

TORRANCE HERALD

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Section 6

L. A. Schools 'Okay' Report On Bungalows

Los Angeles City Board of Education has approved a report from School Superintendent Vierling Kersey that the Los Angeles School District had complied with a Superior Court order under which three bungalows were returned to the Culver City and Torrance City School Districts.

Kersey said one bungalow had been moved from the Crescent Heights Boulevard school to the Culver City grammar school, and two were removed from the Gardner Elementary school to the Perry school in Torrance at a total cost of \$3,276.20.

The Torrance lawsuit was brought by local taxpayers when the Torrance Herald revealed that Los Angeles was intending to remove some 13 bungalows valued at \$130,000 from Torrance to schools of the Los Angeles system. Culver City Board of Education joined in the action, and the court made law when it ruled that the portable bungalows belonged to Torrance and Culver City since new school districts had been established in the two cities by City Charter.

Also saved was approximately \$60,000 worth of real estate which Los Angeles was attempting to sell.

Torrance Bank Represented At Annual Dinner

More than 150 Southland bankers gathered at Los Angeles recently to attend the 21st annual dinner meeting of the Independent Bankers Association of Southern California, of which the Torrance National Bank is a member.

The meeting featured an address by Harry J. Harding, president of the First National Bank of Pleasanton and president of the Independent Bankers Ass'n of Central California.

Community owned and operated banks, Mr. Harding said, should make use of the advertising columns of their local newspapers to publicize aggressively the positive advantages which they have to offer their customers. Among these advantages, he listed personal contact with responsible bank officers, quicker service in making loan commitments and closer contact with community affairs.

The meeting marked the induction into office of the association's newly elected president, Mr. Robert McGowney, president of the Compton National Bank.

NAVY SHIPS

During the war, 7,234 combat types and 1,000 non-combat types of Naval ships were used, a total of 8,234. These do not include 60,000 small boats, minor landing and district craft. Those ships steamed a total of 420,000,000 miles.

Diamond Concrete Cutting Machine Torrance Product



IT'S MADE IN TORRANCE . . . Monte D. Healey, manager of the concrete cutting department of Felker Manufacturing Company, and Hal Frost, demonstrator, give a work out to the Torrance designed and manufactured Felker Di-Met concrete cutter. The machine, originated from plans by Healey and manufactured exclusively in Torrance, is being sold throughout the world. (Torrance Herald photo).

Diamonds have been used in construction work since 4000 B.C., but it was not until a Torrance man had an idea, 6947 years later, that a machine was developed which would cut concrete with a smooth edge and remove the evils of breakage and rough edges caused by the use of the "jack-hammer."

The man is Monte D. Healey, and the company originating and now manufacturing the machines for distribution throughout the world is Felker Manufacturing Company.

Naturally, the machine uses the famous patented Felker Di-Met blades, diamond rim wheels made especially for that purpose. Healey is manager of the Concrete Cutting Division of Felker.

Said Healey, when the Torrance Herald sent a reporter and photographer to Felker Manufacturing Company a few days ago, "Diamonds were used in the construction of the largest structure ever built by man, the Cheops Pyramid in Egypt. Large slabs of marble and granite were cut, ground and polished by the use of diamond and corundum dust as an abrasive.

"Since that time, diamond tools have been considered as delicate tools, to be used for lense cutting and grinding drills and similar uses. But today diamonds are used in concrete highway construction, maintenance and repair of streets and sidewalks, cutting concrete, and doing it so economically that their use has become a common practice.

"It is only natural that this should be the case. Diamond is the hardest known substance, and it requires diamond to cut granite which is, in most cases, a basic ingredient of Portland Cement concrete.

"Three years ago concrete cutting for patches and trench work in streets and highways

was unknown. Today it is a common practice.

"Concrete cutting is as sound an idea as scratching glass before breaking. The idea is the same. The reason for both is to obtain a clean, quick break, save material and eliminate the necessity of trimming up uneven, ragged edges after breaking.

"The Felker DI-MET concrete cutting wheel forms a weakened plane, making it easy for concrete breaking equipment. A cut of one-fourth to one-third the thickness of the slab is all that is necessary for a clean, quick break, without fractures, outside of the line of cut. It gives a straight, smooth edge against which to join the new concrete.

"This system saves on the complete operation of breaking out and replacing as much as 61 per cent! It saves on breaking out time. It saves on material. It saves longer hours using heavy equipment. It saves on labor, and it saves on patch maintenance."

Many cities, including the City of Torrance, and most public utility companies as well as county and state highway departments are adopting the Felker Di-Met concrete cutting machine in standard practice both because of the economy in cutting and the saving in repair, Healey said.

Felker, with Healey's aid, has been working on the idea of the concrete cutting machine since August of 1946, and now the machine is on the market in streamlined design, in virtual mass production. Some 100 of the machines now are in use.

Healey is taking a demonstrator to the convention of the American Institute of Concrete Engineers in Denver from Feb. 21 to 24, and it will be the only one at the party.

First the wheel was designed, Healey explained, and then the machine was designed to operate the wheel.

Each wheel will cut 2,700 feet of concrete one inch deep before need for replacement, and one wheel will cut 30,000 square inches of granite. Breaking time is reduced from 40 to 50 per cent and chipping time is eliminated, so that in the overall picture some 60 percent is saved by users of the original equipment, which costs less than \$1000 f.o.b. Torrance.

It is used in laying conduit; water pipes; gas or oil lines; laying sewer lines; replacing trucking ways; for grooving ramps for nonskid; for installing assembly line tracks; for patches in defective concrete; for islands for installing machinery; for installing sumps; for installing drain ditches; grooving colored concrete into pattern; for sidewalk, street and driveway patches; for installing traffic signals; for forming weakened plane joints in highways; for opening streets to locate leaks in water and gas lines; for adjusting the level of car tracks; for forming straight edges where the pavement joins the old; for cutting curbs to install ramps; for installing

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