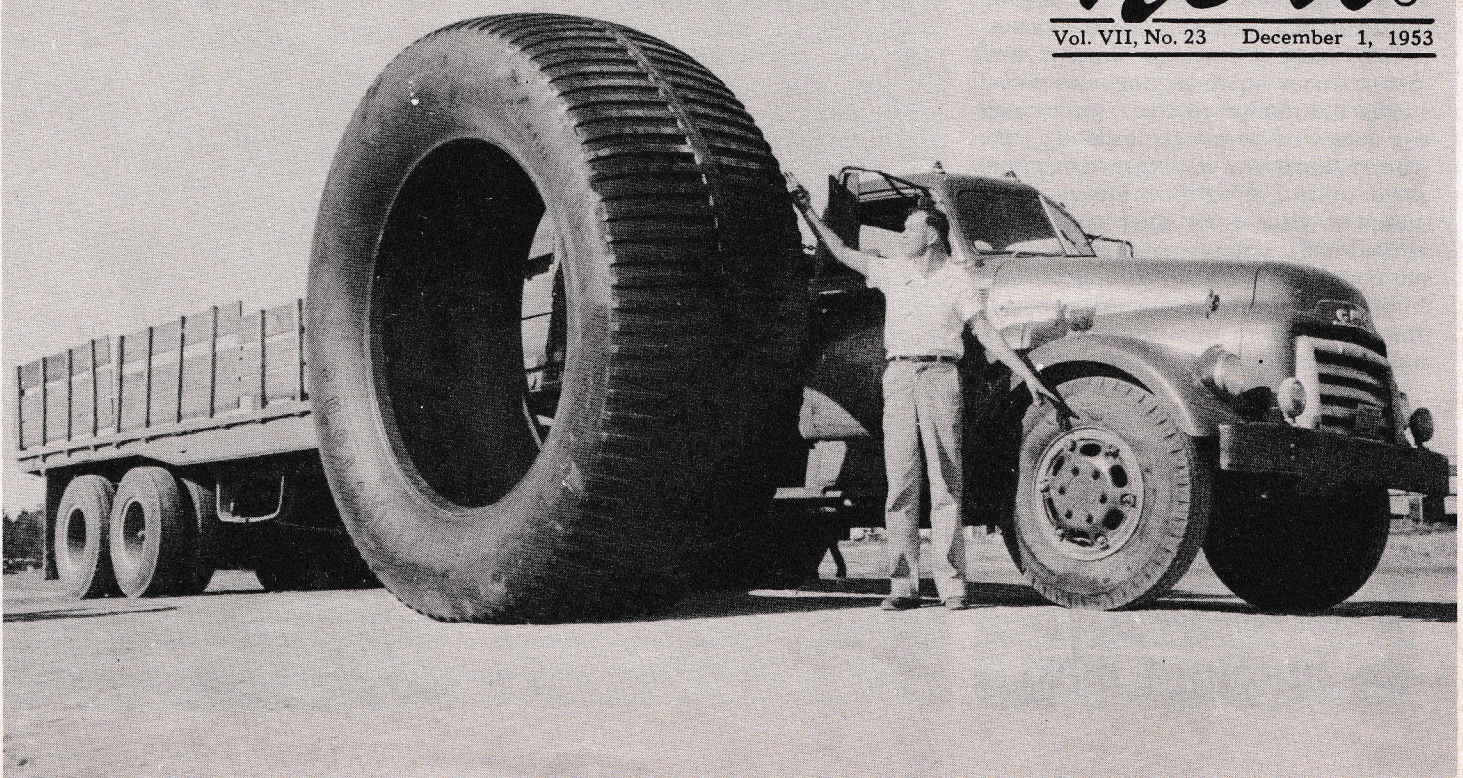


LeTourneau Tech's

***NOW***®

Vol. VII, No. 23    December 1, 1953





## Graham Gives Blood Pledge Book To Our President

Evangelist Billy Graham presented President Eisenhower with a book containing hundreds of signatures of enemy prisoners of war in Korea who signed a renunciation of Communism in their own blood.

A total of 16,000 anti-Communist prisoners signed the blood pledge to have nothing more to do with Communism after their conversion to Christianity in Allied prison camps.

Interesting as such a book may be, we have another Book which mentions the blood of One which is so valuable that its virtues shall be sung for eternity.

Its efficacy is such that it can cleanse the vilest from all sin.

The Book is the Bible, and the blood is that of the sinless, spotless, unblemished Lamb of God, the Lord Jesus Christ.

His precious blood was freely shed for the remission of sins, on the cross at Calvary. All who place faith in that precious blood for their deliverance from the power of sin and Satan, shall join in singing redemption's song in glory:

*"Thou art worthy to take the book, and to open the seals thereof: for Thou wast slain, and hast redeemed us to God by Thy blood out of every kindred, and tongue, and people and nation; and hast made us unto our God kings and priests: and we shall reign on the earth."* (Revelation 5: 9-10)

## Only 23 Days Left

Wars, elections, wrecks, and rackets may come and go, but where have you heard this before: "There are only 23 shopping days until Christmas?"

The Christmas shopping season gets under way officially on the day after Thanksgiving. Stores will observe the occasion with special window displays and the opening of their holiday merchandise exhibits.

Multitudes will be pondering the gift lists, wondering what to buy or make for each person named thereon.

It is regretted that Christmas has been commercialized to the nth de-

## Tom M. Olson's PAGE

gree. (The world defiles whatever it touches.)

It is to be hoped that despite the mad rush for material things, many will take time out to meditate on the record of the Saviour's birth as given in the Holy Scriptures.

The date of the Saviour's birth has been questioned—for Scripture does not give it—but the fact of His birth is certain. December 25 may not be the exact date of the incarnation, but because the world celebrates as it does, Christmas is an appropriate time to read, speak, and sing of that most wonderful event.

His birth was predicted by the holy prophets hundreds of years before it occurred. For example Isaiah prophesied: "Behold, a virgin shall conceive, and bear a son, and shall call His Name Immanuel."

His birth was necessary to accomplish our redemption. The Lord Himself said He came not to be ministered unto, "but to minister, and to give His life a ransom for many." (Matthew 20:28)

We rejoice in all His ministrations to the poor, the hungry, the afflicted, and the demon-possessed, but had He stopped with that, there would have been no salvation for us. He gave His life a ransom for many.

His atoning death was essential because "all have sinned," and all deserve the righteous judgment of God.

Referring to this fact, the Lord Jesus said: "As Moses lifted up the serpent in the wilderness, even so must the Son of man be lifted up: that whosoever believeth in Him should not perish, but have everlasting life.

"For God so loved the world, that He gave His only begotten Son, that whosoever believeth in Him should not perish but have everlasting life. For God sent not His Son into the world to condemn the world; but that the world through Him might be saved." (John 3:14-17)

There is no time like the present in which to give glory to God for such an unspeakable Gift, and to heartily receive Him, and thus be personally "saved through Him."

## American G. I.'s Give, As Well As Receive, Gifts In England

United States air force men stationed at Molesworth, England read in a newspaper that a London girl, 14, was brought before a juvenile court for being absent from school for two weeks, because she had no school uniform like the other children.

The mother, a hospital employee whose husband deserted her 10 years ago, said she couldn't afford the \$28 needed to buy a uniform.

The sympathetic Americans were touched by the story as many of them have children.

Warrant Officer Edmond Franklin of Nashville, Tenn., father of two boys, said that one of the airmen started the ball rolling by putting down his paper, contributing 80 cents, and declaring, "it's a shame to see the little girl suffer embarrassment like that. Let's buy her a uniform."

"Pretty soon men all over the camp were digging in their pockets," said Franklin. They sent \$44.80 to the newspaper with instructions that the money be spent on a school outfit.

The paper reported that the money was turned over to Probation Officer P. Sherington, who will buy the girl a regulation brown coat, brown shoes, school tie and beret, gym suit, and two white blouses.

Knowledge of their lack of apparel is keeping many from coming to the Lord. It should come as good news to such to be told that the Lord Himself, by His death for our sins and resurrection, has paid the price for suitable garments.

Now, the very righteousness of God is unto all, but "upon all them that believe." (Romans 3:22) Embarrassment is gone for the believer who can say with the Prophet Isaiah: "I will greatly rejoice in the Lord, my soul shall be joyful in my God; for He hath clothed me with the garments of salvation, He hath covered me with the robe of righteousness."



## New Tires

In the last issue of NOW I talked about some industries that some of my stuff might fit into. Now I would like to mention some more that need fixing.

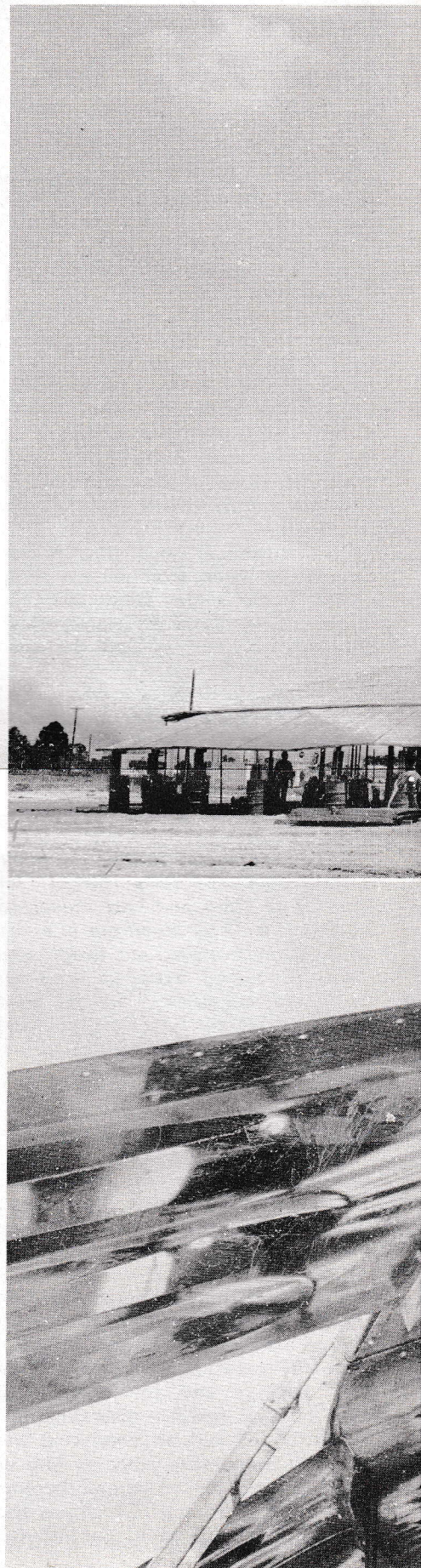
Many years ago, when railroad locomotives weighed a few tons, the rail gauge we now have of 86½ inches perhaps wasn't too bad, but now, with locomotives probably ten times as heavy, with a higher center of gravity and twice the speed, I just don't see how a modern train stays on those narrow rails. Of course, it would be such a terrible job to change the millions of cars, I suppose we are stuck with it. Perhaps we better build smaller engines with a lower center of gravity and couple more of them together, and then do away altogether with grade crossings, or start building a whole new system altogether. I don't say our Diesel-electric rubber tired trackless train will replace the railroad, but with our system, instead of switching cars and spending a lot of money on sidings, you would just stick up an overhead crane, pull in under the crane, lift the empty body of the car, set on a full one or a dozen of them (in a few minutes if you please), blow the whistle, and away we go. Demurrage would be solved because you'd just set the box off the box car or a few decks off of a flat car to be loaded or unloaded. Or, you could pick them off one train and set them on another, no uncoupling of the train; and my rubber tired train can stop as quickly as an automobile with good four wheel brakes.

Another industry that needs some working on (and I've already started pulling it out) is the pneumatic tire industry. First we made bicycle tires, a single continuous tube, then we made the clincher with an inner tube, then we made the drop center and so on. Now, we have the big earth-mover tires and when you talk about them, most people have a vision of an automobile or truck tire that bogs down on soft ground. The fact of the matter is that they spread out like a blanket and cover the ground much the same as the tracks on a tank. We

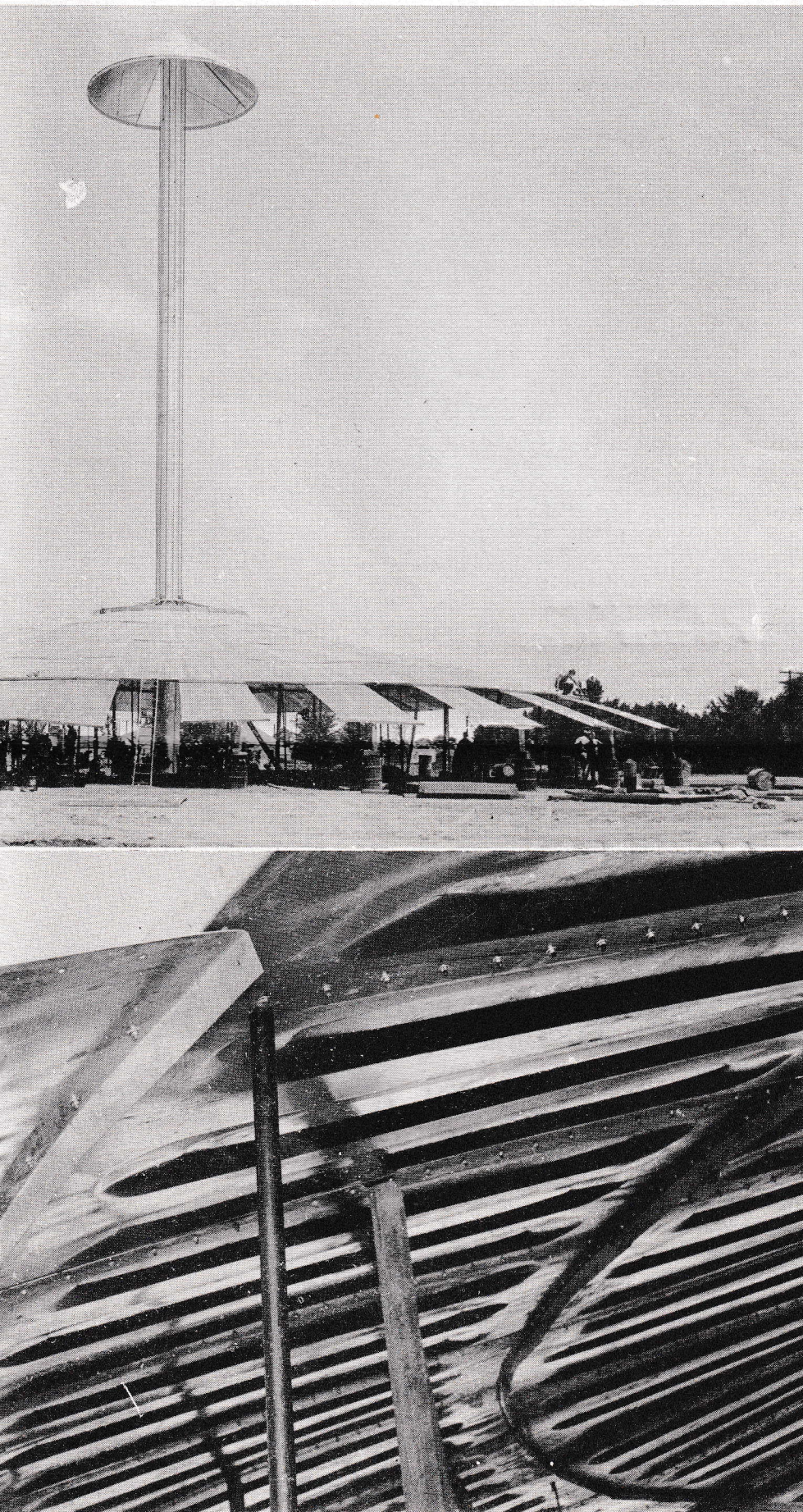
have had cases where track type machines couldn't operate on account of the ground being too soft and our big flotation tire machines have gone right on past them and pulled them out. This is because the ground pressure practically speaking is the same as the air pressure inside the tire. The tire is free to flex, so if you only put fifteen pounds of air inside, that's all you get outside. Some day we will change the state laws that protect our highways. Instead of limiting the weight on a wheel, all you would have to do would be to say tire pressures must not exceed say thirty-five pounds and our highways could not be damaged by trucks any more than automobiles, because the unit pressure would not be any more, and truck men would just put on tires big enough to save the highway, and all an enforcement officer would have to carry would be a tire pressure gauge. Now what I'm leading up to is that these big tires are round, practically speaking. They are as high above the rim as they are wide and they are so deep that if you bounced them on a hard pavement, fully loaded, from ten feet high, you couldn't flatten them more than half the depth of the tire. So really, all we are using is the outer half of the tire. Our new development is a tire of the same outer diameter and width, with the rim coming out to the middle of the circle instead of to the edge of it. This saves all the rubber and fabric from the old rim out to the middle. To prove this principle, I've made the tire moulds and Firestone has already built hundreds of tires for us on wheels as large as five feet and eight inches in diameter. The tire is ten feet high and forty-eight inches wide. These tires are giving good service without inner-tubes.

I only know of one job on which no improvement can be made, and that is the work of redemption, which our Lord and Savior Jesus Christ accomplished on the Cross of Calvary. Even though this human machine has been abused and marred by sin, He offers according to II Corinthians 5:17 to make us a new creature in Christ Jesus, and the blunders of the past can all be wiped out.

"Therefore, if any man be in Christ, he is a new creature: old things are passed away; behold all things are become new."







## New Building Construction

In the last issue of **NOW** we printed pictures showing the newly designed and completed tabernacle as it appears after construction. On these pages you will find two pictures which help to explain how the building was erected.

In the picture at upper left, the center column with its cone cap and cable arrangement is seen holding the portion of the building which has been completed. When this picture was made, only three rows of aluminum sheets had been put in place and the fourth row was being attached. The circular collar, to which the horizontal rows of aluminum sheets were attached, may be seen extending slightly above the first row of sheets. After this row had been attached, the building was raised by a LeTourneau electric cable hoist, and another row was attached. In this manner it was possible for the construction work to be done at the ground level.

The lower photograph pictures the manner in which the aluminum sheets were bolted in place. The braces which appear in the photograph were used to assure an exact level condition of the completed portion of the building and were not necessary as weight supporting devices; since all of the weight was supported by the center column during the construction of the building.



LeTourneau Tech's

***NOW***

Norman O. Galyon, Editor

Published semi-monthly by LeTourneau Technical Institute and sent free upon request to the Editor  
P. O. Box 2307, Longview, Texas.

Entered as Second Class Matter, January 10, 1947, at the Post Office at Longview, Texas, under the Act of August 24, 1912.

"Behold **NOW** is the accepted time: behold **NOW** is the day of salvation."—II Corinthians 6:2.

LeTourneau Technical Institute is an officially recognized degree granting college, specializing in teaching christian service industrial leadership and mechanical science. Full information can be had by writing to the Registrar, P. O. Box 2307 Longview, Texas.



# Big Tires

The front cover of this issue of NOW pictures the big tires which are referred to in Mr. LeTourneau's article in this issue of NOW.

Many years ago R. G. LeTourneau introduced the idea of using rubber tires on heavy equipment. The tires which were first used were small indeed when compared with those which are today utilized in moving extremely heavy loads over all types of road and soil conditions. It is interesting to note that, while the idea of using rubber tires on heavy equipment at first met with a great deal of resistance, today, almost all equipment of this kind uses them.

The tires pictured in this issue of NOW were designed by R. G. LeTourneau and were manufactured by the Firestone Tire and Rubber Co. The forms used in making the tires were made at the Longview plant of the LeTourneau Company. They are four feet wide and ten feet tall and are, so far as we have been able to determine, the largest tires ever built.

A CHESTER CUSHEE  
RD 1  
WEEKS MILLS ME

## Going Places With R. G. LeTourneau



### DECEMBER

- |  |   |
|--|---|
| 1 Tue., Longview   | 3:00 p.m. City Wide Mass Meeting,<br>First Baptist Church, Holt and Gary<br>Sts. (Sponsored by Youth for Christ)        |
| 2 Wed., Longview   |   |
| 3 Thur., Longview  | 7 Mon., Longview; Dallas, Texas*  |
| 4 Fri., San Bernardino, California*  | 7:45 p.m. Cliff Temple Baptist<br>Church, 126 West Temple Street.<br>(Sponsored by Dallas Baptist Assn.<br>Brotherhood) |
| 7:45 p.m. City wide mass meeting,<br>Municipal Auditorium. (Sponsored<br>by CBMC)  |   |
| 5 Sat., Pasadena, California*  | 8 Tue., Longview  |
| 6:00 p.m. Dinner meeting, Lake<br>Avenue Congregational Church.<br>(Sponsored by CBMC) 8:00 p.m.<br>City Wide Mass Meeting, Lake<br>Avenue Congregational Church.<br>(Sponsored by CBMC) | 9 Wed., Longview  |
| 6 Sun., Pomona, California*  | 10 Thur., Longview  |
|  | 11 Fri. Longview  |
|  | 12 Sat., Longview; Biloxi, Mississippi*   |
|  | 13 Sun., Boloxi, Mississippi*   |
|  | 14 Mon., Vicksburg; Ennis, Texas*   |
|  | 15 Tue., Longview   |

\* Indicates Speaking Engagement