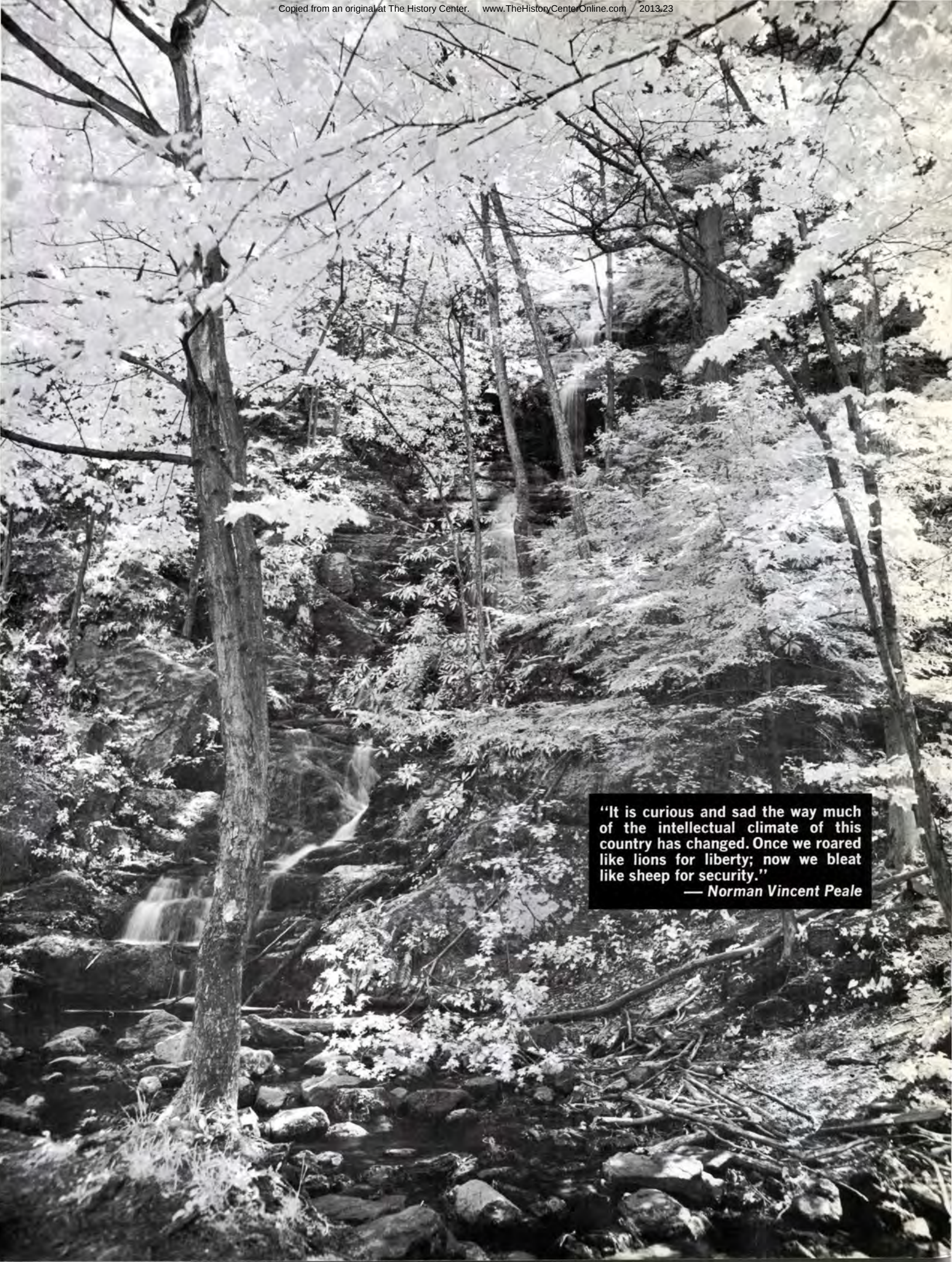




THE *Luffkin* **LINE**

MAY-JUNE • 1965



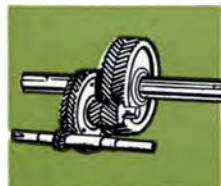
"It is curious and sad the way much of the intellectual climate of this country has changed. Once we roared like lions for liberty; now we bleat like sheep for security."
— *Norman Vincent Peale*



MACHINERY DIVISION

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



CIRCULATION THIS ISSUE 16,503
MAY • JUNE, 1965
Volume 40 Number 3

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

THE TEXAS GHOST CAMELS—Jack F. Bryson	4
HERE & THERE AMONG TRAILER FOLK	8
SAGA OF BRUHLMEYER SAND UNIT—Ernest Slaughter, Jr. .	10
LUFKIN INSTALLATIONS	12
CENTRAL AND SOUTHERN TRUCK LINES	14
SNAPSHOTS BY THE LUFKIN CAMERAMAN	16
RAZOR CLAMMING—Harold and Mary Hagen	20
LET'S LAUGH	22

COVER: Florida Development Commission, Tallahassee, Fla.

OPPOSITE PAGE: Buttermick Falls, New Jersey
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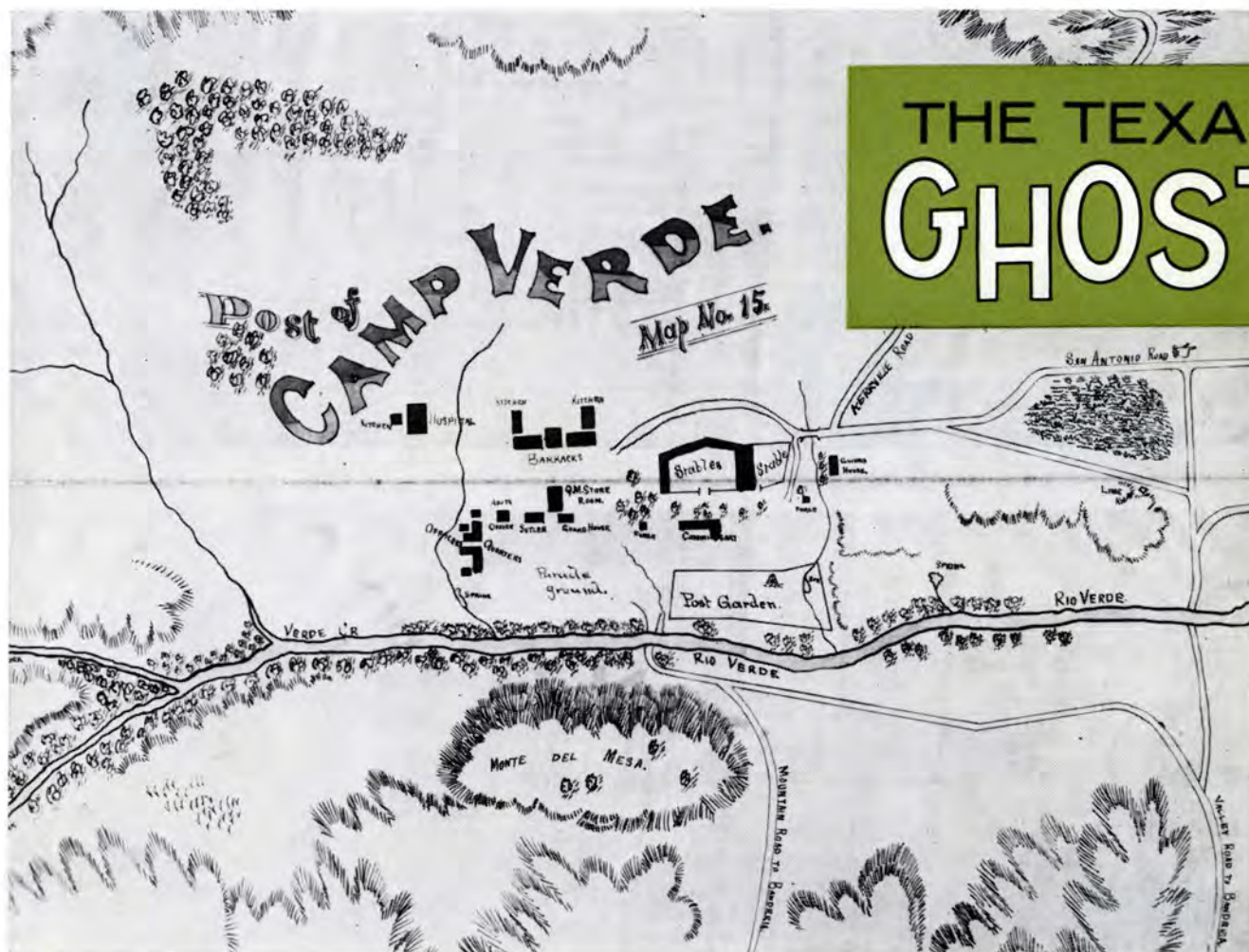
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Sales Manager



TRAILERS FOR EVERY HAULING NEED



MAP No. 15—Post of old Camp Verde

By Jack F. Bryson

NESTLED in the base of the San Jacinto Monument in Houston, Texas, there is a small museum that contains an unusual object. It appears to be a hide belt in a continuous loop the circle of one's arms, fringed with animal fur, and studded with dozens of little spherical bells. Actually, it is a camel collar from the Texas Camel Corps.

Camels in Texas? Some say they still are there. Police authorities of the Southwest have heard such reports before. One story tells of a scraggly camel galloping through the hill country of west Texas with a skeleton lashed astride. Another tells of a camel seen at the crest of a hill, ridden by a faceless figure swathed in robes, only to be gone the next moment . . . but leaving cleaved hoof prints behind.

Follow the ghost camel's tracks backward into time and you would find no less a person than Jefferson Davis had persuaded Congress in 1855, during his term as Secretary of War, to direct Lieutenant David Dixon Porter, USN, and Major Henry Wayne, USA, to proceed to the eastern Mediterranean area to procure camels for logistic support of the thin, gray line of Army forts that stretched from Texas to California—a line made more tenuous by the lack of navigable streams and passable roads . . . and the marauding Comanches.

But it was not until the summer of 1856 off Indianola, Texas, Commanding Officer David Dixon Porter anchored his 141-foot, wooden store-ship *Supply* to the shouts of the crew from aloft as they furled the three-master's sails. They were proud of their successful completion of a year's



expedition to the Mediterranean . . . and especially proud of their cargo of 34 healthy, hand-picked camels.

Indianola, once a thriving seaport of 7000, was erased by nature by a violent hurricane and 18-foot high water 30 years after the camel landing. Today, it is only a stretch of sandy beach—14 miles south on Highway 316 from Port Lavaca. Nearby are the ruins of an old cistern and a building foundation. The foundation is made of “tabby,” a concrete made from oyster shell, mud, and sand—and found nowhere else in Texas.

But on the day of the landing there was great expectancy among the people of Indianola . . . which soon turned into a harrowing experience.

For once on solid ground, the contrary camels seemingly went berserk, running, jumping, kicking. Four of the camels were wrestling camels and promptly entered into an apparent life and death struggle in front of the livery stable. Several others broke away down the main street of town, and sensing their momentary upperhand, bullied the town’s citizens by spitting on the less agile ones. A few of the more emotional camels exercised their most obnoxious trait—that of blowing their huge, bloody bladders from their mouths.

After regaining control over his charges, Major Wayne set to his task in Indianola and Lieutenant Porter was detached—probably resignedly—for another load of camels. An ironic twist of history would soon make these fast friends sworn enemies—Porter to serve the Union in valor second to none—and Wayne selflessly serving his state of Georgia. The two men were never to meet again.

But the camels were not to stay in Indianola long. It was on to San Antonio via Victoria. The handsome 40-year-old Wayne must have set feminine hearts fluttering as he led his camel corps through Victoria’s dirt streets. One bold, little girl



THE towering San Jacinto Monument juts skyward on the spot where Texas won her freedom from Mexico in the incredible 18-minute battle of April 21, 1836. Visitors spend many interesting hours in the museum at its base



THE old Nowlins ranch home was formerly the Camp Verde officers quarters



The Author stands beside the century old corral gate with original cedar posts



THIS marker is at the site of Camp Verde, Texas

of ten, remembering in her diary, told how Major Wayne let her ride a camel to the outskirts of town, and how he cautioned her not to get camel saliva on her skin "for it would make awful sores." She concluded her entry with, "... I love Major Wayne."

While temporarily quartered in San Antonio in the summer of 1856, Major Wayne made a visit downtown astride a large camel. As he dismounted by the quartermaster's forage house, he, and the camel especially, were ridiculed unmercifully by the townspeople.

In good humor he bowed and smiled to the crowd while he made the camel kneel before the forage house. The supply sergeant was ordered to sling a 300-pound bale of hay on each side. Already bearing a load that would crumple the average mule, the camel was loaded with another bale . . . then another. The now silent crowd watched in suspense as the huge camel, crabbing vociferously with the camel's typical whistling groan, arose effortlessly and followed the grinning Major



“... From the darkness
of the creek ...
comes a thin
jingling sound ...”

Photo by Texas Travel
& Information Bureau



Wayne who nonchalantly led the camel away bearing 1256 pounds of hay.

It was in San Antonio that Major Wayne discovered Camp Verde, a little known frontier fort approximately 60 miles northwest of San Antonio, and chose it for the site of his camel camp. He quickly busied himself reproducing in minuscule detail a 150-foot, rectangular *khan* (camel pen) from detailed sketches he had made in the Mediterranean area.

The Alamo Research Library in San Antonio boasts a yellowed copy of Map No. 15 and other lore about the camels. From their quarters in Camp Verde the camels were used successfully in cross-country explorations of the Southwest—from Texas to California—up to the time of the Civil War. By then the camel project was all but forgotten. With the advent of the railroads, the project was abandoned altogether . . . along with the camels. They were turned loose to roam the Southwest.

The vagabond camels started a modern day legend. The December 30, 1881, “Prescott Democrat” relates, “A capture of seven large camels and two small ones has been made by Indians in the vicinity of Gila Bend. There are still a number of them in that area.”

Then in the Tucson Ajo Railroad surveying party a dispatch originated in November 28, 1913, averring a Mr. John Nelson had been hunting camels between the Boboquivari and Gunsight Mountains, And as recently as 1948, J. Marvin Hunter of Bandera, only 14 miles from the camel camp, wrote in his booklet, “Old Camp Verde,” “At this writing *it is believed* the camels are extinct.”

Today all that remains of Camp Verde is the old Nowlins ranch home (officer’s quarters) and the weathered, cedar posts of the camel corral. But it is said in the twilight of certain evenings—from the darkness of the creek—there comes a thin jingling sound like—like many little bells.



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Caseyville, Illinois



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Central & Southern Truck Lines
Caseyville, Illinois



RON CAVINS
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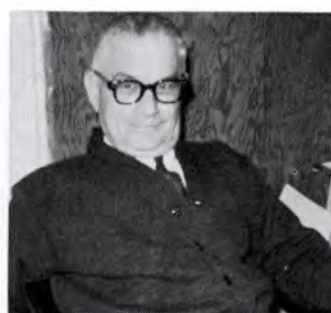
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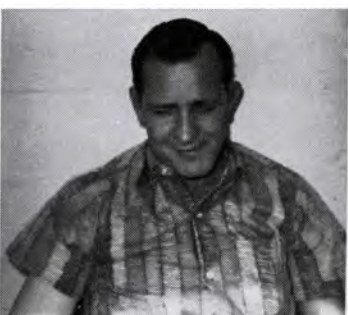
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& Equipment, Nashville, Tennessee;
J. D. Smith, Lufkin Trailers, Memphis, Tennessee

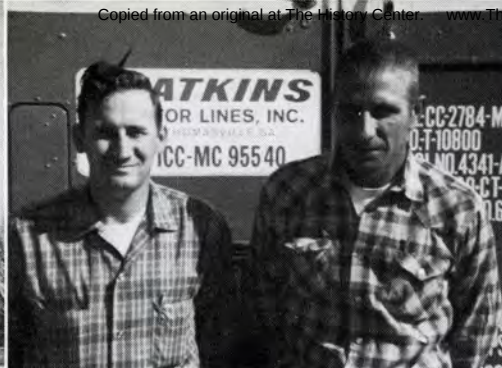
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JOHN PRUETT
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Caseyville, Illinois





THURMAN B. BRIDGEMAN
Twin City Truck Stop
North Little Rock, Arkansas



ROGER CROSTHWAIT, left, Mid-Continent
Truck Stop, West Memphis, Arkansas;
MARVIN WALKER, Watkins Motor Lines, West Memphis



EDWARD WRIGLEY
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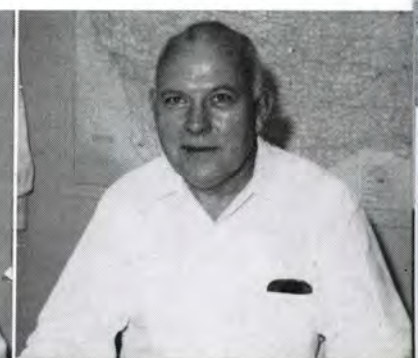
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Caseyville, Illinois

GERALD LIVINGSTON
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Caseyville, Illinois

R. K. SEED
Interstate Commerce Commission
Washington, D. C.

WALTER BEGUELIN
Central & Southern Truck Lines
Caseyville, Illinois





BRUHLMEYER central tank battery. From right to left: test separator on far right, produced water storage tanks; chem-electric treater, and free water knock-out; LACT unit; and discharge storage tanks

SAGA of BRUHLMEYER

By Ernest Slaughter



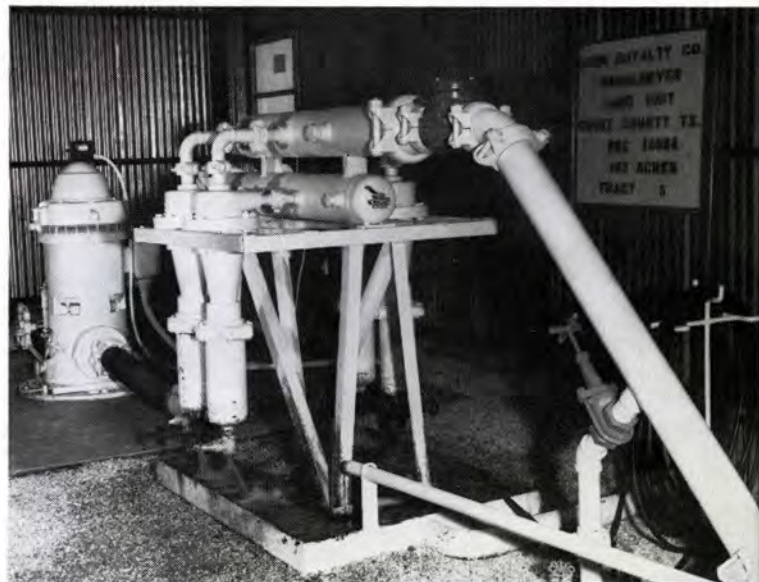
TYPICAL LUFKIN M-114D-143-86 Unit with two-point suspension base, set on pre-cast blocks, with a sand pad, driven by 15 HP motor. The simplicity and economy of this type base results in easier moves to other locations

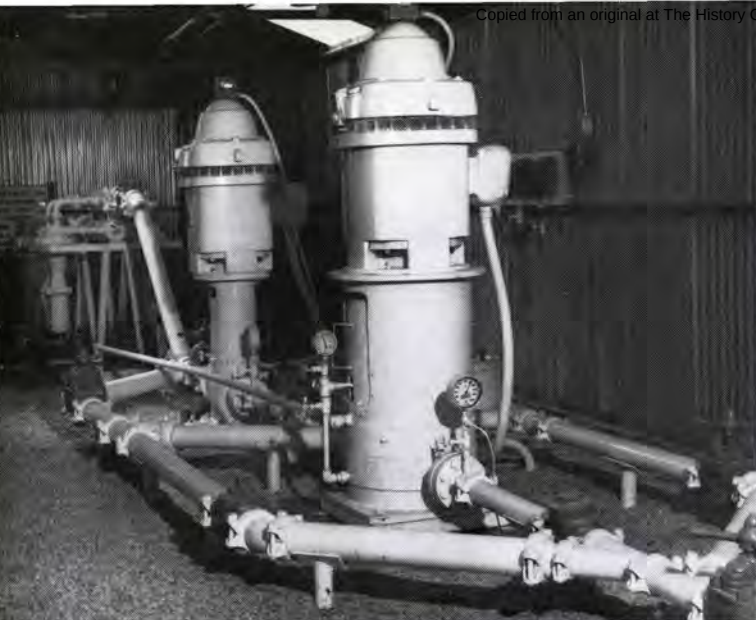
Right: A 40 HP turbine pump lifts 3900 barrels per day from 300 feet, discharging into de-sander

THE Bruhlmeier Sand Unit near Gainesville, Texas, operated by Burk Royalty Company with C. L. Mueller in charge consists of 1,350 acres of which 730 are productive. Seventy-three wells have been completed in the Bruhlmeier Sand of which thirteen will be water injection wells and 60 will be producers. This is a line-drive flood, up-dip flooding a Bruhlmeier Sand of the upper Pennsylvanian series at an average depth of 2,550 feet.

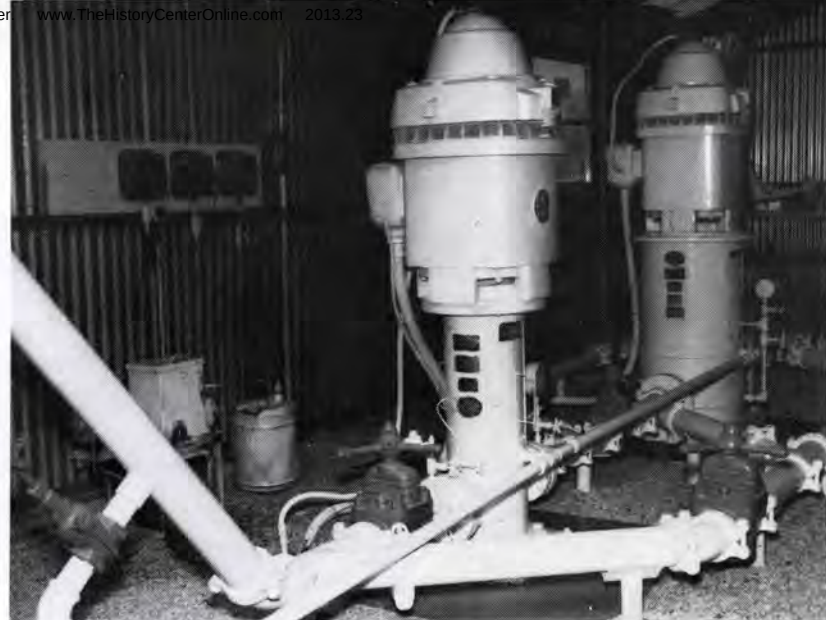
This field is located approximately one mile north of Gainesville and approximately parallel to U. S. Highway 82. The north part of the field is lower than the south, and the line-drive flood will be from the north up-dip to the south.

The field was discovered in October, 1957, and production by primary means had declined to 260 barrels per day when flooding began in June, 1964. Daily production has increased to approximately





OVERALL view of water plant. Left to right: water well, de-sander and two Hydroline pumps. The building is required only to protect the fresh water from freezing



TWO 75 HP Hydroline centrifugal pumps. Intake on the left, from de-sander, discharge on the right. Discharge pressure is 1220 lbs. Chemical feeder in background where bacterial inhibitor and surfactant are added.

SAND UNIT

1,040 barrels in March, 1965, due to the effects of waterflooding.

Accumulative primary production was estimated at 2,400,000 barrels. It was estimated that three million additional barrels of oil will be recovered through this waterflooding operation. The accumulative primary and secondary production is estimated to be 38½% of the original 14 million barrels of oil in place.

The water injection plant consists of a 40 HP Peerless turbine type water pump producing approximately 3,900 barrels daily of fresh water from a 300-foot fluid level. The water supply well is completed in the Trinity Sands series at approximately 1,150 feet. The fresh water is discharged from the turbine pump through a de-sander which drops out any sand produced and proceeds to two 75 HP Peerless Hydro-line centrifugal pumps which bring pressure up to approximately 1200 pounds before discharge to the various injection wells.

The de-sander is the only filter in the system. The fresh water is treated with a bacteria inhibitor and a surfactant amounting to about ten parts per million. There are some thirty-three parts per million of carbonates in this fresh water. The quality of this water is such that it could be used for municipal purposes with the addition of chlorine. In addition to the 3,900 barrels of produced water, there are about one thousand barrels of produced water being injected daily. There is no mixing

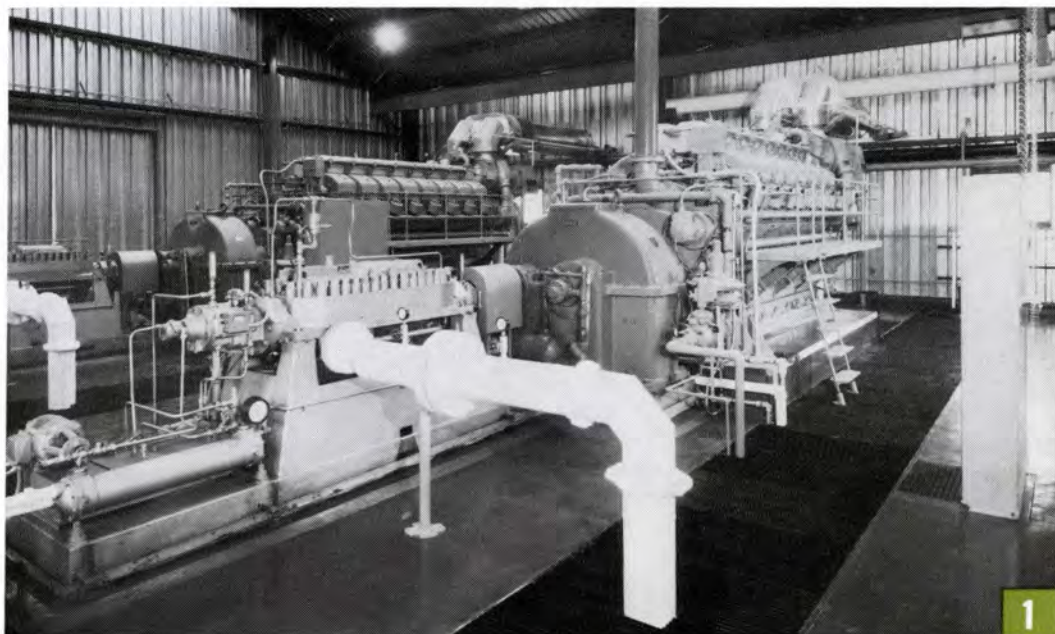
of the produced water and the fresh injection water.

The producing wells are being equipped with Lufkin Mark 114D-143-86 units on special two-point suspension bases set on pre-cast concrete blocks and leveled with the sand pads. Fifteen horsepower electric motors are being installed originally, but they may be replaced with larger motors later in the flood. One and one-half inch pumps are being used with ¾-inch rods. This will be changed out to 2¼-inch pump in final stages of this flood. The maximum fluid volume produced will be around 600 barrels. The first line of wells will be pumped until the water-oil ratio reaches about 25:1 and the other lines of wells will be produced until the water-oil ratio reaches about 50:1. The Mark II units on the two-point suspension bases with pre-cast concrete blocks can be easily moved to a new well location and start pumping within a few hours.

Production from the various wells is metered through several special test separators and into storage tanks with chem-electric treater and free water knock-out before going through the LACT unit for delivery to the pipelines.

The success of this flood can be attributed to wise planning and engineering by the operators and superior operation of the flood based on sound engineering principles. The purchase of quality equipment throughout this flood has contributed to its success through the reduction of operating costs and down-time.

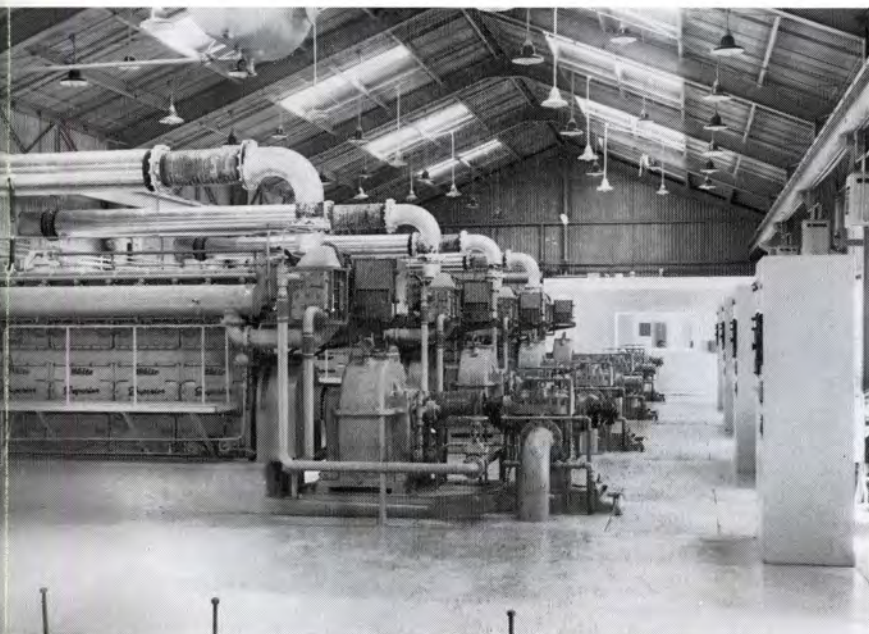
We are privileged to have Burk Royalty Company as one of the Lufkin Mark II users.



LUFKIN

1. TWO LUFKIN N2413-H Gears on a turnkey water flood installation by White Superior Division, White Motor Company for Perkins-Prothro Company & Pennzoil Company at Silver, Texas. This installation includes two Superior Engines 16GT-825 and two United Pumps Model 3x8 HMSN 10-stage.
2. LUFKIN NM1811B Gears on a West Texas Water Flood Pump Station. A fifth unit is now being installed.
3. LUFKIN M-114D-143-74 Unit with a heavy duty two-point suspension portable base, J. L. Johnson B#32, Sinclair Oil & Gas Company, Odessa, Texas.
4. LUFKIN A-456D-144-34.2 Unit with a heavy duty portable base, Midland Farms Unit, Pan American Petroleum Corporation, Andrews, Texas.
5. LUFKIN M-228D-256-100 Unit, W. E. Connell A#5, Gulf Oil Corporation, Penwell, Texas.
6. LUFKIN A-456D-120-36 Unit, W. N. Waddell #819, Gulf Oil Corporation, Penwell, Texas.
7. LUFKIN M-228D-200-86 Unit, W. N. Waddell et al #109, Gulf Oil Corporation, Sandhills, Texas.





Installations



CENTRAL AND SOUTHERN Truck Lines

OLIVER ANDERSON, seated, is President and Partner of Central and Southern Truck Lines. Standing, left to right, are: **GENE SCHMIDT**, vice president and general manager; **LLOYD CAVINS**, Secretary-Treasurer and Partner; **EDWARD WRIGLEY**, superintendent of maintenance; **JACK BUGG**, Company Pilot; **JIM SCHMIDT**, chief dispatcher.



CENTRAL and Southern Truck Lines drew its first breath of life as a Company in 1944.

Before its beginning, Oliver Anderson was an independent driver of his own rig. Lloyd Cavins had a small bus line operating out of O'Fallon, Illinois.

Mr. Anderson and Mr. Cavins merged their talents and resources in 1944 and thus the birth of Central and Southern Truck Lines, Inc. and Caseyville Bus Lines.

From a meager beginning 21 years ago, the Company operates 150 over-the-road units. This fleet last year traveled approximately 14 million miles hauling more than 210 million tons of perishable freight.

Central and Southern is primarily a common carrier of fresh meat and packaged house products and dairy products. The Company serves the mid-west, south and southeast, serving some 22 states.

The Company has banana authority from Charleston, South Carolina; Jacksonville and Miami, Florida; Mobile, Alabama; New Orleans,

Louisiana; and Gulfport, Mississippi to mid-western points.

Mr. Anderson is President and Partner of the Company and Mr. Cavins is Secretary-Treasurer and Partner.

Other personnel include Gene Schmidt, vice president and general manager; Lawrence Fischer, traffic manager; Edward Wrigley, superintendent of maintenance; and Jim Schmidt, chief dispatcher. These latter four men have some 65 years of service with the Company.

Main offices of Central and Southern are in Caseyville, Illinois. Terminals are located in Chicago; Omaha, Nebraska; Kansas City, Missouri; New Orleans, Louisiana; Atlanta, Georgia; Sellersburg, Indiana; Sharon and Memphis, Tennessee; and Mobile, Alabama.

To help meet their expanding growth, Central and Southern Truck Lines recently purchased 40 new Lufkin trailers. Lufkin Foundry and Machine Company is pleased to count Central and Southern among its friends and customers.



Below:
THIS all aluminum refrigerated trailer for hauling meat is one of many purchased from LUFKIN by Central and Southern Truck Lines





CECIL RAY
Continental Oil Co.
Odessa, Texas



BILL ORR
Gulf Oil Corporation
Crane, Texas



DICK HUBBLE
Gulf Oil Corporation
Odessa, Texas



KEN HARDIN
Texaco, Inc.
Andrews, Texas



BILL GROESBECK
Continental Oil Co.
Odessa, Texas



Left to right: **MELBA HUDDLESTON**,
FRANK COLLARD, **H. H. RAY**, all with
Continental Oil Co., Odessa, Texas

NED DANIELS, left, **HARRELL CHILES**,
both with Marathon Oil Co.,
Midland, Texas



C. V. (CHICK) CAMPBELL
Pan American Petroleum Corp.
Andrews, Texas



Left to right: **BILL CHAMPION**, Lufkin
Foundry, Odessa, Texas; **Mrs. and Mr. JIM FREEZE**, Gulf Oil Corporation, Odessa



F. W. ARMSTRONG
Cities Service Oil Co.
Odessa, Texas



GRANVILLE PORTER
Humble Oil & Refining Co.
Andrews, Texas



KEITH SMITH
Cities Service Oil Co.
Odessa, Texas



DR. JAKE LEBEAUX
Inelco Co., Inc.
Houston, Texas



ED MCGUIRE, left, **AL ERICKSON**,
both with Cities Service Oil Co.,
Odessa, Texas



JACK HEPINSTALL
Cities Service Oil Co.
Odessa, Texas

GLENN STEARNS
British American Oil Prod. Co.
Dallas, Texas

J. J. WRIGHT, JR.
Sinclair Oil & Gas Co.
Andrews, Texas

Left to right: **TOM HAYES**, **JERRY CAMBRE**,
CHARLIE GINTZ, all with Cities
Service Oil Co., Odessa, Texas

CHESTER LARUE
Humble Oil & Refining Co.
Andrews, Texas





JAY WOOTEN
Texas Pacific Coal & Oil Co.
Midland, Texas



ED POULTER
Texas Pacific Coal & Oil Co.
Midland, Texas



HAROLD ELLEDGE
Pan American Petroleum Corp.
Andrews, Texas



J. M. McCUTCHAN
Cities Service Oil Co.
Odessa, Texas



JERRY COX
Continental Oil Co.
Odessa, Texas



JACK GISSLER, left, Lufkin Foundry,
Dallas, Texas; GEORGE S. ANDERSON, U. S.
Smelting & Refining Co., Midland, Texas



ELMER STARTZ, left, Odessa, Texas;
JOHN BLACK, Bartlesville, Oklahoma,
both with Cities Service Oil Co.



C. C. (CY) MALONEY
Union Oil Co. of Calif.,
Midland, Texas



B. A. KELLY
Texaco, Inc.
Midland, Texas



JERRY RUNDELL
Pan American Petroleum Corp.
Midland, Texas



PAUL FRIEMEL, left, ROBERT SHURTLEFF,
both with Union Oil of California,
Midland, Texas



CHERIF FAIDI
Direction Ole L'Energie
Et Oles Carburants, Algeria



MARION HIGHTOWER, left, Lufkin Foundry,
Hobbs, New Mexico; J. L. NEW,
Union Producing Co., Shreveport, Louisiana



KEN MCPETERS, left, Moran Oil Producers,
Hobbs, New Mexico; L. A. LITTLE, Lufkin
Foundry & Machine Co., Lufkin, Texas



BILL DECKER
Sohio Petroleum Co.
Midland, Texas

FRED HUGHEY
Pan American Petroleum Corp.
Andrews, Texas

LEN MULHOLLAND, left, Edmonton, Alberta,
Canada; ED LACUSTA, Stettler, Alberta,
Canada; both with British American Oil Co.

PAUL KINNEY, left, BOB PACKER,
both with Sohio Oil Company,
Midland, Texas

TOM BERGIN, left, Cameron Iron Works,
Dallas Texas; HAROLD FROST,
Atlantic Refining Co., Midland, Texas





BEN STOKLEY
Sinclair Oil & Gas Co.
Andrews, Texas



MEL JORGENSON
Sohio Petroleum Co.
Midland, Texas



F. W. GIPSON, left, J. C. CURRY,
both with Continental Oil Co.,
Odessa, Texas



BILL LORENZ, left, BILL RAIMER,
both with Sinclair Oil & Gas Co.,
Andrews, Texas



Left to right: **BOB SWIFT**, Bethlehem Steel Supply Div., Tulsa, Oklahoma; **BEN MORGAN**, Bethlehem Steel Supply Div., Oklahoma City, Oklahoma; **WYNELL THOMAS**, James A. Lewis Engineering Inc., Dallas, Texas; **BOB LOCKE**, Pure Oil Co., Van, Texas



PHILIP G. DOLBOW, left,
L. A. SOHAJDA, both with Sinclair
Oil and Gas Co., Midland, Texas



PAUL TALLEY
Mobil Oil Company
Dallas, Texas



NEAL WRIGHT
Standard Oil of Texas
Iraq, Texas



Left to right: **PAUL FLEMING, JERRY HAMMOND,**
Monahans, Texas; **SAM BERRY,** Odessa,
Texas, all with Gulf Oil Corporation



RUSS SEXTON, left,
BOB MCCALL, both with Texaco,
Inc., Midland, Texas



SID ORTON
Prudential Oil Co.
Midland, Texas



BOB COLEMAN
Gulf Oil Corporation
Odessa, Texas



DON ST. CLAIR
Midland, Texas



GEORGE A. BROWN, left,
PETE BRYANT, both with Texaco,
Inc., Midland, Texas

FRANK PFEIFFER, left, Santa Fe
Springs, California; **EMILE KLOMP,**
Celle, Germany; both with Mobil Oil Company

Left to right: **RAY HOWDESHELL,** Mobil Oil Company,
Corpus Christi, Texas; **EMIL BURCIK,** Penn State University;
J. D. WAGGONER, Mobil Oil Company, Wichita Falls, Texas

HOWARD RITTS, left, Scott Hammonds
Co., Dallas, Texas; **RAY COE,**
Tidewater Oil Co., Midland, Texas

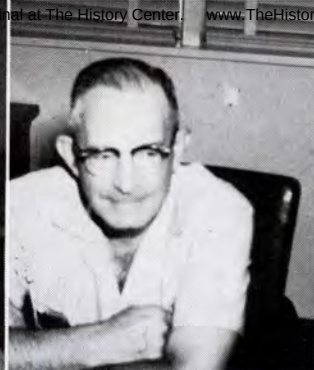




WALTER J. HART, JR.
Gulf Oil Corporation
Odessa, Texas



E. R. (SLIM) HOLT
Pan American Petroleum Corp.
Odessa, Texas



A. W. (TEX) MALLOW
Phillips Petroleum Co.
Odessa, Texas



GEORGE CHEYNEY
Union Oil Co. of Calif.
Odessa, Texas



GEORGE UTT
Continental Oil Co.
Odessa, Texas

SNAP- SHOTS



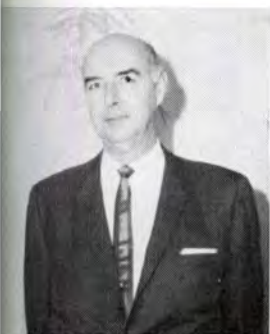
J. H. (BLONDIE) HUGGHINS
Gulf Oil Corporation
Midland, Texas



BOB CHRISTIE
Amerada Petroleum Corp.
Tulsa, Oklahoma



JIM EDISON
Sun Oil Company
Silver, Texas



J. D. BROWN
General American Oil Co.
Dallas, Texas



Left to right: C. C. MICHEL, Byron-Jackson Pumps, Inc., Odessa, Texas;
E. W. PORTER, Forest Oil Corp., Odessa;
R. F. SAWYER, Sinclair Oil & Gas Co., Midland, Tex.



J. A. THORNBURGH
Continental Oil Co.
Odessa, Texas



JIM MORROW
Continental Oil Corp.
Odessa, Texas



R. S. HUTTON, left, KEITH VAN HORN,
both with Cities Service Oil Co.,
Odessa, Texas



GEORGE COOMBES
Union Oil Co. of Calif.
Midland, Texas



JOHN BROSE
Shell Oil Company
Midland, Texas



C. R. BERKLEY
Gulf Oil Corporation
Odessa, Texas

GENE SNELL, left,
JOHN PETTEWAY, both with
Hunt Company, Dallas, Texas

Left to right: L. A. LITTLE, Lufkin Foundry, Lufkin,
Texas; W. D. OWENS, VANE E. SUTER, both with
Union Oil Co. of California, Los Angeles, California

JOE W. GIBBS, left, Texas Iron
Works, Houston, Texas; J. F. O'BRIANT,
Atlantic Refining Co., Midland, Texas

JACK MAGNER
Rowan Drilling Co.
Fort Worth, Texas





1. **FIRST** step in razor clamming is searching for the telltale hole



2. **SMALL** hole indicates a razor clam.



5. **SOMETIMES** it is necessary to discard the shovel and feel with the hands



6. **AN** intercepted clam provides a tug-of-war with a young clammer

RAZOR CLAMMING

By HAROLD and MARY HAGEN

IN the early morning hours throughout the spring, summer, and fall the sandy beaches along the Olympic Peninsula in Washington, suddenly become alive with people armed with shovels, buckets, and sacks. They start appearing about an hour before the low tide. As they march and stamp up and down the wet sands, they are searching intently for the telltale evidence of their quarry, the succulent razor clam.

This clam attracts more attention than any of the other clams in the area, not because it is so much better in flavor, but because of the sport involved in taking them. The razor clam can truly be called the greyhound of the Pacific beaches. It can use its powerful "foot" muscle to pull its long thin shell downward at an unbelievable fast rate. A person must dig rapidly and just in the right place if he expects to catch one.

A small hole in the wet sands indicates where the clam is hiding. As the tides retreat the clams go deeper so that the more experienced diggers



3. ONCE the syphon hole is discovered, it is necessary to dig at an angle between it and the ocean



4. RAPID digging is essential to overtake the clam

follow the tide out. This way they can frequently scoop the clam from just under the surface.

The liberal limit of eighteen clams insures a maximum in sport and more than enough to satisfy the most insatiable gourmet.

To prepare, first dip them in boiling water to loosen the shell. Then place them immediately in cold water to prevent toughening of the muscles. Snip off the dark end of the neck. Hold the clam in the left hand, neck upward and slit the neck upward. Take hold of the muscle which has the gills and pull loose from the body. Make a U-shaped cut behind the stomach and remove. Next cut off the tip of the "foot" or digger muscle and remove the U-shaped dark intestine. Rinse and your clam is ready for frying, casserole, or chowder.

7. A RAZOR clam must be three inches or more in size to keep



8. VICTORY portends a delicious clam feast





And then there was the man who was so accustomed to having things done for him that he went out and married a widow with three children.

The young executive had taken \$100,000 from his company's safe and had lost it playing the stock market; he was certain to be discovered. In addition, his beautiful wife had left him. Down to the river he went, and as he was clambering over the bridge railing a gnarled hand fell upon his arm. He turned and saw an ancient crone in a black cloak, with wrinkled face and stringy gray hair.

"Don't jump," she rasped. "I'm a witch, and I'll grant you three wishes for a slight consideration."

"I'm beyond help," he replied, and told her his troubles.

"Nothing to it," she said cackling. "Alakazam! The money is back in the vault. Alakazam! Your wife is home waiting for you with love in her heart. Alakazam! You now have a personal bank account of two hundred thousand dollars!"

The man, stunned to speechlessness, was finally able to ask, "What—what is the consideration I owe you?"

"You must spend the night with me," she smiled toothlessly.

The thought of staying with the old crone repulsed him, but he decided it was worth it. Together they retired to a nearby motel. In the morning, the distasteful ordeal over, he was dressing to go home when the bat in the bed asked, "Say, sonny, how old are you?"

"I'm forty-two years old," he said. "Why?"

"Ain't you a little old to believe in witches?"

Lots of girls can be had for a song. Trouble is, it's the Wedding March.

A lobbyist opposing a large appropriation for a state college approached a legislator who boasted of his self-education.

"Do you realize," asked the portly lobbyist gravely, "that up at the state college men and women students have to use the same curriculum?"

The legislator looked startled.

"And the boys and girls often matriculate together?"

"No!"

The lobbyist came closer and whispered, "And a young lady student can be forced at any time to show a male professor her thesis?"

The legislator shrank back in horror. "I won't vote 'em a danged cent!"

Two Scotsmen were traveling a hot, dusty road. They became very tired. "Hae ye got any food wi ye, Dougal?" asked one.

"A've got a bottle O' whusky," was the reply. "What hae ye, Angus?"

"Dried tongue," replied Angus.

"Guid!" exclaimed Dougal. "We'll halves wi' our provisions."

The whiskey was duly divided and drunk. Dougal wiped his lips. "Noo for yer dried tongue, Angus."

"Mon," replied Angus, "it's no dry now!"

The veteran plumber was briefing a raw apprentice. "Working in other people's homes" he said, "now and then leads to embarrassing situations . . . but you can always handle them by using tact. Only the other day, I entered a bathroom and found a lady there, taking a bath. I said, 'Excuse me, sir' and backed out, giving the impression I hadn't got a close look at her."

The next day, the apprentice came staggering back from a call, nursing a split lip, a black eye and other severe contusions. The boss said, "What happened to you, son?"

"You and your tact!" the apprentice exploded. "I was called to the bridal suite of the Stilton-Plaza to fix a leaking faucet. I got halfway across the bedroom before I saw a couple on the bed. The groom saw me and cursed me out proper, but I remembered your tact, tipped my hat and said 'excuse me, gentlemen.' Then the roof fell in!"

Annoyed by the professor of anatomy who told racey stories during class, a group of coeds decided that the next time he started to tell one they would all rise and leave the room in protest. The professor, however, got wind of their scheme just before class the following day, so he bided his time; then, halfway through the lecture, he began, "They say there is quite a shortage of prostitutes in France . . ."

The girls looked at one another, arose, and started for the door.

"Young ladies," said the professor. "the next plane doesn't leave until tomorrow afternoon."

A woman who runs a nursery school was having trouble with a 5-year-old who wouldn't take a nap. She suggested that he think "happy thoughts" to help him relax.

It worked like a charm. At the end of the rest period she awakened the boy and asked, "What happy thoughts did you think?"

"I thought I was pregnant," the boy replied.

"Pregnant?" she answered. "Why would you think that?"

"Well," said the boy, "the other day my mother said to my dad 'I think I'm pregnant,' and dad said, 'That's a happy thought.'"

An airline recently introduced a special half-fare rate for wives accompanying their husbands on business trips. Anticipating many valuable testimonials, the publicity department of the airline sent out letters to all wives of business-men who used the special rates, asking how they enjoyed their trip.

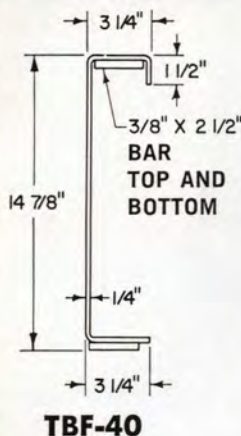
Responses poured in asking, "What trip?"

The disheveled and weary secretary ambled in about 2 a.m. one morning and mumbled to her roommate: "Now I know why they call them Roustabouts!"

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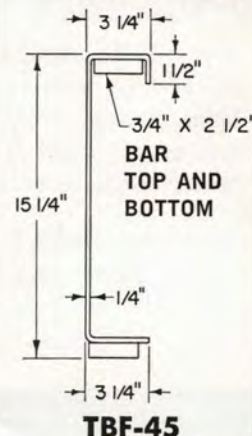
TBF-40

◀ End View of the Side Frame Construction ▶

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TBF-45

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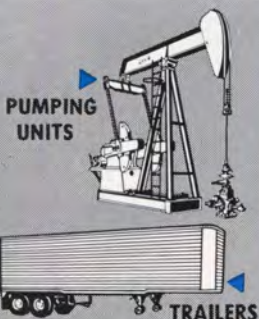


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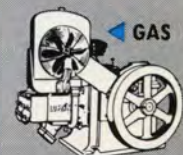
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