

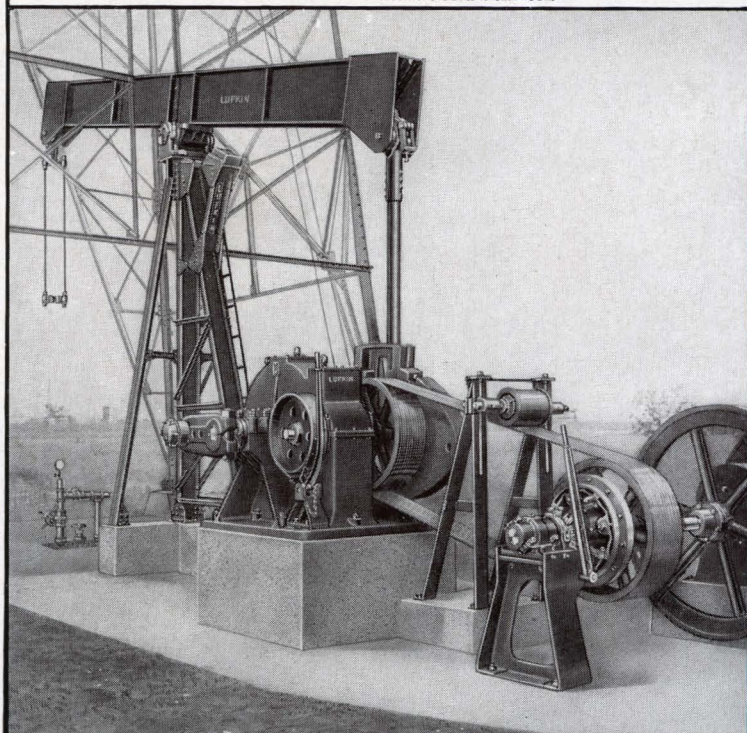
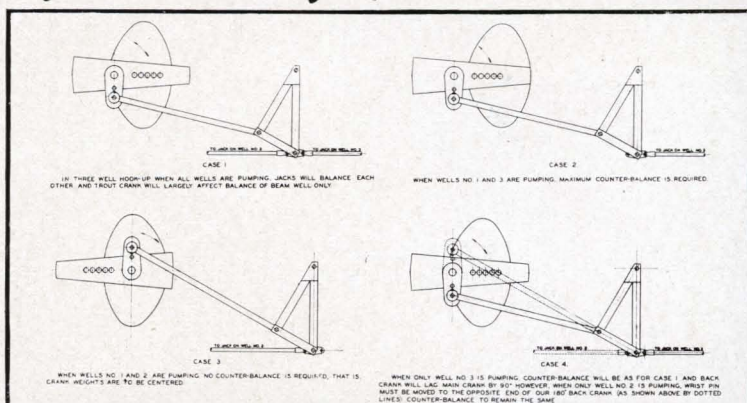
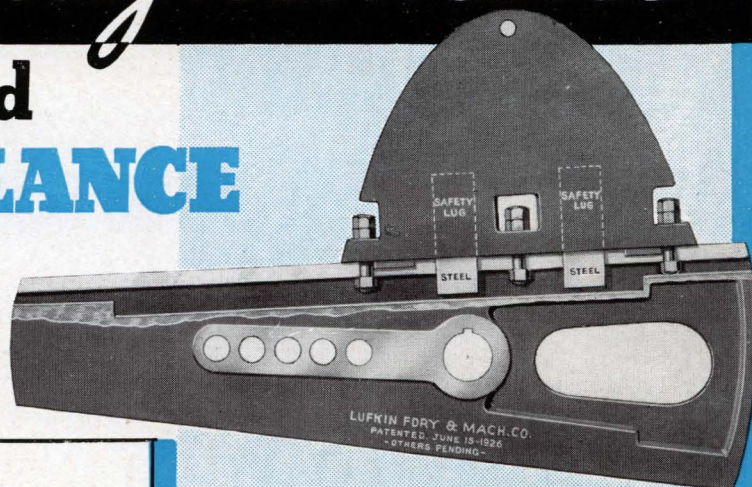
# *The Lufkin Line*



# Ease of Adjustment

## for desired COUNTERBALANCE

*Of prime importance  
in selection of  
pumping equipment*



## ONE MAN *can handle the* LUFKIN CRANK

ONE man can change the weights on the Lufkin Crank with ease when desired to change the effective counterbalance. Simply loosening a few bolts and sliding the weights to the desired position is all that is necessary. The diagram above illustrates the ease with which "part-time" pumpers are correctly balanced when using a "back-side" crank unit pumping two or more wells.

Many types of competitive equipment require two men and additional weights and the necessity of several hours shut-down.

Lufkin counterbalance cranks are made in Lufkin, Texas, by the Lufkin Foundry & Machine Company.

# Lufkin Pumping Units



*The API-an Way Bridge conceived by Bob Whitehead, and built over Commerce Street connecting the Baker and Adolphus Hotels.*

# Dallas Convention

## MOST SUCCESSFUL IN HISTORY OF A. P. I.

The American Petroleum Institute's fifteenth Annual Convention just closed at Dallas was said to be by far the largest and most successful meeting ever held by that organization, and undoubtedly greater problems were discussed than have ever confronted the industry before the vast East Texas field was discovered.

Dallas proved ideal for this year's Convention, due to its being in close proximity to the far flung field that has caused so many trials and tribulations to the industry during the past four years. Because of the location of the Convention, no doubt many more men attended than would have if it had been held elsewhere. Many men who have not visited Texas, or seen the East Texas field, had the opportunity to kill more than two birds with one stone, and the Convention gave Secretary of the Interior and Oil Administrator, Harold Ickes, a chance to come to Texas, meet the heads of the industry, and officials of the State on their home

grounds, and where he could best put over the message he brought to the Industry for the A.P.I. Convention.

Captain J. F. Lucey, head of the Lucey Petroleum Company, Dallas, Texas, and General Chairman of the many Committees formed to plan for this meeting—gave plenty of time and thought for all arrangements down to the smallest detail, all of which went to make one of the best, if not the greatest conventions ever held. Captain Lucey was complimented for his tireless efforts, and the great amount of time and energy given to the planning of the Convention during the past year.

One of the greatest aids to making the convention perfect was the overhead bridge conceived by R. D. (Bob) Whitehead, Chief Geologist of the Atlantic Oil Producing Company, Dallas, and co-Chairman of the Arrangement Committee. This bridge spanning Commerce Street from the mezzanine floor of the Adolphus to the Baker Hotel expe-

ditioned movements of the many committees and those in attendance from one hotel to the other, with the possible saving of many traffic accidents at this, the busiest corner in the City of Dallas. It is understood that Mr. Whitehead has made a formal offer of the bridge as a gift to the city, either to remain in its present location for future conventions or as an overhead pass needed between two Dallas school buildings on opposite sides of a busy street. The bridge was named "API-an Way" by the convention.

Many men from the various parts of the country, especially from the East came to Texas some time in advance of the convention to make inspection trips over the many fields in the state, visit their Division and District offices, and take care of work they had outlined in advance. On Saturday and Sunday preceding the convention, special trains, automobiles, and airplanes brought men from all over the oil world into the city. Advance committee meetings were held as early as November 10, but the formal opening of the convention was not held until Tuesday, when the Board of Directors met in regular session.

Highlights of the convention were the addresses of the President, Axtell J. Byles, W. R. Boyd, Jr., Executive Vice President; C. C. Chapman, author of the first gasoline-tax law



**CAPT. J. F. LUCEY**

*of the Lucey Petroleum Company, Dallas, who was general chairman of the committees that so ably put over the largest A. P. I. Convention ever held*

W. R. Boyd, Jr., executive vice president of the A. P. I. and host to the several hundred men who journeyed to his farm near Teague to enjoy a full day of relaxation and barbecue dinner after the Convention. E. G. Borden, of the Henry L. Doherty Co., New York, and W. N. Davis, V. P., The Phillips Petroleum Company, Bartlesville. Notice the old fashioned well in the background.



# At Bill Boyd's Lodge near Teague, Texas, where Oil Men enjoyed a Barbecue Feast and relaxed after A.P.I. Convention



Ray Trelford, Humble Oil & Refining Company, Houston, George Hill, President, Houston Oil Company, Houston, and newly elected V. P. of the producing division of the American Petroleum Institute, and Carl Young, secretary of the production division of the Institute, Dallas.



Fayette B. Dow, counsel for the American Petroleum Institute and Axtell J. Byles, president of the body, snapped as they were partaking of refreshments.



Blaine Johnston, Supt., Simma Oil Company, Dallas, who was chairman of the production engineering committee of the Convention, and Leon Pepperberg, geologist of Dallas, who was chairman of the Geological and Petroleum Engineering Committee.



Part of the crowd enjoying the succulent beef, mutton, goat and fish barbecue, prepared by Lloyd Wheelock of Wheelock and Collins, Corsicana, for the feast on Bill Boyd's farm. Several hundred enjoyed the festivities.



"Come on seven"—no proration troubles are present to worry these boys.



J. W. Van Dyke, Chairman of the Board of the Atlantic Refining Company, Philadelphia, and one of the few surviving associates of John D. Rockefeller.

Believe it or not, this is the man who conceived the API-an Way Bridge over the busy street between the Baker and Adolphus Hotels to accommodate the large crowds attending the A. P. I. Convention. R. D. (Bob) Whithead, chief geologist, Atlantic Oil Producing Company, Dallas.



Sign erected on Bill Boyd's farm to show the Easterner's true Southern hospitality. One of the men "en route" is a well known production engineer and superintendent for a major company in Texas.



**HAROLD L. ICKES**  
*Oil Administrator*

and that of the Hon. Harold L. Ickes, Secretary of the Interior, and Oil Administrator.

Possibly the greatest comment was caused after the addresses of President Byles of the American Petroleum Institute, and Secretary Ickes. President Byles voiced opposition to control of the Petroleum Industry by special Federal legislation in his remarks at the first general session which he classed however, as his personal opinion *to* the membership rather than *for* the membership.

On Wednesday afternoon Secretary Ickes, speaking as "The Friend of the Oil Industry, but as an Official of the Government and the people" indicated that the Government might take things in their own hands to regulate the Oil Industry as a matter of conservation for the future of Texas. The majority of operators and companies had co-operated with the Government, he said, but he spoke in no mincing words about the "chiselers" and those who had opposed all manner of regulation, either State or Government. Addressing himself to the "enlightened self interest of those engaged in the Oil Industry", he said he wanted to see them put their house in order and that he wanted to help in that so desirable achievement if he could.

Some forty addresses and technical papers were presented at the two general and eight group sessions, and

nearly fifty committee meetings were held.

Blaine Johnston, Superintendent of the Simms Oil Company, Dallas, provided what was said to be the most entertaining feature of the convention—which was a skit for a ball room full of Engineers and Production men, when a debate was held, in which it was "Resolved that the Production man has been, and is, of more value to the Industry than the Engineer." There were plenty of laughs supplied by those taking part in the entertainment, N. G. Guiberson taking the affirmative and L. R. McCollum the negative side of the argument. Music for the dinner was furnished by Blaine Johnston, Jr., and his band. Blaine, Sr., was Chairman of the Production Engineering Committee.

The finale of the convention was a 110 mile trip to W. R. (Bill) Boyd, Jr.'s Freestone County farm between the towns of Fairfield and Teague. Special busses carried many of the men, while private automobiles and a couple of airplanes took the remainder to the scene of Bill's childhood days, where they spent most of Friday, November 16th, passing through what might be appropriately termed "the cradle of the oil industry of Texas." Enroute they visited Currie, Corsicana-Powell, Richland, Wortham and Mexia fields, where they were able to see equipment having been in operation for around 36 years.

Arriving at the rustic cabined farm about 2:30 in the afternoon they immediately threw off the cloak of business that had so thoroughly covered the majority of them during the past three or four days, and assumed a relaxed spirit and entered into the festivities with the same vim that marked their business sessions in Dallas. There were plenty of cans to go around, and brew made by a well-known manufacturer, was located at strategic points for slacking the thirst of the travelers. It was understood that those who wanted a heavier beverage could readily be supplied at the stands which dispensed Freestone County's well known "stilled in the piney-woods" brand.

E. L. Smith, of E. L. Smith Oil Company, Mexia, was Chairman of the committee making arrangements for the day, which in the opinion of the many that attended, was the "desert" of the convention, and consequently the best part of all.

Lloyd Wheelock, of Wheelock & Collins, Corsicana, was responsible for the juicy viands served to the several hundred present, on fifteen tables especially constructed for the barbecue. Beef, mutton, goat and fish was served, giving plenty of variety and meeting with the tastes of any connoisseur.

Frank Folsom, President of the Teague Chamber of Commerce, welcomed the group, and W. R. Boyd, Jr., and J. L. Patterson, alternated



*Bill Boyd seated before fireplace*

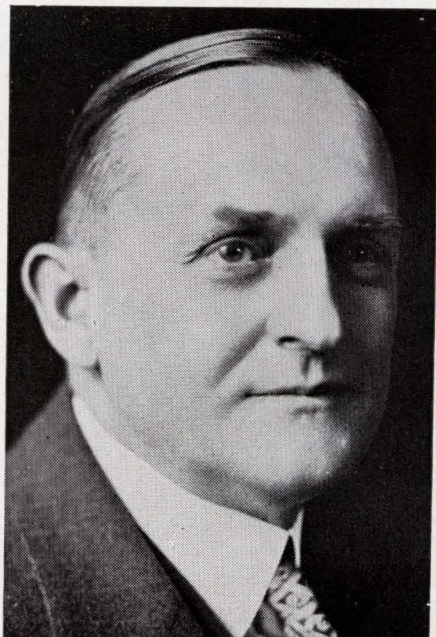
Nov.-Dec., 1934

*The Lufkin Line*

6

# American Petroleum Institute Officials

---



**W. R. BOYD, JR.**  
*Executive Vice President American  
Petroleum Institute*



**AXTELL J. BYLES**  
*Reelected President American Petroleum  
Institute*



**GEORGE A. HILL, JR.**  
*President Houston Oil Company of Texas,  
Elected Vice President for Production,  
American Petroleum Institute*



**W. G. SKELLY**  
*President Skelly Oil Company, Elected  
Vice President for Refining, American  
Petroleum Institute*



**KENNETH R. KINGSBURY**  
*President Standard Oil Company of Cali-  
fornia, Reelected Vice President at Large,  
American Petroleum Institute*



**FRANK PHILLIPS**  
*President Phillips Petroleum Company,  
Elected Treasurer, American Petroleum  
Institute*

as masters of ceremony. Many members of the Industry spoke briefly at the gathering, including J. W. Van Dyke, Chairman of the Board of the Atlantic Refining Company, Philadelphia, and said to be the oldest man in the business, and one of the few surviving associates of John D. Rockefeller.

Music was supplied by a colored group recruited from Boyd's and nearby farms, and "Uncle" Rowan Adams, 96 year old negro, convulsed the audience when he depicted some of Boyd's childhood pranks, telling how he used to "tote" "Mr. Billy" Boyd about on a cotton sack.

A fox hunt was held in the evening for those who wanted to partake of this Southern sport, but the majority had to "pull" themselves away from the fun and start on their treks back home, some of them traveling half way across the continent. None attending the barbecue will ever forget that part of the fifteenth annual A. P. I. Convention at which 3,125 men registered.

## TRENDS IN Transportation

Out of the economic pinch of the past few years have come many repercussions, some of them entirely unexpected. For one thing, our ideas of transportation have undergone some rather broad revisions. Forced to fight for life-sustaining business as they never fought before, the railroads have come through gloriously with faster schedules, air-conditioned trains, and lower fares. For these things they will have the blessing of all those that must spend a fair share of their time going from place to place.

The two-cars-in-every garage slogan has gone into the discard, at least temporarily, and thousands of families have discovered that the car they had thought ready for the scrap heap still has a good many thousand miles in its somewhat rattly frame. Coincidentally, many persons that had grown accustomed to the deep-cushioned luxury of large, expensive automobiles learned with pleasure that small, easier operating cars are quite endurable to the body and extremely kind to the pocketbook.—"Compressed Air Magazine."

## Men IN THE DAY'S NEWS



R. W. LOWE

General Superintendent, Standard Oil Company of Louisiana

From an underprivileged youth who fell heir to the responsibilities of a large family in his early teens to General Superintendent of one of the South's largest producers is the romantic life's story of R. W. ("Kid") Lowe, General Superintendent of the Standard Oil Company of Louisiana.

"Kid" Lowe was the oldest boy of fourteen children. With an education limited to that offered by the little "red school house" he was thrust into the responsibility of providing for this large family upon the death of his father when the "Kid" was only 19 years of age. His first venture was as a news butcher on the Texas, Shreveport and Natchitoches Ry., which netted him profit in experience only. Numerous jobs from that time on found our "Kid" working in the roll of "commissary clerk"—"streetcar motorman"—"ice man" and then fate carried him, by "side-door Pullman" to Beaumont and the George A. Burt refinery and eventually to the oil fields at Spindle Top as a rig builder's helper. From this

Heir to the responsibilities of a large family in his early teens—forges way to success in oil business by sheer force of a will to succeed

First job was news butchering on T. S. & N. Ry.—enters oil business by tackling everything from roughnecking to drilling in the early days of the Beaumont-Saratoga fields

Chief hobby is following yen to improve production methods—has several clever inventions to his credit—cares little for golf and bridge—but enjoys fishing which he seldom finds time to do

point on we find the rise of Mr. Lowe a long and sure one in the oil business, serving a number of the larger producers in various capacities in the drilling and production departments, finally joining the forces of the Standard of La. upon the purchase, by the Standard of the Benedictum and Trees properties at Trees, La.

As assistant to Superintendent O. L. Hickman and later to J. E. Todd, Mr. Lowe gained an invaluable experience which fitted him well to succeed Mr. Todd, upon his death in 1922, as the General Superintendent of the company.

The appellation "Kid" was given to Mr. Lowe by his co-workers, we are told, about the time he went to the Caddo field, on account of his size, which at that time, as now, accentuated his youthfulness. One needs only to come in contact with this man to realize that he is "kid" only in name, however.

Too busy all of his life to play, Mr. Lowe cares little for games such as golf or bridge and what few vacations he has had are usually spent at some quiet place where he can rest and fish. His constant study of methods to improve production has resulted in several clever inventions upon which he holds patents.

"Kid" Lowe unhesitatingly counts his marriage in 1907 to Miss Miley Taylor of Saratoga as the outstanding achievement of his entire career.

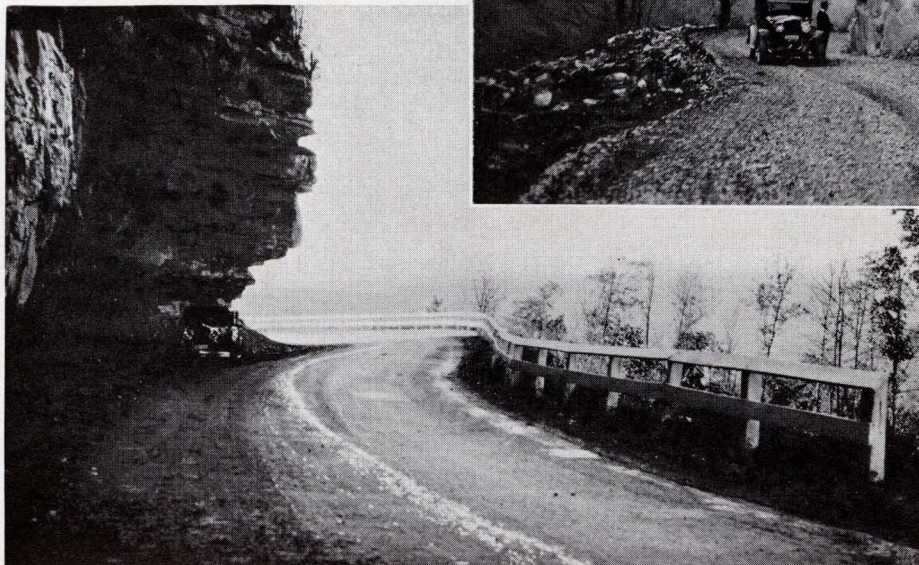
Nov.-Dec., 1934

## The Lufkin Line

8

### HEAVY ROCK WORK

*Much of the western approach to Newfound Gap rests on a ledge cut from solid rock. These pictures show the road as it appeared before the current realignment program was undertaken.*



**EDITOR'S NOTE:** To the *Compressed Air Magazine* and editor Vivian we are indebted for this tremendously interesting article by R. G. Skerrett, who has, in a most fascinating manner given us an insight into the charming region of the "Great Smokies" and its interesting and unchanged people. Read every word of it—you shall be enriched in so doing.

# BRINGING THE Great Smokies CLOSER

By R. G. SKERRETT

We are "quar"; we are "different"; we are "furriners"—more than 100,000,000 of us, despite the fact that we were born here! At least, that is the way we are classed by most of the long-established and virtually unchanged inhabitants of the Great Smoky Mountains. Strange as it may seem, those secluded mountaineers have much to justify their point of view. They have a background that makes them prideful; and, judged by their standards, we are alien in many ways and so different in some particulars that the term queer is not ill chosen.

Why should these mountain people be of present interest? Because, as a nation, we have lately acquired an expansive area in a region that has been occupied by them and their forebears for five or six generations; and these southerners reflect the environment in which they and their kind have lived apart all that while. Before we tell more about these people of fine heritage, let us touch upon developments in that region that concern all of us. Then we can harken back to the days when those highlanders of the South made their way into the depth of the Great Smokies

and found in that wilderness conditions in harmony with their spirit of independence and their desire for untrammelled self-expression. Those pioneers accepted hardships as a matter of course; and their descendants have done generally likewise in the succeeding decades.

In November, 1930, the then Secretary of the Interior, with befitting ceremony, accepted from North Carolina and Tennessee 138,843.2 acres of land situated in the very heart of the Great Smokies. Earlier in that year the same states had made a gift of 158,876.5 acres to the nation. Thus, through the patriotic and generous efforts of the two commonwealths, the Government was put in possession of 297,719.7 acres in a scenically wonderful section of our country. The Great Smoky Mountains National Park, which has been approved by Congress, will become a legal entity, and will be administered by the National Park Service as soon as enough additional land is turned over to the Federal authorities to constitute a single reservation of

427,000 acres. Progress to this end promises the early consummation of the project, and in the meanwhile the two states directly concerned and the Government are collaborating in making the region more accessible by the construction of splendid highways.

Every summer many thousands of Americans in the eastern half of the country journey to the Adirondacks, to the White Mountains, and to lesser aggregations of imposing hills in the belief that they are visiting the most impressive of the mountain systems within their reach. They are apparently unaware that there are other mountain ranges relatively near them that are far grander in every way and richly endowed with unique charms. We refer to the Appalachian system, which has been presented to the world at large in a sympathetic and authoritative manner only within the last twenty years.

The Great Smoky Mountains constitute the master chain of the Appalachians which extend without a break from Virginia to Alabama. They lie on a line that runs from northeast to southwest and cover a distance, as the crow flies, of 650 miles. The mountains occupy parts of eight states; and the ground area of the system is about equal to the combined expanse of New York and New England. This magnificent aggregation is nowhere more than 250 miles inland from the Atlantic; and in the higher sections blankets are needed at night the year round.

The truly splendid magnitude of the Great Smokies and their associate ranges has thus been summed up by the late Horace Kephart: "In all the region north of Virginia and east of the Black Hills of Dakota, there is but one summit—namely, Mount Washington in New Hampshire—that mounts 6,000 feet above sea level, and there are no more than a dozen others that exceed 5,000 feet in altitude. By contrast, south of the Potomac, there are 46 peaks, and 41 miles of dividing ridges, that rise above 6,000 feet, besides 288 moun-

#### WHERE SMOKIES GOT NAME

*Although our photographer chose one of the occasional clear days, a light-blue, dreamy haze customarily clothes the towering shoulders of the Great Smoky Mountains. It is this atmospheric phenomenon that has given them their name. This picture shows the "Chimney Tops," from which, so tradition has it, issues the soft haze that is so reminding of Indian summer.*



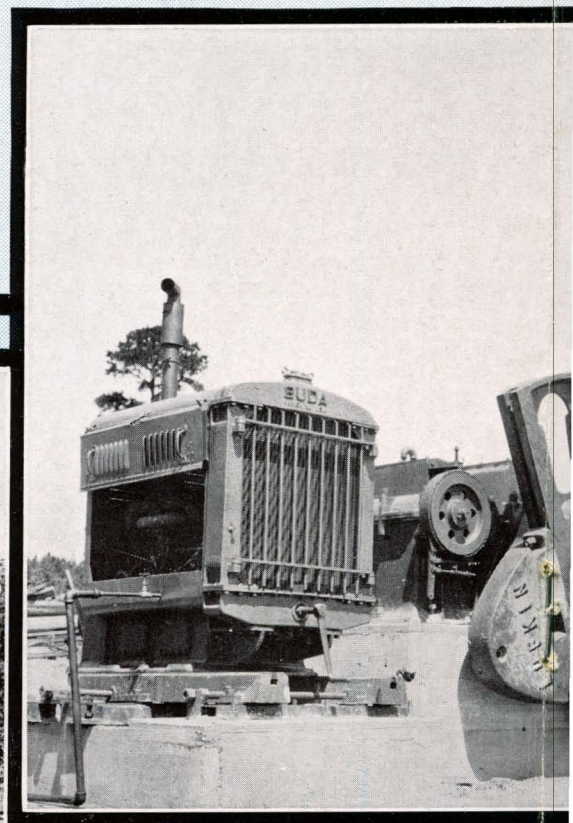
# LUFKIN *in East*



Close-up of Leschner & Hubbard installation in the Castleberry survey. Equipment includes Lufkin No. 58 H.B. Unit with "Back-side" crank with underslung swing take-off and Lufkin center-line Post-Beam-Pitman assembly, General Electric motor drive

WE PRESENT on this page, views of typical East Texas. These views also show various prime Units. Lufkin units are adaptable to any type of field in sizes to suit any present known field conditions from shallow fields to the world's deepest producer. In all double geared units illustrated on this page, numerous installations have been made in East Texas. Lufkin equipment in East Texas are the smallest majority of the major operators.

General view of Leschner & Hubbard installation showing details of "Back-side" crank take-off arrangement. This is a typical installation of the type "Lufkin" recommends for East Texas when two or more wells are to be pumped from the one source of power



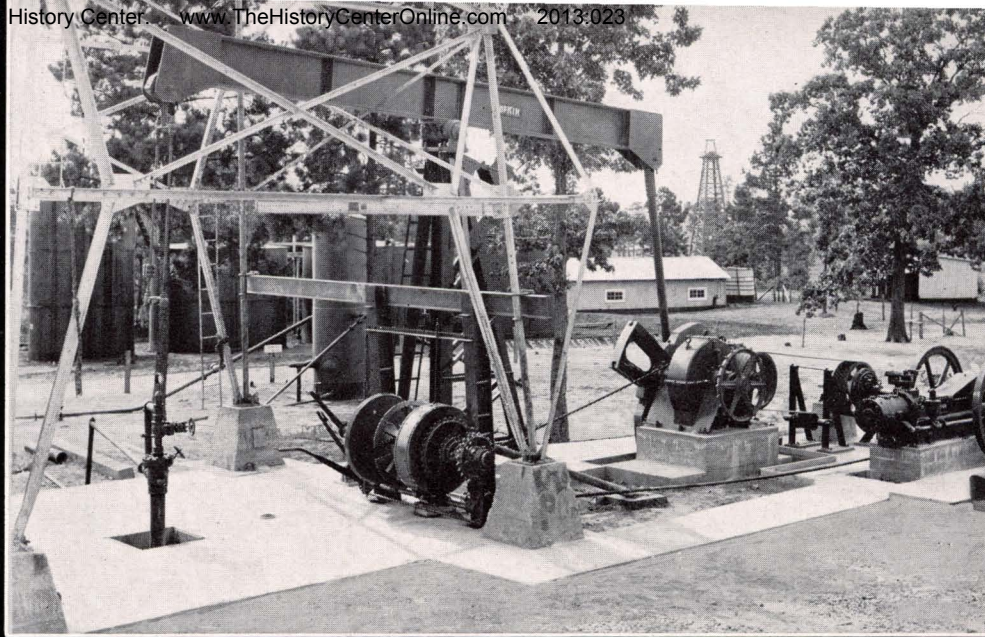
Burwyn Oil Company, East London District. Equipped with "Back-side" crank for pumping and driven by Bu

The above installations very well illustrate the adaptability of "Universal adaptation." Lufkin units are very desirable Lufkin characteristic—couple year in—year out service is the thing that make

Lufkin Units are manufactured in Lufkin, Texas. Branches in principal domestic oil producing

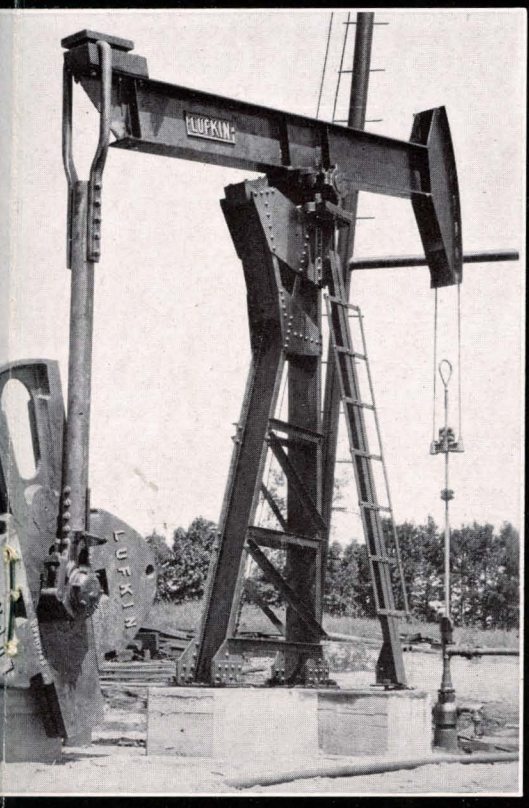
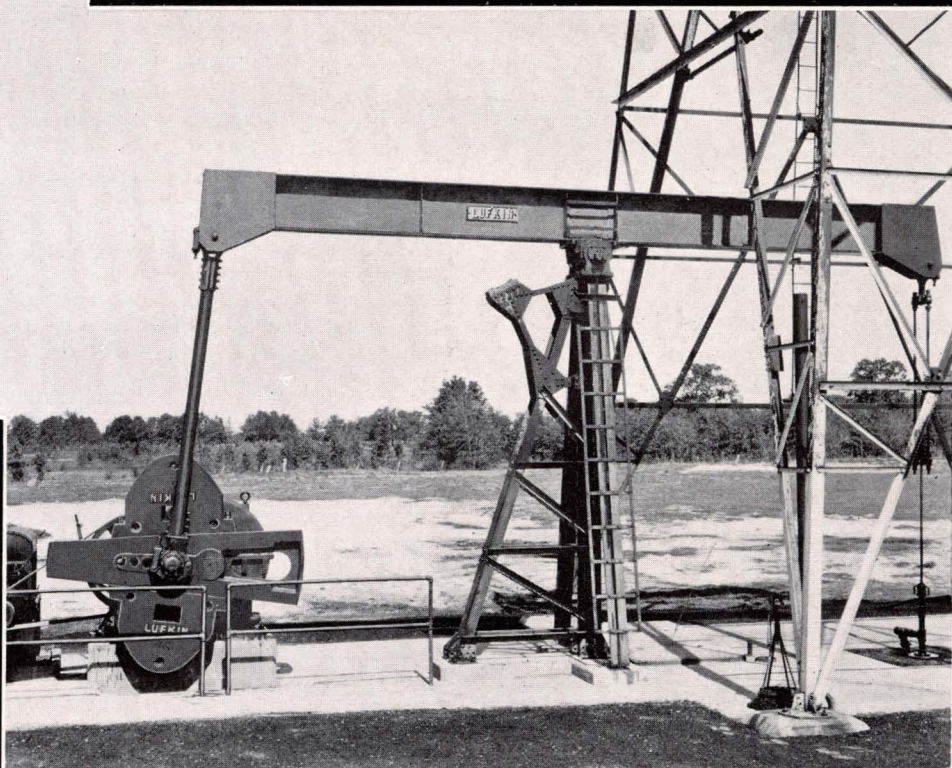
# Texas

Woodley Petroleum Corporation, George Thompson No. 3—typical installation for single cylinder engine drive. Equipment includes Lufkin No. 56 H.B. Unit; center-line Post assembly and No. 6 hoist for pulling rods and tubing. Twelve such installations for Woodley



typical Lufkin installations in time movers used with Lufkin prime mover and are made in addition from the very shallow addition to the single and numerous central power in- Listed among the users of best producers as well as the

Stanolind Oil Company, Cayuga District, Lufkin No. 48 H.B. Unit with McCormick - Deering multi-cylinder gas engine drive

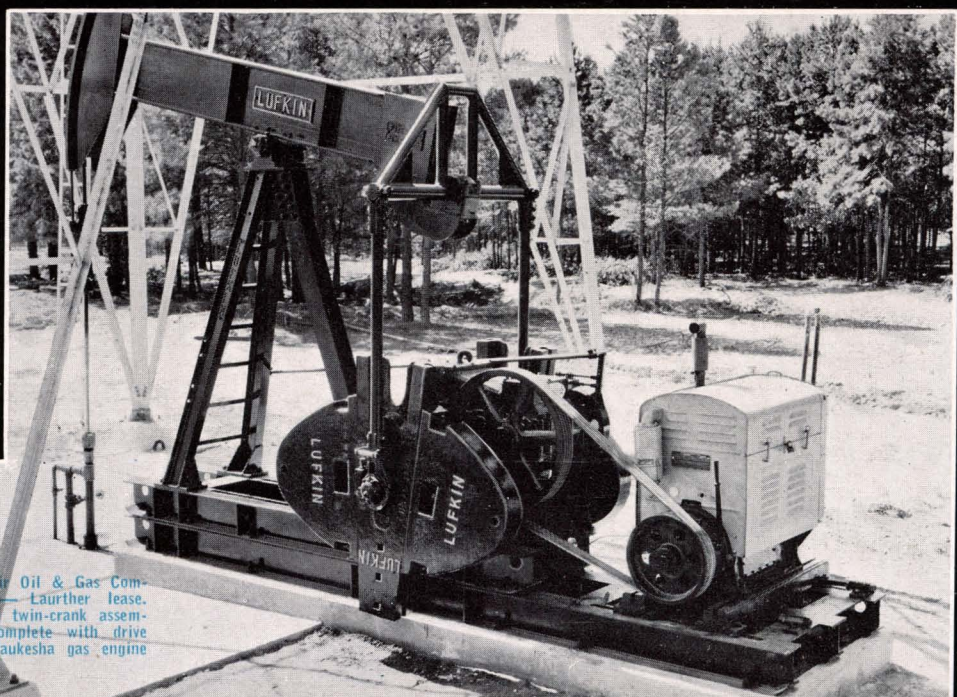


Equipment includes Lufkin No. 31 H.B. Double ring additional wells, Lufkin regular post assembly and Buda gas engine

the statement made frequently by Lufkin Representative units are adaptable to any type prime mover. Lufkin units are supplied with an enviable record of performance—makes Lufkin equipment the dependable equipment.

Lufkin units, by the Lufkin Foundry & Machine Company, producing fields. Export office 149 Broadway.

Sinclair Oil & Gas Company — Laurther lease. Lufkin twin-crank assembly complete with drive for Waukesha gas engine





#### WHERE SLAVES RESTED

*This old house, which can be seen from the Smokemont-Newfound Gap road, served during the Civil War as a resting place for slaves being run secretly to freedom over the mountain range into Tennessee. In this old house the slaves were refreshed and made ready for the stiff climb to Indian Gap. The hastening motorist, today, scarcely realizes what the climb involved because of the engineering skill that has been exercised in locating the new highway.*

tains and some 300 miles of divide that stand more than 5,000 feet above the sea. In North Carolina alone the mountains cover 6,000 square miles, with an average elevation of 2,700 feet, and with 21 peaks that overtop Mount Washington."

The foregoing figures tell a story of vast proportions, but they fail to convey an idea of the physical difficulties encountered in seeking to blaze a way from east to west across the system. The major ranges parallel one another much like a sequence of tremendous waves. Their slopes are for the most part covered with exceptionally dense stands of fine timber; and over far-flung areas these forest monarchs rise from tangled undergrowths of laurel and rhododendron so thickly intermeshed that a man can walk upon them and be his own height or more above the ground! In some of the valleys between the dominating ranges are confused jumbles of lesser hills that run in all directions like a choppy sea and form labyrinths that are virtually impassable to all but the informed inhabitants of the region. Such be-

ing the nature of the country, it is not hard to understand how a people dwelling there could be lost to the rest of the world and out of touch with the activities of the nation as a whole.

The Great Smokies, like the remainder of the Appalachian system, were geologically old when the Rockies and other mountains on this continent were formed. Indeed, they are among the most ancient of the world's mountains. Because of this, and because they have survived in the main unaltered through ages, the Great Smokies are extraordinarily rich in those things that appeal to the nature lover. The trees and other growths that cloak the upheaved shoulders tell the story of a development that has gone on for untold centuries; and something of the mood and the mystery of these immemorial hills has influenced the mountaineers ever since the first of them settled there.

The original pioneers were mostly Scotch-Irish that came to America after the Antrim evictions and at first took up lands westward of the German settlements in Pennsylvania. Some time early in the eighteenth century a considerable number of them migrated southward, following the valleys of the Appalachian system. They were a sturdy, determined lot of a fighting type peculiarly fitted to deal effectually with the Indians who had previously menaced the westward movement of the white man. Their desire was to get

as far as possible from organized government, because their minds were still filled with bitter thoughts towards the authorities who had caused either them or their immediate forebears to flee Ulster.

The Scotch-Irish element, while in Ulster, learned from the native Irish how to fashion and to operate small stills; and the practice of producing illicit liquor was, in due course, thus transplanted to the uplands of the mountainous parts of North Carolina and Tennessee. Corn grown on the cleared and precipitous slopes of the hills became a source both of food and drink, and served the double purpose of medication and stimulation—even infants being soothed with the liquor. The mountaineer quite natural-

ly came to think that he had an inherent right to make whiskey for himself and his family; and one has but to see those people in their isolated settings—scantly clad and often ill-nourished amid a rigorous environment—to appreciate the part that spirits have played in neutralizing exposure and in making the natives forgetful, for a while at least, of the harsh circumstances of their existence. So much for the origin and the persistence of "moonshine."

When the forefathers of the present mountaineers made their ways into that wilderness, they carried with them the social characteristics, the speech and folk-lore, and the point of view of English-speaking people of the seventeenth and eighteenth centuries. In many respects the sequestered inhabitants of Appalachia are today what their original stock was in the generations gone; and this makes them all the more interesting not only as living examples of a distant past but as contrasts by which to judge ourselves of today.

The mountaineer does not accept us at our own valuation. He is decidedly set in his conservatism; and a large percentage of the grown-ups is strongly opposed to change. The true native may be ill-clad and lacking in many creature comforts, but he boasts that he has never been anyone's hireling. He will tell you that most "silly, stuck-up strangers" are

in some degree other men's servants. The population of the whole of Appalachia probably does not exceed 3,500,000; but of that number fewer than 20,000 are said to be of foreign birth. According to Kephart: "This same odd people is more purely bred from old American stock than any other element of our population that occupies, by itself, so great a territory."

Even though these mountaineers have never acknowledged any superiors, and have pretty generally refused to take orders, still their stalwart patriotism has been amply proved. During the Civil War, 180,000 of their sharpshooters voluntarily cast their lot with the Union cause—to the astonishment of both

the North and the South; and how splendidly and effectively they fought is a matter of indisputable record.

And why, the curious will ask, should these highlanders of the South have remained so much like their forefathers while the rest of the nation swept forward on the tide of progress? The answer is: The inaccessibility of much of the territory in which they have lived for so long. Only latterly have roads reached into the hinterland over which a wheeled vehicle could be drawn; and still more recently have hard-surfaced highways been built for motor cars and trucks. Most of the old roads have been little more than trails that could be traversed only afoot or

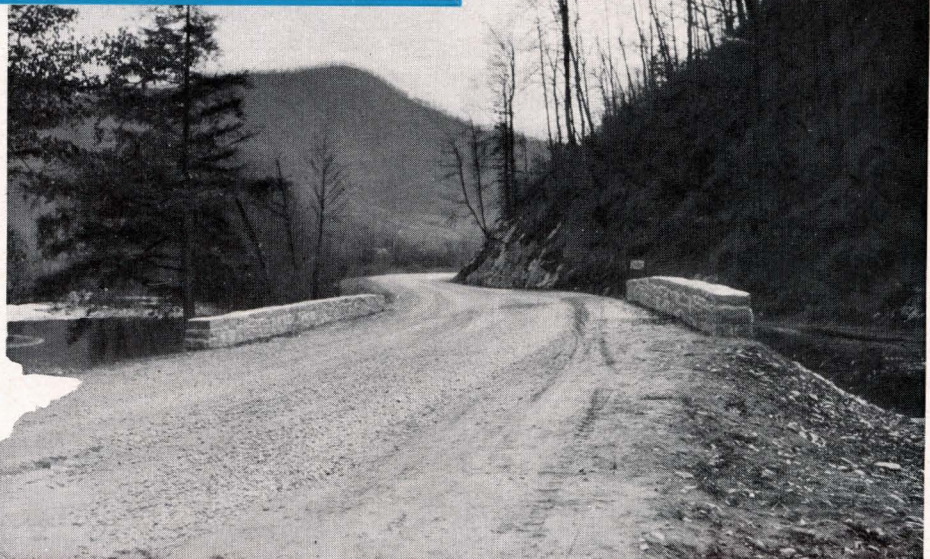
astride a horse or mule. They have commonly followed the rocky courses of mountain streams that might be virtually dry one hour and raging torrents a little later the same day. These mountain dwellers have brought up their families often but a few miles away from other mountaineers without ever becoming acquainted with one another; and what they have not had in the way of bare necessities they have stoically done without. Why intervening ridges have kept neighbors apart can be comprehended by this native characterization of the countryside: "Goin' up, you can might' nigh stand up straight and bite the ground; goin' down, a man wants hobnails in the seat of his pants." A terrain like this is not calculated to promote social intercourse. No wonder the mountaineers have stood still in a sense while the rest of the nation was carried by and around the foothills of Appalachia in the general tide of advancement.

Of the great mass of the sequestered natives of Appalachia, John Fox has written: "People who have been among the southern mountaineers testify that, as a race, they are proud, sensitive, hospitable, kindly, obliging in an unreckoning way that is almost pathetic, honest, loyal, in spite of their common ignorance, poverty, and isolation. That they are naturally capable, eager to learn, easy to uplift. Americans to the



#### ARTISTIC MASONRY BRIDGES

*Drainage structures are marked by studied design and expert workmanship. The accompanying pictures show how one of these native-stone bridges appears from above and below. These views were taken between Smokemont, N. C., and Newfound Gap.*



Nov.-Dec., 1934

## The Lufkin Line

14

core, they make the southern mountains a storehouse of patriotism; and in themselves they are an important offset to the Old World outcasts whom we have welcomed to our shores."

Slowly, but surely, leaders among the mountaineers are being developed; and vocational schools are teaching the women and the girls, handicrafts that stimulate artistic taste and enable them to earn in a self-respecting way, wages that give them the means to obtain some of the comforts of life so long denied them. Inevitably, the mountaineers will change, in fact are being changed, as they are caught up from the social eddies in which they have moved and are swept into the general current of the nation's onward tide. Let us hope that in this newer order they will retain their many fine qualities and serve as a beneficial leaven by reason of their inborn steadfastness and other sterling attributes.

The Great Smoky Mountains are so named because of the well-nigh continual blue haze that blends, by imperceptible gradations, the towering shoulders of the range with the coloring of the sky. This soft-effect is akin to a nearly year-round Indian summer. There is no time in a twelvemonth when the Great Smokies are lacking in arresting charm. The hills are beautiful in springtime when mountain laurel, rhododendron, azalea, dogwood, and other blooming bushes and trees cloak vast expanses of the mountainsides with a varied and vivid display. The summer months are no less alluring because they, too, glory in many blossoming things and a general richness of verdure. When autumn comes, nature again employs a lavish palette; and then the hills are clothed in reds and yellows and tawny tones of an indescribable color range. And when the short period of winter settles upon the land, the mountain slopes still retain their attractiveness and are intriguing besides because of the colorful rebirth that will soon again adorn them.

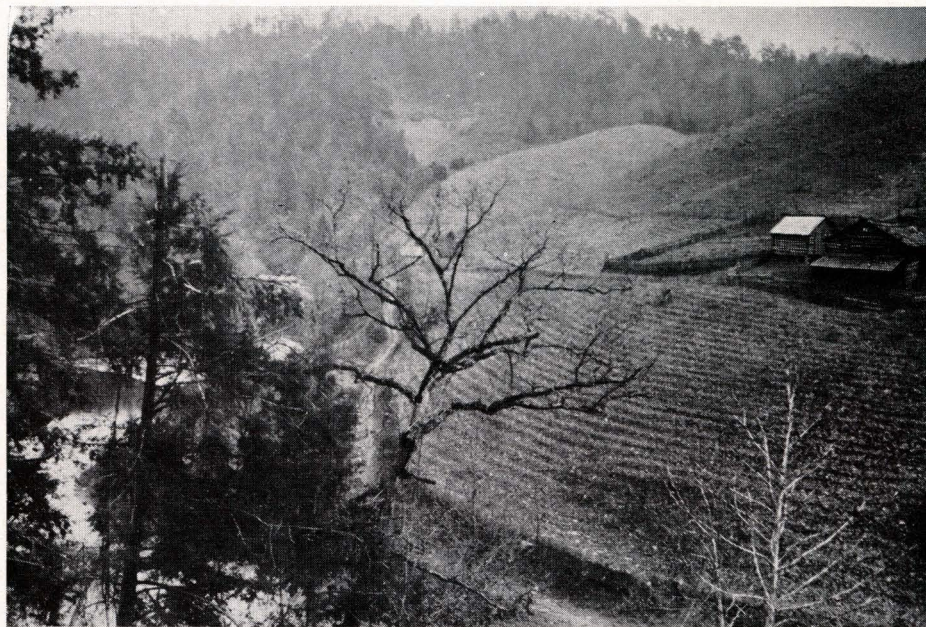
No fewer than 120 species of native trees flourish in the forests of the Great Smokies. Probably nowhere else in the temperate zone is there such a variety of timber of a merchantable age. Frequent rains and a rich soil, combined with long periods of unhampered growth, have

made the stands magnificent and exceptional. Some of these have been cut over; but wherever areas have been so denuded they have been reforested by the Federal Government. This wonderland of nature's making is now, in part, being turned into a great national playground. How much the gift should be treasured can be realized only by visiting the region. Last year more than 375,000 people journeyed there; and, judging by its present popularity, it is estimated that the number will soon exceed 2,000,000 annually. The Great Smokies are not lacking in accommodations for the tourist, nature lover, and the hiker. Most of these facilities are located at or close to the boundaries of the reservation; and good roads run not only to the park limits but, at certain points, enter it and traverse it. The park area is about 65 miles long and from 15 to 25 miles in width.

Already a sum of \$900,000 has been appropriated for these various improvements, and their ultimate cost is estimated at \$1,250,000. The outlay will add immeasurably to the safety and to the peace of mind of all motorists, and will permit the traveler to enjoy just that much more the scenic wonders nature has provided in lavish abundance. The work involves approximately 45,000

cubic yards of excavating to the mile and the construction of 25,000 cubic yards of masonry retaining walls. John L. Humbard is in charge of the operations. He is senior highway construction supervisor for the U. S. Bureau of Public Roads which is handling the undertaking for the National Park Service.

The author traveled the Tennessee section of the road one sunshiny day shortly after it was first built, and when the mountains were aglow in their autumnal dress. He is not likely to forget the sweetness and the exhilarating freshness of the breeze that blew in his face as he reached the crest of Newfound Gap. The air and the outlook were provocative of ecstasy. In this mood, he turned to his companion—also city born and also a city dweller—and exclaimed: "Do you imagine that the natives grasp the beauty of all this?" And his fellow answered, "I doubt it." Scarcely five minutes later a motor car of a somewhat elderly model chugged slowly into sight and reached the top of the climb just before stalling. A white-haired mountaineer came forward in friendly fashion, and after a greeting in the vernacular, said: "Isn't it fine? I've brought my daughter and my son-in-law from Kentucky up here for the view."



### TYPICAL MOUNTAIN FARM

*Cultivation of steep hillsides such as this in a region of heavy rainfall is a losing battle, as the arable surface is rapidly washed into the valley bottom. . . . "Goin' up, you can might' nigh stand up straight and bite the ground; goin' down, a man wants hobnails in the seat of his pants."*

## ATTACKS PROBLEM WITH DROLL POSTERS



*A recent survey showed that present-day motorists insist upon clean and modern rest-room facilities, especially when they are traveling, so Socony-Vacuum is playing up to their demands with 12' by 25' posters like this, placed within short distances of Socony-Vacuum stations.*

## New Signs

### HELP MAKE TOURISTS' BURDEN LIGHTER . . .

Chic Sale conceivably might have done it in a characteristically direct manner, but Cartoonist Peter Arno, for his subtle and inimitable way, was given the task of turning one of advertising's most delicate subjects, the guidance of the weary and needy motorist to an acceptable washroom, into copy.

His efforts appear in a new outdoor campaign of the Socony-Vac-

uum Oil Company, Inc. The large posters, depicting anxious Arno autoists who "have to go," are located within short distances of Socony filling stations, serving as effective and suggestive guide posts and "turner-inners."

General tabulations, according to company officials, usually show that preference for a certain brand of gasoline or oil, convenience of sta-

tion location or courteous service by the station employees head the list of reasons why motorists patronize certain dealers.

Recently another reason, heretofore ranked among the "unmentionables," has been brought to light in a survey the company conducted among service station employees. A sizeable percentage of those questioned reported that motorists, particularly tourists, definitely expressed preference for stations with modern and clean rest room facilities.

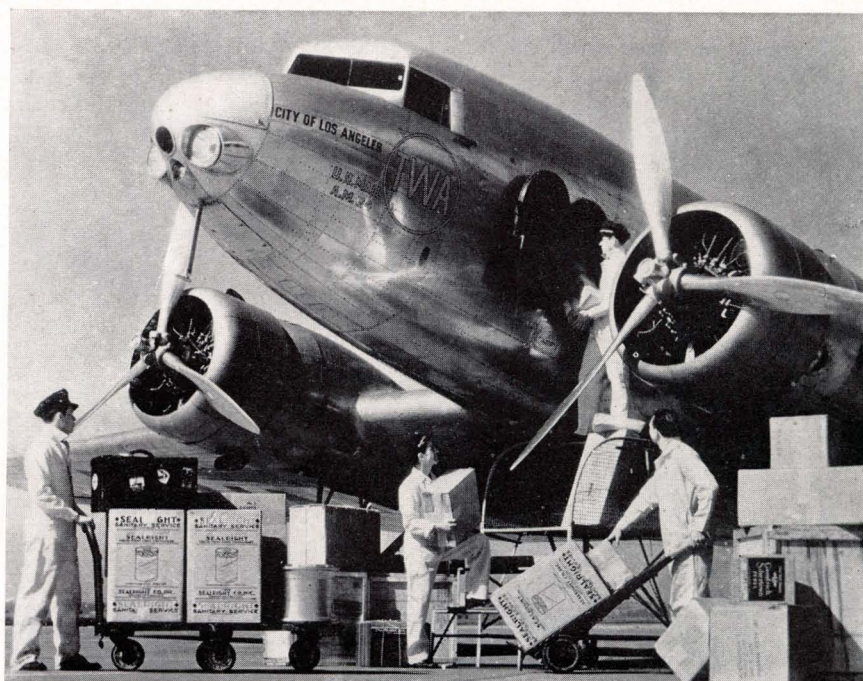
The current outdoor campaign is the first publicity given this delicate subject by Socony-Vacuum, although for some years the firm has given considerable attention to modernizing rest rooms. This includes equipping 2,000 company-owned stations with modern fixtures, along with quality soap, towels and paper cups. —*Advertising Age.*

## FROM RECORD BREAKING TO

### Cargo Carrying

The TWA Douglas Airliner, which achieved fame through its record-breaking transcontinental flight of 13 hours, 2 minutes from Los Angeles to New York with Captain Eddie Rickenbacker, has now become a regular carrier of passengers and express on the New York-Chicago route, operating on the fastest schedules ever inaugurated between America's first two cities. Men are shown loading assorted products into the ship's huge cargo compartments.

Keystone View Company



Nov.-Dec., 1934

## The Lufkin Line

16



*Hong Kong harbor with the  
M. S. Chichibu Maru in the  
distance*



N. Y. K. Lines

# To the Orient

WITH NIPPEN YUSEN KAISHA

Unless we're natural stay-at-homes there's no reason in the world why we should be tied down to our usual environment this coming year, even with the depression still snapping at our heels. This is the time for a clean get-away, far from all the bread-and-butter doings of our daily lives. And it might as well begin with the winter season, because, aside from the fact that it's the time when we most need to escape, it is also true that many countries are at their best during these months—perhaps because of weather, perhaps because, the country being less flooded with

visitors, there's more time for truly characteristic hospitality, perhaps because national festivals fall in the winter-time.

The N. Y. K. Line has been making possible several tours that are going to be well within the range of our pocketbooks. There is one round-the-world tour that includes a Pacific Coast take-off, a pause at Hawaii for leis and strange food and tender alohas, then Japan, China, the Philippines, India, Suez, a trip up the Mediterranean to England and so back to New York again. If we prefer, we can do all this in reverse,

and travel East instead of West. Another tour goes around the Pacific and includes the romantic South Sea Isles, Australia and New Zealand.

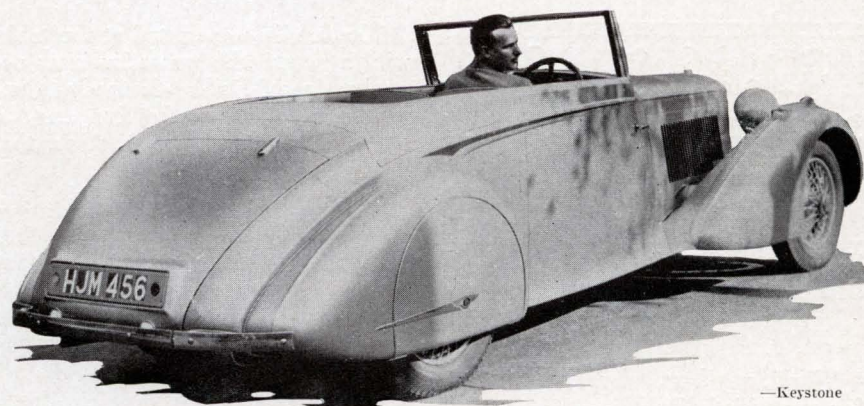
But the Orient tour, with Hawaii and the Philippines as trimming, will give us plenty of time to explore Japan and China. If we're starting off this winter, we find that we're arriving in Japan, for instance, at one of the most colorful seasons of all. The New Year's festival in January lasts some four or five days, and Japan teems with excitement. The enormous cryptomeria trees, some of them 300 years old, are snow-laden. Skiing and skating are going strong, the inns near the sporting-fields brimming with athletes, amateur or professional. At these inns we may put up for the night, coming in from an exciting swoop over the snowy ground to find a warm bath and a splendidly cooked meal awaiting us. Frequently these baths are of water from the hot springs, and are certain to soothe any aches or pains that may be troubling us. There's good fishing and hunting in Japan all year round. And in the cities, if you prefer inside to outdoor sport, theatres and movies, even American ones, are in full swing.

I have said that Japan is at its most colorful peak in the winter. But when I think of the spring I feel that perhaps I must take this back. In spring, with the beginning of the flower festivals, the Japanese meet the new season eagerly. The tiny and dainty women in their delicately-colored costumes are a match for the blossoms of the plum, the cherry, the peach. There are excursions to the parts of the country where the blooms are thickest—Japan is a

great picnic-ground, with whole families gathering together to admire the natural beauty.

However, we have China still to see—and so we hardly dare linger too long in Nippon, while Canton, Shanghai, Peiping, Hong Kong, are waiting for us. Coolies will trot us through the market places, where fine roast ducks, the best to be had any where, are spread out to tempt us. If we can possibly resist the silks, the bits of jade, the ivories, we're better than we thought we were. China is an extraordinary place, with her cities-within-cities, her immense walls, her crowds of inhabitants. It is more solid, perhaps, than Japan, but quite as beautiful.

And now, as for the voyage itself, on great motor liners with serv-



—Keystone

## England's New Stream-Lined Car

Comet-like in appearance is this new stream-lined British sports car, a 3½-litre Bentley chassis fitted with a special stream-line head coupe body that epitomizes cleanliness of

design without any undue suggestion of freak appearance. The designer, S. T. Watts, is shown in the car, which will be featured at the Olympia motor show in London.

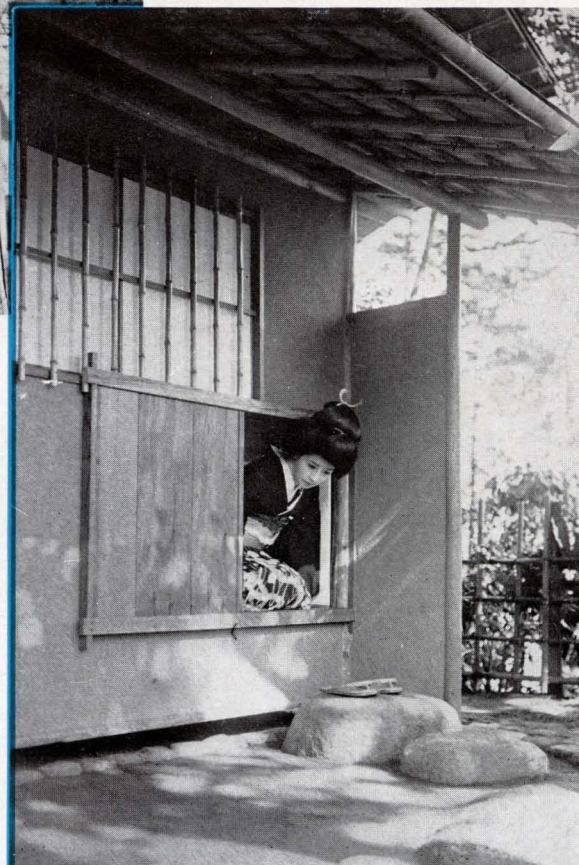


**THE COVER**—One of the many enticing views that unfold before the traveler from Gatlinburg to the summit of the Great Smoky Mountains. In the background is Mount LeConte, declared by Horace M. Albright, when director of the National Park Service, to rank with Pike's Peak, Ranier, and other world-famed mountains. Although exceeded in altitude by two other peaks in the Great Smoky uplift, its elevation of 6,593 feet makes it the highest point in Tennessee. The photo is by R. T. Jackson.

ice that would shame the best hotels, and food that would be the despair of the average chef, that in itself is like being in a new country. All these good times, included in the cost, are fairly intoxicating. Every game that we could want to play, barring football perhaps, is provided; there's a wonderful orchestra—nothing is forgotten. It's an adventure from beginning to end—and, as I have taken pains to point out, it *can* be done this winter, and done so reasonably that you won't have to figure out ways to sacrifice other good things in order to do it.

### LADIES ONLY

*At least that's the way we'd figure it from the size of the entrance to this Japanese tea house. Entrance to the tea house is gained through the traditional small door. Here a young Japanese debutante is seen leaving. Small wonder they retain their lithe and graceful figures.*



Photos courtesy  
Nippon Yusen Kaisha

Nov.-Dec., 1934

# The Lufkin Line

18

## The Lufkin Line

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

AL. E. CUDLIPP, Editor

Vol. XIV NOV.-DEC., 1934 No. 5

"Well, my boy, what did you get for your birthday?"

Three-year-old: "Aw I got a little red chair but it ain't much good. It's got a hole in the bottom of it."

Ice man (entering kitchen with cake of ice): "Hello sonny."

Little Boy: "Hey; when you call me that, smile."

Movie Actress: "I'll endorse your cigarettes for no less than \$50,000."

Cigarette Magnate: "I'll see you inhale first."

There was a fearful crash as the train struck the car. A few seconds later Mrs. Pickens opened her mouth to say something, but her husband stopped her.

"Never mind talking," he snapped, "I got my end of the car across. You were driving the back seat and if you let it get hit it's no fault of mine!"

Sambo was hired out on a railroad gang. At the close of the first shift he was all tired out, and sought the boss.

"Mister, you' sho' you all got me down on that payroll?"

"Sure," said the boss. "Here's your name—Sambo Simpson. That right?"

"Yes suh," replied Sambo. "Ah jus' thought you might have me down as Samson."

See no Evil, Fear no Evil.—

Fortune-Teller: "My friend, beware of a tall, dark woman, who will be constantly in your path."

Client: "Lumme, bad luck on 'er mate. I drive a steam-engine.—*Pearson's Weekly*."

What do you do with all your money? Buy fur coats to keep your girls warm?

No, just to keep them.

The family was seated at the table with a guest, who was a business acquaintance of Dad's, all ready to enjoy the meal, when the five-year-old son blurted out: "Why mother, this is roast beef!"

"Yes," answered the mother. "What of it?"

"Well, Pop said this morning that he was going to bring a big fish home for dinner tonight."—*Detroit Free Press*.

Our advice to the dries, who seem to be championing a lost cause, is to bear up in the face of defeat.



Collegiate: "I beg your pardon. Miss, but would you care to take a ride?"

Coed: "Sir! I'll have you know I'm a lady."

Collegiate: "I know that. If I wanted a man, I'd go home and get my father."

"How are your diptheria patients coming along, Doctor?"

"Come up 'n' serum some time."

"Let's play like you're my wife."

Socko! Bam!

"I didn't mean to make you mad."

"Big boy, you didn't make me mad. You just didn't make me."

What would the human race be like today if Eve had used poison ivy leaves instead of fig leaves.

"I am going to buy a \$10 brassiere for your birthday. What size do you wear?"

"Never mind. Give me the \$10, because I'm flat busted."

A minister one day while visiting one of his flock who had been a sailor heard the parishioner's parrot make a few remarks in the way only a true sailor's parrot can. The man was very much embarrassed and apologized. The minister didn't seem alarmed, but said he had a parrot that prayed all the time. After a while the good Reverend made the suggestion that he thought his parrot would have a good influence on the sailor's bird. The sailor agreed, so the next day the minister brought his parrot to spend a few days with the other bird.

When the sailor's parrot saw the addition to his cage he immediately remarked, "How about a little loving, babe?"

Answer: "What the hell do you think I've been praying for all these years?"

Bellhop (making lady and gentleman comfortable): "Anything else Mr. Smith?"

Guest: "No thanks."

Bellhop: "Anything for your wife?"

Guest (absentmindedly): "Why, yes, bring me a postal card."

## That Subtle Advertising Influence



—Esquire

"I got sompin' you like, Giuseppe —puree of tomatoes wit' groutons."

# 4½ YEARS CONTINUOUS SERVICE NO MAINTENANCE EXPENSE ●

WHAT LUFKIN  
MEANS BY ★  
*Continuity of  
Service with  
Minimum  
Expense*

PRODUCING DEPARTMENT

September 6, 1934

Lufkin Foundry & Machine Co.,  
Lufkin, Texas.

Gentlemen:-

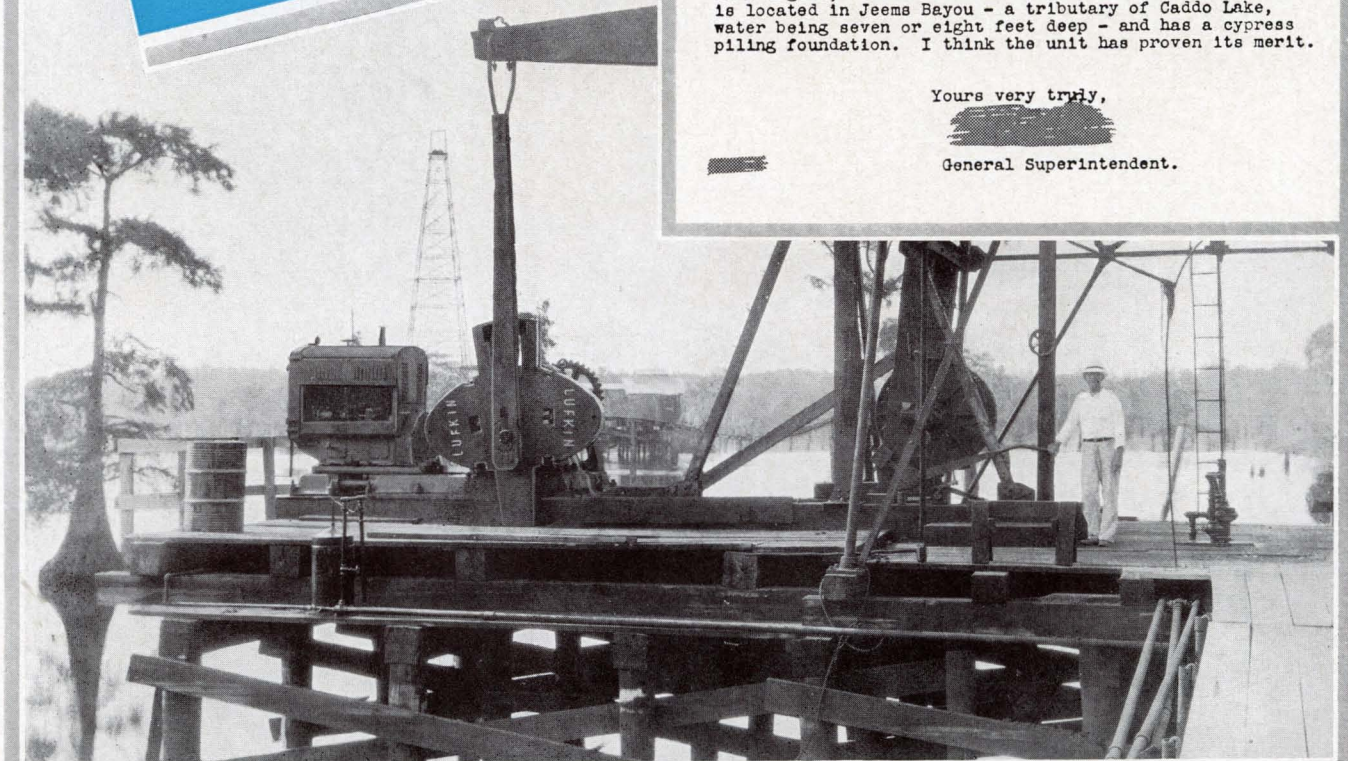
Following is information concerning a  
Lufkin Unit, which we purchased from you a little  
over four years ago:

A 4½ worm-gear Lufkin Unit, bought and  
installed in April 1930 J.J. Hart Well No. 19, Caddo Parish,  
has been running continuously 24 hours per day, to date,  
pumping at a speed of 25 strokes per minute, with a  
30-inch stroke, and 5/8-inch rods in well. The well  
produces 175 barrels of fluid daily, 25 barrels of which  
are oil, from a depth of 1800 feet.

There has been no expense with this unit ex-  
cept for oil. The power for the unit is a 60-horse power  
Buda engine, which has also been satisfactory. The well  
is located in Jeems Bayou - a tributary of Caddo Lake,  
water being seven or eight feet deep - and has a cypress  
piling foundation. I think the unit has proven its merit.

Yours very truly,

General Superintendent.



Established company policy prevents disclosure of writer of above letter.

Lufkin Units are designed and built to give long, lasting service with a minimum of maintenance expense, and as a result enjoy an enviable record of year in—year out performance.

**LUFKIN FOUNDRY & MACHINE COMPANY,**  
LUFKIN, TEXAS

Branches in Houston, Henderson, Dallas, Tulsa,  
Los Angeles and New York

# LUFKIN *Pumping Units*

# Check Everything!

**PRODUCTION ✓  
SERVICING ✓  
ADAPTATION ✓**



Woodley wanted geared units to handle large quantities of fluid; equipment for servicing; drives for single cylinder gas engines and after thoroughly investigating available equipment, definitely standardized on LUFKIN—described below.

One of twelve East Texas installations for Woodley Petroleum Company

## **WOODLEY WANTED EVERYTHING! LUFKIN SUPPLIED EVERYTHING!**

### **PRODUCTION**

No. 56 H.B. gear unit capable of producing 1,000 barrels of fluid daily from 3600-foot level, at normal rated load. Lufkin Center-line, Post, Beam, Pitman Assembly—Oil bath and Alemite lubricated throughout insuring life-time operation with minimum care.

Lufkin Units are manufactured in Lufkin, Texas, by the Lufkin Foundry & Machine Company. Branches in principal domestic oil fields

### **SERVICING**

LUFKIN No. 6 Hoist for handling rods and tubing. The installation is so arranged that a sand reel may be tied down on the derrick floor and be driven by hoist with No. 1030 chain.

### **ADAPTATION**

Ease of adaptation has always been a prime characteristic of Lufkin Units. This unit is most readily adapted to single cylinder engine drive by means of Lufkin Clutch and tightener with "V" belts.

# **LUFKIN** *Pumping Units*