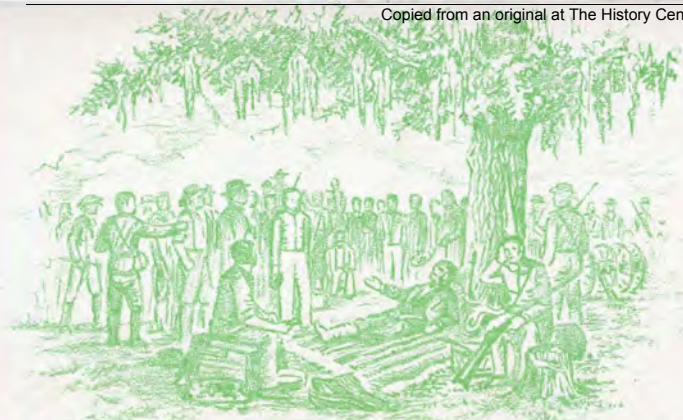




The Lusk Line

SECOND QUARTER, 1936 • Vol. XV • No. 2





*The Surrender
of Santa Anna*

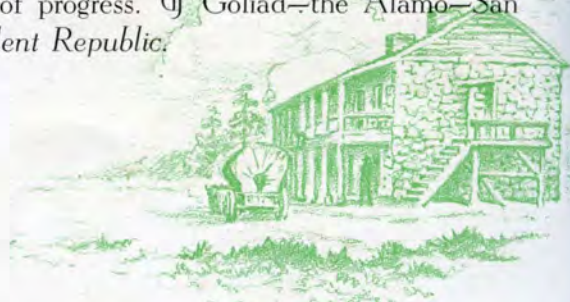
"...and Texas

became a free and independent
Republic"

¶ ON THE MORNING OF MARCH 6, 1836, the quaint little mission in the then outpost village of San Antonio de Bexar, ceased to be a sanctuary of the Christian faith in a wilderness. It no longer belonged to a sect which was propagating its religion among the Indians. It passed into immortality, and from that time forward has belonged to all the world as one of the most sacred shrines of written history. ¶ That day unyielding to the superior forces of the advancing dictator, Santa Anna, the band of 188 persons, assembled from all sections of America under the command of Colonel William Barrett Travis, laid down their lives in defense of an ideal of liberty. ¶ A practical military sequence of their sacrifice was that it aroused the Texans to the imminence of their peril, resulting in a rallying of the scattered forces, which six weeks later under the command of General Sam Houston at San Jacinto, annihilated the army of the invader, took him prisoner and created a new republic. ¶ The little band in the Alamo well knew the fate in store for them. From atop San Fernando cathedral, some half mile distant, there was flying the flag of no quarter—unconditional surrender. Having appealed in vain for reinforcements, Colonel Travis and his men, rather than retreat, decided to stand to the last man to delay the invading army until Texas could prepare. ¶ Today the Alamo nestles in the midst of skyscrapers in a modern, industrial city. But it has not been touched by the hand of time—and the flag of the Lone Star still proudly waves from its top. ¶ At old Washington-on-the-Brazos a Nation was born. While Travis and his little band were making their last stand at the Alamo, there met in Washington a band of determined Texans who in a ringing declaration declared Texas to be a free and independent republic. Present was Sam Houston, who less than two months later, was to enforce that declaration on the field of San Jacinto. ¶ A few miles distant from Houston is the battlefield of San Jacinto where 700 Texans, remembering the annihilation of Travis' men at the Alamo and the massacre of Fannin's men at Goliad, charged the superior forces of Santa Anna, captured the dictator, dictated terms of peace, established a new republic, and concluded the sixteenth battle of world history. ¶ In the early days of Texas as a colony and as a republic, Nacogdoches was one of its important centers of culture and trade. There was built the old Stone Fort. It has been reproduced in all its simplicity for the millions who will visit the State this year. Nacogdoches, amidst the swaying pines of historic East Texas, is but a few hours distant from the Central Exposition city, Dallas. ¶ Out of the heart of history, marching up through the corridors of time, has come the story of Texas. Discovered in 1519 by de Pineda, Texas has known the flags of Spain, France, Mexico, the Republic of Texas, the Confederacy and the United States. Each nation to rule over this far-flung southwestern empire has written brilliant chapters in the book of progress. ¶ Goliad—the Alamo—San Jacinto—and Texas *became a free and independent Republic.*



The Alamo



*The Old Stone Fort
Nacogdoches*



Sam Houston's Monument and Entrance to Hermann Park, Houston, Texas. The city of Houston, now the state's largest city, was named after this outstanding hero of the early history of Texas.—Photo by Cecil Thomson.



General Sam Houston, the Tennessee "Raven" and Texas' Liberator, who with a handful of colonists whipped Santa Anna, Mexican president-dictator, at San Jacinto in 20 minutes and established Texas a free Republic.

Rededicating her historic shrines, bathed in the memories of those events which have made her name great, Texas enters into a year of statewide celebrations with the climax of the Centennial Year—the Texas Centennial Exposition in Dallas, June 6 to November 29.

The \$15,000,000 Exposition, the first World's Fair ever presented in the Southwest, America's "Last Frontier," will be the parade of an empire in which the historical, the commercial, the educational, and the artistic will be mingled.

Prior to the Exposition in Dallas, celebrations will have been held in Gonzales, where the first shot of the Texas Revolution of 1835-1836 was fired; in San Antonio at the Alamo, where 181 Texans died to the last man after an historic 11-day battle ending when the fort fell March 6,



ONE HUNDRED YEARS OF INDEPENDENCE
FOUR CENTURIES OF ROMANTIC HISTORY

Texas Celebrates

For the first time in American History a World Exposition is being staged during 1936 south of the Mason and Dixon Line. Texas Centennial Exposition opens in Dallas, June 6th to November 29th, constructed at an aggregate cost of more than \$25,000,000.00.

1836; on the battlefield of San Jacinto, near Houston, recalling that fateful day of April 21, 1836, when General Sam Houston and less than 800 Texans defeated General Santa Anna, dictator-president of Mexico, with a force three times the Texans' number, winning independence for Texas; at Goliad, where 380 Texans, prisoners of war, were lined up and shot to death by firing squads on the morning of Palm Sunday, March 27, 1836; and at other places famous in the history of the state.

The Republic of Texas was born out of the Texas Revolution of 1835-36 which was brought about when the Anglo-American settlers of the then Mexican province of Texas revolted.

Texas remained an independent nation recognized by foreign powers, including the United States, Great

Britain, France, Holland and other nations, until 1845 when, by a plebiscite, she voluntarily entered the Union, becoming the twenty-ninth state. Texas is the only state to have been recognized as a sovereign nation prior to admittance to the sisterhood of states.

It is interesting to note that Texas has known the flags of six nations in the period of her rule by the white race. In 1519, De Pineda, a Spanish explorer, landed on Texas soil and claimed the country for Spain. Later, France raised her flag on Texas ter-

The home of General Sam Houston, Huntsville, Texas, known as the Mt. Vernon of Texas. Here also is the old office building he used while a resident of that city. Here too, is located a State College bearing his name.





Birdseye view of Texas Centennial Exposition Grounds, Dallas, opening June 6th. Views show state of construction, as of May 15th. At that time exhibitors and concessioners were moving in. All of the Exposition Corporation, City of Dallas, and exhibitors were complete. Show will open promptly at noon June 6th. President Roosevelt will swing gates by round-the-world radio pulse. He and Mrs. Roosevelt are scheduled to visit the Exposition on opening day. Entire Exposition main buildings air conditioned.

ritory and for some time maintained a small settlement, but Texas remained a Spanish colony until Mexico revolted from Spain in 1821 and set up a republican form of government.

Texas existed as a Mexican state until 1835-36 and then flew the flag of the Republic of Texas, exchanging it for the United States flag in 1845. However, with the outbreak of the Civil War, Texas became a part of the Confederacy and the stars and bars of the Southern union flew over the Lone Star country until she re-entered the Union at the conclusion of the War of Secession.

This richly colorful history, plus the dramatic period of the Revolution and the subsequent Republic, will form the background for the Texas Centennial Year and the great Exposition in Dallas. Indeed, the various communities throughout Texas, which have played an important role in Lone Star history, will hold special fetes, ceremonies and fiestas to commemorate the incidents in the State's history which have a peculiar significance to the different locales. The statewide celebration offers a colorful panorama of four centuries of history which include some of the most epic occasions in the history of the North American continent.

Foundation stones of Spanish colonization in Texas, two centuries old Franciscan missions stand today as monuments to the dreams of Catholic Friars for a great religious empire in the New Philippines, as Texas was known to Spain. Western colonization by Spain centered about mission life, and the friars followed always on the Conquistadores. Mission La Bahia left, at Goliad, Texas, where one of the most tragic events of the war for freedom took place. It was here that Fannin and his men were massacred. Extreme right: Mission Concepcion from inside the grounds, San Antonio, Texas. This is probably the best preserved of missions. All the ancient missions in Texas are used for divine services with the exception of the Alamo.



Scene at San Jacinto Battlefield, a state park, 23 miles from Houston, a hallowed spot of Texas history. It was here on April 21st, 1836, the decisive battle in the struggle of the Republic of Texas was fought and won.



THE COVER

The Alamo, shrine of Texas Liberty, is located at San Antonio. It was constructed originally in 1718 by the Franciscan Fathers as a missionary outpost for the Indians. It was used as a fort when 188 Texans under command of Col. William Barrett Travis held the line against the advancing armies of Santa Anna on March 6th, 1836, until all had died by the sword. Their sacrifice influenced all Texas, provided the incentive for organization, resulting six weeks later in the victory at San Jacinto, which created a new Republic. A replica of the Alamo will appear on the grounds of the Texas Centennial Exposition.

In further preparation for the Exposition and its series of secondary celebrations, Texas has driven toward completion of a highly concentrated program of highway improvement, with the result that there are now more than 10,000 miles of connected, cardinal highways to carry the visitor through the broad expanses of the State.

The Dallas grounds of the Exposition were for months the scene of a frenzied building operation. The management of the Exposition was faced with the problem, within less than a year, of converting the old site of the State Fair of Texas, along with some additional 40 acres of land, into a magic World's Fair city along specifications and plans laid down by the State of Texas. It has

completed that job on time for gates to swing outward at noon on June 6 following a formal opening speech by President Franklin D. Roosevelt.

While the State this year is observing a century of freedom as an independent republic and as a State in the American Union, its Centennial in reality will recall four centuries of colorful and glamorous history. The result of some 13 years of planning, the Centennial now is the prime theme of every conversation and every effort upon the part of Texas people.

At the Exposition in Dallas there are more than sixty buildings, a score of which are permanent. They have been financed by the State of Texas, the Federal government, the City of Dallas through its park department and by the Texas Centennial Exposition Corporation. Also numerous exhibit buildings have been constructed and financed by private corporations with expenditures ranging up to more than \$2,000,000.

The Exposition, approximately two miles from the skyscraper district of downtown Dallas, presents a variety of exhibits more extensive than ever before attempted at a World's Fair. These include agriculture, livestock, science, industry, history, art, education, communication, transportation, petroleum and other natural resources, and natural history.

A varied program, which will include intersectional football games and other amusements will be offered. A stadium seats 42,000 per-



Texas State Capitol on Capitol Hill, Austin, Texas, is second in size only to the national capitol in Washington. This beautiful granite building, constructed entirely from Texas resources cost the state 3,000,000 acres of land taken from public domain. The land, then worth about 50 cents an acre in 1885 is now estimated to be worth \$60,000,000 to its present owners. The building covers three acres.



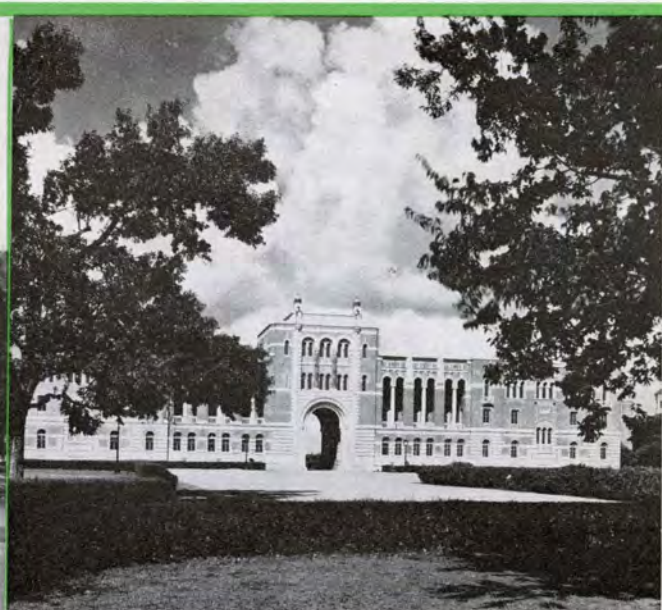
Stephen F. Austin, who has been called the Father of Texas. Upon the death of his father, Moses Austin, he took up his work colonizing Texas.



Below, right: Rice Institute, one of Houston's show places, has one of the largest private endowments of any institute of advanced learning in the country. The found-

er Wm. Marsh Rice, provided for the free education of young men and women, based on high academic standards, amid attractive surroundings, and with the finest equipment available. The institution has ten buildings of beautiful, striking architecture, and a magnificent campus of semi-tropical setting that elicits enthusiastic comment.

Below, left: Approaching the University of Texas, at Austin, looking down University Avenue to the main building of the University. In the late 1870's the Texas legislature authorized the selection and chartering of one million acres of land for the benefit of the University of Texas. An additional million acres was later set aside in the middle 80's. Upon much of its land oil has been discovered. The University of Texas is not the richest school in the United States but its rich endowments enables the state to maintain this high-grade institution at small cost to the taxpayers.



The Lufkin Line

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sons. Elaborate stage productions have been arranged, and one of the most colorful extravaganzas ever attempted is the Cavalcade of Texas, representing the four centuries of Texas history of development, and participated in by many of the descendants of the men and women who made Texas history.

Texas, being essentially a State of farming, ranching and oil, these industries are featured in the Exposition. The story of cotton, cattle and oil are told in detail.

While the Exposition centers in Dallas and there will be concentrated a liberal education in the State, its history, its potential resources and its aspirations on a scale rivalling any that has gone before in any section of America, it is expected the visitor, and more than 12,000,000 of them are expected, will want to see the whole of the State.

From the tip of the Panhandle at Dalhart to the southernmost point of mainland of the United States at Brownsville, and from Texarkana, lying across two State lines on the edge of the pine belt of the State, to El Paso, in the foothills of the Rockies on the West, Texas is a storehouse of scenic, historic and educational information.

Austin, the state capital, is distant from Dallas only about 200 miles. On Capitol Hill is the granite building, the seat of State government, constructed entirely from Texas resources, and second in size only to the national capitol in Washington. It was paid for with three million acres of land, then worth about 50 cents an acre but now valued at some \$200,000,000.

The rule of Spain and Mexico left its mark on much of the State. This will be most marked to the visitor in San Antonio, El Paso and the smaller cities of the Southern part of the State.

At San Antonio is located the Alamo, most famous of Texas shrines.

It was constructed in 1744 by the Franciscan Fathers as a missionary outpost for the Indians. It was used as a fort when 188 Texans under command of Col. William Barrett Travis, held the line against the advancing armies of Santa Anna in 1836, until all had died by the sword. Their sacrifice inflamed all Texas, provided the incentive for organiza-

tion, and resulted six weeks later in the victory at San Jacinto, which created a new republic.

El Paso, most western city in the State, has a population at this time half Spanish. To the eastward a few miles is the quaint city of Ysleta, first white settlement on Texas soil. Across the international boundary from El Paso is Juarez, with its ancient mission church, its famous market square and its bull ring.

Other points of interest along the Rio Grande which will strike the visitor as monumental are Fort Davis, 5000 feet elevation, the highest town in the State; Big Bend State Park, being created in a rugged mountain district which has never known the civilizing influence of man, and then the rich Rio Grande Valley, semi-tropical area, the home of the citrus fruit industry.

At Corpus Christi deep sea fishing and yachting are special attractions. Nearby is the famous King Ranch, until its recent subdivision the largest ranch holding in the world, covering an area larger than the State of Delaware.

Galveston, "the playground of Texas," is a leading cotton port, an important shipping center and a popular seaside resort. Beauty and fashion parade where thirty-six years ago a tidal wave destroyed thousands of lives and millions of dollars in property. The recurrence of such a catastrophe has been made impossible by a feat in engineering which has raised the city's level an average of seven feet, and in the construction of a seawall 17 feet high.

Practically the entire sulphur supply of the Nation comes from Mata-

[Continued on Page 22]

The huge San Jacinto Memorial to be erected at San Jacinto Battlefield upon the site where General Santa Anna surrendered unconditionally to General Sam Houston, April 21, 1836, which culminated in the establishment of Texas' independence. It is planned to build the structure 564 feet high and install elevators which will carry passengers to an observation platform 90 feet from the top.



[7]



Sketch of the Tomb on Monument Hill, near La Grange, Texas, where the men who drew the black bean were buried. The Dawson men captured at Salador are also buried here.



In this diorama are shown the hapless members of the Mier Expedition—drawing a black bean meant death for one of every ten of their number.

HUMBLE'S

Centennial Exhibit

WILL FEATURE TEXAS HISTORY

Graphic story of outstanding events of Texas history and growth of Texas petroleum industry will be depicted by dioramas in Hall of Petroleum. Exhibit will be known as HUMBLE'S HALL OF HISTORY

In the Humble Hall of Texas History, Centennial visitors to Dallas will see the stirring events of Lone Star history, the romantic story of Texas oil, and the astounding facts of prehistoric Texas geology—all depicted artistically in dioramas, relief maps and miniature models.

The graphic story of Texas history from the time of the Spanish Padres to the settlement of the western cattle ranches is told in the following set of dioramas: Mission San Jose in San Antonio, established in 1720; Moses Austin securing permission from Governor Martinez to colonize Texas; The Alamo—a triple diorama showing the old fortress, David Crockett and his men making their last stand, and Robert Evans attempting to blow up the powder magazine as the Mexicans swarmed into the Alamo; the drawing of the black beans by members of the Mier expedition; Texas joining the Union; an early Texas Rangers' Camp; Goodnight Ranch in Palo Duro Canyon; On the Chisholm Trail; Peach Point home of Mr. and Mrs. James F. Perry; the surrender of Santa Anna; the Battle of Sabine Pass; and Old Fort Griffin.

Coupled with these there will be four dioramas showing in miniature the leading oil pools in the state.

The famous East Texas, Powell, Spindletop and Big Lake fields are accurately reproduced, showing both the exact surface picture as well as a geologic study of the underlying strata of the earth to a depth of approximately 25,000 feet.

Probably of greater popular interest than the historical and oil field dioramas will be the set of eight giant relief maps of the state telling the story of the geologic development of Texas from 250 million years ago. In this very remote age the state looks much different than today; West Texas is covered by a shallow continental sea, and a great chain of mountains runs through Austin, San Antonio and into Mexico.

Other relief maps showing the changes wrought by the elements present Texas 125 million years ago, 50 million years ago, and today. In each startling and interesting facts are revealed to catch the imagination and tax the credulity of the layman.

A set of greatly enlarged photo murals showing the main steps of the petroleum industry—exploration, production, transportation, refining and marketing—will adorn the walls of the Humble exhibit.

The entire exhibit will be housed

[Continued on Page 22]



Here Texas was born. Moses Austin is shown entering the palace of Governor Martinez in San Antonio to secure permission to colonize Texas.



In this photo is shown the realistic re-creation of the heated battle at the Alamo—cradle of Texas Liberty.



Santa Anna was captured by Texas soldiers, but dressed in the uniform of a common soldier his identity was not known until greeted by his fellow prisoners. This diorama depicts the scene.



Texas Rangers have ever been known for their ruggedness. This diorama shows a typical early camp near the present City of Uvalde.



The stories of the great cattle drivers to northern markets are legion. This diorama shows a typical night herd scene on the trail.

Visitors to the LUFKIN EXHIBIT at the Tulsa Oil Show



Jack Roth, Gen. Supt., Tide Water, Tulsa—
and George Holbrook of Wellsville, N. Y.



Mr. and Mrs. Frank Purdum and son, Stanolind Oil & Gas,
Tulsa.



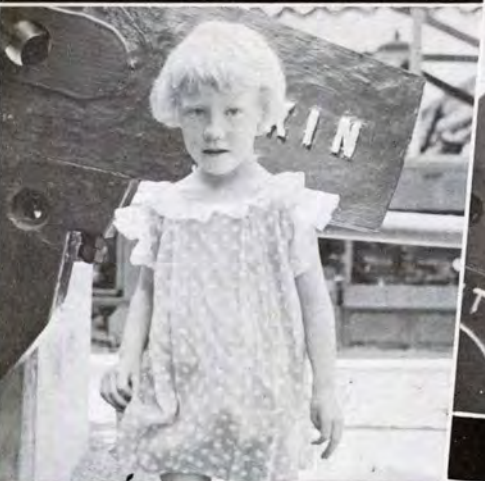
Atlantic's Asst. Gen. Supt., B. E. Moir.



C. S. Fisher, Shawnee, Oklahoma.



O. C. Shorp, Prod. Dept.,—Standard Oil Co., of N. J., New
York City and J. A. Holmes, Chief Pet. Engineer, Standard
Oil Co., of Venezuela, at Caripito, Venezuela.



Walter Winter's daughter (Carter Oil Co.).



Production Supt., Fred Cox of the Gilliland
Refg. Co.



A. V. Hoenig, V. P. & G. M., and D. B. Dow, V. P., I. T. I. O.,
Bartlesville.



E. J. Gorman, V. P. and G. M., and Tom Parkin, V. P.,
Twin States Oil Co., Tulsa.



Mr. and Mrs. Joe Chastian, Eason Oil Co.,
Oklahoma City.



Humble's Chas. Dunlop, Mech. Engr.,
Houston.



Directors of the Imperial Oil Co., Ltd., Toronto, Canada:
F. C. Bimel and B. A. Meyers.



Left to right: Max Mahaffey, C. E. Beecher, A. F. Lawrence, J. E. Howell, D. A. Bodie, E. E. Ives, C. S. Warren, M. R. Shaffer, N. L. Hutchinson, G. E. Goddard, R. C. Hauber.



Twin State's, left to right: Jim Mosier, Geology Expert; C. B. (Jack) Evers, Supt., Healdton District; Geo. W. Ends, Head, Material Dept.; E. J. Gorman, V.P. & G.M.; T. W. Parkin, Gen'l. Supt., all of Tulsa.



Left: Distinguished R. B. Pringle, V. P. & G. M. Tide Water Oil Co., Tulsa; H. R. Funk, Sinclair-Prairie, Houston; H. B. Bernard, Sinclair-Prairie, Tulsa; Fred Schell, Div. Supt., Tide Water Oil Co., Tulsa.



Oscar Serratt, Standard Oil Co. of Argentina; Evan Just, Carter Oil Co., Seminole.



C. D. Smith, Oklahoma City; D. V. Carter and Fred Mallonee, Wichita, Kansas, with the Magnolia Petroleum Co.



Homer W. Brown, Accountant, Twin States Oil Company; I. C. Jared, P.A., Sun Oil Company; Ted Haller, Twin States Oil Co., Tulsa.



Eddie Griswold, V.P. Rushwold Oil Company, Dallas, and C. A. Grainer, Trinity Drilling Co., Greggton, Texas.



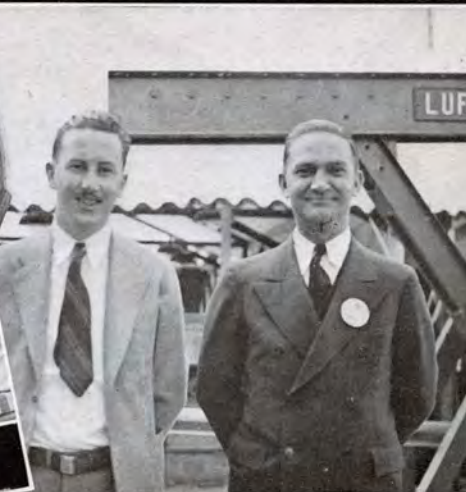
Deep Rock's Joe Lugar, Asst. Supt.; Rodney Reichard, Farm Boss; R. K. Huey, Gen'l Supt.; Jake Bischoff, Drilling Supt.



E. A. Wooden, Chief Engr.; Rex Lane, Engr., Sinclair-Prairie Oil Co., Tulsa.



Amerada's, left: Harry Hite, Seminole; Marion Clarkson, Earlsboro District; W. G. Hayward, Seminole.



Left: Stanolind's Petroleum Engineer, I. B. Allen, Tulsa; Darby's Purchasing Agent, W. H. Barclay.



Starting left: W. C. Trout, Lufkin's President; W. W. Baker, V. P. Sinclair-Prairie Oil Co.; Wolden Smith, Luling Oil & Gas Co.; Steele White, Sinclair-Prairie, Wyoming District; H. B. Benard, Sinclair-Prairie, Tulsa.

Visitors to the
LUFKIN
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at the
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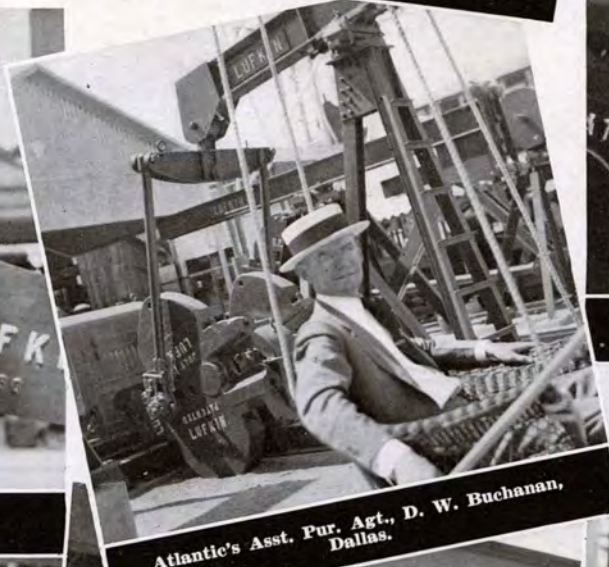
Devonian's Gen. Supt., Ed. Calvert, Tyler and Lufkin's East Texas representative, Charlie Hardin.



Jess Springer, Dist. Supt., Tide Water, Kilgore and Fred Reusch of Tulsa, Okla.



Harry Owens, Seminole, Oklahoma.



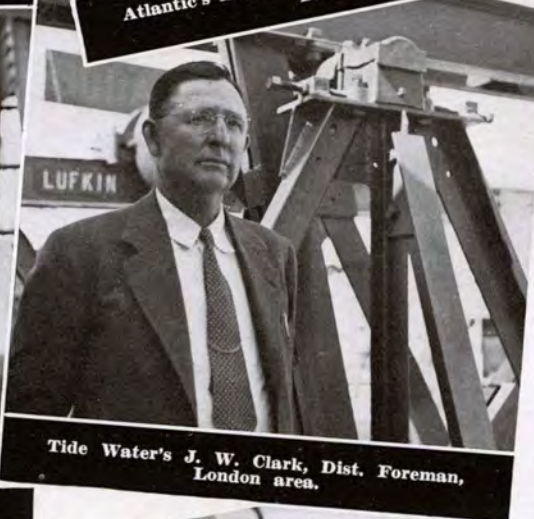
Atlantic's Asst. Pur. Agt., D. W. Buchanan, Dallas.



Magnolia's R. B. Pearce, Production Engr., and Ross Laird, Production Eng., Dallas.



Ed. Engle, Foreman, I. T. I. O., Seminole.



Tide Water's J. W. Clark, Dist. Foreman, London area.



Humble's M. H. Parks, Petroleum Engineer and H. M. Lemex, Engineer, Houston.



Imperial Oil Co., Ltd. Left: H. W. Palkowsky, Field Supt., extreme right, A. E. Rubery, Purchasing Dept., Toronto, Canada. Middle: "Pete" Little, Lufkin's Dallas Manager.



B. Benninger, Gen. Supt., Combined Oil Int., Overton, Texas.



Phillip's H. L. McQuiston, Div. Supt., Oklahoma City.



"Wottaman" Jack Stewart of the Atlantic, Tulsa, and apparently getting along in fine shape.



Skelley's W. P. Johnston, Dist. Supt., Eldorado, Ark., and S. H. Miley, Dist. Supt., at Wilson, Okla.



Lufkin's Great Bend, Kansas representative George Hensen and not doing bad with the Caterpillar Girls.



Stanolind's J. S. Hawley, Asst. Pur. Agent, Tulsa.



Tide Water's T. A. Hall, George Nye, Tom Wade, D. E. Legan, Jack Roth, and J. W. Clark.



Humble's Bowman Thomas, Houston.



J. W. Smith, Chief Engr., Berry Asphalt Co., Chicago.



Left to right: W. E. Smith, Marathon, Elliasville, Texas; W. C. Trout, President, Lufkin Fdy. & Machine Co.; Mr. Donnell, Ohio Oil Co., Findlay, Ohio; Mr. Bisch and M. E. Wagner of the Marathon Oil Co.



Van Bennett, Asst. Supt., British-American Oil Co., Tulsa.



O. M. Taylor, P. A., I. T. I. O., Bartlesville, Oklahoma.



Atlantie's H. M. Staggs, Gen. Supt., Dallas, and Jack Stewart, Div. Supt., Tulsa.



Tide Water's J. L. Lenaman, District Foreman at Kilgore.



Floyd B. Hall, Prod. Engr., and M. J. Kirwin, Chief Engr., the I. T. I. O., Bartlesville.

Visitors to the
**LUFKIN
EXHIBIT**
at the
Tulsa Oil Show

Lufkin

on the NAME PLATE

means

Lifetime

on the LEASE



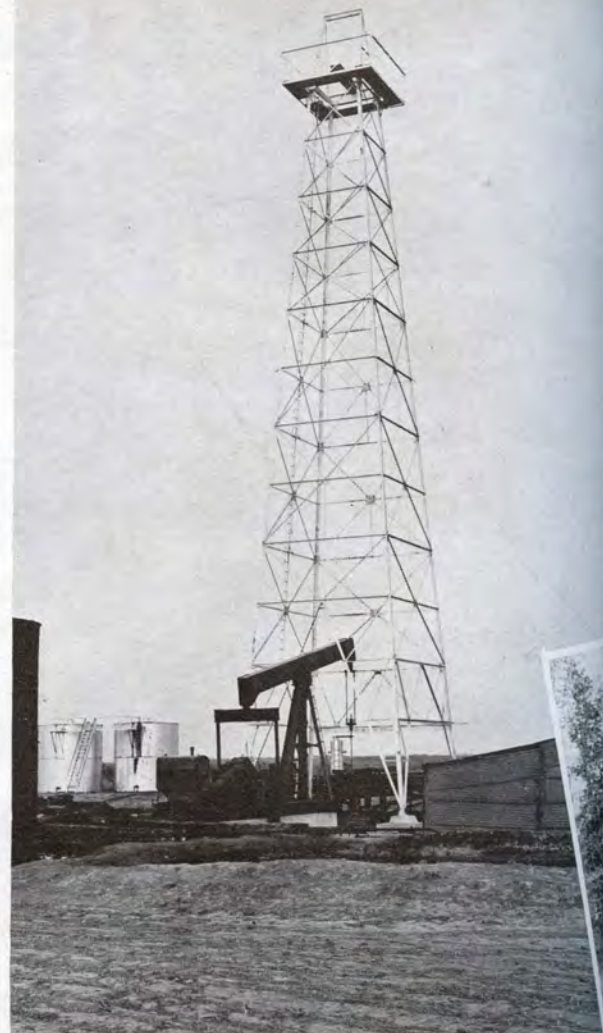
Lufkin No. 31 Unit with backside crank, counterbalance swing, Marcus Oil Company, Clayborn lease, well No. 3 Beatty survey, East Texas.



Lufkin single crank unit. Devonian Oil Company, East Texas.



Lufkin T. C. 2-26 Pumping Unit. Superior Engine, Nadine Utzman No. 1, Magnolia Petroleum Co., East Texas.



Lufkin T. C. 1-48, Pumping Unit, W. B. Hinton Discovery Well, Talco, Texas. Now property of Humble Oil & Refining Co.



Lufkin T. C. 4-11 Pumping Unit with extra well take off, Perot Oil Corporation, Dickinson No. 1 Pena Survey, East Texas.

THERE'S NO DOUBT ABOUT IT!—Lufkin equipment is Life-Time eq is still "hitting-the-ball" every hour of the day and night. Lufkin, with the field of pumping equipment. As originators, developers and leaders pated and met the needs of oil men who desire the best obtainable—ma

There's no doubt about it—LUFKIN on the NAME



Lufkin T. C., 5-7, Pumping Unit, Rushwold Oil Company, Crews lease, Gregg County, East Texas.



No. 31 Lufkin Unit with backside crank, pulling two extra wells. Godlin and Gaskill, L. T. Mackey lease, Gladewater, Texas. Left to right Art Bennett, Louis Godlin, Mr. Gaskill and pumper.



Lufkin S. C. 1-31, Pumping Unit, R. H. Deering & Son, Finney No. 8, East Texas. Mr. Parker Superintendent.



The California Company, Byrne lease, Howard County, Texas. Lufkin 5 1/2" Herringbone unit with electric motor and counter-shaft with back crank equipment for pumping four wells. Left to right W. S. McAdams, Contractor; L. G. Lewis, Construction Engineer; E. N. Spiars, Lufkin Representative.



Lufkin T. C. 3-22 Pumping Unit, G. E. Motor drive, Stanolind Oil & Gas Company, Werrie No. 1, Ellenwood, Kansas, Ben Snyder, farm boss.



Lufkin T. C. 3-22 Pumping Unit, Stanolind Oil & Gas Company A. Woolky No. 5.

equipment. Lufkin equipment has been moved from lease to lease and with its group of specialized engineers, has furnished the leadership in this particular branch of the oil industry "Lufkin" has anti-machinery that will get the job done in the most efficient manner.

THE PLATE MEANS LIFETIME ON THE LEASE!

THROUGH Lens AND Shutter



Group Picture, Carter Oil Company, Oklahoma City, from left to right: Hurley Stokes, Glen Allenbaugh, C. L. Ray, H. R. Cook, Hugh McGuire, R. L. Bartle, Frank Bruner, Sam Jones, H. J. McNalley, B. M. Maroney, Evan Just, B. O. Baker, C. D. Lemley, J. K. Ellis.



Left: Al Williams, Supt. Tide Water-Strake Oil Co., Conroe, Texas. Right: J. F. Goettsche, Field Boss, Strake Petroleum, Inc. Lufkin No. 31 unit in background.



Jake L. Hamon, of Cox & Hamon



Stanolind Oil & Gas Company, Wewoka, Oklahoma, reading from left to right: C. W. Jones, Field Superintendent; J. J. Needham, Field Clerk; C. W. Baden, Clerk; O. H. Davis, Farm Boss; F. Collis, Head Roust-A-Bout; J. H. Fear, Warehouse Man; H. Otto, Field Engineer; O. Layton, Clerk; D. B. Searle, Clerk; P. R. Wade, Clerk.



Curt Oppel, Purchasing Agent, Atlantic Oil Prod. Co., Dallas, Texas.



Nicolas D. Dragotescu, Production Superintendent at Moreni, Prohava, Roumania.



P. P. Spafford, District Engineer, Stanolind Oil & Gas Company, Beaumont, Texas.



W. W. Trout, Assistant to the President, Lufkin Foundry and Machine Co.

OIL PERSONALITIES YOU SHOULD KNOW



Magnolia Oil Company officials in East Texas; from left to right, front row: G. A. Kennedy, Engineer, Pipe Line Dept.; Ben S. Garrett, Production Superintendent; Earl Hawkins, Farm Boss, Rusk District; J. T. Cagle, Truck Foreman, Rusk District; L. G. Long, Farm Boss, Rusk District; John Goodrich, Farm Boss, Rusk District; J. C. Barry, Construction Foreman, Rusk District; Roy Britton, Farm Boss, Rusk District; Dan B. Comfort, Chief Clerk, Rusk District; R. L. Denton, Clerk, Rusk District; J. B. Wells, District Superintendent, Rusk District.



L. A. Little, Manager, Dallas Office, Lufkin Foundry & Machine Company.

Left to right: Dick Rowe, Petroleum Engineer; J. G. Nation, District Superintendent; Dock Wiedenmeyer, District Geologist, officials of the Standard Oil Company of Venezuela. Photo taken at Cumarebo, Venezuela. F. C. Ripley, Emeco Representative.



A. F. Altenau, Chief Clerk, Sun Oil Company, Dallas, Texas.



A. P. Davis, Superintendent, Motor Transportation, Sun Oil Company, Dallas, Texas.



I. C. Jared, Purchasing Agent, Sun Oil Company, Dallas, Texas.



C. B. Edwards, Manager, Houston Office, Lufkin Foundry & Machine Company.



GENERAL VIEW OF OPERATIONS—This picture was taken during the moving of a strip of pavement 455 feet long and consisting of thirteen slabs each $14\frac{1}{2} \times 35$ feet. It shows details of the apparatus developed to facilitate blocking-up behind the air hose after each move.

MOVING A Concrete Highway WITH AIR*

The expansive force that air exerts when it is compressed is being utilized by the New Jersey State Highway Department to move an 8-mile strip of concrete highway a lateral distance of 12 feet. The method is ingenious, but extremely simple. Jacks and similar mechanical contrivances actuated by compressed air have been used for shifting loads, but, so far as is known, this is the first time that expanding air has been directly applied to such a task. To engineers who have watched the operation it has suggested the possibility of using similar methods for raising buildings and other structures in preference to the mechanical equipment now employed for these purposes.

Disregarding details for the moment, we may say that the change in position is effected merely by inserting a hose in a narrow space next to

Novel Method is Successfully Shifting
400 Tons of Concrete Slabs at a Time

By ALLEN S. PARK
in the Compressed Air Magazine

the strip of concrete to be moved and by inflating the hose with air. As the pressure mounts and the hose expands, the concrete is pushed over slowly, steadily, and evenly. By blocking off part of the space thus cleared and repeating the process, the strip of roadway is progressively shoved over until it has been shifted the desired distance of 12 feet. No rollers or other friction reducers are employed. The concrete slab simply slides over the ground surface. The area it is to occupy is, of course, graded to the correct elevation in advance.

The work mentioned is taking place near New Brunswick on New Jersey

Highway No. 26. It is known as the New Brunswick Pike, and is a part of the main motor thoroughfare between New York City and Philadelphia. As it now stands, it provides four travel lanes—two for cars moving in each direction. There is no physical division between the lanes assigned to opposing traffic—a lengthwise white line in the center serving as a guide.

Because of the frequency of accidents, particularly along the rural sections of the highway, it was decided to separate the lanes for north-bound and south-bound traffic by a 12-foot space. As the concrete has been laid in three strips, with inter-

*Courtesy Compressed Air Magazine.



THE FIRST STEP—After the bituminous filling has been removed from the longitudinal expansion joint, a 3-inch linen fire hose is inserted in the crack, being rolled as shown to flatten it. By inflating this hose, the right-hand strip of pavement is pushed over until the opening is 2 inches wide. Subsequent moves are then made by successively inflating and deflating a 6-inch hose.

vening expansion joints, the possibility of moving one of them the required distance and then adding new concrete along its outer edge so as to make it conform in width to the other lane immediately suggested itself. The engineers then proceeded to study ways and means of bringing about this movement, and by actual experiments in the field determined that compressed air would do the work not only most satisfactorily but also economically. The pneumatic method as devised and developed by Sigvald Johannesson, designing engineer for the New Jersey State Highway Department, was therefore adopted. Mr. Johannesson's account of how this came about is interesting.

"It was originally intended to use mechanical jacks," he explains, "but in order to do this it was necessary first to open up the $\frac{1}{2}$ -inch-wide expansion joint a sufficient distance to admit them. In the course of our in-

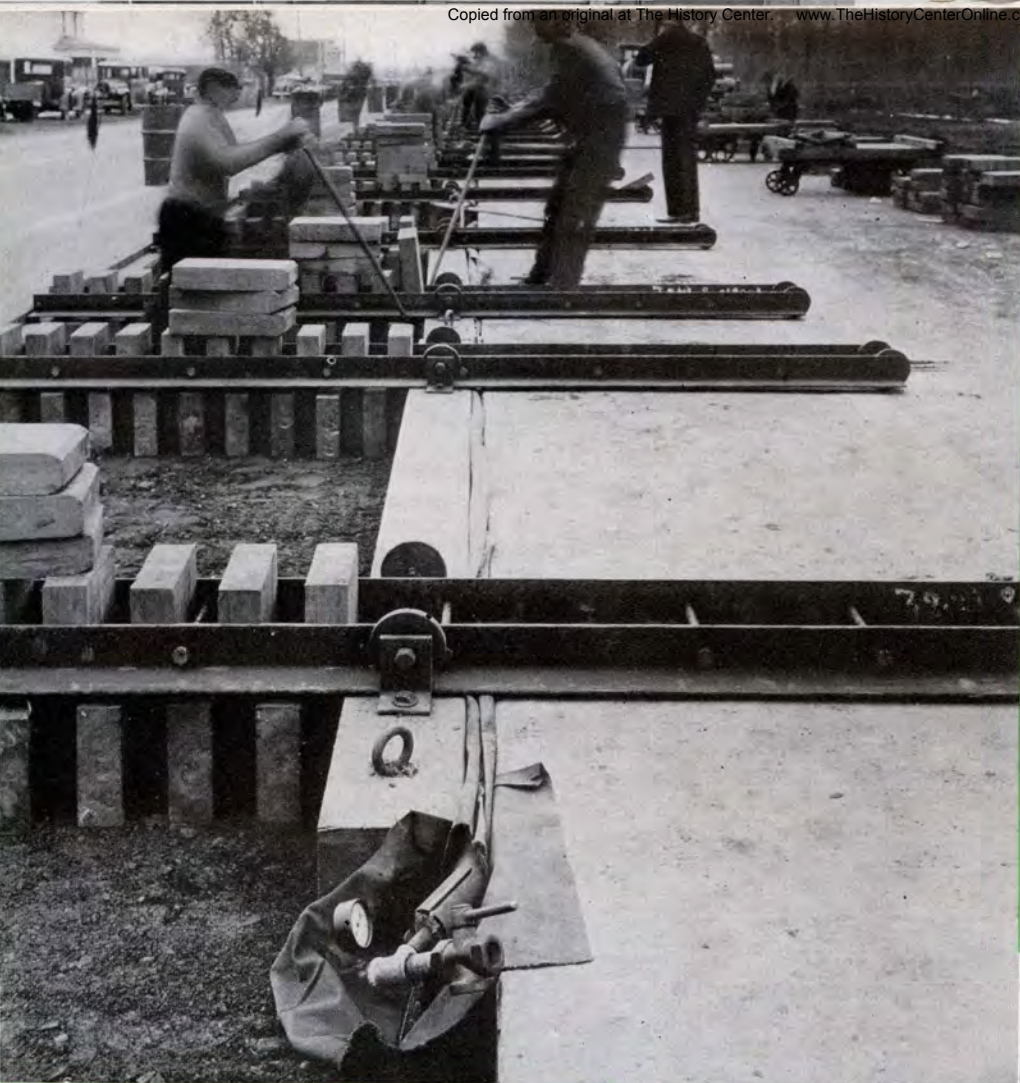
vestigation of various ways of doing this we employed a hose—flattening it for insertion into the crack and then filling it with water under pressure. This worked all right so far as moving the concrete was concerned; but it had one disadvantage, that of having to dispose of the water. It was because of this that we tried compressed air. It acted so well that the question at once arose: Why not use air for the entire movement? Further experimentation showed that this could be done; and it was decided to do it, but not until after a careful analysis of the probable costs proved to be in favor of the pneumatic method."

From the start of regular operations the system functioned smoothly, and the results obtained have fully met all expectations. Approximately 500 feet of pavement is being moved each working day, and it is believed that this average will be increased as operations become better organized.

The concrete strip being shifted is $14\frac{1}{2}$ feet wide and has transverse expansion joints at intervals of about 35 feet. The established procedure calls for the moving of from 12 to 14 of these slabs at a time, or a total length of from 420 to 490 feet. The concrete is 9 inches thick and reinforced. As each slab weighs about 30 tons, the aggregate load is in the neighborhood of 400 tons.

The accompanying pictures illustrate the principal steps in the operation and also show the equipment that is being used. First of all, the section to be shoved to one side is cut from the main strip with "Jackhammers" and paving breakers. Then the bituminous filler, which is cus-





MAKING A MOVE—In the view above, the deflated hose is seen in the gap between the concrete strip and one of the 10 x 10-inch backing timbers. At the right the hose is pictured a few minutes later after its inflation has been instrumental in shoving the concrete about 3½ inches to the right. Following this, the hose is deflated and the timber barred over to permit the placing behind it at each station of another of the series of 3½-inch blocks. The valves are then closed and inflation is repeated.

tomarily placed in expansion joints to prevent the entrance of water, must be removed from the longitudinal joint. This is done quickly by means of a plowlike implement that is drawn by a regulation road roller. Workmen with narrow picks follow this equipment and dig out any remaining material.

Into the ½-inch crack thus made is inserted a flattened, 3-inch diameter, linen fire hose which, in its collapsed condition, is about 3/16-inch thick. When this is inflated, the 14½-foot-wide section of concrete, being lighter than the two abutting strips, is pushed over. The resultant initial opening is about 2 inches wide. From that point on a 6-inch, rubber-lined hose is used. When it is placed in the gap and inflated the concrete is

moved an additional 3 inches, increasing the opening to about 5 inches. The air is then exhausted from the hose and a line of 3-inch planks inserted between it and the face of the 2-lane concrete strip which serves as a backing. Reinflation of the hose widens the aperture 3 more inches—that is, to approximately 8 inches. This procedure is repeated two more times, enlarging the gap to about 15 inches and permitting the introduction of special equipment, which is employed from then on.

Air is furnished by two 210-cfm. portable compressors. Each discharges into a 4x12-foot portable receiver. Two supply lines run from each receiver to the hose that does the actual work—making a total of four. These introduce air at four equidistant points along the inflation line. The air is compressed to 100 pounds, but this may be cut down



somewhat because observations have indicated that it is greater than needful. Movement of the concrete starts when the gauges on the expanding hose register about 20 pounds pressure, and it is apparently completed by the time the pressure reaches 60 pounds. To each section of the large hose is affixed a valve. By opening all of these after a full shove the air can be quickly exhausted.

One of the virtues of the method is that the pressure automatically adjusts itself all along the line. When the strip begins to move, the hose has an elongated cross section, with about 8 inches of its surface in contact with the concrete on one side and the backing timber on the other. As movement progresses, the hose gradually becomes circular in section, and the bearing surface on each side grows less, being reduced to about 3 inches by the time movement stops. Should it happen that one or more slabs lag behind the others, the bearing surface in contact with those slabs and therefore the area against which pressure is exerted, remains greater and tends to push them over abreast of their neighbors. As a result, virtually every slab moves in unison with its fellows. To assure accurate alignment, a check is made after each section is in its new position. When the writer visited the job, the greatest deviation recorded up to that time was found to be $\frac{5}{8}$ inch. Such deviations are adjusted by inserting thin backing shims, as previously described.

The New Jersey State Highway Department is carrying on the current work with its own force, being desirous of developing a satisfactory system for future use in connection with similar operations. The project is being financed by a \$400,000 allotment of PWA funds. Because of the continually increasing efficiency of the organization as the men become more familiar with the work, it is impossible accurately to determine the cost. The estimate, based on the preliminary experiments, was \$1.30 for each linear foot of pavement moved, including grouting. Mr. Johannesson states that this figure is amply conservative, and that it may be bettered considerably. In each linear foot are about 1.6 square yards.

Over the stretch of the New Brunswick Pike between Trenton and the Holland Tunnel, 90 deaths resulted



SOURCE OF AIR SUPPLY—Two 210-cfm., air-cooled, portable compressors are stationed midway of the strip being moved. To provide a large volume of air for instant use, each machine discharges at 100 pounds pressure into a 4 x 12-foot portable receiver. Two air lines run from each receiver to the hose being inflated, the air being fed simultaneously at four equidistant points.

from automobile accidents in 1934, and the majority of them occurred, as previously stated, along sections traversing rural regions, such as the one where the separation is now being effected. A check of the accidents that have taken place so far this year shows that 21.2 per cent of them involved cars traveling in opposite directions. By dividing the lanes such accidents will be eliminated, and

highway officials believe that it will also reduce those between cars moving in the same direction, because some of them are undoubtedly caused by approaching traffic.

A sloping curbing will be placed on the inside edge of each of the 2-lane strips to guard against cars going off the concrete; and cross-overs, permitting traffic to pass from one side to the other, will be provided at intervals. These will afford protection for cars waiting to make left turns into intersecting traffic. In addition, a center parkway is also expected to decrease the number of accidents involving pedestrians, as they will be able to make the crossing in two stages.

CONNECTION OF HOSE SECTIONS—The hose which is inflated is not continuous, there being a 27-foot length for each 35-foot slab of concrete. These sections, or "bags" as they are termed on the job, are connected by standard $\frac{3}{4}$ -inch air hose. At the left may be seen one of the valves for exhausting the air after each shove.





TEXAS'

Only Indians

WILL PLAY PROMINENT PART IN CENTENNIAL CELEBRATION

Texas frontier life lives again today in vivid color as the Alabama-Coushatti Indians from the Government Reservation at Livingston, Texas, take a very prominent part in the Centennial celebrations over the state. Photo shows a group of these Indians and their squaws as they stopped for a luncheon at the Di-

vision office of the State Highway Department in Lufkin enroute to a celebration in Nacogdoches, Texas, site of the old historic Stone Fort. Division Engineer Tom E. Huffman was host to the Indians during their visit to Lufkin. The Government Reservation at Livingston was a grant of General Sam Houston.



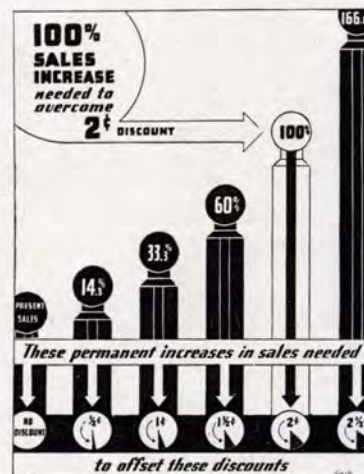
A section of the Wild Flower Exhibit and first prize winner in Division 11 of the State Highway Department in which nine East Texas counties participated. The exhibit was held in Lufkin May 1, 1936. Forty nine wild flowers were Botanically identified. There were seventy varieties on exhibit.

Oklahoma State Capitol Building at Oklahoma City, a most magnificent structure.



GRAPHIC and WARNING LESSON

FOR PRICE-MINDED GASOLINE STATION OWNERS



In an article called "The Road to Bankruptcy is Paved With Discounts," W. H. Garbade, Jr., in "The Sign of the Shell," house publication of Shell Eastern Petroleum Products, Inc., describes the horrendous results of price-cutting. A bar chart, in which gas pumps stand up as the bars, shows pictorially just how much sales volume must be increased to make up money lost through discounts.

Briefly, the figures may be summarized: For the gas dealer who cuts his customer in on a discount of 1/2 cent a gallon, the discount will make it necessary to sell 14.3 per cent more gas to make the SAME profit. At a 1-cent discount, he will have to increase his volume 33.3 per cent. A cut of 2 cents makes necessary a 100 per cent increase in business.

The difficulty is, as the article points out, that no neighboring service stations are going to sit idly by and see such big percentages recruited from among their clientele; and once a group of stations have established a discount of 2 cents each, they are on the same competitive basis except that they are earning one-half as much.

Shell Eastern is doing its dealers and community dealer associations a great service by making such figures clear.



The Lusk Line

The new \$13,000,000 Huey P. Long Bridge, said to be the world's longest railroad bridge, replaces the world's largest train ferry at New Orleans. The bridge is located a mile and a half above New Orleans at Nine Mile Point and is a combination railroad, vehicular and pedestrian crossing, toll free. The double tracks will be used by the Southern Pacific Company and will save at least one hour of time getting into and away from New Orleans. The principal cantilever span is 790 feet long and has 135 foot clearance over mean high water. Each of the anchor arms is 528 feet long, and the 531 foot through-truss span on the New Orleans side of the cantilever is similar in appearance to the suspended span. Four deck spans, one 330 feet long and three 267 feet long, complete the main bridge superstructure.

WORLD'S LONGEST

Railroad Bridge

NEW HUEY P. LONG BRIDGE ACROSS THE MISSISSIPPI RIVER AT NEW ORLEANS SURPASSES ALL OTHERS IN SIZE, COST AND CO-OPERATIVE ACHIEVEMENT

Marking the elimination of the last factor of isolation from a great metropolis founded 218 years ago in the midst of an "impenetrable swamp," the new Mississippi Bridge gives New Orleans a continuous highway to the West. Traffic may now move unimpeded. Toll-free for vehicles and pedestrians, this great structure, which generations of thoughtful men said could not be built, forms a juncture just above New Orleans for United States Highways 90 (the Old Spanish Trail) and Numbers 61 and 65.

Nearly half a century of hard planning and toil lies behind this new 3½-mile \$13,000,000 bridge. Records show that a bridge for the Southern Pacific Railroad was planned in 1892. Conditions then were unfavorable. The idea persisted. In 1924 a bridge plan was disapproved by the United States Army Engineers because the height indicated was deemed insufficient. The idea of a tunnel under the river was advanced and investigated.

In 1926 the first bridge permit was

issued. Various revisions were made and financing completed late in 1931, and in January, 1932, work was started.

To build a bridge across the Mississippi at New Orleans, 112 miles from the river's mouth, was long held an impossibility due to the supposed lack of a firm foundation. Soil mechanics studies and tests, however, showed that the piers could be safely found at a depth 170 feet below mean Gulf level, by using, for the second time in history, the sand island method of construction, patented by Siems-Helmer, sub-structure contractors. The only previous use of this method was on the famous Southern Pacific Suisan Bay Bridge in California.

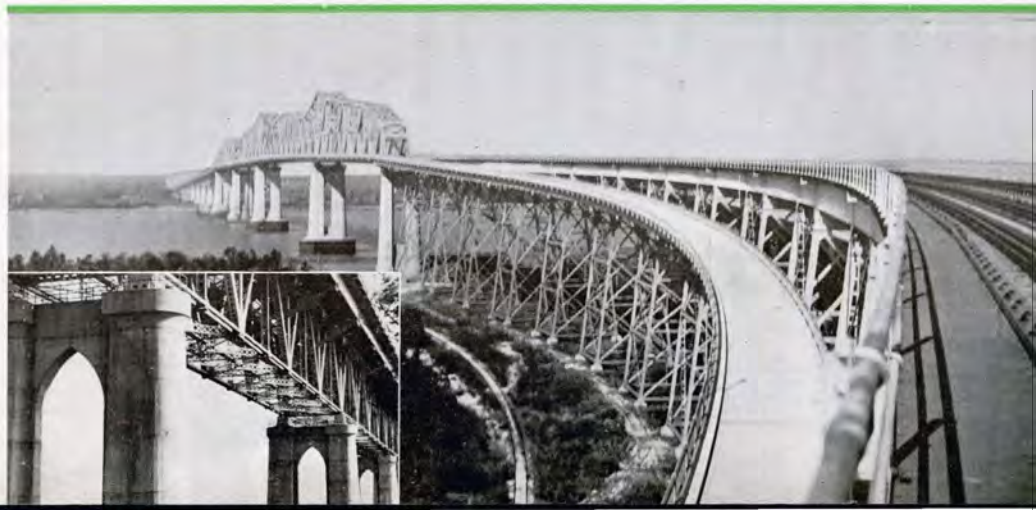
Designed by Ralph Modjeski, of the firm of Modjeski, Masters & Case, the center span is 790 feet long; length with approaches is 4.4 miles. Height of roadways is 135 feet above high water level. Railroad approaches have 1.25 per cent grade, and highway approaches, 4 per cent grade.

The central pier, from the bottom of its foundation, 170 feet below mean Gulf level, to the top of the superstructure, is 409 feet high, equal to a 36-story building.

Total width of 78 feet accommodates double railroad tracks in the center and two 18-foot vehicular roadways, with two pedestrian walks 2.5 feet wide.

Materials used in the bridge include 413,370 tons of concrete; 4400 tons of granite; 60,100 tons of steel; 131,500 cubic yards of sand for the sand islands; 1,189,034 lineal feet of piling; 3,500,000 board feet of timber decking; 537,500 square feet of mattress protection around piers. Average number of workmen employed for 3 years, 200; Maximum employed at one time was 1000.

Close-up of superstructure and bird's eye view of the new \$13,000,000 Huey P. Long Bridge across the Mississippi at New Orleans.





LUFKIN'S EXHIBIT AT THE TULSA OIL SHOW—Lufkin's Exhibit at the Tulsa show consisted of various sizes of pumping units in operation; Lufkin's herringbone central power, jacks and counterbalance take-off for "back-side" crank pumping. A feature of the exhibit was the chair attached to the horsehead of one of the larger type units which provided a "ride" and a thrill for many of the visitors to the Lufkin booth. Walter W. Trout, Assistant to the President of the Lufkin Foundry & Machine Co., in charge of the booth had his trusty kodak well stocked with films and exhibits of his work will be found on pages 8 to 11 inclusive.

TEXAS CELEBRATES

[Continued from Page 6]

gorda and Brazoria counties, easily reached from Galveston.

Houston, named for General Sam Houston, the hero of San Jacinto, was an early capital of the Republic. A metropolis, the State's largest city, it has moved the sea fifty miles inland by means of a ship channel, and is one of the important railroad centers of the Southwest, having 17 rail outlets.

Another important commercial point in the Gulf Coast area is Port Arthur, where is located the third largest refinery in America, and Beaumont, where nearby is the famous old Spindle Top oil field.

To the west of the Exposition City of Dallas is Fort Worth, 30 miles distant, a city built on meat, one of the important packing and processing centers of the Nation.

To the east of the Exposition City only a few hours distant, is the great

East Texas oil field, the largest flush production area in the World, and also the great pine timber belt. In this area also substantial mineral resources of iron have been uncovered but not as yet developed.

The pioneer of Expositions in the South, the Texas Centennial Exposition is a true portrayal of the greatness of a section. Paying homage to the rich history of the past, it reveals the activities of the present and the aspirations of the future. Texas, during 1936, truly is "an Empire on Parade."

Texas Company Engineers at the Tulsa Show, left to right: M. L. Terry, R. R. Hawkins, A. G. Witt, C. L. Holliman, all from Drumright, Oklahoma.



CENTENNIAL EXHIBIT

[Continued from Page 7]

in approximately 7000 square feet of air-conditioned space in the central bay of the Hall of Petroleum. Robophone equipment will give spectators human voice explanations of each unit as they pass before it, and trained attendants will answer detailed questions. A branch office of the Humble Touring service will also be maintained in the hall.

The exhibit was built in co-operation with the departments of history and geology at the University of Texas, and when the Centennial comes to a close it will go to the University museum as a part of the permanent display material there.

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 & Machine Co.

AL E. CUDLIPP, Editor

Vol. XV

1st QUARTER, 1936

No. 1

Complaint to a Milk Man*

Sometimes we get hold of something too good to keep. Last week the manager of The Oil Weekly's Pittsburgh office made a complaint to his milk-man. He wrote it out and, being a disciple of good business, retained a carbon copy. It so fell out that another one of the boys in the office saw the carbon, and sent it in to Houston.

Here it is:

— Dairy Co.,
Pittsburgh, Pa.
Gentlemen:

By referring to your records you will find that for several years I have been a pretty good customer of yours, and that I have paid my bills with reasonable promptness. It may interest you, therefore, to know that we are now approaching the parting of the ways—unless you can give me relief from a condition about which I have already complained, in writing, via wrapping-paper note in milk bottle to your driver.

At the time of my first complaint, I didn't have a pup, but now with the pup added to the otherwise almost-unbearable complications, patience has ceased to be a virtue and tolerance but an empty word.

As I advised your driver, in writing, your milk-wagon horses have so synchronized their intestinal affairs with their scheduled arrival in front of my home that each and every morning of the year they deposit, in profuse abandon, souvenirs which might be of great value to a farmer or truck-gardener, but which are only something to worry about for the man who lives out of a sack.

For 50 feet directly in front of my door there is at this very minute unlimited evidence of my steady patronage of your good concern, and in the continued absence of rain I am liable at any time to be hailed before the powers that be and tried for obstructing the traffic.

You may wonder, and you have a right to wonder, where and why the pup enters into this matter between you and me and your milk-wagon horses. In the words of that immortal poet, Chick Sale, I'll tell you why:

Ours is a trader pup, and we have treated him well. Full of gratitude, but having neither silver nor gold with which to show it, he renders unto us only that which he has—and all he has is the choicest collection of your horses' excellently-timed souvenirs, which he religiously deposits on the front porch each morning. Sometimes they sweep well, sometimes they do not.

Now, sirs, I don't know what you are going to do about this, but they're your horses. You may be able to use moral suasion, explaining to the horses that times are bad and business hard to get, and the customer is always right; that however good their intentions may be, not all people like all things—and they should be less partial, passing their favors more generally over the neighborhood rather than upon a single family.

In my complaint to your driver I suggested that he stop his horses around the corner, or come some other route occasionally so that a horse with even the hardest intestinal fortitude may be overtaxed before he reaches my place, but my plea went unheard. At least there was no action—not on the part of the driver, I mean.

I am terribly serious about this, gentlemen. If you have any idea that I am suffering with the heat or something, that I have exaggerated by one jot or one tittle, I invite you to send an inspector out to 1106 Dormont before any great cloudburst hits us and take a look—not only at the street in front of my house, but if he is early enough, at my front porch. He may even interview the pup.

*Reprinted by permission The Oil Weekly.

It is up to you. Unless I have relief commensurate with the relief which your horses have been enjoying for so many months, that it really doesn't matter, my monthly checks will cease to clear through your bank.

Assuring you of my greatest respect, which, however, is not the least to be allowed to interfere with my great determination for succor, I am,

Yours cordially,

W. W. PIGUE.

★
"My husband lost his money in Wall Street."

"I can imagine how sorry you feel for him."

"Yes, he'll miss me."

★
And Then?

"What's happened, George?" she asked her husband, who had got out of the car to investigate.

"Puncture," he said briefly.

"You ought to have been on the lookout for this," was the helpful remark. "You remember the guide warned you there was a fork in the road."

★
Last Request

His wife lay on her death bed. She pleaded: "John, I want you to make me one promise. Will you ride in the same car with mother to my funeral?"

He sighed. "O. K., but it's going to spoil my whole day!"

★
A shoulder strap is what keeps an attraction from becoming a sensation.

★
THE MINUTE THAT SEEMS A YEAR



After giving the third voice on the line a good stiff bawling-out for breaking in, your wife informs you it's your Aunt Julia who has come to visit and who has been trying to use the extension set upstairs.

(Copyright, 1936, by The Bell Syndicate, Inc.)



Unretouched photograph, lease of major operator in East Texas field.

There is a
LUFKIN
for your every
need!

BEAUTY! Combined with Efficiency

Attractive leases were little thought-of until recent years. Now an attractive lease is considered as important as an attractive retail outlet. Oil men have been quick to appreciate the advantages of both.

Lufkin's efficient, trouble-proof equipment lends itself readily to attractive and well kept leases such as the one reproduced above.

Catalogue No. 36 contains completely illustrated layouts with blue print setting plans and engineering data and will be gladly mailed to oil men anywhere upon request.

Lufkin



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