

Bob Poland



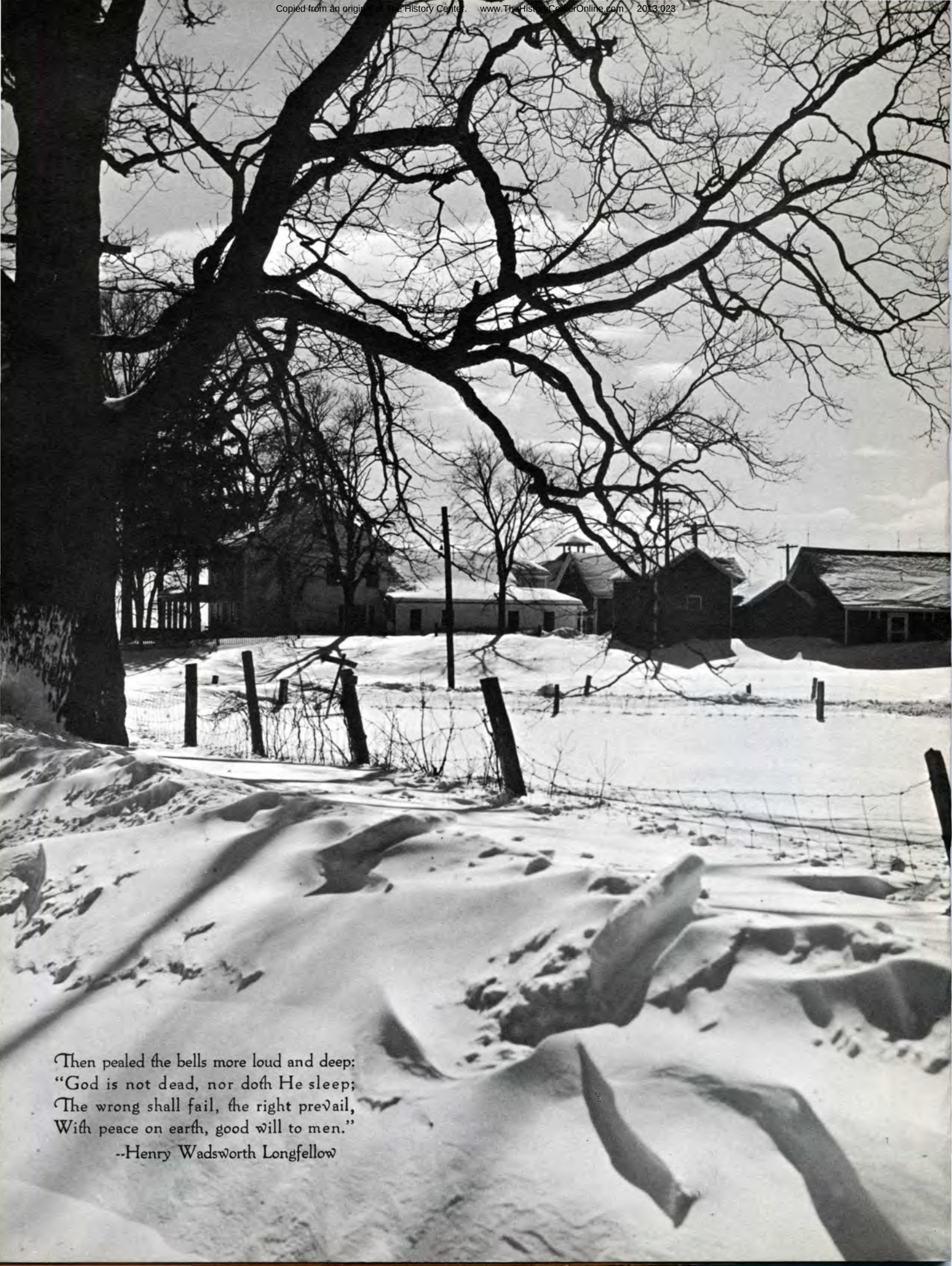
White Christmas in The Rockies

Christmas 60

E. M. Schiwetz

THE *Lufkin* LINE

NOVEMBER-DECEMBER • 1960



Then pealed the bells more loud and deep:
"God is not dead, nor doth He sleep;
The wrong shall fail, the right prevail,
With peace on earth, good will to men."

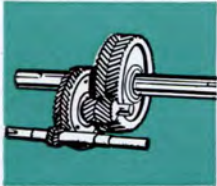
--Henry Wadsworth Longfellow



MACHINERY DIVISION

Sales and Service Offices

OIL FIELD PUMPING UNITS THE *Lufkin* LINE GEARS FOR INDUSTRY



NOVEMBER • DECEMBER, 1960

Volume 35 Number 6

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Virginia R. Allen, Editor

CANADIAN DIVISION ISSUE

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COVER: Watercolor by E. M. Schiwetz, Houston

OPPOSITE PAGE: Photo by Luoma Photos
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TRAILERS FOR EVERY HAULING NEED

ONTARIO'S



THIS view is from Ten Mile Point on Manitoulin Island

By Ralph T. Burch

FOR a vacation off the beaten track in an area filled with the rugged and rustic beauty of the north woods, a visit to Manitoulin island may be just the thing for you.

This strip of picturesque land, nearly 100 miles long and varying in width from 5 to 50 miles, is the largest fresh water island in the world and lies off the northern shore of Lake Huron in Ontario, just west of Georgian Bay and approximately 80 air miles east of the straits of Mackinac. It offers many and varied facilities for a pleasurable summer outing, as well as ample opportunities for good fishing.

In Indian, Manitoulin means "Home of the Great Spirit." For centuries peopled only by the red men, this civilization has left its mark in the Indian burial grounds, churches, schools and picturesque customs handed down.

Manitoulin is criss-crossed by 500 miles of blacktop roads, well maintained and well marked, although frequently winding and hilly. It has more than 100 inland lakes, several of them good sized.

There is even a vacation resort on an island in a lake on the island (Treasure Island resort on Lake Mindemoyal). A good place to stop here is the "Garden of Eatin'" for home cooked meals. They also have comfortable housekeeping cottages. Fishermen are usually successful in catching muskie, small mouth bass, and northern pike at this lake.

From Chicago there are two good motor routes to Manitoulin. One leads up the eastern side of Lake Michigan to Sault Ste. Marie for entrance into Ontario and thence to the eastern end of Manitoulin, which is connected to the mainland by a causeway and bridge at Little Current, gateway to the island and its largest town.

You can go by way of Detroit, then north to Port Huron, Michigan, where the Blue Water Bridge crosses to Sarnia, Ontario. From there the route continues northward up the spectacularly beautiful Bruce peninsula to its northernmost tip, Tobermory, and the journey to the island is completed by a three hour auto ferry on the S. S. Norisle.

From Chicago, the distance to the island by way

MANITOULIN ISLAND



MANITOULIN ISLAND

of the Soo is about 600 miles, slightly more by the other route. Manitoulin can also be reached by railroad from Toronto to Little Current, and many points on the island are accessible from there by bus.

The village of Whitefish Falls on the island is a small community smuggled under the warm and sunny side of Lacloche mountain. This is the jumping off point for many summer residents of the Bay of Islands and the supply center of a bigger community of miners, trappers and guides. There is the Fergusson housekeeping cottages, general store and a campsite here.

Manitoulin Island is steeped in the mystery of life of this country's first inhabitants. Dreamer's Rock has great significance in the legendary past of the native Indians. Here, young braves about to em-



A 3-HOUR auto Ferry Norisle ride takes visitors from Tobermory to South Bay Mouth on the island

A FISHING cruiser brings picnickers to an islet in the north channel several miles off Manitoulin Island





bark from the protection of their families, slept, fasted and dreamed for a number of days and whatever they dreamed, so they were. If they dreamed they were warriors, tillers of the soil, or hunters, so they became.

In general, accommodations on Manitoulin Island range from camp sites—including a large public park (Indian Point) on Lake Wolsey, near the center of the island, where running water, toilets, firewood, and outdoor cooking facilities are available for tenting or trailer travelers—to lodges with modern cottages and motel units and central dining rooms.

Typical of the island's vacation facilities is Gordon's Lodge, half a mile across the Bay from the town of Gore Bay (population 800), near the center of the island's north shore. Here there are eight excellent cottages, any one of which can accommodate six persons comfortably, and eight motel units, each suitable for two or three persons. All cottages have running water and indoor toilets, and two of them, as well as the motel units, are

IT IS said that one needn't be an expert fly fisherman or bait caster to land fish on these lakes

DREAMER'S Rock and a part of Bay Fin lies in the distance, steeped in legendary tales of the past





PICNICS and outings on the lakes of Manitoulin are fun and relaxation for the entire vacationing family

equipped with hot water and showers or bathtubs.

Three hearty meals a day of excellent home cooked food are served in the dining room of the main lodge. Rowboats, which can be used with small motors, are available free to the guests, and there is good swimming in the sand bottom bay, as well as plenty of shallow water for small children. Gordon's Lodge also operates a cabin cruiser, especially designed for fishing, and takes parties on day-long fishing trips for a moderate charge.

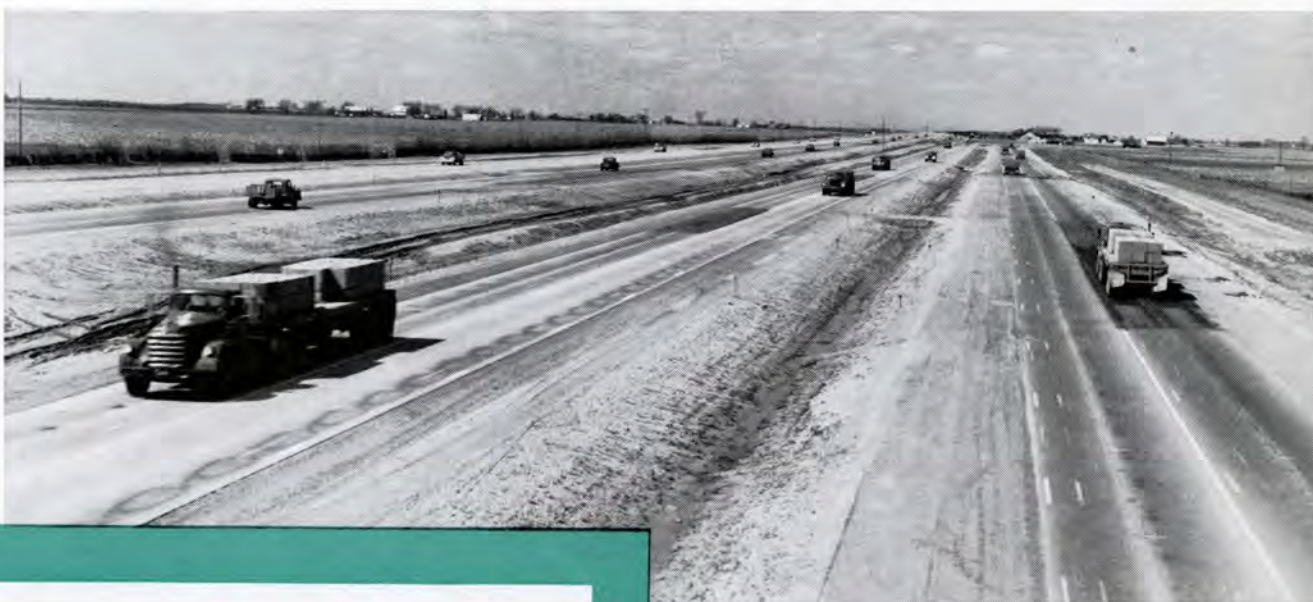
Rates at Gordon's including all meals are \$45 a week (or \$8 a day) per person for cottages and \$50 a week (or \$9 a day) for the motel rooms. Half rates are charged for children under 12. These prices are representative of the reasonable fees for accommodations on the island, although the United States dollar is discounted 5 cents at the current rate of exchange.

Somewhat plushier and more expensive is Manitowaning Lodge at the eastern end of the island, where accommodations for a capacity of 90 persons include one to four-room cottages and clubhouse rooms and suites, with a central dining room which serves exceptionally good food.

Manitoulin's fishing is better in some years than others, but several species are plentiful. Northern Pike, Pickerel, muskies, perch and bass are caught in many of the inland lakes. For such fishing, an outboard motor is advisable. Charter boats and guides are available for fishing excursions in waters around the island.

If you're looking for a vacation spot that is a bit unusual and out of the way, pack up the family and head for Manitoulin. Your reward will be fun and relaxation in a true north woods setting on an island surrounded by the cobalt blue waters of Lake Huron.





The AASHO ROAD TEST

THESE tractor-semitrailer vehicles are operating on one of the large test loops carrying 22,400-pound single and 40,000-pound tandem axle loads

THE AASHO Road Test, sponsored by the American Association of State Highway Officials, is a scientific study of the performance of highway pavements of known thickness when subjected to repeated passages of vehicles applying known loads. The study is being made on a test facility located at Ottawa, Illinois, about 80 miles southwest of Chicago, an area where climate and soil are typical of wide areas of the nation.

The test facilities were contained in six loops of highway pavement laid out on an eight mile right-of-way which is the location of a future four-lane, divided expressway in the Interstate Highway System. Each test loop had two long tangents, or straight-aways—one of flexible-type pavement and one of rigid-type pavement. Each tangent was constructed as a series of short pavement sections of varied structural design, and was divided into two traffic lanes so that each structural section was, in effect, two test sections.

Five of the six test loops were subjected to controlled traffic consisting of commercial trucks and tractor-semitrailer combinations. The sixth loop was used for special tests and to evaluate the effect of weather on the pavements.

The test vehicles represented 10 different axle loads and arrangements, one for each lane in the five traffic loops. All vehicles operated in any one lane applied identical loads to the pavement. Thus, any one test section received repetitions of one load, and no other, and the performance of the pavement was attributable to the effects of that load.

There were three separate and distinct experiments under way at the AASHO Road Test. One involved rigid-type pavements; another involved flexible-type pavements; and the third involved short-span highway bridges.

The test traffic began full operation in November, 1958. At that time, the project had a fleet of 70 vehicles—60 to operate on the loops and 10 for stand-by service. In the four main loops, carrying the tractor-semitrailer vehicles, full operation meant six vehicles per lane. In the light truck loop, full operation meant four vehicles in one lane and eight in the other.

Traffic was operated about 18½ hours a day, six days a week. Two shifts of drivers were furnished each day by a special U.S. Army Transportation Corps unit stationed at the test site. Operations continued through the winter of 1958-59 with only minor delays because of bad weather. However, more extensive delays were encountered when the spring "break-up" period arrived. As the thinner pavement sections began to show distress, every effort was made to keep traffic in operation. The project's Maintenance Branch was augmented with a contractor's men and equipment, and work went ahead on a round-the-clock basis. Nevertheless, it was necessary at times to shut down traffic in order to perform extensive pavement maintenance.

Some difficulties encountered also in maintaining a full complement of operational vehicles on all test loops, and an additional eight tractor units were added to the vehicle fleet in the fall of 1958. By January 1, 1960, this fleet had amassed a record of approximately six million miles of operation and 400,000 applications of a specific axle load on all pavement sections remaining in test.

During the first part of January, 48 more vehicles were purchased and put into operation on the test loops. This allowed an increase on the main test loops from six to



THIS aerial view shows about one-half of the test pavement. Four large test loops, like the one at left, were built end-to-end along an 8-mile stretch

ten vehicles per traffic lane; and on the smaller loop, from four to six vehicles in one lane and eight to twelve in the other. Operations were carried out on a seven-day-a-week schedule instead of the six. At that time, it was thought the testing operations could be ended by July 1, 1960. However, last June, the Highway Research Board of the National Academy of Sciences—National Research Council announced that the Road Test would be extended to November 30, 1960. The extension was approved so that the original concepts of the sponsoring agencies could be met. These concepts called for a two-year test traffic period during which approximately one million applications of specific axle loads would be made on each of the many pavement test sections. The operations schedule was also revised to return to a six-day week.

Following the conclusion of the traffic test, data analysis and writing of final reports will be done during the winter of 1960-61 and the summer of 1961. The target date for closing out all work at the test site and completing reports has been advanced to September 30, 1961.

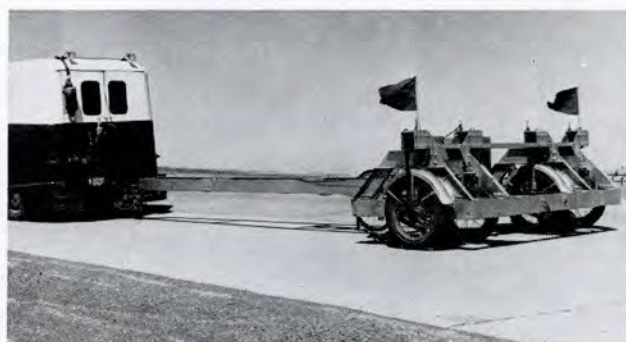
Among the many objectives of this road test is to develop instrumentation, test procedures, data, charts graphs and formulas, which will reflect the capabilities of the various test sections; and which will be helpful in future highway design, in the evaluation of the load-carrying capabilities of existing highways and in determining the most promising areas for further highway research.

Among the several makes of trailers used in the test were some Lufkin trailers which were purchased on a competitive bid basis.



MEASUREMENTS of transient effects of load on test pavements are recorded by relatively complex electronic equipment installed in movable vans

THIS device measures and records the "roughness" of the test pavements in the vehicle wheel paths



LUFKIN

INSTALLATIONS



1

1 LUFKIN C-114D-54-14 Unit, Canadian Petroleum Corp., Breton, Alberta, Canada

2 LUFKIN C-114D-54-15.7 Unit, Canadian Petroleum Corporation, Lodgepole, Alberta, Canada

3 LUFKIN C-160D-74-20 Unit, Mobil Oil Co., Gull Lake, Saskatchewan, Canada

4 LUFKIN C-114D-64-15 Unit, Canadian Ltd., Cynthia, Alberta, Canada

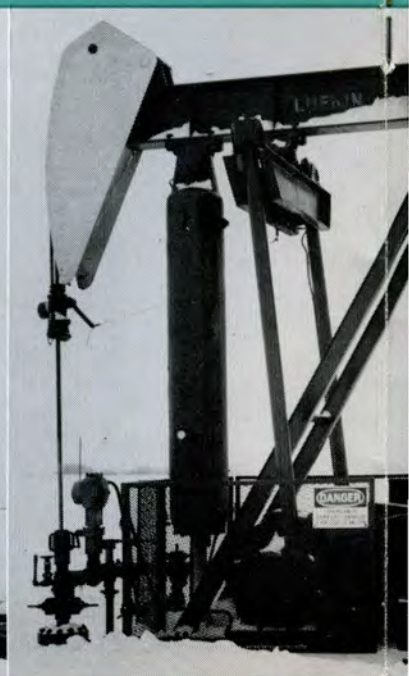
4

5 LUFKIN A-160D-74-20 Unit, Calgary Company, Red Deer Alberta, Canada

7



6





2

3

Canada Cities Service
a, Canada.

6 LUFKIN A-912D-144-40 Unit, Tidewater Oil Company Operator, Shaunavon, Saskatchewan, Canada.

an American Petro-
Alberta, Canada.

7 LUFKIN A-160D-74-25 Unit, Imperial Oil, Ltd., Steelman, Saskatchewan, Canada.

obil Oil of Canada,
a.

8 LUFKIN A-114D-54-19 Unit, Imperial Oil, Ltd., Steelman, Saskatchewan, Canada.

Canadian Kewanee,

9 LUFKIN A-320D-100-32 Unit, Shell Oil of Canada, Harmattan, Alberta, Canada.

alifornia Standard
nada.

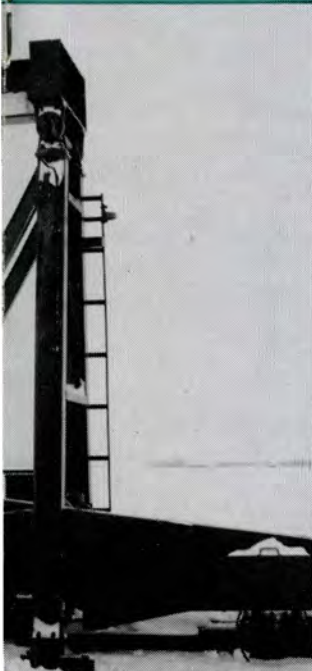
10 LUFKIN A-228D-86-28 Unit, Amerada Petroleum Corporation, Valleyview, Alberta, Canada.

8

9

5

10





E. VAN DUSEN
Imperial Oil, Ltd.
Smiley, Sask.



AL MacCALDER
Mobil Oil of Canada
Drayton Valley, Alta.



MEL JOHNSON
Mobil Oil of Canada
Swift Current, Sask.



ART JONES
Mobil Oil of Canada
Swift Current, Sask.



ED SHULER
Tidewater Oil Co.
Regina, Sask.



L. G. DOUGHTY
Canadian Kewanee, Ltd.
Calgary, Alta.



DON ANDERSON
Canada Cities Service
Oil Co., Calgary, Alta.



STAN POOLER, left.
JACK WILLIAMS, both
with Imperial Oil, Ltd.
Regina, Sask.



KOOS de JONG, left.
JIM TODD, both with
Imperial Oil, Ltd.
Frobisher, Sask.



EARL THOMPSON
Plymouth Oil Co.
Drayton Valley, Alta.



WAYNE SETTLES
Canada Cities Service
Petr. Corp., Drayton
Valley, Alta.



HENRY BRUSSET, left.
DICK HEBBERD, both
with Mobil Oil of Canada
Drayton Valley, Alta.



GERALD DUBOSE, left. Victoria Grain
Co., Victoria, Texas; **RAY CURRY, Luf-**
kin Trailers representative, San Antonio,
Texas



JOHNIE EVERETT, left.
BILL LIEBE, both with
Havana Materials Co.
Mission, Texas



L. M. RASMUSSEN
Pacific Petroleum, Ltd.
Calgary, Alta.



R. L. THOMPSON
Royalite Oil Co.
Calgary, Alta.



JOHN MELNYK
British American Oil
Co., Edmonton, Alta.



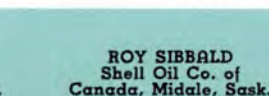
BERNIE WOODKEY, left.
DAVE WORSFOLD, both with
Central Del Rio Oils
Ltd., Weyburn, Sask.



MARCEL ROCQUE, left.
DAVE WORSFOLD, both with
Central Del Rio Oils
Ltd., Weyburn, Sask.



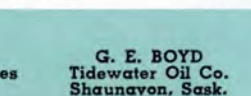
DICK NELSON
Shell Oil Co. of
Canada, Calgary, Alta.



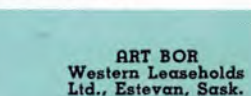
ROY SIBBALD
Shell Oil Co. of
Canada, Midale, Sask.



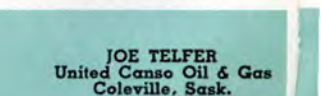
DON FAIRWEATHER
Mid-Saskatchewan Pipelines
Coleville, Sask.



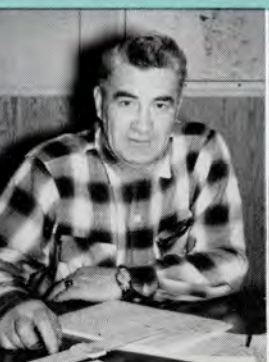
G. E. BOYD
Tidewater Oil Co.
Shaunavon, Sask.



ART BOR
Western Leaseholds
Ltd., Estevan, Sask.



JOE TELFER
United Canso Oil & Gas
Coleville, Sask.



SHOTS

Lufkin Cameraman



BILL ALLINDER
Texaco Exploration
Co., Calgary, Alta.



ROY WEBB
Shell Oil Co. of
Canada, Regina, Sask.



DAVID A. MUIRHEAD
Lewis Engineering
Swift Current, Sask.



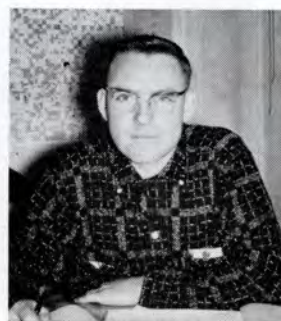
C. R. BICKEL
Shell Oil Co. of
Canada, Calgary, Alta.



JIM STARRAK, left,
BILL ROE, both with
Tidewater Oil Co.
Regina, Sask.



Left to right: **LLOYD ALEXANDER, JACK ROGERS,** both with Imperial Oil, Ltd., Red Deer, Alta., and **BAYO HOPPER,** Lufkin Foundry & Machine Co., Lufkin, Texas



BRIAN TONER
Imperial Oil, Ltd.
Frobisher, Sask.



MAYNARD WALSH
Tidewater Oil Co.
Regina, Sask.



WALLY WILKOWICH, left,
NORM BROSINSKY, both
with British American Oil
Co., Estevan, Sask.



Left to right: **REX BYERS,**
O. W. WARD, JIM STAFFORD
all with Tennessee Gas
& Oil Co., Calgary, Alta.



NORM DRAPER
Shell Oil of
Canada, Regina, Sask.



MIKE OLYNYK
British American Oil
Co., Regina, Sask.



Left to right: **JACK GASSNER,**
ED BENNETT, WALTER RASMUSSEN, all with Imperial Oil
Ltd., Smiley, Sask.



KEN BLANCETT
Canadian Kewanee
Ltd., Calgary, Alta.



G. R. BROWN
Texaco Exploration
Co., Calgary, Alta.



Left to right: **JERRY DRYSDALE, JIM RUTHERFORD, CLEM CHRISTIANSON, DOUG STEVENSON,** all with Imperial Oil, Ltd., Regina, Sask.

A. L. LA BERGE
Imperial Oil, Ltd.
Edmonton, Alta.

E. B. EUBANKS
Amerada Petroleum
Corp., Calgary, Alta.

COOPER DRABBLE
Imperial Oil, Ltd.
Calgary, Alta.

HAROLD HICKS
British American Oil
Co., Calgary, Alta.

WALT DUDLEY
Shell Oil Co. of
Canada, Calgary, Alta.

BOB RITTER
Richfield Oil Corp.
Calgary, Alta.





GORDON CONNELL
Royalite Oil Co.
Calgary, Alta.

JOHN McKAY
Plymouth Oil Co.
Calgary, Alta.

JAKE HARP
Placid Oil Co.
Calgary, Alta.

O. W. WALL
British American Oil
Co., Calgary, Alta.

ED BARROLL
Mobil Oil Co. of
Canada, Edmonton, Alta.

DOUG GINGERICK
Tidewater Oil Co.
Shaunavon, Sask.

More SNAPSHOTS



THIS group met for the annual Gear Sales meeting of Lufkin Foundry and Machine Co. last September in Lufkin. They are, left to right, front row: W. T. LITTLE, GUY CROOM, R. L. POLAND, all of Lufkin; ROME BEAULIEU, New York; JOE RANDOL, Houston; E. E. JOHNSON, Chicago; L. A. LITTLE, Lufkin. Second row, left to right: H. H. MULLER, Dallas; BEN QUEEN, Tulsa, Okla.; B. C. BURNETTE, Lafayette, La.; MILTON KRAMER, Houston; C. D. RICHARDS, Lufkin; ROY LILLEY, Maracaibo, Venezuela. Third row, left to right: J. B. HOPPER, B. M. ANDERSON, GENE TATE, DON SMITH, JERRY SNELL, W. A. SCHULLER, all of Lufkin; DAVE BISHOP, Cleveland, Ohio; V. J. FAWCETT, Los Angeles, Calif.; CHARLES DOUGLASS, Lufkin.



DAVE ASHTON
Hiwood Development
Ltd., Coleville, Sask.



CHUCK OGLE
General American Oils
Ltd., Coleville, Sask.



J. C. STRANGE
Caprock Sand and Gravel
Co., Lubbock, Texas



HOWARD ELASZ
British American Oil
Co., Estevan, Sask.

The Class of Production Technology from Kilgore College, Kilgore, Texas, which is a special lecture course sponsored by The University of Texas and the API for production men, visited Lufkin Foundry & Machine Co. in October. They were, front row, left to right: JOSE GUSTAVO CONTRERAS, Mene Grande Oil Co., San Tome, Venez.; MARTIN F. FORD, Canpet Exploration Co., Calgary, Alta.; DON R. BALMER, El Paso Natural Gas Co., Jal. New Mexico; C. A. RICHARDSON, JR., Tennessee Gas & Oil Co., Bellaire, Texas; HERBERT ZWEIFLER, Preussische Bergwerks, Hannover, Germany; FLOYD J. FALCON, Shell Oil Co., Metairie; WILLY ERNEST MASIN, O.M.V.A.G., Vienna, Austria; HOWARD S. SMITH, Arabian American Oil Corp., Saudi Arabia; JAMIE E. NINO, Colombian Petr. Co., Cucuta (Tibu) Colombia;

Second Row, left to right: FRED GRIFFIN, Lufkin Foundry, Lufkin; LUTHER W. RANDERSON, Mobil Oil Co., Hobbs, N. M.; ARLIE A. DIAMOND, Mobil Oil Co., Midland, Texas; M. W. NORRIS, Mobil Oil Co., Lubbock, Texas; NICOLA CANALETTI, Agip Mineraria, Milan, Italy; GIANCARLO VAGHI, Agip Mineraria, Milan, Italy; SHERMAN J. BAN, Shell Oil Co., Westwego, La.; SALVATORE MILIA, Agip Mineraria, Milan, Italy; WAYNE H. McQUAID, Mobil Oil Co., Wichita Falls, Texas; MARIO GARCIA, Shell Condor S.A., Casabe, Colombia.

Third row, left to right: DON STANDARD, Lufkin Foundry, Lufkin; WILLIAM T. DER GARRY, Creole Petr. Corp., Tia Juana, Venez.; CLYDE MANTOOTH, Honolulu Oil Co., Midland, Texas; FIDEL RAMIREZ, Colombian Petr. Co., Cucuta, Colombia; DON McCARN, Lufkin Foundry, Lufkin; JOSE SANCHEZ ROJAS, Mene Grande Oil Co., San Tome, Venez.; DOUGLAS B. FARMER, Monterey Oil Co., Long Beach, Calif.; MUCHTAR, Cal-Tex Pacific Oil Co., S. Sumatra, Indonesia.

BOB PAHL, left,
JIM HENDERSON, both
with Imperial Oil
Ltd., Devon, Alta.

WAYNE HARTHORN, left,
GEORGE DURHAM, both
with Shell Oil Co. of
Canada, Edmonton, Alta.

PAT SHOULDICE, left
GUS ATHANAS, both with
Pan American Petroleum Corp.
Drayton Valley, Alta.

CHARLES KIRKVOID, left,
RON RICHARDSON, both
with California Standard
Co., Red Deer, Sask.

JACK RUMMEN, left,
DOUG CAIRNS, both
with Mobil Oil Co. of
Canada, Calgary, Alta.





ERNEST LYNN KURTH



IT is a difficult if not impossible task to evaluate the impact upon our society of the life of a man like the late Ernest L. Kurth. He was known personally by those in the top echelon of industry and government, and he was intimately called "friend" by the hundreds of white and Negro employees who looked to him for employment in so-called good and bad times.

His accomplishments ran the gamut from musical talent to inventive genius, and whatever he put his mind and strength to eventually was hailed successful by his fellowman.

Born in 1885, Ernest Kurth built an empire by 1936. He was successfully engaged in lumber manufacturing, banking, railroads, and the Lufkin Foundry and Machine Company. Perhaps this would have been enough for most men, but the fibre of which Mr. Kurth was carved could not rest upon the past. He dared the untried, the unconquered. Having been born in a small community and reared among the towering pine trees of East Texas, his pioneering spirit was nudged into action at an age most men would have been thinking of retirement.

It was in 1936, that he became acquainted with Dr. Charles Herty of Georgia who had perfected in his laboratory a process for making newsprint out of Southern Pine. Although experts in the field had doomed the process to failure, Mr. Kurth believed it could be done—and then proved his convictions. It was a mammoth task to secure the necessary finances for such an endeavor, but he did it. On January 17, 1940, the first roll of newsprint from Southern pine came off the big machine at Southland Paper Mills, Inc. which was constructed at Herty, some two miles east of Lufkin. Since then a chemical pulp plant has been built, and three more paper making machines added. In September of this year, one of the machines was converted to the manufacture of a specialty kraft paper.

Mr. Kurth was named Director of Lufkin Foundry and Machine Company February 7, 1922, and served this industry faithfully until his death October 26, 1960. Many honors came to him including being named "Man of the South" and "Industrialist of the Year" in 1949. In 1951, Collier's magazine carried an article titled "Paper Prophet" by Frank X. Tolbert.

Among his business interests besides newsprint manufacturing, lumber, banking, railroads and foundries were newspapers, radio, television, and motion picture theaters. All these helped to transform the economy of Texas.

And yet this business giant was as close to his mill hands as his beloved pine trees are to Mother earth. Regardless of how many hours he had worked during any one day, he never refused entry to his office of an employee or for that matter, any man who wanted to discuss some personal problem with "Mr. Ernest."

Typical of the love and esteem in which he was held is an often-quoted answer given by a colored employee who chauffeured Mr. Kurth during the darkest day of the depression. As they were leaving from a visit to one of the lumber mills in East Texas, the chauffeur was cautioned by a friend of Mr. Kurth's to drive home carefully. The old Negro grinned broadly and replied, "I'll sure drive careful, for if anything happened to Mr. Ernest now, half the white folks and ALL the colored folks in Angelina County would starve to death!"

History will record for all mankind the footprints of this man on whom countless friends and associates have labeled "Man of the Age."



Treasure Awaits Finder

FRANK Fish searches a rugged mountain cliff for relics and treasures of by-gone Gold Rush days

By Lt. Harry E. Rieseberg

GHOST towns and mining camps of western states once roared with excitement and were known far and wide as the roughest of all early American pioneer communities. Miners, gamblers, adventurers stampeded by the thousands into these mining settlements west of the Mississippi and Missouri rivers. Murders were quite common and so were rumors of new bonanzas that caused these early adventurers to seek new fields. Many who left, left in a hurry, storing their bag and baggage under the ground or leaving them in some shack or building, never to return.

As the years passed, caches were buried deeper and deeper under the sand and earth, buildings where belongings had been stored crumbled away. Life left and ghost towns arose, standing out in the silence of the sand, the mountains and the plains, even along many of the streams.

Today, treasure hunters visit some of these towns to seek for such relics as dusty trunks, packing boxes, and old furniture items really of little value. However, there is one man interested in relics of tangible worth.

This man is Frank L. Fish of Amador City, California,

a noted treasure hunter and prospector. He is one of the most widely recognized experts in the country on buried treasure, lost mines, and early American abandoned towns.

In his adventurous role, he has explored dangerous territory and uncovered leather sacks of coins, gold nuggets and dust, silver and gold abandoned by fleeing renegades. Many legends of buried treasure have grown up around these early communities. Frank Fish has disproved some of them and proved others by actually prying from the earth huge quantities of valuables. Often he has used outboard craft to get to some of these isolated sites, some of which rest on the bottoms of rivers and lakes.

"The early-day settler," says Frank Fish, "kept much of his hard cash, nuggets, dust, and other currency or treasures in his abode or buried on his staked property. With an almost total absence of banks and plenty of outlaws around, a settler would put his valuables into old tin cans, bottles, glass jars, or leather moneybags and bury them. Then a sudden illness or a bad case of 'lead poisoning' would dispose of the settler and his riches would re-





OLD Wells Fargo building in Amador City, Calif. was secured as a home for Fish's Gold Rush Museum

main buried and unclaimed. Often a bandit or robber, hard pressed by a posse, would quickly bury or dump his stolen loot into a river pool but then never get back to the spot."

With a well-equipped station wagon, Fish starts out on his expeditions carrying equipment such as a small boat, metal detectors and locators, Geiger counters, and other metal-locating devices. He also takes along a portable stove, bedding, and other camping equipment so he can eat and sleep right on the spot where he is working. Then he travels down the abandoned streets of these once flourishing settlements and begins his operations. Moving slowly among the old structures, cellars, and trees, he uses his electronic devices to detect any metal that might be underground. When the needles start to flutter in the right direction, he puts down his electronic devices and picks up his pick and spade. Recently, he made many explorations along the Feather River, in northern California, where he came upon numerous relics, some gold and silver in tins which he found through the use of an underwater metal detector.

His findings amount to many thousands of dollars during the year. On a recent trip he brought back several leather sacks of gold dust and nuggets; a necklace with crude, matched gold nuggets; a gold ring; a stickpin inset with diamonds; opium pipes; many glass vials with dried-out dregs of the drug; two rotted pistols of ancient 1840-vintage; knives; and a skull with a bullet hole in its back. All this he found just 30-inches below the surface of the earth.

He has unearthed more than seven thousand relics and huge quantities of gold and silver. He has excavated in every state from the Middle West to the Pacific Coast. He started out in this field as a hobby; now it is a lucrative business.



FISH displays his treasures in a museum where interested persons may see them at no admission cost



THESE were unearthed at site of old mining camp

His relics have increased to such an extent that he recently obtained the old Wells Fargo building, built in 1851, in Amador City, California, to house his treasures. This he has called the Gold Rush Museum, and he charges no admission. Still, ever so often, he picks up and starts out in search of more buried and sunken relics of this early era of American settlement.

According to Frank Fish, there are still untold treasures buried beneath the sand and earth and in the streams bordering the sites where these camps once stood—in fact one might find relics in most every state of the Union. They wait for the modern treasure hunter to come along with his electronic metal detector, a little patience, and some luck. Anyone can join in this interesting sport.



The salesman was exhausted after a long day's driving. The desk clerk told him there wasn't a room left in the hotel.

"Look, fellow," he pleaded, "I'm really beat. I'll sleep anywhere, even in a closet."

Finally, the desk clerk relented. "Okay, I have one room, but there's a woman in it. However, if you don't bother her, she won't bother you."

"Don't worry," said the traveling man, "I won't touch her."

He went to the room. Twenty minutes later he ran back to the desk screaming, "That woman's dead!"

"Well," said the desk clerk, "I told you, if you didn't bother her, she wouldn't bother you."

Co-ed: "Doctor, I blush too easily . . . if I just sit down and think, I blush. What can I do about it?"

Doctor: "Think of something else."

"Dear Dad: I'm thinking about settling down here after the war and going into business. I'm planning on crossing kangaroos with raccoons and raising fur coats with pockets."

A Texas oilman's wife went to an automobile showroom and selected two sports cars.

"Now there's one thing," she said. "Do these little cars give off any gasoline fumes?"

"Oh, no," the salesman reassured her, not actually knowing but anxious to consummate the sale.

"Good. Then they wouldn't be harmful to walls and draperies?"

The salesman blinked. "Walls and draperies, Madam?"

"Why, yes," replied the lady. "I want them for use in the upstairs hallways."

The moon shone silver on the waters of the lake, and the waves beating on the shore were hardly equal in intensity to the waves of passion nearby. One ardent couple pulled apart long enough for the young man to whisper:

"Darling, am I the first man to make love to you?"

Her tone, when she answered, was irritable.

"Of course, you are," she said. "I don't know why you men always ask the same ridiculous question."

Oilman Ollie says he has to handle his new girl friend with kid gloves . . . her old man is a fingerprint expert.

The bride had four kids and the bridegroom five. The society editor decided it was a merger rather than a marriage.

Jones was painting the trim on the peak of his house. He was considerable distance from the ground and he was nervous. But he followed the rule: *Don't look down.*

"Hi, Mister!" a small voice piped from below. "Whatcha doing—paintin'?"

Clutching the ladder firmly, Jones looked down at a small wide-eyed boy, standing in his neighbor's yard, dressed in full cowboy regalia.

"Howdy, partner!" Jones shouted cordially. "You must be my new neighbor. That's a mighty fine outfit you're wearing."

"Yep," the boy replied, pointing to his wool-clad legs, "these are chaps. They look like pants—only they ain't. Mom says you gotta wear pants underneath."

Jones chuckled and returned to his work. An interval of time had elapsed when he again heard his little

friend moving about in the yard next door. Tired from his work, he decided to invite this embryo sheriff over for a glass of milk.

"Hey, down there!" he shouted, keeping his eyes fixed on his paint brush. "Come on over, and we'll get better acquainted. My wife's away, and I got a bottle of red-eye in the kitchen. But," he chortled, "don't forget to wear your pants!"

An ominous silence seemed to electrify the air. Jones peered down. Horrified, he stared into the eyes of a red-faced young lady—his new neighbor's wife.

They wanted a formal wedding, so they painted the shotgun white.

A column in the society section of a newspaper was describing a dress worn by a well-known local woman. "Among those attending the banquet was Agnes S. Smith. The dress she wore was so low in back that you could see her initials."

Ordinarily, Casey was the most reliable locomotive engineer on the line, but on this particular morning he was two hours late getting to the yard. First, his alarm clock failed to go off; then when he woke he was in such a hurry he cut himself shaving, broke a shoelace, and spent ten minutes hunting for the keys to his car. The car wouldn't start and Casey had to take a bus. When he got to the yard and finally pulled his express train out of the station, he was so far behind schedule that he opened the throttle wide. As he rounded a curve a few miles outside of town, doing more than 80 miles per hour, he noticed another train, going about the same speed, heading straight for him.

"Say, Mac," he said to his fireman, "did you ever have one of those days when everything goes wrong?"

When the new minister asked a prominent member of the congregation how he was doing, she replied, "Wonderful! We didn't really know what sin was until you came here."

"What is your little boy's name?"

"E Pluribus Unum."

"Strange name. Why did you name him that?"

"Because on my first date with his father, we flipped a coin to decide what we'd do for entertainment."

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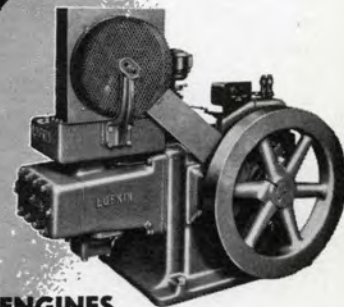
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