



**THE** *Luffkin* **LINE**

JANUARY-FEBRUARY • 1958



# THE Lufkin LINE

JANUARY • FEBRUARY, 1958  
Volume 33 • Number 1

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COVER: Skinner & Kennedy Co., St. Louis, Mo.

OPPOSITE PAGE: "Winter River" Esther Henderson Photo  
Tucson, Arizona

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Virginia R. Allen, Editor

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# Highway to Yukon Adventure

LEFT: This signpost at Mile Zero marks the starting point of an exciting highway adventure through Canada's North Country

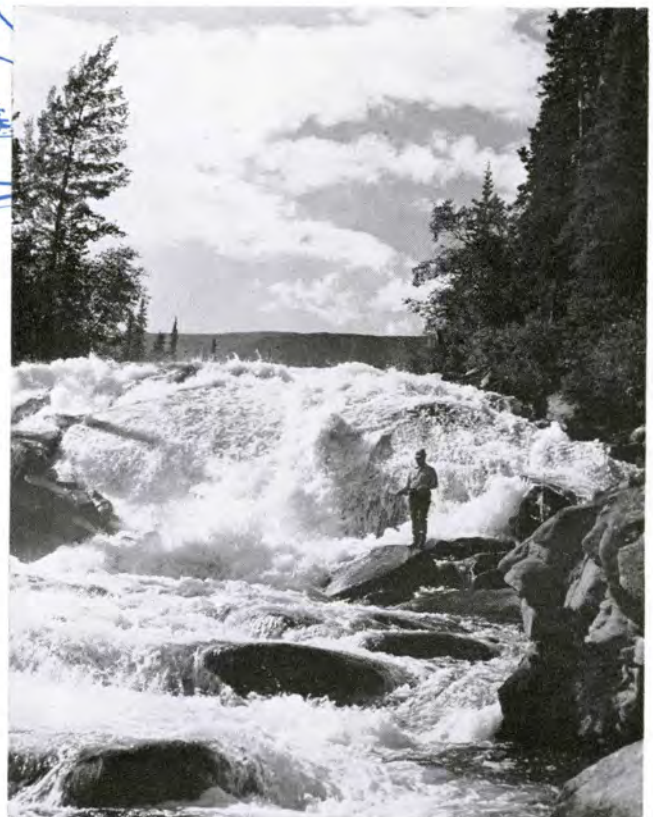
Gar Lunney Photo



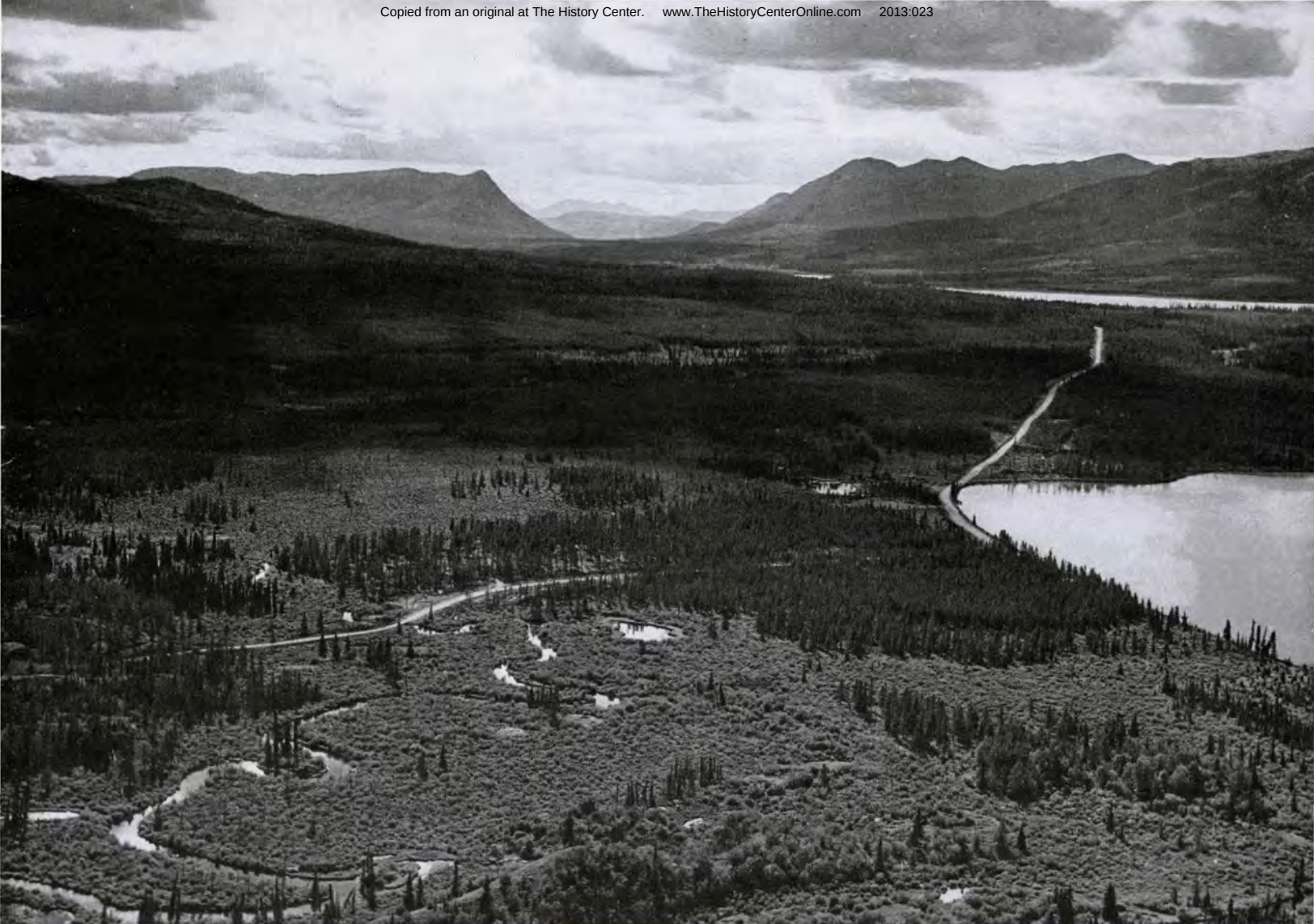
**I**F YOU have taste for adventure and like driving through wilderness country almost untouched by the hand of man, then a wonderful journey awaits you along the Alaska Highway.

It's a long trip—1,523 miles from Mile "0" at Dawson Creek, British Columbia to Fairbanks, Alaska—but the highway ranks high on the list of world renowned vacation routes. Some 1,221 miles of the road lies in Canada.

With Edmonton as your starting point, it's 375 miles to Dawson Creek, B. C. where the road proper starts. From here you'll penetrate a land of mystery and enchantment. You'll drive through a densely forested Rocky Mountain region, past silent, tree-lined lakes, along spruce and birch-clad river valleys where the only sign of habitation is small outposts, mining projects and highway construction camps.



AN angler tries his luck at Otter Falls, mile 996, one of many excellent fishing spots on the Highway



**FOREST** and rugged mountains surround the numerous waterways that lie along the Alaska Highway

It's an exciting, rugged land, rich in scenic beauty, and remote from civilization; and it's a sportsman's paradise.

For anglers, fishing in the swift running streams, and in the clear, icy northern lakes is a superb sport. You may stop along the way and try your luck with fighting Arctic grayling, northern pike, pickerel, lake trout and giant rainbow trout; and in season the hunter will find moose, deer, bear and other big game in abundance.

Key to a successful and carefree highway vacation in the Yukon is careful planning. Schedule your trip along the Highway for the period from June to October. At other times of the year you may experience extreme winter cold and during spring thaws, driving is sometimes uncomfortable and difficult for a pleasure trip. The road, however, is open all year long.

The Alaska Highway is not a paved road, but a

gravelled all-weather highway on which dust conditions are bound to be encountered in dry weather. The road alignment, grades and sight distances are good and it is possible to average an ordinary day's driving on the Highway. You can also plan on having up to 20 hours of daylight in this country during the summer period.

Mosquitos may be encountered in some areas but if you carry a supply of some of the modern repellents, they won't mar your trip in any way. It's best to remember, too, that nights in the northern mountain regions can be quite cool, even in mid-summer, so if you're planning on camping along the Highway, come prepared with a set of blankets and some warm clothing.

Hotels, stores, meals, gas, oil and repairs are available at convenient stops along the entire route, and if you like to camp out there's plenty of opportunity, including ten prepared camp-grounds with



**TRAVEL** in the Yukon Territory provides countless vistas of breathtaking scenery for camera enthusiasts

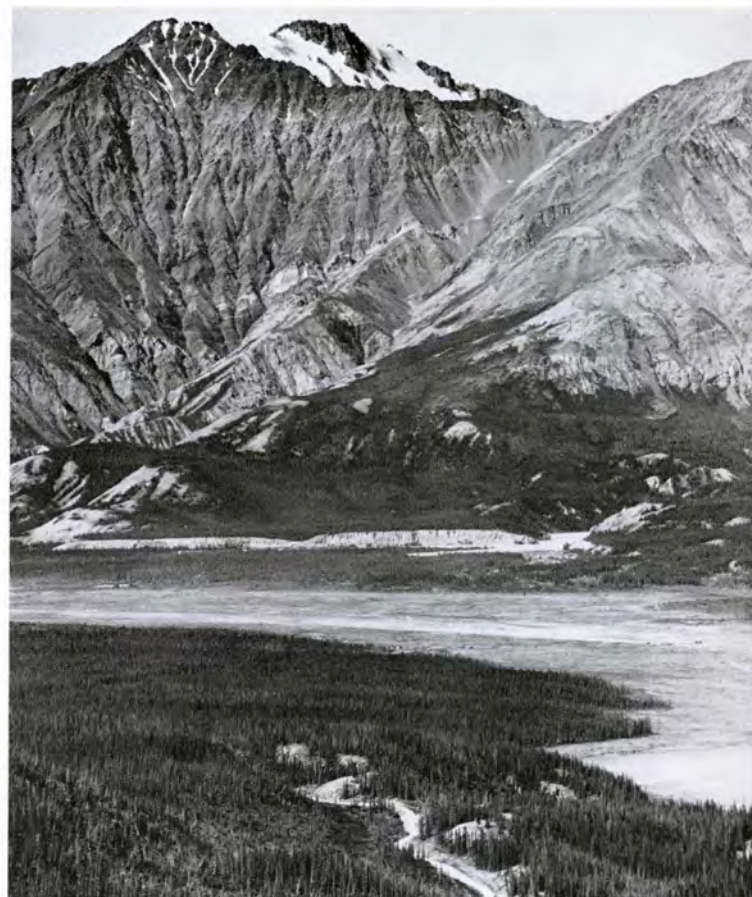
cooking and other facilities in the Yukon section.

Let's take a look at some of the exciting things to see along the Highway. At Fort Nelson, the road winds through the most northerly extension of the Rocky Mountain range, climbing to the highest point on the route at Summit Lake, Mile 392, where the elevation is 4,156 feet.

Hot springs bubble out of the ground in the vicinity of Toad River Gorge and the Liard River, nearly 500 miles north of Dawson Creek. Hence the Indian legend of "Paradise Valley," enshrouded in mystery and abundant with tropical flowers and vegetation.

If you're a camera enthusiast, take plenty of color film, for the scenic splendor of the Alaska Highway is perhaps unsurpassed anywhere in the world. Views of exceptional beauty may be seen at Muncho Lake in the Canadian Rockies, Teslin Lake near Whitehorse and the north side of the great St. Elias range. Teslin Lake, at Mile 804, bears the Indian word for "long," and winds for 85 miles between snow-scarred cliffs. It was once part of the Klondike Trail.

Whitehorse, capital of the Yukon, and center for communications and mining, combines the conveniences of a modern city with all the color and



**SHROUDED** in dense forest, the Alaska Highway winds beneath snowcapped mountains in the Yukon



At mile 837, the Alaska Highway crosses the Tetlin River in Canada's fabulous Yukon Territory

excitement of a bustling frontier community. Visitors can see the unique Indian burial ground north of the city. Some of the graves are covered by small houses, in which dishes, tobacco, pipes and other items are often placed in the belief that the spirits might return.

Near Whitehorse, too, are Takhini Hot Springs; the Steamer Yukoner, one of the last of the Gold Rush flotilla; Miles Canyon, where traces of the old wooden tramway rails used in the gold rush days to by-pass Whitehorse Rapids, still remain. A suspension bridge across the canyon gives visitors a chance to view the rushing waters at close range.

At Mile 1083 the Highway skirts Destruction Bay, famous for the number of boats wrecked there during the gold rush days. The Million-Dollar Mile, Mile 1454, is so called because it was surfaced with the tailings from the fabulous gold strikes on Tenderfoot Creek.

An alternate route from Whitehorse to Alaska passes through Dawson City and is always a rewarding experience. The famed center of the Klondike Gold Rush, has many reminders of this earlier time. You'll see the Royal Alexandra Hotel,

the Nugget Dance Hall, the ruins of Klondike City and the old Northwest Mounted Police barracks. You can visit the placer workings in the Klondyke River Valley, or climb the mountain known as "Midnight Dome" for a spectacular panoramic view of the region.

In Dawson and Whitehorse visitors shop for such delightful handicraft items as delicate ivory carvings, jewelry fabricated from raw gold panned in nearby creeks, or unusual pieces of Indian beadwork.

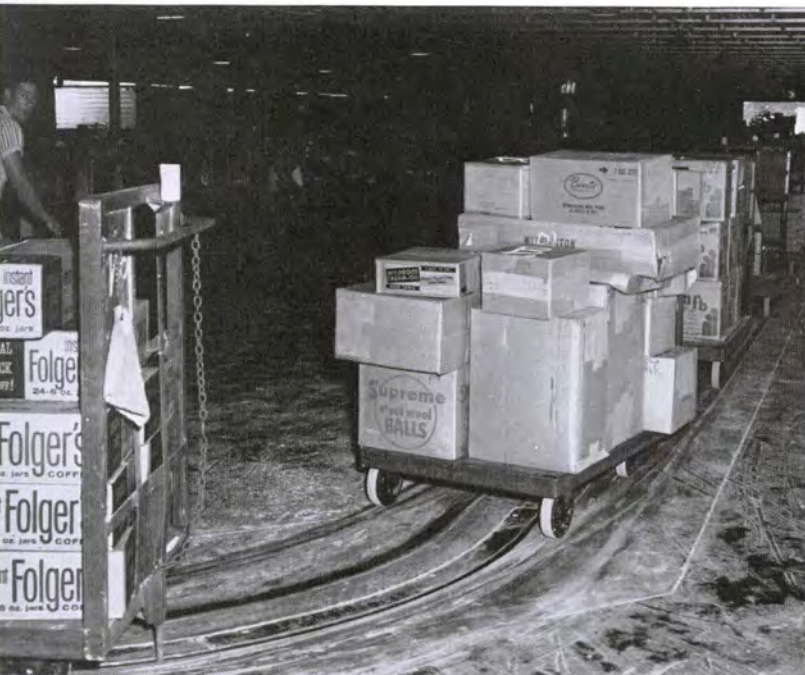
The Alaska Highway has all the ingredients required for a memorable vacation—miles of spectacular scenery, fish and game in abundance, and good accommodation dotted at convenient intervals. It's a journey that will take you to the top of the world.

For further details write to the Canadian Government Travel Bureau, Ottawa, Canada, for a special "Alaska Highway" booklet, which gives detailed information on accommodation, camp sites, road conditions and regulations, and contains many helpful suggestions to make your vacation trip through the Yukon an enjoyable one.



THREE hundred passenger cars and an equal number of trailer vans can be parked on terminal's grounds

# RED BALL TERMINAL



FOUR-wheel carts, electrically driven, handle tons of freight daily on the mechanized loading docks

**E**FFICIENT, dependable motor transportation is the key to a dynamic economy. No other form of transportation is as versatile or as responsive to changing requirements of commerce and industry as is the highway transportation system.

Although all motor freight lines are efficient—as evidenced by the increasing use of motor freight—there are a few whose leadership in business methods, customer service, and human relations set the pattern for the entire industry.

One such progressive freight line is the Red Ball Motor Freight, Inc.

Red Ball was founded in 1927 by Henry English when he began hauling freight between Lufkin

and Houston, Texas. Today, Mr. English is known throughout the nation as a successful businessman and an outspoken defender of the free enterprise system.

Since its founding in 1927, Red Ball has outgrown four freight terminals in Houston and the line has expanded until it serves nearly a thousand communities in Texas, Louisiana, Oklahoma, Arkansas, New Mexico and Colorado. The Houston terminal, opened in 1956, is among the most modern and largest of any motor freight terminal in the nation.

Red Ball's Houston activities are centered on twelve acres of choice industrial property, all of which is asphalted for trouble-free traffic movement in all weather conditions. It is only a few minutes from the heart of down-town Houston and within easy reach of new super freeways which surround the city.

Customer and employee parking is provided on company property—off city streets—for three hundred passenger cars. An equal number of trailer vans can be stored within the company's yards.

Sixty-six Lufkin "bob-tail" trucks stay busy picking up and delivering freight at the customer's door. Three telephone operators take incoming calls and relay messages to city delivery drivers with powerful two-way radios.



W. M. MOSS, Terminal Manager

## ...A Trucking Industry Showplace

Freight shipments, billings, and other necessary records are moved quickly to the proper clerk through vacuum tubes where high speed billing machines record each transaction with the accuracy of a bank teller.

Handling of freight shipments is facilitated by electrically driven cables which pull hand carts around the loading docks from pick-up trucks to departing Lufkin Cube King trailers or from incoming vans to city delivery trucks. Unusually heavy shipments are loaded with the aid of fork-lift trucks or over-head cranes.

Red Ball believes its highway equipment is an important advertising media. Virtually all of its truck-trailers are the latest and most modern Lufkin aluminum vans.

As a dramatic demonstration of Red Ball's endorsement of Lufkin products, Henry English recently placed an order for two hundred and ten Lufkin Cube King trailers—the largest single order ever placed by a Texas motor freight line and the largest single order ever received by the Lufkin Foundry & Machine Co., manufacturers of the famous Lufkin Trailers.

Red Ball's Houston terminal has all the facilities for keeping this equipment in top condition. Its modern spray-paint shop stays busy keeping trucks and trailers freshly painted. High pressure sprays and automatic brushes require less than fifteen minutes of one man's time to completely remove road film, dirt, dust and mud from the largest van. Two grease pits, including the best

lubrication equipment, keep all of Red Ball's trucks and trailers ready for the road.

Fully equipped shops are capable of complete repairs, overhauls, or modifications of trucks and trailers.

But, physical facilities are not the only asset of the Houston Red Ball organization. Indeed, skilled personnel is the key to this organization. More than 200 drivers, mechanics, dock crews, administrative and clerical employees form a close-knit team which handles more than one thousand separate freight shipments in and out of the Port City every 24-hours.

Typical of the friendly Red Ball team is terminal manager W. M. Moss. Like so many men associated with the company, Melvin Moss has been with the organization for many years. He knows the motor freight business from the point of origin to final destination. He believes the motor freight industry is more than just another good business; he believes it is an exciting adventure and a few minutes visit with him leaves no doubt as to his affection for Red Ball.

"Red Ball has the finest transportation team in the industry," he says, "and I believe we have the



THESE two grease pits house modern lubrication equipment to keep Red Ball's fleet in peak condition



**GROUND**s around the terminal are clean, orderly, and attractive, invoking compliments from neighbors

top drivers, dock crews, mechanics and administrative people in the business right here in Houston. It's our goal to keep it that way."

Red Ball is a participating member of the chambers of commerce and other civic organizations of its principal terminal cities, but Red Ball's public relations efforts go much farther than this. Henry English long ago laid down the policy of being a good neighbor and a responsible citizen for his company.

A few years ago when word was circulated that Red Ball had purchased property in Houston for the present terminal, many of the neighboring residents were not so sure they wanted a busy motor freight carrier as a next-door neighbor.

However, in less than one year after the terminal opened, the neighborhood was proud of the new neighbor. They liked the clean, attractive headquarters building. They liked the friendly atmosphere surrounding the Red Ball activities, and they liked the respect Red Ball displays for adjoining property owners.

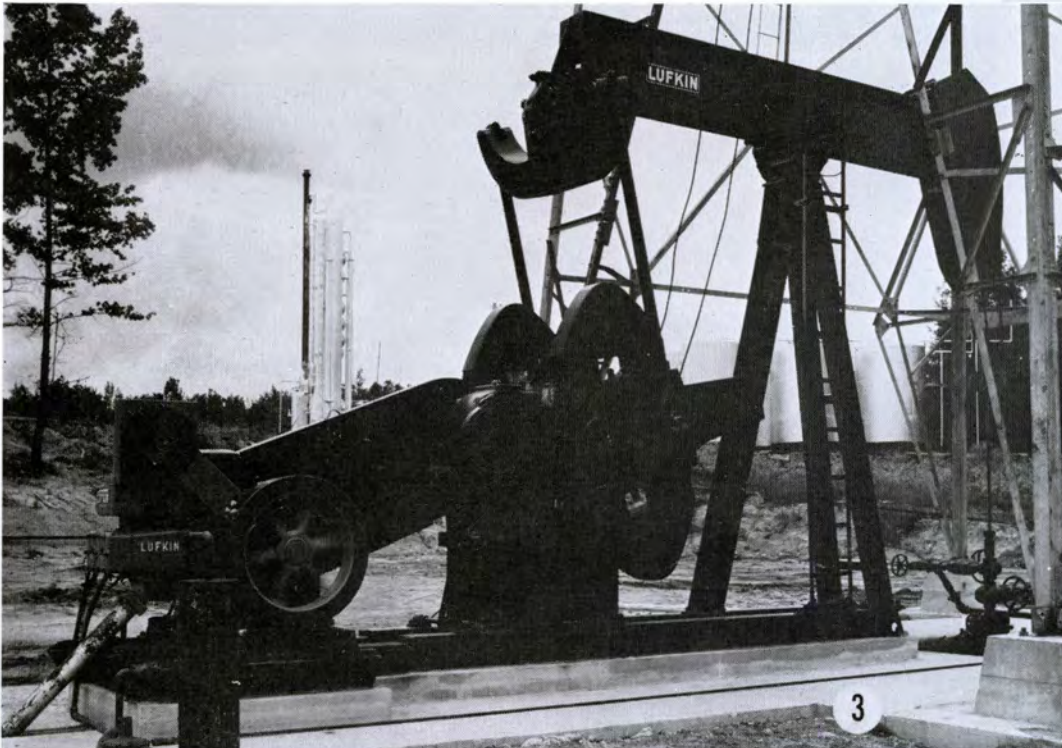
In fact, the pastor of an across-the-street Baptist Church has called upon the terminal manager to express the appreciation of the members of his church for the outstanding Red Ball spirit. The Church's primary Sunday school class, representing younger residents of the neighborhood, presented the terminal personnel with an inscribed Bible as an expression of friendship.

That Bible is proudly displayed at the terminal building and frequently used by the staff during their business day. No more convincing testimony could be given to the high character and good faith of Houston's Red Ball organization.

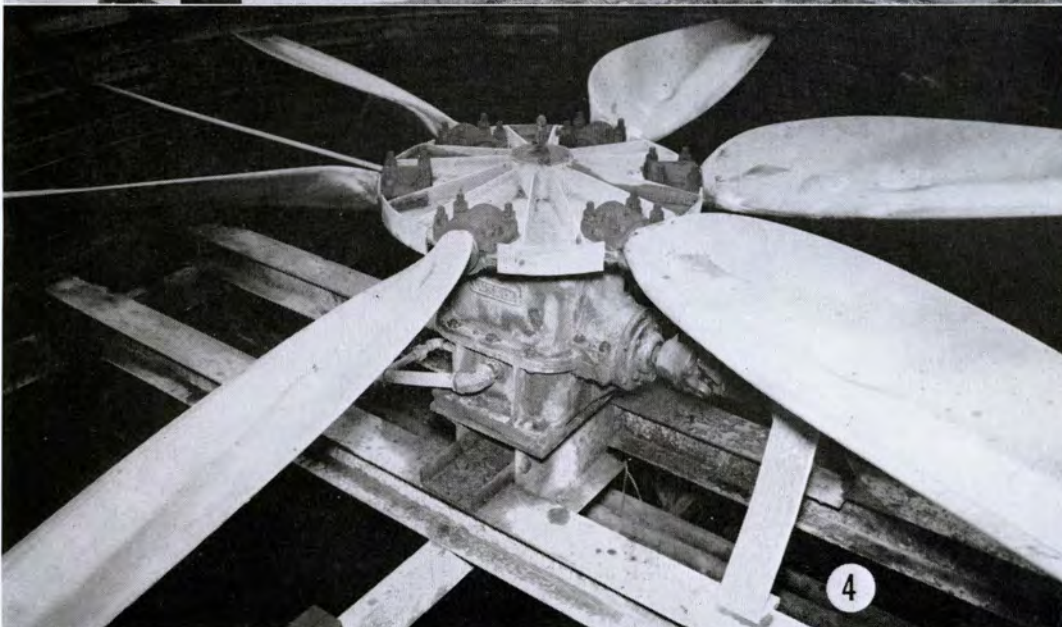
The Red Ball organization can justly be proud of its Houston terminal, as is all of the motor freight industry. From its air-conditioned sleeping quarters for out-of-town drivers, complete with recreation room, to the many modern Lufkin Cube King aluminum vans which move in and out of the terminal yards, the Houston headquarters for this progressive service organization is one of industry's show places.

# LUFKIN

## *installations*



- 1 LUFKIN C-228D  
Corporation, Big
- 2 LUFKIN C-320D-  
Engine, McAlester
- 3 LUFKIN C-160D  
Gas Engine, Al  
Quachita Count
- 4 LUFKIN VB-100  
American Oil Co
- 5 LUFKIN C-320D  
Eunice, New Me
- 6 LUFKIN C-114D  
Katz Field.





8D-74-19.9 Pumping Unit, Amerada Petroleum  
Big Lake, Texas.

DD-74-27 Pumping Unit with LUFKIN H-795 Gas  
ester Fuel Company, Lewisville, Arkansas.

DD-64-23 Pumping Unit with LUFKIN HC-333B  
Alice Sidney Oil Company, Snow Hill Field in  
nty near Smackover, Arkansas.

00 Cooling Tower Gear, at a refinery of the  
Company, El Dorado, Arkansas.

DD-120-25 Pumping Unit, Gulf Oil Corporation,  
Mexico.

DA-54-15 Pumping Unit, Carey & Christopher,





# MOUNT MAZAMA'S *Rhapsody in Blue*

PHANTOM Ship, eerie craft of stone, rides at mysterious anchor on the blue depths of Crater Lake in southern Oregon

By Dolores B. Jeffords

**S**URROUNDED by cliffs of variegated and vivid hues which emphasize its intense, deep blue, Crater Lake, high in Oregon's Cascade Mountains presents a scene of exquisite loveliness and tranquility—in ultimate contrast with its origin in the fury of a volcano which erupted with such violence that it destroyed itself.

Mount Mazama, of which only the shattered base remains, is claimed by scientists to have risen in a gigantic cone 12,000 feet high, which collapsed into itself, to be ejected in torrents of lava as the mountain was consumed by its own fires. Its entire

upper part disappeared, leaving a deep caldera 20 square miles in area.

Rainfall and melting snow formed the lake, which, without inlet or outlet, is maintained at an almost unvarying level by the nearly exact balance between precipitation, seepage and evaporation. It is almost 2000 feet deep—the deepest lake in North America; and because of this depth, despite its altitude of over 6,000 feet above sea level, it never freezes beyond the formation of the lightest crust of skim ice.

Adding to the fascination of the lake itself are



**8100-FOOT Hillman Peak** stands as one of the sentinels along 35-mile Rim Drive around Crater Lake

its two mysterious little islands, both of which are reached by launch and row-boat. Wizard Island is a miniature volcano, rising 763 feet above the lake, with a crater 400 feet in diameter and 90 feet deep. The Phantom ship is a lava formation suggesting an old-time sailing vessel. Tall shafts of lava, and the foliage of evergreens, create, at a distance, the illusion of masts and rigging. From certain angles and in certain lights the ship seems to vanish, as if it were indeed a phantom. At other times it stands out sharp and clear, its reflection riding the quiet waters beside it. On moonlight nights it becomes a mystic dream ship, sailing a silver sea.

At the south end of the lake is Rim Village, headquarters of the national park, where there are visitor accommodations, in the Lodge and in cabins. Several public campgrounds have ready access to the lake by park roads. From June 15 to September 19 stages operate from Rim Village to Klamath Falls and Grants Pass, and the roads



**THIS** unusual picture of Wizard Island looks across the lake toward Mt. Scott. Park was founded in 1902



**CRATER LAKE LODGE**, open from mid-June to mid-September, offers accommodations to Park visitors



**LLAO ROCK**, part of the rim of Crater Lake, forms a majestic backdrop for visitors driving in the Park

south and west, respectively, to these places are maintained as all-year roads. Oregon Highway 62 curves through the park, connecting with U. S. 97, which passes east of the park, and with U. S. 99 to the west.

Although Crater Lake's principal tourist season is in the summer, the park is open all year, and winter sports are encouraged.

The lake, to which fish were not native, has for many years been stocked with rainbow trout and silversides, adding the sport of fishing to the scenic attractions. The daily limit is 12 fish to each person, and no license is required.

Rim Drive, a 32-mile paved highway circling the shoreline, reveals the lake from different angles in a veritable parade of entrancing views, as well as a changing panorama of the rugged surrounding countryside. Forests of somber hemlocks alternate with meadows of wildflowers. Great peaks tower majestically above the strange wild waste of Pumice Desert, from which rise scattered volcanic cones. From Cloudcap the view extends far south,



**VISITORS** by the score marvel intently at the deep reflections and vivid blueness of Crater Lake

across Klamath Lake and Basin, to California's glistening Mount Shasta.

Mazama Rock, a great block of yellow lava streaked with red, standing over 60 feet high on the lake's rim, is a natural overlook affording a view of the entire lake. This section of the Drive displays some of the most brilliantly colored rock strata in the circle of cliffs. Llao Rock, named for a legendary Indian god supposed to inhabit the lake, also forms a broad, flat lookout above the highest vertical cliff on the rim.

Loftiest of the mountains surrounding the lake is Mount Scott, 9,000 feet elevation, surmounted by a fire lookout station. The Watchman, too, has a fire lookout. These and other soaring peaks are reached by trails, for climbers seeking higher views.

Among the interesting sights of the park are The Pinnacles—weird needles of pumice, some standing 200 feet high, in the canyon of Wheeler Creek, near the eastern entrance. Similar pumice formations, resembling slender spires and fluted col-

umns, may be seen in Sand Creek Canyon, and in Godfrey's Glen in Annie Creek Canyon.

Of special interest to botanists is Castle Crest Garden, where the alpine flora of the region may be examined and studied. Exhibits of fresh and pressed flowers are displayed, throughout the summer months, at the Information Building in Rim Village. Also through the summer, the National Park program includes free guide service, on trails, boat trips and motorcades, as well as naturalist discussions of the flora, fauna, and geology of the region, and evening programs at the lodge and community house.

Although much of the northern part of the area is occupied by Pumice Desert and its buttes and craters, the 250 square miles of the park afford innumerable beauty spots, with little silvery streams splashing over rocks, and virgin forests covering the scarred slopes of Mount Mazama. It is an appropriate and lovely setting for the sensational beauty of the wide blue lake, reposing amid towering lava cliffs in the heart of the dead volcano.



Front row, left to right: JOE DUDENHOEFFER, El Paso Natural Gas Co., Farmington, N. M.; ROY BAUER, Pan American Petroleum Co., Farmington; J. A. THORNBURGH, Continental Oil Co., Wichita Falls, Texas; ED CHILTON, Magnolia Petroleum Co., Electra, Texas; L. A. LITTLE, Lufkin. Second row, left to right: NAE STONE, British-American Oil Co., Farmington; J. E. WILLIAMS, The Texas Co., Wichita Falls; SAM CURTIS, Lufkin; C. A. WOOLEY, Humble Oil & Refining Co., Wichita Falls; COOPER RICHARDS, Lufkin. Back row, left to right: RON DOZIER, Shell Oil Co., Farmington; G. W. NICHOLS, Lufkin's Farmington representative; ROBERT BRUCE and JOHN FINCHER, Lufkin; ERNEST SLAUGHTER, Wichita Falls



Left to right: E. F. THOMAS, Sun Oil Co., Lafayette, La.; L. A. LITTLE, Lufkin; BOB BRUCE, Lufkin; J. F. CREWS, Atlantic Refining Co., Lafayette; W. H. BROWN, Forest Oil Co., Lafayette; B. C. BURNETTE, Lufkin's Lafayette representative; FRANK WIGGS, Esso Standard Oil Co., New York; J. O. CLARK, Jr., Drew Cornell, Inc., Lafayette



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Magnolia Petroleum Company  
Electra, Texas



J. A. JONES  
Magnolia Petroleum Company  
Electra, Texas



Left to right: J. W. MARLOWE, Texas Eastern Transmission Corp.; JOE JOHNSON, Weeks Supply Company; R. W. NIX, J. B. Beard Company; CARROL WILLIAMS, Southwestern Gas and Electric Co., all of Shreveport, La.

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Magnolia Petroleum Company  
Burkburnett, Texas

DICK McEWEN  
General Petroleum Corporation  
Santa Fe Springs, California

C. R. ADAMS  
Magnolia Petroleum Company  
Electra, Texas

J. A. DURHAM  
Magnolia Petroleum Company  
Burkburnett, Texas



# HOTS

*Lufkin Cameraman*



Left to right: FRANK LYTE, Phillips Petroleum Co., Bartlesville, Okla.; JOHN FINCHER, Lufkin; H. H. MULLER, Lufkin's Tulsa representative; TAYLOR HOOD, manager, Gas Engine dept., Lufkin; RAY HEFNER, Phillips Petroleum Co., Bartlesville; D. A. REID, Lufkin's Mid-Continent Division manager, Tulsa; GLEN HEBARD, Phillips Petroleum Co., Bartlesville



B. F. PATTERSON, left, The Texas Company; D. W. ATKINS, Ohio Oil Company, both of Shreveport, Louisiana  
BOB TURNHAM, left, Lion Oil Company; L. C. DOTSON, Rosett Engineering Service, both of Shreveport, Louisiana



Left to right: JOHN FINCHER, Lufkin; OLIVER McKAY, Lufkin's Great Bend representative; JOHN LUTTIG, Atlantic Refining Co., Great Bend, Kansas; A. S. MARKEN, The Texas Company, Great Bend; COOPER RICHARDS, Lufkin; JIM EBERL, Magnolia Petroleum Co., Great Bend; OLIVER KERR, Continental Oil Co., Great Bend



Left to right: J. W. ODEN and V. E. LONG, both with Arkansas Fuel Oil Corp., Shreveport, La.; SAM CURTIS, sales trainee, Lufkin; NORMAN SLACK, W. L. Somner Co., Shreveport; C. W. WILLIAMS, Southwestern Gas & Electric Co., Shreveport; ROY GREENSMITH, Texas Eastern Transmission Co., Shreveport



Left to right: BOB DAWSON, Lion Oil Company, Shreveport, Louisiana; L. A. LITTLE, sales manager, Lufkin; M. L. WILKINSON, secretary, Lufkin; BOB TURNHAM, Lion Oil Company, Shreveport; T. A. BANTA, Lufkin's Shreveport representative; PAUL BLISS, Lion Oil Company, Shreveport; and JOHN RAGSDALE, Lion Oil Company, Shreveport

H. C. CARROTHERS  
General Petroleum Corporation  
Santa Fe Springs, California

WILLIAM WOODROOF  
General Petroleum Corporation  
Santa Fe Springs, California

C. E. LUNDBERG  
Magnolia Petroleum Company  
Burkburnett, Texas

WALTER BOYD  
Tidewater Oil Company  
Los Angeles, California

L. H. SHOOPMAN  
Magnolia Petroleum Company  
Electra, Texas





Front row, left to right: LOY ALLEN, Gulf Oil Corp., Penwell, Texas; SAM CURTIS, sales trainee, Lufkin; BYRON KEIL, Wilson Exploration Co., Odessa, Texas; J. D. RICHARDS, Gulf Oil Corp., Oklahoma City; CHARLES DYER, Lufkin's Okla. City representative; HERB CHRISTNER, Continental Oil Corp., Okla. City. Back row, left to right: ERNEST SLAUGHTER, Lufkin's Wichita Falls, Texas, representative; JOHNNY FINCHER, sales trainee, Lufkin; ROBERT GIBBS, Lufkin's Odessa representative; BOB BRUCE, sales trainee, Lufkin; CURTIS BELDING, The Texas Company, Andrews, Texas; CECIL ROBERTSON, Gulf Oil Corp., Penwell; JIM HANKINSON, Magnolia Petroleum Co., Burkburnett; CHARLES UNDERLINER, Magnolia Petroleum Co., Electra; TREKA JONES, Gulf Oil Corp., Okla. City; L. ALBRIGHT, Sohio Petroleum Co., Okla. City; and DAVE BISHOP, sales trainee, Lufkin.



Left to right: M. M. BAUMAN, E. B. ETHERIDGE, LEONARD FRANKLIN, and W. N. LUMKIN, all with Magnolia Petroleum Company, Falfurrias, Texas; JOHN SWANSON, Lufkin's Corpus Christi representative; SAM CURTIS, sales trainee, Lufkin



more

CAPT. FRANCIS O. PORCHE  
Bauer-Smith Dredging Company  
Port Lavaca, Texas



Left to right: J. D. BRADLEY, Lufkin Foundry, Lufkin; H. A. COKE, Amerada Petroleum Corp., Tatum, New Mexico; MARION HIGHTOWER, Lufkin's Hobbs, New Mexico representative; GENE THOMAS, Amerada Petroleum Corp., Tatum, New Mexico; C. Q. VANDERGRIFF, Shell Oil Company, Tatum; BOB BRUCE, sales trainee, Lufkin; COOPER RICHARDS, Asst. sales manager, Lufkin; JACK JUMPER, Lufkin's Corpus Christi representative; BUDDY McCALLEY, The Texas Company, Freer, Texas; GLEN PRIBBLE, Shell Oil Company, Devine, Texas; L. A. LITTLE, sales manager, Lufkin; FRANK RICE, Shell Oil Company, Freer; VAN T. GIFFORD, Shell Oil Company, Devine, Texas



E. E. COMSTOCK, left, FRED MORATH, center, and C. R. SMITH, all with Continental Oil Company, Electra, Texas



Left to right: KEN STIMPSON, Continental Oil Co., Benavides, Texas; ROY MOORE, GEORGE CROSBY, both with Continental Oil Co., Corpus Christi; JOHN SWANSON, Lufkin's Corpus Christi representative; R. B. STEPHENSON, Continental Oil Co., Benavides, Texas



Left to right: O. P. HICKS, H. E. MAZZARE, C. L. MAIER, all with Lone Star Steel Co., Lone Star, Texas; M. L. SMITH, Arkansas-Louisiana Gas Co., Shreveport, La.; R. M. POWELL, Convair, Ft. Worth, Texas; CARL PEPPARD, Lufkin

Left to right: VARDEMAN JOHNSON, Lufkin; C. J. TURNAGE and WALTER STRICKLAND, both of Superior Iron Works, Shreveport, La.; J. D. DELANEY, Trailmobile



Left to right: FRANK ELLIS, Gulf Oil Corp., Shreveport, La.; F. H. CHOATE, United Gas Corp., Shreveport; L. A. LITTLE, Lufkin; JOHN DENHOLLEN, A.L.G., Shreveport, La.



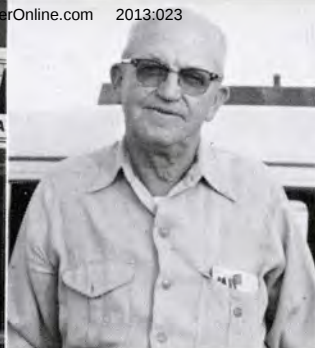
MARTIN NEWELL  
Tidewater Oil Company  
Los Angeles, California



MARTIN McCOY  
John C. Bowers Company  
Shreveport, Louisiana



C. W. CHACHERE  
Gulf Oil Corporation  
Shreveport, Louisiana



RUSS HANKS  
Tidewater Oil Company  
Bakersfield, California



PAUL KENNEDY  
Tidewater Oil Company  
Bakersfield, California

## SNAPSHOTS



BILL BEEBE, left, Beebe Trucking Company, HOMER HOWARD, center, and C. B. MILLS, both with Lion Oil Company, all of El Dorado, Arkansas



Left to right: JIM WILLIAMS, The Texas Company, Midland, Texas; JOHN FINNEY, Lufkin; GEORGE HENSON, Lufkin's Midland representative; MILTON KIHNEMAN, The Texas Company; BILL GREEN, Shell Oil Company; GENE HARPER, The Texas Company; all of Midland, Texas



BOB ARNOLD, left, LEE BULLOCK, center, REG ORR, all with Carter Oil Company, Magnolia, Arkansas

Left to right: JIM ALEXANDER, WINK BLEDSOE, SAM McCLEESE, BILL LEACH, H. L. ABERCROMBIE, CHARLEY UNDERRINER, all with Magnolia Petroleum Company, Electra, Texas



Front row, left to right: TOM EVANS, Magnolia Petroleum Co., Hobbs, N. M.; SANDY BONNELL, McAlester Fuel Co., Tatum, N. M.; HAROLD LUCCHI and FRANK McCOLLUM, both with Cities Service Oil Co., Hobbs, N. M. Back row, left to right: JAY CHRISTENSEN, Magnolia Petroleum Co., Hobbs, N. M.; NORMAN CARR, Atlantic Refining Co., Denver City, Texas; L. A. LITTLE, Lufkin; R. L. LANGSTON, Atlantic Refining Co., Denver City; MARION HIGHTOWER, Lufkin's Hobb representative; JOHN FINNEY, Lufkin



Back row, left to right: J. L. WHITE, RICHARD STAUFFER, JOHN STRAYHORN, H. T. HUNNEWELL. Front row, left to right: F. R. MIDKIFF, F. D. MUSSON, J. J. ALEXANDER, MARSHALL SHELTON, all with Magnolia Petroleum Company, Electra, Texas



Left to right: T. A. BANTA, Lufkin's Shreveport representative; H. S. ELDER, Arkansas Fuel Oil Corp., Shreveport; L. A. LITTLE, Lufkin; H. E. MAYES, Arkansas-Louisiana Gas Co., Shreveport; W. T. CROWDER, Lufkin's Kilgore representative



**We're Sorry...**

**T**HE LUFKIN LINE regrets that a mistake occurred in the last issue of the magazine in the Snapshot section. Two engraving plates were interchanged, resulting in the mistaken identity of several individuals. We apologize for this error, and are carrying the pictures herewith correctly identified.



**A. J. KELLY**  
general manager  
Esso Standard Oil Company  
New York, New York



**B. A. WARREN**  
assistant general manager  
Esso Standard Oil Company  
New York, New York



Left to right: **B. F. WIGGS, W. J. PEDDIE, W. J. GLUCKERT, J. F. DELLAGIARINO**, all with Esso Standard Oil Company, New York, New York



**J. C. MOORE**  
Esso Standard Oil Company  
New York, New York



**G. M. DUNNET**  
Esso Standard Oil Company  
New York, New York



Left to right: **G. G. BENEDICT, V. F. McKAY, V. F. ERWIN, W. S. DAVIES**, all with Esso Standard Oil Company, New York, New York



## **TRAILER DIVISION Sales Conference**

The Annual Sales Conference of the Trailer Division of Lufkin Foundry & Machine Company was held the last week in January with some 60 branch office representatives and local employees attending. C. W. (Lefty) Alexander, sales manager, conducted the three-day sessions, with reports from the various sales offices indicating an increase in sales volume for 1957 over 1956.

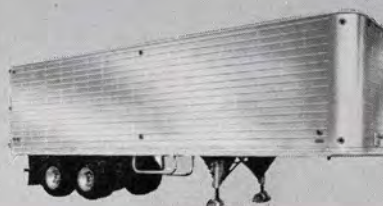


## **OILFIELD DIVISION Sales Conference**

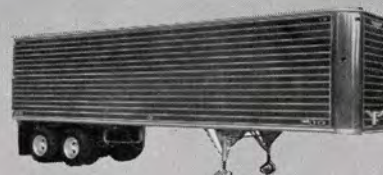
The Oilfield Division held its Annual Sales Conference the second week in January with sales representatives from all offices in the United States, Canada and South America attending. L. A. (Pete) Little, sales manager, conducted the four-day sessions.



**MODEL MV (Special)**  
CUSTOM BUILT DROP FRAME VAN



**MODEL ALV**  
ALL ALUMINUM VAN



**MODEL FVLA**  
COMBINATION STEEL & ALUMINUM

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**DEFINED... MEANS**

**Diversification**

**For Every Purpose ...  
A MODEL MANUFACTURED,  
DESIGNED, AND  
ENGINEERED TO**

*Allow You ...*

- 1 PERFORMANCE**
- 2 DEPENDABILITY**
- 3 LOW FIRST COST**
- 4 SAFETY**
- 5 LIGHTWEIGHT**
- 6 APPEARANCE**
- 7 LONG LIFE**
- 8 MINIMUM MAINTENANCE**

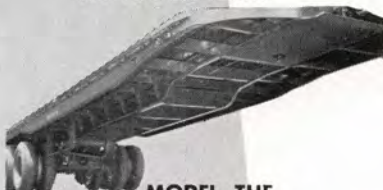
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you get all the above features  
in one package**



**MODEL TBF-G**  
LIGHTEST WEIGHT  
GRAIN TRAILER



**MODEL TBF**  
ALL PURPOSE FLOAT



**MODEL THF**  
HEAVY CENTER—FRAME  
ALL PURPOSE FLOAT



**MODEL TOF**  
STANDARD OIL FIELD  
FLOAT—50,000 LBS.



**MODEL TBF-C**  
STURDY LIVESTOCK TRAILER



**MODEL TOP**  
PIPE AND POLES



**MODEL FVL**  
LIGHTWEIGHT—ALL STEEL



**MODEL OVL**  
LIGHTWEIGHT—OPEN—  
TOP ALL STEEL



**MODEL OVLA**  
LIGHTEST WEIGHT ALUMINUM  
OPEN TOP



**MODEL MV**  
DROP FRAME WAREHOUSE  
AND MOVING VAN



**CUSTOM-BUILT  
TANDEM DROP FRAME**



**MODEL TOF-H**  
HEAVIEST-DUTY OIL FIELD  
FLOAT 80,000 & 100,000 LBS.

## **LUFKIN TRAILERS.**

**DIVISION OF LUFKIN FOUNDRY & MACHINE CO.**

**FACTORY: LUFKIN, TEXAS • Phone 3-4425**

**BRANCHES AND SALES OFFICES** { **HOUSTON • DALLAS • ODESSA • SWEETWATER • WACO**  
**CORPUS CHRISTI • SAN ANTONIO • LUBBOCK • SHREVEPORT**

# the **LUFKIN** formula

**FOR SELECTING THE RIGHT  
PUMPING UNIT FOR YOUR WELL . . .**



$$S_p = 35E + \sqrt{F^2 + M^2} + Q + P_e + f_{max}$$

**E** - EXPERIENCE, YEARS.

**F** - MODERN MANUFACTURING FACILITIES

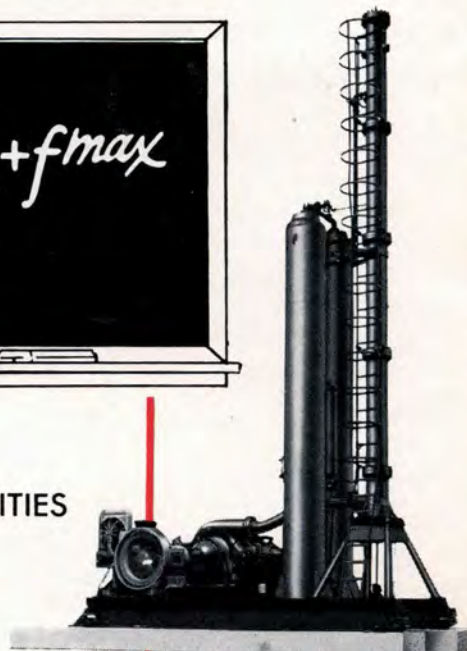
**M** - UP TO DATE METHODS

**Q** - BEST QUALITY MATERIALS

**P<sub>e</sub>** - SOUND ENGINEERING PRACTICE

**f<sub>max</sub>** - LARGE SAFETY FACTORS.

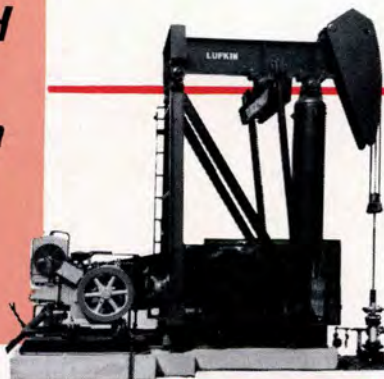
**S<sub>p</sub>** - SUPERIOR PUMPING UNITS



**HYDRAULIC**



**CRANK BALANCED**



**AIR BALANCED**



**BEAM BALANCED**

***There's always a standard  
LUFKIN unit with the  
right combination of beam  
capacity, counterbalance  
and peak torque  
for your well . . .***

# Lufkin

**FOUNDRY & MACHINE COMPANY**  
**LUFKIN, TEXAS**

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Midland • Pampa • Wichita Falls • Los Angeles • Bakersfield • Effingham • Casper • Denver • Sidney • Great Bend  
Oklahoma City • Seminole • Tulsa • New York • Maracaibo, Venezuela

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