



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

**JANUARY-FEBRUARY • 1967**

**I believe each individual is naturally entitled to do as he pleases with himself and the fruits of his labor, so far as it in no wise interferes with any other men's rights.**  
— *Abraham Lincoln*





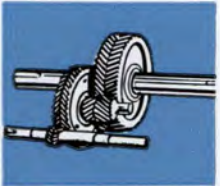
# MACHINERY DIVISION

*Sales and Service Offices*

OIL FIELD PUMPING UNITS

# THE Lufkin LINE

GEARS FOR INDUSTRY



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Virginia R. Allen, Editor

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COVER: Transparency by Peter Gowland, Santa Monica, Calif.

OPPOSITE PAGE: Yellow Lupines on Clam Beach, California  
Photo by Gene Ahrens, New Milford, N. J.

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TRAILERS FOR EVERY HAULING NEED



TWO fishermen bring out a nice catch of yearling bass

ONE of the most beautiful drives through East Texas splits the Angelina National Forest that surrounds Sam Rayburn Lake  
Texas Highway Dept. Photo

By L. A. WILKE

Texas is so large there had to be a lake to match it. This year it is the Sam Rayburn reservoir, covering 114,000 acres of National Forest land in deep East Texas. It is now full of water and fish.

Completed just as the national recreational program gets into full swing, it will have all the modern facilities for family outings.

More than 40 miles long and a part of four counties, Sam Rayburn will provide some of the best fishing to be found anywhere. But it is more than just a fishing lake. It is a laboratory of nature and designed for maximum recreational use.

This lake, the largest in Texas, is impounded by a dam across the Angelina River. It also is fed by the Attoyac River and numerous other spring creeks that trickle constantly through the great Angelina National Forest.

Already more than a score of recreational spots have been developed and more are projected to give at least 50 scattered around the irregular shores that provide both sandy beaches and high cliffs.

The lake heads far up the Angelina River, about midway between the cities of Lufkin and Nacogdoches. It is split down the middle for half its distance by the Angelina-Nacogdoches county line.

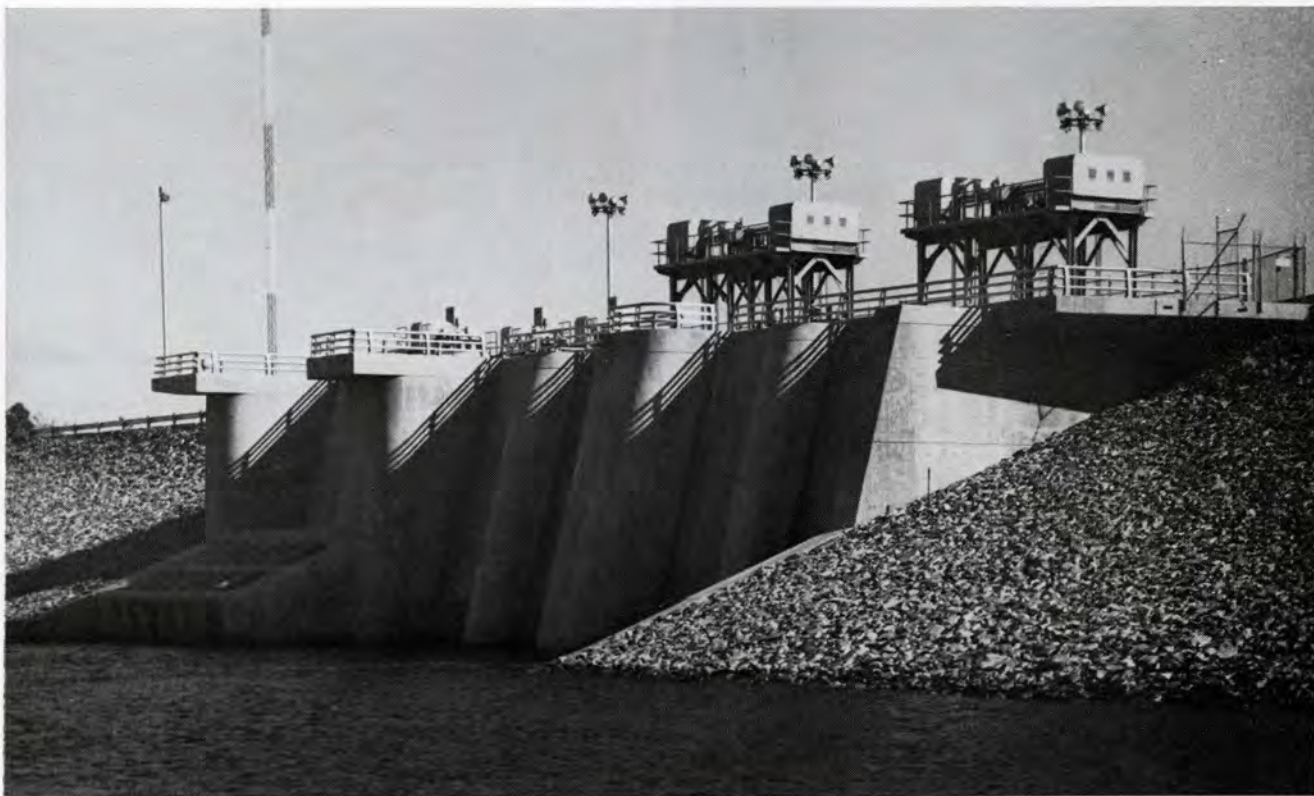
# TEXAS' BIGGEST LAKE

It then spreads across San Augustine county and widens into Jasper and Sabine counties.

Built by the U.S. Corps of Engineers, both the Corps and the Forest Service are developing recreational areas, launching ramps, clearing camp grounds and providing modern facilities for the surge of campers that will be heading to the new lake as soon as the word gets around.

First identified as McGee Bend, it now is a monument to the late Sam Rayburn, who served more than 20 years as speaker of the lower house of Congress. Rayburn was a Texan and helped push through the bills making funds available.

This year's fishing will be at its best. Because the lake covers an old river, there are many largemouth and spotted bass, crappies, catfish and bream already there. The lake filled early in 1966 and there was a successful spawn of native fish. They soon will be yearlings.



In addition, the impoundment was heavily stocked by the Texas Parks and Wildlife Department from the nearby Jasper hatchery. Most of these bass now will run around two pounds or better.

Mere prose cannot and poetry is inadequate to describe the natural beauty of the entire area, including both water and land. Towering pines, loblolly, longleaf and shortleaf dust off the low cumulus clouds that float across the blue sky. Other species, such as oak, ash, sweetgum and hackberry produce hardwood in commercial quantities.

And bordering the shoreline there are huge magnolias, with their milk-white blossoms in the spring and deep green leaves in the winter. Hickory, holly and ironwood are among the other species used by The Master Landscaper to furnish a background for the abundance of wild roses, yellow jasmine and the early spring bloomers of dogwood and redbud that line every trail through the countryside.

Bird lovers and botanists find a haven here, with more than 300 species of birds and a thousand species of plant life.

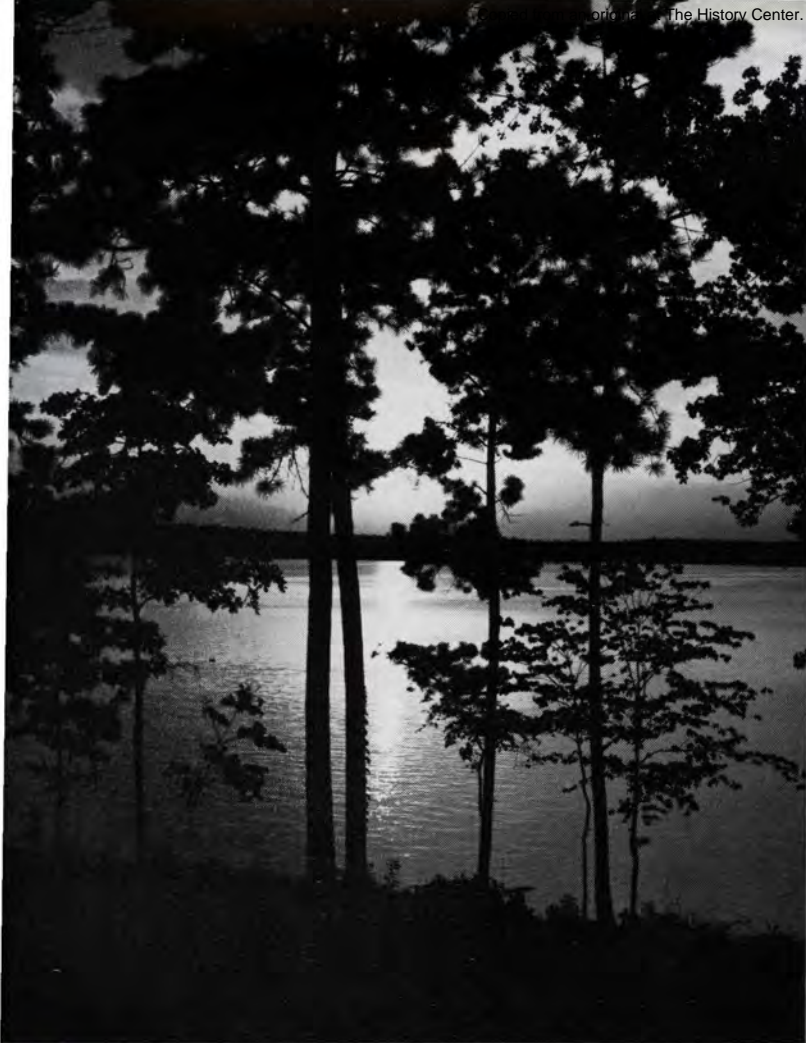
There's history, too, with scores of Indian burial grounds, cemeteries of the old settlers and log cabins with their incongruous TV antennas over the roofs. The Angelina River got its name

**SAM RAYBURN Dam is four miles long and 120 feet above the stream bed; its two turbines and two generators produce an average of 118,400,000 kwh annually**

R. M. Rosser Photo



**NO LAKE anywhere has more beautiful camp spots than Sam Rayburn**



**SUNSET** over Sam Rayburn Reservoir between Lufkin and Jasper, Texas

Texas Highway Dept. Photo

**LAUNCHING** ramps of reinforced concrete, double in size with grid surface to prevent slippage, are located in several places around the lake.

Ernest Langford Photo



**AIR-CONDITIONED** trailer houses completely furnished are available at Hanks Creek Marina.

Ernest Langford Photo

from Little Angel, a Hainai Indian girl who became a Christian and played an important part in bringing about civilization and culture.

The Forest Service had to clear 63,000 acres of the reservoir area. There was conventional cutting and burning between the powerpool level and the high water mark of 164 feet above sea level. All merchantable timber was removed from the bed of the lake and Le Tourneau tree crushers knocked over small timber and brush for boat roads into every direction.

Between these boat roads, however, there are literally thousands of little brushy coves where fish abound. Old corral fences running down into the lake from the waterline are spooky looking





**HANKS CREEK MARINA** offers covered boat slips for storage of boats

Ernest Langford Photo

spots for big bass. The original creek beds, known best to the natives, are excellent water for trot liners and some mighty catfish are hauled out.

The water itself is different. Even when it is clear it has the hue of light tea, colored with tannic acid from the sumac and gallnuts that grow on the hackberry and scrub oak limbs.

With so many trees of the blooming variety, there is no season lacking in beauty. In the winter when it snows, the tall pines of yellow-green and the spreading live oaks provide a multi-color panorama beyond the artist's brush.

The Sam Rayburn lake is easy to get to. Good roads touch it at many points. Exceptionally well-built launching ramps of reinforced concrete are double in size, with grid surface to prevent slippage. Ample parking areas are handy both for automobile and boat trailers.

Many of the roads were re-located by the State Highway Department so they would not be inundated. A long concrete bridge connects Broadus and Zavalla over SH 147. A shorter span at the north end of the lake carries traffic over SH 103 from Lufkin to the east.

Right now one modern marina is completed and others are in the making to provide boat storage and facilities for those who want to keep their crafts on the lake.

Most of the residents of the towns around the lake are putting house and pontoon boats on it. This adds to the family fun. Many of the local fishermen also have 14-foot john boats which they maneuver around the coves and inlets. However, these boats are not recommended for the open water. A lake the size of Rayburn has too much water and is too deep for anything less than adequate crafts.



**SPOTS** like this on Sam Rayburn Lake pay off, and there are literally thousands of such places

The Sam Rayburn reservoir, although just completed, is not a new project. First engineered more than 30 years ago, the site became known as McGee Bend. It was a segment of a planned flood control program for that part of East Texas, including Rockland Dam, Dams A and B. Congress authorized the project in 1945. The first constructed was Dam B, between Woodville and Jasper. It was begun in 1947 and completed in 1951, at a cost of \$8½ million. Finally, in 1955 Congress appropriated first construction funds for the McGee Bend (Sam Rayburn) despite heavy opposition from local interests who protested inundation of so much valuable land.

This is a multiple use project, with the principal criteria of flood control. The overall length of the structure is approximately 4 miles, with a maximum height above the stream bed of 120 feet. Its power plant consists of two turbines and two generators with an average annual production of 118,000,000 kwh. At flood control level the lake covers 141,300 acres, at power level, 114,300 acres.

Ideal tourist facilities are available at all of the principal towns around it. Information can be obtained from the Chambers of Commerce of any of these towns. Hawks Creek Marina on the Angelina County side of the lake has air-conditioned two-bedroom trailer houses available for tourists. These are completely furnished with linens, dishes, etc.

The Chambers of Commerce at Lufkin and Nacogdoches maintain full-time staffs and have developed information on the Sam Rayburn lake and its accommodations. Or, you can write the East Texas Chamber of Commerce at Longview, which has play maps available on the entire East Texas area.



Left to right: B. C. BURNETTE, Lufkin, Lafayette, Louisiana; OSCAR BRYANT, Fairbanks, Morse, and Co., New Orleans, Louisiana; ANDREW MARTIN, Andrew Martin Inc., Lockport, Louisiana; E. M. TATE, Lufkin.



LOUIS V. HULL  
Continental Oil Co.  
Kilgore, Texas

GENE MILLER  
Tidewater Oil Company  
Kilgore, Texas

TRUITT ENLOE  
Amerada Petroleum Corp.  
Longview, Texas

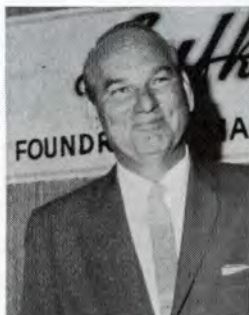


ELMER IRETON American Petrofina Co. of Texas,  
Dallas, Texas MRS. IRETON and CAROL

# Snapshots



by the Lufkin



WILBUR SCAGGS  
Pan American Petroleum  
Corp., Fort Worth, Texas



Left to right: BOB McCLUSKEY, MRS. McCLUSKEY,  
MRS. VIC MORGAN, VIC MORGAN, MRS. DON RAY, DON RAY,  
all with Pan American Petroleum Corp., Fort Worth, Texas



JOE NOBLES  
Placid Oil Company  
Dallas, Texas



J. R. BURNETT  
Southland Royalty Co.  
Fort Worth, Texas



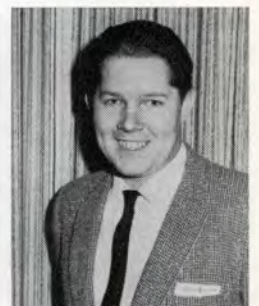
BOB YATES, left, D. A. WILLIAMS  
both with Mobil Oil Corp.  
Dallas, Texas



T. W. KIDD, left, Gulf Oil Corp.  
Midland, Texas; BILL CHAMPION, Lufkin  
Foundry & Machine Co., Odessa, Texas



NEAL O. McDANIEL, left, A. R. Dillard, Inc.  
Wichita Falls, Texas; A. C. ANDERSON  
Canadian Kewanee, Ltd., Calgary, Alberta, Canada



CHRIS SORENSON  
Humble Oil & Ref. Co.  
Overton, Texas

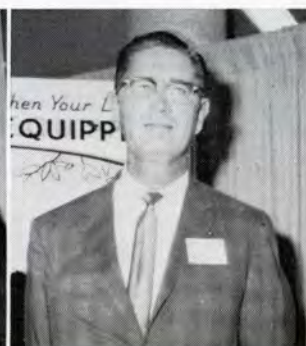
BILL GROLL  
Mobil Oil Corporation  
Dallas, Texas

J. R. LATIMER, JR.  
Dallas, Texas

BILL WILLIAMS  
Mobil Oil Corporation  
Dallas, Texas

C. W. KELLEY, JR.  
Dallas, Texas

C. B. KITOWSKI  
Gardner-Denver Co.  
Dallas, Texas







First row, left to right: TY SWANSON, Corpus Christi, Texas; DOUG PATTON, Lufkin; GENE GREEN, Marathon Oil Co., Hobbs, New Mexico; MONROE GRAY, Sinclair Oil & Gas Co., Midland, Texas; BILL CHAMPION, Lufkin, Odessa, Texas; JOHN OATMAN, Corpus Christi; JACK SIMMONS, Standard Oil Co. of Texas, Corpus Christi; BILL MOREAU, RILEY WEBB, Lufkin.  
 Second row, left to right: FRED GRIFFIN, Lufkin; EDDIE SMELLEY, Lufkin; A. A. PETERS, Marathon Oil Co., Hobbs; MARION LOVELACE, Mobil Oil Corp.,

Kermit, Texas; MARION HIGHTOWER, Lufkin, Hobbs; ROLLAND WILSON, Standard Oil Co. of Texas, Corpus Christi, JIM W. VANDERBECK, Standard Oil Co. of Texas, Pleasanton, Texas.  
 Third row, left to right: FINNIS COLLINS, Sinclair Oil & Gas Co., Midland; RAWLIE KRUEZ, Mobil Oil Corp., Midland; JOHN SWANSON, Lufkin, Corpus Christi, Texas; WARREN REES, Coastal States Gas Prod. Co., Corpus Christi; JOHN NORWOOD, CARL JONES, both with Gulf Oil Corp., Odessa.



BILL HINKLE, left, Pan American Petroleum Corp., Houston, Texas  
 JACK DUREE, Union Oil Co. of Canada, Ltd., Calgary, Alberta, Canada



Left to right: BOB KIMMONS, Lummus Co., Houston, Texas; BILL MINER, Lufkin, Houston; FRANK OUTLAW, Sun Oil Co., Venezuela; JIM HALE, Lummus Co., Houston; GENE TATE, Lufkin; FRANK COLLINS, Lumus Co., Houston; BILL TROUT, Lufkin, Houston; JIM PARTRIDGE, Lufkin.

Front row, left to right: JACK MOENS, Hillsdale, N. J.; JOHN THIRKELL, MERLE KNIPPLE, U. S. Steel Corp., Johnstown, Pa.; JOE DELACK, Blaw Knox Corp., Pittsburgh, Pa.; GEORGE CARR, Gamma Engineering Ltd., Whitby, Ont., Canada; JOHN FINNEY, Lufkin, Pittsburgh.  
 Second row, left to right: E. M. TATE, Lufkin; CARL SAX, U. S. Steel Corp., Johnstown; BUD OSTERMAN, Blaw Knox Corp.; ALBER BENVENISTE, Swindell-Dressler Co.; SAM DAVID, Heyl & Patterson, Inc., all in Pittsburgh; LOUIS GROH, Gamma Engineering, Ltd.; Whitby, Ont., Canada; MILTON WALTHER, W. W. TROUT, BILL MOREAU, Lufkin.



First row, left to right: CLAUDE OBAR, Tenneco Oil Co., Oklahoma City, Okla.; DALE PETERSEN, Shell Oil Co., Oklahoma City; L. A. LITTLE, Lufkin; E. C. INGRAM, Shell Oil Co., Oklahoma City; REUBEN HEATWOLE, JR., Sinclair Oil & Gas Co., Tulsa, Okla.  
 Second row, left to right: JIM PART- RIDGE, Lufkin; JIM GASHILL, Tenneco Oil Co., Oklahoma City; JOHN METTAUER, Lufkin, Oklahoma City; HENRY KNIGHT, Tenneco Oil Co., Oklahoma City; BEN QUEEN, Lufkin, Tulsa; EDDIE SMELLEY, Lufkin; EARL BLACHWELL, JR., American Petrofina of Texas, Dallas, Texas.  
 Third row, left to right: J. D. BRADLEY, Lufkin; EARL BREWER, Gulf Chemical Co., Houston, Texas; FRED GRIFFIN, Lufkin; EARL MITCHELL, E. J. Mitchell Co., Houston; CLARENCE LITTLEFIELD, Kewanee Oil Co., Tulsa; DELMAR COX, Calvert Exploration Co., Tulsa; H. H. MULLER, Lufkin, Dallas.



MARK AUTRY  
 Leland Fikes  
 Dallas, Texas

BOB STEELE  
 Texas Pacific Oil Company  
 Dallas, Texas

HOMER MELTON  
 Sinclair Oil & Gas Co.  
 Ardmore, Oklahoma

OTTIS BYRD  
 Cities Service Oil Co.  
 Shreveport, Louisiana

JOE SUMMERS  
 Cities Service Oil Co.  
 Wichita Falls, Texas





Left to right: EDWARD J. FRIEDRICH, A. A. RANKIN, JR., WILLIAM G. ROWE, CAPTAIN D. A. DERTIEN, USN; CAPTAIN M. J. PRINCE, USN; M. B. NICKEL, CAPTAIN RICHARD C. SERGEANT, all with the Panama Canal Company, Panama Canal Zone. Right, back row, A. W. MIDGLEY, Lufkin Foundry and Machine Co., Lufkin, Texas.

# MORE Snapshots



**FRED HUGHEY**  
Texas Pacific Oil Co.  
Midland, Texas



**EDDIE ROGERS**  
Shamrock Oil & Gas Co.  
Amarillo, Texas



**JOHN ALDERMAN**  
Edwin L. Cox  
Dallas, Texas



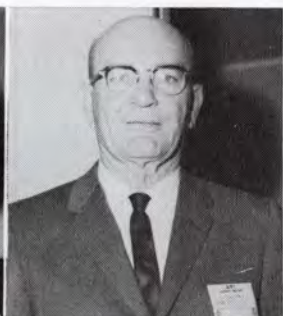
**D. C. KLINE**  
Texaco, Inc.  
Gladewater, Texas



**B. M. DAVIS**  
Davis-Kemp Tool Co.  
Kilgore, Texas



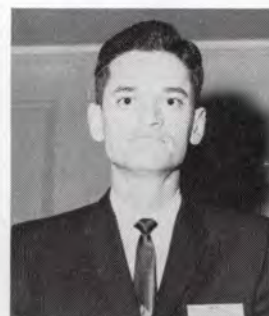
**M. R. McCOY, JR.**  
John C. Bowers  
Shreveport, Louisiana



**S. R. COLEMAN**  
Union Producing Co.  
Jackson, Mississippi



**J. O. CROWE**  
Gulf Oil Corporation  
Kilgore, Texas



**BILL THOMPSON**  
Phillips Petroleum Co.  
Smackover, Arkansas



**A. C. ENGLAND, JR.**  
Marathon Oil Company  
Tulsa, Oklahoma



Front row, left to right: JOE RANDOL, Houston, Texas; BILL LITTLE, Lufkin, Texas; both with Lufkin; P. T. RAHAR, Levinston Shipbuilding Co., Orange, Texas; Back row, left to right: WALTER MARX, Fairbanks, Morse, and Co., Houston; JOHN KROG, Levinston Shipbuilding Co., Orange; JOHN HALE, Houston; JIM HALE, Lummus Co., Houston.



**EARL BLACKWELL**  
American Petrofina Co.  
of Texas, Dallas, Texas



**HERMAN CANADA**  
American Petrofina Co.  
of Texas, Dallas, Texas

**RICHARD THOMPSON**  
Cresleann Oil Co.  
Dallas, Texas

**MR. AND MRS. ORRIN HOPPER**  
Pan American Petroleum Corp.  
Tripoli, Libya

**BUCK J. MILLER**  
Dallas, Texas



**C. E. SPILLER**  
Humble Oil & Refining Co.  
Shreveport, Louisiana



**JOHN C. McCONNICO**  
Crow Drilling & Prod. Co.  
Shreveport, Louisiana



MAX POWELL, left  
VERN SPENCE, both with the  
Russell Maguire Co., Dallas, Texas



Front row, left to right: R. T. KAO, J. J. PAN, J. C. LIW, F. S. SHIH, W. H. HUANG, all with  
Kaohsiung Oil Refinery, Kaohsiung Taiwan, Republic of China. Back row, left to right: EDDIE  
SMELLEY, MILTON WALTHER, Lufkin, Texas; TOM BOWERS, Houston, Texas; all with Lufkin.



JIM SANDERLIN  
Continental Oil Company  
Kilgore, Texas



C. M. BUMPASS  
Gulf Oil Corporation  
Kilgore, Texas



LACY HAMILTON  
Art Machen & Associates  
Longview, Texas



DON SARTAIN  
Texas Pacific Oil Company  
Dallas, Texas



S. R. COLEMAN  
Union Producing Co.  
Jackson, Mississippi



CHARLES COFFMAN  
Cities Service Oil Co.  
Hobbs, New Mexico



HAROLD HIBBS, left, Kilgore,  
Texas; BOB AGNEW, Monahans, Texas  
both with Humble Oil & Refining Co.



JIM PUCKETT  
Mobil Oil Corporation  
Casper, Wyoming



MR. and MRS. FRED GIPSON  
Continental Oil Company  
Odessa, Texas



LEE N. PERRY  
Humble Oil & Refining Co.  
Hobbs, New Mexico



REX BYERS, Tenneco  
Oil Company, Midland,  
Texas; MRS. BYERS



JOHN OKERSON, left, Fort Worth,  
Texas; STAN STOCKER, Houston, Texas  
both with Pan American Petroleum Corp.

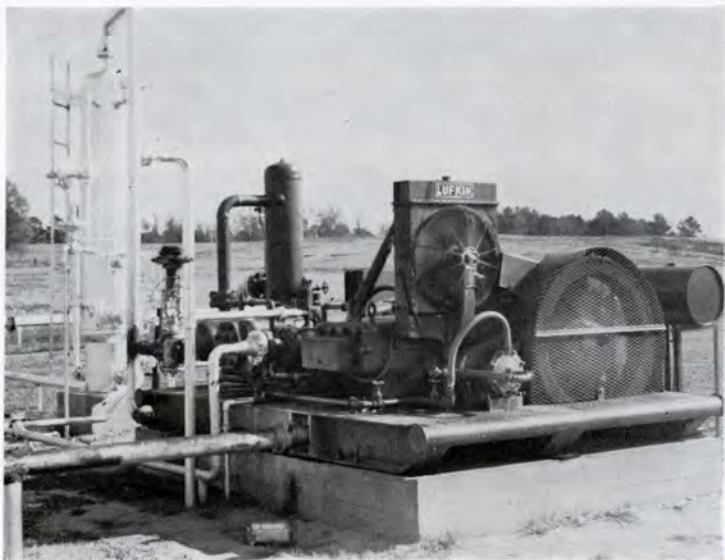


NICK MUNGAN, Sinclair  
Oil & Gas Co., Tulsa,  
Oklahoma; MRS. MUNGAN

Front row, left to right: C. D. RICHARDS, Lufkin; KEN CALVERT, DICK  
GLOGER, BOB OWEN, HOWARD JOHNSON, VANCE GRAY, ART PRELL, all  
with Tenneco Oil Co., Shreveport, Louisiana. Second row, left to right: FRED  
GRIFFIN, Lufkin; BILL MISKIMINS, DWIGHT PURTLE, JERRY BROWN, JIM

CONNVEY, RAY YOUNG, all with Tenneco Oil Co., Shreveport. Back row,  
left to right: T. A. BANTA, Lufkin, Shreveport; DOUG PATTON, Lufkin; JOHN  
MARTIN, Tenneco Oil Co., Shreveport; MILTON WALTHER, RILEY WEBB, BEN  
ELLIOTT, JIM PARTRIDGE, BILL TEMPLE, all with Lufkin.





1



2

# LUFKIN Installations



5

- 1 LUFKIN H-795 Gas Engine Driving Compressor for Skelly Oil Company, Carthage Gas Field, Clayton, Texas.
- 2 LUFKIN C-160D-143-64 Unit, Halliburton Oil Producing Company, East Texas Field, Kilgore, Texas.
- 3 LUFKIN C-80D-109-48 Unit, Marathon Oil Company, East Texas Field, Price, Texas.
- 4 LUFKIN C-228D-173-74 Unit, Cities Service Oil Company, Midway Lake Field, Quitman, Texas.
- 5 LUFKIN C-228D-212-86 Unit, Cities Service Oil Company, Clayton, Texas.
- 6 LUFKIN M-320D-298-100 Unit, Texaco, Inc., Poyner Field, Poyner, Texas.
- 7 LUFKIN C-320D-256-100 Unit, Tenneco Oil Company, Talco Field, Talco, Texas.
- 8 LUFKIN C-320D-256-100 Unit, Atlantic-Richfield Company, Sulphur Bluff Field, Sulphur Bluff, Texas.
- 9 LUFKIN C-160D-169-64 Unit, Sinclair Oil & Gas Company, East Texas Field, Kilgore, Texas.
- 10 LUFKIN C-320D-256-100 Unit, Sun Oil Company, Hitts Lake Field, Tyler, Texas.



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MRS. FRANCES W. EDWARDS, President



WHAT began as an idle threat made in mild anger resulted in a truck line piloted by a woman who has made the trucking industry her life's work and whose efforts have been blessed with phenomenal success.

Back in the early '40s, Mrs. Frances W. Edwards was a bookkeeper for a truck line in Birmingham, Alabama. It was her chore to travel to neighboring Bessemer to collect bills owed her employer. It was a little unusual for a woman to be doing this work, and no facilities for her comfort and convenience were available at the various places she had to go to make her collections. On this particular trip, she was fretted at being kept waiting most of the day before seeing the person whom she had come to see.

 **EAGLE**  
**MOTOR LINES**  
*...HAUL of FAME*



**EAGLE MOTOR LINES** tractor pulls a loaded **LUFKIN** up East Mountain with the panorama of Birmingham's skyline in the background

When at last she was in his office transacting her business, she grumbled half good-naturedly, half-seriously, "You know, I'm getting tired of these monthly trips over here, waiting all day to get in to see you. There's no place around here to get any lunch, nor is there any rest room facilities for a woman. I think I'll just buy this company."

Much to her surprise and somewhat dismay, she received a telephone call a few months later from that company saying if she were serious with her threat, the business was for sale. She told the caller it was a threat made in jest, but he insisted she think about it for a few days. Whereupon she approached a friend who was taking his meals at her mother's boarding house.

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He was Ocie M. Cook, Sr., owner of a small trucking line. He was skeptical at first, believing it impossible for them to get enough money to buy the firm. However, when Mrs. Edwards insisted that at least they should try, he agreed to be a partner if she succeeded.

At this time, both Mrs. Edwards and Mr. Cook owned two trucks each which were leased to Sullivan, Long and Hagerty, the firm they were considering purchasing, and she was aware that a person who knew the trucking business and who



OCIE M. COOK, SR., Vice President

was willing to work long and hard hours could have a successful company.

More easily than she or Cook imagined, they got the money and purchased the Bessemer, Alabama company.

“It was on October 29, 1945, that we closed the deal,” Mrs. Edwards remembers.

Then began the wait for the ICC approval. One afternoon at 2 o’clock Mrs. Edwards got a call saying the approval had come and it was necessary to file the papers immediately. It suddenly dawned on the partners that they had not selected a name for their fledgling company.

They didn’t want to use their last names so they started thumbing through the dictionary and came upon a page of colorful birds. Mr. Cook put his finger on the big bald eagle, and Mrs. Edwards nodded her head in assent.

Thus it was on the first day of January, 1946, the Eagle Motor Lines was launched in the trucking industry, specializing in the hauling of iron and steel, with no back haul and little general commodity authority. Mrs. Edwards was named president and Cook, vice president.

They decided to service their beginning authority in six states (Alabama, Mississippi, Georgia, Tennessee, Florida and Louisiana) with 10 trucks

—five on the road and five at home port being loaded.

“Those plans didn’t materialize after the first few months. We had such good business that we had to keep all 10 trucks on the road,” Mrs. Edwards commented with a smile, and then added, “and we operated the first eleven days out of our pockets, making the first deposit in the bank on January 11, 1946.”

The first year Eagle Motor Lines did approximately \$500,000 business. Today, they do more than that much in one month.

By August, 1950, Eagle Motor Lines was ready to expand. They acquired additional authorities and extended their routes into more states. They continued to specialize in hauling iron, steel, heavy machinery and pipe but they acquired general commodity authority also, as well as back hauls.

Steadily and continuously, the dynamic “Mrs. E.,” as she is affectionately called by her friends and employees, and Mr. Cook led their company toward greater and greater growth. Today, Eagle Motor Lines operates 338 tractors and 534 over-the-road trailers of all types, including Lufkins, throughout 22 states. Their revenue topped \$7 million last year.

“For sentimental reasons, we still have the first





**OCIE M. COOK, JR., Secretary-Treasurer**

**J. W. (Doug) COOK, Vice President**

trailer we ever purchased," the President recalled with nostalgia.

"Although we have had the usual set-backs that come with operating a truck line, we have somehow managed to surmount them. We are grateful to our many fine customers who are more than just customers to us; they are personal friends. We are fortunate to have loyal and valuable employees, many of whom have been with us for 20 years or more. We believe our company has grown because we always have had uppermost in our minds to give the best personalized service available anywhere," she remarked.

Then she added, "The Company's primary concern is to keep the equipment in top condition, always to strive to operate this equipment as safely as is humanly possible, and to render the best service to our customers."

When she isn't working at her trucking business, Mrs. Edwards finds time to enjoy with her husband their 1000-acre farm on which they raise purebred black angus cattle and quarterhorses. They also have a home in Sarasota, Florida, where they spend their vacations.

Mr. Cook is an avid bowler. In his office are

many bowling trophies which have been awarded to the company as evidence of the excellence of the teams which are sponsored by Eagle Motor Lines. Mr. Cook is also a water skiing enthusiast and participates in this sport whenever time permits.

His two sons have grown up in the trucking business and are executives in Eagle Motor Lines. The younger, Doug Cook, recently was elected to the Alabama House of Representatives, his first venture into statewide politics.

Eagle Motor Lines offices are located in Birmingham, Attalla and Anniston, Alabama; Pica-yune, Mississippi; New Orleans, Louisiana; Chattanooga and Memphis, Tennessee; Atlanta, Georgia; West Memphis, Arkansas; Milwaukee, Wisconsin; Hammond, Indiana; Mineola, Texas; and Moundsville, West Virginia.

Officers of the company include Mrs. Francis W. Edwards, president; Ocie M. Cook, Sr., vice president; J. W. (Doug) Cook, vice president; and Ocie M. Cook, Jr., secretary-treasurer. Roger Shan-ner is Safety Director.

Lufkin is proud to have Eagle Motor Lines among its friends and customers.



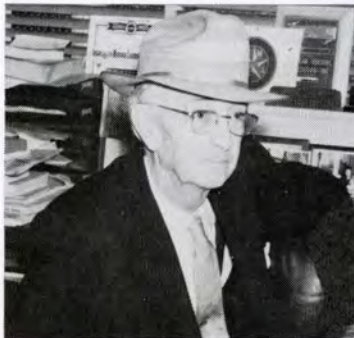
**BUDDY HOPKINS, left, NICK HUCKABY, both with R. A. Brooks Trucking, North Little Rock, Arkansas**



**GLEN MOODY**  
Moody Tire Service  
North Little Rock, Arkansas



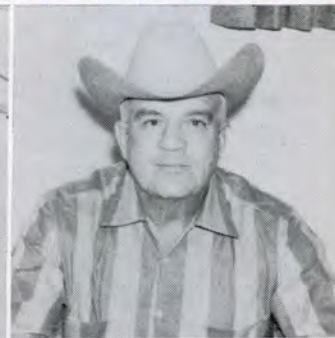
**WILBER RIMMER**  
Thermo-King Corp.  
Kansas City, Missouri



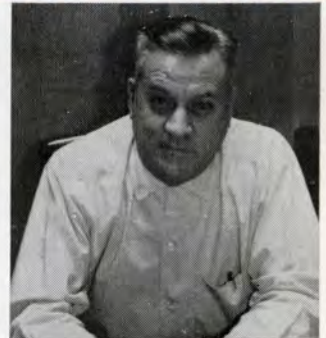
**TOM MILLER**  
Miller Truck Line  
Fort Worth, Texas



**T. O. MASHBURN**  
C & H Transportation  
Dallas, Texas



**ROY PRINCE**  
Ball Brothers Trucking Co.  
Grand Prairie, Texas



**W. NELSON INNIS**  
West Brothers Inc.  
Hattiesburg, Mississippi



**BILL PHELPS**  
Wales Trucking Co.  
Grand Prairie, Texas



**MRS. H. E. WEST**  
West Brothers, Inc.  
Hattiesburg, Mississippi



**CHARLES A. HUNTER**  
West Brothers, Inc.  
Hattiesburg, Mississippi



**WINFRED ROBERTSON**  
Midway Motor Freight Lines  
Little Rock, Arkansas



**GENE MILLER**  
Miller Truck Line  
Fort Worth, Texas



**W. D. (BUDDY) WESLEY**  
Miller Truck Line  
Fort Worth, Texas



**BILL CUNNINGHAM**  
Wales Trucking Co.  
Grand Prairie, Texas



**ED MILLER**  
Miller Truck Line  
Fort Worth, Texas



**BOBBY BROWN**  
Arkansas Thermo-King  
North Little Rock, Arkansas

**DERYLE GLENN**  
Southern Sales Co. Inc.  
Little Rock, Arkansas



**BUCK CATT, left, OMER CATT, Pampa, Texas**

**CKING FOLK**



**JOE B. CHAPMAN, JR.**  
West Brothers, Inc.  
Hattiesburg, Mississippi

**CHARLIE NEWMAN**  
Newman Brothers Trucking Co.  
Fort Worth, Texas

**M. E. WEST**  
West Brothers, Inc.  
Hattiesburg, Mississippi

**W. E. WEST**  
West Brothers, Inc.  
Hattiesburg, Mississippi



**DENNIS FUCHSHUBER**  
Newman Brothers Trucking Co.  
Fort Worth, Texas

**LLOYD STITH**  
The Chief Lines  
Tulsa, Oklahoma

**J. E. STITH**  
The Chief Lines  
Tulsa, Oklahoma

**H. E. WEST**  
West Brothers, Inc.  
Hattiesburg, Mississippi



**A. D. BROCK**  
Miller Truck Line  
Fort Worth, Texas

**ED JAYROE**  
Wales Trucking Co.  
Grand Prairie, Texas

**RAY BECK**  
The Chief Lines  
Tulsa, Oklahoma

**JACK BUSH**  
Wales Trucking Co.  
Grand Prairie, Texas



**CALCITE II, a self-unloader, is operated by the Bradley Fleet of United States Steel Corporation**

**F**OR A PERIOD of 40 to 50 years, the Great Lakes cargo fleet has utilized reciprocating steam engines as the propulsion power unit in the 600-foot class cargo carriers.

These vessels range from 550 feet to 600 feet in length with a beam of about 60 feet and with a loaded capacity of from 12,000 to 14,000 tons.

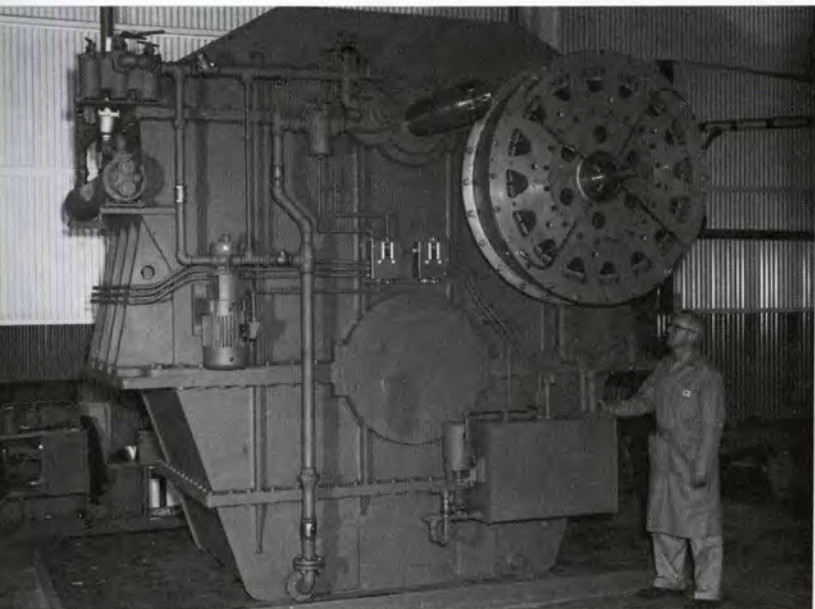
Back in the early fifties, although their hulls were in excellent condition, many of these vessels required extensive repairs or upgrading or replacement of their steam propulsion engines, boilers, etc. in order to provide efficient operation.

Careful studies made by naval architects and marine engineers indicated that most of these ships could be converted into efficient cargo vessels by repowering, using heavy duty diesel propulsion engines with suitable marine reduction gears. Lufkin has contributed to this modernization program in supplying gears for five cargo vessels and one car ferry.

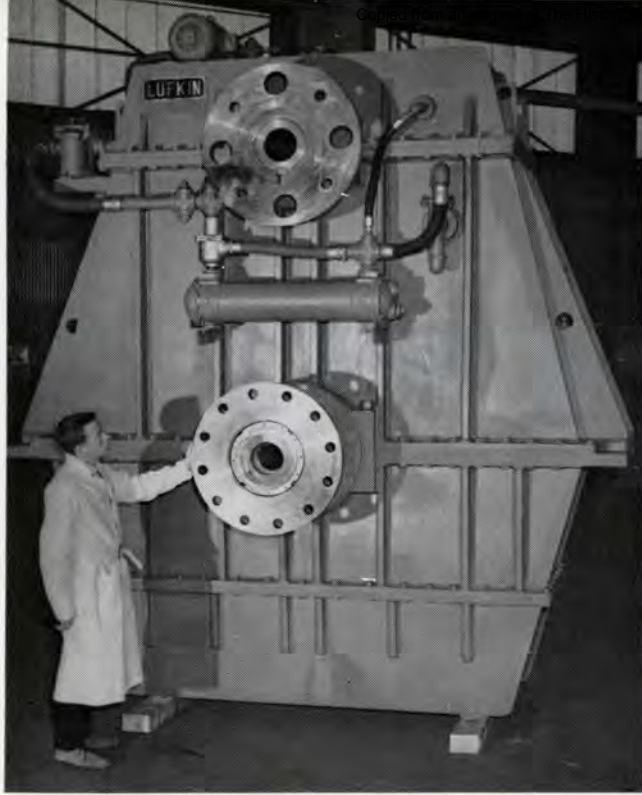
# LUFKIN ON THE GREAT LAKES

**O**NE of the conversions in which a Lufkin marine reversing and reduction gear was installed is the motor vessel Calcite II, a self-unloader operated by the Bradley Fleet of the United States Steel Corporation. The vessel is 604 feet long with a 60-foot beam and a 32-foot depth.

This vessel was built by the American Shipbuilding Company and was later converted to a self-unloader. It was repowered during the winter of 1963-64 with a 12-cylinder, V-type, Nordberg FS-1312-HSC Supairthermal Diesel, rated 3240 B. HP at 515 RPM. The propulsion engine



**LUFKIN RS6024 Marine Propulsion Gear with water cooled clutches for Great Lakes ore boats Calcite II and Thomas LaMont**



Left: LUFKIN Model VQ6024 is a straight reduction gear as installed in MV Raymond H. Reiss



RAYMOND H. REISS is operated by the Reiss Steamship Company of Sheboygan, Wisconsin

drives the propeller shaft through a Lufkin Model RS6024 marine reversing and reduction gear with a gear ratio of 4.68:1, effecting a full propeller speed of 110 RPM.

The Lufkin gear is equipped with Fawick water cooled slip clutches which permit operation of the vessel at reduced propeller speeds. The slip clutches allow the clutches to slip to 10 to 15 RPM, thus allowing the ship to maneuver at extremely low speeds with complete control from the pilot house, using a remote control concept developed and patented by the Nordberg Manufacturing Company.

This conversion has reduced the total weight of the vessel, thus raising the annual cargo capacity. While the cargo capacity has been increased, the speed has increased also to a loaded speed of 12.92 miles per hour.

The M/V Thomas LaMont, operated by U.S. Steel's Pittsburgh Fleet, was repowered with the same size diesel and Lufkin Gear in the winter of 1964-65.

Conversions such as the Calcite II and the Thomas LaMont provide the owners with modern cargo vessels which will effect reliability of operation for many years.

**L**UFKIN'S most recent marine gear application on the Great Lakes was made in the motor vessel Raymond H. Reiss, owned and operated by the Reiss Steamship Company of Sheboygan, Wisconsin. The ship is 587 feet long with a 60-foot beam and 32-foot depth, with a cargo capacity of ap-

proximately 14,000 tons. The principal cargo is coal, ore, stone or grain.

The repowering of the Raymond H. Reiss was carried out at the Fraser Shipyards at Superior, Wisconsin, in the winter and spring of 1966. The re-fitting involved the removal of the steam engine, boilers and related steam equipment. The vessel was then filled with a Nordberg Model FS-1316-HSC four-cycle, 16-cylinder, non-reversing turbo-charged marine diesel engine rated 4320 B. HP at 515 RPM, a Lufkin Model VQ6024 Marine straight reduction gear with a gear ratio of 3.96:1, a KA-ME-WA controllable pitch propeller, bow thruster and other necessary auxiliary equipment.

Marine Consultants & Designers, Inc., naval architects, acted for the Fraser Shipyards in preparing the drawings and R. A. Stearn, naval architect of Sturgeon Bay, Wisconsin, represented the Reiss Steamship Company.

The new diesel engine increased the propulsion horsepower from approximately 2400 HP to 4320 HP, increasing the full load speed from 10.5 to 14.2 miles per hour. In addition this conversion resulted in an increase in the cargo capacity of about 450 tons.



A fellow came rushing into a barbershop and asked how many were ahead of him. When the barber replied, "Four," he turned around and rushed out.

A few days later he showed up again and demanded to know how many were ahead of him. The barber checked and announced, "Three."

The man again dashed out and again did not return that day. Later, he showed up in the week and again wanted to know the number ahead of him. When the barber said, "Two," he rushed out the shop faster than ever.

The barber could stand the suspense no longer and insisted that the shine-boy follow and see where such a crazy fellow was going. Out went the boy after the "odd" man and much later, came back.

"Did you follow him?" demanded the barber.

"Yes suh," said the boy.

"Well, where did the crazy coot go?"

"To yo' house, suh," was the answer.

Census taker, viewing Martha and her six tots with a puzzled frown: "I don't understand you. I thought you said your husband died six years ago "

"Yes," she replied emphatically. "He died, but I didn't."

Spinster: "I can't decide be-

tween the easy chair or the couch."

Furniture salesman: "Lady, I don't think you can go wrong with a comfortable chair like this one."

Spinster: "Then I think I'll take the couch."

A Britisher and an American were on a ship to America, and the American was berating the Britisher and his way of life.

"The trouble with you English," he ranted, "is that you stick together too much. There should be more intermingling. In my blood there's Russian, Spanish, Greek, and Italian."

The Britisher looked up and said, "I say, old chap, that was very sporting of your mother."

A newly married couple was looking for a house in the country and after finding one they thought suitable, they moved in and made it their home. Upon arriving, the wife noticed they didn't have a bathroom commode, so she decided to write the owners. But being shy and modest, she hesitated. She hated to spell out "Bathroom Commode" so she just put "B.C."

The landlord, not knowing what she meant by "B.C." pondered for awhile, and decided she meant Baptist Church. He answered her letter as follows:

"Dear Madam: I regret the

delay in answering your letter, but now I take pleasure in informing you a "B.C." is located just nine miles from your house, and it is capable of seating 250 people. This is very unfortunate if you are in the habit of going regularly but no doubt you will be interested to know a number of people take their lunch and make a day of it. They usually arrive early and stay late. The last time my wife and I went was six years ago and we had to stand up the whole time. It may interest you to know a supper has been planned to raise money for more seats.

"I would like to say it pains me greatly not to be able to go more regularly but it surely is no lack of interest on my part. As we grow older it seems to be more of an effort, particularly in cold weather. May I hope to see you soon. The Landlord.

"Bathingsuitwise" this is going to be the year when a woman who has absolutely nothing to wear wears it!"

"Cleo, baby," said Cleopatra's doctor, "I repeat—if you don't get up off your asp you're gonna die!"

It was the rookie nurse's first day but she was trying to make good. When she checked on the call light from a bed-ridden male patient, he asked for a "vase."

Not quite up on this hospital terminology, she nevertheless started off in search, but paused at the doorway of the room and looked back. "Just how large a bouquet do you have?"

Then there's the girl who ruined her health because she thought the doctor said three healthy males a day.

**BUY  
LUFKIN**  
*...BUY  
Dependability*



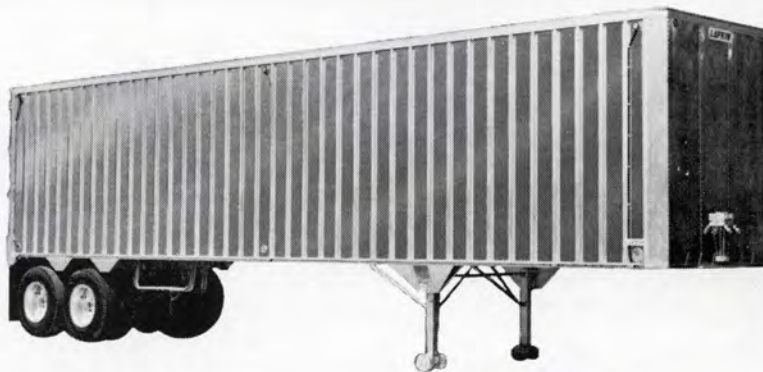
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