

## Founder of Torrance Born 100 Years Ago

One hundred years, three months and 27 days ago, a boy was born in Gowanda, N. Y., 30 miles southeast of Buffalo.

The boy was destined, 60 years later, to found the city of Torrance on what was in 1911 windswept acres of potatoes and beans.

He was Jared Sidney Torrance, son of Cyrenius Chapin Torrance, famed in law circles as the attorney who represented the Seneca Indian nation from 1852 to 1855 in that tribe's court disputes with the U. S. government.

Young Torrance completed his education at Sheffield Scientific School, Yale University, in 1875. He was graduated with the degree of Bachelor of Philosophy.

For 10 years, his career as a lumberman, realty operator, and banker was centered in his home town. But failing health necessitated a change in locale. After spending two years in Stralsund, N. Y., he moved to Pasadena, and plunged into the real estate development of that community. He was also instrumental in the installation of Pasadena's electric street lighting system.

Between the year he took up residence in Pasadena and March, 1921, the date of his death, he was a director in more than 140 corporations, in such fields as education, industry, land, cattle, oil, electricity, transportation, banking, bonds, agriculture, horticulture, real estate, and various public utilities.

Among his directorships were ones with the Union Oil Co., Edison Electric Co. (he was vice-president), Palomar Land and Cattle Co., owners of 2 million

acres of grazing land in northern Mexico; Chino Land and Water Co., Los Angeles Trust and Savings Bank, Pasadena Electric Light and Power Co., Ventura County Power Co., Union Tool Co., California Industrial Co., Torrance Marshall and Co., Dominguez Land Co., Chester Fireproof Bldg. Co., Los Angeles Public Market, Inc., McKinley Home for Boys, LaVerne Sanitarium, Southwest Museum, and the Barlow Sanitarium Assn.

Torrance was married to Annie Laurie Fowler, of Oakland, at Pasadena on Feb. 13, 1889. Two sons were born to the couple, Jared Sidney, Jr., and John Fowler. Torrance was left a widower in 1893. He married a second time, to Helena Hedy, of San Francisco, on June 6, 1914.

Torrance's two sons by his first wife did not live long. One died in infancy, and the second was killed in an accident when he was nine years old.

Politically, he was an Independent. Socially, he belonged to the Valley Hunt Club of Pasadena; California Club, Los Angeles, and the Los Angeles Chamber of Commerce.

He was a descendant of Robert Torrance, who came to the United States in 1764 from Mayoghe, County Derry, Ireland.

Torrance's granduncle, Robert, was one of the "Green Mountain Boys" during the French and

Indian Wars, and was an ordinance caster at Ethan Allen's Litchfield, Conn., plant during the Revolutionary War.

Torrance's grandfather, Styles, younger brother to Robert, settled in western New York and established a large woolen mill near Buffalo.

When Torrance died at his South Pasadena home on March 29, 1921, he left an estate valued at \$2,915,581. Among the bequests to various charitable institutions was one for the Jared Sidney Torrance Memorial hospital.

Children of Torrance are often guests at the dairy and in a view production from the machine milking to bottling in equipment of spotless, stainless steel.

Some 60 bottles per minute, or 14,000 a day, are filled and taken to the loading dock where 30 home delivery trucks line up in the early morning hours to deliver the milk to the homes of the area.

Last year some 8,000 school children were guests of Ingledwood Farms. Accompanied by their teachers, the youngsters were shown through the plant by the Voges and their genial superintendent, E. S. "Barney" Barnard, graduate of Ohio State University and a top-flight dairy chemist and technologist.

The dairy is located at Del Amo Blvd. and Madrona Ave.

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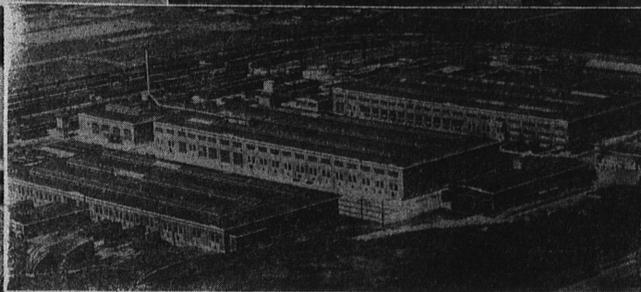
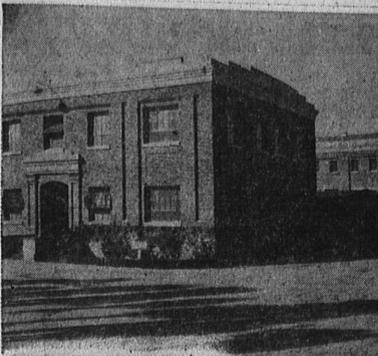
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CITY LANDMARK . . . Torrance Shops of the Pacific Electric Railway are among the city's oldest industries. Top left: Administration Building of the 61-acre plant. Top

right: Interior view of part of the busy machine shop. Lower right: Air view of major buildings of the shops, built in 1918. Lower left is Kenneth L. Anderson, PE agent in Torrance. His offices are at 1200 Border Ave.

## Pacific Electric Railway A Pioneer Firm In Torrance

Among the pioneer industries and largest employers of skilled labor in Torrance are the shops of Pacific Electric Railway Co., which have been a local landmark since the city was a five-year-old.

For 35 years this 61-acre site, which used to be surrounded by bean fields but now is encircled by neat housing developments, has been the center of major repair, overhaul, and maintenance work on all types of Pacific Electric rolling stock—freight, express and passenger—operating in four counties.

In recent years Pacific Electric has been converting passenger operations on many lines from rail to motor coach equipment, but at the same time its rail freight operations have shown steady growth to keep abreast of the increasing industrialization of Southern California.

The Torrance shops, therefore continue to be vital to PE operations in the maintenance of freight as well as passenger equipment.

Completed in 1918 The \$2,000,000 plant was completed early in 1918 in time to help to meet some of the urgent transportation needs of World War I. Prior to the war PE shops were at 7th and Central in Los Angeles, and these were vacated when the Torrance shops went into operation.

The shops were designed primarily for repair and maintenance work, but also were equipped for limited manufacture of parts and for new construction work. As soon as the shops were opened in 1918 they began turning out freight cars for the war effort.

Later, 13 big locomotives were completely assembled and equipped there, and 60 motor coach bodies were manufactured and installed on White Co. chassis.

Placed in local line service in Pasadena and some other communities, these 25-passenger buses were among the first to be operated by Pacific Electric. They were turned out in 1923 at the rate of one a day. Third year gave them a speed of 25 miles per hour, and there was

a fourth "over-speed" producing up to 35 miles per hour, but seldom used. These machines cost \$8000 each, or about one-third the cost of the 48-passenger streamlined coaches now used in PE's modernization program.

Approximately 260 persons are employed at the Torrance shops today in major reconditioning work on passenger rail cars, express cars, mail cars, freight cars, and locomotives. PE's 56 locomotives are of four types—27 electric, two gas-electric, six steam, and 21 diesel-electrics recently placed in service as a step toward complete dieselization of freight operations on the company's 687 miles of freight track.

In addition, the shops perform certain maintenance work on the company's 660 motor coaches, many of which now are undergoing complete repainting here along with many of the 203 passenger rail cars.

The three major buildings on the Torrance property are huge ones, each covering 80,000 square feet. In all there are 13 buildings, including a two-story administration structure.

Top executive here is F. H. Markley, superintendent of rail equipment, working with E. A. Stevens, PE general superintendent of motive power.

Office Here Pacific Electric also maintains offices in Torrance at 1200 Border Ave., where Kenneth L. Anderson is the company's agent serving the public.

More Pacific Electric employees—118—live in Torrance than in any other South Bay community. PE payroll checks also go to 50 citizens of Redondo, 49 in Gardena, 33 in Inglewood and employes in all other com-

munities of this general area to bolster the prosperity of the entire area. A major part of the Torrance shops' annual payroll of approximately \$900,000 is of course spent in Torrance.

Historically, PE activity in Torrance sprang from passenger service which began in 1889 with the Los Angeles and Redondo Railway, originally a narrow-gauge steam line operating via Sunnyside, Athens, Gardena and the Torrance area.

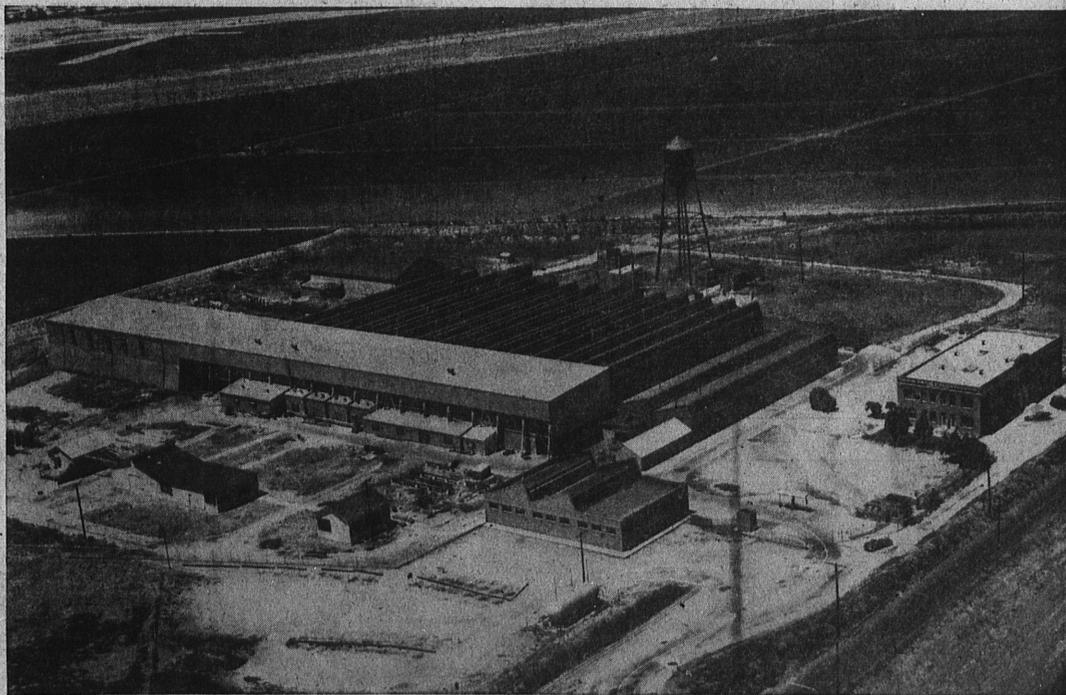
Henry E. Huntington who founded Pacific Electric and built a main line from Los Angeles to Long Beach in 1902, look over this pioneer line and electrified it in 1903. Then, in 1911, the Los Angeles and Redondo, with its subsidiary lines, was consolidated with three other major systems to form the unified PE service which won fame as the largest and best electric interurban system in the world.

Excursion Trips Those were the days when PE operated popular excursion trips via blue cars to tourist attractions all over Southern California. One of the favorite routes ended in a trip through this area to the PE-owned "largest salt water plunge in the world" at Redondo.

Those were the days, too, when PE ran its green funeral cars, with their restful names like Aqua Mansa (Smooth Water). One of the best known of these was No. 200 on the Los Angeles-Redondo Line.

The blue and green cars and the regular red cars for passenger service no longer run to Torrance, although motor coaches serve the beach area, but the PE shops and PE freight service continue to be an important part of the business and industrial life of the city.

## CONGRATULATIONS, TORRANCE...



### from a newcomer that's an "old-timer"!

A salute to the citizens of Torrance on their 40th Anniversary—from National Electric Products Corporation.

Born seven years before Torrance was dedicated, National Electric has grown steadily until today, in all of its plants, more than 3000 men and women make their living in the manufacture and sale of over 5000 products.

The Torrance plant is the modern, new sister-plant to National Electric's other great operations in Ambridge, Pa., and Elizabeth, N. J. Purchased in 1948, this plant makes us a relative newcomer to Southern California.

But National Electric is an "old-timer" in the electrical industry—America's foremost producer of electrical roughing-in materials since 1905.

The Torrance plant is now undergoing its second expansion in four years—proof that National Electric plans to become an "old-timer" in Torrance, too.

This success is due to the men and women of National Electric—people whose loyalty to their company and pride in their work have made such brand names as "Flexsteel", and others, bywords of electrical materials buyers throughout the nation.

EVERYTHING IN WIRING POINTS TO

**National Electric Products**

3 Plants • 7 Warehouses • 33 Sales Offices



WIRES • CABLES • CONDUITS • BUSWAYS • RACEWAYS • FITTINGS • TV ANTENNAS AND ACCESSORIES

## Two Macks Electric in Its 30th Year

Now in its 30th year, Two Macks Electric Co. was founded in Torrance by Mr. and Mrs. John B. McComiskey, the two "Macks" having been the husband and wife. The firm at present is owned by Homer Morgan, stepson of Mr. McComiskey, who bought out the founder's interests here in 1932. A brother, George Morgan, was a partner until 1947.

Specializing in industrial electrical installation and maintenance, Two Macks employs 10 and uses four trucks. They installed the revised Torrance water plant, maintain the Manhattan city water plant, and do the electrical work for CCMO and other oil fields from Newhall to Costa Mesa.

Homer Morgan and wife, Rosalie, reside here. They have two children, Mrs. Betsy Ruth Hansen, a son, Bill, attending New Mexico A. & M., and three grandchildren.



DALTON ROLLERS . . . Two employees of the D&M Machine Works inspect some Dalton-designed rollers for track laying caterpillars.