



TORRANCE REFINERY . . . The huge General Petroleum Corporation refinery in Torrance covers approximately 900 acres of ground. Current daily capacity runs to around 90,000 barrels of crude oil. New developments now being readied include a delayed-action coking plant and a new Edeleanu extraction plant.

Torrance Proud of Record Of General Petroleum Corp. In War And In Peace

One of Torrance's great industries and one of which it is justifiably proud, is the General Petroleum Corporation refinery which occupies approximately 900 acres of ground in this area. The story of the tremendously important part the refinery played in aiding our Armed Forces to victory in World War I is now familiar to all. Approximately \$15,000,000 additional was invested in expanding to approximately 900 acres of ground in this area. The story of the tremendously important part the refinery played in aiding our Armed Forces to victory in World War I is now familiar to all. Approximately \$15,000,000 additional was invested in expanding to approximately 900 acres of ground in this area.

aviation fuel for the armed forces were manufactured during this period of hostilities—a production figure of which General Petroleum and Torrance will always be justifiably proud. Diesel fuel oils, bunker oils, solvents, component materials for synthetic rubber and other special products were also supplied for the war effort in large quantities.

But in reviewing the Torrance refinery's overall contribution to the war effort, one chapter must remain ever outstanding . . . the local plant's part in furnishing super 100 octane gasoline, manufactured by the now famous TCC process.

Three years ago when the United Nations were striving mightily to keep the balance of air power on their side, the first gigantic TCC twin refinery units were built by General Petroleum at the refinery, employing many Torrance citizens. Upwards of \$20,000,000 was invested in the plant and its facilities for war production. Two more units followed in the next year and four units were "on stream" in 1944, all immediately devoted entirely to production of super 100 Octane gasoline for our fliers at the front. This was an aviation gasoline developed with an octane rating so amazingly high that it was not measurable by known octane yardsticks.

This famous TCC process is part of the greatest catalytic cracking program in the world and is again evidence of the ability of engineers and research men of General Petroleum to keep abreast and ahead of the latest developments in the great petroleum industry. And now, after the war, the Torrance plant is producing "Flying Horsepower"—another product of the TCC units—in Mobilgas to provide a new, thrilling driving experience for motorists, and new possibilities for advanced motor design on the part of automobile manufacturers.

The General Petroleum Corporation refinery today represents over one-third of the entire assessed valuation of Torrance. Current daily capacity runs to around 90,000 barrels of crude oil with new developments expected to increase output even more.

A new delayed-action coking plant is just being completed to increase the yield of usable products—a process familiarly known as "getting the last squeal out of the pig." A new Edeleanu extraction plant for production of extremely high quality burning oils and Diesel fuel oils, as well as a series of industrial solvents, is in the process of being built.

To the many Torrance citizens who contributed valuable time and effort to the great war production effort—to those then and now employed at the refinery—the General Petroleum Corporation wishes to pay tribute.

Longren War Record One To Be Envied

When the war broke out in Pearl Harbor, Dec. 7, 1941, Longren had already started on its first war contract with Lockheed.

During the war the company rose to a sales volume of \$1,000,000 a year, making parts for almost all tactical aircraft in this area. Two hundred and fifty people were employed and two 9-hour shifts were worked. An assembly plant was placed in operation at Hermosa Beach, Calif.

The company specialized in highly intricate forming jobs, using its specially developed process.

With the war's close the entire plant was converted to the manufacturing of "Shooting Star" aluminum scooters.

Since introducing its scooter this company has launched the "Carryall," the "Aero Barrow" and the "Ronnie Chair." All these have been extremely successful. Currently, 50 people are employed which is about normal for the plant.

Besides its own products, Longren is also working on projects for the Kaiser-Frazer Corp., with plans for work on the Kaiser car when work is started here on the West Coast.

Plans are being made for a new plant building, though the location cannot be disclosed at this time.

Felker Company Has Fine War, Peace Record

Stepping from wartime to peacetime operation was a simple matter for the Felker Manufacturing Company, according to Max N. Felker, president of this important Torrance industry—and today the plant is operating at a capacity comparable to the war years.

It can now be told that the Felker Manufacturing Company produced ninety percent of all the diamond abrasive blades manufactured in the entire world for use of the United States and other Allied Nations. This ranks Felker as the largest manufacturer of diamond abrasive blades and allied machine equipment in the world.

It is interesting to note that this firm produced over one million linear feet of diamond blades for the war effort.

During the war Felker also developed and manufactured special diamond abrasive products and machines for the use of the optical industry and also manufactured Piezo Quartz used in receiving and transmitting equipment for the Army and Navy.

The plant is now engaged in the development and production of new equipment in the rapidly expanding field of diamond abrasive cutting. This type of cutting is proving most effective and economical on all types of hard and brittle materials. Today it is widely used on everything from cutting materials for precision instruments to concrete roads.

"And," said Mr. Felker, "new discoveries are being made every day which proves diamond abrasive blades to be superior to anything previously used, that we really can see no end in sight. We expect to maintain and expand our leadership in this field."

Hockaday Comet Sales Reported Throughout U.S.

Noel R. Hockaday, president of the Hockaday Aircraft Corporation, Burbank, has just announced the sale of 147 of the new "Hockaday Comet" to distributors throughout the United States. The "Comet" will be on display at Torrance Air Show, July 5 and 6.

Hockaday further stated that 25 planes now being rushed to completion at the Burbank plant will be used as demonstrators by the sale to the public. A tremendous volume of inquiries have come from abroad for data on the new plane, and distributors are being appointed as rapidly as possible; the majority of the inquiries coming from Brazil, New Zealand, Australia, Argentina, Peru, Chile and Colombia. Hockaday states that full production will be accomplished in the early fall. It is also fully expected by company officials that the backlog for the "Comet" will be close to \$2,000,000.

STATE GUARDSMEN PLAY VITAL ROLE IN DEFENSE OF COAST AND CRITICAL AREAS

Many men who served in the Armed Forces of the United States during World War II received their initial training during the days of stress prior to and following Pearl Harbor. This Souvenir Edition of the Torrance Herald could not be considered complete without just and due attention to members of the State Military Forces who started their training long before the war and who held themselves available to call constantly throughout the trying period of the war and following the end of hostilities. They responded frequently to alerts and performed tasks shoulder-to-shoulder with their brothers of the Federal forces. To make the list reflect the service offered and performed by Torrance men, two lists are presented, left, the active duty State Guard, and right, the rolls of the State Troops as they exist today. They are members of Company H, 2nd Battalion, 39th Regiment, under command of Capt. R. L. Lewellen.

Active Duty

- Co. H, 4th Regiment
- Capt. Robert Lee Lewellen
- 1st Sgt. Elmer F. Hlatt
- Sgt. Gerald L. Alter
- Sgt. Frederick J. Reinhart
- Sgt. Ernie B. Arntz
- Cpl. Clyde P. Chambers
- Cpl. Robert M. Fuller
- Cpl. Richard C. Bingham
- Cpl. George P. Sullivan
- Pfc. Howard G. Little
- Pfc. Elmer F. Millhouse
- Pfc. Harry A. Montague
- Pfc. Charles W. Murphy
- Pfc. Oscar J. Crowle
- Pfc. Leonard S. Black
- Pvt. Alvin O. Anderson
- Pvt. Robert Axenty
- Pvt. Vernon Bashaw
- Pvt. Paul Dinard
- Pvt. William T. Doss
- Pvt. Eugene G. Flach
- Pvt. John H. Gallagher
- Pvt. Charles A. Kopp
- Pvt. Fred G. Pitner
- Pvt. Thomas J. Poston
- Pvt. Frank J. Elvas
- Pvt. Victor Rummelwater
- Pvt. Stanley H. Sellers, Jr.
- Pvt. Hugh K. Snyder



ROBERT L. LEWELLEN
Capt., CSG. Charged by the War Department with patrol of the beach, harbor vital points and bridges before the

U. S. Army, U. S. Coast Guard could assign men to these critical tasks, troops of the California State Guard did regular duty, on a voluntary and active duty basis, from prior to Pearl Harbor throughout the war, and at present still remain on a completely organized basis pending reactivation of the National Guard. After Coast Guardsmen, the Navy and Army took over the duties originally assigned to the State Guard, under orders from the War Department, the state troops were assigned to security of other critical areas from attack. Captain Lewellen served 18 months on active duty and by direction of the Southern California Security Western Defense Command, was commanding officer of troops of a critical area which included synthetic rubber plants, refineries and other vital points.

Co. H, 2nd Battalion, 39th Regiment

- Capt. Robert L. Lewellen
- 1st Lt. Thomas Ramskill
- 2nd Lt. Bruce R. Clements
- 1st Sgt. James R. Wilkes
- S/Sgt. Guy R. Knight
- S/Sgt. Aaron O. Vaughn
- Sgt. Alfonso L. Oliveras
- Sgt. Clayton E. Smith
- Sgt. Thomas T. Walker
- T/4 Carl S. Manger
- Cpl. Herbert E. Burgess
- Cpl. Charles F. Fournier
- Cpl. Leland A. Mitchell
- Cpl. William A. Peterson
- Cpl. Don Vorhis
- Cpl. Conrad C. Wilkin
- T/5 Stanley A. French
- Pfc. William F. Baker, Jr.
- Pfc. Eugene C. Beckman
- Pfc. Frank Bollone
- Pfc. Richard B. Coleman
- Pfc. Morton I. Epstein
- Pfc. Charles G. Flannery
- Pfc. John C. Fuller
- Pfc. Bernard Lee
- Pfc. Wayne A. Morse

- Pfc. Harry S. Ramskill
- Pfc. Herbert F. Robinson
- Pfc. Wesley L. Sysum
- Pvt. Eugene A. Bowerman
- Pvt. Eugene H. Brown
- Pvt. Kenneth D. Camp
- Pvt. Herbert H. Cass
- Pvt. Arvil W. Daniels
- Pvt. Donald L. Davis
- Pvt. Gerald W. Dolbride
- Pvt. Eugene J. Erbetta
- Pvt. Leonard E. Fredrick
- Pvt. Samson Ginsburg
- Pvt. Manuel C. Johnson
- Pvt. William A. Klarin
- Pvt. Harold G. Landerville
- Pvt. George A. Larson
- Pvt. Garland M. Felt
- Pvt. William W. Hank
- Pvt. William B. Spriggs
- Pvt. George W. Thompson
- Pvt. Francis D. Turner
- Pvt. Albert L. Walker
- Pvt. Denton D. White
- Pvt. Curtis W. Wolfe

Earl Gilmore Congratulates Vets Program

Earl Gilmore, well-known industrialist and president of Pacific Air Lines, today sent congratulations to H. B. Lewis, general manager of the Torrance Area Projects, when he learned of plans for the forthcoming "Welcome Home Veterans" celebration to be held here the first week in July.

"I am sure you are all proud of your boys who have been in military service and it is entirely fitting that you should let them know your appreciation," Pacific Air Lines, which carries the famous Gilmore Lion insignia, is a veteran operated airline, employing former service men and women throughout the organization on the ground and in the air. They now fly daily round-trip schedules to Sacramento and San Francisco with standard DC-3 airliners.

Now operating on a statewide basis, the airline has applications on file with the Civil Aeronautics Board for routes into Las Vegas and Reno, Nevada, and northward to Seattle, Wash. Gilmore recently announced applications to China, Japan and Mexico.

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Carl R. Myrick Now On Duty In Furstenfeldbruck

In Furstenfeldbruck, Germany, to do his bit in "winning the peace," Cpl. Carl R. Myrick, son of Mrs. Bessie M. Myrick, 1454 W. 216th st., Torrance, and graduate of the Narbonne high school, has arrived at the European Theatre Army Air Forces Reinforcement Depot, and will soon be assigned to permanent duties with the occupational Air Force.

From this depot he may be assigned to units servicing Army Air Force planes in Germany.



BOB CARLSON JOHN HALL MERLE BURDIGE
These Torrance boys were all members of a B-24 Bomber Group stationed in England and are shown above in a photo sent home during the war as they got together in a happy reunion. Shown above, left to right, are Crew Chief Bob Carlson, Ordnanceman John Hall and Ordnance Machinist Merle (Curley) Burdige. All three of the boys are home now, having received honorable discharges from the Army.

'Love This Town!', Marines Say, After Eating And Looking Around

But, be careful, and—
Watch your step men! Unless you're through with civilian life, don't go near that sweet music coming from the Marine Recruiting booth in El Prado Park, because those Marines stationed here are career men who take their work seriously and will sign you up at the drop of a salute.

M./Sgt. Elwood S. Neuman, Guadalcanal vet who is in charge of the 12 men assigned to special duty here, says we shouldn't be afraid though, men, because the Corps frowns upon some of our flat feet, and his Recruiting Sergeant Gill Mitchell can spot some of us a block away. By "some of us" he means, "Corps Undesirables." We are safe to walk by the booth and even linger to hear the last strains of the awful loud music, and remain civilians, Sgt. Neuman has promised.

But you guys who boast the answer to physical fitness, look out, or next week you will be saying "yes sir" in boot camp. Most of the group is being housed in the administration building of the Civil Air Patrol on the local flight strip. But two of the recruiting sergeants are living the life of gold fish right in El Prado Park. "Our cot is our home, and mine happens to be right in the recruiting booth," declared S/Sgt. Mitchell, who is also a veteran of many beach invasions. Others assigned here are: MT Sgt. Robert E. Peterson, a three-star fighter who saw action at Guadalcanal, Bougainville and the Philippines; T/Sgt Edward J. Coppola, three stars, starting with Guam and ending on Okinawa; MT/Sgt. Robert L. Lambert, also three stars, beginning at Guadalcanal; MT/Sgt. Melford W. Gessner, wounded in action at Pellicue, fought on Guadalcanal and at Pearl Harbor Dec. 7, 1941; T/Sgt. Edward Nichols, another three-star Marine vet, and MT/Sgt. Elwood Neuman.

(Continued on Page 5-EE)

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