



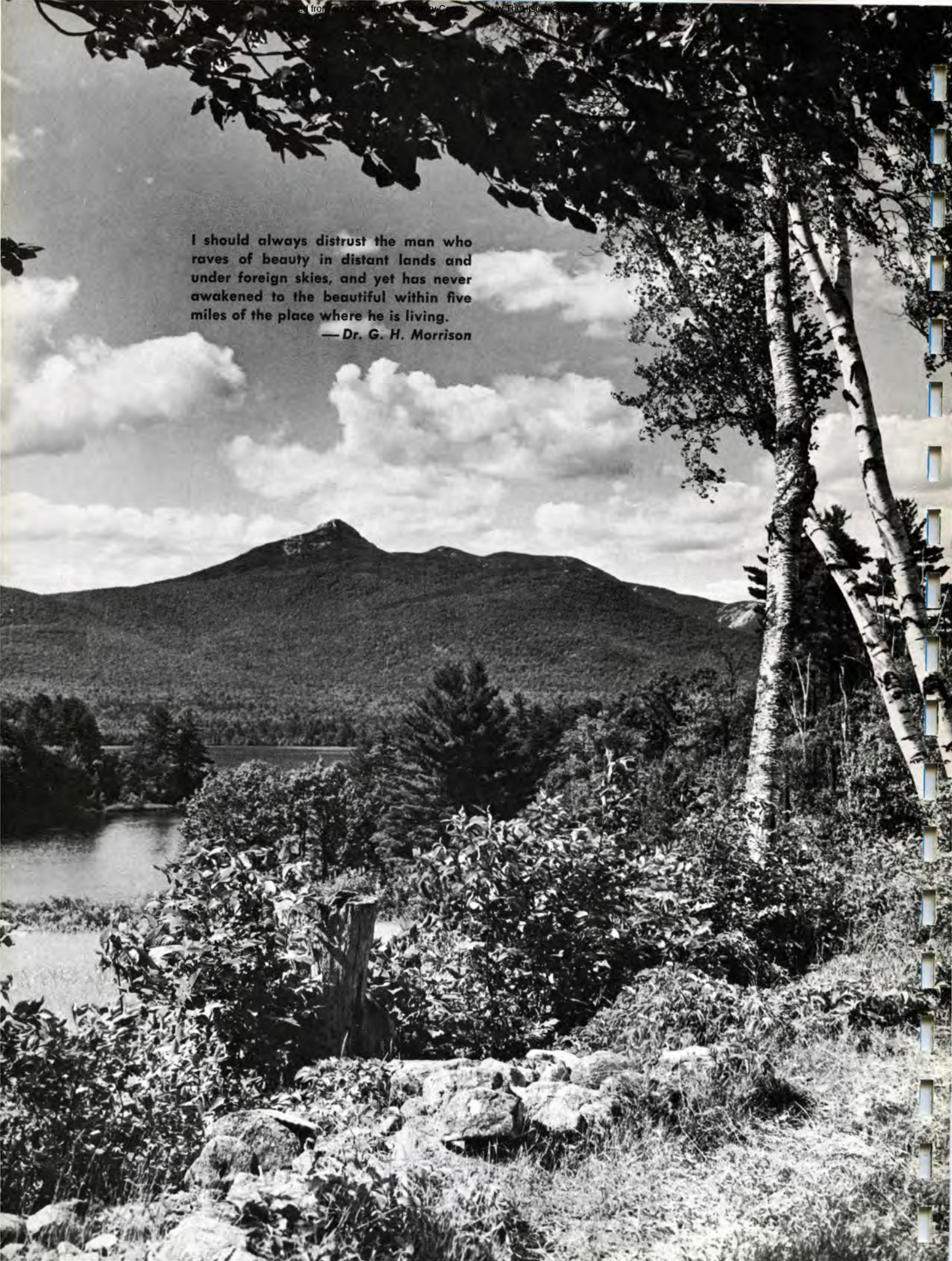
SHOSTAL

THE *Luffkin* LINE

MAY-JUNE • 1961

I should always distrust the man who
raves of beauty in distant lands and
under foreign skies, and yet has never
awakened to the beautiful within five
miles of the place where he is living.

— *Dr. G. H. Morrison*

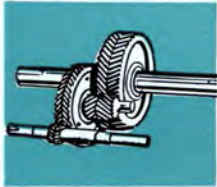




OIL FIELD PUMPING UNITS

THE *Lufkin* LINE

GEARS FOR INDUSTRY



MAY • JUNE, 1961
Volume 36 Number 3

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

East Texas Division Issue

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and Oilfield Sales Manager
C. D. Richards, Assistant
Oilfield Sales Manager

TRAILERS FOR EVERY HAULING NEED





ONLY signs of life on the beautiful lagoon are these ducks

By Jack B. Kemmerer

IN THE forgotten little hamlet of Monte Ne, nestled in the upper White River valley deep in the fabled mountains of the Arkansas Ozarks, lies the fallen ruins and pathos of a man's dreams. For here, in the almost ghost town of Monte Ne, "Coin" Harvey retired from the world in disgust to build the American Pyramids.

If you are of the younger generation, the name "Coin" Harvey will have little meaning for you. However, ask your father and mother or grandparents—they'll remember. It was just eight elections back, in 1932, that William Hope "Coin" Harvey ran for the office of president of the United States as the standard bearer of the Liberty Party—and actually received more than 50,000 ballots for his party's ticket. Coin was 80 years old when he ran for the highest office in the land, and his candidacy marked the peak of a long and lusty career as a public figure.

Harvey attracted followers with a Pied Piperish

sort of charm that he carried from one spectacular endeavor to another. Born in Buffalo, West Virginia, in 1851, he was teaching school at the age of 16 and became a practicing attorney before he was old enough to vote. By 1884, after practicing law in Chicago for several years, Harvey tired of the legal profession and moved to Colorado, going into the real estate business.

Here his flair for the dramatic evidenced itself soon in a great mineral exhibition he promoted at Pueblo. Probably the most memorable exhibit in this display was a statue called "King Cole," which had been carved from a huge hunk of coal weighing well over five tons.

During the 1890's, Harvey's enterprising spirit led him back to Chicago, where he threw his driving force into politics championing the Free Silver issue. It was during this period that he received his nickname of "Coin," which stuck to him the rest of his life. During his backing of the Free

OF "COIN" HARVEY



MISSOURI Row, one of the great log hotels Coin Harvey built

OKLAHOMA Row, the other hotel, is closed now

Silver coinage campaign, Harvey wrote a best seller, "Coin's Financial School," in which an eight-year-old child named "Coin" understood currency reform so well that he was able to outwit most of the financial wizards of the day.

In 1896, when William Jennings Bryan ran for president on the Democratic ticket, Coin Harvey became Chairman of the Ways and Means Committee and personal adviser to the nominee. The money situation, on which Harvey was quite an authority, was one of the issues of the party's platform; and Harvey frequently shared the lime-light with Bryan during the campaign. When Bryan was defeated, and the party subsequently eased away from the money issue, Harvey was so disillusioned and disgusted that he abandoned city life to seek peace and solitude in the Ozark Mountains.

He bought 320 acres of mountainous land, five miles east of Rogers, Arkansas, on State Highway 94, surrounding a little spot called Silver Springs. His agile, real-estate trained mind wouldn't retire, however, and soon this little spa, which he called



A SLEEPY mountain road leads out of Monte Ne, across the brook, up into the mountains



Monte Ne (mountain water) was laid off into streets, parks and drives and Coin had started a new enterprise—a health resort.

Lacking transportation facilities, Harvey built a private railroad, which made connections with the nearest railway at Lowell, Arkansas. The line's

one train was comprised of an engine with bulging smokestack, a coal car, a passenger coach and a bright red caboose. Guests boarded Harvey's Monte Ne Express and were jostled slowly, but surely, over the mountain trails to Harvey's commodious log-cabin railroad station.

Harvey's resort included a shady lagoon, fed by the clear sparkling waters which were a natural asset of the location. Transportation from the railroad station to the hotels was handled through gondolas, meeting every train. Exuberant mountain gondoliers sang lustily—if somewhat off-key—for the entertainment of the tourists as they steered them slowly over the half-mile canal to the hotels.

The hotels built from Ozark trees were said to be the largest log hotels in the world. They were called Oklahoma Row and Missouri Row, with plans made for several more as the resort became better known. As it was, the two were always booked to capacity during the season. Missouri Row was more than 300 feet in length, requiring about 8,000 hewn logs, chinked together with approximately 14,000 cubic feet of concrete.

The whole venture was a booming success until Harvey ran into difficulties with some of his stockholders. Soon the big hotel company was no more.



RUINS of the bank at Monte Ne



AMPHITHEATER, untouched by vandals, is still in perfect condition

The hotels were sold and then closed. An unhealthy decadence set in at once and Harvey's charming resort sank rapidly back into the anonymity from which it had sprung.

For almost 10 years Monte Ne and Coin Harvey were forgotten. During that time Harvey—the dreamer—dreamed many dreams; and Harvey—the thinker—thought of many great things. Out of his dreams and thoughts, there finally grew a magnificent scheme to perpetuate our civilization far beyond its normal span.

Civilizations had risen and fallen without known cause, Harvey reasoned; so he devised a plan to preserve a record of our lives and times—a record that would endure through all the ages until our present civilization should become extinct, and the civilizations to follow would search for indications of our existence.

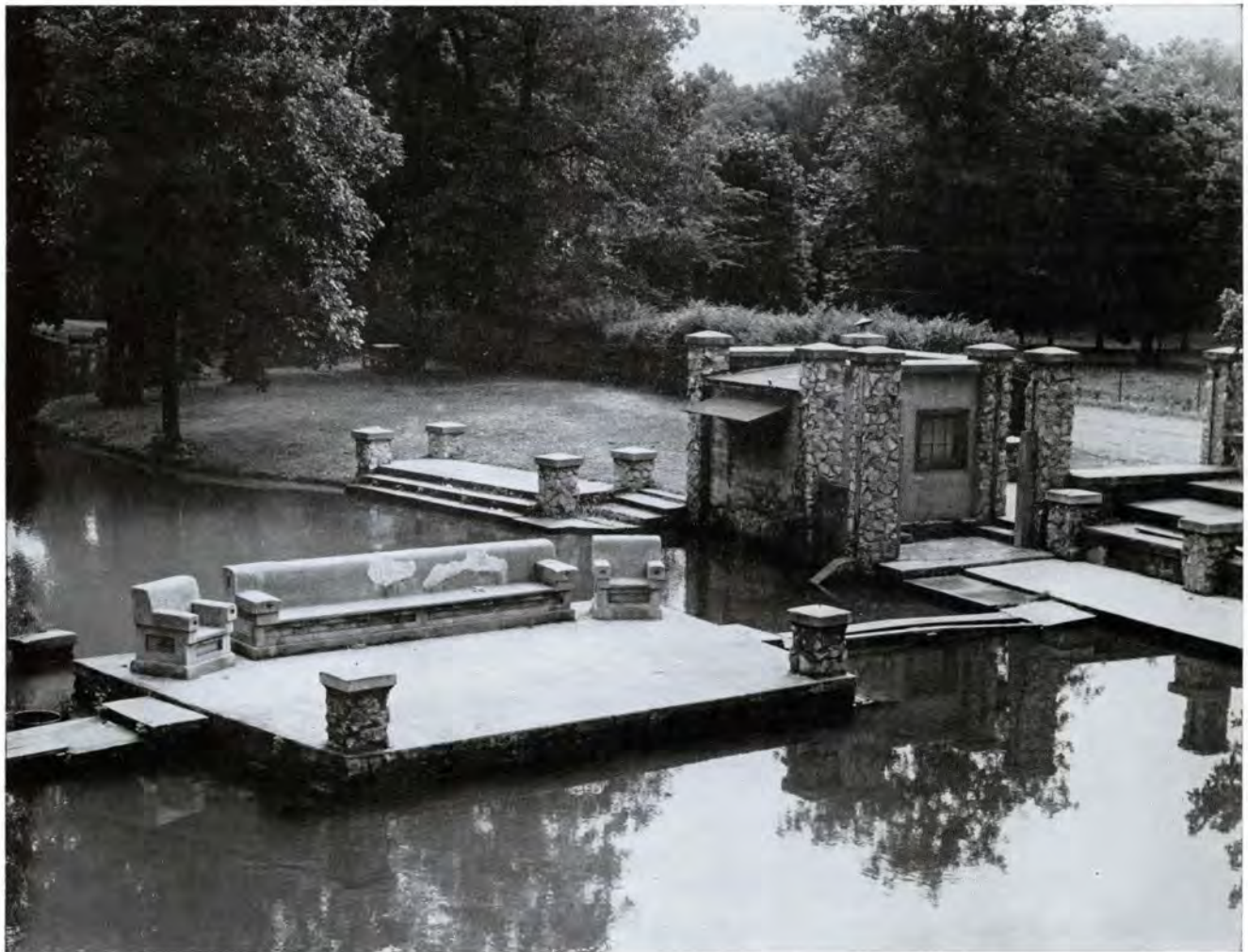
Harvey's plan was to build a great American pyramid for posterity. Built of cement and stone on a sturdy base, it was to be located at Monte Ne. Harvey's grandiose plans included a great shaft

rising to a height of 130 feet. A plate of enduring metal affixed to the top of the shaft would bear this inscription:

"When this can be read, go below and find the record of, and the cause of the death of a former civilization."

Harvey thought this inscription would be necessary as he believed that the dust and debris of the ages would some day cover the ground, and, of course, the pyramid.

The base of the pyramid would contain one large room for records, and two vaults in the shaft that would contain two books containing a history of the rise and fall of our civilization, together with a key book of the language which Harvey claimed would be so complete that any civilization could interpret the records. These books were to be sealed hermetically in sturdy glass containers from which all the air would be withdrawn, before they were placed in the sealed vaults. In addition, Harvey planned to include various documents of a scientific and historical



CONCRETE island in the amphitheater has a large divan and two chairs

nature, a copy of the Bible, and various small articles, like radios, needles, etc., that are in common use in our civilization.

Finding that his plan was a trifle ambitious from a financial standpoint, Harvey created and incorporated the "Pyramid Fund," and solicited funds from all over the world. As the fund grew he began the foundation of the pyramid. The four corner pillars were laid, and Harvey had glass-sealed records built into their sturdy structure.

He built the base of the pyramid in the form of a great amphitheater, rising against the mountainside at the foot of the pyramid. The seats were of stone and concrete, built in a large semicircle around the head of the lagoon, where the largest natural springs poured out a steady stream of water. Concealing this stream at the base, he built a wide concrete island as a stage. On this stage concrete replicas of an over-stuffed divan and two chairs were placed as stage "props." Access to

the stage was gained by walking a one-plank, removable bridge, or by wading the knee-deep, 54-degree spring water.

Then, on February 11, 1936, before his pyramid was completed, Coin Harvey died at the age of 84, and most of his dreams died with him. But his dream town of Monte Ne still stands in the splendor of its ruins, and the amphitheater endures with the stark simplicity of a Roman ruin.

The railway and train are gone, and the roadbed is grown up in sassafras and sumac. The log depot has crumbled. The gondolas are gone forever; but the valley is rich with its heritage of Harvey's dreams of grandeur. The hills still echo with the hearty laughter of guests like William Jennings Bryan, Will Rogers, Carrie Nation, and countless others who signed the old hotel guest books.

Perhaps some day it will be the only remaining record of our civilization. Who knows?

—Photos By The Author

A. F. JAMES TRUCK LINE



MR. & MRS. A. F. JAMES

IN THIS day of much discouragement and overwhelming difficulties for a man to begin a business of his own, A. F. James of Texarkana, is an example to admire.

From a meager beginning in 1952 with one truck, James now owns 33 trucks, 44 trailers and has other equipment under lease. The A. F. James Truck Line now operates in 12 states.

James has not always been in the trucking business. Upon his discharge from the Air Force in 1945, he was employed at the Red River Arsenal as vehicle inspector. When he left the Arsenal in 1955, to devote full time to his trucking business, he was Chief of Maintenance, General Supply Division.

His first venture in the trucking business was carrier for W. S. Dickey Clay Manufacturing Company in Texarkana, transporting clay and clay products and fittings to points in Arkansas, Louisiana and Oklahoma. Now he hauls clay tile from Greenwood, Alabama; Chattanooga, Tennessee; Meridian, Mississippi; and North Birmingham, Alabama, to points in 12 states.

James did not limit his business to clay products, but also transports salt, salt products and salt compounds from Carey Salt Company in Winnfield, Louisiana, to points in Arkansas, Kansas, Oklahoma and Texas. In addition, his company hauls fertilizer in bulk or in bags for Commercial Solvents Corporation of Sterlington, Louisiana, to points in Alabama, Arkansas, Mississippi, Oklahoma, Tennessee and Texas.

The first Lufkin trailer Mr. James bought nine years ago is still in service. Of his fleet of 30- and 40-foot trailers, 38 are Lufkins.

James has built a reputation with his equipment.



PART of James Truck Line fleet

He believes strongly in good maintenance, and each time a truck and trailer comes to the home office, it is washed, greased and serviced. Consequently, he has not only a good-looking fleet but a minimum of equipment failures on the road. He is complimentary of Lufkin trailers, explaining that he continues to purchase them because of their distinct design, durability and ruggedness in performance.

A LUFKIN loaded with clay pipe





ED SCALIA, left, Amarillo, Texas, and ELTON OWENS, Clovis, New Mexico



SAM JOACHIM, left, and SILVAN JOACHIM, both with Buffalo Bag Co., Houston, Texas



L. H. MOORE, left, DICK MOORE, both of L. H. Moore Canning Co., McAllen, Texas



Left to right: CURTIS E. PARKER, LIONEL LEWIS, BELVIN (SLIM) FARMER, all of C. C. Parker & Sons, Lexington, Texas



Left to right: JAMES CATHEY, SPENCER SCHILLINGS, R. C. BURDINE, all with Sam Sanders Sand & Gravel, Portales, New Mexico



Left to right: GEORGE BUSCHE, FRED WAUSON, JOE ABERNATHY, all with Yoakum Grain Company, Yoakum, Texas



T. E. WRIGHT, JR., Rio Grande Nursery, Brownsville, Texas



NEAL HUCKABAY, Buffalo Bag Co., Houston, Texas



CHARLES BYRD, Byrd Sand & Gravel, Lubbock, Texas



Left to right: MR. & MRS. LEE FRANKLIN, Sweetwater, Texas; and GLENN FOY, JR., Trailer Branch manager, Lubbock, Texas

AL SMITH, Amsco Transportation Co., Houston, Texas

LEO PARKS, Parks Trucking Co., Lubbock, Texas

C. E. (GENE) STRANGE, Caprock Sand & Gravel, Lubbock, Texas

ELDON MILLER, Roswell, New Mexico

TED NELSON, Nelson Trucking Co., Oklahoma City, Okla.





J. D. (PEE WEE) POLLOCK,
Foremost Dairies, Inc.,
Dallas, Texas



LOREN JENNINGS,
Mountain View, Okla.



WAYNE DEERING,
D & M Wholesale Lumber
Co., Clovis, New Mexico



LEE MAPLES,
Roswell, New Mexico

among TRUCKING FOLK



THURMAN SMITH,
Mangum, Oklahoma



JEWETT SCOTT, JR., Jewett
Scott Co., Mangum, Oklahoma



JAMES BROWN, Joe Brown
Co., Ratliff City, Okla.



Left to right: M. L. (SNUFFY) GILBERT, W.
T. ROBINSON JR., JIM COPE, LEONARD
BLANKSHIP, JOHN ROBINSON, all with W. T.
Robinson & Son's Trucking Contractor, Inc.,
Tulsa, Okla.



CHARLES L. FULLER,
Dealers Transit, Inc.,
Dallas, Texas



EVERETT EVANS,
Victory Cartage & Trucking
Co., Tyler, Texas



CHRIS CHRISTIANSEN, left,
and DEAN HIGGINS, both
of Amarillo, Texas



JEWETT SCOTT, left,
JIMMY MOWDY, both with
Jewett Scott Co., Mangum, Okla.



SAM SANDERS,
Sam Sanders Sand & Gravel,
Portales, New Mexico



JACK WHITING, Whiting
Bros. Construction,
Las Vegas, Nevada



N. C. BYRD,
Byrd Sand & Gravel,
Lubbock, Texas



CARL PENN, Transport
Trucking Co. of Texas,
Farwell, Texas



BILL LONDON,
London Trucking Co.,
Lubbock, Texas

LUFKIN

Installations

- 1 LUFKIN C-228D-246-74 Unit, Robert F. Roberts, Crowville, Louisiana.
- 2 LUFKIN C-228S-74-23B Unit with LUFKIN HT-333B Gas Engine, Cities Service Petroleum Co., Waskom, Texas
- 3 TWO LUFKIN C-80D-48-10 Units, Texaco, Inc., Bethany, Panola County, Texas.
- 4 LUFKIN C-114S-64-11.6 Unit, Cities Service Petroleum Co., Olla, Louisiana.
- 5 LUFKIN C-160S-54-16A Unit with LUFKIN HT-333B Gas Engine, RHU Oil Company, Smackover, Arkansas.
- 6 LUFKIN B-16D-30-5 Unit, Pan American Petroleum Corp., Oil City, Louisiana.
- 7 LUFKIN A-456DB-120-36A Unit with LUFKIN H-795 Gas Engine, Humble Oil & Refining Company, Carter Division, Magnolia, Arkansas.
- 8 LUFKIN C-228D-74RO-23 Unit, Crow Drilling & Producing Co., Vidalia, Louisiana.
- 9 LUFKIN A-160D-74-25 Unit, Atlantic Refining Company, Magnolia, Arkansas.
- 10 LUFKIN C-114D-54-14 Unit, Robert F. Roberts, Shongaloo, Louisiana.





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5



6



9



10



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Arkansas Louisiana Gas
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Mobil Oil Co.
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FRANK DAVIS, Lion Oil
Co., Shreveport, La.



Left to right: KEITH LOEFFLER, HUGH LIECK, RALPH
VEATCH, all with Pan American Petr. Corp., Monroe, La.



JERRY DIVERS, left, The Ohio Oil Co. EARL GUNN,
Pan American Petr. Corp., both of Tulsa, Okla.



GENE COLE, left, Guy Scroggins Co., Lafayette, La.;
BOOTS ODOM, Tidewater Oil Co., Victoria, Texas.



JOHN CALLOWAY, left, HARRY TIRK, both
with H. L. Tirk Co., Smackover, Ark.



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both with Mobil Oil Co., Shreveport, La.



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FRANK LYON, all with Humble Oil & Refining Co., Magnolia, Ark.

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Robert F. Roberts
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United Gas Corp.
Shreveport, La.



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Petr. Co., Castor, La.



J. T. (JUD) DAVIDSON, left, Tret-O-Lite, El Dorado, Ark.; HENRY GRAVES, Berry Oil Co., Smackover, Ark.



Left to right: J. F. SETTLE, JAMES DUNN, JACK ARMSTRONG, all with Phillips Petr. Co., Smackover, Ark.



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JESSE NEW, Union Producing
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DON HARLAN, Texaco,
Inc., Houston, Texas

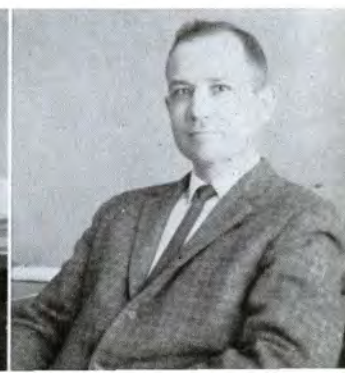
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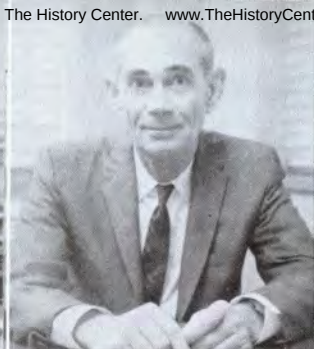




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Shreveport, La.



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Shreveport, La.



J. P. ROBINS
United Gas Corporation
Shreveport, La.



GEORGE C. LEFLER
Sun Oil Co.
Delhi, La.



H. W. FOSTER
Cities Service Petr.
Co., Olla, La.



Left to right: **JOHN PIERCE**, Lafayette, La.;
BOBBY GILBERT, Victoria, Texas, **BUSTER BUTTS**,
Kilgore, Texas, all with Tide Water Oil Co.



Left to right: **WAYNE MEYER**, The Ohio Oil Co., Price,
Texas; **STAN LEWIS**, Humble Oil & Refining Co., Tyler,
Texas; **CHARLES OLSON**, The Ohio Oil Co., Price, Texas



Left to right: **J. C. HOWE**, **RONALD HARRELL**, **S. S. LACY, JR.**,
A. B. TOLLETT, all with McAlester Fuel Co., Magnolia, Ark.



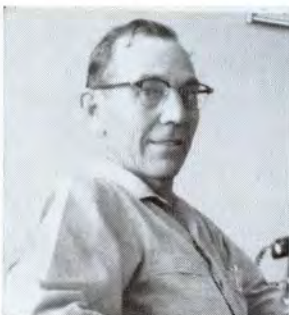
C. H. HINES
Phillips Petr. Co.
Smackover, Ark.



HENRY STRAUSS
Union Producing Co.
Shreveport, La.



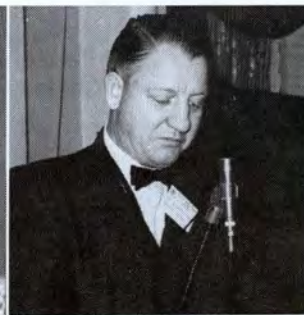
S. J. LEWIS
Humble Oil & Refining
Co., Tyler, Texas



R. J. FARRELL
Mobil Oil Co.
Shreveport, La.



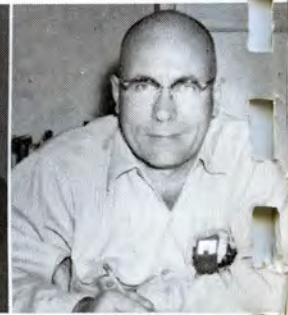
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Mobil Oil Co.
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Smackover, Ark.

BILL RUSSELL
Phillips Petr. Co.
Smackover, Ark.



A. D. HICKS
Key Oil Co.
El Dorado, Ark.



G. M. LEMLEY
Atlantic Refining Co.
Magnolia, Ark.



LLOYD MORGAN
Barnwell Drilling Co.
Shreveport, La.



ROLAND POLK
Lion Oil Co.
Shreveport, La.





HUDSON MANN
Texaco, Inc.
Shreveport, La.

GENE HARRELSON
Murphy Corporation
Shreveport, La.

W. T. (DAD) WARREN
Kerr-McGee Oil Co.
Smackover, Ark.

R. M. PITCHER
Humble Oil & Refining
Co., Shreveport, La.

A. H. WEYLAND
Cities Service Petr.
Co., Shreveport, La.

Snap- shots



Left to right: P. H. DUVAL, The Ohio Oil Co., Price, Texas; OWEN T. TOLSON, JR., Cooper-Bessemer Corp., Shreveport, La.; THOMAS E. RANKIN, The Ohio Oil Co., Price, Texas.



Left to right: ROLAND POLK, Lion Oil Co., Shreveport, La.; TAYLOR HOOD, Manager, Gas Engines, Lufkin Foundry, Lufkin, Tex.; CULLEN TUBBS, Sun Oil Co., Dallas, Texas



Left to right: CLEM ENGLAND, Haynesville, La.; BILL MORGAN, Shreveport, La.; R. T. JOHNSON, C. A. SULLIVAN, both of Haynesville; all with The Ohio Oil Co.

CLAYTON McCLENDON, left, Vivian, La., and J. B. (BLACKKEY) VAUGHN, Minden, La., both with Pan American Petr. Corp.



KENNETH DANIEL, left, CURT BRAZIL, both with Phillips Petr. Co., Smackover, Ark.

Left to right: WILLIAM J. PEOHLING, Northern Natural Gas Co., Omaha, Neb.; DON F. TANKERSLEY, Natural Gas Pipe Line Co. of America, Amarillo, Texas; RICHARD D. HILEMON, Northern Natural Gas Co., Omaha.



B. C. McREE
Union Producing Co.
Shreveport, La.

JOE WILSON
Humble Oil & Refining
Co., Magnolia, Ark.

DON SIBLEY
Atlantic Refining Co.
Magnolia, Ark.

RALPH DAVIDSON
Janlyn Oil Co.
Magnolia, Ark.

E. H. BABITZKE
Texaco, Inc.
Shreveport, La.



Snap- shots

continued



CLINT MOORE
Phillips Petr. Co.
Smackover, Ark.



J. H. NOBLES
MacFarlane Co.
El Dorado, Ark.



J. B. SMITH
Union Producing Co.
Shreveport, La.



M. H. BEAVER
Mobil Oil Co.
Shreveport, La.



Front row, left to right: H. D. HAWK, T. E. ROGERS, C. T. KIMBRO, LEONARD GOODWIN. Back row, left to right: BOBBY BROWER, FRED PRICE, RAYMOND BURDEN, JOE YADON, all with Cities Service Petr. Co., Lindsay, Okla.



JOE JEAN
Lion Oil Co.
Shuler, Ark.



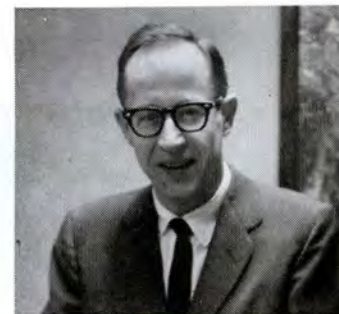
PAUL WEEKS
Barnwell Drilling Co.
Shreveport, La.



G. F. PHILLIPS
Cities Service Petr. Co.
Olla, La.



Left to right: I. W. FOSTER, Haynesville, La.
G. G. WELLBORN, Louann, Ark.; LARRY BYRD
Haynesville; all with Cities Service Petr. Co.



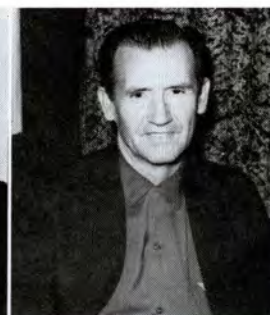
BILL COLE
Humble Oil & Refining Co.
Shreveport, La.



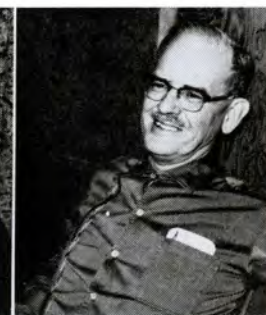
H. M. KRAUSE, JR., left, Houston, Texas;
H. H. MEREDITH, JR., Corpus Christi, Texas;
both with Humble Oil & Refining Co.



HUGH BARTON
Humble Oil & Refining
Co., Tyler, Texas



J. D. SPEER
Sells Petr. Co.
Tyler, Texas



W. S. DENMAN
The Ohio Oil Co.
Price, Texas

W. B. POWERS
Mobil Oil Co.
Shreveport, La.



R. A. (BOB) STACY, JR.
Shreveport, La.



CARL BLACK
Phillips Petr. Co.
Smackover, Ark.



OTIS BYRD
Cities Service Petr. Co.
Shreveport, La.



BLAKELY DUNN
Murphy Corporation
Shreveport, La.



TINY TWEETSIE



By Jackie D. Burch

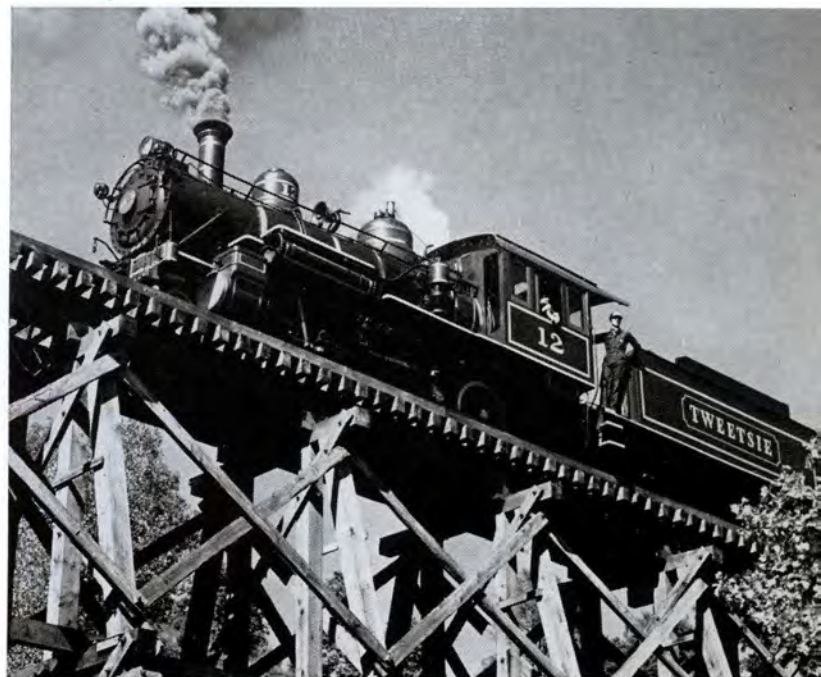
IF YOU'VE never been a Tweetsie fan you've been missing a trainload of family fun. Taking a trip on this tiny train as it circles Roundhouse Mountain between Boone and Blowing Rock, North Carolina, is an unforgettable jaunt back into time.

The country-side traversed by Tweetsie provides some of the prettiest mountain scenery in America, and is just as rustic and quaint as the train.

Tweetsie is one of the few remaining "puffer-bellies" in actual operation. He is also a train of renown and has a colorful history. But he's now embarking upon perhaps the most colorful, most pleasant phase of all.

After the train circles the mountain, carrying his adoring public on sight-seeing tours, he approaches his own park, "Tweetsieville." This 400-acre tract has a large rain shed, picnic tables, and hiking trails threading through spectacular mountain scenery.

In his working days, Tweetsie was with the East



HIGH trestle gives train riders a thrill

—Photo by Lou Harshaw
Asheville Chamber of Commerce

"TWEETSIE" highballing it down the line





"TWEETSIE" is one of few "puffer-bellies" in action today



BLACK smoke rolls as "Tweetsie" rounds a curve



Tennessee and Western North Carolina Lines, and ran between Boone and Blowing Rock, North Carolina. For a generation or more this little train (called Tweetsie by the mountaineers, rail fans, and tourists because of the high, sweet, tuneful note of its whistle) was the sole contact the town of Boone had with the outside world. Hauling building materials, livestock, timber, medical supplies, and farm implements, as well as iron ore.

It was about this time that Tweetsie became a colorful character in a book by Archie Robertson, entitled, "SLOW TRAIN TO YESTERDAY." Immediately the fame of this lilliputian line spread far and wide.

When highways brought wheels to the area and

much of the train's commercial value was past, tourists and sightseers flocked on the train by the hundreds to take the scenic trip between the two towns.

In 1940, heavy rains washed out sections of the track between Cranberry and Boone. These were never rebuilt. In 1950 E. T. and W. N. C. discontinued the train's run.

Locomotive No. 12, Tweetsie's official title, and three cars were sold to three Virginia railroad fans. For a while, Tweetsie ran on a mile of track near Penn Laird, Virginia. Hurricane Hazel broke up the track and the train was sold to cowboy star Gene Autry, who planned to take it to Hollywood.

Tweetsie was again in the limelight. Numerous citizens, newspapers, TV, and radio men were outspoken in their belief that Tweetsie should somehow be brought back home to North Carolina. Grover Robbins, Jr. was one of these.

When Gene Autry finally abandoned plans to move the train, Robbins bought it and immediately began searching for a suitable place to set the train up in sight-seeing, joy-riding business. He decided on Roundhouse Mountain.

Then began the long journey home. It took some



ARRIVING at Tweetsieville, riders scurry to sight-seeing and picnic areas

—Photo by Grover C. Robbins, Jr.



"TWEETSIE'S" playground offers enticing scenery for the camera fan as well as nature lovers

—Photo Courtesy Asheville Chamber of Commerce

doing! Southern Railway brought him to Hickory on May 20, 1956, forty miles away from his present run at Boone-Blowing Rock, and thousands of Tweetsie fans turned out to welcome him. It was proclaimed "Tweetsie Homecoming Day" by the Governor of the state.

It was a year before Tweetsie moved the final lap of the journey. Four tremendous trucks finally rolled up to the crest of the giant Blue Ridge with the train riding proudly atop the trailers. His new track, station, and Tweetsieville were all ready for him. Now, completely refurbished, bright and shiny as new, green and yellow Tweetsie hauls his adoring fans back and forth on a run that includes a high trestle, deep fill, and will eventually have a tunnel.

A trip on this little train can be a memorable experience. Countless families include a trip on Tweetsie as part of their vacation of an exciting old-time travel adventure. Often this trip is the answer to that "different" way to spend a weekend, especially in the spring and autumn when nature's panorama is at its most exciting stages.

This little iron horse as it begins to throw steam,

is admired and photographed by the fans. You'll meet congenial visitors who don't work for the railroads but who love to talk about them, and they speak with authority because they spend their free time reading railroad lore. They browse at length through timetables and railroad maps. They are often called the most enthusiastic, non-paid non-solicited good will promoters for railroads.

When the train highballs on its mainline the fans make fleeting observations of the scenery. When the outfit stops at the entrance to "Tweetsieville" the fans scurry in all directions for more pictures of scenery and passengers. Some run to the picnic tables to spread their lunch.

For many children this mite of train gives them their first taste of railroading. Unquestionably, "Tiny Tweetsie" is fast becoming Western North Carolina's outstanding tourist attraction. It preserves all that was exciting and fascinating of the early railroading days of our country, offering children a glorious page of history with spouting steam, flying cinders, and the thrilling voice of the warning whistle. One trip and you'll probably become a Tweetsie fan yourself.



The big-time Charley said to the well-stacked Indian girl: "I've got two-bits that says I can take you out and show you the best time you ever had."

"I've got a buck that says you can't," retorted the girl.

Salesgirl: "Yes, Mrs. Jones, our girdles come in four fixed sizes—small, medium, wow and holy mackerel."

Sunday School Teacher: "Why did Noah take two of each kind of animal into the Ark?"

Bright Scholar: "Because he didn't believe the story about the stork."

Senior Petroleum Engineer: "She's a new girl with us and just fresh from the country, so we'll have to show her what's right and what's wrong."

Junior Petroleum Engineer: "O.k. You show her what's right!"

An adult western has these requirements—the hero's gun must be a forty-five, while the heroine's bust must be a thirty-eight.

The lanky cowboy strode into the elegant ladies shop and headed for the lingerie department. He approached the salesgirl and announced, "I'd like to buy a girdle, ma'am."

"Playtex?" she suggested.

"That's mighty kind of you, ma'am," the cowboy gallantly answered, "but not right now. I'm double parked."

Ann: "He insisted on petting me at his penthouse party last night and I pretended to enjoy it until I had a couple of highballs."

Grace: "Then you got up nerve to tell him you didn't like it?"

Ann: "No, then I really started enjoying it!"

Volkswagens and such other cars
Give Cadillacs the jitters;
It makes them feel like mother cars
Surrounded by their litters.

The cute little thing entered the doctor's office with a worried look.

"Doctor," she said, "I need an operation?"

"Major?" asked the doctor.

"No," she replied, "Sergeant."

Bridegroom: "So you didn't know I wore a toupee and elevator shoes?"

Bride: "No, but don't worry—I have a couple of surprises for you, too."

Two expectant fathers nervously paced the floor in the waiting room of a maternity hospital.

"What tough luck," grumbled one. "This had to happen during my vacation."

"You think you've got troubles?" retorted the other. "I'm on my honeymoon!"

Back in the hill country two neighboring hill-billies were arguing over the death of a cow. It seems the cow had strayed into the still belonging to one of them and had subsequently died after drinking a considerable amount of moonshine.

"It warn't my likker what killed your cow—she come home to you giving egg nog and you milked her to death."

Sign in a real estate office: "Get lots while you are young."

Girls dresses are getting so short that we wonder what the designers will be up to next.

"How did you break your leg?"

"Threw a cigarette in a manhole and stepped on it."

He's the kind of a fellow who never talks to a pretty-girl without ending every sentence with a proposition.

Duffy was hitched to a wife whose frozen face got frostier and frostier as he drank more and more. Duffy went to the doc for a check-up one day, and the medic advised him he'd better lay off the booze or he'd lose a lot of his male potency.

"Aw, hell," snorted Duffy, "I like what I'm drinkin' so much better than what I'm lovin' that's no worry to me."

"Why do you take milk baths?"

"Can't find a cow tall enough for a shower."

It was a small hotel on upper Miami Beach and the young lady was on the roof taking a sun bath, clad only in a skimpy bathing suit. In looking around, she discovered there were no tall buildings nearby where inquiring eyes could see her so she decided to take a real sun bath. Taking off her bathing suit and lying on her stomach she was enjoying herself when she heard footsteps approaching. She quickly grabbed a towel and looked up to see the hotel manager coming near.

"Young lady," he said, "we don't mind you sun bathing up here but we do not allow nude bathing!"

"But," she protested, "there are no high buildings close enough for anyone to see me."

"I know," he answered, "but you're lying on the skylight over the dining room."

"Here's a picture of my father at a Sunday School picnic."

"Which one's your father?"

"How should I know?"

The other morning Luke got up feeling like a 20-year-old . . . but at that hour he couldn't find one.

"Aren't you getting tired of this bachelor life all the time, Bill?"

"Certainly not," replied Bill. "What was good enough for my father is good enough for me."

Then there was the farmer who was milking his cow along the edge of a cliff. He fell off the cliff and would have been killed if he hadn't had something to hang on to. People for 20 miles around thought it was an air raid.

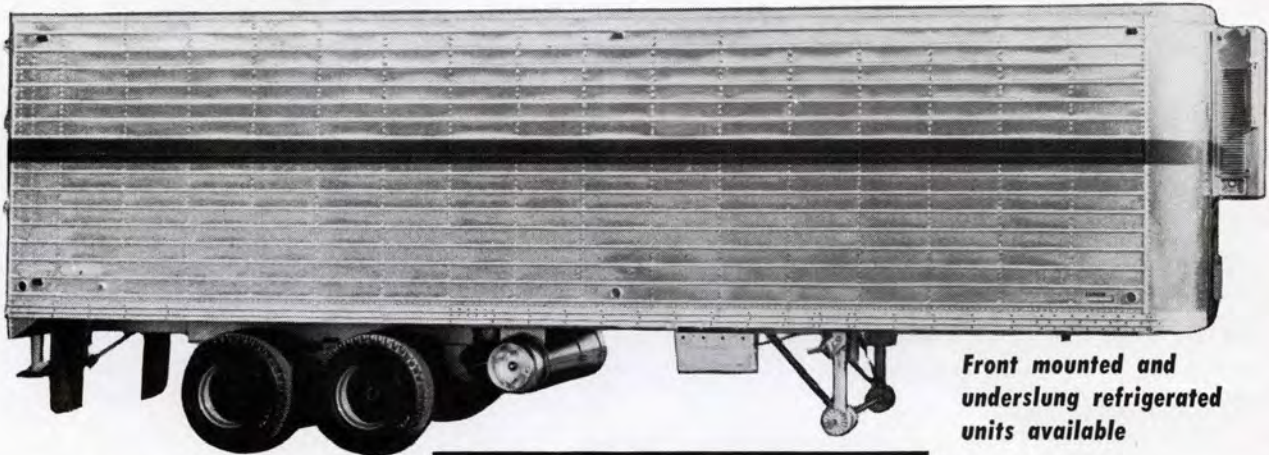
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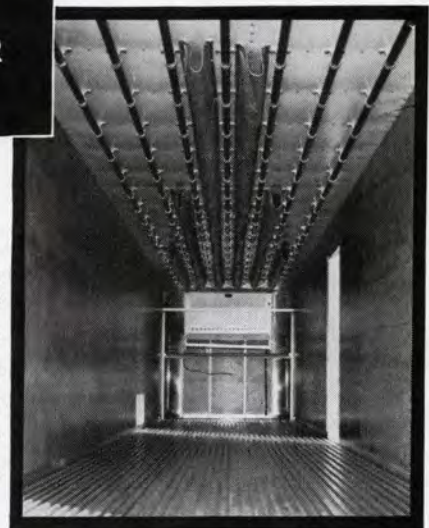
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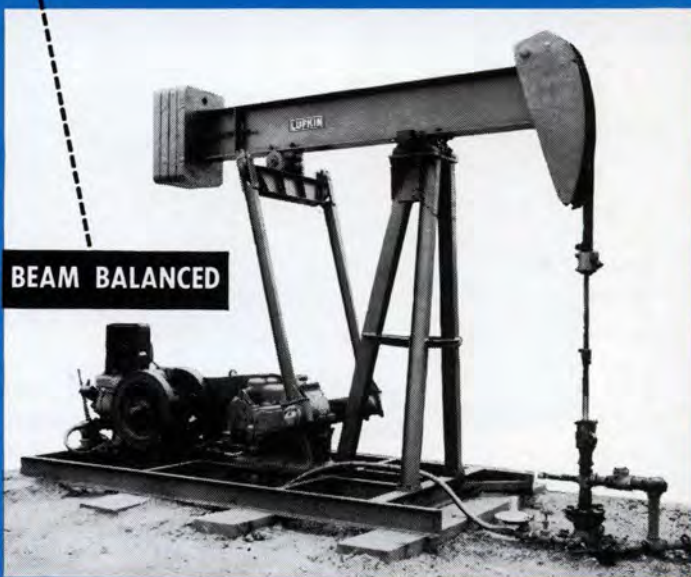
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