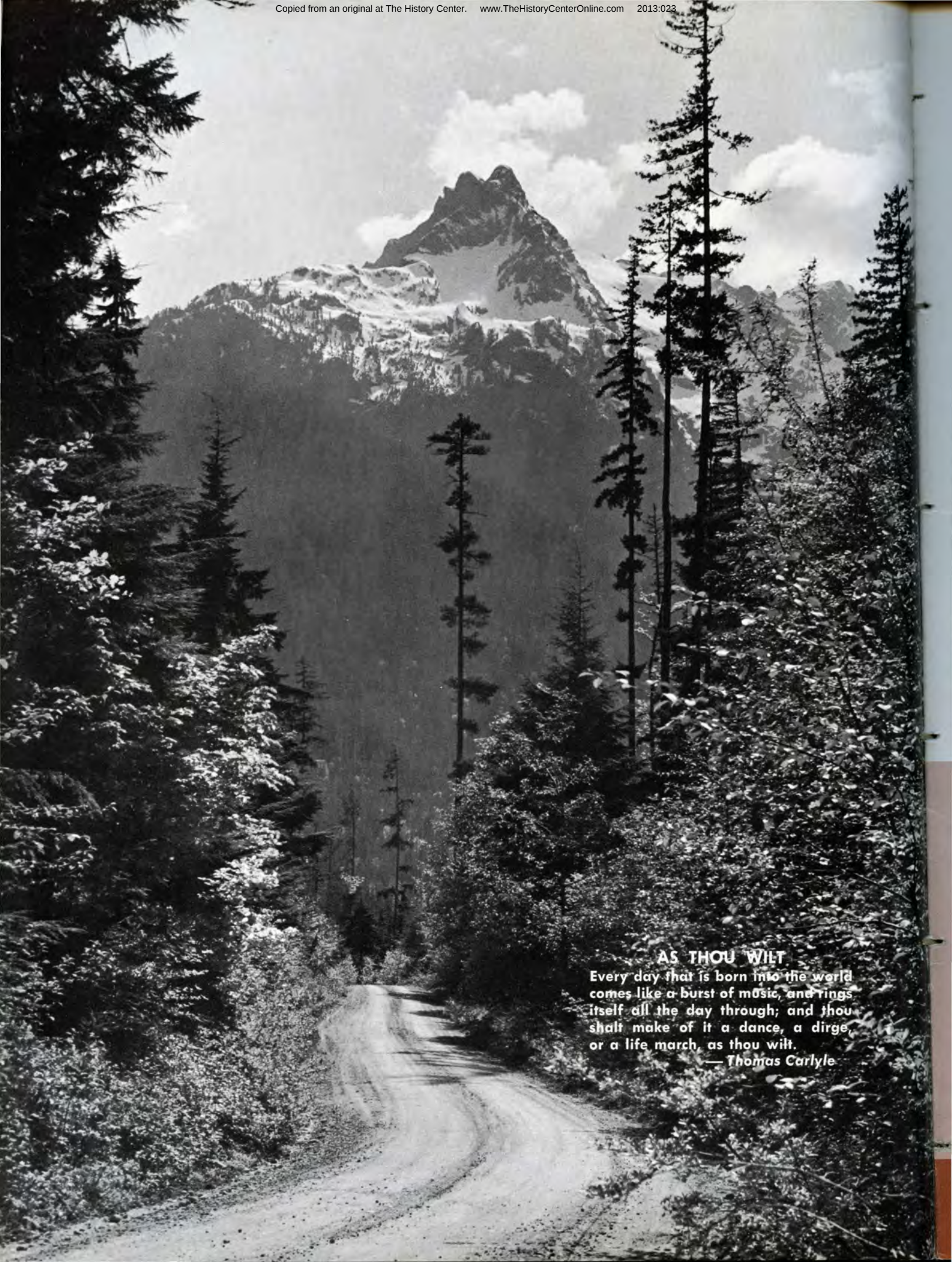


THE *Luffkin*
LINE

SEPTEMBER-OCTOBER • 1958





AS THOU WILT

Every day that is born into the world
comes like a burst of music, and rings
itself all the day through; and thou
shalt make of it a dance, a dirge,
or a life march, as thou wilt.

— Thomas Carlyle



OIL FIELD PUMPING UNITS

THE *Lufkin* LINE

GEARS FOR INDUSTRY



SEPTEMBER • OCTOBER, 1958
Volume 33 Number 5

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

FOUR CORNERS ISSUE

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OPPOSITE PAGE: Whitehorse peak at Darrington, Washington,
looms 7,000 feet high in the Cascade range.
—Photo by Eric Wahleen

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

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C. W. Alexander,
Sales Manager



TRAILERS FOR EVERY HAULING NEED



MAJESTIC Monument Valley, once believed to be accessible only to expeditions, is becoming a tourist mecca

No place on Earth like the

By KEITH GREEN *Farmington Daily Times*

AT ONLY one spot in these United States do four states join at a common point. That spot, only a two-hour drive from Farmington, New Mexico, is the Four Corners marker where New Mexico, Colorado, Utah and Arizona meet—where four governors once had lunch together, each seated in his own state.

If you've never been to Four Corners, and if you'd like to tell friends how you once crossed four states in four seconds, then you should drive out to the marker from Farmington, taking time to explore along the way.

Leaving Farmington, you drive west through the town, cross the La Plata River bridge on U.S. 550, climb a hill and drop back into the valley of the San Juan beyond. The budding springtime

green of fields, the pink and white of orchards make a fine beginning. Just 6.5 miles from your starting point, turn off the new highway onto the old and spend a few minutes in the pastoral communities of Kirtland and Fruitland.

This part of the San Juan Valley has been settled since the late 1870's. Old trees and old houses will suggest a thousand pictures to amateur photographers.

After passing through Fruitland, you'll meet the new highway. Follow it for less than a mile, then turn onto the old road again. To your right will be miles of unmined coal beds, a line of cliffs containing Indian petroglyphs dating from the 12th century. Directly ahead rises Shiprock.

Pause for a moment in Waterflow to admire the



FOUR youngsters stand in four states at the Four Corners marker where New Mexico, Colorado, Arizona and Utah join at common point

FOUR CORNERS

stained-glass chapel windows of Sacred Heart Academy. The old highway parallels the new road from the western edge of Waterflow to the community of Hogback, three miles west.

Cross the new highway and stop at Hogback Trading Post, built squarely against the base of the near-mountain which gives the area its name.

Here's a chance to see a "real" Navajo trading post. Owner and Trader Lloyd Wheeler has spent a lifetime at the post. His family has operated it since 1919. There has been a store at the present location since 1871.

If you're interested, Wheeler can tell you dozens of stories about the post, the Indians, and the settlement of the valley. He can tell you, too, that the formation, of which the mighty ridge of the Hog-



back is a part, has been traced from Colorado all the way to Mexico; that it contains a vein of coal at least 25 miles long and 300 yards wide; that the Navajos have mined the vein for years for fuel to warm their hogans and hardly scratched its surface.

If all goes well, coal from the Hogback deposits will be mined by Utah Construction Company before long and transformed into electric power by a proposed \$30 million steam generating plant.

You're now only 20 miles from Farmington. Take Highway 550 again and skirt the edge of



A NAVAJO is silhouetted between two lone spires, miles apart, rising from the floor of Monument Valley

Hogback. In a moment, you will pass by the hogan-dotted irrigated fields of Indian farmers, and along the way you may see seismograph crews searching for petroleum. Nine miles from Hogback and you're in Shiprock, trading and educational center for the northern Navajo country.

In Shiprock, Highway 550 intersects with U.S. 666. North of the junction, just beyond the town is the largest Indian boarding school in the United States. The school plant is only about five years old, and a vast improvement over many Indian schools still in use over the West.

Turning south again on U.S. 666, you will cross the San Juan River; leave the highway and turn right at the marked intersection. At your left is the U. S. Bureau of Mines helium plant, and eastward is the Kerr-McGee uranium processing plant.

Now you're headed west on Navajo Route 1. Dominating the landscape is Shiprock itself, revered for centuries by the Navajos. Sixteen miles out, the paved road drops into a wild and desolate canyon labeled on the map as Shiprock Wash. Seven miles beyond the wash is the turn-off to Biklabito, a village nearly lost in the rugged terrain.

As the Carrizo Mountains rise ahead, New Mexico is left behind and with it the last bit of paved highway on your route. You are now only 13 miles from the Four Corners. Continue toward Tes Nos Pas Trading Post over the wide, but rough, grav-

eled road. Check your speedometer when you leave the pavement. The Four Corners turn-off to the right is just five miles from the end of the oiled road. There's a sign marking the turn-off, but it isn't always standing.

After you leave Route 1, you're pretty much on your own. There are no road signs. Follow the dirt road for three miles, then bear left at a "Y" intersection, around a hogan standing alone on the mesa. After a few hundred yards, you'll find yourself at another, somewhat wider road. Turn right and follow it. Four Corners is four and one-half miles farther north. There the road ends.

A word of warning: if in doubt about the proper turn-off or the road conditions, continue on Navajo Route 1 to Tes Nos Pas and ask for specific directions at the trading post there. Tes Nos Pas (which means "circle of trees") is only two miles out of your way and you may save time and trouble by asking for instructions there.

Once at the Four Corners, you'll find a chipped and much-initialed concrete marker on a mesa sloping toward the nearby San Juan River. Northeast is Sleeping Ute Mountain in Colorado, with the La Platas beyond. Southward is Arizona's brooding Carrizo range. Northwest, out of sight perhaps, are the Utah Blues. Beyond the western horizon is Monument Valley.

It's lonely at the Four Corners, but it's beautiful.



MONUMENT VALLEY



By BOB WHITE
Farmington Daily Times

SCENES such as these have formed expansive backdrops for many top-notice Hollywood western movies

LONG before the gas, oil and uranium discoveries that called the world's attention to the Four Corners Country in the early 1950's, Monument Valley was a name known over much of the globe.

But Monument Valley (Monumental Valley, it was first named by the Southwest explorers) once seemed as far off as South America, or Africa, or Australia, or Tibet. You read about it and you saw pictures of it. You never expected to go there yourself—not unless you should get a call to join a National Geographic expedition, or some such thing. Or unless you already lived in the Southwest, and thus weren't disturbed by the fact no roads showed on the map.

Some people in these United States still think of Monument Valley in terms of expeditions, and that's too bad. For it's no harder to get to Monument Valley from Farmington today, than it is to get to Albuquerque. And Monument Valley is a much more spectacular place to spend a weekend.

Monument Valley is on the Utah-Arizona border, due west of Farmington. If you're the slightly-adventurous type and either own a Jeep or don't care what happens to your automobile, you can get there by following Navajo Route 1 west of Shiprock to the Chinle bridge just beyond Mexican Water. At the top of the hill west of the bridge the trail forks, and you can take your choice of roads.

Route 1 turns to the left and will lead you, if you have no trouble, to Dinnehotso and on to Kayenta. Monument Valley is about 25 miles north of Kayenta, over a dirt road that now is being surfaced.

Another road continues on west from the Chinle bridge. This road, somewhat better than Route 1 according to most recent reports, crosses Comb Ridge and dips down into Kane Valley. There the road splits again.

The left turn will take you to the Monument No. 2 uranium mine of the Vanadium Corporation of America. (The mine isn't open to visitors.) Turn to the right and you'll come out at the Texas-Zinc uranium mill north of Monument Valley and just south of Mexican Hat, Utah. The road from Mexican Hat on to the Arizona line now is paved.

It's about 157 miles from Farmington to Harry Goulding's Monument Valley trading post via Kayenta, about 25 miles shorter via the VCA mine road and Mexican Hat.

Neither of those routes are advised, however, unless you're familiar with the occasional hazards of desert driving. Easiest and probably the quickest way to Monument Valley is via Shiprock, Cortez and Monticello, Utah; then south through Blanding, Bluff and Mexican Hat to Goulding's.

From Farmington to Monument Valley via Monticello is about 225 miles, but you'll be on oil all the way.

Whether you've been there before or not, the spires and buttes of Monument Valley will seem familiar at first glance. You've seen them often before—in newspaper and magazine pictures, and in movies. Monument Valley was the location for such films as "Stagecoach," "Billy the Kid," "Harvey Girls," "She Wore a Yellow Ribbon," "The



GROTESQUE and sometimes fantastic landmarks are plentiful for the photographer to frame his shots

Living Desert," "Fort Apache," and, most recently, "The Searchers."

Just the sight of the fence of monuments is enough to make the drive to Monument Valley worthwhile. But if you want to get the very most out of the excursion, plan to stop for a day or longer at Goulding's.

Harry Goulding now is almost a legendary fig-

ure in the Southwest. He first went into Monument Valley in 1924 with a band of sheep. He stayed to become an Indian trader and protector of the Hoskinini Navajos, the descendants of that little band which hid out from Kit Carson's Navajo roundup of the '60's and which never did surrender to the white man.

In self-defense, Goulding had to start providing accommodations for over-night visitors some years ago. Now the Gouldings are gracious hosts to thousands every year.

They have modern, air-conditioned motel units, and a well-staffed dining room. Rates for meals and lodging are from \$12 to \$18.50 per day per person.

Jeep trips are available to Tsay Begeh Valley, Mystery Valley, Balanced Rock Canyon and other points in the area that the unguided tourist might never find. For a party of one to three persons, the Jeep trip fee is \$35 per day. If four or five persons make the tour, the charge is \$10 each.

The drivers know the name of every formation and the location of every Indian ruin and petroglyph in the region. You can see much of Monument Valley without joining a guided party, but you'll miss many of the most interesting points.

PUEBLO Bonito House, described as world's largest apartment house built prior to 1887, housed 1200



CHACO RUINS ENCHANT VISITORS



By BILL PRIME
Farmington Daily Times

CHACO Canyon National Monument is considered one of the outstanding archeological areas in the U.S.

THE Chaco Canyon National Monument, located south of Farmington, about 28 miles west of Highway 44, is considered one of the outstanding archeological areas in the United States and contains more than a dozen large ruins and hundreds of lesser archeological sites on the 21,000 acres comprising the area.

The ruins of the prehistoric pueblos are among the largest of the Southwest and Chaco is considered by many historians to have been the cultural center of the prehistoric days in Southwestern United States.

The Chaco Canyon National Monument is operated on a year-round basis by the National Park Service. Four rangers live 12 months of the year at the Ruins and two seasonal rangers are employed during the summer to handle the 20,000 plus visitors each year.

Mission 66—the 10-year development plan of the National Park Service—already is showing up in many places at the Chaco Ruins. New buildings, a new 50 kilowatt generator and a 70,000 gallon reservoir and pipeline connecting the water supply with the Ruins system have been built.

Pueblo Bonito—a beautiful village—is the main center in the huge ruins area in Chaco Canyon. It

is one of the most imposing and best known Ruins that was built more than 1,000 years ago.

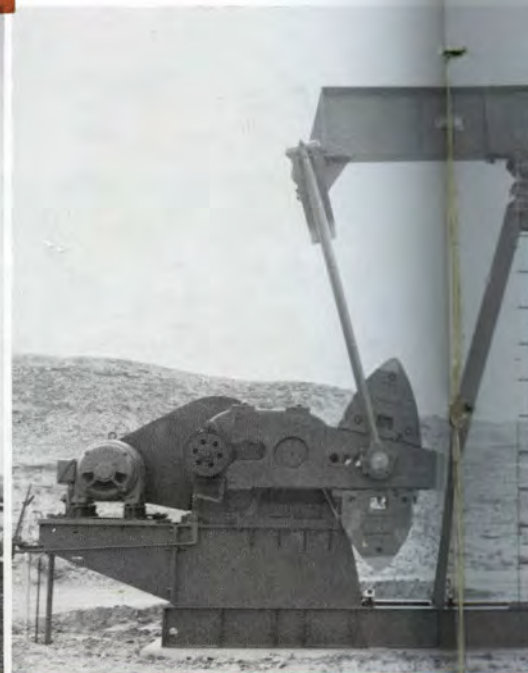
This four and five-story village was constructed in the shape of a great capital D close to the base of the Sandstone Cliff formations forming the north canyon wall.

Pueblo Bonito has been extensively explored by the National Geographic Society. The village comprises more than three acres and at the peak of the prehistoric civilization here, contained about 800 rooms and 32 kivas or ceremonial chambers.

Pueblo Bonito often is characterized as the largest apartment house built anywhere in the world prior to 1887. At one time, it was estimated the Pueblo Bonito House housed 1,200 people.

Excavators have come up with many interesting items in the Ruins including stone tools and weapons, bone implements and the distinctive and characteristic Chaco pottery.

Much of the material found will eventually find its way to the exhibit room at the visitors center. Park Service historians and archaeologists are now assembling exhibits in Washington, D. C., but the exhibits will not be displayed until sometime next spring.



LUFKIN

Installations

1. LUFKIN C-320D-120-25 Unit, Gulf Oil Corporation, Eunice, New Mexico. 5.
2. LUFKIN C-320D-100RO-25.3 Unit, The Texas Company, Navajo E #8, Aneth Field, Utah. 6.
3. LUFKIN C-80DB-48-14 Unit, Continental Oil Company, near Fox, Oklahoma. 7.
4. LUFKIN C-228D-74RO-19.9 Unit, The Texas Company, Navajo E #8, Aneth Field, Utah. 8.





5. THIS LUFKIN display unit sits in front of the Farmington, New Mexico sales and service office.
6. LUFKIN C-320D-100RO-25.3 Unit, Continental Oil Company, Navajo "A" #11, Hi-Prime Electric Motor Base, Aneth Field, Utah.
7. LUFKIN C-228D-74-23 Unit, General Petroleum Corporation, Navajo F14-16, Aneth Field, Utah.
8. LUFKIN C-320D-100RO-25.3 Unit, Continental Oil Company, Navajo "A" #4, White Mesa Lease, Utah.





A LUFKIN Lowboy is hoisted aboard ship at Houston, preparatory to its journey to South America

THE fuel resources of South America will be augmented soon as construction of an 1100-mile natural gas pipeline gets under way in Argentina by International Pipeline Constructors, S.A. The 24-inch natural gas line will connect the Campo Duran fields of Northern Argentina with Buenos Aires, densely populated capital of the South American Republic.

International Pipeline Constructors, more commonly referred to as IPCO in construction-conscious Argentina, is made up of The Fish Engineering Corporation of Houston, and North American Utility and Construction Corporation of New York. Fish is best known for continent spanning pipelines in the United States while North American has been active in financing and purchasing arrangements for various South American utility projects. Rivers Construction Corporation of Fort Worth has been awarded the major subcontract for the pipeline construction phase of the work.

Lufkin Trailers, a division of Lufkin Foundry

and Machine Company, has furnished almost One Million Dollars worth of equipment for IPCO for the Argentina Pipeline job. Included in this equipment were 53 pipe trailers, two 100,000-pound capacity lowboys, six 70,000-pound capacity lowboys, eleven 40,000-pound capacity oilfield floats, 57 oilfield beds, 73 winch trucks and 18 general purpose heavy duty beds.

All trucks were completely rigged with Lufkin equipment such as bumpers, beds, grille guards, fuel tanks, headache racks, etc. for pipeline operation. Twelve vans were furnished for on-the-job portable tool houses equipped with parts bins manufactured by Lufkin. Three refrigerated type vans were furnished for hauling frozen meats and vegetables to on-the-job workers in the Argentina jungle. These trailers were especially equipped with refrigeration machines to hold perishable foods to zero or below temperatures.

A total of 220 trucks were equipped for this job by the Lufkin factory and the Dallas and Houston branches. Also, 115 of these trucks were for

goes down South American Way...



THIS is one oilfield bed trailer and a fully equipped truck which Lufkin furnished IPCO

heavy duty pipeline work. Various equipment furnished by Lufkin on these 220 trucks included winches, headache racks, gin poles, fifth wheels, heavy duty bumpers, grill guards, belly plates, snatch block adaptors, 10-ton snatch blocks, tool boxes and fuel tanks.

In addition, Lufkin furnished four portable filling stations from our Mill Supplies Division which were skid mounted and hauled to the job on Lufkin trailers.

In addition to the natural gas system, a parallel crude oil and products line will deliver badly needed fuels nearly 925 miles to Argentine cities and the seaport-refining center of San Lorenzo. The 12-inch line will deliver approximately 57,000 barrels of fuels per day. Power will be provided with nine pumping stations.

IPCO has contracted with YPF Argentina, a state controlled oil agency, to provide engineering design; purchasing and delivery of materials and equipment; construction of mainline gas transmission system, products line system with delivery and storage facilities; a gasoline and dehydration plant at Campo Duran; a power plant; and a micro-wave communication system.

Total cost of the system is estimated at \$180,000,000.

Construction of the facilities got under way in September in many locations. Tentative completion date of the network is 1960.

Inadequate transport and widely scattered service facilities make construction of the northern portions of the line extremely difficult. Construc-

tion engineers and technicians will be housed on the construction sites for compressor stations and the related gasoline facilities.

Nearly 150 pipeline engineers and technicians have been relocated in Argentina to work with the YPF staff and local construction firms on the project. YPF will operate the facilities on completion.



READY to be loaded on ship in the background are Lufkin pipe trailers built for Rivers Construction Corp.



THIS Lufkin A-160D-74-25 Air Balanced Pumping Unit, driven by a Lufkin HC-333B Engine was on display at the stockholders meeting of the Standard Oil Company held at Lawrenceville, New Jersey.



G. BANNANTINE
The Superior Oil Company
Cortez, Colorado



W. H. FRASER
The Superior Oil Company
Casper, Wyoming



VAUGHN MELQUIST
Shell Oil Company
Farmington, New Mexico

S N A P S H



HAROLD FARRIS
Carter Oil Company
Durango, Colorado



JOE KREGAR
El Paso Natural Gas Products
Co., Farmington, New Mexico



Front row, left to right: JOE SIMMONS, FRED WILSON, both with Magnolia Petroleum Company, Rodessa, Louisiana; FRED GRIFFIN, Lufkin Foundry & Machine Co., Lufkin. Back row, left to right: D. A. REID, Lufkin's Mid-Continent Division Manager, Tulsa, Oklahoma; MORRIS McWILLIAMS, Magnolia Petroleum Co., Rodessa, La.; T. A. BANTA, Lufkin Representative, Shreveport, La.



HAROLD O. POOL, JR., left
BOB JONES, Shell Oil
Company, Farmington, New Mexico



DAVE TAYLOR, left, The Texas Company;
WILBURN McCANNON, Union Tank Company,
both of Farmington, New Mexico



JOE VINSON
Magnolia Petroleum Company
Farmington, New Mexico



EGON ROHR
Carter Oil Company
Durango, Colorado

BILL BUTTERFIELD
Continental Oil Company
Durango, Colorado

E. S. DAVIS
Humble Oil & Refining Co.
Farmington, New Mexico

RAY STAPP
Shell Oil Company
Farmington, New Mexico

BILL MITCHELL
Gulf Oil Company
Durango, Colorado

R. L. FREEMAN
Shell Oil Company
Farmington, New Mexico





BILL MORGAN
Magnolia Petroleum Company
Farmington, New Mexico



RON DOZIER
Shell Oil Company
Farmington, New Mexico



Left to right: **COOPER RICHARDS**, **SAM CURTIS**, Lufkin Foundry & Machine Co., Lufkin; **JACK TURK**, Magnolia Petroleum Company, Rodessa, La.; **BOB McCLESKY**, Standard-Vacuum Oil Co., Rodessa, La.; **ED PATTERSON**, Magnolia Petroleum Co., Rodessa; **T. A. BANTA**, Lufkin Representative, Shreveport, La.; **JOE MARTINELLI**, Standard-Vacuum Oil Co., Rodessa, La.

O T S

with the
Lufkin Cameraman



LEWIS D. GALLOWAY
El Paso Natural Gas Co.
Farmington, New Mexico



W. T. YOUNG
Continental Oil Company
Durango, Colorado



TED BLEVINS
Continental Oil Company
Durango, Colorado



Left to right: **W. L. HOBRO**, San Francisco, Calif.; **M. P. WARREN**, Stockton, Calif.; **V. E. SAMPSON**, Sacramento, Calif.; **S. E. DONALDSON**, **PAUL COLLETTE**, both of San Francisco; all with Shell Oil Company.



U. E. JOHNSON
The Texas Company
Farmington, New Mexico



L. A. PETTYJOHN
Amerado Petroleum Corporation
Durango, Colorado



NORMAN PRICE
El Paso Natural Gas Products Co.
Farmington, New Mexico



BILL MONCE
The Texas Company
Cortez, Colorado



JAKE BESSIRE
The Texas Company
Cortez, Colorado

GEORGE NUGENT
The Superior Oil Company
Cortez, Colorado

G. W. WALKER
Magnolia Petroleum Company
Farmington, New Mexico

JOE DOZIER, JR.
Shell Oil Company
Farmington, New Mexico

BOB WOOD, British-American Oil Producing Co.
Farmington, New Mexico

D. L. JACOBSEN
Shell Oil Company
Farmington, New Mexico





more SNAPSHOTS

THIS is the recently renamed 14-story Texaco Building in Dallas, Texas, home of the new Dallas Division headquarters of The Texas Company. This reorganization occurred when The Texas Company purchased Seaboard Oil Company.



EWELL N. WALSH
El Paso Natural Gas Products Co.
Farmington, New Mexico



RUSSELL M. LILLY
Humble Oil & Refining Co.
Farmington, New Mexico



DARREL BURTON
The Texas Company
Farmington, New Mexico



MERRILL BAILEY, left,
LENOLD BECK, Union Tank
Company, Durango, Colorado



A. J. (DICK) WILLIAMS
Magnolia Petroleum Company
Farmington, New Mexico



C. H. MCCOOL
The Texas Company
Farmington, New Mexico



S. A. GOLDSMITH
Southern Union Gas Company
Farmington, New Mexico



JIM FLOTT, left, DICK THORNTON
Carter Oil Company
Durango, Colorado



MAC R. STONE, British-
American Oil Producing Company
Farmington, New Mexico



JOHN J. TROJEK
El Paso Natural Gas Products Co.
Farmington, New Mexico



R. A. DRAKE
Amerada Petroleum Company
Durango, Colorado

W. G. REYNOLDS
The Texas Company
Farmington, New Mexico

HARVEY LONGREN
The Texas Company
Farmington, New Mexico

VIRGIL PRATER
Continental Oil Company
Durango, Colorado

C. E. ROBERTSON
Continental Oil Company
Riverton, Wyoming

JOE DUDENHOEFFER
El Paso Natural Gas Co.
Farmington, New Mexico





GLENN FOY, manager
of new sales and service offices
in Lubbock, Texas



RECENTLY completed home of Lufkin Trailers is headquarters for sales and service for West Texas

...NEW Trailer Branch in Lubbock

ANOTHER branch office has been added to Lufkin Trailers, a division of Lufkin Foundry and Machine Company, at Lubbock, Texas. The recently completed brick and steel building is located on the Slaton Highway and is easily accessible from all highways leading into Lubbock.

Glenn Foy, formerly with Lufkin Trailers in Dallas, has been named manager of the new Lubbock branch. With Lufkin for eight years, Foy was assigned to the Dallas branch after extensive training at the home office in Lufkin.

C. W. (Lefty) Alexander, sales manager, stated that the new branch office in Lubbock was another step in serving the needs of the trucking industry of the Southwest.

"Lufkin is constantly expanding its facilities. This Lubbock branch is the fourth factory-owned branch in Texas in addition to the home plant in Lufkin," Mr. Alexander pointed out.

During the past 12 months, factory branches have been opened in Shreveport, Louisiana, and

Oklahoma City. Lufkin is represented also throughout the United States by independent dealers.

Complete sales and service facilities are available now for West Texas including Vernon, Abilene, San Angelo, and the Texas Panhandle. The Lubbock territory includes a portion of New Mexico in addition to the West Texas area.

Demonstration models of the Lufkin Hydraulic Dump trailer, the Kube King van trailer, floats, grain, cattle, refrigerated and produce trailers, in addition to low-boys and pipe haulers, are located on the large parking lot adjoining the modern new headquarters for Lufkin Trailers in Lubbock.

Lufkin salesmen assigned to the Lubbock branch are Carl Peppard, Billy McGowan and Doyle Tucker. Peppard's territory extends west of Lubbock to El Paso and points in New Mexico, south to the Rio Grande, and east of Lubbock to Abilene. The area covered by McGowan includes all the Texas Panhandle, northeastern New Mexico and the Oklahoma panhandle. Tucker will handle local office sales.

LOCATED on Slaton Highway, the Lufkin Lubbock office is the fourth factory-owned branch in Texas





Did you know that Southern girls marry at early urge?

It is said that some Yankee girls count on their fingers but most Southern lassies count on their legs.

It seems that Ida always believed it was the little things in life that counted—until she entered a beauty contest.

A woman likes a quick-witted lover. She just doesn't care anything about a man who is slow to grasp things.

A meteorologist is a man who can look into a girl's eyes and tell whether.

Old Grandpa was recovering from an operation. As he lay in his hospital bed, a couple of his grandchildren came in to see him. The old fellow looked up and said, "Same old family. You didn't remember that it's my birthday."

The relatives were somewhat ashamed at this and one said, "We would have brought you something but we forgot."

"Yeah, I know," said Grandpa. "I forgot to marry your grandmother, too!"

Shocked, the group said in unison, "You mean that we're . . .?"

"Yep," said Grandpa, "and a bunch of damned cheap ones, too!"

News flash in Davenport, Iowa paper: "Newlyweds leave Davenport for Hot Springs."

Much worse than being a spinster is being a spinster's daughter.

Skid-Row Maizie says that a wolf is one whose thoughts are conceived in liberties and dedicated to a proposition.

When trying to catch a husband, gals should play like a fisherman . . . wiggle the bait once in a while.

They say that love is blind, which may explain why some fellows like to feel around when out on a date.

"Grandpa, I notice that you've been reading Dr. Kinsey's book, 'The Sexual Behavior In The Human Female.' What do you think of it?"

"Wal, son, it's like this. Part of it I already knew. Part of it I kinda suspected. But the rest came too late."

Word from Washington tells of a certain Senator who wanted to take a girl friend with him on a trip to Chicago.

"I have senatorial immunity," he assured her. "So you needn't be afraid of the Mann Act."

"Afraid of it?" she giggled. "Why, Senator, I just adore it!"

The young colored girl was in the hospital for a check-up.

"Have you ever been X-rayed?" asked the doctor.

"Nope," she replied, "but ah've been ultra-violated."

"My goodness," said the grain of wheat, as she awoke and found herself in a loaf of bread, "I've been reaped!"

And then there was the young couple driving down a country road.

"Do you want a quickie?" he asked . . . and before he could get the cork out of the bottle, she was in the back seat.

Girls are like typewriters . . . press the wrong places and you get terrible words.

There was a young girl from St. Paul
Who went to a newspaper ball.
Her dress caught on fire
And burned her entire
Front page: Sports section and all.

A wanton young lady from Wimley,
Reproached for not acting primly,
Answered, "Heavens above,
I know sex isn't love,
But it's such an attractive facsimile."

A little boy from the North was visiting his Southern relatives. He went swimming with his little girl cousin in a brook near the house. Both stripped off all their clothes. The little girl stared in astonishment. Pointing, she said, "Ah do declare! Ah never knew there was so much difference between a Yankee and a Southerner!"

The three stages of marriage: Tri-weekly. Try weekly. Try weakly.

The Petroleum Engineer, speaking of trade relations, says there's times when he'd like to.

It's a sure sign of old age when the gleam in your eye is from the sun hitting your bifocals.

Two scientists had been experimenting with the fertilization of rabbits. They finally succeeded with the injection of a salt solution.

The news story was spread across the front pages of the local newspaper. The next day, two old maids called on the phone and wanted to know if it were safe to go swimming in the ocean.

Two former schoolmates met at a class reunion.

"What kind of husband do you have?" asked one.

"Well, let me put it this way," answered the other. "If he mentions Rose in his sleep, he's definitely talking about flowers."

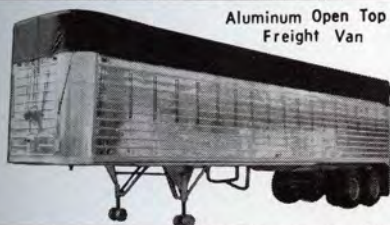
Fashion Note: They're wearing the same thing in bras this season.

The chemise is a sack full of goodies.

Oilman Olly knows a fellow who has been turned down by so many girls he is beginning to look like a bedspread.

there is a

LUFKIN...



Aluminum Open Top
Freight Van



3 AXLE LOW BED



Model TOF-C

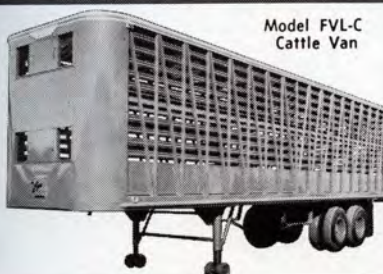
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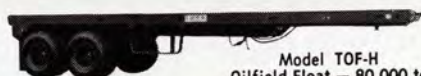
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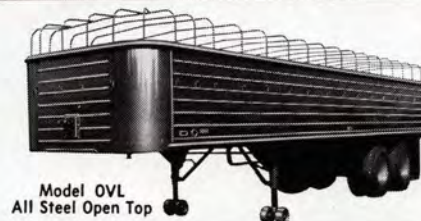
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3. handsome modern styling
4. extra strength without extra weight
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6. outstanding performance
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8. safety and long life

**IF YOU
DESIRE MODERN
EQUIPMENT
DEMAND A
LUFKIN**



Model TOF-H
Oilfield Float - 80,000 to
100,000 Capacity



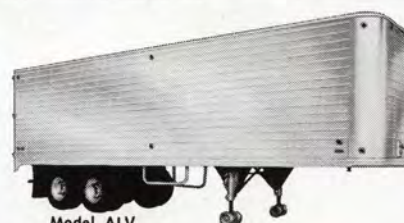
Model OVL
All Steel Open Top



KUBE KING
All Purpose Van



Model FVLA
Composite Steel & Aluminum



Model ALV
All Aluminum Van



Model MV
Hi Cube Warehouse Van



Model THD-2
18-22 yd. Dump

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