

PROPOSITIONS
together with
ARGUMENTS
and
STATEMENTS OF CONTROLLER

Relating to Costs

to be voted on at

DIRECT PRIMARY ELECTION

to be held

JUNE 8, 1954



Attest

Thos. A. Toomey

Registrar of Voters

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PROPOSITION A

Amends Charter Section 151.3; provides method of fixing wages of platform employees, coach and bus operators of the Municipal Railway.

CHARTER AMENDMENT

Describing and setting forth a proposal to the qualified electors of the City and County of San Francisco to amend the charter of said city and county by amending Section 151.3 thereof, relating to formula for fixing wage schedules for platform employees and bus operators of the Municipal Railway.

The Board of Supervisors of the City and County of San Francisco hereby submits to the qualified electors of said city and county at an election to be held therein on June 8, 1954, a proposal to amend the charter of said city and county by amending Section 151.3 thereof, so that the same shall read as follows:

Note: Additions or substitutions are indicated by bold-face type; deletions are indicated by ((double parentheses)).

BASIS OF STANDARDIZATION OF COMPENSATION OF CERTAIN EMPLOYEES

Section 151.3. Notwithstanding any of the provisions of section 151 or any other provisions of this charter, whenever any groups or crafts establish a rate of pay for such groups or crafts through collective bargaining agreements with employers employing such groups or crafts, and such rate is recognized and paid throughout the industry and the establishments employing such groups or crafts in San Francisco, and the civil service commission shall certify that such rate is generally prevailing for such groups or crafts in private employment in San Francisco pursuant to collective bargaining agreements, the board of supervisors shall have the power and it shall be its duty to fix such rate of pay as the compensations for such groups and crafts engaged in the city and county service. The rate of pay so fixed by the board of supervisors shall be determined on the basis of rates of pay certified by the civil service commission on or prior to April 1st of each year and shall be effective July 1st following; provided, that the civil service commission shall review all such agreements as of July 1st of each year and certify to the board of supervisors on or before the second Monday of July any modifications in rates of pay established thereunder for such crafts or groups as herein provided. The board of supervisors shall thereupon revise the rates of pay for such crafts or groups accordingly and the said revised rates of pay so fixed shall be effective from July 1st of the fiscal year in which such revisions are determined.

Should the budget estimates of the several departments be filed with the controller or transmitted to the mayor before any such report of said civil service commission is received by the board of supervisors, the head of each department affected by such report may amend its budget estimate to comply with the provisions of such report.

Notwithstanding the provisions of section 151 or any other provisions of this charter the wages of the various classifications of employment of platform employees and coach or bus operators of the municipal railway shall be determined and fixed, annually as follows:

(A) On or before the second Monday of July of each year the civil service commission shall certify to the board of supervisors for each classification of employment the ((two)) highest wage ((schedules)) schedule in effect on July 1st of that year for comparable platform employees and coach or bus operators of other street railway systems in the State of California ((;)) operated in municipalities having each a population of not less than 100,000 as determined by the then most recent census taken and published by the director of the census of the United States, and each such system normally employing not less than one hundred (100) platform employees or coach or bus operators, or platform employees, coach and bus operators.

(B) The board of supervisors shall thereupon fix a wage schedule for each classification of platform employees and coach and bus operators of the municipal railway which shall be ((the average)) not in excess of the ((two)) highest wage ((schedules)) schedule so certified by the civil service commission for each such classification ((; provided, if the average of the two highest wage schedules shall be less than the rates of pay fixed for such service in the salary standardization ordinance adopted by the board of supervisors on March 18, 1946, the board of supervisors shall fix wage schedules for such service which shall be the same as the rates fixed for such service in the said ordinance)).

(C) When, in addition to their usual duties, such employees are assigned duties as instructors of platform employees or coach or bus operators they shall receive twenty (20c) cents per hour ((above the rates of pay fixed for platform employees or bus operators)) in addition to the rate of pay to which they are otherwise entitled under the wage schedule as herein provided.

(D) The rates of pay fixed for platform employees and coach and bus operators as herein provided shall be effective from July 1st of the fiscal year in which such rates of pay are certified by the civil service commission; and the rates of pay specified in the wage schedules shall be paid to employees in accordance with the classifications of employment to which assigned as provided in the wage schedules adopted pursuant to this section; provided, that the platform employees and bus and coach operators so employed by the municipal railway on the effective date of this amendment shall be paid the maximum rate of pay provided in the wage schedules adopted for each year as herein provided regardless of classification to which assigned.

(E) Platform employees and coach and bus operators shall be paid one and one-half times the rate of pay ((fixed)) to which they would otherwise be entitled under the wage schedules as herein provided for all work performed on six days specified as holidays by ordinance of the board of supervisors for such employees.

(F) The terms wage schedule and wage schedules wherever used in this section are hereby defined and intended to include only the maximum rate of pay provided in each such wage schedule, but shall not include other financial or non-financial benefits or conditions of employment.

((Within thirty days after the ratification of this amendment, the board of supervisors shall fix wage schedules for the fiscal year 1946-47 for the crafts and groups subject to the provisions of this section and which schedules shall be effective commencing July 1, 1946.))

Not later than the 25th day of July in each year the board of supervisors shall have power and it shall be its duty, subject to the fiscal provisions of the charter but, without reference or amendment to the annual budget, to amend the annual appropriation ordinance and the annual salary ordinance to include the provisions necessary for paying the rates of compensation fixed by the board of supervisors as in this section provided for the then current fiscal year.

((Notwithstanding any other provision of this charter, not later than thirty (30) days after the effective date of this amendment, the board of supervisors shall have power and it shall be its duty, without reference or amendment to the annual budget, to amend the annual appropriation ordinance and the annual salary ordinance for the fiscal year 1946-47 to include the provisions necessary for paying from July 1, 1946, the rates of compensation fixed by the board of supervisors as in this section provided for the fiscal year 1946-47 out of such funds as the controller certifies are available.))

The first fiscal year for which wage schedules in accordance with this section shall be fixed for platform employees and coach and bus operators of the municipal railway shall be the fiscal year beginning July 1st next following the effective date of this amendment, but in any event not earlier than July 1, 1955.

Ordered submitted: Board of Supervisors, San Francisco, March 1, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Ferdon, Lewis, Mancuso, McMahon.

Noes: Supervisors McAteer, McCarty, Mead.

I hereby certify that the foregoing charter amendment was ordered submitted by the Board of Supervisors of the City and County of San Francisco.

JOHN R. McGRATH, Clerk.

ARGUMENT FOR PROPOSITION "A"

Vote "Yes" on Proposition "A"

If you want to safeguard the riders, the taxpayers and the Municipal Railway from a possible future financial crisis, vote "Yes" on Proposition "A."

Proposition "A" will replace the present wage formula for bus and streetcar operators by the time-proven policemen-firemen's salary-fixing formula, which the voters approved by an overwhelming majority.

This formula uses the wage rates paid in the largest California cities for setting wages in San Francisco. Proposition "A" would use the bus and streetcar operators' wage rates in these same cities for setting these wages in San Francisco and exclude the small rural communities and small cities from consideration.

Proposition "A" will protect the passenger as well as the taxpayer from an unfair wage scale that could bring about either a fare increase or an increase in taxes. The Municipal Railway budget for 1954-1955 shows a deficit of over \$2,000,000.

Proposition "A" is not intended as a wage-cutting device. It is insurance against a possible future financial crisis.

The present rates paid 2,300 San Francisco streetcar and bus operators were determined partly by the wages paid a few of the 24 bus operators in Torrance, California.

Is it not much more equitable to base these rates on the large streetcar and bus systems in the same large cities used to determine police and fire salaries?

Your answer should be a "Yes" vote on Proposition "A"

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

ARGUMENT FOR PROPOSITION "A"

To Safeguard Municipal Railway Finances—Vote "Yes" on Proposition "A"

Proposition "A" will provide a safeguard against a financial crisis on the Municipal Railway by using a wage formula for operators with a practical ceiling. It will end the danger of some tiny bus system forcing an uneconomic wage rate on San Francisco and thereby forcing either a tax increase, an increase in the fare or a reduction in service.

Proposition "A" will provide fair wages in San Francisco by using only big-city rates in setting wages on the Municipal Railway. The Board of Supervisors cannot exceed the highest rate paid in California cities over 100,000 population.

This measure provides the same wage-setting principle for carmen as the voters approved for policemen and firemen two years ago by an overwhelming majority.

Vote "Yes" on Proposition "A"; Fair for the Public, Fair for the Employees

The San Francisco Municipal Conference, composed of representatives of the following organizations, supports this measure:

Building Owners & Managers Assn.	San Francisco Junior Chamber of Commerce.
California Northern Hotel Assn.	San Francisco Real Estate Board.
Down Town Association.	Apartment House Association of
San Francisco Chamber of Commerce.	of San Francisco.

This argument is sponsored by the San Francisco Municipal Conference.
DANTE P. LEMBI, Chairman.

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

ARGUMENT AGAINST PROPOSITION "A"

Don't Slash Wages! Vote "No" on Proposition "A"!

This proposal would slash the wages of San Francisco's bus drivers and carmen at a time when even their present wages are too low.

Even as it stands today, the present formula for setting wages for these operators is inadequate: their rates range from 18 to 43 cents an hour below

those of common labor—too low to attract sufficient personnel to man the equipment.

Yet certain self-styled "transit experts," activated by selfish, downtown interests, and accepted by the city administration, propose a new formula to cut these wages even further.

We ask you not to reduce wages which are too low now. Bus drivers' and carmen's wages are now out of line because:

1. Their rate of pay is from 18 to 43 cents an hour lower than those of common labor although they must drive cumbersome buses through congested traffic, collect fares, make out transfers, and receipts, perform many duties requiring skill and ability, at the same time providing efficient and courteous service to the public.

2. Every craft and labor group of the City receive a guaranteed monthly salary or daily wage. Carmen do not.

3. Almost every craft receives certain benefits based upon union contracts prevailing in the city—such as shift premiums, additional holidays, etc. Carmen do not.

4. By the terms of the City Charter, these carmen receive only the average of the two highest hourly rates of pay of streetcar and bus operators prevailing in the state. The other lines pay shift premiums, special provisions for turn-in time, higher rates for overtime or Sunday work. Busmen and carmen in San Francisco receive none of these added benefits—an hourly rate, no more.

Proposition "A" asks you to reduce the carmen's hourly rate of pay by as much as 15 to 20 cents an hour.

San Francisco traditionally has recognized the necessity for a fair and reasonable standard of wages both for its municipal employees and for its citizens at large. This is the first step to reduce the wages of San Francisco carmen far below those of San Francisco municipal employees, far below those enjoyed by workers for other cities.

The only ballot propositions offered in answer to the many problems of the Municipal Railway are based on slashing service, slashing safety, slashing salaries. We think the people of San Francisco want better service, safer transportation, decent salaries for these are the only sensible formula for a better Municipal Railway. We urge the voters to repudiate the administration's service-slashing policies by voting no on these proposals.

Don't slash the wages of the men upon whose skill and experience the safety and service of your transportation system must rest.

Vote "No" on Proposition "A"!

This argument is sponsored by the San Francisco League for Safe Transportation.

CHARLES R. WOOD, Chairman.
RAYMOND GARCIA, Secretary.

A "No" vote on Proposition "A" is endorsed by:

San Francisco Labor Council.

S. F. Building and Construction Trades Council.

C. I. O. Industrial Union Council.

A. F. of L. City Employees Council.

San Francisco City and County Employees Local 747.

Amalgamated Motor Coach Employees Union Div. 1225.

Municipal Carmen's Union Local 250 T.W.U.-C.I.O.

Carmen's Union 1380 A. F. of L.

San Francisco Federation of Municipal Employees.

Veterans Political Council.

CONTROLLER'S STATEMENT PURSUANT TO CHARTER SECTION 183

PROPOSITION "A"

The proposed charter amendment provides a formula, effective July 1, 1955, for fixing rates of pay for Municipal Railway motormen, conductors, coach and bus operators.

It is not possible to forecast its effect upon the cost of operating the Municipal Railway or its possible effect upon the tax rate, since the prime basis of the formula is the rates of wages for these classes of employment in other cities in future years.

HARRY D. ROSS, Controller,
City and County of San Francisco.

PROPOSITION B

Ordinance submitted to electors, amending ordinance adopted by electors on May 2, 1935, relating to the number of platform employees required to be in charge of certain street railway cars while carrying passengers.

ORDINANCE No. 8425

(Series of 1939)

AN INITIATIVE ORDINANCE AMENDING THE INITIATIVE ORDINANCE ADOPTED BY THE ELECTORS ON MAY 2, 1935, ENTITLED "PROVIDING FOR THE OPERATION OF STREET RAILWAY CARS BY A MOTORMAN AND CONDUCTOR, SPECIFYING THE ENTRANCE AGE OF EMPLOYEES ON STREET RAILWAYS, AND PROVIDING A PENALTY FOR VIOLATIONS THEREOF," BY PROVIDING THAT THE OPERATION OF STREET RAILWAY CARS ACQUIRED OR TO BE ACQUIRED BY THE CITY AND COUNTY OF SAN FRANCISCO SUBSEQUENT TO JANUARY 1, 1939, SHALL NOT BE SUBJECT TO THE TERMS OF SAID ORDINANCE SAVE FOR THE AGE QUALIFICATION SET FORTH THEREIN.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The ordinance adopted by the electors on May 2, 1935, Bill No. 694, Ordinance No. 15.0917, entitled as recited above, is hereby amended to read as follows:

Note: Additions are indicated by bold-face type; deletions are indicated by ((double parentheses)).

Section 1. Every street railway car and every cable car while carrying passengers in the City and County of San Francisco, except street railway cars acquired or to be acquired by the City and County of San Francisco subsequent to January 1, 1939, shall be in charge of a motorman or a gripman and a conductor; ((, and each of said employees)) every motorman and gripman and conductor employed in the operation of any street railway car or cable car must be an adult of not less than twenty-one (21) years of age ((, and no such streetcar shall be operated in said City and County of San Francisco while carrying passengers, unless the same is in charge of a motorman and conductor having the qualifications herein provided for)).

This ordinance shall not be repealed, modified or amended except by vote of the electorate.

Section 2. Any person, firm or corporation violating any provision of this ordinance shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined for each offense, not less than Fifty Dollars (\$50), nor more than Three Hundred Dollars (\$300), or by imprisonment for a term not exceeding six (6) months in the County Jail of the City and County of San Francisco, or by both such fine and imprisonment.

Resolved, that the foregoing ordinance be and the same is hereby submitted to the electors of the City and County of San Francisco for their approval or disapproval at a consolidated direct primary and special municipal election to be held in said City and County on the 8th day of June, 1954, and the Registrar of Voters is hereby directed to submit said matters to said electors at said election to be held on said day.

Ordered submitted: Board of Supervisors, San Francisco, March 1, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Ferdon, Lewis, Mancuso, McAteer, McCarty, Mead.

Absent: Supervisor McMahon.

I hereby certify that the foregoing initiative ordinance was ordered submitted by the Board of Supervisors of the City and County of San Francisco.

JOHN R. McGRATH, Clerk.

ARGUMENT FOR PROPOSITION "B"

For Municipal Railway Economy Vote "Yes" on Proposition "B"

A "Yes" vote on Proposition "B" is a vote for safe and more economical transportation with modern, one-man-operated, single-end PCC streetcars.

Proposition "B" does not affect either old-style streetcars or cable cars. It applies only to the modern, new-style streetcars.

Proposition "B" will reduce Municipal Railway losses by an estimated \$580,000 annually, and may help to avert a future fare increase or increase in the deficit the taxpayers will be required to pay.

The Public Utilities management promises that no one will be forced out of a job by approval of this measure.

Approval of Proposition "B" would allow management to operate the modern, electric railway cars with one man, for which they were designed.

Why should San Francisco be the only city in the United States where two-man crews are required on streetcars? The one-man operated streetcars have been found safe and satisfactory in all other large cities.

The safety record of the trolley and motor buses proves that one-man operation is safe.

By voting "Yes" on Proposition "B" you will make possible economical operation of new streetcars and eventual replacement of the old-style cars with new, PCC-type electric streetcars instead of buses.

For Municipal Railway Economy, Vote "Yes" on Proposition "B"

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

ARGUMENT FOR PROPOSITION "B"

**For Modern, Fast, Economical and Safe Streetcars
Vote "Yes" on Proposition "B"**

Proposition "B" would permit the railway management to operate the modern, PCC cars with one man, for which they are specifically designed. All other street and cable cars must be operated by two-man crews as at present.

A vote of "Yes" on Proposition "B" will mean an estimated saving for the railway of \$537,000 per year, equal to 4.4 cents in the tax rate. If such economies are not approved by the voters, another fare increase is likely or service will be curtailed to cut costs. The railway deficit for the next fiscal year is in excess of \$2,000,000 and is expected to go higher.

A "Yes" vote on Proposition "B" will pave the way for replacing all old-style streetcars on the tunnel lines, which will make further economies possible. Such replacement would mean an estimated \$300,000 saving annually.

Put San Francisco in step with the rest of the country! For progress, safety and economy, vote "Yes" on "B."

The San Francisco Municipal Conference, composed of representatives of the following organizations, supports this measure.

Building Owners & Managers Assn.

California Northern Hotel Assn.

Down Town Association.

San Francisco Chamber of Commerce.

San Francisco Junior Chamber of Commerce.

San Francisco Real Estate Board.

Apartment House Association of
of San Francisco.

This argument is sponsored by the San Francisco Municipal Conference.

DANTE P. LEMBI, Chairman.

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

ARGUMENT AGAINST PROPOSITION "B"

**Don't Slash Safety! Don't Slash Service! Protect Your Safety, and
the Safety of Your Children**

This proposal would slash the safety and service of the Municipal Railway by bringing back the one-man car.

The one-man car cannot handle passengers with the same speed and efficiency as the two-man operation. It will inevitably slow down traffic, slow down service.

The one-man car is a dangerous device, endangering the riding public.

On three occasions the people of San Francisco have emphatically turned down the one-man car.

The Federal courts have held that one-man car operations were unsafe.

How can the duties of a conductor be combined with those of the motorman, on a vehicle carrying nearly 200 passengers, without increasing the accident hazard? In a law suit wherein our city was making the same argument we are making today, Judge Denman of the Ninth Circuit Court of Appeals, says they cannot.

He ruled, in an official decision on the subject, that "there was substantial evidence to show that one-man cars are not as safe as the two-man cars."

Traffic conditions are even tougher now. Running a streetcar through today's tangle of traffic is hard enough for two-man cars; what would it do to a singlehanded, one-man operation?

Judge Denman said, the two-man car "may save a child's life or a collision with a crossing truck, or a smash-up from loss of control on a steep grade."

The city administration talks about saving money by one-man streetcars. If they do, they do so—not by intelligent, effective, modern administration—but by slashing the safety of passengers and pedestrians, by reducing and slowing down streetcar service.

While the people of San Francisco want better service, safer transportation, decent salaries, the only ballot propositions offered in answer to the many problems of the Municipal Railway call for slashing service, slashing safety, slashing salaries. We urge the voters to repudiate the administration's service-slashing policies by voting "No" on these proposals.

Protect your safety—and the safety of your children—by voting "No" on proposition "B."

This argument is sponsored by San Francisco League for Safe Transportation.

CHARLES R. WOOD, Chairman.
RAYMOND GARCIA, Secretary.

A "No" vote on Proposition "B" is endorsed by:

San Francisco Labor Council.
S. F. Building and Construction Trades Council.
C. I. O. Industrial Union Council.
A. F. of L. City Employees Council.
San Francisco City and County Employees Local 747.
Amalgamated Motor Coach Employees Union Div. 1225.
Municipal Carmen's Union Local 250 T.W.U.-C.I.O.
Carmen's Union 1380 A. F. of L.
San Francisco Federation of Municipal Employees.
Veterans Political Council.

CONTROLLER'S STATEMENT PURSUANT TO CHARTER SECTION 183

PROPOSITION "B"

Should proposition "B" be enacted it is estimated that, at current wage rates, an annual saving of \$537,000 will be realized. Based on existing fares and the current assessment roll said amount of \$537,000 will be equivalent to a reduction of four and four-tenths cents in the tax rate.

HARRY D. ROSS, Controller,
City and County of San Francisco.

PROPOSITION C

Ordinance submitted to electors, amending ordinance adopted by electors on November 8, 1932, relating to refuse collection and disposal.

ORDINANCE

ORDERING SUBMISSION OF PROPOSED AMENDMENT TO INITIATIVE ORDINANCE REGULATING REFUSE COLLECTION AND DISPOSAL

The Board of Supervisors hereby orders submitted to the qualified electors of the City and County of San Francisco, at an election to be held therein on June 8, 1954, an ordinance amending the initiative ordinance adopted at an election held in said City and County November 8, 1932, entitled, "Providing for the Collection and Disposition of Refuse in the City and County of San Francisco; Providing for the Licensing of Refuse Collectors by the Director of Public Health; Fixing the Maximum Rates or Charges for the Collection of Refuse by Licensed Refuse Collectors from Homes, Apartment Houses, Stores, etc.; Dividing the City and County of San Francisco into Collection Routes; Providing Penalties for the Violation of the Provisions of this Ordinance," by amending Sections 3, 4, 6, 7, 10, 11 and 16 of said ordinance, as follows:

ORDINANCE No. 8452

(Series of 1939)

AN ORDINANCE, AMENDING THE INITIATIVE ORDINANCE ADOPTED BY THE ELECTORS ON NOVEMBER 8, 1932, ENTITLED, "PROVIDING FOR THE COLLECTION AND DISPOSITION OF REFUSE IN THE CITY AND COUNTY OF SAN FRANCISCO; PROVIDING FOR THE LICENSING OF REFUSE COLLECTORS BY THE DIRECTOR OF PUBLIC HEALTH; FIXING THE MAXIMUM RATES OR CHARGES FOR THE COLLECTION OF REFUSE BY LICENSED REFUSE COLLECTORS FROM HOMES, APARTMENT HOUSES, STORES, ETC.; DIVIDING CITY AND COUNTY OF SAN FRANCISCO INTO COLLECTION ROUTES; PROVIDING PENALTIES FOR THE VIOLATION OF THE PROVISIONS OF THIS ORDINANCE," BY AMENDING SECTIONS 3, 4, 6, 7, 10, 11 AND 16 OF SAID ORDINANCE, PROVIDING FOR THE SIZE OF REFUSE CONTAINERS, THE LICENSING AND CHARGES OF REFUSE COLLECTORS AND OTHER REGULATIONS RELATING THERETO.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Section 3 of the ordinance cited in the title hereof is amended to read as follows:

Refuse consisting of waste or discarded food, animal and vegetable matter, discarded containers of food, animal and vegetable matter and ashes shall be collected and placed in suitable metal cans of such capacity as the Director of Public Works may prescribe (but not to exceed 32 gallons in the case of a can serving one single family dwelling unit) by the producer or landlord who by reason of contract or lease with an occupant is obligated to care for such refuse, for collection by a refuse collector to be disposed of as herein provided. Waste paper and boxes and other refuse materials

not subject to putrefaction, or decay, and cuttings from trees, lawns and gardens may be placed in any suitable container and delivered by the producer or landlord, who by reason of contract or lease with the occupant is obligated to care for such refuse and deliver same to a refuse collector, to be disposed of as herein provided; provided, however, that it shall be optional with the producer or landlord to deliver waste paper or other refuse having a commercial value to a refuse collector, and the producer or landlord may dispose of the same in any manner he may see fit. Refuse which under the provisions hereof must be deposited in a metal can of suitable capacity shall be removed daily from the place where the same is created.

Section 2. Section 4 of said ordinance is amended to read as follows:

It shall be unlawful for any person, firm or corporation, other than a refuse collector licensed by the Director of Public Health as in this ordinance provided, to transport through the streets of the City and County of San Francisco any refuse as in this ordinance defined, or to collect or to dispose of the same, except waste paper, or other refuse having a commercial value. It is provided, however, that a license for a refuse collector, as provided in Section 8 hereof, shall be distinguished from a permit to operate, in the City and County of San Francisco on a certain designated route, as hereinafter provided.

Upon the conviction of any person, firm or corporation for any violation of the provisions of this ordinance, the permit of such person, firm or corporation issued under the provisions of this ordinance, shall be forthwith and immediately terminated and canceled as of the date of conviction.

The City and County of San Francisco is herewith divided and established into routes for the collection of refuse, as designated on a map of the City and County of San Francisco, attached hereto, each said route to include only the side of the street or streets bounding each route as designated by a number on said map, said routes being numbered one to ninety-seven, inclusive, and said map and said routes are marked Exhibit A, and attached hereto and made a part of this ordinance.

Any person, firm or corporation desiring to transport through the streets of the City and County of San Francisco, any refuse as herein defined, or to collect or dispose of the same, shall make application to the Director of Public Health for permission so to do. Said application for such permit shall contain the name of the person, firm or corporation, any of the particular route or routes, designated in said map of routes, proposed to be served by said person, firm or corporation, and a statement that said person, firm or corporation will abide by all the provisions of this ordinance, and will not charge a greater rate for the collection and disposition of said refuse than that fixed in or pursuant to this ordinance.

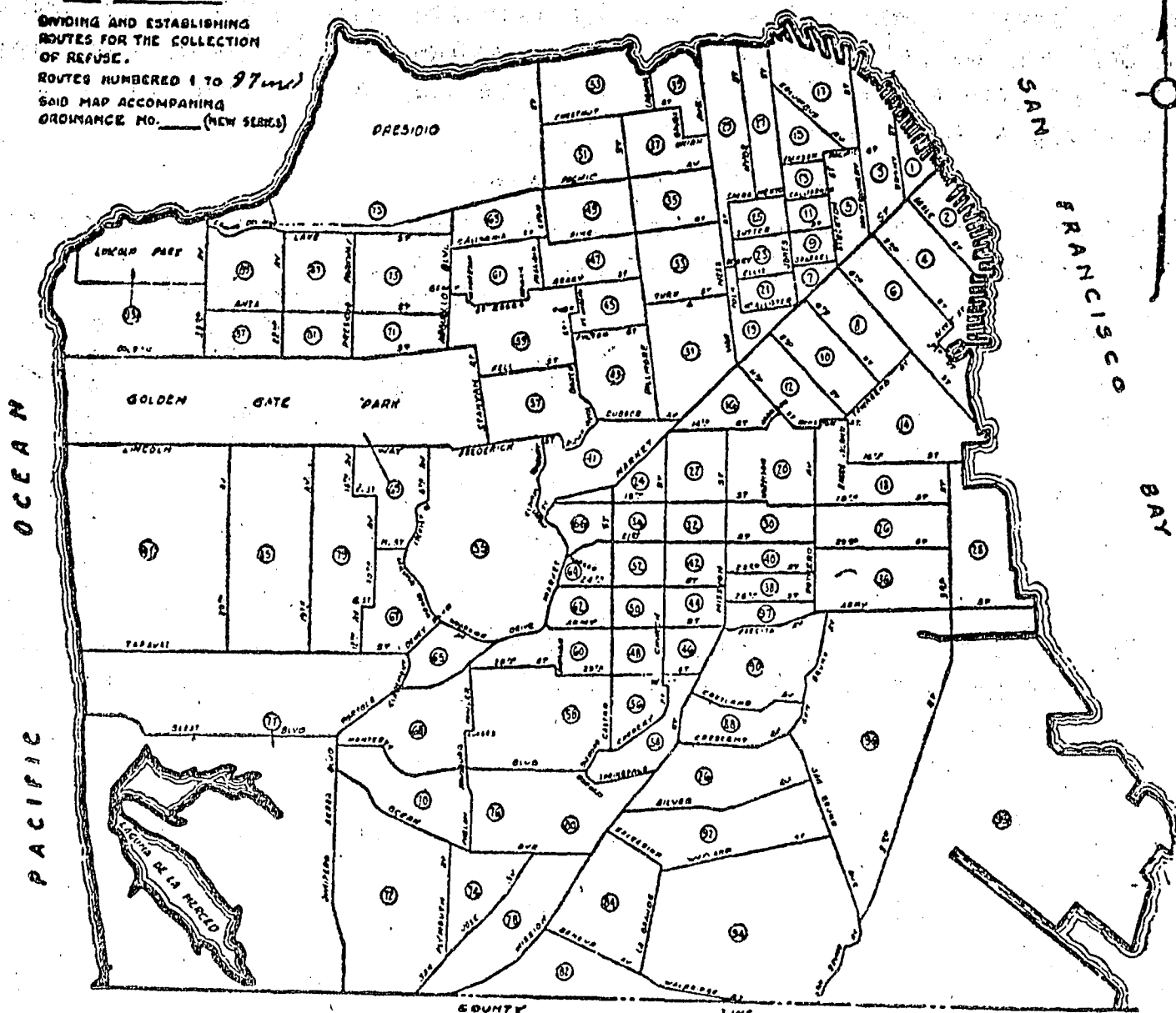
**MAP OF
CITY AND COUNTY
OF
SAN FRANCISCO**

Exhibit A

**DIVIDING AND ESTABLISHING
ROUTES FOR THE COLLECTION
OF REFUSE.**

ROUTES NUMBERED 1 TO 97 (NEW SERIES)

**SAID MAP ACCOMPANYING
ORDINANCE NO. _____ (NEW SERIES)**



MAP OF THE CITY AND COUNTY OF SAN FRANCISCO

The Director of Public Health shall grant a permit to such applicant unless the route proposed is already adequately served by a licensed refuse collector. An application for a permit must be granted, however, by the said Director of Public Health, and it is mandatory on said director to grant the same, when it shall appear in any said application for a route or routes by a person, firm or corporation, that twenty per cent or more of the householders, business men, apartment house owners, hotel keepers, institutions or residents in said route or routes, using refuse service, and paying for same, or obligated to do so, have signed a petition or contract in which they have stated that they are inadequately served by any refuse collector who is then collecting refuse on said route, provided that said director finds upon substantial evidence that such statement is correct. That inadequate service is hereby defined as the failure, on the part of any refuse collector to properly collect, handle or transport refuse on said route, or the overcharging for the collection of same, or insolence towards persons whose refuse has been collected, or the collection by any refuse collector whose license has been revoked as provided in Section 9 hereof. Such permit so granted by the Director of Public Health shall not be exclusive, however, and one or more persons, firms or corporations may be given a permit to collect on the same route.

Persons, firms or corporations desiring to transport through the streets of the City and County of San Francisco only waste paper or other refuse having a commercial value, and to collect and dispose of same need not obtain a permit therefor under the provisions of this ordinance.

Section 3. Section 6 of said ordinance is amended to read as follows:

(a) Until and unless changed in the manner hereinafter set forth, the maximum rates or charges for the collection and disposition of refuse as herein defined, by refuse collectors, from residences, flats and apartment houses of not more than 600 rooms, and the regulations relating to such rates or charges, shall be as follows:

Rate Schedules

Monthly rates from residences and flats for one container of not exceeding thirty-two gallons. Made from the ground floor:

No. Rms.	Collections Per Week			
	1	2	3	4
1-4.....	.80	1.20	1.35	1.50
5.....	.85	1.25	1.40	1.55
6.....	.85	1.25	1.40	1.55
7.....	.95	1.35	1.50	1.70
8.....	1.00	1.50	1.70	1.80
9.....	1.00	1.50	1.70	1.80
10.....	1.00	1.50	1.70	1.80
11.....	1.00	1.50	1.70	1.80
12.....	1.00	1.50	1.70	1.80

Monthly rates from residences and flats for one container of not exceeding thirty-two gallons. Made from second floor, one stairway above ground floor or basement:

No. Rms.	Collections Per Week			
	1	2	3	4
1-4.....	.85	1.25	1.40	1.55
5.....	.95	1.35	1.45	1.60
6.....	.95	1.35	1.45	1.60
7.....	1.00	1.40	1.55	1.75
8.....	1.10	1.60	1.80	1.90
9.....	1.10	1.60	1.80	1.90
10.....	1.10	1.60	1.80	1.90
11.....	1.10	1.60	1.80	1.90
12.....	1.10	1.60	1.80	1.90

Monthly rates from residences and flats for one container of not exceeding thirty-two gallons. Made from third floor, two stairways above ground floor or basement:

No. Rms.	Collections Per Week			
	1	2	3	4
1-4.....	.90	1.30	1.45	1.60
5.....	.95	1.35	1.50	1.65
6.....	.95	1.35	1.50	1.65
7.....	1.10	1.55	1.70	1.80
8.....	1.15	1.70	1.90	2.00
9.....	1.25	1.75	1.95	2.10
10.....	1.25	1.75	1.95	2.10
11.....	1.25	1.75	1.95	2.10
12.....	1.25	1.75	1.95	2.10

Monthly rates from residences and flats for one container of not exceeding thirty-two gallons. Made from fourth floor, three stairways above ground floor or basement:

No. Rms.	Collections Per Week			
	1	2	3	4
1-4.....	1.00	1.40	1.55	1.70
5.....	1.10	1.50	1.65	1.80
6.....	1.10	1.50	1.65	1.80
7.....	1.20	1.60	1.75	1.90
8.....	1.20	1.70	1.90	2.05
9.....	1.25	1.75	1.95	2.10
10.....	1.25	2.00	2.20	2.40
11.....	1.25	2.00	2.20	2.40
12.....	1.25	2.00	2.20	2.40

Monthly rates from apartment houses:

Collections Per Week						Collections Per Week					
No. Rms.	6	4	3	2	1	No. Rms.	6	4	3	2	1
10.....	3.00	2.40	2.20	1.90	1.80	310.....	46.30	.....	.....	.....	.....
20.....	5.70	4.90	4.40	3.90	3.70	320.....	47.50	.....	.....	.....	.....
30.....	7.90	6.40	5.90	5.20	.....	330.....	48.80	.....	.....	.....	.....
40.....	9.80	8.70	7.40	.....	.....	340.....	50.00	.....	.....	.....	.....
50.....	11.30	10.20	8.70	.....	.....	350.....	51.30	.....	.....	.....	.....
60.....	12.50	11.50	.....	.....	.....	360.....	52.50	.....	.....	.....	.....
70.....	13.80	12.90	.....	.....	.....	370.....	53.80	.....	.....	.....	.....
80.....	15.00	14.00	.....	.....	.....	380.....	56.30	.....	.....	.....	.....
90.....	16.30	15.20	.....	.....	.....	390.....	57.50	.....	.....	.....	.....
100.....	17.50	16.20	.....	.....	.....	400.....	58.80	.....	.....	.....	.....
110.....	19.00	.....	.....	.....	.....	410.....	59.00	.....	.....	.....	.....
120.....	20.40	.....	.....	.....	.....	420.....	60.40	.....	.....	.....	.....
130.....	21.80	.....	.....	.....	.....	430.....	61.80	.....	.....	.....	.....
140.....	23.20	.....	.....	.....	.....	440.....	63.20	.....	.....	.....	.....
150.....	24.50	.....	.....	.....	.....	450.....	64.50	.....	.....	.....	.....
160.....	25.90	.....	.....	.....	.....	460.....	65.90	.....	.....	.....	.....
170.....	27.30	.....	.....	.....	.....	470.....	67.30	.....	.....	.....	.....
180.....	28.70	.....	.....	.....	.....	480.....	68.70	.....	.....	.....	.....
190.....	30.00	.....	.....	.....	.....	490.....	70.00	.....	.....	.....	.....
200.....	31.40	.....	.....	.....	.....	500.....	71.40	.....	.....	.....	.....
210.....	32.50	.....	.....	.....	.....	510.....	72.80	.....	.....	.....	.....
220.....	33.80	.....	.....	.....	.....	520.....	74.20	.....	.....	.....	.....
230.....	35.00	.....	.....	.....	.....	530.....	75.50	.....	.....	.....	.....
240.....	36.30	.....	.....	.....	.....	540.....	76.90	.....	.....	.....	.....
250.....	37.50	.....	.....	.....	.....	550.....	78.30	.....	.....	.....	.....
260.....	38.80	.....	.....	.....	.....	560.....	79.70	.....	.....	.....	.....
270.....	40.00	.....	.....	.....	.....	570.....	82.30	.....	.....	.....	.....
280.....	41.30	.....	.....	.....	.....	580.....	82.40	.....	.....	.....	.....
290.....	43.80	.....	.....	.....	.....	590.....	83.80	.....	.....	.....	.....
300.....	45.00	.....	.....	.....	.....	600.....	85.00	.....	.....	.....	.....

Rate Regulations

Rates for residences and flats shall be increased for more than one container of a maximum of thirty-two gallons by 10 cents per additional container per collection.

Any charge made by a refuse collector for removal of waste material not required to be placed in metal cans and which is delivered to him in other suitable containers as provided by section 3 hereof shall not exceed the rates fixed herein for collection and disposal of equivalent volumes of refuse in metal cans.

In determining the number of rooms or any household, building or apartment in order to ascertain the rate for the collection and disposition of refuse therefrom, halls, alcoves, storerooms, bathrooms, closets and toilets shall not be considered as rooms, nor shall basements or attics be considered as rooms unless the same be occupied as living quarters.

Any collection and disposition charges not specifically set forth herein shall be subject to agreement between the producer and a duly licensed refuse collector.

Procedure for Adjustment

There is hereby created a Rate Board consisting of the Chief Administrative Officer, who shall act as chairman, the Controller, and the Manager of Utilities. The Board shall convene upon call of the Chairman or the other two members and two members shall constitute a quorum. The Board shall act by majority vote. Any member of the Board may from time to time designate a subordinate from his own department to act in his place and stead as a member of the Board.

Any person, firm or corporation (including any holder of a permit to collect and dispose of refuse) affected by the above schedules of rates, or by any revised schedule of rates hereafter placed in effect, and desiring an increase, decrease, or other adjustment or change in, or addition to, such rates or schedules or the regulations appertaining thereto, shall file an application therefor with the Chairman of the Rate Board, who shall thereupon refer the same to the Director of Public Works for hearing, report and recommendation as hereinafter provided, unless the Rate Board shall determine that the application lies beyond its powers or presents no substantial question as to the justice or reasonableness of the rates, schedules of rates or regulations then in effect or is otherwise frivolous, in any of which events the Rate Board shall deny the application without further proceedings thereon.

Within thirty days thereafter, the Director of Public Works shall commence a public hearing upon the application and shall, not less than twenty days in advance of such hearing, cause to be published at least once in the official newspaper notice of the time and place thereof. The Director of Public Works shall be empowered to make or cause to be made such studies and investigations as he may deem pertinent to the application, to continue the hearing from time to time for that purpose, and to introduce the results of such studies and investigations in evidence. The applicant, and any person, firm or corporation affected by the application, shall be entitled to appear at the hearing and be heard. Any such person, firm or corporation desiring notice of further proceedings or action upon the application may file with the Chairman of the Rate Board a written request for such notice, setting forth his name and mailing address.

Upon the conclusion of the hearing and within ninety days after referral to him of the application, the Director of Public Works shall make and file with the Chairman of the Rate Board a Report setting forth the facts as found by him from the evidence taken and record made at the hearing, and a Recommended Order. The Recommended Order, if it provides for any change in the rates, schedules of rates, or regulations then in effect, shall set forth the date upon which the change is to take effect, which date shall be not less than fifteen days from the date of filing of the Recommended Order with the Chairman of the Rate Board. The Chairman of the Rate Board shall publish the Recommended Order, together with notice of filing thereof, in the official newspaper, and shall mail notice of the filing of the Report and Recommended Order to the applicant and to any others who shall have filed written requests for notice as hereinabove provided.

At any time within fifteen days after filing of the Director of Public Works' Report and Recommended Order with the Chairman of the Rate Board, the applicant or any person, firm or corporation affected by the application, may file with the Chairman of the Rate Board any objections that he may have to the Recommended Order. If no such objections be filed, then the Recommended Order shall be deemed the Order of the Rate Board and shall take effect according to its terms without other or further action by the Rate Board. If any such objections be filed, then the Rate Board, upon not less than ten days notice by mail to the applicant and to others who shall have filed written requests for notice as hereinabove provided, shall hear the objections and, upon the basis of the evidence taken and record made upon the hearing before the Director of Public Works, shall grant or deny the application in whole or in part and shall make such order, to take effect at such time, as may be just and reasonable. In the event of inability or failure of the Rate Board to render a decision within

sixty days of the date of filing with it of the Director of Public Works' Report and Recommended Order, then the said Recommended Order shall be deemed the order of the Board and shall take effect upon expiration of said sixty day period.

Any revised rates, schedules of rates or regulations placed in effect pursuant hereto shall be just and reasonable.

An application filed pursuant to this section and denied in whole or in part may not be renewed for a period of one year from the date of filing in the absence of an intervening change in conditions.

(b) Any collection and disposition rates or charges for establishments other than residences, flats and apartment houses of not more than 600 rooms, shall be subject to contract between the producer and a duly licensed refuse collector.

Section 4. Section 7 of said ordinance is amended to read as follows:

It shall be unlawful for any refuse collector to charge a greater rate for the collection and disposition of refuse than that fixed in, or pursuant to, Section 6 of this ordinance.

Nothing herein contained shall be taken or construed as preventing a refuse collector from charging a less rate or charge for the collection of refuse than that fixed in, or pursuant to, Section 6 of this ordinance.

Section 5. Section 10 of said ordinance is amended to read as follows:

Upon the payment of the rate fixed in or pursuant to section 6(a) of this ordinance for the collection and removal of refuse, the person paying the same shall be entitled to, and there shall be delivered to him, a receipt on which shall be shown the amount paid, the premises for which it is paid, the name and number of the collector, the number of the vehicle or wagon, and, in clearly legible print, the schedule of rates applicable to his classification of establishment. On the face of said receipt there shall be printed the following words: "The rates for the collection of refuse are fixed pursuant to initiative ordinance and are printed on the back of this receipt. Complaints as to service should be made to the Department of Public Health."

Upon the payment of a rate fixed by contract pursuant to section 6(b) hereof, the person paying the same shall be given a receipt which shall show the amount paid, the period for which paid, the premises for which paid, the name and number of the collector and the date of payment, and shall bear the notation that the rate charged is subject to private contract.

Section 6. Section 11 of said ordinance is amended to read as follows:

Disputes over charges made by collectors or as to the character of the service performed shall be decided by the Director of Public Health. Any charges made in excess of rates fixed pursuant to this ordinance, when determined by the Director of Public Health, shall be refunded to the person or persons who paid the excess charge.

Section 7. Section 16 of said ordinance is amended to read as follows:

The Controller shall furnish the Director of Public Health with such financial data, including data as to the cost of refuse collections, as may be required by the Director to enable him to perform his functions under this ordinance. The Controller shall likewise make available at any hearing before the Director of Public Works upon an application filed pursuant to section 6 hereof such financial data, including data as to the cost of refuse collections, as the Director of Public Works may deem pertinent to the issues raised by the application. Each collector holding a permit shall keep such records and render such reports as may be required by the Controller to

enable him to develop the above-mentioned data, and the Controller shall have access to such records.

Section 8. This ordinance shall take effect ten days after the declaration of the official count of the votes cast therefor.

Ordered submitted: Board of Supervisors, San Francisco, March 15, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Ferdon, Mancuso, McAteer, McCarty, McMahan, Mead.

Absent: Supervisor Lewis.

I hereby certify that the foregoing ordinance was ordered submitted by the Board of Supervisors of the City and County of San Francisco.

JOHN R. McGRATH, Clerk.

ARGUMENT FOR PROPOSITION "C"

San Francisco, like most big cities today, has its share of civic headaches—traffic problems, transportation problems, parking problems and lots of others.

But San Francisco, fortunately, isn't plagued with a problem which in Los Angeles and a good many other big cities is one of the most aggravating headaches of all—the problem of providing efficient, economical and sanitary garbage disposal. Our city's private collection and fill-and-cover disposal system has been acclaimed by sanitation experts as one of the very best refuse collection systems in the entire country.

The garbage collection companies, however—and the men who do the work—have a very serious problem. For many years—since 1932 to be exact—they have been working under a rate system frozen by City Ordinance. The rates cannot be changed except through a City Election, and have been increased just once, by a slight amount, during all that time.

Thus the garbage collectors, alone of any group of businessmen and workingmen, have been working under Depression rates, although the cost of everything they must buy—trucks, supplies, tires, gas, maintenance—has doubled and trebled.

Under these conditions, it is not difficult to understand why the garbage collectors have been in deep financial trouble in recent years. For a while, the proceeds from salvage sales were sufficient to offset their losses, but this is no longer the case.

For some time, civic organizations, business and labor groups, city officials and interested individuals have given a great deal of thought to finding a proper solution to this problem, recognizing that if San Francisco's fine garbage collection system breaks down, the problem will affect not just the companies and men involved, but every householder in the City.

The measure, now before the voters, to solve the problem is Proposition "C." It has won virtually the unanimous support of labor unions, downtown and business groups, improvement clubs, city officials and women's groups. It deserves the overwhelming support of the voters.

Briefly, this is what Proposition "C" does:

It gives the garbage collectors a slight increase in rates, and specifies exactly what the new rates will be—in most cases, an increase of only a nickel per collection.

Proposition "C" "unfreezes" rates from the City Ordinance and established a 3-man Rate Board, before which future applications for rate changes, up or down, must be presented for decision. This Board is made up of responsible City officials: the Chief Administrative Officer, the City Controller and the Manager of the Public Utilities Commission.

Proposition "C," by making use of existing machinery of City govern-

ment, will bring little, if any, added cost to the City. No new City departments will be formed and no new staff will be required.

Finally, Proposition "C" provides for public hearings to hear the testimony of both those who favor and those who oppose applications for rate changes. Thus the public's interest is protected every step of the way.

"C" is the key to better garbage regulation. Vote "Yes" on Proposition "C."

This argument is sponsored by the Citizens Committee for Better Scavenger Regulation.

Co-Chairmen: JACK GOLDBERGER, President, San Francisco Labor Council;
EVELYN C. LA PLACE, Past President, Central Council of Civic Clubs;
RALPH J. MCGILL, Past Pres., Multiple Listing Service of S. F., Inc.

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Chistopher, Dobbs, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

PROPOSITION D

Amends Charter Section 146.1, providing for substitute promotional examinations in city service for persons returning from authorized military leave; repeals Charter Section 146.2, relating to same subject.

CHARTER AMENDMENT

Describing and setting forth a proposal to the qualified electors of the City and County of San Francisco to amend the charter of said city and county by amending Section 146.1 and repealing Section 146.2 thereof, relating to Substitute Promotional Examinations for Persons Returning from Authorized Military Leave.

The Board of Supervisors of the City and County of San Francisco hereby submits to the qualified electors of said city and county at an election to be held therein on June 8, 1954, a proposal to amend the charter of said city and county by amending Section 146.1 thereof, so that the same shall read as follows, and by repealing Section 146.2 thereof, the provisions of which read as set forth below:

Note: Additions or substitutions are indicated by bold-face type; deletions are indicated by ((double parentheses)).

Substitute Promotional Examinations for Persons Returning From
((Service in Armed Forces or Maritime Service)) Authorized Military
Leave.

SECTION 146.1. Employees under permanent civil service appointment who, because of absence on duly authorized military leave after June 27, 1950, did not participate in a promotional examination held ((between September 16, 1940, and July 7, 1947,)) after June 27, 1950 and during time of war as defined in section 145.01 of this charter, and in which examination the employee would have been otherwise eligible to compete had the war

not intervened, and which examination is hereinafter referred to as the original promotional examination, shall after abridgment of military leave, have the right to participate in a similar promotional examination. ((The provisions of this section shall not apply to employees whose military leave extends beyond July 7, 1947.)) Provided, ((further,)) that persons and employees who were on entrance or promotive eligible lists, shall, for the purpose of this amendment, be deemed to be ((permanent)) appointees in their classifications from the time their names were reached for permanent certification while in the military service.

In order to qualify for participation in a similar promotional examination under the provisions of this section, such employee who desires to participate therein must ((have made)) make application in writing to the civil service commission within thirty days after the abridgment of his military leave, or within thirty days after ((January 7, 1947.)) the effective date of this amendment. Failure to file such written request to participate in a similar promotional examination as herein provided shall be deemed a waiver of all rights of the employee to participate in such similar promotional examination.

The civil service commission shall arrange to hold such similar promotional examination within a reasonable time after ((all such)) employees eligible to request participation in any such similar promotional examination under the provisions of this section have indicated their desire to so participate, or have waived their right to participate, as herein provided.

The civil service commission shall be the sole judge of the adequacy of such similar promotional examination. If the employee obtains in the similar promotional examination a score rating equal to or more than the minimum passing mark established by the civil service commission for inclusion on the list of eligibles resulting from the original promotional examination, his name shall thereupon be entered on the eligible list resulting from the original promotional examination in accordance with the relative excellence obtained by all the qualified participants in the original and similar promotional examinations. Such employees shall be eligible for appointment from such list of eligibles in accordance with civil service rules to any vacancy thereafter occurring, and subject to satisfactory completion of a probationary period as provided in section 148 of this charter for a period of four years after the ((proclamation of peace or the termination of the emergency)) date on which their name is entered on the eligible list and before eligibles procuring standing through examinations held subsequent to the original promotional examination.

If it is determined by the civil service commission that the name of such person would have been reached for permanent appointment from the list of eligibles established as a result of the original promotional examination during his term of military service had the name of such person appeared thereon, then such employee, upon appointment to a permanent position as herein provided, shall be granted seniority in such appointment from the date his name would have been reached had his name appeared thereon, but such seniority shall be used only for the purpose of determining salary increments and calculating city and county service credits in other promotional examinations held subsequent to the similar promotional examination herein authorized. For all other purposes, seniority of service shall date from the date of appointment as a result of qualifying in the similar promotional examination as herein authorized.

Such employees who qualify for appointment as a result of a similar promotional examination as herein provided, and who are appointed to

permanent positions, as herein provided, shall be permitted to participate in other promotional examinations for which they are otherwise eligible, while serving under probationary appointment in the position to which appointed as a result of the similar promotional examination, provided that certification from lists of eligibles established from such other examinations shall not be made until the employee has satisfactorily completed the aforesaid probationary appointment.

The civil service commission shall adopt rules to govern the administration of similar promotional examinations herein authorized, and appointments and other matters resulting therefrom.

((Substitute Promotional Examinations for Employees Returning From Service in Armed Forces))

((Section 146.2. Employees under permanent civil service appointment who, because of absence on duly authorized military leave for service in the armed forces of the United States, did not participate in a promotional examination held between September 16, 1940, and the effective date of this amendment, in which examination the employee was otherwise eligible to compete, and which examination is hereinafter referred to as the original promotional examination, shall after abridgment of military leave, have the right to participate in a similar promotional examination, subject to the provisions of this section. The provisions of this section shall not apply to employees whose military leave extends beyond six months after the effective date of this amendment.

((In order to qualify for participation in a similar promotional examination under the provisions of this section, such employee who desires to participate therein must make application in writing to the civil service commission within thirty days after the abridgment of his military leave, or within thirty days after the effective date of this amendment, whichever is later. Failure to file such written request to participate in a similar promotional examination as herein provided shall be deemed a waiver of all rights of the employee to participate in such similar promotional examination.

((The civil service commission shall arrange to hold such similar promotional examination within a reasonable time after all such employees eligible to request participation in any such similar promotional examination under the provisions of this section have indicated their desire to so participate, or have waived their right to participate, as herein provided.

((The civil service commission shall be the sole judge of the adequacy of such similar promotional examination. If the employee obtains in the similar promotional examination a score rating equal to or more than the minimum passing mark established by the civil service commission for inclusion on the list of eligibles resulting from the original promotional examination, his name shall thereupon be entered on the eligible list resulting from the original promotional examination in accordance with the relative excellence obtained by all the qualified participants in the original and similar promotional examinations. Such employees shall be eligible for appointment from such list of eligibles in accordance with civil service rules to any vacancy thereafter occurring, and subject to satisfactory completion of a probationary period as provided in section 148 of this charter for a period of four years after the proclamation of peace or the termination of the emergency, and before eligibles procuring standing through examinations held subsequent to the original promotional examination.

((If it is determined by the civil service commission that the name of such person would have been reached for permanent appointment from

the list of eligibles established as a result of the original promotional examination during his term of military service had the name of such person appeared thereon, then such employee, upon appointment to a permanent position as herein provided, shall be granted seniority in such appointment from the date his name would have been reached had his name appeared thereon, but such seniority shall be used only for the purpose of determining salary increments and calculating city and county service credits in other promotional examinations held subsequent to the similar promotional examination herein authorized. For all other purposes, seniority of service shall date from the date of appointment as a result of qualifying in the similar promotional examination as herein authorized.

((Such employees who qualify for appointment as a result of a similar promotional examination as herein provided, and who are appointed to permanent positions, as herein provided, shall be permitted to participate in other promotional examinations for which they are otherwise eligible, while serving under probationary appointment in the positions to which appointed as a result of the similar promotional examination, provided that certification from lists of eligibles established from such other examinations shall not be made until the employee has satisfactorily completed the aforesaid probationary appointment.

((The civil service commission shall adopt rules to govern the administration of similar promotional examinations herein authorized, and appointments and other matters resulting therefrom.))

Ordered submitted: Board of Supervisors, San Francisco, March 22, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Ferdon, Lewis, Mancuso, McAteer, McCarty, Mead.

Absent: Supervisor McMahan.

I hereby certify that the charter amendment resolution was ordered submitted by the Board of Supervisors of the City and County of San Francisco.

JOHN R. McGRATH, Clerk.

PROPOSITION E

Amends Charter Section 119.3; requires maintenance and operation of cable car system along certain lines and directs provision of funds for capital costs to accomplish this purpose.

CHARTER AMENDMENT (PLAN B)

Describing and setting forth a proposal to the qualified electors of the City and County of San Francisco to amend the charter of said city and county by amending Section 119.3 thereof, relating to the operation of cable cars.

The Board of Supervisors of the City and County of San Francisco hereby submits to the qualified electors of said city and county at an election to be held therein on June 8, 1954, a proposal to amend the charter of said city and county by amending Section 119.3 thereof, so that the same shall read as follows:

Note: Additions or substitutions are indicated by bold-face type; deletions are indicated by ((double parentheses)).

OPERATION OF CABLE CARS

Section 119.3. In the conduct of the municipal railway there ((the public utilities commission)) shall be maintained and operated ((the present and existing)) cable car ((system now operated by the municipal railway, in the interest of public safety and convenience and as a link with San Francisco's historic past.)) lines as follows:

1. A line commencing at Powell and Market Streets; thence along Powell Street to Jackson Street; thence along Jackson Street to Mason Street; thence along Mason Street to Columbus Avenue; thence along Columbus Avenue to Taylor Street; thence along Taylor Street to a terminal at Bay Street; returning from Bay and Taylor Streets along Taylor Street to Columbus Avenue; thence along Columbus Avenue to Mason Street; thence along Mason Street to Washington Street; thence along Washington Street to Powell Street; and thence along Powell Street to Market Street, the point of commencement.

2. A line commencing at Powell and Market Streets; thence along Powell Street to Jackson Street; thence along Jackson Street to Hyde Street; thence along Hyde Street to a terminal at Beach, returning from Beach and Hyde Streets along Hyde Street to Washington Street; thence along Washington Street to Powell Street; thence along Powell Street to Market Street, the point of commencement.

3. A line commencing at Market and California; thence along California Street to a terminal at Van Ness Avenue; returning from Van Ness Avenue along California Street to Market Street, the point of commencement.

Notwithstanding the provisions of Section 74 of the Charter the Board of Supervisors shall have power, and it shall be its duty, to provide \$855,820 from any funds certified by the Controller to be legally available for capital costs to accomplish the purpose of this section and it shall, for the fiscal year 1955-1956, levy a tax to provide any portion thereof not theretofore provided.

The amounts realized from the sale or disposition of that certain parcel of real property situate at the southwest corner of California and Hyde Streets shall be made available for capital costs for the purpose of this section, and shall be in addition to the amount specified in the preceding paragraph.

((This section shall have precedence over section 121 of the charter of said city and county and any other section deemed in conflict herewith.))

Proposed expenditures for capital costs in excess of the amounts hereinabove specifically provided for shall be subject to the provisions of Section 74 of the Charter.

Ordered submitted: Board of Supervisors, San Francisco, March 29, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Lewis, Mancuso, McCarty, Mead.

Noes: Supervisors Dobbs, Ferdon, McAteer, McMahon.

I hereby certify that the foregoing charter amendment was ordered submitted by the Board of Supervisors of the City and County of San Francisco.

JOHN R. McGRATH, Clerk.

ARGUMENT FOR PROPOSITION "E"

Keep Cable Cars In San Francisco

A "Yes" vote on Proposition "E" puts into effect Plan "B," which will preserve the following cable car lines in San Francisco:

1. Powell-Mason line: Market Street to Fisherman's Wharf.
2. Powell-Hyde line: Market Street to Aquatic Park.
3. California Street line: Market Street to Van Ness Avenue. Proposition "E" (Plan "B") will also:
 - (a) Assure approximately \$1,000,000 for a cable car improvement program.
 - (b) Make available the proceeds from sale of property at California and Hyde Streets for improvement of the cable car system.
 - (c) Improve the traffic pattern by conforming to the Master Plan.
 - (d) Increase safety of cable cars, particularly by eliminating the hazard of moving cars on Pine Street in opposition to one-way traffic.
 - (e) Increase tourist attraction by retaining the three scenic cable car lines, and providing a direct cable car line from Market and Powell Streets to Aquatic Park.

Proposition "E" (Plan "B") is the only proposal of the many programs advanced and studied which will preserve (freeze) a substantial cable car system for San Francisco; provide substantial capital improvements to the system; and at a cost which will be offset by savings.

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Lewis, Mancuso, McCarty, McMahon, Mead.

Noes: Supervisors Dobbs, McAteer.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

ARGUMENT FOR PROPOSITION "E"

For a Permanent, Economical Cable Car System Vote "Yes" on "E"

Vote "Yes" on Proposition "E" to insure a permanent, safe and economical cable car system for San Francisco.

Proposition "E" will preserve the scenic tourist lines.

Proposition "E" will make it possible to sell one power-house and car-barn and rehabilitate the other for safe, dependable operation at a reasonable cost to the taxpayer. Proposition "E" must be approved, or millions of dollars will be required to keep the present lines operating. Unless this money is forthcoming and the property put in good operating condition, the accident hazard will greatly increase.

Vote "Yes" on Proposition "E" for a Consolidated Cable Car System

The San Francisco Municipal Conference, composed of representatives of the following organizations, presents the foregoing statements to the voters and supports this measure:

Building Owners & Managers Assn.
California Northern Hotel Assn.
Down Town Association.
San Francisco Chamber of Commerce.

San Francisco Junior Chamber of Commerce.
San Francisco Real Estate Board.
Apartment House Association of
of San Francisco.

This argument is sponsored by the San Francisco Municipal Conference.
DANTE P. LEMBI, Chairman.

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Lewis, Mancuso, McCarty, McMahon, Mead.

Noes: Supervisors Dobbs, McAteer.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

ARGUMENT AGAINST PROPOSITION "E"

Don't Be Fooled! Proposition "E" Will Not Save the Cable Cars!

It will mean the end of San Francisco's cable car system by destroying the Washington-Jackson line, presently protected by your vote, the outer California line, and the O'Farrell-Hyde line, and turning the few remaining lines into an economically-unsound tax-supported tourist attraction which would soon lose its genuine appeal for visitors and become a continuous burden on the taxpayers.

Proposition "E" Will Not Save the Taxpayers' Money!

It will increase your tax-rate and require further bond issue to pay an admitted cost of \$2,931,900, and finally require more money to buy or lease busses to run on Washington, Jackson, Leavenworth, Turk, O'Farrell, and California Streets.

It does not give you a chance to vote to save San Francisco's cable car system, which already conforms to the Master Plan.

Proposition "E" Makes No Attempt To Solve Our Transit Problems!

According to official reports and private engineering surveys, the present system can run at a profit if properly managed and would cost the taxpayers nothing to be restored to full operation, unless the sponsors of Proposition "E" have allowed the ripping out of tracks and the selling of cable cars.

Proposition "E" is sponsored by the same people who have tried to get rid of the cable cars for seven years and rob San Francisco of its priceless individuality.

It sets a dangerous precedent by undermining provisions of the City Charter which safeguard the taxpayers against reckless government spending.

To Save the Cable Cars Vote "No" on Proposition "E"

This argument is sponsored by the Citizens Committee to Save the Cable Cars.

MRS. HANS KLUSSMANN,
Chairman.

A "No" vote on Proposition "E" is endorsed by:

San Francisco Council of District Merchants Association.

CONTROLLER'S STATEMENT PURSUANT TO CHARTER SECTION 183

PROPOSITION "E"

Based on estimates prepared by the Public Utilities Commission's Bureau of Engineering and Manager of Utilities, should Proposition "E" be enacted, it is estimated that construction costs will be incurred in the first year in the amount of \$530,820 which will be equivalent to four and three-tenths cents in the tax rate and that additional construction costs will be incurred in the second year in the amount of \$500,000 which will be equivalent to four and one-tenth cents in the tax rate. Tax rate calculations were based on the current assessment roll.

HARRY D. ROSS, Controller,
City and County of San Francisco.

PROPOSITION F

Sewer Bonds, 1954. To incur a bonded indebtedness in the sum of \$12,645,000 for the acquisition, construction and completion of buildings, lands, structures, and all other works, properties and appurtenances necessary or useful for sewage collection and disposal.

ORDINANCE 8520

(Series of 1939)

CALLING AND PROVIDING FOR A SPECIAL ELECTION TO BE HELD IN THE CITY AND COUNTY OF SAN FRANCISCO ON TUESDAY, JUNE 8, 1954, FOR THE PURPOSE OF SUBMITTING TO THE VOTERS OF THE CITY AND COUNTY OF SAN FRANCISCO A PROPOSITION TO INCUR A BONDED DEBT OF THE CITY AND COUNTY TO THE AMOUNT OF \$12,645,000 FOR THE ACQUISITION, CONSTRUCTION AND COMPLETION BY THE CITY AND COUNTY OF SAN FRANCISCO OF THE FOLLOWING MUNICIPAL IMPROVEMENT, TO WIT: BUILDINGS, LANDS, STRUCTURES, AND ALL OTHER WORKS, PROPERTIES AND APPURTENANCES NECESSARY OR USEFUL FOR SEWAGE DISPOSAL PLANTS, INCLUDING ADDITIONS AND BETTERMENTS TO EXISTING PLANTS, PUMPING STATIONS, COLLECTING SYSTEMS, OUTFALL SEWERS, NEW SEWERS, REPLACEMENT OF EXISTING SEWERS, AND OTHER FACILITIES, ALL WITHIN THE CITY AND COUNTY OF SAN FRANCISCO, AND THAT THE ESTIMATED COST TO THE CITY AND COUNTY OF SAID MUNICIPAL IMPROVEMENT IS AND WILL BE TOO GREAT TO BE PAID OUT OF THE ORDINARY

ANNUAL INCOME AND REVENUE OF THE CITY AND COUNTY AND WILL REQUIRE AN EXPENDITURE GREATER THAN THE AMOUNT ALLOWED THEREFOR BY THE ANNUAL TAX LEVY; ALL IN ORDER TO DO AND PERFORM ANY AND ALL OF THE MATTERS HEREINABOVE REFERRED TO FOR SEWAGE DISPOSAL PURPOSES; FIXING BONDS AND PROVIDING FOR THE LEVY AND COLLECTION OF TAXES TO PAY BOTH PRINCIPAL AND INTEREST THEREOF, PRESCRIBING NOTICE TO BE GIVEN OF SUCH ELECTION AND CONSOLIDATING THE SPECIAL ELECTION WITH THE STATE PRIMARY ELECTION.

Be it ordained by the People of the City and County of San Francisco:

Section 1. A special election is hereby called and ordered to be held in the City and County of San Francisco on Tuesday, the 8th day of June, 1954, for the purpose of submitting to the electors of said city and county a proposition to incur a bonded indebtedness of the City and County of San Francisco in the principal amount of \$12,645,000 and for the acquisition, construction and completion by the City and County of San Francisco of the following municipal improvement, to wit: Buildings, lands, structures, and all other works, properties and appurtenances necessary or useful for sewage disposal plants, including additions and betterments to existing plants, pumping stations, collecting systems, outfall sewers, new sewers, replacement of existing sewers, and other facilities, all within the city and county, all in order to do and perform any and all of the matters hereinabove referred to for the disposal of sewage.

Section 2. The estimated cost of the municipal improvement described herein was fixed by the Board of Supervisors by Resolution No. 14245 (Series of 1939), passed by more than two-thirds of said board, and approved by the Mayor in the sum of \$12,645,000 and such sum is, and was found by said resolution, to be, too great to be paid out of the ordinary annual income and revenue of the city and county in addition to the other annual expenses thereof or other funds derived from taxes levied for that purpose and will require an expenditure greater than the amount allowed therefor by the annual tax levy.

The method and manner of payment of the estimated cost of the municipal improvement described herein are by the issuance of bonds of the City and County of San Francisco in the principal amount specified in Section 1 hereof.

Section 3. The special election hereby called and ordered to be held shall be held and conducted and the votes thereat received and canvassed and the returns thereof made and the result thereof ascertained, determined and declared as herein provided and in all particulars not herein recited said election shall be held according to the laws of the State of California providing for and governing elections in the City and County of San Francisco, and the polls for such election shall be and remain open during the time required by said laws.

Section 4. The said special election hereby called shall be and hereby is consolidated with the State Primary Election to be held Tuesday, June 8, 1954, and the voting precincts, polling places and officers of election for said State Primary Election be and the same are hereby adopted, established, designated, and named, respectively, as the voting precincts, polling places and officers of election for said special election hereby called and

as specifically set forth by the Registrar of Voters of polling places and election officers for the said State Primary Election.

The ballots to be used at said special election shall be the ballots to be used at said State Primary Election and reference is hereby made to the notice of election setting forth the voting precincts, polling places and officers of election by the Registrar of Voters for the State Primary Election to be published in the San Francisco Examiner on or about May 28, 1954.

Section 5. On the ballots to be used at such special election and on the voting machines used at said special election, in addition to any other matter required by law to be printed thereon, shall appear thereon the following:

"Sewer Bonds, 1954. To incur a bonded indebtedness in the sum of \$12,645,000 for the acquisition, construction and completion of buildings, lands, structures, and all other works, properties and appurtenances necessary or useful for sewage collection and disposal."

To vote for the proposition where ballots are used and to incur the bonded indebtedness to the amount of and for the purposes stated herein, stamp a cross (X) in the blank space to the right of the word "Yes." To vote against the proposition and thereby refuse to authorize the incurring of a bonded indebtedness to the amount of and for the purposes stated herein, stamp a cross (X) in the blank space to the right of the word "No."

Where voting machines are used at said special election the said voting machines shall be so arranged that any qualified elector may vote for the proposition by pulling down a lever over the word "Yes" under or near a statement of the proposed proposition appearing on cardboard, paper or other material placed on the front of the machine and said act shall constitute a vote for the proposition, and by pulling down a lever over the word "No" under or near a statement of the proposed proposition appearing on cardboard, paper or other material placed on the front of the machine, shall constitute a vote against the proposition. Said voting machines and the preparation of the same shall comply in all respects with the provisions of law.

Section 6. If at such special election it shall appear that two-thirds of all the voters voting on said proposition voted in favor of and authorized the incurring of a bonded indebtedness for the purposes set forth in said proposition, then such proposition shall have been accepted by the electors and bonds shall be issued to defray the cost of the municipal improvement described herein. Such bonds shall be of the form and character known as "serials," and shall bear interest at a rate not to exceed 6 per centum per annum, payable semiannually.

Section 7. For the purpose of paying the principal and interest on said bonds, the Board of Supervisors shall, at the time of fixing the general tax levy and in the manner for such general tax levy provided, levy and collect annually each year until such bonds are paid, or until there is a sum in the Treasury of said city and county set apart for that purpose to meet all sums coming due for the principal and interest on said bonds, a tax sufficient to pay the annual interest on such bonds as the same become due and also such part of the principal thereof as shall become due before the proceeds of a tax levied at the time for making the next general tax levy can be made available for the payment of such principal.

Section 8. This ordinance shall be published once a day for at least

seven (7) days in the San Francisco Examiner, a newspaper published daily in the City and County of San Francisco, being the official newspaper of said city and county and such publication shall constitute notice of said election and no other notice of the election hereby called need be given.

Passed for Second Reading—Board of Supervisors, San Francisco, April 5, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Ferdon, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

JOHN R. McGRATH, Clerk.

Read Second Time and Finally Passed—Board of Supervisors, San Francisco, April 12, 1954.

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Ferdon, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

I hereby certify that the foregoing ordinance was finally passed by the Board of Supervisors of the City and County of San Francisco.

JOHN R. McGRATH, Clerk.

Approved, April 14, 1954.

ELMER E. ROBINSON, Mayor.

ARGUMENT FOR PROPOSITION "F"

(Sewer Bonds)

Proposition "F" authorizes the issuance of bonds in the amount of \$12,645,000 for continuance of San Francisco's sewer and sewage treatment plant construction program.

During the depression and war years our sewer system was neglected. During the last ten years, however, excellent progress has been made in replacement of worn out sewers, enlargements where required, extensions to serve newly built up areas, and construction of disposal plants and collecting lines leading to those plants. The city may well be proud of its sanitary system accomplishments to date.

With the money from this bond issue all pollution of waters on the three sides of the city will be stopped and all serious flooding conditions that have been reported from time to time during heavy storms will be removed. Those are targets aimed at when the program of construction was begun; attained, they will place San Francisco in the forefront of American cities.

With funds derived from prior bond issues and from state allocations the city has completed three large treatment plants and many of the collecting sewers and pumping stations needed to divert sewage to the plants, and has built or rebuilt many large sewers vital to the health and growth of the community.

It is essential now to complete the program to the point of meeting all pressing current needs.

Approximately half of the money from this issue will be used for new collecting lines and pumping stations to complete the diversion of the city's sewage to treatment plants, thereby removing pollution from the city's entire shore line, and approximately half will be expended to replace inadequate sewers, build new sewers in industrial and new residential areas, extend effluent outfalls to permit tidelands reclamation, and replace sewers in subsiding streets. A small portion will be spent for improvements to the three treatment plants that experience has shown desirable.

Passage of this bond issue will help to make San Francisco and the Bay Area a better place in which to live.

On April 19, 1954, the Board of Supervisors authorized the foregoing argument for inclusion in the election pamphlet for June 8, 1954, by the following vote:

Ayes: Supervisors Arnold, Carberry, Christopher, Dobbs, Lewis, Mancuso, McAteer, McCarty, McMahon, Mead.

Absent: Supervisor Ferdon.

JOHN R. McGRATH, Clerk,
Board of Supervisors.

CONTROLLER'S STATEMENT PURSUANT TO CHARTER SECTION 183

PROPOSITION "F"

Should the proposed \$12,645,000 Sewer Bonds, 1954, be authorized and when all bonds shall have been issued it is estimated that the average amount required annually for fifteen years to pay the interest thereon and redemption thereof will be approximately \$977,880. Based on the current assessment roll \$977,880 will be equivalent to an increase of eight cents in the tax rate, for an average of 15 years. The Director of Public Works reported that as the net product of the expenditure of \$12,645,000, current operating and maintenance costs will not be increased.

HARRY D. ROSS, Controller,
City and County of San Francisco.

21 SAMPLE BALLOT

Vote Early

POLLS OPEN FROM
7 A.M. to 8 P.M.



Lines A, B, and C
Democratic
Party
Ballot

A

B

C

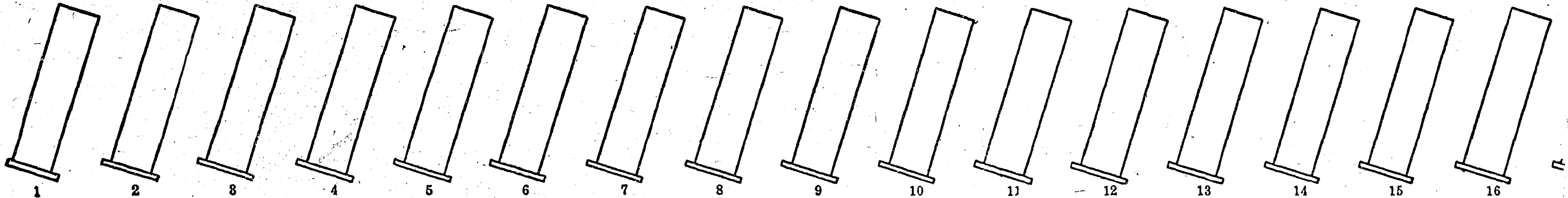
The Voting Machine Will
Record Votes **ONLY** Where
The Pointers Are Left **DOWN**.



DIRECTIONS FOR VOTING



- 1st. MOVE RED HANDLE LEVER of VOTING MACHINE
LEAVE IT THERE.
- 2nd. TO VOTE FOR CANDIDATES of your choice
the CANDIDATES for whom you wish to vote.



PROPOSITION



YES

A

NO

Amends Charter Section 151.3; provides method of fixing wages of platform employees, coach and bus operators of the Municipal Railway.



PROPOSITION



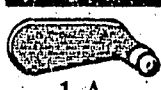
YES

B

NO

Ordinance submitted to electors, amending ordinance adopted by electors on May 2, 1935, relating to the number of platform employees required to be in charge of certain street railway cars while carrying passengers.

1
GOVERNOR
VOTE FOR ONE



1-A
Goodwin J.
Knight
Governor of
California
Rep.

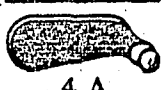


2-A
Richard
Perrin
Graves
Governmental
Administrator
Dem.

3
4
**Lieutenant
Governor**
VOTE FOR ONE

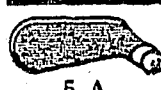


3-A
Harold J.
Powers
Lieutenant
Governor
Rep.

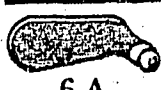


4-A
James W.
Silliman
Speaker of
the Assembly
Calif. Legis.
Rep.

5
6
**Secretary
of State**
VOTE FOR ONE

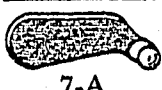


5-A
Frank M.
Jordan
Secretary
of State
Rep.



6-A
Daniel
Raeburn
Newspaper
Publisher
Dem.

7
8
Controller
VOTE FOR ONE

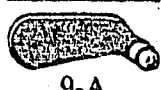


7-A
Robert C.
Kirkwood
State
Controller
Rep.

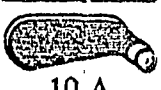


8-A
George D.
Collins, Jr.
Assemblyman
24th District
Calif. Legis.
Dem.

9
10
Treasurer
VOTE FOR ONE



9-A
Charles G.
Johnson
State
Treasurer
Rep.



10-A
George E.
Johnson
Business
Executive
Dem.

11
12
**Attorney
General**
VOTE FOR ONE

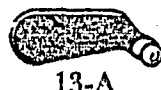


11-A
Edmund G.
(Pat)
Brown
Atty. General
of California
Dem.



12-A
Fred N.
Howser
Attorney
at Law
Rep.

13
14
**Member State Board
of Equalization
(1st District)**
VOTE FOR ONE

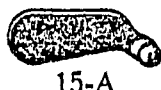


13-A
George R.
Reilly
Incumbent
Dem.

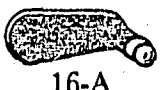


14-A
Roy J.
Knight
Rep.

15
16
17
United States Senator
VOTE FOR ONE



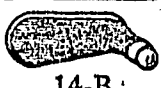
15-A
Thomas H.
Kuchel
United States
Senator
Rep.



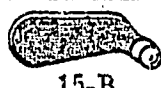
16-A
Isobel M.
Cerney
Teacher &
Writer
Ind. Prog.



17-A
Adam C.
Derkun
Public
Accountant
Dem.



14-B
Stuart L.
McClure
Newspaperman
Rep.



15-B
Leo
Gallagher
Lawyer
Dem.



16-B
Samuel
William
Yorty
Member United
States Congress
Dem.

DIRECT PRIMARY ELECTION JUNE 8, 1954

- ☞ MACHINE to the RIGHT as far as it will go and choice, pull down the POINTERS over the names of to VOTE and LEAVE THEM DOWN.
- 3rd. TO VOTE for a person whose name does not appear on the BALLOT LABEL CARD, raise numbered slide at top of machine corresponding to number of office on OFFICE TITLE CARD, and write name of candidate on paper under slide. (Do not pull down pointer over name of any candidate in office group in which you intend to write in name of a candidate.)
- 4th. TO VOTE FOR OR AGAINST STATE or CITY AND COUNTY PROPOSITIONS pointers over the words "Yes" or "No", as you may desire to vote, and LEAVE THEM DOWN.
- 5th. LEAVING THE POINTERS DOWN as you have placed them, move the R

17

18

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25

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29

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35

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37

PROPOSITION

YES

C

NO

Ordinance submitted to electors, amending ordinance adopted by electors on November 8, 1932, relating to refuse collection and disposal.

PROPOSITION

YES

D

NO



















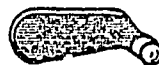






























Amends Charter Section 146.1, providing for substitute promotional examinations in city service for persons returning from authorized military leave; repeals Charter Section 146.2, relating to same subject.

PROPOSITION

YES

E

Amends Charter Section 119.3; requires maintenance along certain lines and directs provision of funds purpose.

18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Representative in Congress (4th District) VOTE FOR ONE		State Senator (14th District) VOTE FOR ONE		Member of Assembly (21st Dist.) Vote for One		MEMBERS OF COUNTY CENTRAL COMMITTEE (21st Assembly District) VOTE FOR FIVE												
 18-A William S. Mailliard United States Congressman Rep.	 19-A Philip A. O'Rourke Labor Executive Dem.	 20-A Donald J. Bruce Retired Rep.	 21-A George M. Del Secco Businessman Rep.	 22-A Caspar W. Weinberger Incumbent Rep.	 23-A Charles H. Osborne Engineer	 24-A Robt. N. Danforth Lawyer	 25-A Robert J. Mahoney	 26-A William Jack Chow Attorney	 27-A Erich Nielsen	 28-A Elmer P. Delany	 29-A George P. Finnegan Attorney	 30-A John J. Shea Incumbent	 31-A Elizabeth Collins	 32-A Dorothy Kulwin	 33-A John C. Reilly	 34-A Katherine G. (Pat) Flynn Housewife	 35-A R. Steve de Ferrari	 36-A Sara C. O'Connor
		 20-B Leo F. Kaufman Sales Manager Dem.	 21-B Robert I. McCarthy Attorney At Law Dem.		 23-B Bernard (Bud) Task	 24-B John R. Culleton U. S. Army Retired	 25-B William Herbert Ackridge	 26-B James P. (Jim) Norton	 27-B Frederick M. Coleman	 28-B Mary L. Garretson Chemist	 29-B John Michael Waldron Radio Technician	 30-B Richard Whalen	 31-B William K. Coblentz Attorney	 32-B Elmer A. Schivo Manager	 33-B Edward John Dollard	 34-B Patrick R. Kelly Attorney- At-Law	 35-B Addison B. Green Jr. Insurance Underwriter	 36-B Joseph White Carson
					 23-C Robert E. Clayton	 24-C Henry Domeniconi	 25-C Frederick F. Campagnoli Attorney- At-Law	 26-C Louis Macouillard	 27-C Patricia K. Mooser	 28-C Marcia Judson Simon Housewife	 29-C Alvin William Collier	 30-C Jackson Kee Hu Insurance Broker	 31-C Ernest Henry Sorotskin Research Director	 32-C Roy Cardellini	 33-C Arthur T. Poheim	 34-C John F. O'Brien Incumbent	 35-C Ralph A. Taylor	 36-C Grace Macouillard

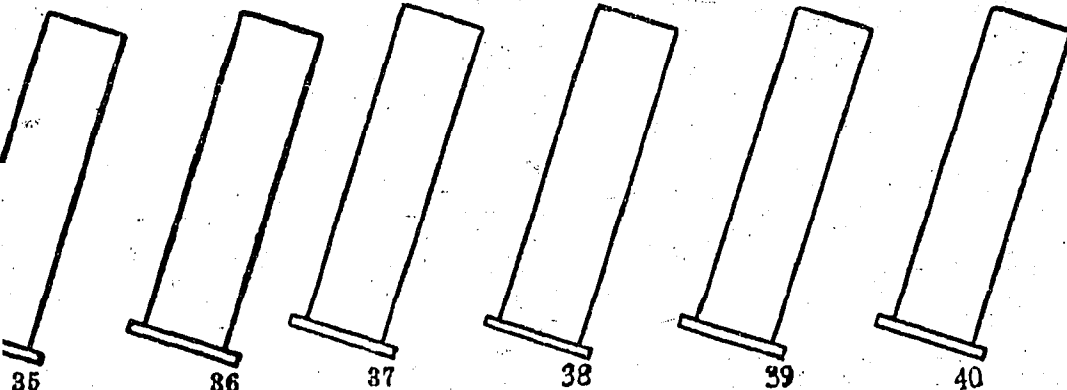
DEMOCRATIC BALLOT



COUNTY PROPOSITIONS, pull DOWN
may desire to vote, and LEAVE THEM

LEVER of the VOTING MACHINE to the LEFT as far as it will go and you have voted and
your vote is registered.



placed them, move the RED HANDLE

IF IN DOUBT AS TO OPERATING THE VOTING MACHINE, REQUEST INSTRUCTIONS FROM
THE INSPECTOR OR JUDGE OF THE ELECTION BOARD BEFORE ATTEMPTING TO VOTE.




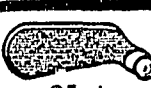

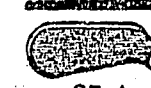
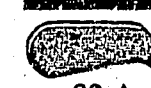
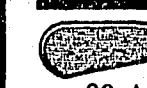
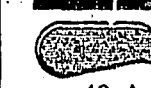
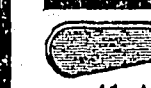
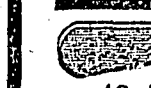








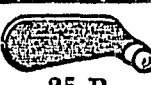


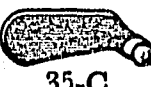
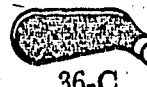

PROPOSITION
 YES E  NO


119.3; requires maintenance and operation of cable car system
directs provision of funds for capital costs to accomplish this

PROPOSITION
 YES F  NO

Sewer Bonds, 1954. To incur a bonded indebtedness in the sum of \$12,645,000 for the
acquisition, construction and completion of buildings, lands, structures, and all other
works, properties and appurtenances necessary or useful for sewage collection and disposal.

 **City and County
Propositions**

35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
			Judge of Superior Court Office No. 1 Vote for One	Judge of Superior Court Office No. 2 Vote for One	Judge of Superior Court Office No. 3 Vote for One	Judge of Superior Court Office No. 4 Vote for One	Judge of Superior Court Office No. 5 Vote for One	Judge of Superior Court Office No. 6 Vote for One	Judge of Superior Court Office No. 7 Vote for One	Judge of Superior Court Office No. 8 Vote for One	Superintendent of Public Instruction VOTE FOR ONE.				
 35-A R. Steve de Ferrari	 36-A Sara C. O'Connor	 37-A James Lee	 38-A Theresa Meikle Incumbent	 39-A Milton D. Sapiro Incumbent	 40-A Frank T. Deasy Incumbent	 41-A Albert C. Wollenberg Incumbent	 42-A Daniel R. Shoemaker Incumbent	 43-A Eustace Cullinan Jr. Incumbent	 44-A Twain Michelsen Incumbent	 45-A Preston Devine Incumbent	 46-A Roy E. Simpson Incumbent	 47-A Edward L. Alberts College Professor	 48-A David B. Everett Educator	 49-A Peter A. Luppen Doctor Secondary Education	 50-A Harry Charles Steinmetz Teacher and Psychologist
 35-B Addison B. Green Jr. Insurance Underwriter	 36-B Joseph White Carson	 37-B Thomas J. O'Hanlon													
 35-C Ralph A. Taylor	 36-C Grace Macouillard	 37-C Frank X. Harrigan													





19 SAMPLE BALLOT

Vote Early

POLLS OPEN FROM
7 A.M. to 8 P.M.



Lines D and E
Republican
Party
Ballot

D

E

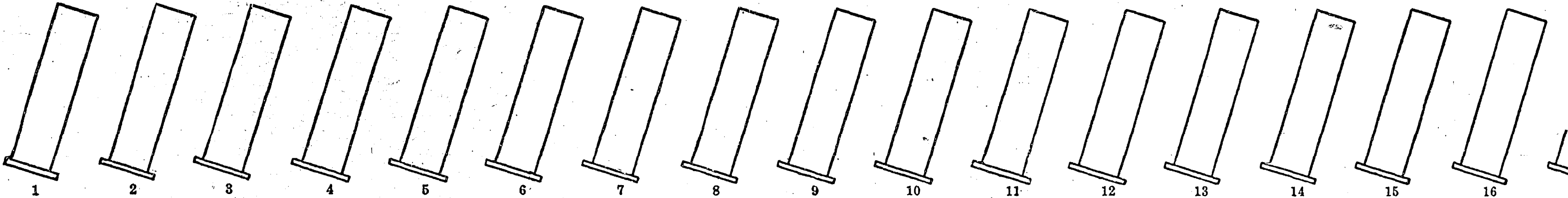
The Voting Machine Will
Record Votes ONLY Where
The Pointers Are Left DOWN.



DIRECTIONS
FOR VOTING



- 1st. MOVE RED HANDLE LEVER of VOTING MACHINE
LEAVE IT THERE.
- 2nd. TO VOTE FOR CANDIDATES of your choice
the CANDIDATES for whom you wish to vote



PROPOSITION
YES A NO

Amends Charter Section 151.3; provides method of fixing wages of platform employees, coach and bus operators of the Municipal Railway.

PROPOSITION
YES B NO

Ordinance submitted to electors, amending ordinance adopted by electors on May 2, 1935, relating to the number of platform employees required to be in charge of certain street railway cars while carrying passengers.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
GOVERNOR VOTE FOR ONE		Lieutenant Governor VOTE FOR ONE		Secretary of State VOTE FOR ONE		Controller VOTE FOR ONE		Treasurer VOTE FOR ONE		Attorney General VOTE FOR ONE		Member State Board of Equalization (1st District) VOTE FOR ONE		United States Senator VOTE FOR ONE		
Goodwin J. Knight Governor of California Rep.	Cornell L. Gabrish Contractor Rep.	Harold J. Powers Lieutenant Governor Rep.	Frederick F. Houser Judge of the Superior Court Rep.	Frank M. Jordan Secretary of State Rep.	Daniel Raeburn Newspaper Publisher Dem.	Robert C. Kirkwood State Controller Rep.	George D. Collins, Jr. Assemblyman 24th District Calif. Legis. Dem.	Charles G. Johnson State Treasurer Rep.	Robert R. Darby Business Man Rep.	Edmund G. (Pat) Brown Atty. General of California Dem.	Fred N. Howser Attorney at Law Rep.	George R. Reilly Incumbent Dem.	Roy J. Knight Rep.	Thomas H. Kuchel United States Senator Rep.	Isobel M. Cerney Teacher & Writer Ind. Prog.	William T. Hooley Fireman Rep.
	Richard Perrin Graves Governmental Administrator Dem.	Edward R. Roybal Member Los Angeles City Council Dem.	James W. Silliman Speaker of the Assembly Calif. Legis. Rep.						George E. Johnson Business Executive Dem.	Claude A. Watson Attorney at Law Rep.			Stuart L. McClure Newspaperman Rep.	Samuel William Yorty Member United States Congress Dem.		

DIRECT PRIMARY ELECTION JUNE 8, 1954

MACHINE to the RIGHT as far as it will go and
ice, pull down the POINTERS over the names of
VOTE and LEAVE THEM DOWN.

3rd. TO VOTE for a person whose name does not appear on the BALLOT LABEL CARD, raise
numbered slide at top of machine corresponding to number of office on OFFICE TITLE
CARD, and write name of candidate on paper under slide. (Do not pull down pointer over
name of any candidate in office group in which you intend to write in name of a candidate.)

4th. TO VOTE FOR OR AGAINST STATE or CITY AND COUNTY PROPOSITIONS, pull DOWN
pointers over the words "Yes" or "No", as you may desire to vote, and LEAVE THEM
DOWN.
5th. LEAVING THE POINTERS DOWN as you have placed them, move the RED HANDLE

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PROPOSITION

YESCNO

Ordinance submitted to electors, amending ordinance adopted by electors on November
, 1932, relating to refuse collection and disposal.

PROPOSITION

YESDNO

Amends Charter Section 146.1, providing for substitute promotional examinations in city
service for persons returning from authorized military leave; repeals Charter Section
146.2, relating to same subject.

PROPOSITION

YESENO

Amends Charter Section 119.3; requires maintenance and operat
along certain lines and directs provision of funds for capital c
purpose.

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Representative
in Congress
(4th District)
VOTE FOR ONE

State Senator
(14th District)
VOTE FOR ONE

Member of
Assembly
(19th District)
VOTE FOR ONE

MEMBERS OF COUNTY CENTRAL COMMITTEE
(19th Assembly District)
VOTE FOR FIVE

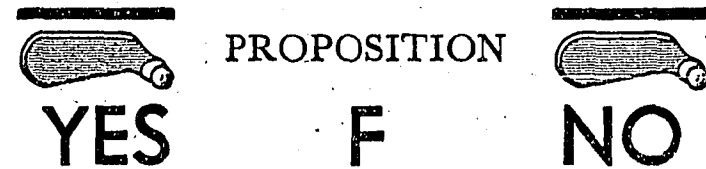
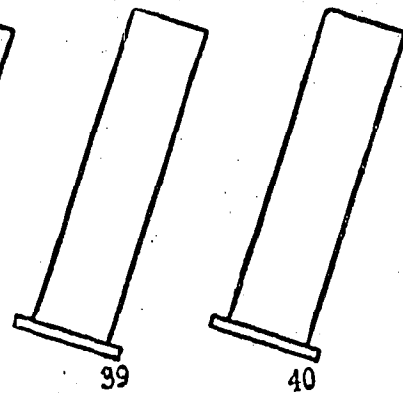
<div><div></div><div>18-D</div><div>William S. Mailliard</div><div>United States Congressman Rep.</div></div>	<div><div></div><div>19-D</div><div>Philip A. O'Rourke</div><div>Labor Executive Dem.</div></div>	<div><div></div><div>20-D</div><div>Donald J. Bruce</div><div>Retired Rep.</div></div>	<div><div></div><div>21-D</div><div>George M. Del Secco</div><div>Businessman Rep.</div></div>	<div><div></div><div>22-D</div><div>Charles W. Meyers</div><div>Incumbent Dem.</div></div>	<div><div></div><div>23-D</div><div>Walter D. Forbes</div><div>Industrial Chemist Rep.</div></div>	<div><div></div><div>24-D</div><div>Charles Watt Smith</div><div>Incumbent</div></div>	<div><div></div><div>25-D</div><div>Julia F. Bode</div><div>Incumbent</div></div>	<div><div></div><div>26-D</div><div>James J. Sullivan</div><div>Incumbent</div></div>	<div><div></div><div>27-D</div><div>John J. Doyle</div><div>Incumbent</div></div>	<div><div></div><div>28-D</div><div>Robert C. Dunn</div><div>Attorney- At-Law</div></div>	<div><div></div><div>29-D</div><div>Arthur J. Dolan Jr.</div><div>Incumbent</div></div>
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<div><div></div><div>21-E</div><div>Robert I. McCarthy</div><div>Attorney At Law Dem.</div></div>	<div><div></div><div>22-E</div><div>Frank J. Maher</div><div>Office Manager Rep.</div></div>	<div><div></div><div>23-E</div><div>Milton Marks</div><div>Attorney Rep.</div></div>
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REPUBLICAN BALLOT

LEVER of the VOTING MACHINE to the LEFT as far as it will go and you have voted and your vote is registered.

IF IN DOUBT AS TO OPERATING THE VOTING MACHINE, REQUEST INSTRUCTIONS FROM THE INSPECTOR OR JUDGE OF THE ELECTION BOARD BEFORE ATTEMPTING TO VOTE.



PROPOSITION

YES

F










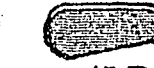



NO

tion of cable car system
costs to accomplish this

Sewer Bonds, 1954. To incur a bonded indebtedness in the sum of \$12,645,000 for the acquisition, construction and completion of buildings, lands, structures, and all other works, properties and appurtenances necessary or useful for sewage collection and disposal.



City and County Propositions

38	39	40	41	42	43	44	45	46	47	48	49	50
Judge of Superior Court Office No. 1 Vote for One	Judge of Superior Court Office No. 2 Vote for One	Judge of Superior Court Office No. 3 Vote for One	Judge of Superior Court Office No. 4 Vote for One	Judge of Superior Court Office No. 5 Vote for One	Judge of Superior Court Office No. 6 Vote for One	Judge of Superior Court Office No. 7 Vote for One	Judge of Superior Court Office No. 8 Vote for One	Superintendent of Public Instruction VOTE FOR ONE				
 38-D	 39-D	 40-D	 41-D	 42-D	 43-D	 44-D	 45-D	 46-D	 47-D	 48-D	 49-D	 50-D
Theresa Meikle Incumbent	Milton D. Sapiro Incumbent	Frank T. Deasy Incumbent	Albert C. Wollenberg Incumbent	Daniel R. Shoemaker Incumbent	Eustace Cullinan Jr. Incumbent	Twain Michelsen Incumbent	Preston Devine Incumbent	Roy E. Simpson Incumbent	Peter A. Luppen Doctor Secondary Education	Harry Charles Steinmetz Teacher and Psychologist	Edward L. Alberts College Professor	David B. Everett Educator

