



Christmas In A Cotton Patch

E. M. Schiwetz

THE *Lufkin* LINE

NOVEMBER-DECEMBER • 1962

Christmas is a beautiful sentiment. It is a beautiful faith. It is the never-failing belief of humanity in the truly miraculous. But it is even more. It is a force against which the most powerful evils cannot stand for long, nor the most wicked of men can overpower.
---Sunshine Magazine





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OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



NOVEMBER • DECEMBER, 1962

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Virginia R. Allen, Editor

EAST DALLAS DIVISION ISSUE

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Painting by E. M. Schiwetz

OPPOSITE PAGE: Mountain Meadow Ranch Southeast
of Susanville, California
—Ken Wheeler Photo,
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TRAILERS FOR EVERY HAULING NEED



VIEW of Natchez Trace Parkway looking north from Ridgeland Visitor Center near Jackson, Mississippi

—National Park Service Photo



TODAY'S Natchez

By RALPH T. BURCH

ONE of the nation's most colorful and historically interesting roads—the old Natchez Trace between Natchez on the Mississippi and Nashville in Tennessee—is fast becoming a luxury highway. One long-ago yesterday it was a rugged trail that wound its lonely way through the wilderness. The 450-mile stretch of road running through Mississippi, Alabama and Tennessee was once traveled by tribes of Choctaw and Chickasaw Indians, bloodthirsty Spanish bucaniers and pioneer bandits. Established as a mail route by Thomas Jefferson in 1801, it leads the motorist through a land of recreation and beauty.

Like many of our ancient roads, this one was



THIS scene shows the old Natchez Trace of the 1880's—a pathway through the wilderness

—National Park Service Photo



NEAR Jackson, Mississippi, Natchez Trace Parkway weaves through scattered pine forests.

—National Park Service Photo

Trace...

beaten into a path by the hoofs of countless buffalo, returning year after year to their feeding grounds. Original sections of the Trace still remain, some of them cut deep in the clay bed by the numberless feet tramping the pathway which slanted nearly five hundred miles through the wilderness.

After buffalo hoofs stamped out the original trails and Indian moccasins connected them, white men risked their lives daring to travel this ribbon-path that lay through deep forest and over rolling plain. Missionaries, traders, soldiers, adventurers, and finally post riders helped pound it into earth and into American history. Pioneer settlers frequently called this a "trace"—a word which in old French suggests its origin as a line of foot-prints or animal tracks. By 1880, it became known as the Old Natchez Trace.

In the early nineteenth century, flatboats by the scores floated down the Mississippi, carrying goods



ROCKY Springs Church located along the old Natchez Trace, a meeting house type familiar to the South

—National Park Service Photo



MOTORING down Natchez Trace Parkway, tourists have opportunities a-plenty to read up on the old Southwest's kaleidoscopic story

—National Park Service Photo

southward. These bulky boats could not be poled against the current, and once they drifted downstream they were usually scrapped and sold for lumber. The boatmen needed a way to get back north again, and the Natchez Trace was the first and most famous of their roads.

Except in the vicinity of its northern and southern terminals, it was a gloomy, forested path, ideal for predatory bandits who made it their hunting grounds. A man who had pocketed his profits in New Orleans could sleep on the way back at an inn or tavern for fifteen cents a night, but his pocket-book and his life were at the mercy of land pirates who swarmed the area.

Today, it is a part of the National Park System owned by the people of the United States and administered for them by the National Park Service of the Department of Interior.

The lands or right-of-way for the Parkway were acquired and conveyed to the United States by the three states through which it passes. The estimated length of the completed parkway motor road is 450 miles, 316 being in Mississippi, 33 in Alabama, and 101 in Tennessee.

NATCHEZ TRACE Parkway—one of the fine highways of Tennessee, offering scenic wonderland to the traveler

—Tenn. Dept. of Conservation Photo





PRIOR to invention of the steamboat, the Old Natchez Trace was the return route of traders who had floated their farm produce down the Mississippi to New Orleans

—National Park Service Photo

The American Association of State Highway Officials defines a parkway as: "An arterial highway of noncommercial traffic, with full or partial control of access, and usually located within a park or a ribbon of parklike development." The Natchez Trace Parkway is an elongated park which includes a high-standard motor road. Right-of-way averages 100 acres for each mile of construction, and has an over-all width of 825 feet if uniformly applied. However, the width usually is 600 to 700 feet with wider right-of-way at areas of historical, scientific, and recreational value.

It was on the old Natchez Trace that Aaron Burr was captured hiding in a Tennessee home. And it was on this historic trail that Captain Meriwether Lewis, co-leader of the famed Lewis and Clark expedition, which led pioneers to the Pacific, was mysteriously slain. It was also along the Trace that the notorious Harpe brothers committed most of their crimes. The Harpes never hesitated to kill but were finally captured by outraged settlers who cut off the heads of two of the gang and set them on posts as a warning to other highwaymen.

Entering the Parkway at Ridgeland, six miles north of Jackson, Mississippi, today's travelers notice the attractively graded road and wide right-of-way where places of historical interest are marked. Other signs direct visitors to trails leading off to Indian mounds, inn and ferry sites, fortifications and natural phenomena. There are miles of picnic grounds, recreational areas and swimming spots. There are trails to follow where moccasins once trod, and where imaginations conjure up ghosts of the Chickasaws and Choctaws who blazed these trails another world ago.

Commercial traffic, advertising, service stations, and restaurants are not allowed on the Parkway. Another feature about the Parkway is that it is still comparatively "undiscovered" and has not yet had time to become crowded. However, the recreational, swimming and picnic areas are never lonely. Beneath the murmuring trees there are always families and couples with their picnic spreads and portable radios, relaxing on the sweet-smelling grass and enjoying the peace and quiet of nature.

More and more travelers are being enchanted by this area, for "Today's Natchez Trace" is one of America's most interesting 450 miles of history.





CLIFFORD RHODEN, Mill Manager, Paymaster Oil Mill

→ Paymaster →

A BEEHIVE of trucking activity exists in Abilene, Texas, under the banner of PAYMASTER. Paymaster is the registered trademark of Anderson, Clayton & Co., Inc.

On any given day, one will see deliveries going in or out of the properties at two locations, Paymaster Oil Mill and Paymaster Feed Mills.

It is simpler to describe exactly what transpires at Paymaster Oil Mill. Mill Manager W. C. Rhoden puts it this way: "The raw material—cottonseed—streams in when it's that time of year, and the crush products—cake, meal and hulls—in a more compact form go out when they are in season."

In between, there are other deliveries to be made such as planting seed and lint-baling equipment, along with replacement parts for the oil mill.

Paymaster Feed Mills, on the other hand, has a diversified production, a year-round many-direction operation.

Charles Trickey, Feed Mill Manager at Abilene for Paymaster, says "There is nothing to compare with the excitement of running a feed mill. Each day can give a new education in scheduling."

Trickey and Mill Superintendent W. A. Sim-

mons confer each day on the job to be done. Then, Trickey attacks the mail, the provision of raw materials, the transportation, the storage forecast, the translation of sales into delivery and the adherence to quality under direction of the nutritionists.

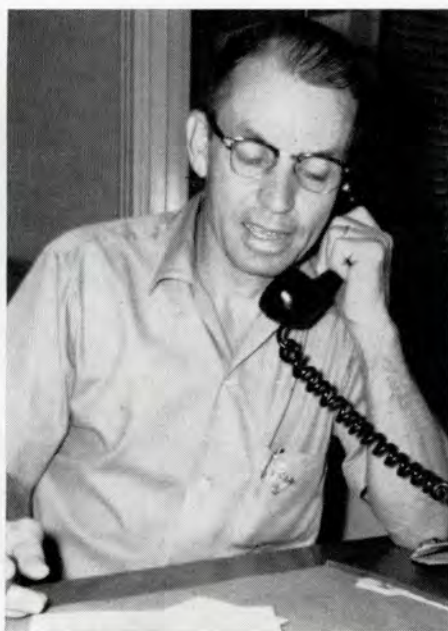
These two mills are separate and autonomous divisions of the same parent company. The ironical thing about the two managers is that Mr. Trickey spent most of his training days under Mr. Rhoden. This makes for some interesting business conversations. Trickey will purchase materials from his former boss on occasion, and since they both use the same basic philosophy of trading, there is little room for compromise.

Of the two, Rhoden uses the most LUFKIN trailers. His fleet serves the central west Texas area, stretching often into the Valley. When those cottonseed loads begin to move, there is no let-up until every last fiber-covered seed is stored.

Trickey, with a larger number of trucks, maneuvers to keep customers supplied with a very large tonnage of mixed-feeds, and this is done with split-instant scheduling.



CHARLES T. TRICKEY,
Mill Manager,
Paymaster Feed Mill



LEONARD KUEHLER,
Assistant Manager,
Oil Mill Division



BILL GROSVENOR,
Administrations Manager,
Paymaster Oil Mill

BEEHIVE OF ACTIVITY...



PAYMASTER Oil Mill employees load a Lufkin Trailer at the Division's home in Abilene, Texas



CHARLES BYRD, left, Byrd Sand & Gravel, Lubbock, Texas; BILL MCGOWAN, right, Lufkin Trailers, Lubbock



BUCK BYRAM,
J & B Ready Mix, Inc.,
Snyder, Texas



W. B. HENRY,
McAllister Trucking,
Big Spring, Texas



DON OSBURN,
Socony Paint,
Midland, Texas



J. M. FOWLKES, Fowlkes
Cattle Co., Van Horn, Texas

HERE and THERE among



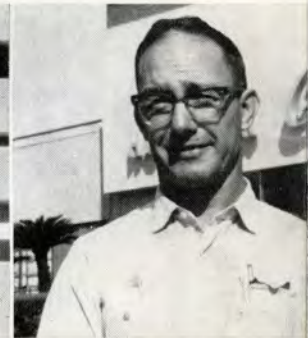
ELIE SMITH, left, Lufkin Trailers,
Lubbock; ED E. BOOKOUT, Hobbs, New Mexico



TONY MALISH,
Pearl Beer Distributing
Co., Taylor, Texas



BUNK TURNER,
San Angelo,
Texas



BILLY HUNTSMAN,
Houston Coca-Cola Bottling
Co., Houston, Texas



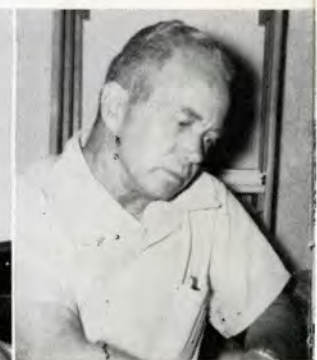
GROVER SPROUSE,
Airline Manufacturing Co.,
Columbus, Miss.



MRS. BILL TAYLOR,
Bill Taylor Insured Trucks,
San Angelo, Texas



WALTER SPEAKER,
Roy Phillips Trucking,
Big Spring, Texas



M. J. MITCHELL,
Van Horn Motor Co.,
Van Horn, Texas

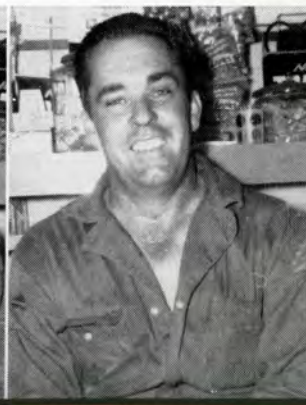
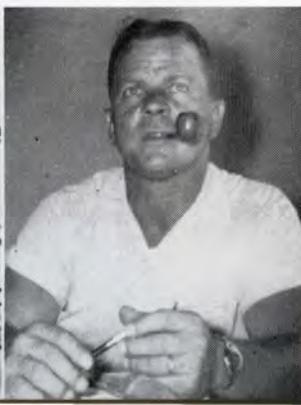
TRUST FARGUHAN,
J & B Ready Mix, Inc.,
Snyder, Texas

ED ROBNETT,
Robnett Implement Co.,
Stanton, Texas

JR. LOLLAR,
Lollar & Smith Trucking,
Anson, Texas

T. A. SMITH,
Lollar & Smith Trucking,
Anson, Texas

SAM BRUTON,
Britt Trucking Co.,
Lamesa, Texas

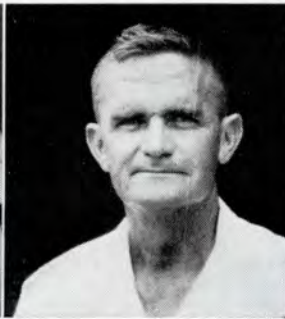




W. T. WITHERSPOON,
Lubbock, Texas



A. R. MARTIN,
McKenzie Construction,
San Antonio, Texas



VIRGIL T. WALKER,
Alamo, Texas



BILLY CULBREATH, left, Batesville, Ark.; JIM MASTERSON,
West Memphis, Ark.

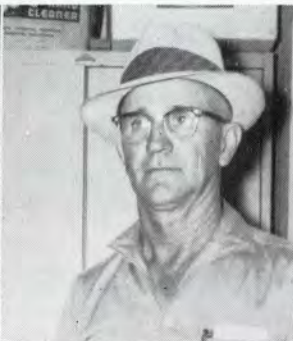


A. J. MCKENZIE, left, LEON CRAVEN, both with McKenzie
Construction Co., San Antonio, Texas

TRUCKING FOLK



J. H. FLOWERS,
Snyder,
Texas



GARLAND SANDERS,
Garland Sanders Trucking,
Big Spring, Texas



J. A. DOWNING,
McKenzie Construction,
San Antonio, Texas



JIM MARTIN,
Southwest Fertilizer,
Houston, Texas



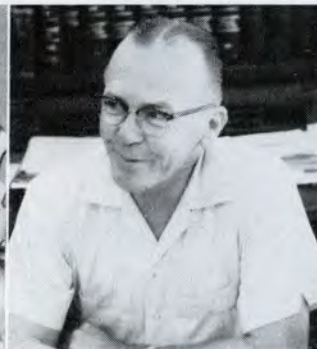
H. T. MILLER,
C & H Transportation,
Houston, Texas



ED. HAWLEY,
McKenzie Construction,
San Antonio, Texas



ROY STARR,
Bill Taylor Insured Trucks,
San Angelo, Texas



FRED LUDVIGSEN,
McKenzie Construction,
San Antonio, Texas



JACK MCCUTCHEON,
Van Horn, Texas



A. J. MCKENZIE,
McKenzie Construction,
San Antonio, Texas



DAN FIELDS,
Seminole, Texas



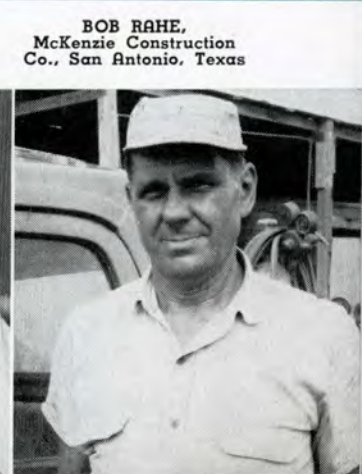
W. D. (DUB) CALDWELL,
Big Spring, Texas



ROY PHILLIPS,
Roy Phillips Trucking,
Big Spring, Texas



ELLIS HALL, Carlsbad
Transit-Mix Concrete Co.,
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BOB RAHE,
McKenzie Construction
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1



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- 2 LUFKIN C-57D-95-48 Unit, Texaco, Inc., J. W. Stringer #36, Electra, Texas.
- 3 LUFKIN C-57D-109-42 Unit, Union Producing Company, Bethany Northeast Field, Panola County, Texas.
- 4 LUFKIN C-320D-256-100 Unit, A. R. Dillard, Inc., Mankins #33, Mankins, Texas.



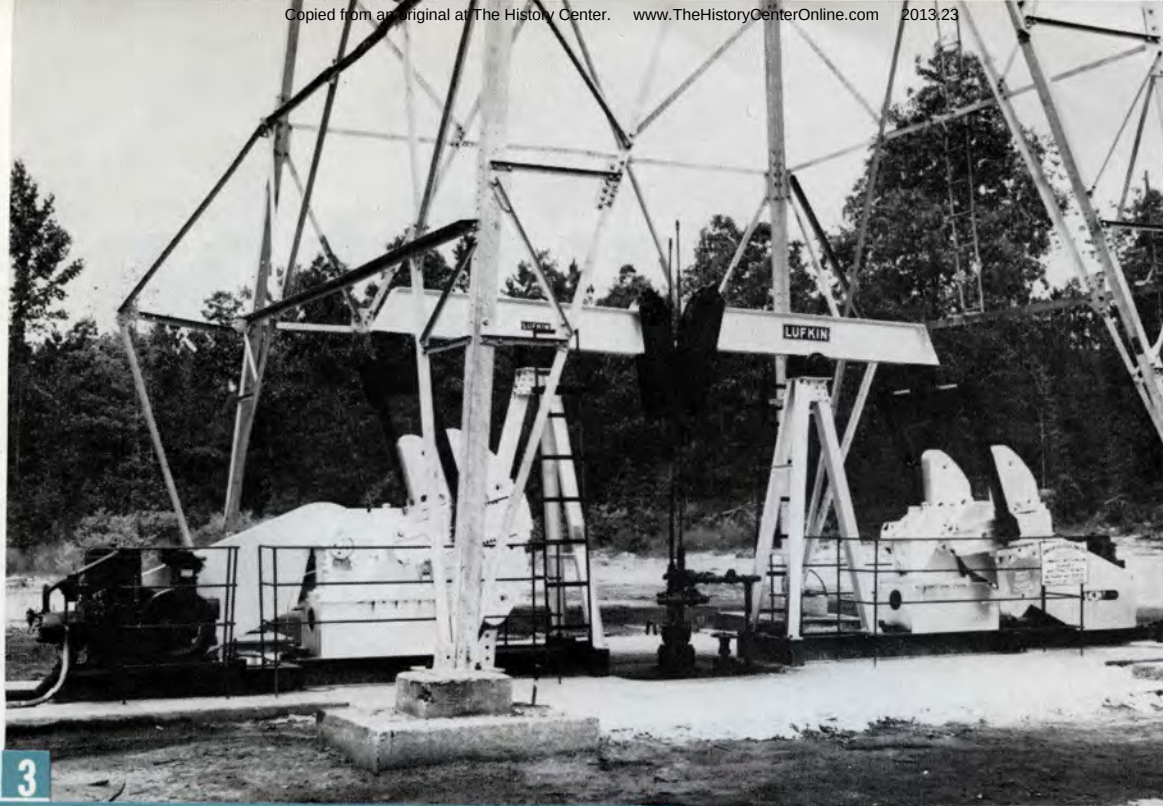
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5



6



2 3

INSTALLATIONS

- 5 LUFKIN-228D-256-120 Unit, Shell Oil Company, D. R. Self #1, Quanah, Texas.
- 6 LUFKIN C-80D-119-54 Unit, Texaco, Inc., Stringer #76, Electra, Texas.
- 7 LUFKIN C-40D-76-42 Unit, Texaco, Inc., 2nd. Bywaters #21, Electra, Texas.
- 8 LUFKIN M-160D-173-74 Unit, Perkins & Cullum, Chilson B #9, Holliday, Texas.

8



7



NORTH GEORGIA

By RICK KREPELA



MOUNTAIN scenery greets the tourist's eye in Unicoi Gap State Park which lies in the Blue Ridge Mountains of North Georgia.

Georgia Dept. of Commerce



VOGEL State Park is rich in Indian legend, and tales of buried gold lure visitors along its many trails.

Georgia Dept. of Commerce

REVISE your thinking about Georgia if vacation plans include the northern part of this southern state. Instead of cotton fields, peach orchards or peanut groves, you'll see some of the most rugged mountains in the east. In fact, the northern tier of Georgia counties butt against the tumbling ramparts of the Great Smoky Mountains.

This is wooded country, covered with the lush growth of hardwood forests and punctuated by tiny farms. Mountain lakes nestle in the valleys and frequent overlooks offer magnificent vistas of the rolling hills. Every turn of the road brings a surprise to anyone who has associated Georgia with the hot, flatlands of an Erskine Caldwell novel. There isn't a cotton patch in sight.

This is country rich in our early history. Indian lore abounds in the mountains. Armies of the North and South slashed across the ridges during the Civil War. America's FIRST gold rush brought a stampede of prospectors.

Paved highways meander into this region from all sides. Dipping down from the Smokies are routes 411 and 19. Highway 23 bursts across the North Carolina border, sweeps past the 1000 foot deep Tallulah Gorge. Highway 41 leaves Chattanooga and brushes the mountain area as it follows Sherman's route on the way to Atlanta. Routes from the south gain altitude as they climb the rim of the Piedmont Plateau, wind up crossing the backbone of the southern anchor of the Blue Ridge at half a dozen gaps through the mountains.

Several state parks are equipped with house-keeping cabins. All the public facilities in the area include campsites and most offer fishing, boating and hiking, with saddle horses available at some. The parks at Vogel, Unicoi and Lake Winfried Scott put the visitor in the heart of the region.

Amicalola Falls State Park is within striking distance of the famed Appalachian Trail. This 2000 mile foot trail, which begins in Maine, terminates atop Springer Mountain in Georgia. Easy access trails mark the way from the picnic grove at Amicalola State Park.

For the less hearty there are a number of small but comfortable motels. Over toward Gainesville,

...The High Country



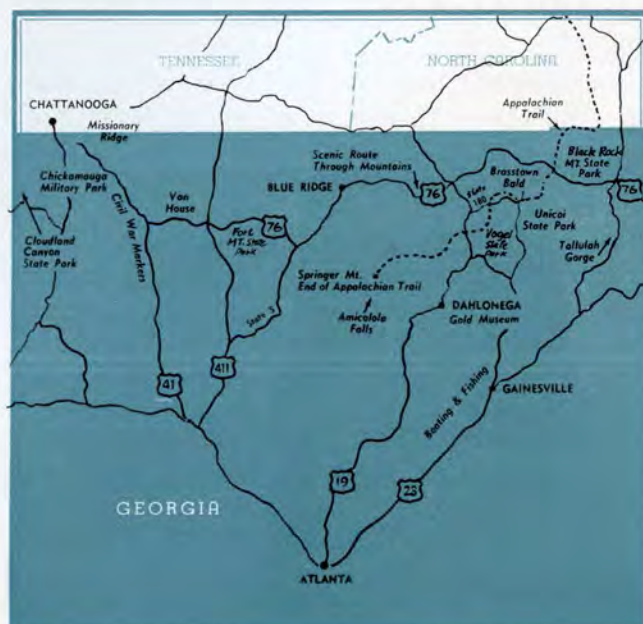
SITTONS GULCH near Cloudland Canyon State Park is famous lookout point for mountain beauty.
Georgia Dept. of Commerce

on the southeast edge of the mountains, most of the restaurants feature fried chicken. "All you can eat" signs are prompted by the fact that this is one of the largest broiler producing centers of the world. Box lunches for the day's outing run about \$1.25, naturally are built around the golden crispness of fried chicken.

Twenty miles to the west is gold country. Over at a place called Dahlonega visitors learn of a little-known footnote to American history.

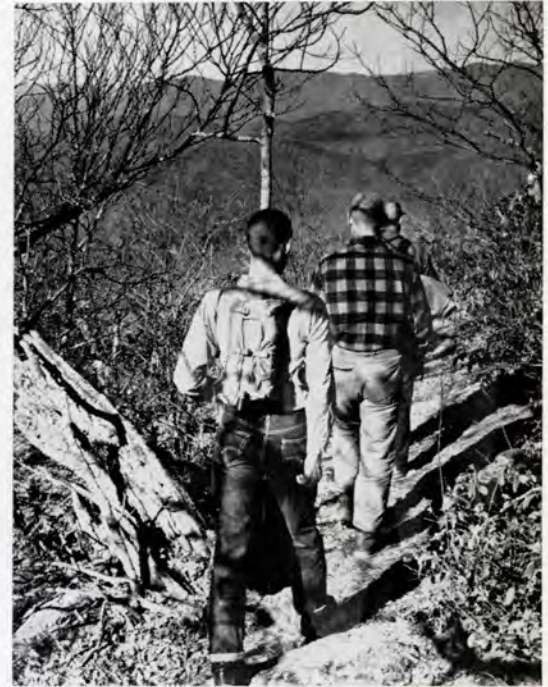
A Chamber of Commerce sponsored "gold museum" tells the story of America's first gold rush. Here, in 1828, a hunter discovered a nugget that touched off the classic boom and bust cycle. Before it was over some 10,000 prospectors were in the area, more than 40 millions in gold had poured from the ground and the US Government had opened a branch mint in the town.

The name Dahlonega is a corruption of a Chero-





THIS cabin, built around 1850, is typical of the north Georgia mountain cabins of that era.
HIKING along the famed foot trail are members of the North Georgia Appalachian Trail Club near Amicalola Falls State Park.
 Photos by Rick Krepela



kee word meaning “place of yellow metal.” At the museum, visitors are shown a 130-year-old stamp mill; nuggets and coins that were struck at the mint before it closed during the Civil War. They also have a chance to pan for gold—one of the few places in the east where tourists can try a hand at prospecting. The small flecks of true gold that occasionally turn up are yours to keep. The cost? A mere 50c to spend the day.

Civil War buffs enjoy retracing the Atlanta campaign through Ringgold and Dalton. The armies avoided a direct clash in the mountains but did skirt the region on the west. At that they ran into some formidable hills and ridges.

Missionary Ridge crosses the state line from Tennessee into Georgia. It was here that a sudden Federal break-through set the stage for Sherman’s slash to the sea. Historical plaques, as well as a National Battlefield Park, detail the struggle.

The highway—it will soon be four-laned US Interstate 75—is dotted with historical markers. The gap through the ridge near Ringgold saw a sharp clash between Sherman and the Confederate General Johnson. The old railway station still bears the marks of Civil War vintage artillery.

Fanciers of Indian legend find much to ponder over in this section of Georgia. Fort Mountain State Park east of Chattsworth offers the biggest

mystery. Archeologists have wondered for years about the strange stone wall that faces all approaches to the summit. Originally it was six feet high, zigzagged comfortably along the southern slope. Some scientists believe it was a ceremonial enclosure, others say it was a defensive position. Most agree the wall is at least 600 years old but there is even some controversy over that. One group holds out that the man-made wall is at least a 1000 years old.

Much more recent Indian history is chronicled at the Vann House or at the new state museum of Echota. Echota was the capital of the Cherokee nation and several of the buildings have been reconstructed. One of these is the print shop where the Cherokee—the only Indian tribe ever to develop a written language—published a daily newspaper. Vann was a wealthy Cherokee Chief and the home he built is a well preserved example of opulence in the early 1800’s.

The beautiful maiden is a fixed feature of Indian myth. At the junction of US Highway 19 and state 129 is a growing pile of rocks that help perpetuate one of these legends. This is the grave of the broken-hearted Indian princess, Trahlyta. Tradition has it that each passerby who stops to place another stone on the marker will have good fortune for the remainder of his trip.



STONE wall atop Fort Mountain offers scientists a tantalizing mystery.

Photo by Rick Krepela

Most mountain tours reach a climax with a visit to Brasstown Bald. This is the highest point in Georgia, rises 4,784 feet above sea level, and gives a spectacular view of the less lofty peaks which surround it.

The road to the top was paved only a few years ago but the climb is still a rough test of car and nerve. For three grinding miles the road averages an 11% grade. At one breathtaking point it angles upward at a 20% grade.

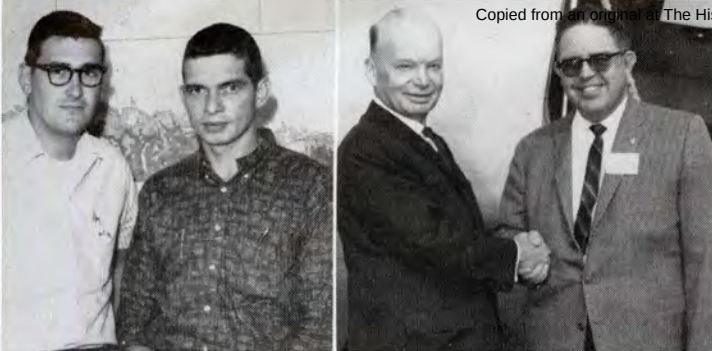
But the view from the top of the fire watch tower is worth the trouble. This is the ultimate proof that Georgia is not all sun-baked fields of peanuts. Row after row of mountains lose themselves in the distant haze. Billowy clouds brush across the landscape, deposit sudden showers on the isolated farms below.

Individual Chambers of Commerce—at Dahlonega and Gainesville—are quick to respond with additional information about this little known mountain region. So, too, is the State Tourist Department at the capital in Atlanta. The pamphlets and maps detail the accommodations and only hint at the scenic beauty. To fully appreciate north Georgia requires a personal visit to the high country.



THIS small stamp mill was used for testing small batches of ore and is still operated at Dahlonega Gold Museum

Photo by Rick Krepela



LACY HAMILTON, left,
TIM MORROW, both
with Texaco, Inc.,
Gladewater, Texas

L. A. LITTLE, left, Vice President,
Lufkin Fdy. & Mach. Co, Lufkin, and
RICHARD C. FAST, Pan American
Petr. Corp., Fort Worth, Texas

Snapshots

by the Lufkin
Cameraman



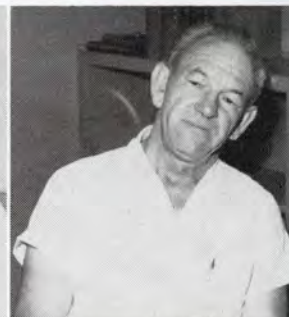
W. B. POWERS,
Mobil Oil Co.,
Shreveport, La.



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



RAY KOGER,
Cities Service Petr.
Corp., Longview, Texas



N. S. ROBERTS,
Pan American Petr.
Corp., Gilliam, La.



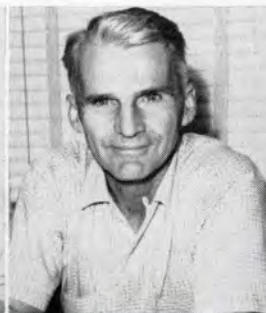
R. S. BARNWELL, JR.,
Barnwell Drig. Co.,
Shreveport, La.



BUD STEVENS, left, RUSSELL HOLT,
center, WAYLAND SMITH, all with
Mobil Oil Co., Shreveport, La.



BILL OCEL,
Mobil Oil Co.,
Shreveport, La.



ROGER SMITH,
Berry Asphalt Co.,
Magnolia, Ark.



J. C. WEST,
Mobil Oil Co.,
Shreveport, La.



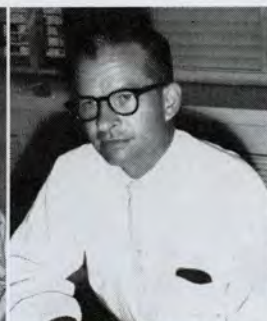
D. C. KLINE,
Texaco, Inc.,
Gladewater, Texas



M. V. DANIELS,
Gulf Oil Corp.,
Shreveport, La.



JIM FOSTER
Sun Oil Co.,
Kilgore, Texas



CHARLES BANDY,
Placid Oil Co.,
Shreveport, La.



BARNEY MORGAN,
Amerada Petr. Corp.,
Longview, Texas



ED LEACHMAN, left, R. L. HYMEY, JR.,
both with Humble Oil & Refg. Co.,
Magnolia, Ark.

D. R. PERRY,
Union Producing Co.,
Shreveport, La.



SAM BACKUS,
Barnwell Drig. Co.,
Shreveport, La.



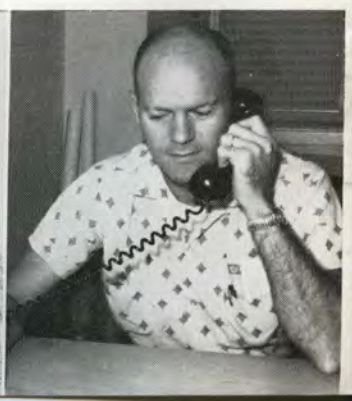
JOE COFFIELD,
Marlin Exploration Co.,
Shreveport, La.



I. W. FOSTER,
Cities Service Petr.
Corp., Haynesville, La.



TRAVIS MORGAN,
Mobil Oil Co.,
Shreveport, La.





FRANK LYON, left, BOB WILLIAMS, both
with Humble Oil & Refg. Co., Magnolia, Ark.



ROBERT SMITH, Sun
Oil Co., Tyler, Texas



GEORGE MONCRIEF, Sun
Oil Co., Tyler, Texas



FRANK MIKESKA, Gulf
Oil Corp., Kilgore, Texas



DAVID CROW,
Crow Drlg. & Prod. Co.,
Shreveport, La.



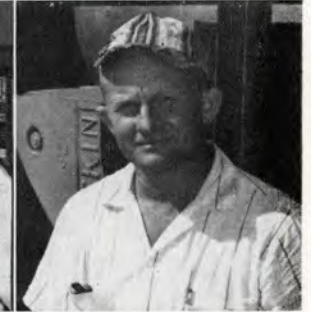
JOHN WOODROW,
Sun Oil Co.,
Kilgore, Texas



J. C. FARRIS,
Pan-American Petr.
Corp., Tyler, Texas



M. C. THOMPSON,
Union Producing Co.,
Shreveport, La.



L. L. (RED) WILLIAMS,
Shell Oil Co.,
Many, La.



DON PRESSLEY,
Cities Service Petr.
Corp., Tyler, Texas



WALLACE PFISTER,
Tidewater Oil Co.,
Kilgore, Texas



JOHN HAMMETT,
Sinclair Oil & Gas Co.,
Gladewater, Texas



BILLY GARREN,
Cities Service Petr.
Corp., Oil City, La.



PHIL EMMONS,
Arkansas Louisiana Gas
Co., Shreveport, La.



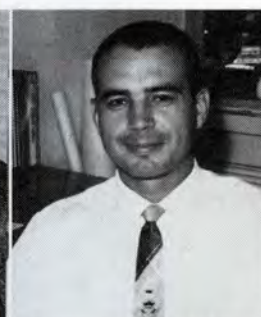
ERNEST DELK, left, HAROLD LOVELL,
Atlantic Refining Co.,
Magnolia, Ark.



LLOYD MORGAN,
Barnwell Drlg. Co.,
Shreveport, La.



JIM GONDERS,
Cities Service Petr.
Corp., Longview, Texas



GIL JURENKA,
Mobil Oil Co.,
Shreveport, La.



J. L. NEW,
Union Producing Co.,
Shreveport, La.

IRA LAIRD,
Gulf Oil Corp.,
Kilgore, Texas

JACK WEST,
Cities Service Petr.
Corp., Oil City, La.

R. E. McAVOY,
Sinclair Oil & Gas Co.,
Gladewater, Texas

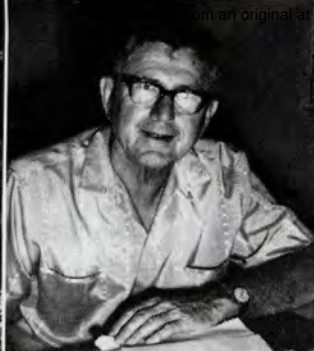
M. E. McFERREN,
Texaco, Inc.,
Gladewater, Texas

J. A. WILLIAMS,
Texaco, Inc.,
Gladewater, Texas





HOOKS WIGINTON,
Atlantic Refg. Co.,
Longview, Texas



FRED SCHELL,
Pan-American Petr.
Corp., Tyler, Texas



LLOYD COOK,
Cities Service Petr.
Corp., Shreveport, La.



R. S. BARNWELL, SR.,
Barnwell Drlg. Co.,
Shreveport, La.



MILTON KIHNEMAN,
Texaco, Inc.,
Gladewater, Texas



BOB MURPHY,
Cities Service Petr.
Corp., Shreveport, La.



GEORGE GRADY,
Cities Service Petr.
Corp., Oil City, La.

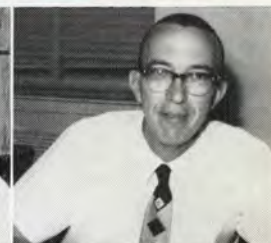
MORE SNAPSHOT



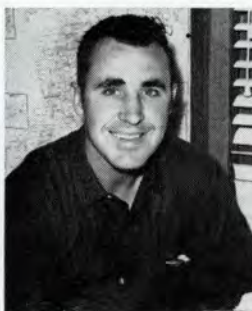
EARL DOWNS, Marathon
Oil Co., Shreveport, La.



MARK WATSON, Mobil
Oil Co., Shreveport, La.



M. M. CAWLEY, Mobil
Oil Co., Shreveport, La.



BOB MAYS,
Amerada Petr. Corp.,
Longview, Texas



GLENN PRICE,
Marlin Exploration Co.,
Shreveport, La.



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



W. R. MEYER,
Marathon Oil Co.,
Shreveport, La.



**DICK WHALEY, left, BILL OSBURN, cen-
ter, DON FRANKS, all with Altantic Refin-
ing Co., Magnolia, Ark.**



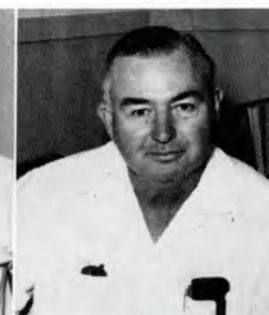
BILL MCCREADY,
Delhi-Taylor Oil Corp.,
Kilgore, Texas



GEORGE WEEKS,
Barnwell Drlg. Co.,
Marshall, Texas



EARL MCCLURE,
Sun Oil Co.,
Kilgore, Texas



J. A. BUTTS, JR.,
Tidewater Oil Co.,
Kilgore, Texas



**CHARLIE WOODRUFF, left,
NORMAN KINGSBURY, both with
Mobil Oil Co., Shreveport, La.**

C. G. BESS,
Marathon Oil Co.,
Shreveport, La.

CHARLES SPILLER,
Humble Oil & Refg. Co.,
Magnolia, Ark.

R. M. (DICK) SLOAN,
Cities Service Petr.
Corp., Oil City, La.

K. V. STEPHENSON,
Amerada Petr. Corp.,
Longview, Texas

R. B. CHESNEY,
Sunray D-X Oil Co.,
Shreveport, La.





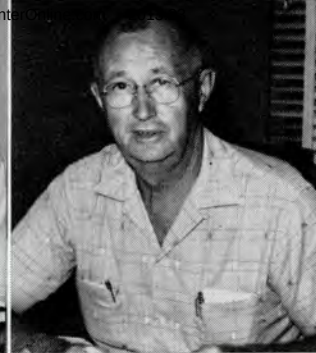
LAWRENCE TANDY,
Amerada Petr. Corp.,
Longview, Texas



TED WALKER,
Pan American Petr.
Corp., Gilliam, La.



BILL HEMBREY,
Cities Service Petr.
Corp., Oil City, La.

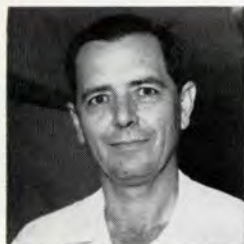


BOB DAVIS,
Pan American Petr.
Corp., Gilliam, La.



OLLIE FORD,
Mobil Oil Co.,
Shreveport, La.

OTS



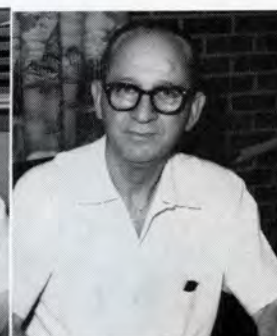
CARL WEST, Atlantic
Refg. Co., Magnolia, Ark.



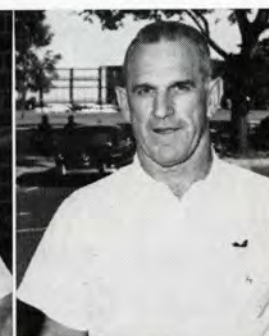
R. J. FARRELL,
Mobil Oil Co.,
Shreveport, La.



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



JACK KERN,
Kern Drlg. & Prod. Co.,
Magnolia, Ark.



SAM TRANT,
Trant Drilling Corp.,
Tyler, Texas



BOB STACY, left, R. A. Stacy Co.; J. I. ROSS, JR., center, Crow Drlg. & Prod. Co.; T. A. BANTA, right, Lufkin Foundry & Machine Co., all of Shreveport, La.



AL CRARY,
Sinclair Oil & Gas Co.,
Gladewater, Texas



E. E. (JACK) RICHARDS,
Union Producing Co.,
Shreveport, La.



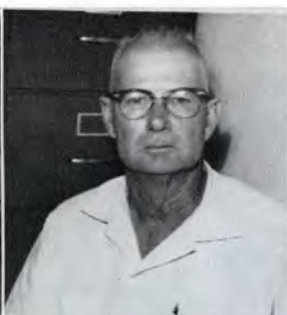
M. R. MCCOY, JR.,
John C. Bowers Co.,
Shreveport, La.



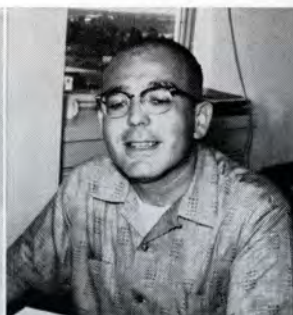
W. E. RICHIE,
Marathon Oil Co.,
Shreveport, La.



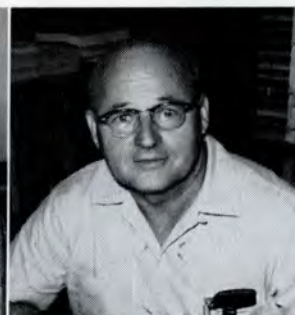
C. A. SULLINS,
Union Producing Co.,
Shreveport, La.



W. H. CARTER,
Barnwell Drlg. Co.,
DeBerry, Texas



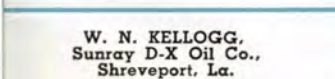
ROBY DEVLIN,
Mobil Oil Co.,
Shreveport, La.



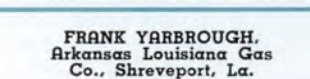
RALPH LUDWICK,
Pan American Petr.
Corp., Gilliam, La.



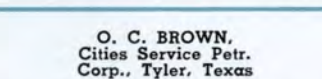
D. C. SANDERS, left,
W. P. DEAN, both with Gulf
Oil Corp., Homer, La.



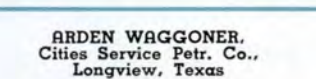
W. N. KELLOGG,
Sunray D-X Oil Co.,
Shreveport, La.



FRANK YARBROUGH,
Arkansas Louisiana Gas
Co., Shreveport, La.



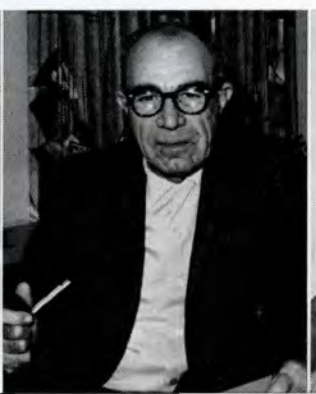
O. C. BROWN,
Cities Service Petr.
Corp., Tyler, Texas



ARDEN WAGGONER,
Cities Service Petr. Co.,
Longview, Texas



JAKE BIVINS,
Mobil Oil Co.,
Shreveport, La.





Two inmates at the asylum were discussing their love affair. "Don't fight it, Sweetheart," begged the boy. "This thing is buggier than both of us."

Lula wants to know how to make friends and influential people.

'Twas there in the Garden of Eden,
When Eve met the snake in his
prime,
That she whispered, "Hello, slim
and wriggly,
You must corrupt and sin me
sometime!"

Help Wanted Female: "Secretary with intelligence, personality and at least two years legal experience for interesting post close to a boss full of ideas."

News Item: "Fortunately Mrs. Perkins was only slightly injured the other night when a piece of plaster fell while she was asleep in bed striking her in the stomach. She reported that undoubtedly her husband would have suffered a back injury had the incident happened an hour earlier."

"My job's no good. I'm always in a hole."

"What's the matter? Can't you learn to live on what you make?"

"That ain't it. I have to stick my head in a hole—and people throw baseballs at it."

"They hurt, eh?"

"Yeah, but it ain't that so much I hate. It's the people behind me throwing darts."

"You remind me of Nero."

"Why?"

"Here I am burning and you're just fiddling."

Love is something that when mummy kisses daddy, I have to go out in the yard and play for an hour. Love is something like when the man comes to read the gas meter, he kisses the cook and I have to go out in the yard and play for two hours. Love is something like when my big brother invites his girl friend into the house to teach him some new dance steps and I have to go out in the yard and play for three hours. Love is something that is forcing me to live an outdoor life when I want to come in and play house with Ronald, the little boy from next door.

No, no, Lulu—damnation isn't a large dog with little black spots.

A shapely fan dancer from Wheeling

Performed with remarkable feeling,

Not a murmur was heard

Not a sound—not a word

Only fly buttons hitting the ceiling.

A rich merchant frolicking in Florida propositioned a luscious looking blond.

"I'll give you a mink coat if you'll be my girl for one month, 'till I go back to New York."

"I can't wear a fur coat in Florida," was her answer.

"I'll give you a diamond necklace."

"I have a half dozen of those things."

"Well, what would you like to have?"

"Why don't you give me hard cold cash?"

"Oh, no! Anything but that! I can't get that wholesale."

There are 90,000 hairs on the average redhead's scalp and over 150,000 on blondes. So let this serve

as a warning: The chances of getting a blonde hair on your coat are almost twice as many as a redhead's.

"How's your wife?"

"Better'n nothing!"

The young Swedish-American couple, having the same last names, went to the marriage license bureau. The clerk began to fill out the license form.

"Your name?" he asked the prospective bridegroom.

"Ole Yonson."

"And your name?" the clerk asked the bride-to-be.

"Hilda Yonson."

"Any relation?" asked the clerk.

"Yust vunce," Hilda blushed. "Ve couldn't wait."

Said the little bell to the big bell,
"You might have a bigger dong than I have, but I do more dinging."

I think I have the perfect wife,
Man could not ask for more.
She's deaf and dumb—and oversexed,
And owns a liquor store!

As she nervously held him off, the young chick whispered: "You'll have to be patient; you must give me time."

He: "How much—a day? A week? A month?"

She: "Just wait 'til the moon gets behind that cloud!"

There is one man who actually saw flying saucers—the fellow who walked up behind a plump waitress in a diner with an extended fishing pole in his hand.

The occupants of a parked car were completely engrossed in each other when the beam of a policeman's flashlight struck them.

"What are you doing there?" he demanded.

"Nothing," came the masculine reply.

"Okay, then, Mac," said the cop. "You come out here and hold the flashlight."

The little boy strayed away from his father at the zoo and got lost. A policeman found him, and the kid tearfully explained the situation.

"What's your father like?" asked the officer.

"Beer and women."

PLENTY OF Healthy HORSEPOWER

LUFKIN GAS ENGINES

Your "Doctor Bills" are amazingly low with...

THE NEWEST ADDITIONS TO THE LUFKIN FAMILY

Model H1770 — 120 BHP
Model H2165 — 145 BHP

Wide Effective Speed Range — 200 to 475 RPM

Two Cycle, Heavy Duty, Crosshead Design, for Low Maintenance.

Check Models HT333 and H795 for your 20 to 65 HP requirements.

DEPENDABLE Long Life Power

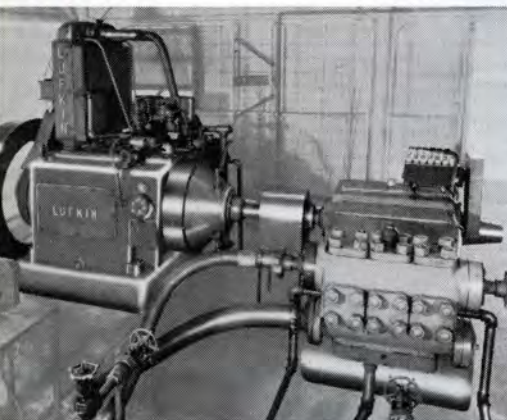
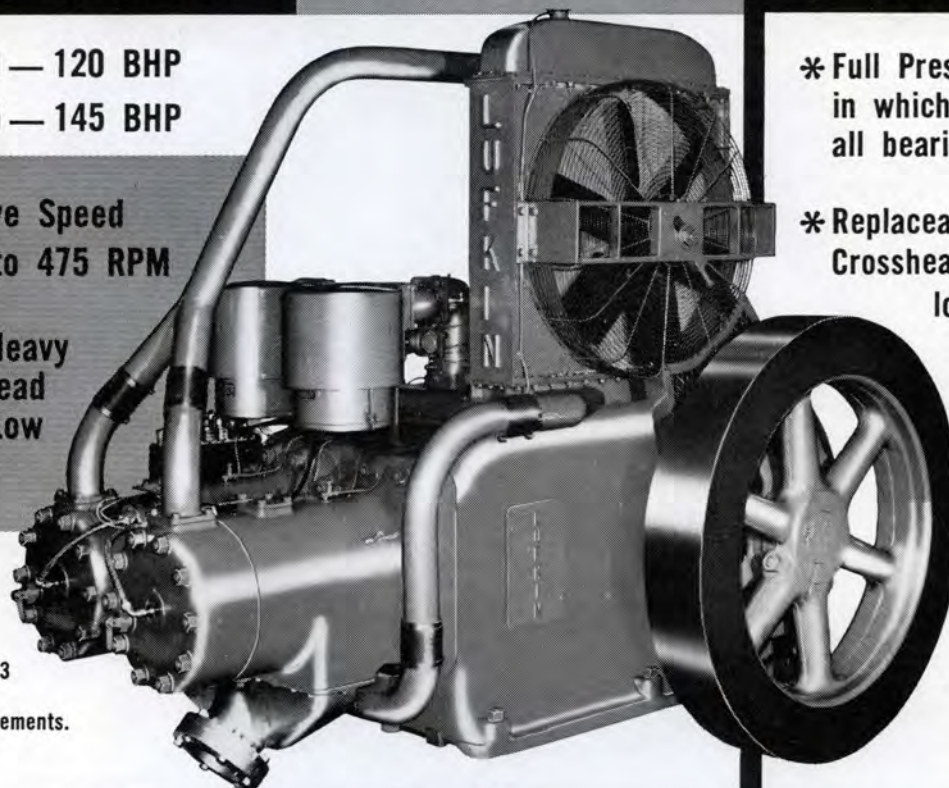
FEATURES INSURING LOW COST OPERATION *

* Full Pressure Lubrication, in which oil is forced to all bearings.

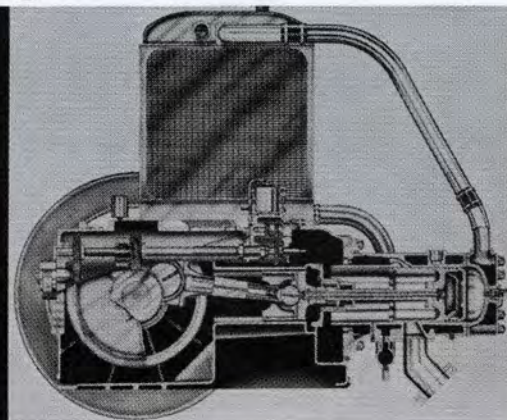
* Replaceable Bronze Crosshead Shoes, result in longer life and low replacement cost.

* Twin Cylinders for smoother performance.

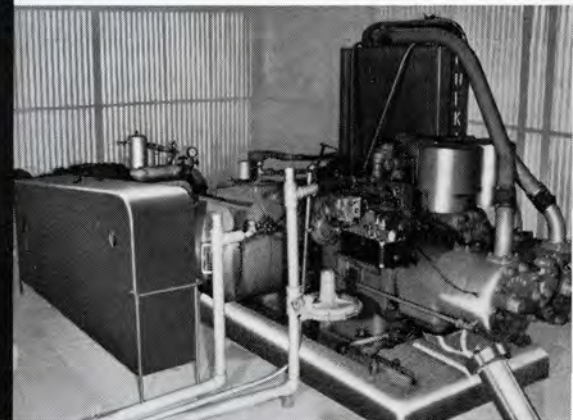
* Fuel Injection for greater fuel savings.



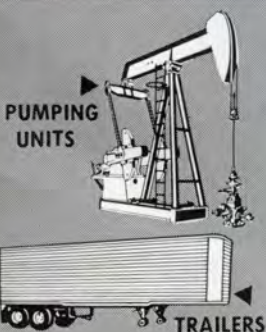
H2165 Engine Direct Connected to Triplex Pump



H2165 Engine Cross Section



H2165 Engine Belt Driven to Triplex Pump



PUMPING UNITS

TRAILERS

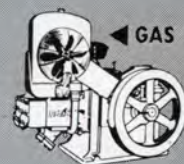
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