

. . . R/M Vee-Flex® rings support better than 2100 tons for over 21 months

Digging overburden from 9 to 100 ft. above the coal bed, conveying 3000 cu. yd. of it an hour on an endless belt at 1225 ft./min. over a maximum distance of 420 ft., and discharging the load on the spoil bank another 25 to 30 ft. requires almost perfect leveling. A 2100-ton wheel excavator at the Cuba No. 9 Mine of United Electric Coal Companies achieves it with four hydraulically operated Marion Type 5600 leveling jacks. Packing failure cannot be tolerated, because any shutdown means loss of production for at least one shift and also because of possible damage to the equipment.

Always seeking to improve operations and cut costs, United engineers consulted Brake Supply Co., Inc., Evansville, Ind., an authorized R/M packing distributor, for help in providing a more effective and longer-lasting packing. Brake Supply analyzed the problem with R/M packing engineers. R/M Vee-Flex—a self-sealing, self-adjusting packing—was recommended and accepted.

This was early in 1960. Results have been outstanding. A single set of rings lasted over 28 months with minimum takeup. The wheel excavator operates on a 24-hour schedule 7 days a week, regardless of weather.

R/M Vee-Flex Rings are one of the R/M Big 7 Packings that meet 95% of all maintenance packing needs, reducing costs and inventory. Consult your R/M distributor about your needs. You can rely on him to give you fast, dependable service, with packings from stock. Ask your authorized R/M distributor for a copy of the R/M Big 7 Selection Chart. Or write Packing Division, Raybestos-Manhattan, Inc., Passaic, N.J.

MECHANICAL PACKINGS R/M GASKET MATERIALS • SPECIALTY PRODUCTS

Raybestos-Manhattan, Inc.

PLAINTIFF'S EXHIBIT T-252
PENGAD-Bayonne, N.J.

to San Francisco that first trip, the *Etolin* ran into her first headache. The sea had been rough and the vessel rolled and bobbed like a cork. Suddenly, only a day out of the Golden Gate, her lights went out. Chief engineer Sluggy Sneed found that the new dynamo set's crankshaft had broken at a web.

In San Francisco Bay, the *Etolin* discharged her valuable cargo. She loaded stores and general cargo for the owners cannery in Anchorage, but was delayed for a few days while the new crankshaft arrived from the manufacturer in Cleveland.

Parks Slocomb learned about the trouble while vacationing on his yacht in British Columbia. He lost no time in throwing his money-ballasted weight around. Result was that the manufacturer picked up the tab for the repair, but assured Slocomb that they had never had a crankshaft failure on that model and size engine. "It'll probably never happen again," wired the sales engineer.

The return voyage to Anchorage was fairly smooth, but soon as the *Etolin* passed through Isanotaski Strait and set a course for the Pribilof Islands, the Bering Sea kicked up her heels. The small craft was thrown around again like an empty bottle. But she arrived at the islands unharmed. After the schooner was loaded with cured pelts she again shoved off for San Francisco.

Two hours after departure a gale roared down from the Arctic Ocean, making the Bering Sea murderous for the tiny vessel. To keep the triple-expansion steam engine from churning itself to bits every few seconds when the propeller shot out of the water, the engineers stood throttle watches. They'd quickly close the engine's throttle, then open it after the propeller was back in the water.

The engine labored as the vessel took up to 40 degree rolls that carried first one gunwale and then the other under water. Suddenly the new crankshaft snapped, as had the first one. The captain radioed the bad news to Parks Slocomb, who was back in Anchorage. The big boss promptly burned up the telephone wires to Cleveland.

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