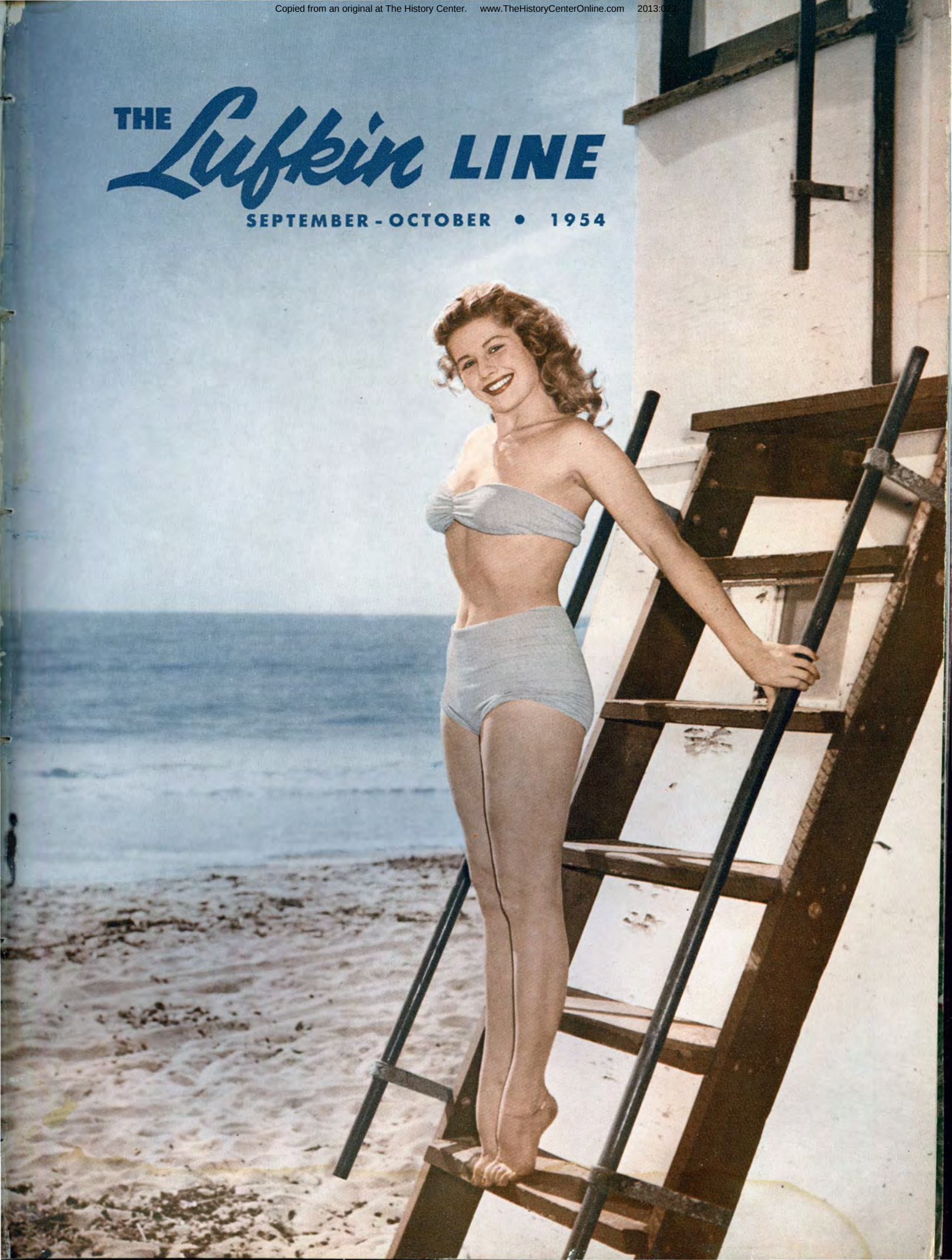


THE *Luffkin* LINE

SEPTEMBER - OCTOBER • 1954





The big things in life may be triumphs, but the
little ones make it a pleasant journey.

—Walter Sanborn

THE *Lufkin* LINE

SEPTEMBER-OCTOBER, 1954
Volume XXIX • Number 5

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COVER: By Ewing Galloway

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Virginia R. Allen, Editor

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Cooper Richards, Ass't Sales Mgr.



AN incredible maze of islands form the Thousand Islands



Islands of the Azure River...

By DOLORES BUTTERFIELD JEFFORDS

POURING out of Lake Ontario with tremendous volume, 15 miles wide at its source, the St. Lawrence River surges in an azure tide around the Thousand Islands, long famous as a vacationland supreme. The islands extend from the lake to Chipewewa Bay, where the river narrows to a rushing torrent about a mile in width.

Actually, there are more nearly two thousand of these islands, although many of them are little more than hillocks, only large enough to accommodate a clump of trees. Others, however, have cabins, beaches, and boat landings.

The blue sheen of the water, dotted with the dark, luxuriant foliage of the islands, presents a scene of restful loveliness, to which speedboats and fishing craft impart a pleasant activity. The abundant fishing, with a great variety of game fish, is

one of the main attractions. Boats are available at the numerous resorts along the shore of both lake and river. At several of the resorts guides may be secured, who are as expert at preparing delectable shore dinners as they are at threading the intricate waterways between the islands.

For the inexperienced, the clustered islands and the channels between are a bewildering maze. Scheduled boat tours offer a 50-mile "ramble" which takes in about 500 of the islands, and a display of entrancing scenery. During the summer these tour boats leave hourly from Clayton and Alexandria Bay, and twice a day in the spring and fall.

A particularly interesting stopover on these boat tours is at Heart Island, where Boldt Castle makes an appealingly romantic landmark. This replica of



A REPLICA of an old German castle on the Rhine, Boldt castle was built on Heart Island near Alexandria Bay

a German castle on the Rhine, intended as a millionaire's gift to his wife, was left unfinished because of her death, and was never occupied. The stately halls and salons and spacious rooms afford an agreeable stroll for visitors during the half-hour stop.

Devil's Oven is another noteworthy island, historically famous as the hideout of Bill Johnston, who in 1838 styled himself "Admiral of the Thousand Island Navy." With this "navy," consisting of 22 men and three rowboats, he sank a British gunboat, in a brief disturbance known as the Patriot's War. Although he was arrested, he was soon released, and became keeper of a lighthouse near Alexandria Bay.

Lost Channel, too, is a place of historic interest, deriving its name from an unsolved mystery. During the French and Indian War, a convoy of English soldiers entered the channel in an effort to elude pursuit—and disappeared, never to be seen again.

THE AMERICAN span of the Thousand Islands bridge links U. S. shore at Collins Landing with Wellesley Island





THIS replica of a blockhouse on Navy Point marks site of Battle of Sacket's Harbor during War of 1812



THESE anglers show off their limit catch of bass

THIS small bridge is the connecting link of Thousand Islands Bridge system between U.S. and Canada



History, indeed, laid a heavy hand upon this beauty spot of the northern borderland, particularly in the War of 1812, as attested by Battlefield Park at Sacket's Harbor, on Lake Ontario, the ruins of Fort Haldeman on Carleton Island, and the many other historical monuments of the region. Today, however, the unfortified boundary, spanned by the Thousand Islands International Bridge, is eloquent of an unparalleled amity and confidence between two great countries.

Excellent highways fan out from Watertown to Thousand Islands resorts, and bus service is everywhere available. State Route 12 becomes a scenic drive of great beauty along the river bank, from Cape Vincent, at the junction of lake and river, to Alexandria Bay.

For the vacationist who has time to explore a little of the adjacent territory, there are additional delights along the lovely Indian River, flowing through quaint little Theresa on its way to the St. Lawrence. There is the best of trout fishing in the myriad little lakes—mere ponds beside the giant Ontario—around Redwood, which is not far from Alexandria Bay. Then, too, there is the International Bridge, inviting the traveler to become acquainted with the attractions of the Canadian side as well. It is really a series of bridges, spanning separate channels between islands, between Collins Landing in New York, and Ivy Lee, Ontario.

The American span of the bridge rises 150 feet above the water, the view extending for miles in all directions over New York and Canada in a sweeping circle. Below, the St. Lawrence and its islands are spread out like a great animated, vividly colored map, with speedboats weaving their way among the islands, cutting silvery paths through the blue waters. It is an unforgettable picture—a visual summing-up, so to speak, in one comprehensive whole, of the varied and exquisite beauty of this great scenic recreationland.

All Photos Courtesy: NYSPIX-COMMERCE

SOUTH to the *Sea of Cortez*

MEXICO

SEA Lions romp near popular fishing waters of Conzaga Island



By HUGH MANESSIER

A FEW YEARS AGO, Baja California was a mysterious, little-known region. Americans seldom ventured to travel the primitive roads below the border. But returning sportsmen told of fishing in the Gulf of California—often called the Sea of Cortez—that was almost beyond belief.

Today, a pleasant drive over a new modern highway just 125 miles long reveals this fascinating country to the exploring motorist. Calexico, a border town along the lower edge of California, is the gateway to Mexico. Customs inspection is usually little more than a formality, and tourist cards are not required for visits of three days or less. From Mexicali, Calexico's counterpart just below the border, the highway takes the traveler swiftly south through changing desert scenery.

Anglers who have brought along their fresh-

water gear may be tempted to try their luck with the bass, catfish, bluegills and crappie that are found in the Rio Hardy at El Mayor. But this pleasant stop is recommended only if time permits. From here, just an hour or so is required to reach the end of the road at San Felipe, an isolated native fishing village hugging the rim of a blue-water bay.

There are many species of game fish in the Gulf, but most fishermen come to the village to battle the giant sea-bass, "Totuava," which weigh as much as 150 pounds. Hard-fighting scrappers between fifty and one hundred pounds are common during the peak of the season in March and April,

THERE'S fine bass, catfish and bluegill fishing in Rio Hardy river at El Mayor enroute to San Felipe





SAN Felipe's twenty-foot tides provide an efficient and natural drydock for many native fishing boats

TRAILER accommodations are daily being improved



but the sportsman who lands one will never forget it. Trips by boat can also be scheduled to the islands in the Gulf below San Felipe, where the catch may include other species not so commonly encountered near the village.

American sportsmen recently took the first sail-fish known to be caught in San Felipe waters, and the full sport-fishing potential of the region is still unknown. The Gulf, a vast fish trap teeming with a multitude of species, is currently being explored by experienced fishermen from the United States. They are adding much knowledge to sport-fishing techniques in the area, but their efforts to date have perhaps only scratched the surface.

Surf fishing at San Felipe is also excellent, but probably a little neglected by many sportsmen because of the superb off-shore sport which the Gulf provides. There are no breakers, so that almost any suitable tackle will serve for surf angling. Delicious croaker and corbina, the aristocrats of western surfing, are plentiful and popular. Occasional totuava are also caught from the beaches, along with kingfish, halibut, sculpin, and many others.

The favorite bait is shrimp, easily secured at the village bait shops.

Sportsmen may bring their own equipment, or rent small boats and motors for fishing near the shore. Guides with small boats may also be obtained for part or all of the day, or anglers may join with other Americans on the larger party boats. During the Spring spawning season, large Totuava are readily caught from small boats fishing just off the sandy bottoms near the village. The best method will depend on conditions at the time of arrival, and plans may be made accordingly. With the exception of bait, it's preferable to bring along all the necessary tackle from the United States. Small feather jigs and plugs are very effective for trolling. The native boys in the village will catch live bait for those who prefer it, and plenty of dead bait is always available for bottom fishing.

Augie's Riviera Hotel offers lodging which is modern by American standards, and meals are also served there. Reservations are frequently needed. There are other motels which are not as modern, but are clean and may prove acceptable for short visits. Many sportsmen prefer to enjoy the free camping along the sandy beaches and bluffs above or below the village. Accommodations for trailers are being developed, and are improving all the time. Gasoline, bottled drinking water, ice, and food may be obtained at the village. Fish may be stored in the icehouse until the return to the United States.

The trip should be planned for the cool months, from November to June. Totuava fishing reaches its peak in the Spring, but other species may provide just as much excitement and good eating when they are prevalent. Cameras and plenty of film are a must, for San Felipe's outstanding sport is not yet widely known. A few snapshots will permit honest sportsmen to preserve both their memories



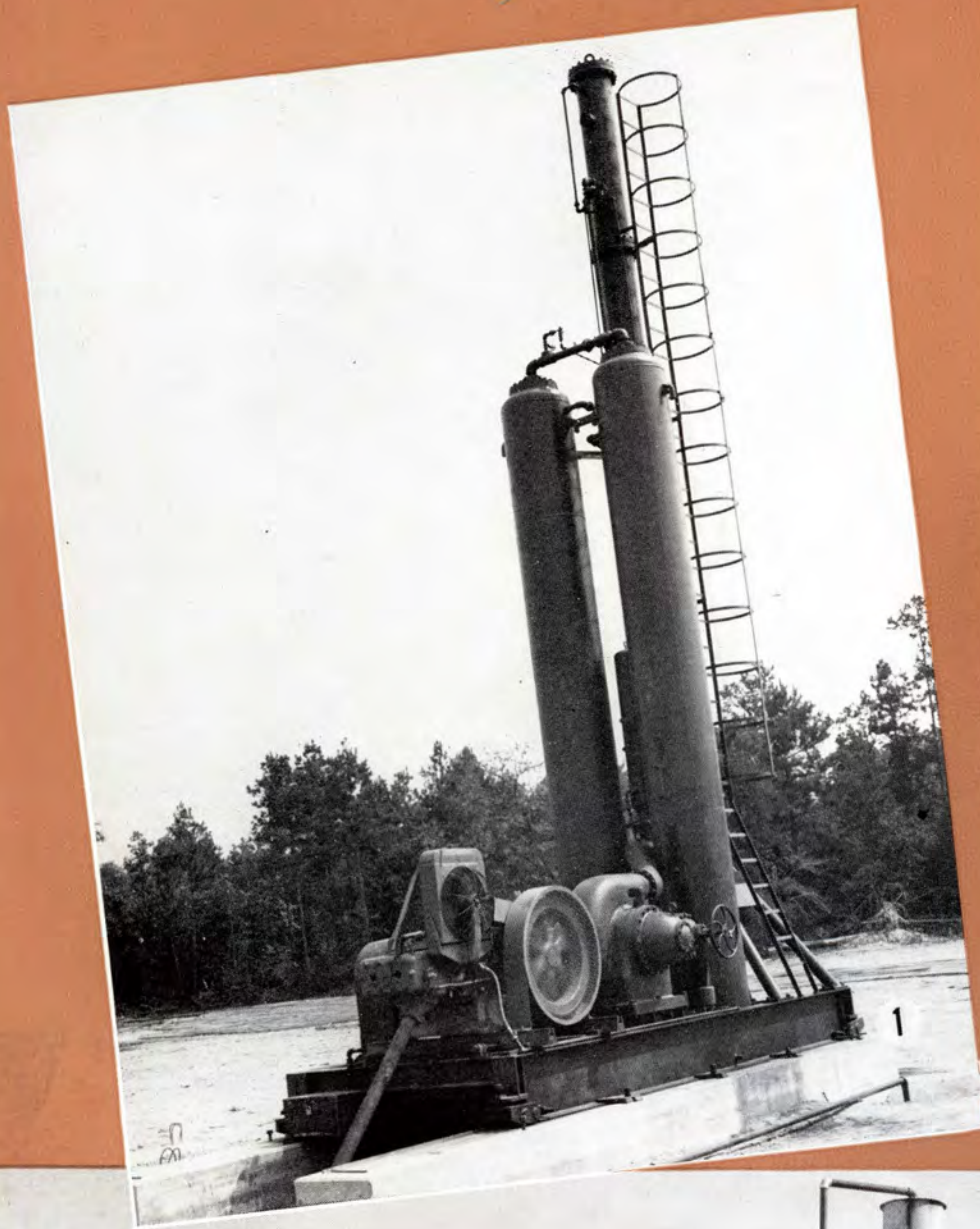
THIS 100-pound plus Totuava was one of several taken by B. J. Starkweather, Riverside, California

and their reputations.

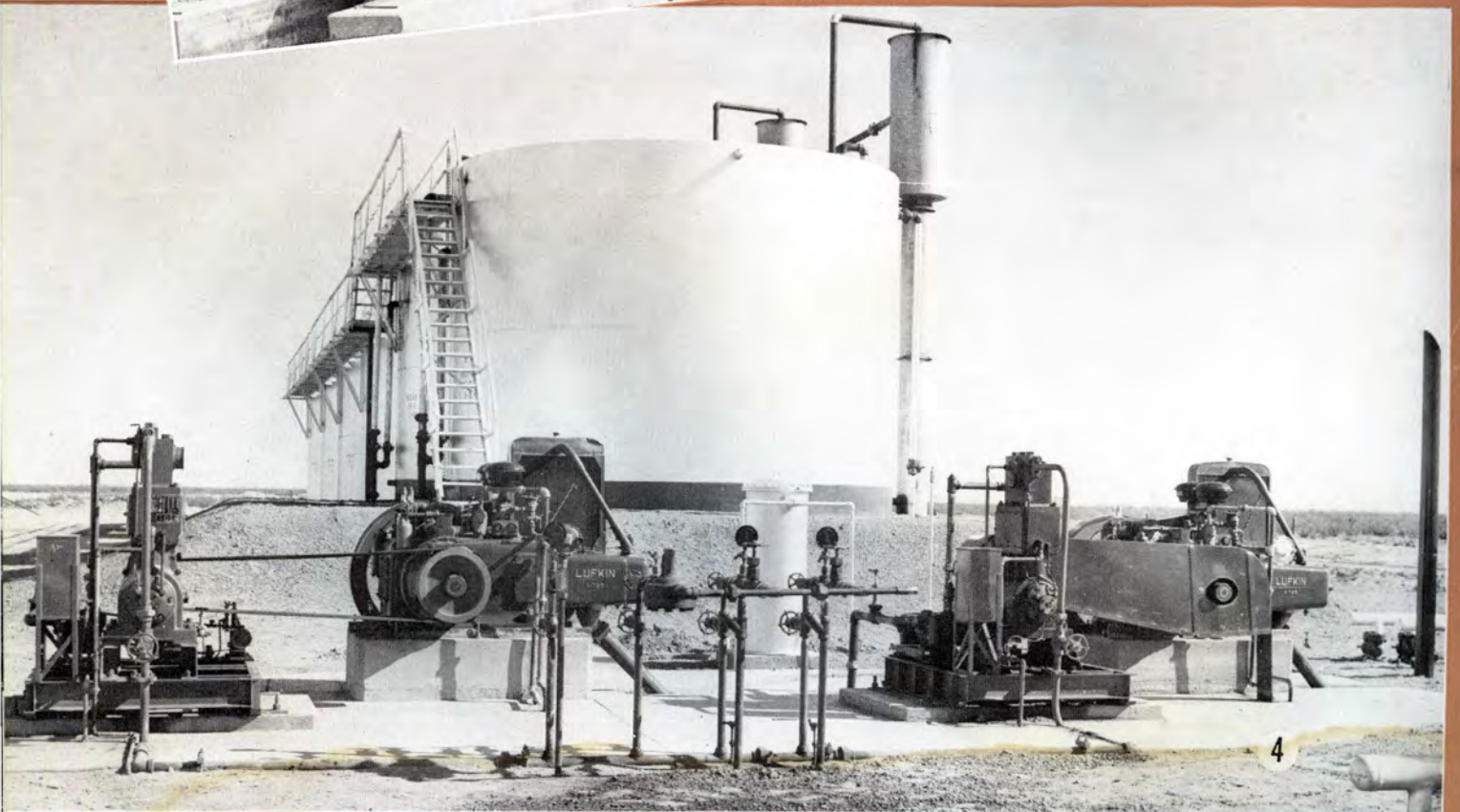
While most of San Felipe's visitors are undoubtedly lured to the village by the fabulous fishing it offers, some Americans do not fish at all. They come to enjoy its warm sunshine, wide beaches, and the soft sweet music of the Spanish tongue. Yet the village may not appeal to all Americans; it is still comparatively primitive and is not a showplace. But few who have come to know it intimately would wish it to change. For San Felipe still captures the hearts of those who like freedom from the modern world and its cares, superb salt-water fishing, and a glimpse of native life in another land as it is lived today along the shores of the ancient Sea of Cortez.

WAGONS haul fish from small boats to the icehouse





Lufkin





L

INSTALLATIONS

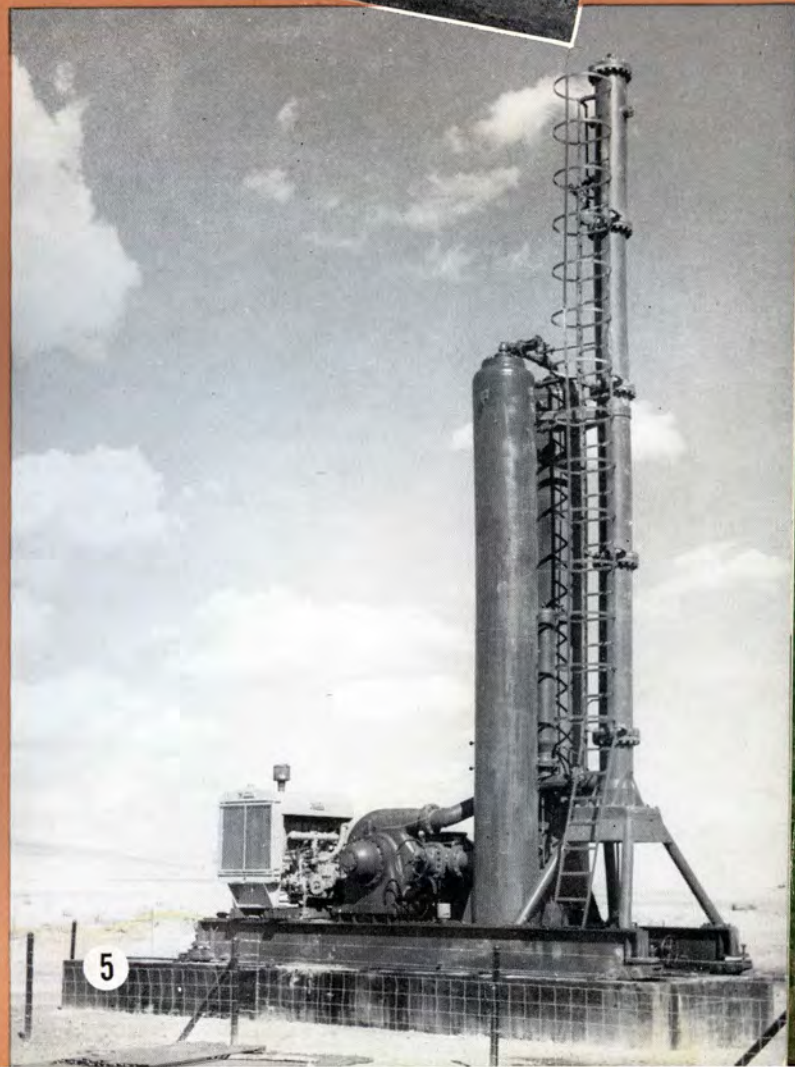
1 LUFKIN 3520 Hydraulic Unit with LUFKIN H-795 Engine, Magnolia Petroleum Company, Tomball Field, Texas

2 LUFKIN TC-33-22G Unit with LUFKIN H-333 Gas Engine, Colombian Petroleum Company, Tibu Field, Colombia, South America

3 LUFKIN 3520 Hydraulic Unit, Magnolia Petroleum Company, Lindsay, Oklahoma

4 Two LUFKIN H-795 Engines driving two hydraulic triplex pumps, Monterrey Oil Company, Wilshire-Elenburger Field, Upton County near Crane, Texas

5 LUFKIN 3520 Hydraulic Unit, The Sun Oil Company, Sidney, Montana



LUFKIN *Lowboys* *for HELDT BROS.*

HELDT BROS. trucks are a familiar and respected sight on the highways of Texas, and the Company has been closely associated with oil field transportation for many years.

Operating primarily in South Texas with headquarters in Alice, their fleet of 74 units is ready to serve old and new customers.

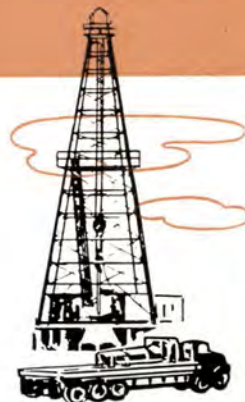
Operating for approximately 25 years, this firm has developed both the experience and the equipment to do a safe and economical hauling job. Their units vary in size from light trucks and pole trailers to the heaviest of tandem trucks and trailers, and special attention has been given to developing the safest equipment possible for handling all types of loads.

Their headquarters in Alice is a familiar landmark on U. S. Highway 281, and here, covering several acres, are located their main offices, shops, parking areas for trucks and trailers, and storage for customer pipe and equipment.

Although Alice is headquarters, additional service is maintained at branch yards in Freer and Sullivan City.

Better customer service is expedited through radio service between terminals and from terminal stations to cars. This radio service has proved invaluable in time and labor savings.

Arno and Roland Heldt, who head this fine organization, are known for their experience in heavy hauling. About one year ago, this firm saw the need for a low bed type of trailer, capable of hauling loads of 100,000 lbs. or more. It was further decided that this trailer would have to have three axles in order to conform to present axle load

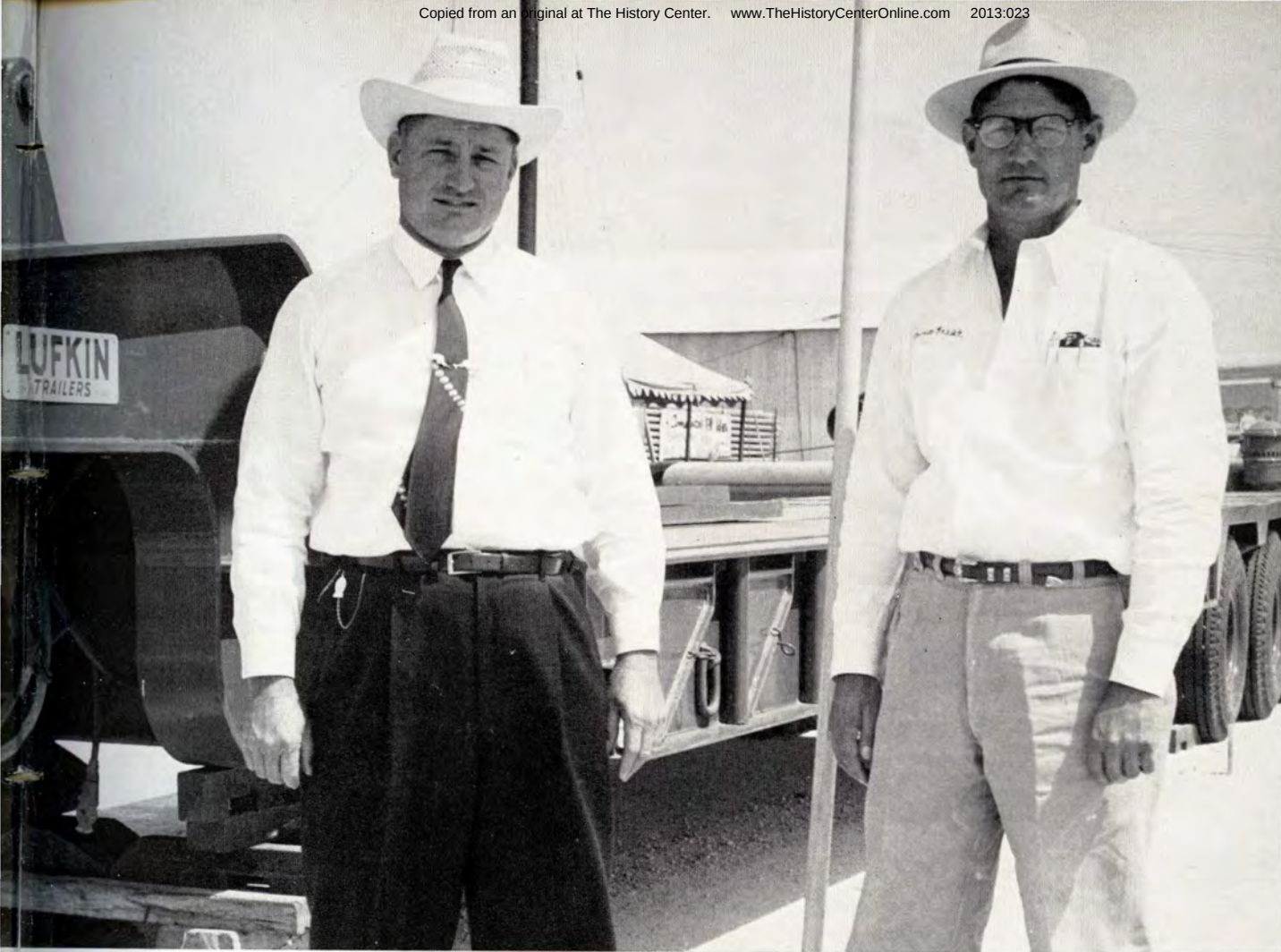


limitations, and that the bed space would have to be 34 feet long.

Lufkin was selected to build two of these units for Heldt Bros. These units have been in service for about a year now. Two more trailers were ordered from Lufkin, and the following is quoted from a letter from Roland Heldt, to C. W. (Lefty) Alexander, sales manager of Lufkin Trailers, upon delivery of the two new units:

"We have been using two Lufkin, three axle lowboys for about a year now. These two have proven so successful that now two more have been purchased. In our type business, we transport high, wide, and long loads; very bulky indeed. Most of these loads consist of drilling rig substructures. These are frequently high, making it a safety hazard to move under power lines on an ordinary float. The low design of the lowboy can certainly be appreciated by the company that owns it and the driver and swamper who have to operate it.

"In most cases, the truck that pulls the lowboy can load a substructure by itself, whereas, to haul it on other equipment, it takes two additional trucks and men to load. Less equipment is used



ROLAND Heldt, left, and Arno Heldt, owners of Heldt Bros. Trucks, stand beside a Lufkin lowboy

to load a lowboy, consequently, less hazards are involved, and we like a safe operation.

"Our lowboys have also been used extensively in transporting large draglines, motors and compressors. On some occasions we have used them to haul tanks that were too high for ordinary floats.

"We, here at HELDT BROS., like and use low-

boys and consider them part of our most essential equipment now that we have used them in our service. To us it is just another way to serve our customers better."





SNAPSHOTS...

with the Lufkin Cameraman



←
HARRY WARREN, left, KEN JORDAN, International Petroleum Co., Talara, Peru.



→
Left to right: ROLAND HANCOCK, JOEL LOZANO, LEE BRADLEY, Texas Petroleum Co., Las Mercedes, Venezuela.



←
HARRY EVANS, left, FRED PHILLIPS, International Petroleum Co., Lima, Peru.



→
Left to right: MARCOS MARQUEZ, P. O. NAUT, O. F. SCHÄUBEL, O. U. PENHALE, Creole Petroleum Corp., Tia Juana District, Maracaibo, Venezuela.

CLYDE MOORE
Esso Standard Oil Company
New York, New York

JOE W. KOTTERMAN
International Petroleum Co., Ltd.
Talara, Peru

BILL HALL
Texas Petroleum Company
Las Mercedes, Venezuela

CHARLES MOWERY
Colombian Petroleum Company
Cucuta, Colombia





JACK E. LEE, left, M. C. ARMOUR
Colombian Petroleum Co.
Cucuta, Colombia



B. FRANK WRIGHT, left, R. J. RENKER
Texas Petroleum Company
Las Mercedes, Venezuela



WOODY HUDDLESTON, left, BOB McCORD
Creole Petroleum Corp.
Caracas, Venezuela



T. G. SCHAD, left, ARVID NILSSON,
both with Asiatic Petroleum Corp.,
New York, New York.



Left to right, back row: JESS TAY-
LOR, KENNETH WALLACE, JACK
POYNTER, P. G. LEIGH. Front row,
HAL DUNCAN, M. A. BEESON, MAR-
CUS SANDERS, all with Colombian
Petroleum Company.



W. L. EAST, left, GEORGE BLACK-
WELL, Creole Petroleum Corp., Tia
Juana District, Maracaibo, Venezuela.



HARRY AODA, left, G. HOLDAWAY,
Shell Carribbean Oil Company, La
Concepcion, Venezuela.

DEAN ALLIS
Texas Petroleum Company
Las Mercedes, Venezuela

JORGE CHAVEZ DIAZ
Empresa Petrolera Fiscales
El Alto Field, Talara, Peru

HUGH MITCHELL
Creole Petroleum Corp., La Salina
District, Maracaibo, Venezuela

HARVEY COMBY
Texas Petroleum Company
Las Mercedes, Venezuela





SNAPSHOTS

... Continued

Left to right: KAREL BUIJINK, JIM VAN DER KOOL, JAIME PERDOMO, I. (SMOKIE) POSTLEWAIT, RALPH FIELDS. Concessionaria de Petroleo Shell—Condor Casabe Field, Barrancabermeja, Colombia.



Left to right: JIM PARKER, HUGO DELMAS, M. P. ERVIN, all with Sinclair Oil & Refining Co., Santa Barbara, Venezuela.



DON SAWYER, Texas Petroleum Company, Puerto Nino, Colombia.



Left to right: H. P. KIETH, ROLAND HANCOCK, JAKE JACOBIE, R. G. FFOULKES-JONES, all with The Texas Company, Las Mercedes, Venezuela.



DON BANCROFT, International Petroleum Co., Ltd., Barranquilla, Colombia.



ANTONIO MONINO, Empresa Colombiana de Petroleos, El Centro, Barrancabermeja, Colombia.



Left to right: MARTIN VAN DYCK, KAREL BUIJINK, JIM VAN DER KOOL, G. MALCOLM FORD, all with Concessionaria de Petroleo Shell-Condor, Barrancabermeja, Colombia

GERALD CRAEMER
Creole Petroleum Corp.
Lagunillas, Venezuela

A. (PETE) MORENO
Creole Petroleum Corp.
Lagunillas District, Venezuela

KENNETH SCHNEIDER
Creole Petroleum Corp.
Lagunillas District, Venezuela

C. W. PEERY
Mene Grande Oil Co.
San Tome, Venezuela





Left to right: MARCUS J. SANDERS, P. G. LEIGH, Colombian Petroleum Co., Cucuta, Colombia



Left to right: C. NIELSON, HAL LONG-WORTHY, TOM SPENCE, International Petroleum Co., Ltd., Caracas, Venezuela



DAN SWEENEY, left, T. J. BUSH, both with Creole Petroleum Company, Quirquire, Venezuela



JACK LEE, left, R. E. HOPKINS, Colombian Petroleum Company, Cucuta, Colombia.



WILLIAM TROXTLER, left, CAREY OBERG, Richmond Exploration Co., Maracaibo, Venezuela.



Left to right: J. E. TAYLOR, BEN C. SARGENT, Lufkin's South American representative; MARVIN KINGSLEY, both with Colombian Petroleum Co., Tibu Field, Cucuta, Colombia.



Left to right: L. A. LITTLE, vice-president in charge of sales, Lufkin; BISHOP MCKENDREE, Gulf Oil Corp., Penwell, Texas; HIRAM KEITH, The Texas Company, Drumright, Okla.; R. N. KNOBLOCK, The Texas Company, Fairfax, Okla.; LEE AYERS, Gulf Oil Corp., Penwell; JOHN SWANSON, Lufkin representative in the Odessa office; D. M. HAGLER, Gulf Oil Corp., Goldsmith, Texas; L. E. BRISTER, Gulf Oil Corp., Penwell; L. H. HUGHES, The Texas Company, Fairfax, Okla.; J. H. HUGGHINS, Gulf Oil Corp., Crane, Texas.



DICK SPRAGUE, Bogota, Colombia, left, and SAL JIMENEZ, Puerto Nino, Colombia, both with Texas Petroleum Co.

HERB LEE
Colombian Petroleum Company
Cucuta, Colombia

IVAN SALNIKOV
Standard Oil of New Jersey
New York, New York

ANDY ALBY
Texas Petroleum Company
Las Mercedes, Venezuela

W. S. GLENDENNING
Creole Petroleum Corp.
Caracas, Venezuela





ERNEST SLAUGHTER, JR.
Wichita Falls District Manager



CHARLES DYER
Oklahoma City District Manager



JACK GISSLER, Resident Manager
Lufkin Machine Co., Ltd.



COOPER RICHARDS
Assistant Sales Manager

LUFKIN *Personnel* Changes

SEVERAL personnel changes have been made in the Sales Division of the Lufkin Foundry and Machine Company.

Mr. Cooper Richards, who has been manager of the Oklahoma City district office for many years, has been transferred to the home office in Lufkin, Texas, as assistant sales manager.

Mr. Charles Dyer has been moved to Oklahoma City to manage the district office there. He has been resident manager of the Lufkin Machine Co., Ltd. in Edmonton, Alberta, Canada, since 1949.

In Canada to replace Mr. Dyer, is Mr. Jack Gissler. He went to the Canadian office from Wichita Falls, Texas, where he has been manager of the North Texas district office for the past six years.

Mr. Ernest Slaughter has been transferred from the Odessa office to Wichita Falls where he assumed the duties of manager of the North Texas district office.



The Fall months make nimrods eager to hit the hunting trails. Lufkin shares the honor with California in presenting this young lady with her fine dog to compliment any hunting party.

She is Mrs. C. P. Malone, Jr. of Victorville, California, daughter of Mr. and Mrs. E. E. Turner of Lufkin, Texas.



It was the morning after their wedding the night before. The groom arose, walked over to the window and raised the shade. The day was dark and gloomy and the rain was falling in torrents. Disgusted, he lowered the shade and climbed back into bed.

The next morning the young groom rose again and lifted the shade. It was still raining. He once more lowered the shade and crawled back in bed.

The third morning he got out of bed, went over to raise the shade—and went up with it.

The crowd had gathered and the subject of conversation got around to most embarrassing moments.

"One time I went to visit friends," said one of the wives, "and during the course of the evening found it necessary to go powder my nose. Now my friend had just redecorated her bathroom with a delightful new color scheme in that new, supposed to be fast drying, glossy plastic enamel. Only this batch didn't seem to have dried fast enough and I found myself stuck. I screamed and in came my friend. She could do nothing and much to my embarrassment, she called to her husband, who at least was able to remove the screws and detach the thing so I could stand up. But we couldn't get it off, so they called the doctor.

"When he arrived, someone asked him if he had ever seen anything like this before. He replied, 'Yes, many times, but this is the first time I ever saw one framed!'"

An old maid who had lived alone for years began to feel ill in the mornings. Her back hurt, and she felt generally nauseated during the day. Finally she decided to go to her doctor. He examined her and then explained that she was pregnant. Horrified, she exclaimed that she couldn't possibly be pregnant.

"Why," she replied indignantly, "I don't know many men. I never go out with men. I don't go out after dark, and I am a very chaste woman. Surely you're mistaken."

Fearing that he may have made a mistake, the doctor re-examined the old maid, but he still maintained that she was going to have a baby.

"Oh, my goodness! How could I possibly be pregnant? Why, as I told you, I haven't even been near a man since—oh, dear! And that damn fireman told me it was artificial respiration!"

A beautiful moon shone down on the parked car in which sat Gayle and her bashful boy friend.

"Dear, you remind me of Don Juan, the great lover," murmured Gayle.

"Why?" he asked hopefully.

"For one thing," snapped Gayle, "he's been dead for years!"

Have you heard of the lawyer who sat up all night trying to break the widow's will?

A woman flees from temptation, but a man crawls away from it in the cheerful hope that it may overtake him.

The laws of the United States allow a man but one wife. This is called Monotony.

Melvin: "My wife's scared to death some guy's going to steal her clothes."

Marvin: "Why doesn't she have 'em insured?"

Melvin: "Hell, she's got a better system than that. I came home last night and found a fella in her clothes closet, guarding 'em!"

"I asked her if she was doing anything that evening and she said she wasn't so I took her out and sure enough—she wasn't."

Two lobbyists met at a party in Washington. "How's business?" one asked the other.

"Well, you know how it is," said the other. "Business is like sex. When it's good, it's wonderful. When it's bad—it's still pretty good."

The naive young nurses' aid was not yet familiar with the polite terminology employed at the hospital. She was not aware, for instance, that it was customary to apply the term "vase" as a substitute for "urinal."

That's why she was a little surprised when a male patient asked, "Will you bring me a vase, please?"

"Certainly," she answered. When she reached the door, she looked back and inquired, "How large a bouquet do you have?"

The girls go wild

About Joe Lampion

Because he is the

Breast stroke champion.

The reason gentlemen prefer blondes is probably because the blondes know what gentlemen prefer.

Bride, after returning from Niagara Falls, told her closest friend, "Well, I did enjoy the falls!"

The ambitious old maid worked from son up to father.

Can you explain why a woman gets temptingly dressed for conquest—then slaps the man who responds?

You can usually tell the age of a man by the way in which he mentions women's underthings. If he refers to them as drawers you know that he comes from the old school.

A reference to petticoats may mean a younger man, but still one who likes his evening paper better.

But if he has a knowledge of panties, girdles, etc., at least you know he reads the ads.

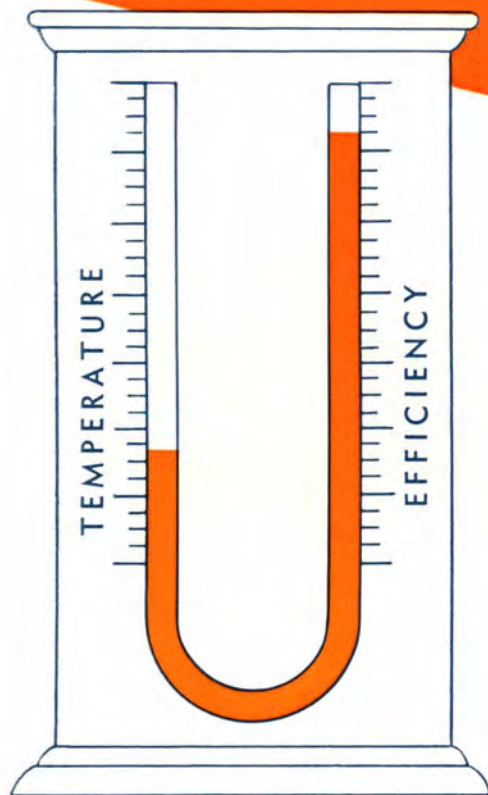
Now there is a new gadget coming on the market which will cause all men to talk of these things, but on a masculine subject. There is a pantie-girdle for men due out, called the pot holder.

What will the old timers think when a well dressed man remarks, "I just had to buy a new girdle and a pair of scanties."

Maybe we can get used to this, but thank heaven, men will never have to—we hope—get down to falsies and slips!

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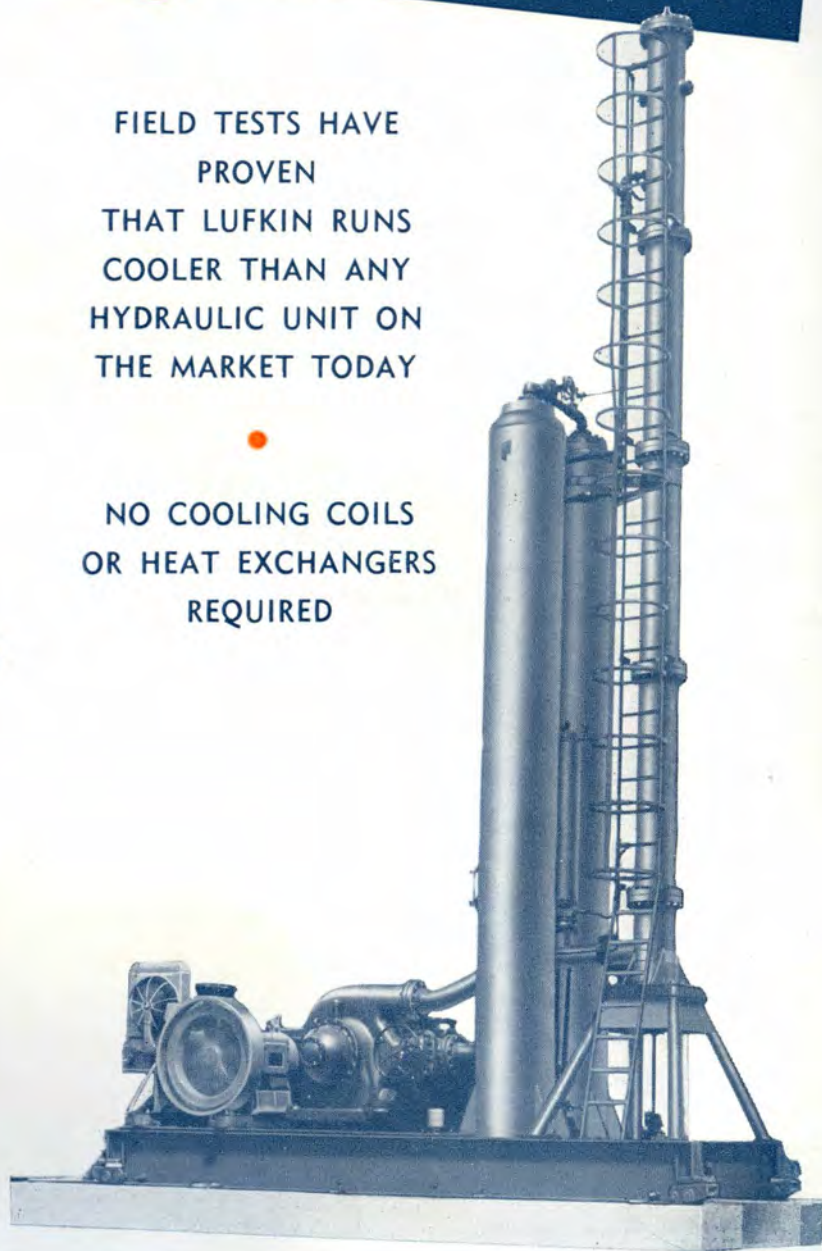
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