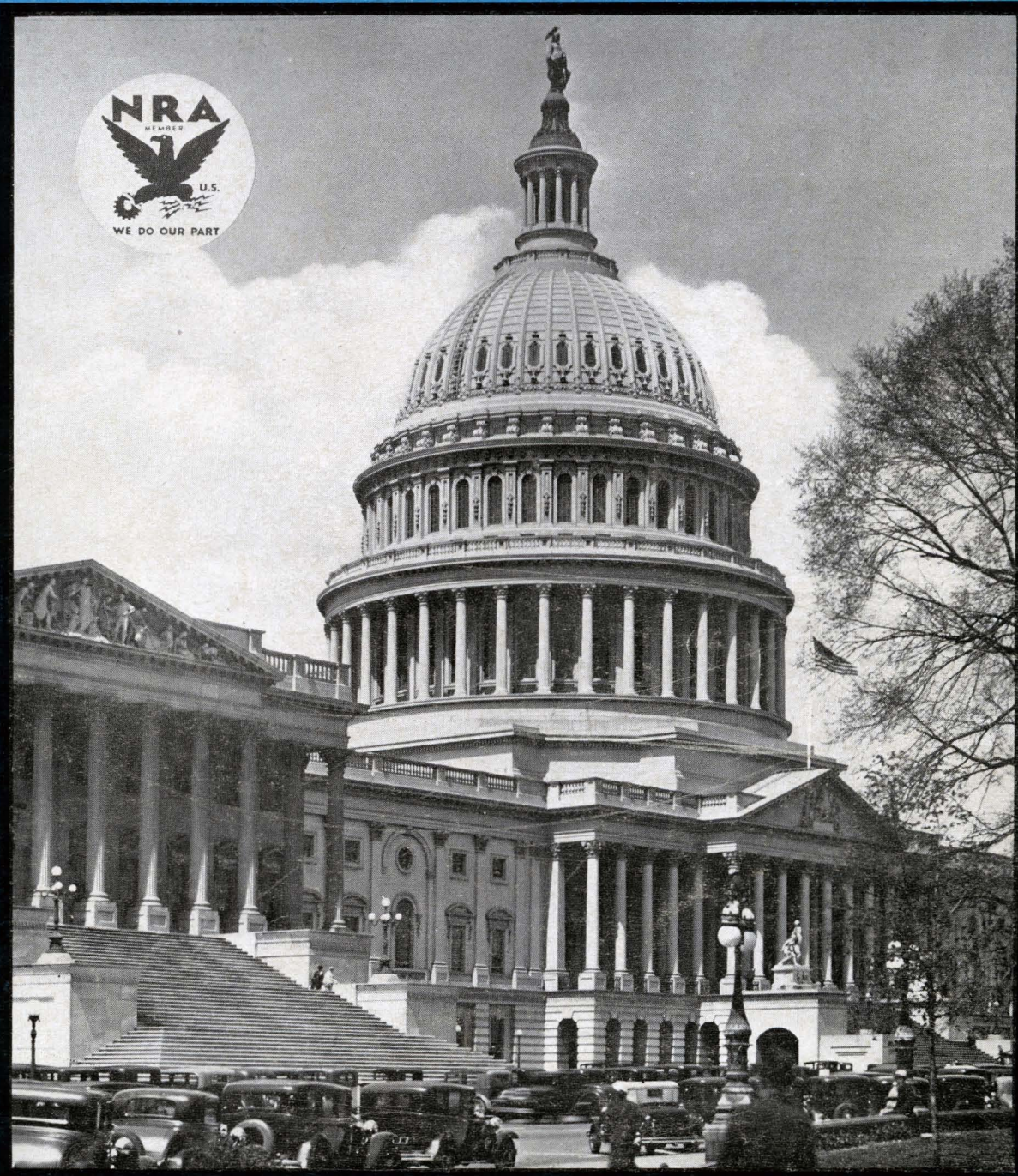


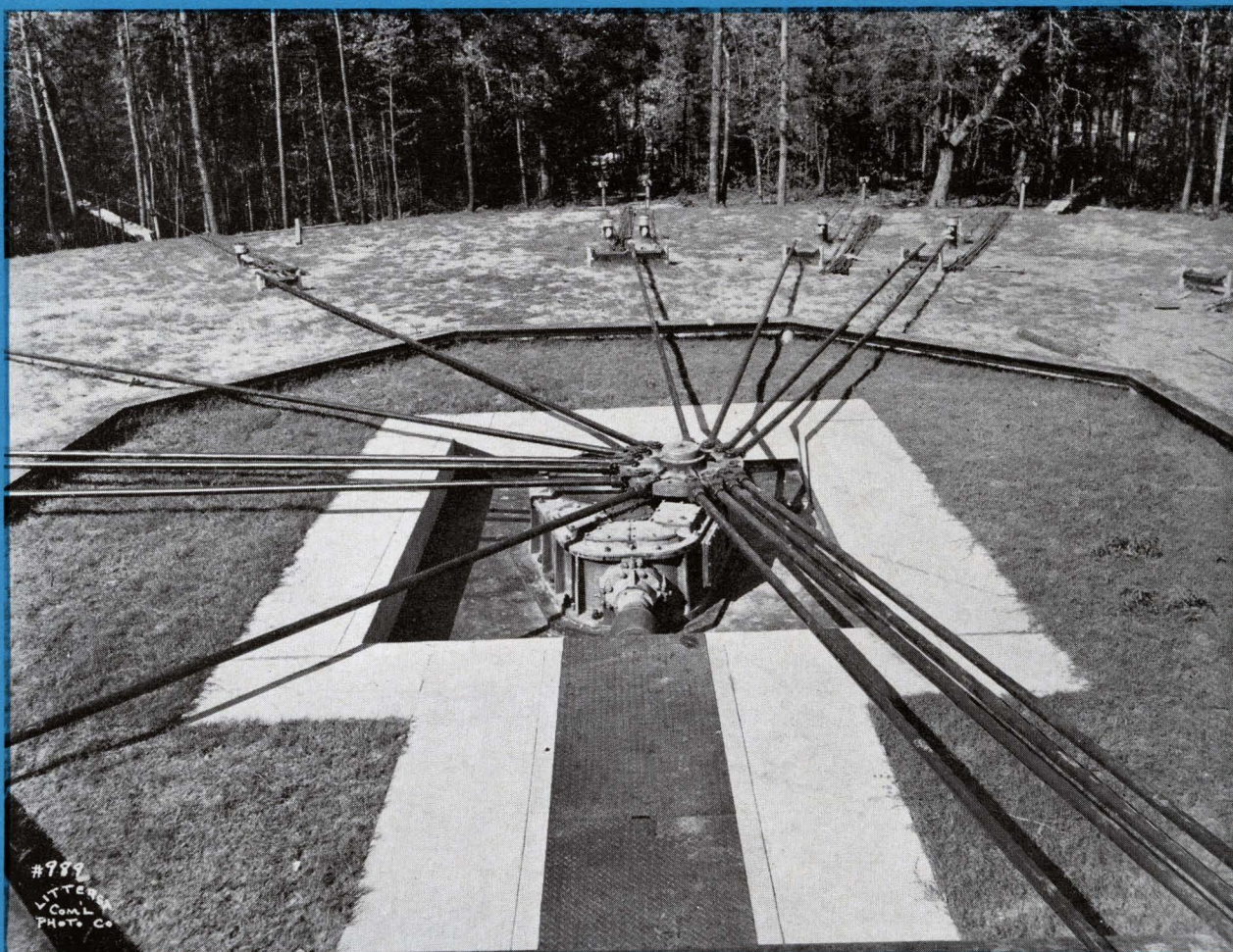
JANUARY—FEBRUARY

» 1934 «

The LUFKIN LINE



LUFKIN PRESENTS . . .



A REAL Central Power

The Lufkin Herringbone Power

No. H. B. 150

See Details Pages 8 and 9

Manufactured at Lufkin, Texas

LUFKIN FOUNDRY & MACHINE COMPANY

BRANCH OFFICES IN PRINCIPAL OIL FIELDS

THE LUFKIN LINE

Published to promote Friendship and Goodwill with its customers and friends and to advance the interest of its products by the Lufkin Foundry and Machine Co.—A. E. CUDLIFF, *Editor*.

Vol. XIII

JANUARY—FEBRUARY, 1934

No. 1

GREETINGS

WE cannot with a handclasp greet
Each friend of ours we'd like to meet;
We cannot say how much we prize
The good will money never buys
But with this greeting we convey
Exactly what we'd like to say . . .

HAPPY NEW YEAR!

Leadership

Leadership is a quality possessed by very few of the human kind. It is not altogether the happiest estate for it means hard work, immolation, responsibility, and often loneliness. Democracy does not consist in every man being a leader, but democracy selects its leaders and believes in them.

We now have undisputed National leadership of a high order and it behooves every man, the average man, to lend a hand. Let our present days of reconstruction build more stately mansions of progress. Let us not look backward to what we have lost, but forward to what we will gain. Every product is here for progress—every resource for development. Wealth has not been destroyed—possibly it has changed hands, but it is still here ready to work. Economic upheavals are common to all generations but history

records that each is invariably followed by a return of increased prosperity and progress. Today we are unquestionably nearing the end of another gloomy moment in history. With this realization we should enter the New Year with confidence resolved to prepare vigorously for prosperity's inevitable return. Optimism is the normal habit of life—

pessimism is certainly and truly a disease.

In the words of that immortal Theodore Roosevelt—"Let us not pray for a light burden, but a strong back"—and let's do something about it—Let's go!

Gifts

It is told that among the costly presents brought by the Queen of Sheba, when she came to visit King Solomon, was one which the king prized above all the rest. It was a beautiful vase filled with a magic elixir, one drop of which would give eternal life and happiness.

The friends of King Solomon heard about the wonderful elixir, and when ill, sent messengers to him to beg for a drop of the precious

fluid. The king, fearing that if the vase were opened its contents would turn to vapor and none would be left for himself, refused all requests. Finally he himself was taken ill. When his physician unsealed the vase it was empty!

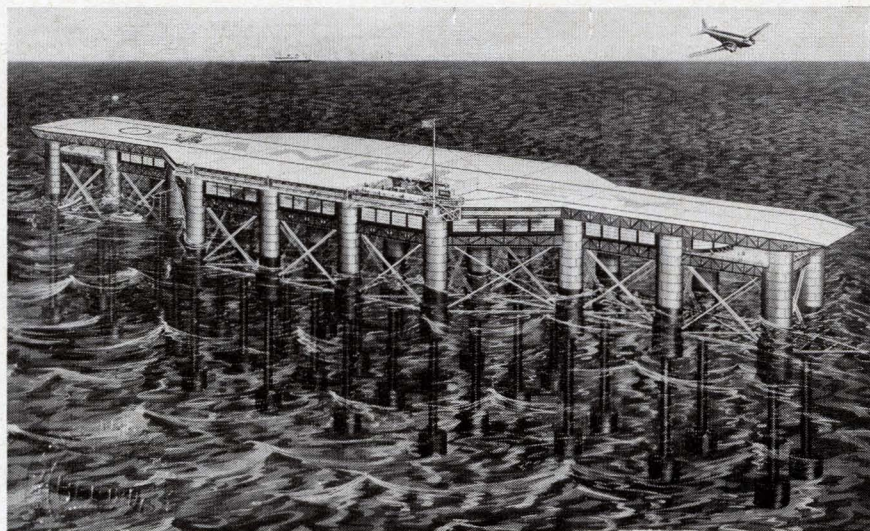
It seems to be a law of life that the things with which we are selfish and stingy, we lose, and that which we give, we retain.

—"Joys of Life."

Jan.-Feb., 1934

The Lufkin Line

2



—Courtesy The Iron Age.

PWA LOANS \$1,500,000 FOR FLOATING AIRPORT: Funds have been allocated to the aeronautics branch of the department of commerce for starting work on a demonstration section (one-fourth of full length) of this seadrome. If tests on the demonstration section are successful, the first full-size unit will be built and anchored about 500 miles off the coast of Norfolk, Va. Original seadrome plans called for the use of about 17,000 tons of iron and steel, chiefly structural variety, in the construction of a single unit, cost of which is estimated to be about \$6,000,000. The seadrome is a steel and iron openwork structure with the landing deck 100 feet above waterline, and buoyancy tanks averaging 40 feet below the waterline. Waves, in full gale, pass through the supporting columns without breaking or exerting any impact on the structure. It is ultimately projected to locate the landing fields along a southerly Atlantic air route to Europe, all to be owned, established and operated by the federal government.



an experimental section of such a seadrome seems practically assured. If it proves successful, and its sponsors are certain that it will, money will be sought to build five such floating air stations to be anchored in the Atlantic. At least 125,000 tons of steel would be required, and thousands of men would be given employment. As an impetus to industrial recovery, the project would be of inestimable value. As an achievement in transportation, it would be epochal.

The idea has naturally met with much criticism, chiefly from parties whose particular interests might be thwarted. But the Panama Canal had many critics before it was built. One great country failed in the job, and it was left to the United States. It is good to know that our Government has not lost its pioneering heritage.—*The Iron Age*.

ENGINEERING VISION vs DEPRESSION

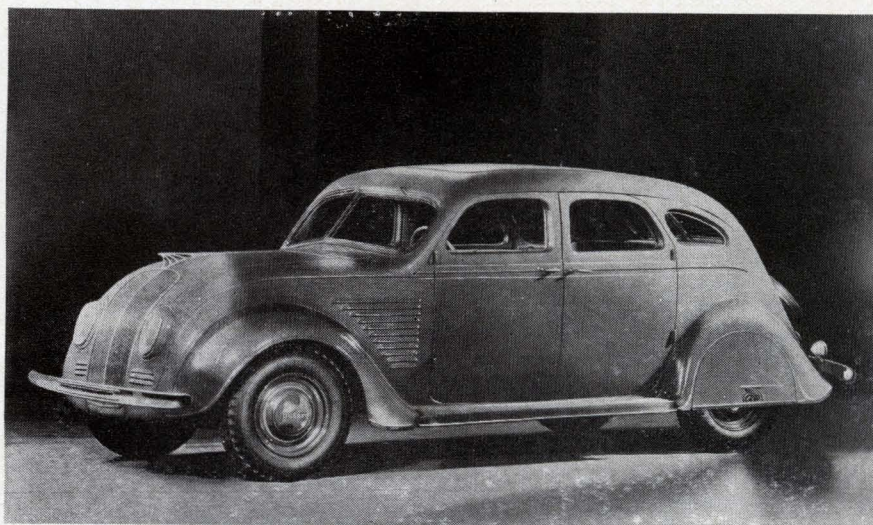
The engineer is frequently blamed for economic maladjustment. His ingenuity in the development of the machine is said to have upset the delicate balance of the industrial structure. Critics have answered with the simple fact that without the engineer human progress would stop. And progress is essential. History offers no examples of the world's long remaining static, and retrogression has always been disastrous.

But occasionally the engineer displays vision which fires the imagination of his severest critics. The Armstrong Seadrome, developed to "bridge" the Atlantic with a chain of landing platforms for flying ships, is an example.

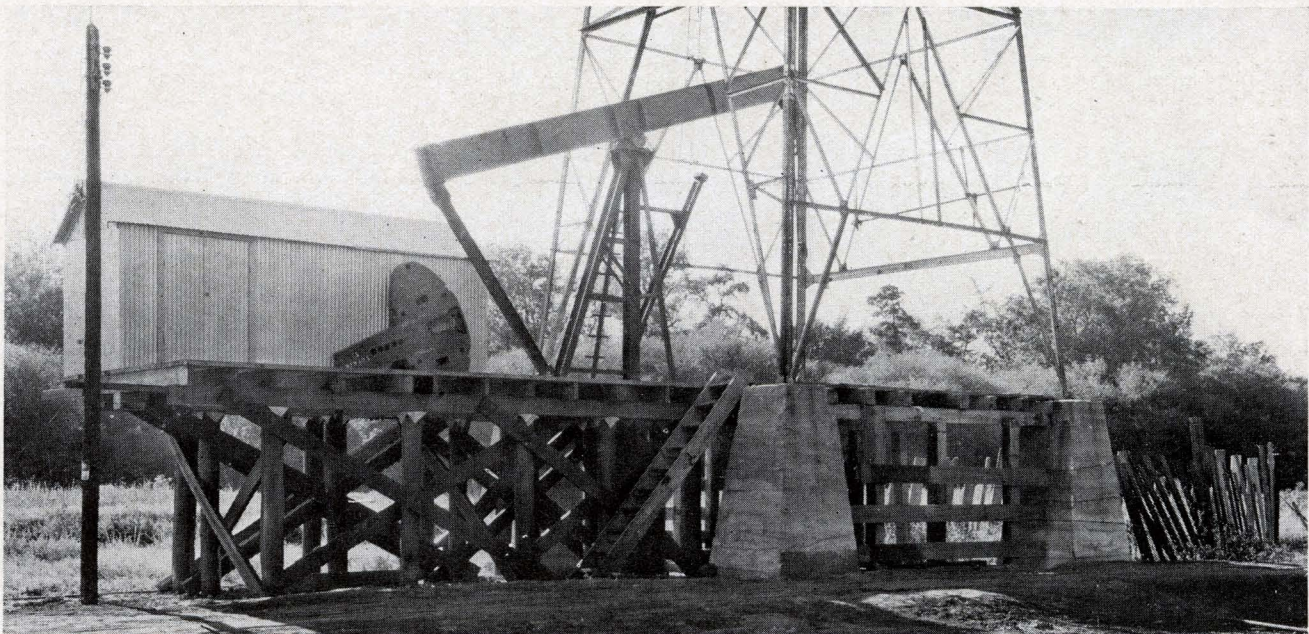
Not a recent conception, the seadrome idea has been a "natural" for the Sunday supplements for many years. Even when first broached, it received much serious consideration, and the basic principles were outlined in *The Iron Age* on Nov. 14, 1929. At that time, Edward H. Armstrong had attracted the attention of such pioneering organizations as General Electric Co., Sun Shipbuilding & Dry Dock Co., Belmont Iron Works, John A. Roebling's Sons Co. and Henry J. Gielow, Inc., New York naval architect. It is significant that these firms are still inter-

ested. It may seem ironic to the critics of the engineer that this visionary idea of 1929 has become a sober actuality of 1933 and now seems likely to be realized as a means of putting men to work. The Public Works Administration, in its routine disbursements of millions for sewers, post offices, waterworks, roads and irrigation projects, has been struck by the originality of the scheme.

Allocation of funds for building



The much-heralded Airflow De Soto, the first truly streamlined car, made its debut at the New York show on January 6. Its rounded nose and tapering rear are an application of aerodynamic theories of aviation and automotive engineers. The motor is located over the front axle, the rear seat is ahead of the rear axle, so that passengers ride between the axles. The Airflow De Soto six represents the greatest single departure from conventional design that the automobile industry has seen in more than a decade.



Deep Rock Oil Corp. installation in East Texas of Lufkin designed "Angelina" long leaf yellow pine creosoted piling job. Equipment includes Lufkin 5½" Herringbone gear unit, etc., with electric motor drive.

Deep Rock's Answer

... TO RIVER BOTTOM PROBLEMS

The Sabine River winding its way through the East Texas oil fields creates many production problems. Among them is the installation of pumping equipment.

In flood periods much of the lowland adjacent to the river banks overflows and surface equipment must be installed sufficiently high that flood water will not damage the machinery or interfere with the continuity of production.

There is one answer to economical and satisfactory operation and that is Lufkin Units. However, the Units may be installed either on concrete or wood piling.

Where concrete is used a big reinforced mat is poured on the surface and the machinery supports and walkway columns jut up from this mat. An installation of this type,

"You will be glad to know that the units are all installed and that we gave the pile and timber structure on Prichard 110 a. No. 9, the 12 foot high one, the severest test we could, without being able to shake it. We slipped the kidney weights out to the end of the crank, in extreme pumping position, and put the motor in high speed, giving 25 R.P.M. at the crank. There was no movement lengthways or crossways and only an almost imperceptible springing up and down of the timber which is of no consequence. We followed very closely the Lufkin design for this structure and should you have other customers for equipment to be installed under similar conditions, we can put on a demonstration that should remove all doubts from their minds."

Excerpt from letter of C. O. Moss,
Chief Engineer, October 14, 1933.

labor and concrete only costs in the neighborhood of \$1600.00 dependent upon elevation of machinery supports and installation details.

Deep Rock Oil Company's answer to this flood problem was an installation mounted on piling, this well

designed piling installation is very carefully, and economically installed at an average cost of about \$1000.00 per well for piling, timber supports and labor.

The piles are all creosoted and the cap sills and machinery support sills 90 per cent heart, long leaf yellow pine. The use of these materials should insure twenty years of life to the foundation material and that is looking far into the future and should last as long as the well produces.

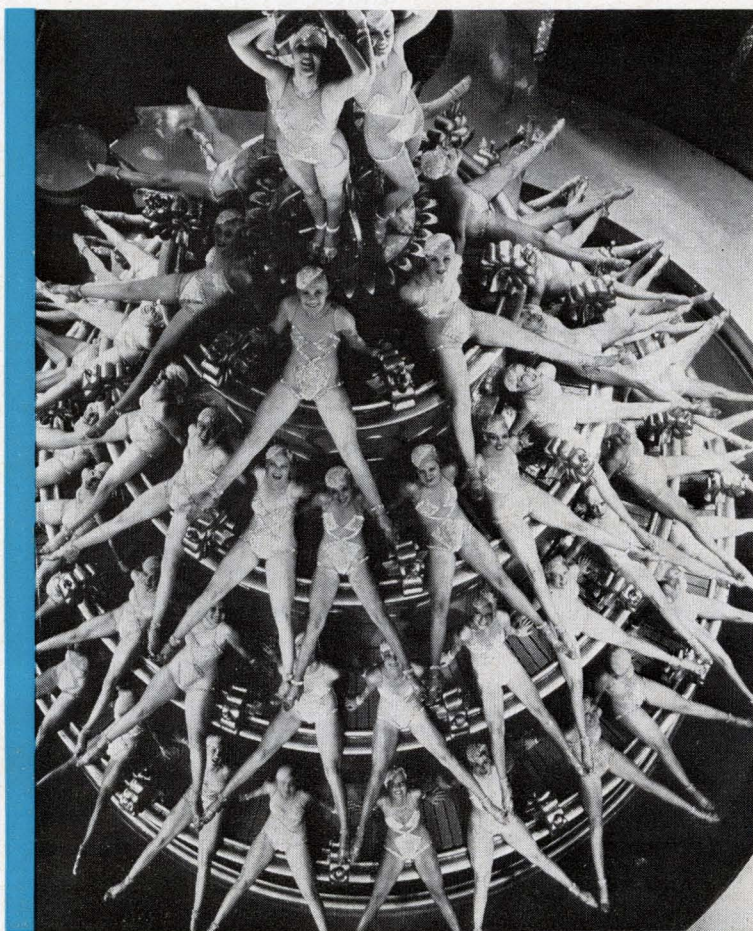
Severe tests have been applied to these unit installations and no vibration or spring can be detected.

Installations of this type may be the most economical answer to the equipment problem in the overflow bottoms of the Sabine River in the East Texas oil fields.

Jan.-Feb., 1934

The Lufkin Line

4



STEEL

Goes Hollywood

Since Warner Brothers, of Burbank, Cal., started the ball rolling with their gigantic multiple-platform tower, which folds or extends silently despite the almost six tons of metal on it, other studios either are planning or contemplating equipment of a distinctive nature for their own productions.

Varied numbers of good-looking Hollywood Ganymedes, Astartes, Hebes and Dianas are destined to disport their charms with all the human motion for which Hollywood is famous, plus the product for the machine.

This device employs a permanent shaft sunk below the sound stage and cemented, prior to putting on the fountain superstructure. The hydraulic shaft or lift is more than 20 feet in length and is used to operate the rotating platforms of the fountain. This jack had to be turned on the biggest lathe on the West Coast. Water pressure of 250 pounds furnishes the motive power.—*Reprinted from Iron Age.*



Texaco, which made the fire-chief and the fireman's hat equally famous, has had to drop the latter because of code complications. Anyway, the police departments were getting jealous.



The oil code, it seems, bars premiums of all kinds. The best the refiners can do now is to offer premium gas without extra charge.



Assistant Secretary Tugwell can congratulate himself on being the best advertised professor who ever left Columbia. He may even become the best advertised professor who ever went back.



Rexford Guy Tugwell has at least demonstrated to the satisfaction of all concerned that there are times when a college professor can get his name in the paper oftener than a college halfback.

The Hookless Fastener Company is trying to get men interested in zipper closures for trousers. The item belongs in the Height of Optimism department.



Even the most daring and unconventional male stops short of changing the architecture of his pants.



Prohibition is headin' for the last round-up. Git along, little dogey—and make it snappy!

"WHEN A COMPETITOR IMMITATES,—do not get upset. They are acknowledging your superiority and confessing that they are in a state of confusion. They are admitting that the best they can do is to play second fiddle."—A. D.—Formation.

According to Motor Advertising . . .

General Motors will provide "knee action" for its cars in 1934, but it will have to go a little higher to cut out the shimmy.



According to current Plymouth copy, everything that goes into an automobile costs more today, including ore. So if you find less ore attached to your next Plymouth, you'll know the reason why.



"A pat on the back," asserts Stude Baker, "is more effective than a sock on the jaw."

But supposing you're trying for a knock-out?

QUALITY

"It took three years of violent price appeal to make people forget quality. It may take equally long, with sound advertising and promotion, to bring quality back to its rightful place of supremacy. But it is being done."

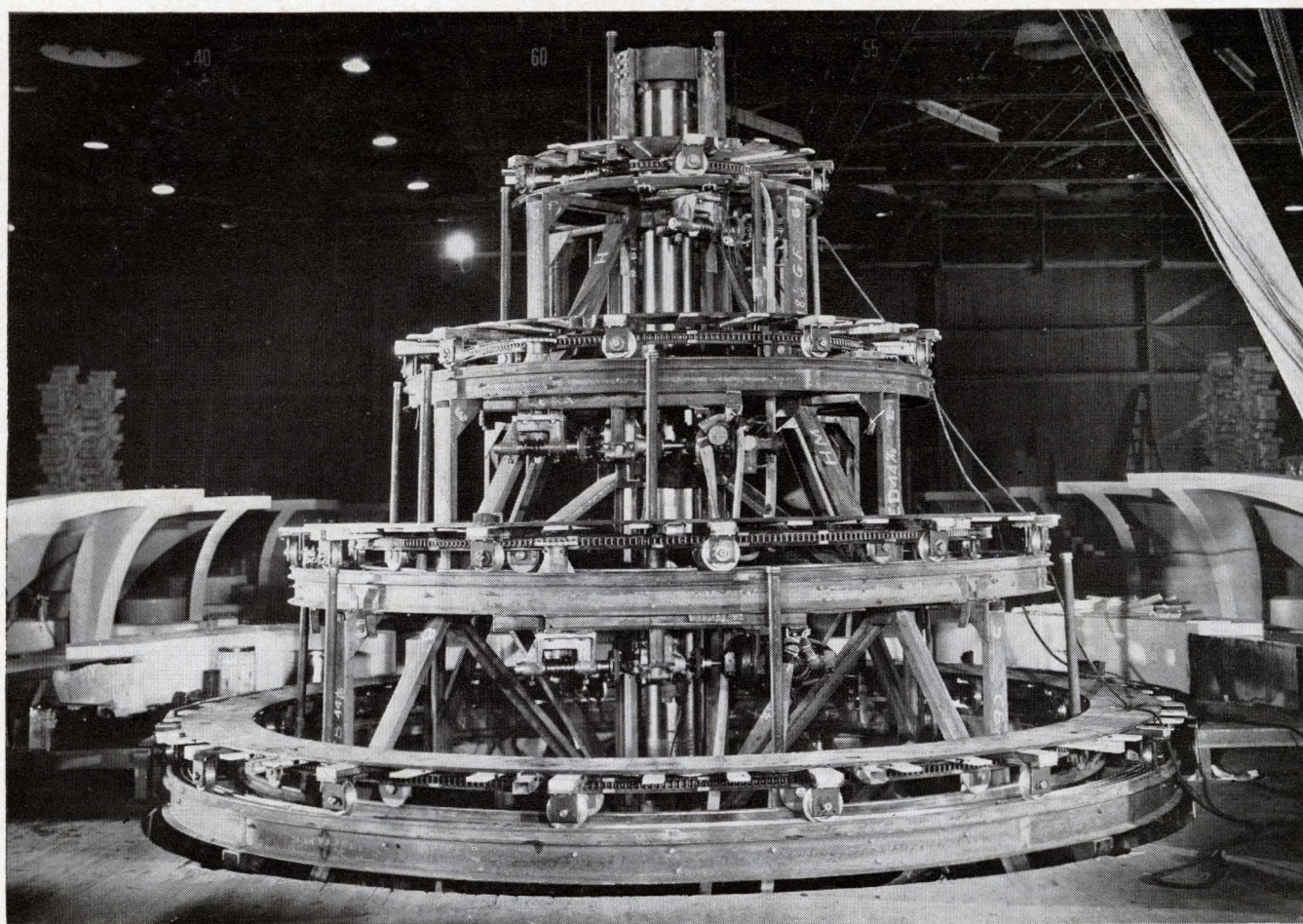
Thus, P. A. O'Connell, President of the National Retail Dry Goods Association, sounds an encouraging note in a vigorous nation-wide campaign to restore public confidence in merchandise of merit. This strongly sponsored movement has the support of manufacturers, merchants and the press. It deserves to succeed.

Making quality products has been a traditional LUFKIN policy for more than thirty-three years. It was the woeful lack of quality SAW MILL Machinery manufacturers in

the South that caused the Lufkin Foundry & Machine Company to be organized and to grow from an humble beginning to one of the South's most important factories.

It was that same policy that caused Lufkin to build, and for the first time anywhere *perfect*, the first successful reduction geared pumping unit for individual oil well pumping—

It was this same policy that developed other outstanding Lufkin products and improvements to antiquated equipment for the Oil Industry. The reputation for Lufkin products of high quality and dependability was early established and maintained. This high repute all through the years attests the soundness of that policy.

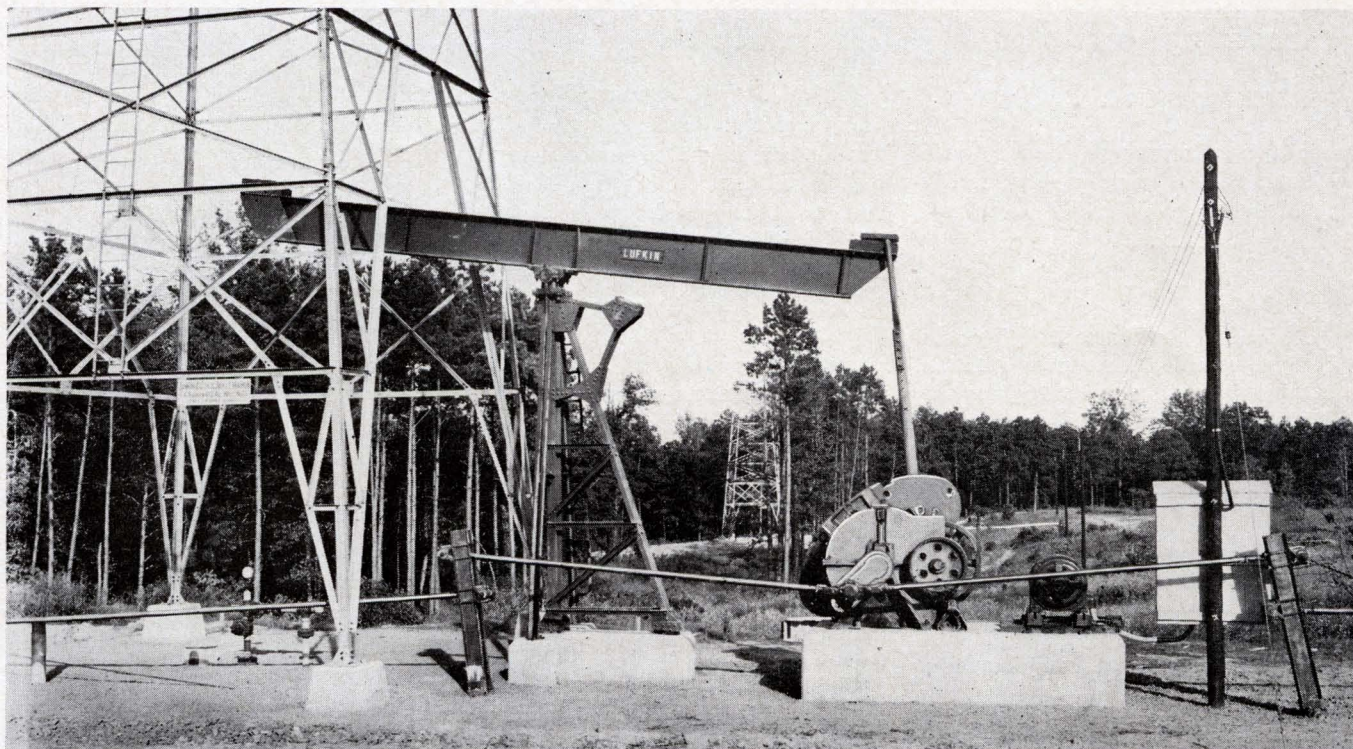


—Courtesy The Iron Age.

Jan.-Feb., 1934

The Lufkin Line

6



Cox & Hamon, Inc., Rodden lease near Gladewater. Lufkin 5 1/2" H. B. Unit with backside crank pumping three wells with 15/40 Y-Delta G. E. Motor—Lufkin Post—Beam—Pitman assembly and auxiliary surface equipment.

BACK-SIDE CRANK PUMPING

★ Back-side crank pumping is a fine, practical solution for many field problems.

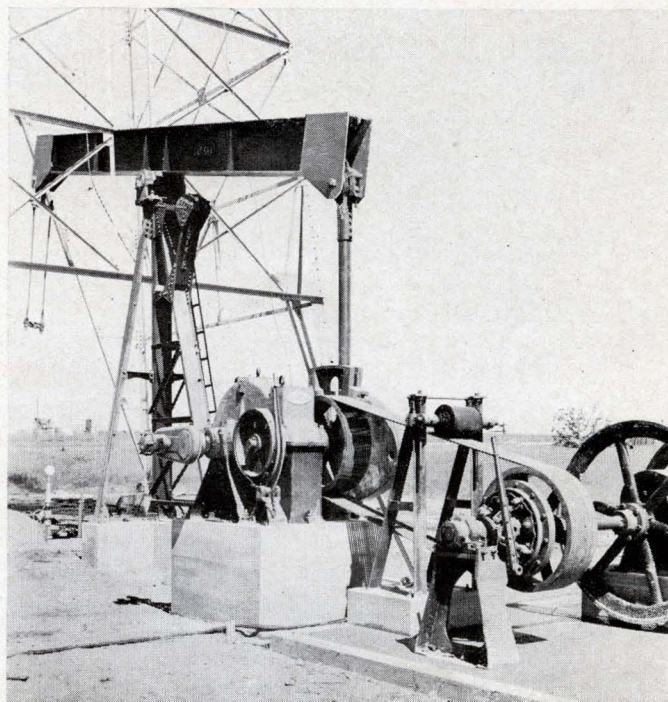
POPULAR IN EAST TEXAS

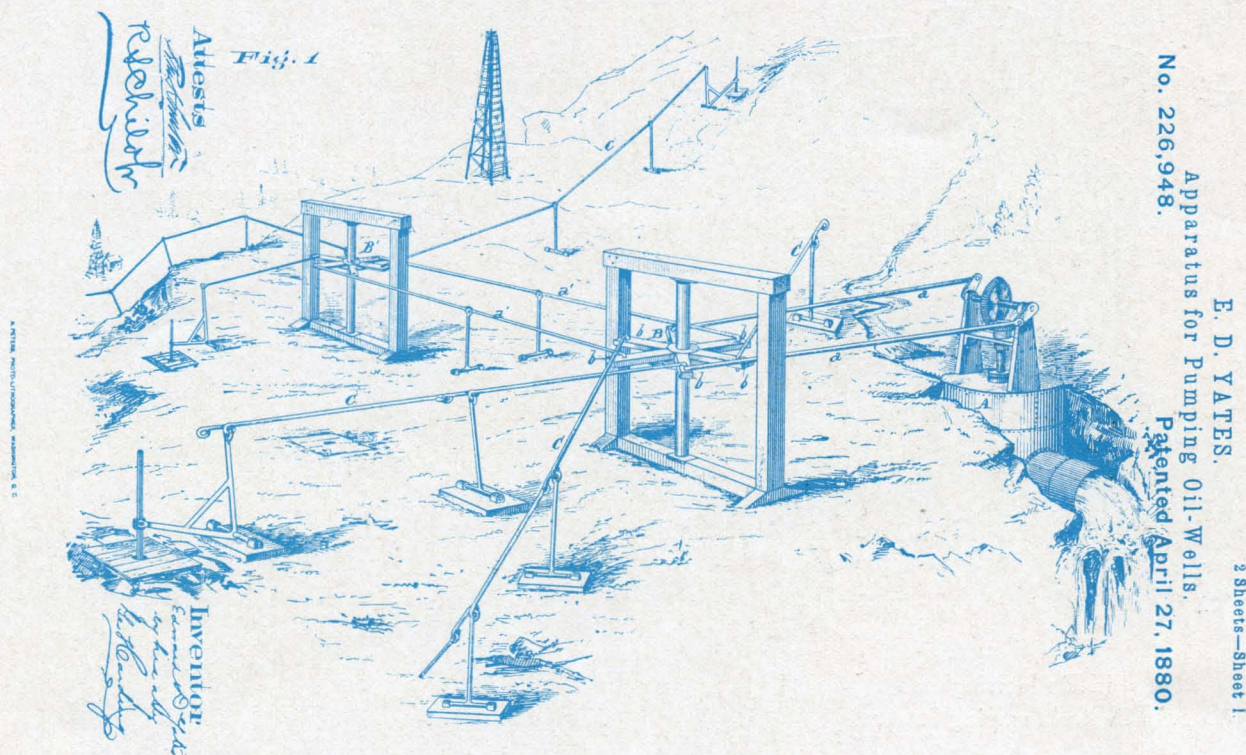
Back-side or back-crank pumping has long been in use in shallow fields but it remained for resourceful operators in East Texas to install this type of equipment in deep production. Lufkin has provided especially designed auxiliary or surface equipment whereby three or more wells are pumped from one unit. This, of course, is considered a more or less temporary arrangement but the equipment is so installed that when the load becomes too heavy for this "three-way" hook-up from the one prime mover, individual units may be installed with practically 100 per cent salvage value of all materials. Initial expense is therefore saved by this method of production and many East Texas operators have believed this production installation the prudent and wise thing to do at this time, as is evidenced by the growing popularity of "Back-side" Crank pumping.

A special bulletin concerning Back-side crank pumping will be gladly mailed upon request.



ROESER & PENDLETON, INC., Lufkin 5 1/2" H. B. Unit with back-side crank, pumping three wells with 40 H. P. single cylinder gas engine. Lufkin Post—Beam—Pitman assembly and auxiliary surface equipment.





The Yates Patent issued in 1880 for the pumping of a Multiplicity of oil wells.

In 1880 Yates Had the Right Idea



LUFKIN PERFECTS THAT IDEA IN 1934

"To Whom it may Concern:

Be it known that I, Edward D. Yates, of the city and County of Philadelphia, and State of Pennsylvania, have invented a new and useful improvement in Apparatus for Pumping Oil-Wells and analogous uses, which improvement is fully set forth in the following specifications and accompanying drawings, in which—" so reads the specifications forming part of letters of Patent No. 226,948 dated April 27, 1880, and issued from the United States Patent Office at that time.

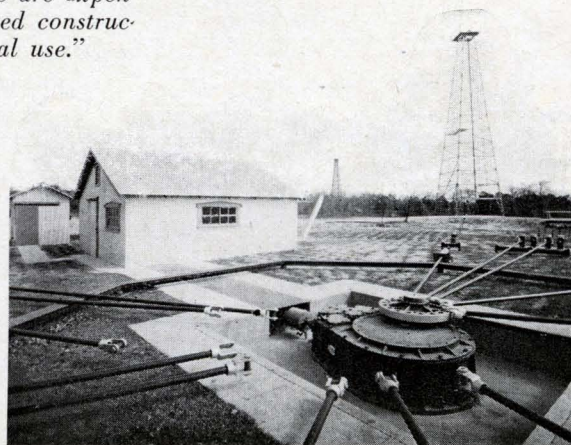
Written in typical Patent vernacular, the application is indeed interesting—we quote "The object of my invention is the economizing of the power requisite to pump non-flowing wells—prior to my invention each well required an engine or

water-wheel—the dead-weight of the pumping-rods and appliances of each well was by this method thrown directly on the motor, and its limit of practicability soon reached—other devices now in use are expensive and their complicated construction forbade their general use."

Describing further the method by which the wheel B is made "equilibrium" — "the only work thrown upon the motor A beyond overcoming the inertia and friction of the rods and their supports, is the raising of the oil in half of the

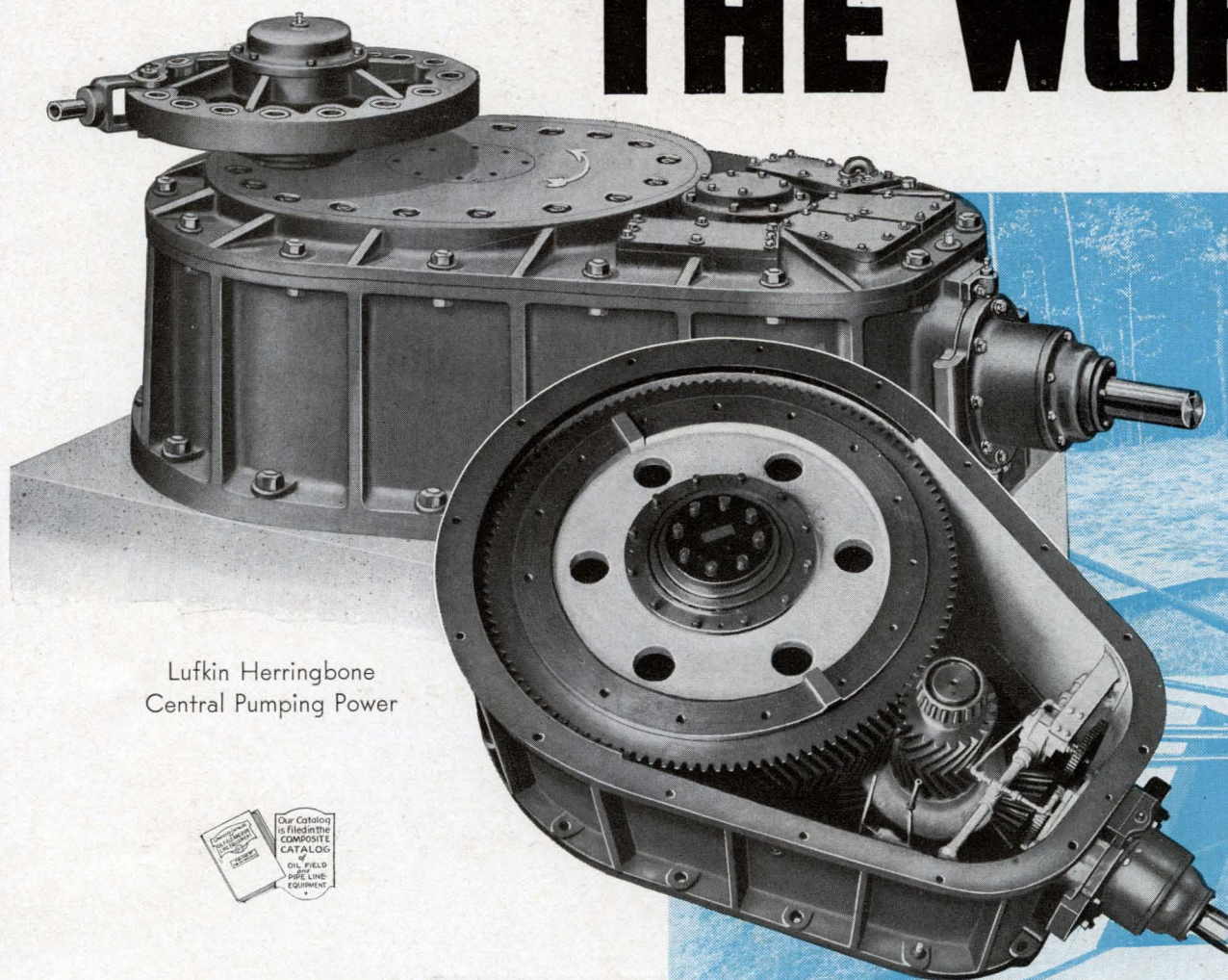
wells at a time. Thus a motor which, connected directly with the well in the old manner, would scarcely suffice for a single well may thus provide ample power to pump from four to six."

After all—the general idea is the same today but the improvement in design of the central power has been great. Today Lufkin feels that they undoubtedly have the World's Greatest Power—but who can tell what the changes will be 44 years hence. At any rate the Yates Patent with which the drawing of the "Apparatus for Pumping Oil Wells" is interesting to observe.



A modern Lufkin Herringbone Central Power installation.

THE WORLD



Lufkin Herringbone
Central Pumping Power



Brief Outstanding Characteristics of the Lufkin Herringbone Central Power No. 150

- 1.—150 H.P. at 20 S. P. M.
- 2.—42" Stroke (Minimum surface strain).
- 3.—COMPACT—shortest possible lever arms to bearings and foundations.
- 4.—Center trunion designed for shocks—no strains on cover or base.
- 5.—Ample bearings—TIMKEN throughout.
- 6.—HERRINGBONE GEARS—Thrust eliminated.
- 7.—Gleason Helical Bevels—the finest made.
- 8.—Crank and Crank Pin cast integral of Alloy Steel.
- 9.—Crank Disc equipped with large bronze bushed take-offs.
- 10.—Pressure pump lubrication—Positive.

Lufkin Central Powers are made in Lufkin, Texas, by the

LUFKIN FOUNDRY & MACHINE COMPANY

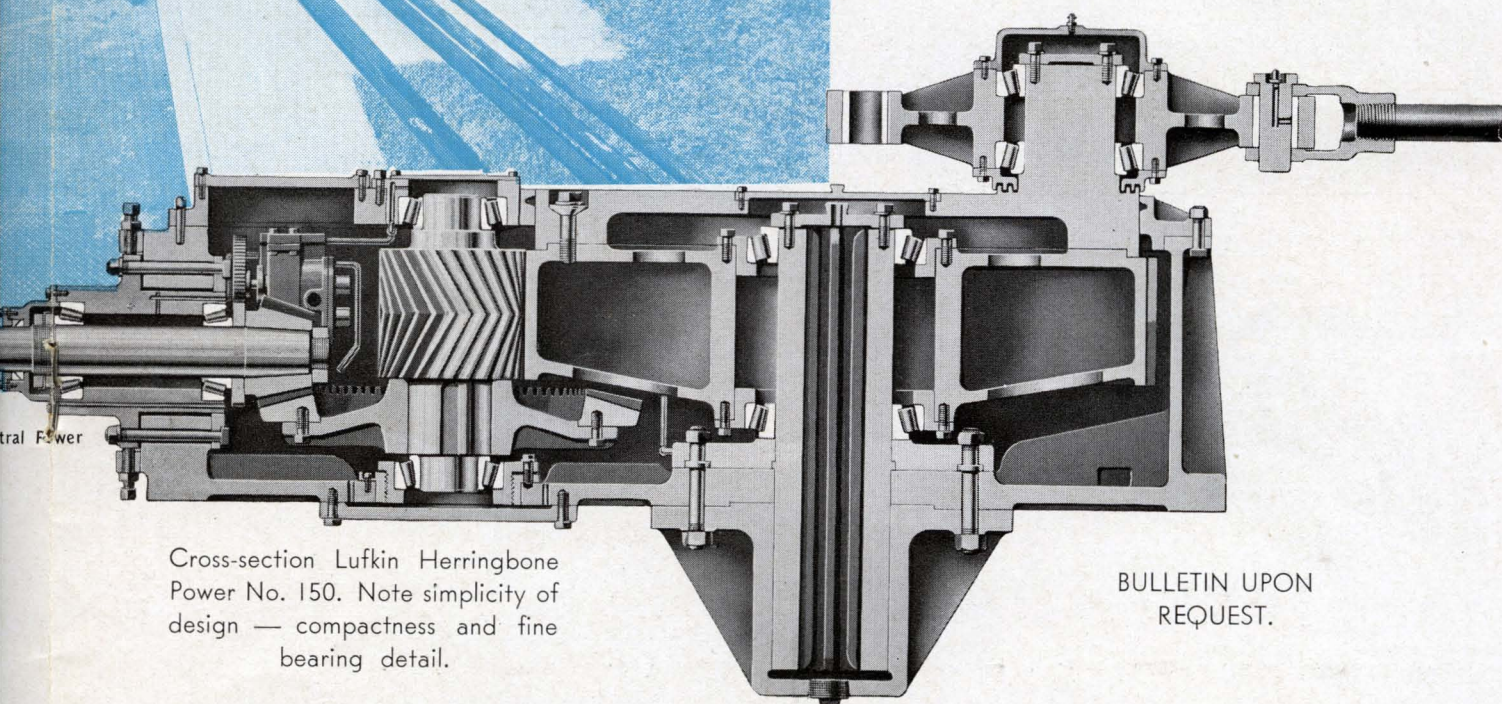
Machinery Manufacturers Since 1900

Typical Lufkin H. B. Central Power
installation

LUFKIN HERRINGBONE CENTRA

WORLD'S *Greatest..!*

- ... Greatest Horsepower Capacity
- ... Greatest Strength
- ... Greatest Stroke Length
- ... Greatest Obtained Compactness

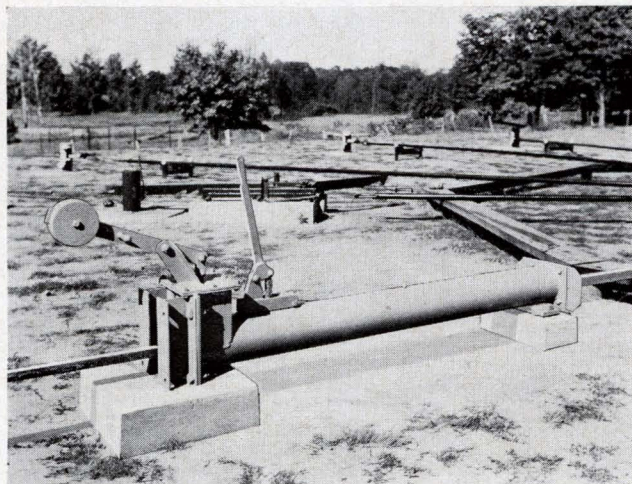


Cross-section Lufkin Herringbone Power No. 150. Note simplicity of design — compactness and fine bearing detail.

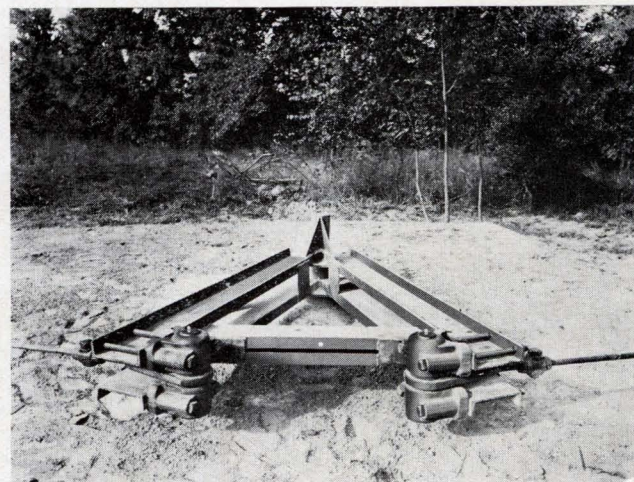
BULLETIN UPON
REQUEST.

TRIAL PUMPING POWER No. 150

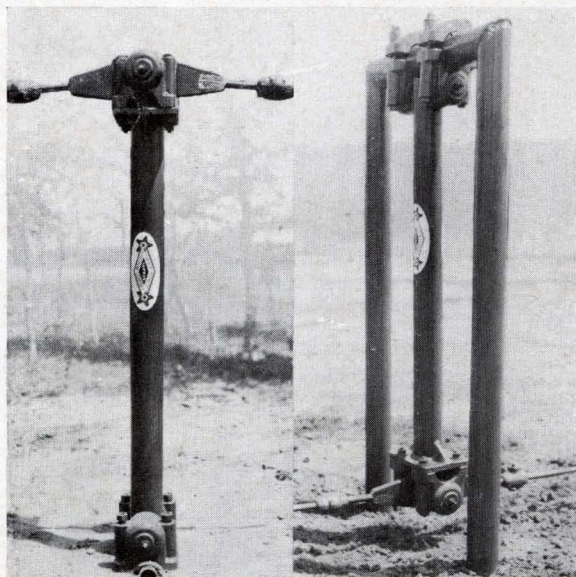
SURFACE EQUIPMENT for Lufkin Central Powers



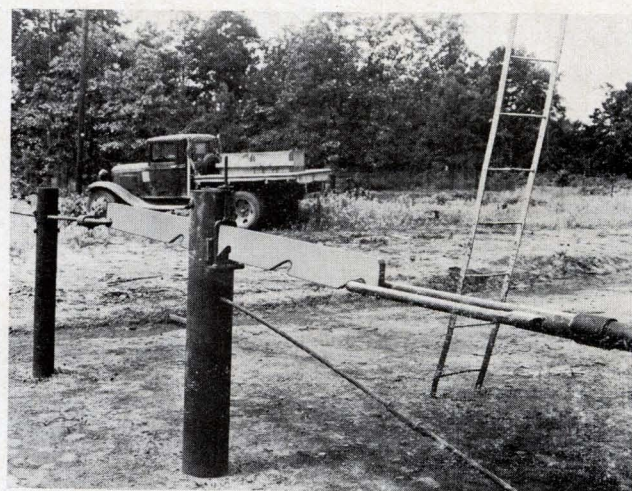
Trout patented Safety Coupler—a very simple, yet effective, mechanical device for hooking on and off from power—self-contained and designed for life time service.



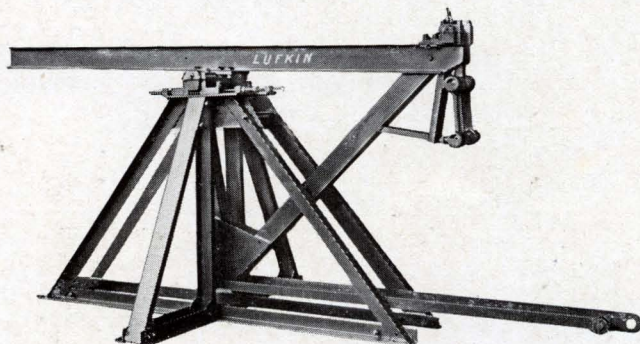
Lufkin heavy duty swing, all bearings bronze bushed and Alemite lubricated. Made for any degree of swing.



Lufkin hold-up and hold-downs. All bearings interchangeable and Alemite lubricated.



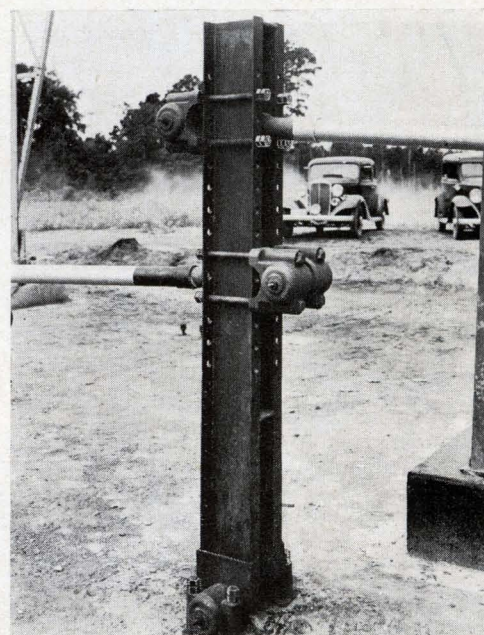
Lufkin "slide bar" type knockout renewable oak filler block with positive "hook-off" arrangement.



Lufkin underpull pumping jack. Electrically welded construction throughout—well braced and equipped with bronze bearings.

All types of surface equipment available, such as rod line carriers—center bearing type stroke posts, pull rod clevises, etc.

Lufkin stroke or multiplier post. This type also furnished with bearing in center position. Bearings on this post are interchangeable with hold-up and hold-downs.



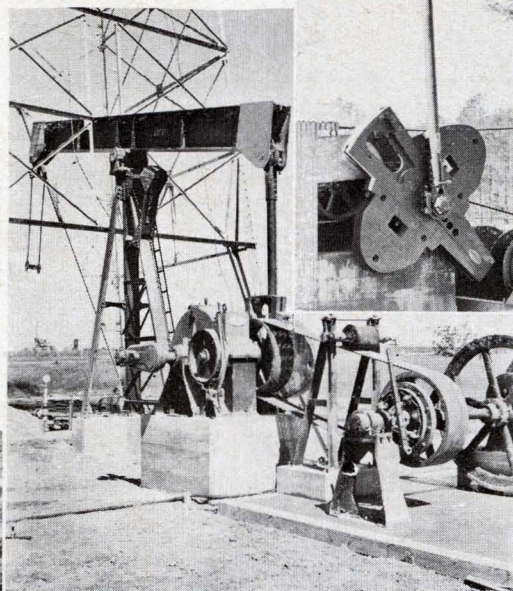
Lufkin Heavy Equipment in East Texas

The East Texas field opened at a time when pumping equipment was going through its peak development period—therefore, one should find in this field the latest types of all available equipment. In this field "LUFKIN" has placed its latest and most modern equipment with numerous types of "Hook-ups" new to the oil industry until faced with problems peculiar only to "East Texas."

In the pictures appearing on this page may be noted some of the many Lufkin installations of heavier equipment. Twin Crank Unit installations may be seen by referring to page 15 of this issue.

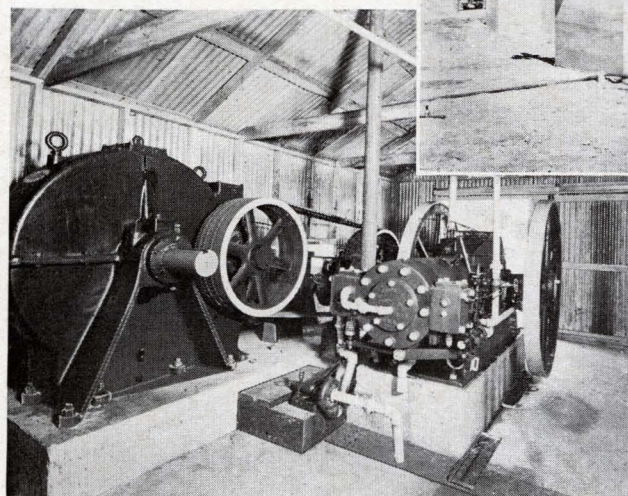
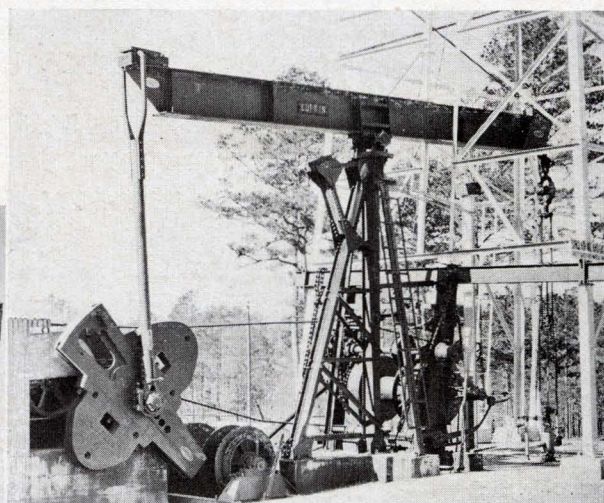
ROESER & PENDLETON, INC.

Lufkin 5½" Herringbone Unit with back-side crank for pumping two additional wells with gas engine drive.



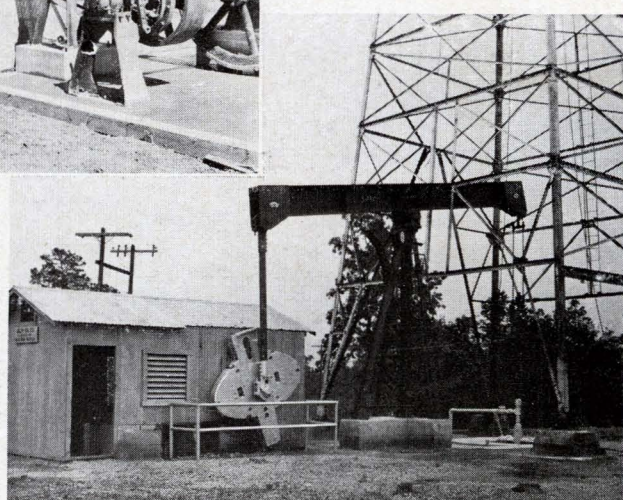
SINCLAIR PRAIRIE OIL CO.

Lufkin 6½" Herringbone Unit with Lufkin Hoist and sand reel—electric motor drive.



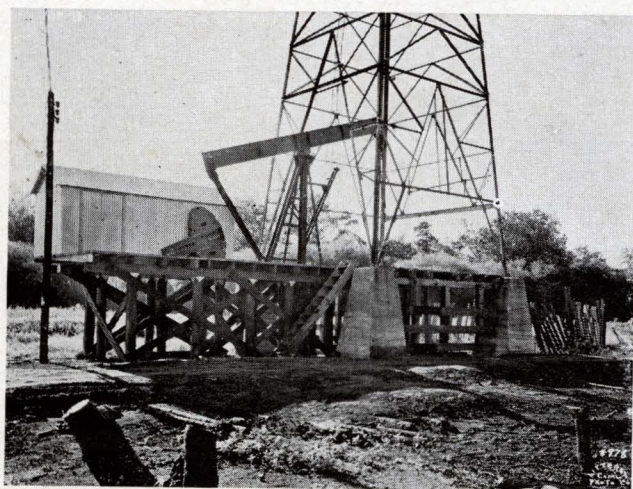
H. K. SPEAR COMPANY

Lufkin 5½" Herringbone Unit with gas engine drive.



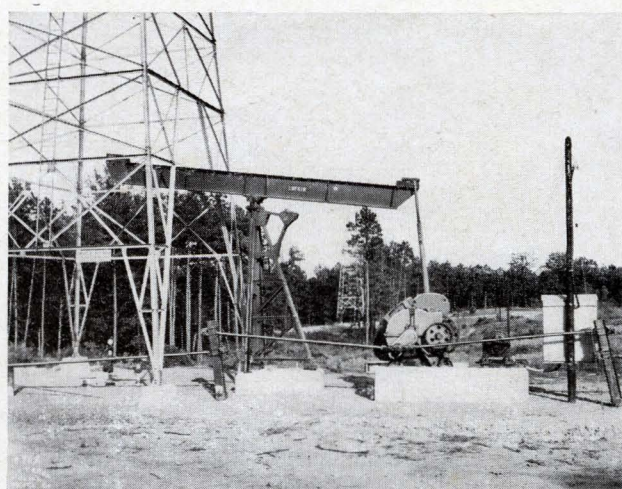
SUN OIL COMPANY—FIRST EAST TEXAS PUMPER

Lufkin 5½" Herringbone Unit, electric motor drive, Lufkin Center Line Beam and Post assembly.



DEEP ROCK OIL CORP.

Lufkin 5½" Herringbone Unit with electric motor drive. Lufkin designed piling job of "Angelina" creosoted long leaf yellow pine.



COX & HAMON, INC.

Lufkin 5½" Herringbone Unit with back side crank pumping three wells—15/40 Y-Delta G.E. Motor Drive.

Jan.-Feb., 1934

The Lufkin Line

12

Walter Trout Promoted

WALTER W. TROUT

**TRANSFERRED TO LUFKIN
TO BE "ASSISTANT TO
THE PRESIDENT"**

Of interest to his many friends throughout the Oil Industry will be the announcement of the promotion of Walter W. Trout to the newly created office of "Assistant to the President" of the Lufkin Company with headquarters in Lufkin, Texas. Prior to his transfer to Lufkin Mr. Trout had charge of the Company's Mid-Continent office in Tulsa, and before that time had travelled extensively in various oil fields of the Southwest.

Walter Trout, eldest son of W. C. Trout, President of the Lufkin Foundry & Machine Company, virtually grew up in the Lufkin plant. Prior to his graduation from Purdue University, he spent his vacation periods from the time age permitted working in its various departments. This practical experience coupled with a

technical education and field sales work has uniquely fitted him for the position he has assumed in the headquarters office which will be almost wholly connected with Sales Direction.

D. A. Reid, formerly connected with the General Electric Company in a sales capacity, will succeed Mr. Trout as Manager of the Tulsa office.



D. A. REID

**Motor Tag "Wars"**

Motor vehicle tag "wars" are again in progress between several States.

In Arkansas, the State Revenue Department refused to permit a fleet of Indiana trucks to operate through the State without purchasing Arkansas tags. The Indiana Bureau of Motor Vehicles followed by serving notice that all Arkansas motor vehicles entering Indiana would be required to purchase Indiana license plates. The Arkansas Department subsequently announced that it would not retaliate by requiring Indiana passenger automobiles to buy tags in Arkansas.

In Kansas, trucks from the neighboring States of Oklahoma and Missouri have been required to purchase Kansas license, and in reprisal Missouri has been forcing Kansas trucks to buy Missouri tags.

**EAST TEXAS FIELD OFFICE:**

Home and field office of the Lufkin Foundry & Machine Company, Henderson, Texas, on the Henderson-Tyler highway, one mile west of Henderson.

**EAST TEXAS REPRESENTATIVES:**

Part of our East Texas field representatives; Left to right; L. H. Hucherson, Chas. Hardin, John D. Best and L. A. (Pete) Little.



HOT SHOTS

From the News of the Day

General Marketing Counsellors, Inc., a group of economists, finds that compulsory use of alcohol-gasoline blends for American motors would penalize the driving public more than \$300,000,000 a year in increased prices and double the \$4,525,000 a year that it now costs to maintain the Bureau of Internal Revenue.



When a gas well in Refugio County, Texas, caught fire recently, it immediately "cratered," forming a blazing pit 160 feet long, 100 feet wide, and 60 feet deep, and swallowing up a 122-foot derrick and all drilling machinery.



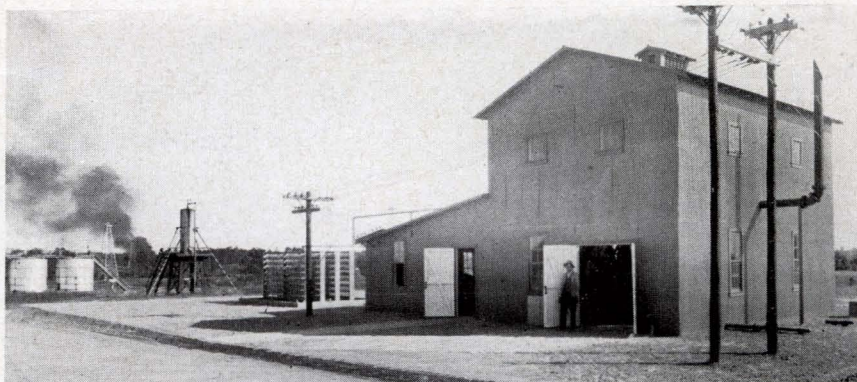
Automobile accidents are most numerous in October and fewest in February.



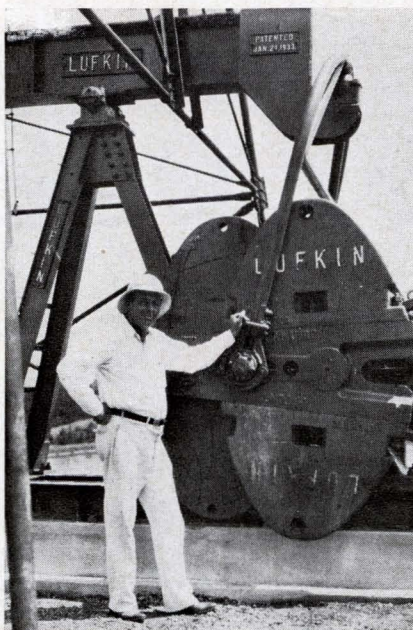
Railroads annually receive about a quarter of a billion dollars in freight revenues from oil products.



Hr. Hapgood, Supt., Son Ron Oil Company, admiring his recently purchased Lufkin Twin Crank Unit.



Central generator station of Cox & Hamon, Inc., near Gladewater, Texas.



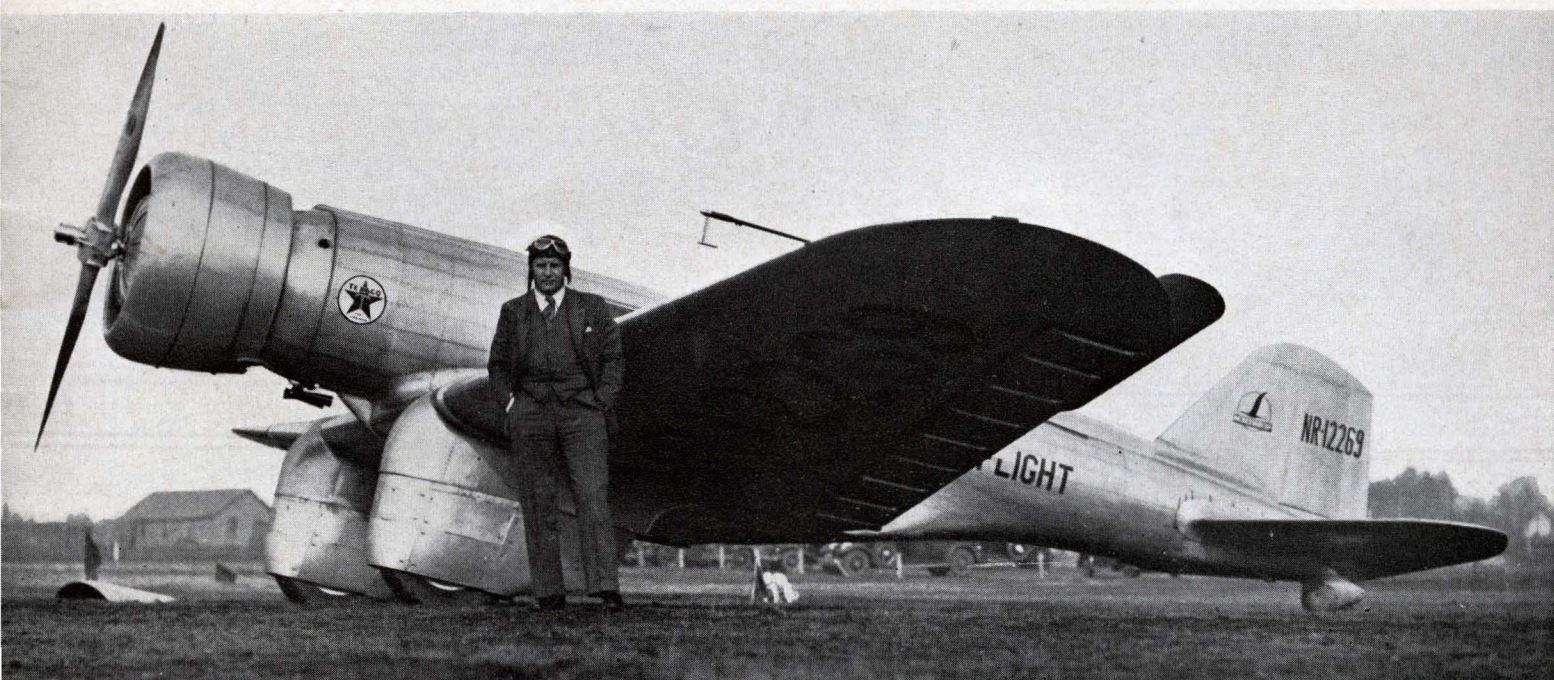
Dr. E. H. Carey, President of the American Medical Association, says that just as much iron could be absorbed by the system from sucking a twenty-penny nail as from eating a dish of spinach. Small boys please note.



A movement to preserve this country's historically and architecturally important buildings has been started by the American Institute of Architects.



The Diesel engine is now finding wide use in some of the new high-speed, light-weight locomotives being installed by the railroads to compete with motor buses.

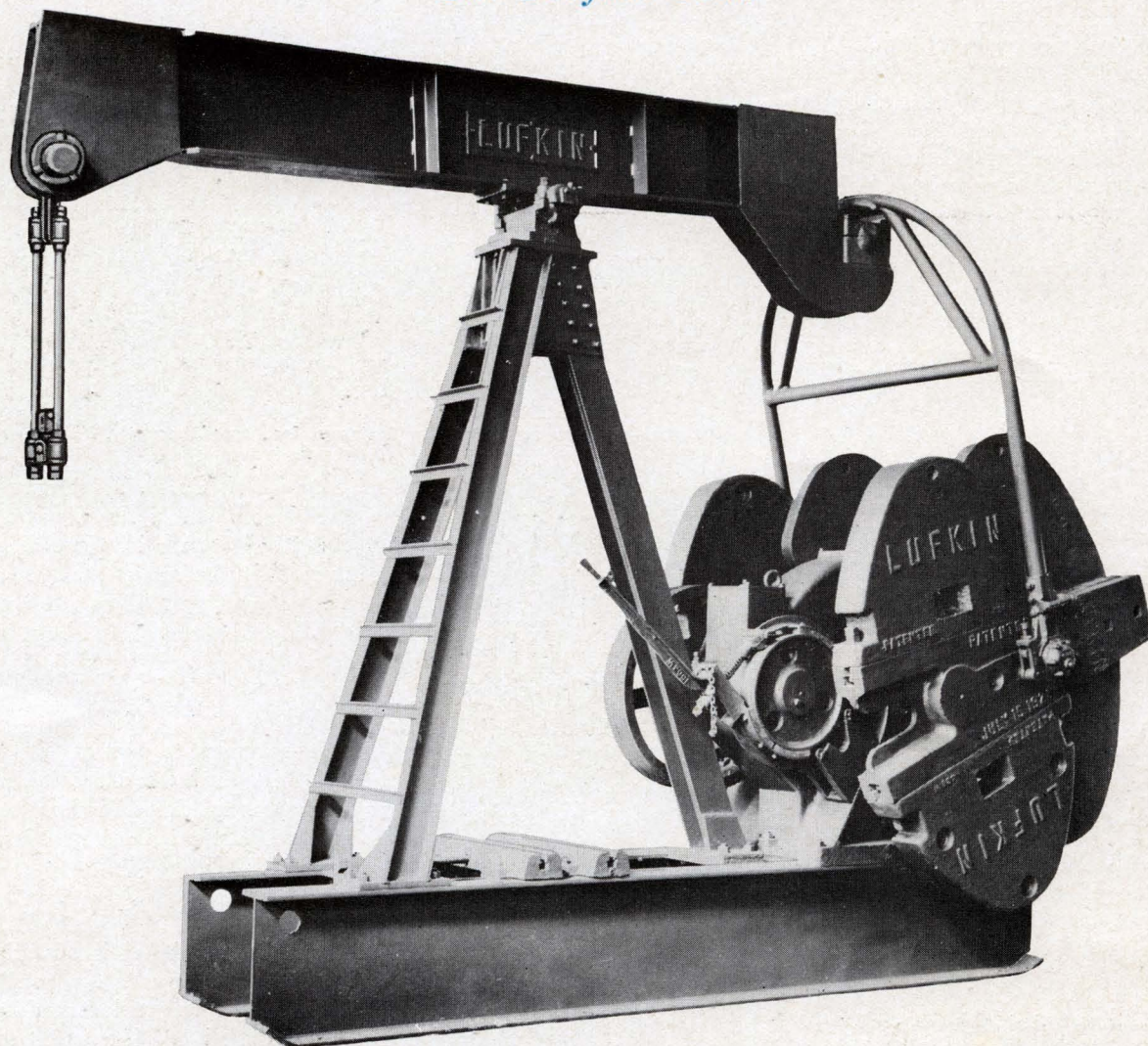


BERNT BALCHEN, noted air flier who piloted Admiral Richard E. Byrd over the South Pole in 1929, will fly this ship, a duplicate of the Texas Company's Texaco Sky-Chief, over the same region this winter as Chief Pilot of the Ellsworth Transantarctic Expedition, headed by Lincoln Ellsworth, Texaco products will be used exclusively on the flight.—Courtesy "The Texaco Star."

Jan.-Feb., 1934

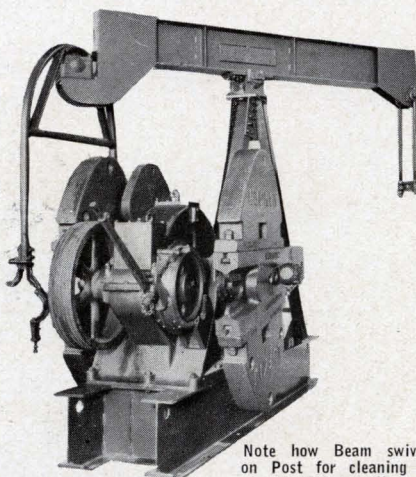
The Lufkin Line

14

**LUFKIN TWIN CRANK UNIT***Does a Real Job of Pumping*

The Lufkin Twin Crank Unit, furnished in both single and double reduction herringbone gears, is performing a real pumping job, particularly in East Texas where a large quantity of fluid is to be handled and where pulling and servicing of wells is done with portable equipment. This unit is designed for pumping loads of 20 H.P. and under.

The Lufkin Twin Crank Unit is constructed along the same general mechanical lines as the larger Lufkin Units of the herringbone type, using large gears at slow speeds and designed on a wear basis with ample factors of safety for strength. The result of this practice is reliability for continuous service and reserve for undue punishment, and life long service.



Note how Beam swivels on Post for cleaning or servicing well.

Briefly, the principal characteristics of the Lufkin Twin Crank Unit may be said to be: Special alloy steel gear and pinions—hardened and heat treated;—extra long renewable bronze gear bearings,—Hyatt pinion shaft bearings,—oil-bath continuous flow lubrication.—Trout Counter-balance type cranks,—Twin pitmans of tubular construction insuring greatest strength,—ball and socket pitman beam bearing universal in action,—tripod type samson post—rigid—spreading load over two-thirds of the length of base beams,—oil-bath, dust-proof, center iron—the entire assembly mounted compactly upon a heavy, rugged, well braced "I" Beam base of ample size.

This compact, self-contained unit—smooth and silent in operation—high in mechanical efficiency, is the ultimate in equipment for pumping loads within its rated horse power.

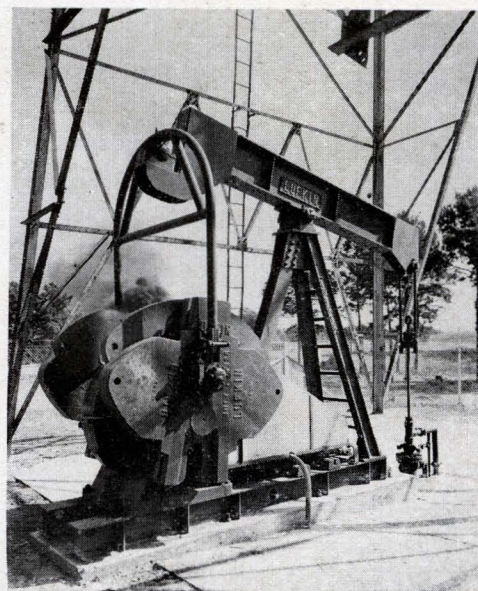
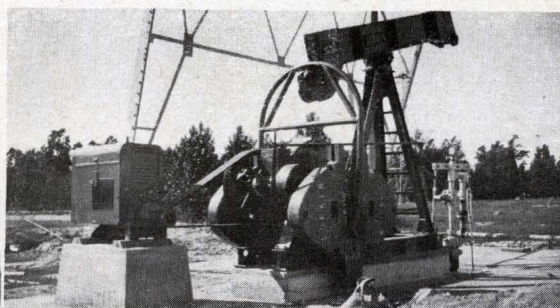
LUFKIN TWIN CRANK UNITS

. . . Perform a Real Pumping Job in East Texas

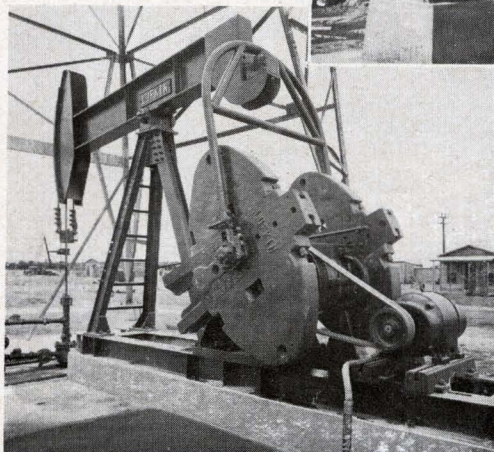
Answering the need for an economical installation, yet one adequate to handle a large volume of production, the Lufkin twin crank unit has met with instant acceptance. The installations on this page are those in East Texas exclusively although this Unit is operating in several fields and particularly in foreign fields. This assembly may be mounted upon the derrick floor or upon a small concrete block and is adaptable to any type prime mover. Over one hundred and fifty of this type unit now operating in East Texas.



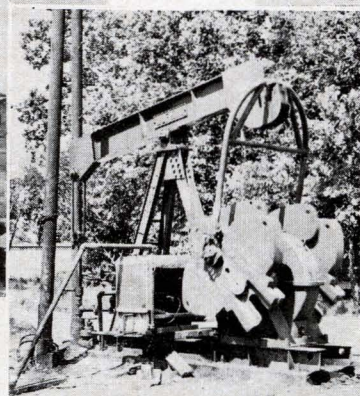
WEAVER-CRIM OIL CO.
Lufkin single reduction twin crank unit driven by Chrysler gas engine.



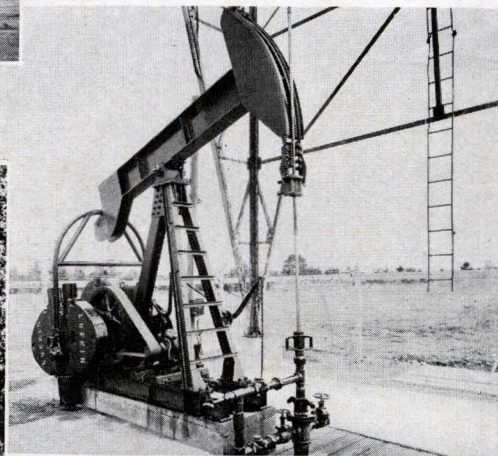
TIDE WATER OIL COMPANY
Lufkin Single Reduction Twin Crank Unit—G.E. electric motor drive.



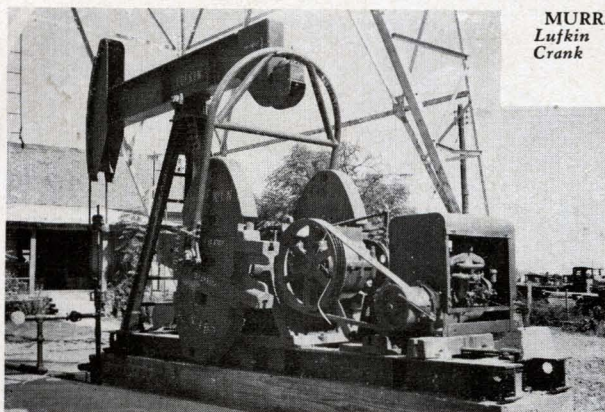
HUMBLE OIL & REFINING CO.
Lufkin Double Reduction Twin Crank Unit driven by electric motor.



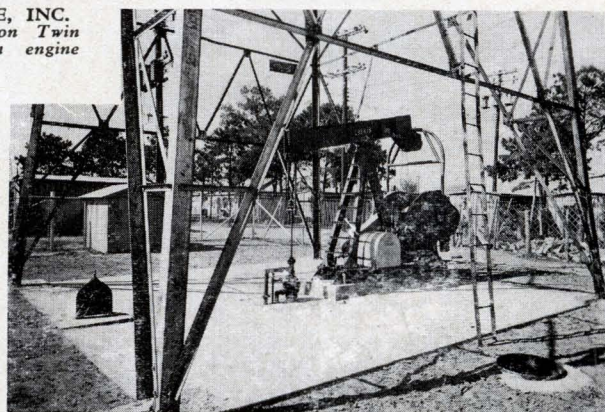
MURRAY & GOODE, INC.
Lufkin Single Reduction Twin Crank with Waukesha engine drive.



HUMBLE OIL & REFINING CO.
Lufkin Single Reduction Twin Crank Unit—G.E. electric motor drive.



STROUBE & STROUBE, INC.
Lufkin Double Reduction Twin Crank Unit—Waukesha engine drive.

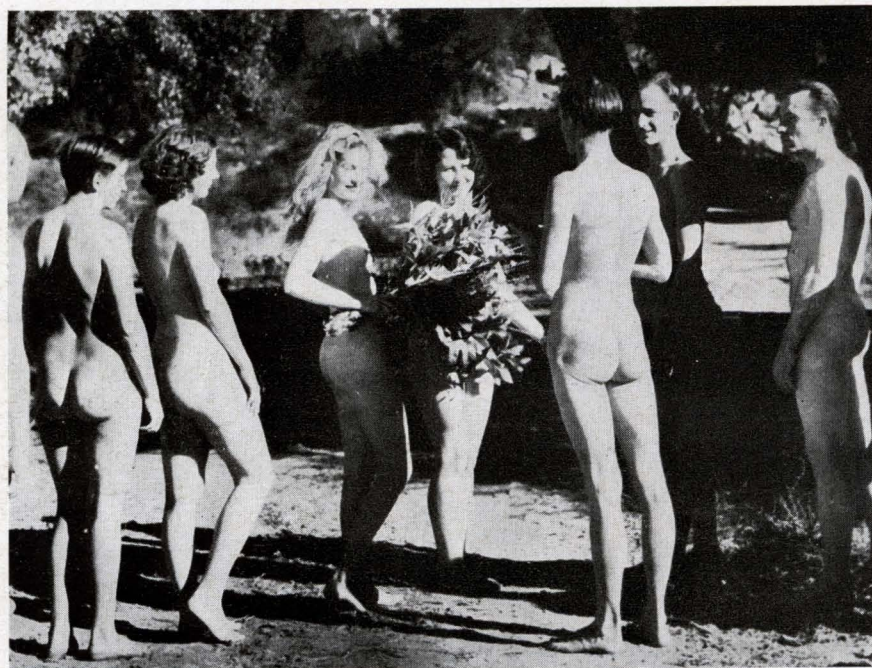


TIDE WATER OIL CO.
Lufkin Single Reduction Twin Crank Unit—electric motor drive.

Jan.-Feb., 1934

The Lufkin Line

16



NUDIST COLONY WEDDING

Something different in marriage ceremonies—a nudist colony wedding which took place recently near Lake Elsinore, in Southern California. The bride, the first woman from right, is the former Susie Wise. The groom, James Goodman, is second from right. The minister, Rev. Clarke Irvine, has back to camera. The maid of honor is beside the bride, while the best man is at extreme right. That's news!

Keystone View Co.—A. P.

Participants in recent Southern California Nudist Wedding.

Someone has said that doing business without advertising is like winking at a girl in the dark. You know you are doing it, but no one else does.—*The Waif*.



Safe driving at a moderate speed

requires nothing but self-control and a strong rear bumper.—*Dubuque American Tribune*.



All of us should believe in kindness to dumb animals. So many of us are.

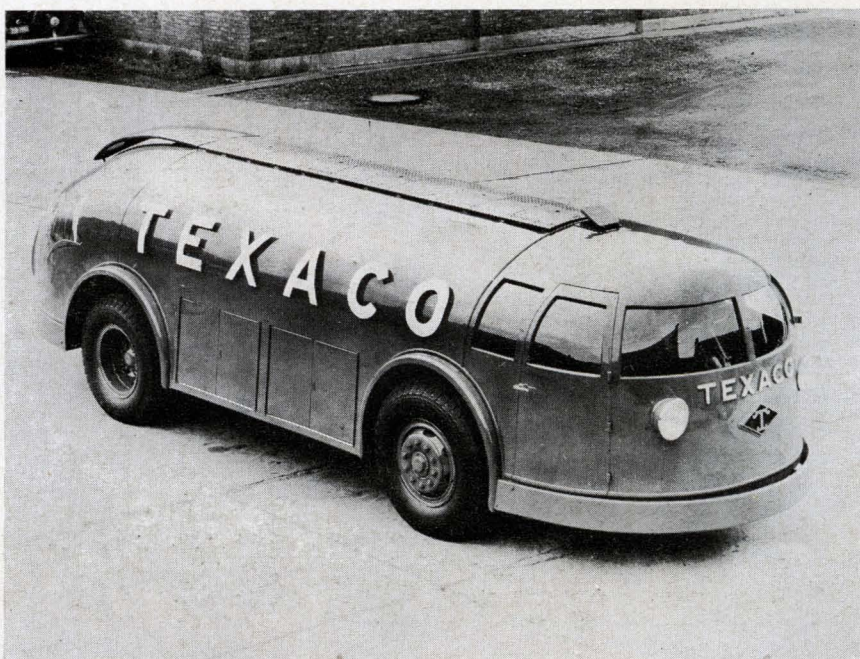
A pedestrian is a man whose son is home from college.



If you want a definition of "misunderstood," just watch some poor defenseless male in an elevator when he gets his arm caught between two women.

TEXACO TRUCK

Texaco Truck requires streamline. This racy looking machine is the first stream-lined truck built for the Texas Company, and to be seen shortly on a tour of the United States. The truck is air controlled throughout, including clutch, gear shifting, and steering, and contains many novel engineering features. Between the rear mounted engine and the driver's cab, there are tanks for 1500 gallons of gasoline, and side compartments carrying oil.



Keystone View Co.

LUFKIN UNITS

Exhibited in Argentina

The Editor is not familiar with just the type of exhibition recently held in Argentina in which a Lufkin Baby Unit occupied a conspicuous place but the photograph reproduced herewith (received without explanation) looks good to the whole Lufkin family. The sign says: (unless our Spanish has left us)

"INDIVIDUAL PUMPING APPARATUS"

"Wells of much production and those found far from the central apparatus are pumped by this type of machinery until they can be connected with the central apparatus."



"I hear that Smith refuses to speak to Jones any more. What's the trouble?"

"Well, Jones' wife had girl twins and they both look like Smith."

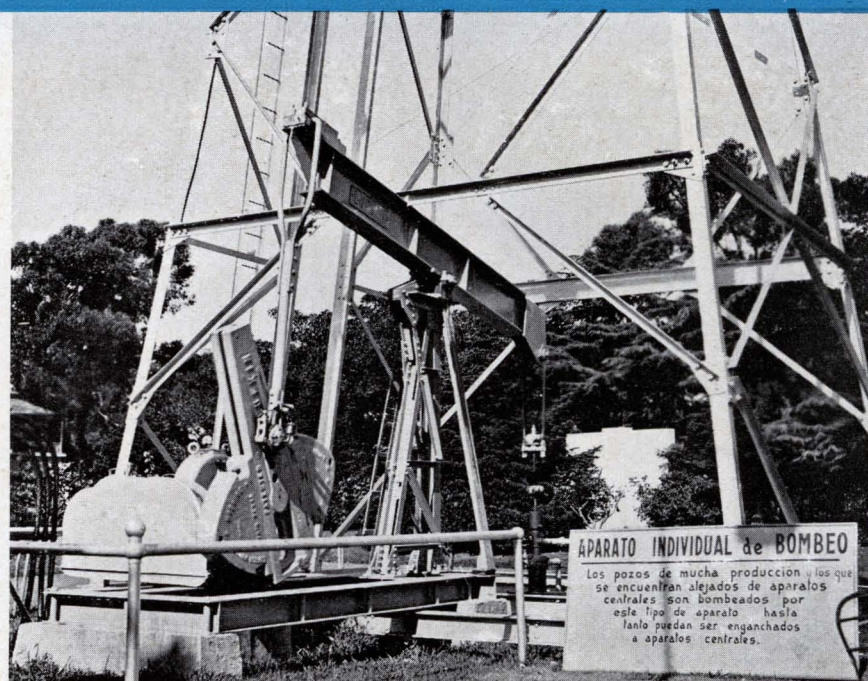
"And Smith is sore!"

"Yeah. He wanted boys."

—*Exchange.*



"Just think, John, we don't have to pull down the shades; we're married now!"—*Yellow Jacket.*



"Wasn't it Mae West that said, 'They ought to pour all this new 3.2 beer back in the horse.'"



Magician (sawing girl in half)—Now, ladies and gentlemen, when this girl has been sawed in two, her brain will be given to the medical college and the rest thrown to the dogs.

Gallery Gang—Woof, woof, bow wow!
—*Rammer Jammer.*

He: "I can't see what keeps ceds from freezing."

She: "You're not supposed to, Mister."—*Purple Parrot.*

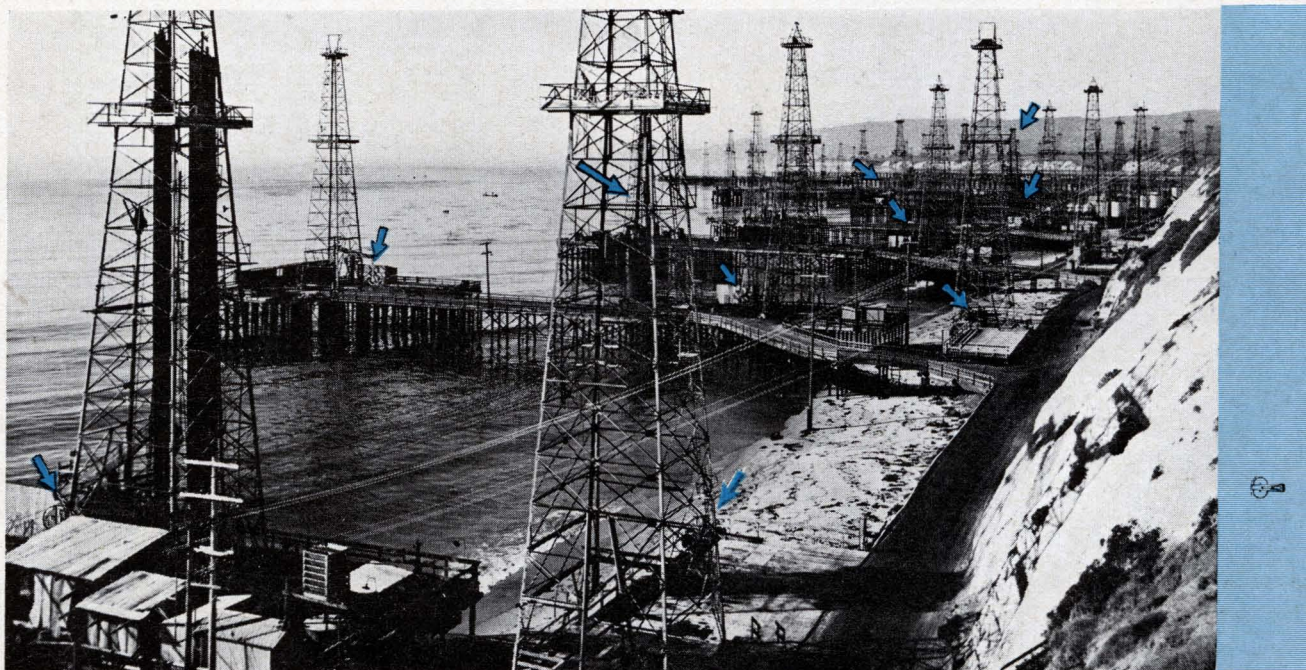


A man wandered into a tennis tournament the other day and sat down on the bench.

"Whose game?" he asked.

A shy young thing sitting next to him looked up hopefully.

"I am," she replied.—*Mugwump.*



NINE OF 'EM VISIBLE — meaning Lufkin Units, of course. Ellwood Field, Goleta, California. Picture taken from side of mountain looking north. Ed Trout is doing a great job in California.

130

**MAJOR
and
INDEPENDENT
OPERATORS**

*Can't
be
Wrong!*

LUFKIN EQUIPMENT USERS IN UNITED STATES

Amerada Petroleum Corp.
Arkansas Fuel Oil Corp.
Atlantic Oil Producing Corp.

Berry Asphalt Co.
Bill and Dave Oil Co.
California Company
Capps, L. W.
Carter Oil Co.
Columbia Oil & Gas Co.
Continental Oil Co.
Cosden & Company
Cox & Hamon
Cunningham Production Co.

Darby Petroleum Co.
Deep Rock Oil Co.
Empire Gas & Fuel Co.
Exchange Oil Company

Falcon Oil Co.
F. H. & E. Oil Co.
Fort Bend Oil Co.

General Petroleum Corp.
Gordon Folwell & Dickson
Gulf Production Co.
Gypsy Oil Co.

Houston Oil Co.
Howard County Oil Co.
Humble Oil & Refg. Co.
Humphreys Oil Co.
Hunt, H. L. Production Co.
Hyland Oil Co.

Jergins Company, A. T.
Johnson, T. A.
Johnston & Owens

Kathleen Oil Co.
Knox, Powell & Stockton

Laurel Oil Company
Lechner & Hubbard
Lide-Rowe Oil Co.
Lion Oil & Refg. Co.
Lonnie Glasscock
Loring Oil Co.
Louisiana Oil & Refg. Co.
Luling Oil & Gas Co.

Magna Production Co.
Magnolia Petroleum Corp.
Mar-La-Fay Oil Corp.
Marland Oil Company
McCutcheon, Alex.
Mecon Oil Company

Merrick, J. F.
Mid-Continent Production Co.
Mid-Kansas Petroleum Corp.
Miller-Lacy Oil Co.

Mills Bennett Production Co.
Moss, H. S.
Mul-Berry Oil Co.
Murdock, C. E., Inc.

Murray & Goode
Murray, T. W.
Navarro Oil Co.
Neilms, H. G.

Nicholson-Terrell Oil Corp.
Nile Oil Co.
Ohio Oil Co.
Omega Oil Co.

Orchard, Chas.
Owen & Sloan Oil Co.
Pan American Petroleum
Petroleum Securities

Phillips Petroleum Co.
Pilot Oil Co.
Prairie Lea Production Co.
Pure Oil Co.

Richfield Oil Co.
Rio Bravo Oil Co.
Roeser & Pendleton, Inc.
Rovenger Oil Co.

Seward Oil Co.
Shaffer Oil & Refining Co.
Shaw, T. G.

Shell Petroleum Co.
Simms Oil Co.
Sinclair-Prairie Oil Co.
Skelley Oil Co.

Smith, R. E.
Smith, Victor C.
Smitherman & McDonald
Sonron Oil Corp.

South Texas Oil Co.
Southern Development & Prod. Co.
Spear, H. K.
Standard Oil Co. of La.
Standard of California
Standard of Kansas
Stanolind Oil & Gas Co.
Stroube & Stroube, Inc.
Sun Oil Company

Tarver, A. H.
The Texas Company
The Tidal Osage Companies
Tide-Water Companies
Turman, L. C.

United North & South Co.
United Oil Well Supply Co.
Unity Oil Co.

Vacuum Oil Co.

Weaver-Crim Oil Co.
Western Gulf Oil Co.
Winfree Oil Co.
Witherspoon Oil Co.
Woodley Petroleum Corp.

FOREIGN

Anglo Mexican Petroleum Corp.
Argentine Government Oil Fields
Asiatic Petroleum Co.
Burmah Oil Co.
Cia Mexicana de Petroleo
"El Aguila"

International Petroleum Co., Ltd.
Lago Petroleum Co.

Mitsubishi Shoji Kaisha, Ptd.
North Saghalien Petroleum Co.
Oil Well Engineering Co.

Romano Americana
Steaus Romana
Standard Oil Co. of New Jersey
Standard Oil Co. of Argentina
Standard Oil Co. of Venezuela
Tropical Oil Co.
Venezuela Gulf Oil Co.



HORSE AND BUGGY DAYS ARE OVER !

THERE IS NO DOUBT ABOUT IT . . .

Antiquated and inefficient machinery, and methods of oil production, must give way to improved and efficient machinery if the producer of to-day is to remain in business and show profits in operations. Present day demands must be combatted with present day methods.

Gone are the days when the mere possession of an oil well meant riches for the owner and financial independence for the remainder of his days—time was when this was literally true. But

to-day an oil well is certainly a liability unless the strictest economy obtains in lifting costs.

One hundred thirty and more major and independent operators in the United States and foreign countries are finding Lufkin Equipment economical and dependable for the production of oil—a partial list is reproduced above—write any Lufkin user.

Lufkin Equipment is manufactured in a modern up-to-the-minute plant in Lufkin, Texas.

LUFKIN FOUNDRY & MACHINE COMPANY

Machinery Manufacturers Since 1900.

Offices in principal oil centers.

Specify

LUFKIN Equipment

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