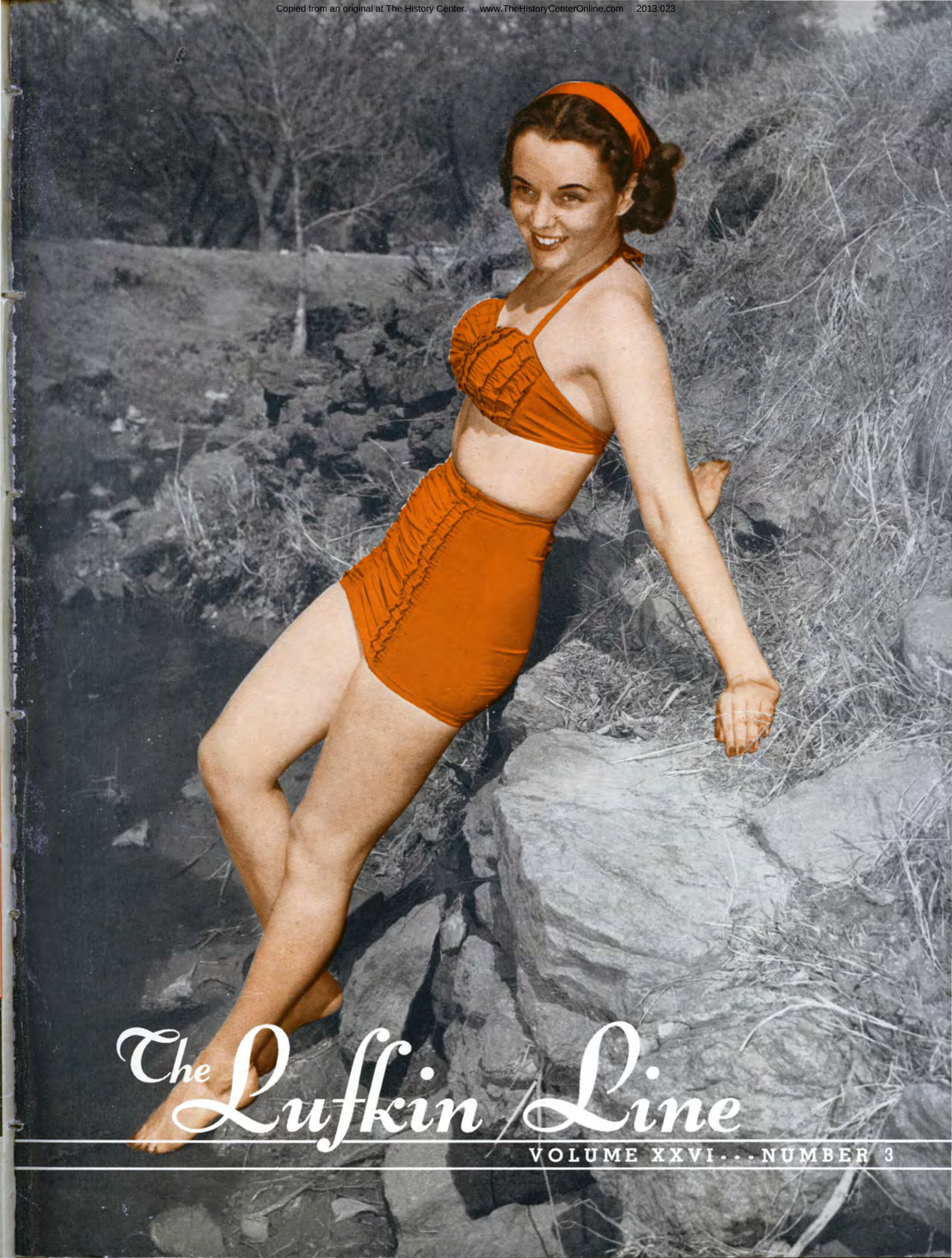
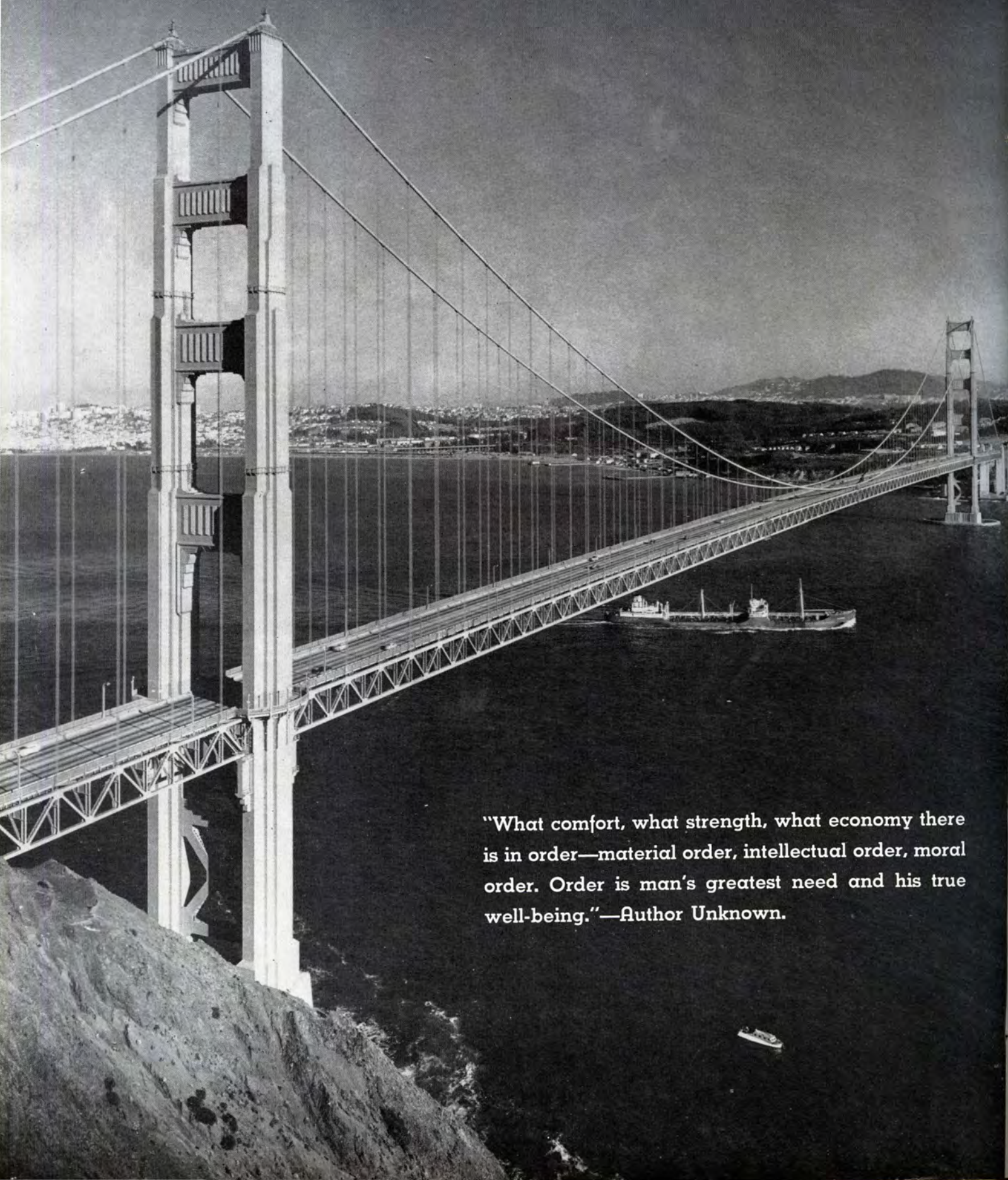


A vintage color photograph of a woman with dark hair styled in a bun, wearing an orange headband and a matching two-piece swimsuit. She is smiling and posing on a rocky, grassy hillside. The swimsuit has a ruffled, halter-style top and high-waisted bottoms. The background shows a rugged, natural landscape with rocks and sparse vegetation.

The Lufkin Line

VOLUME XXVI...NUMBER 3



"What comfort, what strength, what economy there is in order—material order, intellectual order, moral order. Order is man's greatest need and his true well-being."—Author Unknown.

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 Company, Lufkin, Texas.
VIRGINIA R. ALLEN, Editor

Volume XXVI

MAY-JUNE

Number 3

MID-CONTINENT ISSUE

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COVER: Miss Patricia Graham, who was recently crowned "Miss Sohio" in a Standard Oil of Ohio beauty contest. Miss Graham is Personnel Clerk for the West Edmond Hunton Lime Unit, Edmond, Oklahoma.—Photo by Lufkin's J. D. Bradley.	
INSIDE FRONT COVER: Courtesy Redwood Empire Association.	



SENSE OF HUMOR

A Sense of Humor is a cushion of life. Without it a man is like a wagon without springs, getting a disagreeable jolt from every bump he runs over. Life is a serious business all right, but without a funny side it would hardly be worth living. Laugh it off—ten to one it doesn't amount to anything anyway.

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General Sales Manager

The veteran C. P. R. freighter, the Princess Maquinna, calls at Bamfield, the cable station on the West Coast of Vancouver Island.



VIA CLO-OOSE

By Harriet Geithmann

time. And so, contrary to the advice of the District Meteorologist, we set sail from Victoria just before midnight on the Princess Maquinna, a veteran C. P. R. freighter. The autumnal equinox was in the offing but a holiday is a holiday come what may.

The rest of that September night, we cruised up the Strait of Juan de Fuca in a northwesterly direction. To our left was Cape Flattery and the Olympic Peninsula with its sawtoothed mountain range. To our right loomed Vancouver Island with its own range of forested mountains—an island 282 miles long and from 50 to 60 miles wide, the largest island on the North American continent.

At daybreak, we docked at Port Renfrew where our heavy-duty windlass worked overtime for several hours, winding and unwinding, loading and unloading freight. That port of call was our first introduction to the island's magnificent forests sweeping down the mountain slopes and all but pouring into the sea.

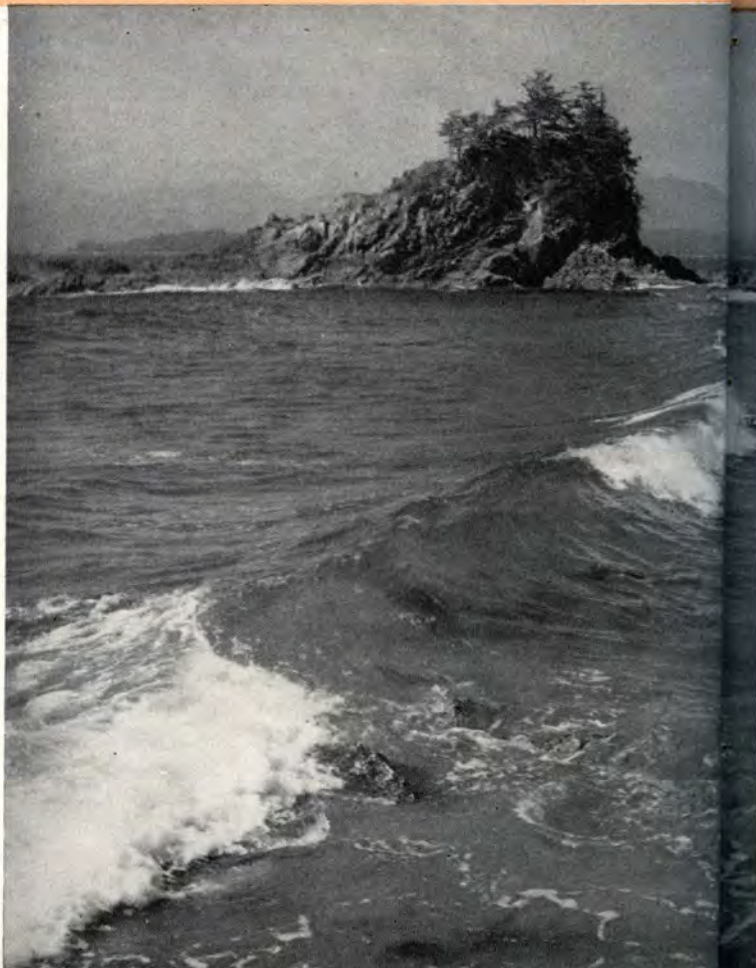
The activities of four logging camps back in the

Swimmers brave the waters along Breaker Beach in the neighborhood of Bamfield, Vancouver Island. Tourists exclaim that only picturesque

ALLURING, indeed, is the wild West Coast of Vancouver Island, British Columbia's island of enchantment. From the days of Captain George Vancouver in 1792, when the Indians, in their ceremonial robes of shining skins of the sea otter and armed with bows and arrows, traded their tanned skins of the bear, wolf, fox and deer for buttons, nails and knives, up to the present hour, this has been true.

Even now, the only way the world and his family can see this rugged coastline with its untamed waterfalls, deep fiords, rocky promontories and sandy strands pounded day and night by Pacific rollers from the west, to say nothing of the shipwrecks bleaching in the sun, is by air or water.

Finally, after two decades of dreaming, we chose the latter course. We could wait no longer for the highway which is scheduled to come in due



In the distance is Alberni Canal, lavish with enchantments. This Canal is the home of Tyee fishing. It is a magic waterway, quiet, serene, beautiful, with evergreen forests on both sides and island topknots.

bush keep Port Renfrew on the map. In the rocky inlet the crows, ducks and gulls were feasting on fish. A sleek Doberman pinscher strolled along the wharf after the mail, while the beady eyes of the eagles, perching in the tops of the ragamuffin firs, watched his movements. The air was charged with the odor of evergreens, and there was the smell of clams and still more clams and crabs.

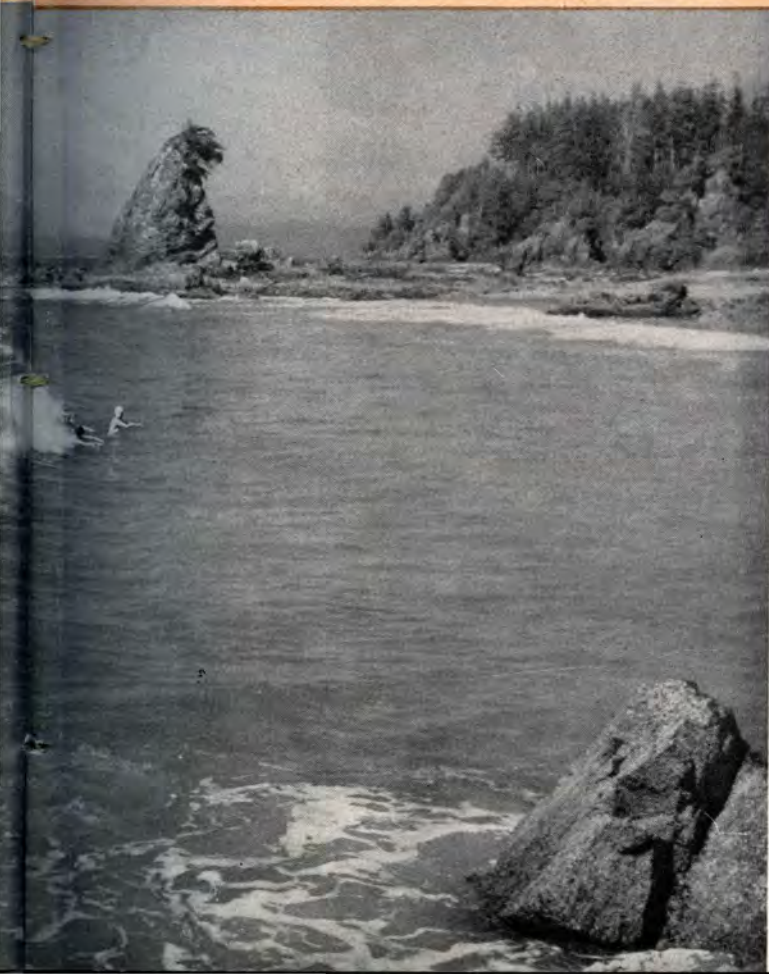
Leaving Port Renfrew and the shelter of the Strait, the Princess Maquinna began to ride the swells in earnest and to breast the Pacific. It was then that we remembered she was built in 1913, and named after the daughter of an Indian chieftain who was murdered. Up one blue swell and down another, we rolled on and on to our next objective, Clo-oose. Few people knew anything about Clo-oose, and those few were almost too eloquent.

Finally, to the thunder of the surf pounding on the sandy strand as level as a floor for miles and studded with agates, and tumbling behind boulders as high as Old Faithful of Yellowstone, we rolled

language can adequately describe this rugged coastline.



This is Port Renfrew, the first port of call on the north-bound trip of the Princess Maquinna. This community is kept alive by the activities of four logging camps back in the bush. The air is charged with the odor of evergreens and the smell of clams.



into the bay of Clo-oose. There it was . . . a huddle of weather-beaten houses flanked by forested hills and fronted by the roaring Pacific at its equinoctial best. We anchored about half a mile from shore where we unloaded freight, mail and passengers, one of whom was the doughty preacher, the Reverend William Rickaby of Clo-oose.

There were four big canoes manned by eight skillful Clo-oose Indians who paddled over the swells and rode them in the limelight of our many eyes, biding their time with that of the Maquinna. When our ship rolled all but over in the trough of the sea, the canoes glided alongside for their individual loads of freight. With this primitive foreground, one could easily visualize the background with the old war canoe which was hidden there in the bush close to the water's edge—the same canoe built by O-di-oo himself long, long ago.



Calm seas on this day allowed the canoes to come close alongside the Princess Maquinna to get their freight. Even small children learn to handle the boats early, for their livelihood depends upon the goods brought in by boat.

Back of the village of 186 souls, with but three white families, stretches Lake Nitinat with its own legendary lore—a forest lake all but hidden and alone, yet haunted by the “spirits” that have been known to make the hair stand rigid on the heads of mighty hunters of the wolf, the panther and the Grizzly bear. Here at Clo-oose on certain clear days in spring, men have seen mirages of ships, islands and mountains far out at sea.

Here, men may walk along the beach to the Pachena Lighthouse and study marine life all the way. They can explore the wreckage that litters the beach, each with its own tragic story. Along this rugged coast one may see cliffs of maidenhair ferns, water-spouts and marine and bird life without end.

In due time, Clo-oose and its canoes were swallowed up in the clouds of surf and we rolled on. In fact, we never stopped rolling until we reached bustling Bamfield, the celebrated cable station on Barkley Sound, that mighty arm of the Pacific. Here, the cable sinks to the floor of the Pacific and spans the ocean via Fanning Island to Australia. Here, the lifeboats never fail to go to the rescue whenever the call comes. Here, the cormorants parade and so do the sturgeon, the halibut, the whales and the walruses. Here, we were introduced to the Alberni Canal, the home of Tyee fishing and trout galore, a magic waterway, quiet and serene and altogether beautiful with its evergreen forests on both sides and island topknots.

At midnight, the sturdy Princess Maquinna steamed into Port Alberni on the Somass River, one of the lumbering “twin cities” of British Columbia, the other being Old Alberni two miles away. Here the deep sea ships loaded with lumber and fish find a welcome.

From Port Alberni with its Indians, who looked like Siwashes, and turbaned Hindoos strolling up the wide, wide streets, we angled north through the forest to starfish-shaped Sproat Lake, where we found Klitsa Lodge on a wooded peninsula that was



Left: The salmon industry is a big one in British Columbia. This is a typical cannery day on the West Coast of Vancouver Island.

Below: Port Alberni is the harbor for fishing boats as well as lumber vessels. It is one of the lumbering “twin cities” of British Columbia, with wide streets traversed by Indians and turbaned Hindoos.



truly enchanting. Lofty Douglas firs and red cedars stood all around the Lodge while four-year-old pixies, children of the management, tripped up and down the trails under the great trees and through the mossy rock gardens and patches of purple heather. There was a real wishing well with weathered timbers and an old oaken bucket for the drawing of water, while the grouse slid in and out of the bush. The Lodge looked straight ahead into Vanderbilt Island and up the lake at snowy Mt. Klitsa and Mt. Arrowsmith beyond. This Canadian Shan-gri-la was originally the country home of J. P. Davis, one of the eminent legal lights of British Columbia.

From Klitsa Lodge and Sproat Lake, we reluctantly turned our Seattle noses eastward and southward on our circle tour, as it were, and let the Island Highway of British Columbia take us back to Victoria. Through Cathedral Grove with its great stand of conifers, we skirted the eastern shore of the island with its long and angular Cameron Lake. Then through Qualicum Beach, Parksville with its clam beds, down to Nanaimo, Ladysmith and Duncan.

Particularly were we astonished at the metropolitan atmosphere of Nanaimo with 15,000 folk, the fourth largest city in British Columbia. Here the boats take the world over to Vancouver, that modern beehive of activity. At every bend of the famous Malahat Drive which hugs the east coast of the island, we traveled in and out of the forest, which the Canadians call the bush.

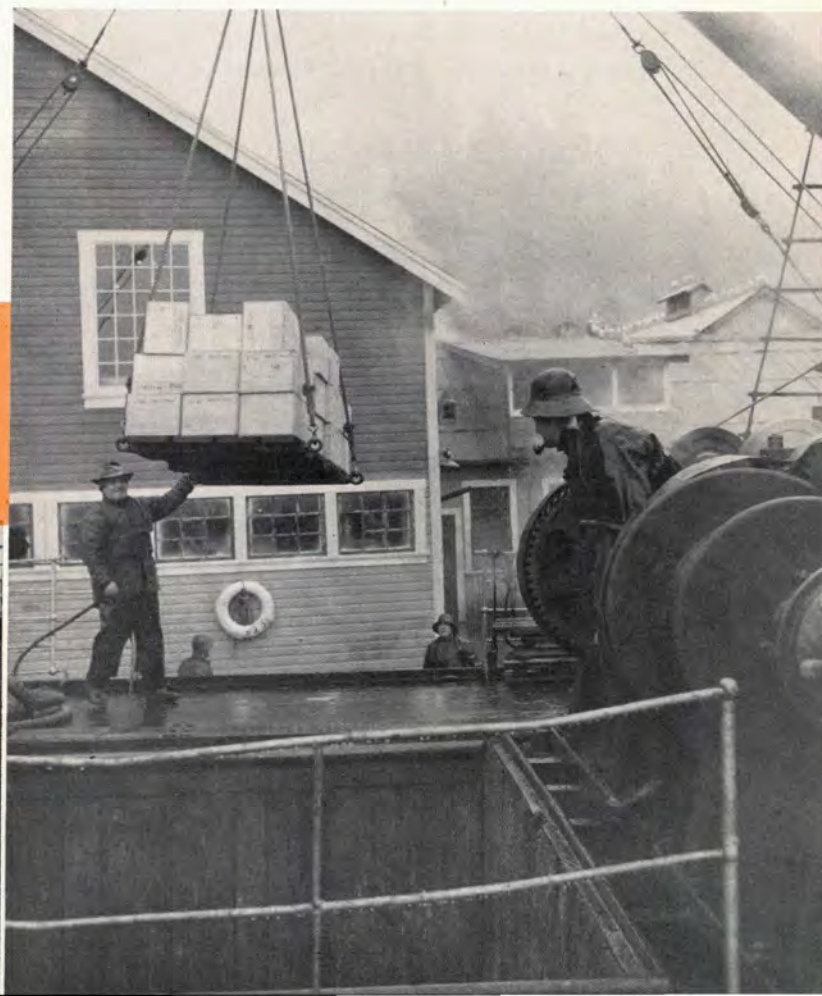
Right: The windlass of the Princess Maquinna works overtime in loading canned salmon along the West Coast of Vancouver Island.

Below: This village of weather-beaten houses is Clo-oose. On either side are forested hills, while to the front roars the Pacific. Skillful Clo-oose Indians man huge canoes to transport the freight of the Princess Maquinna.



Klitsa Lodge, on a wooded peninsula, is surrounded by lofty Douglas firs and red cedars. There is a wishing well of weathered timbers and an old oaken bucket. The four-year-old children of the management find this an enchanting hideout.

It was almost with regret that we finally rolled into the picturesque city of Victoria, a little slice of Old England with all its charm. At twilight, we boarded the palatial Princess Marguerite for the return to Seattle and home. Of all our objectives on this delightful circle tour in and around the island of enchantment, we must admit that seeing and hearing Clo-oose was undoubtedly the most rugged and unforgettable of them all.





A NEW HOME for LUFKIN TRAILERS

This new, modern sales and service branch office of Lufkin Trailers is in Dallas on Fort Worth Avenue. Covering 60,000 square feet, it contains offices, repair facilities, show room, and a parts department. As a special service, the office will offer free over-night parking for truckers on the fenced-in grounds.

May 24 was a momentous occasion for Lufkin Trailers, and the event was celebrated with gala ceremonies and much barbecue. For on this day, the formal opening of the new Dallas sales and service branch was held.

Friends and guests from throughout the trucking industry came to inspect the new facilities, shake the hands of the officers and representatives from the home of Lufkin Trailers, the Lufkin Foundry and Machine Company, and watch the all-girl floor

show and eat old-fashioned barbecue.

Located at 605 Fort Worth Avenue in Dallas, the new sales and service building occupies approximately 60,000 square feet of space.

Lufkin engineers who designed and planned the structure did so with two primary aims directing the work—utility and service. Ground space around the building has been surfaced with asphalt and gravel to assure easy operation of heavy equipment regardless of the weather.

The main building floor space has been divided into offices, a display room, a complete parts department and the repair department. Each has been designed specifically to utilize to the best advantage the space allotted to it from the standpoint of both the Lufkin staff and the customer.

The new offices are modern in every respect. The walls are paneled in gum, knotty pine and Philippine mahogany. The floors are of Azrock tile.

The offices, which give off an atmosphere of friendliness and comfort, are situated so that business can be conducted in the strictest privacy for the customer.

The display room, covering approximately 700 square feet, is furnished with upholstered chairs for the convenience of customers and friends while viewing demonstrations of Lufkin equipment.

There will be on display at all times the Lufkin tandem assembly as well as other outstanding features of Lufkin equipment. There also is a glass-enclosed show room for the display of parts for Lufkin Trailers.

The parts department, which occupies 1000

GLENN A. FOY
Salesman, Dallas Office

LEROY GREENE
Salesman, Dallas Office

R. M. HICKS
Salesman, Dallas Office

C. V. WILKINSON
Manager, Dallas Office



square feet of floor space, has been planned with the idea of speedy service. Parts bins are easily accessible, and satisfactory service is guaranteed by the parts counter salesmen.

Besides the 1000 square feet of floor space occupied by the parts department, an additional 1800 square feet has been set aside as storage space for parts that will be used for working stock.

The repair department has been given the largest working area, occupying about 10,000 square feet of floor space. All new shop tools have been purchased for this department, including a complete line of wood-working tools and an adequate line of metal-working tools for the repair and service of all makes of trailers.

C. C. Carter is Lufkin's service manager. His 15 years of trailer and truck repair experience qualifies him to take care of any repair job on any make of trailer.

Among the other experienced shop repair personnel are H. L. Baggett, C. S. Stevenson, and Earl Gilbert.

In a separate building from the main shop, a modern paint booth and steam cleaning room are located. This building is easily entered from two sides.

For the comfort and convenience of both customer and employee, modern shower rooms and toilet facilities have been placed in the main building. Also, a luxurious lounging room has been provided for those customers waiting on repair work, or for those friends who just drop by for a visit.

Lufkin believes it is giving a "first" in accom-

modation to transit truck drivers with their offer of free overnight parking space for truckers' equipment.

Since the new plant is located on the Fort Worth highway, surrounded by modern tourist courts, hotels, eating establishments, and service stations, it is an ideal overnight stopping point for drivers.

The equipment may be parked without charge on the grounds which are completely enclosed by a cyclone fence. The gates are locked at night for the protection of the customer's property. There are two entrances to the parking area.

Lufkin's new sales and service plant is due to become a landmark in that vicinity of Dallas. The front of the building is ultra modern in design with a 40-foot tower reaching high into the Texas sky. It can be seen for miles and miles away. The tower bears the name "Lufkin Trailers—Sales and Service" in steel porcelain letters 35 inches high with neon trim.

The opening of this new branch sales and service office was a climax in the history of Lufkin Trailers. For, what was once a small one-building shop in the business of producing mule-drawn pole and pipe trailers, is now one of the outstanding modern trailer manufacturers in the Southwest. Now Lufkin truck-trailers and vans can be seen on the highways throughout the United States.

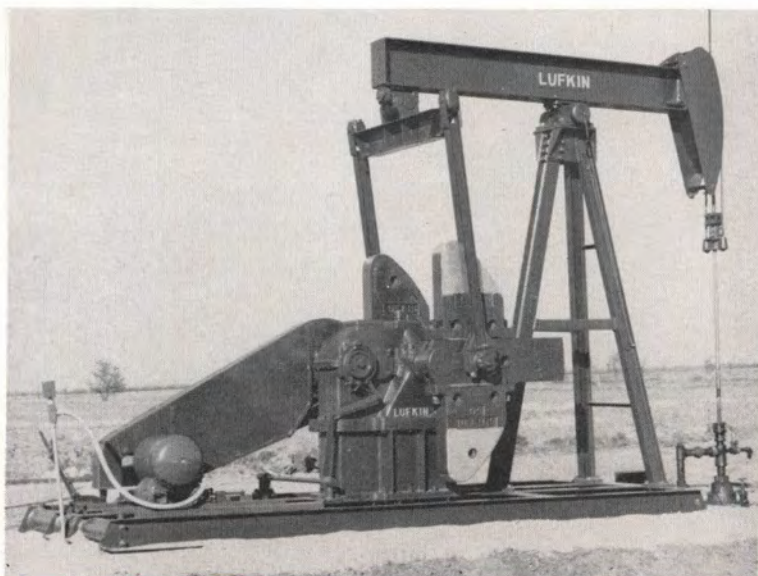
The growth that is evidenced in the opening of this new plant is merely a step higher in the further expansion of a great industry, say Lufkin Trailer men.

C. W. (LEFTY) ALEXANDER
Sales Manager, Lufkin Trailers,
Lufkin, Texas

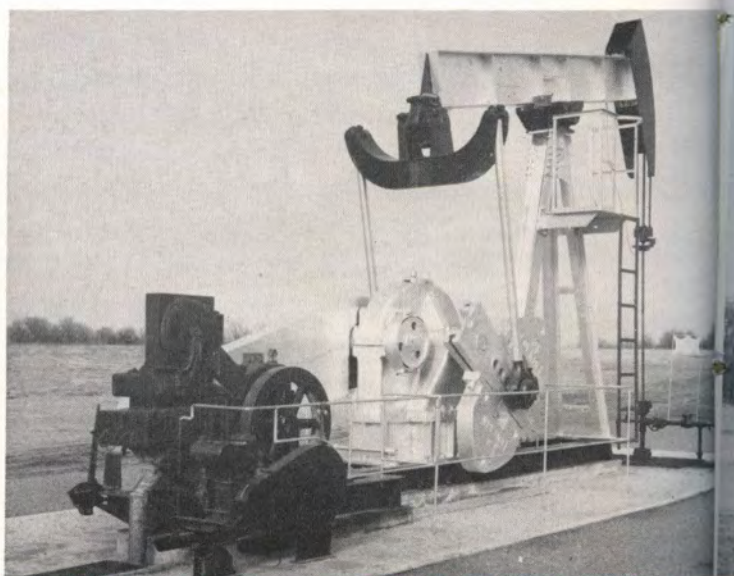
C. J. SCHULLER
General Manager, Lufkin Trailers
Lufkin, Texas

Personnel of the parts and repair department include, left to right,
Clyde Stevenson, Jerry Baggett, Charles Carter and Earl Gilbert.





LUFKIN T5A-7C Unit, Ramsey Petroleum Company,
Chase, Kansas.



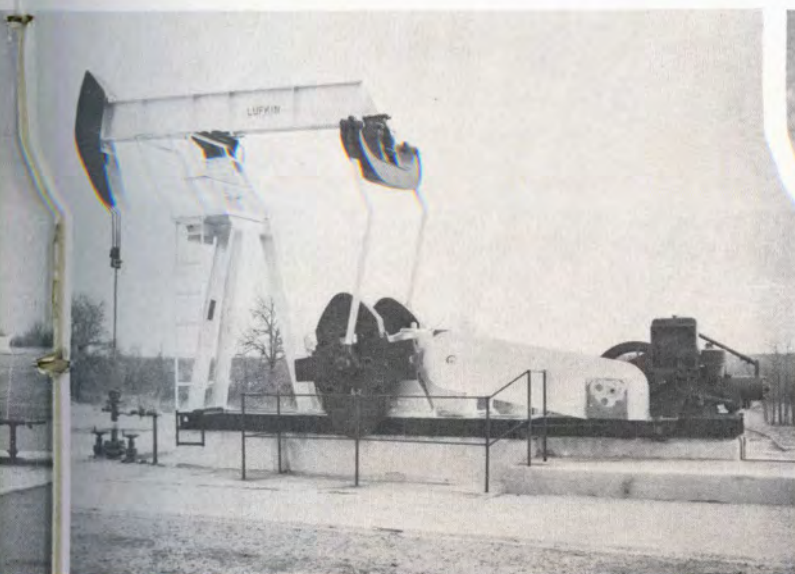
LUFKIN TC-33A-18B Unit with a LUFKIN H-333 Engine,
Amerada Petroleum Company, Countyline, Oklahoma.

LUFKIN in S

LUFKIN T5-16 Unit, The Texas Company, Bunker Hill, Kansas.

LUFKIN TC-33A-18B Unit, Bay Petroleum Corporation,
Coyle, Oklahoma.





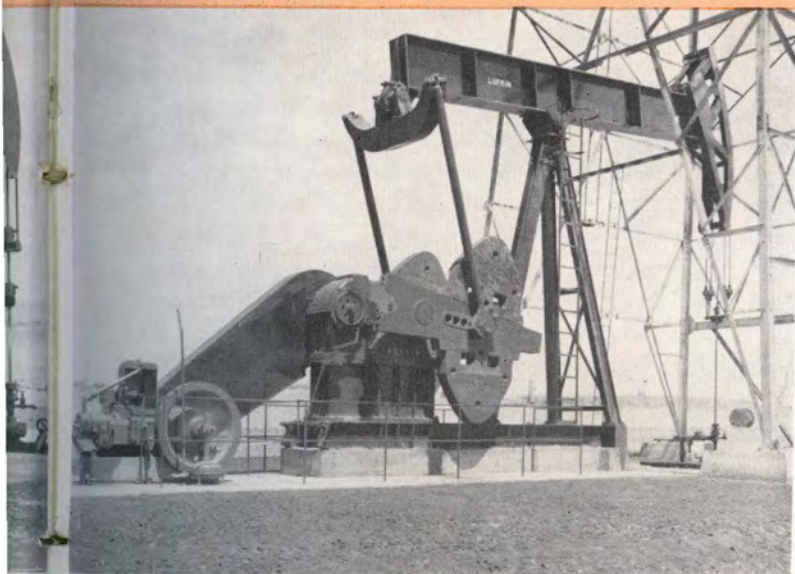
LUFKIN TC-33-A-22G Unit, Magnolia Petroleum Company,
Countyline, Oklahoma.



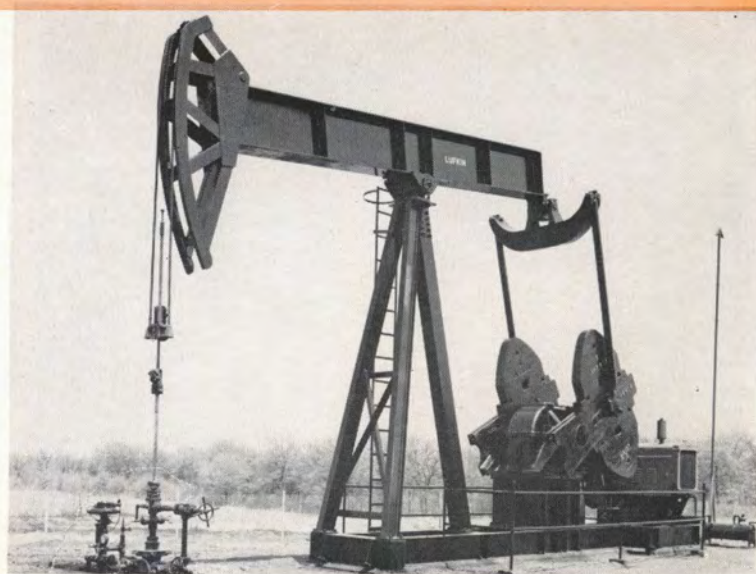
LUFKIN TC-2A-35A Unit, Stanolind Oil & Gas Company,
Countyline, Oklahoma.

TALLATIONS

LUFKIN TC-OLB-456DA Unit, Phillips Petroleum Company,
Cyril, Oklahoma.



LUFKIN TC-OLB-456DA Unit, Bay Petroleum Corporation,
Oklahoma City, Oklahoma.



VENEZUELA

Land of Excitement and Beauty



Above: The Country Club in Caracas is a thing of beauty in its mountain setting. Other fine clubs and new modern hotels, together with the delightful all-year-round climate, have placed Caracas in the front ranks of vacation objectives.

Below: Since Caracas, capital of Venezuela, is located 3000 feet above sea level in between, and on the slopes of, still higher mountains, some of its streets are steep as seen in this picture.



The million-dollar Hotel Avila in the Venezuela's capital city of Caracas is located on the mountain slopes a few minutes' drive from the business section. It presents marvelous vistas of the mountains and the hotel's beautiful gardens. With a bar, restaurants, and fine facilities for dining and dancing, the hotel has become a social center of Caracas and a popular headquarters for travelers.

VENEZUELA today is one of the most fortunate countries in the world. Domestic commerce is breaking previous records; exports in 1950 hit an all-time high. Her treasury shows a surplus; and there is virtually no unemployment.

Taking advantage of her prosperity she has been, and is, conducting an elaborate program aimed at raising living standards and of increasing travel and trade. (Among the means employed to that end are: the modernization of agriculture and expansion of irrigation systems; improvement of livestock breeds; establishment of new industries; development of newly discovered mineral resources; elaboration of education, health and social welfare programs; the expansion and modernization of the country's ports; the construction of new rural and city housing developments; the extension and improvement of transportation systems; and the building of new commercial and resort hotels.)

Now receiving special attention is the modernization of the country's tourism plant and the promotion of its varied tourist offerings—particularly those unusual and little-known attractions in the interior.

As reported by Godfrey Macdonald, vice president of Grace Line which operates two cruises every week to Venezuela and other Caribbean countries, much has been done to expedite travel to and within the country and to make the traveler's stay a comfortable and happy one.

La Guaira, along with all the other ports of the country, has been undergoing extensive modernization. The work here is about 95 per cent completed. New wharves, a new passenger-ship pier, the dredg-



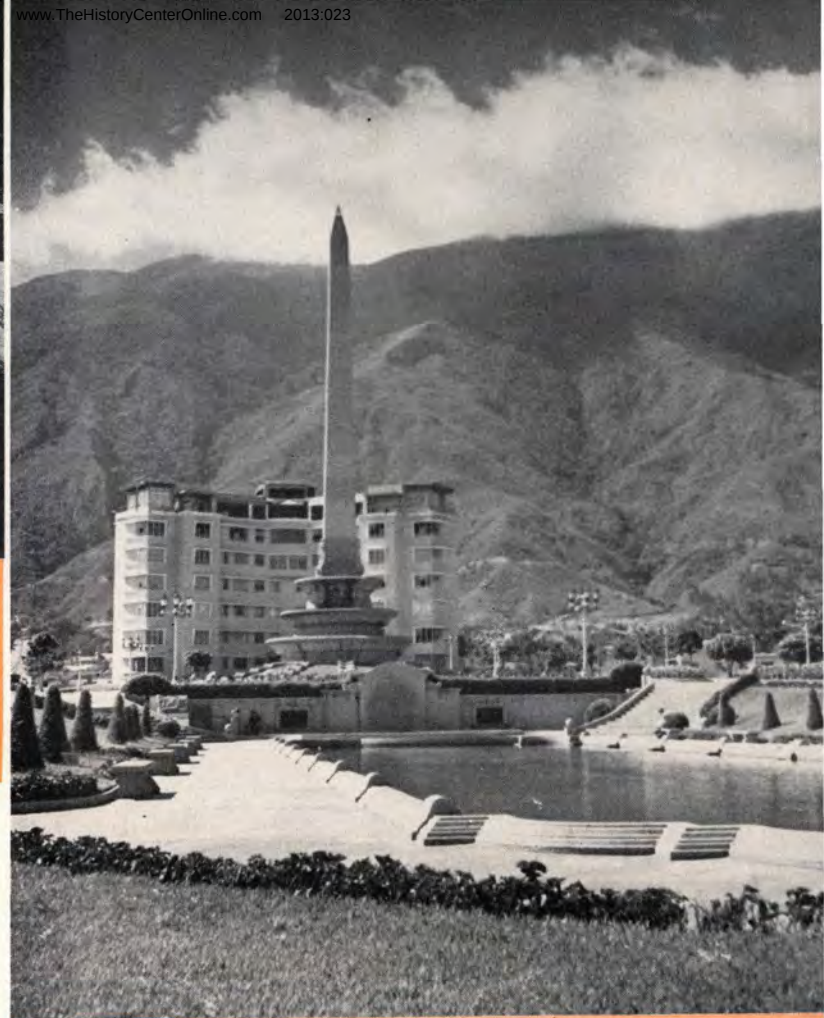
This fine motor highway connects Caracas, capital of Venezuela, with La Guaira, regular port of call on Grace Line's weekly 12-day de luxe cruise from New York to the Caribbean. Passing through magnificently beautiful mountains, this is one of the most thrilling motor routes on the continent.

ing of the entire harbor and extension of breakwaters now make it possible for a score of ships to dock simultaneously and for two million tons of freight to be handled per year. The new three-million-dollar terminal is constructed in such a manner that passengers will disembark directly on the second floor to an air-conditioned waiting room; and from a garage on the second floor will be driven over a new super highway now under construction between La Guaira and Caracas, the capital city, located 3,000 feet above sea level in a setting of gorgeous mountains which block it off from the coast.

This thirty-million-dollar highway between La Guaira and the capital city, by tunneling through a mountain, will reduce to twenty minutes the two hours required for motoring over the present highway between La Guaira and Caracas.

At Maracaibo, center of the oil industry and the leading coffee-shipping point, the harbor is being dredged; a new pier, warehouse, and modern terminal are being built and ground has been broken for the new \$2,500,000 Hotel del Lago.

It is in the handsome capital city, however, that the changes are most apparent. Several fine new hotels have been added during the past few years including the "Avila," "Nacional," "Conde," "Waldorf," and "Potomac;" and a new 400-room, six-million-dollar Hotel Tamanaco soon will be constructed. New housing developments and residential suburbs are drawing the city into the valley and along the slopes of the nearby mountains. New clubs, restaurants and theaters are appearing. And to relieve traffic congestion the Avenida Bolivar has



This is a beautiful plaza in Altamira, one of the several fine new residential sections of Caracas. Caracas combines the features of a thoroughly modern city with the charming characteristics of Spanish colonial days when her famous native son, Simon Bolivar, was carrying on his great work of liberating his country and five others from the yoke of Spain.

been transformed into a boulevard of two four-lane zones with two underground levels, the lowest of which is for automobile traffic and the mezzanine level for automobile parking.

Latest acquisition in the line of resort hotels is the Gran Hotel Palmar, a luxurious hostelry resting between sky-towering mountains and the sea on the ocean-front highway leading east from La Guaira. And in Valencia, on the popular shore-excursion route between Caracas and the seaport of Puerto Cabello, the very modern Hotel Carabobo recently was opened.

All these places are near the coastal cities and are well known to, and very popular with, travelers. Even more interesting and unique sights are in the interior which a recently appointed Tourist Commission is planning to bring within easier access of travelers through "package tours."

(See Page 18)



Left: THIS stalwart seaman, through whose veins flows the blood of Phoenicians, Normans, Spaniards and Moors, pauses beside his high-prowed fishing boat. His cap is a Carapucha, a knitted stocking-type of head-covering capable of carrying a man-sized lunch and enough tobacco to keep a pipe filled while setting and drawing nets during the day.



Center: THE fishing boats of Sesimbra are built by local craftsmen, in many cases the fishermen are their own shipwrights. Wood cut on the



slopes of the neighboring mountains and fittings from local blacksmiths form the vessels. The lines of the small craft are very simple, retaining to an interesting degree those characteristics of the galleys used by seafarers from Northern Africa about the beginning of the Christian era.

Right: SELF-SUFFICIENT in many respects, these fishermen find time to perform a few minor repairs on their small vessel. Three Sisters. Deeply religious, the fishing people of Portugal often christen their boats with names of Saints or other spiritual designations.

TALE OF A VILLAGE

BETWEEN the Arrabida Mountains and the grey Atlantic, just south of Lisbon lies the fishing village of Sesimbra.

Inhabitants call themselves Portuguese—but they are the daring sailors who left Phoenicia, the warlike Greeks, the venturesome Arabs, the Normans and the Moors.

For centuries, while the various bloods joined to

produce this hardy breed, these people have known but one livelihood—the sea.

Through their daring, Portugal was among the first and greatest colonizing powers in the world. Their fishing boats, still showing the outlines of ancient Mediterranean galleys, are today foremost in the arts of capturing food fish from the sea.

All Photos Courtesy Pan American World Airways

Left: THE fisherman, regardless of nationality, is always hopeful. Here in the quiet afternoon sun this man of Sesimbra mends his nets, as he prepares for a dawn departure into the Atlantic and a profitable haul.

Center: THIS donkey, cooling his feet in preparation for the journey ahead, will carry some of the catch to a nearby factory or to a village hidden somewhere up in the Arribida Mountains. Donkey transporta-

tion is quite common in rural Portugal where roads and by-ways require their sure-footing.

Right: THESE Portuguese women are going to market with their wares in colorful Lisbon. The basket offers a variety of salt-water fish that will be bargained for in the market place by housewives of the city.



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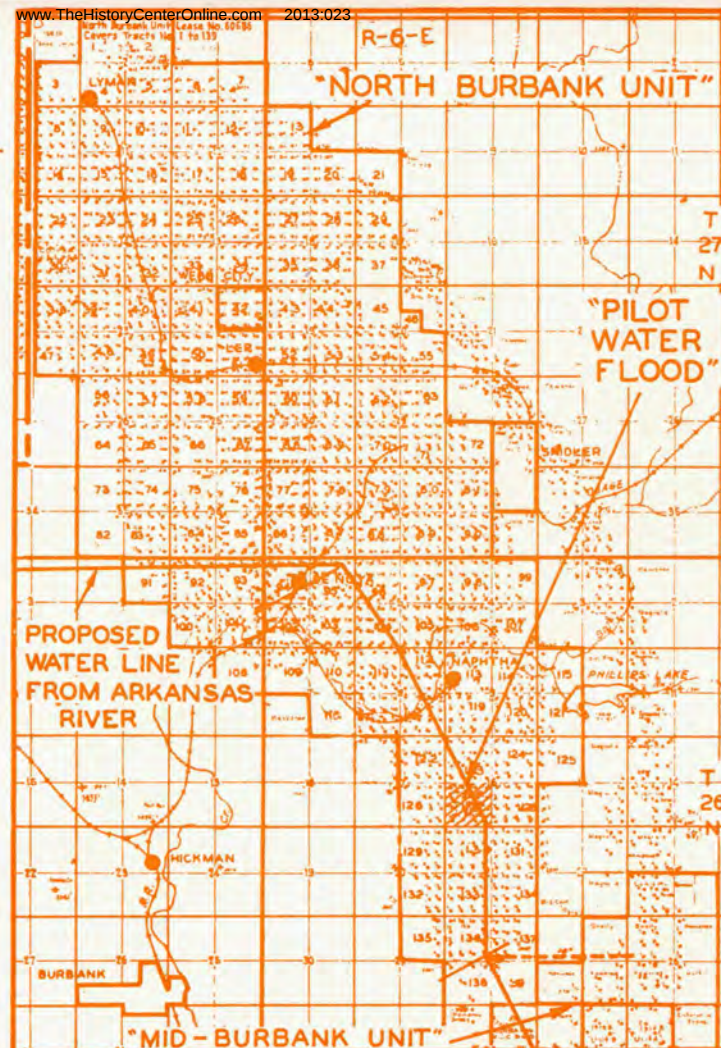
OPERATION... WATER FLOOD

OF GREAT interest to all operators in the Mid-Continent Area are the results being obtained in the 160-acre pilot water-flood project in the North Burbank Unit, Osage County, Oklahoma. Production from the pilot flood averaged 887 barrels per day during January, in comparison with 37 barrels per day from this 160-acre lease prior to flooding.

The pilot water-flood is in the center of the southern part of the 22,000-acre field. Discovered in 1920, this field produces from the Pennsylvanian "Burbank" sand at a depth of 2900 feet. There has been a recovery of 169,000,000 barrels of oil, from a producing sand varying in thickness from 40 to 100 feet. The field was unitized in preparation for the water-drive operation, with fourteen corporations and six individual operators represented in the unit lease. Phillips Petroleum Company is the operator.

Water injection to the pilot flood was started February 25, 1950. Accumulative water input to date has been 2,500,000 barrels, with current rate of injection of 10,000 barrels per day. Since the project started, 15 of the 16 wells in the pilot flood have responded to the artificial water drive.

The operators are in the process of placing 55 water-injection wells in operation. This new program will add 1000 acres surrounding the original 160-acre pilot flood area. This first addition is the beginning of a schedule to add 1,000 acres of new water-flood development each year for 20 years,



Map of North Burbank unit showing location of pilot water-flood.

Map Courtesy Oil & Gas Journal

ultimately providing water drive for the entire North Burbank unit.

Of vital importance to the water-flood projects of northeastern Oklahoma is the 14-mile water line of 30 and 24-inch pipe from the Arkansas River to the Burbank Pool. Operators of all the water-flood projects in the area have combined to build the line, with construction to start soon. The line is expected to have a peak capacity of 300,000 barrels per day. Instead of pumping directly from the river, wells will be drilled on the bank of the river to drain water from the sand and gravel alongside the river bed, where there is more water than in the stream itself.

Interest of the entire oil industry has been concentrated on the many successful water-flood projects in the Mid-Continent, as water-flooding has proved to be very effective in increasing the recovery of oil from stripper wells considered ready for abandonment.



Modern pumping units replace the old pumping jacks on the pilot water-flood.

SNAPSHOTS



Sussex, Wyoming Camp and Power Station of Continental Oil Company.



Left to right: TOM BANTA, Lufkin representative, Kilgore; WALTER W. TROUT, president, Lufkin Foundry; and J. R. PALTHE, Royal Dutch Oil Co., Indonesia.



BYRON ROBBINS, Lufkin Representative, Great Bend, Kansas, and W. D. MAXWELL, Carter Oil Co., Great Bend, Kansas.



ELVIN READ, Lufkin Representative, Odessa, Texas, and BOB CARLSON, World Oil magazine, Midland, Texas.



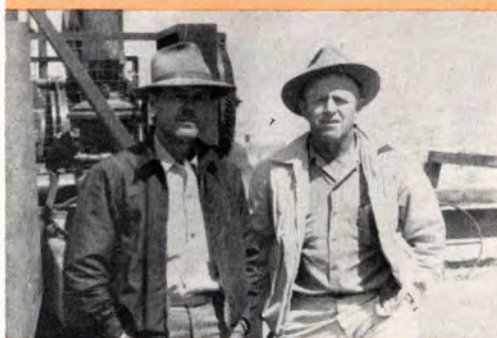
P. A. DENNIE, Shell Oil Co., Elk City, Oklahoma.



JACK ABERNATHY, Big Chief Drilling Co., Oklahoma City, Okla., and E. V. GARRETT, J. M. Huber Corp., Borger, Texas.



ART RHOADES, Phillips Petroleum Co., Great Bend, Kansas.



I. N. BUMGARDNER, Richfield Oil Co., San Joaquin Valley Division, Bakersfield, California, and J. W. REED, Richfield Oil Co., Taft, California.



C. L. CREAGER, Shell Oil Co., Great Bend, Kansas.



JOE ZABA, Stanolind Oil & Gas Co., Tulsa, Oklahoma.

. . . BY THE LUFKIN CAMERAMAN



BILL LANSING, CARL MITCHELL, and CHARLES PICKETT, The California Co., Denver, Colorado.



Left to right: BUM BUMGARDNER, Richfield Oil Co.; BOB SPAULDING, Lufkin service engineer, Los Angeles; and ARLIN WALKER and ALFORD NICHOLS, both with Richfield Oil Co., Cuyuma.



MR. and MRS. TED HEISER, Derby Oil Co., Wichita, Kansas.



DON FALKINGHAM and LES KING, Stanolind Oil & Gas Co., Rangely, Colorado.



W. J. RYAN, Phillips Petroleum Co., Ponca City, Oklahoma.



HAROLD BERG, Tide Water Associated Oil Co., Tulsa, Oklahoma.



J. M. BARRETT, JR., J. M. Huber Corp., Wichita, Kansas.



FRANK AKRIGHT, Phillips Petroleum Co., Oklahoma City, Oklahoma.



JACK ZOLLER, Shell Oil Co., Ardmore, Oklahoma.



EARL LONG, Continental Oil Company, Casper, Wyoming.

VENEZUELA

Continued from Page 13

These unusual attractions include: Angel Falls, recently established as the world's highest waterfall; Cerro Bolivar, Venezuela's newly discovered "ten-billion-dollar iron mountain;" the pearl fishing off Margarita Island; Guanoco Asphalt Lake, largest natural asphalt deposit in the world; and such natural phenomena as Guacharo Cave, the Imataca Magnet Field, and "Catatumbo Lightning."

Guacharo Cave has a Marvel Room flooded with rainbow colors and studded with what appears to be millions of diamonds; Bell Hall, where the sound of bells is produced by stalactites; several bottomless wells, and a lagoon of freezing water.

"Catatumbo Lightning," known as the "Lake

Maracaibo Lighthouse," resembles from a distance an electrical storm blazing the sky—a continuous show which has been mystifying scientists for more than a century.

Imataca Magnet Field, about 140 miles east of Cerro Bolivar, is a hill that is a natural magnetic field of iron where a compass "goes crazy" and, during electrical storms, so many lightning flashes converge upon it that the hill has been nicknamed "Flower Vase."

In addition to featuring and promoting such unusual phenomena, the Tourist Commission has recommended the revision of existing tourist regulations; the building of new hotels; strict regulation of prices charged tourists by merchants; and the establishment of a school to train personnel for the tourist industry.

REUBEN . . . the Rustler

Friends and close associates of the quiet, sedate Vic Fawcett of Lufkin's Los Angeles office will find it difficult to believe that the picture below is not some sort of trick photography. However, we assure you that the smiling face actually does belong to this gentleman of refinement and culture. Let us make an explanation.

Even in the very best of families, there comes a time when the inner soul of man rebels, and his prehistoric nature comes surging forward. Secretly, Vic has admired the stoic cowboys of the wild and wooly West, and in his heart he has harbored a desire to join their ranks.

Recently, he gave way to that secret passion and made application to join the Texas Rangers. He even went so far as to purchase his complete outfit including ten gallon hat, boots, and all the trimmings. Firmly, but politely, the Rangers suggested that his talent lay more in the line of selling Lufkin Pumping Units, but that his application would be filed for future reference should a dire emergency ever present itself.

Disheartened but far from discouraged, Vic offered to advertise for the "Revenge at the Rodeo" and he was accepted. So astride his famous horse

"Sack-head" he whooped and hollered to his heart's content.

We believe that his secret desires somewhat abated, he is now back at his desk, a dignified citizen of Greater Los Angeles.



Let's Laugh

Two girls met for lunch and were discussing their marriage prospects. "I hear your boy friend graduates from law school next month. I guess you'll get married then?"

"Oh, no, not right away," answered the other, "I want him to practice about a year first."

Teacher (to History student): "So you want to know why you didn't pass your test? Well, your answer to the question, 'Why did the pioneers go into the wilderness' was interesting from the standpoint of sanitation and romance, but it was still incorrect!"

She: "If wishes came true, what would you wish for?"

He: "Gosh, I'm afraid to tell you."

She: "Go ahead, you sap! What do you think I brought up this wishing business for?"

Perfume salesgirl to Blonde: "Just a word of advice. Don't use this stuff if you're only bluffing!"

"Was your girl pleased with the bathing suit you gave her?"

"Yeah. You should have seen her beam when she put it on!"

A cop came home plastered and tried to crawl into bed without waking his wife. She was wide awake, however, and instead of bawling out her inebriated spouse, said quite demurely: "Dooley, would you run down to the drugstore and get me some aspirin? I've got an awful headache."

Relieved, the cop dressed in the dark and beat it for the drugstore, busily congratulating himself on the unexpected success of his deception.

While the druggist was wrapping the package of aspirin, he looked sharply at his customer and asked, "Aren't you Officer Dooley?"

"That's me," answered Dooley.

"Then, will you please tell me," asked the clerk, "what are you doing in the fireman's uniform?"

A young family was touring the Southwest, and soon they crossed the Texas border. They were shocked at the road signs they saw, which were: "Beware of Soft Shoulders," "Sharp Curves Ahead," "Five Gals. for a Dollar," "Try Ethyl," and finally, "Look Out for Children."

A lady was riding on the train with her son. When the conductor came by, she said, "A fare for one and a half-fare for the boy."

The conductor looked at the boy and said, "Lady, that boy's got long pants on."

"In that case," said the lady, haughtily, "full fare for the boy and half-fare for me."

And the colored mammy sitting behind said, "Bless my soul, I goes for nuffin!"

Slick Chick: "Do you know the difference between a man and a shower?"

Dumb Friend: "No, what is the difference?"

Slick Chick: "Well, you better find out before you get under one!"

Ambitious: "How come you call your boy friend Pilgrim?"

Gert: "Cause every time he calls, he makes a little progress."

An out-of-town guest dropped in on the newlyweds.

"We haven't much room," apologized the host, "but you can sleep on my twin bed."

"Is it comfortable?"

"Darned if I know."

A chorus girl showed her friend a check given her by a "sugar daddy" and returned from the bank marked "Insufficient Fun."

Mazie: "It was so cold last night, I just laid in bed and shivered."

Margie: "Didn't the heat come up?"

Mazie: "Naw, he had to work last night."

While a farm girl was milking a cow, a bull tore across the meadow toward her. The girl did not stir, but continued milking.

Observers, who had run to safety, saw to their amazement that the bull stopped dead within a few yards of the girl, turned around and walked sadly away.

"Weren't you afraid?" they all asked.

"Certainly not," said the girl. "I happened to know this cow is his mother-in-law."

A Woman is Like Geography:

15-25; like Africa. Part Virgin, part explored.

26-35; like Asia. Hot—unsatisfied.

36-45; like North America. Capable and efficient.

46-55; like Europe. Antique—but interesting in places.

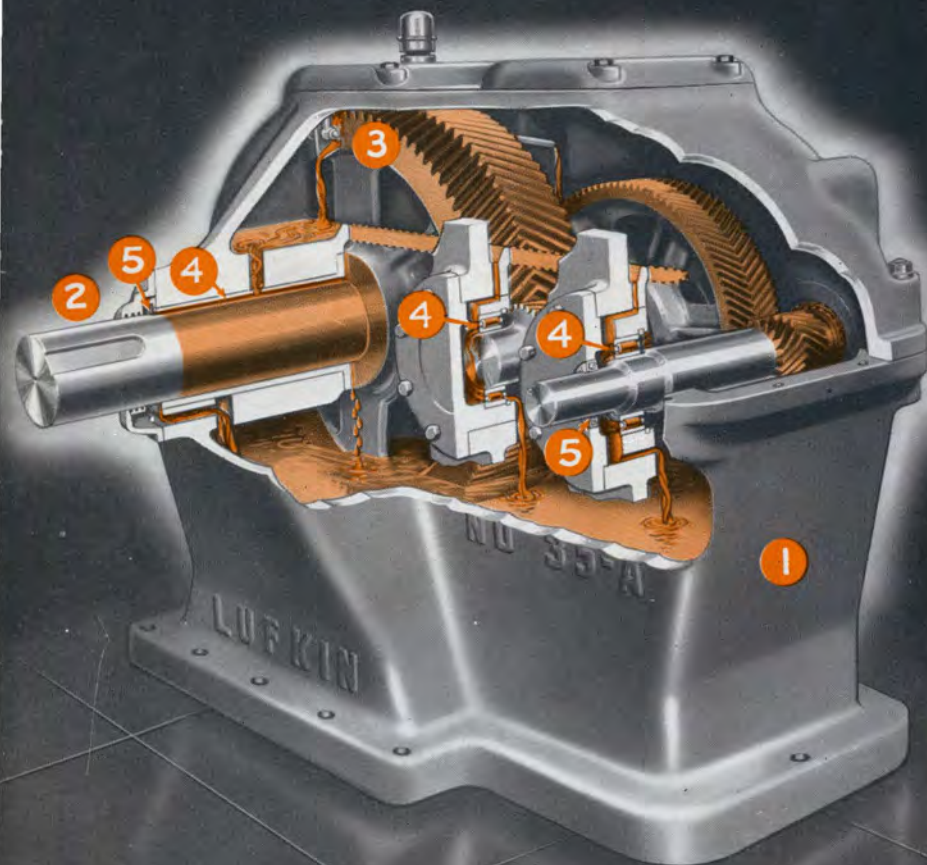
56-65; like Australia. Everybody knows it's there but pays no attention to it.



Spring time . . . and the call of wind and sunshine and blue waters. Let's go down to the sea in a beautiful white sailboat, and let the cool, misty spray from the white caps wash away the cares of our work-a-day world . . .

The Lufkin

Gear Box Lubrication System . . .



The heart of an oil field pumping unit is the gear reducer. Pumping service is generally considered to be one of the toughest applications for gears. Lufkin's total output of gear reducers in this class is now over thirty thousand units. Here are the reasons Lufkin is still first in oil field reducers:

- 1 The Lufkin reducer housings are of rugged construction and especially built for oil well service.
- 2 All shafts are forged from alloy steel which is heat treated and precision ground.
- 3 Gears which are precision cut on our Sykes Herringbone machines are used exclusively in Lufkin Units. These gears operate in an oil bath with gear wipers to flood the bearings.
- 4 Lufkin uses oversize bronzoid bearings on crankshafts and the crankshaft is held rigid by hub plates on the bearing. The pinions float on Hyatt Hy-Load Roller Bearings.
- 5 The pinion shaft bearings are equipped with patented oil seals, to prevent oil leaks; while the main crankshaft is equipped with collar oil slingers and annular grooved drain covers.

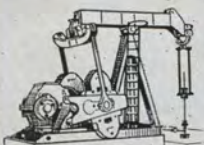
LUFKIN FOUNDRY & MACHINE COMPANY

LUFKIN, TEXAS

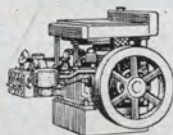
Branch sales and service Houston, Dallas, New York, Tulsa, Los Angeles, Seminole, Oklahoma City, Corpus Christi, Odessa, Kilgore, Wichita Falls, Casper, Wyoming; Great Bend, Kansas.

Lufkin Equipment in CANADA is handled by

THE LUFKIN MACHINE CO., LTD. 14321 108th Avenue, Edmonton, Alberta, Canada.



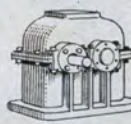
LUFKIN
PUMPING UNITS



LUFKIN-COOPER-BESSEMER
ENGINES



LUFKIN OIL FIELD AND INDUSTRIAL
TRUCK TRAILERS



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AND INCREASES



DIVISION LUFKIN FOUNDRY & MACHINE COMPANY
INDUSTRIAL, MILL AND AUTOMOTIVE SUPPLIES