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THE Lufkin LINE

JULY-AUGUST • 1970

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Goodwill is no easy symbol of good wishes. It is an immeasurable and tremendous energy, the atomic energy of the spirit.

—*Sunshine* Magazine

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PACIFIC COAST DIVISION ISSUE

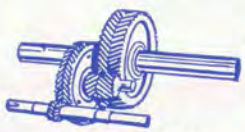
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OPPOSITE PAGE: San Juan Mountains near Silverton, Colorado
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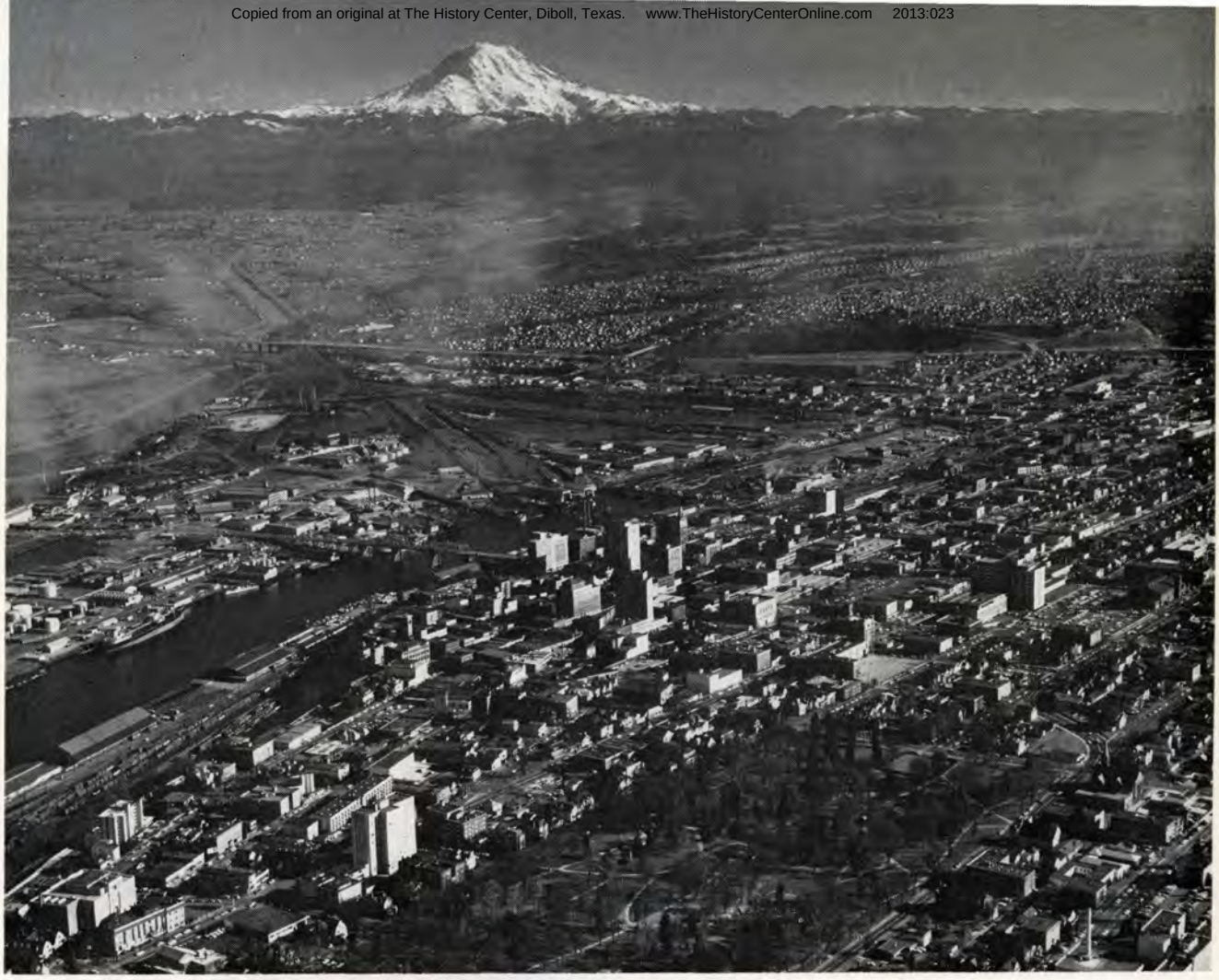
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MT. RAINIER, all 14,410 feet of it, rises majestically behind Tacoma, Washington.

WASHINGTON

By Shirley M. Dever

WASHINGTON is a wild and wonderful land of virgin forests, verdant valleys and vivid scenery, an outdoor lover's paradise. Western Washington is a tapestry of tall timber and green growth and sky blue water while the Eastern side of the state yields a bonanza of wheat and apples. The state's green grandeur has given it the nickname of "Evergreen state" and its salmon industry has given it a second moniker—"Chinook state." Twentieth in size of the fifty states, it was the 42nd state to enter the union.

After travelling around the world, so to speak, I decided that my home state is where I wanted to live out the rest of my life. Small wonder. Washington has a lot to offer.

For starter, it has been said that Washington has the most remarkable set of state parks in the nation. It is estimated that more than 79,000 acres in this state have been set aside for parks so that the present population and posterity can enjoy the primitive and unspoiled beauty of these spots forever. There are lake and forest and mountaintop and oceanfront parks in Western Washington; Fields Spring State park in southeast Washington is a brown and barren land which appeals to those who love arid areas and dry summer heat.

My taste is that of a typical Western Washingtonian, and one of my favorite spots is Deception Pass, a state park which has fresh water lakes and salt water beaches within its boundaries. An elaborate bridge separates Fidalgo and Whidbey Islands at the central point of the park. Under this bridge runs rapids which have put many a small boater to the test. When I was a pre-teen, our boat Majo II plunged through the pass at about 25 knots and we felt like we were flying because our normal cruising speed was 8 knots. I have watched a sizeable seiner ride the rapids in reverse after attempt-

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PARADISE Valley at Mt. Rainier is not unlike Switzerland.



SMALL boat harbors like this at Roche Harbor on San Juan Island, a renowned resort, are popular in the western part of the state.

... the EVERGREEN STATE

ing to go through the pass on the wrong tide.

Bordering the Pacific Ocean are such oceanfront parks as Twin Harbors and Ocean City and fantastic ocean beaches like Pacific Beach, Copalis Beach, Ocean Park, and Long Beach. Besides the lure of the surf, sand and sea, is the promise of "supper from the sand." Razor clams, so named because they are shaped like an old-fashioned razor, abound in places like Oyhut on the ocean. Even very young or very old clam diggers can come up with the limit of 18 razors in no time at all when they hit the right spot.

Westport, near the entrance of Grays Harbor, is a mecca for salmon fishermen and is appropriately called "The Salmon Capital of the World." The "action" begins in mid-April and continues through September. More than 200 charter boats with experienced skippers accommodate the fishermen and their families who flock to Westport. In 1967 it was estimated that over 150,000 angler trips took tourists out into the prolific Pacific where most of them caught their limit of three salmon per day. A hearty lot, these enthusiasts listen to fog horns tooting off-shore at 5:30 a.m. as they head for a seaside cafe, then brace themselves for an exciting day at the reel, salt spray in the face and a rolling deck under their feet only adding to the fun.

The three main cities in Washington are Seattle, Tacoma and Spokane. Look at the first three letters in Seattle (sea) and you'll discover the secret of this city's sparkle. There are fresh water lakes on her east side, salt water called Puget Sound on the west. The Seattle waterfront covers 196 miles and is a tourist's delight. Big ships are built and berthed, even repaired here; fishboats come in with impressive harvests of halibut and salmon in season. Washington State ferries transport commuters

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FERRY voyages through the San Juan Islands are often called "ocean voyages in miniature."

across the sound to Bremerton, Port Orchard, Harper, and Winslow, all points leading to the Olympic Peninsula, a fabulous outdoor paradise. The ferry fleet numbers 26 and these "floating bridges" provide an intriguing way to observe the sky-seashore beauty of the Puget Sound country.

Tacoma, my home town, is a charming city, one of its finer attractions being Point Defiance which contains beautifully landscaped grounds, a zoo, (the children's zoo has won wide acclaim and one of the best aquariums to be found anywhere. Tacoma, too, has a wonderful waterfront along the deep channel called Commencement Bay and residents as well as visitors love to drive along the waterfront at twilight to ogle the Olympic's pink and gold-tipped pinnacles across the sound and above the blue, blue bay.

Tacomans admire the Olympics to the West, Mt. Rainer (sometimes called Mt. Tacoma) to the East. In springtime, when the daffodils and tulips blanket the valley floor, 14,410-foot Mt. Rainier, rising majestically above, is a never-to-be-forgotten sight. Paradise, in Mt. Rainier National Park, is not unlike Switzerland, and the slopes up at Mt. Rainier are skier's delight in winter. Other popular ski areas are Mt. Baker, Stevens Pass, Pilchuck, Snoqualmine, Ski Acres and Crystal Mountain.

Spokane is the urban hub of the Eastern part of the state. This side of the state is synonymous with apples and wheat. In the little town of Wenatchee, which sits smack dab in the middle of the state, the Washington State Apple Blossom Festival is held

APPLE pickers "wear" canvas-lined, canvas-bottomed buckets into which the apples are gently dropped. When the bag is filled, its contents are carefully deposited into bulk bins which eventually wind up in a warehouse.



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LIKE Seattle, the Port of Tacoma has a fabulous waterfront.

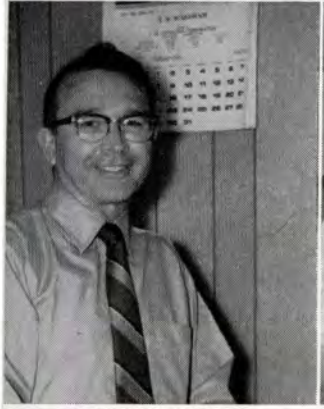
each May. Over 25 percent of all the apples grown in the United States are grown here in "the apple capital of the world." The six varieties which have made Washington famous are: The Red Delicious, the Golden Delicious, Winesap, Rome beauty, Jonathan and Newton. Traveling across Eastern Washington, wheat farms are everywhere and golden fields under bright blue skies dazzle the eyes.

I live in the heart of the San Juan Islands in the extreme Northwest corner of the state and here I never want to leave. Why? These islands are irresistible to someone who loves spectacular scenery as much as I do. On my island, Orcas, is 2400-foot Mt. Constitution which has a 360-degree panoramic view from its unique stone tower. Here one can gaze in awe at the island-dotted waters of the San Juans, at sapphire seascapes and lush green landscapes, and at ocean voyages in miniature as white and green ferries ply through the picturesque passages separating the 172 islands. I've fallen in love with the pulsating rhythm of the ferry engines, the primitive beauty which is everywhere, and with the charming country roads and quaint villages. These islands bear a special brand of enchantment and I confess to being addicted to it.

Yet the whole of Washington State is wonderful. Wild rhododendrons (the state flower) add pink freshness and flamboyance to the penetrating green which is everywhere along the coastal section where they grow in abundance. Although the state tree is the western hemlock, the Douglas fir is probably the most famous and responsible for Washington's lumber industry. Our pungent forests also contain pine, cedar, alders, willows and madrona.

Western Washington tends to be wild, wet, warm and wonderful; Eastern Washington is inclined to be dry, desert-like, dazzling and delightful. In this state of mountain-tops, ocean floors, lush green growth, arid land, charming cities and challenging country, there is something for everyone. Sometime you may want to visit this land of vivid variety!

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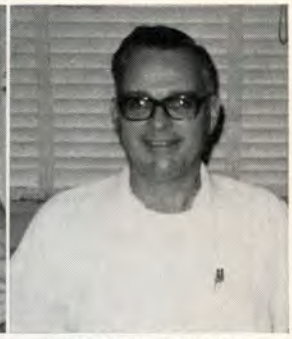
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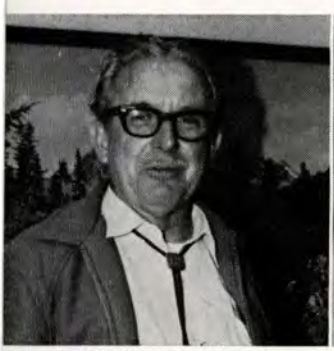
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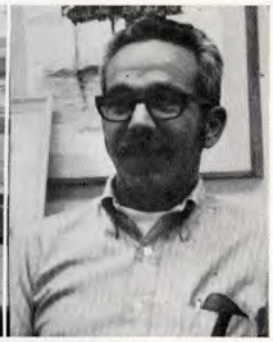
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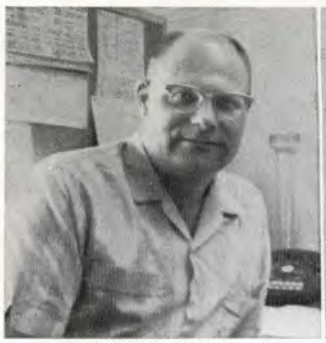


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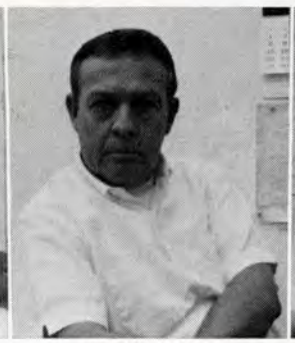


Snaps

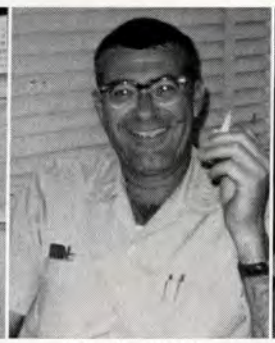
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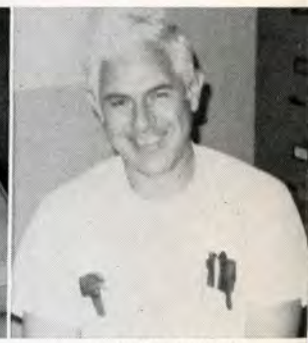
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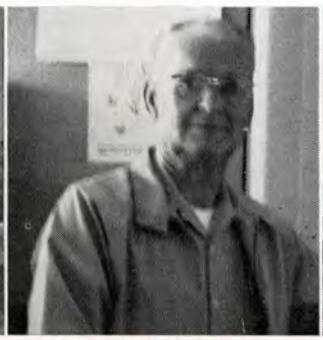
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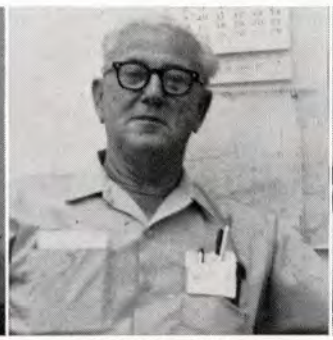
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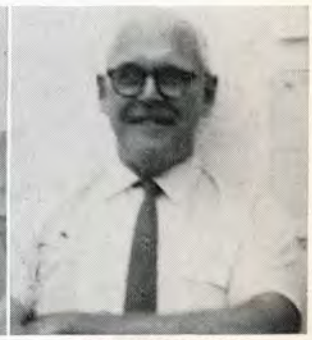
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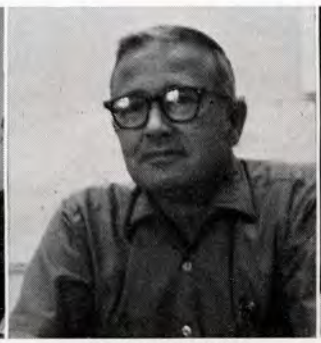
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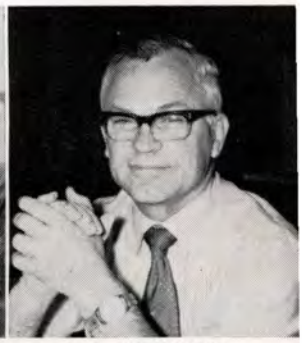
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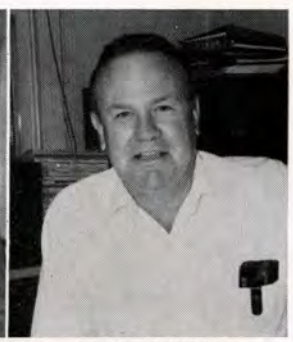
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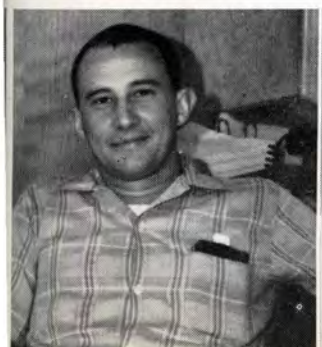
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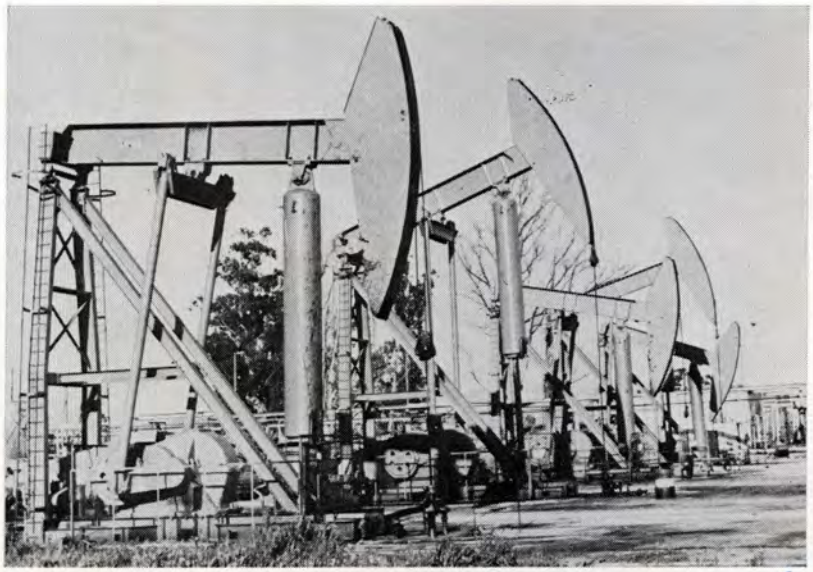




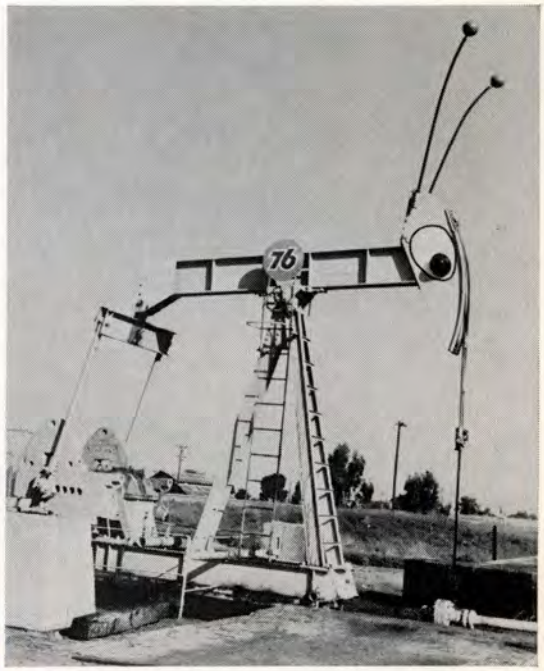




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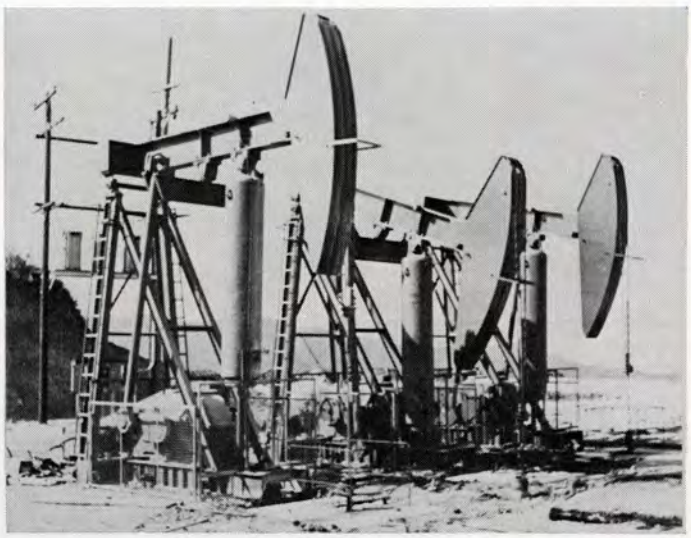


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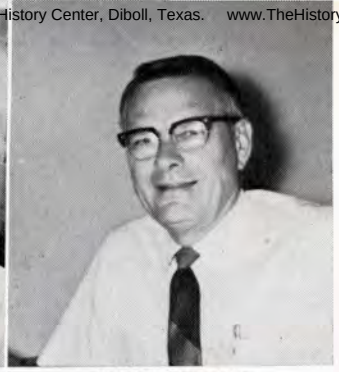
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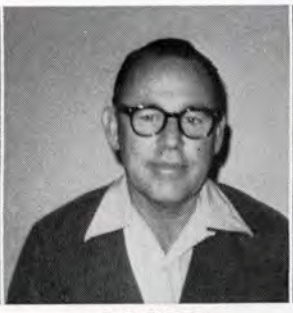
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Blythe, California



HARRY W. NESBIT
U.S. Bureau of Reclamation
Blythe, California



BOB RICHARDS
Getty Oil Company
Ventura, California



J. E. HIATT
Sun Oil Company
Newhall, California

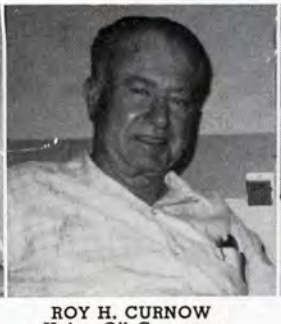


KENNETH J. STRACKE
Union Oil Company
Orcutt, California

MORE SNA



DON BICE
Texaco, Inc.
San Ardo, California



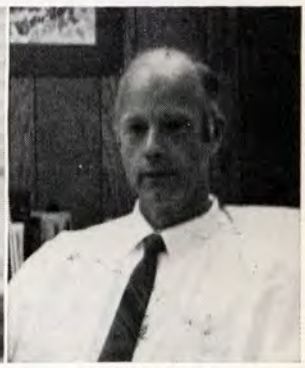
ROY H. CURNOW
Union Oil Company
Orcutt, California



JOHN R. BROSE
Shell Oil Company
Coalinga, California



DON GENTRY
Shell Oil Company
Coalinga, California



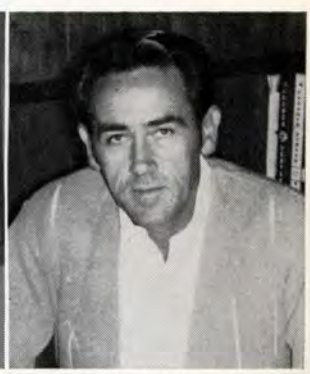
WILL GRIFFIN
Mobil Oil Corporation
Bakersfield, California



FRONT row, left to right: KEN STRACKE, Union Oil Co., Orcutt, Calif.; BOB BIERNE, Getty Oil Co., Bakersfield, Calif.; DEWEY WATSON, Westates Petr. Co., Los Angeles, Calif.; DAVID REMICK, Lufkin, Pittsburgh, Pa.; CARL FRAZIER, LUFKIN, Los Angeles
SECOND row, left to right: VIC FAWCETT, LUFKIN, Los Angeles; NICK VAN WINGEN, Consultant, San Marino, Calif.; IGOR KUMETS, Getty Oil Co., Ventura, Calif.; BYRON JOHNSON, Getty Oil Co., Los Angeles; AUTRY BULL, Tenneco Oil Co., Bakersfield; LOU RAMSEY, Signal Oil & Gas Co., Los Angeles.
BACK row, left to right: BOB POLAND, BILL TROUT, FRED GRIFFIN, all with LUFKIN Lufkin, Tex.; ELMER FRISKE, Standard Oil Co., Carpinteria, Calif.; NORRIS MONG, Foss Launch and Tug Co., Seattle, Washington; MORGAN FLOURNOY, LUFKIN, Lufkin; GEORGE SALISBURY, Foss Launch and Tug Co., Seattle; CHARLES THREEWIT, Union Oil Co., Bakersfield; GENE TATE, LUFKIN



M. L. BLANTON
Shell Oil Company
Ventura, California



DON R. HODGE
Braden Machinery Co. of Calif.
Blythe, California

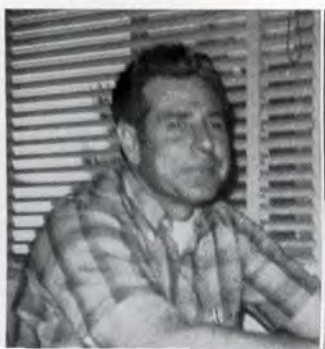
BOB O'BRIEN
Continental Oil Company
Santa Maria, California

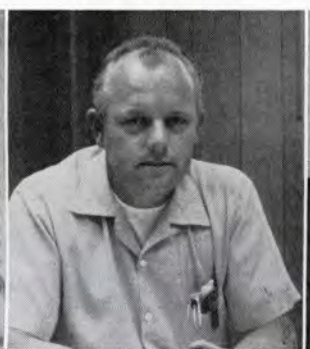
FRANK HOWE
Shell Oil Company
Fellows, California

WALT WELLER
Shell Oil Company
Los Angeles, California

VIC GUIDERA
Getty Oil Company
Brea, California

EARL QUAYLE
Shell Oil Company
Los Angeles, California



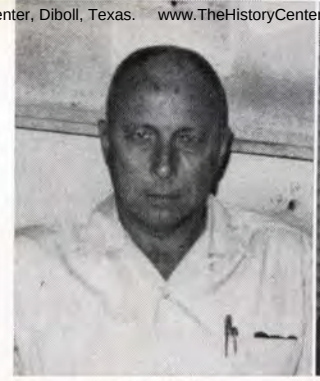




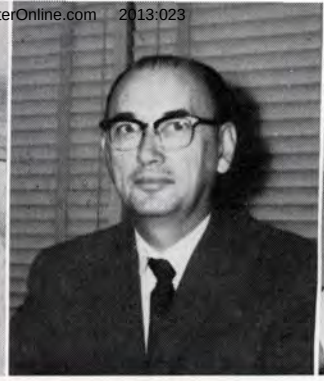




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JOE HICKS
Union Oil Company
Santa Maria, California



BILL LENZ
Texaco, Inc.
Los Angeles, California



WALTER BOYD
Getty Oil Company
Los Angeles, California



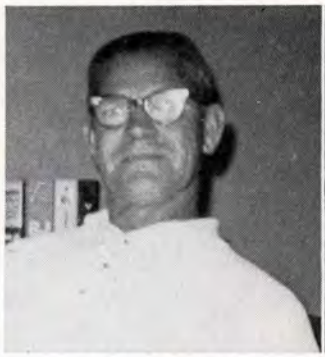
LARRY KING
U.S. Bureau of Reclamation
Blythe, California



T. C. McLEAN
Getty Oil Company
Santa Maria, California

APSHOTS





ED BILLINGTON
Union Oil Company
Orcutt, California



BOB CULVER
Union Oil Co. of Calif.
Coalinga, California



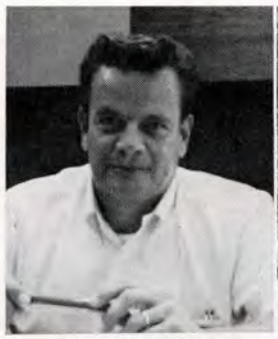
LLOYD SMITH
Getty Oil Company
Bakersfield, California



M. K. NEWKIRK
Shell Oil Company
Coalinga, California



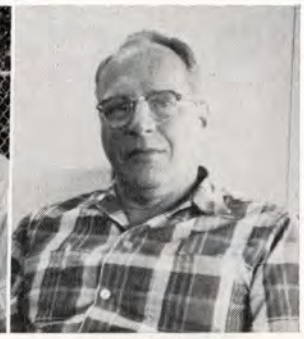
GEORGE SHAHAN
Shell Oil Company
Los Angeles, California



PAUL GUNDELFINGER
Getty Oil Company
Taft, California



GENE CHAFFIN
Westates Petroleum Co.
Fillmore, California



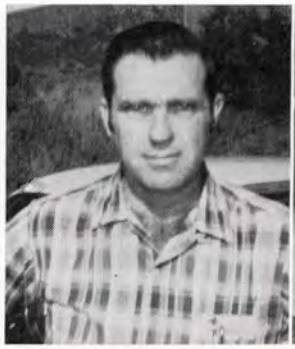
BILL DITTMAN
Mobil Oil Corporation
San Ardo, California



JOHN BOWMAN
Ingersoll-Rand Company
Los Angeles, California



DAN HILDENBRAND
Ingersoll-Rand Company
Los Angeles, California



SANDY SANFORD
Getty Oil Company
Santa Maria, California



FRANK LORTSCHER
Getty Oil Company
Santa Maria, California



BOB COLLINS
Texaco, Inc.
Coalinga, California

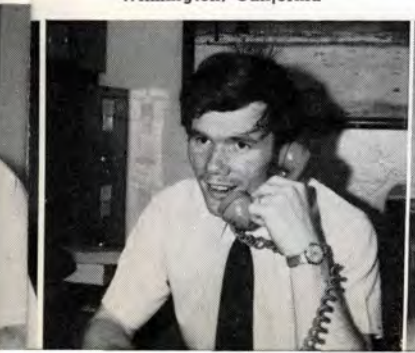
BILL ANDERSON
Mobil Oil Corporation
Wilmington, California

CHET CARMINE
Chanslor-Western Oil & Development Co.
Ventura, Calif.

A. L. MORRISON
Texaco, Inc.
San Ardo, California

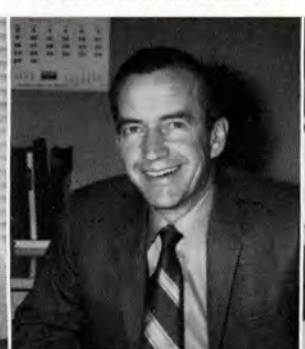
J. R. McEWEN
Mobil Oil Corporation
Santa Fe Springs, California

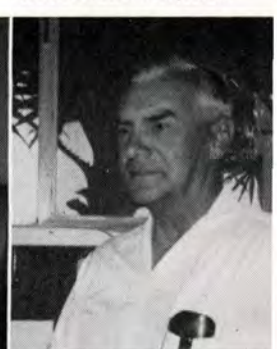
AL HAWK
Getty Oil Company
Santa Maria, California











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SNAP-SHOTS Continued



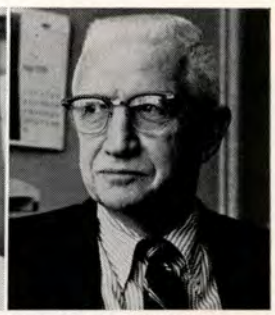
JACK BERRY
Union Pump Company
Los Angeles, California



WALT STAUFFER
Union Pump Company
Los Angeles, California



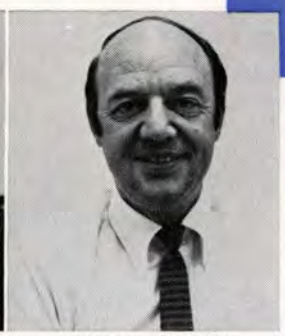
BILL MURRAY
Byron Jackson Pumps
Vernon, California



CLINT EDDLEMAN
The Fluor Corporation
Los Angeles, California



DICK ALLEN
The Flintkote Co.
Concrete Materials Div.
Los Angeles, California



MERLE S. BROWN
The Flintkote Co.
Concrete Materials Div.
Los Angeles, California



STAN HOOLEY
Cooper-Bessemer Company
Los Angeles, California



JIM CAMPBELL
Cooper-Bessemer Company
Los Angeles, California



FRANCIS MULATO
Cooper-Bessemer Company
Los Angeles, California



FRED MAAS
The Flintkote Co.
Concrete Materials Div.
Los Angeles, California



SIG SIMON
The Flintkote Co.
Concrete Materials Div.
Los Angeles, California



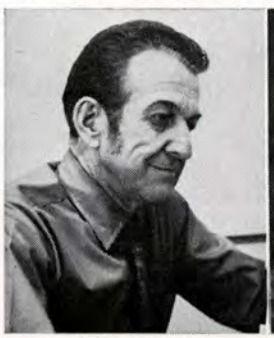
HUGO BALDELLI
Byron Jackson Pumps
Vernon, California



LLOYD JONES
The Fluor Corporation
Los Angeles, California



GERRY HEILMANN
Byron Jackson Pumps
Vernon, California



CAL BROWN
The Flintkote Co.
Concrete Materials Div.
Los Angeles, California



JACK GORDON
The Flintkote Co.
Concrete Materials Div.
Los Angeles, California



BOB NORLIN
The Fluor Corporation
Los Angeles, California



THOMAS E. HALL
Byron Jackson Pumps
Vernon, California



JOHN SOET
Byron Jackson Pumps
Vernon, California

H. KIRK LEWIS
Ingersoll-Rand Company
Los Angeles, California

FRANK HUNTER
Cooper-Bessemer Company
Los Angeles, California

WILLIAM M. CLARK
Union Pump Company
Los Angeles, California

LYN THOMAS
Ingersoll-Rand Company
Los Angeles, California

CLEMENT F. STANTON
Union Pump Company
Battle Creek, Michigan











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THE LITTLE COLORADO dredge is currently in a program to deepen certain channels in five backwater areas to improve environments for fish and wildlife

"LITTLE COLORADO"

THE Bureau of Reclamation dredge "Little Colorado" is a 12-inch hydraulic cutter-suction dredge, manufactured by Commercial Steel Fabricators, Inc. of Seattle, Washington. The dredge was delivered to Needles, California, in September, 1957, and first operations were begun in December of that year in the Colorado River Topock desilting basin.

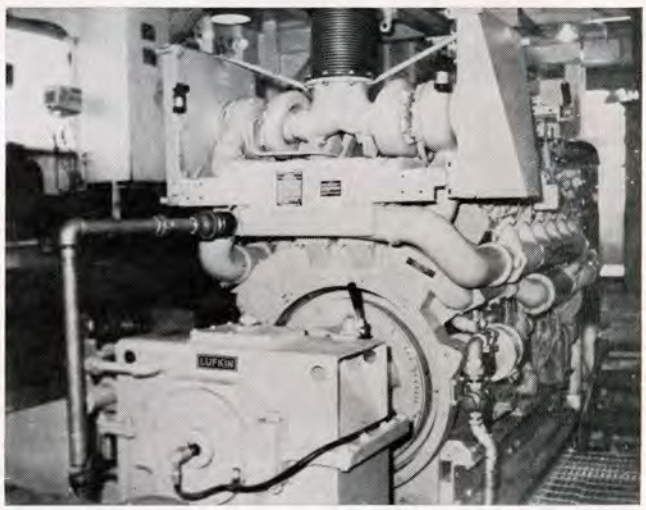
Excavation in the desilting basin continued around the clock until December, 1964, when excavation of the Park Moabi Marina was begun.

Upon completion of the excavation of the Park Moabi Marina on March 1, 1965, the "Little Colorado" operated again in the lower reaches of Topock Marsh and in the upper reach of Topock Gorge.

In 1968, the dredge was dismantled and moved to the Parker, Arizona, area for backwater dredging near Deer Island on the Arizona side of the Colorado River.

Again in June, 1969, the dredge was dismantled and moved downriver for excavation work in the backwaters of the Colorado River east and south of Blythe, California.

The current program for the "Little Colorado" includes deepening selected channels in five separate backwater areas, thus improving environment for the benefit of fish and wildlife.



LUFKIN MODEL SV-189B Herringbone Gear Reducer, vertical offset, complete with ATD-316 Wichita disconnect air clutch, transmitting 864 H.P. delivered by Caterpillar Diesel Engine at 1200 RPM, driving a 12-inch suction pump aboard the hydraulic cutter-suction dredge "Little Colorado." Braden Machinery Co., Caterpillar Distributor, Blythe, Calif., engineered and supplied engine, gear and base package for U.S. Dept. of the Interior, Bureau of Reclamation

In February, 1970, a Caterpillar D398B Engine with a Wichita Air Clutch and a LUFKIN speed Reducer was installed to drive a 12-inch type S3B-CF Direct Amsco Pump.

The dredging operations for the improvement of fish and wildlife environments and for conservation of water along the lower Colorado River may be observed at any time. The Bureau's Project Office, 18 miles south of Blythe, California, can supply complete information to the visitor.

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A ROW of LUFKIN trailers stands ready to roll.



GENE EAKER
Vice President and General Manager

LUBY LEASING (Memphis) Inc.

By Carolyn Curtis

FOR Gene Eaker, vice-president and general manager of Luby Leasing (Memphis) Inc., success is as simple as one, two, three.

And that is just how this go-getter ennumerates his step-by-step formula for expanding his $4 million division of The Luby Corporation, home offices in New York City.

"Number one thing is service," Eaker said, emphasizing the point with a forefinger. "We make sure the customer gets the service he pays for."

The Memphis-based firm welcomes investigation of other customers when they quote a new account.

"We issue a list of our other customers and invite new customers to find out for themselves that we do what we say we will do."

"Next point is maintenance," he continued. "Our preventive maintenance program is our own, developed from first-hand experience. By operating only four models of power equipment, we can meet any customer's needs, stock ample parts and shop equipment, and train mechanics more efficiently. We keep the trucks in tip top shape at all times to prevent expensive breakdowns and to assure us top dollar at trade-in time, usually after three years."

Luby will not offer a quotation to a customer unless the trucks are based convenient to a Luby facility, or, if Luby is negotiating for 10 or more tractors, they plan on erecting a maintenance facility at or near the customer's location and hiring a work force specifically for the new account.

"The idea is total attention and personalized service for the customer. We have our own mechanics working on our trucks on their property," Eaker explained.

No customer's home base is too far away for Eaker's maintenance crew to move to, he added, listing such accounts across the continental United States as W. C. Grace & Co., a chemical firm served by Luby in Greenville, South Carolina, and Corinth, Mississippi; Custom Craft Manufacturing Co., Halls, Tennessee; and The Singer Company, Truman, Arkansas, and Armona, California.

"Point number three is a whole set of regulations and policies about the type equipment we buy."

He steers away from purchasing unproven equipment and buys according to the latest market surveys on design, dependability and proven success record.

"We stay current with the needs of the transportation industry which are changing constantly.

"We believe in powerful equipment. When we say we buy the latest design, that includes buying the largest engines available. Larger horsepower engines allow more trips per year and better all around utilization. Naturally, the more miles we operate per year, the lower the cost per mile. So in the long run, our higher horsepower engines operate at about the same cost per mile as smaller

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JOE STACY
Director of Maintenance



JIM JORDAN
Comptroller



ROY NOLEN
Memphis District Manager

engines, yet customers get more freight delivered for about the same cost.

"We also consider the resale value of all equipment we buy because we believe in running it only during its economical life and then trading it in.

"This ties in with our preventive maintenance program, and our rule of thumb is never to run a tractor more than three years or a trailer more than four."

More than 80 percent of his fleet of 180 trailers are LUFKINs.

He added, "In the six years I have dealt with Lufkin, I have experienced only one premature failure. This is extremely good performance and I was more than satisfied with the way Lurkin handled this under warranty."

Gene Eaker's formula works, and Luby Leasing's financial report is proof enough.

Since 1965, when Luby expanded its car leasing business to include truck leasing and purchased Tennessee Truck Leasing, of which Eaker served as vice president, the company has doubled its revenue and profit margin every year over the previous year.

Bookkeeping like that is pleasure, not work!

Luby's correspondence file also backs up the boss's theories. Thumbing through, Eaker can produce letter after letter from customers citing complimentary examples of how his 40 employees undergo emergency situations such as accidents or breakdowns.

For instance, once he got a call at 11 p.m. reporting that a fuel pump had gone out on a Luby truck in New Jersey.

They wound up flying a new fuel pump from Memphis to New Jersey and had the unit back on the road at 8:30 a.m. the next morning. Besides that, the Luby mechanic rode double with the customer's driver and the unit arrived at its destination as originally scheduled.

"Like I said, service is number one," Eaker emphasized and added an example of the payoff when a company takes the time and effort to buy dependable equipment and has the maintenance know-how to properly service it.

"It was the height of the ice cream season, June of 1966," began Eaker, shaking his head as he reminisced on what could have been a disaster.

Seems that a refrigerated trailer had struck a low underpass, peeling back the aluminum roof 10 or 12 feet. No suitable trailer was available for rent so the truck delivered its goods hundreds of miles away, relying totally on the insulation. They operated this same trailer all summer and never lost a gallon of ice cream!

Eaker strives to keep incentive high among his employees. One year the whole company shut down for three days and boarded a chartered plane for HemisFair in San Antonio.

They also have family outings on the weekends such as barbecues and picnics. Eaker's own family includes his wife and two daughters, ages 13 and 9.

He is a member of the Car and Truck Rental Leasing Association and the Private Truck Council.

Completing Luby Leasing's executive staff are Joe Stacy, director of maintenance; Jim Jordan, comptroller; Roy Nolen, Memphis district manager; and Frank Mattes, vice president and general manager of the Carolina operations.

LUFKIN is proud to count Luby Leasing (Memphis) Inc. among its friends and customers.

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THE American flag flutters atop The Flintkote Company's new Concrete Materials Division plant at Irwindale, Calif. It is 180 feet to the top level of the main tower. There are eight LUFKIN HI-Q Reducers driving various conveyor head pulleys including sizes D114, D160, D228 and D320

Mountains of Sand and Gravel

THE Flintkote Company, Concrete Materials division, completed its new Irwindale, California, Sand and Gravel Plant in 1969. With 1500 tons per hour rated capacity, this plant occupies a site which has been operating since 1948.

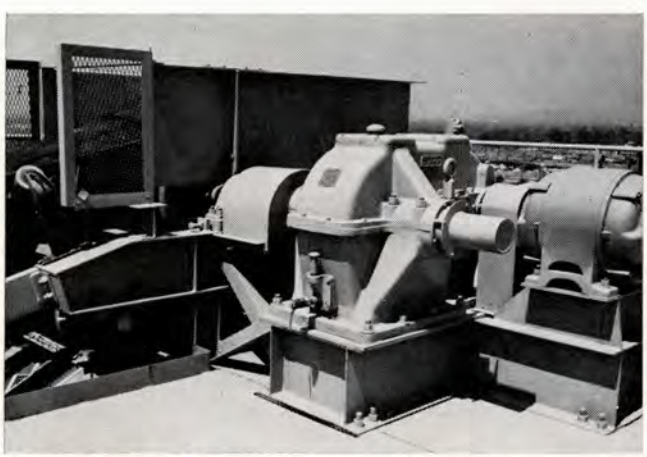
The outstanding features of this plant are the stockpiling of finished products over two 450-foot long tunnels—unwashed products over one and washed products over the other. From the tunnels the products are conveyed to a completely automated loading and weighing station.

A part of the loading operation is the blending of some materials into "base" which is used under paving.

The blending process is performed in two large pug mills where a regulated ratio of any combination of five materials is uniformly mixed for delivery to customers.

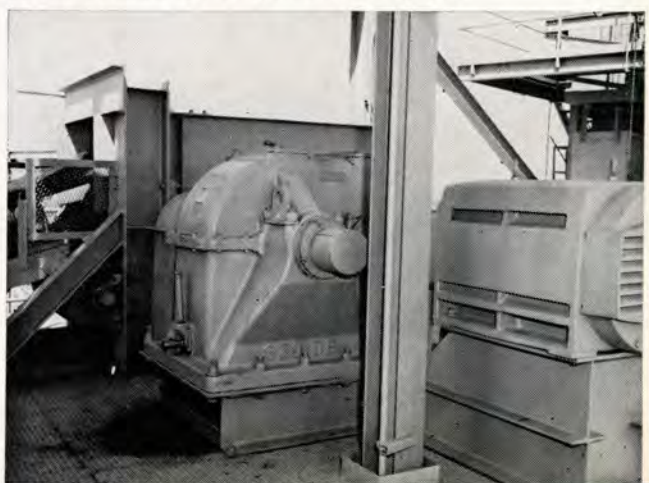


BOB HINKLE, plant superintendent, stands beside LUFKIN Model D320 HI-Q Reducer at main feed conveyor C-1. Gear service rating is 240 H.P., 1150 RPM input, gear ratio is 22.2 to 1



LUFKIN Model D114 HI-Q Reducer drives concrete aggregate conveyor C-5. Gear rating is 93.6 H.P., 1750 RPM motor, gear ratio is 31.4 to 1

LUFKIN Model D320 HI-Q Reducer drives conveyor C-26 head pulley (wet side load-out conveyor). Gear rating is 314 H.P., 1150 RPM motor speed, gear ratio is 16.6 to 1



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The wife was being teased by a neighbor who had seen her husband in the company of a fancy-looking blonde. The wife calmly squelched her annoyance by saying, "All I know is that Joe brings home his pay check each week. Anything he can get for nothing at the age of fifty—he's entitled to!"

A man didn't have any TV set, so he drilled a hole through the wall into his neighbor's apartment and watched the wrestling matches every night. Then he learned they didn't have a TV either!

A couple out of the fox trot era dropped into one of the local go-go joints, heavy with beat and seductive with flashing colored lights. After the initial shock, the husband started bugging his wife to join him in some of the latest dances.

"Come on, honey, you can do this," he begged.

But she shook her head and replied, "Not standing up!"

Said Adam to Eve: "After we eat this apple we're gonna do *what*?"

Alimony is taxation without representation—or anything.

In Denver, a man had his eyebrows burned off in an accident. The doctors came up with an ingenious idea: They grafted hairs from the hind leg of a Cocker Spaniel to his eyebrow-place.

Only trouble now is that when he passes a fire hydrant he looks surprised.

Did you hear about the professional gal who bought a bicycle and peddled it all over town?

It takes a brave man to admit his mistakes, especially during a paternity-suit hearing.

Little lad (at zoo): "Mommy, how do lions make love?"

Mommy: "I don't know, dear. Most of your father's friends are Rotarians."

The local procurer on a South Sea island grabbed the distraught tourist stepping down the gangplank.

"I got a nice young girl for you, 12 years old, a virgin."

When the tourist refused, the procurer said, "Then I got a nice young boy for you, 12 years old, a virg..."

"Look," roared the tourist. "I don't want a young girl, I don't want a young boy—I just want the American consul!"

"Hmmm," murmured the procurer, "very difficult—but I'll try."

Sign for Smith Brothers cough drops in a New York subway: "Take one to bed with you."

Scribbled underneath: "I wouldn't sleep with either one of them!"

The difference between the old saloon and a modern night club is that in the old time saloon a little girl would pull on your sleeve and whisper, "Daddy, dear Daddy, come home with me," and you wouldn't pay any attention to her.

In a night club now, a little girl pulls at your sleeve and whispers, "Daddy, dear Daddy, come home with me," and you do!

After two days' seclusion in their hotel room, a honeymoon couple finally agreed to go out for an evening. Calling a bell hop, the groom asked about the various shows in town.

"Hey, Jean," he shouted to his wife who was taking a shower. "Do you want to see 'Oliver Twist'?"

The bride screamed, "If you show me any more tricks with that thing, I'm going home to my mother!"

The husband glibly explained to his wife that the reason he hadn't been home for a week was because he had had an attack of amnesia.

The wife smiled knowingly, "Of course, I believe you, dear. As a matter of fact, I've been sick too—I had an attack of nymphomania."

The man's wife was stuck to the commode seat and before he summoned police for help, the modest husband placed his hat over her nudity to preserve some measure of dignity.

When the emergency squad arrived, the sergeant looked over the situation and said to the worried husband: "I guess we can save your wife, Mister, but the guy in the hat is a goner."

Irritated wife: "Where do you think you are going?"

Husband: "Out with the boys, to paint the town red!

Wife (sarcastically): "Forget it, you don't have the brush for it."

The worried mother was pleading with her son. "But, son, think of all the good things in life you're missing by remaining a bachelor. Like companionship and home cooking and children and wife swapping parties..."

A smooth executive took his sexy secretary to his luxury apartment on Central Park South, ostensibly for the purpose of dictation. He showed her around and when they came to the bedroom, he quipped, "This is National Sex Week—would you care to contribute?"

She smiled sweetly and replied, "I already gave at the office."

Milton was magnificently endowed: so much so, in fact, that it was always getting in his way—he even tripped over it occasionally. At length he took himself in hand, and accompanied by his wife, went to see a noted surgeon about the problem.

The surgeon assured the couple that a fairly simple operation could be performed which would alleviate the inconveniences the husband was experiencing, and he proceeded to make the necessary arrangements.

The day of the operation arrived, and Milton's wife hovered around the hospital, waiting for the doctor.

As she saw him about to enter her husband's room, she drew the medic aside and whispered to him, "Doctor, you are going to lengthen his legs?"

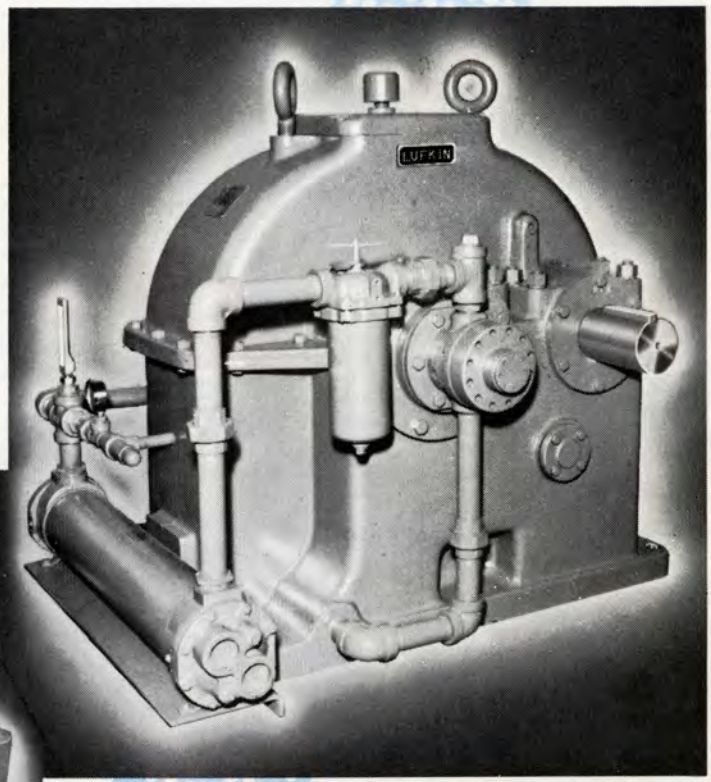
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LUFKIN COMPUTERIZED

HIGH SPEED GEAR UNITS

SERIES-C

The high speed digital computer has made it possible for LUFKIN'S Engineers to design a completely new line of high speed gear reducers and increasers with gears proportioned to give maximum surface durability and tooth strength as well as shaft and bearing sizes for greatest load carrying capacity and longest life. This design aid, tempered with many years of experience in the manufacture of PRECISION gears, modern machining facilities and manufacturing methods makes LUFKIN first choice for dependability.



Lufkin N1604C high speed unit fully assembled showing compact arrangement of piping and auxiliary equipment.



Lufkin N1604C high speed unit showing heavy duty construction with oversize shafting and heavy cast housing to maintain perfect alignment under load.

YOU CAN
RELAX WHEN
IT'S **LUFKIN**
EQUIPPED



WRITE FOR FREE
HIGH SPEED GEAR
CATALOG G-33

LUFKIN INDUSTRIES, INC.
LUFKIN, TEXAS

MEMBER OF AGMA