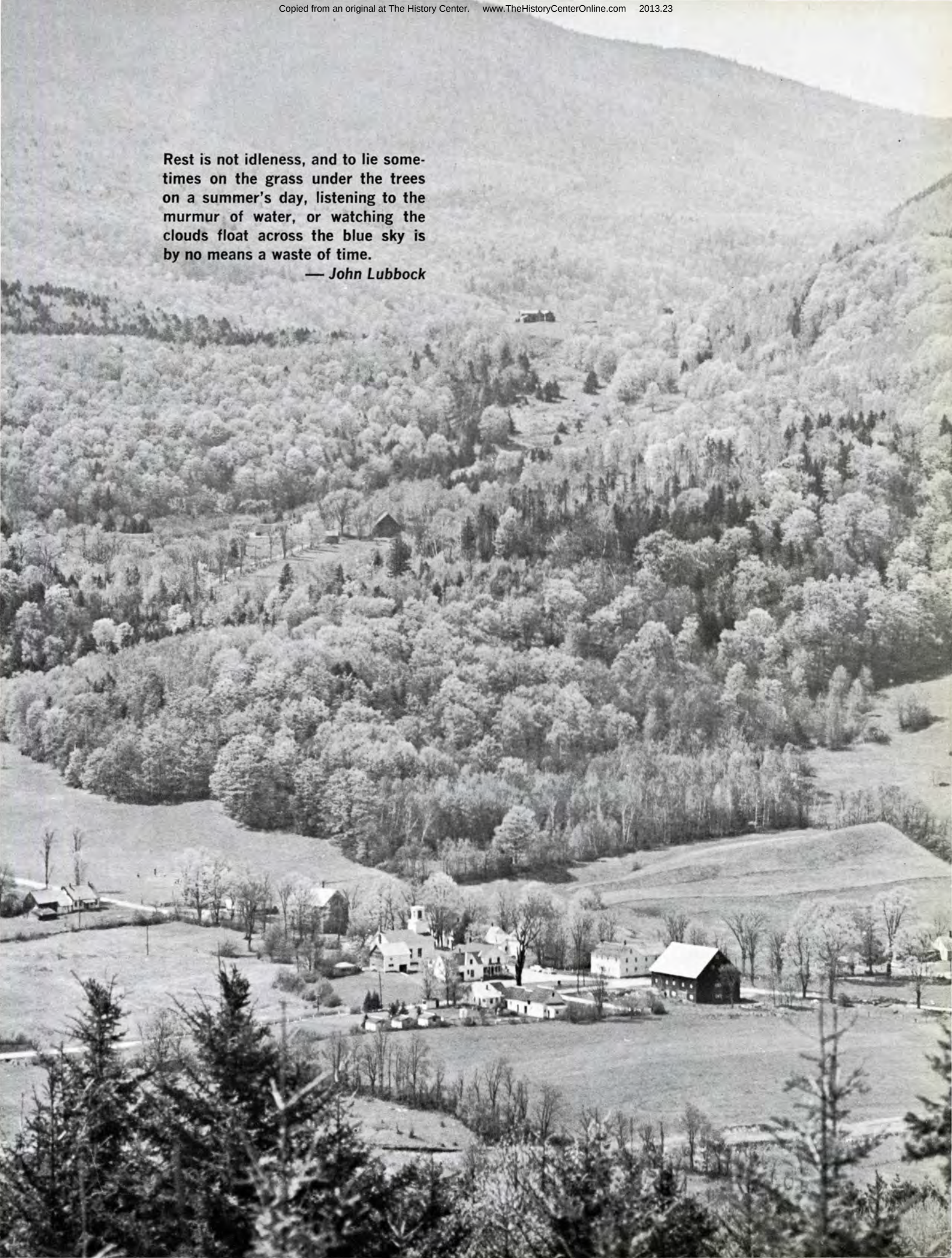
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THE Lufkin LINE

SEPTEMBER-OCTOBER • 1968

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Rest is not idleness, and to lie sometimes on the grass under the trees on a summer's day, listening to the murmur of water, or watching the clouds float across the blue sky is by no means a waste of time.

— *John Lubbock*

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THE Lufkin LINE

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Virginia R. Allen, Editor
Carolyn Curtis, Ass't. Editor

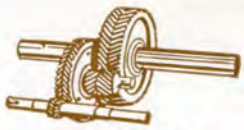
ROCKY MOUNTAIN DIVISION ISSUE

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COVER: Transparency by William Hamilton, Long Beach, Calif.
OPPOSITE PAGE: Coolidge Birthplace, Plymouth, Vermont
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The beautiful peninsula airfield will become an island with a channel cutting it off from the mainland to allow for the re-building of the London Bridge.

London Bridge

By L. A. Wilke

NOW YOU can include London Bridge in your future travel plans. You won't have to leave the United States. You can drive to it and across it in your own automobile. This, perhaps the most famous bridge in the world, is coming to the United States, and a new and larger structure will be built across the Thames River.

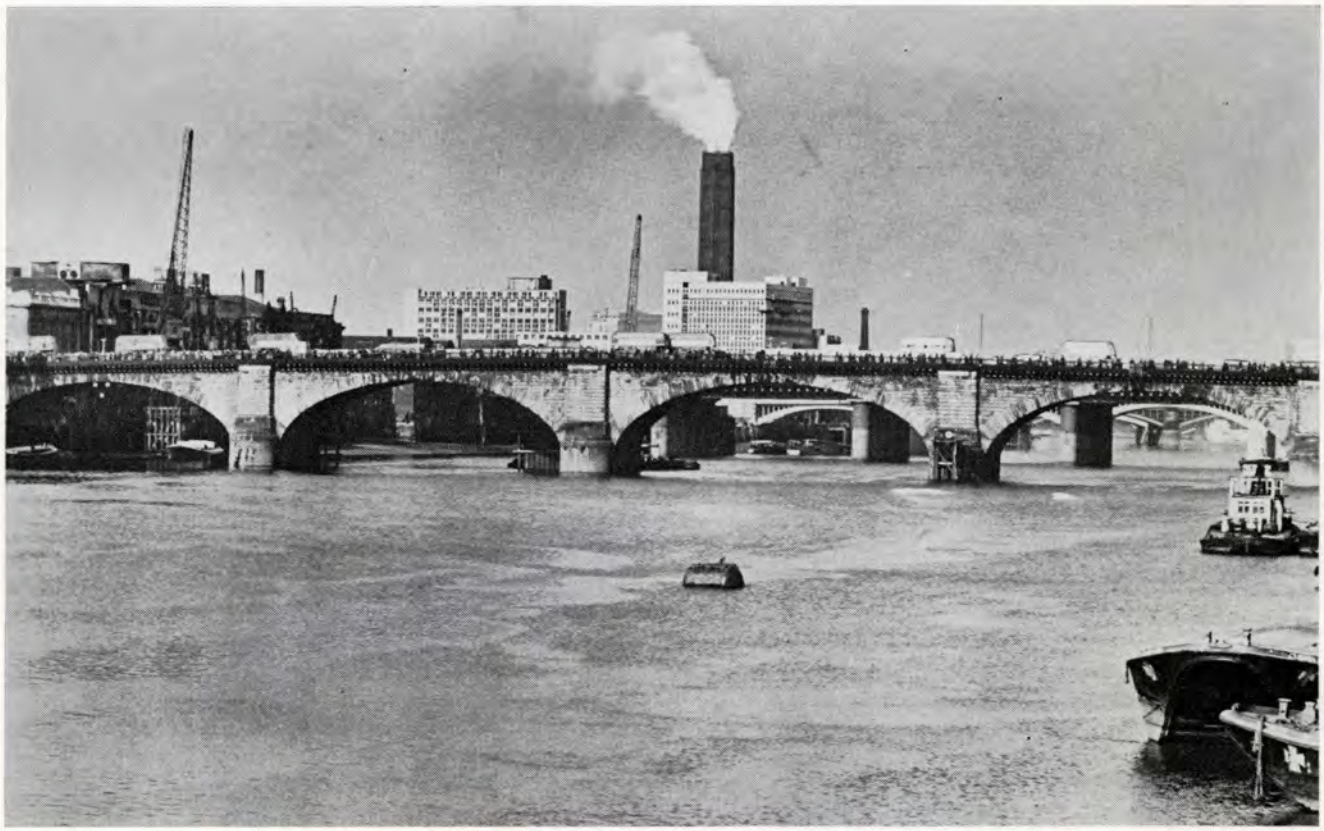
Each night now as you sleep, a fleet of trucks is hauling the multi-ton stones that made up London Bridge from a cargo ship at Long Beach, California, to Lake Havasu City on the Arizona side of the Colorado River that forms the boundary line between California and Arizona.

There an "instant city," which expects to derive 40 percent of its revenue from tourism, is being built almost as spectacularly as the razing of London Bridge. It is the plan city of two of America's most illustrious promoters. Robert P. McCulloch, who first dreamed the city, is chairman of the McCulloch Company that builds outboard motors, chainsaws and has extensive oil holdings. The other is C. V. Wood Jr., former executive vice president of Disneyland and other attractions, who has designed the program that will cost millions.

In fact, they spent $2,460,000 for the bridge, buying it from the London City Bridge Estate. Now the bridge is being razed, the blocks of granite stone numbered and shipped to the United States. Here it will be assembled like a jigsaw puzzle to become a tourist attraction on an island in Lake Havasu. This island wasn't always there. During World War II, it was an arid peninsula protruding into the blue waters of the lake. Here fatigued pilots came to rest, but at the end of the war it was nothing but an almost deserted fishing village.

Engineers now are cutting a channel that will separate the peninsula. And on this island will be modern motels and Arizona's busiest airport.

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London Bridge will no longer provide a traffic path across the Thames River.

is Coming to AMERICA

Those who drive will travel over either US 66 or US 60-70. A paved road has been built north and south to link these two transcontinental routes.

Lake Havasu City, now but four years old, is a little more than two hundred miles east of the Los Angeles area, a hundred miles west of Phoenix and only a little more than one hundred miles south of Las Vegas. Within the area covered by this triangle 14 million people live and as many more go to play each year.

The lake was created in 1938, when Parker Dam was built across the Colorado, a dozen miles south of the present little city. The dam impounds water for metropolitan Los Angeles and irrigation in the Imperial Valley. The lake extends 40 miles north-



Modern machinery carefully removes each ton-size stone from the London Bridge to be rebuilt in Arizona.

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Robert P. McCulloch, left, founder of the "instant city," and his partner, C. V. Wood, former executive vice president of Disneyland, look over the city's plans at Lake Havasu, Arizona, where survey work has already begun.



George Foster, operator of the lake's principal marina, holds two 18-pound stripers proving that fish in Lake Havasu grow to a whopping size.

ward, where it becomes the outlet for another famed waterhole, Lake Mohave.

Lake Havasu is five miles wide at one point, opposite Lake Havasu City. This is the water sports area where the $30,000 McCulloch outboard races are held each Thanksgiving weekend. There are sailboat and water skiing events held on the body of water each weekend. Hundreds of Californians and Arizonans trailer their boats to the lake, the principal inland play spot of the west.

On each side of the lake huge red stone cliffs form a back-stop for ever-blooming flowers. Back in these hills the Mohave Indians once roamed. Today there are herds of wild burros and mountain sheep. The upper reaches of the lake spread out over flat land to become one of the favorite duck and geese hunting spots of the west.

Both states have stocked the lake with several species of fish, including Pacific stripers. Some of these are now being taken in the 20-pound class. It also is wonderful water for bass, summer and winter. At the upper end big rainbow trout are taken where the cooler waters flow from Lake Mohave.

Surrounding the entire area, however, are the hot desert hills where Indians once roamed, to be chased out by man's search for gold and silver. Many abandoned mining towns are still around, with crumbling walls to denote their former importance in the making of the west.

The site for Lake Havasu City was discovered by McCulloch when he was seeking a testing ground for his outboard motors. As he flew over the peninsula, he dreamed the city he now is building. Already he has one plant there building component parts for chain saws. He does outboard testing also at the lake's fine marina area.

He was able to buy some 13,000 acres of the desert land which was considered pretty worthless at the time. Only a worn road entered the area from the north. He had to bring about construction of a connecting link between the east-west highways because everything he needed for building his dream city had to be brought in via truck from the west coast or across the continent.

Almost immediately it became one of the major truck centers of the west. But it also became a tourist center. His first workers, the engineers and construction men, were put up in a modern trailer

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Lake Havasu City is drawing light industry with plants already springing up.

city. Many of them still live there today. Meantime, however, several large motels were built. There are a post office, a bank, service stations and a super market. FHA-type homes are being built at the rate of one a day.

The first nine holes of a modern professional golf course have been completed, with every tee in sight of the blue waters of the lake. Streets are paved, and utility wires are buried underground.

Thousands of palm trees from the imperial valley have been moved in. Although the area is within the low rainfall belt of sunshine Arizona, there is plenty of water for irrigation and trees and flowers grow well. With this kind of atmosphere many retiring Los Angeles business men and workers are now moving there to enjoy luxury of the open spaces, served only via automobile, truck and airlines. Three round trip commercial flights reach Lake Havasu City daily from Phoenix, Las Vegas and the west coast.

Moving London Bridge there is no small feat. It is being razed, stone at a time. Each stone is numbered so it will fit into its exact space when it is rebuilt. Cornerstone will be laid early this fall and completion is expected by 1971.

The history of London Bridge extends back almost two centuries. First records indicate a wooden bridge across the Thames as far back as 43 A.D.

The London Bridge that fell down, in the song most of us learned in Kindergarten, was a tenth century bridge built across the Thames wide enough for two wagons to pass. When Olaf, the Norwegian, tied his viking ships to the structure and pulled them down, the river was without a bridge again until 1176. At that time, Peter de Colechurch, a chantry priest of the Church of St. Mary, brought about the building of another bridge which stood for 600 years.

On June 15, 1825, the present bridge was begun and finished Aug. 1, 1831. It was 1000 feet long, built of granite, with arches spanning from 130 to 152 feet. It is the stone from this bridge which now is being trucked from Long Beach to Lake Havasu City.

It is estimated that tourist traffic, because of this structure and other attractions, will amount to approximately 40 percent of the economy of the new city. Another 40 percent will result from light industry and the remainder made up by service, such as stores and shops.

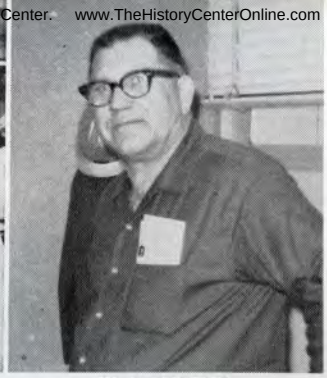
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CARL MITCHELL, left,
EARL KIPP, both with Chevron
Oil Company, Denver, Colorado



GEORGE SAMBORSKY
Elliott Company
Mountainside, New Jersey



W. R. STRONG
Texaco, Inc.
Lignite, North Dakota



Left to right, DOGAN TUGCU, ANTHONY SESSA,
SAM WILSON, all with Worthington Corp.
Bloomfield, New Jersey



A. V. COHENOUR
ASARCO
New York, New York



TOM STOY
Union Oil Co. of California
Denver, Colorado



ED HENDERSON
Consolidated Oil & Gas, Inc.
Denver, Colorado





WAYNE ROGERS
Consolidated Oil & Gas, Inc.
Denver, Colorado



ALAN TEEL
Tenneco Oil Company
Denver, Colorado



R. O. CHILDERS
Atlantic-Richfield Co.
Denver, Colorado



LEONARD GRAZIANO, left, DOROTHY AXELRAD, center
JOHN J. ELLIOTT, all with Worthington
Corp., New York, N. Y.



F. LELAND FRANZ
Skelly Oil Company
Denver, Colorado



GEORGE CHEYNEY
Union Oil Co. of California
Denver, Colorado



PATRICK S. BEAIRD
Clark Canadian Exploration Co.
Denver, Colorado



Left to right, TOM KAPORCH, JOHN ZALEWSKI
BERND REIMER, all with
Worthington Corp., Bloomfield, New Jersey

JOHN FREEMAN
Gulf Oil Corporation
Sterling, Colorado

ROY BURT, left, FRANK LYTE
both with Phillips Petroleum Co.
Denver, Colorado

DERAL BREWER
Pan American Petr. Corp.
Denver, Colorado







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FRANK M. ILLUZZI, left,
BRENT PARRY, both with Bingham
Pump Company, Clifton, New Jersey



BILL FORTUNE
Pennsylvania Pump & Compressor Co.
Easton, Pennsylvania



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J. FERRARO, Y. F. HWANG, H. LEDMAN, S. WEIS, J. ARRA, A. PIUS,
K. BAJOHR, R. SCHMIDT, A. CIGNA, F. STEIN, M. KRAMER, R. MEIER,
H. BULSTEIN, all with Treadwell Corp., New York, N. Y.





W. S. BRADFORD
Chevron Oil Company
Glenburn, North Dakota



ED T. VISICH, left, MURRAY ROST
both with The Lummus Company
Bloomfield, New Jersey



Left to right, GEOFFREY REINER
MATT LADOLCETTA, BOB ARMSTRONG, all
with Worthington Corp., New York, N. Y.



Left to right, MATT CRONIN, RAY LOFTUS
HARRY SNADY, all with Asiatic
Petroleum Corporation, New York, N. Y.



R. A. VALANTAS, left,
C. C. BROTHERS, both with Shell
Chemical Company, New York, N. Y.



Left, WARREN K. KOCH, HERB WERKHEISER, JR.,
right, HAROLD W. FLEXER, all with McDermott
Bros. Company, Allentown, Pennsylvania



JOHN WHITMAN
Continental Oil Company
Casper, Wyoming

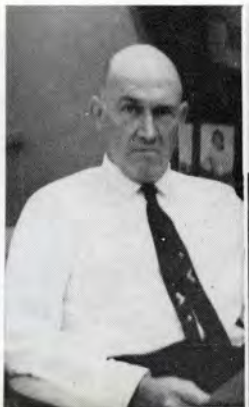


Left to right, RALPH C. SMITH
CHUCK BEISER, HELMUT RICKE
all with Chemico, New York, N. Y.

J. RALPH COLEMAN
Colorado Oil Company
Denver, Colorado

CHARLES M. SAGHI, left,
ROGER ESSAGHOF, both with
Worthington Corp., New York, N. Y.

JOHN BROCE, left, BILL WEISS
both with Worthington Corp.
Harrison, New Jersey







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Humble Oil & Refining Co.
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Denver, Colorado



LARRY JESTER
Sun Oil Company
Denver, Colorado



D. C. BAKER
Texaco, Inc.
Casper, Wyoming



JIM ANDERSON
Union Oil Co. of California
Casper, Wyoming



KEN SNYDER
Ingersoll-Rand Company
Allentown, Pennsylvania



MYRON SIMPSON, left, Continental Oil Company, Frannie, Wyoming; GERRY ORR Continental Oil Company, Casper, Wyoming



JACK DENNY
Phillips Petroleum Company
Casper, Wyoming



MORE Snap-shots



ART BUDWEISER
Elliot Company
Mountainside, New Jersey



Left to right, DREW McFADDEN
ED D'ANGELO, BILL KEAN, all with
Worthington Corp., Irvington, New Jersey



HARRY SCUTT, left,
BILL MARVEL, both with
C.R.A., Inc., Casper, Wyoming



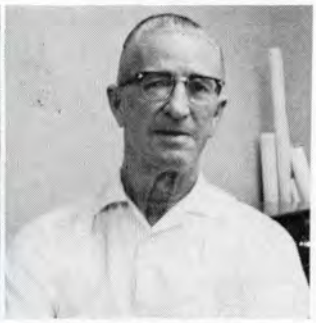
BOB RILEY, left, LEW EVANS
both with Worthington Corp.
Irvington, New Jersey



PAT LEE
The Anaconda Company
New York, N. Y.



W. B. MONTGOMERY
Mobil Oil Corporation
Casper, Wyoming



ANCIL WILLIAMS
Phillips Petroleum Company
Casper, Wyoming



Left to right, A. J. CHRISTIE
BILL ROTH, RALF BOHMAN, all with
Fuller Company, Catasauqua, Pennsylvania

LE McCRUMMEN
Pan American Petr. Corp.
Glendive, Montana

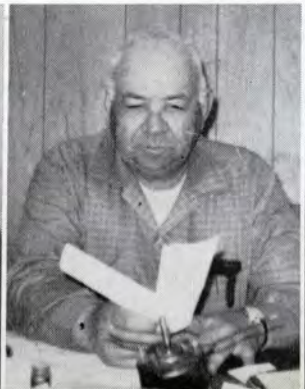
NEIL F. KLINE
Fuller Company
Allentown, Pennsylvania

T. J. TENNETT
Cardinal Petroleum Co.
Westhope, North Dakota

Left to right, ANDY FORAN, PAUL BAHLER
PHIL PRUCHANSKY, all with Worthington Corp.
Irvington, New Jersey









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Gulf Oil Corporation
Casper, Wyoming



JOHN MISBEEK
Continental Oil Company
Casper, Wyoming



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Catasauqua, Pennsylvania



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South Plainfield, New Jersey



CONRAD H. OLIE
Ingersoll-Rand Company
Allentown, Pennsylvania



JOE BOCHATEY
Skelly Oil Company
Denver, Colorado



HERMAN HIGH
Superior Oil Company
Casper, Wyoming



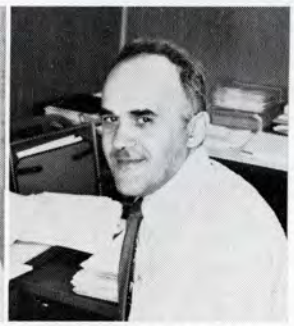
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Glendive, Montana



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VERN TRAYLOR
Union Oil Co. of California
Casper, Wyoming



ARTHUR T. FISCHETTI
Bingham Pump Company
Clifton, New Jersey



SAM BOLTZ
Texaco, Inc.
Casper, Wyoming



BOB McDONALD
Mobil Oil Corporation
Casper, Wyoming

Left to right, JERRY DeSANTIS
RAY PELAYO, and JOHN GYENES
Worthington Corp., Harrison, New Jersey



R. F. HAEUSSLER
The Lummus Company
Bloomfield, New Jersey



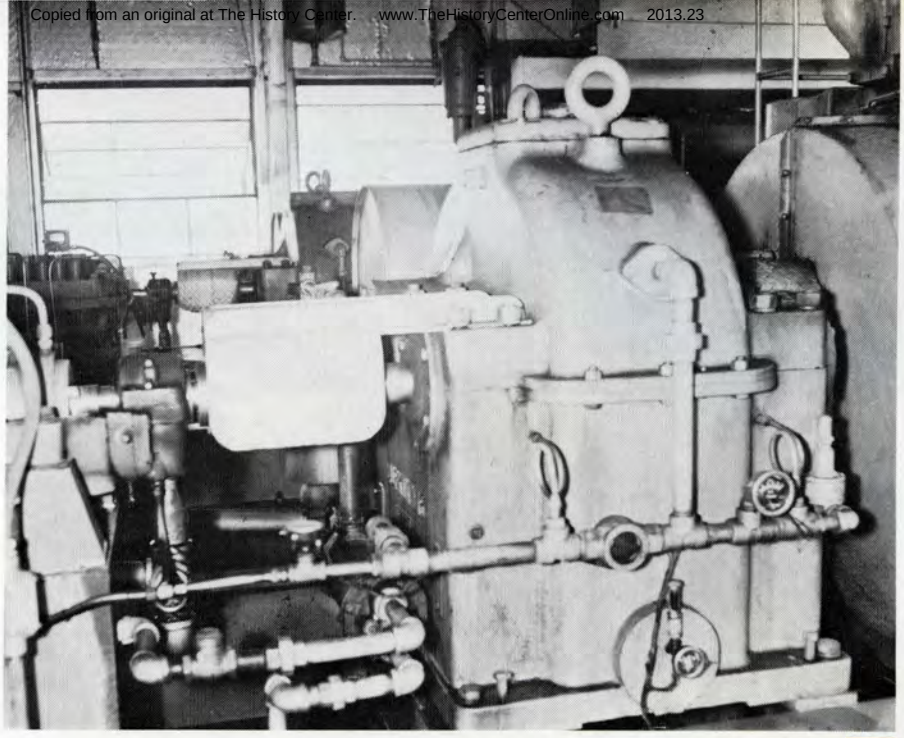
CHARLES A. ROSEBERRY
Pennsylvania Pump & Compressor Co.
Easton, Pennsylvania



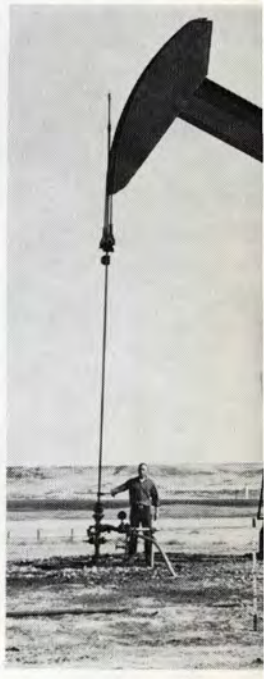
ROY WOOD
C.R.A., Inc.
Casper, Wyoming



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1



LUFKIN



4

5





6

7



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NSTALLATIONS



1 LUFKIN N-169B Speed Increaser in water flood plant at Raven Creek, Mobil Oil Corporation, Rozet, Wyoming.

2 LUFKIN C-456D-304-144 Unit, Amerada Petroleum Corporation, Belfield, North Dakota.

3 LUFKIN C-640D-304-120 Unit, Amerada Petroleum Corporation, Belfield, North Dakota.

4 LUFKIN M-456D-304-120 Unit with LUFKIN H795 Gas Engine, Two-Point Suspension, U.S. Natural Gas Corporation, Recluse Field, Gillette, Wyoming.

5 LUFKIN C-456D-304-120 Unit with LUFKIN H795 Gas Engine, Eason Oil Company, Recluse Field, Gillette, Wyoming.

6 LUFKIN M-160D-200-86 Unit, Pubco Petroleum Corporation, Sleepy Hollow Field, McCook, Nebraska.

7 LUFKIN M-320D-304-144 Unit, Midwest Oil Corporation, Sleepy Hollow Field, McCook, Nebraska.

8 LUFKIN A-1824D-240-47 Unit, W. H. Hunt Trust Estate, Medora, North Dakota.

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KOMOKU on trials with motorized aluminum roller doors raised. This new sugar carrier is owned and operated by Bay and River Navigation Company, San Francisco.

Sugar Boat KOMOKU Operating in Bay Area...

KOMOKU—Hawaiian for "sugar boat"—is the new $1.4 million sugar carrier owned and operated by the Bay and River Navigation Company of San Francisco.

Its primary purpose is to distribute Hawaiian sugar, processed at a Crockett, California, refinery, to railheads around the San Francisco Bay Area. This inland freighter, designed for both bay and river navigation, has a cargo capacity of 800 short tons and is 210 feet long with a 45-foot beam.

Komoku boasts a number of new innovations including an onboard ramp system for drive-on/drive-off loading of cargo, a streamlined bow thruster and waterproof carpeting in the wheelhouse and crew areas.

Cargo is taken on and discharged through two motorized aluminum roller doors on the *Komoku's* starboard side. Fork trucks carry the palletized sugar across two ship-to-shore aluminum ramps.

Carried on board, the ramps are extended dockside to provide a rapid and efficient drive-on/drive-off system that accommodates the tidal conditions of the bay area, making it possible to unload an entire cargo in as little as three hours.

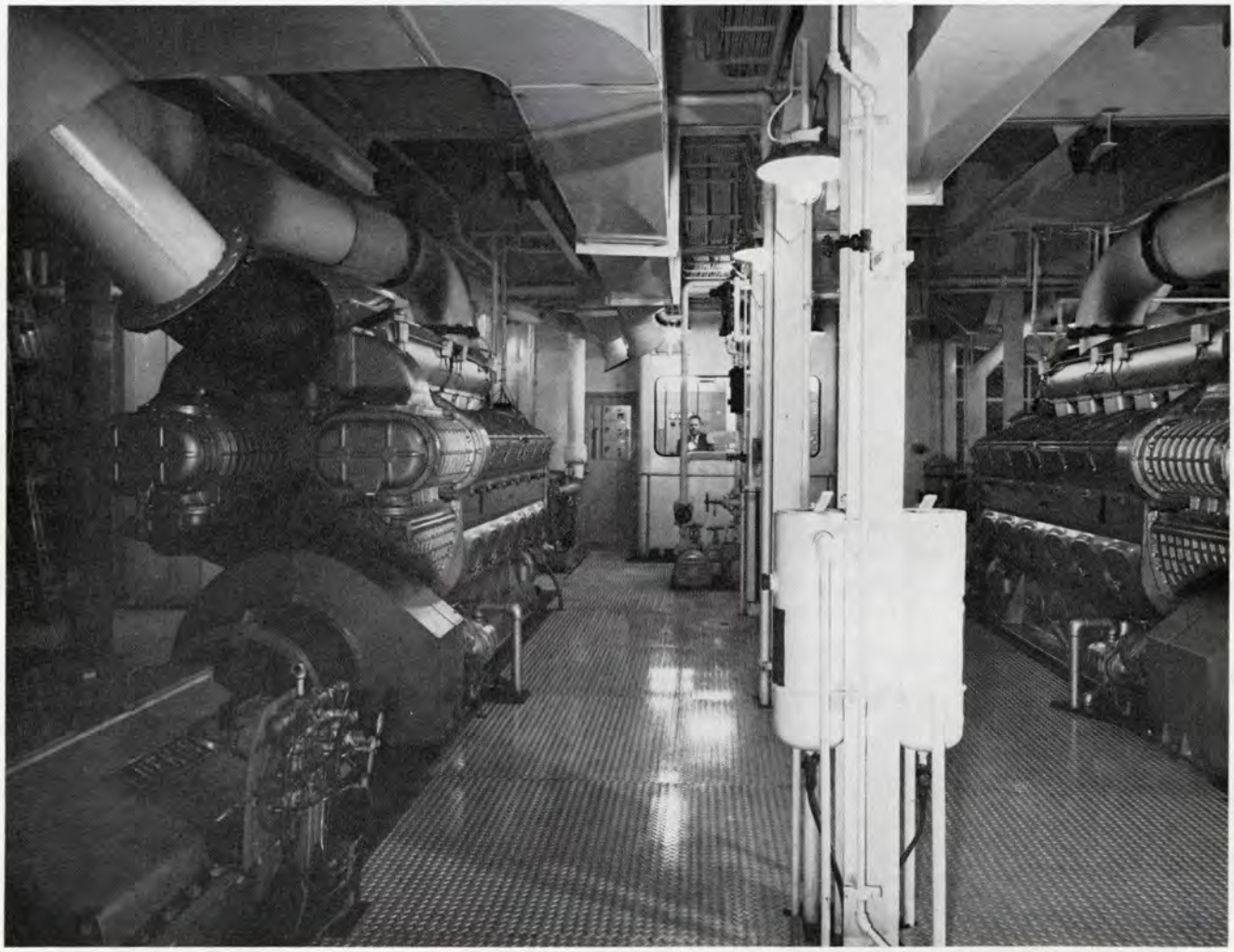
Built by Albina Engine and Machine Works, Inc., the *Komoku* was designed by L. C. Norgaard and Associates working closely with Capt. C. C. Rasmussen, president and general manager of the Bay and River Navigation Company.

Designed for speed, maneuverability and tight control at the dock, the *Komoku* is powered by two 12-cylinder General Motors 645-E2 diesel engines, each rated 1300 BHP at 800 rpm. Driving 77″, 5-bladed stainless steel twin screws through two LUFKIN Model RS2120 marine reverse and reduction gears having a ratio of 2.387:1 and equipped with Fawick air clutches, the engines propel the vessel at speeds up to 14 knots, enabling a complete turn-around in a 9-hour day. The ship is scheduled at 12.5 knots.

Running light on her maiden voyage from Portland to San Francisco last August, the *Komoku* made 15.4 knots. Capt. Rasmussen commented, "We had a nice trip down with no trouble at all in the open water."

The ship's speed is accounted for in part by streamlined bow thruster openings. Each tunnel

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VIEW of engine room showing Chief Engineer Ralph Niles at controls. Also shown are both General Motors 12-cylinder 645-E2 diesel engines, each rated 1300 BHP at 800 rpm, and one of two LUFKIN Model RS2120 marine reverse and reduction gears equipped with Fawick air clutches.

face is teardrop shaped, reducing turbulence resistance from approximately 18 to 3.5 percentage factors.

The bow thruster power components are reached from the engine space via a catwalk running forward under the cargo space to the bow. Steering is by two electro-hydraulic independent systems, making an emergency set-up unnecessary. Remote steering and bow thruster controls are located in the wheelhouse and at the starboard wing stations.

Auxiliary power comes from two diesel engines and an air-cooled diesel-driven generator provides backup. Keel coolers serve both main diesels, the bow thruster engine and both generator diesels.

The *Komoku* is ABS classified and USCG inspected. The Master and Pilot is senior Capt. James G. Purcell and the Chief Engineer is Ralph Niles.



THIS view of cargo area shows the twin adjustable dock ramps which provide a unique drive-on/drive-off system for fork trucks. These adjustable ramps also compensate for varying tide situations.

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DEL FYOCK
Texaco, Inc.
Casper, Wyoming



ERNIE LINDAHL
Marathon Oil Company
Casper, Wyoming



BERRY TREAT
Pan American Petr. Corp.
Glendive, Montana



Left to right, HERB SCHNITZER
LOREN LAUTERBACH, JOHN JEKONSKI, JOHN GLASS
all with Worthington Corp., Harrison, New Jersey



Left to right, CHARLIE DICK
TOM NEWTON, BILL ROBERTS, all with
Fuller Company, Catasauqua, Pennsylvania



BILL BLACKBURN
Continental Oil Company
Casper, Wyoming



MAX HUBBUCH, left, JOE KEHLER
both with Fuller Company
Allentown, Pennsylvania

MORE Snapshots continued



W. G. MEISSNER
ASARCO
New York, New York



KEN NOLAN, left, LONNIE TOWELL
Both with Shell Oil Company
Denver, Colorado



JACK DESPUJOLS
Gulf Oil Corporation
Casper, Wyoming



Left to right, JACK THOMAS, AL McDONAUGH
PAUL WILLIAMS, all with Ingersoll-
Rand Company, Allentown, Pennsylvania



DOUGLAS J. BEAR
Fuller Company
Allentown, Pennsylvania



ED PATTERSON, left, LUFKIN, New York
DON COMBE, Worthington Corp.
Harrison, New Jersey



EDGAR LEE
Alcorn Combustion Company
New York, New York



Left to right, TOM SULLIVAN
JOE NOLET, BARRY WEBB, all with
Worthington Corp., Irvington, New Jersey

JERRY McELROY
Worthington Corporation
Harrison, New Jersey



JIM ROE, left, LUFKIN, Denver
Colorado; MATHIEU VERTENSTEIN, Mine &
Smelter Supply Co., Denver, Colorado



CONNIE SHURUPOFF
United Centrifugal Pumps
New York, New York



Left to right, DICK REEDY
TED MORGAN, DICK SHAFER, all with
Fuller Company, Catasauqua, Pennsylvania



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JOHN CRANOR
Pan American Petr. Corp.
Denver, Colorado



JOHN McGEE
McDermott Bros. Company
Allentown, Pennsylvania



CARL HAMMONTREE
Pan American Petr. Corp.
Melstone, Montana



Left to right, GEORGE BORTHIG, DON LUBRANO
ROBERT STAPLIN, JOHN FENLON
all with Worthington Corp., New York, N. Y.



BOB NAGEL
Pan American Petr. Corp.
Glendive, Montana



BILL HALVORSON
Pan American Petr. Corp.
Glendive, Montana



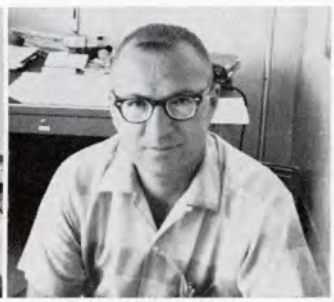
DAVE NICHOLS
Bingham Pump Company
Clifton, New Jersey



Left to right, WILLIAM KAEHRLE, CHARLES K. EVANS
HANS DETTMRA, and R. N. DONOVAN
all with Worthington Corp., New York, N. Y.



RAY LEEDS
C.R.A., Inc.
Casper, Wyoming



CHUCK KORITNIK
Atlantic-Richfield Co.
Casper, Wyoming



DON ANDERSON
Union Oil Co. of California
Casper, Wyoming



Left to right, TERRY POPPLETON, BOB GRACZYK
BOB FREEBOROUGH, JIM CALHOUN, all with
Worthington Corp., Harrison, New Jersey



P. TALAGO, left,
G. SCHOSTAK, Fuller Company,
Allentown, Pennsylvania



Left to right, W. E. Newell, FRANK WARSHANY
and MARIO MARROCCO, all with
Worthington, Corp., Harrison, New Jersey



Left to right, DAN McGONIGAL, JIM DAKIN
RAY VRUDHULA, BOB FLOREK, all with
Worthington Corporation, Harrison, New Jersey

M. C. HOFFMAN
Petroleum Consultant
Denver, Colorado



BARBIE CRAIG
Amerada Petroleum Corp.
Newburg, North Dakota



ED LOCKWOOD
Pan American Petr. Corp.
Lignite, North Dakota



JOHN RIPAK, R. STEMPLINGER
L. J. MANKOWSKI, C. CLARK, A. H. DEMCHAK, all
with Worthington Corp., Harrison, New Jersey



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Front row, left to right: STEVE MULLER, Continental Oil Co., Casper, Wyo.; JOHN CRANOR, Pan American Petr. Corp., Denver, Colo.; GENE NIXON, LUFKIN, Casper; A. W. HOWARD, Marathon Oil Company, Grass Creek, Wyo.; JIM ROE, LUFKIN, Denver. Second row, left to right: A. G. SULLIVAN, Marathon Oil Co., Cody, Wyo.; DOUG PATTON, LUFKIN, Denver, Colo.; D. T. CADDY, Marathon Oil Co., Byron, Wyo.; BILL JACKSON, Chevron Oil Co., Denver, Colo.; BILL TROUT, LUFKIN, Lufkin, Texas. Back row, left to right: ART CHEVALIER, Marathon Oil Co., Oregon Basin, Wyo.; GEORGE WILSON, Pan American Petr. Corp., Midwest, Wyo.; JOE BYRD, BILL MOREAU, both with LUFKIN, Lufkin, Texas; A. M. RONEY, Pan American Petr. Corp., Denver, Colorado.

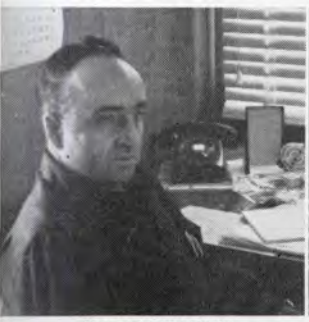


JOE GALOVICH
Continental Oil Company
Casper, Wyoming

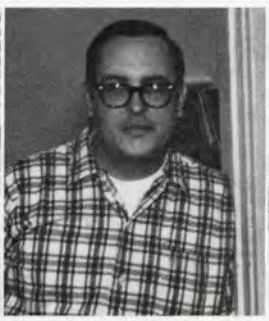


LEE DERRICK
Chevron Oil Company
Denver, Colorado

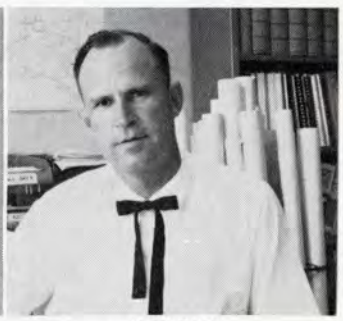
MORE Snapshots continued



HARLEN RUPERT
Pan American Petr. Corp.
Lignite, North Dakota



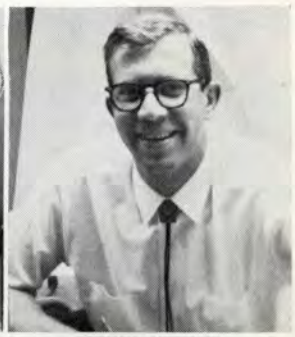
JIM DONAGHE
Pan American Petr. Corp.
Glendive, Montana



BOB FAIR
Mobil Oil Corporation
Casper, Wyoming



JOHN HEISS
Alpha Portland Cement Company
Easton, Pennsylvania



JOHN LUCKEN
Mobil Oil Corporation
Casper, Wyoming



Completing the Sucker Rod Pumping short course in Tripoli, Libya, were front row, left to right: TRAVIS CAMPBELL, Sahara Overseas Services; BEN NOWOTNY, Esso Standard Libya, Inc.; JOHN WAKE, Amoseas Petroleum Ltd.; all in Tripoli, Libya. Second row, left to right: LYALL SMITH, Oasis Oil; AZZEDIN M. CREUI, Mobil Oil Libya; FLOYD DELLA CORTE, Amoseas Libya; all in Tripoli, Libya. Back row, left to right: GERALD VOORHEES, Oasis Oil; C. G. DREYER, Mobil Oil Libya; P. K. PAUL, Mobil Oil Libya, all in Tripoli; and R. B. GIBBS, LUFKIN, New York.



CHUCK ADAMS
Mobil Oil Corporation
Casper, Wyoming



NORM SNYDER
Pennsylvania Pump & Compressor Co.
Easton, Pennsylvania

MIKE CARR
Pubco Petroleum Corp.
McCook, Nebraska



FRED WITTWER
ASARCO
New York, New York



BILL LOONEY
Pan American Petr. Corp.
Denver, Colorado





DON JONES
Phillips Petroleum Company
Casper, Wyoming



MICHAEL A. KOVACS
Pennsylvania Pump & Compressor Co.
Easton, Pennsylvania

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JOHN LUCHETTA
Mobil Oil Corporation
Casper, Wyoming



D. J. KRAMM
Fuller Company
Catasauqua, Pennsylvania



JOE FOWLER
Gulf Oil Corporation
Casper, Wyoming



BILL BUSBY
Mobil Oil Corporation
Casper, Wyoming



JOHN GARNER
Gulf Oil Corporation
Casper, Wyoming



L. A. SWARTZ, left, AL HALM
both with Fuller Company
Allentown, Pennsylvania



BOB COMISKEY, left, STEVE ARDIA
both with Goulds Pumps, Inc.
Clifton, New Jersey



RAY ROUSER, left, and
MARION BEARLY, both with Gulf Oil
Corporation, Casper, Wyoming



CHARLES RICE
Union Oil Co. of California
Casper, Wyoming



JOHN EIKENBERG
Union Oil Co. of California
Casper, Wyoming



MANNY JOHNSON, left, JIM BENNETT
both with Ingersoll-Rand Company
Allentown, Pennsylvania



ANDY ACTON, left, LOU POWELL
Byron-Jackson Pumps, Inc.
New York, N. Y.



JOHN HEALY, left
RON CHAMPION, Goulds Pumps, Inc.
Clifton, New Jersey



Left to right, RAY MATZELLE, L. G. HARTH, JR.
SURESH DHIR, all with Worthington
Corporation, Bloomfield, New Jersey



LARRY GILL
Worthington Corporation
New York, New York



HAL ADDINGTON
Consulting Petroleum Engineer
Denver, Colorado



STAN PARKER
Midwest Oil Corporation
McCook, Nebraska

RUSS MOORE
Pan American Petr. Corp.
Glendive, Montana

R. C. QUALLS
Denver
Colorado

R. F. McGOWEN
Goulds Pumps, Inc.
Clifton, New Jersey

JIM CUMISKEY
Pennsylvania Pump & Compressor Co.
Easton, Pennsylvania

JACK CALCOTE
Amerada Petroleum Corp.
Newburg, North Dakota











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WILBUR D. REED, general manager
Piggly Wiggly Alabama Distributing Co. Inc.



ARNOLD WILLIAMS
warehouse supervisor

PIGGLY WIGGLY
ALABAMA DISTRIBUTING CO.

By Carolyn Curtis

When Wilbur D. Reed came to Piggly Wiggly Alabama Distributing Co., Inc. in 1961, he brought 25 years of experience in the grocery business plus enough leadership and business acumen to quadruple the company's annual dollar volume.

Much of Mr. Reed's success as general manager of the company's warehouse is evidenced by the facts and figures listed in a special newsletter commemorating his anniversary with the company. Compiled by the 70 employees, the newsletter follows the step-by-step progress from 32 stores in 1961 to 63 stores now being served by the Birmingham warehouse.

The intangible measurement of his success is apparent in the employees' loyalty to Mr. Reed and to the plant's operation. In their newsletter, the employees explained that their purpose in writing it was to "illustrate why we as employees are so enthusiastic about this man and this operation.

"Under Mr. Reed's able leadership, we have seen steady progress made in all phases of this operation. We have seen our own working conditions improved tremendously, including the pleasure of working in one of the most modern warehouses in the country."

The warehouse to which they referred is a 115,000-square-foot plant built in 1966. It now stocks 6700 items and supplies the 63 store operators with dry groceries, frozen foods, health and beauty aids, tobacco and cigarettes, and kitchen wares.

With Mr. Reed's management and the direction of Warehouse Supervisor Arnold Williams, the operation has grown so much that plans are in the making for 60,000 additional feet of warehouse space.

The distribution center maintains the latest in modern office, storage and transporting facilities. The warehouse includes a freezer area for perish-

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One of the 40-foot dry freight vans ordered by Piggly Wiggly Alabama Distributing Co. Inc.

able items, a complete re-packing center, a temperature-controlled candy vault, a separate area for small packages, in addition to the huge room for miscellaneous dry groceries with its floor space equalling the yardage on a couple of football fields.

Inventory shows that the plant's storage area easily accommodates more than $1 million worth of merchandise.

Another warehouse feature is the railroad spur line extending into the building where seven cars may be unloaded simultaneously to eliminate damage caused by weather conditions and to save man-hours. Additional shipping and receiving facilities include 21 delivery trailers, of which 15 are LUFKINS. The company uses mostly dry storage vans as well as two reefer vans and 13 tandem trailers powered by both gas and diesel fuel.

Latest proof of the company's progressiveness is a computer installed this year, which supplies immediate information for buyers, quickly processes the accounts payable, controls inventory, and prepares invoices for store operators with maximum accuracy and efficiency.

This mushrooming operation supplies Piggly Wiggly stores in 55 cities throughout Alabama, Georgia, Tennessee and Mississippi. The store owners are independent retail merchants who are affiliated with Piggly Wiggly Corporation on a franchise basis. They organized the warehouse in 1959 as a co-op to increase their purchasing power and decrease their expenses through group buying and distributing.

"The Birmingham warehouse is a convenient supply depot for our operators selling on a cost plus basis and allowing them to sell merchandise at the lowest possible prices. Today, the annual combined retail sales of these 63 operators exceeds $80 million," Reed explains.

The company's executive affairs are handled by a seven-man board of directors elected each year by the stockholders. Officers of the Piggly Wiggly Alabama Distributing Co., Inc. are H. B. Looney, Tuscaloosa, president; Claud Smith, Guntersville, vice president; and Clark Weatherwax, Moulton, secretary-treasurer. The president of Piggly Wiggly Corporation, with headquarters in Jacksonville, Florida, is G. C. Brannon.

Mr. Reed and his wife, Florence, spend weekends fishing and relaxing at their lake house. He is a member of the Lions Club and Baptist Church.

Lufkin is proud to include Piggly Wiggly Alabama Distributing Co., Inc. among its friends and customers.

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Stan, the super salesman, was checking receipts in his book while taking a train to Toledo for a powwow with the Ohio branch office. The passenger sitting behind him eventually drew him into conversation.

"Ever been to Toledo before?" the man asked.

Stan riffled through his book, uttering: "Let's see now . . . Places I've been in . . . Sioux City, South Orange, Stetson . . . Toledo! Sure, I've been in Toledo."

Then the man said: "Ever been at the Hop-Right-Inn Motel in Toledo?"

Stan riffled through the book, muttering. "Motels I've been in . . . yes, yes, been at the Hop-Right-Inn."

"Ever know a Barbara Mugwump at that motel?" the man asked.

Stan riffled, muttering: "Women I've known . . . let's see . . . Yes. I knew a Barbara Mugwump."

The man's voice rose: "Well, listen, Buster. I happen to be MISTER Mugwump, and I want you to know I don't like it!"

Stan riffled the book, muttered finally: "Mmmmm . . . neither did I!"

Little boy to his mother: "Mom, how did I get here?"

"Why the stork brought you, dear."

"Does that mean Daddy is impotent?"

Jack told Jill to take her pill
With a glass of water.
Jill forgot, and Jack begot
A bouncing baby daughter.

"My wife says I'm a great lover. But I'd like to get a professional opinion."

The Sunday School teacher asked her class of youngsters if they could name any of the Ten Commandments and one kindergarten-aged boy stood up and announced proudly: "Thou shall not omit adultery."

A gorgeous girl walked into the psychiatrist's office. She no sooner closed the door, when the doctor ripped off her clothes and attacked her. After fifteen minutes, he got up and said, "Well, that takes care of my problem. What's yours?"

Woman to dentist: "I don't know what's worse, having a baby or getting a tooth pulled.

Dentist: "Make up your mind, lady; I've got to know which way to tilt this chair."

The old man walked into the drugstore and said, "I'd like to get some of that stuff they give the fellows in the Army to make them forget about girls."

The druggist, upon hearing this, said, "What would an old man like you want with stuff like that?"

The old gentleman replied: "I wanna stuff it up my nose and clear those ideas out of my head."

By her boy friends a girl was
called "butter"
Though on oleo she had been fed.
When she asked, "Why the nick-
name?" they'd mutter,
"It's 'cause you're a much better
spread!"

Down in the mountain country of the south they were trying a rape case and the victim was on the stand.

"Now, young lady," the prosecutor began, "please tell the court in your own words of your experience. First, can you identify the man?"

"That's the one," the girl pointed.

"And when did this occur?"

"As I remember, it was last June, July and August."

"Did you follow my advice about kissing your girl when she least expects it?" asked the sophisticated college senior of his younger fraternity brother.

"Oh, hell," said the fellow with the swollen eye, "I thought you said 'where'."

The wife came home with a brand new mink coat. Her husband said, "Where the heck did you get that?"

"I won it in a raffle," she replied.

The following night she walked in with a beautiful diamond bracelet. Again the husband asked, "Where the heck did you get that?"

Her reply was the same, "I won it at a raffle."

Then she added, "And dear, would you do me a favor? I'm going to another raffle party tonight and I'm in a hurry. Would you mind drawing my bath?"

The husband did as instructed but when his wife came in to take her bath, she found that there was only a half-inch of water in the tub.

"Dear," she said, "Why didn't you fill the tub?"

"Well, darling," he answered, "I didn't want you to get your raffle ticket wet!"

Once a young man quite handsome
Had a girl seven times on the
transom;
When she begged for more,
Whispered a voice from the floor,
My name, madam, is Simpson not
Samson.

We believe sleeping pills for the husband would be a lot easier on the wife than contraceptive pills.

"Why are Democrats more popular than Republicans?"

"Ever hear of anybody asking for a piece of elephant?"

Advertisement: Young man looking for an apartment . . . just a small place large enough to lay his hat and a few friends.

Doctor to woman patient: "Tell your husband his secretary was in this morning and he has nothing to worry about."

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. . . When the going is rough.

3 ECONOMY
. . . When low operating cost is a factor.

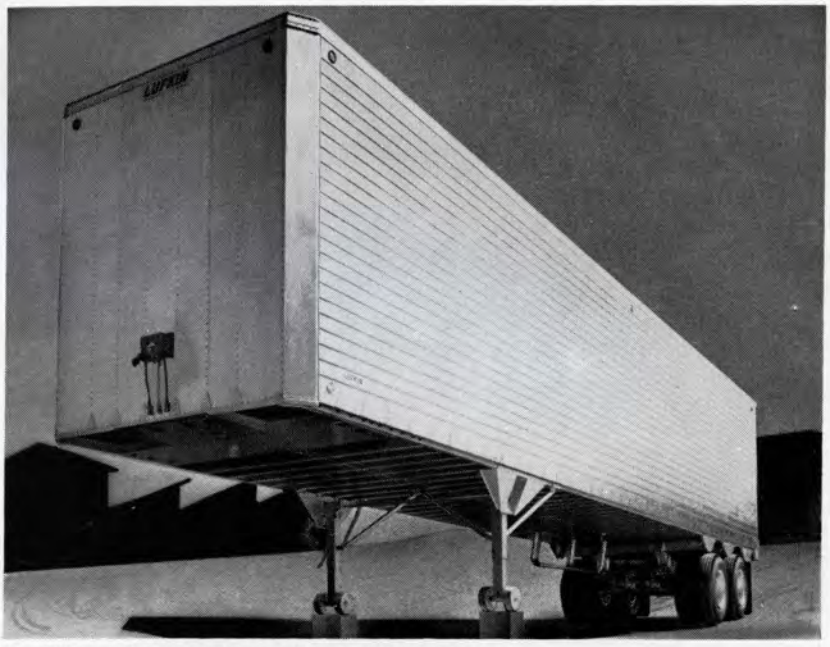
4 EFFICIENCY
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LUFKIN TYPE F REDUCERS

FABRICATED STEEL HOUSINGS



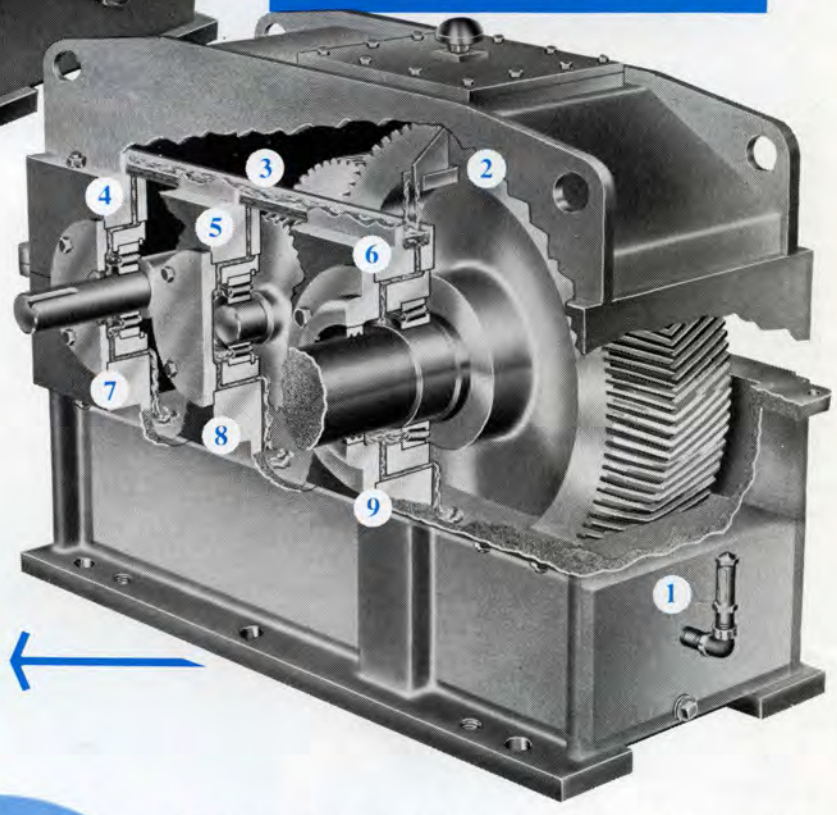
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Fabricated Steel gear housings are made from heavy steel plate with continuous welds inside and out. The housings are designed for maximum rigidity. After welding, the housings are fully stress relieved for dimensional stability. Interior surfaces are shot blasted, cleaned and painted to insure absolute freedom from scale, slag and other foreign particles. The joint between base and cover is accurately machined and boring is done using rigid precision boring fixtures to assure perfect shaft alignment. The above adds up to long and trouble-free gear life.

The housing is filled with oil until the level is visible in glass gage 1. The gear dips into the bath of oil, lubricating the gear teeth. The film of oil which adheres to the side of the gear rim is deflected by wiper 2 into oil trough 3 which is integral with the cover. Oil flows by gravity from the trough through oil passages 4, 5 and 6 into all bearings and returns to the sump by oil-return passages 7, 8 and 9.



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WRITE FOR CATALOG G-29.

LUFKIN GEAR

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LUFKIN FOUNDRY & MACHINE COMPANY
Plant and General Offices, LUFKIN, TEXAS

MEMBER OF AGMA