

Three bus lines serve Torrance. They are Torrance Municipal Bus Lines, Greyhound Lines, and Gardena Lines.

Torrance is in the Los Angeles county's Fourth Supervisorial District and part of the Second District.

The month of March in 1959 showed eight purse snatching, according to the annual report of Police Chief Percy G. Bennett.

16 Years of

Progress

Serving Torrance Industry Since 1944

in Transporting Heavy Freight.

We're Proud to Be a Part of Torrance, a Wonderful "All-America City."

M&M Transfer Co.
1800 Oak St. — FA 8-2871

STORE SALES RISE YEARLY

There are 312 retail outlets in Torrance doing a business of \$8,806,000 in 1958, to put the city in 39th position statewide. Figures since 1955, according to Sales Management magazine are:

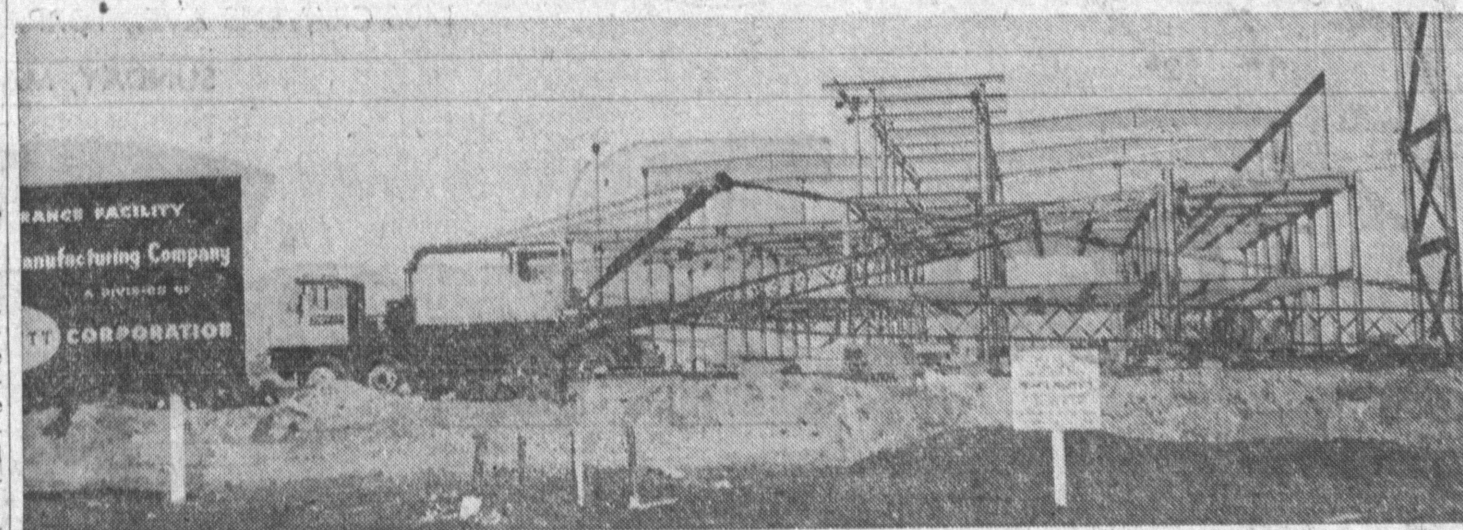
In 1955 the city ranked 55 with a trade volume of \$44,644,000; 1956, the ranking was 45 for \$56,002,000; 1957 saw it jump to 43 with \$65,061,000; and 1958 to its present position of 39 for \$74,487,000.

Hayden, Stone Names New Manager's Aide

William J. O'Neil of Reseda has been named assistant manager of the Miracle Mile office at 5657 Wilshire Blvd., of Hayden, Stone & Co., members of the New York Stock Exchange, Pacific Coast Stock Exchange, and other leading securities and commodities exchanges.

The appointment was announced by Robert I. Higgins, general partner in charge of western operations of the firm.

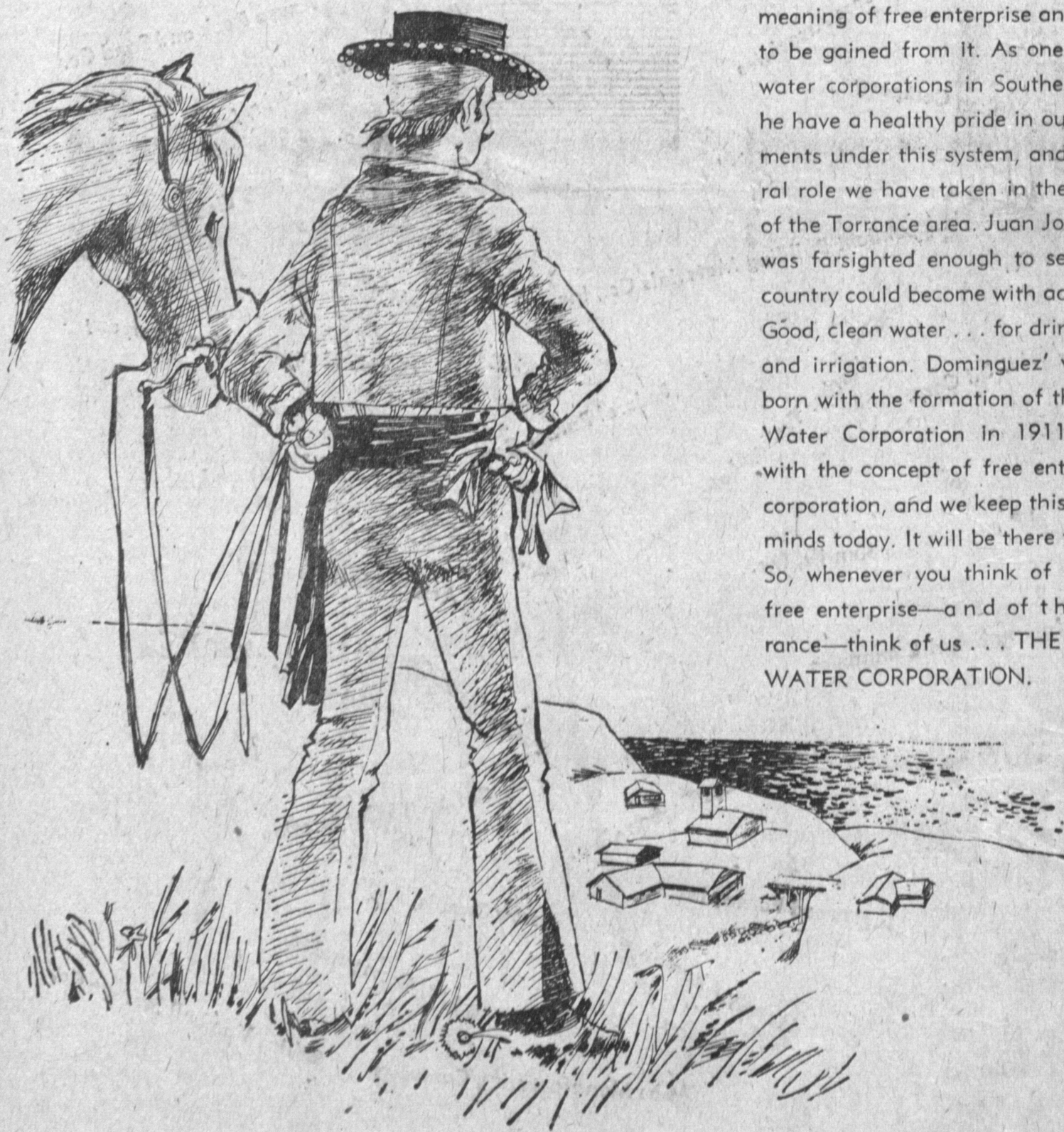
\$2,600,000 Garrett Plant Starting Here



NEW PLANT HERE—Construction of Garrett Corporation's AResearch facility at 190th St. and Crenshaw is progressing

rapidly. Framework will be completed this week, and entire building Sept. 1. It is first of group of buildings on the site.

He saw what water would bring...



From a small adobe village on the outskirts of Dominguez Ranchero, Torrance became the All-American City it is today. This transformation was accomplished through hard work, determination and free enterprise. And that's where the Dominguez Water Corporation comes in. We at the Dominguez Water Corporation know the meaning of free enterprise and the benefits to be gained from it. As one of the oldest water corporations in Southern California, we have a healthy pride in our accomplishments under this system, and in the integral role we have taken in the development of the Torrance area. Juan Jose Dominguez was farsighted enough to see what this country could become with adequate water. Good, clean water... for drinking, bathing and irrigation. Dominguez' vision was reborn with the formation of the Dominguez Water Corporation in 1911. We started with the concept of free enterprise in our corporation, and we keep this format in our minds today. It will be there tomorrow, too. So, whenever you think of the method—free enterprise—and of the area—Torrance—think of us... THE DOMINGUEZ WATER CORPORATION.

Dominguez Water Corporation

21718 S. Alameda Street, Long Beach
4856 W. 190th Street, Torrance



POPULATION OF 101,558 STATE'S 12TH

Torrance's present 101,558 population pushed the city to 142nd nation-wide from 151st in 1957. The city ranks 12th in California.

The 20 largest cities in the state are:

Los Angeles, 2,397,500; San Francisco, 801,500; San Diego, 522,600; Oakland, 416,100; Long Beach, 319,957; Sacramento, 171,200; San Jose, 160,700; Pasadena, 123,000; Fresno, 123,700; Berkeley, 120,900; Glendale, 115,800; Torrance, 101,558; Burbank, 93,500; San Bernardino, 91,300; Stockton, 86,300; Santa Monica, 84,500; Riverside, 82,500; Anaheim, 79,100; Santa Ana, 79,100.

Catholic High Enrollment of 1200 Predicted

Enrollment of Bishop Montgomery Catholic High School, 5430 Torrance Blvd., is expected to jump to 1200 next year, according to the Rev. Fr. Michael J. McNulty, principal.

Next year will see another grade added to the present nine to 11, to take care of an influx of 382 more students.

Despite a limited number of grades, sports are played on the three major levels. They are football, basketball and baseball. With a four-year status, the teams may be entered in the Catholic league, the toughest competition among the parochial circuits. Bishop Montgomery outfits now play in the El Camino leagues.

Pupils of three elementary Catholic schools enter Bishop Montgomery upon graduation, except St. Philomena school, 21832 South Main St., because there are only five grades. The other two are:

Nativity School, 2371 Carson Blvd., and St. Catherine of Laboure, 3846 W. Redondo Beach Blvd.

At St. Philomena, there are 214 pupils under the supervision of the Carmelite Sisters.

Sisters of St. Joseph of Cluny teach at St. Catherine of Laboure, where 850 pupils attend.

Nativity School children are under direction of Sisters of St. Joseph of Orange. The enrollment is 590.

Population increase in Torrance will add pupils and students to all of the four educational institutions.

Paget Declares Torrance Future Has No Limits

Torrance Chamber of Commerce officials are confident of the future of the city. Their sentiments are summed up by the statement of Chamber President J. H. Paget, manager of Newberry's. He said:

"If Torrance, in a period of so-called recession, can increase retail sales a fabulous \$8,750,000, there is no limit to our future."

"Torrance's economy is firm, as evidenced by 1959's first-quarter estimate of close to \$20,000,000 in retail transactions subject to sales tax. Add this to grocery and other non-taxable sales, and it looks as if 1959 will be another year."

Speaking on the shopping centers in Torrance, he stated:

"We know that with the future development of the Del Amo Shopping Center and five smaller shopping centers, retail sales truly will boom. We know too, that increases in business have been shared by professional men and industrialists, the total of which indicates a steady increase in the economic growth and well-being of Torrance."

Head of Huge Aviation Firm Developed Pressurized Cabin

Construction is under way on a \$2,600,000 building, first unit in a 1,000,000-square-foot complex being built by The Garrett Corporation's AResearch manufacturing division of Los Angeles on a 66-acre site at 190th St. and Crenshaw.

President of Torrance's newest industrial firm is J. C. (Cliff) Garrett, who heads seven divisions and four subsidiaries of The Garrett Corporation. Its total employment is 11,000 and annual sales are \$190,000,000.

The growth of AResearch is similar to the expansion of The Garrett Corporation. It began in 1927 when Garrett entered aviation and spent nine years successively with the very young Lockheed, Northrop, and Douglas aircraft companies, then starting his own firm.

At Northrop and Douglas he had become proficient in procurement of parts and tools, often difficult to locate in those early days of aircraft manufacturing. His new firm, Garrett Supply Co., was organized in 1936 to provide procurement and engineering services for most Southern California aircraft companies. During his first three years on his own, working closely with leading aeronautical engineers and observing the evolution of the modern airplane, Garrett came to some strong personal conclusions about the future of flying.

It was apparent that transport airplanes would forever be limited to cruising altitudes no higher than the then current 10,000 feet, and little faster than the prevalent speeds of 180-200 miles an hour, until they were able in some way to carry their own artificial atmosphere. He decided to do something about it.

In the military field, pilots were being provided with oxygen masks as a means of survival when they had to fly higher than normal. But for obvious reasons, over the long pull in aviation, there had to be another answer to survival at high altitudes. Airline operators could certainly not subject passengers to long transcontinental flights breathing through oxygen masks.

By 1939 Garrett had become one of the industry's most ardent believers in the theory that the practical and permanent answer to the problem of high-altitude flying was development of a pressurized, air conditioned airplane, capable of providing passengers and crew breathable atmosphere at all flying altitudes.

This would mean cabins must in future be specially constructed. They also would carry accessories and component systems to create the interior atmospheric conditions required to maintain near-sea-level atmosphere at 20,000 feet or more. No passenger plane had ever been built to withstand such pressure.

In face of opposition in many quarters, to the effect that this suggested beefing up of airplane cabins and the addition of accessory machinery would impose too severe weight penalties and reduce payloads too much, Garrett, in 1939, set up his own organization in Los Angeles to pursue his belief in pressurized planes carrying their own atmosphere. He called it the AResearch Manufacturing Co.

Fundamentally, AResearch was created to anticipate the needs of aviation against the time when high-speed, high-altitude flight would impose its

problems. Garrett saw that time was fast approaching, while others thought it years away.

But Garrett was not entirely alone in his convictions as to the feasibility of pressurizing future transport aircraft. Boeing and Lockheed had also begun to conduct experiments in this field. Boeing had developed an automatic cabin-pressure regulator, one of several accessories necessary to maintain proper pressures for passenger comfort.

By 1940 Boeing had completed the first pressurized airliner, known as the Stratoliner. AResearch made a contribution to the operation of the system, an aftercooler to cool compressed air to proper temperature for passengers.

But it was a short-lived triumph for the devotees of pressurization, since production of this plane was halted almost before it could get under way, due to the demands of World War II.

However, Garrett had meanwhile obtained from Boeing a license to develop its cabin-pressure regulator for production, and soon proceeded to create the only fully developed automatic pressurization system for aircraft in the United States.

Then came Garrett's first big opportunity to prove his theories and his newly developed pressurization system on a practical basis. During the progress of the war the Air Force had commissioned Boeing to build a bomber that could fly to Japan over great distances—the B-29.

To do the job it would have to fly at unusually high altitudes and high speeds.

Therefore it would have to be pressurized and its crew supplied with breathable atmosphere. The assignment was given to Garrett's AResearch Manufacturing Division because it was ready to produce. The successful performance of the B-29 is history.

The AResearch-equipped B-29, first production airplane to be pressurized, was a milestone in the history of aviation, and a forerunner of things to come. Henceforth all postwar airplanes were to be built for pressurization.

Douglas, which had its unpressurized DC-4s ready for delivery to airlines when the war started, sold most of them to the Air Force for wartime duty as the C-54, then speedily developed its pressurized DC-6 airplane for postwar airline use.

The Lockheed, Convair, Martin, and Boeing airliners of the period were built for pressurization and air conditioning, and AResearch supplied almost all accessories and component systems to do the job.

To Garrett it was a source of great satisfaction. Aircraft were now able to fly higher and faster, as he had predicted, because they were pressurized and the sky was the limit. He had created a successful business out of thin air.

Today's planes, like the new Boeing 707 jet transport, are fully equipped with AResearch products that can maintain a comfortable 5000-foot altitude for passengers while the plane is flying at 30,000 to 40,000 feet. The Lockheed Electra in the project field is similarly equipped. Convair's 440 jet and the Douglas DC-8 also contain many AResearch products to control passenger environment.

This is the story of AResearch Manufacturing Division which is managed by Harry H. Wetzel, vice president. For the future AResearch has been given the ultimate recognition in its field. It has been assigned (1) to provide controlled atmosphere for the pilot of the Air Force's experimental X-15 space craft as it ventures briefly into space and back and (2) to similarly control the pilot's environment when he soars into orbit for the first time aboard Project Mercury's "Man in Space Capsule" sponsored by the National Aeronautics and Space Administration.

Square Dance Class Forming

A new beginners' square dance class will start under the direction of Gerald Reeser Tuesday nights at 8 at 2013 Pacific Coast Hwy., Lomita.

The class will be open to new dancers for three weeks only. First night is March 15.

Torrance is in the 88th State Senatorial District.