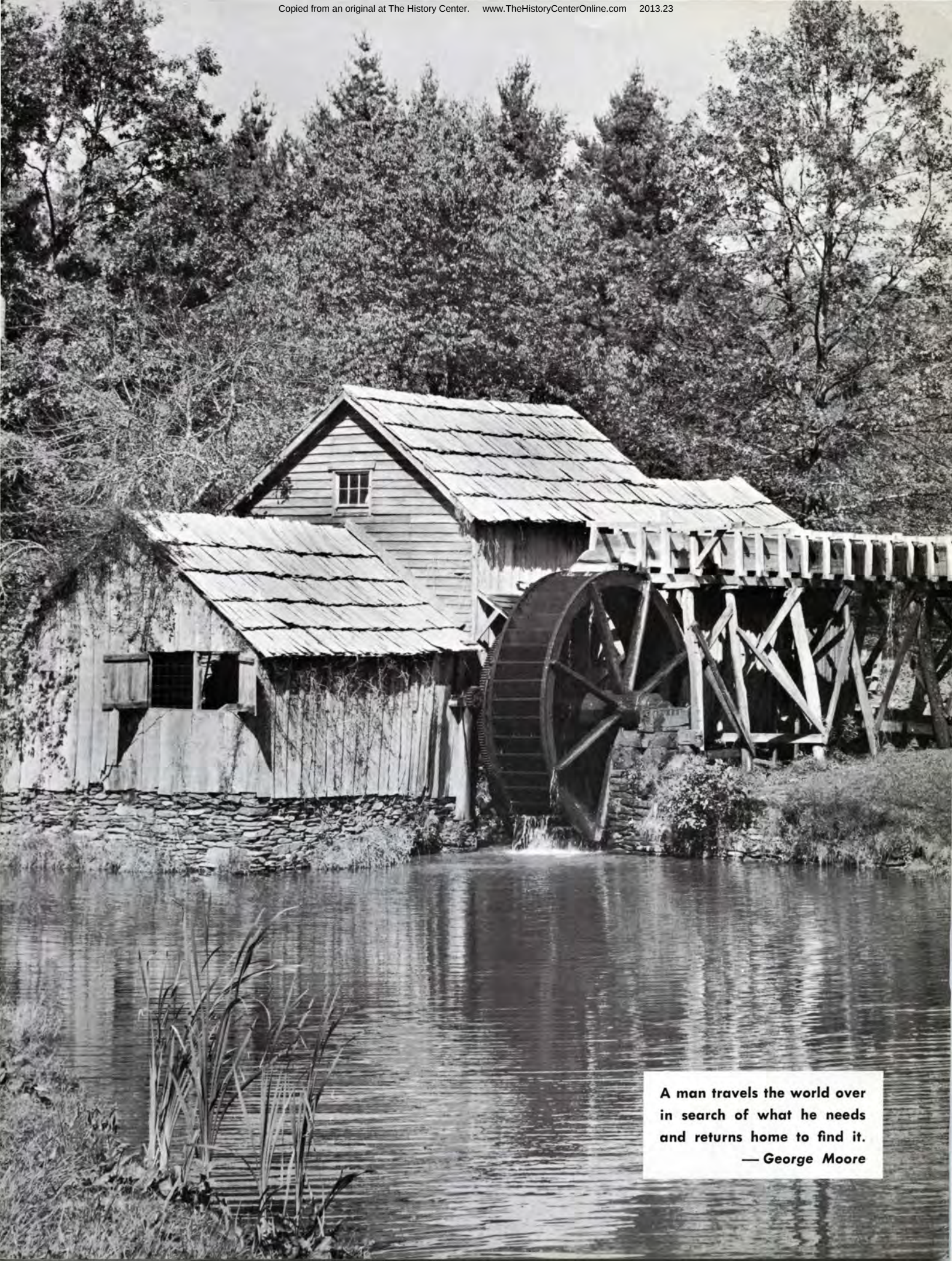




SEBASTIAN

THE *Luffkin* LINE

MAY-JUNE • 1962



A man travels the world over
in search of what he needs
and returns home to find it.
— George Moore



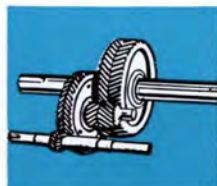
MACHINERY DIVISION

Sales and Service Offices

OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



MAY • JUNE, 1962
Volume 37 Number 3

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Virginia R. Allen, Editor

CANADIAN DIVISION ISSUE

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—Gene Ahrens Photo, New Milford, N. J.

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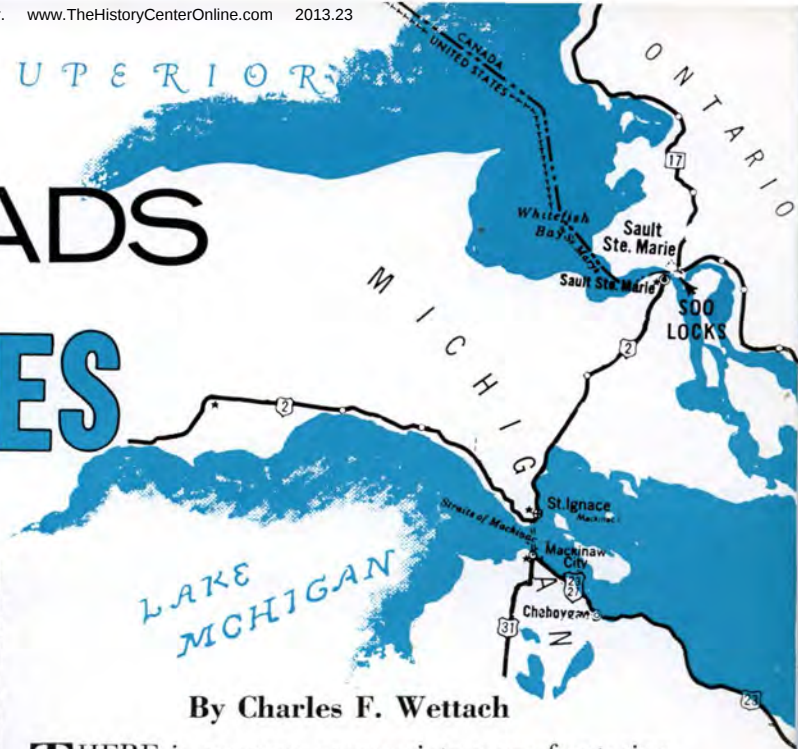
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TRAILERS FOR EVERY HAULING NEED

LAKE SUPERIOR

CROSSROADS OF THE GREAT LAKES



By Charles F. Wettach

THERE is no more appropriate way of entering the Soo region of Michigan and Ontario than by driving north over the 5-mile \$100,000,000 Mackinac Straits Bridge at sunrise.

The dawn of a new day symbolizes the dawn of a new era at the Crossroads of the Great Lakes. Few areas of America have the growth potential of The Soo, thanks to this bridge, The St. Lawrence Seaway, a new international bridge at The Soo, and the Trans-Canada Highway.

A bird's-eye view of The Soo area discloses a sprawling Sault Ste. Marie city on either side of a watercourse that is, without a doubt, the busiest in the world. The waters of Lake Superior meet the horizon in the west while the short St. Mary's River hurries along toward its union with Lake Huron in the east.

For a close-up of the Soo Locks, the elevated observation towers built by the Corps of Engineers, U. S. Army, are recommended. (The Engineers built and operate the four American locks.) From this vantage point, it seems as though it would be easy to just reach out and touch the huge boats which have been drawn to this narrow canal from the four corners of the world. The flags identify their homeland as Nationalist China, England, Greece, Argentina, or perhaps some other country.

All of the boats are interesting but none are as fascinating as the odd-shaped ore carriers which transport their tremendous cargoes from the yawning ore fields at the western end of Lake Superior to the hungry steel furnaces on the lower Great Lakes. It would take five freight trains (totaling five engines and 500 cars) to carry the 25,000-ton cargo of one of these 730-foot-long ore carriers!

But there's much more to be seen at The Soo. The best way to see everything on both sides of the



THE Trans-Canada Highway goes through part of the Algoma District famous for bear hunting

—Ontario Dept. Travel & Publicity Photo



COAST GUARD Icebreaker Mackinaw passes through Soo Locks

—U. S. Coast Guard Photo

watery boundary line is to become a passenger on one of the Famous-Welch sightseeing boats which leave regularly, in season, from berths on East Portage Avenue. Our sturdy little craft, *Le Voyageur*, joins the endless procession and is locked through, the same as the mammoth leviathan which is next in line.

The green light indicates which lock our boat is to use, and the big gates soon close tightly behind us. The mammoth leviathan is locked in with us, with plenty of room to spare. Numerous miniature whirlpools indicate that the millions of gallons of lake water are starting to enter our lock.

We rise on this water so effortlessly and so gradually that there seems to be nothing to indicate that we have gone up twenty-one feet—nothing except the towering side walls which have now disappeared. In an astonishingly short time we have reached the higher level of Lake Superior. The lock's "front doors" open and we sail forth without so much disturbance as an extra bubble.

But by-passing the roaring St. Mary's rapids was

not always as easy as this. Indians and early fur trappers had a long laborious portage to make. The first attempt to eliminate this obstacle to inter-lake travel came, in 1797, in the form of a narrow canoe or bateau canal and a 39-foot-long lock. A restored portion of this wooden lock may still be seen on the property of the Abitibi Power and Paper Company on the Canadian side. It accommodated canoes only, but it helped.

Progress moves relentlessly forward, however, and in 1853-55, America built the first of many big mechanical locks at The Soo. Most of the credit goes to a 24-year-old scales salesman from New England who accomplished this incredible achievement without the benefit of formal engineering

THIS type of ore carrier makes regular use of the Soo Locks

—Ontario Dept. Travel & Publicity Photo





BRIDGE over Little Pic River along the Trans-Canada Highway

—Ontario Dept. of Highways Photo

training. Canada's lock and canal, on the north side of the rapids, were completed in 1895. They now accommodate smaller lake boats and pleasure craft and are still on the job after more than 65 years.

The four locks presently in use on the American side are the Davis and Sabin Locks (twins, constructed between 1908 and 1919), the Mac Arthur Lock (built in 15 months' time during World War II), and the 1896 Poe Lock (now being replaced by a larger lock which will cost about \$42,000,000.). The endless procession through these locks, averaging one ship every 18 or 20 minutes, accumulates an impressive annual total of 110,000,000 tons. This is more, in the Soo's eight-month season, than the Suez and Panama Canals together take care of in an entire year!

The Soo Locks are forced to close down from about December 15 to about April 15, because of the severity of the northern winters. Late in the year, toward closing time, it often becomes necessary to lock through huge masses of ice to clear a path for the ice-shrouded lake boats. While outdoor enthusiasts flock to Searchmont, Mission Hill and other famous winter sports centers in the vicinity of The Soo, workmen swarm over the empty locks to make necessary repairs or do their annual maintenance work.

As we leave the locks, our sightseeing boat sails directly under the towering steelwork of the new mile-long Sault Ste. Marie International Bridge. This \$20,000,000 structure is another reason why a sensational growth is predicted for The Soo. By November, the cars and trucks should be rolling over the four American locks, the rapids, and the international boundary line at a height of 120 feet. The Canadian and American Sault Ste. Maries will be linked by strong concrete-and-steel hands of friendship.

Our *Voyageur* sails very close to huge mile-in-circumference log booms recently nudged in from distant Lake Superior forest loading points by stub-nose tugs. These eight-foot lengths of pulpwood are headed for the sharp saw blades and the debarking drums of the nearby Abitibi Power and Paper Company. After processing, they'll end up as smoothed and polished sheets of quality paper or cardboard. Visitors are escorted through this fascinating plant on certain days.

After sailing to the very edge of the sprawling Algoma Steel Mill, one of Canada's largest, *Le Voyageur* returns to its American dock by way of the Canadian lock.

Although the trip on the sightseeing boat affords many excellent opportunities to see the city of Sault Ste. Marie, Ontario, from the distance, one



ONE of the sightseeing boats at the Soo
—Famous-Welch Lock Cruises Photo

must actually walk its streets and mingle with its people to fully appreciate the charms of this progressive, rapidly-expanding community. A ferry boat scurries back and forth across the St. Mary's River to connect the Canadian and the American cities with the same name.

The Trans-Canada Highway, "Canada's Main Street," unfolds from Sault Ste. Marie, Ontario, in two directions. To the east lies Sudbury and North Bay in a region that's rich in gold, nickel, platinum and uranium. To the northwest, around the northern shore of Lake Superior, the spectacular trans-continental highway penetrates the very heart of a newly discovered wilderness wonderland. A little more than a year ago this region was accessible only to the adventurous trapper or hunter. Today, a smooth black magic motor carpet brings the wild North Woods to the World's doorstep.

Those who start on around Lake Superior from The Soo find the Trans-Canada Highway a delightful modern motorway which, in places, has been carved out of mountains of rock to gracefully wind and dip through sylvan splendor or skirt along picturesque bays and sheltered coves. Frequent streams tumble away to become lost in the vast wilderness that crowds the very edge of the highway's right-of-way to form an endless panorama.

Even those who travel only half of this unusual Ontario highway will return home with happy memories of limitless stretches of north woods, massive roadside stacks of neatly cut logs waiting to be trucked to that big paper mill at The Soo, a giant 30-foot statue of the Canadian goose, and care-free campfires surrounded by pine-scented forest.

All in all, the land of The Soo is a wonderful part of North America where the opportunities for the future know no limits!



ANOTHER stretch of the Trans-Canada Highway 38 miles south of Wawa is paved
—Ontario Dept. of Highways Photo



THIS is typical terrain through which the Trans-Canada Highway was constructed
—Ontario Dept. of Highways Photo

IT WAS OFTEN necessary to move mountains for the Trans-Canada Highway
—Ontario Dept. of Highways Photo





DALE MEYER
Dale Meyer Trucking Co.
Odessa, Texas



WESLEY COX
J. E. Cox & Sons
Abilene, Texas



D. A. McCLATCHY
McClatchy Bros. Trucking Co.
Midland, Texas



D. D. WARE
Sweetwater, Texas



Left to right: **GORDON MILLER**, C. W. Howland Hauling Contractors, Irving, Texas; **ANDY GRAY**, Lufkin Trailers, Dallas; **C. W. HOWLAND**, C. W. Howland Hauling Contractors, Irving, Texas



Left to right: **JIM HORN**, Lufkin Trailers, San Antonio; **FELIX HERBER**, Willow City, Texas; **DAYTON HERBER**, Fredericksburg, Texas

Left to right: **JIM McFERRON**, Lufkin Trailers; **MARSHALL DAILEY**, Lufkin Trailers, Oklahoma City, Okla.; **BENNETT WILSON**, Wilson Truck Line, Carthage, Missouri



HERE and THERE



L. G. McELMURRY
Pharr, Texas



HERB POWELL
E. L. Powell Truck Line
Tulsa, Oklahoma

Left to right: **FRED DIAMOND**, International Harvester Co.; **WILLIAM E. LEWIS** (in car); **W. W. STARR**, Bell Transportation; **ERNEST DAILEY** (back to camera), Lufkin Trailers, all of Houston, Texas





LEA TRIPP
Tripp Construction, Inc.
Odessa, Texas



BILL McCLATCHY
McClatchy Bros. Trucking Co.
Midland, Texas



JIM McCLATCHY
McClatchy Bros. Trucking Co.
Midland, Texas



BILL TRIPP
M. R. Construction
Odessa, Texas

among TRUCKING FOLK




DICK HUNTER
Shamrock Steel Sales, Inc.
Odessa, Texas



E. J. (SPEC) BROWN
Pacer Trucks, Inc.
Odessa, Texas



GEORGE TRIPP
Tripp Construction, Inc.
Odessa, Texas



LU ADAMS
J. J. Willis Trucking Co.
Odessa, Texas



NOBLE BUCKNER
Roscoe, Texas



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



BOONE TRICE
McClatchy Bros. Trucking Co.
Midland, Texas



C. L. KIDD
Kidd Wholesale Lumber
Grandfalls, Texas



A. MARVIN DINGES, President

*Never Trust
to Luck...*
**Use the Orange
Top Truck...**

THE above motto was coined with the beginning of B. F. Walker, Inc., at Beggs, Oklahoma in 1918. Since that time this motto has become a symbol of B. F. Walker, Inc., a widely-known trucking company serving the oil industry, and transporting heavy and cumbersome commodities. The motto reflects the colors of the company's trucks which are green with an orange top.

B. F. Walker, Inc. was started with one truck. The company has developed through the years and today is one of the largest of its kind. It now operates 150 over-the-road trucks and 175 units of trailing equipment, many of which are LUFKINS, covering Louisiana, Texas, New Mexico, Arizona, Oklahoma, Kansas, Colorado, Utah, Nevada, Nebraska, South Dakota, North Dakota, Montana and Wyoming.

The General Offices are located in Denver, Colorado, with eleven terminals located in Houston, Odessa, Lone Star and Dallas, Texas; Harvey, Louisiana; Oklahoma City and Tulsa, Oklahoma; Hobbs and Farmington, New Mexico; Pueblo, Colorado; and Casper, Wyoming. Sales offices, in addition to truck terminals, are located in Houston, Fort Worth and Midland, Texas, and Denver, Colorado.

B. F. Walker, Inc. operates some of the finest pipe storage facilities in the industry. Storage yards are located at Houston, Odessa and Lone Star, Texas; Hobbs and Farmington, New Mexico; Pueblo, Colorado; and Casper, Wyoming.

B. F. Walker, Inc. is a wholly owned subsidiary

of The Samuel Roberts Noble Foundation, Inc., a private endowed non-profit corporation organized exclusively for religious, charitable, scientific, and educational purposes.

The Foundation was created by Lloyd Noble, Ardmore, Oklahoma oil man who decided to use a substantial portion of his wealth to improve the health, wealth, and standard of living of all people. To do this he created The Samuel Roberts Noble Foundation, Inc. in 1945, and dedicated it to his father, whose name it bears.

Today, the Foundation's activities are devoted to agricultural and medical research. The agricultural division is engaged in a program of soil conservation with emphasis on the use of proven agricultural practices and dissemination of this information to the farmer. The biomedical division engages in basic medical research. At present this research is limited to investigation into causes of the major degenerative diseases, principally cancer.

Lloyd Noble provided the Foundation with its original endowment and assures its continued op-



L. R. RANKIN, left, Vice President & Director of Traffic and Tariffs; R. A. (BOB) SEYMOUR, Vice President & Director of Sales



eration as he left the bulk of his estate to the Foundation at his death in 1950. It is from the profits of B. F. Walker, Inc., and other Foundation-owned organizations, after the payment of taxes, that the programs of the agricultural and biomedical divisions are made possible.

The present day growth and success of B. F. Walker, Inc., must be attributed to its loyal, capable, and experienced employees. B. F. Walker, Inc. is justly proud of its personnel and equipment. The company has the finest and most capable people available and the best equipment money can buy.

The company has a well rounded safety program, and an employee incentive program for safety and performance is, and has been for many years, in effect and is responsible for the company's phenomenal safety record. Highway Safety Awards have been won by B. F. Walker, Inc. drivers from several states for consecutive years, as well as National Awards from the American Trucking Associations, and the National Safety Council. The company won the National Championship Award in the ATA Fleet Safety Contest for Oil Field Haulers in 1954. Numerous safety awards, plaques and trophies line the walls of the General Office in Denver, attesting to the excellence of the safety program of B. F. Walker, Inc.

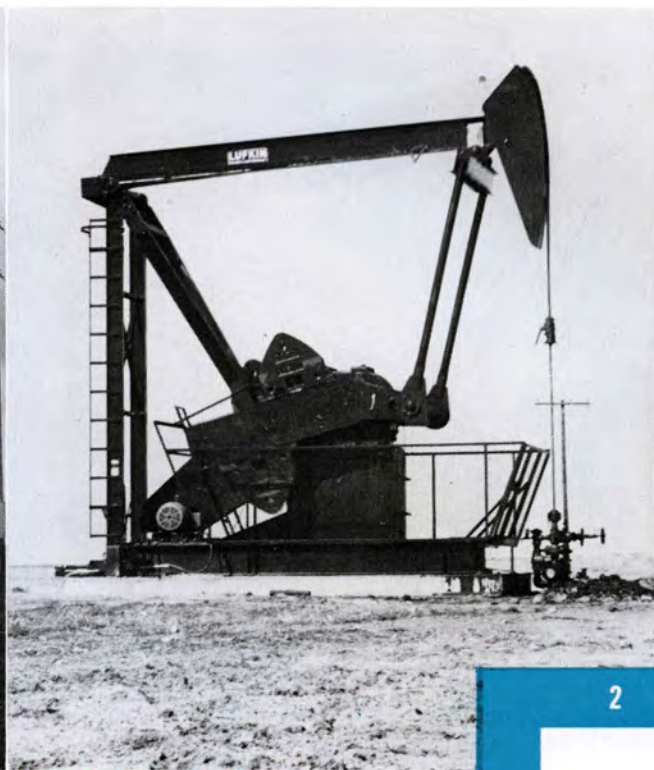
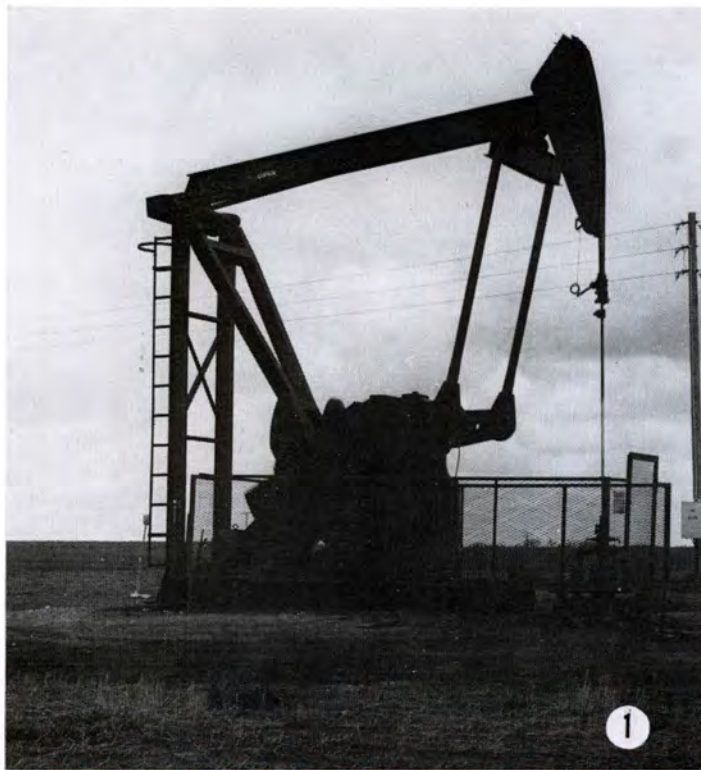
In order to receive the benefit of the experience and knowledge of others and to share its experience and knowledge with the entire industry, B. F.

Walker, Inc. is a member of the Oil Field Haulers Association, The American Trucking Associations, all of the State Motor Transportation Associations in the states in which the company operates, and the National Safety Council.

The active management of the company is composed of A. Marvin Dinges, President; R. A. (Bob) Seymour, Vice-President and Director of Sales; L. R. Rankin, Vice-President and Director of Traffic and Tariffs; Frank Hunt, Secretary-Treasurer and Director of Accounting; Leonard Naylor, Director of Operations; and Al Swygert, Director of Safety and Field Personnel. Under the present management the company has grown from eight to eleven terminals. The company has plans for further expansion and growth and looks to continued success in the future by better serving its customers.



Left to right: **LEONARD NAYLOR**, Director of Operations; **FRANK HUNT**, Secretary-Treasurer & Director of Accounting; **AL SWYGERT**, Director of Safety & Field Personnel



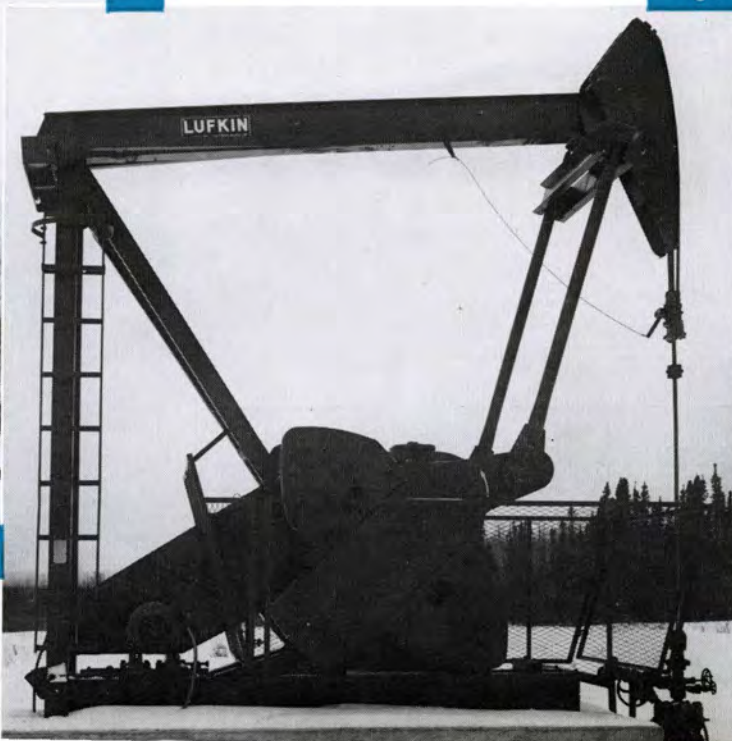
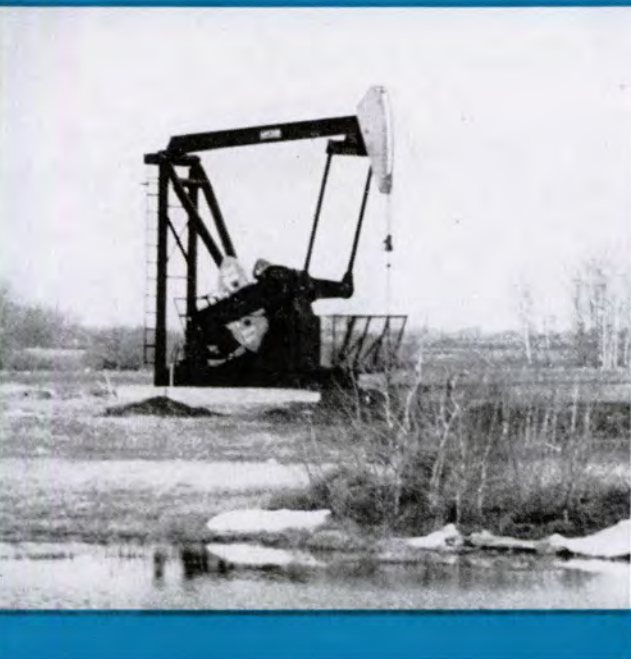
LUFKIN INSTALLATIONS

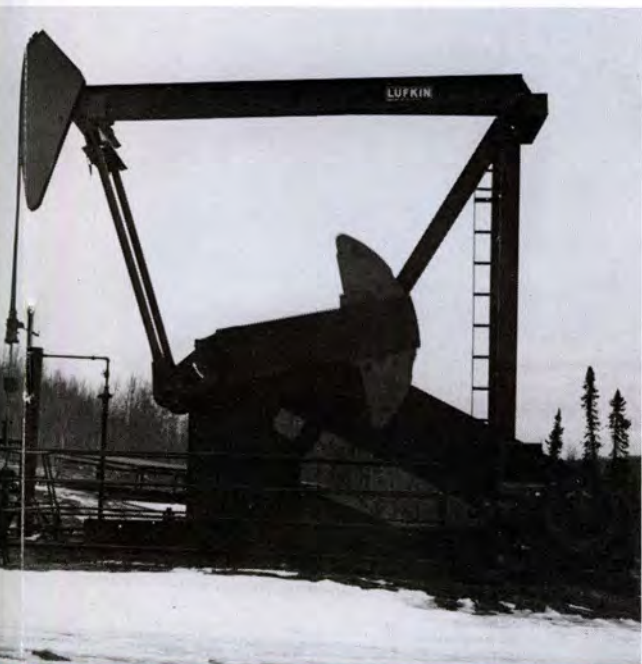
1 LUFKIN M-160D-
Midale Field, Sask

2 LUFKIN M-228D-
man Field, Saskato

3 LUFKIN M-114D-
Co., Ltd., Garringt

4 LUFKIN C-320D-8
Swan Hills Field, A





3

160D-200-86 Mark II Unit, Devon-Palmer Oils, Ltd.,
Saskatchewan.

114D-200-86 Mark II Unit, Imperial Oil, Ltd., Steel-
man Field, Saskatchewan.

228D-200-74 Mark II Unit, Hudson's Bay Oil & Gas
Company, Swan Hills Field, Alberta.

228D-84-30.6 Unit, Pan American Petroleum Corp.,
Saskatchewan, Alberta.



4

5 LUFKIN M-160D-200-86 Mark II Unit, Imperial Oil, Ltd., Steel-
man Field, Saskatchewan.

6 LUFKIN M-114D-143-64 Mark II Unit, Texaco Exploration Com-
pany, Cynthia Field Alberta.

7 LUFKIN M-228D-256-100 Mark II Unit, Home Oil Co., Ltd.,
Swan Hills Field, Alberta.

8 LUFKIN M-228D-256-100 Mark II Unit driven by LUFKIN
HC-333 Engine, Canadian Kewanee Ltd., Swan Hills Field,
Alberta.

8





BEARS are ravenous . . . and mean . . . after coming out of hibernation in the spring

BEARS CAN BE MEAN!

By Ralph T. Burch

IF YOU can believe what they say about bear hunters, there is no more ardent—or more loquacious—breed of sportsmen. And if you can believe what they say about bears, you should never try to guess what one will do. They can be clowns or ogres, depending on their mood. The important thing to remember is when one of these critters suddenly rears up, bares its yellow fangs, and with slobber-flecked jowls comes charging at you, brother, you'd better shoot fast and shoot straight. It's no time to be fanning the sky with wasted lead.

Bears roam practically all continents of the world except Australia. They range from the notorious Alaska brown bear and the ugly grizzly to the commonplace black bear you might suddenly find sharing your berry patch. While the browns run 1500 pounds or more with heads like wheelbarrows and claws the size of meathooks, their relatives, the black, is much smaller and less inclined to mayhem although he can still stand the hair up on your neck if he goes on a rampage. With tooth and claw he can hold his own against anything in the bush and he can break a dog's back with a single smash from his powerful paw.

Sometimes he's a big bluff, rearing up on ramrod legs, ears buttoned down, jaws foaming, mean

eyes glaring at you. And just as suddenly, unless you wound or hurt him, he'll stop growling, cock his ears and eye you with a curiosity that's almost human. But don't let it fool you. The beast that walks like a man can tear you to shreds at close quarters.

If you happen on a bear unexpectedly in the bush, don't wave your arms or shout at him. That excites him and only trouble can result. Sometimes a bear can be sweet-talked out of a charge—if you have that kind of iron nerve. Never come between a male and female during their courting season. And, of course, the time to reach for altitude is if you happen to wander between a mother and her cubs. The nearest and tallest tree is a good place to sit out any such faux pas.

Most people who know the black bear agree he's the No. 1 gangster in the northern bush. He steals food caches, claws up canoes and can tear up a cottage like nothing else in tall timber. I saw one cottage where a bear had crashed through a door, bowled over the stove, tumbled the stove pipes, ripped up the mattresses, broke three chairs into matchwood and smashed two cupboards full of dishes. Every piece of canned goods in the place was clobbered open.



HUNTERS crouch near the bait awaiting the bear in Thessalon Area of Ontario

—Ontario Dept. Travel & Publicity Photo

The bear has a very keen sense of smell, and if you leave meat, bacon grease or fish in your cottage, you're asking for trouble. Much of this vandalism comes in late fall, particularly if the weather is warm. The bear's food sources have dried up and with the weather too nice for him to den up, he goes on the rampage.

There is no closed season on bear in the North Bay district of Ontario but it is illegal to have a gun in the bush from June 16th to August 31 (inclusive). There is no bear license for residents but for non-residents there is a special spring bear hunting license (April 1 to June 15) of \$5.25. For regular bear hunting, non-residents pay a license fee of \$21 which also includes the privilege of hunting rabbits and birds. You may also hunt bear on your deer license which costs \$36 for non-residents of the province.

Bear are seldom hunted in Ontario with dogs. Outfitters running them usually set out bait (a horse carcass) or spot their hunters near garbage dumps where bears are known to feed. Running a bear with dogs or driving him through the bush is a lot tougher proposition for the hunter.

If you plan a spring hunt in the province of Ontario you'll find them plentiful. Better give Mr. Bruin a chance to fatten up a little after coming out of hibernation. He's a pretty scrawny character early in the spring. Mean, too!

IT'S best not to tamper with a Mother bear and her cubs

—National Park Service Photo



ALTHOUGH the black bear is smaller than his kinsman, the Brown, he's still rated No. 1 Gangster in the northern bush





S. B. BANISTER
Royalite Oil Co.,
Ltd., Calgary, Alta.



J. K. FARRIES
Pan American Petr. Corp.
Edmonton, Alta.



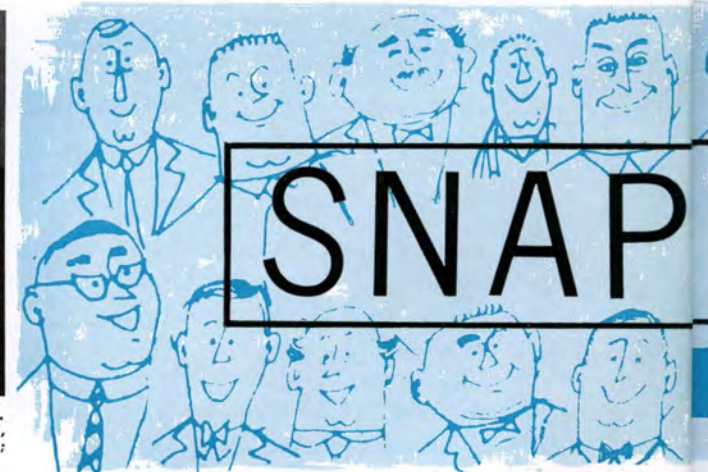
F. W. HAESEKER
Texaco Exploration Co.
Calgary, Alta.



DON WRIGHT
Triad Oil Co. Ltd.
Calgary, Alta.



Left to right: **KENT RILEY**, Fawick Clutch Co., Ft. Worth, Texas; **GENE TATE**, L. A. LITTLE, R. L. POLAND, all with Lufkin Fdy. & Mach. Co., Lufkin; **TOM FAWICK**, Fawick Clutch Co., Cleveland, Ohio; **BAYO HOPPER**, Lufkin Fdy. & Mach. Co., Lufkin; **JOHN V. EAKIN**, Fawick Clutch Co., Cleveland, Ohio.



AL MacINTOSH, left,
RUSS ORMISTON, both with Pacific
Petroleums, Ltd., Calgary, Alta.



HARRY DERNICK, left, Camerina Petr.
Corp.; **PETER GELPKE**, The French
Company, both of Calgary, Alta.



A. M. BABINGTON, left,
R. P. CUMMER, both with Amerada
Petr. Corp. Calgary, Alta.



S. ROMANSKY, left, **B. GEORGE**,
both with Mobil Oil of Canada,
Ltd., Edmonton, Alta.

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California Standard Co.
Red Deer, Alta.

C. R. CORPE
Union Oil Co. of Canada
Edmonton, Alta.

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Calgary, Alta.

JACK BROOKS
Champlin Oil & Refining Co.
Calgary, Alta.

S. L. ARMSTRONG
Calif. Standard Co.
Edmonton, Alta.





O. J. CHAUDY
Amerada Petr. Corp.
Calgary, Alta.



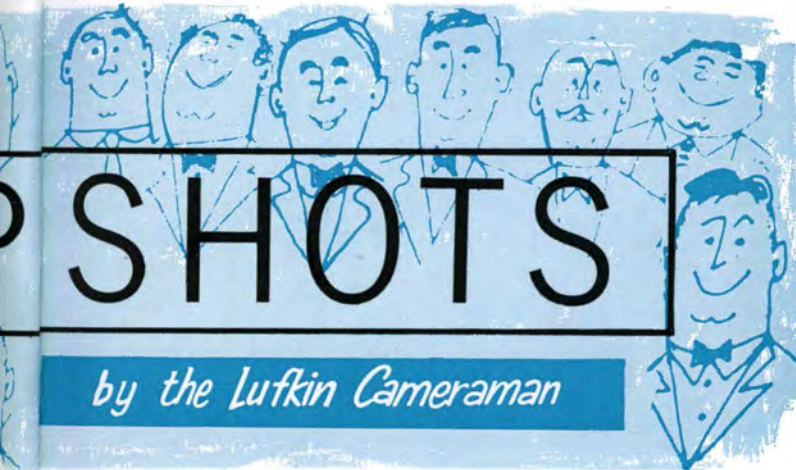
W. WILKOVICH
British American Oil Co.
Ltd., Estevan, Sask.



JOHN PETRIE
Texaco Exploration Co.
Ft. St. John, B. C.



BILL KIRKPATRICK
Royallite Oil Co., Ltd.
Oxbow, Sask.



Left to right: NORMAN TOMBERLIN, Abilene, Texas; C. R. REITER, HAROLD COFFER, HAL IMAN, all of Wichita Falls, Texas; all with Shell Oil Company; ED PATTERSON, Lufkin Fdy. & Mach. Co., Wichita Falls.



JOHN CLEVENGER, left, Calgary, Alta.; MEL HICKEY, Ft. St. John, B. C., both with Sinclair Canada Oil Co.



JACK ROGERS, left, HUGH MACKENZIE, both with Imperial Oil, Ltd., Dawson Creek, B. C.



REX BYERS, left, JIM STAFFORD, both with Tenneco Oil Co., Calgary, Alta.



FRANK COVERDALE, left, DUNCAN BIRD, both with Hudson's Bay Oil & Gas Co., Ltd., Olds, Alta.

L. A. ROBB
Calif. Standard Co.
Calgary, Alta.

W. A. PATTERSON
Champlin Oil & Refining Co.
Calgary, Alta.

E. J. CHAPUT
Hudson's Bay Oil & Gas Co.
Ltd., Calgary, Alta.

T. C. LANDRETH
Pan American Petr. Corp.
Calgary, Alta.

C. E. DAGLEY
Pan American Petr. Corp.
Calgary, Alta.





E. R. BARNETT
Canadian Superior Oil of
Canada, Ltd., Calgary, Alta.



FRED BIRD
Mobil Oil of Canada, Ltd.
Regina, Sask.



E. S. ARMSTRONG
Canada-Cities Service Petr. Corp.
Edmonton, Alta.



JOHN SINNETT
Pan American Petr. Corp.
Calgary, Alta.



Front row, left to right: A. E. CARAWAY, Lufkin Fdy. & Mach. Co., Dallas; DICK JONES, LES GOODWIN, LEX PHILLIPS, all with Anadarko Prod. Co., Liberal, Kansas. Second row, left to right: FRANK MIZE, Pilot, Okla. City, Okla.; R. L. POLAND, J. B. HOPPER, both with Lufkin Fdy. & Mach. Co., Lufkin; HUMBERT GONZALES, Anadarko Prod. Co., Liberal, Kans., STEVE GARNER, Lufkin Fdy. & Mach. Co., Great Bend, Kans. Third row, left to right: JOE BYRD, MILTON WALTHER, both with Lufkin Fdy. & Mach. Co., Lufkin



HENRY BERGEN, left
WALTER RASMUSSEN, both with Imperial
Oil, Ltd., Frobisher, Sask.



D. CAIRNS, left, **J. RUMMEN**
both with Mobil Oil Co. of
Canada, Ltd., Calgary, Alta.



Left to right: **GRANT VOURLI**,
FRANK WERHUN, **ED HUGHES**, all with
Union Oil Co. of Canada, Ft. St. John, B. C.

L. A. SWANSON
Calif. Standard Co.
Edmonton, Alta.

W. I. STEVENS
British American Oil Co.
Ltd., Edmonton, Alta.

R. R. ROETHKE
Union Oil Co. of Canada
Calgary, Alta.

VERN LINDEBURG
Texaco Exploration Co.
Edmonton, Alta.

D. C. WETTERBERG
Imperial Oil, Ltd.
Edmonton, Alta.





D. FLEMMING
Shell Oil Co. of Canada
Ltd., Regina, Sask.



Front row, left to right: WALTER CADDELL, Sweetwater, Texas; ERNIE TYSON, Midland; C. R. KEEGAN, Midland; R. T. SHURTLETT, Midland, all with Union Oil Co. of Calif.; C. J. SCHULLER, Lufkin Fdy. & Mach. Co., Lufkin. Second row, left to right: W. W. TROUT, President, Lufkin Fdy. & Mach. Co.; FRED CHILDERS, RAY FISHER, GEORGE HENSON, all with Lufkin Fdy. & Mach. Co.; A. J. WILLIAMS, Union Oil Co. of Calif., Seminole, Texas. Back row: DON McCARN, left, R. E. BARR, both with Lufkin Fdy. & Mach. Co., Lufkin.



Front row, left to right: C. R. PIERCE, Woodward, Okla.; A. R. McGARY, Odessa, Texas; C. C. MALONEY, Midland, Texas; R. E. CHANSLOR, Sweetwater, Texas; all with Union Oil Co. of Calif.; L. A. LITTLE, Vice President and Oilfield Sales Manager, Lufkin Fdy. & Mach. Co. Back group, left to right: L. G. WALKER, Union Oil Co. of Calif., Lovington, N. M.; J. B. HOPPER, Lufkin Fdy. & Mach. Co., Lufkin; A. T. MANNON, Union Oil Co. of Calif., Midland, Texas; ROY LILLEY, Maracaibo, Venez.; GEORGE HENSON, Midland, Texas; FRANK STEVENSON, Lufkin; C. J. SCHULLER, Lufkin; JACK JUMPER, Anaco, Venez.; DON McCARN, all with Lufkin Fdy. & Mach. Co.



Left to right: JOHN BOWLEY, Lufkin Machine Co., Ltd., Edmonton, Alta.; HARRY ACHESON, Imperial Oil, Ltd., Edmonton, Alta.; BILL CUNES, Calgary, Alta.



BRANT HOLMBERG, left, ROLAND THOMPSON, both with Royalite Oil Co., Ltd., Calgary, Alta.



G. R. CHEYNEY
Union Oil Co. of Calif.
Odessa, Texas

C. J. DANCERTSEN
Amerada Petr. Corp.
Calgary, Alta.

JIM SULLIVAN
British American Oil Co.
Ltd., Stettler, Alta.

BILL BROWN
Canadian Superior Oil of
Calif., Red Deer, Alta.

JIM RILEY
Imperial Oil, Ltd.
Dawson Creek, B.C.





J. G. BONSTALL
Hudson's Bay Oil & Gas Co.,
Ltd., Edmonton, Alta.



JIM HARVIE
Royallite Oil Co., Ltd.,
Calgary, Alta.



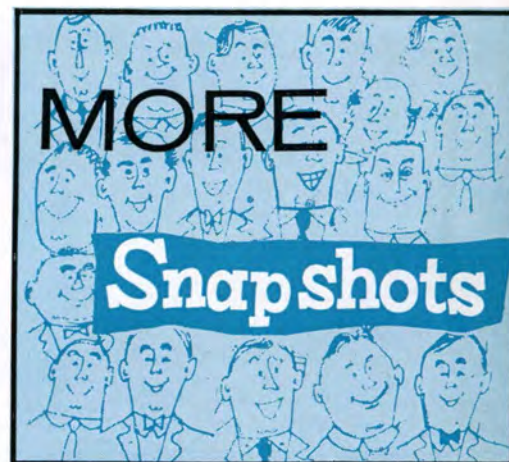
E. R. SHOREY
Shell Oil Co. of Canada,
Ltd., Calgary, Alta.



JACK MENEER,
Anglo American Exploration
Co., Calgary, Alta.



Front row, left to right: **W. W. TROUT**, President, Lufkin Fdy. & Mach. Co.; **A. J. SHAW**, Humble Oil & Refining Co., Hobbs, N. M.; **CLYDE WAUGAMAN**, Humble Oil & Refining Co., Frankel City, Texas; **ICK CRAIN**, Hobbs, N. M.; **C. T. CARR**, Humble Oil & Refining Co., Hobbs, N. M. Second row, left to right: **FRED GRIFFIN**, L. A. LITTLE, both with Lufkin; **LEE PERRY**, Humble Oil & Refining Co., Hobbs, N. M.; **MARION HIGHTOWER**, Hobbs, N. M.; **MELTON WALTHER**, Lufkin, both with Lufkin; **TOM TODD**, Pilot, Hobbs, N. M.



Left to right: **A. L. LA BERGE**,
V. H. HUNTER, **G. E. SCHULTIS**, all
with Imperial Oil, Ltd., Edmonton, Alta.



Left to right: **FRED KELLY**,
AL SPECHT, **RUSS DAVIDSON**, all with
Richfield Oil Corp., Calgary, Alta.



ED CRERAR
Amerada Petr. Corp.
Valleyview, Alta.



A. C. ANDERSON
Canadian Kewanee Ltd.,
Calgary, Alta.

JACK WILLIAMS
Imperial Oil, Ltd.
Frobisher, Sask.

R. A. FLANDERS
Imperial Oil Ltd.
Regina, Sask.

R. K. DIXON
Canadian Fina, Ltd.,
Wetaskiwin, Alta.

JIM GAFFNEY, left,
GEORGE BLADES, Sun Oil Co.,
Estevan, Sask.

TED FISHER,
Shell Oil Co. of Canada,
Ltd., Midale, Sask.





First row, left to right: W. H. MINER, Lufkin Fdy. & Mach. Co., Houston; F. B. WALTER, JOE SMITH, JOHN MOHR, MARVIN DENSON, EARL NELSON, WALTER HENKE, ALVIN O. CLAUSET, JR., AUBREY D. THEISS, R. M. HOLLAND, JR., all with Texaco, Inc., Houston. Second row, left to right: A. P. COLLINS, JR., G. W. MOORE, W. F. NORMAN, G. M. LIVINGSTON, W. R. DANIAL, HENRY T. MUTH, J. R. HALEY, JOE M. HEISER, R. G. WILLIAMS,

L.J. KRUPPE, W. LLOYD FITE, all with Texaco, Inc., Houston. Back row: left to right: TOM SAVAGE, TOM McGARRAH, DON TURRENTINE, JOHNNY SPENCER, JIM SCARBROUGH, EDDIE McMULLEN, FRED MOORE, ALBERT BASS, BURNAL KUNZE, D. M. COOK, L. A. WASHINGTON, E. G. STUDHALTER, all with Texaco, Inc., Houston.



Left to right: JIM GONDERS, Longview, Texas; OTIS BYRD, Shreveport, La.; TOM AYLESWORTH, Olla, La.; JOHN PIATT, Olla, La.; ED McGUIRE, Tyler, Texas; GEORGE GRADY, Oil City, La.; all with Cities Service Petr. Corp.; T. A. BANTA, Lufkin Fdy. & Mach. Co., Shreveport, La.; RAY ROGER, Cities Service Petr. Corp., Longview, Texas.



Below: Front row: DOUG McAUTHUR, left, DOUG CRAWFORD. Back row, left to right: ROGER DESAULNIERS, LEROY HUETHER, GARY BERRETH, CHUCK GARRIES, all with Home Oil Co., Ltd. Swan Hills, Alta.



N. SHIBLEY, left, J. MELNYK, both with British American Oil Co., Ltd., Edmonton, Alta.



L. M. CUNNINGHAM, left, B. A. ERICKSON, Imperial Oil, Ltd., Edmonton, Alta.



A. M. McLACHLIN, Shell Oil Co. of Canada, Ltd., Edmonton, Alta.

DOUG FOSTER, left, Imperial Oil, Ltd.; FRED WHITMAN, Mitchell & Assoc., Ltd., both of Edmonton, Alta.

ENNIS CHANCE, left, FRED LANGEVIN, both with Canadian Kewanee, Ltd., Swan Hills, Alta.

A. (SKIP) DANIELS, Canadian Kewanee, Ltd., Edmonton, Alta.





A farmer was talking to his veterinarian: "I want you to come give my old bull something to put him to sleep. He's no good to me any more; he's too old to take care of the cows."

"Don't be too hasty," the veterinarian responded. "Give him some of this new medicine and see if he doesn't regain his virility."

A month later, the farmer was discussing the bull with his neighbor. "I tell you that bull was done for until I gave him this new medicine. Now he's perfectly willing and able to service all my cows and could probably take care of yours too."

His neighbor was amazed and asked what the new medicine was.

"I don't know," answered the farmer, "but it tastes like chocolate milk."

Fluffy: "Why did you run home last night?"

Flossy: "I was being chaste."

Gently massaging the trick knee of his curvacious young patient, the doctor inquired: "What's a joint like this doing in a nice girl like you?"

Petting Party: An affair that lasts until some one gives in, gives up or gives out.

Young Lady (to wolfish store clerk): "Have you any Lifebuoy?"

Wolfish Clerk: "You set the pace, honey."

Sign in front of a marrying parson's office: "You Get The Bride—We'll Do The Rest."

Wondering bridegroom: "Well! That hardly seems fair."

Rejected Rita: "If someone doesn't love me soon, I'll jump into the river."

Roommate: "You mean to commit suicide?"

Rita: "No—to cool off."

A cute young thing was consulting a psychiatrist. Among other questions, the doctor asked, "Are you troubled at all by indecent thoughts?"

"Why, no," she replied, with a twinkle in her eye. "To tell the truth, doctor, I rather enjoy them."

A teacher in a rural school told the children all about Robinson Crusoe, then asked them to write a composition at home about what they would do if "you and I were cast away upon a desert island by ourselves."

The next day one of the students handed the teacher a letter from a father. It said: "Dear Teacher, I have been helping Johnny with his home work for some time. When you wanted to know how long it would take a man walking five miles an hour to walk 10 miles, I walked 10 miles. When you wanted to know how long it would take a man to dig a well nine feet, digging three feet an hour, I dug a well. But if you want that my son should answer the last question, you will have to wait till I get the spring plowing done."

A damsel who hailed from Madrid Was naughty in all that she did. She favored strip poker And played till it broke her, Which made her a popular kid.

The best way to keep sex out of the movies is to hire more ushers.

Nurse: "Doctor, every time I bend over to listen to his heart, his pulse increases. What should I do?"

Doctor: "Button your collar."

Engineer's Small Son: "You have an awful good stomach, haven't you, Mama?"

Engineer's Wife: "What makes you ask that, dear?"

Small Son: "I heard Daddy telling the maid that you swallow everything he tells you."

Historians have finally discovered what Lord Godiva said to his wife when she returned home from her famous ride. He met her at the door in a purple rage and yelled: "Whereinell have you been? Your horse came home two hours ago!"

Judge: "Young lady, is this the man, standing here at the bar of justice, who stole the \$100 you had pinned inside your brassiere?"

Indignant Young Thing: "Yes, your Honor, that's him all right, and he's just as thievin' as he is handsome."

Judge: "Why didn't you put up a fight—scream, kick and do a little scratching?"

Young Thing: "Why, I most certainly would have, your Honor, but I didn't know at the time that he was after my money!"

Doctor: "I'm not sure—either you're expecting or have a cold."

Vivacious Lassie: "Well, doctor, I don't know of anyone who could have given me a cold."

Lifeguard (with girl in arms): "Sir, I have just resuscitated your daughter."

Father: "Then, by gad, you'll marry her!"

Sexy Doll: "Can you tattoo a cat on my right knee?"

Tattoo Artist: "Oh, sure . . . but there's a special sale on giraffes this week!"

The cynic says that while a gal is waiting for the right man to come along, she might as well have fun with the wrong ones.

He was deaf and mute, but by the time she had spelled out "stop" on her fingers, it was too late!

Many a girl is just like a serial story. She always stops when things are getting exciting.

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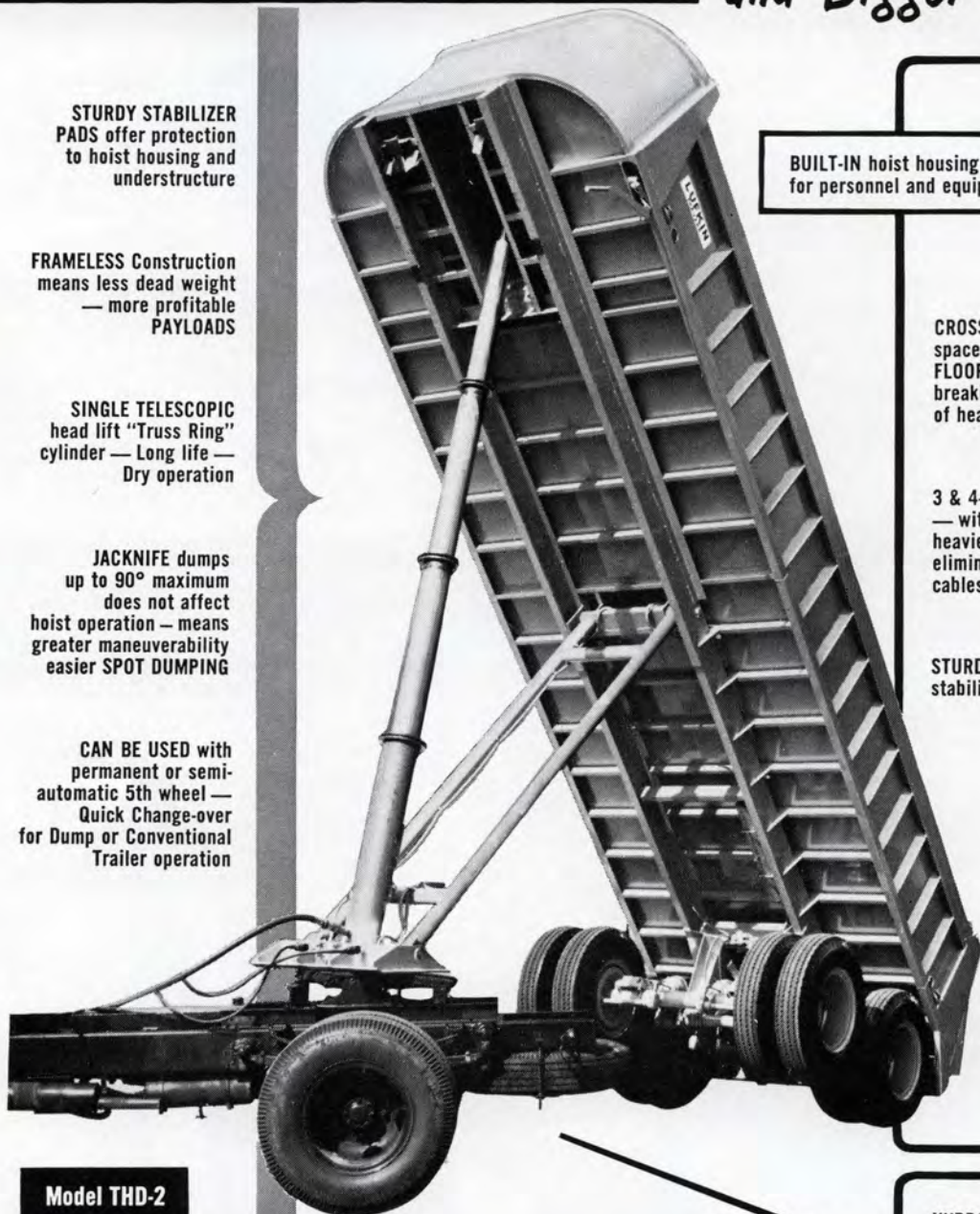
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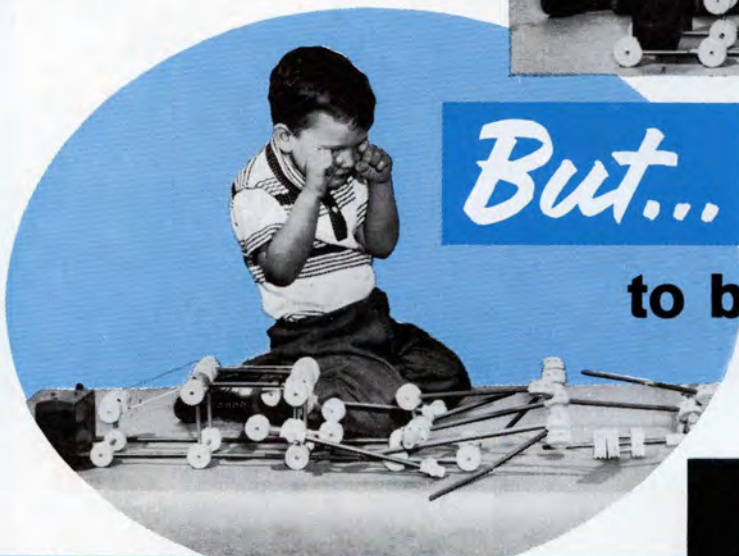
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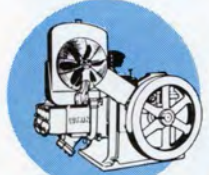


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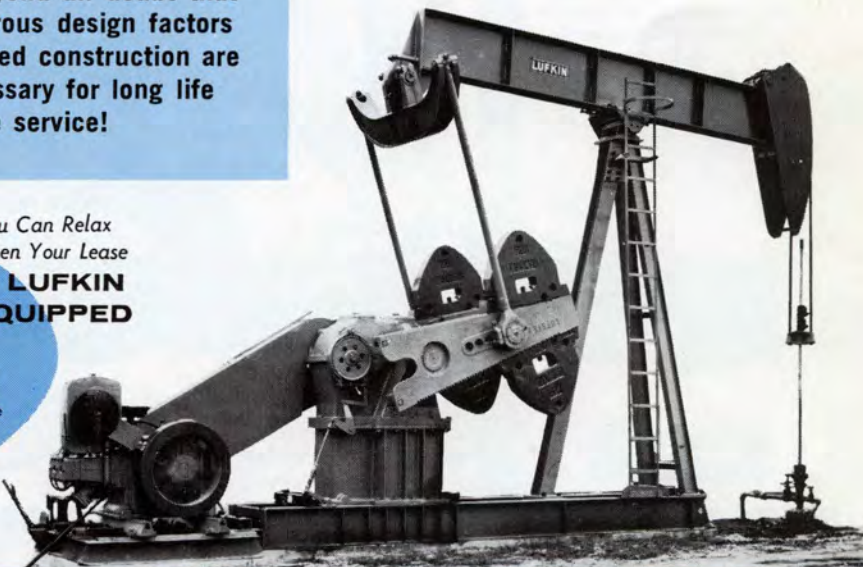
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