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C. N. CAKE'S STORY TRULY A SUCCESS

Hard Work Key to Developer's Rise

By BRUCE ALLYSON
Special To The Press

Texans have been known to stay in Texas and become successes. Others have left the second largest state and drifted elsewhere to make their fortunes. In Torrance today one of the latter has made his presence felt by rising beyond the usual limitations, even for an ex-texan. Charles N. Cake settled in what is known today as the Carson Area some forty years ago and began to amass the fruits of his labor.

Beginning with the northeast corner of Torrance and Hawthorne Blvds, and extending 18 acres across northward C. N. Cake put up his sign of developer in 1958 and from that day rose to be one of the most fabulous land developers this area has ever known.

Bearing a resemblance to the "Great Gildersleeve" of radio fame in years gone by, Cake's interests extend into Nevada with his primary concern aimed towards a huge shopping center now in construction on a large parcel of land located between Hawthorne Blvd and Anza Ave. on Torrance Blvd. The housewife's dream is expected to be completed sometime this summer.

Making his office at 21188 Hawthorne Blvd., Cake, at 45, is perhaps the busiest man in Torrance. Establishing the Jewel Land Co. in '58 he is virtually a self-made man with his wife Jewel, daughters Dottie and Pattie Lou his chief sources of inspiration.

After Cake left Dallas his family put C. N. into school in Wilmington. When he was old enough to realize the true value of money he tried many diversified methods of procuring the coveted green matter. Before he got into the land business Cake was, among other things, a house mover.

Because of the acute shortage of apartments in the City, Cake is presently seeing to it that the huge popula-



C. N. CAKE

tion migrating to Torrance will be able to select dwellings not usually classified as R-1.

Cake's story is truly one of success. He didn't make it by being born with it nor attending institutions of higher learning to show him how. He got where he was today by hard work and a determination to reach the top of the business ladder. When business history is written I'm sure an entire chapter will be devoted to the numerous achievements of C. N. Cake.

Trash Problems Discussed by Disposal Co. Prexy

Anthony Augustine, president of T&R Disposal, stated today:

"The collection of refuse today requires the use of modern enclosed packer-type trucks. The long haul and high wages demand a collector to carry the most refuse per trip to disposal areas that he possibly can. New trucks, or trucks in good condition, are a must because of regular schedules that must be met in order to comply with health and fire regulations. Due to the staggering cost in California to pickup after litterbugs, the public must have all loads covered and tied and refuse collection trucks must be of the enclosed type," Augustine observed.

OLD DAYS GONE

"The old days of the 'ash and trash' man are gone. The public demands uniformed, clean and courteous collectors today. The standards for proper and efficient refuse collectors and employees have probably risen more in the last 20 years than in any other industry. These employees are now your neighbors, well paid, respected and active citizens of your community.

"The public and government agencies demand routes be properly supervised and the people be properly served. The hit and miss days are gone," he continued.

NOT A SCAVENGER

"The business of refuse collection is not any longer a scavenger in a broken down truck that comes by once in a while and hauls away the accumulated pile of refuse for 50 cents and spills half of it before he gets to the dump. He is a man who must be keenly alert to finances, operating fleets of trucks and handling many men. His problems in finance, taxes, labor and public relations are basically those of any American businessman. The rewards, if he can meet all the requirements, are also as rewarding. The point we make, is the consideration as to protecting his investment and property must be acknowledged as well as considering the best service for the most reasonable price to the public," Augustine concluded.

\$18 Million in Orders for F-104 Announced by Garrett

Garrett Corporation has received initial contracts totaling \$18 million for environmental equipment and central air data computing systems to be installed on versions of the Lockheed F-104 Starfighter ordered by Germany, Belgium, the Netherlands, Canada, Japan and Italy. The computing systems are being manufactured at the company's new AIRESEARCH facility on 190th St. in Torrance.

According to Harry H. Wetzel, manufacturing group vice president, "When present negotiations are completed, the F-104 program may well be the largest production program in the history of the corporation."

Wetzel stated that, in view of Garrett being named the "approved vendor" for environmental equipment and

a scavenger in a broken down truck that comes by once in a while and hauls away the accumulated pile of refuse for 50 cents and spills half of it before he gets to the dump. He is a man who must be keenly alert to finances, operating fleets of trucks and handling many men. His problems in finance, taxes, labor and public relations are basically those of any American businessman. The rewards, if he can meet all the requirements, are also as rewarding. The point we make, is the consideration as to protecting his investment and property must be acknowledged as well as considering the best service for the most reasonable price to the public," Augustine concluded.

air data systems for various versions of the F-104, the company could realize total sales of approximately \$64 million. This figure, he stated, is based on the approximately 1600 F-104 Starfighters on order.

AIRCRAFT PRODUCTION

In a recent announcement, Robert E. Cross, chairman of the board for Lockheed Aircraft Corporation, measured the F-104's potential when he said, "By far the largest aircraft production program in the world today is that of the F-104 Starfighter."

The equipment to be installed on these aircraft include environmental control systems, central air data systems, starters, actuators, heat exchangers, ground support equipment and other components. Not all this equipment is installed on every version of the F-104.

According to E. A. Bellande, vice president—international operations, The Garrett Corporation will utilize its world-wide facilities to supply the equipment to the various countries ordering the F-104 Starfighter.

"We have made manufacturing agreements in Europe and Japan for the production of a large portion of the equipment which has been designed and developed by Garrett's AIRESEARCH Manufacturing Divisions in Los Angeles, Torrance and Phoenix," he said.

CENTRAL SYSTEMS

For the Canadian version, Garrett Manufacturing Limited in Toronto will produce central air data computing

Award Contract For Three-Year Systems Study

A three-year contract for the study of environmental control systems for future space vehicles has been awarded The Garrett Corporation's AIRESEARCH Manufacturing Company of Los Angeles.

The contract was awarded by North American Aviation's Space and Information Systems Division, and is part of a study program being conducted for the Air Force's Wright Air Development Division (WADD) on Space Vehicle Thermal and Atmos-

systems for the Royal Canadian CF-104 Starfighter under a \$6 million contract.

In Europe, Garrett International has formed a joint partnership with noted industrialist Hans Liebherr establishing a firm named Intergero in Germany to produce air data and environment systems for the F-104G.

Approximately 200 F-104 Super Starfighters are scheduled to be built in Lockheed's Burbank facility. Garrett equipment on these versions is now being produced by the AIRESEARCH divisions.

NEW FACILITY

For production of central air data equipment for these aircraft, Garrett has built a new multimillion dollar facility in Torrance, California, also in development or production in the Torrance Facility in the Torrance Facility are central air data systems for North American's B-70 bomber, A3J fighter, and McDonnell's F4H fighter.

Mayor Isen's Message to Residents of Torrance

TO THE CITIZENS OF TORRANCE:

Torrance faces the future with confidence.

We look ahead firm in the knowledge that we have done our best to cope with the problems of a booming population, and with the clear realization that there is much to be accomplished.

Your city is essentially responsible for your personal safety and the security of your property. It must concern itself with the water you drink, who rings your doorbell, what comic books your children read, and the competence of your plumber or electrician. Other responsibilities could be listed, not by the tens or hundred, but literally by the thousands.

It has been the aim and purpose of your city government to expand and improve vital services, to make Torrance a cleaner, brighter and more beautiful city and to prepare the way for wider and broader improvements as the community is capable of financing them.

During the past year, there has been a greater citizen understanding, cooperation and

determination. The future of our greater Torrance community—and our prospects are bright—will depend on a continuation of that same public cooperation and understanding, plus concerned and un-



MAYOR ALBERT ISEN
message to Torrance

selfish citizen participation in local problems.

Sincerely,
Albert Isen, Mayor
City of Torrance

Torrance Municipal Airport Has Eighteen Year History

Torrance Municipal Airport has been in existence 18 years. Prior to its construction, the land upon which the airport is located was devoted to agricultural activity. Photographs taken during the 1920's show that the site then contained ranch buildings, and that a stream, formed by the junction of two washes originating in Rolling Hills to the south, bisected the area.

Shortly after the commencement of World War II, the State of California, through the Bureau of Public Roads, acquired the land and started construction of the airport, then known as Lomita Flight Strip. This facility was one of many being constructed by the State as a defense measure in the early months of the war. The U.S. Army Air Force took over the ownership of the land from the State of California before construction of the facility was completed. The incomplete portion of the work was finished under supervision of the U.S. Army Corps of Engineers.

NO RUNOFF

In order to insure that the airport would not be inundated by runoff from the slopes of Rolling Hills, large quantities of fill material were placed to raise the existing grade on portions of the site. Drainage channels and concrete box sections under the runway and taxiways were also constructed to replace the natural stream bed crossing the area. The fill material was taken from the hills lying just south of the residential area adjacent to the airport.

Upon completion of construction in late 1942 or early 1943, the field became operational as an advance training base for P-38 pilots as well as a staging area for fighter pilots going overseas. The Army Air Force vacated the field in late 1945 or early

1946. The airport then became the property of the War Assets Administration, remaining under the jurisdiction of that Government body until it was acquired by the City of Torrance in early 1948.

OBSCURE MANAGEMENT

The actual management and operation of the airport during the years between 1946 and 1948, when the City acquired it, is rather obscure. It is known, however, that a Civil Air Patrol group was based at the airport and that private pilots were allowed to base their aircraft on the field. It is also known that E. Y. Tarkington managed the affairs at the airport, and he was retained by the City as airport manager until April of 1949, when, upon the basis of open bid, the management was awarded to E. Dietrich of Collins-Dietrich Air Services Inc.

On March 1, 1958, the City of Torrance assumed responsibility for the management of the Torrance Municipal Airport. It was staffed with an airport manager, assistant airport manager, a secretary, a chief air traffic controller, an air traffic controller, and two field attendants. On April 4, 1958, the control tower at Torrance Municipal Airport was activated and it is operated by the City of Torrance from mid-morning until official sunset. In June 1958, the hours of operation were extended from daylight only to 24 hours per day. The staff was enlarged to include two additional field attendants. The rotating beacon was activated and runway lights were provided from dusk until dawn. During this period supervision on the field was provided by the field attendants in the early hours of the evening and morning, and security was provided on the graveyard shift by the Torrance Police Reserves under contract.



We have been serving the people of Torrance for the past 25 years in the field of refuse and waste disposal and will continue to do so as an independent operator.

**Congratulations
To the Torrance Community
on Its
Growth and Prosperity**

GEORGE M. GREEN
FRontier 2-2348