

# Torrance Battalion to Join Convoys of National Guard

When convoys of military vehicles bearing more than 7500 National Guardsmen of Southern California's 40th Armored Division began rolling out of their hometown armories in 50 Southland communities shortly after midnight, Saturday, Aug. 19, members of Torrance's Company E, 132nd Engr. Battalion, were among them.

The 1200 officers and men of the 40th's Combat Command B have already completed their training at Fort Irwin, desert armored training center near Barstow, from July 21 through Aug. 5.

Saturday's movement was made by the two other combat commands, A and C, and the rest of the division. Combat Command C's 1500 men went to Fort Irwin and the remaining elements, headquarters, special units and supporting organizations, used the famed World War II training site, Camp Roberts, near Paso Robles.

The two-week annual encampment goes through September 3.

Division artillery is using the Hunter Liggett Military Reservation near Camp Roberts for its training.

More than 650 military vehicles, organic to the division, such as trucks, jeeps, ambulance and wreckers, carried the hundreds of tons of military equipment used by the 4th as well as all of its manpower.

Lt. Col. Jean C. Peterson, 3208 Tecumseh, South Gate, 40th logistics officer, said that the bulk of the traffic was routed on U. S. Highways 101 and 99, north from Los Angeles, and over 66 east to San Bernardino, then north to Barstow.

**INCONVENIENCE**  
Col. Peterson added that some inconvenience to motorists was expected from the convoy movements, but that interference was held to a minimum by departure of the bulk of vehicles at midnight. Most of the military traffic was well clear of the congested Los Angeles area before normal traffic grows heavier after daylight Sunday, he explained.

Military police under the command of Lt. Col. Rex R. Andrews, 500 East Delaware St., Burbank, division provost marshal, and burbank chief of police in civil life, patrolled all routes during the movement.

Major John C. Moricoli, of Tujunga, division transportation officer, said that no more than 20 vehicles traveled in that drivers were instructed to leave adequate intervals between trucks for civilian cars to pass by "leap-frogging" on two-lane portions of the highway.

**SHIPPED**  
Maj. Moricoli also said that many items of heavy equipment were shipped to the training sites by commercial carrier before the division itself moved. Others, chiefly tanks, were drawn from stor-

age centers at Camp Roberts and Fort Irwin.

Scores of the heavier weapons and tanks are stored the year-round for summer time use by all reserve units, Col. Peterson explained, to eliminate much of the shipping costs each year.

This is the 40th's ninth summer encampment since its reactivation in the area following combat service in Korea. It also stands at a post-Korean manpower peak, with approximately 8000 on its rosters.

**SPLITTING**  
Splitting the division up for its annual training permits a maximum use of the training centers, Gen. Ott said. The desert center at Barstow was designed primarily for tanks, armored infantry and their supporting units. Its vast area provides room for large-scale training problems. Camp Roberts and Hunter Liggett Military Reservation are ideal for small arms firing, squad and platoon maneuvers and the firing of weapons as large as 8-inch howitzers.

Primary aim this year is training at the platoon and unit level in tactics, the commanding general said. Units will have four consecutive days and nights in the field with emphasis on realistic night training and operations under tactical conditions. Dispersal, concealment from aerial observation and biological and radiological warfare are stressed, he added.

## Per Capita Income Grows

If every Californian had participated equally in the state's \$43,367,000,000 total personal income during 1960, he would have received \$2,753, compared with \$840 in 1940 and \$1,848 in 1950, according to a study published today by the California State Chamber of Commerce.

According to the study of California's economic trends from 1940 to 1960, income of all Californians was \$5,839,000,000 in 1940; \$19,627,000,000 in 1950; and \$43,367,000,000 in 1960, which was a 6.3 per cent increase over the \$40,783,000,000 of 1959.

Other highlights in the State Chamber's analysis of economic trends in California over the twenty-year period:

**TRENDS**  
Civilian Labor Force, 1960: 6,423,000—more than double that of twenty years ago when it numbered 3,083,000. Total employment, 1960: 6,051,000—marking the first year California's total employment passed the six-million mark, as compared with 4,202,000 in 1950 and 2,703,000 in 1940.

Manufacturing employment, 1960: 1,362,000—electrical machinery, with a 14.2 per cent gain over 1959, led all categories, followed by printing and publishing at 4.4 per cent. However, decreases in number of persons employed in aircraft and parts and lumber and wood products classifications held to 5000 the total net gain for the year in manufacturing employment.

**UNEMPLOYMENT**  
Unemployment, 1960: 372,000, which was 8,000 less than the 380,000 of 1940 but 76,000 more than reported in 1959.

Gross Cash Farm Income, 1960: \$3,186,000,000—up 3.2 per cent over 1959 and an increase from \$673,000,000 in 1940 and 2,285,000,000 in 1950.

Value of Building Permits, 1960: \$3,404,000,000— which was \$316 million under 1959 but \$394 million ahead of 1958. The value and number of permits for dwelling units 22.1 per cent, respectively, declined 15.6 per cent and between 1959 and 1960.

Total Retail Sales, 1960: 22,287,000,000—up 4.7 per cent for the year and seven times the size of 1940 sales in unadjusted dollar volume. Per capita retail sales in 1960 were 0.9 per cent higher than the preceding year.

Bank Deposits, 1960: \$216,094,000,000—well over nine times the dollar volume achieved in 1940 and 5.7 per cent higher than in 1959.

This study was compiled by the Economic Development and Research Department of the State Chamber. Copies are available at the Southern District office, 1000 Wilshire Boulevard, Los Angeles 17.

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Bike tire 26x1 3/8" 1.98 value 1.27

## Firm To Provide Logistic Support For Navy Program

Logistic support of the Navy's Q-2C Firebee jet drone operations program at three bases has been assigned to Ryan Aeronautical Company, San Diego, in a Navy Bureau of Weapons contract announced this week.

In previously announced contracts the Navy has purchased 235 Ryan Q-2C Firebees which will be the fastest, highest flying target drones in operation with fleet units, designed to provide realistic simulation of enemy jet aircraft.

The Firebees will be operated by Utility Squadron at North Island Naval Air station, San Diego; Utility Squadron Eight at Roosevelt Roads Naval Air Station, Puerto Rico; and at the Pacific Missile Range, Pt. Mugu, Calif.

Delivery of Navy Q2Cs, the most advanced version of the Firebee in production, was started last September, and the flight evaluation program was launched at Pt. Mugu in February as a preliminary to operation use as targets for the Pacific and Atlantic Fleets to succeed the earlier Ryan KDA-4 series.

Ryan will have the responsibility for logistics and spares support for the Navy Q-2Cs, and will operate warehousing and stocking of all parts and equipment.

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