



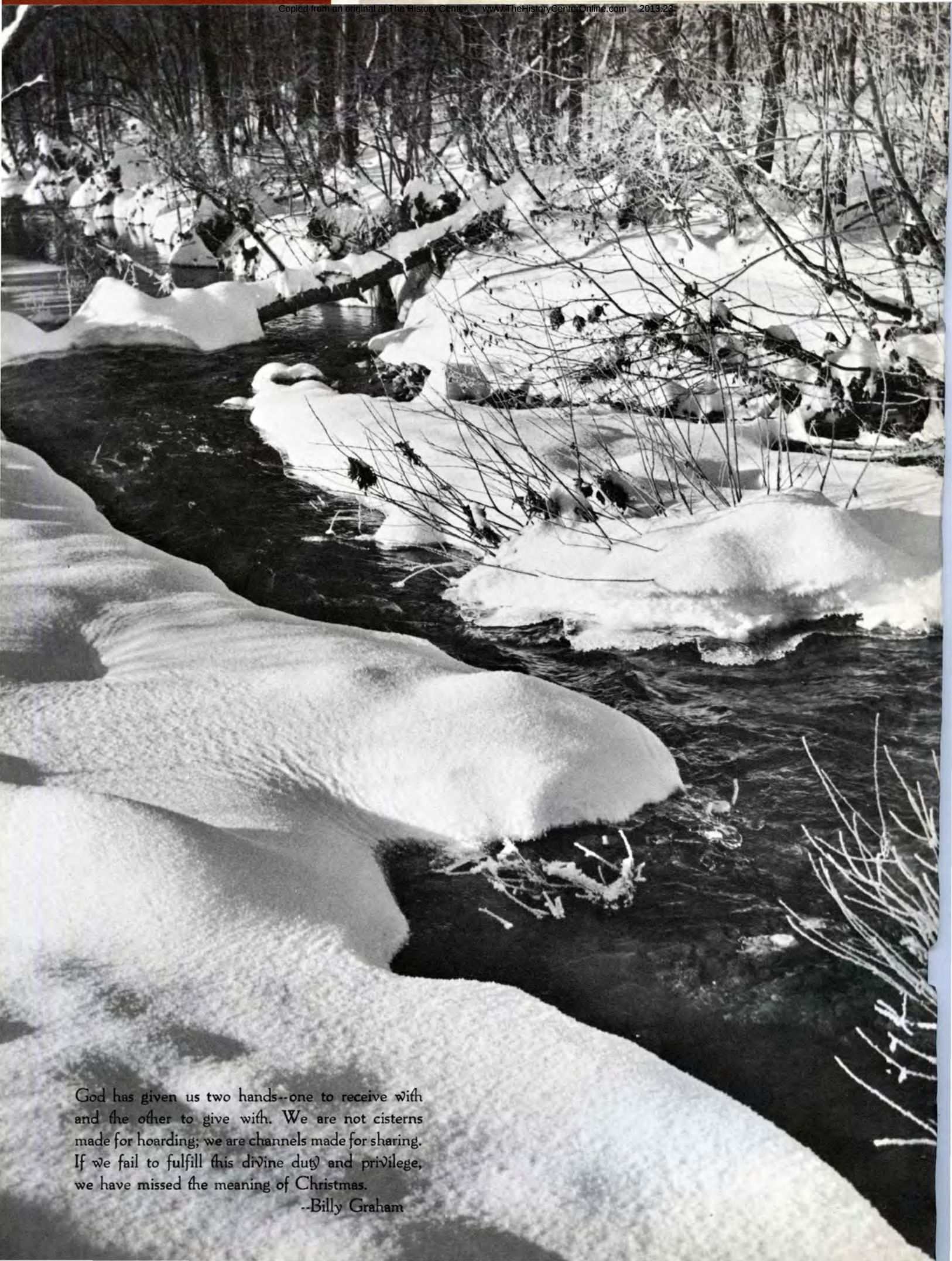
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Ship Channel Near San Jacinto Monument

E. M. Schiwetz

THE *Lufkin* LINE

NOVEMBER-DECEMBER • 1961



God has given us two hands--one to receive with
and the other to give with. We are not cisterns
made for hoarding; we are channels made for sharing.
If we fail to fulfill this divine duty and privilege,
we have missed the meaning of Christmas.

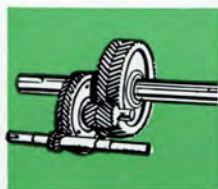
--Billy Graham



MACHINERY DIVISION

Sales and Service Offices

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



NOVEMBER • DECEMBER, 1961

Volume 36 Number 6

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Virginia R. Allen, Editor

GULF COAST DIVISION ISSUE

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COVER: Ship Channel Near San Jacinto Monument
Watercolor by E. M. (Buck) Schiwetz

OPPOSITE PAGE: Kearsarge Brook, No. Conway, N. H.
Photo by Dick Smith

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TRAILERS FOR EVERY HAULING NEED



Mississippi's Golden Gulf

By Jack B. Kemmerer

MISSISSIPPI's Golden Gulf Coast is made up of a white sand shore line that curves in a long 40-mile crescent beside the blue waters of the Gulf of Mexico. Along this delightful stretch are the towns commonly called the "Seven Sisters"—Waveland, Bay St. Louis, Pass Christian, Gulfport, Biloxi, Ocean Springs and Pascagoula.

Because its sea is blue and calm, because summer starts sooner and lasts longer here, and because the semi-tropical area happily dovetails the 19th century South with 20th century resort living, tourists have made this a year-'round vacation wonderland.

Along this scenic coast stretches a magnificent white sand beach running 26 miles east from Bay St. Louis to Biloxi. The beach, instead of being sea-shrunk and wind-weathered, is profuse and sub-tropical. Growing down to its edge are forests of long-leaf pines and moss-bearded giant oaks, palms, magnolias, flaming hibiscus, the ever-present crape myrtles and azaleas and numerous cypress-



BUILT in 1802 in Waveland, "Pirate House" was the center of Jean Lafitte's many pirate expeditions



RUNNING 26 miles from Bay St. Louis to Biloxi, this white sand beach is man-made and the waters are calm and blue



lined bayous—all combining to give the Coast a year-round, changing greenness. The restful surroundings retain the color and tone of the Old World and at the same time still cling to the gracious ways of the Old South.

Few areas of the South have a more colorful and varied history than the Gulf Coast. Seven flags have flown over the territory since it was established in 1699 at Biloxi, first permanent white settlement in the Mississippi Valley. The influence of French, Spanish and English is still evident in architecture, customs and the Old World symbols of its 260-year history. Early Spanish and Civil War forts, presidential homes, legendary pirate hide-outs and Indian myths are all part of the fascinating Gulf Coast story.

The Seven Sister towns of the Coast are linked together by the Old Spanish Trail—US Highway 90—and one seldom knows where one town starts and the other ends. The Gulf waters are calm because a line of islands only a few miles offshore protects the coast all the way from Mobile Bay down to the mouth of the Pearl River, on the Louisiana boundary.

Dauphin, Petibons, Horn, Ship, Cat, Isle Au Pitre and Chandeleur are low mounds of sand that valiantly withstand the pounding of surf on their seaward flanks. Today, the islands are for the most part barren, except for patches of titi, a low evergreen shrub. In April the titi puts out tall spike tassels of tiny white blossoms, and fishermen in

the lee of the islands feel almost smothered in the heavy sweetness of the wind.

The past lies heavily and very close on these islands. On Ship Island, once the main harbor of France's Louisiana territory, stands the old Civil War post of Fort Massachusetts with some of its guns still in place. A sightseeing boat runs daily from Biloxi to Ship Island and a visit to the crumbling brick fort is well worthwhile.

The sea is full of life along the Coast and fishing is a business as well as a pleasure. Here is the home of the famous Biloxi lugger, the squat, stubby shrimp and oyster boats manned by the Dalmatians, Yugoslavs, Austrian and Polish immigrants who live in the seven towns. Along the collective waterfronts are numerous seafood canneries, all busily engaged in packing the fishermen's catch for a world-wide market.

Starting at the eastern end, the first town on the Coast is Pascagoula on the banks of the broad river of the same name. By virtue of its location, Pascagoula is, of course, a Gulf city. However, because of its nearness to Mobile—43 miles—the thriving little town is more related to Mobile than the Gulf. The present and future of Pascagoula is tied up with the Ingalls Shipyards which dominate its life and provide the greater part of its income.

Proceeding west from Pascagoula you enter the small, quiet town of Ocean Springs whose main business is catering to tourists and raising pecans. This unpretentious little village has quiet streets



AT Pass Christian, "Dixie White House" acquired its name in 1913 when President Wilson visited here

MORE than 200,000,000 pounds of shrimp come out of the great South fishing grounds annually



lined with ancient moss-hung oaks, and the most magnificent sight in town is that of the climbing roses which bloom from early Spring through Autumn.

Biloxi, the next town along the Old Spanish Trail, possesses the charm of an Old World village and the influence of Europe is still strongly felt. The French and Spanish of early days left a gay tradition behind them, and with today's mingling of tourists, the bustling little town is almost in a fiesta mood.

Due west along the wide beach highway lies Gulfport, the commercial center of the seven towns. Newest of the towns, Gulfport is very proud of its wide, straight streets and sidewalks that meet at right angles. This would be commonplace anywhere else, but not along the Coast where, usually, streets just wander along following the lines of ancient lanes with a detour here and there to get around an old oak.

Gulfport was built as a seaport for shipping out Mississippi's lumber and other local products. In recent years tung trees were imported from China and have become an important item in Gulfport's economy. Tung oil, used in various varnishes



"BEAUVOIR," Mount Vernon of the Confederacy, was postwar home of Jefferson Davis

and paints, is processed from the nuts that grow on the trees surrounding the Gulfport area.

Next along the shimmering Gulf is the most beautiful of the seven towns—Pass Christian. The town is mostly residential and for more than a century wealthy New Orleaners have spent summers here in their gracious homes. Not a town for the vacationist, Pass Christian has changed little since the 1850's and its homes lie vine-shaded and oak-sheltered behind long white piers extending out into the blue waters of the Gulf.

On the west side of the bay are the modest homes that make up the little town of Bay St. Louis, the sixth town along the Coast. One hundred years or so ago, Bay St. Louis was one of the most elegant and luxurious resorts on the Coast. After the Civil War, however, with the arrival of the railroad—now the Louisville & Nashville—the character of the town took an abrupt change. Traces of its old glory are almost gone and it is a big, sprawling summer resort, gay and lazy, filled to overflowing with people of modest means who are bent on having a good time on the Golden Gulf of the Magnolia State.

Waveland, nearest of all the seven towns to



WORLD-famous Shearwater Pottery, founded in 1928 by G. W. Anderson, gets its name from shear-water gull of the coast



OLD Spanish Fort, built in 1718 at Pascagoula, is one of oldest buildings on entire coast

New Orleans, has much the same atmosphere. New Orleanians crowd its pleasant cottages and apartments from early summer to Labor Day. Waveland's show place is the "Pirate House" which, according to legends, was the center of the pirate expeditions of Jean Lafitte.

Waveland marks the end of the Mississippi Sound country, the long white crescent of shore line holding the seven towns. Like any distinctive "different" place, it must be sought out and be lived in to be understood and appreciated.

The casual visitor can enjoy its more obvious vacation attractions—the hunting, fishing, swimming, tennis and golf, the year-round sailing. But the real character of this Gulf Coast country does not depend on such everyday matters.



1 ALTHOUGH Mom and Pop stay clear while the kids tear into the toys, the tinfoil entanglement eventually involves them up to their ears



8 SMALL daughter thinks paints are meant to be shared. What could look more artistic than a maroon circle with a green dot on Mommy's nose?



Christmas TOYS

By ERIC WAHLEEN

Are you toying with the idea of spending a quiet Christmas? If there are kids about the premises, you've got another think coming.

Christmas, to kids, is a time of togetherness which they interpret as a very pleasurable event . . . with the usual restrictions lifted a bit.

Christmas also means gifts and gifts mean toys. Transient things though they are, toys involve the whole family.

The photographs on these pages explain what we mean.

5 SURROUNDED by toys, the kids stoke up for the afternoon's activities. It would be agreeable with Mother if Junior tried to blow his horn now; maybe it would get stopped up with mashed potatoes

6 A FERRIS wheel for Father to fix every five minutes brings out a multitude of tools . . . and an appreciative audience

9 TOY tool kits bring out the inventiveness in kid carpenters. No use getting perturbed because they insist on sawing his shanks. They could have sawed the leg off the chair he's sitting in





2 FATHER'S fascination with a toy train frustrates Junior no end. After all, it is HIS train. But never fear, son, daddy has plans for next year already making tracks inside his brain



3 HORNS are unnerving instruments when handled with expert timeliness



4 SISTER'S toy cooking set brings squeals of delight . . . and the instant decision to serve everyone dinner. Right now, Father, poor fellow, feels his empty stomach gurgling and hopes his real dinner is well on its way



7 THERE'S nothing, absolutely nothing quite so tricky underfoot as a random roller skate. They make nice dents in smooth walls, too

11 AT LAST, exhaustion and nightfall take its toll. Tomorrow will be trading day, with all the neighbor kids coming in to count the loot. Joy! Joy!

10 LOFTY attitude of paternizing Poppa is brought down to size when Junior whoofs him in the stomach with a hard-hitting helmet





BUCK McDUFF
McDuff & Godfrey
Winnsboro, La.



PAUL BURKS
Paper Haulers, Inc.
Monroe, Louisiana



A. A. MEREDITH
McAllen, Texas



ALVIN SWAGGART
Woodville
Mississippi



Left to right: **NOLEN GARNER**, **KENNETH SCHULTZ**, both with Maurice P. Herms Trucking, Yoakum, Texas; **MARSHALL DAILEY**, Lufkin representative, Oklahoma City, Okla.



BOB CROW, left, **ROY GREENFIELD**, Jim Caton Trucking, Cushing, Okla.



HOMER V. HANSON, B&B Freight Line and K&H Motor Freight Cushing, Okla.



OTIS McCaULEY, left, Lufkin representative; **WILLIAM M. CARTER**, both of San Antonio, Texas



ED LOTT, Delta Seed & Delinting, Tallulah, Louisiana

WALTER WIER, Service Pipe Stringing, Inc. Monroe, La.

H. L. HERRIN, JR., New Orleans Louisiana

JOHN ADAIR, Adair G.M.C. Monroe, Louisiana

CHARLES BROWNLEE, Olin Mathieson Chem. Co. Monroe, La.

BUDDY MCKINNEY, Delhi Louisiana





SAM GIBBS
Alstate Construction Co.
Hobbs, New Mexico



J. W. GENTRY
Shreveport
Louisiana



BUBBY GODFREY
McDuff & Godfrey
Winnsboro, La.

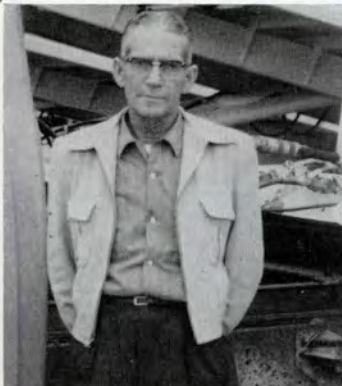


ARCHIE WHITE
Adair G.M.C.
Monroe, Louisiana

among Trucking Folk...



MANUEL AYALA, JR., left, MANUEL AYALA.
Kerrville, Texas



JOE WOOLFOLK
Parker & Parker, Inc.
Odessa, Texas



J. A. DORSE
Denton Oliver Trucking
Muskogee, Okla.



HENRY BLAIR
H. J. Jeffries Truck Line
Oklahoma City, Okla.



PAUL RAGSDALE
Container Corp. of America
Muskogee, Okla.

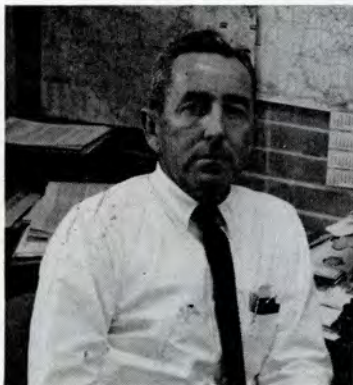
JERRY MARCIANTE
Transportation Equipment
New Orleans, La.

JOHN ADAMS
McDade, Louisiana

H. L. SMITH
Smith Trucking
Perry, Okla.

HOY DANIELS
Container Corp. of America
Muskogee, Okla.





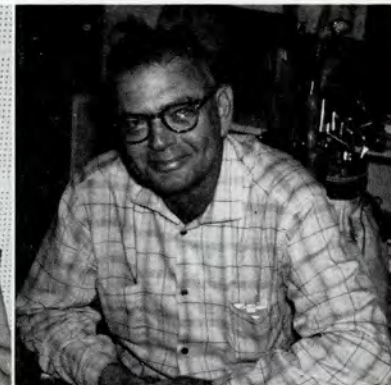
TOM BUTLER, JR.
Elgin-Butler Brick Co.
Austin, Texas



CHEATHAM PARKE
Lower Colorado River Authority
Austin, Texas



HENRY JORDON
County Commissioner
Precinct 3, Alvin, Texas



THEO FRANKS
J. S. Abercrombie, Int.
Houston, Texas



JESS ROSE
Rose Gravel Co.
Carlsbad, New Mexico



CARL SCHEER
H. J. Jeffries Truck Line
Okla. City, Okla.



JAMES PEAVLER
Muskogee, Oklahoma



E. M. MONTGOMERY
E. M. Montgomery Trucking
Muskogee, Okla.



RAY BECK
The Chief Lines
Tulsa, Okla.



JARRELL ISOM
Fort Gibson,
Oklahoma



C. V. (HOOT) TIBBS
Parkhill Truck Line
Tulsa, Okla.

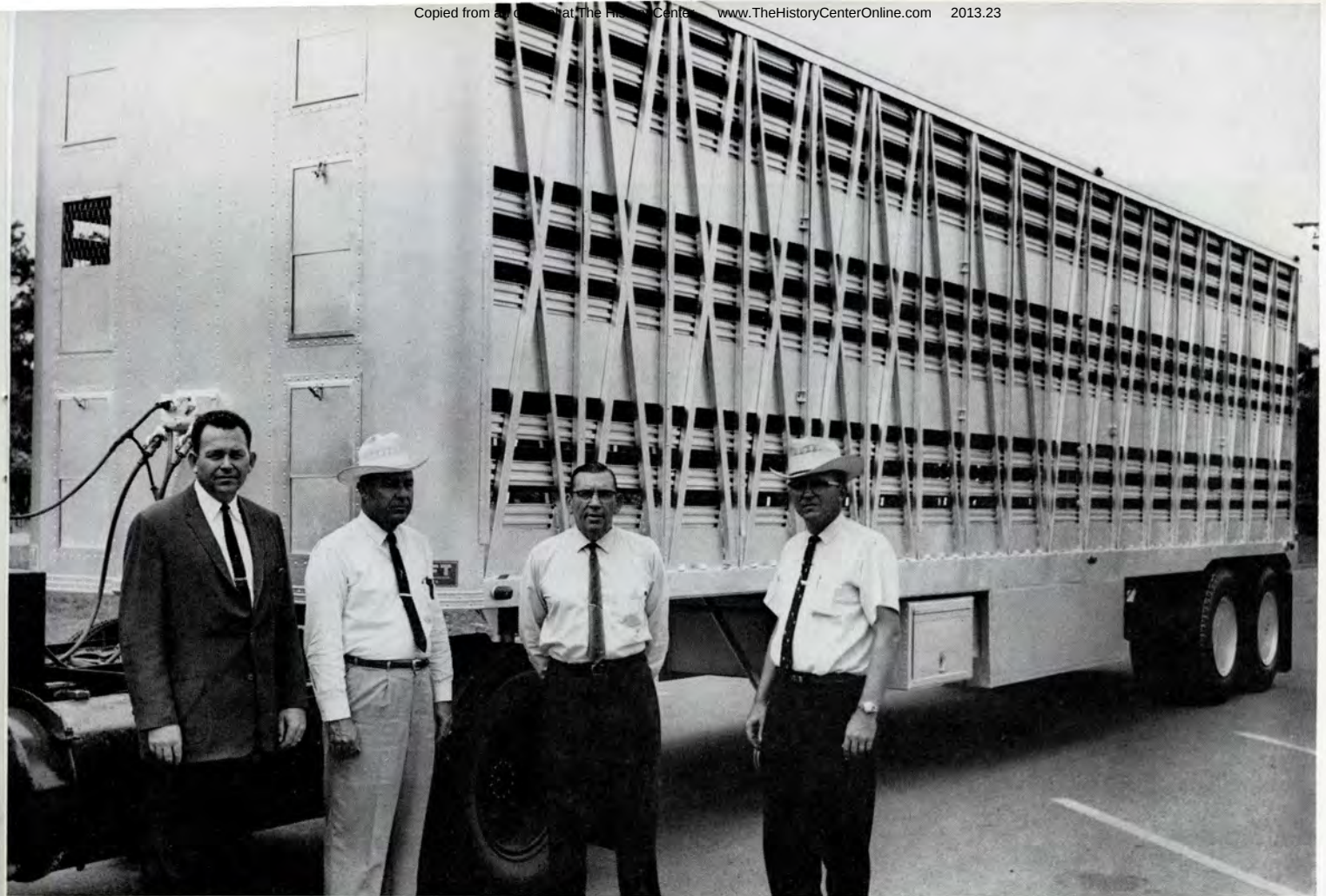
JOHN WHALIN
H. J. Jeffries Truck Line
Okla. City, Okla.

T. L. (BUDDY) WAGONER
H. J. Jeffries Truck Line
Okla. City, Okla.

SHORTY WILLIAMS
Muskogee, Oklahoma

VOLLIE ALLEN
H. J. Jeffries Truck Line
Okla. City, Okla.





THIS cattle van was built by LUFKIN TRAILERS and is being used to transport a composite show herd of 10 Santa Gertrudis this fall to exhibitions in Indiana, Kentucky, Tennessee, Georgia, Texas, Missouri, Ontario, Canada, and Illinois. The last show was at the International Livestock Exposition in Chicago, Nov. 24-Dec. 2. Shown here before departure are W. S. BUCKNER, truck sales engineer, Ford Motor Co., Dal-

las; R. P. MARSHALL, Santa Gertrudis Breeders International executive secretary; FLOYD S. ROGERS, assistant sales manager, Lufkin Trailers, Lufkin, and JIM COMPTON, SGBI Public Relations. The composite exhibit was sponsored by the Santa Gertrudis Breeders International and participating breeders.



WILLIS DYER, left,
CLYDE HICKS, MAC McCALL
Gen. Contr., Drumwright, Okla.



O. D. OLIVER
H. J. Jeffries Truck Line
Okla. City, Okla.



HERB HILL
H. R. Hill Trucking
Muskogee, Okla.



VIRGIL NORWOOD
Container Corp. of America
Muskogee, Okla.

JUNIOR ROWELL
Jim Marrs Trucking
Drumwright, Okla.

JAMES KENNEDY
Everett Lowrance Co.
New Orleans, La.

BOB G. SHIDELER
Independent Trucking, Inc.
Drumwright, Okla.

M. D. CAMPBELL
Southern Fleet Leasing Corp.
Baton Rouge, La.



LUFKIN

Installations

- 1 LUFKIN C-160D-173-74 Unit, L. L. Williams No. 1, Oil Reserves Corporation, Champion Field, Buna, Texas.
- 2 LUFKIN M-160D-200-74 Mark II Unit, Frankfort Oil Company, Baton Rouge, Louisiana.
- 3 LUFKIN M-160D-200-86 Mark II Unit, Crow Drilling Company, Jonesville, Louisiana.
- 4 LUFKIN M-160D-200-74 Mark II Unit, Barnwell Drilling Company, Allesian Fields, Texas.
- 5 LUFKIN C-228D-200-74 Hi-Prime Unit, Sun Oil Company, Hull, Texas.



2 ↑

3 ↑

1 ↑





4↑

5↓





A GAMBLE



THIS is the story of two young men who decided to gamble and are winning. It all began one day when Rex Cooper and H. K. Speck, employees of a truck line, were talking. One of the men said, "Some day we should start our own trucking business and see where the chips will fall."

Not too long after that, the opportunity came. In November, 1950, these two men entered business with a small trucking concern. With the sum total of four old trucks and one sparkling black new truck, the revitalized Atlas Truck Line, Inc. began a new era.

Today, Atlas Truck Line, Inc. operates 55 units many of which are Lufkins, covering Kansas, Oklahoma, Arkansas, Louisiana, Mississippi and Texas. According to the owners, the growth of the line has come from hard work, determination and many, many friends. Cooper and Speck could spend hours reviewing heartaches and disappointments that came before the fleet reached its present size. But

**MACK COKER, left, Vice President,
and LEON RODER, Vice President**



H. K. SPECK, President



REX L. COOPER, Executive Vice President

that's Paying Off!

they feel that the problems helped to “temper” the company into its present reputation of dependability.

One of the main reasons for the phenomenal growth of Atlas has been the accumulation of enthusiastic, ambitious and reliable employees. Turn-over of employees has been negligible and promotion through the ranks is the ordinary rather than the exception. Terminal managers, dispatchers and shop foremen have started with Atlas as drivers. During recent years, Taylor Money, Mack Coker and Leon Roeder have joined the owners in active management of the company.

Atlas functions primarily as pipe haulers in the production phase of the oilfield industry. However, their terminals at Houston, Lone Star and Gainesville, Texas, carry out a well-rounded program of service to the oil companies and suppliers. Pipe storage facilities are available to their customers night and day. Atlas maintains ample acreage to accommodate any pipe inventory requirements. Roads are well drained; pipe racks are built high off the ground. Perpetual inventory records are



TAYLOR E. MONEY, Vice President

kept and mailed to customers monthly.

The company takes a great deal of pride in the reputation they have acquired among competitive truck lines. They are associated with the Oil Field Haulers, Texas Motor Transportation, and American Trucking Associations. Cooperation has been frequent with shipper and civic organizations.

Cooper devotes his efforts primarily to the sales functions of the company, while Speck's interest lies to a great extent with the operational problems. This combination has been most pleasant and gratifying, and from all indications, Atlas' growth is not leveling off.

The chips are falling — not in the red — but definitely in the black!



J. T. BREITHAUPT
Shell Oil Co.
Houston, Texas



E. O. VESELKA,
Union Producing Co.
Houston, Texas



J. B. KITCHEN
Pan American Petr.
Corp., Houston, Texas



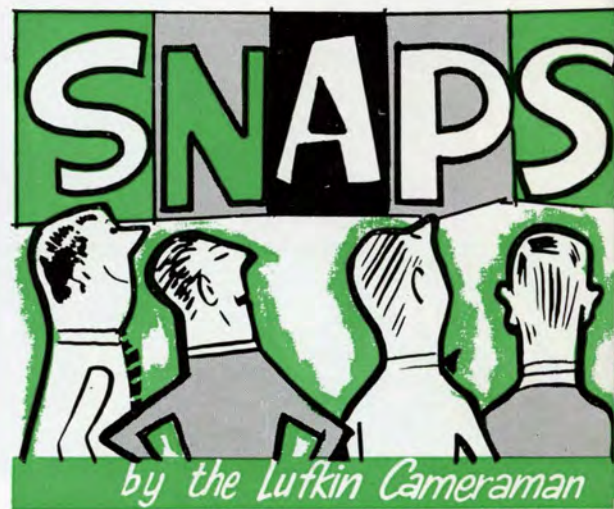
M. B. QUIGLES
Union Producing Co.
Houston, Texas



Left to right: FRANK GATLIN,
EDDIE HAYMEN, SCOTT PARKER,
ALBERT DAY, HOWARD PEARCE,
all with Texaco, Inc., Dayton, Texas



Left to right: AUSTIN TAYLOR, Mills Bennett
Estate, Houston; E. D. ROOD, Mills Bennett
Estate, Falfurrias; DELBERT WALLACE, Delbert
Wallace Well Service Co., Alice, Texas



Left to right: DICK COX, CLYDE
SHEFFIELD, HAROLD(UNC) WAIT, all with
Mills Bennett Estate, Mont Belvieu, Texas



Left to right: BILL ROLAND,
B. C. TAFF, W. D. YAWN, all with
Oil Reserves Corp., Kountze, Texas



Left to right: L. GUIDRY,
O. M. CUTRIGHT, HENRY BEETS, all
with Union Producing Co., Tinsley, Miss.



E. A. (JOHN) CONSTANT,
Sun Oil Co.,
Conroe, Texas

R. C. COLE
Shell Oil Corp.
Jackson, Miss.

BOB WILLIAMS
Humble Oil & Refg. Co.
Laurel, Miss.

FRED McLAREN
The California Co.
Brookhaven, Miss.

M. T. FARRELL
Gulf Oil Corp.
Laurel, Miss.

F. A. SCHURTZ
Shell Oil Corp.
Jackson, Miss.





W. B. BEACH
Gulf Oil Corp.
Jackson, Miss.



C. R. COLLIER
Mills Bennett Estate
Falfurrias, Texas



L. C. (SI) SIVERT
Humble Oil & Refg. Co.
Pleasanton, Texas



BEN ANDERSON
Humble Oil & Refg. Co.
Pleasanton, Texas



Back row, left to right: CLIFF ROBERTSON, JERRY ADAMS, CHUCK ZLOMKE, SAM HARRIS. Front row, left to right: BOB CASTLE, MARVIN BOYD, LLOYD CATHEY, all with Cities Service Oil Co., Columbus, Texas



Left to right: JOHNNY WILSON, Texaco, Inc., Liberty, Texas; BOB MORLOCK, Texaco, Inc., Alvin, Texas; REED WHITTEN, Wilson Supply; JAKE WYRICK, DUTCH PIET-SCHKER, DICK REESE, all with Texaco, Alvin.



FRED WARNER, left, KENNETH WELLS, both with Texaco, Inc., Manvel, Texas



AL STUART, left, ED GRAY, both with Phillips Petr. Corp., Alvin, Texas



BILL HIGGONBOTHAM, left, N. S. ROBERTS, both with Pan American Petr. Corp., Natchez, Miss.



FELDOR HOLLENSHEAD
Placid Oil Co.
Alta Loma, Texas

H. E. BRAUNIG
Gulf Oil Corp.
Jackson, Miss.

R. A. WHITE
Texaco, Inc.
Corpus Christi, Texas

BILL RICHARDSON
Richardson Petr. Enterprises
Corpus Christi, Texas

TOM McCracken
The California Co.
Natchez, Miss.

JOE MASSEY
The California Co.
Jackson, Miss.

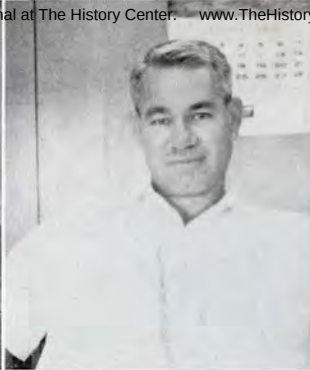




J. R. NORRIS
Standard Oil of Texas
Houston, Texas



JOHN CHEATHAM
Texaco, Inc.
Houston, Texas



JOHN BROOM
Tidewater Oil Co.
Corpus Christi, Texas



A. W. LANTZ
Cities Service Petr. Co.
Corpus Christi, Texas



HORACE CHRISTIAN
Sun Oil Co.
Victoria, Texas



FRANK PRIEBE, left, BOB TRIBBLE
both with Cities Service
Petr. Co., Houston, Texas



JIM PARISH, left, JIM RUSSELL,
both with Mobil Oil Co.,
Corpus Christi, Texas



W. H. KEINHOP, left, Texaco, Inc.,
Charlotte, Texas; **J. R. STEVENS,**
Texaco, Inc., El Campo, Texas



JERRY THOMPSON,
Cities Service Petr. Co.,
Corpus Christi, Texas



C. B. MILLS
Lion Oil Co.
Houston, Texas



W. J. HAUGH
Tidewater Oil Co.
Houston, Texas



CARL COIL
Sun Oil Co.
Premont, Texas



Left to right: **ROY DOBBS, R. L. BIGGS,**
VELTON COWDEN, L. E. HERRMANN, all
with Sun Oil Co., Victoria, Texas



L. D. FRENCH, JR.,
left, **L. D. FRENCH,**
Houston, Texas



TOM GREENE and son JIMMY,
Petroleum Management,
Corpus Christi, Texas



JACK CHESNEY
Humble Oil & Refg. Co.
Corpus Christi, Texas

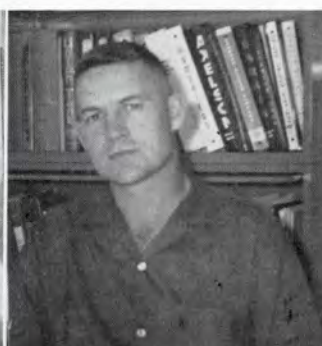
MACK HOWELL
Houston Prod. Co.
Daisetta, Texas



HAROLD LOVELL
The Atlantic Refg. Co.
Magnolia, Ark.



J. N. HOWELL
Shell Oil Corp.
Jackson, Miss.



JIM GALLOWAY
Humble Oil & Refg. Co.
Houston, Texas



JACK JACKSON
Sun Oil Co.
McComb, Miss.





TONY PALL
Texaco, Inc.
Corpus Christi, Texas



SAM LaCROIX
Tidewater Oil Co.
Corpus Christi, Texas



PAUL WHITE
Sunray Mid-Continent Oil
Co., Corpus Christi, Texas



BUDDY LOTT
Tidewater Oil Co.
Corpus Christi, Texas



ROBERT MILNER
Mobile Oil Co.,
Corpus Christi, Texas

Snap- shots



BOB NICKLOS, left,
BRITT BROWN, both with Sinclair
Oil & Gas Co., Daisetta, Texas



E. M. (BUD) MCCAIN, left,
J. D. REID, both with The California Co.,
Brookhaven, Miss.



T. BLACK
Humble Oil & Refg. Co.
Pickens, Miss.



Left to right: **HAROLD JENKINS**,
DON SHIREY, **H. F. HICKSON**, all
with Texaco, Inc., Humble, Texas



JACK ROGERS,
Hunt Oil Co.,
Alta Loma, Texas



JACK KELLEY,
Southern Engine & Pump Co.,
Corpus Christi, Texas



TOM RICHARDS,
Texaco, Inc.,
El Campo, Texas



Left to right: **BOB WINK**,
BILL MITCHELL, **K. THOMPSON**, all
with Gulf Oil Corp., Victoria, Texas



W. A. REES, left, **DICK SALE**,
both with Texaco, Inc.,
Corpus Christi, Texas



Left to right: **BOB JONES**,
H. L. MCKEE, **AL MITCHELL**, all with
Mobil Oil Co., Corpus Christi, Texas

J. D. LIVELY
Gulf Oil Corp.
Houston, Texas

O. D. HUTTO
Shell Oil Corp.
Jackson, Miss.

R. L. CARROLL
Humble Oil & Refg. Co.
Laurel, Miss.

CLAUDE OSBURN
Shell Oil Corp.
Jackson, Miss.

JOHN HARRIAN
Sun Oil Co.
Conroe, Texas





C. O. MAGEE
Humble Oil & Refg. Co.
Corpus Christi, Texas



BILL NIPPERT
Cities Service Petr. Co.
Corpus Christi, Texas



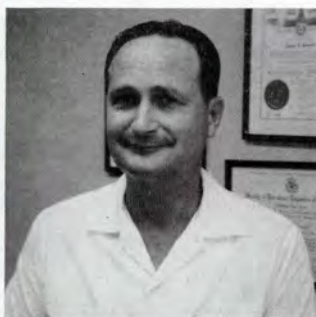
FRED LAMB
The Atlantic Refg. Co.
Corpus Christi, Texas



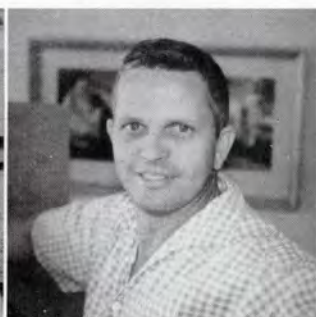
W. C. (BILL) MILLER
Texaco, Inc.
Seguin, Texas



JACK SIMMONS
Standard Oil of Texas
Corpus Christi, Texas



JOE J. LAWNICK
American Petrolina Co.
of Texas, Corpus Christi, Texas



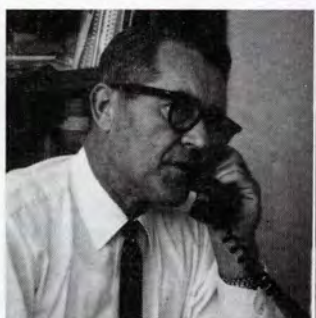
JIM MONTGOMERY
Shell Oil Corp.
Clam Lake, Texas



IVAN TUCKER
The Atlantic Refg. Co.
Corpus Christi, Texas



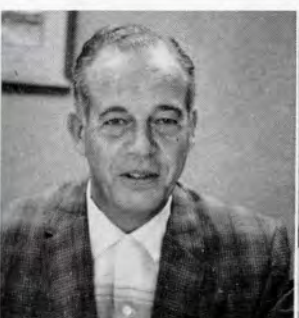
ROY PATTERSON
The Atlantic Refg. Co.
Corpus Christi, Texas



BOB MINER
Spartan Well Service
Corpus Christi, Texas



BO BAUMAN
Mobil Oil Co.
Victoria, Texas



HANK MEREDITH
Humble Oil & Refg. Co.
Corpus Christi, Texas



JAMES DOUGHTY
Corpus Christi
Texas



F. E. STEELE
Lion Oil Co.
Houston, Texas



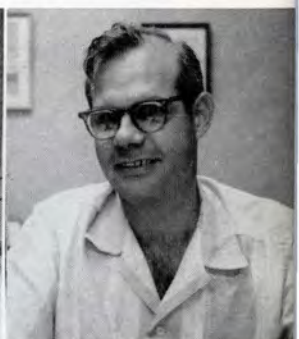
O. ANGELI
Texaco, Inc.
El Campo, Texas



JACK CALKINS
Humble Oil & Refg. Co.
Houston, Texas



EARL NEAL
Standard Oil of Texas
Houston, Texas



TUCK FOCHT
Humble Oil & Refg. Co.
Corpus Christi, Texas

JIM REICHARD
Mobil Oil Co.
Victoria, Texas



PAUL ROBINSON
Sunray Mid-Continent Oil
Co., Corpus Christi, Texas



BOB McMULLAN
Mobil Oil Co.
Victoria, Texas



L. K. WILLIAMS
The Atlantic Refg. Co.
Corpus Christi, Texas



G. P. MONCRIEF
Sun Oil Co.
Premont, Texas





BOTH banks of the river indicate life in the deep delta—shrimp boats, oyster luggers, citrus groves, dairies and cattle ranches

DEEP Delta Country

By Jack B. Kemmerer

BELOW New Orleans lies Louisiana's Deep Delta country, or, as the delta people call it, "Triple O Country." Here, in its final rush to the sea, the mighty Mississippi has dumped thousands upon thousands of tons of silt which makes up the rich, fertile delta country. Triple O stands for three things that make the delta famous—oranges, oysters and oil—oil under water.

Everyone visiting New Orleans should take the drive through the delta country to Venice—end of the road—and back to New Orleans on the opposite side of the river. It can be done easily in a day with plenty of time for sightseeing.

The tour really begins at Gretna, seat of Jefferson Parish, and opposite New Orleans on the west bank of the river.

As you drive along, the road south of Gretna passes through a former swamp that has been drained and is now used for dairying and truck gardening. Soon you reach Bellechasse, known for



AN expert casts his fish net



OYSTER and clam shells used for gravel in the deep delta

NOW that oil has been found in the delta country, the area bustles with round-the-clock activity



its most famous citizen, Judah B. Benjamin, Secretary of State and War for the Confederacy. His antebellum home, built in 1846, still stands and is open to the public.

As the road follows the levee, you can see the Seatrain, a huge ocean-going ship carrying 100 freight cars which unloads at a special dock here with a huge crane doing the heavy work.

About 25 miles south you pass the old plantation home known as Woodland. On the river side of the road, the old row of brick slave quarters still stands with families living in part of the ancient houses.

There is plenty of activity as the road winds with the river. There are ships going both ways on the river and frequently men are working on the levee. Huge piles of oyster and clam shells are being unloaded from barges, and small boys are fishing for catfish almost as big as they are.

Presently huge dunes of yellow sulphur appear as you arrive at the bustling small city of Port Sulphur, the city established to provide homes "in front" for officials, employees and their families of the Freeport Sulphur Company. The company's "mines"—ten miles away—are reached only by boats. The sulphur deposits are beneath the surface of Lake Grande Ecaille and may be visited if arrangements are made at the company's New Orleans offices.

Next you begin to see numerous bayous on the side of the highway away from the river, and approaching Empire, shrimp boats become more numerous. If you visit this area in the late fall or winter many oyster luggers will be intermingled with the shrimp boats.

Below Empire, the highway enters the orange country centering around the small village of Buras, so named because of seven Buras brothers who moved here from France in the 1840s. Consequently, almost every other person in the town is a Buras and virtually all the whites are related either by birth or marriage.

Early in the history of this region, about 1750, orange growing was introduced and the Louisiana sweet orange is known as one of the fullest and sweetest oranges grown in the United States. In addition, both navel and Valencia oranges are grown along with tangerines, mandarin, kumquats, grapefruit, and the giant ponderosa lemon. A sizeable percentage of the orange crop each year goes into the making of orange wine with several wineries located in the Buras area.

Most of the citrus groves lie on a narrow strip of river land about 40 miles long and less than a half-mile wide. These groves reach to Venice which used to be a sleepy little village inhabited only by fishermen and trappers. It is here that you realize the vital importance of both the Gulf and



JACKSON Street Ferry plies the Mississippi between New Orleans and Gretna

Right: CATFISH grow big in the Mississippi

the river to the people of the deep delta. From these two bodies of water comes their livelihood.

Once, fishing and trapping were the major industries but in recent years, this has been changed and Venice is a beehive of activity. This activity comes as man attempts to wrest the biggest bounty of all from the sea—oil, from beneath the surface of the Gulf and in the marshlands of the delta.

Perhaps you can watch a new rig being readied for towing out into the Gulf, and helicopters bringing in crew members from the offshore rigs. You can spot several single-engine pontoon planes in the air. Along with fast motor boats and supply ships, these aircraft form the only link between the oil wells and their base of operations.

Leaving Venice, you can backtrack about 30 miles to West Point a la Hache to cross the Mississippi here on a toll-free state ferry. The return trip to New Orleans from here is similar to the west bank. Numerous fine old homes line the quiet highway as do citrus groves. Many truck farms, dairies and cattle ranches lie in this country.

After the sun has set and night has come, you will approach the outskirts of New Orleans. You can see the bright lights of the city beckoning and behind, in the Deep Delta, the velvety darkness is broken only by an occasional light on a ship as it moves up or down the river.

—Photos by the Author



DURING the season, shrimpers truck their catches to canneries. Here automatic conveyor quickly unloads truck; from this point shrimp will not be touched by human hands





"Where can I get hold of your sister?"

"I don't know. She's ticklish."

"Was Daddy bashful Mommie?"

"Well, if he wasn't you'd be six years older."

A couple of truckers were discussing their personal problems during lunch.

"And it wasn't bad enough," one said, "that ungrateful wife of mine . . . you know what she did? She has rationed me! Cut me down to once a week."

"Don't feel so sorry for yourself," said the other trucker. "I know of at least a couple of guys she's cut off completely."

Mary: "How is it Bill never takes you to the movies anymore?"

Helen: "Well, one evening it rained and we stayed home."

"Do you know when the saying 'come across' originated?"

"Sure—right after the invention of twin beds."

"I'm going to have a little one," said the girl, so gay and frisky. And the boyfriend up and fainted.

Then she told him she meant whiskey.

A chaperone is an old maid who never made the first team, but still wants to intercept a few passes.

When trying to catch a husband, girls should imitate fishermen . . . wiggle the bait once in awhile.

Kissing is just so much chemistry. It has to do with a craving for salt. The cave man found that salt helped cool him off in the summer. He found, too, that he could get salt by licking his neighbors' cheek. Also

that it was more interesting if the neighbor was of the opposite sex.

Then everybody forgot about salt.

Football season is the one time of the year when you can walk down the street with a blanket on one arm and a girl on the other without having people ask too many foolish questions.

Middle age is that period when you are old enough to know better and couldn't care less.

"Lula, what did you have for your first honeymoon breakfast?"

"Him and eggs."

Men should face it. This is the modern age and they will have to go along with it. Which would a man rather do—come home and find the refrigerator on the blink, or come home and find the iceman out of order?

What makes editors gray: "Tomorrow we may expect strong northwest winds, which will reach a gal in exposed places . . ." They had their friends and relatives in for a sousewarming . . . During the storm, Mrs. Brown slipped on the ice and injured her somewhat . . . Miss Althea Hill was injured while driving a car near the city, yesterday. The area in which Miss Hill was injured is spectacularly scenic . . . Each girl at the football game wore a big orange letter on her seater . . . Completing the impressive ceremony, the lovely daughter of the founder smashed a bottle of champagne over her stern as she slid gracefully down the ways . . . Mrs. Ogden said the final meeting will be hell, as usual, at her home.

The soldier returned home after four years in the Army to find his wife with a newborn baby boy,

whereupon he began to question her.

"Was it my friend, Joe?"

"No."

"Was it my friend, Bill?"

"No."

"Was it my friend, Dick?"

"No."

"Well, then, who was it?"

She replied: "Don't you think I have any friends of my own?"

In a crowded bus, a lanky Kentuckian sat opposite a girl, whose skimpy skirt kept creeping above her knees. She tugged at it to no avail. When she caught his eye, he drawled, "Don't stretch your calico, sister. My weakness is whiskey."

Question: What's the difference between a girl running down the street—and a sewing machine?

Answer: A sewing machine has only one bobbin.

An old man marrying a young girl is like buying peanut brittle for someone without any teeth.

"You sure work fast," said the golddigger to the old sugar daddy. "You haven't known me for an hour."

"Gosh, chick," said foxy grandpa, "I've got to work fast—I'm nigh onto ninety!"

The jealous husband was sure that his wife had a lover, so he hired a detective to shadow her to take movies of what he saw.

The detective came to the husband's office with the film. "Well, here it is," the detective said, "all the evidence . . . and with your best friend, too."

He ran the film and the man watched his wife and his best friend in the bedroom having a ball, eating lunch, taking a swim, dancing and just having a helluva good time.

The husband shook his head and said, "I can't believe it, I just can't believe it!"

"But," the detective replied, "the evidence it all here!"

"No," answered the husband, "that's not what I mean . . . I can't believe that my wife would be so much fun."

"Drink," said the Irish vicar, "is the curse of the country. It makes ye quarrel with your neighbors. It makes ye shoot at yer landlord. And it makes ye miss him."

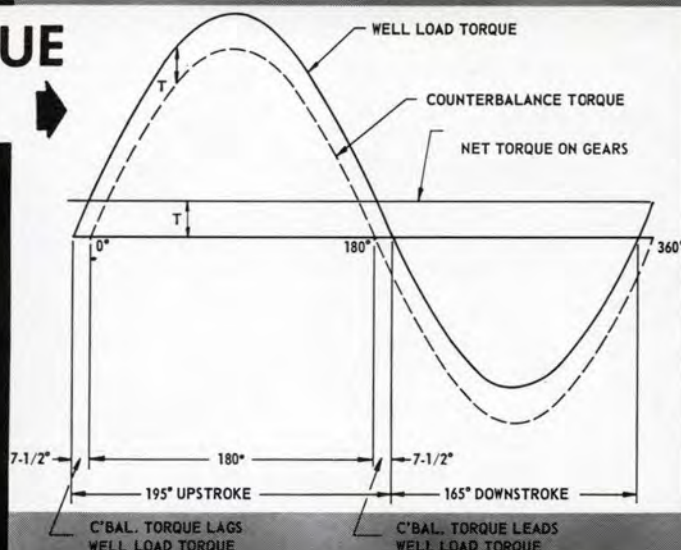
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HERE'S HOW...

By placing the pitman cross yoke forward of the vertical centerline of the crankshaft the upstroke occurs during 195° crank rotation and the downstroke 165°. This lowers the upstroke acceleration where the load is greatest, effecting a reduction of polished rod load.

The forward position of the cross yoke substantially increases the mechanical advantage for lifting the load and reduces the advantage on the downstroke where the load is less.

The counterbalance weights, being offset approximately 24° on the crank, produce a counterbalance torque which "lags" the well torque at the beginning of the upstroke by 7½° and leads the well torque by 7½° at the beginning of the downstroke. (See illustration above)

Independently, these features would not produce a uniform torque, but working together a "unitorque" system is obtained which in turn can effect a torque reduction on the gear reducer up to 35%.



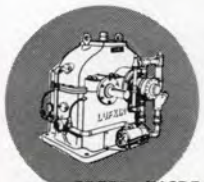
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