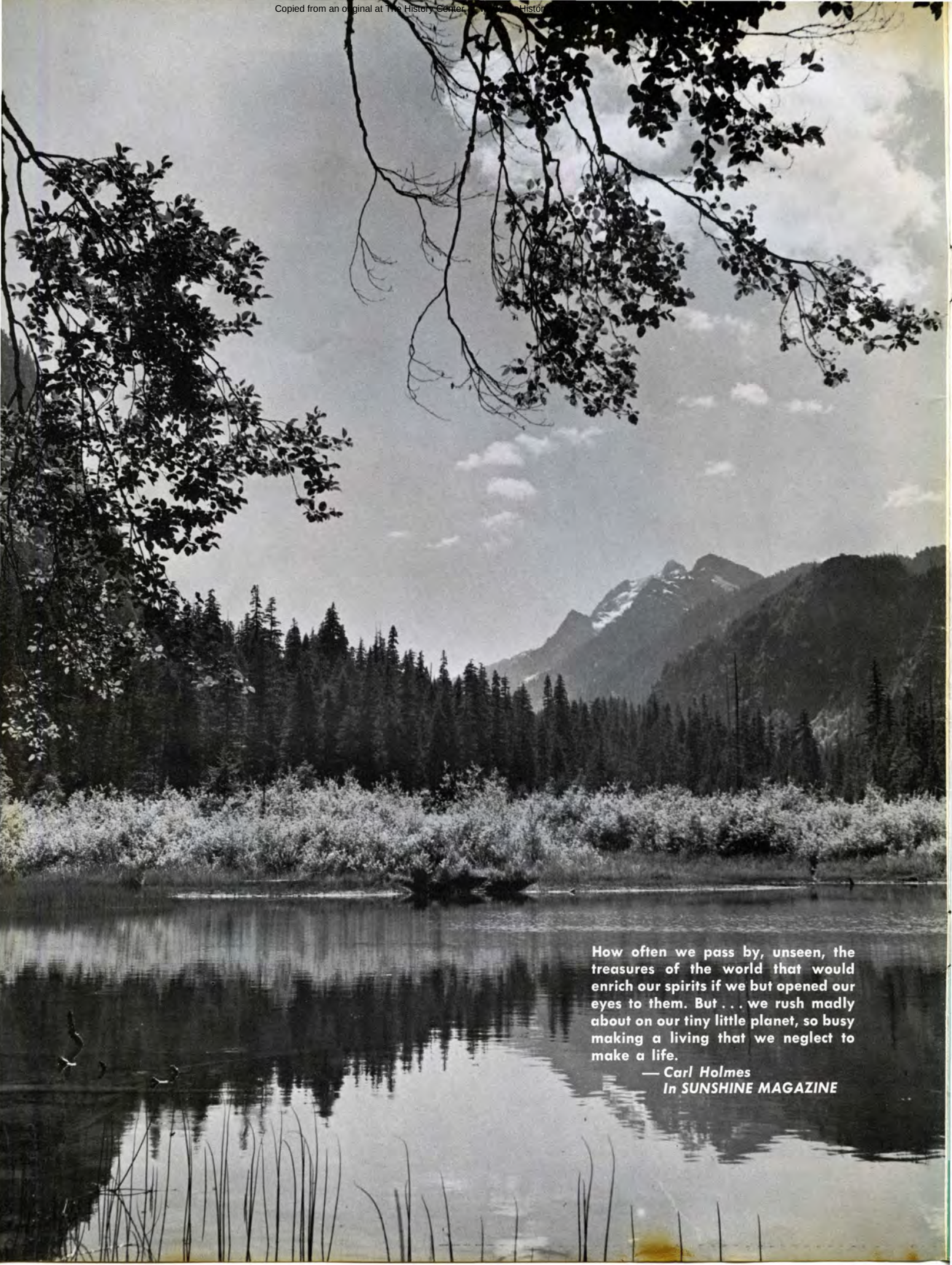


Bob Palank
Eng.



THE *Luffkin* LINE

JULY-AUGUST • 1958



How often we pass by, unseen, the treasures of the world that would enrich our spirits if we but opened our eyes to them. But . . . we rush madly about on our tiny little planet, so busy making a living that we neglect to make a life.

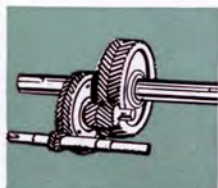
— Carl Holmes
In *SUNSHINE MAGAZINE*



OIL FIELD PUMPING UNITS

THE *Lufkin* LINE

GEARS FOR INDUSTRY



JULY • AUGUST, 1958
Volume 33 Number 4

Published to promote Friendship and Good Will
with its customers and friends and to advance the
interest of its products by the Lufkin Foundry &
Machine Company, Lufkin, Texas.

Virginia R. Allen, Editor

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OPPOSITE PAGE: Monte Cristo Lake in the heart
of the Cascade mountain wilderness
east of Everett, Washington.

—Photo by Eric Wahleen

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

MACHINERY DIVISION

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2500 Parker Lane
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Phone: FAirview 7-3563

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3701 Ridgewood Road
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Phone: OXFord 5-0460

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Phone: FEderal 7-8649

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Phone: REgent 6-4521

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2017 Mary Ellen
P. O. Box 362
Phone: MOhawk 4-2401

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Route 4
Phone: 34

SHREVEPORT, LOUISIANA
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P. O. Box 673
Phone: 5-3451

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Phone: LAkeside 3-8919

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P. O. Box 5731, Bossier City
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Phone: BELmont 4-4460

TULSA, OKLAHOMA
2618 East 6th St.
Phone: WEBster 2-9631

WACO, TEXAS
1800 LaSalle St.
Phone: PLaza 4-4705

EXECUTIVE OFFICES
& FACTORY
Lufkin, Texas
Phone: NEptune 4-4421
C. W. Alexander,
Sales Manager

LUFKIN FOUNDRY & MACHINE
CO., INTERNATIONAL
c/o Remolques Venezolanos,
C. A. Anaco
Apartado 4168
Puerto La Cruz,
Estado Anzoategui,
Venezuela

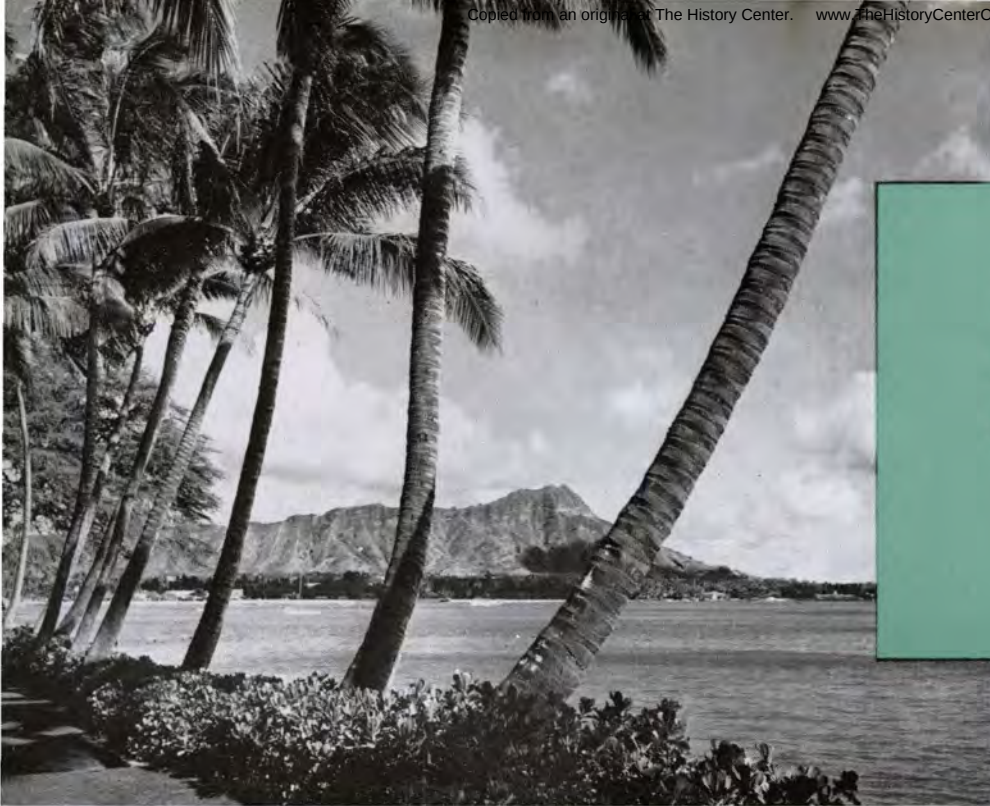
Maracaibo, Venezuela
Av. 17 Los Haticos
No. 128-60
Apartado 93

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& FACTORY
Lufkin, Texas
Phone: NEptune 4-4421

L. A. Little, Vice-President
and Oilfield Sales Manager
C. D. Richards, Assistant
Oilfield Sales Manager



TRAILERS FOR EVERY HAULING NEED



Journey to Paradise

By V. J. FAWCETT

ANCIENT Diamond Head crater above Waikiki is Hawaii's trademark.

—Photo Courtesy Hawaii Visitors Bureau

SO, you've been to Switzerland, seen the Alps, visited Monte Carlo, and gazed at the blue Mediterranean, while waiting for your number to show up at the Roulette wheel. Or, maybe you've drifted along one of those canals in romantic Venice, while a gay gondolier sang his heart out and the stars twinkled brightly to the strains of "O Solo Mio," or maybe you've been to Turkey and marveled at mosques and minarets, of harems and Hilton's Hotel Istanbul. And these are all wonderful. But, if it's warm, friendly hospitality you seek, in surroundings of tropical delight, and a longing to let down and relax without a care in the world, a trip to Hawaii is sure to bring solid satisfaction.

Every year as vacation time rolls around, it's the same old problem, where to go—what to pack. Of course, it's easy if Las Vegas is your destination—there's only one thing to pack—money.

To the mountains, one must pack loads of hiking, camping and fishing gear; to the desert, gallons of iced tea and sunburn lotion; but to Hawaii, there's no passport, no exchange problem. To all of your friends back on the Mainland, there's no limit to the number of crates

of pineapple you may ship them, nor to the bundles of glazed sugar-cane for all the kiddies, and the orchids grow wild.

Just pack the swim fins, some shorts, dig out that old ukelele, and you're on your way to the dreamiest, craziest vacation ever. Oh yes, and bring money; it always helps. And just before the boat docks at Honolulu Harbor, everyone gets a lei—some get several. Be ready for this gracious old Hawaiian custom. They bring the leis aboard while the Matsonia glides slowly toward the harbor entrance. Strong emotions seem to emerge. Then early one morning, after 4½ days at sea, suddenly it has all come true.

"There's Diamond Head," calls out some landlubber. "Hey, look at those guys diving for coins off the Starboard," yells another. Take a firm grip on the children, this coin-diving looks so easy and it's raining money over shipside. Many are tempted.

"Sweet Lailani," "Aloha Oe," "Beyond the Reef," and many other melodious Hawaiian selections fill the air while welcoming parties start pouring aboard from launches and tug boats. Our ship has been invaded by a host of lovely native Hawaiian Hula girls, and bedlam seems to break loose when they start passing out their leis. They say that even the most seasoned veteran travelers find this delirious, enchanting hospitality a new thrill—never to be forgotten.

While many folks fly to and from the Islands in 8½ hours each way, they miss the first-time voyagers' joy of seeing the verdent, tropical beauty of these islands coming gently into view, just as their discoverer saw, old Captain Cook and his crew, back in 1778.

Also, passengers aboard ship get free hula lessons. And there's bingo and horse-racing, and fun on the poop-deck, which they don't have on planes.



THESE Polynesians represent three schools of dance, from left, Hawaiian, Tahitian, and Samoan.

—Photo Courtesy Hawaiian Visitors Bureau



V. J. FAWCETT, Lufkin's West Coast representative, stands by concession pondering how to talk Lufkin into opening an Industrial Gear Division at Waikiki.

After it's all over, however, and time and money have run out, the best thing to do is swing aboard a Pan Am or United Trans-Pacific airliner and head for home fast (non-stop)—and get back to the snake pit, work like a fiend, make more money, and do it all over again!

Some personal recommendations from this traveler's observations and fond memories of a year ago, in addition to just lounging on the beach, include:

1. The Hawaiian Village Hotel, Waikiki. Best suited of all hotels to informal living in authentic tropical surroundings. Handy to the beach, and a well-run schedule of activities for children and adults—sail-boat rides, outrigger canoeing, dancing, luaus—all kinds of fun.
2. Best night club entertainment and a gourmet's buffet, (economical), the Waikiki Sands.
3. For formal dinner-dancing, good music, and service out of this world, it's the Royal Hawaiian Hotel. Atmosphere unexcelled.
4. Visit to the Outer-Islands—package deals include air transportation, lodging, meals, tours, sight-seeing. Competent, good natured Hawaiian guides will show you active volcanoes, wild orchids, fern grottos, the Pali, cane and pineapple plantations, and many other attractions.

However long a vacation time will permit on the islands, few will differ with the famous words of appraisal by Mark Twain, "The loveliest chain of islands that lie anchored in any ocean."

In between the arriving and the leaving of Aloha land, lots of people come home with an entirely fresh outlook on life. It's a contagious way of life in the Islands which is unmistakable, the friendliness of the native folk, the gentleness of the trade breezes, the flowers, and the volcanic mountain ridges, and perhaps best of all, an old Hawaiian philosophy which is summed up in one expression—"Hana Malia." Literally translated—"Hana" means work, and "Malia"—to hell with it!



BEAUTIFUL Coco Palms Hotel on Kauai was used for many scenes in the movie, "South Pacific."



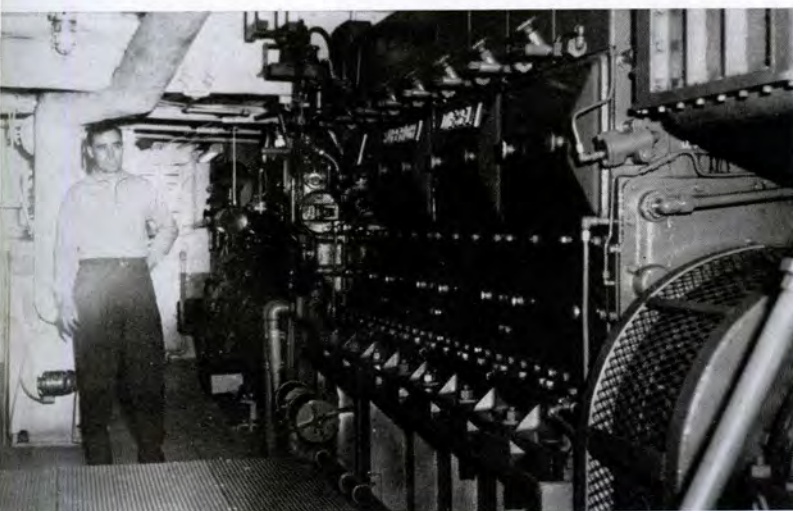
ROYAL Hawaiian Hotel on the beach at Waikiki.
Photo Courtesy Matson Lines

WAIKIKI'S skyline has been changed by Henry J. Kaiser's building of the new Hawaiian Village.
—Photo Courtesy Hawaiian Village





THE Linda Brooks backed by the Chicago skyline.



Engineer Albert Cattoni stands beside one of the engines in the Linda Brooks. A Lufkin Marine Gear can be seen in the right hand corner of the photo.



THE Linda Brooks tug incorporates the latest developments in marine engineering for handling tows.

LUFKIN *on the Great Lakes*

TWO more Lufkin Marine Gear installations are aboard handsome tugs plying the Great Lakes. Late in April, the tug Linda Brooks was christened for duty on Lake Michigan and the Illinois Waterway and tributaries, and the tug R. H. Goode was put into service on the Great Lakes.

The Linda Brooks, owned by the Brooks Liquid Transport, Inc. was built in Houston, Texas by Parker Brothers and Company. It incorporates the latest developments in marine engineering for maximum efficiency in handling large tows on both rivers and lakes. It is powered by two 800 hp. Superior Model 40-M5X-8 Diesel engines, manufactured by the White Diesel Engine Division of The White Motor Company.

Completely equipped with Westinghouse Air Brake pilothouse controls, the engines turn the twin screws through Lufkin Foundry and Machine Company reduction gears.

In the hydraulically powered retractable pilot-house—a “must” for operators in the Chicago



THE R. H. Goode, of Dunbar and Sullivan Dredging Co. of Detroit, was converted from steam to diesel.

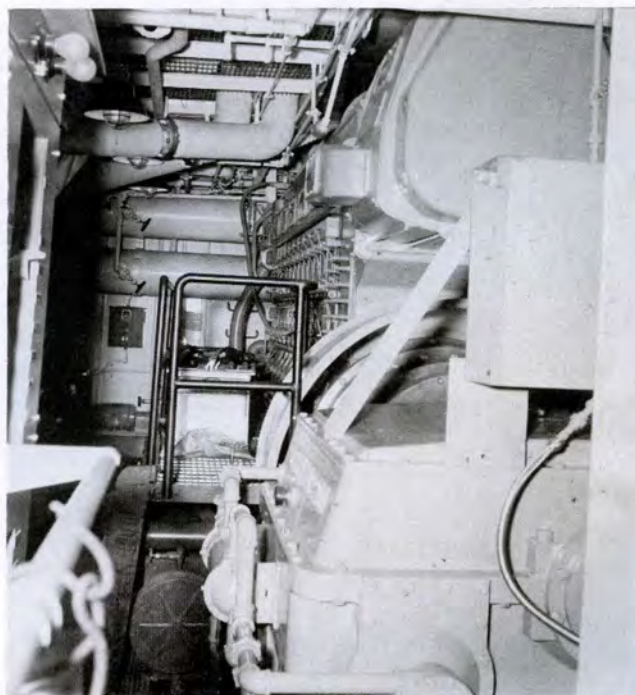
RIGHT: Looking forward in the engine room, one can see the Lufkin Model LM 2200 Marine Gear and the Fairbanks Morse 38D-8 $\frac{1}{8}$ O.P. 10-cylinder diesel.

low-bridge area—are to be found a console, in which all vital controls are centered, and many modern electronic navigation aids. Probably inspired by the newest automobiles and, so far as is known, unique, is the set of push-button controls for starting and stopping the main engines with a flick of the finger. Direct reversing permits the engines to be switched from full speed ahead to full speed astern in less than three seconds.

The hull of the Linda Brooks, 89 by 26 feet with 7 $\frac{1}{2}$ -foot draft, has a river boat-type stern and a tug-type bow. The former is designed to give the tug ease of handling and the latter, along with heavy underplating, to facilitate navigation in rough and icy waters. A large towing winch on the stern, with 1200 feet of steel line, is controlled from within the deckhouse. Other deck winches are hydraulically controlled.

The Linda Brooks, which boasts air-conditioned crew quarters, will provide faster and more efficient towing service for industries using waterborne transportation on both Lake Michigan and the Illinois Waterway and tributaries.

The tug R. H. Goode was converted from steam to diesel power by the Defoe Shipbuilding Company of Bay City, Michigan. One Lufkin Model LM 2200 reverse and reduction marine gear with 36-inch Wichita clutch and driven by a Model 38D-8 $\frac{1}{8}$ O.P. Fairbanks Morse 10-cylinder opposed piston engine is installed in the tug. Owned by Dunbar and Sullivan Dredging Company of Detroit, the R. H. Goode plies the Great Lakes.

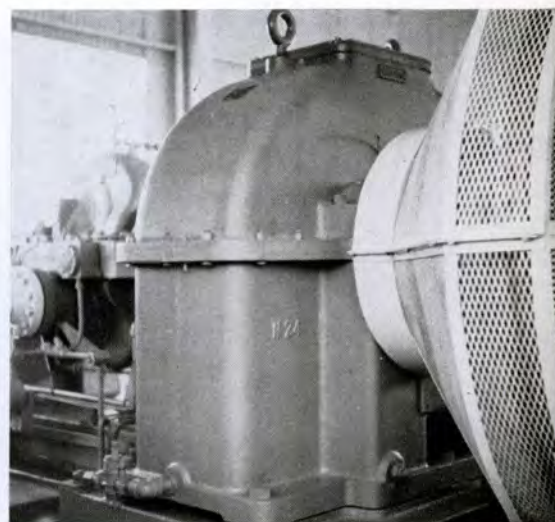


BELOW: This is the Lufkin Model LM 2200 Reverse and Reduction Marine Gear showing Wichita clutch on forward end and air controls on the aft end.





THIS is Junction Pump Station, gathering point of coastal and San Joaquin Valley crudes for delivery to Oleum Refinery.



AT Junction Station is this Lufkin N-2412A High Speed Increaser.



Left to right: Clayton Longfellow, senior engineer; William M. Conley, superintendent, Northern Division Pipelines; Theo. A. Gould, Jr., district foreman; all at Coalinga Station control room.

THE UNION OIL PIPELINE *Story...*

By V. J. FAWCETT

FORTY-NINE years ago—July 29, 1909, to be exact—Union Oil Company of California laid pipe for a major trunkline. A gathering system brought crude from California's San Joaquin Valley oil fields to the Junction Pump Station near Blackwell's Corners in the Valley, and oil was pumped westward over the coastal mountain range to Avila.

Avila, located in San Luis Obispo County on the California coast, is Union Oil's Northern marine tanker loading terminal. Crudes from the Company's coastal producing properties are also delivered into this pioneer line.

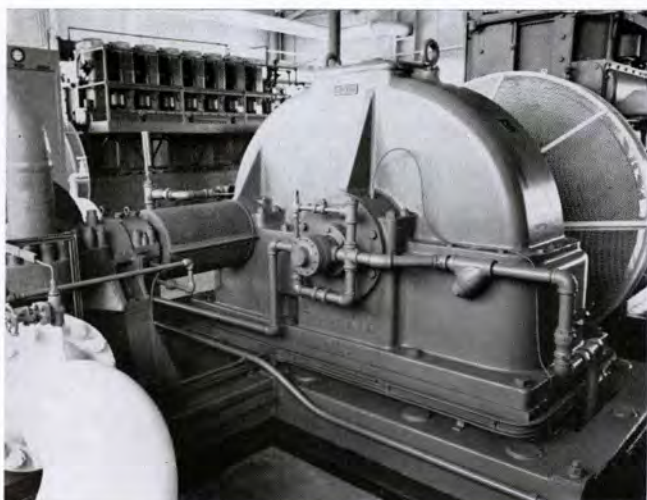
A fleet of tankers operating under the Union Oil flag, received their cargo at Avila, and sailed either north to the Oleum Refinery on San Francisco Bay, or south to San Pedro, Union Oil's Los Angeles Refinery.

Now, with the completion of the Junction-Coalinga-Patterson-Oleum Pipeline system, all this is changed. Tankers no longer make the Avila Oleum run.

Instead, an inland "river" of oil, in the form of a new combination 12" and 16" pipeline, flows northward through California's fertile central valley. Tributaries of the main line bring crude from coastal and San Joaquin Valley areas. From their confluence at Junction Station, the "river" flows for a distance of 225 miles to Oleum Refinery. Making record time, the new line was completed in approximately four months at a cost of over twelve million dollars. First shipments commenced about May, 1957. And, to satisfy the hunger of Union's Oleum Refinery, present flow is 85,000 barrels per day.

Bill Conley, superintendent, Northern Division Pipelines, a Union Oiler of 40 years service, is proud of his pipeline system. From its infancy, Mr. Conley has seen its steady and vigorous growth, to become one of the world's most modern and efficient transportation systems, and has contributed greatly to that development.

Lufkin is proud, too, to be a participant in the growth



At Coalinga Pump Station is this Lufkin N-3010A High Speed Gear Increaser rated at 1000 HP. High Speed shaft turns at 3600 RPM.



Assistant Superintendent Dutch Van Harreveld and Foreman Leo Anderson help keep the system up to optimum efficiency.

of Union Oil's pipeline systems. Installed at Coalinga Station are three Lufkin type N-3010A High Speed Gear Increasers, ratio 6.74 to 1, rated 1000 HP each.

At Patterson Pump Station, 100 miles to the North, an identical installation of three engine-gear-pump assemblies are in operation. Driving into the Lufkin Gears are Enterprise Engines, Model No. GSG-8, fueled with natural gas, transmitting 1000 HP at 532 RPM. Compression ratio of engines is 10.9 to 1.

Bingham Pumps are driven at speeds as high as 3600 RPM. All pumps are Bingham 10 x 10 x 12½ MSB 2-stage centrifugals, and are connected in series.

At Junction Station, a seventh Lufkin installation is in service. Our type N-2412A, transmitting 810 HP, ratio 6.45 to 1, is driven by Enterprise Engine Model No. DGSG-6, and at gear output speeds up to 3400 RPM drives Bingham's Centrifugal Pump Model 6 x 8 x 12½ MSB 3-stage.

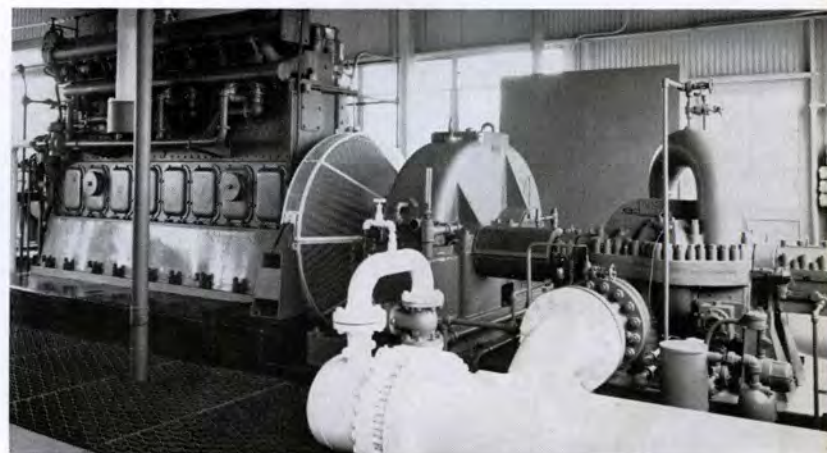
Automation plays a very important role in the operation of a new pipeline. Patterson Station is designed to operate unattended, remotely controlled from Coalinga Station.

Starting and stopping of its three pumping units is achieved with Control Corporation supervisory equipment over a company-owned microwave system. Ultimately, the Coalinga Station, together with Patterson, may be remotely controlled from Junction Station.

Construction of a major line such as the Junction to Oleum system requires the teamwork of many individuals: E. L. Hiatt, vice-president in charge of Transportation and Supply; J. H. Robinson, manager of Pipelines and Communications; S. D. Taber, manager of Engineering and Construction; D. J. (Dutch) Van Harreveld, charge of construction; Leo Anderson, field co-ordinator and liaison; and many others contributed to the completion of this project.

Ehrhart and Associates, engineers, Los Angeles, in their capacity as contracting engineers, contributed materially to the design of the Oleum pipeline system.

San Luis Obispo is headquarters for Union Oil's Northern Division Pipeline System.



Identical installations at Coalinga and Patterson Pump Stations, three pumping units per station in series. Interposed between engine and pump is Lufkin N-3010A High Speed Gear Increaser.



Coalinga Pump Station boosts oil northward to Oleum at 85,000 barrels per day.



SCHEDULED for opening late this year is this beautiful Tidewater Oil Company building. It is a six-story structure with a 10-story central tower. Designed for additional height to 12 or more stories, it has a three-level basement providing parking for 400 cars

S N A P



with



HEADQUARTERS for The Texas Company's operations throughout eight western states is this 12-story building in Los Angeles, opened April 21, 1958



VERN TAYLOR,
Standard Oil Company,
Taft, California



LEE ARMSTRONG,
Atlas Supply Company,
Bakersfield, California



ROLAND CECIL,
Tidewater Oil Company,
Bakersfield, California



Front row, left to right: J. D. BRADLEY, Lufkin Foundry, Lufkin; W. T. CROWDER, Lufkin representative, Kilgore, Texas; R. C. KILCHENSTEIN, NORMAN KINGSBURY, H. H. BARBER, J. J. BRESENHAM, all with Magnolia Petroleum Co., Kilgore. Second row, left to right: D. E. PERKINSON, C. P. LATTING, J. P. PHILIP SMITH, ROY DEVLIN, JIM REICHARD, JOHN B. WELLS, all with Magnolia Petroleum Co., Kilgore. Back row, left to right: WAYNE DEBEHNKE, Lufkin Foundry, Lufkin; JIM BOSWELL, Bill HUSKY, both with Magnolia Petroleum Co., Kilgore; EDDIE HILL, FRED GRIFFIN, both with Lufkin Foundry, Lufkin

JIM RENNELS
Richfield Oil Corporation
Bakersfield, California

EARL MELVIN
General Petroleum Corporation
Taft, California

JACK BOLTZ
Union Oil Company
Bakersfield, California



A. D. HENDERSON, left, Standard Oil Company, Taft, Calif., and G.E. HENDERSON Lufkin's representative, Los Angeles, Calif.



SHOTS

the Lufkin Cameraman



Right: New 12-story Union Oil Center complete with shops, banking and parking facilities for 1600 cars, opened March 31, 1958, Los Angeles, California



Left to right: L. A. LITTLE, vice-president, Lufkin Foundry; GEORGE JAMES, American Overseas Petroleum Co., New York; BILL LYLE, The Texas Company, Liberty, Texas; JIM MORROW, Texas Petroleum Co., Bogota, Colombia; BERNARD COPE, American Overseas Petroleum Co., Bahrain; TOM BOWERS, Lufkin representative, Houston; SAM LYONS, Texas Petroleum Co., Caracas, Venezuela; RICHARD SNYDER, Texas Petroleum Co., Caracas; JOE RANDOL, Lufkin representative, Houston; BILL SAWYER, Texas Petroleum Co., Liberty, Texas; TED McLEAN, Texas Petroleum Co., Bogota, Colombia



Left to right: SAM CURTIS, L. A. LITTLE, BRYAN McCARTY, all with Lufkin Foundry, Lufkin; R. D. LANE, Pan American Oil Co., Tulsa, Okla.; ALEX TODASCO, ELVIN WATKINS, both with Pan American, Brownfield; H. G. BROWN, Shell Oil Company, Denver City, Texas; COOPER RICHARDS, Lufkin Foundry, Lufkin; HANK BURNETT, Lufkin representative, Odessa, Texas; RALPH CRAVENS, Shell Oil Company, Seminole, Texas



THE new Superior Oil Company building in Los Angeles opened January 14, 1957

BOB BECKWITH,
Standard Oil Company,
Taft, California

LYNN WARUM,
General Petroleum Corporation,
Taft, California

BILL GOULD,
Tidewater Oil Company,
Bakersfield, California



H. H. BLAIR, independent producer, Great Bend, Kansas



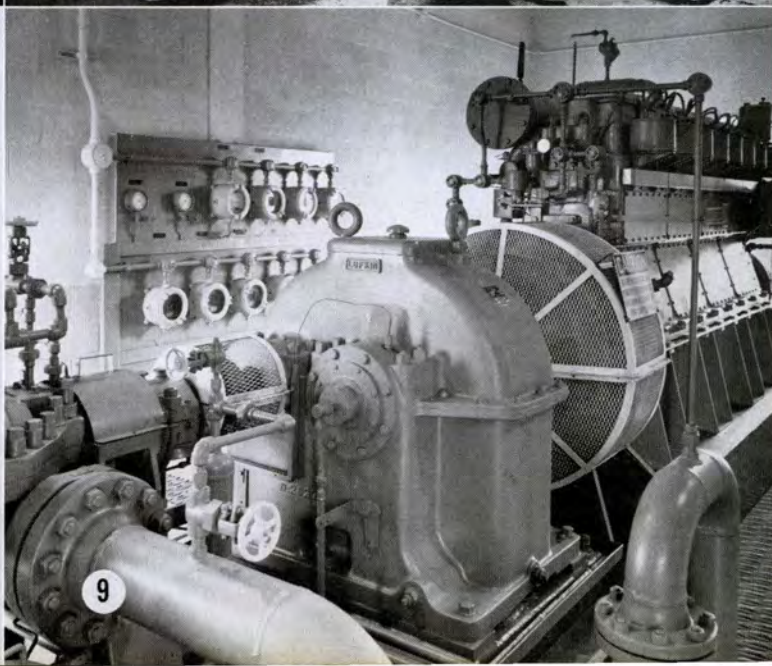
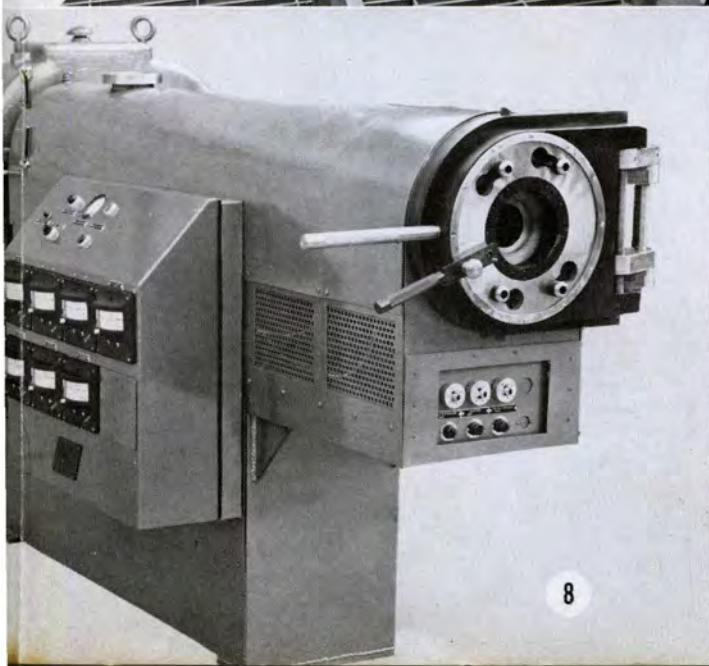
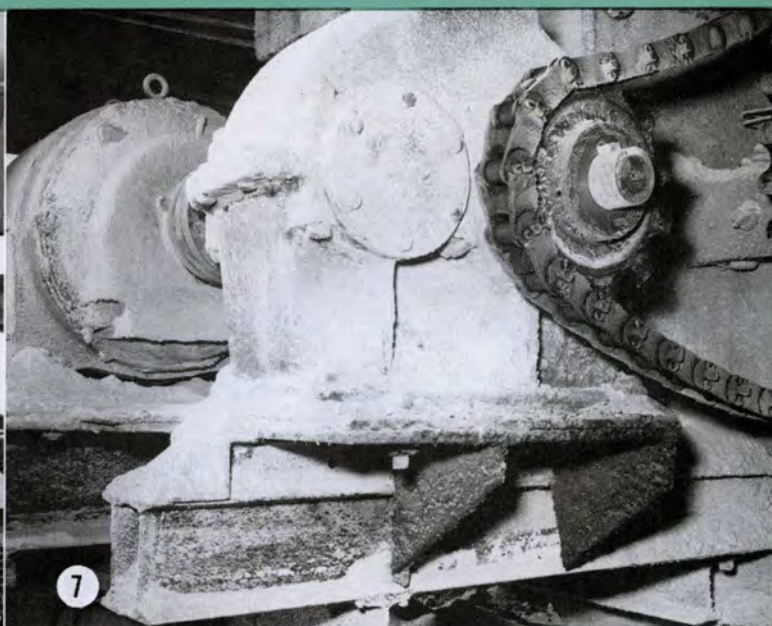
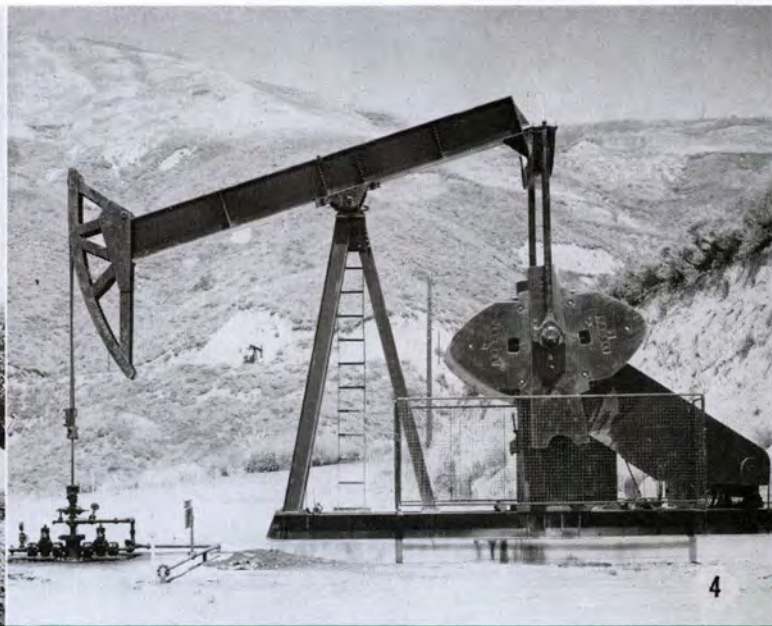


LUFKIN INSTALLATIONS



- 1 LUFKIN C-228D-74-23, Humble Oil & Refining Company, in cotton patch, Rosedale Field, near Bakersfield, California.
- 2 LUFKIN C-160D-64-23, Union Oil Company, Stearns Lease, Brea, California.
- 3 LUFKIN C-114DA-64-14, Union Oil Company, with Carl Frazer, Lufkin's Bakersfield representative, surrounded by corn field on Galloway Lease near Bakersfield, California.
- 4 LUFKIN C-640DB-120-30, Continental Oil Company, Rincon Lease, Ventura County, California.
- 5 LUFKIN C-320D-120-25, Continental Oil Company, Seal Beach, California.
- 6 LUFKIN 115-VB SPIRAL BEVEL GEAR REDUCER installed on Magma Cooper Company's cooling tower, Tiger, Arizona.
- 7 LUFKIN S-105A REDUCER installed on Borax Dryer for American Potash & Chemical Corp., Trona, Calif.
- 8 LUFKIN D-220 REDUCER driving three ½" plastics extruder, Electrophysical Engineering Company, Orange, California.
- 9 LUFKIN S168A HIGH SPEED GEAR INCREASER for Norwalk Station, Union Oil Pipeline, Southern Division, California.







Front row, left to right: W. W. TROUT, president, Lufkin Foundry; DON WILLIAMS, Seaboard Oil Co., Midland, Texas; BILL YOUNG, Seaboard Oil Co., Sweetwater, Texas; AL WALSH, Seaboard Oil Co., Midland; DAVID BISHOP, Lufkin representative, Houston. Second row, left to right: SAM CURTIS, Lufkin Foundry, Lufkin; BILL SUMMER, DON GREGG, both with Seaboard Oil Co., Lamesa, Texas. Back row, left to right: GEORGE HENSON, Lufkin representative, Midland; JIM LINE, Seaboard Oil Co., Big Spring, Texas



JACK STAIR
Union Oil Company
Bakersfield, California



JOE SKEETERS
Lufkin service man
Bakersfield, California



Left to right: MILTON WALTHER, COOPER RICHARDS, BAYO HOPPER, all with Lufkin Foundry, Lufkin, Texas; BOB AGNEW, Humble Oil & Refining Co., Houston; ED FREUND, Tennessee Gas Transmission Co., Houston; FRED GRIFFIN, Lufkin Foundry, Lufkin; T. L. BOWERS, Lufkin representative, Houston; JACK GOLDBURN, Imperial Oil Company, Calgary, Canada



Left to right: SAM CURTIS, Lufkin Foundry, Lufkin; M. H. GAILEY, Tennessee Gas Transmission Co., Calgary, Alberta; ALLEN A. GLUECK, Shell Oil Co., Quitman, Texas; GEORGE HAMMER, Mobil Oil A.G., Celle, Germany; H. L. MURRAY, The Texas Co., Tulsa, Okla.; PERRY SCHULLER, Lufkin Foundry, Lufkin; ERNEST GROSS, R.A.G. (Socony-Shell) Vienna, Austria



Left to right: GEORGE HEPBURN, Schlumberger Well Surveying Corp., DAVE HOLTEN, Shell Oil Co., GUY DOOLITTLE, Franco Western Oil Co., all of Bakersfield, California



WILLIAM M. CONLEY, left, superintendent, Northern Division Pipelines, and THEO. A. GOULD, JR., district foreman, Northern Division Pipelines, Union Oil Company, Coalinga, California



Front row, left to right: DICK WOODBURY, Southwest Research Institute, San Antonio, Texas; PERRY SCHULLER, Lufkin Foundry, Lufkin; CORDON YODER, Shell Oil Co., Roswell, New Mexico; JOHN DONALDSON, Continental Oil Co., Denver, Colorado; MARION HIGHTOWER, Lufkin Representative, Hobbs, N. M.; BILL QUEVREUX, Shell Oil Co., Roswell; J. JAMES, The California Co., Denver. Back row, left to right: BRYAN MCCARTY, SAM CURTIS, both with Lufkin Foundry, Lufkin; JIM ROE, Lufkin representative, Denver; LYNN LOTT, Atlantic Refining Co., Hobbs; JIM RAMSAY, Magnolia Petroleum Co., Hobbs; B. C. HENDERSON, Shell Oil Co., Roswell; TED ZAJAC, Shell Oil Co., Denver



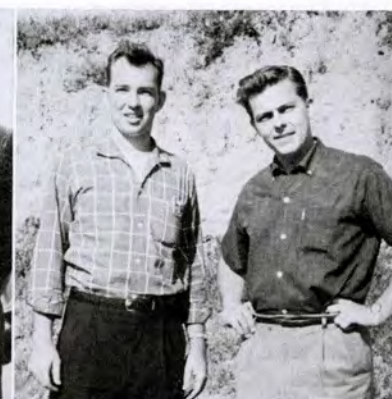
JIM O'CONNEL
Richfield Oil Corporation
Bakersfield, California



DICK GRAHN
Union Oil Company
Bakersfield, California



E. E. McClure, left, Parkford & Vedder
Bakersfield, Calif., and **G. E. Henderson**
Lufkin's representative, Los Angeles, Calif.



BOB ROBINSON, left,
ERNIE PRONSKY, both with Shell
Oil Company, Bakersfield, California



JACK LONG, left, Oil Base Inc., Long Beach,
Calif., and **CHARLES HORACE**,
Franco Western Oil Co., Bakersfield, Calif.



IVAR CUMMINS, left, Standard Oil Co.,
Taft, Calif., and **JOE SKEETERS**,
Lufkin service man, Bakersfield, Calif.



HAROLD McCARTY
Union Oil Company
Bakersfield, California



CARL BOWDEN
Union Oil Company
Brea, California



PETE BIGLER, left, **LEO CRABB**,
both with Shell Oil Company,
Bakersfield, California



Left to right: **EKMIL DIRIKER**,
NECMETTIN DANISMAN, **ERDAL KUTLUG**,
Turkish Petroleum Corp., Ankara, Turkey



Front row, left to right: **VIRGIL HUGHLEY**, **L. D. TODD**, both with
Cities Service Oil Co., El Dorado, Kansas; **BOB HIGGINBOTTOM**,
Cities Service, Madison, Kansas; **OLIVER McKAY**, Lufkin representa-
tive, Great Bend, Kansas. Back row, left to right: **C. D. BRADBURY**,
Cities Service, Augusta, Kansas; **W. W. TROUT**, president, Lufkin
Foundry; **PETE PETERMAN**, Cities Service, El Dorado, Kansas



HARRY D. WINTER, left, **WILSON J. MONE**,
both with Union Oil Pipeline department,
Norwalk, California

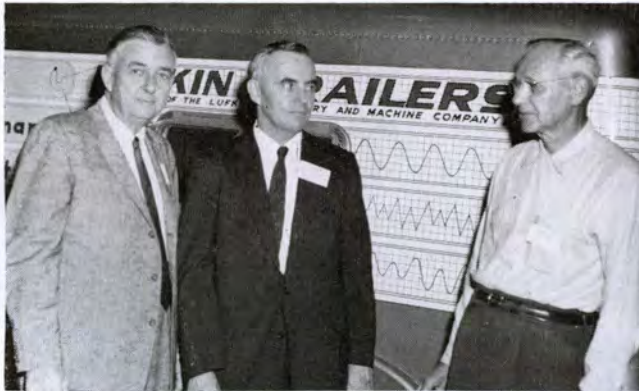
Left to right: **JAMES B. MAULDIN**, Creole Pe-
troleum Corp., Caracas, Venezuela; **DONALD**
C. HALL, Imperial Oil Inc., Saskatchewan,
Canada; **ROBERT P. BRIGHT**, International Pe-
troleum Co., Talara, Peru; **C. H. MCCOOL**, The
Texas Co., Farmington, New Mexico; **T. ED**
WRIGHT, Magnolia Petroleum Co., Kermit,
Texas; **C. C. MOORE**, Monterey Oil Co., Brea,
California



NEW TRAILER OFFICES IN



Left to right: LOU COLLIER, Prefection Equipment Co., Oklahoma City; GROVER WHIPKER, Seiberling Tire Co., Fort Worth, Texas; C. W. (LEFTY) ALEXANDER, sales manager for Lufkin Trailers.



Left to right: WALTER W. TROUT, president, Lufkin Foundry and Machine Co., Lufkin, Texas; JUDGE A. P. VANMETER and JUDGE CARL TRAUB, both of Oklahoma City, Oklahoma.



C. J. (DUDE) SCHULLER, left, general manager of Lufkin Trailers, Lufkin, Texas; TREKA JONES, Gulf Oil Company, Oklahoma City.

ANOTHER new branch office has been opened in Oklahoma City by Lufkin Trailers, a division of the Lufkin Foundry and Machine Company. This office brings the total of new branch sales and service offices to six opened by Lufkin within the past fifteen months.

Lufkin Trailers has been represented in Oklahoma for ten years by Modern Trailers, Inc. The new office is, however, the first venture in Oklahoma with direct factory sales and service facilities.

Marshall Dailey, who has been with Lufkin for almost 12 years, has been named manager of the Oklahoma City offices. Other personnel assigned to the offices include Don Janes, sales representative; Elmer Fuller, shop and service manager; Joe Kendrick, parts manager; and Miss Louise McCormick, receptionist and hostess.

Elie Smith, Jr., sales representative, will represent Lufkin Trailers in Tulsa.

The new building is of brick, masonry, metal and glass construction. It is air-conditioned and is enclosed by steel fence.

A complete line of used trailers is available for inspection both at the Oklahoma City office at 1315 West Reno, and at the Tulsa office located at the intersection of Highway 66 and Turner Turnpike.

Sharing the new office facilities with the Trailer representatives will be members of the oilfield division's sales force.

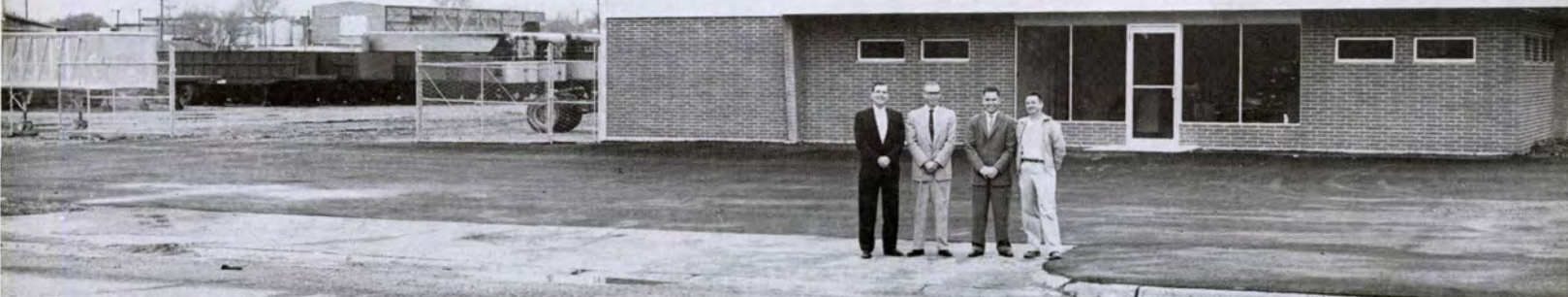
Official opening of the new offices was held two months ago, with many friends of both the trailer and oil industries attending the ceremonies. Snapshots of these visitors are shown on these pages.



Left to right: VERLAN HUTCHINGS and LEE McFARREN, Bonanza, Inc., Oklahoma City; L. M. LASSATER, City Cartage Co., Oklahoma City.

OKLAHOMA CITY

LUFKIN TRUCK TRAILERS



THIS new brick and metal building houses offices of Lufkin Trailers in Oklahoma City. Adjoining is a storage lot for both new and used trailers. Pictured here, left to right, are ELIE

SMITH, JR., Tulsa representative; DON JANES, Oklahoma City representative; MARSHALL DAILEY, Oklahoma City branch manager; and ELMER FULLER, shop and service manager



Left to right: MR. & MRS. WALTER W. TROUT, president of Lufkin Foundry & Machine Co., Lufkin, Texas; and MR. & MRS. STANLEY LEE, president of Sooner Freight Lines, Oklahoma City.



Left to right: ELMER FULLER, Lufkin's service manager in Oklahoma City; JAY NUCKOLLS Banana Co., Oklahoma City; MARSHALL DAILEY, manager of Lufkin's Oklahoma City branch office.



Left to right: JOHN K. RIFE and MAC MILLSAP, Wales Trucking Company; ORB KERSEY, Kersey Auto Supply.



GIL KOHLER, left, Rainbo Baking Company, Oklahoma City; MARSHALL DAILEY, Oklahoma City branch manager.



TOP tourist attraction in Dodge City is Boot Hill Cemetery with its unique grave markers.



COWBOY statue was modeled by pioneer dentist, O. H. Simpson.

On the Ashes

By JACK B. KEMMERER

STANDING alone, yet as though there stood behind him the tens of thousands of cowboys and pioneers who fought and died in the winning of this cattle and farming empire, Dodge City's famous statue to a cowboy looks eastward, toward the rising sun and the settlers he knows are coming. At the base of this memorable statue are inscribed these words, "On the ashes of my campfire this city was built."

Scarcely a man or woman who was important in frontier history failed to make an appearance in Dodge City in those historic days. There was Bat Masterson, Doc Holliday, Wyatt Earp, Big Nose Kate, and many others.

Standing close by Dodge City's cowboy statue is a tribute to a great industry—livestock. Cattle or "Texas Steers" as they were dubbed, came to



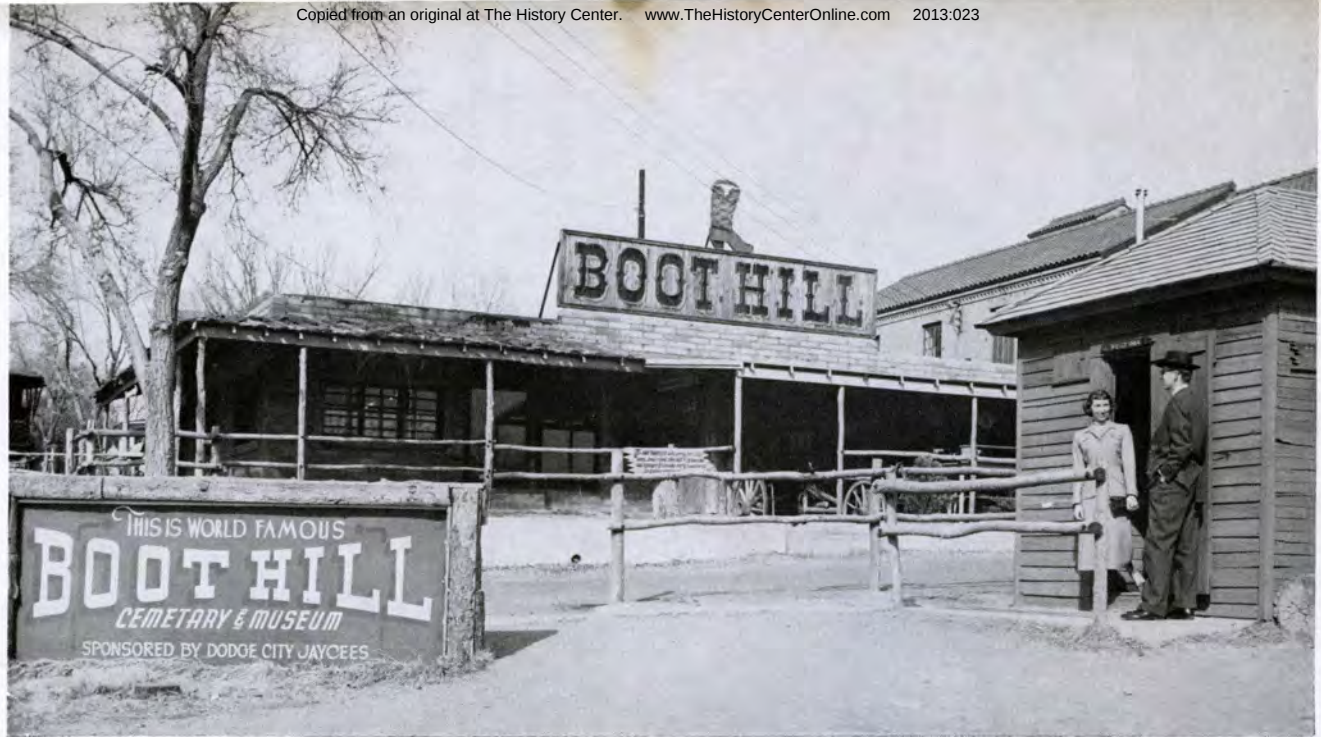
NEARBY the cowboy statue is this tribute to the great livestock industry which came to Dodge City in 1870, and even today makes this town one of the nation's great cattle marketing centers.

of my Campfire . . .



FRONT Street, Dodge City, Kansas, in 1873, looking east from Third Avenue. Santa Fe tracks and depot

are to the right across the street from the business buildings. Second from left was U. S. Post Office.
—Santa Fe Railway Photo



THE cowboy museum and Boot Hill cemetery preserve the unforgettable Old West at Dodge City.
—Santa Fe Railway Photo

Dodge City by the hundreds of thousands and most of the famous cattle trails of the 1870's found "Trail's End" here. And it is not only true that the cattle trails of yesterday have become the modern highways of today, but it is also true that today Dodge City remains one of the nation's great cattle marketing centers. So it is particularly fitting that this city pay tribute to the "longhorn" steers that began an industry and a city.

Huge herds of buffalo were one of the attractions that drew early day hunters to the High Plains and Dodge City. Accounts of the big buffalo hunts and the ease with which the hunters brought down the majestic beasts hardly fits our modern idea of sportsman-like hunting—but, they weren't hunting for sport in those days, either.

When the Santa Fe was building its road across the West there were no banks in most of the local-

ities where its men were working. Without checks, and no hard money, it was necessary to find other ways of paying the men, so buffalo hides were often used and in the first two years of Dodge City's turbulent history, buffalo hides were accepted by all merchants in exchange for merchandise.

Just as fabulous as the cattle story is the story of the extinction of the buffalo. The animal was used for food, his hide was made into robes, the bleached bones were strewn over the plains and were picked up by settlers, sold and shipped east for fertilizer. During the years 1872-73-74 more than four and a half-million buffalo were slaughtered.

As depicted by "Gunsmoke" and "Wyatt Earp" of television fame, Dodge City was a wild and woolly town and from its earliest beginning, almost entirely without law and order. The nearest point of justice—Hays City—was 95 miles and five days by wagon train to the northeast, and as Richard M. Wright, pioneer merchant of Dodge City says, "We had to go to Hays City to settle our differences, but, take it from me, most of those differences were settled on the spot by six gun and rifle."

The conductor on the first Santa Fe train into Dodge City was Herb Bender and one of his stories amply illustrates the general attitude toward early-day Dodge City.

SANTA FE steam locomotive located at Boot Hill in Dodge City is part of the old frontier exhibit.

—Santa Fe Railway Photo



RIGHT: An historical marker has been erected by Kansas Historical Society and State Highway Commission at the spot where Fort Dodge was established in 1865.



WITH a little imagination, tourists can stand in Boot Hill cemetery and listen to the metallic ring of cowboys' spurs and see them walking slowly with hands hanging loosely but ready to move quickly to the hard handles of heavy six shooters.

At a stop down the line, a group of noisy cowboys got on Bender's train. The cowboys had been imbibing rather heavily of spirituous beverages, and drew the attention of all the other passengers. Bender also soon discovered the cowboys had no tickets.

"Where are you going?" the conductor asked the cowboys.

One of the cowboys, taking stock of his ultimate destination, informed Bender, "I guess we're all going to hell!"

Without batting an eyelash, Bender snapped, "Give me a dollar apiece and get off at Dodge City."

Any man braving the wild frontier alone lived only because of his daring, coupled with a certain amount of luck. Those were the days when renegade Indians, horse thieves, outlaws roamed the High Plains at will. And they lived by stealing and killing. It became second nature to shoot first and ask questions later.

Sooner or later most of these men found their way to Dodge City. Without friends or relatives, they lived recklessly. Saloons and gambling halls became their dens, and sod their substance. Temper were quick and hot. Some called their reck-



lessness "bravery." Others knew it to be plain foolishness. Certainly it was the opposite of cowardice, and when it was over, the coroner was called more often than the doctor.

The final resting place for those too slow on the draw was a lonely hill to the northwest of the town site. It was barren of trees and even the buffalo grass found it difficult to survive the sun-baked surface. The wind-swept area held no value to anyone, and it was here that the lifeless body of the dead stranger was dumped from the coroner's buckboard.

A hastily dug grave, no deeper than necessary to discourage the hungry plains beasts from digging, a small mound of dirt—that was the shroud of the unfortunate dead man.

These were poor men—unknown by their real names—without anyone who cared for their remains. With worn boots as their pillows, they were laid in this field of the dead.

The ominous silence, the barren splotches of disturbed earth were grim evidence of quick and sudden death. Because it towered above the gentle slopes of the town, its shadow appearing as death's hand, the hill soon became a legend for those destined to die by the gunman's hand.

There are many Boot Hills throughout the West, but here was where they were born. This was the beginning of these lonely potters' fields of the dead. This is THE Boot Hill and from this has grown the Dodge City of today, a city rich in its heritage of the Wild Woolly West.



Sam was bragging about his sister who had disguised herself and joined the Army. "But wait a minute," Bob interrupted, "She'll have to dress with the boys, won't she?"

"Yes," Sam admitted.

"Well, won't they find out then?"

Sam shrugged his shoulders and said, "Who'll tell?"

A sweater girl is one who pulls your eyes over the wool.

Many girls leave nothing to a man's imagination, and everything to his self control.

A couple celebrating their golden wedding anniversary were obviously still very happily married and enjoyed each other's company. A young couple, very much impressed, decided they would ask their recipe for happiness.

The old gentleman, with a twinkle in his eye, replied: "Well, Sonny, I've always tried to treat Ma in such a fashion that if I should have died, it would have taken more than a hot water bottle to replace me."

Johnny: "What's the first thing you notice about a girl?"

Jackie: "That depends on which way she's going."

The beautiful young lady went to the psychiatrist's office for her first visit. The doctor looked at her for a few seconds, then said: "Come over here, please." He promptly threw his arms around her and kissed her.

As he finally released her, he commented happily, "That takes care of MY problem. Now, what's yours?"

A young lovely was watching her grandmother trying to thread a needle. The old lady was having difficulty in

her efforts to get the thread through the hole.

"Don't you want me to put it in for you, Grandmother?" the girl asked.

"No! Anybody with stick-to-it-iveness can get it in," was the reply. The needle was soon threaded.

Later that night, the girl went on her date . . . and the next day her grandmother inquired how she enjoyed her date.

"Oh, just wonderful," the blonde lovely replied, "and isn't stick-to-it-iveness just wonderful!"

Two sailors laying over for a day or two in Sweden decided to go to church. Knowing no Swedish, they figured to play safe by picking out a dignified looking gentleman sitting in front of them and do whatever he did.

During the service the pastor made a special announcement of some kind, and the man in front of them started to rise, at which the two sailors quickly got to their feet, to be met by roars of laughter from the congregation.

When the service was over and they were greeted by the pastor at the door, they discovered he spoke English and naturally asked what the cause of the merriment had been.

"Oh," said the pastor, "I was announcing a baptism, and asked the father of the child to stand."

When the teacher asked little Jackie how he enjoyed Easter Sunday, he came across with the following tale: "Pop and Mom painted some real pretty Easter eggs for sis and me, and then hid them in the hen house so we wouldn't find them. About that time, Bob, our rooster, came along and took one look, dashed over the fence into the next yard and kicked hell out of the peacock over there."

Have you heard about the new perfume on the market that is so potent that it comes with a free course in judo?

Joshua: "I says, Rastus, how does yo' lak the new sack dresses?"

Rastus: "Wal, all I kin say is dat you cain't tell if a gal is in style or in trouble."

Rise at 7 A.M. Stand in the middle of the room, raise arms slowly over head, take deep breath and say, "Damn the taxes." Lower arms in attitude of despair. Repeat this ten times.

Kneel, wring hands, meditate on operation costs, and groan deeply 150 times.

Assume sitting position, hands on hips, sway gently to and fro and concentrate on your competitor until a generous frothing at the mouth sets in. While cooling off, try to get an appointment with your barber.

Observe this simple regime every morning before breakfast, and you will reach the office with most of the cares and troubles of the average day already out of your system.

A social service worker among some mountaineers was quizzing her class on the Bible.

"Lizzy," she asked, "please tell us who was the first man?"

The mountain girl blushed deeply then flared out, "I'd druther die than tell you!"

Two girls were discussing their boyfriends. "Mine keeps telling me he gets a few samples," said one girl. "He's a nice enough fellow, it seems," replied her friend, "so why not be nice to him?"

"I'm tired of giving samples," snapped the first girl. "Now I'm giving only references."

A sort of old-fashioned gentleman took his gal for a ride in his car and after finding a suitable spot to park, kissed her several times lightly on the cheek and then said: "This is called spooning."

"Okay," she said, "but I think I had rather shovel."

A Texas Crematorium is reported to be bottling the ashes and selling them to African cannibals as "Instant People."

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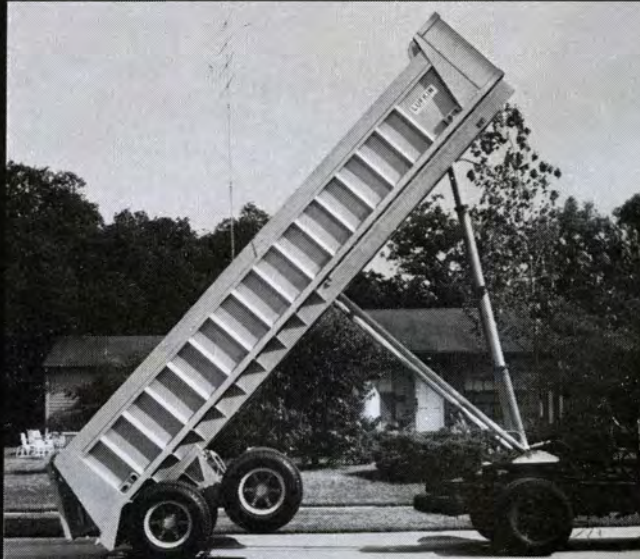
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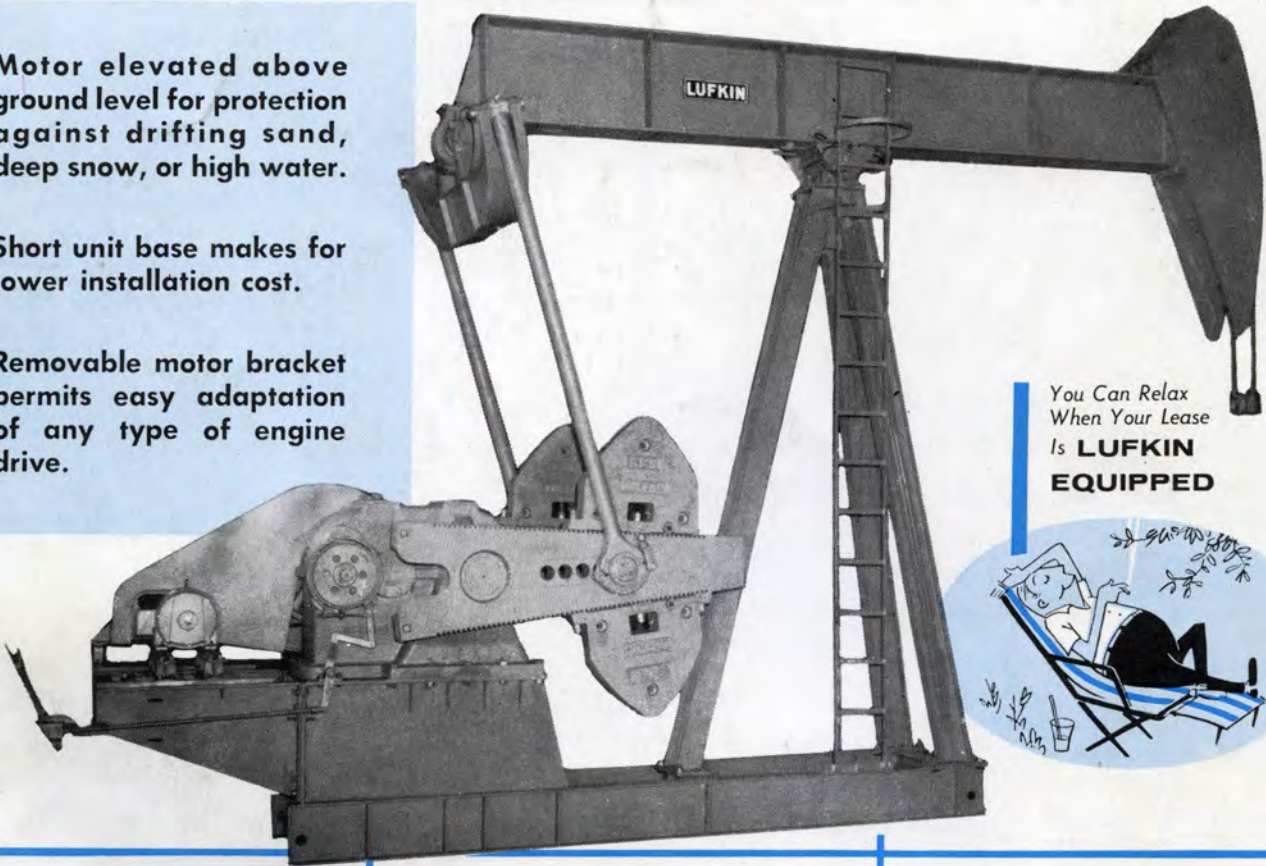
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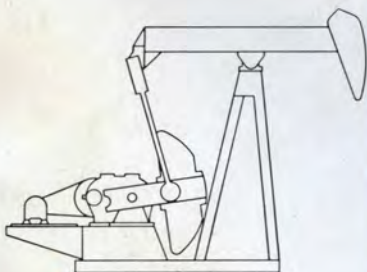
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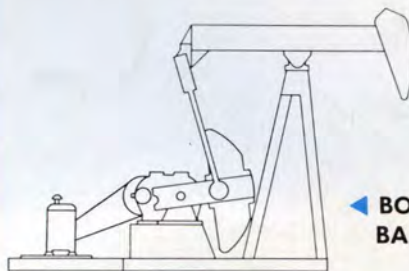
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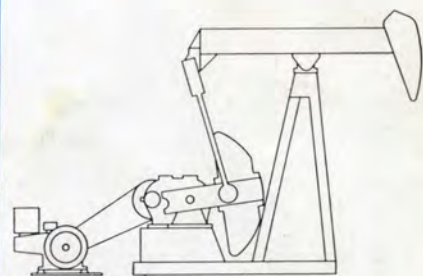
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