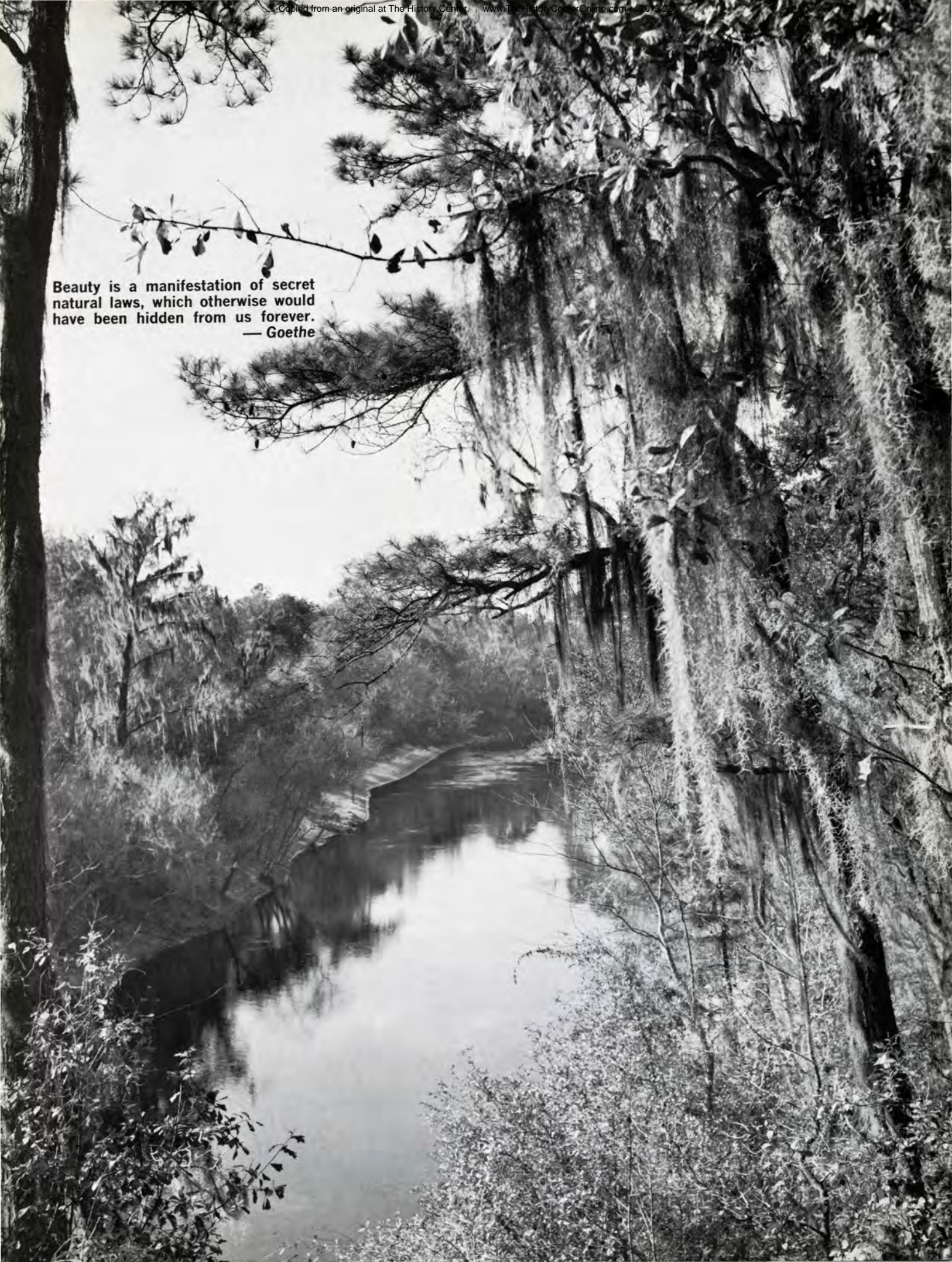




**THE** *Luffkin* **LINE**

**JULY-AUGUST • 1964**

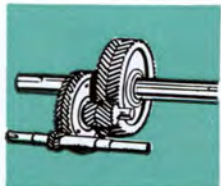
Beauty is a manifestation of secret  
natural laws, which otherwise would  
have been hidden from us forever.  
— Goethe





OIL FIELD PUMPING UNITS

**THE**  
*Lufkin* **LINE**  
GEARS FOR INDUSTRY



JULY • AUGUST, 1964  
Volume 39      Number 4

Published to promote Friendship and Good Will with its customers and friends and to advance the interest of its products by the Lufkin Foundry & Machine Company, Lufkin, Texas.

Virginia R. Allen, Editor



AL. E. CUDLIPP, SR.

**M**ONDAY NIGHT, August 3, 1964, Al. E. Cudlipp, Sr. suffered a fatal heart attack as he and his wife were celebrating their 46th Wedding Anniversary with some friends.

Thus death took from Lufkin Foundry and Machine Company a loyal and devoted employee, an incomparable friend and a man whose contributions to many phases of life are innumerable.

Mr. Cudlipp was only 19 years of age when he came to Lufkin in May, 1919, to begin work in the Order Department of our Company. He soon was made assistant to my Father, the late W. C. Trout who was operating officer of this Company for 42 years. In 1943, Mr. Cudlipp was made Vice President in charge of Advertising, Purchasing and the Mill Supplies Division, and was elected a Director of the Company on February 8, 1945.

He had countless friends in the lumber industry throughout the United States, and only two years ago he was honored by the Texas Forest Service re-naming its Lufkin headquarters the Cudlipp Forestry Center.

When Lufkin Foundry purchased the Martin Wagon Company in 1939, Mr. Cudlipp was personally interested in this field and directed his energies toward the trucking industry. From these endeavors, he was associated with members of the trucking industry across the nation.

Mr. Cudlipp's influence upon the continuing success of this Company is immeasurable. Many times during World War II and the years immediately following when steel and other strategic materials were rationed, this plant was operated on short hours or full time dependent upon the success he had in Washington getting the various bureaus to allocate material to us.

His counsel and leadership will be sorely missed. His contributions to the civic life of this community will be irreplaceable. His friendship, good humor and priceless wit will be an irrecoverable loss to many, many people.

But we all are the richer because he walked among us for 45 years.

W. W. TROUT

*President*

**MID-CONTINENT ISSUE**

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COVER: Photo by Free Lance Photographers Guild, Inc. N. Y., N. Y.

OPPOSITE PAGE: The Suwannee River, Florida  
Photo by: Gene Ahrens, New Milford, N. J.

**LUFKIN FOUNDRY & MACHINE COMPANY**

**EXECUTIVE OFFICES & FACTORY**

Lufkin, Texas  
Phone: NEptune 4-4421

L. A. Little, Vice President and Oilfield Sales Manager  
C. D. Richards, Assistant Oilfield Sales Manager

**TRAILER DIVISION**

C. W. Alexander, Sales Manager  
Floyd Rogers, Assistant Sales Manager



TRAILERS FOR EVERY HAULING NEED



**HEADQUARTERS** of the United Nations and New York's mid-Manhattan skyline is seen here from the southern tip of Welfare Island in the middle of the East River

United Nations Photo

# MANHATTAN

By Charles F. Wettach



**THE** famed narrow canyons of the Wall Street area virtually disappear in this aerial view. In the extreme right background is the South Ferry terminal from which visitors can take the famed nickel ride to Staten Island

N. Y. Convention & Visitors Bureau Photo

**T**HIS SUMMER New York City has become host to the world. In its front yard one finds the greatest show that man has ever seen—The New York World's Fair. Nearly all of the expected 70 or 80 million Fair visitors will, at one time or another, pass through the City itself.

Manhattan is definitely an island. The best way to confirm this is to take a sight-seeing boat cruise completely around Manhattan which is actually only one of the five boroughs which make up the city.

Boarding a sight-seeing boat at Pier 83 (Foot of West 43rd Street) one soon feels that he is a part of the swarming waterfront and harbor picture. And he is. Just a few piers away he sees the Queen Mary, largest liner afloat. From keel to masthead, the Queen is 67 feet higher than Niagara Falls!

As the sight-seeing boat follows the Hudson River into Upper New York Bay, one is surrounded by the unique sounds and sights which identify the busiest harbor in the world . . . a deep throaty blast from a Europe-bound leviathan . . . a shrill



**MUCH** fanfare in New York's harbor salutes a new ship on her maiden voyage. Horns blow, sirens blast and a fireboat contributes a shower of water as a new liner glides past the Statue of Liberty

N. Y. Convention & Visitors Bureau Photo



**GEORGE Washington Bridge**, a beautiful structure spanning the Hudson River from New York to New Jersey, is the second longest suspension bridge in the world  
N. Y. Convention & Visitors Bureau Photo

# ...MAGIC ISLE

high-pitched response from a barge-nudging tug-boat . . . an in-a-hurry police launch . . . a plodding heavily-loaded freighter returning from the Far East.

One of the world's most famous landmarks is viewed and photographed at close range. The boat sails almost to the foot of the Statue of Liberty. This amazing 302-foot-high symbol of freedom is a gift from the French people to the American People—an indication of our warm mutual friendship. Gustave Eiffel designed the framework of the Statue of Liberty which has welcomed visitors to our shores since 1886.

The sight-seeing craft next swings around Lower Manhattan and heads for the mouth of the East River. One of the many odd-shaped vessels which scurry by is a member of the Staten Island Ferry fleet. This is the world's most inexpensive boat ride . . . ten miles, from Manhattan's Battery Park to St. George (Staten Island) and back, one hour of sailing, for only 10¢!

The East River traffic is also intriguing. Scooting under the well-known Brooklyn Bridge, one soon notices a cluster of gray Navy ships. Cruisers, aircraft carriers, and other fighting ships make periodic calls at the Brooklyn Navy Yard. The mid-Manhattan skyline next comes into focus. It is dominated by such stone-steel-and-glass giants as the Empire State, the Chrysler, and the United Nations Buildings.

The sight-seeing boat continues on around Manhattan Island, via the Harlem River and Spuyten Duyvil Creek, to reach the Hudson again. Returning to Pier 83 to complete the three-hour, 35-mile trip, the cruise ship passes directly under the George Washington Bridge as she sails down the Hudson. This spectacular 4,760-foot-long finger of steel connects the New Jersey Palisades with Manhattan, offering motorists a choice of fourteen lanes on two levels.

For a look at the magic island itself, one would do well to join a sight-seeing bus tour. These tours leave from various locations all over town and they can usually be tailored to meet individual preferences.

For example, one tour leaving from the Times Square area first takes in Broadway's theatrical district. At night this becomes the enchanting

**BROOKLYN BRIDGE**, first suspension bridge built in this area, was completed in 1883 at a cost of \$25 million  
N. Y. Convention & Visitors Bureau Photo





NIGHTTIME in New York affords a fabulous scene from the 87th floor of the Empire State Building. The heavy light in the center is famed Times Square and the Hudson River is visible just above it

Publicity Consultants, Inc. Photo



ROCKEFELLER Center is a "city-within-a-city" and is composed of 16 skyscrapers occupying 14½ acres of land  
N. Y. Convention & Visitors Bureau Photo

"Great White Way." Then they leisurely motor downtown, past Macy's and Gimbel's, to bizarre Greenwich Village.

Some of the exotic atmosphere of the far-off orient is found along the narrow winding streets of Chinatown. There's pagoda-type architecture, alluring bazaars and curio shops overflowing with Chinese novelties and gifts, inviting tearooms and restaurants, a former joss house, and many colorful signs written in the Chinese language. The Bowery, once very fashionable, but now a haven for human derelicts, is nearby.

Ironically, not very far from the Bowery is Wall Street, the financial center of America. This thoroughfare, called the most famous quarter-mile in the world, also has certain historical significance. George Washington was inaugurated first President of the United States at Federal Hall when it stood at the corner of Wall and Nassau Streets. The year was 1789. From nearby Battery Park one takes the 5¢ ferry to Staten Island or the boat to the Statue of Liberty.

Returning uptown via the United Nations Buildings, the bus sight-seeing visitor might next tour the fascinating NBC Studios. Live radio and color-TV programs go on while guests watch spell-bound. Every day almost a quarter of a million people arrive, engage in their various activities and then leave Rockefeller Center, a fabulous city within a city. Here in Rockefeller Center one also

discovers Radio City Music Hall, the world's largest indoor theater.

This brings up the matter of entertainment. There are many first-run movies, plays or musicals in the so-called "Theatrical District" which fans out from Times Square. Prices and reviews can be found in New York newspapers or such magazines as *The New Yorker* and *Cue*. Tickets may be obtained at box offices (necessary far in advance for certain "hit" shows or plays) or from ticket agencies.

And there's probably no place on earth with so many different dining-out opportunities . . . over 10,000 they say! The food of practically every nation can be found somewhere in New York City: Chinese (particularly in Chinatown), French, Italian, English, German, Japanese . . . and, of course, American. The latest Mobil Travel Guide covering New York City has a good listing of hundreds of these restaurants and their various specialties.

Certain bus tours also explore Uptown Manhattan, and that means the many magnificent cathedrals, Riverside Drive, Grant's Tomb and Central Park. Over-looking this 840-acre park are many of the nation's outstanding museums: the modern-

**BOTH** orientals and occidentals walk along the narrow streets of New York's Chinatown amid an atmosphere of old China and the lower East Side  
 N. Y. Convention & Visitors Bureau Photo

istic Guggenheim Museum, the Metropolitan Museum of Art, the Museum of the City of New York, and the massive American Museum of Natural History.

The American Museum of Natural History has everything, it seems. There's a Man in Space Exhibit . . . a diorama depicting Stone Age activities . . . close-ups of life-like lions, water buffalos and gorillas . . . a realistic scene called "October in New Hampshire."

Two other outstanding exhibits are the fossil jaws of a giant prehistoric alligator from Texas and the collection of precious and semiprecious stones which is equal to any on earth. Just one stone of this collection, the "Star of India," is the largest cut sapphire in the world. It's worth \$100,000.00.

The Empire State Building has been purposely saved until last. To inspect this Eighth Wonder of the World, at any time, is a memorable experience. A visit at sundown is even more impressive.

As the brilliant colors of the setting sun are gradually absorbed by the mantle of night, a strange transformation takes place on the 102nd floor. Visibility, which can be more than 50 miles on a clear day, shrinks into a cloud of fuzziness as lights begin to twinkle on here and there. Then before one realizes it, the day has actually gone. It is nighttime.

From near the quarter-mile-high top of the tallest building in the world, the city below is a fantastic myriad of lights. One has no difficulty identifying such landmarks as "The Great White Way," George Washington Bridge with its garland of illumination, the not-too-distant land of enchantment known as The World's Fair, the Statue of Liberty. Not quite as obvious are such interesting subjects as the mammoth ocean liners silhouetted beside their piers, and the giant roller coaster at Palisades Amusement Park just across the Hudson River.

The story of New York City is a fascinating account of many things unbelievable . . . of buildings that reach beyond the clouds . . . of Hollywood, Hong Kong and the high Himalayas in abbreviated form . . . of priceless gems, of priceless picture possibilities and of priceless memories. All this, and more, is New York City—the magic isle!



Below: THE Empire State Building has often been called the Eighth Wonder of the World  
 N. Y. Convention & Visitors Bureau Photo

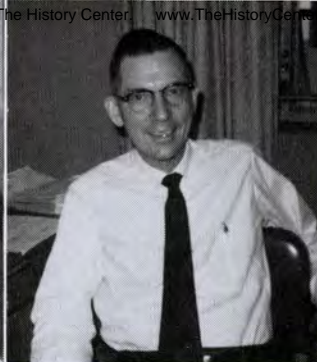




**GENE EAKERS**  
Tennessee Truck Lease  
Memphis, Tennessee



**CHARLES RUBY**  
T. I. M. E. Motor Freight, Inc.  
Lubbock, Texas



**BENSON TRAVILLION**  
Ray Carter, Inc.  
Memphis, Tennessee



**HARVEY SHELTON**  
Tennessee Truck Lease  
Memphis, Tennessee



**AMOS JACOBS**  
Tire Town Inc.  
Memphis, Tennessee



**JACK OGLE**  
Gifford-Hill Tubing, Inc.  
Lubbock, Texas



**CARRY WRIGHT**  
Shippers Service of Georgia, Inc.  
Memphis, Tennessee



**AMOS SMITH**  
Tokio Co-op Gin,  
Tokio, Texas

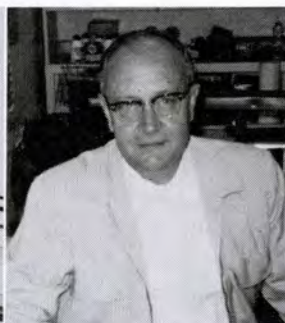
# HERE AND AMONG TRUC



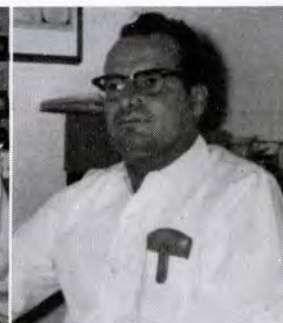
**EVERETT ARMSTRONG**  
Goodpasture Grain & Milling Co., Inc.  
Brownfield, Texas



**MANUEL ALVAREZ**  
Alvarez Bros. Truck & Trailer Hauling  
Rio Grande City, Texas



**A. V. VINSON**  
Burks Diesel Engineering & Truck Leasing Co.  
West Monroe, Louisiana



**JUNE KIRBY**  
Goodpasture Grain & Milling Co., Inc.  
Brownfield, Texas



**PAUL BURKS**  
Burks Diesel Eng. & Truck Leasing Co.  
West Monroe, Louisiana



**TAYLOR BEARE, JR.**  
Payment Plan Inc. of Mid-South  
Memphis, Tennessee



**BUFORD WRIGHT**  
Shippers Service of Georgia, Inc.  
Memphis, Tennessee



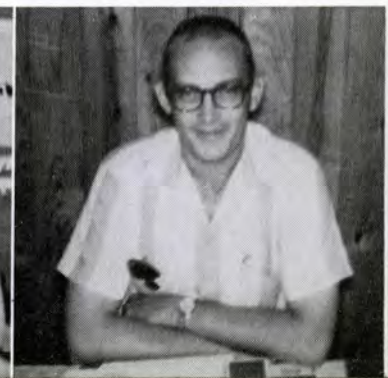
**E. C. WHOBREY**, left, Burks-Pelz Transfer, Inc., Evansville, Indiana; **BILL KING**, Valley White Autocar, Inc., Evansville, Indiana; and **J. D. SMITH**, Lufkin Trailers, Memphis, Tennessee

**BILL CHANDLER**  
Gruver, Texas

**NEWELL SIEBMAN**  
Don McAden Co.  
Gordonville, Texas

**NORMAN JONES**  
N. E. Jones Grain Co.  
Anna, Texas

**GENE RECORD**  
Record Truck Line  
Henderson, Tennessee





**JAMES HUDSON**  
Crystal Springs  
Mississippi



**JERE BEENE**  
Record Truck Line  
Henderson, Tennessee



**S. E. Jones**  
Ray Carter, Inc.  
Memphis, Tennessee



**DALE VINZANT**  
Ray Carter, Inc.  
Memphis, Tennessee



**RAY CARTER**  
Ray Carter, Inc.  
Memphis, Tennessee

# THERE KING FOLK



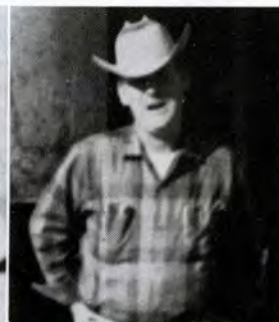
**BILL TIPTON**  
Sugar Creek Foods  
Mineola, Texas



**BILL JARRELL**  
Southland Paint Co.  
Gainesville, Texas



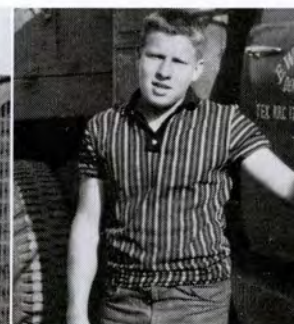
**DEAN SPERRY**  
Sugar Creek Foods  
Mineola, Texas



**CHELICIE PARKEY**  
Weatherford, Texas



**JIMMY COOPER**  
Hammonds, Inc.  
Ider, Alabama



**BUD BETCHER**  
E. W. Betcher Trucking  
Denton, Texas



**R. A. (BOB) DAVIS, JR.**  
Southland Paint Co.  
Gainesville, Texas



**MAX SPRINGER**  
Paris, Texas



**RICHARD WRIGHT**  
Shippers Service of Georgia, Inc.  
Memphis, Tennessee



**B. J. WRIGHT**  
Shippers Service of Georgia, Inc.  
Memphis, Tennessee



**DON McADEN**  
Don McAden Co.  
Gordonville, Texas



**JACK WARREN**  
Hardin & Stiles Insurance Agency  
Memphis, Tennessee

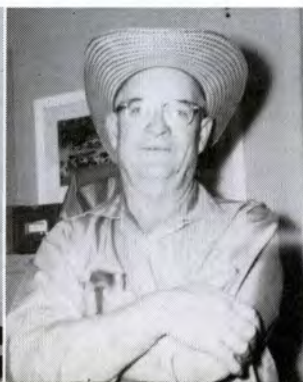
**JOHN BAIRD**  
Community Co-op Gin  
Clauene, Texas

**C. C. GRESSETT**  
Levelland, Texas

**DONALD BAIRD**  
Community Co-op Gin  
Clauene, Texas

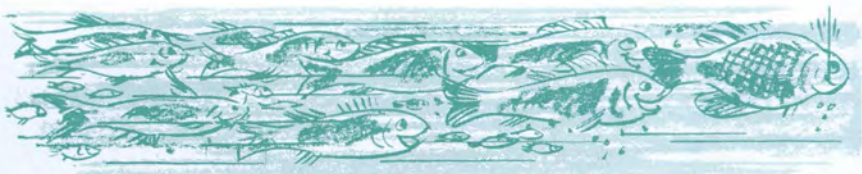
**JOHN BIRDWELL**  
Bruns Supply  
Big Spring, Texas

**D. V. MIMS**  
Henry L. Stafford  
Lubbock, Texas





SID WIESER, left, president, and VINCENT WIESER, his twin brother and Secretary-Treasurer of Wieser Mill, Inc., look over the fisherman's friend, a new product called "Bait a Hole"



WIESER MILL, INC. is a third generation feed company. With headquarters in Lampasas, Texas, the completely automated mill has a capacity of 300 tons per 10 hours

**WIESER**  
**MILL** INC.

--- Third  
Generation  
Feed Company



**T**HE OLD fishing hole won't be the same anymore if the Wieser Mill, Inc. of Lampasas, Texas, has any say-so about it.

This company has added a new product to their line of feed stuffs. It is called "Fishing Hole Block" and is made to help fishermen lure fish to a certain area. Rather than sit for hours near his favorite fishing hole waiting for a fish to happen by, the fisherman now can bait his hole with Wieser's Fishing Hole Block. Success stories from the disciples of Isaac Walton continue to pour into Wieser Mill, Inc.

Wieser Mill, Inc. is the outgrowth of a family business of long standing in central Texas. It had its beginning back in 1891 when J. F. Wieser established a flour mill at Hico, Texas. Later other mills were added at Dublin, Stamford, Hamilton and Waco and elevators were built at several other towns in the area.

This business was continued under the direction of the late H. M. Wieser who operated plants at Hico and Hamilton, with headquarters at the latter place. During the following years, the business changed from flour to formula feeds.

The mill at Hamilton burned in 1953, and it was decided to rebuild at the present location in Lampasas because of better railroad facilities there.

Today, Wieser Mill is one of the nation's most

complete feed mills, producing all types of feed for chickens, turkeys, rabbits, dairy cattle, beef cattle, sheep, horses and dogs.

In 1960, a complete separate unit to produce protein block was built at a cost of over \$100,000.00. The Company's regular feed plant has a capacity of approximately 300 tons per 10 hours. A completely automated mill, the operations have been recorded on a motion picture film which has been viewed by many feed manufacturers.

The Wieser Mill trading area includes 70 counties for a total radius of 300 miles. The fringes of this territory include San Antonio, Victoria, Rock Springs, and San Angelo, and it extends approximately 90 miles north of Lampasas.

Owned and operated by the third generation, Wieser Mill is celebrating this year its 75th anniversary of continuous milling in the same family.

Sid Wieser is President, Mrs. Henry Wieser, his mother, is Chairman of the Board, Henry A. Wieser and Mrs. O. W. Majors are Vice Presidents, and Vincent Wieser is Secretary-Treasurer.

The Company operates 14 semi-trailers, three bobtail trucks and seven-ton and 12-ton bulk feed vehicles.

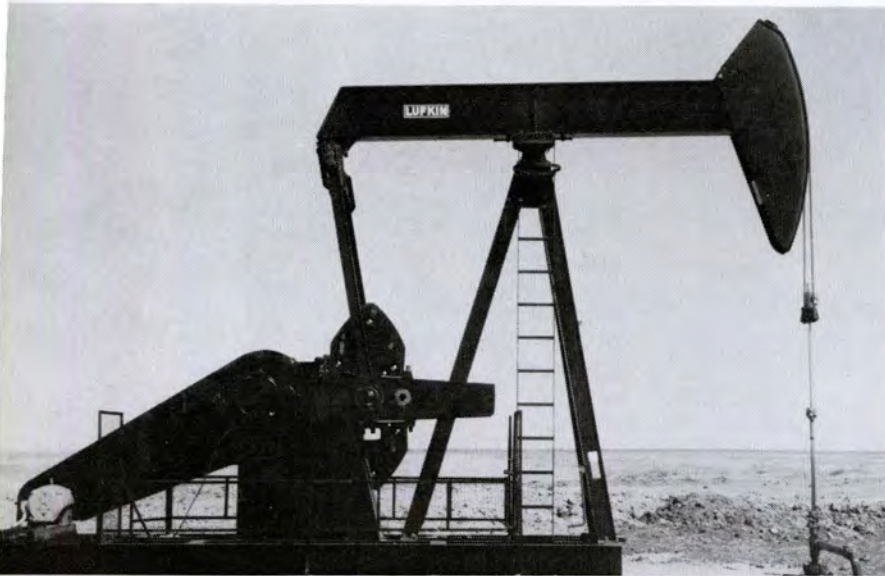
Lufkin is proud to list Wieser Mill, Inc. among its friends and customers.



1



2



5



6

# LUFKIN

1. LUFKIN C-160D-173-74 Unit, Cities Service Oil Company, Bazine, Kansas.
2. LUFKIN M-640D-305-168 Unit with LUFKIN HC-795 Counter Clockwise Gas Engine, Mobil Oil Company, Lindsay, Oklahoma.
3. LUFKIN M-456D-256-120 Unit, Sinclair Oil and Gas Company, Covington, Oklahoma.
4. LUFKIN M-114D-173-74 Unit, William Gruenerwald & Associates, Inc., Bryan's Corner, Oklahoma.
5. LUFKIN C-228D-180-100 Unit, Sinclair Oil and Gas Company, Bazine, Kansas.
6. LUFKIN C-160D-173-74 Unit, Cities Service Oil Company, Pampa, Texas.
7. LUFKIN M-320D-213-120 Unit with LUFKIN HC-795 Counter Clockwise Gas Engine, Wilmar Oil Company, Inc., Oklahoma City, Oklahoma.
8. LUFKIN A-320D-100-32 Unit, MacDonal Oil Company, near Purcell, Oklahoma.



3



4

# installations



7



8



Left: GOOSEBERRY Falls in Gooseberry State Park on the North Shore attract tourists because of its accessibility

# Gitche Gumees

## MAGIC SHORE

By Jack B. Kemmerer

**T**HERE are many beautiful scenic drives in the United States. But for sheer beauty still unspoiled by commercialism, few of them can match the 150 marvelous miles making up Minnesota's North Shore Drive.

Starting at Duluth, the North Shore Drive hugs the craggy coast of Lake Superior, largest fresh water lake in the world and the locale of Longfellow's epic "Hiawatha." As you drive along the shore line of Lake Superior—the Gitche Gumee of Hiawatha—you will quickly gather one impression: the country is fresh, the towns are small and the area has lost none of its unsullied natural charm since Longfellow wrote his celebrated narrative epic more than 100 years ago.

Forgetting both the clock and the calendar, you can spend a day, a week, a month or even an entire season along this fresh water highway and always discover something new and interesting around the next bend of the road.

Duluth alone is well worth a pause of several days to explore. Built on high hills rising sharply from a natural harbor that gives the city its title of world's largest inland port, it is populated chiefly by rugged individuals who prefer the challenge of hard, cold winters and having to climb the



**Above:** AN iron ore boat enters the Duluth-Superior Harbor through the narrow entrance and unique aerial lift bridge



**SHOVEL** Point is one-half mile off the highway and easily reached by a foot path. The high bluff in the distance is Palisade Head which has an auto road running to its top

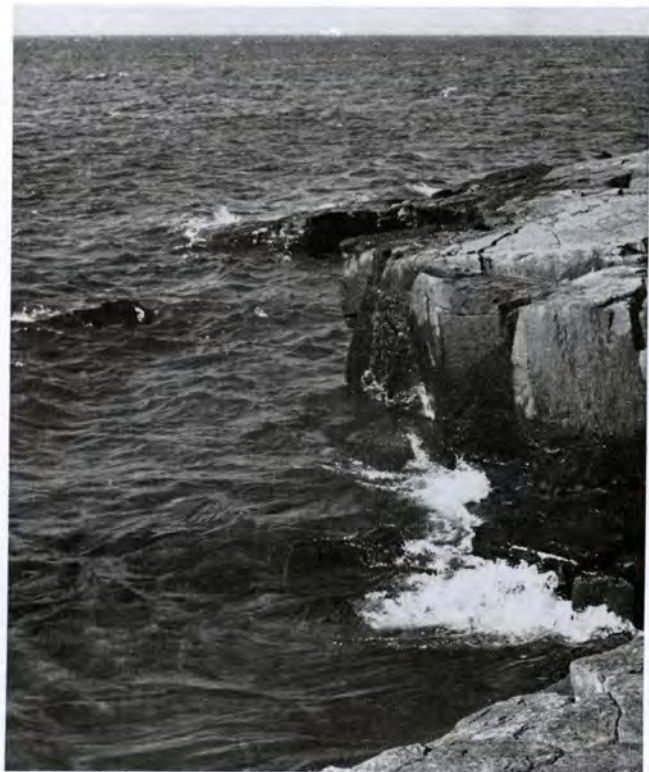
numerous tiers of streets which slope sharply upward away from the harbor.

Duluth is proud of its chain of boulevards—"Skyline Parkway"—which makes up 30 miles of scenic drives 700 feet above lake level. The Parkway is a continued line of curves and bridges and if you look toward the hillside it makes you feel as if you are in a jungle, far away from civilization. When you turn toward the city side, a beautiful panorama is spread out before your eyes.

If you are a harbor buff, there is plenty to excite you in the Duluth-Superior Harbor with its unique aerial lift bridge, giant freighters, ocean tramps, and huge ore and grain boats that glide in so close you can almost touch them. Here you also will find some of the largest ore and grain loading docks in the world.

But the North Shore Drive itself starts when you head north from Duluth on U.S. Highway 61. The winding highway is flanked on the left by the vast Superior National Forest of almost 4,000,000 acres and on the right by Lake Superior.

As you drive along you will pass, or can linger and see, crystal-clear mountain streams that appear to materialize everywhere. Regardless of the season, interesting vegetation can be seen in almost



**THIS** is a typical scene along the rocky shore line of Lake Superior



**THE** great wheat ship "Carol Lake" lies alongside one of the world's largest grain elevators in Fort William's harbor



**SPLITROCK** Lighthouse, long a symbol of the North Shore, is the highest in the United States

any direction. Besides the pine-covered mountains that stretch as far as the eye can see, there are birch, poplar, ash, and gnarled cedar. Keep a close watch for the clearly marked foot-trails leading to points of interest into the wilderness of wood and water.

The first small settlement is Two Harbors, the original port for the shipment of iron ore on the Great Lakes. You may park your car in a beautiful park and watch the loading of the huge ore carriers from three giant ore docks.

On a railroad siding near Two Harbor's depot is a famous little steam engine known as "Three Spot." This tiny engine was the first locomotive on the Duluth Iron Range Railroad and arrived at Two Harbors on a lake scow in 1883.

Leaving Two Harbors the highway winds on, hugging the shoreline and crossing many bridges until you reach Gooseberry Falls, one of the best known on the North Shore and easily accessible by foot path.

Soon you reach Splitrock Lighthouse, symbol of the North Shore and the highest lighthouse in the United States. The colorful lighthouse is perched high on a cliff overlooking dangerous reefs and



**PIGEON** River forms a natural boundary between the United States and Canada and Pigeon Falls are in Canada not far from the international bridge

its light—168 feet above lake level—can be seen for 60 miles.

At Silver Bay you will see history in the making at the world's first large-scale taconite plant for the processing of hard taconite into iron ore pellets.

One of the most beautiful views of Lake Superior may be had from Palisade Head, a massive headland of basalt and the highest bluff reached by car on the North Shore.

The smooth highway continues to wind its way northeast until you reach Grand Marais, once a frontier settlement and the last sizeable town on the drive. It is also the gateway to the famous Gunflint Trail.

The Gunflint Trail is a 58-mile trail and the one road that pierces the very heart of the wilderness north of the North Shore. Located along the trail are numerous resorts with access to some of the best fishing in the country.

The drive continues along the lake until you reach the tiny settlement of Hoveland, a quaint, deep sea fishing village.

Swinging inland, the highway leaves the lake, proceeding on to Pigeon River, the natural boundary between the United States and Canada.



**THIS** boat is loading pulpwood in the Grand Marais harbor. Pulpwood and fishing are the major industries of Grand Marais. The pulpwood is cut in winter and taken by boat and raft in summer to lower Great Lakes

If time is available, by all means drive another 45 miles on to the modern twin port cities of Fort William and Port Arthur. Here you will find a touch of England and bustling lake harbors with the world's largest grain elevators and the great wheat ships loading and sailing almost in a stream during the summer months.

By necessity, we have touched only the highlights on this beautiful drive and you will find far more to see than we have room to mention.

**All Photos by the Author**



**HARRY L. WILLIAMS, left  
WILLIAM C. NEWLIN, Both with  
Cities Service Oil Co., Pampa, Texas**



**SAM BARKER  
Humble Oil & Refining Co.  
Ardmore, Oklahoma**



**C. C. IRBY  
Sohio Petroleum Co.  
Oklahoma City, Oklahoma**

# SNAP- SHOTS



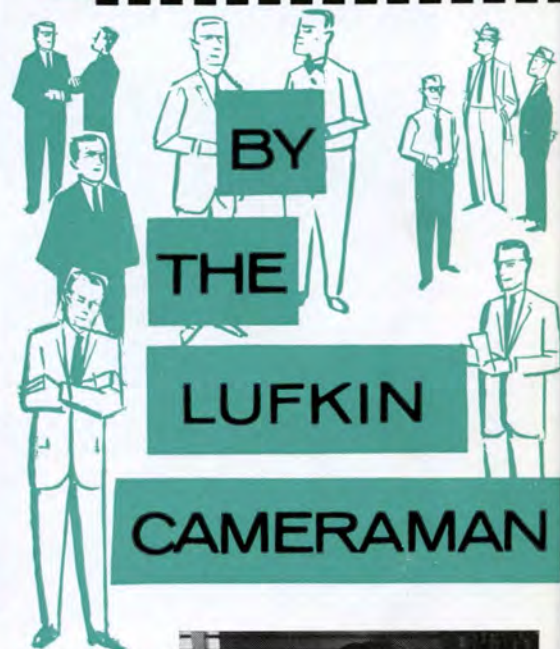
**P. BEN SELLERS, JR.  
Union Producing Co.  
Monroe, Louisiana**



**A. W. WOOD  
Monsanto Chemical Co.  
Midland, Texas**



**F. M. PATE  
Mobil Oil Co.  
Duncan, Oklahoma**



**R. S. ALLISON, left  
N. E. TURNBO, both with Kewanee  
Oil Co., Pampa, Texas**



**JOHN E. ECKEL  
Jersey Production Research Co.  
Tulsa, Oklahoma**



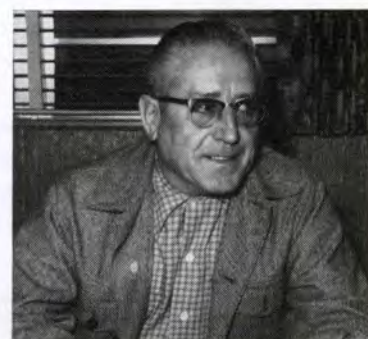
**ELMER LEISURE  
Phillips Petroleum Co.  
Bartlesville, Oklahoma**



**MURRAY RONEY  
Pan American Petroleum Corp.  
Oklahoma City, Oklahoma**



**JOE FIELD  
Sohio Petroleum Co.  
Oklahoma City, Oklahoma**



**M. A. PYEATT  
General American Oil Co.  
Gladewater, Texas**

The Line was in error last issue, listing Mr. Pyeatt with another company, for which we apologize

**HAROLD WEINLAND  
Sinclair Oil & Gas Co.  
Great Bend, Kansas**

**C. H. TODD  
Rine Drilling Co.  
Wichita, Kansas**

**C. B. YORK  
Sinclair Oil & Gas Co.  
Ardmore, Oklahoma**

**EDDIE WASHBURN  
Phillips Petroleum Co.  
Bartlesville, Oklahoma**





**KEN FARNSWORTH**  
Atlantic Refining Co.  
Oklahoma City, Oklahoma



**L. V. HICKS**  
Cities Service Oil Co.  
Bartlesville, Oklahoma



**LAWRENCE ENSMINGER**  
Mobil Oil Co.  
Ratliff City, Oklahoma



**MARTIN ROWE, left, and  
ELDRIDGE MANERING, both with Continental  
Oil Co., Oklahoma City, Oklahoma**



**M. J. KIHNEMAN, seated; left to right:  
P. B. MURPHEY, J. M. DENNIS, all with Texaco, Inc.  
Pampa, Texas; G. B. HOGAN, Texaco, Inc., Lefors, Texas**



**WAYNE ADAMS, seated  
BOB SCARTH, standing, both with  
J. M. Huber Oil Corp., Borger, Texas**



**Left to right: SAM BANKS, ED EBBS,  
JACK MONTGOMERY, all with  
Tidewater Oil Co., Duncan, Oklahoma**



**MIKE CANADA, left, G. W. CRUMRINE,  
center, S. T. HALPAIN, all with  
Sinclair Oil & Gas Co., Pampa, Texas**



**ED BURDEN, left, CHUB DUVALL,  
both with Sinclair Oil & Gas Co.,  
Great Bend, Kansas**



**A. L. HENSLEY, left,  
H. M. DEES, both with Texaco,  
Inc., Pampa, Texas**

**CARL D. ALDRICH**  
Phillips Petroleum Co.,  
Phillips, Texas

**JIM McDONALD,**  
Gulf Oil Corp.,  
Kiefer, Oklahoma

**JERRY FREEZE,**  
Phillips Petroleum Co.,  
Oklahoma City, Oklahoma

**H. GREENWOOD,**  
Mobil Oil Co.,  
Countyline, Oklahoma





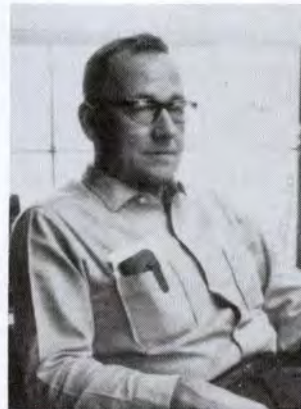
Left to right: **RUSSELL BERENTZ**, Phillips Petroleum Co., Bartlesville, Okla.; **CHARLES E. DYER**, Lufkin Foundry & Machine Co., Tulsa, Okla.; **J. W. PROFFITT**, Phillips Petroleum Co., Bartlesville



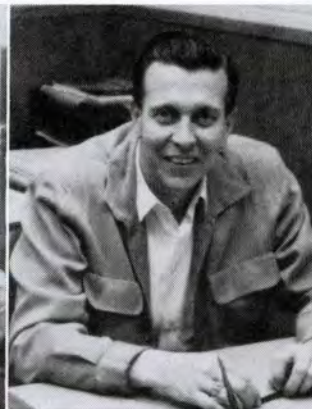
**J. C. McCLURE**, left, Bartlesville, Oklahoma, and **HUGH RILEY**, Oklahoma City, both with Cities Service Oil Co.



Left to right: **W. W. TROUT**, President, Lufkin Foundry & Machine Co.; **HERMAN KAISER**, **RALPH CRONBLE**, both with Phillips Petroleum Co., Bartlesville, Okla.



**PHIL BEGGS**, Pan American Petroleum Co., Plainville, Kansas



**BILL IRELAND**, Continental Oil Co., Great Bend, Kansas



**KEN FAGAN**, Sinclair Oil & Gas Co., Great Bend, Kansas



**RAY SPONBERG**, left, and **DON WINCHELL**, both with Sohio Petroleum Co., Pauls Valley, Oklahoma



**G. W. HICKS**, Amerada Petroleum Corp., Duncan, Okla.



**BOB BRACE**, Continental Oil Co., Ardmore, Oklahoma



**HAROLD KINCAID**, Continental Oil Co., Ardmore, Oklahoma

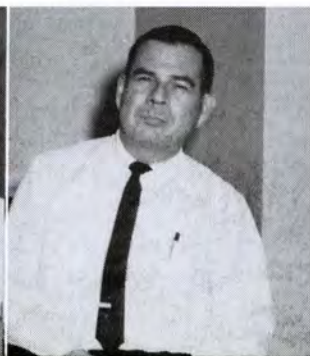
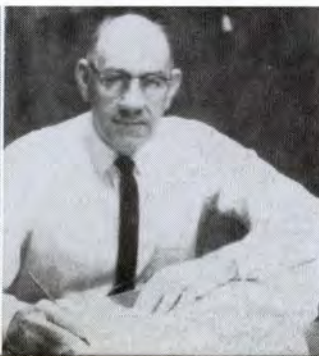
**MORRIS BURNS**, Continental Oil Co., Ponca City, Oklahoma

**MOODY HARDIN**, Cities Service Oil Co., Russell, Kansas

**ED ALDEN**, Phillips Petroleum Co., Bartlesville, Oklahoma

**EARL GRIFFIN**, Phillips Petroleum Co., Bartlesville, Oklahoma

**LARRY BIRD**, Cities Service Oil Co., Great Bend, Kansas



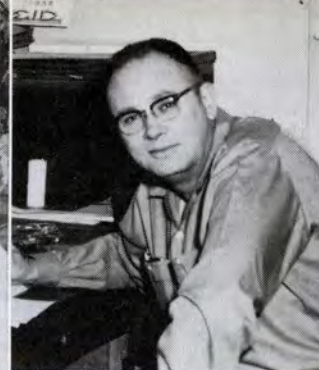
# SNAP- SHOTS



**RUSS VANBIBER**  
Humble Oil & Refining Co.  
Ardmore, Oklahoma



**GEORGE RICKS**  
Atlantic Refining Co.  
Oklahoma City, Oklahoma



**KELSO HOLMAN**  
Gulf Oil Corp.  
Kiefer, Oklahoma



**CHICK JONES**  
Gulf Oil Corp.  
Kiefer, Oklahoma



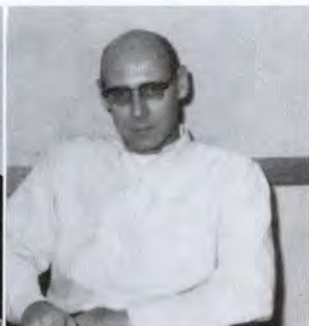
**D. F. (DON) McDONALD**  
Mobil Exploration Mediterranean  
Ankara, Turkey



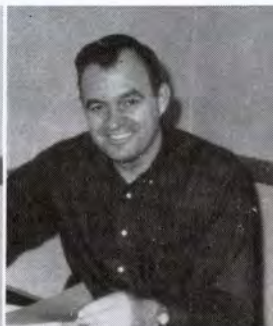
Left to right: **DALE HYNES**, Phillips Petroleum Co., Bartlesville, Okla.;  
**L. A. LITTLE**, Vice President, Lufkin Foundry & Machine Co.;  
**CHARLIE PATCHEN**, Phillips Petroleum Co., Bartlesville



**AUSTIN CORTRIGHT**  
Continental Oil Co.  
Ponca City, Oklahoma



**BILL DICKENSON**  
Phillips Petroleum Co.  
Great Bend, Kansas



**JIM AULT**  
Phillips Petroleum Co.  
Great Bend, Kansas



Left to right: **HAROLD KINCAID**, Continental Oil Co.  
Ardmore, Okla.; **C. B. WALLEN**, Continental Oil Co., Great  
Bend, Kansas; **ROY BUTLER**, Samedan Oil Corp., Ardmore



**EUGENE D. BENTLEY**,  
Cities Service Oil Co.  
Pampa, Texas



**HAROLD LUCCHI**, left **JOHN CRAIG**,  
both with Cities Service Oil Co.,  
Great Bend, Kansas



**CECIL BURTON**  
Pickereil Drilling Co.,  
Great Bend, Kansas



**OLIVER KERR**  
Continental Oil Co.  
Great Bend, Kansas

**BOB CUNNINGHAM**  
Phillips Petroleum Co.  
Bartlesville, Okla.



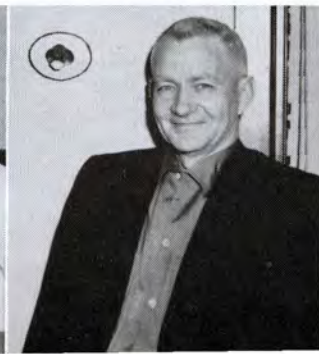
**REX SCHROPP**  
Phillips Petroleum Co.  
Bartlesville, Oklahoma



**RAY HEFNER**  
Phillips Petroleum Co.  
Bartlesville, Oklahoma



**JOE SEIDLE**  
Phillips Petroleum Co.  
Bartlesville, Oklahoma



**W. N. LEE**  
Continental Oil Co.  
Ponca City, Oklahoma





Trucker: "Of all my relations, I like sex the best."

Here's to you Mister, whoever you may be—  
You're just the man of the evening

You don't mean a darn thing to me.

But if I should drink your liquor,

And get a wee bit tight,  
I hope you'll be a gentleman,  
And see that I get home all right.

But, if in the end, you and your Technique should conquer—

And you should pass the test,  
Here's to you Mister—you're a Better man than the rest.

Sympathy is what one girl offers another for the details.

King Solomon and King David  
Led merry, merry lives;  
Had many, many sweethearts  
And many, many wives.  
But when old age crept over them  
With many, many qualms,  
King Solomon wrote the Proverbs  
And King David wrote the Psalms!

I like blondes platinum  
With some fatinum  
For the pleasure of patinum.

Two young models were at an art exhibit.

Suddenly, one grabbed her friend by the arm and pointing to a particularly daring canvas, said, "Mable, that's a portrait of you. I didn't know you posed in the nude!"

"I don't," came the grim reply. "The rat must have painted it from memory."

It's hard to keep a good girl down—but lots of fun trying.

Same old story. By the time the guy has money to burn, the fire has gone out.

"Is this the Salvation Army?"

"Yes."

"Do you save bad women?"

"Yes."

"Well, save me two for Saturday night."

Overheard at the pub: "She's the kind of girl you could fall madly in bed with."

He: "What would you say if I were to steal a kiss?"

She: "What would you say to a guy who had a chance to steal an automobile but only took the windshield wiper?"

Sometimes a woman doesn't care for a man's company unless he own it.

Mary had a little lamb—and the doctor fainted.

"I think she is priceless!"

"I know she is. I tried."

A little girl on the bus was twisting and squirming in her seat. Finally the mother led the child up front and whispered to the driver. The driver stopped the bus near some shrubbery. Mother and daughter quickly disappeared from sight. A few minutes later the child ran back ahead of mamma, boarded the bus, and in a loud voice announced: "Momma did, too!"

A sweet young thing went into a drug store: "Have you any Life-buoy?"

"Set the pace, lady," said the clerk, "just set the pace."

Tom: "In some parts of the world, you can buy a wife with a hundred dollars."

Jerry: "Not interested—I'm looking for a wife with a million dollars!"

Mary's mother, knowing the kindergarten class was working on courtesy and good manners, asked her little girl what she had learned that day.

Mary answered primly: "When you're seduced, you shake hands."

"What would I have to give you for just one little kiss?"

"Chloroform."

Three stages of a man: Tri Weekly, Try Weekly, Try Weekly.

Girl to her deaf father: "Daddy, met the new deacon."

Father: "New dealer?"

Girl: "No, deacon. The son of a bishop."

Father: "They all are."

The lady of the house was in the bathtub when she heard someone knocking at her front door.

She called out, asking who was there.

"It's the blind man," was the answer.

So she thought it would be all right to go to the door. When she opened the door, he walked in and said, "Where do I hang these venetian blinds?"

Woman begins by resisting a man's advances and ends by blocking his retreat.

The big time Charlie said to the beautiful Indian girl: "I've got a quarter that says I can take you out and show you the best time you ever had."

Retorted the girl: "I've got a Buck that says you can't!"

The doctor and his wife entered a hotel prior to attending a banquet. In the lobby a conspicuous blonde greeted the doctor archly.

"And who," demanded the wife suspiciously, "is she?"

"Oh, just someone I met professionally."

"Yours, or hers?"

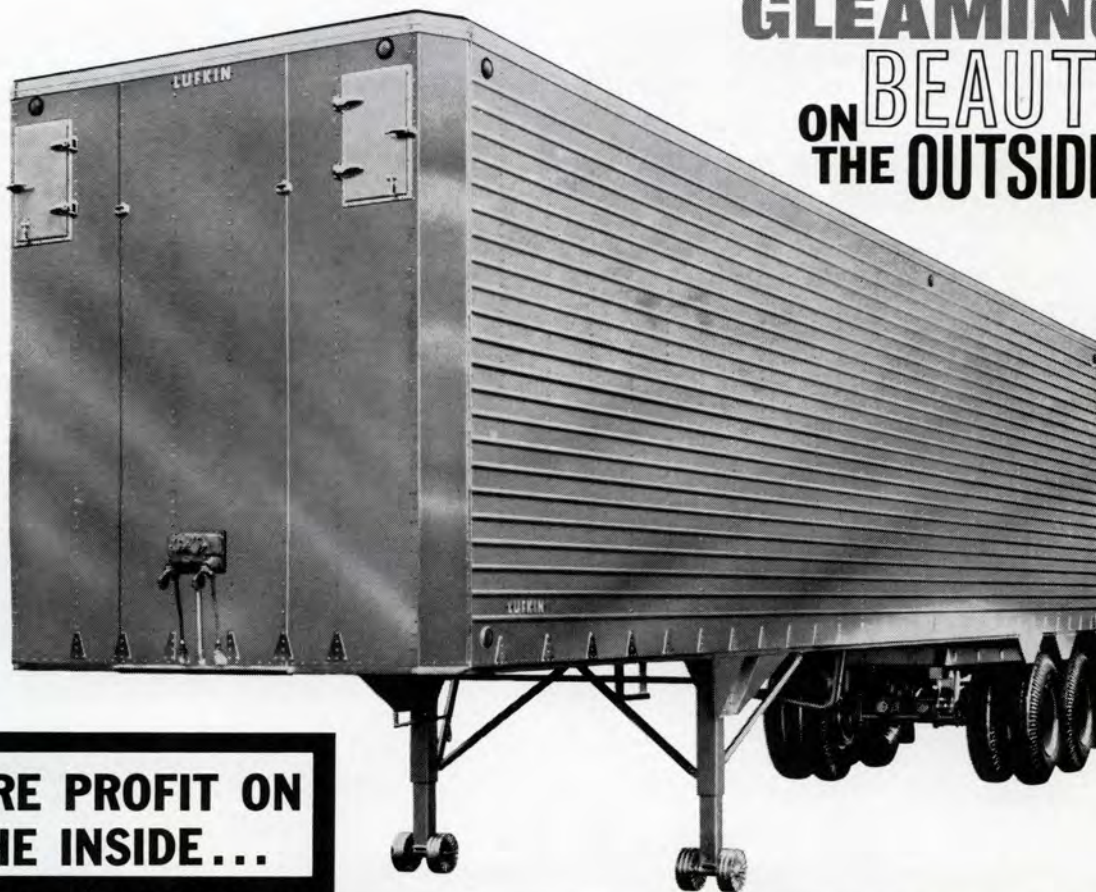
Physician: "Madam, I'd like to give you a thorough examination. Please take off your clothes."

Patient: "But Dr. Smith found me perfect this morning."

Physician: "Yes, he told me."

Notice in a milk depot: "We are a little short of milk just now . . . some of our best cows are out having a bull session."

# GLEAMING ON BEAUTY THE OUTSIDE



**PURE PROFIT ON  
THE INSIDE...**

**THE LUFKIN U2  
ALUMINUM-CLAD  
All Purpose Van**

Beauty is more than skin-deep, because beauty, in this case, is real .050" Aluminum mirror-clad load bearing strength with 4" corrugations.

**SPECIAL PLUS FEATURES? . . . CONSIDER THESE:**

*If you're  
not already a  
Lufkin Van fan,  
here is probably  
the easiest way to  
become one:*

Check out the  
QUEEN OF THE FLEET  
. . . the LUFKIN U2,  
the van with the skin  
you'll love to touch, and  
a payoff in skins you'll  
love to clutch!

1. Roof is one piece bonded to "Z" section bows on 24" centers, stitched outside cargo area.
2. High tensile steel upper suspension assembly attached directly to the chassis rail.
3. Sandwich construction of High Tensile Steel, upper 5th wheel plate assembly.
4. "Joggled" aluminum crossbearers on 12" centers.
5. Side posts on 16" centers with superior method of attachment to chassis rail.
6. Doors are 3/4" exterior plywood bonded to .032" aluminum and Vinyl sealed with 4 hinges on each door. Double locks are standard.
7. All lights and wiring can be repaired without opening the doors.
8. Square leg 2-speed landing gear.
9. Maximum inside dimensions.

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TODAY FOR MORE INFORMATION ON  
THIS DURABLE, TROUBLE-FREE VAN!**

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Lubbock - Oklahoma City - Memphis  
Shreveport - Birmingham - Jackson, Miss.

LUFKIN  
1927 Model



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...pumping  
...and  
parts are still  
available . . . IF they  
are EVER needed

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WHEN YOUR LEASE  
IS LUFKIN EQUIPPED

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FOUNDRY & MACHINE COMPANY  
LUFKIN, TEXAS

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