

THE *Luffkin* LINE

JANUARY-FEBRUARY • 1957





ALTHOUGH men are accused of not knowing their own weakness, yet perhaps few know their own strength. It is in men as in soils, where sometimes there is a vein of gold which the owner knows not of.—Swift

THE *Lufkin* LINE

JANUARY • FEBRUARY, 1957
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Virginia R. Allen, Editor

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INSIDE COVER: Photo By Bob Taylor, Cordell, Oklahoma.

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TRAIL Ridge road offers magnificent scenery and thrilling Colorado highway adventure

Colorado's Mountain Majesty...

BY DICK BELLEW AND BOB ARRENDALE

WITH national forests covering more than a fifth of the state, with a mountain area six times that of Switzerland, Colorado offers the most magnificent variety of scenic topography to be found anywhere in the world. In this many-splendored setting, in a healthy and invigorating climate, and at any time of the year, there is an adventure, a sport, or a marvel of nature to enjoy.

The saga of the Early West is trail-marked across these millions of acres of rugged terrain. Relics of that colorful era, from Indian arrowheads to ghost towns, are scattered at the sites of old wars and along trails carved by explorers, trappers, prospectors, and others, wending their ways Westward in the 1840s and '50s.

Fascinating ruins of ancient civilizations, such as are to be found at Mesa Verde, to the awe-inspiring Garden of the Gods at the foot of Pike's Peak, where Indians performed their most sacred rites—all are part of the intrigue of this region abounding with color and mystery.

Dude-ranching with pack-trips into the mountain wilderness, 13,000 miles of open, unposted trout streams, and 2,000 lakes, open for fishing in any season; hundreds of ski-runs, for both winter and summer sport, mountain golf courses, and an abundance of good hunting, make this "Switzerland of America" a rich playground for the outdoorsman.



FROM the Cliff Palace of Mesa Verde can be seen a rock canyon that cuts through the preserve.



STEAMBOAT SPRINGS, pictured from atop a toboggan run, is a famous winter sports area

Every mile of Colorado holds historic interest, beauty and romance, and no end of challenge for the sportsman. Boat races through dangerous rapids, sailing two miles above sea-level, and skiing on live glaciers are some of the more spectacular events occurring throughout the year. The season for colorful pageants and festivals is endless. More than three hundred such events, re-living the early history of Colorado, take place each year. Well-engineered roads have conquered the rugged mountain ranges to provide safe and pleasant driving, but the off-trail adventure lures many.

But the West is not all wild and woolly. Modern resorts and gracious living inter-change with Western rusticity, and background music varies from the strum of a cowboy's guitar to the classics. The magnificent Red Rocks Outdoor Theater west of Denver features the world's finest concert artists throughout the summer season. Fabulous Central City brings famous Metropolitan Opera stars to appear in its historic old stone opera house, the center of attraction in this one-time ghost mining town.

The famous resorts of Colorado Springs, the many spas to be found in this region of Colorado, attract more thousands of people to enjoy both the



RED Rocks Outdoor Theater west of Denver features world's finest concert artists during the summer



THE ghost of Eureka stands against a backdrop of mountain grandeur along an old trail of the West

benefits of hot mineral springs and the serenity of one of the West's most superb settings. In the immediate area, the most famous mountain in the world, Pike's Peak, and its stirring prelude, The Garden of the Gods, attract just about every tourist venturing into Colorado.

Two of Colorado's most interesting departures from mountain magnificence, Mesa Verde National

Park and the Great Sand Dunes National Monument enchant the curious. Both are in the southern sector.

Mesa Verde, meaning "Green Table" in Spanish, is a gigantic mound of earth and rock 15 miles long and 8 miles wide. They are the cliff dwellings of a vanished race of "small people," ancient Indians of diminutive stature.

In the crevices of this immense formation, they constructed ornate dwellings that indicate advanced civilization. As yet, relatively few of the several hundred known dwellings have been excavated, and many visitors have made interesting discoveries, or have been rewarded with some findings. For the camera fan they present a special challenge in unusual light and shadow effects. It is the largest single tract, more than 50,000 acres, set aside by the government for preservation of archeological subjects.

Along the western base of the Sagre de Cristo Range, in south-central Colorado near Alamosa, the Great Sand Dunes cover an area of 80 square miles. These changing mounds rise more than 1,500 feet—high enough to cover all but the greatest of cities and their tallest buildings—and are a spectacular, sometimes eerie sight.

The sand of the dunes, which rise so abruptly and surprisingly in this corner of historic San Luis Valley, is of extremely fine grain. Under a magnifying glass the particles appear white, red, gray,



GLENWOOD Canyon is a scenic over-look along the course of the river cutting through the mountains



GREAT Sand Dunes National Monument lies along the western base of the Sangre de Cristo range

green, and of mixed hue, which accounts for a remarkable and constant change of coloring visible from distances up to 70 miles.

To a hiker on the smooth slopes, the sand masses are tawny, but from a distance, in the glare of the sun, they are creamy white. Shadows bring out chocolate and purple tones, and the setting sun paints them a brilliant red. By moonlight, however, the shadowed and whispering ridges present a cold, eerie, and forbidding appearance.

Many informal skiing tournaments are held on the slopes, and many claim that sweeping down from one of the higher crests provides a thrill unsurpassed by the snow sport.

Artists, geologists, and naturalists from all over the world come to view this multi-colored sand phenomenon. One explanation of their presence is that the sands once constituted the bed of a great inland sea and were blown by the prevailing winds against the wall of the Sangre de Cristo, where they piled higher and higher through the ages. And as the ridges shift from the constant winds, skeletons of Indians, and perhaps of whites, have been exposed. For some reason as yet undiscovered, the dunes held great fascination for the Indians, and here again, many relics are to be found.

On north, the snow-clad mountains of west-central Colorado feature internationally famous winter resorts and skiing competitions. Although these alpine playgrounds are year-'round attrac-



TWO-MILE long slope of Bill Mountain near Aspen is one of western Colorado's most popular ski-runs

tions for the vacationer West, Steamboat Springs, Aspen, and Glenwood Springs are favorite areas of winter sportsmen.

Rocky Mountain National Park, forty miles northwest of Denver, with its network of fine roads, makes some of Colorado's most spectacular mountain scenery easily accessible to tourists, but with more than a thousand great peaks, Colorado, the "Switzerland of America" has no end of scenic grandeur. The Royal Gorge, the turbulent mountain course of the Colorado River; whatever trail or canyon you follow, whatever lofty peak you climb, Colorado's mountain majesty is an adventure in the spectacular.



1 THE flow of material starts at the shearing machine where blank sheets are cut to specified sizes

New Trailer Shop is

A NEW VAN SHOP and additional assembly space has been completed by Lufkin Trailers, division of Lufkin Foundry and Machine Company. The new building has been acclaimed by engineers as one of the most modern of its kind in the southwest.

The new building encloses some 20,660 square feet of floor space, providing facilities to double the present van output. The additional assembly space has been needed for many months to meet the ever-increasing demand for Lufkin trailers and to alleviate over-crowded conditions.

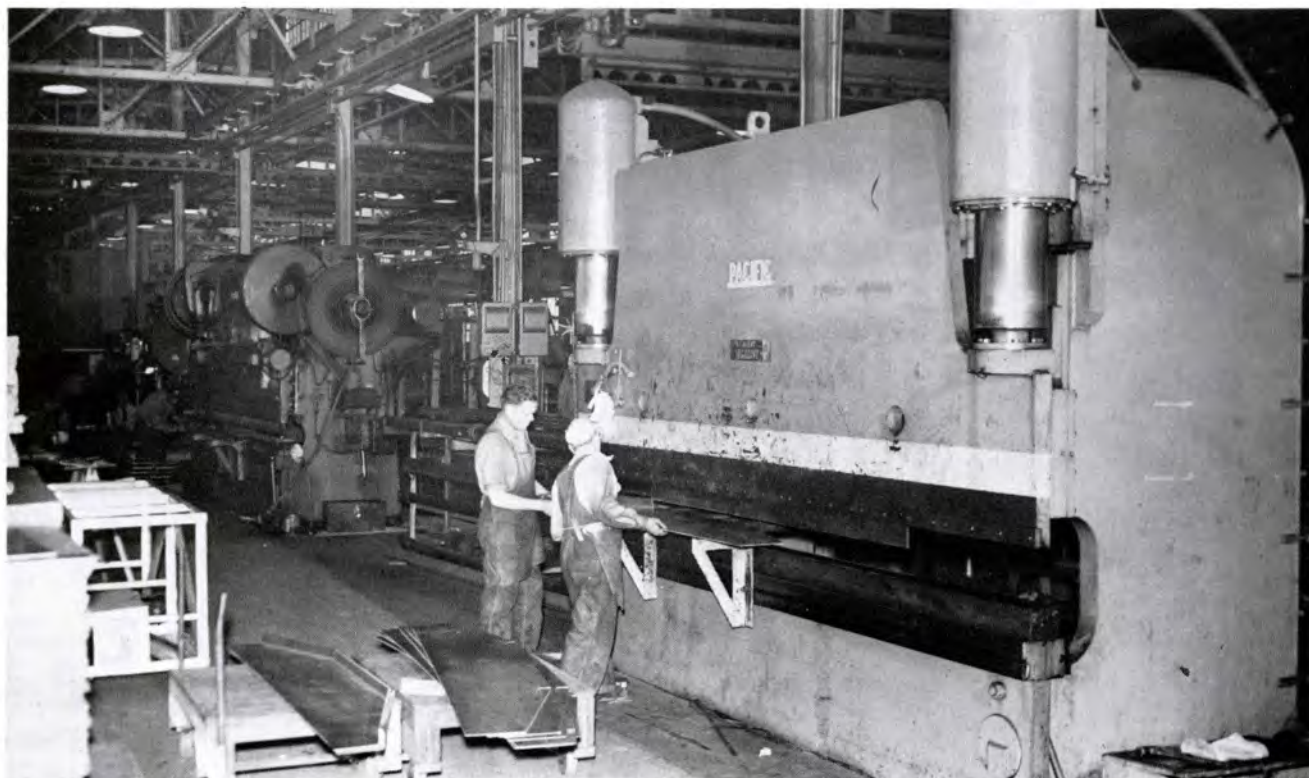
Many new and modern features are incorporated in this building. Four new cranes have been installed which are powered in four directions. Not only do they travel the length of the building, but the hoists are powered across the width of the structure also.

To provide adequate natural light, the roof of

the new shop is interlaced with skylights of corrugated glass which actually provide as much natural light on normally clear days as is provided artificially in old type buildings.

Five forced draft 48-inch fans installed in the roof circulate heat and insure proper ventilation. With all ventilators in operation, the air in the building is renewed every four minutes. Circulating type natural gas heaters provide proper heating during winter months.

To create well-lighted and pleasant working areas, interior colors were selected carefully. The walls from the top of the windows up to and including the ceiling are painted white to reflect as much light as possible. From the windows down to within four feet of the floor, a pleasant light green to relieve eye strain was used on all walls. A darker green covers the lower four feet of the walls.



2 THE second stage in the manufacture of a van is at the Press Brake where material is formed.

Completed

At each work station on the assembly line, there are air, water, natural gas, oxygen and electrical outlet lines, color marked and coded. All lines are stored beneath the floor. This is an additional safety feature as well as economical and efficient.

Three different models of Lufkin vans can be manufactured at the same time in this new building. This results in a more even flow of materials and better positioning of equipment, which means a more economical manufacturing process.

Besides the van shop, other departments are housed in the new structure. The shop office of the general foreman is located in the building, as well as the carpenter shop, door shop, store room and paint booth for sub-assemblies.

Adjoining this new van shop is a preparation building enclosing 3600 square feet of space. This will provide a closed area for preparing vans for the paint booth. A new Binks paint booth has been

3 THIS is a view of spot welding being done on a sub-assembly side section in the new van shop



New Trailer Shop



4 THIS is a frame of a trailer side section which is ready for aluminum side sheets to be affixed

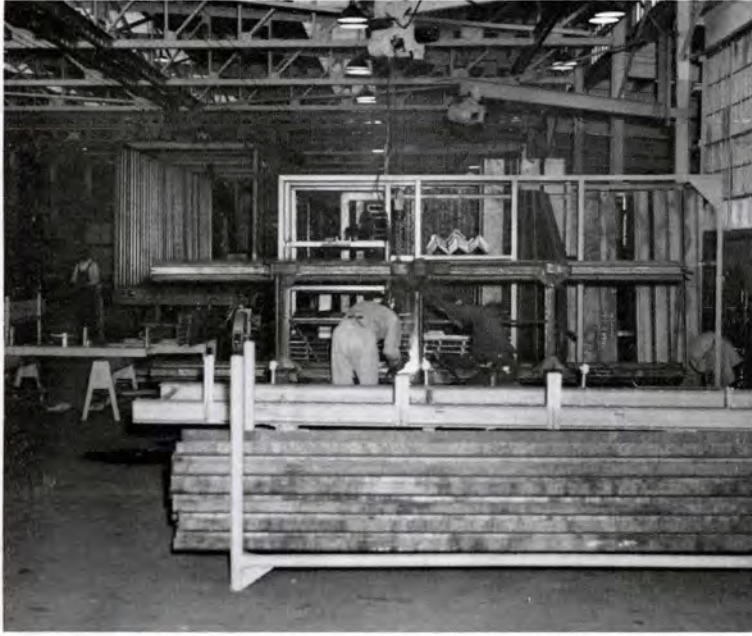


5 WELDING is being done on this sub-assembly which is the front section of a new aluminum van

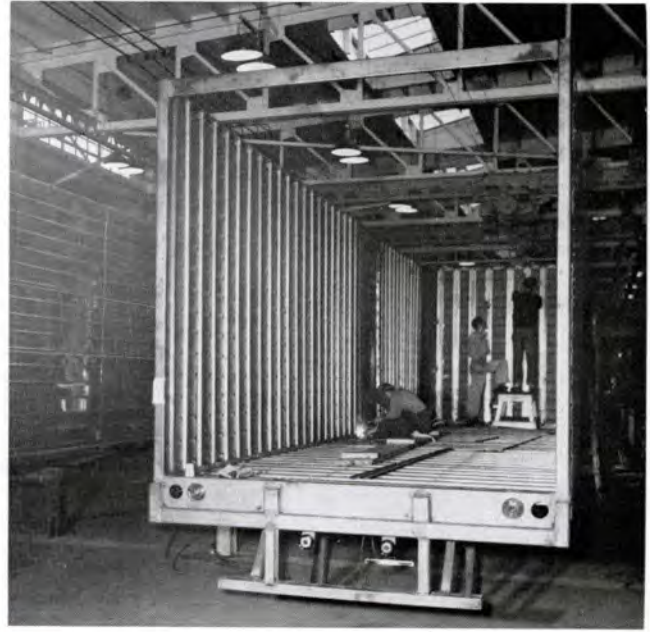


8 ASSEMBLY line of new van shop has work stations with electrical, gas, air, oxygen and water

outlet lines coming from beneath floor at posts for each station. Final assembly lines flank both sides



6 HERE a sub-assembly rear section is being welded. All outlet lines are beneath work floors



7 IN this picture, the front, rear and both sides of a van are coming together in final assembly

installed to the rear of the preparation building.

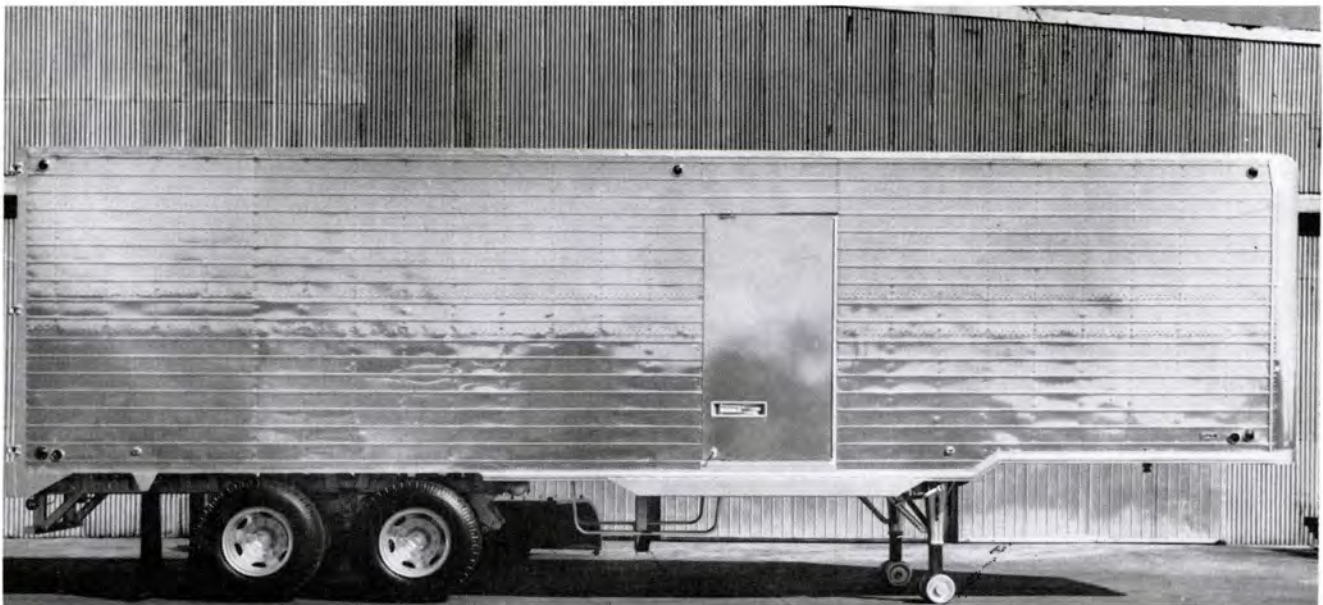
Lufkin's giant paint oven has been moved from its former location to behind the paint booth so that vans can go directly from the paint booth to the oven for drying.

A new wash-down station has been constructed. This is a reinforced concrete slab with curbing, drainage, water supply and storage space. Trailers brought in for repair will be taken to this station

for cleaning and preparing the metal surfaces for painting.

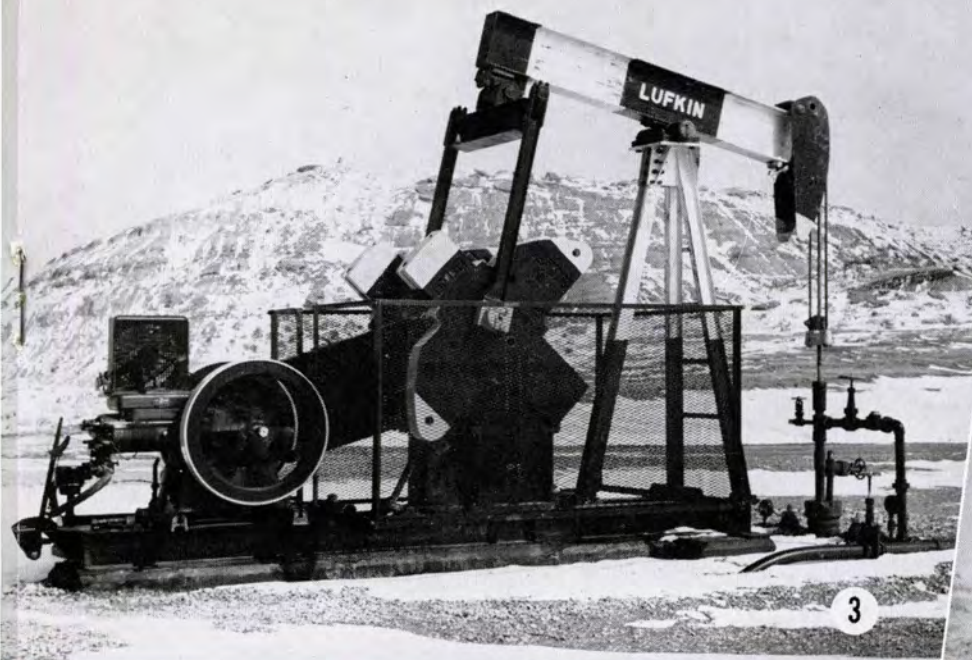
The building where the van shop was formerly located will be used as a repair shop and sheet metal shop. Also in the near future it will house the stress analysis and design departments.

Lufkin's friends and customers who have occasion to be in Lufkin are cordially invited to inspect these new and modern facilities.



9 FINISHED aluminum van stands beside new van shop enclosing some 20,000 square feet of space





Installations



- 1 LUFKIN TC-2AT-35B Unit, Shell Oil Company, Richey Field near Glendive, Montana.
- 2 LUFKIN A-160D-64-20 Air-Balance Unit, Petroleum Incorporated, near Harrisburg, Nebraska.
- 3 LUFKIN T6E-9B Unit, The Texas Company, Dugout Creek Field, near Kaycee, Wyoming.
- 4 LUFKIN A-456DB-120-30 Air-Balance Unit, Continental Oil Company, Lynch, Wyoming.
- 5 LUFKIN TC-ITR-35B Unit with LUFKIN H-333 Gas Engine, Great Basins Oil Company, Torrington, Wyoming.
- 6 LUFKIN A-456DB-120-30 Air-Balance Unit, Shell Oil Company, Cabin Creek Field near Glendive, Montana.
- 7 LUFKIN A-456DB-120-30 Air-Balance Unit, Sun Oil Company, Sidney, Montana.
- 8 LUFKIN TC-1R-35B Unit, Murphy Corporation, East Poplar Field, Poplar, Montana.



FORT CASPAR is an authentic replica of original fort named after courageous Lt. Caspar W. Collins



BY DOLORES B. JEFFORDS

LOCATED on the historic Oregon, Mormon and California trails, surrounded by exciting relics of pioneer times and Indian warfare, Casper, Wyoming, has progressed from cowtown to oil boom town, to its present status as the industrial metropolis of the state, at a really breath-taking pace.

It still retains the traditions, and much of the flavor and atmosphere of the frontier West, overlaid with the modern developments that followed the discovery of one of the richest oil fields in the world. Its annual historical pageant, "Wyoming On Parade," recapitulates the vivid drama of its past.

Founded in 1888 in the valley of the North

Platte River, Casper enjoys some 300 sunny days a year, and its altitude of over 5000 feet insures cool summer nights. Its central position, with excellent highways, railroads and bus lines radiating from it, makes it a convenient headquarters for interesting trips to nearby attractions—but it has enough of interest in its near vicinity to keep the visitor pleasantly occupied for many days.

A 20-minute drive over a paved highway takes you from the center of the city to the 8500-foot summit of Casper Mountain, and a fine recreational park of 440 acres. Here are ski runs and tows for winter enjoyment, an assortment of scenic picnic spots, and miles of bridle paths and hiking trails delightful in spring and summer. The Look-



INDEPENDENCE Rock, stopover on Oregon and Mormon Trails, bears countless names of emigrants

out, reached only by horseback or hiking, affords a beautiful view overlooking the broad North Platte Valley. Other spots of outstanding beauty on the mountain include Rotary Park and Garden Creek Falls.

Of great historic interest is reconstructed Fort Caspar, three miles west of Casper on state highway 220. It is an authentic replica of the original fort, which was named for young Lieutenant Caspar W. Collins, killed nearby while trying to rescue a wounded comrade from the Sioux. Al-



THIS is Garden Creek Falls in Rotary Park on Casper Mountain, enhancing 440 acres of picnic area

trails of Adventure

though spelled differently, the city of Casper also derives its name from this brave officer. Adjacent to the fort are the graves of unidentified pioneers, whose skeletons were discovered when the fort was reconstructed.

The Red Buttes battle-site, and the Goose Egg ranch house, famous as the scene of Owen Wister's "The Virginian," are reached from this highway. It is indeed a highway through history, following alongside the old Oregon Trail, past the campsites of General Fremont and Robert Stuart, and many another memorable spot. But it also takes you to the great modern reclamation project which includes the Alcova and Pathfinder Dams on the North Platte River.

The Alcova Reservoir, about 35 miles southwest



ALCOVA Dam, southwest of Casper, is a popular summer recreational area as skiers readily affirm



BOATING on the Alcova Reservoir is a favorite sport for visitors, especially the trip to Alcova Canyon



SALT CREEK Oil Field 45 miles north of Casper on U. S. Highway 87 is a veritable forest of derricks



of Casper, is a very popular summer recreational area. There are picnic grounds, and a scenic drive circles the lake. Fishing and boating are excellent, plus a thrilling boat trip in Alcova Canyon.

Beyond the Pathfinder Dam, reservoir and bird refuge, history takes over again. Markers indicate the sites of the Old Sweetwater Crossing and Sweetwater stage station, besides the natural landmarks of the Oregon Trail—Devil's Gate, Split Rock, and (most outstanding of all) Independence Rock, called the Register of the Desert, 53 miles southwest of Casper.

This huge monolith, rising abruptly from the plain, is 193 feet high at its highest point, 1950 feet long, and 850 feet wide, with a circumference of 4656 feet, and covering more than 27 acres. It was a regular stopover on the Oregon and Mormon Trails, and countless emigrants inscribed their names upon the rock.

This was also the route of the Overland stages and the Pony Express.

U. S. 87, running north from Casper, passes Teapot Rock and famous Teapot Dome, and the Salt Creek oil fields—a forest of thousands of derricks scattered over this fabulously productive area, 45 miles from Casper. East of Casper is a beautiful natural wonder, reached by U. S. 20, which follows the North Platte River. On a road turning off this highway is Ayer's Park, a grassy 15-acre amphitheatre shaded by cottonwoods, with picnic tables and fireplaces. Here lovely little La Prele Creek, flowing through the park, has worn its way through thick stone, leaving a graceful arch

PATHFINDER Dam with an uncontrolled overflow type natural spillway is a vista of rugged beauty



HELL'S Half Acre, 43 miles west of Casper, is scarred with pits, awesome caverns, and spectacular erosions

30 feet high and 50 feet wide, above one end of which rises a massive tower of rock resembling an ancient castle.

U. S. 20 also runs westward, and 43 miles from Casper, on this highway, is Hell's Half Acre, a Natrona County Park. It is actually over 300 acres, filled with pits, caverns, and spectacular erosions, grouped in a deep depression. Some of the formations suggest medieval ruins, towers, spires and domes. Others are like fantastic caricatures of human figures, with leering faces surmounting incredibly elongated necks. Few of the grotesque shapes are beautiful, but their rainbow coloring in lovely pastel shades imparts a beauty of its own to the weird scene. Paths wind among the innumerable formations, and thousands of people visit this curiosity of nature every year.

Farther westward lies the Shoshone Indian Reservation, and the grave of Sacajawea, who, with her white husband, accompanied the Lewis and Clark Expedition in 1806. Northward, still on U. S. 20, are Thermopolis and Hot Springs State Park, through which the Big Horn River flows. Big Horn Spring, largest of the hot springs, is 25 feet across, and pours out 18,600,000 gallons of water, at a temperature of 135 degrees, every 24 hours.

This boiling flood flows into a succession of large pools, around which the overflowing hot water has formed terraces, brilliant with algae. From the last pool the stream plunges over a 50 foot fall into the Big Horn River.

U. S. 20 continues northwestward to Cody, colorful as its founder, Buffalo Bill, and the spectacular Shoshone Canyon Route to Yellowstone National Park. For that is how it is on the roads out of Casper—there is always something else, farther along, beckoning the traveler onward. They are trails of exciting adventure following the rutted paths of the covered wagons, over the battlefields and the graves of the pioneers, leading on and on, from one to another of innumerable historic landmarks, and from wonder to wonder.

Casper, thriving modern industrial city though it is, has the friendly informality of its western heritage. And the country around it still seems to echo the march of the frontiersmen along the emigrant trails, the ringing hoofbeats of the Pony Express, the clatter and rumble of the Overland Stages, the thundering hoofs of cavalry, the roistering songs of the men who laid the rails for the Iron Horse—all that went into building of our mighty West.



A New Trailer for a NEW INDUSTRY

TIME was when pine limbs and defective saw logs were destined for the fire pile in any sawmill. But not true today.

That is, it's not true for those mills at which debarkers and chippers have been installed. For that which once was burned for fuel or burned just to be rid of it, is now sold as chips to paper mills for the making of various finished paper products, not the least of which is newsprint.

The selling of chips by saw mills to the paper making industry is a relatively new venture, but it is acclaimed throughout the South as one of the most economical advances in the lumber industry

DESIGNED by Lufkin Trailer engineers, this aluminum van is an integral part of a new industry converting sawmill waste to usable paper products

today. It means an end to a costly waste.

Lufkin Trailers, a division of Lufkin Foundry and Machine Company, has designed a special trailer for the hauling of chips from saw mill to paper mill. Although this open top aluminum tandem van is a Lufkin standard model, many new and distinctive features have been incorporated.

A front end heavy duty lift made of heavy round bar stock has been rigidly installed on the front sub-assembly of this trailer. It is the lift that withstands the tremendous weight when the hoist picks up the front end of the trailer to dump the chips.

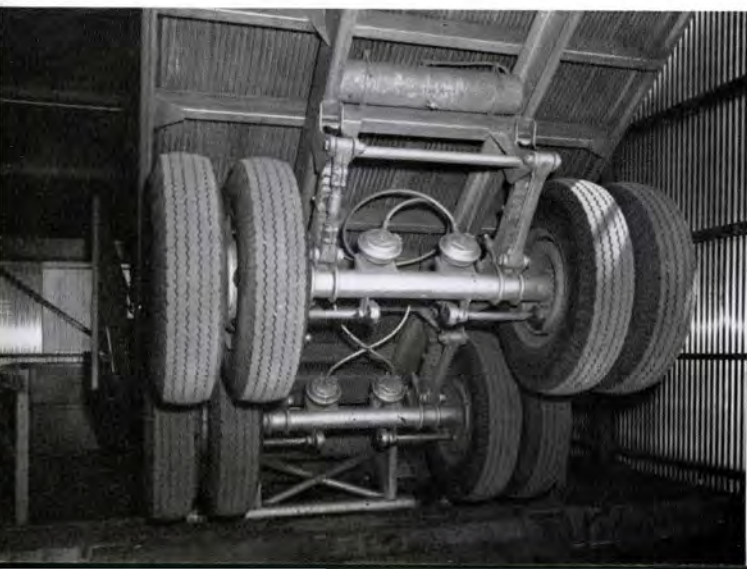
Another unique feature of this trailer is the rear pivot pipe, commonly called the pivot unloader. When the trailer is backed up to the hopper, the pivot unloader is stopped directly over a sturdy platform. When the front end of the trailer is hoisted, the pivot bar lowers to the platform, transmitting all the weight of the trailer and chips through the pivot unloader to the platform, thereby protecting the tires and running gear from this overwhelming weight.



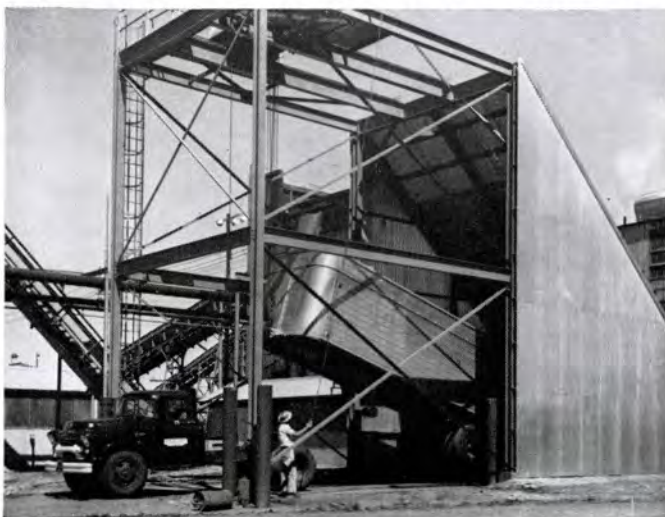
THIS chip-hauling trailer is being loaded by gravity method with chips dropping into van from above

These new chip hauling trailers can be furnished to meet the requirements of two methods of loading. There is the open top Lufkin van to accommodate the gravity loading system whereby the chips fall into the trailer from above. Also Lufkin produces a closed van for the loading method by which chips are blown into the trailer. Either of these trailers is capable of hauling a pay load of approximately 36,000 pounds.

Other specifications for this chip hauling trailer are standard with all Lufkin models, including the Lufkin Loadmaster three-point suspension tandem, a square front and 18-inch radius corners complying with American Trucking Associations' specifications. This model also has the Lufkin standard rub rail at top and bottom of trailer to eliminate heavy maintenance costs and insure strength and durability.



HERE, chip-hauling trailer is backed up to a hopper at a paper mill, in position to dump its load of chips



FIRST, the trailer is hoisted by a front sub-assembly. The heavy-duty lift withstands the tremendous weight



IN A matter of seconds, 30,000 pounds of chips are dumped into a hopper to be used in paper products

THE pivot seen at the bottom of this picture is the equipment that withstands the overwhelming load



DON FAULKINGHAM
Stanolind Oil & Gas Company
Cody, Wyoming



JIM HAZLEWOOD
Stanolind Oil & Gas Company
Casper, Wyoming



KESNER LONG
Stanolind Oil & Gas Company
Casper, Wyoming



BILL NELLEN
The Texas Company
Cody, Wyoming



SNAPSHOTS



DON MADDEN
Mobil Producing Company
Billings, Montana



HOWARD VAN GILDER
Mobil Producing Company
Billings, Montana



FRED HADDENHORST
Mobil Producing Company
Billings, Montana



DICK BARBEE, left, FREEMAN EGOLF, both with Phillips Petroleum Company, Casper, Wyoming



FRANK ZAGAR, left, DARRELL PIERSON, both with The Texas Company, Casper, Wyoming



CLARENCE TAYLOR, left, and WALTER RAND, both with The Texas Company, Casper, Wyoming



BOB LARSON, left, HARRY POTTER, both with Continental Oil Company, Cody, Wyoming

DOY DEEM
Sohio Petroleum Company
Casper, Wyoming



DALE STRAND
Mobil Producing Company
Billings, Montana



E. E. GALE
Mobil Producing Company
Billings, Montana



JOHN SINNETT
Stanolind Oil & Gas Company
Casper, Wyoming



DEAN FOX
Mobil Producing Company
Billings, Montana





MAX PEDEN
True Drilling Company
Casper, Wyoming



FRED HILL
Carter Oil Company
Casper, Wyoming



FRED KUMPF
Mobil Producing Company
Casper, Wyoming



HARLEY MATLACK
True Oil Company
Casper, Wyoming



BURTON HALL
Continental Oil Company
Linch, Wyoming



T. GLOVER
Continental Oil Company
Linch, Wyoming



LARRY MYERS
Continental Oil Company
Linch, Wyoming



TED BLEVINS, left, HARRY SAGER,
both with Continental Oil Company
Linch, Wyoming



JIM CATTERTON, left, FRED DANIELS,
both with Honolulu Oil Corporation
Cody, Wyoming



BUCK CURTIS
Continental Oil Company
Casper, Wyoming



C. M. (CHAPPY) CHAPMAN
Mohawk Petroleum Corporation
Casper, Wyoming



JERRY ORR
Continental Oil Company
Powell Wyoming



JESS O'NEAL
Continental Oil Company
Casper, Wyoming



JACK WALTERS
Sohio Petroleum Company
Casper, Wyoming



Left to right: ANCIL WILLIAMS, KEN MILLER
(sitting), DALE SMITH, BRUCE SELLERS,
all with Phillips Petroleum Co., Casper, Wyoming

GARY BROWN
Mobil Producing Company
Billings, Montana

BILL BLACKBURN
Continental Oil Company
Linch, Wyoming

HOWARD BLETHEN
Mobil Producing Company
Billings, Montana

H. C. SMITH
Mobil Producing Company
Billings, Montana

FRASER BURBACK
Mobil Producing Company
Billings, Montana





Annual Oilfield Sales Conference

THE annual sales conference of the oilfield division of Lufkin Foundry and Machine Company was held the first week in January with representatives attending from Canada, South America and from throughout the United States.

L. A. (Pete) Little, oilfield division sales manager, was general chairman of the meeting. C. D. Richards, assistant sales manager, conducted several of the meetings during the four-day conference. Papers were given from each district concerning problems and achievements of the past year.

Attending the meeting were E. P. Trout, W. W. Trout, A. E. Cudlipp, L. A. Little, C. D. Richards, Guy Croom, M. L. Wilkinson, W. A. Kirkland, J. B. Hopper, F. C. Hays, G. L. Vickrey, Gene Tate, Lloyd Athey, Frank Stevenson, R. E. Barr, T. D. Lashly, Jack Jumper, R. L. Poland, Hubert Dyer, Louis Fincher, Henry Burnett, Ben Elliott, Dan Martin, Gene Nixon, Herman Maberry, E. A. Stanfield, John Cluck, Warren Johnson, Von Smith, Carrol Watts, Taylor Hood and Fred Griffin, all of Lufkin.

Also, D. A. Reid, H. H. Muller, and J. L. Dake from Tulsa, Oklahoma; A. G. Black, Elvin Read, Robert Gibbs, and George Henson from Odessa, Texas; Milton Kramer, W. H. Miner, T. L. Bowers, Joe Randol, and Val Gallia from Houston; B. C. Burnette from Lafayette, Louisiana.

Carl Frazer from Bakersfield, California; Ben Sargent and Howard Hogue from Maracaibo, Venezuela; W. T. Crowder and Vernon Glenn from Kilgore, Texas; Robert Spaulding, William Corey, and Glenn Henderson from Los Angeles, Calif.; G. W. Nichols and Oliver McKay from Great Bend, Kansas.

A. E. Caraway, Jim Roe and R. C. Thompson from Dallas; C. E. Dyer and John Mettaufer from Oklahoma City; Marion Hightower from Hobbs, New Mexico; R. S. Miller from Denver, Colorado; A. L. Christina from Natchez, Mississippi; Jack Gissler from Edmonton, Canada; James Brown from Pampa, Texas; R. D. Dunlop from Regina, Saskatchewan.

L. W. Breeden from Effingham, Illinois; Newell Lynch from Seminole, Oklahoma; Dick Rhodes and Ernest Slaughter, Jr. from Wichita Falls, Texas; T. A. Banta from El Dorado, Arkansas; John Swanson from Corpus Christi; Roy Lilley from Sidney, Montana; and Don Bowcutt from Casper, Wyoming.



"Sure, my brother plays basketball. Why, one of the biggest coaches in the country is trying to get him."

"I didn't know that. Who's he playing with now?"

"The coach's wife."

Mother: "When I was your age, young lady, a nice girl didn't think of holding a man's hand."

Daughter: "But, mother, nowadays a nice girl HAS to hold a man's hand."

An optimist is a man who tries to pick up a girl who is then walking back home.

A serious thought for today
Is one that may cause dismay;
Just what are the forces
That bring little horses
If all of the horses say "Nav"?

A young married couple bought a parakeet, but all he could say was "let's neck." The preacher, who heard about it, suggested that they put his bird, who always said "let's pray," in the cage with the delinquent bird, and maybe it could teach the other to say "let's pray."

Upon putting the birds together, the couple's bird said, "let's neck." The preacher's bird replied, "my prayers have been answered."

Mountaineer: "You dirty skunk! You're going to marry my daughter!"

Skunk: "Y-y-yessir. Which one?"

The bee is a busy little soul
Who does not practice birth control.

And that is why, in days like these,
We have so many sons of bees.

Lady of the Night to a customer:
"It's a business to do pleasure with
you, sir."

On the springs a young man's
fancy turns to thoughts of love

"It won't be wrong now," the bride said, as she walked down the aisle.

Frenchmen are suave lovers, but slow. A Frenchman kisses the girl's fingers, wrists, arms, shoulders. By the time he reaches her lips, an American is already passing out cigars.

Adam and Eve were the first bookkeepers—they invented the loose leaf system.

Then there was the Sultan who kept his harem of 100 beautiful wives three miles from where he lived. Every day he sent his manservant to get one of the wives. The Sultan lived to be 88, but the manservant died when he was only 30. The moral of this story is: It's not the women who kill you, but the running after them.

Dick: "I think we ought to teach that dizzy redhead what's wrong and what's right."

Ralph: "Good idea, You teach her what is right."

A young bride walked into a drug-store and approached the clerk timidly. "That baby tonic you advertised," she began, "does it really make babies bigger and stronger?"

"We sell lots of it," replied the clerk, "and we've never had a complaint."

“Well, I’ll take a bottle,” said the young woman. She left, but returned a few minutes later and whispered

to the clerk: "I forgot to ask you about this baby tonic. Who takes it—me or my husband?"

"I'm cutting quite a figure," said the chorus girl as she sat on a broken bottle.

A pretty and popular young teacher recently announced her engagement. Fellow teachers and pupils heaped good wishes upon her but she was hardly prepared for a note from one eight-year-old, which read, "Dear Miss Smith, I hope you have a happy and sexfull married life. Your friend, Mary."

And we heard a story about a local woman who purchased fancy underwear to wear when examined by her doctor.

She was infuriated when he looked only at her tongue.

"She's like a photograph in that bathing suit of hers."

"Yeah—underdeveloped and overexposed!"

Fun is like insurance—the older you get, the more it costs.

"Mary," admonished the mother who objected to her daughter's tomboyish antics, "don't you think you are getting too big to play with boys?"

"Oh, no, Mother!" exclaimed the daughter frankly, "The bigger I get the better I like 'em!"

"Love," someone has said, "is a season's pass on the shuttle line between heaven and hell."

“Where’d you get that black eye?”

"I was out with Bill's old girl."

"Yeah, but how come the black eye?"

“Bill was a liar!”

Customer in restaurant: "Waiter, those veal chops don't look so tender to me."

Waiter: "Sir, I used to be a butcher, and I can tell you that less than a month ago those chops were chasing a cow."

Customer: "Yeah, but not after milk!"

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