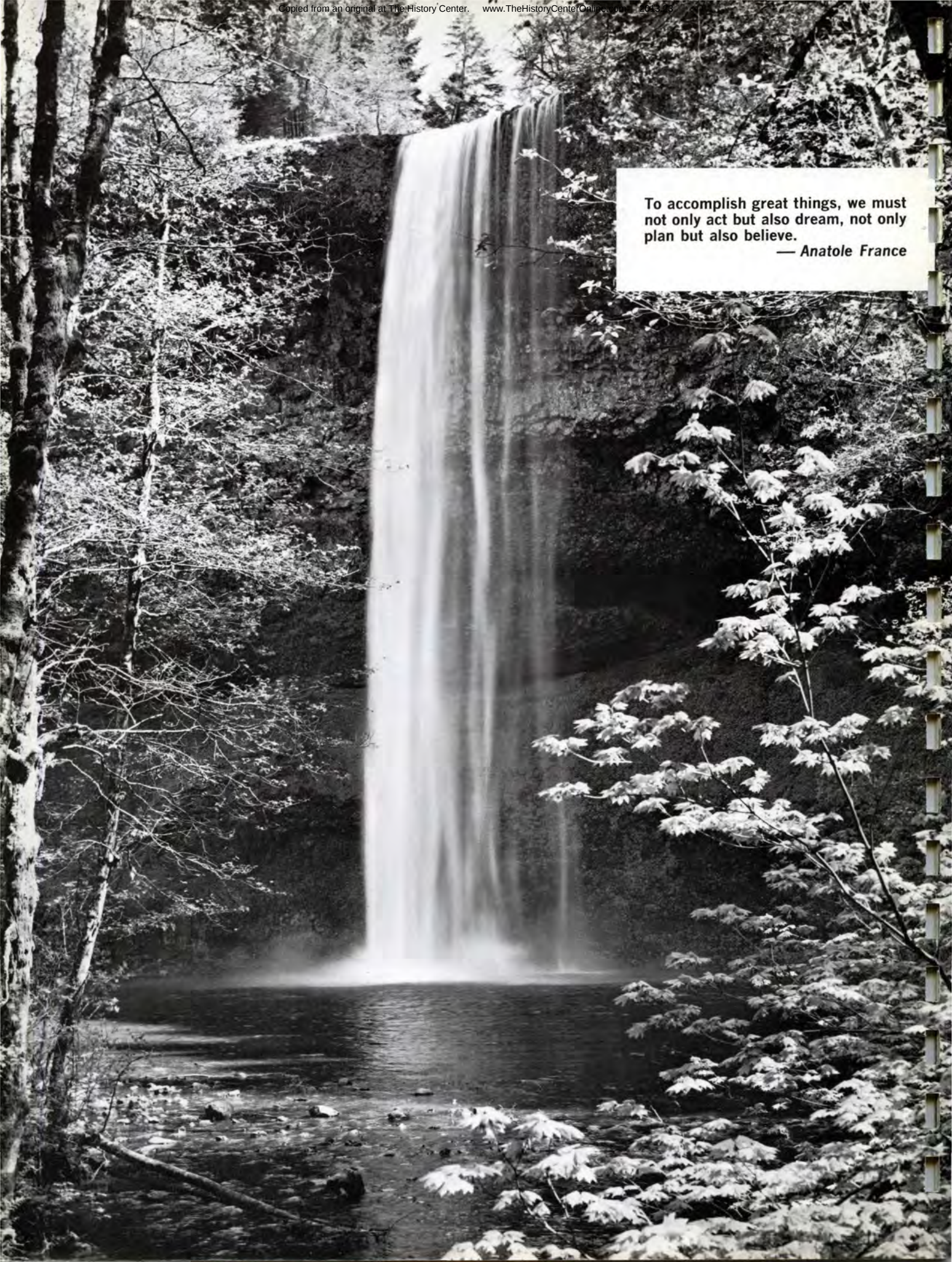




THE *Luffkin* **LINE**
SEPTEMBER-OCTOBER • 1964



To accomplish great things, we must
not only act but also dream, not only
plan but also believe.

— Anatole France



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THE Lufkin LINE

GEARS FOR INDUSTRY



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Virginia R. Allen, Editor

ROCKY MOUNTAIN DIVISION ISSUE

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COVER: Photo by E. J. Cyr, New Canaan, Conn.

OPPOSITE PAGE: South Falls on Silver Creek Drops 164 feet
in the Silver Falls State Park near Silverton,
Oregon

Photo By: Frank D. Silkey, Salem, Oregon

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TRAILERS FOR EVERY HAULING NEED



JENNY Lake Lodge sits beneath the towering Tetons in the Jackson Hole country of Wyoming, thought by many to be the most beautiful in the state

Jackson Hole Preserve, Inc., Photo

Wandering

By Charles F. Wettach

ONE OF the most interesting corners of our glorious golden West is the fascinating State called Wyoming. Straddling the Continental Divide, it is overflowing with hair-raising history and incredible Indian legends. Its spectacular scenery includes the snow-capped heights of the Grand Tetons, as well as the multi-colored thousand-foot depths of the Grand Canyon of the Yellowstone.

Many visitors come to Wyoming from the Black Hills of South Dakota. Before going many miles they are startled by an enormous rock formation that stands out on the distant horizon like a sore thumb. Some say that this 865-foot monolith looks more like a huge petrified tree stump.

One of the many colorful legends that has grown up around Devils Tower explains its origin in this way. Seven little Kiowa Indian girls, while playing a bit too far from their village, suddenly found themselves being chased by several ferocious bears. With the wild animals close behind, the terrified children scampered onto a nearby rock

which was about three feet high. One of the little Indian girls tearfully prayed to the rock to save them.

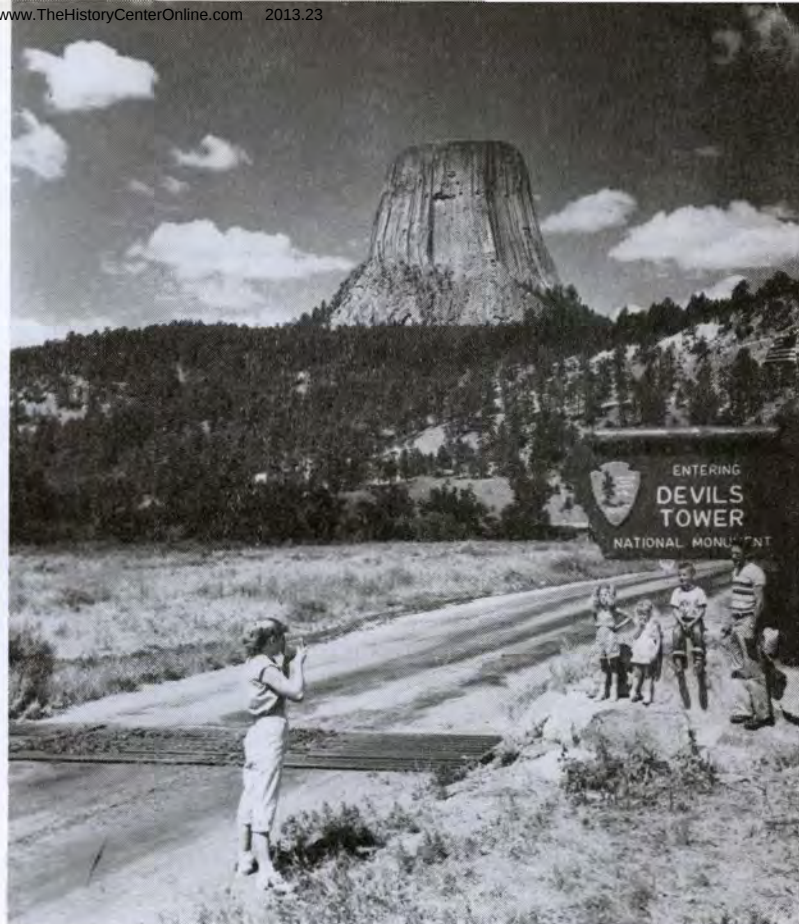
A strange thing happened. The rock began to rise higher and higher into the sky, carrying the children farther and farther away from the angry bears who continued to claw at the sides of the rock. The seven little girls may still be seen there, in the night skies . . . the group of seven little stars known as the pleiades. And the giant claw marks of the frustrated bears may still be seen there, in the daytime . . . deep furrows which flute the sides of Devils Tower.

North central Wyoming's mighty Big Horns contain the Bighorn National Forest and are considered one of the most primitive areas left in the United States. Just to drive across the Big Horn Mountains on US-14 or US-16, is an experience not recommended for the timid. But there's nothing more exciting and rewarding than a trip on horseback deep into this rugged unspoiled wilderness . . . or a campfire meal surrounded by towering



THE first school house in Wyoming was built at Fort Bridger in 1860. The tourist will find also the Bridger Museum and many restored century-old buildings
Photo by A. M. Wettach

DEVIL'S Tower, a symmetrical monolith rising 1350 feet above the Belle Fourche River, is the most conspicuous landmark in northwest Wyoming
J. Walter Thompson Photo



in Wonderful Wyoming



pine, spruce or fir trees. There are many camp or picnic sites to choose from, often with rushing trout streams conveniently nearby.

In the Forest, on the western slope of the Big Horns (just off WYO-14), inquisitive tourists will find the mysterious Medicine Wheel . . . one of the unexplained wonders of our time. Twenty-eight giant rock spokes connect the wheel's hub with its outer rock rim which has a 245-foot circumference. No one knows what pre-historic people are responsible for this tremendous stone formation. It is definite, however, that the wheel played a major role in a sun-worshipping type of religion, for well-worn trails in the vicinity indicate that this sacred site was a Mecca for many, many ancient pilgrims.

Yellowstone, believed by many to be the greatest

SCENIC Mountain drives mark the tourist's approach to the national forest recreation area in the Big Horn mountains—one of Wyoming's major Beauty spots

Wyoming Travel Commission Photo





SOUTH Pass City, south of Lander, Wyoming, is a classic example of a western ghost town

Union Pacific Railroad Photo

immediate objective as they followed the Mormon or Oregon Trails to the West. Thanks to a thorough restoration job by the National Park Service, old Fort Laramie has now become a fascinating tourist objective as well. Here are such interesting old buildings as Sutler's Store, the old bakery, and "Old Bedlam," the post headquarters and social center for many years.

Fort Caspar (near Casper) was another guardian of the trans-continental trails. Visitors today find the reconstructed log buildings of the old fort very realistic. They are reminded of the heroic action which gave the fort its present name. Lt. Caspar Collins, a young cavalry officer, lost his life nearby while gallantly leading an attack against a vastly superior force of Indians who were about to annihilate a wagon train.

Ninety-five years ago South Pass City was a booming gold mining town. It lay just below South Pass, the highest point on the entire Oregon and Mormon Trails . . . where wagon trains crossed the Continental Divide at an altitude of 7,500 feet. But the boom (and the gold) only lasted six years. Prosperity left South Pass City just as fast as it had arrived. Today the "city" is one of the finest ghost towns to be visited in all of Wyoming.

Fort Bridger, westernmost outpost in Wyoming for many a covered wagon, served the early settlers well. At this fork in the early trails, many had to make the decision as to whether they would go on to Utah and California, or head northwest for



CHEYENNE'S Frontier Days draws capacity crowds

Union Pacific Railroad Photo

Oregon. The Bridger Museum and many restored century-old buildings, recreate much of the pioneer atmosphere for 20th-Century travelers passing through Fort Bridger.

There's so much to see and to do in old Wyoming. Many natural or man-made wonders form an impressive list of things to see. The "to do" opportunities are just as numerous, with horseback riding, fishing, swimming, camping, picnicking, hiking and hunting among the most popular. And heading the list of the many rodeos scheduled in July and August, are Cody's "Nightly Parade and Rodeo" . . . and Cheyenne's "Frontier Days," the Granddaddy of 'em all.



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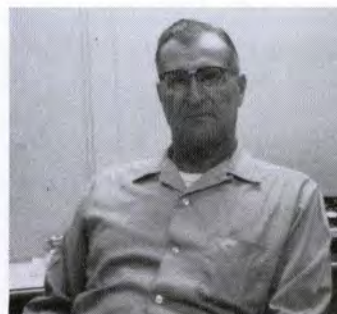
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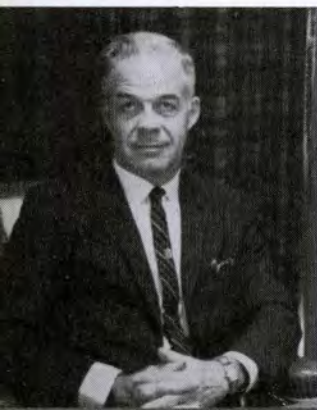


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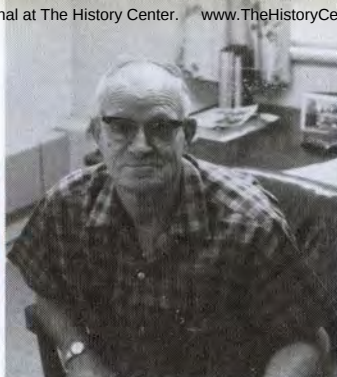


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CAMERAMAN



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BILL JACKSON
California Oil Co.
Casper, Wyoming



J. H. JAMES
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Casper, Wyoming



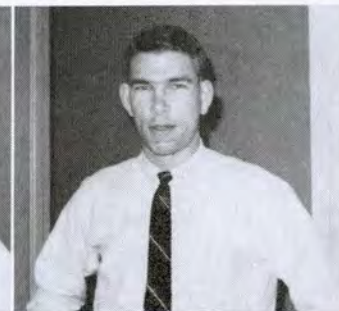
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Billings, Montana



G. H. ORR
Continental Oil Co.
Billings, Montana



DICK BELL
Continental Oil Co.
Billings, Montana



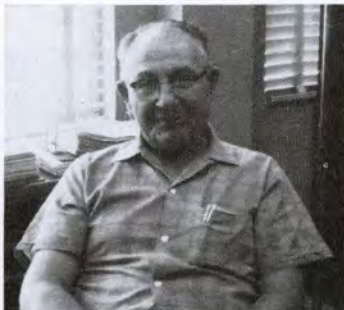
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JAKE BROWN
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DEAN FOX
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Pan American Petroleum Corp.
Glendive, Montana



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FLOYD E. FERGUSON
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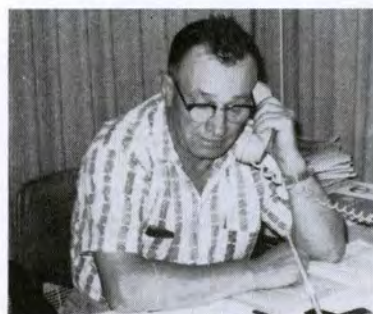
JOHN WALSH
Continental Oil Co.
Billings, Montana



AL STUART, left, and DICK CLAMPITT, both with Phillips Petroleum Co., Denver, Colorado



JIM DAVIS, left, and KENT McDANIEL, both with Continental Oil Co. Casper, Wyoming



HUGH PALMER
Cardinal Petroleum Co.
Billings, Montana



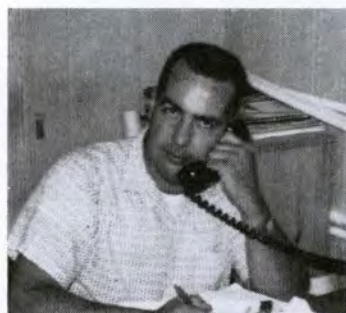
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Union Oil Co. of Calif.
Cut Bank, Montana



C. M. LALONDE
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Cut Bank, Montana



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Glendive, Montana

LEROY KRUSE
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Cut Bank, Montana

JIM DAVIS
Shell Oil Company
Glendive, Montana

DICK HUNT
Pan American Petroleum Corp.
Glendive, Montana

JOHN MANNING
Shell Oil Company
Glendive, Montana





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Williston, North Dakota



BILL FULTON
Shelby, Montana



BOB YONTS
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Billings, Montana



C. W. LEWIS
Texaco, Inc.
Williston, North Dakota



M. V. TURF
Union Oil Co. of Calif.
Cut Bank, Montana

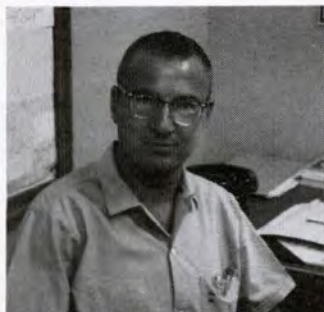
Snap- shots



BOB KLINK
Shell Oil Company
Glendive, Montana



BOB YOUNG, left, Cut Bank Montana;
DAVE COX, center, Los Angeles; and **CARL REHMER**,
Cut Bank; all with Union Oil Co. of California



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Monsanto Chemical Co.
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DAVE ANDREA
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Casper, Wyoming



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Pure Oil Company
Casper, Wyoming



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Mobil Oil Company
Casper, Wyoming

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Cut Bank, Montana



LARRY MYLES
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Williston, North Dakota



ROBERT A. KLICKER
E. L. K. Oil Company
Billings, Montana



RONALD D. RAGLAND
Humble Oil & Refining Co.
Billings, Montana





1



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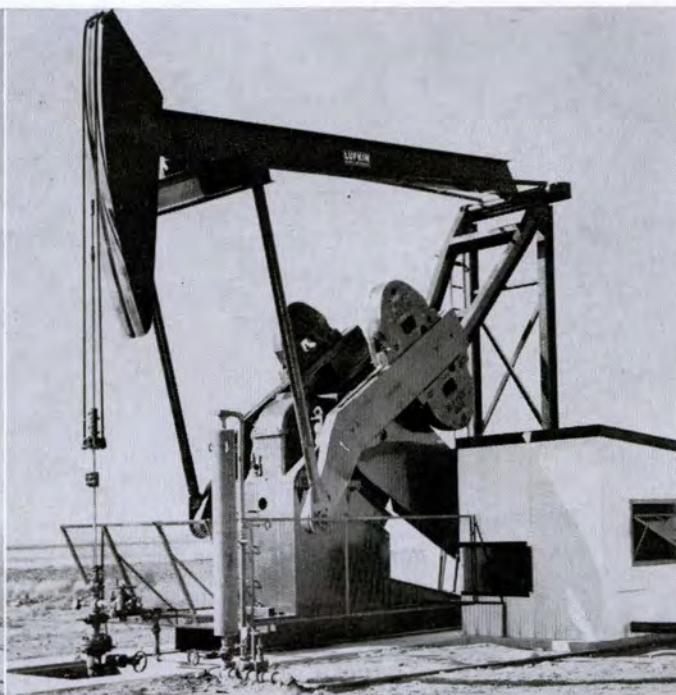
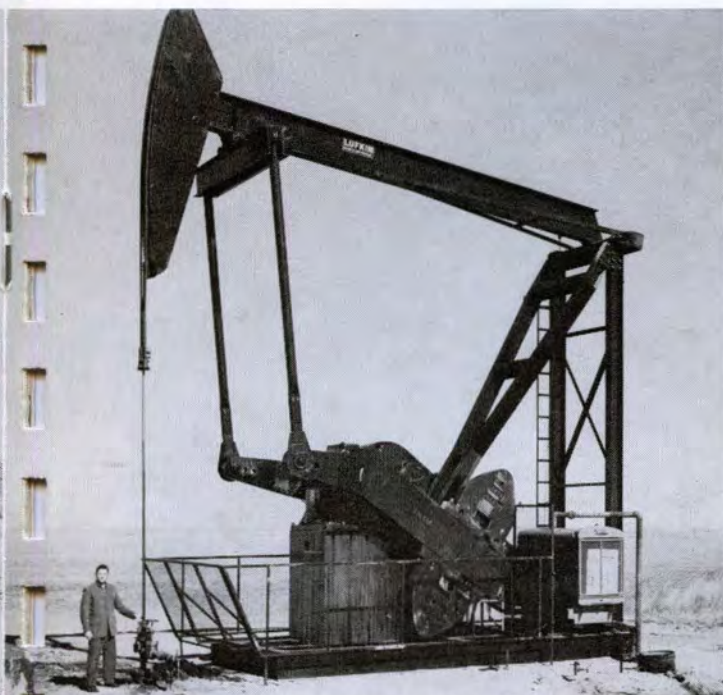
LUFKIN



5



6



4

INSTALLATIONS

- 1 LUFKIN M-912D-305-168 Unit, Sinclair Oil & Gas Company, Baroil, Wyoming.
- 2 LUFKIN M-114D-143-86 Unit, Pan American Petroleum Corporation, Salt Creek Field, Midwest, Wyoming.
- 3 LUFKIN M-456-304-144 Unit, British American Oil Producing Company, Northwest Graylin Unit, near Kimball, Nebraska.
- 4 LUFKIN M-456D-253-144 Unit, Placid Oil Company, Tule Creek Field, Wolfpoint, Montana.
- 5 LUFKIN M-160D-200-74 Unit, Petroleum Incorporated, near Gillette, Wyoming.
- 6 LUFKIN M-160D-200-74 Unit, Sinclair Oil & Gas Company, near Woodrow, Colorado.
- 7 LUFKIN C-160D-143-64 Unit, Sumatra Oil Corporation & Bill Fulton, Fred & George Creek Field, near Sweetgrass, Montana.
- 8 LUFKIN C-80D-95-48 Unit, Sumatra Oil Corporation & Bill Fulton, Fred & George Creek Field, near Sweetgrass, Montana.



7

8





Journey TO

YESTERDAY

By Jack B. Kemmerer

THOSE who like nothing better than to make a journey to yesterday and still enjoy all of the comforts of today, should by all means beat a path to Durango, Colorado.

In Durango and surrounding areas the visitor is offered a vacation region that affords an imposing variety of places to visit; places that are synonymous with the Old West, with prehistoric times, and a land of colorful mesas, canyons, prosperous ranches, historic mining towns, rushing rivers, high blue lakes and waterfalls complete with ruggedly beautiful mountains.

Nestling in the southwestern corner of Colorado—at the intersection of U.S. Highways 160 and 550—Durango's tourist accommodations are as modern as tomorrow while the town retains its western flavor. Founded in 1880 by the Denver & Rio Grande Railroad, Durango today is still the chief shipping point for the rich farming section along the Animas River and the cattle ranges in the mountains and plateaus to the west.

Durango was a rough - and - tumble community during its early days, and the cattle industry played a large role in its development. Cowhands rubbed shoulders with prospectors, miners, gamblers, freighters, and railroad construction hands. Feuds were many, and the notorious Stockton-Eskridge gang of desperados carried their warfare throughout the county, rustling cattle and jumping claims. A street car line ran less than a year because "the crews were abusive and insulting to the patrons, and the cars invariably pulled away from the railroad station before all incoming passengers could get aboard."

Using Durango as a center of operations, you can go in almost any direction for an interesting and scenic journey to yesterday. The trip that will take you way, way back in time is about 40 miles west of Durango—the Mesa Verde National Park. The Mesa Verde, Spanish for "green table," rises

high above the surrounding country and the Park, containing 51,017 acres, was established to preserve the ruins of hundreds of dwellings which prehistoric Indians built on the mesa tops and in the caves of a score of canyons.

If you are able to leave your modern self behind, momentarily, and live and think only in the past, you may be able to understand and enjoy a fascinating story of life in ancient America.

The Mesa Verde was inhabited for about 1300 years by agricultural Indians who began to drift into the area shortly after the beginning of the Christian Era. At first their culture was simple, but there was constant progress and by A.D. 1200 they had reached a very high cultural level.

This culture reached its height during the 1100's and was known as the Great or Classic Pueblo Period and most of the Pueblo Indians lived on the open mesa tops in widely scattered villages. About 1200 A.D., however, there was a movement toward the caves and within a short time pueblos were built in most of the caves of the Mesa Verde. This was probably caused by hostile Indians moving into the area.

The end came, however, beginning in 1276, when a great drought struck the region and rainfall was extremely slight for a period of 24 years.

THESE ruins of an early mesa-top Indian dwelling preceded the cliff dwellings





SPRUCE Tree House is the best-preserved large cliff dwelling in the Mesa Verde National Park

When their crops failed year after year, the Indians gradually left Mesa Verde never to return.

Many ruins have been excavated and repaired and are open to the visitor. The cliff dwellings are most spectacular, but the mesa top pit houses and pueblos are equally interesting and many fine examples of all the dwellings are open to the public.

Your next journey to yesterday will be one that doesn't go back quite so far in time. This is a ride on the last narrow gauge passenger railroad in the United States — The Silverton that runs between

Durango and Silverton, Colorado, a round trip of 90 miles.

Your trip on the Silverton is truly a journey to yesterday. The train and the spectacularly scenic route it traverses are indelibly stenciled in western history as it occurred in the late 1800's. No highway passes through this particular area, it can only be seen from the railroad.

Construction of the Silverton branch began October 3, 1881, at Durango, to meet demands of mass transportation created by the tremendous mining boom in the San Juan area. In spite of the

ONLY one of its kind, "The Silverton" is a colorful branch of the Denver & Rio Grande Railroad which runs between Silverton and Durango

THIS scene of the beautiful high country of the Colorado Rockies is alongside U.S. Highway 550 just out of Durango on the way to Silverton





OURAY, Gem City of the Rockies, nestles among towering cliffs. Its beauty is natural and unspoiled



THIS tunnel on the Million Dollar Highway between Silverton and Ouray is near Bear Creek Falls

almost impossible barrier presented by the rugged mountain terrain and its extreme weather conditions, a narrow right of way was blasted on a ledge high above the rushing Animas River and reached Silverton July 8, 1882.

The brightly colored coaches in which you travel were the first passenger equipment to serve the Silverton branch and the locomotives that pull them are veterans, too, of many years service on this line.

The essential role played by this branch in the development of the West is surpassed only by the rugged scenery that lines its right of way. Surely, the Rio de Las Animas Canyon is one of the most spectacular traversed by a railroad anywhere on the North American Continent.

A drive into the same general area as that served by the railroad is equally as impressive as the train ride. Taking U.S. Highway 550 north out of Durango you pass through an area of broad farm-



ON THE highway between Silverton and Ouray, old-time mine buildings cling to the sides of almost every canyon

CATTLE branding was taking place near the highway between Durango and Silverton



lands, apple orchards and cattle ranching.

As the highway climbs steadily into the mountains, you can see old-time mining buildings clinging to the precipitous slopes of almost every canyon side. Hidden in these hills can be found the remains of once-booming mining camps that produced a fabulous treasure in gold and silver—camps that grew overnight into wealthy cities, then died almost as quickly.

Fifty-one breathtaking miles later you reach picturesque Silverton, “The mining camp that never quit.” Since the days of the San Juan’s earliest prospectors, Silverton has had a brawling, colorful and die-hard history.

A real western frontier town, Silverton’s main street is 1890 unchanged. You’ll be halfway convinced that you are in the middle of a Hollywood movie set. In fact, many Hollywood movies have been made in this area.

Leaving Silverton — still on U.S. 550 — you begin the section known as the “Million Dollar Highway” because of the gold-bearing ore used as its surface when the road was built back in the 1880’s. Another reason put forth by the local citizens is the fact that it cost “a million dollars a mile” to build it.

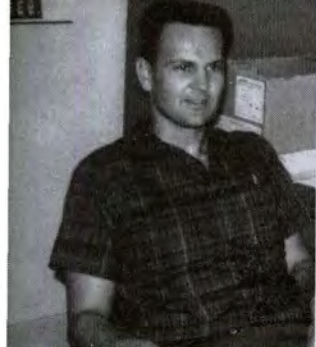
The 24 miles to Ouray—end of your trip—is

one of the most breathtakingly beautiful drives you will ever have the good fortune to take. Climbing, always climbing, this highway carved from rocky canyon walls, hugging steep mountainsides and reaching toward distant snowy peaks, has few equals for scenic grandeur—there’s a breathtaking view every mile of the way. And, it’s a good paved highway, narrow but easy to drive with normal caution.

Suddenly, you swing around a curve and nestling far below is the beautiful little town of Ouray, often called the “Opal of the Rockies.” Ouray with an altitude of 7,800 feet is surrounded by red towering cliffs and innumerable mountains with many peaks reaching over 14,000 feet.

A mining camp from the very beginning, Ouray made its biggest strike when Thomas found the fabulous Camp Bird mine which bought his daughter, Evelyn Walsh McLean, the “Hope Diamond” and launched her in Washington society. Today, Camp Bird still forms the backbone of local industry.

If by now you haven’t had enough “journeys into yesterday,” there are countless other trails reachable by jeep or horseback. Nature has indeed imposed a majestic setting on this area in the heart of the Rockies.



BILL TANNER
Union Oil Co. of Calif.
Cut Bank, Montana



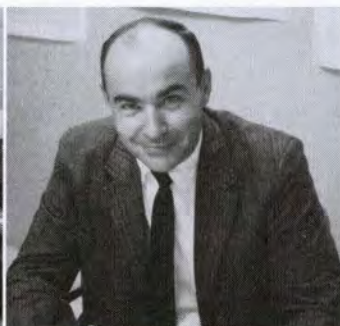
R. L. WALTERS
Amerada Petroleum Corp.
Williston, North Dakota



GUS COOLIDGE
Humble Oil & Refining Co.
Billings, Montana



A. H. (AL) WELKE
California Oil Co.
Casper, Wyoming



JOHN LUCHETTA
Mobil Oil Company
Casper, Wyoming



A. (BUTCH) MADRAZO
Continental Oil Co.
Casper, Wyoming



HERMAN BRUNT
Marathon Oil Company
Casper, Wyoming



L. D. (DOUG) PATTON
Forest Oil Corp.
Casper, Wyoming



BILL McMAHON
Pure Oil Company
Casper, Wyoming



DICK ENGBRETSEN
Union Oil Of California
Casper, Wyoming



E. A. (ED) CLAY
Pure Oil Company
Casper, Wyoming



J. D. (DON) MacKAY
Gulf Oil Corporation
Casper, Wyoming



F. H. (MICK) MERELLI
Amax Petroleum Corp.
Casper, Wyoming



J. A. (JIM) SINCLAIR
Mobil Oil Company
Casper, Wyoming



H. E. (BUNKY) SNIDER
Forest Oil Corp.
Casper, Wyoming

D. C. PICKING
Shell Oil Company
Billings, Montana



ED. SCHUMAKER
Pan American Petroleum Corp.
Glendive, Montana



JOE CLEGG
Shell Oil Company
Billings, Montana



JACK SAYE
Shell Oil Co.
Billings, Montana



SNAPSHOTS

continued



TED HEISER
Colorado Oil & Gas Corp.
Denver, Colorado



T. F. FARRIS
Union Oil Co. of Calif.
Cut Bank, Montana



T. C. EVERETT
Cardinal Petroleum Co.
Billings, Montana



DON ENGLE
Humble Oil & Refining Co.
Cut Bank, Montana



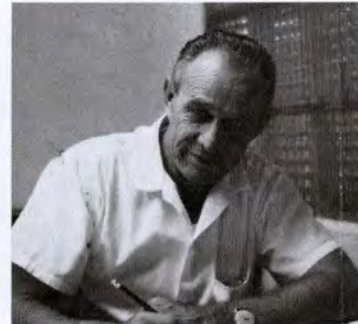
A. F. (AL) SEMMELROTH
Phillips Petroleum Co.
Casper, Wyoming



S. L. (SAM) BEELER
California Oil Co.
Casper, Wyoming



ALLEN THOMAS
Amox Petroleum Corp.
Casper, Wyoming



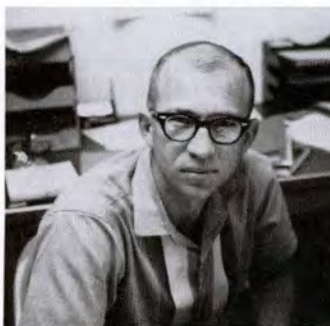
C. E. (COOKIE) ROBERTSON
Continental Oil Co.
Casper, Wyoming



J. D. (DOUG) MILLIKEN
True Oil Company
Casper, Wyoming



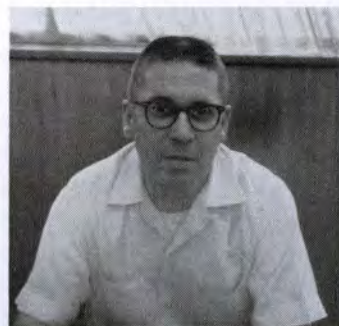
JOHN TESSARO
Monsanto Chemical Co.
Denver, Colorado



KARL BUCK
Pure Oil Company
Casper, Wyoming



RALPH MOORE
Continental Oil Co.
Casper, Wyoming



JOHN MAYS
True Oil Company
Casper, Wyoming



HAROLD LEE
Amox Petroleum Corp.
Casper, Wyoming

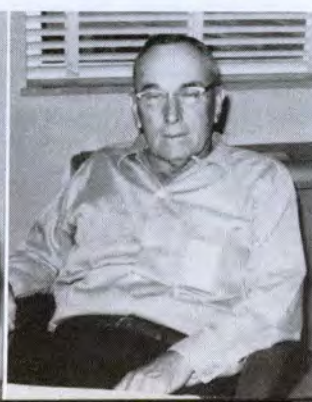
RODNEY YLITALO
Continental Oil Co.
Billings, Montana

AMIEL DAVID
Continental Oil Co.
Billings, Montana

ROY FULLER
Amerada Petroleum Corp.
Williston, North Dakota

ED OLSON
Signal Drilling & Exploration
Westby, Montana

C. E. COOK
Midwest Oil Corp.
Denver, Colorado



HERRIN

Transportation Company

*Excellence
is their
Goal...*



JUST about a year ago, ex-banker John S. Young of Dallas took over the reins of Herrin Transportation Company and all its subsidiaries with headquarters in Houston.

Despite his plea that he be considered a neophyte, any casual observer can see he has adapted to the transportation world remarkably well. He can converse in "freight talk" as easily as any of the old-timers.

"The trucking industry has an obligation to the shipping public to give better service than any other mode of transportation. It was this type of service that created the industry in the first place, and shippers rightfully expect truckers to continue to provide the fastest and most efficient freight service possible. We at Herrin are not going to be satisfied until we are convinced that our service is superior to that of our competitors, whether they move the freight over the highways or by rail." These are the words of the aggressive President of Herrin Transportation Company.

Last year on July 26, John Young and his two

partners, James T. West and Robert A. Hall, first "set foot" in the General Offices of Herrin in Houston, Texas. A lot of bargaining had been done prior to that time in Dallas, terminating the day before when the contracts were signed by the new owners and Robert T. Herrin, the man who gave the line his name.

The new President lost no time in getting acquainted with the people he inherited, as well as the facilities of the freight line. A visit was made to each terminal, the equipment was surveyed and analyzed, and in true banker style, Mr. Young had a well-rounded appraisal of the situation in short order.

Obviously he was pleased with the personnel since all the key people were kept in their positions, with some variations in their duties and responsibilities.

The General Manager of the line for the past 10 years, W. Howard Ashley, became Vice President and General Manager. Oscar Peck was made Vice President, Traffic, and J. B. McCarty became



JOHN S. YOUNG, seated, is President of Herrin Transportation Company. Other executives are, left to right, **HOWARD ASHLEY**, vice president and general manager; **JOE McCARTY**, vice president and sales Manager; and **W. C. PADFIELD**, director of purchasing



RED TIPTON, left, shop superintendent, confers with **KARON W. THOMAS**, director of equipment

Vice President, Sales.

These men are assisted ably in the operation of the business by Eldon Brown, Director of Operations; Karon Thomas, Director of Equipment; W. C. Padfield, Director of Purchasing; Ensley Weimer, Comptroller; and many other experienced freight men.

The tank truck operation, known as Herrin Petroleum Transport Equipment Company, is still operated by Huey C. Keeney, Executive Vice President and General Manager, who also serves as General Manager of Houston Trailer and Truck Body Company, a wholly-owned subsidiary.

President Young truly is a full-time chief executive officer. Although he continues to maintain his home in Dallas, he gets to spend little time there. He holds regular meetings with his officers and executives, and every phase of the operation is discussed pro and con, with the thought of improved service uppermost in everyone's mind.

Since the new owners took over, they have purchased more than 100 new line tractors, 30 pickup

trucks and just recently signed a purchase order with Lufkin for 65 Hi-Cube 40-foot semi-trailers.

The new owners are young, aggressive and determined to build Herrin into one of the nation's largest and best freight systems. A decision from the Interstate Commerce Commission is anxiously awaited. If it is favorable, the line will be extended into the south Georgia area, serving such points as Albany, Macon, Savannah and numerous others. New routes will be opened from Memphis, Tennessee; Monroe, Louisiana; and Pensacola, Florida, into this area, providing a much needed service.

The Company presently operates between Houston, Dallas, Memphis, New Orleans and Jacksonville, Florida, with several smaller terminals and service to many intermediate points. If this new authority is acquired, the Company's route miles will be increased by approximately 50 per cent.

"I learned years ago that to stand still is to go backwards, and that is certainly not our intention," says John S. Young, President of Herrin Transportation Company.



Motorist to Sheep Herder: "Can you make a U turn?"

Sheep Herder: "Can I make a ewe turn? Man, I can make her eyes pop out!"

Who took me from my warm, warm cot

And sat me on that cold, cold pot
And made me do—whether or not?
My M-O-T-H-E-R!

Chinese say who puts man in dog house may find him in cat house.

Never try to keep up with the Joneses . . . after all, they might be newly weds.

Hit by a speeding sports car as she was strolling across a country road, a little hen got up, smoothed down her feathers, and muttered: "Lively little cuss, but he didn't get anywhere."

The American Way:
Condemning a naughty movie—
Attending to see if it's as shocking as advertised—

Kicking because the naughty parts have been cut out.

A Texas marshal rode up to a group of poker-playing guys in a small town and looked down at them from atop his trusty steed.

One of the players looked up and said: "Care for a little stud?"

The horse looked down and said: "Don't care if I do."

It was the first day of school and little Johnny began to wave his hand

frantically in the air. The teacher smiled and told him he could leave the room and go to the little room at the end of the hall.

He came back crying in a few minutes and she asked him what his trouble was.

"I can't find it!" he sobbed.

So, she sent him out again and said it was right at the end of the hall.

Surely enough, he came back crying louder than ever that he couldn't find it.

So, she sent little Bobby along with him to show him where it was.

Presently, Bobby came back laughing and explained to the teacher: "The reason he couldn't find it was that he put his pants on backward this morning!"

Two nudists got married—seemed they wanted to air their differences.

A young woman in the uniform of our country was walking down the street one day when two men stopped her.

"Pardon us, Miss, but we're curious about that patch on your sleeve that reads S.O.S. Are you in the signal corps or something?"

"No, sir," replied the lady briskly. "That patch means I'm a clean-living, pure young lady 'cept Saturdays or Sundays."

The lady was appearing before a Senate Committee and she practically went into orbit when she was accused of being a communist.

"You think I'm a communist because I once lived in Russia," she hissed. "Well, I'm not!"

"And furthermore, I once lived in Germany but that didn't make me a Nazi. And I lived in Spain at one time, but that didn't make me a fascist."

Then, as an after thought, she added, "In fact, I've even lived in the Virgin Islands!"

Entertaining at Camp Polk, the "pin-up" girl looked out at the vast audience of soldiers and said, a smile on her face, "I don't know why you boys are always getting so excited about sweater girls. Take away their sweaters and what have you got?"

"Now, then, Miss," said the lawyer, "please tell the jury exactly where the defendant was milking the cow."

The young lady hesitated, then said, "Well, sir, it was underneath and just a trifle back of center."

Engineer: "You should see the girl I'm going with now. She's streamlined just like a new automobile; a gorgeous chassis; luxuriously upholstered, and a perfect paint job if you ever saw one!"

Friend: "Chevrolet?"

When Jim opened his eyes one fair morning in a ward of the Hospital of Advanced Medical Research, he caught sight of a depressed-looking gent on the cot next to him who he found was named Max.

Max, unknown to Jim, was an ex-vaudevillian and a practical joker of a low order. When he asked Max what he was there for, the gent answered:

"Me? I've got erysipelas. In such a case, according to the routine here, they'll cut off my ear."

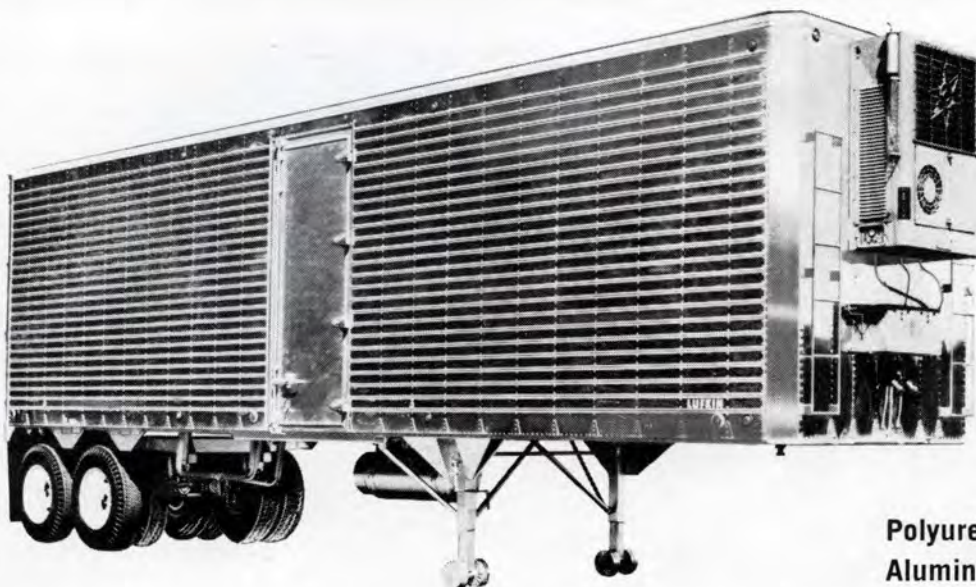
With that he winked an aside to the still more depressed-looking patient on the other side of Jim.

This other fellow evidently was quick enough to catch on and go along with the gag, because when Jim asked him what his trouble was, he said:

"I've got ptomaine poisoning. And, of course, with the system here, they will cut off my toe."

Jim turned a deep green. "Ye gods," he groaned. "Lemme out of here! I've got endocrine trouble!"

THE QUEEN OF THE FLEET IS A REEFER WITH REVENUE



**LUFKIN U-2
Refrigerated
Van . . .**

**with
Polyurethane Insulated
Aluminum Clad Finish**

There's a crisp profit in fresh cargo arrivals when you haul with a Lufkin U-2 Refrigerated Van. The extra margin of safety engineered into the U-2 is the answer: a genuine Polyurethane blanket of rigid protection teamed up with a heat reflecting shield of aluminum clad skin to assure payload profits for many years to come when you load with Lufkin.

Built on the rugged U-2 Van Chassis, queen of the Lufkin line, the U-2 Reefer is the most thoroughly engineered refrigerated van on the road today. Because rigid polyurethane is factory-installed as a semi-solid, seeking uniform density in roof, walls, flooring and doors, this extra margin provides peace of mind to the fleet operator, low cost refrigeration to the single unit contractor. Check these specifications today.

SEE YOUR LUFKIN VAN MAN SOON



- Channel ducted flooring for complete cargo protection
- Polyurethane Insulation throughout for rigid cargo seal
- Gleaming aluminum clad skin and seamless roof for efficiency and good looks
- Full wedge doors—side and rear

A CROSS SECTION: U-2 Refrigerated Van Wall

This wall cross-section, unretouched, illustrates even density to which polyurethane insulation forms as a rigid solid after properly engineered installation. Note wall intersecting ducted flooring, just in front of one of cross-members under van. This solid protection assures many years of maintenance free, low-cost cooling for even the most precious of refrigerated cargos.

LUFKIN TRAILERS

Division of **LUFKIN FOUNDRY & MACHINE COMPANY**
LUFKIN, TEXAS

9 BRANCHES IN THE SOUTH
Dallas - Houston - San Antonio
Lubbock - Oklahoma City - Memphis
Shreveport - Birmingham - Jackson, Miss.

PLENTY OF *Healthy* HORSEPOWER

LUFKIN GAS ENGINES

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

THE NEWEST ADDITIONS TO THE LUFKIN FAMILY

DEPENDABLE Long Life Power

FEATURES INSURING LOW COST OPERATION *

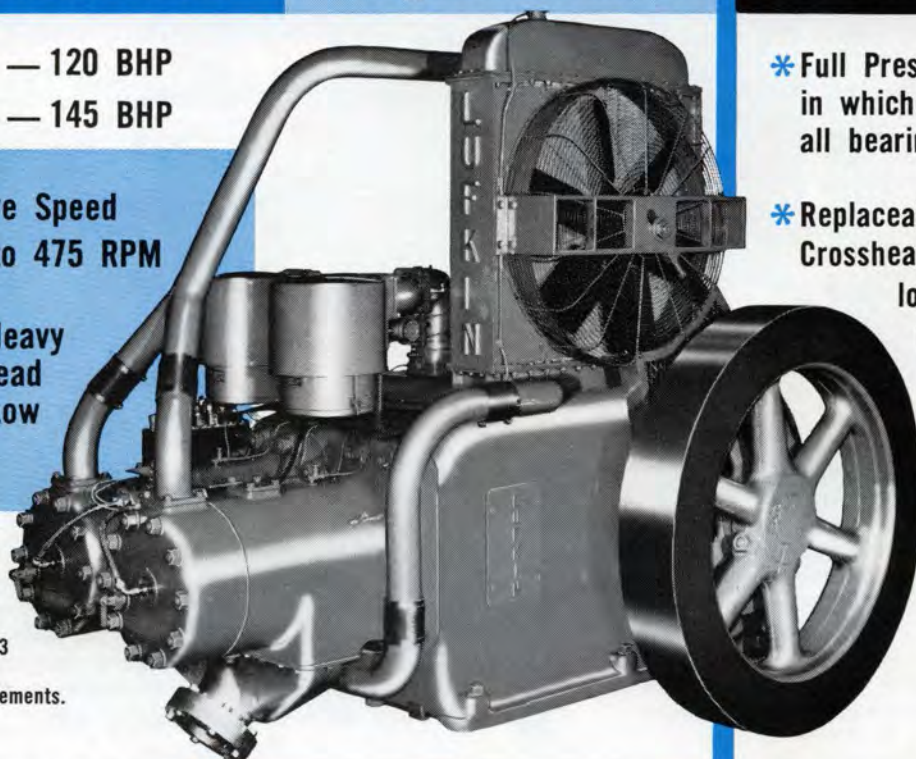
Model H1770 — 120 BHP

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.

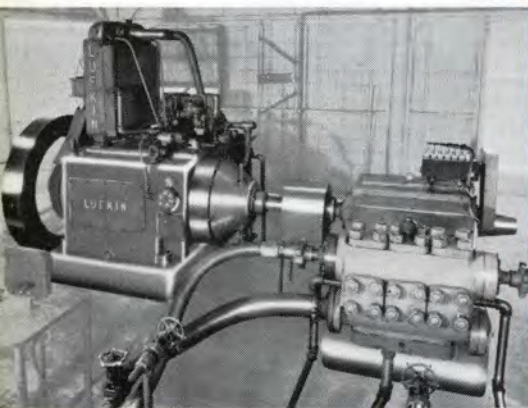


* Full Pressure Lubrication, in which oil is forced to all bearings.

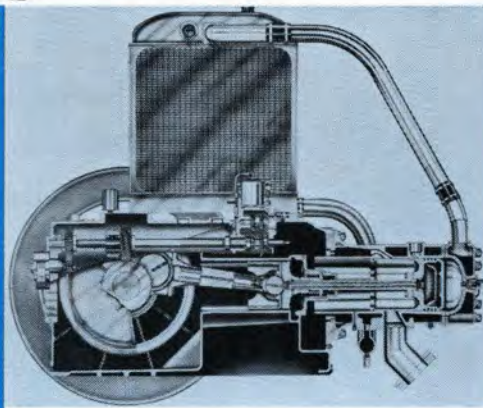
* Replaceable Bronze Crosshead Shoes, result in longer life and low replacement cost.

* Twin Cylinders for smoother performance.

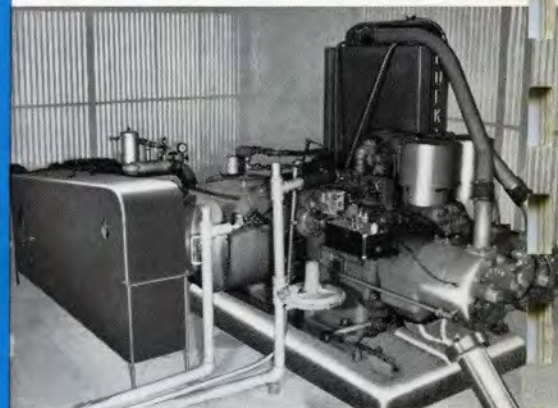
* Fuel Injection for greater fuel savings.



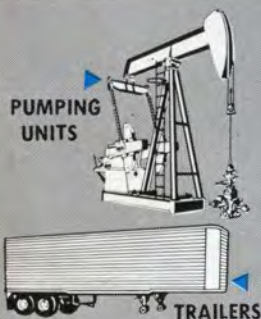
H2165 Engine Direct Connected to Triplex Pump



H2165 Engine Cross Section



H2165 Engine Belt Driven to Triplex Pump



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TRAILERS

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9950 65th Avenue, Edmonton, Alberta, Canada; Regina, Saskatchewan, Canada



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