, prepare a site for development and sell it to the Authority for public housing purposes.

The Authority is heartened by the interest of the City Council in its desire to provide decent housing for our senior citizens and wishes to assure you that it will cooperate with every means within its power to accomplish this most commendable program.

Sincerely yours,

IN CITY COUNCIL

SEP 3 - 1959

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Deverett Whelan
CLERK

Joseph H. Lyons
Joseph H. Lyons
Executive Director

FOR THE AUTHORITY

JHL:F

FILED

AUG 26 10 15 AM '59

CITY CLERK'S OFFICE
PROVIDENCE, R. I.

RECEIVED
CITY CLERK'S OFFICE
AUG 26 1959

LETTER
TO THE CLERK



Vincent DiMase
Director
Department of
Building Inspection

506
CITY OF PROVIDENCE • RHODE ISLAND • Walter H. Reynolds •

Department of Building Inspection

112 Union Street, Providence 3, R. I.

August 11, 1959

Peter J. Hicks, Jr.
Deputy Director
Chief Electrical Inspector
Genaro Costantino
Chief Air Pollution and
Mechanical Inspector
Edward F. Drumm
Chief Plumbing, Drainage
and Gas Piping Inspector
Nicholas DiBenedetto
Chief Inspector of
Structures and Zoning

To: The City Council of the City of Providence
From: G. G. Costantino, Chief Air Pollution & Mechanical Inspector
Subject: Resolution of the City Council No. 352, Approved June 5, 1959,
Regarding Vertical Exhaust Pipes

As requested in Resolution No. 352, by your honorable body, the Chief Inspector of the Division of Air Pollution, Mechanical Equipment and Installations undertook an investigation of the possibility of having bus lines traveling in and across the City of Providence equip their vehicles with vertical exhaust stacks. Following are the findings of this investigation.

A meeting was arranged for June 17, 1959, with Mr. Harold G. Morris, Executive Vice President of the United Transit Company, for the purpose of discussing this matter of vertical exhaust. Present at the meeting were Mr. Harold G. Morris, Executive Vice President, Mr. C. O. Sparhawk, Vice President in charge of Maintenance for the United Transit Company, Mr. Genaro G. Costantino and Mr. Joseph R. Ronzio of the Air Pollution Division.

The subject of discharging exhaust gases from vertical stacks is not new in the transit field and a great deal of data compiled from investigations in many cities and states is available and was furnished us. Some of the states which have investigated vertical exhaust discharge are California, Colorado, Connecticut, Kentucky, Ohio, New York, Pennsylvania, and Wisconsin.

A thorough assimilation of data from these states shows that the experts and authorities who conducted the investigations are in complete agreement on several facts. They are as follows:

Be Safe !

1. Check building and land for legal use with your realtor, finance agency, lawyer, architect or engineer before buying, renting or building.
2. Don't be inconvenienced. Insist on City Permits before starting construction, repairs or alterations, installing electrical, mechanical equipment or plumbing work.
3. Keep permit placard posted prominently on premises continuously during construction, repairs or alterations, and when moving or demolishing main or accessory buildings or other structures.
4. Keep all property in good repair and up to standard. Help us to help you and your neighbor retain property values and make Providence safe and attractive.

1. Exhaust gases from all types of fuels are heavier than air and will settle from a high level discharge, thereby bringing the fumes closer to nose level of pedestrians. In addition, experience has shown that vertical exhaust discharges from moving coaches will enter vehicles that are following.
2. There is an accumulation of water from the products of combustion and this water, mixed with carbon and other deposits, is forced into the air, especially at acceleration, and will be spewed over clothing of pedestrians, vehicles that are following, and on other surfaces as it settles.
3. The piping for the vertical exhaust stack, if carried through the body of the vehicle creates a serious heat, fire and fume hazard. If the piping is carried on the outside of the body, it is a distinct accident and injury hazard.
4. By increasing the length of the exhaust pipe, the back pressure of the engine is increased. With increased back pressure, there is further reaction against complete and proper combustion, thereby resulting in the creation of more of the objectionable fumes.
5. The proper place to discharge heavier than air fumes appears to be nearest the roadway level.

In several cities, including Los Angeles, Milwaukee, and Albany, New York, trial installations of vertical exhausts were made by bus companies. These were ordered removed as a result of the many complaints which were received.

The type of fuel and the condition of the engine determines the degree of annoying fumes, rather than whether the exhaust is carried out at the roof line or ground level. Although the exhaust fumes from Diesels are objectionable and can sometimes be nauseating, statistics from the United States Bureau of Mines show that exhaust gases from Diesels contain about one tenth as much Carbon Monoxide as gasoline engines at full load. Therefore, the fumes from this source cannot be deemed toxic in open air.

Within the last two or three years, the United Transit Company has equipped their buses with a new adjustable type of fuel injectors for better engine performance. A new high in efficiency has been attained and proven by better mileage per gallon of fuel. In addition, United Transit Company purchases fuel tailored especially for the two types of Diesels used by the company.

A rigid program of maintenance of the engines is strictly adhered to. These steps all tend to keep exhaust emissions to a minimum, although that minimum certainly can be a source of annoyance and nuisance.

The answer to the problem of nuisance from internal combustion engines seems to lie in the development of a suitable after burner to burn the gases completely before they are exhausted. Thus far there is no device yet available commercially on a guaranteed or practical basis. Other answers might well be the development of a new type of fuel, a new type of engine, or electrically driven vehicles.

The Chief of the Air Pollution Division had the opportunity to discuss the subject of vertical exhaust with several top Air Pollution Control Officials, including the Chief Engineers of the New York City and Los Angeles County Staffs, during the recent National Conference in Los Angeles. There, officials who have had first hand experience with vertical exhausts, agreed that there were no advantages to be gained by high level exhaust. On the other hand they all set forth and agreed on the further nuisances resulting from the use of vertical exhausts.

SUMMATION:

In light of the facts brought out by this investigation it is the opinion of the Chief of the Air Pollution Division that no advantage will be gained by requiring vertical exhausts.

The problem of Air Pollution caused by exhaust gases from motor vehicles is a serious one and national in scope. It has been proven that automobile exhaust gases are the largest single contributors to the smog of Los Angeles. Much research is being done and it is inevitable that a suitable means of eliminating the fumes from exhaust gases will be found, probably within the next two or three years.

This report should not be construed as a condonation of the serious problem of Air Pollution resulting from exhaust gases from motor vehicles. It is recognized that the problem exists in Providence as it does in all other urban areas in the country. However, until such time as an effective means of controlling exhaust gases is developed, we must strive to have the bus companies maintain an effective maintenance program, so that fumes and contaminants from exhausts will be kept to an absolute minimum.

IN CITY COUNCIL

SEP 3 - 1959

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Robert Whelan
CLERK

GCC/dd

Respectfully submitted,

Genaro G. Costantino
Genaro G. Costantino
Chief Air Pollution & Mechanical
Inspector

FILED

AUG 17 12 09 PM '59

CITY CLERK'S OFFICE
PROVIDENCE, R.I.