

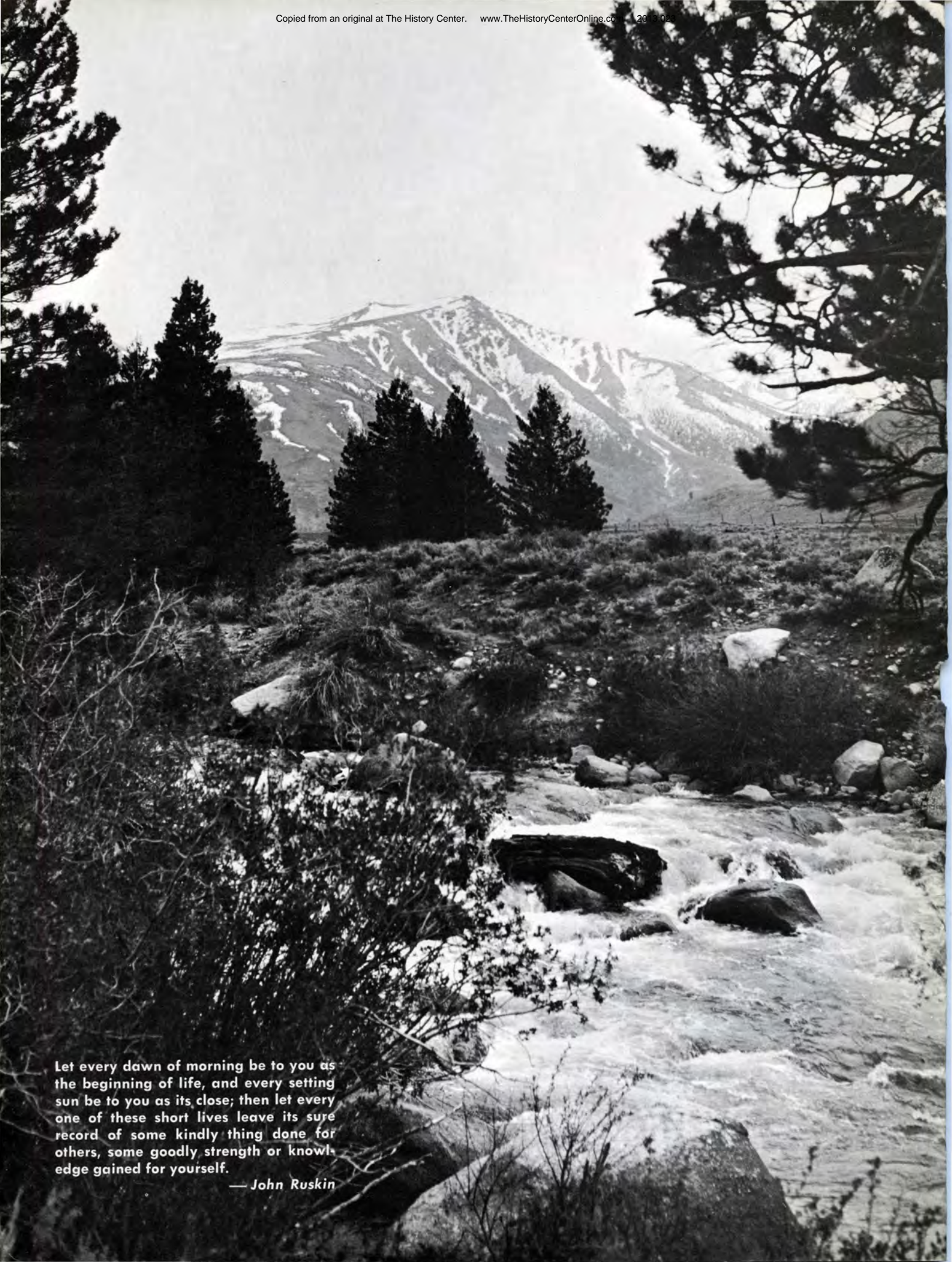
Bob Paland

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THE *Lufkin* **LINE**

MARCH-APRIL • 1960



Let every dawn of morning be to you as the beginning of life, and every setting sun be to you as its close; then let every one of these short lives leave its sure record of some kindly thing done for others, some goodly strength or knowledge gained for yourself.

— John Ruskin



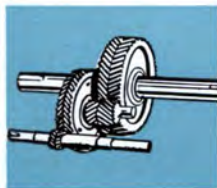
MACHINERY DIVISION

Sales and Service Offices

OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



MARCH • APRIL, 1960

Volume 35 Number 2

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

MID-CONTINENT DIVISION ISSUE

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COVER: Western Beauty
—Lithography by Western Lithograph Co.,
Wichita, Kansas

OPPOSITE PAGE: Robinson Creek, Toiyable National Forest, California
—Mike Hayden Photo, Alameda, Calif.

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TRAILERS FOR EVERY HAULING NEED





TOURISTS inspect tepees built by the Plains Indians

LEFT: Tourists are directed by a sign outside the villages showing some of the tribes to be visited

INDIAN CITY, U.S.A.

By JACK B. KEMMERER

THE Ohio car with man, wife and two children pulled into a service station in Oklahoma City, Oklahoma. After a curt “filler-up,” the weary man behind the wheel crawled stiffly from his position.

Turning to the station attendant, he said, “I thought Oklahoma was supposed to be famous for its oil wells and Indians? Well, we’ve seen plenty of oil wells all right, but where’s the Indians?”

Thus the man voiced the thought of thousands of tourists passing through Oklahoma every year. Where’s the Indians? Of course, there’s plenty of Indians around, but the kids don’t expect to see them dressed in business suits just like dad’s.

A short time ago the service station wouldn’t have been able to give the man a satisfactory answer and the youngsters probably wouldn’t have seen any “real” Indians. Today, however, anyone

in Oklahoma will direct you with a smile to the “City of Seven Tribes,” officially known as Indian City, U.S.A.

For several years the bustling community of Anadarko, Oklahoma, has been the site of the annual American Indian Exposition and for the one week of the colorful meeting, tourists and natives of Oklahoma could see authentic Indian dances, rituals and other aspects of their ancient culture—but a week out of each year wasn’t long enough.

The civic-minded citizens of Anadarko decided to do something about it, not only to create a tourist attraction for the city, but even more to preserve the fast disappearing culture of these native Americans. In 1954, an organization known as Indian City, U.S.A. was formed with the announced aims of: “To foster and promote the traditions, culture,



THIS entrance and reception lodge used to be an old freight depot. Donated by Rock Island Railroad, it has been renovated and finished off with a large thunderbird emblem on the roof

way-of-life and heritage of the American Indian in a place where he might recreate his dance, his work, his play and his religion,”

Money was donated by the townspeople, a state charter was granted and a historic site two and one-half miles south of Anadarko was purchased. The site, Tonkawa Hill, was formerly part of the Comanche, Kiowa and Apache reservation and here, in 1862, a war party of Caddos, Shawnees and Delaware nearly exterminated the Tonkawa Indians that called the red bluffs of the area their home.

Many Indian tribes once roamed the countryside surrounding Anadarko and it was decided to select seven of the most prominent tribes to be presented at Indian City. The Indians themselves aided in the selection and after considerable discussion and research, the decision was made to have three tribes represent the Plains Indians; three others would represent the agricultural people, with the remaining village to be that of a nomadic tribe which called the arid desert regions of the Southwest their home.

The “City of Seven Tribes” is easily reached from Oklahoma City. To get there you travel on U.S. highways 81 and 62 southwest for 66 miles to Anadarko. In Anadarko, large signs with arrows point the way south for two and one-half miles to Tonkawa Hill. A good paved road takes you through the low, red mountains to a handsome Indian Lodge, the entrance to Indian City U.S.A. The



THIS is a Wichita grass house with a work arbor on the left. Notched pole leaning against work arbor and grass house were used by Indians as a ladder

Lodge offers a large selection of authentic Indian handicraft work and you can also obtain a cool, refreshing drink before procuring tickets for a guided tour through the most unusual and exciting outdoor museum to be found anywhere in the world today.

To assure authenticity, the citizen backers of Indian City obtained the expert services and advice



of anthropologists from the University of Oklahoma. A century or two ago an Indian would have never even given a thought to his building, let alone draw up a set of plans. However, the Indians of today have forgotten much about the traditional methods and considerable study was required.

The University anthropologists spent long hours in research and their findings were used to create the blueprints for the Pawnee earth village, the Caddo houses and lodge, the Wichita grass houses, a Comanche settlement, the Kiowa tepee village and the rude type of wickiups used by the Apache nomads.

One of the most interesting aspects of the actual construction work is indicated in a statement issued by the citizens' committee: "The dwellings and villages of the respective tribes will be completely authentic. Final approval of each village must be given by the tribe concerned, who will be doing most of the construction work."

George Moran, of Anadarko, was selected to supervise the construction and as he gathered his first work force of twenty Indians to work on the Wichita grass houses, a major problem arose immediately. Standard building materials such as furnished, pre-cut lumber, cement, wire and nails obviously could not be used in an authentic Indian village. Moran's requirements for each grass house in the Wichita village were: 100 pine poles 45 feet in length; swamp grass of a variety almost extinct; and a large number of curved hides to be cut up into thongs for binding. The entire state was can-



THE houses built by the nomadic Apache tribes were only crude and temporary wickiups like this example

CADDO Indian displays his artistic accomplishments



vassed to get the materials and construction got underway on schedule.

You'll see no lumber bearing saw marks and there isn't a nail in the entire city. The huge Wichita grass ceremonial lodge—40 feet in base diameter and 28 feet in height—required 70 hides alone just for rawhide binding thongs. The Indians themselves somehow found the five thousand bundles of swamp grass, each the size of a bundle of wheat, for the outside thatching which is 12 to 18 inches thick and offers perfect insulation against both summer heat and winter cold.

Representing three distinct types of culture—that of the nomads, the tillers of the soil, and the buffalo hunters of the plains—each house and lodge of the individual villages is full size. However, each village only contains three or four houses plus the ceremonial lodge and work arbors and drying racks. In ancient days these villages would have had from about thirty houses up to as many as 100 for a very large tribe.

With the Indians and Anadarko's citizens working enthusiastically, the work progressed swiftly. Soon the Caddo area, Wichita grass houses, the Pawnee earth houses and the Apache wickiups were completed. The men of Indian City were



PAWNEE earth houses are built partly in the ground with earth thrown over roof structure for insulation

greatly gratified when Frank Bosin, proud, arrow-straight, 93-year-old Kiowa, inspected the project and grunted his approval, "Just like long time ago, when I was a boy of only a few summers."

From the arbor beyond the lodge Indian guides conduct tours of the villages. The guides are all members of one or another of the tribes represented in Indian City. They are well educated and intelligent young men and all are eager to answer your questions. As you move from village to village your guide carefully explains the meaning and uses of the various tools and furnishings of the houses and ceremonial lodges. In each of the villages you will see authentic examples of that tribe's art; weapons, musical instruments, their clothing and cooking pots are all there and often are used by members of the tribe.

This unique set of villages originally opened in July, 1955, as a summer tourist attraction, but the interest was so keen that it is now open throughout the year. During the tourist season, authentic Indian dances are staged on the hour every visiting day. The City is open daily from 9 a.m. to 6 p.m. except Sunday, when it opens at 11 a.m.

The visitor is encouraged to take pictures and the guides will go out of their way to pose or get



DURING summer months, authentic tribal dances are staged by Indians wearing full ceremonial costumes

members of the village to set up a picture. The only restriction is that the Indians ask that you refrain from photographing anything concerning their ceremonial rites.

If you happen to be lucky enough to visit Indian City and Anadarko during the American Indian Exposition you are in for a special treat. The Exposition, during the month of August, draws some 8,000 Indians of all tribes from over the nation and Canada. For a week—write the Anadarko Chamber of Commerce for exact date each year—these thousands of Indians pitch their camps on the Anadarko Fairgrounds. During this period they conduct competitions in dancing, archery, lacrosse, pony racing and other events peculiar to the Indians. The buildings on the Fairgrounds display exhibits of Indian arts and crafts that are the finest ever gathered into one collection.

Indian City, U.S.A. was highly successful from the very beginning and the project has been planned as a continuing affair with new villages to be added as funds become available. Villages of the Cliff Dwellers and the Pueblos have already passed through the research stages and plans for them are now being formulated.

A visit to this unique Indian City, nestling amid the red bluffs of the Tonkawa Hills south of Anadarko, Oklahoma, will greatly enlarge your knowledge of the red man and you will learn more about the Indians in one hour than you would learn in a lifetime elsewhere.

DOWN IN THE VALLEY



STANDING beside a new Lufkin dump trailer are, left to right: **JIM HORN**, Lufkin's South Texas representative; **HARMON M. BODINE**, president of Havana Materials Company, Inc., and **R. P. WEAVER**, manager of Lufkin's San Antonio branch office

DEEP in the Rio Grande Valley, Havana Materials Company, Inc. has its main office on a 5-acre tract at Mission, Texas. Its field of operations covers the expanse of all Texas, and occasionally even into adjoining states. Known afar as one of the larger sand and gravel haulers in Texas, this Company employs 150 persons, and operates a fleet of 105 trucks and dump trailer units, among which are 30 new Lufkin Model THD-1, 15-yard tandem dump trailers.

The story behind this thriving business reads something like a fairy tale. Its beginning was modest and meager indeed.

It was back in 1949, deep in the southern tip of Texas that Harmon M. Bodine got his start in the material hauling business. His first capital outlay for his new venture was the purchase of one 5-yard bobtail dump truck.

By the end of 1950, Mr. Bodine increased his inventory to six trucks, including his first dump trailer. For the next two years, he devoted every waking hour to his business, seeking new and improved methods upon which to build his enterprise.

In 1952, the present company was formed. It was incorporated as Havana Materials Company, Inc. with Mr. Bodine as president; Mrs. H. M. Bodine, vice president; W. H. (Bill) Liebe, vice

president; and Johnie Everett, secretary-treasurer. In 1953, Havana expanded its territory to include all of Texas.

Business continued to increase for the company, necessitating the purchase of additional equipment. In 1955, 34 units were added to the fleet. In 1956, 20 units and in 1958, another 25 units were purchased.

Today, in the fleet of 105 trucks and dump trailer units, only one bobtail dump remains. In addition to this fleet, the company operates a batching plant and owns seven ready-mix delivery trucks to serve the Rio Grande Valley area. To keep the business at peak performance the company has four tire changing trucks, portable parts and storage vans, wrecker service, and 2-way radio-equipped trucks and cars. The maintenance shop operates on a 24-hour schedule.

According to Mr. Bodine, the seeming meteoric rise from obscurity wasn't as easy as it reads. Long hours of work, persistence, fulfilling a customer's need efficiently and economically, strict adherence to safety precautions, and a never wavering determination to build a substantial business were the foot stones that led to Havana Materials Company, Inc.

OF THE 30 new Lufkin dump trailers purchased by Havana Materials Company, these 13 are lined up in front of the Company's offices at Mission, Texas





D. C. POWELL, left, driver; and E. H. WILHELM, dispatcher, Newsom Truck Lines, Inc., Houston, Texas



Left to right: JIM NELSON, JIM COLE, LEE TALLEY, all with T.S.C. Motor Freight, division of Ryder System, Houston, Texas

Here and There among Trucking Folk



WILLIAM E. "BILL" LEWIS,
William E. Lewis, Inc.,
Houston, Texas



HERRIN HILL, Henke & Pilot
division of The Kroger Co.
Houston, Texas



SCOTT TYSON
Tyson Egg & Produce Co.
Houston, Texas

VERNE MADISON
Cal-Tex Citrus Juice, Inc.
Houston, Texas

ALLEN CHRISTIAN, left,
VERLIN KNOUS, both with 7-Up
Bottling Co., Big Spring, Texas

A. L. "AL" CRAIG,
E. L. Powell & Sons,
Houston, Texas

JOE HEJNY and B. D. DAVIS,
both drivers with William E. Lewis,
Inc., Houston, Texas



SNAPS AT Mid-Continent API Meeting WICHITA, KANSAS



Left to right: W. W. TROUT, President, Lufkin Foundry;
J. R. HATFIELD, Cities Service Oil Co., Bartlesville,
Okla.; BILL RIGGS, Phillips Petroleum Co., Bartlesville



E. W. PETERMAN
Cities Service Oil Co.
Augusta, Kans.



Left to right: ELMER STARTA, STEVE BARRINGER,
DENSMORE WEST, all with
Cities Service Oil Co., Russell, Kans.



Left to right: L. E. FITZJARRALD,
V. F. BEARD, C. A. DANIELS, all with
Phillips Petroleum Co., Bartlesville, Okla.



DOY DEEM, left, E. E. YOUNG
both with Sohio Petroleum Co.
Oklahoma City, Okla.



BOB CASSELE
Cities Service Oil Co.
Chase, Kansas



R. C. HEIL
Texaco, Inc.
Great Bend, Kansas



HAROLD KINCAID, left, Ardmore, Okla.
PAUL THOMPSON, Wewoka, Okla.
both with Continental Oil Co.



"TEX" CAID, left, Brown Oil Tool
GLEN SAWVEL, Continental Oil Co.
both of Oklahoma City, Okla.

TREKA JONES
Gulf Oil Corporation
Oklahoma City, Oklahoma

G. V. KERSTEN
Gulf Oil Corporation
Wichita, Kans.

A. T. SLAGLE
Phillips Petroleum Co.
Eureka, Kans.

A. J. WILLIS
Phillips Petroleum Co.
Great Bend, Kans.

D. W. SMITH
Sohio Petroleum Co.
Russell, Kans.





Left to right: VIRGIL HUGHEY, Bartlesville, Okla.; SAM MATTHEWS, El Dorado, Kans.; GENE FUNK, JIM HUTCHINSON, both of Bartlesville; all with Cities Service Oil Co.

Left to right: CHARLES FORRESTER, Oklahoma City; BILL DOW, Great Bend, Kans.; O. C. ATKINSON, Great Bend; C. L. COFFMAN, Chickasha, Okla.; DALE P. JUETT, Oklahoma City; all with Cities Service Oil Co.



C. M. GRAHAM, left, JIM NICHOLS both with Sunray-Mid-Continent Oil Co. Oklahoma City, Oklahoma



BILL ROOT Phillips Petroleum Company Ardmore, Oklahoma



K. W. SCHOENFIELD Phillips Petroleum Co. Bartlesville, Okla.



E. B. KRIDER N.C.R.A. Great Bend, Kansas



Left to right: BILL HAGGARD, HAROLD J. LUCCHI, both of Great Bend, Kansas; BILL HOLLAND, Russell, Kans.; all with Cities Service Oil Co.



Left to right: B. G. IVERSON, Kewanee Oil Co., Haysville, Kans.; TROY DRIVER, Tret O'Lite Co., El Dorado, Kans.; J. O. FORBES, Forbes Casing Pulling, Inc., Great Bend, Kans.



KEN FARNSWORTH Atlantic Refining Co. Oklahoma City, Okla.

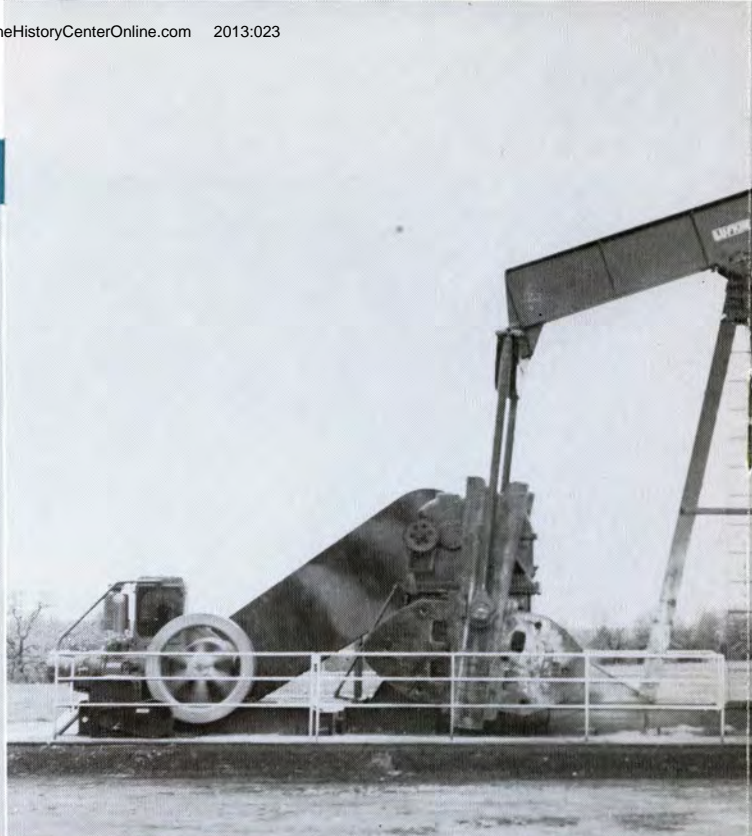
W. R. SOUTHERN, left, Humble Oil Co. Seminole, Okla.; BILL WEAVER Carter Oil Co., Purcell, Okla.

PETE BLANDA Kewanee Oil Co. Hoisington, Kansas

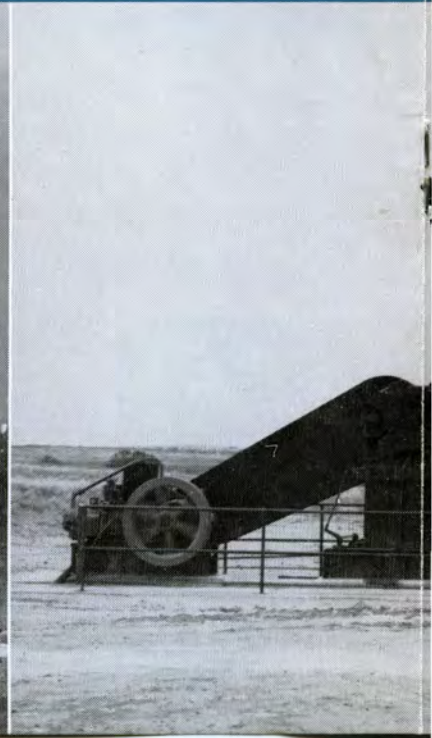
TOM CLARE Sunray-Mid-Continent Oil Co. Wichita, Kans.

N. R. NICHOLS Kerr-McGee Oil Industries Oklahoma City, Oklahoma





LUFKIN INSTALLATION

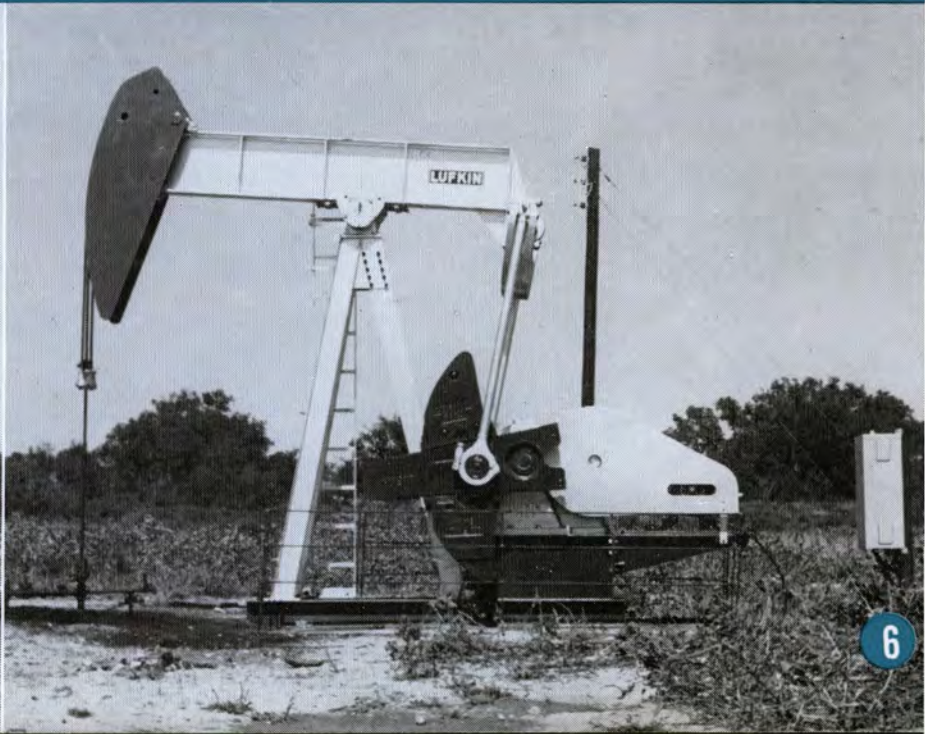
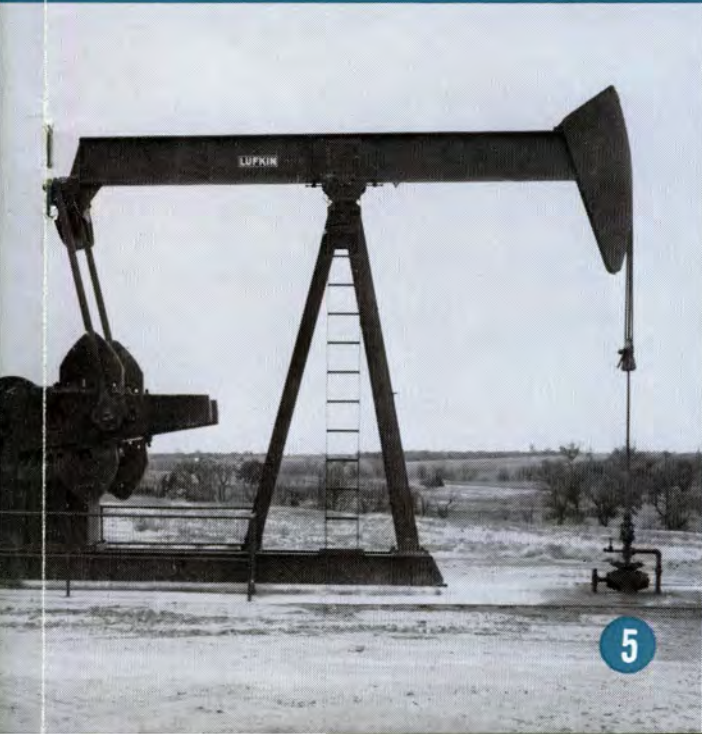




IN IONS

1. LUFKIN A-456DB-120-36 Air Balanced Unit, Texaco, Inc., near Maysville, Oklahoma.
2. LUFKIN C-456DB-144F-30A Unit, Amerada Petroleum Company, Bray No. 1, near Lindsay, Oklahoma.
3. LUFKIN C-228D-84RO-22.1—GBB Unit, Kewanee Oil Company, near Winters, Texas.

4. LUFKIN C-456DB-120-25-GBB Unit driven by LUFKIN H-795 Gas Engine, Carter Oil Company, near Elmore City, Oklahoma.
5. LUFKIN, C-320D-84-25 Unit, Carter Oil Company, near Elmore City, Oklahoma.
6. LUFKIN C-160D-74RO-16.4-GBB Unit, Hi prime base with electric motor drive, American Climax Company, near Goldsboro, Texas.



A NEW STAR IN LUFKIN'S Constellation



LUFKIN'S latest addition to their line of production equipment is a new gas engine that comes in two models—Model H-1770 and Model H-2165.

The engine is two-cylinder, two-cycle crosshead design resulting in smoothness, long life and dependability. Dependable long life and low upkeep are assured by the following features: positive full pressure lubrication, precision connecting rod inserts, tapered roller crankshaft bearings, bronze crosshead shoes and pin bushings, saddle type crosshead pin for more bearing area; metallic piston rod packing to seal combustion bases from crankcase. Also the oil filter constantly filters oil in crankcase; it has a builtin safety control for oil and water, and pressure sealed thermosyphon cooling.

There are several optional features including a

24-volt electric starter or the regular air starting with valve and piping, oil cooled pistons, and an overspeed governor or tachometer.

Both models have an effective speed range from 200 to 475 RPM. Their horsepower rating is such that they can be used with the largest pumping units or with triplex pumps for water flooding operations or for use in driving gas compressors. They can be used also for driving AC generators which can be operated in parallel.

When used in water flood operations, they are usually connected directly to the triplex pump through a flexible coupling and can be used with or without a clutch. Some applications require use of a V-belt drive. When used to drive compressors, the clutch usually is omitted and a sheave mounted directly on the end of the crankshaft through a V-belt drive to secure the proper drive ratio.

Model H-2165 is furnished with both uncooled and oil cooled pistons. Oil cooled pistons are a refinement resulting in much longer piston ring and cylinder wall life. There is no difference in the power rating between the uncooled and the oil cooled pistons, but the cooled pistons are desirable features for long run uninterrupted service. Model H-1770 is furnished only with uncooled pistons.

Gas injection equipment is available for field installations or direct from the factory where the cost of gas is a major factor. There is roughly 25 percent reduction in the fuel consumed with fuel injection over that of carbureted engines.

Detailed information on these engines may be had by writing to the home office in Lufkin or to any branch office throughout the United States.

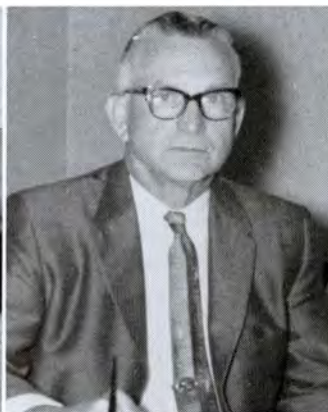




M. B. HEINE
Phillips Petroleum Co.
Bartlesville, Okla.



J. ZABA
Pan American Petroleum Corp.
Tulsa, Oklahoma



C. R. SMITH
Cities Service Oil Co.
Bartlesville, Okla.



H. L. ROSWELL
Cities Service Oil Co.
Bartlesville, Okla.



JIM SCOTT
Carter Oil Company
Tulsa, Oklahoma

SNAPSHOTS

by the Lufkin
Cameraman



C. L. SCHNEIDER
Pure Oil Company
Tulsa, Oklahoma



VANCE SHARPE
Kewanee Oil Company
Tulsa, Oklahoma



HARRY LAMPRICH
Kewanee Oil Company
Tulsa, Oklahoma



ROY FRANKS
Pan American Petroleum Corp.
Tulsa, Oklahoma

CHARLIE PATCHEN
Phillips Petroleum Co.
Bartlesville, Okla.

J. P. STRAIGHT
Cities Service Oil Co.
Bartlesville, Okla.

J. D. ALBRIGHT
Cities Service Oil Co.
Bartlesville, Okla.

L. B. HICKS
Cities Service Oil Co.
Bartlesville, Okla.





Left to right: DON STANDARD, Lufkin Foundry, Lufkin; EARL SMITH, Shell Oil Co., Denver, Colorado; CHET FRAZIER, WALT HEDRICK, both with Shell Oil Co., Billings, Montana; J. T. HOOD, Lufkin Foundry, Lufkin; JIM ROE, Lufkin Foundry, Denver, Colorado; DON OBERMIER, Shell Oil Co., Glendive, Montana



PAUL BENNETT
Atlantic Refining Co.
Tulsa, Oklahoma



MARVIN THOMPSON
Sinclair Oil & Gas Co.
Bartlesville, Okla.



JIM BRAZELL
Texaco, Inc.
Tulsa, Oklahoma



D. L. KASTNER
Cities Service Oil Co.
Bartlesville, Okla.

Front row, left to right: L. A. LITTLE, Lufkin Foundry, Lufkin; D. W. AKINS, Ohio Oil Co., Shreveport, La.; W. T. CROWDER, Lufkin Foundry, Kilgore, Texas; CHARLES R. OLSON, Price, Texas; TRACY CRAIG, Cotton Valley, La.; W. A. MORGAN, Shreveport, all with Ohio Oil Co. Second row, left to right: A. G. SULLIVAN, Haynesville, La.; C. L. ROBERTS, Shreveport; P. H. DUVAL, JR., Price, Texas; C. E. HUCKABAY, Orange, Texas; R. D. ROSS, Shreveport; P. A. TURCOTTE, Orange, all with Ohio

Oil Company. Third row, left to right: W. W. TROUT, president, Lufkin Foundry; T. E. RANKIN, Price, RALPH D. MATHIS, Orange, both with Ohio Oil Co.; COOPER RICHARDS, Lufkin Foundry, Lufkin. Back row, left to right: T. A. BANTA, Lufkin Foundry, Shreveport; TOM SCOTT, Haynesville, C. G. BESS, Shreveport, both with Ohio Oil Co.; EDDIE HILL and CHARLES DONAHUE, Lufkin Foundry, Lufkin.



SNAP- SHOTS



Front row, left to right: BEN ANDERSON, Humble Oil and Refining Co., Pleasanton, Texas; JOHN MURPHY, Cities Service Oil Co., Kilgore, Texas; C. O. MAGEE, Humble Oil & Refining Co., Corpus Christi, Texas; BILL GIVENS, Cities Service Oil Co., Kilgore. Back row, left to right: BEN POLZER, Humble Oil and Refining Co., Corpus Christi; JOHN SWANSON, Lufkin Foundry, Corpus Christi; DON STANDARD, Lufkin Foundry, Lufkin; JIM MEYERS, Humble Oil and Refining Co., Corpus Christi; STEVE GARNER, Lufkin Foundry, Lufkin



J. R. WEYLER
Pure Oil Company
Tulsa, Oklahoma



R. J. REED, left, O. J. NELSON,
both with Pure Oil Co.
Tulsa, Oklahoma



Left to right: LUIS SUAREZ, Glenwood Co-Op, Napoleonville, La.; BILL LITTLE, Lufkin Foundry, Lufkin; PHILLIP AUCOIN, Glenwood Co-Op, Napoleonville; CHARLES RICHARD, Factory Sales, Metairie, La.



WALTER BRITTON, left, JAMES CREE,
both with L. R. Development Co.
Mendoza, Argentina



Front row, left to right: ROY ADAMS, IVAN HENMAN, both Atlantic Refining Co., Greggton, Texas; W. T. CROWDER, JR., Lufkin Foundry, Kilgore, Texas; THEO MEISSNER, Atlantic Refining Co., Greggton. Second row, left to right: CALVIN BASS, A. E. DALY, B. L. DAVIS, TOM CHERRY, all of Greggton; HERMAN O. MEISSNER, Kilgore, all with Atlantic Refining Co. Third row, left to right: MANUEL AGUIRRE, RILEY WEBB, both with Lufkin Foundry, Lufkin; ARCHIE TEHAN, Atlantic Refining Co., Greggton; DICK COUCH, DON McCARN, both with Lufkin Foundry, Lufkin



Left to right: BOB HOLDEN, TXL Oil Co., Midland, Texas; DAN GILLET, TXL Oil Co., Midland; TOBY HART, TXL Oil Co., Odessa, Texas; DON STANDARD, Lufkin Foundry, Lufkin; BILL KEARLEY, TXL Oil Co., Midland; MILTON WALTHER, L. A. LITTLE, GEORGE HENSON, W. W. TROUT, president, all of Lufkin Foundry; MAURICE KENNEDY, TXL Oil Co., Midland



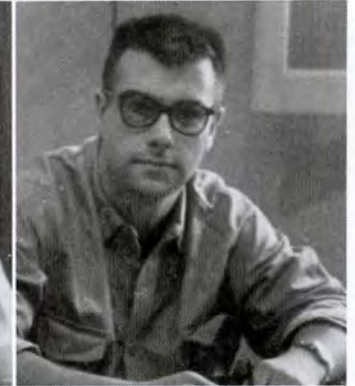
DALE ROBINSON
Atlantic Refining Co.
Tulsa, Oklahoma

SNAPSHOTS

Continued



RUBEN MAETRI
L. R. Development Co.
Mendoza, Argentina



EDUARDO A. FIGUEROA
L. R. Development Co.
Mendoza, Argentina



H. E. SCHAFER
Pure Oil Company
Tulsa, Oklahoma



JOHN DIETRICH
Pan American Petroleum Corp.
Tulsa, Oklahoma



FRED KIRKLAND
Kewanee Oil Company
Tulsa, Oklahoma



J. J. WASICEK
Pure Oil Company
Tulsa, Oklahoma

J. F. SLICKER
Amerada Petroleum Corp.
Tulsa, Oklahoma

CLARENCE LITTLEFIELD
Kewanee Oil Company
Tulsa, Oklahoma

JESSE JOHNSON
Atlantic Refining Co.
Tulsa, Oklahoma

K. B. HATFIELD
Texaco, Inc.
Tulsa, Oklahoma





THIS is a photograph of members of the Spring Class of The School of Production Technology of Kilgore College who visited Lufkin Foundry and Machine Co. Front row, left to right: L. A. HANSON, Arabian American Oil Co., Abqaiq, Saudi Arabia; DON STANDARD, Lufkin Foundry, Lufkin; GERARD YVES MARION, Compagnie Francaise Des Petroles, Plateau, Saullieres, Algiers; JESUS E. JEREZ, Creole Petroleum Corp., Tia Juana, Venezuela; A. A. BLACKMON, Atlantic Refining Co., Odessa, Texas; HOOSHANG NIKUBONYAD, National Iranian Oil Co., Transworld MGMT Corp., Long Beach, Calif.; ALFONSO J. MANTILLA, Colombian Petroleum Co., Cucuta, Colombia.
 Second row, left to right: DAVID K. WATSON, Standard-Vacuum Oil Co., Pendopo, S. Sumatra, Indonesia; JOSE NICAISE, Cia de Petroles de

Angola, Luanda, Angola; W. T. CROWDER, JR., Lufkin Foundry, Kilgore, Texas; GREGORIO VALDERRAMA, Mene Grande Oil Co., Barcelona, Anzoategui, Venezuela; WILLIAM G. FICK, JR., Standard-Vacuum Oil Co., Palembang, Sumatra, Indonesia; TOM W. PENN, Tennessee Gas & Oil Co., Houston, Texas; FRED GRIFFIN, Lufkin Foundry, Lufkin.
 Back row, left to right: RILEY WEBB, Lufkin Foundry, Lufkin; EDMOND F. SMIGEL, Ohio Oil Co., Casper, Wyo.; PAUL J. HIGGINS, Shell Oil Co., McAllen, Texas; WILLIAM J. MATHIS, Superior Oil Co., Midland, Texas; CARL W. CARBY, Imperial Oil Co., Redwater, Alberta, Canada; PHILIP J. CLARKE, Canpet Exploration, Ltd., Calgary, Alberta; KEN ALLEN LEE, Shell Oil Co. of Canada, Regina, Sask.; HUGH W. SWAN, Tennessee Gas & Oil Co., Hobbs, New Mexico.



FRANK BEST
 Cities Service Oil Co.
 Bartlesville, Okla.



DALE HYNES
 Phillips Petroleum Co.
 Bartlesville, Okla.



GEORGE O'NEAL
 Pan American Petroleum Corp.
 Tulsa, Oklahoma



J. C. McCLURE
 Cities Service Oil Co.
 Bartlesville, Okla.

J. A. CLEVERLEY
 Cities Service Oil Co.
 Bartlesville, Okla.

HERMAN KAISER
 Phillips Petroleum Co.
 Bartlesville, Okla.

J. W. PROFFITT
 Phillips Petroleum Co.
 Bartlesville, Okla.

C. M. TAYLOR
 Cities Service Oil Co.
 Bartlesville, Okla.





In defense of the Petroleum Industry

(EDITOR'S NOTE: The following letter, was written by Mr. W. J. Goldston, president of the Mid-Continent Oil & Gas Association, in protest of an article published in *The New York Times*. We believe our readers will be interested in Mr. Goldston's remarks.)

February 26, 1960

The Editor
The New York Times
New York, N. Y.

Dear Sir:

Your edition of Sunday, February 14, carried an article headed "Oil Curbs Raise Price Questions" which gave a completely distorted picture of the petroleum industry and its pricing practices.

In this article, Reporter J. H. Carmical declares that "the powerful factor of supply virtually has been eliminated as the determining element in the establishment of a price to millions of consumers." He then goes on to accuse state conservation agencies of controlling crude production, not with the prevention of physical waste in mind, but with a view to keeping prices up. Last of all, he seemingly views with favor the anonymous suggestion that consideration be given to placing petroleum prices under an oil industry "czar."

Mr. Carmical apparently based his article upon the sweeping charges made by government lawyers in the recent antitrust trial at Tulsa—charges which Federal Judge Royce H. Savage found baseless and which he threw out of court without even requiring the defense to testify. If Mr. Carmical had dug deeper into the facts about petroleum prices, instead of swallowing whole the contentions of government lawyers eager to pin something on "big business," he might have reached different conclusions.

For example, before claiming that supply has little or no effect upon the prices paid by millions of consumers, he might have looked at the trend of gasoline prices from the time of the Suez Crisis until today. In October, 1956, just before the Suez Crisis developed, motorists were paying an average of 21.74 cents a gallon (excluding tax) for gasoline. In February, 1957, a month after the crude oil price increased (the first such general increase in three and a half years and

the one for which 29 oil companies were indicted by an Alexandria, Virginia, grand jury), the average retail price of gasoline (excluding tax) was 22.66 cents a gallon—about a penny a gallon more.

By January, 1958, however, the Suez Crisis had faded away, and the industry was feeling the pinch of large gasoline inventories. Under this pressure, the retail price of gasoline declined to 21.71 cents a gallon—slightly under the price that had prevailed before the Suez Crisis. By January, 1959, it had dropped again, this time to 20.57 cents. In November, 1959, the last month for which I have the figures, it was 20.70 cents, or more than a cent under the pre-Suez price.

In November of last year, then, gasoline was costing American consumers about \$600 million a year less than it was before the Suez Crisis, three years earlier.

Mr. Carmical might also have considered the wholesale price index of refined petroleum products as reported by the Bureau of Labor Statistics. The overall price index for these products (gasoline, kerosene, heating oil, and fuel oil)—with 1947-49 prices as a base—was 117.6 in October of 1956. It reached a high of 130.3 in February of 1957 and then started to decline steadily. In December, 1959, it was 111.6 or six points under the pre-Suez figure.

With these facts before him, how can Mr. Carmical say that supply is no longer a factor in determining the prices paid by millions of consumers?

Mr. Carmical makes another serious error when he says: "Crude oil production is restricted by the states under their conservation laws, most of which contain clauses preventing 'economic waste.'" This phrase has been interpreted to mean that when crude oil prices are not at a level to prevent such waste in the judgment of the regulatory authorities, the permissible production of crude may be lowered."

This is just not true, certainly not in

the case of Texas and Louisiana, the states with which I am most familiar. All the conservation laws with which I am familiar have to do with physical waste, not economic waste. In Texas, the regulatory agency at no time considers prices in setting the allowable production of oil. It is required by law to set allowables at a point sufficient to meet all reasonable market demand. Production greatly in excess of market demand, as every petroleum engineer knows, would result in both below-ground and above-ground physical waste.

Mr. Carmical errs again when he says: "Through the Interstate Oil Compact Commission, the states may consult among themselves with respect to the level of production."

This is not true. If Mr. Carmical will read Article V of the Compact, he will find that the states are not permitted under the Compact to limit the production of oil or gas for the purpose of stabilizing or fixing the price of these products.

Mr. Carmical goes on to say: "Because of the limited supply available, competition among the companies may become so keen that the price the ultimate consumer pays for gasoline and other oil products may be considerably greater than economically justified."

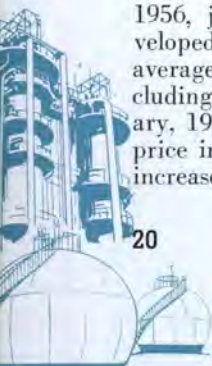
This statement ignores the fact that there is always a cushion of surplus supplies over and beyond current demand—a cushion of supplies either in storage or in the form of production slightly in excess of demand.

Mr. Carmical intimates that the price of crude is "arbitrarily set." In 1957, after the first general price increase in nearly four years, the price of crude averaged \$3.09 a barrel. In 1959, under the pressure of abundant supplies, it averaged \$2.94 cents a barrel.

If the petroleum industry had the arbitrary price-fixing power attributed to it by Mr. Carmical, does anyone seriously think that it would permit prices to drift 15 cents a barrel lower in a time of rising costs and declining return on investment?

The truth of the matter is that the petroleum industry should be praised, not belabored at every turn, for its achievements in keeping down the price of its products. In terms of a constant dollar, the price of gasoline (excluding tax) is cheaper today than it was even at the depths of the Great Depression. How many other products can measure up to that achievement?

Yours very truly
W. J. GOLDSTON



NEW QUARTERS for Shamrock VAN LINES



R. C. DAWE, President
Shamrock Van Lines, Inc.

SHAMROCK Van Lines, Inc. of Dallas, Texas, recently moved into new quarters. Their new office and warehouse occupies 88,000 square feet of floor space.

R. C. Dawe, president of Shamrock Van Lines, recalls that when the company began operations on February 1, 1955, they owned five pieces of equipment and authority to move in eight states.

Today, they operate 107 pieces of equipment throughout 38 states. Many of these trailers bear the Lufkin trademark.

There is a branch of the company in Burlington, North Carolina, and offices or agencies are located in 163 cities in 38 states.

President of the Shamrock Van Lines is R. C. Dawe who has been in the transportation business for 21 years. E. L. Dirks is Vice President and Allen Melton is Secretary-Treasurer.



LUFKIN'S hi-cube moving vans are familiar sights throughout the 38 states in which Shamrock operates

RECENTLY completed offices and warehouse of Shamrock Van Lines cover 88,000 square feet of floor space





After delivering Mrs. Johnson of her tenth child, the doctor called the husband aside.

"Next time you feel like propagating," he said, "ask yourself if you can support another child."

"Doc," replied Johnson, "when I feel like propagating I feel like I could support the whole state of Georgia."

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."

1st. Girl: "Say, I hear your new boy friend is very talented on the athletic field."

2nd. Girl: "Oh, I say he is! We park there every night!"

Doctor: "Now, you must do exactly as I tell you."

Patient: "That's what my boy friend said and that's why I'm here."

In the Garden of Eden sat Adam,
Who was making love to his
madam.

She chuckled with mirth,
For on all this earth
There was only one Adam and she
had 'im.

After a lavish wedding reception, the newlyweds retired to their honeymoon suite. The groom turned down the lights and found something suitably romantic on the radio. Then he excused himself and returned in pajamas and robe. He opened a bottle

of champagne and poured them each a drink, then he took his bride by the hand and tenderly led her toward the bedroom.

"Damn," she muttered, "everytime I go out with a guy it ends up the same way!"

Fifth grader: "Teacher, can my mother have a baby?"

Teacher: "Sure your mother can have a baby."

Fifth Grader: "Can I have a baby?"

Teacher: "No, Mary, you're too young."

Little boy, tapping Mary on the shoulder: "See, I told you we didn't have a thing to worry about."

An upstate police commissioner staunchly defends the practice of abandoning license plates on the fronts of cars and confining them to the back bumpers. "Remember," he adds, "that nine out of ten pinches are made from the rear."

No, Lulu, the clerk CAN'T make your marriage retroactive.

Man is the only animal that eats when he is not hungry, drinks when he is not thirsty, and makes love at all seasons.

Her bountiful bosom heaving in chagrin, Susan confessed her tearful tidings to her mother.

"Mom," she sobbed, "I'm going to have a baby!"

"Ye, Gods!" screamed her mother. "Who is the father?"

Susan lifted her weeping face. "How should I know?" she wailed. "You never would let me go steady."

Medical science says whiskey can't cure the common cold. However, neither can medical science.

The TV producer came rolling in one morning at 9 a.m. to face his very angry wife.

"The rehearsals lasted 'till midnight," he explained. "Then I drove one of the chorus girls home and she asked me in for a nightcap. We had a few drinks and by that time it was so late that she asked me to stay all night. So I did."

"A likely story," said the wife angrily. "You've been out playing poker with the boys again!"

An Indian was girl-watching on a street corner. As each one approached, he would raise his hand and say, "Chance."

A friend asked him, "Why do you say 'chance'? Why don't you say 'how'?"

"Me know how," said the Indian. "Me just want chance."

A friend of ours who travels a good deal by plane says that his pet peeve is the good-looking airline stewardess who straps him in his seat and then asks, "is there anything you'd like?"

The young British gentleman was visiting America and was invited to a formal dance. Half way through one number, the necklace of the girl with whom he was dancing broke and slipped down the back of her low cut dress.

He was very embarrassed when she asked him to go fishing for it, but he followed her instructions. While still feeling around for it, he happened to look up to see everybody on the dance floor watching him with utmost interest.

"Oh, I say," he protested, "I feel a perfect ass!"

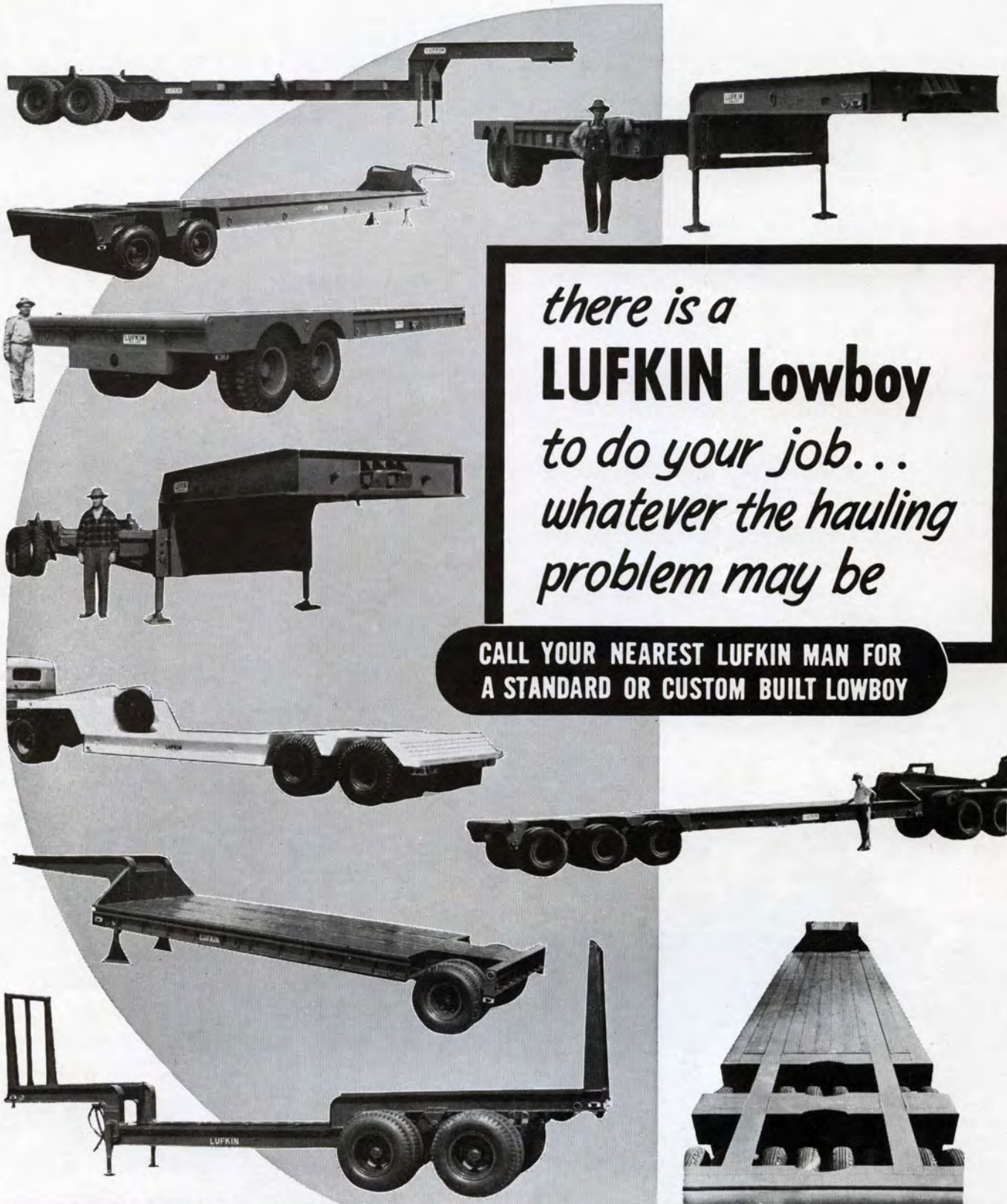
"Just get the necklace," replied the girl tartly, "and forget about the compliments."

"The last girl I flirted with called a cop."

"You're lucky. The last girl I flirted with called a minister!"

There's the story about the shady lady who fell ill and went to see her doctor. "Nothing serious," he assured her. "You just take these pills and we'll have you back in bed in no time."

Oilman Sam says: "Whoever said all men are created equal never took an Army physical."



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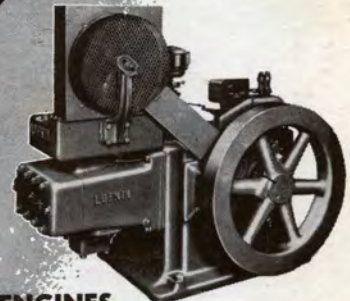
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