



SEBASTIAN

THE *Luffkin* LINE

SEPTEMBER-OCTOBER • 1961



Too many men spend their lives
in the service of their passions,
instead of employing their passions
in the service of their lives.
— Sir Richard Steele



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Phone: LUdlow 5-1201

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P. O. Box 1849
Phone: 237-2670

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Phone: 4691

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Phone: CEntral 6-4521

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LUFKIN MACHINE CO., LTD.
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9950 Sixty-Fifth Ave.
Phone: GEneva 3-3111

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P. O. Box 1353 OCS
Phone: CEnter 4-2846

Regina, Saskatchewan, Canada
3913 Eighteenth Ave.
Phone: LAkeside 3-8919

LUFKIN FOUNDRY & MACHINE
CO., INTERNATIONAL
Anaco, Venezuela, S. A.
Estado Anzoategui
Apartado 46

Maracaibo, Venezuela
Apartado 93
Phone: 3132

Buenos Aires, Argentina
Matpetrol S.R.L.
Esmeralda 155
Phone: 45-4822

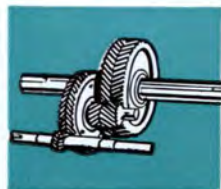
EXECUTIVE OFFICES
& FACTORY
Lufkin, Texas
Phone: NEptune 4-4421

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

OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



SEPTEMBER • OCTOBER, 1961

Volume 36 Number 5

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

Virginia R. Allen, Editor

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TRAILER DIVISION

Sales and Service Offices

BIRMINGHAM, ALABAMA
3700 10th Ave., North
Phone: LYric 2-8164

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418 W. Macon
Phone: FL 8-6887

DALLAS, TEXAS
635 Fort Worth Ave.
Phone: RIverside 2-2471

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Phone: CApital 5-0241

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Phone: DRake 2-2210

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2074 S. Bellevue
P. O. Box 3182
Phone: WHitehall 6-5811

LUBBOCK, TEXAS
709 Slaton Hwy.
P. O. Box 188
Phone: SHerwood 7-1631

OKLAHOMA CITY, OKLAHOMA
1315 West Reno
P. O. Box 2596
Phone: CEntral 6-3687

SAN ANTONIO, TEXAS
3343 Roosevelt Ave.
Phone: WALnut 3-4334

SHREVEPORT, LOUISIANA
U. S. Highway 80, East
P. O. Box 5473, Bossier City
Phone: 424-5351

EXECUTIVE OFFICES
& FACTORY
Lufkin, Texas
Phone: NEptune 4-4421
C. W. Alexander, Sales Manager
Trailer Division
Floyd Rogers, Ass't.
Sales Manager

Maracaibo, Venezuela
Apartado 93
Phone: 3132

Buenos Aires, Argentina
Matpetrol S.R.L.
Esmeralda 155
Phone: 45-4822

EXECUTIVE OFFICES
& FACTORY
Lufkin, Texas
Phone: NEptune 4-4421

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



TRAILERS FOR EVERY HAULING NEED

★ SEASON'S Greetings
are extended to all in
sight via this oil derrick
in Creole Petroleum
Corporation's Lake
Maracaibo Camp



Christmas in **VENEZUELA**

VENEZUELA



THE three kings bow to the manger of the Christ Child in a Venezuelan "nacimiento" scene

TRADITIONS old and new are part of Christmas in Venezuela. Venezuela, probably more than any of her sister South American republics, has felt the tremendous impact of the twentieth century. The result has brought many changes to Venezuelan customs, including those of Christmas.

The holiday season in Venezuela begins December 16th at four o'clock in the morning with Christmas Masses. These Masses last for nine days—symbolizing the Holy Virgin's months of expectation—and end on the 25th. They are named the *aguinaldo* (pronounced ah-geenal'-do) Masses, after the religious songs which are the feature of each service. Rhythmic and colloquial, the "aguinaldos" are accompanied by rattling maracas.

Clanging bells and popping rockets summon the people to worship at the *aguinaldo* Masses. After the services the people flock through the streets and return to their homes perhaps to drink a cup of black, sweetened coffee as the sun rises.

During the nights of the *aguinaldo* Masses, by

custom, the children roller skate in plazas which the police have obligingly roped off from traffic. The skating usually begins at midnight, or before, and continues until late in the morning, with a break at Mass time. At the fringe of the skating area, vendors sell hot coffee and fried cakes.

The old tradition of constructing manger scenes in Venezuelan homes remains a strong one. Called *nacimientos*, these scenes usually include the Christ Child, Mary and Joseph, the Shepherds and the Three Kings—all set against a Venezuelan backdrop of palm leaves and tropical flowers. Traditionally, the Infant Jesus is not placed in His manger until after midnight on Christmas Eve. To parallel the story of the Nativity, the Three Kings are first placed some distance from the manger. As the days pass, they are moved in closer and closer to the manger until on January 6th, the Day of Kings, they reach the Christ Child to present their gifts. Venezuelan families are exceptionally proud of these carefully constructed *nacimientos*.



UNIQUE among Venezuelan customs is roller skating in the streets during the nine days before Christmas

They are often placed so as to be visible from the sidewalk for the pleasure of those who pass by.

Another traditional feature of Christmas in Venezuela is *hallacas*, (pronounced ay-yah'-cas) the national Christmas treat. Just as it would not be Thanksgiving in the U.S. without a turkey, in this tropical land it would not be Christmas without *hallacas*. The ingredients include chicken, pork, shortening, almonds, olives, raisins, hard-boiled eggs, and seasoning. This intricate concoction is surrounded by a corn paste, wrapped in a banana leaf and boiled in water. Needless to say, there is a great art in making "hallacas," and great gusto in eating them.

Singing groups often move from house to house in Venezuela during the Christmas season, in the manner of carol singers in the United States. Often these songs are accompanied by maracas, small guitars called *cuatros*, and various indigenous percussion instruments. In their repertoire the singers include *aguinaldos* similar to those sung at the

Christmas Masses, and jocular Venezuelan folk songs called *villancicos* (pronounced vee-an-see'-cos). Venezuelan songs at Christmas are usually composed of rhyming couplets. Original verses are frequently introduced by the singers.

An *aguinaldo* is not only a type of song, but also a seasonal gift to those who have been of service throughout the year. *Aguinaldo* gifts are sometimes solicited by a tactful card asking that the sender be remembered. At other times, although there is no reminder, it is very much expected just the same.

On Christmas Eve, or "*Noche Buena*" as it is called, the holiday season reaches its climax. At the churches the people celebrate the midnight Mass of the Cock, and the choir sings special songs devoted to the final night of the *aguinaldo* Masses. After Mass, Venezuelans partake of the feast of the year—the Christmas supper.

In days gone by, Venezuelans invariably returned to their homes for the Christmas supper.



WRAPPED in banana leaves and made of various ingredients, "Hallacas" is the nation's number one Christmas treat

Today in Caracas, it is not uncommon for them to go out to the night club for the big event which, in its celebrative aspects, compares with New Year's Eve in the U.S. But whether at home or in a club, everything is done to make the Christmas supper just as festive as possible. There are plenty of *hallacas* for all, and tables are filled with sugar-crusted ham, turkey, sweets, and choice wines.

Although Venezuelans adopted the Christmas tree custom from Europe, North Americans living in Venezuela have introduced some new Christmas customs. In recent years, for instance, they have imported Christmas lights from the U.S. which they string on some of the tropical vegetation in their yards. Now more and more Venezuelans are doing the same thing. Many suburbs in Caracas are filled with lights. A novel twist to this Yankee import is the stringing of lights on some of the derricks in Venezuela's many oil fields.

The holiday season draws to a close in Venezuela on January 6th, the Day of Kings. A few years ago, deserving youngsters believed that it

was the Three Kings who brought them presents. At bedtime on the Eve of Epiphany, according to the custom, the children put their shoes up on the window sill and placed wisps of straw inside them "to feed the camels of the Magi." When the children awoke the next morning, they discovered gifts in place of the straw.

Now this charming custom has faded (although it is still observed in parts of the interior), and presents for the Children are usually given either in the name of the infant Jesus or of St. Nicholas on Christmas Eve. Sometimes in a blend of the old and the new, the legend of the Three Kings provides Venezuelan children with a second chance to receive gifts, those that Santa forgot when his sleigh jangled across the snowless land below.

Christmas in Venezuela, then, is a mixture of the joyful and the devout, the up-to-date and the old-fashioned. Also, ever present in Venezuela's celebration of the birth of Christ is a mystic and uniting spirit, which in the deepest sense expresses a nation's wonderment at the Christmas miracle.



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Texas Petroleum Co.
Bogota, Colombia



A. C. MARTIN
Compania Shell de Venezuela, Ltd.
Maracaibo, Venezuela



J. B. BOYD
Phillips Petr. Co.
Maracaibo, Venezuela



PAUL GOLIER
Mobil Oil
Anaco, Venezuela



ED BASCOPE
Signal Oil & Gas of Venez.
Maracaibo, Venezuela



Left to right: **TOM WALSH**, International Petr.; **ROY LILLEY**, Lufkin Representative, Maracaibo; **GEORGE COLLINS**, Caribe Drilling; **BOB FREDRICKS**, A. J. ORGAN, both with Reed Bit; **S. E. STUCKY**, **BILL CAVER**, both with Cities Service; **TOM SHORT**, International Petr.; **HERB EDWARDS**, Texas Petr. Co.; all of Bogota, Colombia



L. A. WOOSTER
Mene Grande Oil Co.
Lagunillas, Venezuela



L. A. NELSON, left, **L. H. BOYD**
Richmond Exploration Co.
Maracaibo, Venezuela



TOM WINTLE, left, **PAUL MOSER**
Creole Petr. Corp.
Tia Juana, Venezuela



R. E. TURRENTINE, left, **W. H. GREEN**
Creole Petroleum Corp.
Tia Juana, Venezuela



BOB PARED, left, **M. M. PAYNE**
Creole Petroleum Corp.
Tia Juana, Venezuela

PETER PAUWELS
Compania Shell de Venezuela
Lagunillas, Venezuela

L. E. SIERO
Mene Grande Oil Co.
Lagunillas, Venezuela

MINOS GORDY
Creole Petroleum Corp.
Lagunillas, Venezuela

M. J. BRIDGES
Mene Grande Oil Co.
Lagunillas, Venezuela

A. W. ARSCOTT
Compania Shell de Venezuela, Ltd.
Maracaibo, Venezuela





BASIL ROSE
San Jacinto Venezolana, C.A.
Maracaibo, Venezuela



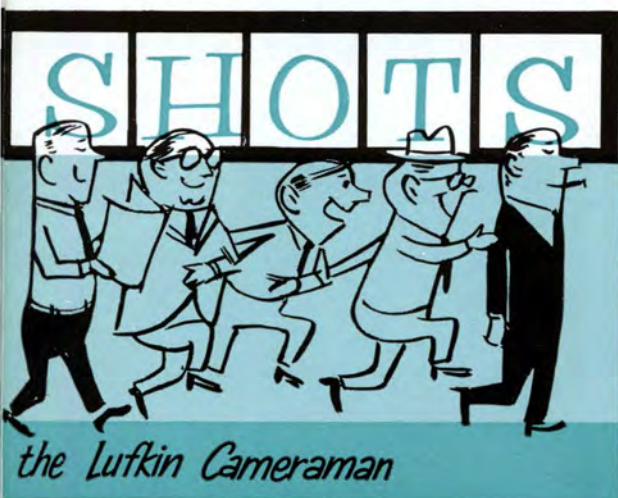
R. L. SEAY
Richmond Exploration Co.
Maracaibo, Venezuela



H. BLANKESTIJN
Compania Shell de Venez. Ltd.
Maracaibo, Venezuela



TOM WALSH, left, DON COLBO
International Petr. (Colombia) Ltd.
Bogota, Colombia



SAM CURTIS, Lufkin Representative; DR.
EDUARDO MEYER, Astra Cia. Argentina de
Petroleo, both of Buenos Aires, Argentina



Left to right: ED STEINER, DON SHIMMON,
both with Signal Oil & Gas of Venez.; GENE
CALLISON, Dowell, all of Maracaibo, Venez.



JIM KOLB, left, C. L. DePRIESTER
Richmond Exploration Co.
Maracaibo, Venezuela



R. S. LONGWELL, left, T. G. WALL
Mobil Oil Co. of Venez.
Maracaibo, Venezuela



H. O. SARGEANT, left, DON HILBERG
Creole Petroleum Corp.
Tia Juana, Venezuela



W. O. MARTIN, left, JOHN BUTTLE
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Bogota, Colombia

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Maracaibo, Venezuela



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Venezuelan Sun Oil Co.
Maracaibo, Venezuela



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Richmond Exploration Co.
Maracaibo, Venezuela



TOM ROUELLO, JR.
Venezuelan Atlantic Ref. Co.
Maracaibo, Venezuela



JIM HUGHES
Richmond Exploration Co.
Maracaibo, Venezuela





JOHN BOOR
Mobil Oil
Anaco, Venezuela



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Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



A. SAXIN
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



ART JOHNSTON
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



HANK GULLEDGE
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



ERNEST DEAN
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



CAROL DICKINSON
Phillips Petr. Co. de Venez.
Caracas, Venezuela



MERLE BEESON
Mobil Oil
Barinas, Venezuela



CLEM CARR
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



JIM ELKINS
Venezuelan Atlantic Ref. Co.
Tucupido, Venezuela



J. L. JACKSON
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



JIM TEMPLETON
Sinclair de Venezuela
Barinas, Venezuela



A. FIGULYE
Venezuelan Atlantic Ref. Co.
Anaco, Venezuela



WALLACE CRAIG
Sinclair Oil de Venez.
Caracas, Venezuela



GLEN PARK, left, Mobil Oil, Anaco, Venez.
and JACK JUMPER, Lufkin Foundry
representative, Anaco, Venezuela



JOHN BARNES, left,
SAM MASCELLI, Mobil Oil
Anaco, Venezuela



Left to right: GEORGE KUNKLE,
ED DZUBEK, VAUGHN SCANLAND, all
with Mobil Oil, Anaco, Venezuela



SWEDE SWINSON
Sinclair de Venezuela
Barinas, Venezuela



EDWARD J. MAY
Colombian Petr. Co.
Bogota, Colombia



WILFRED ELLIS
Forrest Colombian Corp.
El Centro, Colombia



JOSEPH V. LeBLANC
Superior Oil Co. of Venez.
Maracaibo, Venezuela



L. W. KELLY
International Petr. (Colombia) Ltd.
Bogota, Colombia



FRANK DONHAM
Sinclair Oil de Venezuela
Caracas, Venezuela



FRANCISCO REVAS LARA,
Sociedad Anonima Petrolera,
Las Mercedes (SAPLM),
Roblecita, Venezuela



THE Senior Class of Petroleum Engineering from the Universidad Industrial de Santander, Bucaramanga, Colombia, visited the plant and general offices of Lufkin Foundry & Machine Co. in July.

Front row, left to right: TOMAS LUQUE DAZA, H. J. BAYONA O., ROY LILLEY, JR., Lufkin Representative, Maracaibo, Venez.; JOAQUIN RODRIGUEZ P., FRANCISCO JOSE CHONA C.

Second row, left to right: LUIS EDUARDO SUZA LOPEZ, HECTOR CONTRERAS L., DR. GUNTER TRAPP, Instructor; CARLOS J. DAZA M., CARLOS NEY S., LEONARDO MANTILLA J.

Third row, left to right: DONALD McCARN, Lufkin; HUGO VARGAS S., ABELARDO GALVIS G., MANUEL AGUIRRE, Lufkin; J. L. GARCIA PEREZ, EMILIANO REY S., JORGE O. VARGAS M., CHARLES DONAHOE, Lufkin.

shots



DON CRAWFORD
Mene Grande Oil Co.
Lagunillas, Venezuela



A. F. STEVENS
Sinclair de Venezuela
Barinas, Venezuela



JERRY DOZIER
Venezuelan Atlantic Ref. Co.
Oritupano, Venezuela



Left to right: LEON BUCHLER, JIMMY FRENCH, CLARK FULLER, E. E. MARTIN, JOHN GOFF, all with Pan American Argentina Oil Co., Buenos Aires, Argentina



SONIA MARIN, left, HARVEY COMBY
Sociedad Anonima Petrolera, Las Mercedes
(SAPLM), Roblecita, Venezuela



WILSON LITTLE, left, BILL WIDEMAN
both with Phillips Petr. Co. de Venez.
Caracas, Venezuela



LEJEUNE WILSON
International Petr. (Colombia) Ltd.
Bogota, Colombia



MARCUS SANDERS
Mobil Oil
Anaco, Venezuela

PAT LEIGH
Mobil Oil
Anaco, Venezuela

BILL TROXLER
Richmond Exploration Co.
Maracaibo, Venezuela

R. L. FEHRMANN
Venezuelan Sun Oil Co.
Maracaibo, Venezuela

H. K. EDWARDS
Texas Petroleum Co.
Bogota, Colombia

TERENCE J. CASEY
Colombian Petroleum Co.
Bogota, Colombia





1

- 1 LUFKIN A-1500T-192-42 Unit, Creole Petroleum Corporation, Bachaquero, Venezuela.
- 2 TYPICAL of the many LUFKIN Pumping Unit installations of the waters of Lake Maracaibo.
- 3 LUFKIN A-912D-120-30 Unit, Richmond Exploration Co., Boscan Field, Maracaibo, Venezuela.
- 4 LUFKIN Pumping Units and steel derricks dot the surface of Lake Maracaibo, Venezuela.
- 5 LUFKIN C-114D-48-14 Unit in Quiriquire Field in eastern Venezuela. (Standard Oil Co. N. J. Photo)
- 6 LUFKIN C-114D-48-14 Unit, Compania Petroleo, Ganso Azul, Peru.
- 7 LUFKIN Pumping Units on a Creole Petroleum Corporation well, Lake Maracaibo, Venezuela.



2 3

LUFKIN



5 6

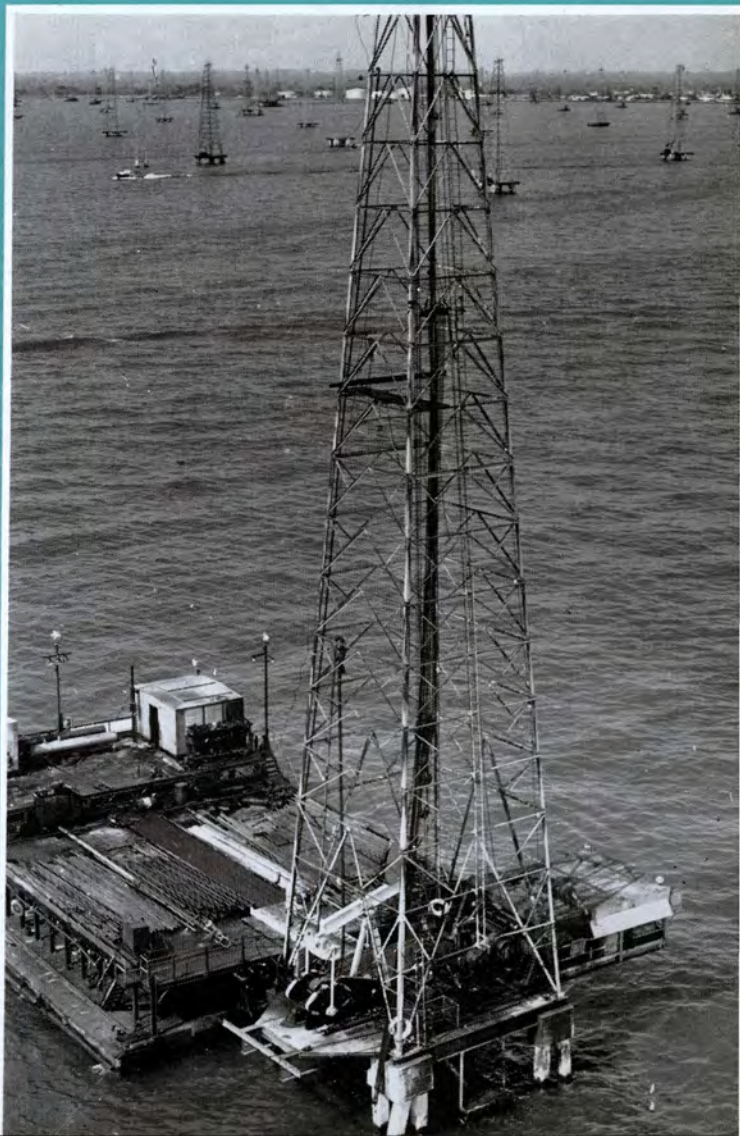


4

INSTALLATIONS



7



DEALERS TRANSIT, INC.

Southwest Region

DALLAS, TEXAS is the hub of activities for the Southwest Region of Dealer's Transit, Inc. Located at 4224 West Illinois, Dealer's Transit operates under authorities of drive away, truck away, oilfield and heavy and cumbersome. With these authorities they transport trucks, trailers, automobiles, all types of oilfield equipment and government material. The authority on heavy and cumbersome loads is a direct result of expansion into the southwest by Dealer's Transit when they purchased operating rights held by the late C. J. Simpson who had operated in this territory for some 20 years.

The Southwest Region covered by Dealer's Transit is comprised of a six-state area including Texas, Arkansas, Oklahoma, Louisiana, New Mexico and Mississippi.

Charles L. Fuller, known to his friends as "Chuck," is Regional Manager. Terminals are located in Dallas, Houston, and Lone Star, Texas, and in West Memphis, Arkansas. Chuck is no "Johnny Come Lately" in the trucking business. He began his career with Dealer's Transit in November, 1940, driving a truck out of Flint, Michigan.

The Dallas shop, under Shop Superintendent Louis Slovak, is equipped for complete maintenance of engines, transmissions, and differentials. It, together with a driver's waiting room and main offices, is located on a 12-acre plot in the growing industrial area in southwestern Oak Cliff.

Solicitors are Dave Ross, Gene Simpson and Jeff Fortson. Bill Berg is dispatcher and Mrs. Elsie Peters is secretary. Employees number some



C. L. (CHUCK) FULLER, Southwest Region Manager

75 persons, many of whom have been with the company for years.

Headquarters for Dealer's Transit, Inc. is in Chicago, having been previously in several Michigan cities as the company expanded. Present owners, Walter F. Carey and Bert B. Beveridge, have been active in the truck transportation industry since the early 1930's. Mr. Carey, President of the company, hauled the first load from Pontiac to Flint, Michigan. From this beginning, Mr. Carey rose to President of The American Trucking Association.

MRS. ELSIE PETERS, Secy., and BILL BERG, Dispatcher





LOUIS SLOVAK, Shop Superintendent

In the Chicago office, Phil W. Young is director of personnel and safety. Under his guidance, the company has compiled an enviable safety record with their drivers winning numerous safety awards.

Dealer's Transit has had underway for some time a program of equipment standardization, resulting in the use of cab-over-diesel engine tandem tractors having sleeper cabs so that loads can move on a 24-hour basis. These tractors pull floats, low beds and drop frame trailers, many of which are late model LUFKINS. The Southwest Region fleet consists of 75 units.



ONE of Dealer's Transit's heavy duty ginpole trucks capable of lifting 35,000 pounds

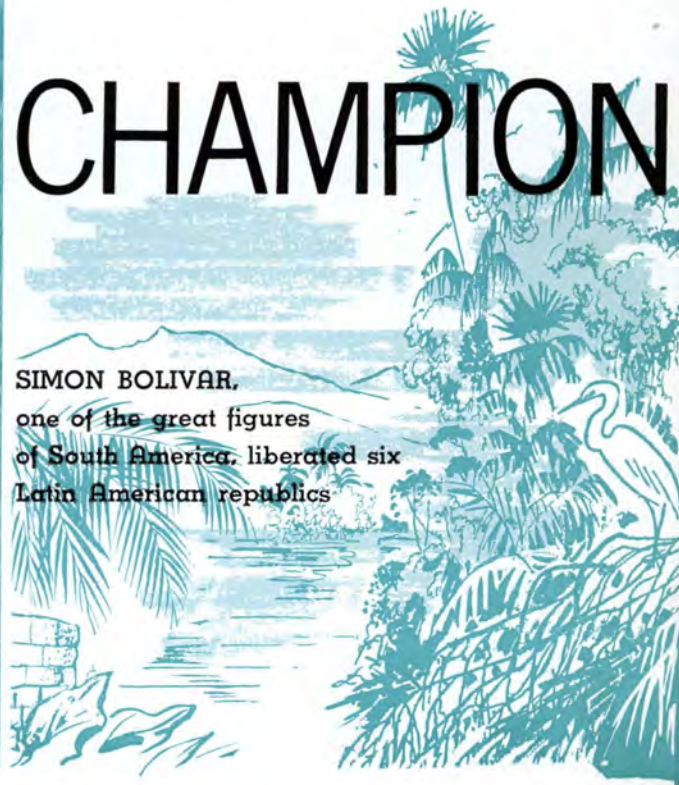
Below: PART of 75-unit fleet of Dealer's Transit in Southwest Region





CHAMPION

SIMON BOLIVAR,
one of the great figures
of South America, liberated six
Latin American republics



SIMON BOLIVAR, South America's most renowned soldier and statesman, is the most colorful figure in the history of the continent. His words are inscribed on hundreds of schools and public buildings. Statues in his honor adorn city and village parks from Bogota and Caracas to Lima and La Paz.

It is with good reason that they call Bolivar "The Liberator" in South America. Leading the bloody struggle that brought national independence to six countries, Bolivar liberated four times as many colonists as George Washington. Both men shared the same great devotion to the cause of independence. Washington demonstrated his at Valley Forge; Bolivar in his perilous march across the Andes. But they died under different circumstances. Washington passed away at Mt. Vernon, an honored figure in the eyes of his countrymen. Bolivar died in poverty at Santa Marta, a small port town in Colombia. He thought his life a failure.

The Liberator was born into a wealthy, aristocratic family in Caracas, Venezuela, on July 24,

1783. He was educated in Spain, married there at the age of 19, and brought his bride home to Venezuela. When she died of fever in less than a year, he returned to Europe.

In 1805, at the age of 22, Bolivar stood atop the Aventine Hill overlooking Rome. Surveying the ancient ruins below, he prophesied to his friend and teacher, Don Simon Rodriguez, that his testament would be far greater than that of the Roman emperors. "On my life and honor, I swear not to rest until I have liberated South America from her tyrants," he said.

This proved to be much more than a vain statement made by an over-confident young colonial, because the next two decades unleashed an avalanche of independence. Led by Bolivar, Venezuela, Colombia (which at that time included Panama), Ecuador, Bolivia and Peru broke free, ending Spain's 300-year rule in South America.

Venezuela declared its independence on July 5, 1811, under the leadership of Francisco de Miranda, a revolutionary hardened by years of fighting in the European wars. Miranda was im-

OF Liberty

pressed by the young Bolivar, placed him on his staff as a colonel, and commended him for gallantry in action.

The first Venezuelan Republic came to a quick end when the stronghold of Puerto Cabello was lost. Miranda surrendered, was taken prisoner, and died two years later in chains. Bolivar was allowed to escape to Curacao through the influence of a friend.

He soon organized another revolutionary force in neighboring Colombia. Within a year he reconquered Caracas, then lost it again. Difficult years of retreats and small victories, big dreams and disillusionment followed. In 1815, with the help of Haiti's president, Alexandre Petion who supplied him with arms and ammunition, he attacked the Spanish in Venezuela for the third time. Although the expedition met defeat, and Bolivar was once again forced to leave the country, it provided the occasion for a great achievement. In accordance with a promise made to the president of the Negro republic, Bolivar devised a plan under which all slaves in Venezuela and Colombia were freed within 32 years.

Bolivar organized still another attack, this time around the east coast of Venezuela and up the Orinoco River. A toehold at Angostura, later renamed Ciudad Bolivar, was established. The Liberator strengthened his forces, notably by an alliance with Jose Antonio Paez, who headed an army of *llaneros* or plainsmen. Many English and Irish veterans of the European wars joined his ranks. The time was approaching for the most daring and resourceful of his military campaigns—the march across the Andes.

His plan was to march across the sparsely defended heart of Venezuela with the goal of capturing Bogota, then the capital of Spain's vast New Granada. Across the route reared the Andes—



NATIONAL Pantheon in Caracas, the final resting place of Simon Bolivar and other Venezuelan heroes

difficult to cross under the best of conditions, with its 15,000-foot passes, and almost impossible in the rainy season. Bolivar's army was ragged and ill-equipped. Indeed, most of the plainsmen had never even seen the mountains before, much less climbed them.

The march took 75 days. Hundreds of men died along the way; all of the expedition's horses and mules were lost. Although only 3,000 men reached the other side, the element of surprise was in their favor. The campaign culminated at the battle of Boyaca, in which 5,000 Spanish troops were decisively defeated, and 1,600 prisoners were taken. The fall of Bogota was assured, and with it the independence of Colombia.

Although the struggle for South American independence continued for several years, the turning point had been reached. Two years later on June 24, 1821, Venezuela finally threw off the Spanish yoke at the battle of Carabobo. The next year, victories at Bombona and Pichincha freed Ecua-



IN 1958, a 4-cent and an 8-cent stamp was issued by the U.S. Post Office in honor of Simon Bolivar

STATUE of Simon Bolivar in the Plaza Bolivar, Caracas, Venezuela



dor. The climax came in Peru with the battle of Ayacucho on December 9, 1824. Fourteen Spanish generals gave up their swords and their armies boarded ships for Spain. Soon after, the continent discovered by Columbus in 1498 had won its fight for independence. South America was on her own, and no man had as great a share in her triumph as Simon Bolivar.

Almost to the degree that Bolivar's military campaigns were successful, his political efforts met with failure. His creation—the Republic of Greater Colombia, which included what is now Colombia, Venezuela, Ecuador and Panama—did not endure. For 14 trying years Bolivar served as its president. The incessant rebellions of his ex-lieutenants and the Republic's political disintegration caused his resignation. Eight months later, on December 17, 1830, he died, a broken man.

The tragedy of Bolivar is that he did not live to see the fruits of his victories, and that he seemed to have sacrificed his life, his fortune, and his possessions for nothing. The great ideals for which he fought and died were not achieved for many, many years. The Pan American Conference he called at Panama in 1824, and the Treaty of Confederation which resulted, soon faded into obscurity. His political thought, as expressed in his Cartagena Manifesto of 1812, the Jamaica letter of 1815, and his memorable Angostura Address of 1819, was far ahead of his time. Bolivar believed,

as he said near the end of his life, that he had “plowed the sea.”

Yet today, the Organization of American States with its headquarters at the Pan American Union in Washington, D.C., is the fruition of at least one of Bolivar's dreams—indivisible security for the American republics through the practice of international justice.

Bolivar greatly admired George Washington, and his dearest possession was a locket given to him by Washington's family containing a miniature portrait of our first President. Lafayette wrote a message to accompany the gift: “You are a man who bears in his heart an unlimited love of liberty.”

Of the United States, Bolivar once wrote, “The United States is a singular example of political virtue and moral rectitude.” U.S. citizens, he said, “have been unique in the history of the human race.”

In 1958, the U.S. Post Office issued two Bolivar stamps as part of its “Champions of Liberty” series. Both came out on July 24, the 175th anniversary of the Liberator's birth. Bolivar, Missouri, and Bolivar, New York, bear his name, and New York, New Orleans and Washington, D.C. have statues in his honor.

Bolivar's conviction that nations “under the rule of inviolable law should exalt innocence, humanity and peace” offers a challenge to us all.



ELIE SMITH, left., LUFKIN TRAILERS,
Lubbock, Texas; BOB ROBERTS,
Hereford, Texas



JACK THORNTON
Transport Refrigeration, Inc.
Memphis, Tennessee



CHARLIE BOMAR, left.
CECIL GRAY, Texas Concrete Block Co.
Lubbock, Texas



MISS BERNICE HAWTHORNE, left,
MRS. P. L. HAMILTON,
Anderson Truck Line,
Port Arthur, Texas



← W. A. SCHINDLER,
Hurricane Steel Ind. & Amco Mesh &
Wire Co., Houston, Texas

→ Left to right: HAROLD, LAWRENCE,
and LOIS GARNER, Garner Truck
Line, Inc., Houston, Texas



Left to right: C. F. LAMBERT,
JOHNNY LAMBERT, RALPH PACE.
Lambert & Sons, Dilley, Texas

L. L. EMERSON, left, L. A. BITNER,
Galveston Truck Line Inc.
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Left to right: TAYLOR BEARD, JR.,
E. R. CROCKETT, WAYNE HOUSE,
First National Bank, Memphis, Tenn.





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Houston, Texas



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TRUCKING FOLK... *continued*



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KENNETH WRIGHT
Plains White Leasing Co.
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BOB BROWN
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Austin, Texas



D. A. COLEMAN
Assoc. Gro. of Port Arthur
Port Arthur, Texas



DAVID STILES
Ramsey Truck Lines
Lubbock, Texas



RAY RAMSEY
Ramsey Truck Lines
Lubbock, Texas



R. B. (ROSIE) SCHOENBERG
Anderson Truck Line
Port Arthur, Texas

**ELMO JACKSON, left,
KELLY JACKSON**
Matador, Texas



JEWEL WEEKS
S & H Contracting Co., Inc.
Groves, Texas



ART CHESTER
Hurricane Steel Ind.
Houston, Texas



JOE CAVAZOS
Hurricane Steel Ind.
Houston, Texas



JOE WILLIS
J. J. Willis Trucking Co.
Beaumont, Texas





BILL MOSHER
Mosher Steel Co.
Lubbock, Texas



LEO BRAND
Southwestern Trading Co.
Houston, Texas



T. O. MASHBURN
C & H Transportation, Inc.
Dallas, Texas



H. K. SPECK
Atlas Truck Line, Inc.
Houston, Texas



BOB HARPER
J. Weingarten, Inc.
Houston, Texas



HERBERT WHISENHUNT, left.
JOE LEWIS, both of
San Antonio, Texas



R. V. HOKANSON, J. Weingarten, Inc.
Houston, Texas



BOB MONTGOMERY, Magcobar
Houston, Texas



FRANK ISAAC, Magcobar
Houston, Texas



Left to right: **HARRY PROFFIT, McCaa Chevrolet Co., West Memphis, Ark.;**
JERRY NEISLER, JR., JERRY NEISLER,
Neisler Trucking Co., Lexington, Tenn.

Left to right: **LOWELL CADDEL, JACK SARRI, OSCAR ROBERTS, Plains White Leasing Co., Lubbock, Texas**



DON DERBY, left. T. R. BURKE,
McKesson Clinical Co.
Houston, Texas



W. O. SPENCER, left.
T. A. ELMORE, C G & S Gin Co.
Tokio, Texas



CARL WILKINSON, left, Lufkin Trailers, Dallas
KEN GIDDENS, Bell Transportation Co., Dallas, Texas

JAMES BEARD, JR. & JIMMY, III,
Beard Truck Line
Sardis, Mississippi



HENRY and JACK POLLARD
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Hurricane Stoll Ind.
Houston, Texas





It had been one of those June and December marriages, with him being a ripe 65 and she being a young 21. It was the morning after the honeymoon night and the bride and groom were seated at the hotel dining table for breakfast.

"Darling," she cooed to her husband, "you told a big lie in front of that preacher yesterday."

"How's that, dear?" he asked.

"Well," she pensively replied, "when you said 'I Do,' you should have said 'I used to.'"

Doctor (to sweet young thing suffering from muscular aches): "Did you ever jump out of bed with a jerk?"

Young woman, indignantly: "Why, doctor, I'm not even married!"

At the annual pow-wow, the Indian chief managed to swap his 40-year-old squaw for two 20-year-olds. The following year, he wanted to swap back.

He explained: "Me not wired for two 20."

The wife suing for divorce was telling her troubles in court. "We were happy for a year, your honor, and then the baby came."

"Boy or girl?" inquired the judge.

"Girl," the woman replied, "big, fat, blonde and painted, and she moved in next door."

He: "Now what's wrong?"

She: "Why in the world don't you get some system about your clothes? Take me, for instance, I always wear my Sunday clothes on Sundays and my week day clothes on week days."

He: "May I come over on your birthday?"

Little Billy was having a rather tough time in school with the arithmetic lessons.

"How much is two and two?" asked the teacher.

Counting on his fingers, Billy Answered, "Four."

"And how much is three and three?" countered the teacher.

Once again putting his fingers to work, Billy arrived at the answer: "Six."

"Billy," shouted the teacher, "You are cheating by counting on your fingers. Put your hands in your pockets!"

Then the teacher started again. "Now, with your hands in your pockets, what is five and five?"

There was a long pause . . . then a hesitant answer, "Eleven?"

A newly married couple boarded the train for their honeymoon. They were in their berths and the bride would exclaim about every two minutes: "George, I just can't convince myself that we're married."

This went on and on for what seemed like hours. Finally a voice from the other end of the car shouted, "George, will you please convince her, so we can all go to sleep?"

The engineer overheard a doll telling an MD this: "Yes, Doctor, I knew all about the birds and bees before I married. That's why I'm sure I am NOT pregnant. I wasn't stung by a bee!"

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

The young man, smart for his age, answered: "That depends on which direction she is facing."

"Do you cheat on your wife?" asked the psychiatrist.

"Who else?" answered the patient.

It had been a busy day for mother and to make matters worse her small son came running into the house with his pants torn.

"You go to your room and mend those pants yourself," she ordered, "and don't let me see you out here until the job is finished."

A little later she came in to see how the job was coming along. The pants lay on a chair and the door to the cellar, usually closed, was open.

The mother called down sternly. "Are you running around down there with your pants off?"

A deep voice answered, "No ma'am, I'm reading the gas meter."

A Long Time Secretary said to her Long Time Boss: "What are you going to get me for Christmas?"

Boss: "I thought I'd get you a box of lace-trimmed silk panties."

Secretary: "I don't wear panties."

Boss: "Why didn't you tell me that when we were younger?"

Did you hear what they gave the girl who had everything?
Penicillin!

A bachelor is a man who comes to the office from a different direction every morning.

Boy: "Do you know what virgins dream about?"

Girl: "Can't say that I do."

Boy: "Hmmm . . . just as I thought."

The trouble with falsies is a girl doesn't know when to blush, scream, slap or say "ouch!"

"Which would you rather give up—wine or women?"

"Depends on the vintage."

Two young cuties were discussing future jobs.

"I'm going to be an airline hostess," said one. "You meet lots of men that way."

"There are other jobs where you meet men too," countered the other cutie.

"Yes," said the first one, "but not strapped down."

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

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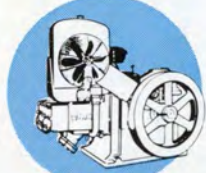
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