



The Lusk Line

VOLUME XXVIII...NUMBER 1



The man who seeks one thing in life, and but one,
May hope to achieve it before life is done;
But he who seeks all things, wherever he goes,
Only reaps from the hopes which around him he sows
A harvest of barren regrets.

—Owen Meredith

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 XXVIII

January-February, 1953

Number 1

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Life is not a rigid track that we must follow willy-nilly, but a glorious unmapped and untried country, which it is our privilege to open up for ourselves and others. Like the pioneers of the old West, we make our own roads, and we ourselves decide whether they shall lead up or down.

—R. H. Grenville.



The errors of the past have no power over the present or the future. The past recedes from us, if we do not hug it to us, and the light that the changing perspective throws upon it makes a pleasing background for our present activities.

—James A. Decker.

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L. A. Little, Vice President &
General Sales Manager



NEW SALEM Village in a state park of the same name is 20 miles northwest of Springfield, Illinois.
—Photo by Don, Springfield



THIS is the Berry and Lincoln store which was purchased on credit by Lincoln in 1832.



L INCOLNLAND...

L INCOLNLAND, that area in central Illinois where the Martyred President grew to manhood, every year is visited by steadily growing numbers of people.

During 1951 over one million visitors from the 48 states and 77 foreign countries, registered at the three best known Lincoln Shrines: the Lincoln Tomb, towering high over Oak Ridge Cemetery in Springfield; the Lincoln home in the same city; and New Salem, an authentic reproduction 20 miles northwest of the Illinois Capital where, in six years, Lincoln grew from a store clerk to a lawyer and member of the state legislature.

Many thousands, traveling by automobile, paid homage to the memory of Abraham Lincoln by visiting the shrines that mark the Lincoln Trail in Illinois. The state-maintained memorials start where the Lincoln family crossed the Wabash river into Illinois, from Vincennes, Indiana. The trail

leads northward to Charleston, then west through Decatur and Springfield to Beardstown, on the banks of the Illinois river.

Each shrine depicts some phase or event in the life of Lincoln ranging from where he came to Illinois with his parents, to six years at New Salem, to courthouses where he practiced law, to the sites of many portentuous debates with Stephen A. Douglas, who defeated the future president in the race for a seat in the United States Senate, to the only home Lincoln ever owned and to where today repose the remains of most of the family.

Lincolniana, today provides many subjects for debate. Historians often are loud and indignant over the recording of one or the other, with archeologists entering into the debating circle.

The verbal violence had become so heated when Governor Adlai E. Stevenson took over his Illinois office in 1949, he appointed a Lincoln Advisory



ONE OF the most famous shrines is Lincoln's tomb in Oak Ridge cemetery at Springfield, Ill.
—Photo by Herbert Georg Studio

Committee made up of some of the foremost Lincoln authorities. This committee was asked to settle controversial questions concerning Lincoln history. It usually did, but only after some spirited debates within its own meetings.

During the past year the state entered upon a program to return the Lincoln Home to the character it was when he departed for Washington in 1861, never to return. Tenants had made many changes prior to the heirs presenting it to the state in 1887 to be perpetuated as a memorial. Such seemingly minor matters as the removal of a large kitchen in the rear and the interior decorations aroused only a mild furor compared to the painting the exterior a shade of Quaker Brown. The home had been painted white since 1893. Many insisted it was that color in Lincoln's day and the nationwide controversy which developed was only settled after patient historical and archeological research. The home is now a "stone-shade" of brown.

Similar agitation was created several years ago when Governor Stevenson's advisory committee decided to remodel the interior of the tomb along contemporary lines. This finally was calmed by selections of marble for internal facing from quarries scattered over the country.

AFTER much argument, state officials agreed in 1952 to re-paint Lincoln's home a stone brown.
—Photo by Herbert Georg Studio





RUTLEDGE TAVERN—first to be erected in New Salem in 1828 and last to fall to the ground in 1880.



BY THE light of the cooper's shavings in this shop Lincoln studied Blackstone, Shakespeare and Burns.

THIS is the Jack Kelso home where Lincoln first became acquainted with the classics of literature.



Now, as if just to keep up the momentum of the debates, a league of Abraham Lincoln enthusiasts every summer is producing a play written around that six-year span in the life of the Great Emancipator in Old Salem village along the banks of the Sangamon river.

The play poignantly reveals the loves and labors of Lincoln when he grew in stature from a store clerk to a lawyer, then departed for Springfield, when it became the state capital in 1837, because "it offered more to the career of a young lawyer."

Staged in a natural outdoor amphitheater in exactly the same location where Lincoln grew to manhood, this summer spectacle plays to capacity audiences nightly during its summer run.

Most visitors come early and make a full day of their visit to the village. Every structure but one is a replica of the buildings which stood there between 1831 and 1837. The story of their development is one of sincere regard for the memory of Lincoln by a small group residing in the surrounding area who were unexpectedly assisted by the late newspaper publisher William Randolph Hearst. In 1906 some commercial promoters were about to acquire the site. The publisher stepped in and purchased what is now a part of New Salem Village State Park. He subsequently presented it to the Old Salem Chataqua League, which presented it to the state of Illinois for a memorial in the early 1920's.

Some cabins were reproduced by the league, but the development as seen today followed research which revealed the actual stones that were foundations for the structures. The only original building in the park today is the Onstot Cooper Shop. It was built in 1835, moved to nearby Petersburg in 1840, and returned to New Salem in 1922 by the Old Salem Lincoln League. It was in this shop that Lincoln, by the light of the cooper's shavings, studied Blackstone, Shakespeare and Burns.

Thirteen cabins, plus the Rutledge Tavern, and ten shops, stores, industries and a school and church cabin are furnished as they were in the 1830's. The furnishings, including many articles actually used by the New Salem folk of Lincoln's time and others dating back to the same period, were assembled and donated to the State by the Old Salem Lincoln League.

The collection includes such authentic early nineteenth century articles as wheat cradles, candle molds, cord beds, flax shuttles, wool cards, dough and corn meal chests and early American pewter and earthenware. For the doctors' offices there are

mortars and pestles, surgeons' instruments, medicine chests and old medical texts; for the cobbler's shop, awls, lasts and rasps; for the tavern, old kitchen and table-ware; and for the stores, calico bolts, implements, jars, and items of merchandise typical of the times.

Even flower and vegetable gardens and trees have been planted for historical authenticity and re-create the original village scene. Red haw, Osage orange hedges, wild crab, wild plum, shad-blow, witch hazel, wild blackberry, wild gooseberry, and other trees and plants popular with New Salem pioneers have been planted. At the homes of the two doctors in the village, herb gardens grow again.

James and Rowan Herndon, brothers, built the first Berry-Lincoln store building probably in the fall of 1831, and engaged in the mercantile business. James Herndon, at that time a bachelor and boarding at the Rutledge, sold his interest to William F. Berry early in the summer of 1832, and later in the same year Rowan sold his interest to Abraham Lincoln, taking Lincoln's note in payment. About January, 1833, Berry and Lincoln purchased the store of Reuben Radford and moved across the street to the second Berry-Lincoln store.

Since three stores have been restored and equipped, it was thought best to use this building as the Post Office and house the exhibit in graphic form a record of the restoration of New Salem.

Joshua Miller, village blacksmith and wagon-maker, and Jack H. Kelso, fisherman, hunter and philosopher, erected a double house in 1832. They married sisters. Although both were industrious, their efforts were directed along different lines. Miller was engaged in shoeing horses, ironing wagons and forging other ironwork, while Kelso was busy fishing, trapping, and reading. Lincoln was attracted to Kelso and through him first became acquainted with the classics of literature. Both families left New Salem in 1838 or 1839.

James Rutledge built the Rutledge in New Salem, probably in the fall of 1828. As originally erected it contained two large log rooms with attic above. The two frame rooms on the south were added later either by Rutledge or another proprietor of the tavern.

James Rutledge moved with his family, early in 1833, to a farm at Sandridge. Nelson Alley became the new owner and rented the Tavern to Henry Onstot who occupied it until 1835. Alley occupied it for a year or so and then rented it to Michael Keltner.

In 1837 Alley sold the land and cabin to Jacob Bale and from this time on it ceased to be the Tavern and later became known as the "Bale House." The Bale family lived in the Tavern long after the rest of the town had disappeared. It was the first cabin to be erected and the last to succumb, falling to the ground about 1880.

It is believed that the large east room was the combined kitchen, dining room and guest room. The west room was the family sitting room and bedroom and perhaps the occasional lady guest was quartered there. The west lean-to room was the family bedroom and the east lean-to was the summer kitchen and general storage room. The loft or half story served as a large bedroom for the men guests and perhaps the Rutledge boys. When Lincoln boarded at the Tavern he slept in the loft.

Samuel Hill erected New Salem's first store in 1829. He conducted the enterprise with John McNamar (who at that time assumed the name McNeil) until 1832, but from that time on he operated the store alone. In 1839 he moved to Petersburg. Hill was appointed Postmaster on Christmas Day, 1829, consequently this became New Salem's first post office. Later, Abraham Lincoln probably served a portion of his Postmastership here, while clerking for Hill. This was the village's only store after the failures of Offut, Trent Brothers and Berry and Lincoln. Its stock was very complete and one of Hill's several prosperous enterprises.

Should your vacation trip bring you into Illinois, a portion of time would be well spent in the New Salem Park area. While there, you become a resident of the community, feeling the presence of Lincoln and his neighbors during those six formative years. In nearby Petersburg, is the burial place of Ann Rutledge, on whose monument are the tender and touching words of Carl Sandburg, "Here lies Ann Rutledge, beloved of Abraham Lincoln . . ."

In Vandalia, on U. S. 40, is the second State Capitol building, where tradition has it that Lincoln, either jumped or hung out of the window, to avoid a quorum of Representatives at the voting on moving of the Capitol to Springfield. Vandalia, was also the western terminus of the "Old National Trail" that was the gateway to the verdant and beckoning West in the early 1800's. U. S. 40 follows this pioneer trail from the east across Maryland, Pennsylvania, Ohio, Indiana, and Illinois. With the advent of the automobile this trail has become a transcontinental highway stretching from Atlantic City to San Francisco.



LORENZO GARZA, famous bullfighter, talks over a business deal with C. W. Alexander, Lufkin Trailers sales manager.

Idol of MEXICO

LORENZO GARZA is to Mexico what Joe DiMaggio is to the United States—a national hero.

This idol of Mexico is a bullfighter, and though he has been in semi-retirement for the past three years, he still is surrounded by ardent fans wherever he goes, clamoring for autographs and small mementos.

Wherever bullfights are held—in Spain, Argentina, Mexico, everywhere—Lorenzo Garza has been there to captivate the spectators and, with grace and finesse, kill the bull. He has been awarded the ears and tail from many bulls because of his excellent and outstanding performances.

For 23 years, Lorenzo Garza fought the bulls, beginning when he was only 17 years old. His body bears the scars which resulted when Garza was not fleet enough of foot, or a particular vicious bull did the unusual and unexpected.

There were two specific occasions that Garza remembers. An enraged bull gored him severely in the hip in one fight, and on one of his legs is an ugly scar from a goring of another uncontrollable animal.

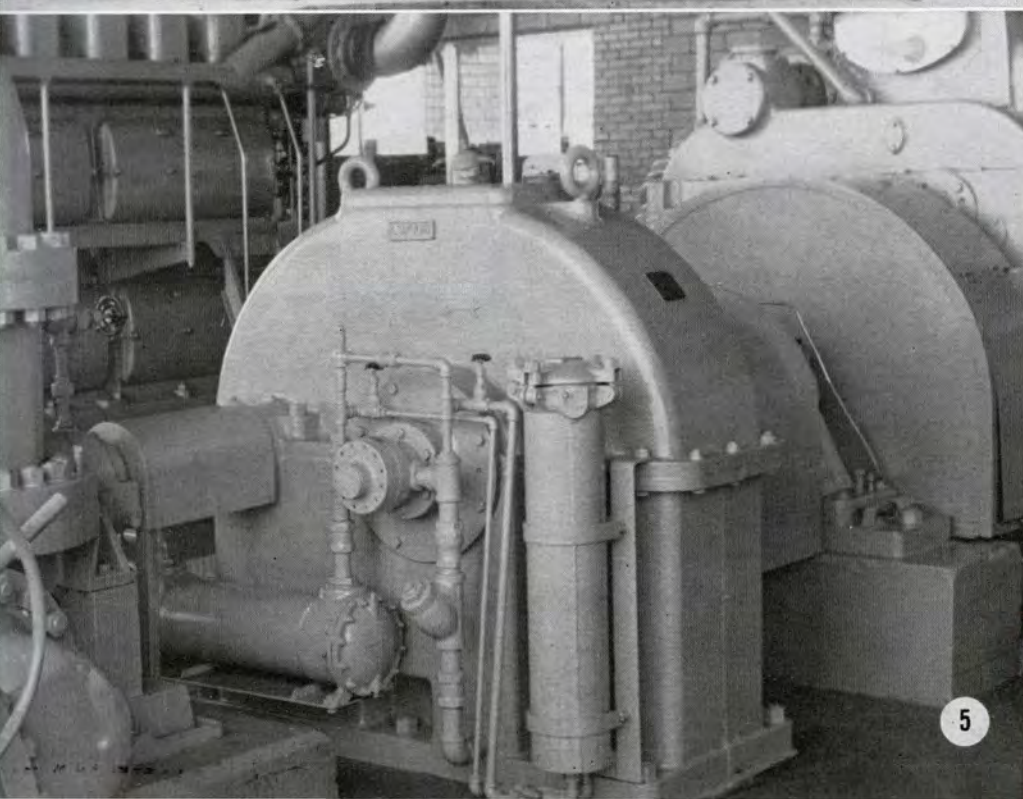
But hero worshippers of Mexico remember only his spectacular triumphs. In the public square in his home town of Monterrey, they have erected a monument to him. He has starred in five movies, one of them of his life.

Garza now lives outside Mexico City on a ranch where he raises fighting bulls. He fights the bull only on special occasions when the proceeds go to charity or to crippled children.

He is engaged in the auto-truck trailer business in Mexico City, where he handles new and used Lufkin Trailers. He has been named exclusive agent of Lufkin Trailers for the Republic of Mexico.

Lorenzo Garza in ACTION!

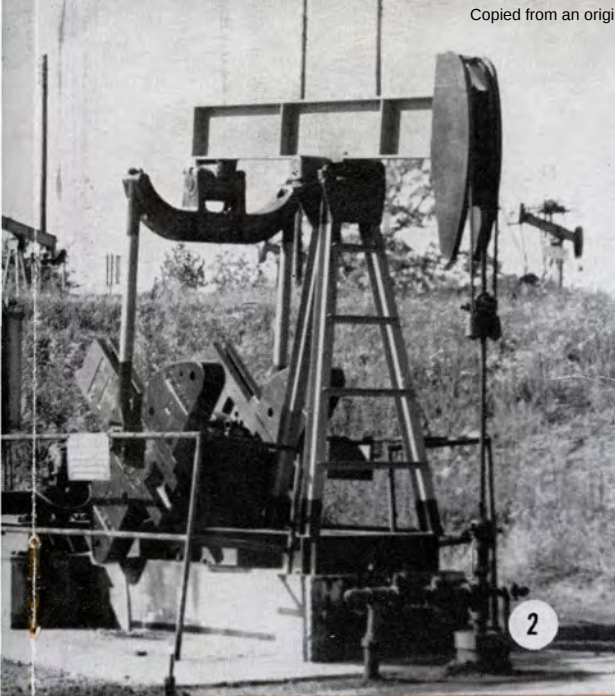




Lufkin

INSTALLATION

1. LUFKIN T7-3B Unit, W. L. Belden's Fayette County, Illinois.
2. LUFKIN T5-7 Unit, Magnolia Petroleum Co., Salem Pool, Marion County, Illinois.
3. LUFKIN TC-44-15A Unit, Sohio Petroleum Co., City Pool, Clinton County, Illinois.
4. LUFKIN, T5A-7C Unit, Carter Lease, Indiana.
5. LUFKIN N2410 Speed Increaser, Tension, Patoka, Illinois.
6. LUFKIN TC-44A-24A Unit with LUFKIN Company, Linderer Lease, Kimball County, Michigan.
7. LUFKIN T5A-7B Unit with sub-base and Fox, Barbare Lease, White County, Indiana.



Lufkin **ATIONS**

en's Grey Lease, Loudon Pool,

Petroleum Co., Shanafelt Lease,
incis.

Petroleum Company, Junction
ois.

ease, Griffin Pool, Vigo County,

r, Texas Empire Pumping Sta-

LUFKIN H-333 Engine, Sun Oil
mball Lake Pool, Newaygo

-base and portable base, Fox
County, Illinois.



SNAPSHOTS...



At the annual "Whinding" of the Los Angeles Chapter of Nomads are, left to right, WILLIAM G. (BILL) COREY, Lacy Oil Tool Co., Los Angeles; E. P. TROUT, Lufkin's vice-president; GLENN E. HENDERSON, Lufkin's Los Angeles representative; W. P. (BILL) TROXLER, Richmond Exploration Co., Maracaibo, Venezuela.



Front row, left to right: Lufkin's JOHN METTAUER, MURRAY HANNA, Imperial Oil Ltd., Redwater, Canada; BOB McQUEEN, Imperial Oil Ltd., Leduc, Canada; Lufkin's TOM CROWDER. Second row: L. A. LITTLE, O. C. BROWN, Cities Service Oil Co., Gladewater; W. H. MINER, DAN HOUSTON, Cities Service Oil Co., Gladewater; Lufkin's ELVIN READ.



Gulf Oil Corp. personnel, front row, JACK READ and L. A. LITTLE. Second row, left to right: JOE RUSSELL, JR., Pierce Junction, Texas; C. E. WALKER, Pierce Junction; CHARLES BALLENGER, Houston; TOM MORGAN, Hull, Texas. Third row, ROBERT BOBO, Goose Creek, Texas; WOODY MELASKY, Fannett, Texas; RAY H. CHARITAT, Thompsons, Texas. Fourth row, Lufkin's TOM BOWERS, JOHN DIAL, Houston.



The Texas Company personnel, front row, left to right: CHARLIE PERILLOUX, Liberty, Texas; MOODY SHOOK, Houston; EARL WRIGHT, El Campo, Texas; Lufkin's BILLY BURNETTE; BILL SMITH, Dayton, Texas. Back row: JOHNNY WILSON, El Campo; LLOYD HARPER, West Columbia; JOHN METTAUER, L. A. LITTLE.

Front row, left to right: L. A. LITTLE; A. E. BRINK, Carter Oil Co., Magnolia, Ark.; HOMER BAKER, Phillips Petroleum Co., Smackover, Ark.; JOHN CATLIN, Lion Oil Co., El Dorado, Ark.; HAROLD BOWERMAN, Lufkin's El Dorado representative.

Second row: Lufkin's J. TAYLOR HOOD and OLIVER McKAY, J. W. (MICKEY) WHITNEY, Magnolia Petroleum Co., El Dorado. Back row: T. R. COFFIELD, Gulf Oil Corp., Crane, Texas; JOHN SWANSON, Lufkin's Odessa representative; J. W. AGNEW, Gulf Oil Corp., Crane, Texas.



Left to right: R. K. JAMES, Magnolia Petroleum Co., Houston; JOHN METTAUER; M. G. ERHARD, International Petroleum Co., Talara, Peru; TOM BOWERS and L. A. LITTLE.

with the Lufkin Cameraman



Congratulations to FREMONT R. (DUTCH) SCHMIEDER on his recent appointment as General Superintendent for Production Operations in the Pacific Coast area for Shell Oil Co., Los Angeles.



R. W. LOVE, Salem Unit, Marion County, Illinois.



TOM K. WHITTINGTON, drilling contractor and producer, Carmi, Illinois.



RAY ZELL, left, Union Oil Co. of California, Los Angeles; L. A. LITTLE, vice-president, Lufkin Foundry and Machine Co.



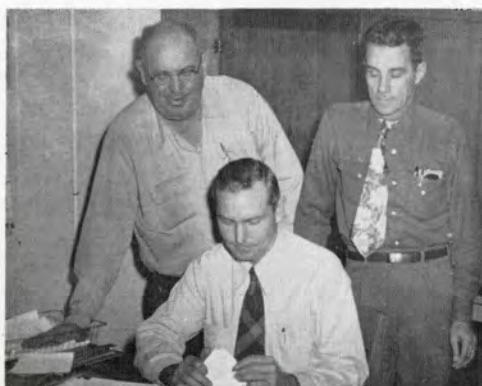
JOE SHULMAN, Shulman Brothers, Vandalia, Illinois.



H. E. THOMPSON, Sohio Petroleum Co., Centralia, Illinois.



FRANK PLOEGER, Sun Oil Company, Evansville, Indiana.



Left to right: E. S. MOORE, HUGH PARKINSON, MELVIN DENNY, Carter Oil Company, St. Elmo, Illinois.



Left to right: R. H. BURKETT, C. H. LINDSAY, H. W. MCCORMICK, Carter Oil Company, St. Elmo, Illinois.



W. L. BELDEN and H. E. GRIF-FITH, W. L. Belden Co., St. Elmo, Illinois.

Ice fishing party on Chippewa Lake, Michigan, left to right: BERNIE MICHAELS, an unidentified fisherman, PAUL MILLER, N. R. SPAUGH, FLOYD ROSENLIB, Sohio Petroleum Company, Isabella County, Michigan.



Left to right: P. G. LUCKHARDT, RAY VINCENT, H. E. THOMPSON, Sohio Petroleum Co., Centralia, Illinois.



... SNAPSHOTS ...



Standing, left to right: J. PATRICK KEATING, Magnolia Petroleum Co., Electra, Texas; EARL E. IVES, Cities Service Oil Co., Oklahoma City, Okla.; LOUIS F. DAVIS, Atlantic Refining Co., Dallas; DEE F. PENDLEY, JR., Magnolia Petroleum Co., Electra; JACK GISSLER, Lufkin's Wichita Falls representative; JOHN R. ANDERSON, A. R. Dillard, Wichita Falls, Texas.
Front row, FRED DAVIS, son of Louis Davis; COOPER RICHARDS, Lufkin's Oklahoma City representative; HUGH L. RILEY, Cities Service Oil Co., Oklahoma City.



DR. L. H. DENMAN, left, Lufkin;
E. L. LOCKWOOD, J. H. Snowden
Co., Fort Worth, Texas.

FRED H. CURRIE, left, California,
and W. E. CONROY, Wilshire Oil
Co., California.



Front row, left to right: MUTT BARR, Lufkin; AL HAUSMANN, Phillips Petroleum Co., South Burbank Field, Okla.; CHARLES ELDER, The Texas Co., Tulsa; FORREST MORGAN, Phillips Petroleum Co., South Burbank Field; COOPER RICHARDS, Lufkin's Oklahoma City representative.
Back row: D. A. REID, Lufkin's Midcontinent Division manager; C. M. TAYLOR, Cities Service Oil Co., Bartlesville; MORGAN BELL, The Texas Co., Tulsa; E. P. TROUT, Lufkin; E. R. (TEX) FILLEY, JR., The Texas Co., Tulsa; GENE HENDRICKS, Phillips Petroleum Co., South Burbank Field, Okla.



Left to right: FRANK HARDESTY, Long Beach Harbor Dept., California;
E. P. TROUT, BOB GRAY, Long Beach Oil Development Co., California;
GEORGE HILTY, Long Beach Harbor Dept., California.



MONTE SISLY, Oceanic Oil Co., Fel-
lows, California.



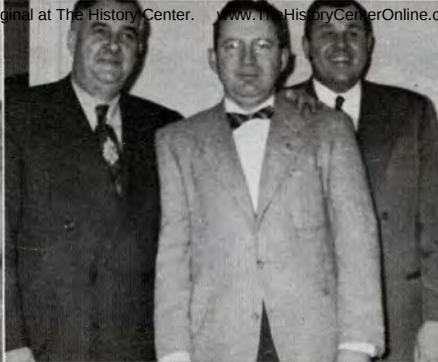
LLOYD MURLAND, Oceanic Oil Co.,
Fellows, California.



Left to right: PAUL MALLORY, SR., Long Beach Oil Development
Co., Long Beach; D. S. (DAN) JOHNSTON, Signal Oil & Gas Co.,
Los Angeles; R. H. (DICK) SMITH, Signal Oil & Gas Co., Los
Angeles; J. T. (JIM) CARRIEL, Southwest Exploration Co., Huntington
Beach, Calif.



Left to right: PAUL ANDREWS, Signal Oil & Gas Co., Los Angeles; E. P. TROUT, ALVIN ZWERNEMAN, Atlas Pipe, Houston; NED CLARK, Shell Oil Co., California.



Left to right: W. W. TROUT, Lufkin; J. H. SULLIVAN, Atlantic Refining Co., Dallas; HARRY N. STANSBURY, Atlantic Refining Co., Dallas.



Left to right: LOUIS DAVIS, Atlantic Refining Co., Dallas; B. J. DOWD, Union Producing Co., Shreveport, La.; C. W. HUGHES, Arkansas Fuel Oil Co., Shreveport; W. W. RAMSEUR, Gulf Refining Co., Laurel, Miss.



BUD LANDRETH, left, M. E. KITTLESON, Canada Southern Oils, Ltd., Calgary, Alberta.



R. W. (DICK) FRENCH, left, Sohio Petroleum Co., Cleveland, Ohio; L. F. ELKINS, Sohio Petroleum Co., Oklahoma City, Okla.



L. A. OGDEN, Pure Oil Company, Tulsa, Oklahoma.

W. M. ELIAS, left, Stanolind Oil & Gas Co., Tulsa, Okla.; JOSEPH ZABA, Stanolind Oil & Gas Co., Tulsa.



D. V. CARTER, left, Magnolia Petroleum Co., Dallas; A. J. HOLLAND, Dallas, Texas.

J. R. EVANS, left, Stanolind Oil & Gas Co., Fort Worth, Texas; L. A. LITTLE, Lufkin.



L. A. LITTLE, left, Lufkin; H. W. LADD, Stanolind Oil & Gas Co., Tulsa; D. A. REID, right, Tulsa.



R. O. (BOB) GARRETT, left, Arkansas Fuel Oil Co., Shreveport, La.; J. C. (JIM) POSGATE, Humble Oil & Refining Co., New Orleans, La.

E. P. HAYES, left, The Texas Company, Houston, Texas; M. L. BROWN, Sun Oil Company, Calgary, Alberta, Canada.

D. A. REID, left, Tulsa; M. C. (DOC) HOFFMAN, center, Pan Am Southern, Shreveport, La.; A. E. CARAWAY, Dallas.

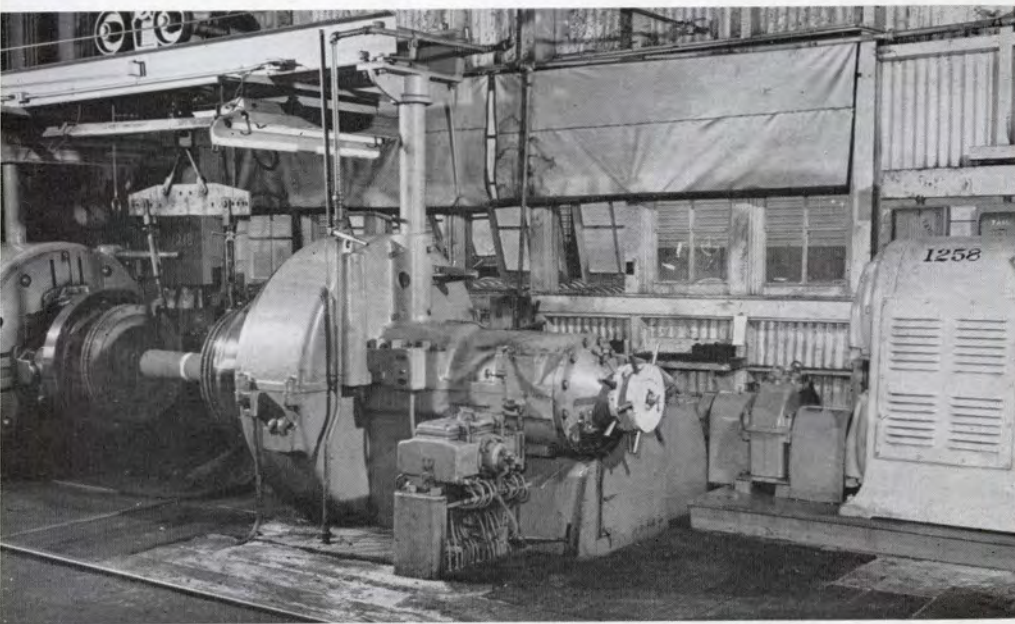
DIXON H. CAIN, left, Fifteen Oil Company, Houston; LEWIS FINCH, JR., center, Stanolind Oil & Gas Co., Tulsa; BEN F. CARTER, Union Producing Co., Shreveport, La.



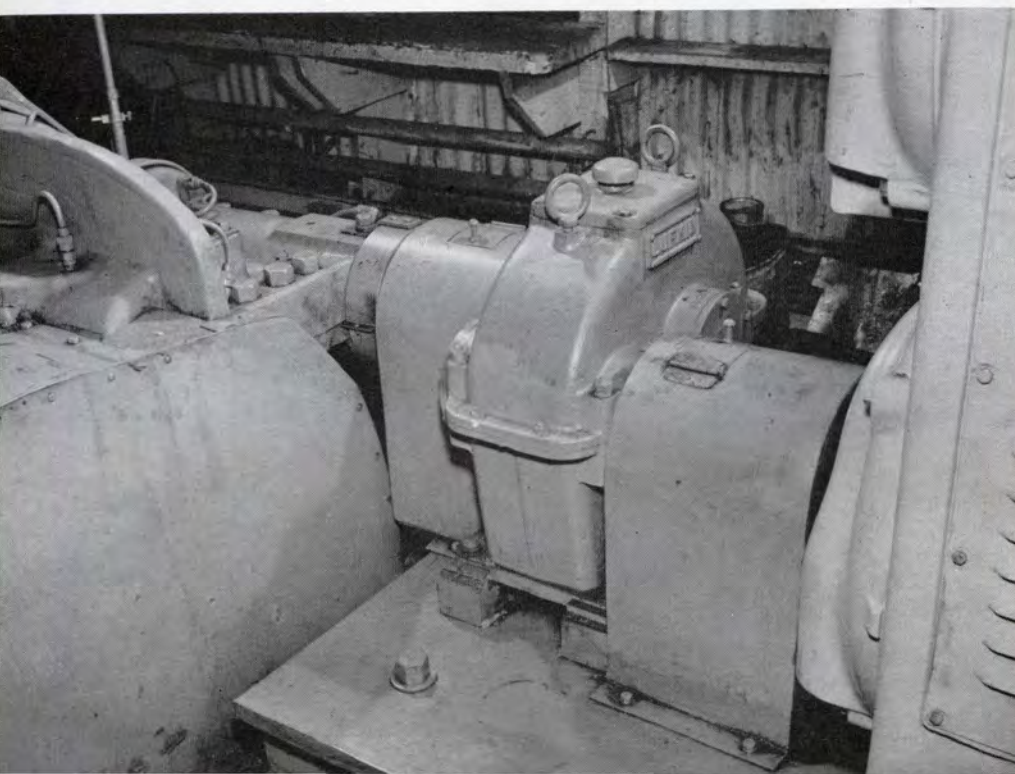


THE WO

ACRE UPON acre of car wheels,
precision made and balanced to a
gnat's ear to pass inspection.



IN THE Los Angeles shops of a large
western railroad is this motor gear
and lathe hookup.



AN S-84 Lufkin Reducer drives car
wheel lathe using carbide tools, in-
creasing daily output.



WORLD PROGRESSES ON WHEELS

IT WOULD be difficult to conceive of any one item that has added more to the comfort and convenience of the human race than the common or garden variety wheel.

There is scarcely an operation in the wide gamut of industrial enterprise in which this lowly device is not indispensable, and what it has done to reduce wear and tear on the human anatomy is far from being appreciated by its beneficiaries.

Take, for example, the matter of railway transportation. When you are lazying in your downy bed in that ultra-modern streamliner, marveling at the speed, smoothness, and quiet of present-day travel, to what did you attribute your gratification? Wheels? It is not at all likely. Yet, there is little question that to the better understanding of wheels and their functions we owe the present highly satisfactory status of the entire transportation business.

The modern railway passenger car has six pairs of flanged wheels, precision made and balanced to a gnat's ear. Despite the rugged treatment to which these members are subjected, they are maintained in top condition at all times. Eagle-eyed inspectors check them at division stations, and at the first sign of defective wear, hustle them into the repair shops. There, under the direction of competent supervisors, experienced machinists put them in a car wheel lathe and true them back to proper shape and dimension. Thousands of wheels are so treated at each divisional repair depot in the course of a year in order that railway travelers may relax in comfort and safety while they are whisked from one place to another.

Needless to say, increasing speed of travel has accelerated the wear factor greatly and has necessitated, besides the employment of less vulnerable construction materials, a corresponding speed-up in maintenance and repair facilities.

Shop engineers have in consequence been required to adapt and modify their machines to keep pace with the modernizing process, and Lufkin Foundry and Machine Company is playing an essential role in this continuing program of adaptation to life's increasing tempo.

One of the western railroads has managed to double its output of wheel adjustments and repairs

by engineering a higher speed drive that will permit the use of carbide cutting tools and carbide inserts in the turning and shaping routine.

The transition was accomplished by installing between the normal motor drive and the lathe, a Lufkin S-84 reducing unit with a 2 to 1 gear ratio, and a service rating of 120 h.p. Originally, the car wheel lathe operated at a speed of 2 RPM and used high speed steel cutting tools, inserted in a 4-way turret head. With this set-up, the machine could turn out from four to five pairs of wheels every eight hours.

After the new drive was instituted and the carbide tools could be used, the RPM ranged from 3 to 14.5, and eight to ten pairs of wheels are now turned out in the eight hour period. That is just twice the original capacity of the lathe.

The only pertinent changes in addition to those already cited were the elimination of a full forming tool, and the installation of a forced feed lubricating pump to insure cooling of the bearings at the higher operating speeds.

While the wheels are being turned accurately to size on the lathe, measurements are checked within the closest tolerances by master gauges. They vary from 33 to 42 inches in diameter and come from every sort of railway vehicle, from a high speed freight car to a diesel locomotive.

No matter whence they come, however, they receive the most urgent and meticulous attention. The number one enemy of both industry and society is uncontrolled friction, and the railway companies certainly spare no effort to keep it at its most ineffectual minimum. Railway wheels are so designed as to proved speed and safety in the ideal combination, and the railway maintenance departments strive to retain that combination with the least possible interruption for the longest possible time.

Armies were once reputed to travel on their stomachs, but there is little in the way of martial motion now-a-days that is not contrived by use of wheels.

In the transportation business in all its phases, whether one is carrying freight or passengers, the all-important operating cost is inseparably related to smooth functioning wheel life.

By DICK SNEDDON



Attending the annual sales meeting of the Lufkin Foundry and Machine Company held at Hotel Angelina January 5-8, 1953, were, front row, left to right: G. L. Vickrey, F. C. Hays, Elbert Butler, Glenn Henderson, W. W. Trout, L. A. Little, Guy Croom, Vernon Glenn, Louis Fincher.

Second row, T. A. Banta, Harold Bowerman, Elvin Read, W. T. Crowder, Jr., Ben Sargent, Oliver McKay, Byron Robbins, Billy Burnette.

Third row, Bob Spaulding, E. P. Trout, Jack Gissler, Charles Dyer, Hubert Dyer, J. D. Bradley, J. T. Hood, Bob Miller, Cooper Richards.

Fourth row, G. W. Nichols, R. C. Thompson, Louis Breeden, Dan Martin, John Swanson, Edd Terrill, Jr., Val Gallia, C. M. Wooten.

Fifth row, H. H. Muller, D. A. Reid, Ernest Slaughter, John Metteauer, T. L. Bowers, T. D. Lashly, Fred Griffin, Bob Poland, Jack Read, Bill Miner.



—PATRICE WYMORE, Warner Bros. star.



A quite elderly gentleman went to see his doctor friend to obtain the necessary papers so that he could get married. The doctor was shocked to learn that he planned to marry a young woman in her twenties.

"It's a mistake, Jeb. You'll never be able to hold that young woman. She's sure to leave you. But if you're determined to carry out this ridiculous plan, then my advice to you is that you get a young roomer to live at your house. You may be able to keep her that way."

Some six months later, the doctor saw his friend and asked how he was getting along.

"Very fine, thank you, very fine. My wife is an expectant mother, now."

"And," inquired the doctor, "how is your young roomer?"

"Oh, she's fine, too. She's an expectant mother, also!"

A peeping tom is a window-shop-ping wolf.

"Has he ever spoken to you about marriage?" inquired a friend of the family.

"Only indirectly," confessed the young lady. "He said the only reason he never smokes a pipe is because he could never try it before he bought it."

The evangelist shouted: "Adultery is as bad as murder! Isn't that so, Sister Johnson?"

Sister Johnson: "I don't rightly know. I ain't never killed nobody."

Spinster: "I can't decide between the divan and the arm chair."

Clerk: "Lady, you can't make a mistake on a nice comfortable chair like this."

Spinster: "O. K., I'll take the divan."

Outraged young girl to employee in the telephone company office: "Certainly it's essential! I want a telephone to make dates and get married and have children with!"

The judge said: "Sorry, I can't issue a marriage license to your grandchild; she's only 15 and too young."

"Lawsy mister jedge," said the old negro granny, "wat we gwine a do—she's ole enuf to do what she's all ready done did."

A young matron resigned her secretarial position. She said: "My reason will soon be apparent, and so will I."

An enterprising sailor offered to smuggle a young woman to Hawaii, and hid her in a lifeboat. After several days and nights had passed, with the sailor spending most of his time with the girl, she began to worry why they didn't reach their destination.

Finally, she went to the captain of the boat and confessed and told him the whole story. Then she asked: "When do we get to Honolulu?"

"Lady," the captain said, "This is the Seattle-Bremerton ferry."

A shoulder strap is a device for keeping an attraction from becoming a sensation.

It's okay to tell a gal she has pretty ankles . . . but don't compliment her too highly.

The lady's husband on the train had left her to go to the smoking car. After he had been gone for more than an hour, she went forward to look for him. When she entered the smoking room, it was almost deserted, but in the center of the car

she spotted his bald head. She quietly approached from the rear, kissed him on the bald spot and said, "Hello, honey."

The man looked up in surprise, and of course, it was not her husband.

She threw up her hands, saying, "Oh, I am sorry. The top of your head looks just like my husband's, behind."

A Television star tells of a bald fellow selling hair tonic.

"But how can you sell hair tonic if you have no hair?" challenged a friend.

"What's wrong with that?" was the answer. "I know a guy who sells brassieres."

Along with the old shoes tied to the back of the newlyweds car was a sign which read, "Amateur Night."

Joe: "That pretty little WAC in headquarters is getting married, and we're giving her a shower."

Blow: "Count me in, pal. I'll dry her."

One stenographer to another: "You'll like it here—lots of opportunity for advances."

A census taker was querying a woman about her husband. After getting a lot of data, he said: "Does he belong to any lodge?"

"Yes," answered the woman.

"What lodge?" asked the census taker.

"I don't know," replied the woman.

"Is he a Mason, Knight of Columbus, Eagle, Elk, Odd Fellow, or Moose?"

"It doesn't sound like any of those," replied the woman.

"Maybe he's a KKK," said the man. "You know, a devil under the sheets."

"That he is, that he is," replied the lady.

A typographer's Christmas Card to his daughter:

Girls who eat their spinach have legs like this: ! !

Girls who ride horseback have legs like this: ()

Girls who get drunk have legs like this:) (

Girls who use good judgment have legs like this: X

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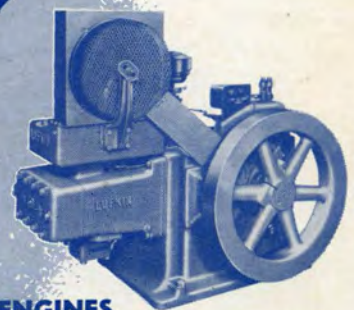
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