



THE *Luffkin* **LINE**
JULY-AUGUST • 1965

After what I owe to God, nothing
should be more dear or more sacred
than the love and respect I owe to
my country.

— De Thou





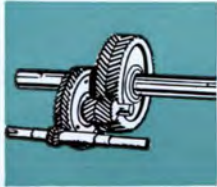
MACHINERY DIVISION

Sales and Service Offices

OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



JULY • AUGUST, 1965
Volume 40 Number 4

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Virginia R. Allen, Editor

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COVER: Florida Development Commission Photo, Tallahassee, Florida

OPPOSITE PAGE: Road to North Rim of Grand Canyon
—Gene Ahrens Photo, New Milford, N. J.

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TRAILERS FOR EVERY HAULING NEED



THE statue of the great liberator attracts tourists to the magnificent Juárez Plaza



EL PASO DEL NORTE DEL RIO ...

BY HENRY N. FERGUSON

TUCKED into the far west corner of Texas—sandwiched between Old Mexico and New Mexico—is a colorful oasis which attracts a vast army of sun worshipers from the cold Northland. Once known as “The Pass of the North,” and now called El Paso, this centuries-old gateway through the Rocky Mountains has for 400 years served explorers, traders, settlers and the dedicated men who carried the Cross of Christ to the most remote corners of this sun-drenched empire of the Southwest.

Long before the Pilgrims landed at Plymouth Rock, Europeans were establishing the outposts of their civilization on this raw frontier. Today the



ROUND trip on the only international trolley in the world—between El Paso and Juárez—costs 22 cents

—Darst-Ireland Photo, El Paso



THE sun has failed to shine in El Paso on only 12 days during the past six years

city may be approached on new Interstate 10 which by-passes the mountains and sweeps across a desert of mesquite and cactus.

A wonderful experience greets the westbound traveler who enters El Paso by way of the Grand Canyon of the Pecos. As the altitude increases, ears pop, sinus cavities open up magically, and sluggishness is shed like a blanket. The air is dry with an exhilarating tang. The fatigue that dulled the senses miles ago disappears, lost somewhere among the boulders of Devil's River in the legendary domain of the fabulous Judge Roy Bean.

Against the horizon the mountains lie cool and purple beneath a dazzling sky. To the untrained eye the endless miles in front of these elusive peaks appear to represent a region long since dead. Yet, under the fireball in the sky are mesquite, greasewood, cactus, salt-cedar, giant jack-rabbits, vinegarones, gila monsters and green tumbleweeds waiting for their annual liberation.

Dust devils swirl with nervous gyrations across the brown deck of this silent world, beckoning the traveler onward into the promised land of the mysterious desert country.

Then suddenly the visitor is rolling through a green valley of unequalled fertility which sweeps into the city. It's like driving into yesterday and tomorrow. One finds himself face to face with the vestiges of history, intermingled with the modernity of a fast-growing city of 300,000 people.

El Paso has a feeling all its own. Here the sky



MISSION at San Elizario is the site of the first military garrison in the United States

seems higher; the vastness unsurpassed. Outside the official boundaries little has changed since the days of the Conquistadores. *El Camino Real* (The King's Highway) still stretches from Mexico City through El Paso and north to the confines of the Old Spanish Empire in New Mexico.

The influence of Old Mexico is strong in El Paso. It is a simple matter to cross the international bridge into Juarez, El Paso's sister city across the Rio Grande. No visa or passport is needed for United States' citizens. A five minutes drive from the heart of El Paso, or a brief ride on the world's only international streetcar line, brings one to this colorful metropolis, the fourth biggest city in Mexico.

Cabeza de Vaca led his band of explorers to this spot in 1536—only 44 years after Columbus discovered America—and named it El Paso del Norte Del Rio (the pass to the north by the river). The first building in the area was constructed at the present site of Juarez in 1659. It was the Mission Nuestra de Guadalupe. Timbers for the mission were carried on the backs of Indians from Vera Cruz. This ancient edifice still stands in a wonderful state of preservation.

One of the exciting things about El Paso is the



THE MOUNTAINS of Mexico form the backdrop for this nocturnal view of El Paso, centuries-old gateway through the Rockies

—Darst-Ireland Photo, El Paso

AERIAL Tramway takes visitors to the top of Ranger Peak for a spectacular view of West Texas, Northern Old Mexico and Southern New Mexico

number of historical landmarks just beyond its perimeter. It is a fascinating experience to follow the Mission Trail "Where Padres Walked" from downtown El Paso to such picturesque spots as Ysleta, Socorro, and especially San Elizario.

Years before the missions of California and central Texas were even considered, the Ysleta Mission, southeast of El Paso, was serving scores of worshippers in what is the oldest community in Texas. The mission has been the cultural and religious center of Ysleta since 1681.

The oldest continually active parish in the United States is the Socorro Mission, a few miles the other side of Ysleta. And just beyond Socorro is San Elizario where in 1598 the Spanish explorer Don Juan de Onate established the first military garrison in the United States and introduced the first domestic animals into this country—including cattle, sheep, swine and poultry.

To get a breath-taking panoramic view of the immensity of this Sun Land Empire and the myriad adventures and pleasures it has to offer, one should ride El Paso's alpine tramway to the top of Mount Franklin.

From the observation platform at the summit visitors enjoy a 7,000-square-mile survey of two

nations and three states. There is an excellent view of Juarez and the dark mountains of Mexico stretching into the distance. To the east the Hueco and Guadalupe Mountains loom bold and beautiful. Westward into New Mexico, the Florida peaks near Deming are visible. Northward the rugged Organs and the scenic Sacramentos greet the eye.

Far below may be seen Fort Bliss, the city's earliest important American outpost—now a missile center—where an adobe replica gives an idea of the old fort's appearance and also serves as a museum on the area's past. Nearby is the Biggs Air Force Base, one of the nation's huge SAC bomber bases.

From his vantage point on Mount Franklin's crest, a visitor is able to bring into focus many of the exciting side trips which this area offers. For instance, the largest inland beach in the country lies less than 100 miles from downtown El Paso. It consists of thousands of acres of glistening sand at the White Sands National Monument. Winter sports are only a few hours away at the new multi-million dollar ski area in the Sierra Blanca Mountains at Ruidosa, New Mexico, and at the highest golf course in the world, at Cloudcroft.



THE SUN Bowl overlooks the city of El Paso. The annual Sun Bowl Football Classic is held here in December

Preserved by the mild, dry climate of the Southwest whole communities within easy driving distance of El Paso drowse quietly under the desert sun. These once flourishing towns—such as Kingston, Lake Valley, Shakespeare, Mogollon and Tyrone—are ghost towns today, their stillness broken only by the footsteps of tourists who prowl their silent streets.

Tyrone is known as the most luxurious ghost town in the world. It was built by the Phelps Dodge Copper Company, who poured more than \$1 million into the construction of its substantial stucco and tile-roofed buildings, which included one of the most modern hospitals to be found in the West.

Today the sun shines warmly on the arches of the deserted railway station, and the empty hospital bank, school, library, and huge mercantile store, and casts shadows across the vacant town plaza.

El Paso is just right for those who would rather soak up sunshine than face the frigid blasts of winter, who thrill to the vigor of the high country, succumb to the bubbling zest of the Old West, and enjoy the charming blend of old and new here at "the pass to the north by the river."



SHOPPING at the Juarez markets is an unusual experience for visitors to the border of Old Mexico



E. H. MAGEE
Murphy Oil Corporation
El Dorado, Arkansas

JIM THORNTON
Murphy Oil Corporation
El Dorado, Arkansas



W. D. BASHAM
Texaco, Inc.
New Iberia, Louisiana



J. J. ROSS, JR.
Crow Drilling & Prod. Co., Inc.
Shreveport, Louisiana

SNAPSHOT



CHARLES WISDOM, left, Sunray DX Oil Co.
Shreveport, Louisiana; **JOHN BUTLER**,
Union Producing Co., Tyler, Texas



HAROLD STORIE
Killingsworth Oil Co.
Lodi, Texas



B. J. DOWD
Union Producing Co.
Shreveport, Louisiana



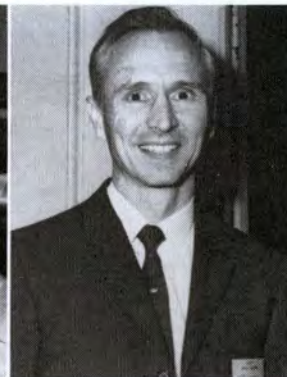
T. K. FRANKS
Cities Service Oil Co.
Longview, Texas



Left to right: **BEN McDOUGLE**
MIKE BROWN, **HARRY KELLAR**, all
with Sun Oil Co., Kilgore, Texas



BILL MILLER
Gulf Oil Corporation
Kilgore, Texas



RUDY GORISHEK
El Dorado,
Arkansas



C. H. CLAWSON
Union Production Co.
Shreveport, Louisiana

B. F. PATTERSON, JR.
Texaco, Inc.
Liberty, Texas

ERNEST BARROW
Humble Oil & Ref. Co.
Killens Ferry, Louisiana

J. A. BUTTS
Tidewater Oil Company
Kilgore, Texas

W. J. RYAN
Nemours Corporation
Shreveport, Louisiana

B. E. GAMBLE
Shreveport,
Louisiana





O. L. GRAGG
Carter-Gragg Oil Co.
Palestine, Texas



R. A. BARTON, JR.
Texaco, Inc.
Harvey, Louisiana



HUGH SWAN
Tenneco Oil Co.
Shreveport, Louisiana



H. F. VERZWYVELT
The California Company
Many, Louisiana



JOHN PETERSON
Tenneco Oil Co.
Shreveport, Louisiana

OTS

*by the Lufkin
Cameraman*



L. H. CHATHAM
Atlantic Refining Co.
Longview, Texas



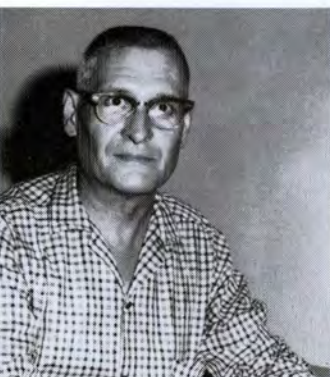
R. P. SMITH
Sun Oil Company
Tyler, Texas



Left to right: E. H. MUSE, STERLING RANDOLPH,
REX COPPEDGE, HOWARD JOHNSON, all with
Tenneco Oil Co., Shreveport, Louisiana



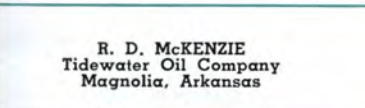
DAN HOLLEYMAN
Atlantic Refining Co.
Longview, Texas



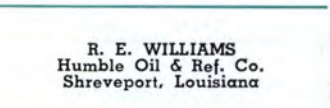
CY LANSFORD
Cities Service Oil Co.
Longview, Texas



Left to right: LACY HAMILTON, TOMMY CORLETT,
MARLAN THOMPSON, OLLIE G. DUCEY,
all with Texaco, Inc., Gladewater, Texas



R. D. MCKENZIE
Tidewater Oil Company
Magnolia, Arkansas



R. E. WILLIAMS
Humble Oil & Ref. Co.
Shreveport, Louisiana



T. E. BULLARD, School of
Production Technology, Kilgore
College, Kilgore, Texas

HAROLD BETHANCOURT
Sun Oil Company
Tyler, Texas





JACK GRAGG
Carter-Gragg Oil Co.
Palestine, Texas



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



WALT GROLEMUND
Tidewater Oil Company
Kilgore, Texas

More



Left to right: **J. C. FARRIS**, Tyler, Texas
JOE G. POTTER, Fort Worth, Texas; **PAT DARNEY**,
Longview, Texas; all with Pan American Petroleum Corp.



E. R. NEWMAN
Marathon Oil Company
Price, Texas



TOM CHERRY
Atlantic Refining Co.,
Longview, Texas



OSCAR YATES
Humble Oil & Ref. Co.
Tyler, Texas



JIM MEADOR, left;
JIM KOLB, both with Fairway Oil
& Gas Co., Tyler, Texas



BO MATTHEWS
Marathon Oil Company
Price, Texas



A. J. HENDERSON
Shell Oil Company
Palestine, Texas



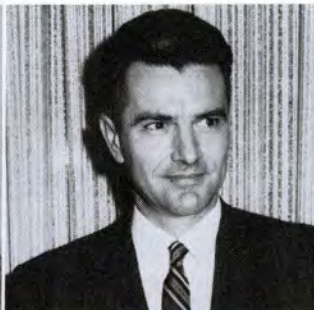
JOHN CATLIN
Monsanto Company
El Dorado, Arkansas



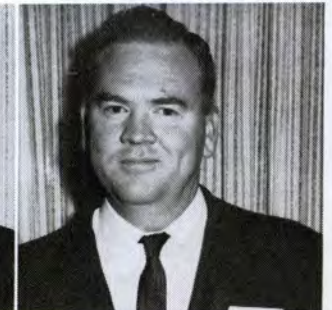
MAX FREEMAN, left;
L. G. WELLS, both with P. G. Lake
Inc., Tyler, Texas



ERNIE BEAN
Union Producing Co.
Tyler, Texas



DON BROWN
Sun Oil Company
Tyler, Texas



EDDIE GOOD
Sun Oil Company
Gladewater, Texas

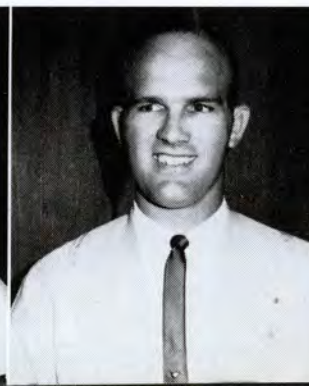
BOB MOTTLEY
Tidewater Oil Company
Kilgore, Texas

T. L. SHACKELFORD
Tidewater Oil Company
Kilgore, Texas

LESTER BROWN
Marathon Oil Company
Price, Texas

TRAVIS CLARK McLANE
U. S. Industries
Longview, Texas

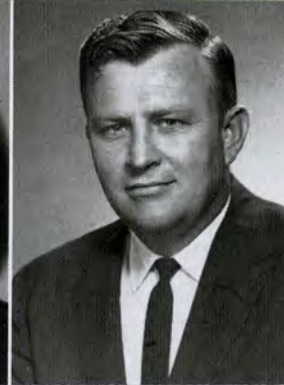
K. V. STEPHENSON
Amerada Petroleum Corp.
Gladewater, Texas



SNAPSHOTS



E. V. ENDEL
Texaco, Inc.
New Iberia, Louisiana



LEROY DUNCAN
Murphy Oil Corporation
El Dorado, Arkansas



KEN SLEPR
Atlantic Refining Co.
Tyler, Texas



E. J. MILLER
Tidewater Oil Company
Kilgore, Texas



Left to right: **MARVIN PETTYJOHN**, Amerada Petroleum Corp., Longview, Texas; **W. T. CROWDER**, Lufkin Foundry & Machine Co. Kilgore, Texas; **C. D. DARBY**, Amerada Petroleum Corp., Longview.



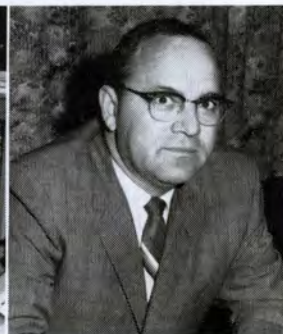
BOB SAYLOR
United States Steel Corp.
Johnstown, Pennsylvania



C. C. BROWN
McWood Corporation
Tyler, Texas



FRANK MILLHAM
Cooper Tire & Rubber Co.
Texarkana, Arkansas



LUNDY ALLEN
Sells Petroleum, Inc.
Tyler, Texas



BOB TABOR
Union Producing Co.
Tyler, Texas



GORDON LEPLER
Atlantic Refining Co.
Tyler, Texas



IRA N. LAIRD
Gulf Oil Corporation
Kilgore, Texas



BOB LAWSON
Oakland Corporation
Shreveport, Louisiana



BEN SELLERS, left, Monroe, Louisiana;
DALE LaGRONE, Shreveport, Louisiana;
both with Union Producing Co.



FRANK FITZGERALD
M. H. Marr
Delhi, Louisiana



B. B. ATHEY
Tidewater Oil Company
Kilgore, Texas



LUFKIN

1. LUFKIN C-456-D304-120 Unit with LUFKIN H-795 Gas Engine, Monsanto Company, Shuler, Arkansas.
2. LUFKIN C-320D-298-100 Unit, Wright Mountain Field, Pan American Petroleum Corporation, Kilgore, Texas.
3. THREE LUFKIN H-2165-B Two-Cylinder, Two-Cycle Gas Engines, Kildare West Gloyd Waterflood, Killingsworth Oil Company, Kildare, Texas.
4. LUFKIN HT-333-C Gas Engine driving triplex salt water injection pump, David Crow-Gulf Coast Ventures, DeVille, Louisiana.
5. LUFKIN M-228D-213-120 Unit with LUFKIN HT-333-C Gas Engine, North Winnsboro Field, Montex Drilling Company, Winnsboro, Texas.
6. LUFKIN A-640D-144-31 Unit, Atlantic Refining Company, Magnolia, Arkansas.
7. LUFKIN C-228D-212-86 Unit with LUFKIN HT-333-C Gas Engine, David Crow-Gulf Coast Ventures, DeVille, Louisiana.
8. LUFKIN C-114D-133-54 Unit, East Texas Field, Gulf Oil Corporation, Kilgore, Texas.
9. LUFKIN C-320D-256-120 Unit, Pittsburg Field, Gulf Oil Corporation, Leesburg, Texas.
10. LUFKIN C-320D-256-120 Unit, North Winnsboro Field, Murphy Oil Corporation, Winnsboro, Texas.



3

Installations



4



7
8



9



10



COLONEL AND MRS. WEST are pictured here at the entrance to the second terminal just completed in New Orleans



FREDERICK WEST is Vice President in charge of Sales



COLONEL WEST, a human dynamo who motivates 15 full-time jobs

Colonel West, Suh, of MISSISSIPPI...

ALONG the gently rolling, pine-dotted hills of southern Mississippi, it is quite likely that highway travelers may meet a white Cadillac chauffeured by a handsome man in a hurry. The license plate on the front of the car is unique—the only one of its kind—and the man behind the wheel is a Colonel, but not the kind of Mississippi Colonel that's been written about in many southern-flavored novels.

This tall, broad-shouldered man with flashing eyes and waved, steel-grayed hair is Col. Harvey E. West, the human dynamo who motivates 15 full-time jobs including 12 corporations and three government assignments.

Harvey West is no ordinary man but it takes many extra-ordinary men to keep pace with him. His home base is Hattiesburg where as President

he guides the destiny of West Bros. Motor Express, Mississippi's largest carrier. Each year the Company grows and expands and this year West Bros. Motor Express will nudge \$5½ Million in revenue.

No job is an "honorary" one where Col. West is concerned for he has never backed off from hard work or shirked responsibility. Perhaps that is why his list of titles fills an 8½" by 11" sheet of paper, typed single space.

According to his sons, Michael E. West, Edward West and Frederick West, Col. West never enters into anything that he doesn't believe will succeed.

"He puts all he's got into any job and whatever he invests in, he makes pay," Mike West, assistant to the president, said.

The company operates over 500 units and Harvey West has had only one-half day off the job since its



W. N. INNIS, vice president and general manager, has been with West Bros. Motor Express since 1949

organization 35 years ago. He has no time for the usual hobbies of golf or fishing. His "meat and potatoes" is hard work.

"In the office, he's all business, but on the road between terminals or on other business trips, he's a different man," commented Edward, who is Vice President in charge of Operations. "In fact, he's more fun to be with than anybody else."

Recalling his father's penchant for work, Mike said that when Col. West visits other terminals, he leaves Hattiesburg between 3 and 4 a.m. so he can arrive at the terminal when the employees are getting to work.

"Then he calls back to Hattiesburg to see if we are all working!" Mike added with a grin.

It's quite an experience to travel with Harvey West. Edward says he's always taking short cuts and gets lost. "But we know why he picks out these winding, twisting, off-the-main-route roads. He's just seeing if a truck could get through there!"

West Bros. Motor Express has a large assortment of routes between key cities in Mississippi as well as in Alabama and Louisiana. More than 50 per cent of its total freight is generated by interlining with more than 100 other carriers of all sizes



MICHAEL WEST, standing, is Assistant to the President, while his brother, EDWARD, seated, is Vice President in charge of Operations.

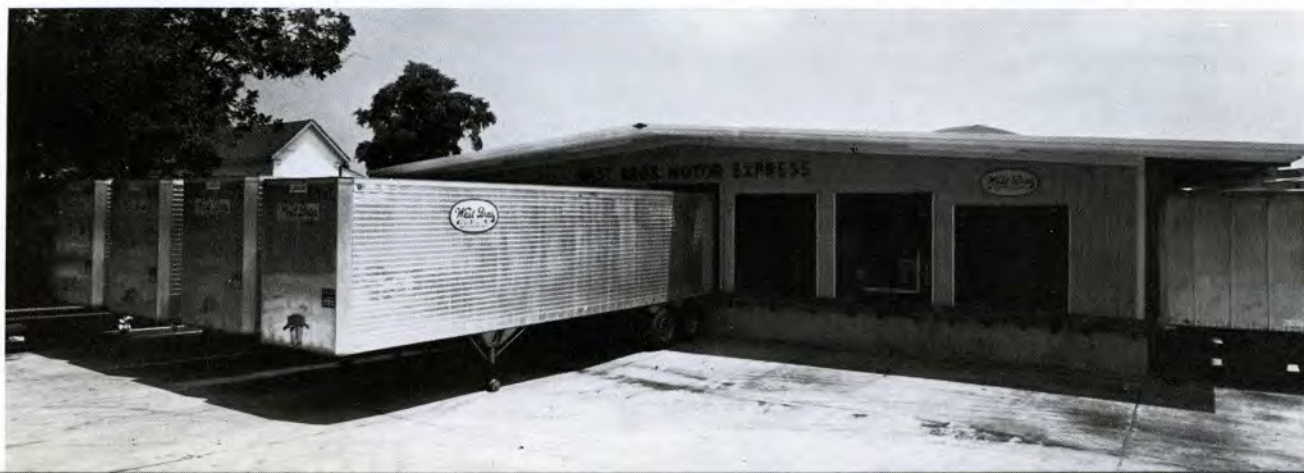
located throughout the United States.

The Company has 11 terminals located at Hattiesburg, Birmingham, Gulfport, Jackson, Laurel, Meridian, Mobile, Montgomery, New Orleans, Pascagoula and Picayune. Just recently, a second new 32-door terminal was opened in New Orleans.

Also indicating the progressiveness of West Bros. Motor Express, some 6,000 square feet of space has just been added to the Hattiesburg warehouse, including 13 additional doors. In addition, an expansion program has been completed at the Birmingham terminal adding 2500 square feet of space and 10 additional doors.

Besides adding to their terminal capacity, the Company has recently purchased 30 new 40-foot all aluminum Lufkin trailers and 10 more are on

NEW LUFKIN aluminum vans are parked at the newest addition to the Hattiesburg warehouse which resulted in 6000 square feet of space and 13 additional doors





BETWEEN his numerous trips that consume tens of thousands of miles each year, Col. West discusses every facet of the business with sons Mike, seated left, Edward, center, and W. N. Innis, vice president and general manager

order. They also have purchased new over-the-road tractors.

Fleet maintenance is handled through Motor Repair, Inc., a separately established company which has its shops at Company headquarters in Hattiesburg.

Motor Repair also serves as maintenance headquarters for two other West-owned companies: Pascagoula Drayage Company, a contract carrier that operates a variety of specialized equipment; and West Bros. Leasing and Contracting Company which leases over-the-road equipment on a long term basis to large companies such as Masonite and Flintkote in far flung cities of the north. This latter company, owned by West's second and third sons, Frederick and Michael, and now has 50 units in its fleet.

Harvey West received his title of Colonel and Chief-of-Staff of Mississippi's other 1700 colonels from Paul Johnson, Governor. It was earned by West's untiring, 20-hour-a-day effort on the governor's behalf during the six months preceding his election. The license tag on West's car reads "Chief of Governor's Staff, 1964-1968."

Each Saturday morning, the Colonel has a system-wide inventory on his desk and he talks personally by phone to each terminal. All the other jobs which Harvey West whole-heartedly engages in require much personal attention.

After observing the West operations, it's easy to deduce who is the generator that recharges the West Dynamo. It is Mrs. West who is actively engaged in all his enterprises. She also is Secretary-Treasurer of West Bros. Motor Express.

Officers of West Bros. Motor Express are Harvey E. West, president; Michael E. West, assistant to the president; W. N. Innis, vice president and general manager; W. E. West, vice president



AMONG HARVEY WEST'S prize possessions are numerous Safety Awards proudly displayed in a trophy case. Among the polished statuary and plaques are almost a dozen first-place awards won in the Company's tri-state territory

in charge of operations; Frederick West, vice president in charge of sales; and Mrs. Harvey West, secretary-treasurer.

West has another son, H. E. West, Jr. who is 15 years old and already spending his summers and holidays on the docks of the Hattiesburg warehouse. He has four daughters, one of whom is married, one is 18-year-old Pamela, who will enter college this fall, and spends her summers in the West Bros. office; and twins, 12 years old.

Among his many varied activities, he is Chairman of the Board of Directors of Mississippi State Penitentiary; he initiated and headed a group of south Mississippi business men to organize and establish the Southern National Bank of Hattiesburg where he is now serving as Chairman of the Board; he is a member of the Board of Directors and Treasurer of Pat Harrison Waterway District, having been the organizing chairman of the Waterway Commission; he is Vice President for the State of Mississippi of the American Trucking Association as well as a member of the Executive Committee of this body. He has served three terms as President of the Mississippi Trucking Association, and has recently been re-elected to a fourth term.

Besides these, he is actively engaged in local, state and national civic, fraternal, business and government circles, and has served on the Board of Stewards at the Parkway Heights Methodist church.

Lufkin is proud to have Harvey E. West and West Bros. Motor Express as its friend and customer.



DAZZLING white sand dunes pile as high as 50 feet. Ever changing, a dune is here today and gone tomorrow or carved by the wind into a new profile

Isla Blanca

By JOHN P. G. MCKENZIE

THE Spanish explorers called it ISLA BLANCA for the whiteness of its sands. Buccaneers from the Spanish Main careened their barnacle-encrusted crafts on its gently sloping beach. Jean Lafitte, the scourge of the Gulf, wintered there and buried his stolen treasures beneath its shifting dunes, piled fifty feet high by the insistent wind. Doubloons and pieces of eight are still found among the 81 species of shells that speckle the hard-packed beach.

Like an elongated scimitar at white heat, cast into the turquoise waters of the Gulf of Mexico to temper, then forgotten, the 117 miles of shell and sand beach of Padre Island, the longest hard sand beach in the world, borders the Texas gulf coast from Corpus Christi to Port Isabel. It is separated from the mainland by an equally long and narrow stretch of water, Laguna Madre, a shallow, tepid, captive sea abounding in speckled trout.

The name of the beautiful, sub-tropical island comes from Padre Nicolas Balli, a Spanish priest, who established a ranch there during the Mexican revolution of 1811, claiming ownership under a grant of 1800. He was the original seagirt cowboy. His cattle grew fat on the wild oat grass of the sand dunes; his stock pens, built of mahogany





NEXT to swimming, the great pastime is fishing from 1200-foot Bob Hall Pier

REFRESHMENT stands cater to the thousands of vacationers who visit the National Seashore



ON NORTH Padre Island the hard packed beach can be driven on by cars of all types and weights without sticking or bogging

trailer and camping park, and since expanded by commercial interests with the erection of motels, restaurants and other tourist facilities. From Corpus Christi, a metropolitan city of 192,000, you pass through Padre Island Park at the northern end of the island to enter the National Seashore, an 80-mile stretch of sand dune and shell beach recently put under Federal control by a joint action of the national government and the State of Texas to preserve it in its primitive state for the public, present and yet to be born.

North Padre, across the toll causeway from Corpus Christi, features one of the best and largest beaches in the world, so vast that the thousands who throng there each weekend are but specks on its shore. Keyed to Padre Island County Park with its 1200-foot fishing pier, cabanas, and small stores selling limited essentials and refreshments, it stretches into the distance for 117 miles—hard, sugar-white, and safe. You can drive down it as far as Little Shell, a stretch of ancient shell heaps that act as a barrier far down the National Seashore.

The bathing at Padre is superb; water skiing, surfboard riding, and skin diving in its clear blue waters are enjoyed by many. Others just lie on the sands of the beach and soak up the rays of sunny Sol. Still others climb the high, white dunes, their profiles in a state of constant change, and slide down their abrupt slopes; or look among the driftwood for strange, decorative shapes.

And some are treasure hunters searching for tarnished gold coins from the innumerable sunken wrecks along the coast. The 13 ships of the Spanish treasure fleet of 1553; the *S. J. Lee*, the *Reine des Mers*, the *Lea*, the *Carrie A. Thomas*, each with over \$100,000 in gold and silver, and the many others with lesser amounts that came to grief on this sandy bar make such a find an ever present

from sailing ships wrecked on the coast, were crowded. But transportation to the mainland was a problem, as was marketing the animals. His operation was something less than successful.

Farther south than Miami Beach, tempered by the trade winds into a warm water, all-year seashore, the palm-dotted island boasts a temperature ranging from a 59.8° average in January to 84.0° in August—or an annual mean temperature of 73.2°. Even on the hottest days, the evenings are comfortable.

Two causeways cross Laguna Madre to connect Padre Island with the mainland, one at Port Isabel, the other at Corpus Christi. From Port Isabel, a quaint but busy fishing village, you enter the southern tip of the island called South Padre, a section first opened by Cameron County as a



CORPUS CHRISTI, home of the huge Naval Air Station, is separated from Padre Island by a new toll causeway. This city of 192,000 was once the stamping grounds of the cannibalistic Karankawa Indians

possibility. Even the carpetbaggers of Civil War fame got into the act and buried \$80,000 there which has never been recovered, as was the case of the Jean Lafitte treasure buried under a millstone carrying the words, "Dig Deeper." Many a treasure hunter has met with limited success as coins are continually being exposed to view by the actions of the sea and wind.

But the treasure that most come to Padre to seek is the finny fish of the glamorous gulf. The fishing is unexcelled.

They've got a thing, some 50 miles off the coast of Padre Island, called the Sigsbee Deep. On land it would dwarf the Grand Canyon. A two-mile deep trench, 300 miles long and 100 miles wide, it is the spawning ground of millions of fish. They have to go somewhere and Padre Island is as good a place as any. So they go—tarpon, sail fish, mackerel, bass, weakfish, croakers, drum, snook, shark, and a multitude of others. The fisherman has only to charter a boat, or throw a line into the surf, or dangle his bait from one of the many fishing piers, to come home with aching muscles from pulling in his catch.

There is fishing for everyone—speckled trout, bass, redfish in the shallow waters of Laguna Madre and Corpus Christi Bay; tarpon from Bob Hall pier jutting out from Padre Beach 1200 feet into the water; the really big ones far offshore in the Gulf itself, so huge that most boats use electric powered tackles to pull them in. Deep sea fishing parties can be arranged at Corpus or Port Aransas, a colorful fishing town 20 miles away, for \$20.00 per person and up. The run is from midnight to 5:00 pm the next evening. Com-



VARIOUS businesses on North Padre Beach offer curios, limited staples, picnic supplies and beach essentials. This one has a tiny marine museum for visitors

fortable, air-conditioned sleeping accommodations on the trip out (40 to 70 miles offshore) are furnished, as are ice, bait, fish stringers, and coffee. Bring your own food. Your catch will range from red snapper at five to 30 pounds to warsaw and grouper up to several hundred pounds. All are excellent eating.

If you want any of your catch trophy-mounted—sailfish are especially good for this purpose—your boatman will make the arrangements, as well as for preserving and shipping home any of the fish that you wish to save for the deep freezer.

There is a wealth of fun at North Padre but there is a dearth of living facilities there. Some visitors stay in tents, others in campers and trailers. Ample tourist facilities are available in both Corpus Christi and Port Aransas thirty minutes away by car.

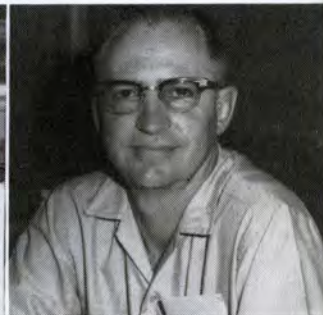
Mexico lies but three hours to the south with the exotic and exciting city of Matamoros—bull fights, a quaint city market—just across the border. No passport or tourist card is needed.



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Shreveport, Louisiana

B. C. McREE
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Shreveport, Louisiana

JACK MORRIS
Tenneco Oil Company
Shreveport, Louisiana



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Shreveport, Louisiana; **JOHN PIATT**,
Cities Service Oil Co., Monroe, Louisiana

H. N. PRESTON
Cities Service Oil Co.
Tyler, Texas

FRED ZORNS
Sun Oil Company
Gladewater, Texas

AL STANFORD
Marathon Oil Company
Price, Texas

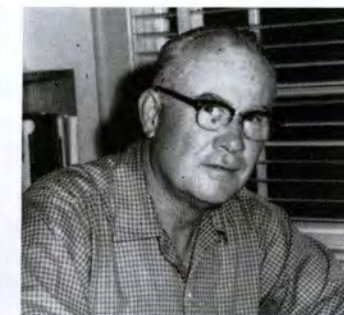


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DAVID CROW
Crow Drilling & Prod. Co., Inc.
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Mobley & McCain
Shreveport, Louisiana



SHOTS

continued



Left to right: A. G. SULLIVAN, Tulsa, Oklahoma; W. R. MEYER and T. A. SCOTT, Shreveport, Louisiana all with Marathon Oil Company



AL MECHLER, left; P. H. DUVAL, JR. both with Marathon Oil Co. Price, Texas



FRED SCHELL Pan American Petroleum Corp. Tyler, Texas



HAROLD ALFORD Atlantic Refining Co. Magnolia, Arkansas



KENNETH SIMMONS Crow Drilling & Prod. Co. Inc. DeVille, Louisiana



RAY KOGER, left; B. F. CAVER, both with Cities Service Oil Co. Longview, Texas



PHIL FOSTER Texaco, Inc. Lafayette, Louisiana



E. H. BABITZKE Texaco, Inc. New Orleans, Louisiana



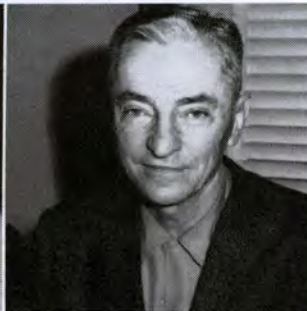
BOYD COWART Humble Oil & Ref. Co. Shreveport, Louisiana



DON DEROUEN Gulf Oil Corporation Kilgore, Texas



BAILEY DAVIS Atlantic Refining Co. Longview, Texas



F. J. MIKESKA Gulf Oil Corporation Kilgore, Texas



LEE LUSK, left; Pan Geo. Atlas Corp., Shreveport, Louisiana; S. S. LACY, JR. McAlester Fuel Co., Magnolia, Arkansas

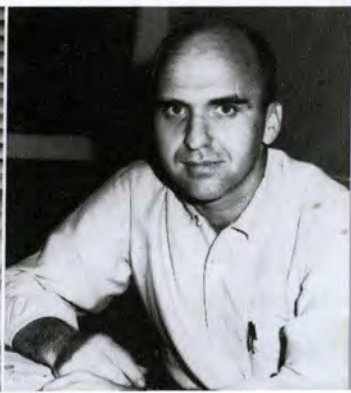
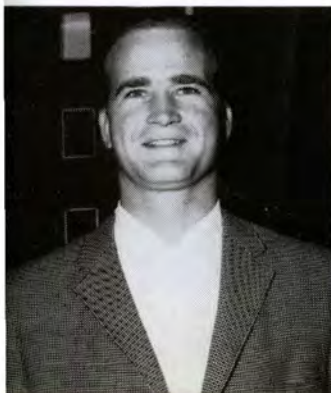
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KENNETH McGOLDRICK McGoldrick & Watson Shreveport Louisiana

C. M. BUMPASS Gulf Oil Corporation Kilgore, Texas

TOM McGEORGE Gulf Oil Corporation Kilgore, Texas

CARL THOMAS Marathon Oil Company Price, Texas



CIRCULATION THIS ISSUE 16,597



"Well," said the 97-year old man to his wife at the breakfast table. "I think I'll just go downtown and buy myself a new spring outfit."

"Herbert," his wife said, "why don't you just get a new spring for your old outfit?"

The pilot of a big airliner relaxed in his seat and set the controls on automatic pilot.

"Ah," he sighed wearily, "all I need now is a steaming cup of coffee and a warm, lovable girl in my arms."

The airplane's intercom system was on and transmitted the pilot's words to the passengers whose mouths flew open with shock. The stewardess rushed from the back of the plane toward the cockpit to shut off the intercom before more shocking phrases could be relayed. Just as she opened the door to the cockpit, a sweet little old lady tugged gently at the stewardess's skirt and purred, "You forgot the coffee."

Then there was the 25-year-old woman who married a 90-year-old man and went off with him to a swanky hotel for their honeymoon. For three days no one saw either of them. Finally on the evening of the third day, the young bride appeared downstairs looking rather shattered. A concerned friend approached her and commented on her bedraggled appearance.

Smoothing her hair, the bride sighed, "Well, when he told me he had been saving up for 45 years, I thought he meant money."

A local drive-in showed one of the worst movies ever made the other night, but the management reports that the customers loved every minute of it.

A northern girl says, "You may," and a southern girl says, "You all may."

The Census taker was somewhat surprised when the woman of the house informed him that she was the mother of three sets of triplets.

"Do you mean to tell me you get three every time?" he asked.

"Oh, no," she quickly exclaimed. "Sometimes we don't get any at all!"

Looking coldly at the man who had just given him a nickel for carrying his bag twelve blocks, the little boy said: "I know something about you."

"What?" asked the man.

"You're a bachelor."

"That's right. Know anything else about me?"

"Yeah; so was your father."

Observing a young lady standing alone, the young man stepped up to her and said, "Pardon me. You look like Helen Black."

"Yes," she replied, "I know I do, but I'd look far worse in white."

"Though there are two dozen houses of ill fame in our town," said the candidate for mayor to his attentive audience at the political rally, "I have never gone to one of them!"

From the back of the crowd a heckler called out, "which one?"

A train engineer who had started out on an all-night run had his trip cancelled. Returning home unexpectedly, he took a look around the house, then took out his razor and began to strop it vigorously.

"What are you doing, Sam" inquired his wife.

"If those shoes stickin' out from under the bed ain't got no feet in 'em, I'm gonna shave."

An Indian girl left her parents' tepee and went to an adjoining village. After a sojourn of eight months, she returned to her old home.

As she entered the tepee, she raised her hand and said, "How!"

"Ugh," replied her father, "me know how. Who?"

The cannibal king looked at the beautiful young woman and at a big cooking kettle under which a fire was being made ready. He turned to one of his tribe and said: "You know, I believe I'll have breakfast in bed."

"Went to a nudists' party last night. Real swanky. Even had a butler to open the door."

"He naked too?"

"Yep."

"Then how did you know he was the butler?"

"Well, it wasn't the maid, son!"

Upon concluding his examination of the ultra-glamorous model, the physician told her, "My dear, when your husband gets home from the office this evening, you can tell him that you're going to have a baby."

"Thanks, Doctor," said the beauty, "but I'm afraid I can't do that. You see, I'm not married."

"Not married!" cried the MD aghast.

"That's what I said."

"Then tell me," said the astonished medic, "where is the father of this unborn child?"

"Oh," the beauty said casually, "he's home taking care of our other three children."

"Your other three children!" the physician gasped. "You mean you've had three children by this man, and are going to have a fourth, and the rat never asked you to marry him?"

"He's always pestering me to marry him," said the girl, "but frankly, Doc, he's just not my type."

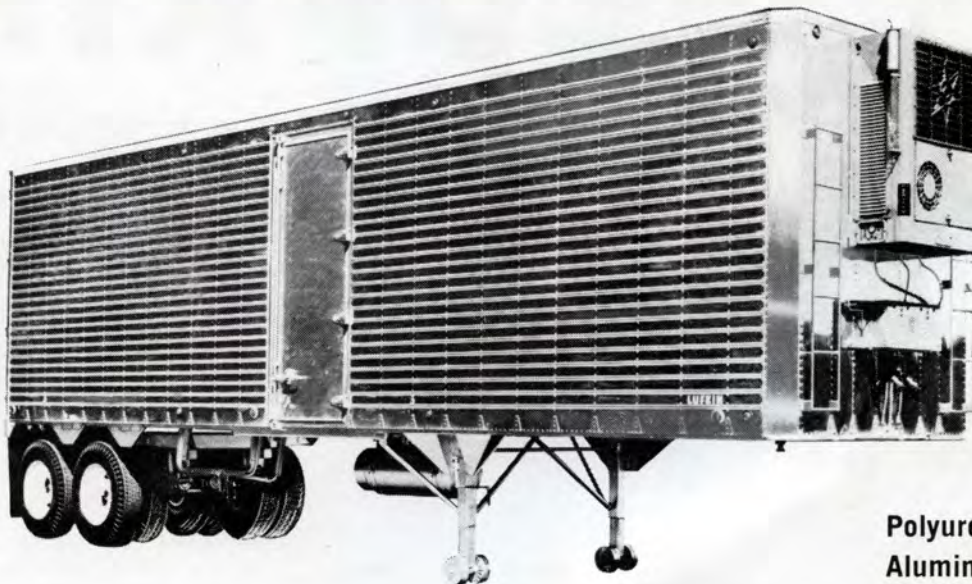
Fashion note: "Young ladies will be wearing the same things in sweaters again this season."

A girdle is an elastic supplement to a stern reality.

Know what a Minute Man Is?

One who double parks in front of a house of ill repute.

THE QUEEN OF THE FLEET IS A REEFER WITH REVENUE



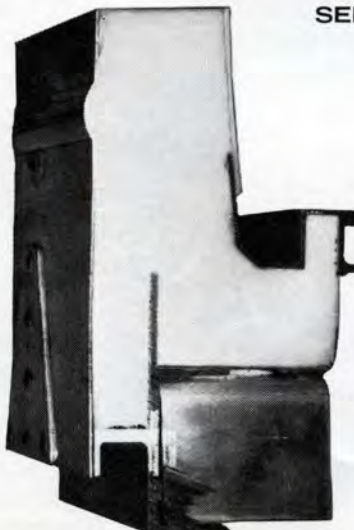
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- Gleaming aluminum clad skin and seamless roof for efficiency and good looks
- Full wedge doors—side and rear

A CROSS SECTION: U-2 Refrigerated Van Wall

This wall cross-section, unretouched, illustrates even density to which polyurethane insulation forms as a rigid solid after properly engineered installation. Note wall intersecting ducted flooring, just in front of one of cross-members under van. This solid protection assures many years of maintenance free, low-cost cooling for even the most precious of refrigerated cargos.

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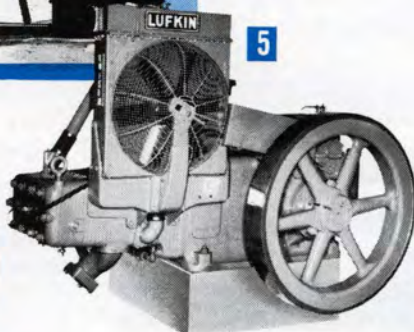
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