



SHOSTAL

THE *Luffkin* **LINE**
SEPTEMBER-OCTOBER • 1962

If I had to choose between beauty and truth, I should not hesitate; it is beauty that I should keep, feeling sure that it bears within it a truth loftier and more profound than truth itself.

— *Anatole France*





MACHINERY DIVISION

Sales and Service Offices

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



SEPTEMBER • OCTOBER, 1962

Volume 37 Number 5

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

Virginia R. Allen, Editor

WEST DALLAS DIVISION ISSUE

OLD CHISHOLM TRAIL—Ralph T. Burch	4-7
BANANAS AND THOROUGHBREDS	8-9
HERE AND THERE AMONG TRUCKING FOLK	10-11
LUFKIN INSTALLATIONS	12-13
NEW LIFE FOR MONCRIEF-MUNGER—Ernest Slaughter, Jr.	14-16
SNAPSHOTS BY THE LUFKIN CAMERAMAN	17-21
LET'S LAUGH	22

COVER: Lithography by Western Lithograph

OPPOSITE PAGE: Kings Meadows, Mt. Lassen National Park, California

—Ken Wheeler Photo,
Susanville, California

BAKERSFIELD, CALIFORNIA
2500 Parker Lane
P. O. Box 444
Phone: FAirview 7-3563

CASPER, WYOMING
East Yellowstone Hwy.
P. O. Box 1849
Phone: 237-2670

CRYSTAL LAKE, ILLINOIS
65 N. Williams Street
P. O. Box 382
Phone: 459-5161

CLEVELAND, OHIO
316A Suburban-West Bldg.
20800 Center Ridge Rd.
Phone: EDison 1-5722

CORPUS CHRISTI, TEXAS
1413 Casa Grande
Phone: TErminal 5-8987

DALLAS, TEXAS
800 Vaughn Building
Phone: RIverside 8-5127

DENVER, COLORADO
1423 Mile High Center
1700 Broadway
Phone: ALpine 5-1616

GREAT BEND, KANSAS
North Main Street
P. O. Box 82
Phone: GLadstone 3-5622

FARMINGTON, NEW MEXICO
East Bloomfield Highway
P. O. Box 1554
Phone: DAvis 5-4261

HOBBES, NEW MEXICO
P. O. Box 104
1212 E. Lincoln Rd.
Phone: EXpress 3-5211

HOUSTON, TEXAS
1408 C & I Life Bldg.
Phone: CApital 2-0108

KILGORE, TEXAS
P. O. Box 871
Phone: 3875

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

LOS ANGELES, CALIFORNIA
5959 South Alameda
Phone: LUdlow 5-1201

NATCHEZ, MISSISSIPPI
P. O. Box 804
Phone: 445-4691

NEW YORK, NEW YORK
350 Fifth Avenue
2712 Empire State Building
Phone: OXford 5-0460

ODESSA, TEXAS
1020 West 2nd St.
P. O. Box 1632
Phone: FEderal 7-8649

OKLAHOMA CITY, OKLAHOMA
1317 West Reno
P. O. Box 2337
Phone: CEntal 6-4521

SHREVEPORT, LOUISIANA
U. S. Highway 80 East
P. O. Box 5578
Phone: 746-0119

SIDNEY, MONTANA
Highway 16
P. O. Box 551
Phone: 861

PAMPA, TEXAS
P. O. Box 2212
Phone: MOhawk 5-4120

TULSA, OKLAHOMA
1515 Thompson Bldg.
Phone: LUther 7-7171

WICHITA FALLS, TEXAS
727 Oil & Gas Bldg.
P. O. Box 2465
Phone: 322-1967

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

Estevan, Saskatchewan, Canada
General Delivery
Phone: ME 4-5595

LUFKIN FOUNDRY & MACHINE
CO., INTERNATIONAL
Maracaibo, Estado Zulia, Venezuela
Apartado 1144
Phone: 3132

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

La Paz, Bolivia
Matpetrol Ltda.
Calle Bueno 144
Phone: 9943

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

TRAILER DIVISION

Sales and Service Offices

BIRMINGHAM, ALABAMA
3700 10th Ave., North
Phone: 592-8164

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

HOUSTON, TEXAS
2815 Navigation Blvd.
Phone: CApital 5-0241

JACKSON, MISSISSIPPI
U. S. Highway 80 West
Phone: DRake 2-2210

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

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

NASHVILLE, TENNESSEE
835 Second Ave.
P. O. Box 7056
Phone: ALpine 5-0493

OKLAHOMA CITY, OKLAHOMA
1315 West Reno
P. O. Box 2596
Phone: CEntal 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: 746-4636

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



TRAILERS FOR EVERY HAULING NEED



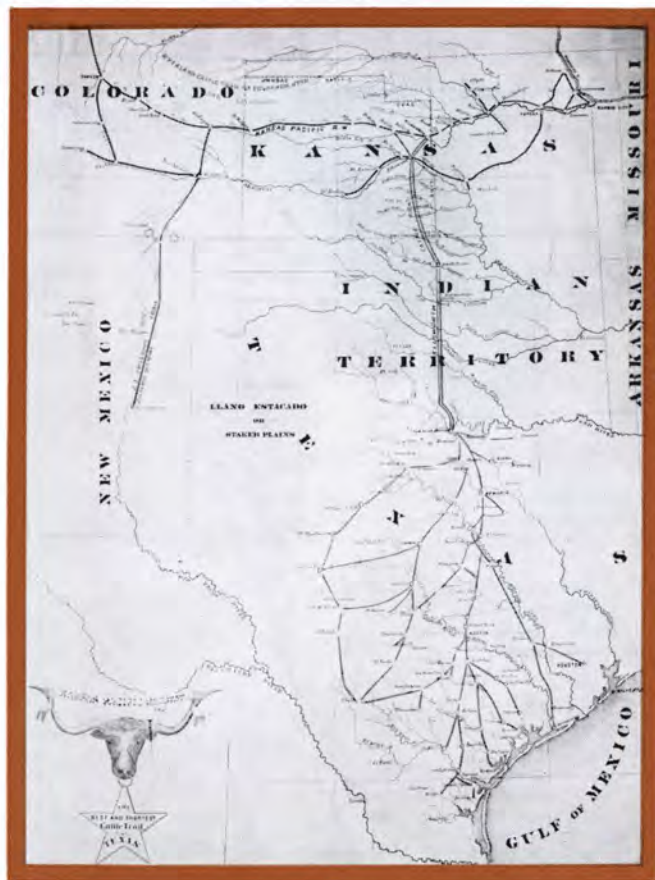
By RALPH T. BURCH

FOR more than a dozen years, beginning in 1867, the Chisholm Trail was the Texas cowhand's road to high adventure, sudden stampedes, hazardous river crossings, and hilarious celebrations at the end of the Trail in Kansas.

To others, the Trail meant more than rousing experiences: it carried the greatest migration of domestic animals in world history and helped Texas recover from the poverty that followed the Civil War. It also greatly spurred the construction of railroads.

Now, at an age when livestock can be shipped across the country in a matter of hours, safely and in comfort, by our modern rail and highway transportation systems, it is difficult to conceive that, less than a century ago it was necessary to drive cattle on the hoof hundreds and hundreds of miles through the wilderness to railroads for shipment.

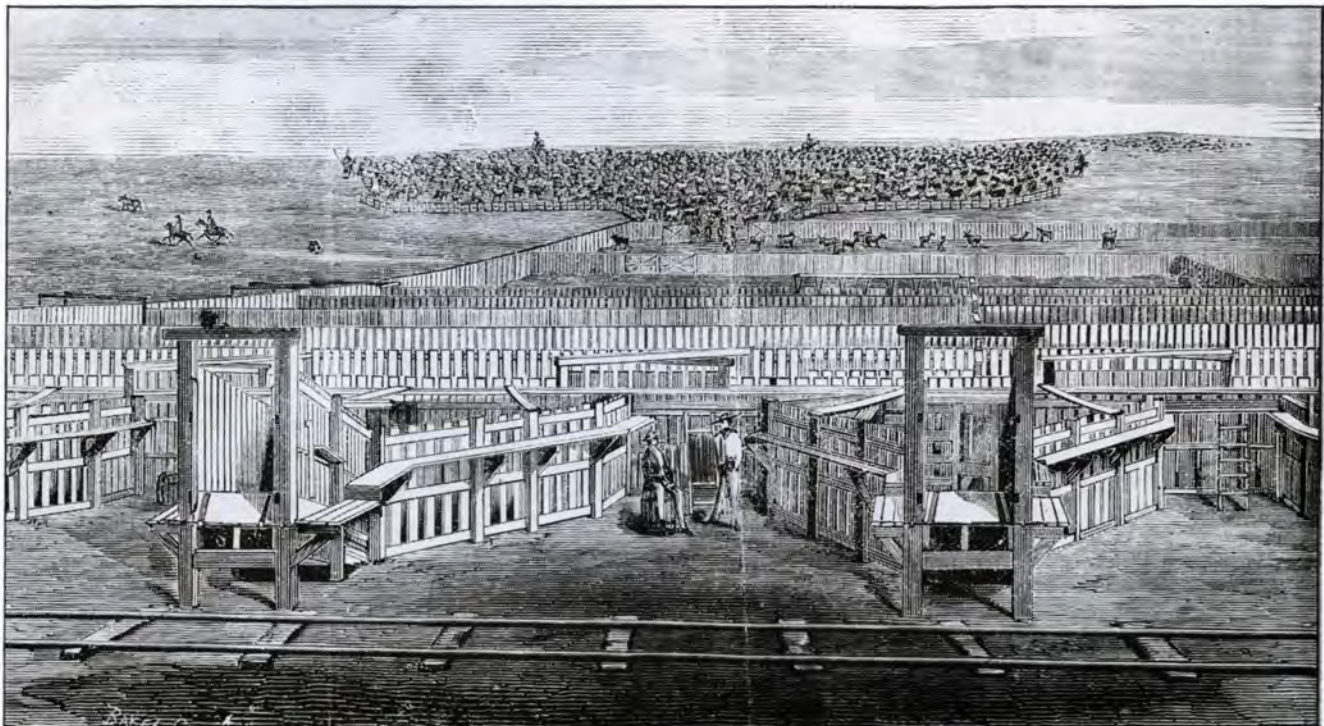
Between the 1850's and the late 1880's, cattle trails carried millions of cattle from the Texas ranges to the meat packing plants of the North, to the ranges of the northern Great Plains and the Rocky Mountain States, to the Pacific coast and

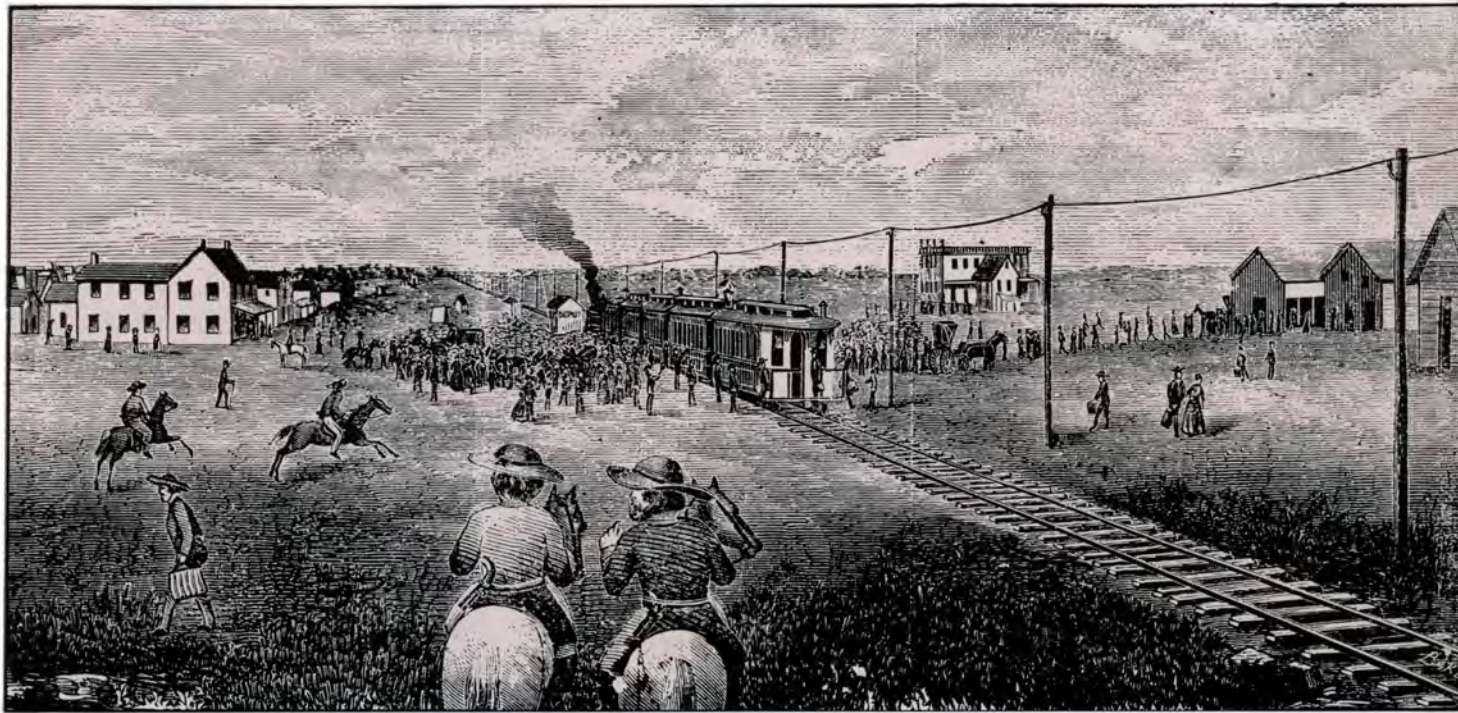




HERD of Texas cattle enroute to Ellsworth, Kansas

YARDING cattle for shipment at Ellsworth, Kansas





CATTLE buyers arriving from the East

even to the Old South. Some of these trails such as those leading to Louisiana, were primarily stage and freight trails. But all of them were at times used as cattle trails.

Right after the Civil War, a head of beef in Texas brought only three or four dollars, but in the North the demand was such that a mature steer would fetch ten times that.

And so, the cattle drives began—to take meat, on the hoof to market. In 1866, 260,000 head were driven up from Texas, mostly to Sedalia and other railheads in Missouri. But unfortunately, the longhorns carried Texas fever, and the angry Missouri farmers attacked the cowboys, who soon sought other routes to the North.

These dirty, exhausting drives were fraught with danger. There were Indians, rustlers, and hostile homesteaders; rattlesnakes, blizzards and

treacherous stream crossings; and the worst hazard of all, stampedes. Yet, year after year herds move north in increasing numbers, and rip-roaring towns sprung up out of nowhere.

The first settlers of what is now Abilene, were Mr. Tim Hersey and his family, who arrived in July, 1857. In deciding upon a name for the town, Mrs. Hersey used the Bible, letting it fall open where it might. It happened to be at the third chapter of Luke, in the first verse of which is the name *Abilene*, meaning “*City of the Plains*.”

Mr. Hersey, being a surveyor, laid the town out in 1860, but it grew slowly until 1866, when the Union Pacific Railway was built to this point. From that period, its growth was rapid.

J. C. McCoy, the pioneer western cattle shipper, arrived about this time. He was a man of large means and wide experience, and had conceived the idea of making Abilene the shipping point for Texas cattle. He bought land in the small Kansas railroad outpost, built some stockyards and sent word of the new market to Texas cattlemen.

Thus, the town became the first of the great cattle towns. The cattle came in droves—three million over the trail in the years that followed—about 200,000 each year, following a trail up from



CONSTRUCTION of the Union Pacific Railroad spurred the growth of western towns



TRAINS of cattle leaving Ellsworth for Kansas City

Brownsville, San Antonio, Austin, Fort Worth, across the Red River and into the Indian territory of Oklahoma.

This trail was known as the Chisholm Trail. Named after the half-breed trader and trail boss who marked it out, the route led through lush grass and across the rivers Washita, the Cimarron, and the Salt Fork of Arkansas.

During the cattle trail days in Abilene, extending west from Cedar Street to Mud Creek Ford, both sides of the street were lined with saloons,

gambling houses, dance halls and a few stores. Almost in the center was the noted Alamo saloon where frequent fist fights, shooting scrapes and killings happened by the dozens.

For the first two years little attempt was made to curb anyone. Then in 1870, Tom Smith was hired as marshal at \$150 per month. He later was killed while trying to arrest a man. Then, the more famous "Wild Bill" (J. B.) Hickok was brought in as marshal, and he became known as the deadliest "two-gun" marshal on the western frontier.

Eventually the Chisholm Trail was replaced by the Dodge City Trail to the west, and between 1866 and 1885, when the open range came to an end, nearly six million cattle were trailed north.

Today, of course, there are almost no visible remains of the short-lived heyday of the cattle drives. The Homestead Act of 1862 opened the range to settlers; barbed wire enclosed the open range; and the railroads, which came to the rancher along with modern trailer-truck for the transportation of cattle eventually ended the need for the "cattle-to-market" trails as the Wild West vanished from the Great Plains.

Today, long dual ribbons of asphalt and concrete lace these western plains; they are monuments to those courageous men who marked out the first western highways with broken spurs and empty guns.

—All photos courtesy of UNION PACIFIC RAILROAD



THIS is the first engine to enter the frontier town of Abilene

BANANAS AND Thoroughbreds

BACK in the 1930's, a tall, restless lad in his early teens worked for his dad in Tulsa, Oklahoma. He was in the fruit business.

In 1940, this young man bought a truck and hauled his first load of bananas from Galveston, Texas, to his native Oklahoma.

Today, that lad is one of the dynamic members of the trucking fraternity. He is Everett Lowrance, owner of the largest banana trucking company in the Southern states.

Lowrance's growth to leadership in this industry was not easy but steady. His fleet consisted of six trucks by 1944, and four years later, it numbered one dozen.

It was in 1948 that he moved to New Orleans and today his company operates 48 tractors and 54 refrigerated vans, many of which are LUFKINS.

Lowrance hauls bananas throughout 36 states and Canada from ports at Galveston, Gulfport, Mississippi, New Orleans, Louisiana, and Mobile, Alabama.

The trucking company in New Orleans is operated by James Kennedy who has been with Lowrance since the business was started.

Lowrance spends a great deal of his time on his 4,000-acre ranch at Claremore, Oklahoma, where he raises thoroughbred race horses and cattle. He has some 200 head of thoroughbreds and he races horses at several major tracks throughout the United States.



"EVERETTS CYNTHIA"
EVERETT LOWRANCE, OW. DICK POSEY TR.
JACK FIESELMAN, UP AK-SAR-BEN
4 1/2 FUR. :52.4 1 JUNE 62
2ND. QUEENIE DIER 3RD. KEM GEN





JAMES KENNEDY manages Everett Lowrance Company in New Orleans.

THE TOP portion of this picture shows "Everetts Cynthia" winning the feature race at Omaha this past June. The bottom portion shows EVERETT LOWRANCE, third from left, MRS. EVERETT LOWRANCE, and DICK POSEY, trainer who has been with Lowrance since 1952.

This home-bred filly was sired by Everett Jr. and her dam was Dam Little Cynthia, both named after two of Lowrance's children



Left: PART of the fleet of 48 tractors and 54 refrigerated vans owned by Everett Lowrance. Many of his trailers are LUFKIN refrigerated vans.



PAUL JONES
King Trailer & Equipment Co.
Amarillo, Texas



D. C. POWELL
Newsom Truck Line
Houston, Texas



HARLAN KNEZEK
Albritton Engineering Corp.,
Bryan, Texas

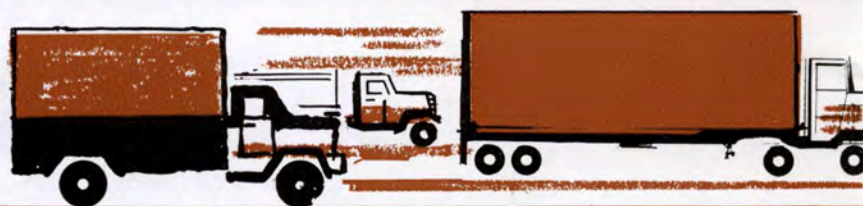


SID KATZEN
Associated Produce Co.
Springdale, Arkansas



L. A. KEITH, left,
JERRY KEITH, Mason, Texas

Here and There among



Left to right: G. M. BADGLEY
LeROY BADGLEY, JACK JETT, PAUL NEWMAN,
all of G. M. Badgley & Sons, Dallas, Texas



LEE MILLER MANFORD
Nixon, Texas



LOWELL CAWOOD
Cawood Produce Co.
Springdale, Arkansas

J. C. KING
King Trailer & Equipment Co.
Amarillo, Texas



ROY MORGAN
P. G. C. Feed Div.
Amarillo, Texas



W. E. FRICKE
W. E. Fricke Co.
Fredericksburg, Texas



OSVAL A. MARTIN
Bayview Cotton Co. Inc.
Los Fresnos, Texas





ROBERT CONDIT
Fitzgerald & Co.
Donna, Texas



WATT SCALES
Southwestern Motor Transport, Inc.
San Antonio, Texas

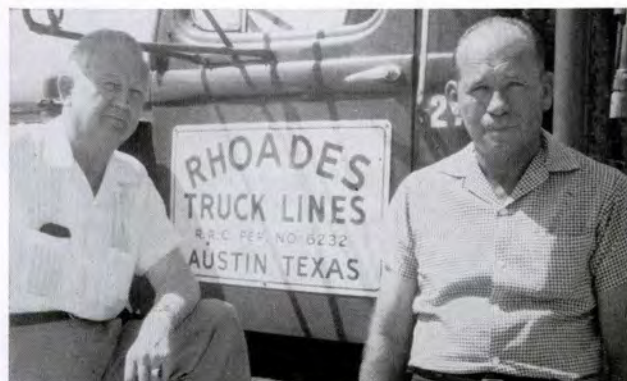


BRUCE INGRAM
Ingram Portable Ready Mix Co.
Pearsall, Texas



JACK HENDERSON
Newsom Truck Line
Houston, Texas

TRUCKING Folk



E. L. (MAC) McAFEE, left, A. L. (AL) CRAIG
Rhoades Truck Lines, Houston, Texas



GEORGE MERTZ
Consolidated Chemical Co.
Houston, Texas



ROY GILBERT, JR.
Southwestern Motor Transport,
Inc., San Antonio, Texas

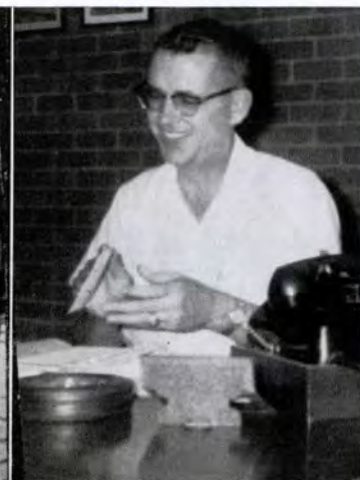


PHIL HOGE, left, TOMMY JONES,
Valley Livestock Trucking Co., Inc.,
Mercedes, Texas

DOYLE WALKER
Walker Trucking
Amarillo, Texas



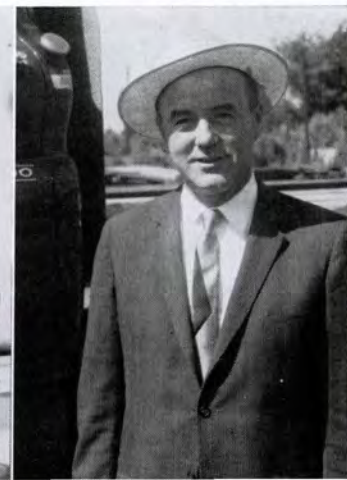
R. B. KING
King Trailer & Equipment Co.
Amarillo, Texas



JACK BOYD, JR.
Winnsboro, Texas



R. B. MONTGOMERY
Newsom Truck Line
Houston, Texas



LUFKIN INSTALL



1



2

3



5

ATIONS



7



- 1 LUFKIN M-160D-200-74 Unit, Texaco, Inc., L. C. Hale #1, Southmayd, Texas.
- 2 LUFKIN M-160D-200-86 Unit, Frankfort Oil Company, S. P. Reed #1, Martin County, Texas.
- 3 LUFKIN M-160D-246-86 Unit, Cities Service Petroleum Company, West Chico Unit, Chico, Texas.
- 4 LUFKIN M-160D-173-74 Unit, Russell Maguire, Ran-Mag Unit near Graham, Texas.
- 5 LUFKIN A-80D-54-19 Unit (two rod strings pumping from one horsehead), J. R. & Adam Seitz, Gillis #2, Woodbine, Texas.
- 6 LUFKIN M-228D-200-86 Unit driven by LUFKIN H-795 Engine, W. A. Moncrief & Sons, M-M Unit #27, Kamay, Texas.
- 7 LUFKIN M-228D-256-120 Unit pumping head to head with LUFKIN C-4560B-120-30 Unit, Shell Oil Company, F. E. Lamberton #1, Quanah, Texas.
- 8 LUFKIN C-228D-212-86 Unit, Wayne Petroleum Company, Anson, Texas.
- 9 LUFKIN C-456D-253-144 Unit with LUFKIN H-795 Engine, The Hanley Company, H. F. Neal 24-B, #1, Upton County, Texas.
- 10 LUFKIN C-228D-212-86 Unit with LUFKIN C-96 Engine, John L. Cox, Clayton Reynolds #1, Martin County, Texas.



8



9



10



WATER INPUT SYSTEM: Produced water storage tank on left; filters for produced water in the center; and temporary storage tanks for both produced and fresh water on the right. The pump building is on the extreme right.

By ERNEST SLAUGHTER, JR.

W. A. Moncrief & Sons is operating the Moncrief-Munger K.M.A. Unit one mile north of Kamay, Texas. This unit has about 1,600 total acres. These leases were drilled in the late 1930's, and the production had declined to about a total of sixty-five barrels per day.

About three years ago water-flooding was started, and production has increased to about 1,000 barrels per day with a peak expected of 1,500 barrels per day. An expected flood life of eight years should produce a total of three and one-half million barrels of water-flooding oil. To date about 470,000 barrels have been produced.

Eighty-five wells are involved in this flood. Of these, eight new wells will be drilled as inside locations to complete the water-flood pattern. A five spot pattern conforming to existing well locations is being used in the western portion of the flood with a peripheral pattern in use in the center and eastern portion. Approximately 40 input wells will be used, with the rest being producers.

Engineering work is being done by Stephens Engineering of Wichita Falls, Texas.

Operation of the unit is by Moncrief personnel with Earl Virgin as supervisor and Wayne Leslie as assistant supervisor.

NEW LIFE for MONCRIEF- MUNGER

A large part of the success to date and expected future successes can be attributed to expert advance planning. These plans have been put into action promptly by the operators.

WATER SYSTEM: Water system is taken from six turbine pumps producing from 26 feet. This is fresh water and is being treated for bacteria and oxygen content before delivery to intake of injection pumps. Both produced water and fresh water is being used. The produced water is filtered before being delivered to injection pumps. No mixing of the two waters is done. Four triplex injection pumps driven by multi-cylinder engines move some 12,000 barrels of water per day. At the present time about 3,000 barrels of this is produced water.

Cement lined pipe is used through the water input system.

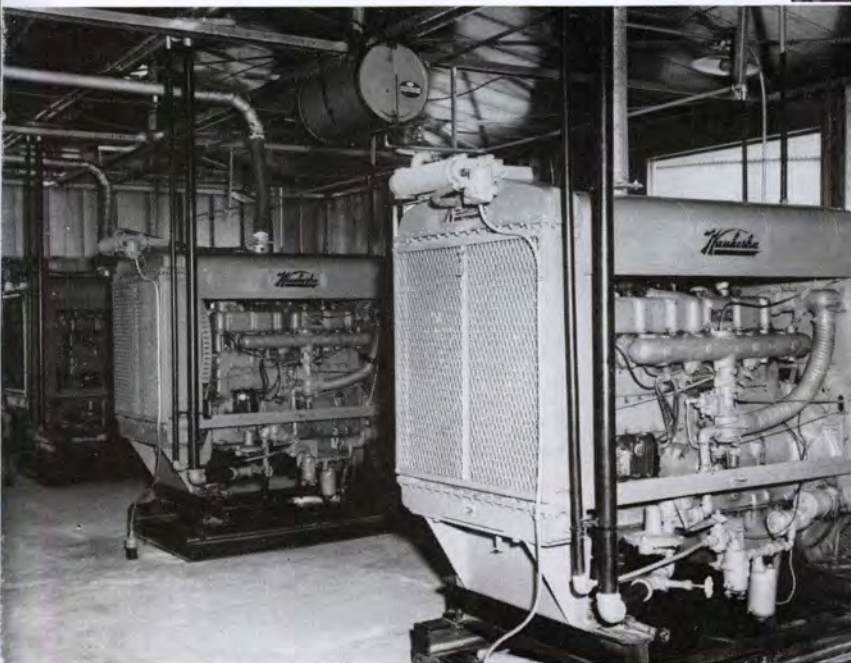


FIGURE #1: Multi-cylinder engines driving triplex pump. Note the oil and water level controls

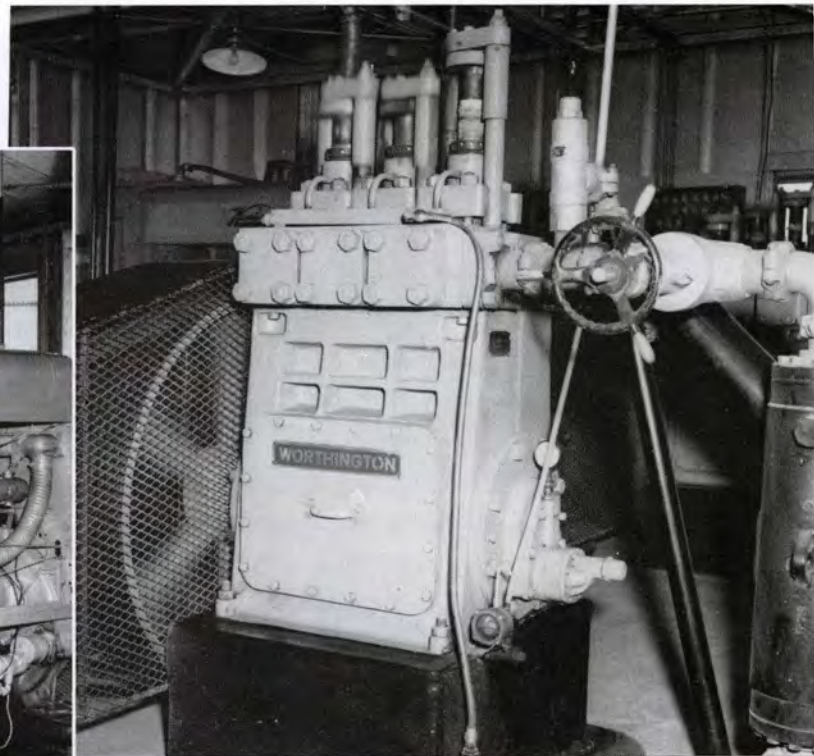


FIGURE #2: Triplex input pump belt driven by multi-cylinder engine; safety panel board in background.

Figures #1 and #2 show details of water plant. Note that the engines have oil and water level controls. The pumps have crank case oil level controls, and intake and discharge pressure safety switches. All of the safety controls terminate in the panel board with indicators to pinpoint any trouble.

PRODUCTION SYSTEM AND EQUIPMENT

Production from all producing wells is brought to a central location, where the separation, treating, and metering into pipe line take place. There are two remote test stations and one located at the central battery to give a continuous test program on all producing wells. A short test cycle can often spot trouble in just a few hours. The tester (Figure #3) gives a meter reading of both produced oil and water for the well under test.

The complete oil handling system except test

FIGURE #3: Well tester that gives daily reading of produced oil and water. This tester is switched daily to give continuous test program.

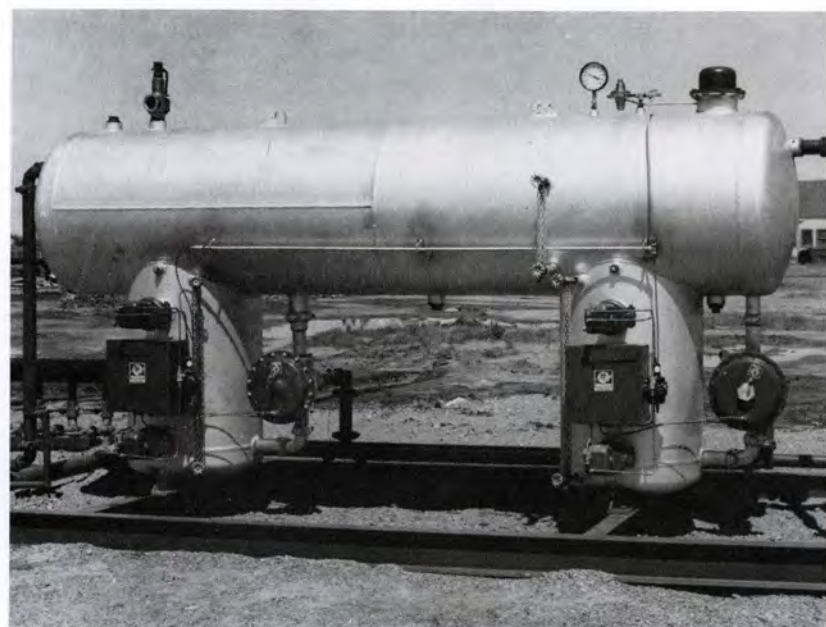




FIGURE #4: Heater-treater, free water knock-out, LACT unit, and storage tank.

metering is shown in Figure #4. Oil and water from pumping wells first is processed through to free water knock-out. The oil proceeds to the heater treater, and the free water is returned to the injector system.

After the oil has been treated, it is received in



Above: LUFKIN C-160D-64-15.8 Unit on portable base to produce a maximum of 300 barrels per day and below: LUFKIN C-228D-84-22.1 Unit with LUFKIN HT-333B Gas Engine on portable base to produce about 450 barrels per day.



the upper or surge section of the LACT unit. The center section of the LACT unit is used for metering, while the lower section is used as pipe line surge section. Oil that is taken from upper section into the metering section is continuously checked by a monitoring probe. In the event bad oil is received, filling is stopped, and the bad oil is switched back to heater-treater for further treatment and addition of chemical.

There are some four different recordings made of each dump of the metering tank; this is to provide a continuous check of counters and dump recorders. The large storage tank pictured on the right in Figure 4 takes care of storage needs in the event the pipe line is not able to accept oil continuously. About one day of temporary storage is provided.

Pumping units and engines have been selected to provide the following production:

Production Maximum Daily	Unit	Engine
1. 200 barrels	Existing Equipment	Existing Equipment
2. 300 barrels	Lufkin C-160D-64-15.8	C-96
3. 450 barrels	Lufkin C-228D-84-22.1	Lufkin HT-333 B
4. 600 barrels	Lufkin C-320D-256-100	Lufkin H-795

Items of production equipment have been standardized to reduce production costs.

The new pumping units and engines are mounted on portable bases, set on crushed rock. It is possible to exchange units between locations in just a few hours, and have wells back in operation.

Lufkin is proud to count W. A. Moncrief & Sons as among its users in the North Texas area.

Snapshots

by the
Lufkin
Cameraman



Left to right: J. N. PERKINS, Midland; C. A. DANIELS, Bartlesville, Okla.; EARL GRIFFIN, Bartlesville; all with Phillips Petr. Co.



D. B. MEISENHEIMER
Texaco, Inc.
Midland, Texas

C. E. ROGERS
Sun Oil Co.
Midland, Texas



Left to right: TOM JACKS, CLARENCE CARDWELL, BILL FORMLEY, Atlantic Refining Co., Odessa, Texas



W. J. TURNER
Sun Oil Co.
Midland, Texas

JOHN BOXELL
Phillips Petr. Co.
Odessa, Texas



Left to right: JACK HELZLSOUER
DALE McCARTER, HARVEY BARNEY
Texaco, Inc., Electra, Texas

TOM DARLING
Burk Royalty Co.
Wichita Falls, Texas

C. O. HICKS
Texaco, Inc.
Wichita Falls, Texas

JOHNNY MILLER
Shell Oil Co.
Kamay, Texas

N. M. HARPER
Shell Oil Co.
Wichita Falls, Texas

M. L. PIERCE
Shell Oil Co.
Kamay, Texas





BUCK SALMON
Sinclair Oil & Gas
Woodward, Okla.



JOHNNY CARTER
Phillips Petr. Co.
Guymon, Okla.



W. E. HINTON
Kewanee Oil Co.
Pampa, Texas



STERLING C. P'POOL
Texaco, Inc.
Wichita Falls, Texas



BILL WALKER, left, Snyder,
Texas; **JIM MERRYMAN**, Midland,
Texas, both with Sun Oil Co.



FRANK BLASI, left,
O. C. ROLLS, Phillips Petr. Co.,
Odessa, Texas



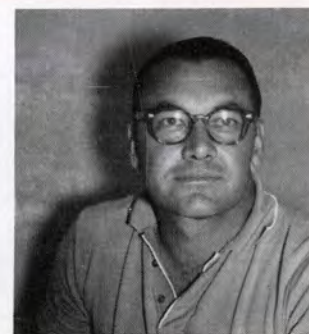
HARRY STANSBURY
Atlantic Refining Co.
Dallas, Texas



J. B. MONCRIEF
Sun Oil Co.
Dallas, Texas



R. H. DUNN
Phillips Petr. Co.
Midland, Texas



SONNY BRYANT
Texaco, Inc.
Electra, Texas



H. B. COURT
Sun Oil Co.
Dallas, Texas



LUTHUR ELLISON
Sun Oil Co.
Dallas, Texas



JOHN HUTCHINS
Atlantic Refining Co.
Dallas, Texas



JOHN EVANS
Midland, Texas

PAUL HAMMAKER
Phillips Petr. Co.
Wichita Falls, Texas

E. S. (ACE) BRODERSON
Cities Service Petr. Co.
Electra, Texas

ROBERT SULLIVAN
Phillips Petr. Co.
Wichita Falls, Texas

J. E. WILLIAMS
Texaco, Inc.
Wichita Falls, Texas

HOWARD THOMAS
Phillips Petr. Co.
Wichita Falls, Texas





GENE BENTLEY
Cities Service Petr. Co.
Pampa, Texas



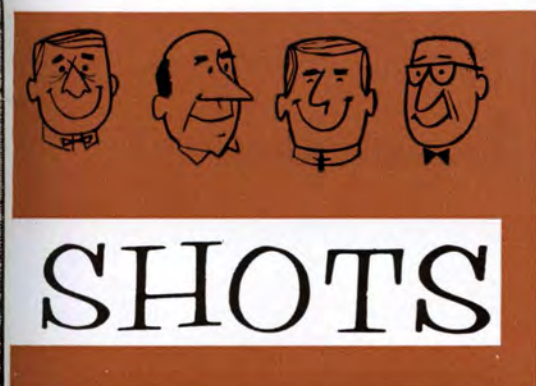
ROYCE CAMPBELL
Cities Service Petr. Co.
Guymon, Okla.



R. V. (BOB) BROWN
Sinclair Oil & Gas
Woodward, Okla.



MIKE CANADA
Sinclair Oil & Gas
Pampa, Texas



JIM SPARKS, left.
TOM HENDERSON, Sinclair Oil
& Gas, Woodward, Okla.



L. C. SIVERT, left, Humble Oil &
Refining Co., Charlotte District, Pleasanton,
Texas; R. W. PINNER, Lufkin representative



JAMES BLASDEL
Phillips Petr. Co.
Odessa, Texas



J. P. DENNY
Phillips Petr. Co.
Odessa, Texas



E. J. BORDERS
Texaco, Inc.
Electra, Texas



C. A. SCHUMANN
Texaco, Inc.
Gainesville, Texas



WAYNE MOODY
Sunray Mid-Continent Oil
Midland, Texas



F. M. (DOC) LOOP
Midland, Texas



W. H. (HAM) REDFORD
Lane Wells
Midland, Texas



B. R. BARMAN
Sun Oil Co.
Colorado City, Texas

FRANK OTTMERS
Shell Oil Co.
Gainesville, Texas

M. J. MOORE
J. R. & Adam Seitz
Gainesville, Texas

RICHARD BOTT
Continental Oil Co.
Wichita Falls, Texas

JAY HUNT
Texaco, Inc.
Gainesville, Texas





DON SHACKELFORD
Sinclair Oil & Gas
Woodward, Okla.



BILL BIRKES
Shell Oil Co.
Kamay, Texas



BOB WEST
Cities Service Petr. Co.
Pampa, Texas



JOHN IMEL
Phillips Petr. Co.
Wichita Falls, Texas



BILL NEWLIN
Cities Service Petr. Co.
Pampa, Texas



EARL VIRGIN
W. A. Moncrief & Sons
Kamay, Texas



JACK HEPINSTALL
Cities Service Petr. Co.
Pampa, Texas



GEORGE GRAY, left,
JERRY KONECNY, Sun Oil Co.,
Colorado City, Texas



Left to right: **JERAL JACKSON,**
JACK HOLLIS, JAMES POUNCEY, all
with Texaco, Inc., Electra, Texas



Left to right: **RAYMOND BEAVER,**
W. L. SCHOPF, LEROY BAKER,
Texaco, Inc., Electra, Texas



ROSS SPEER
Cities Service Petr. Co.
Vernon, Texas



R. L. HOWARD
Shell Oil Co.
Abilene, Texas



T. N. PATTERSON
Mobil Oil Co.
Gainesville, Texas



G. S. SHREEVE
Shell Oil Co.
Quanah, Texas

JIM HAMILTON
J. M. Huber Corp.
Borger, Texas

PAUL REYNOLDS
Phillips Petr. Co.
Borger, Texas

P. T. SHORES
Phillips Petr. Co.
Guymon, Okla.

HARRY WILLIAMS
Cities Service Petr. Co.
Pampa, Texas

DON HOWARD
Texaco, Inc.
Wichita Falls, Texas





W. W. MORGAN
Texaco, Inc.
Wichita Falls, Texas



KEN GALYEAN
Continental Oil Co.
Wichita Falls, Texas



J. G. TOMLINSON
Phillips Petr. Co.
Vernon, Texas



S. R. SMITH
Phillips Petr. Co.
Vernon, Texas



JOHN BEAR
Burk Royalty Co.
Wichita Falls, Texas



JIM SHIPMAN, left,
JOHNNY DURHAM, Mobil Oil
Co., Burkburnett, Texas



JIM RICE, left,
BOYD THOMISON, Phillips
Petr. Co., Guymon, Okla.



GLOYD SHOCKLEY
Cities Service Petr. Co.
Guymon, Okla.



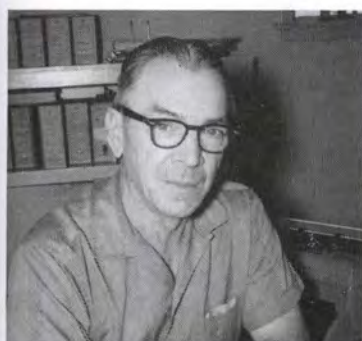
WAYNE ADAMS
J. M. Huber Corp.
Borger, Texas



JOE PRESLEY
Kewanee Oil Co.
Pampa, Texas



C. C. GRAYBILL
Phillips Petr. Co.
Borger, Texas



H. A. McCABE
Sinclair Oil & Gas
Walnut Bend, Texas



HENRY MCGAUGHY
Continental Oil Co.
Bowie, Texas



R. W. ARMSTRONG
Continental Oil Co.
Wichita Falls, Texas



WATSON LaFORCE
Continental Oil Co.
Wichita Falls, Texas

KENNETH COWAN
Hunt Oil Co.
Woodward, Okla.



LONNIE LOLLAR
Kewanee Oil Co.
Pampa, Texas



NATHAN TURNBO
Kewanee Oil Co.
Pampa, Texas



RAY AKERS
Texaco, Inc.
Pampa, Texas



MATT REBER
Cities Service Petr. Co.
Guymon, Okla.





Did you know that women are really the only problem men like to wrestle with?

From the real estate section of a Mid-western tabloid: Brand-new ranch house for sale. Two bedrooms. Dame-room in basement for Dad.

At the annual meeting of a sociological society, the toastmaster said, "We are now coming to the evening's principal event. We have persuaded Lord Thistlebottom, the distinguished sociologist, to address us. He is going to talk to us on the subject of sex. I am sure Lord Thistlebottom will not think me rude if I suggest that we have had many speakers and the hour is getting late. Perhaps he would be willing to make his remarks briefer than usual. I now give you Lord Thistlebottom."

Lord Thistlebottom stood up and cleared his throat. "Sex. Ladies and Gentlemen: it gives me *great* pleasure. Thank you very much."

It isn't what a girl does that fascinates a man—it's what she won't do.

A man from Milwaukee claims a breakthrough in martini research: It's so dry it's been approved by the WCTU!

A certain young lady was invited up to her boy friend's apartment the other evening to look at his etchings. When they arrived at his apartment, she was surprised to find no etchings. In fact, she discovered he had no chairs, no tables, no furniture at all.

She was floored.

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!"

A petroleum engineer developed laryngitis so bad he could hardly talk. Hurrying up to the doctor's door for treatment, he knocked.

When the nurse came to the door, he whispered, "Is the doctor in?" "No," she whispered back, "come on in."

"I don't drink anything stronger than pop—and Pop will drink anything!"

Did you hear about the traveling salesman whose car broke down in the rain storm? He ran to the closest farm house and knocked on the door. A grizzled old farmer answered and the salesman pleaded for a place to stay the night.

"I can give ya a room," said the farmer, "but I ain't got no daughter."

"Oh," said the salesman, "well, how far is it to the next house?"

The old driller had just passed his 100th birthday, and the town celebrated. Asked by the local newspaper editor to what he contributed his long life, the centenarian replied: "It's because I never smoked, drank, or touched a girl until I was eleven years old."

Do you know the difference between a choir boy and a chorus boy? The way they say "Amen."

An old-fashioned gentleman took a modern miss for a ride in his car and after finding a suitable spot to park, kissed her several times lightly on the cheek and then announced, "This is called spooning."

"Okay," she said, "but I think I'd rather shovel."

"Are you free tonight?" asked the romantic gent.

"No," she coyly replied, "but I'm very inexpensive."

Demonstrating once again the importance of punctuation, this telegram was sent from a man to his wife: "Not getting any, better come home at once."

An 83-year-old lady to doctor: "My husband has lost his honeymoon attitude."

Doc: "How old is your husband?" Old Lady: "92."

Doc: "When did you first notice he lost his honeymoon attitude?"

Old Lady: "Last night and again this morning."

Pity the unfortunate shoe salesman with a lisp who was slapped when he asked a plump female to sit down while he "looked up her thize."

The young couple signing the hotel register asked the room clerk for the best accommodations. He recommended the bridal suite.

"Why the bridal suite?" asked the young man. "We've been married for five years."

"Well," said the clerk, "if I let you have the grand ballroom that doesn't mean that you have to dance!"

Visitor: "Do you know there's a baby born every minute in New York?"

Friend: "Don't look at me. I live in Pittsburgh."

While strolling through the woods, a young man was startled to see a nude girl race past him, closely followed by two men in white. A third man followed, carrying a heavy pail of sand.

"What's going on?" the young man asked.

"She's just escaped from the hospital," the man panted over his shoulder.

"O.K.," said the young man, "but why the sand?"

"Oh," puffed the sand-carrier, "I caught her yesterday. This is my handicap."

Dear Abby says "I don't blame career girls for resenting the expression 'old maid.' In my vocabulary there are no 'old maids'—just unclaimed jewels."

LUFKIN'S TANDEM FRAMELESS HYDRAULIC DUMPS

**HOIST
CAPACITIES**

**PAYLOAD
RATED**



**MODEL THD-1
FOR USE WITH SINGLE
AXLE TRUCK
14 TO 18 YARD CAPACITY**

**HOIST HOUSING AND FRAME EXTENDED
TO MEET "BRIDGE FORMULA" LAWS**



PART OF A TEXAS FLEET!

LUFKIN TRAILERS

DIVISION OF LUFKIN FOUNDRY & MACHINE CO.

FACTORY: LUFKIN, TEXAS • Phone NEptune 4-4421

Branches and Sales Offices { **HOUSTON • DALLAS • WACO • FORT WORTH • LUBBOCK • SAN ANTONIO • SHREVEPORT
OKLAHOMA CITY • BIRMINGHAM • MEMPHIS • JACKSON, MISS. • CARTHAGE, MO.**

Distributors located throughout the United States

What **LUFKIN** MEANS

TO MANAGEMENT

Lowest Operating Costs
Least Down Time
Highest Resale Value



TO THE ENGINEER

Best Geometry — Lowest Torque Factors
Largest Bearings and Shafts
Most Rugged Gear Reducers
Greatest Dependability



TO THE WAREHOUSEMAN

Fastest parts delivery
Best availability of parts regardless of age of unit.

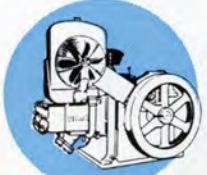


TO THE PUMPER

Best and Fastest Field Service
Easiest to operate
Least attention necessary



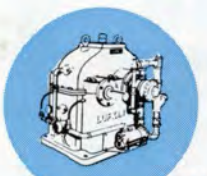
PUMPING UNITS



GAS ENGINES



TRAILERS



SPEED INCREASERS
AND REDUCERS

The NEW A.P.I. Series LUFKIN Crank Balanced Unit

Available in all A.P.I. sizes
Factory Lubricated Bearings
Throughout.



LUFKIN

FOUNDRY & MACHINE COMPANY

LUFKIN, TEXAS

Branch Sales
and Service

Houston • Natchez • Corpus Christi • Lafayette • Dallas • Kilgore • Odessa • Hobbs • Great Bend • Denver • Shreveport
Wichita Falls • Los Angeles • Bakersfield • Casper • Oklahoma City • Sidney • Midland • Farmington • Tulsa • New York
Maracaibo, Venezuela • Anaco, Venezuela • Buenos Aires, Argentina • Talara, Peru • Rio De Janeiro, Brazil • La Paz, Bolivia

Lufkin equipment in Canada is handled by

THE LUFKIN MACHINE CO., LTD., 9950 65th Avenue, Edmonton, Alberta, Canada, Regina, Saskatchewan, Canada