



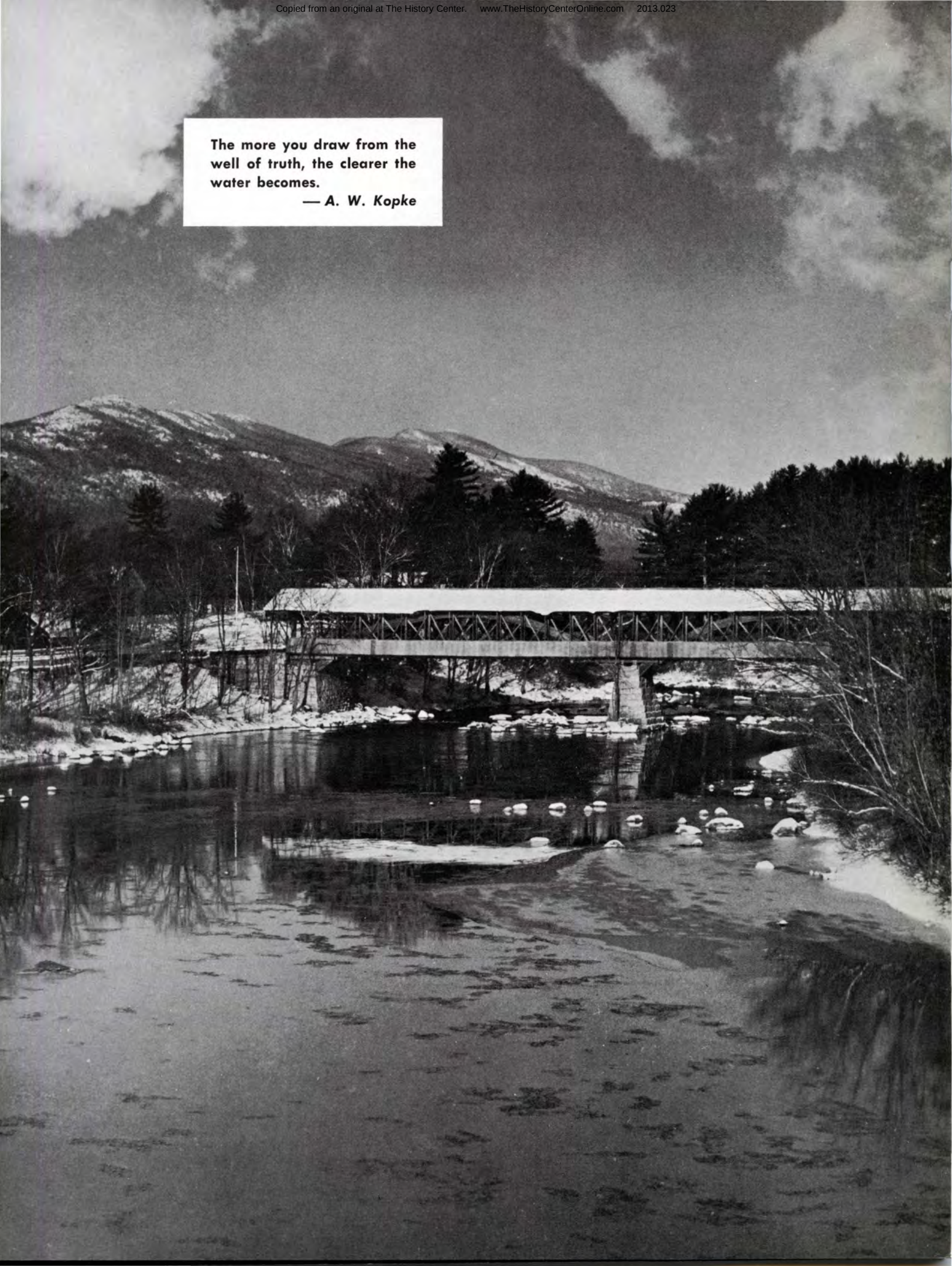
SHOSTAL

THE *Luffkin* **LINE**

JANUARY-FEBRUARY • 1961

The more you draw from the
well of truth, the clearer the
water becomes.

— A. W. Kopke





OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



JANUARY • FEBRUARY, 1961

Volume 36 Number 1

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Virginia R. Allen, Editor

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COVER: Beauty By the Sea

Lithography by Western Lithograph of Texas

OPPOSITE PAGE: Covered Bridge and Moat Mountain,

Conway, New Hampshire

Photo by Dick Smith

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Oilfield Sales Manager



TRAILERS FOR EVERY HAULING NEED



GRAND climax of Azalea Trail season is America's Junior Miss Pageant which will be held March 18-24. Last year's winner was Connecticut's entry, Miss Maureen Sullivan shown here in her regal splendor



MOBILE'S

Azalea Trail and Festival

By C. Tom Jones

MOBILE, Alabama's balmy climate alone is attractive to many people during February and March . . . a time when northern sections of this country are deep in Winter.

But it takes something more than mild weather, something spectacular in fact, to attract a half-million visitors each year to this gay old city.

For the past thirty years Mobile has produced the spectacular with the famous Azalea Trail celebration and the 1961 floral festival promises to be the most colorful, most exciting of them all.

The Mardi Gras, the fashion shows, sidewalk art exhibits and antique shows, the plays, parades and a host of other daily activities that take place during this two month period are considered by many to be secondary to the backdrop so lavishly provided by nature.

It was the beauty of these azaleas that inspired famed newspaper columnist Dorothy Dix to write: "I have been in Japan during Cherry Blossom time, and I think that the azaleas in Mobile are

BELLINGRATH Gardens created from a virtual swamp is one of the most colorful areas when azaleas are at their height of beauty in the Spring



MOBILE is famous for its moss-draped Spanish Oaks which enhance the area during Azalea time

really more beautiful and quite as worthwhile going to see. Mobile is turned into an enchanted city that belongs to some vision of the Arabian Nights . . .”

The attraction was first realized by the Mobile Jaycees in 1929 when they organized the first Azalea Trail. Today, this floral route has grown to 35-miles in length and takes one winding throughout the city along oak canopied streets and past many beautifully preserved ante-bellum homes.

The visitor enjoys the comfort of his own automobile while driving along the well marked trail or tour guides, on hand at Azalea Trail Headquarters throughout February and March, will personally accompany one along the route.

Color photographers are provided a particular field day during the season at three famous gardens in the Mobile area. Bellingrath Gardens, founded by the late Walter D. Bellingrath, on the Isle-Aus-Oise River, is probably the most famous. The Bellingraths created this extraordinary estate

from a swampy wilderness and opened it to the public in 1932. Since that time it has been one of the major attractions to the Mobile area. In a somewhat different atmosphere the azalea masses and tall pines of Clarke Gardens and Long Gardens are equally breath-taking experiences.

Years after the Azalea Trail's origination, the idea of promoting a festival to coincide with the floral extravaganza was conceived. Today, this aspect has been developed to the point that hardly a day goes by which does not feature some gala event designed to entertain the vacationing visitor.

The excitement really begins on February 14 when the air is thick with serpentine and fun loving crowds who line the street to watch the fantastic floats of the Mardi Gras parades. For two weeks, parades both day and night and crowds in outlandish costumes pay homage to King Felix, Emperor of Joy, who reigns the city.

The coronation of the Queen, another highlight of the trail season, follows on February 18 just



THOUSANDS of visitors enjoy Mobile's Mardi Gras which is held in early February this year. Mardi Gras parades continue night and day for two weeks

MASSES of azaleas and other spring flowers in a setting of giant Spanish Oaks provide inspiration for artists and photographers from around the world

four days after Mardi Gras Day. This colorful costumed affair takes one back to the days when a gentleman was a dandy dressed in bright tails and lace and the women wore ante-bellum dresses and broad-brimmed hats. The event, carried out in the full splendor and pageantry of the old south, is an occasion which all Mobilians look forward to each season.

Mobile's Spring Hill College, established more than one hundred years ago, takes the spotlight for the remaining two weeks in February with lectures, style shows, basketball games and other events especially coordinated during this season for the visiting public.

In early March when the azaleas are attaining the height of their beauty and the floral route is crowded with sightseers, antique shows, symphony concerts, Spring Hill homecoming festival, operas and plays head the calendar of events.

Later in the month, on the week-end of March





LOVELY maids dressed in authentic ante-bellum attire are official hostesses for the Azalea Trail

17-18, historic Bienville Square in the heart of down-town Mobile becomes a center of activity with a unique Flower Fair staged by some fifty Federated Garden Clubs. The park containing the largest azalea bushes, thirty feet or more in diameter, miniature gardens, flower beds and flower booths is literally transformed into a square block of color.

Four years ago the America's Junior Miss Pageant grew out of the famous Azalea Trail Court. Today, this event which takes place during the week of March 18-24, is the grand climax of the Azalea Trail Festival and Season. The Pageant has grown in national scope so rapidly in its four years of existence that each of the 50 states and the District of Columbia are expected to participate this year.

Local and state Junior Chamber of Commerce organizations sponsor community and then state pageants throughout the year to pick a Junior Miss

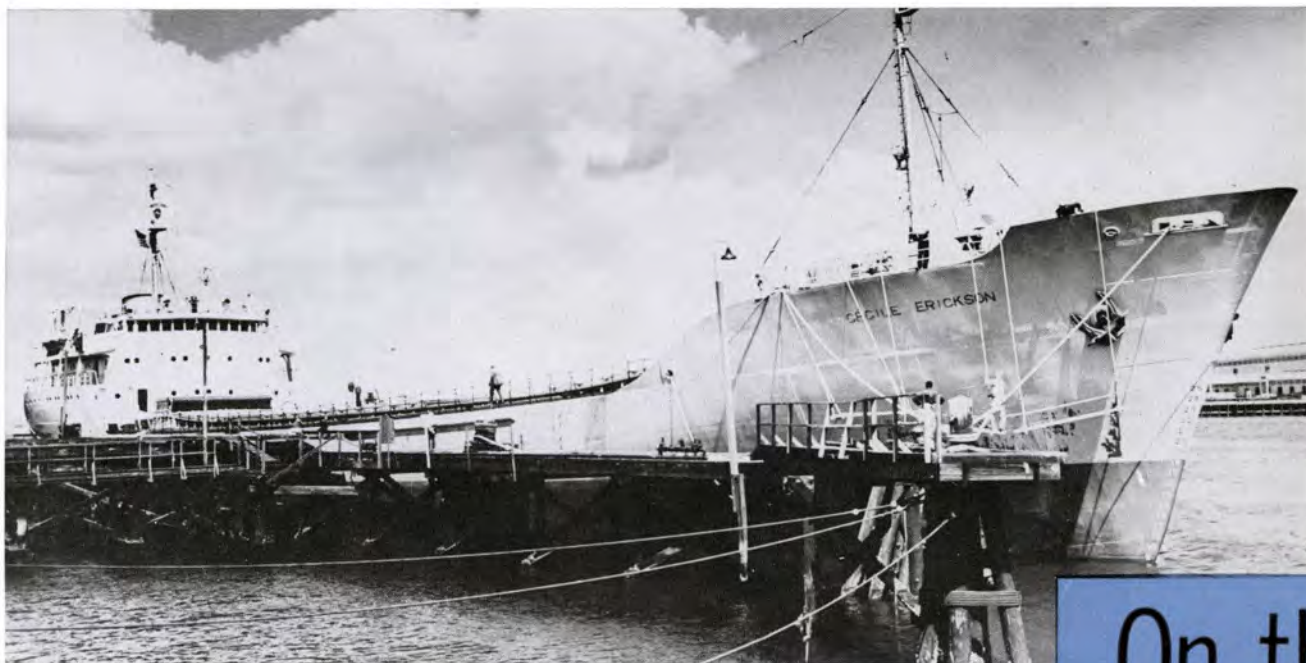
from each state. When the winners arrive in Mobile on March 18, each one becomes a guest of the city, the Pageant, and the Junior Chamber of Commerce.

Her exciting whirlwind of activity includes talent rehearsals, social functions, a visit to Bellingrath Gardens, and of course a tour of Azalea Trail.

From these 51 high school seniors on March 24, the girl most representative of her classmates in every American community will be crowned America's Junior Miss, 1961 and will, as well as the four runners-up, receive college grants and scholarships.

There are not many places in the world that pack so much activity into the sixty day period of February and March as does Mobile, Alabama, with the Azalea Trail and Festival. And certainly the masses of multi-colored azaleas and other spring flowers create a spectacle of beauty which thousands of visitors see and not soon forget.





THIS is the Cecil Erickson, an ocean going cargo ship, owned by West Indies Shipping Co., Miami, Florida. Four Lufkin LM600 Reverse Reduction Gears and one Lufkin C608 Compound Gear propel the ship with a total 2400 HP capacity

On the



STANDARD Dredging Co. of Wilmington, Calif. owns Harbor Dredge "Los Angeles" for hoist duty, using a Lufkin Model D340 reduction gear rated at 200 HP



LUFKIN returned to the marine gearing trade in 1955. Prior to that, during World War II Lufkin produced many gears for the Army and Navy as part of the defense effort.

Since 1955, Lufkin gears have been installed in various types of vessels both for the Army and Navy as well as privately owned ships. The gears are powered by many makes of diesel engines. Horsepowers range from 511 HP for Parker Bros. tug Sloan to 2730 HP for the Corps of Engineers Hopper Dredge Markham. The 2730 HP maximum furnished to date is far from the maximum capacity that can be furnished by Lufkin Foundry and Machine Company.

Lufkin gears are powered by various makes of diesel engines including Caterpillar, Waukesha, Fairbanks-Morse, Cleveland Diesel G.M., Nordberg, Paxman, White Superior, Enterprise and Cooper-Bessemer.

A complete line of reverse-reduction units as well as reduction units for reversing engines is available. These units are available in vertical off-set, horizontal off-set, semi-vertical-horizontal off-set and in-line arrangements.

In addition to a complete line of multiple pinion

RED Star Towing Company's Tug "Norwalk" has a Lufkin Model RS2520 gear rated at 1960 Horsepower



IN JUNE, 1959, Hopper Dredge Markham was launched equipped with two Lufkin Model C8414 compound gear reducers rated 2730 HP



BALTIMORE Fireboat "Mayor J. Harold Grady" uses a Lufkin Model V1614 reduction gear, rated 880 HP

Waters with Lufkin Marine Gears

units both reverse-reduction and reduction units are available for multiple engine applications.

Lufkin's Marine Gears are built around the following salient features. The gearing is precision Sykes-Herringbone, generated with extreme care and accuracy, mounted in rugged, heavy duty housings. Bearings are conservatively rated, mounted on low working stress shafts. Lufkin units have positive protection through a dual splash-gravity and direct-driven pump circulation lubrication system which means auxiliary lubricating oil pumps are not required.

Lufkin reverse-reduction units are furnished with Wichita air clutches which we introduced to the marine trade, or our own designed and developed hydraulically actuated oil clutch. The Wichita air clutch can be adapted to any control system, slip or otherwise.

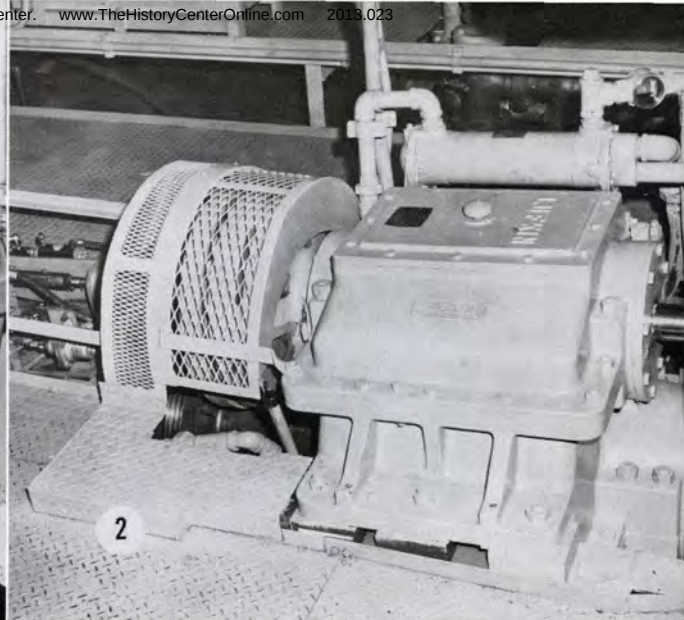
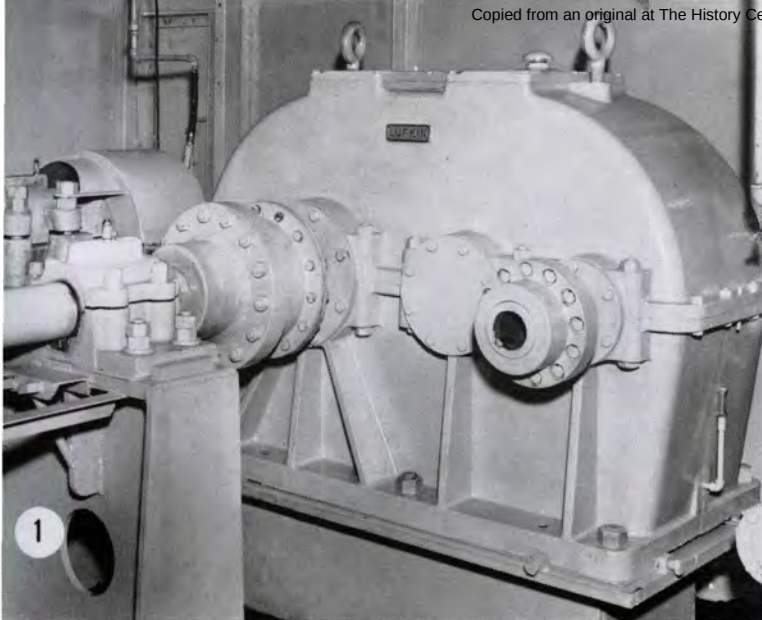
Additional features offered with Lufkin units to meet the particular requirements of the customers are full floating torsionally resilient torque shaft drives, disconnect clutches for reduction units, controllable pitch propeller adaptation, tachometer generator and indicator and other gauges and protective devices.

TUG "Roger Williams", owned and operated by Providence Steamboat Co., Providence, R.I., utilizes a Lufkin Model R3020 rated at 1800 HP at 810 RPMs



NAVY Harbor Tug YTB "Oshkosh" is propelled by a Lufkin Model RS4222 reverse-reduction gear, 2000 HP



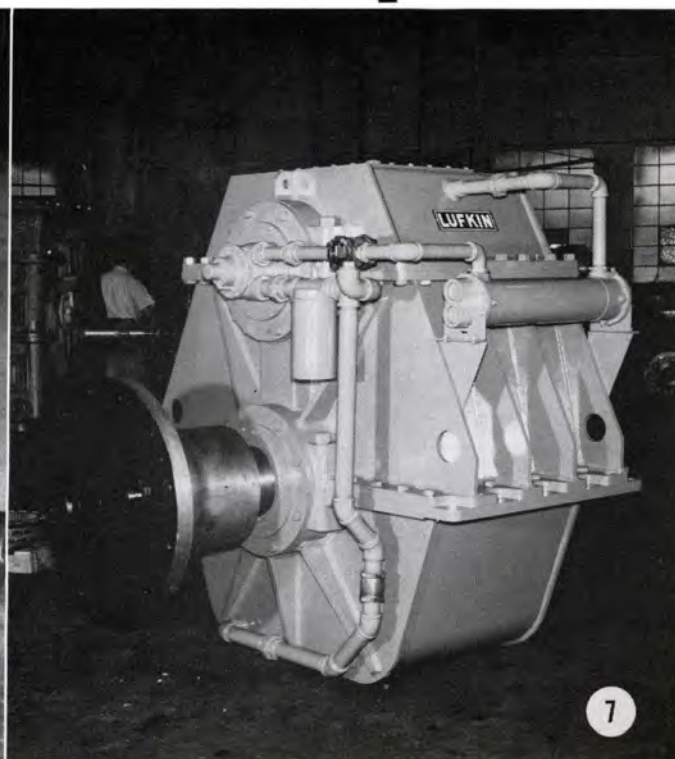
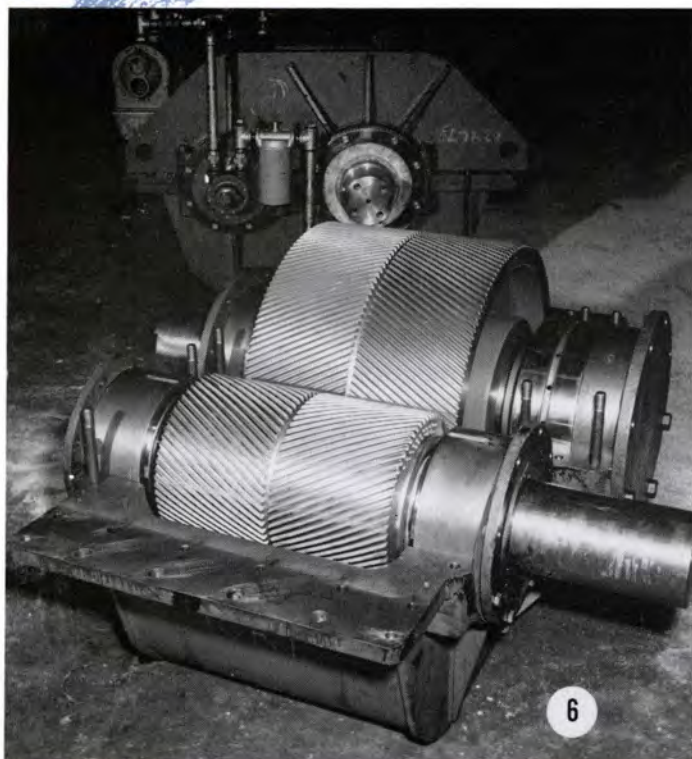


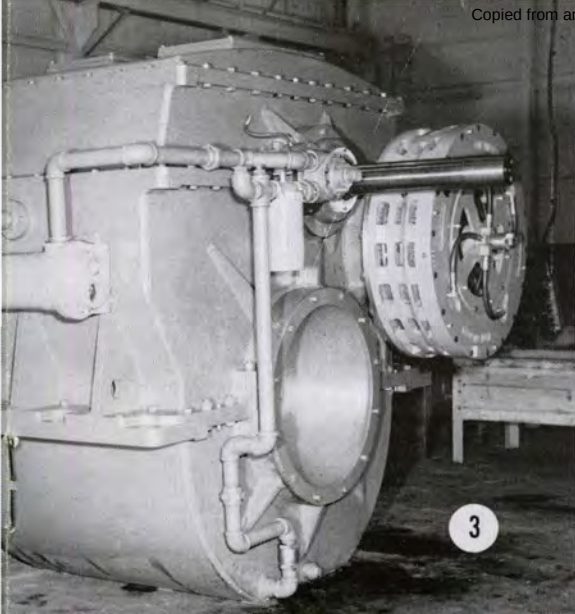
LUFKIN

Gear Ins

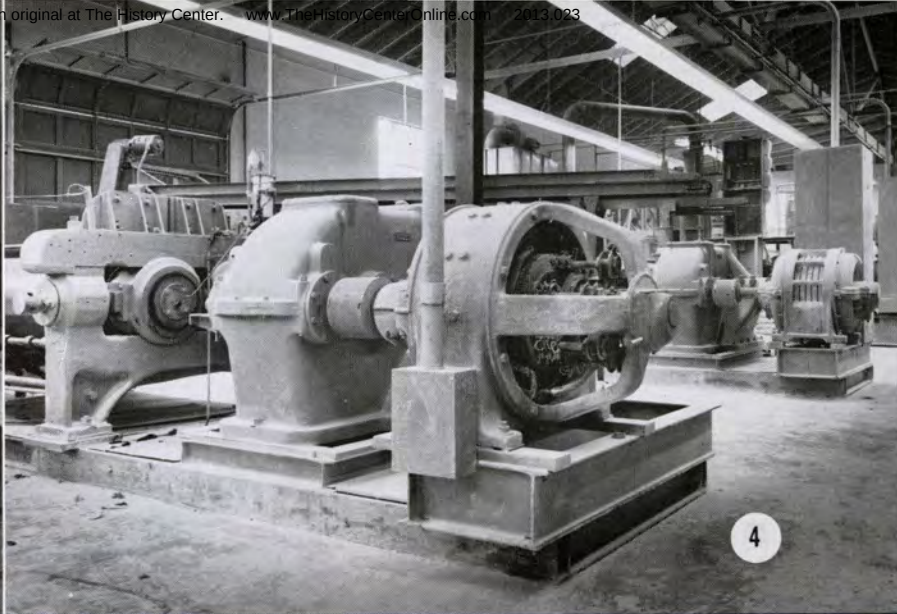
- 1 LUFKIN MODEL D 340 Reducer installed on Harbor Dredge "Los Angeles" owned by Standard Dredging Co., Wilmington, California, rated 200 HP, 1200 RPM.
- 2 LUFKIN MODEL V 1614 Reduction Gear, one of three units used to propel Baltimore fireboats. Unit Rating is 880 HP, 1200 RPM, 2.5:1 Ratio.
- 3 LUFKIN MODEL RSQ 3620 Gear will be installed in Canal Barge Towboat being built by Dravo Corporation. Unit Rating is 2160 HP, 515 RPM, 2,348:1 Ratio. Note full floating torsionally resilient torque shaft drive.
- 4 TWO LUFKIN MODEL D 640 Double Reduction Gears driving 72-inch Rubber Mills for Kraco Industries, Inc., Compton, California. Unit Rating is 200 HP, 870 RPM, 28.6:1 Ratio.

- 5 LUFKIN MODEL DB 456 Gear, company Heavy Duty 60-inch Rubber Mills, rated 720 HP, 720 RPM.
- 6 TWO LUFKIN MODEL H 2520 Reduction Gears driving 72-inch Rubber Mills, rated 2160 HP, 515 RPM, 2,348:1 Ratio.
- 7 LUFKIN MODEL V 3024 Reduction Gear, rated 2470 HP, 515 RPM, 2,348:1 Ratio.
- 8 LUFKIN MODEL M 168A Single Reduction Gear, rated 750 HP, 720 RPM, 2.5:1 Ratio.
- 9 LUFKIN MODEL N 912 Double Reduction Gear, rated 750 HP, 720 RPM, 2.5:1 Ratio.





3



4

Installations

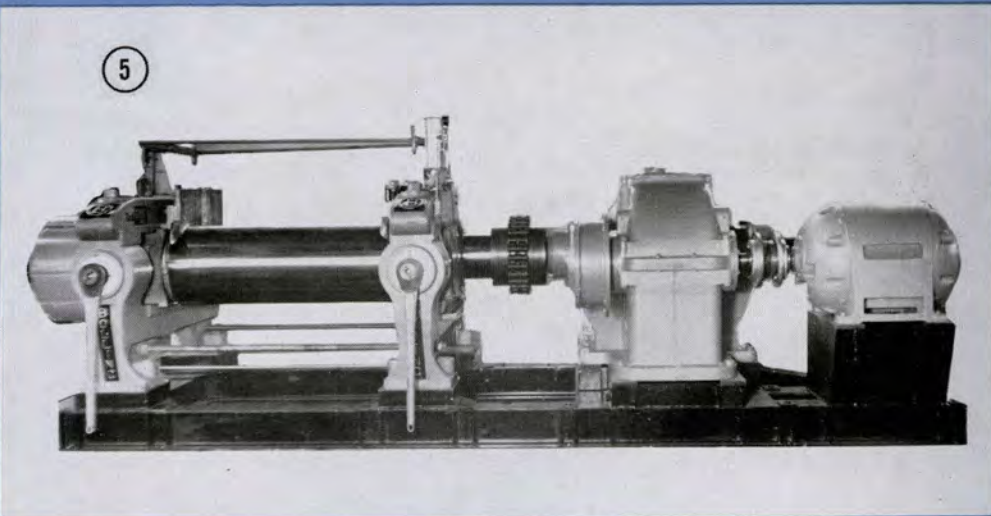
ar Reducer on a Stewart Bolling & Com-
ubber Mill near Akron, Ohio, rating 150

24 Reduction Gears for Corps of Engineers
Rating is 1900 HP, 500 RPM, 2.1:1 Ratio.

duction Gear installed in Panama Canal
P, 850 RPM, 4:1 Ratio.

ngle Reduction Gear in service of boosting
oria Oil & Gas Corp., Falfurrias, Texas.

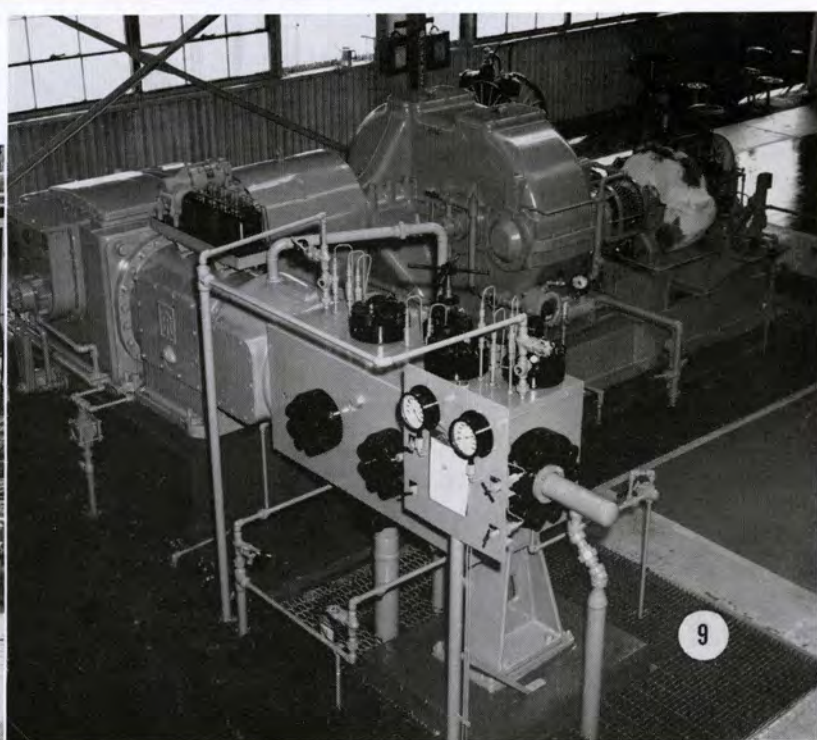
ble Reduction Gear used in the manufac-
ia Chemical Corporation, Pace Junction,
HP, 5000 RPM; continuous operation since



5



8



9



Left to right: A. J. BELL, Stamford, Texas;
ELIE SMITH, JR., Lufkin Trailers, Lubbock;
GLENN FOY, JR., manager, Lubbock Lufkin Trailers



Left to right: TOM BOUNDS,
I. L. PITTMAN, LEE SNAPLES,
all of Harlingen, Texas



BOB KELLY, left, Bob Kelly Trucks,
and RAY MORIARTY, Frozen Food Express,
both of Edinburg, Texas



Left to right, MIKE SIMPSON,
RHYNE SIMPSON, PHIL SIMPSON
Avinger Lumber Company, Lubbock, Texas



O. K. McCAULEY, left,
Lufkin Trailers, San Antonio; W. H. KALE,
Kale Truck Service, San Antonio



D. E. (Doug) DUBOIS
Stedman Company,
Beaumont, Texas



JENE STRANGE, left,
and NORMAN PARSONS,
Caprock Sand & Gravel,
Lubbock, Texas



TOMMIE JONES, right, stands beside his new
LUFKIN TOLS which he purchased for his
cattle hauling business in Harlingen, Texas.
Driver CHARLES MCGARITY, is at left



J.C. STRANGE, right, owner of Caprock Sand &
Gravel, Lubbock, Texas, stands beside one of
the new Lufkin Dump trailers he recently purchased.
Left is NORMAN PARSONS, driver



S. E. WINDHAM,
Brown Brothers,
Post, Texas



JACK GUMM,
Oilfield Maintenance
Co., Refugio, Texas



HORACE RUSSELL, JR.,
Russell Trucking Co.,
Harlingen, Texas



CECIL HUDSON,
Mar-Ket Poultry & Egg
Co., Anson, Texas



MAX D. BAGWELL,
Byrd Sand & Gravel Co.,
Lubbock, Texas

ROBBIE KING,
Brown Brothers,
Post, Texas

ORAN (Bubba) COKER, Jr.,
Armo Mills,
Lockhart, Texas

ROBERT C. (Bobby) MORRIS,
Morris Moving & Storage
Co., Harlingen, Texas

ROY BRANDENBERGER,
Merchants Fast Motor
Line, Abilene, Texas

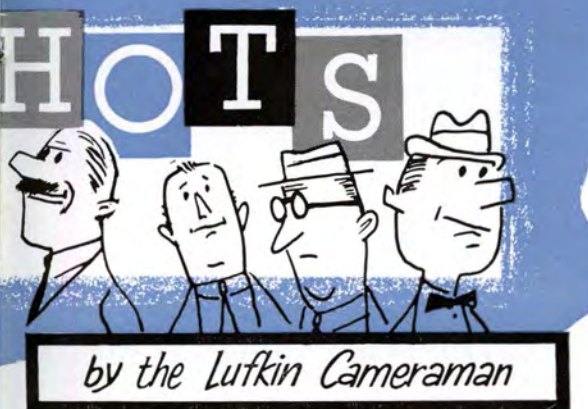
GENE WHITEHEAD,
Merchants Fast Motor
Line, Abilene, Texas





A. L. TROWBRIDGE,
Abilene, Texas

GLENN JACKSON,
Tahoka, Texas



Left to right: WOODY WALAGORE, Cooper Bessemer, Odessa, Texas; HANK BURNETT, Lufkin representative, Odessa; MEL JORGENSON, Sohio Petroleum Co., Midland, Texas; DON STANDARD, Lufkin Foundry, Lufkin; BILL HAGGARD, Cities Service Oil Co., Great Bend, Kansas; STEVE GARNER, Lufkin Foundry, Lufkin; OLIVER McKAY, Lufkin representative, Tulsa, Okla.; HAROLD LUCCHI, Cities Service Oil Co., Great Bend, Kansas; L. A. LITTLE, Lufkin's vice president, Lufkin



F. R. (DUTCH) SCHMIEDER,
Shell Oil Company, has been
transferred to Bakersfield, Cal-
ifornia, as San Joaquin Division
Production Manager in the cur-
rent Shell reorganization.

LEWIS CHRISTIAN, Big Spring,
Texas



BILL CULBERTSON,
C & H Transportation Co.,
Inc., Dallas, Texas

J. C. KENNEDY,
C & H Transportation Co.,
Inc., Dallas, Texas



ALVIN H. INMAN, left, Inman
Redi-Mix Co., Plainview, Texas,
and HENRY HUMPHREYS, Hi-
Plains Pipe Line Co., Plainview

C. E. VALLEY,
Union City Transfer,
Beaumont, Texas



J. W. DUDLEY,
C & H Transportation Co.,
Inc., Dallas, Texas

JOHN J. (Jack) MIZE,
S & T Truck Line,
Harlingen, Texas



Left to right: W. H. JONES,
MR. & MRS. A. F. JONES, A. F. Jones
& Sons, Inc., Beaumont, Texas



D. C. STOTTS,
Stotts Trucking Company,
Lubbock, Texas

DELBERT KERSEY,
Barber Lumber Company,
Lubbock, Texas

ED NOBLES,
C & H Transportation Co.,
Inc., Dallas, Texas

MELVIN STEPHENS,
E. M. Keller Trucking Co.,
Pampa, Texas

W. E. (Bill) NOTLEY,
Armo Mills,
Lockhart, Texas

LEWIS CHRISTIAN,
7-Up Bottling Co.,
Big Spring, Texas





1 GARDENER Gooch is the picture of an eager, ambitious man about to embark on a project that occupies countless numbers of his fellowmen about this time every year.



2 THE initial attack finds Gooch and his powerful cultivator grounded amid his many tools. He spread them out that way on purpose so he could reach any one at a moment's notice.



7 SEVERAL feet of garden hose in the wrong place throws Gooch for a loop. Now he'll have to reconnoiter the loose ends before continuing the fray.



Springtime is Gardening Time...



8 GOOCH suddenly is aware of a sneak attack from other acres. Scram! Beat it! Promenade on your own parade ground!

9 COMING to grips with an over-sized invader gets Gooch's undivided attention. This calls for a showdown with a spray-gun.





3 HE finds the rake quite suddenly when actually he was hunting for his spray machine . . . or was it the shovel he went after?

4 GOOCH aims to save time when he tangles with a plugged sprayer. He just pulls the pin and let's 'em have it. Fire when you see the whites of their eyes, men!

The hero of this bit of mayhem is Gardener Gooch who welcomes the first warm day as an indication that he can soon begin his gardening. This year . . . this year he's really going to have a garden! He gathers up all the tools he can think of, for he knows garden tools are weapons to make gardening easier; at least, that's what the garden supply store clerk assured him.

His multitude of mechanical devices consists of rakes, hoes, sprayers, sprinklers, hoses, wheelbarrow, power cultivator, and anything else anyone suggested that might help him.

But his tale is best told by the pictures on these pages.

—Photos by Eric Wahleen

5 IF this stuff makes the garden grow, maybe the pungent odor from the fertilizer is worth bearing up under. A clothespin helps, but the smell even tastes!

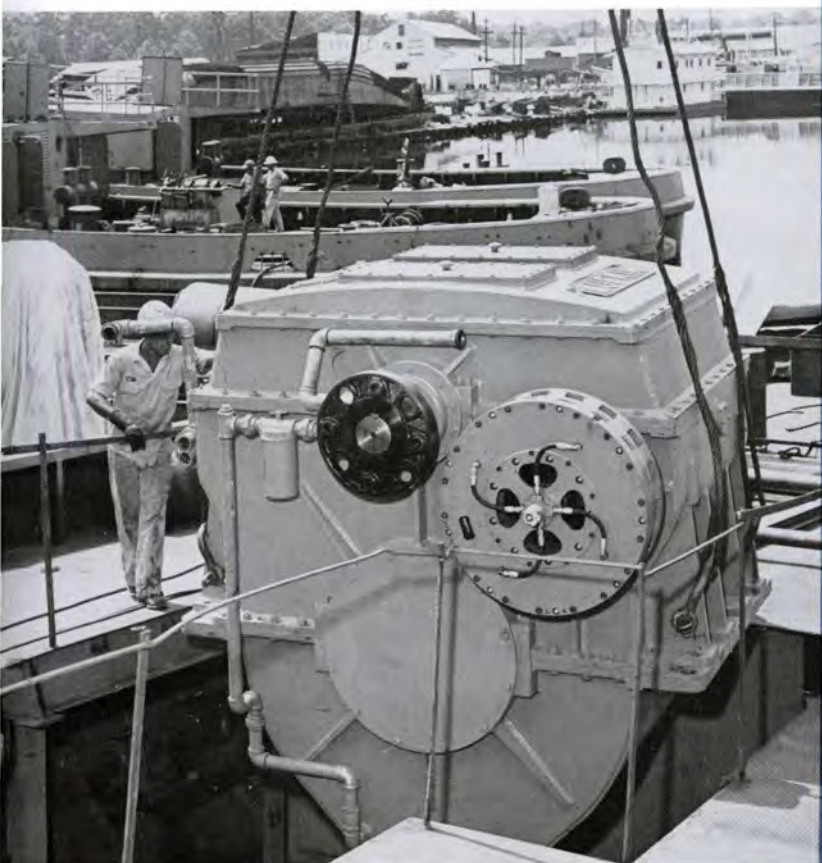
6 BEAN poles are a necessity to any garden, but a wheelbarrow is not the best platform, Gooch decides as he waltzes precariously with the poles.



10 THE enemy retreats as Gooch batters his way to victory, but it appears the victory was a bit expensive. That spraygun has had it!

11 DAY is done . . . the garden's not quite finished but Gooch's back is. Who will get Gooch's garden? Worms? Chickens? Aphids? The neighbors? Anybody's guess is good if they don't guess Gooch will enjoy the fruits of his labors.





Heavy, Heavy - What Hangs Overhead ?

LUFKIN Model RS 4222 Reverse-Reduction Gear being installed in Navy Type YTB Harbor Tug being built by Southern Ship-building Corp. This unit has a rating of 2000 HP at 850 RPM Input and ratio 5.72:1. The propeller turns at a speed approximately five per cent higher in reverse than in forward

—Jack Beech Photo, New Orleans

IT'S a Fairbanks-Morse opposed piston diesel engine for a Navy tug but it's not really heavy as 2,000 HP engines go. In fact, the package in the sling weighs only about 18½ tons, which represents a low weight-to-horsepower ratio.

The engine needs to be—and is—both light and powerful, for it fits into a specialized craft—a U.S. Navy YTB Class 760 tug that is small enough to struggle underneath an aircraft carrier or other big vessel and yet powerful enough to dock, undock or maneuver the larger craft.

This tug, and six others like it, are being constructed by Southern Shipbuilding Corporation at Slidell, Louisiana, for the Navy, which plans to use them at East and West Coast ports. Each of the tugs will have one of these 10-cylinder Model 38D 1/8 Fairbanks-Morse engines operating at 850 RPMs.

Precise control of engine power is provided by a mammoth Lufkin reverse reduction gear with a Wichita slippable clutch, placed in line with the

engine. This makes it possible for the engine to “ease into” the full load, much as a horse does when it leans into the collar, before the tug puts full strain on the tow lines or into actual physical contact with the vessel being maneuvered. The clutch is handled by remote control from the pilot house.



This is the final Engine Room installation of the Lufkin RS 4222 Gear in the Navy YTB Harbor Tug



FIRE destroys Main Office

A FIRE destroyed most of the second floor of the general offices of Lufkin Foundry and Machine Company shortly after midnight, February 5, 1961. What was not burned was heavily damaged by water and smoke.

All permanent records were saved because our drawings, plans, blueprints, etc. of our various products, as well as accounting data and other pertinent permanent records were in fireproof vaults.

Even had some catastrophic circumstance destroyed the records kept in the vaults, our master plans and specifications for all units would have been saved, for they have been recorded on micro-film stored in another location.

The various departments which were housed in the main offices were temporarily quartered in other locations throughout the plant, and business went on as usual.

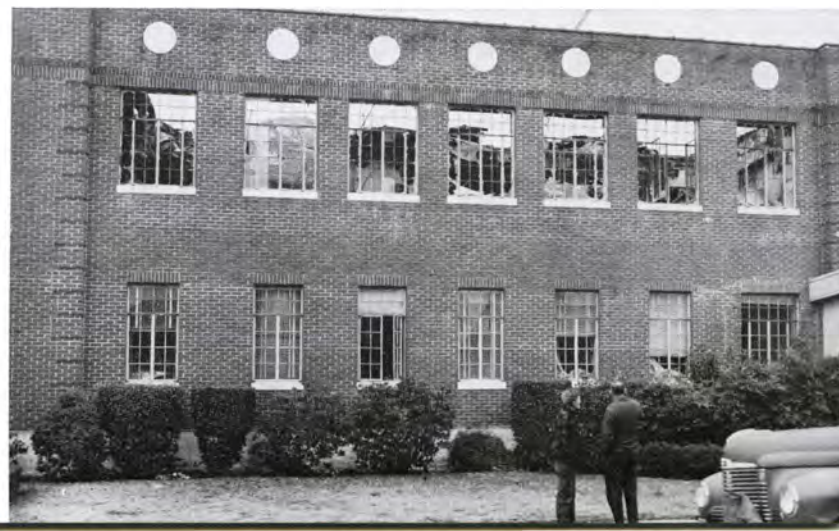
L. A. Little, vice president and sales manager, announced that needs of our customers were being filled as usual, and that the plant was in full operation. "We are ready, willing, and able to give the type service our customers have always expected, despite the fire," Mr. Little stated.

THIS front view of the older section of the Main Office shows roof caved in on the Order Department

AFTER the fire, operations began to move departments to temporary quarters throughout the plant and in the former school building across the street



THIS chaos was the Engineering Department. In background were Engineering administrative offices





The teen-age daughter was troubled by violent spells of coughing. Her mother took her to see a doctor. He explained that the girl's chest must be exposed for his examination. He then placed his stethoscope on her chest, and smilingly said "Big breaths."

"Yeth," responded the girl proudly, "and I'm only thirteen."

Uncle Jeff (from Oklahoma) tells of the crazy mixed up Indian who couldn't tell heads from tails. He came home with some mighty funny looking scalps.

A beatnik went through a red light and was stopped by a policeman.

"Didn't you see that red light back there?" the policeman asked.

"What red light, man? . . . I didn't even see the house!"

Oilman Jim says he once lived in a Boom Town . . . lots of shotgun weddings.

Trucker Tim calls his girl friend "Checkers" because she jumps every time he makes a wrong move.

"Now, Madam," said the house-to-house salesman to the dazzling Venus, "this instrument I have here is made of the finest materials, painstakingly gathered at great cost from all the hemispheres, and is guaranteed without qualification or reservation to peel potatoes, pit cherries, dice carrots, trim hedges, shear the dog and slice a cake."

"My husband isn't home," said the doll sultrily, kicking off her shoes, and leaning back comfortably on the sofa.

"Is that so! Well, as I was saying, this highly polished, sturdy, lifetime instrument . . ."

"It's warm in here, isn't it?" com-

mented the chick, removing her hose and garters. "My husband is rarely at home."

"Imagine that! You will note the superb chrome finish on . . ."

"Gosh, it's warm!" whispered the babe, slipping out of her skirt. "My husband won't be back for a month, and I'm lonesome."

The salesman put an arm around the fluff, and patted her comfortingly. "You just tell me where the rascal is, honey," he said soothingly, "and I'll go and bring him back right now!"

Oilman's Steno: "I want a 12-ounce bottle of perfume that will set the blood coursing passionately through the veins of my boy friends."

Salesgirl: "Surely, I have a brand here that will satisfy your maximum requirements. But, frankly, I consider it unsportsmanlike. It's sort of like dynamiting fish."

In answer to a question as to why the population of Chicago grew so fast, one youngster replied:

"The population of Chicago grew because of the big stork yards."

Oilman, as he held the lush on his knee, "When I look at your red hair and green eyes I don't know whether to stop or go ahead!"

The bride murmured blissfully from the bed, "Darling, I just can't believe that we're married at last." No answer. She repeated her statement. Still no answer. She tried again, a little louder. Finally, in a voice contorted with rage, the groom replied, "If I ever get this blankety-blank shoelace untied you will."

A recent survey shows that while old folks prefer mild winters, young married couples like nice springs.

Then there was the one about the guy who couldn't sleep and went to the psychiatrist. The doctor listened to his problems then advised him to talk himself to sleep. "Get in bed and relax," he said. "First say, 'Toes go to sleep, feet go to sleep, legs go to sleep,' and so on up your body and you'll be asleep."

That night the insomniac tried it out. He got in bed, relaxed and began saying the formula: "Toes go to sleep," and so on. Just as he reached his neck, his wife entered dressed in a sheer revealing nightgown. Violently slapping himself all over, the man shouted, "Up! Up!, Everybody up!"

"It's very wicked to be shy,"

He whispered in her ear.

He was the owner of the bank,
And she was the cashier.

A hundred years ago today
A wilderness was here.
A man with powder in his gun
Went forth to hunt a deer.
But now the times have changed
somewhat

Along a different plan . . .

A dear with powder on her nose
Goes forth to hunt a man!

"You never can tell about men," said one gal. "Either they're so slow you want to scream, or so fast you have to."

The following notice appeared on the society pages of a Detroit newspaper: "The newlyweds sneaked away from the wedding reception and hurried upstairs to get their things together."

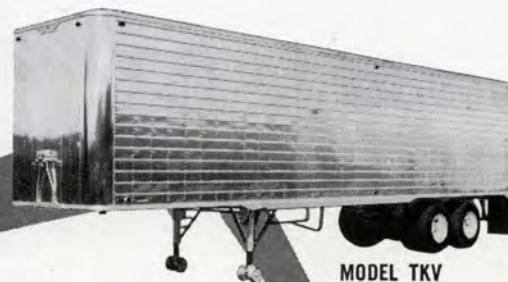
Said the hesitant young sheik upon inheriting his father's harem: "It's not that I don't know what to do; I just don't know where to begin."

The little old lady was stopping at an old-fashioned hotel in a small town. Ever apprehensive about fire, she no sooner checked into her room than she left to locate the fire escape. By accident she opened the door to the men's bathroom, to face a gentleman reclining in the bathtub.

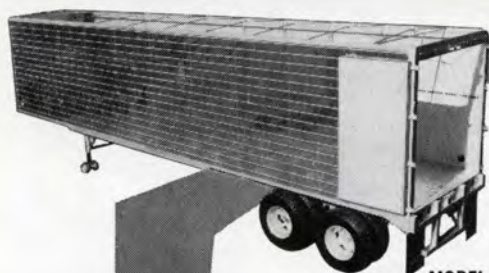
"Oh, pardon me," she said, "I was just looking for the fire escape."

She had no sooner gone a few steps further down the hall, when the bathroom door burst open and the soaking wet bather clad only in a hastily clutched towel ran after her shouting, "Where's the fire!"

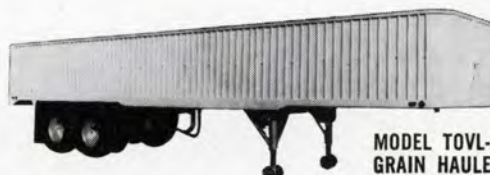
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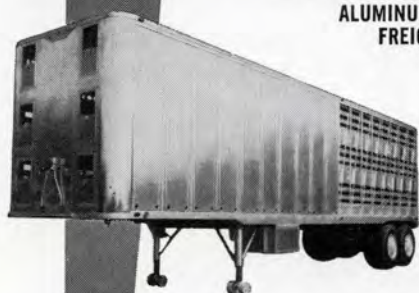
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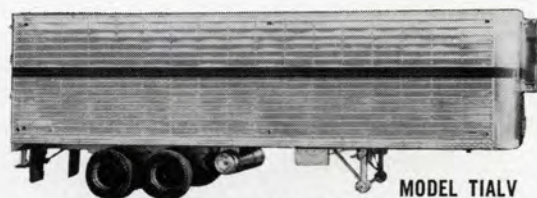
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