




THE *Luffkin* **LINE**

JULY-AUGUST • 1966



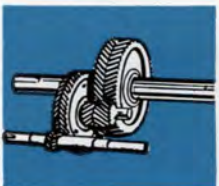
And this our life, exempt from public
haunt, finds tongues in trees, books in the
running brooks, sermons in stones, and
good in everything.

— Shakespeare



OIL FIELD PUMPING UNITS

THE
Lufkin **LINE**
GEARS FOR INDUSTRY



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Virginia R. Allen, Editor

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TRAILERS FOR EVERY HAULING NEED



ACOMA

... ISLAND
in the SKY

THIS view from old school room shows Mt. Taylor in the distance—30 miles north

Santa Fe Railway Photo

By ELIZABETH WARD

EVEN in the Southwest, where spectacular scenery is only normal, Acoma Rock adds the unbelievable. Located 14 miles south of San Fidel, New Mexico, just off Highway 66, the Pueblo is a strange, incredible citadel in the sky—a sandstone island, 400 feet high, where the ancient Acoman Indians made their tribal home.

Although there is an excellent state road a few miles east, the most rewarding way to reach old Acoma is by driving through Acomita—new center of tribal enterprise—and crossing the high flat mesa over Coronado's route in 1540. The mesa soon breaks away with dramatic impact, with magnificent scenic vistas of fantastic stone formations

carved by centuries of erosions into domes, monolithic spires, and pinnacles that tower hundreds of feet. Sheer red cliffs extend across broad valleys, bulking their shadows in brilliant light.

The intangible dignity and friendliness of the inhabitants contrast with their land. The Acomans water their fields, care for their stock, raise their children well, and take part in social life. They build hot fires in outdoor dome-shaped ovens to bake their delicious bread, but eat from dining tables. They drive sheep to Brush mountain in the spring, and load fat beef on trucks for market in the fall. On the surface, they are civilized and modern.

THIS sand trail up Acoma Rock was formed by centuries of sand deposits





AIR view of Acoma Pueblo shows the Mission in the foreground and Katizimo Rock is 10 miles away

Except on the Rock. After the visitor ascends the long sand slope to the top of the 70-acre island, he finds that time has stood still. From this height, you gaze over an immense landscape, where Katizimo—the Enchanted Mesa—legendary home of the Acomans, rises in solitary grandeur, and the air is clear as crystal. There is a sense of a mystique unknown to white men, of an antiquity that makes the present insignificant.

On top of Acoma Rock, the only natural earth is from wind deposits—sand that has swirled across the barren outcropping for centuries. Safety from enemies was the probable motivation for building this inaccessible Pueblo, says Dr. Charles Lummis, eminent historian, who called Acoma the most interesting rock in the world, not excepting Gibraltar.

Visitors register, and pay a small guide fee. Through the rocky alleys, the blocks of communal dwellings rise three stories, built on parallel lines that face the rim of the Rock. Pole ladders afford the only entrance to the houses, which still have the original selentite, or isinglass, window panes



ACOMITA, modern center of Acoman Indian tribal life, has a government Day School and new Church

Photo by Author



OLD Acoma Mission, built in 1628, is the most unique church in the world

that were mined over four centuries ago in a distant secret quarry. Underneath, a tunnel runs to the north rim from the kiva, or Estufa. But visitors do not see this tunnel, which is still used in esoteric ceremonies. On the Rock, there are secret places still.

On the tour, you stop to inspect prize-winning Acoma pottery, made by unique process and offered by a colorfully garbed and smiling woman. But the great Church is the climax of the trip.

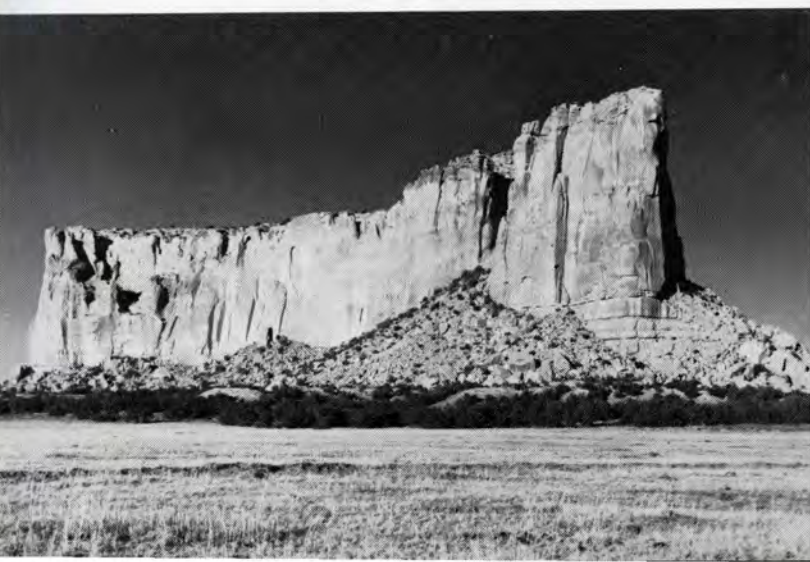
In front is the Camp Santo, where patient laborers in 1630 constructed a high rock wall to enclose a large burial plot, which was filled with earth carried up from below in skin bags. The imagination falters at the Herculean job of building the

Church, when all material had to be carried up the sheer wall of the Rock.

From its eminence, the massive structure of San Estevan Rey seems to hang suspended in space, reaching into the turquoise sky. Finished under the direction of Fr. Ramirez in 1628, St. Stephen's was the only Mission not ruined by the Pueblo uprising in 1688. Its ramparts have known dark and bloody days, but now it is serene.

There is no ornamentation on the front of the great wall, which is nine feet thick. The corners slope to form impressive buttresses, topped with square belfries where the mellow tones of historic bells testify to their antiquity—one came from 15th century Spain.

Through massive double doors, the nave is 50 yards long, and the height is immense. Hand-wrought corbels support logs that form the roof-beams. These heavy, 40-foot timbers were carried torturous miles from distant forests by faithful Acomans, and hoisted up the steep Rock with grass ropes. The high walls of the nave display fine old lithographs, with a background of Indian rainbow



KATIZIMO, the Enchanted Mesa. Legends say the Acomans once lived on this barren, desolate rock



THIS street scene in old Acoma shows the visitor registration center

and thunderbird symbols that somehow do not seem out of place. The chancel is colorful, with richly carved reredos divided by serpentine columns.

St. Stephen's statue occupies the center niche of the Altar, except on his Festival day, September 2, when visitors are welcome to the dancing, feasting and ceremonies surrounding his special shrine in the old plaza.

Possibly most interesting is the oil painting of St. Joseph, a gift of King Charles II of Spain, which has known much conflict. In 1848, it was the subject of the first court case held in the new Territory of New Mexico, when the Acomans sued the neighboring Lagunas for return of their prized possession. St. Joseph had been loaned in kindness to bring the Lagunas rain, and had succeeded too well. Laguna kept the painting, and war loomed between the tribes. Fr. Lopez initiated court proceedings, and the famous Judge Kirby Benedict ruled for Acoma after nine years of bitter litigation.

From the sanctuary, a cool bare corridor leads to the stairs of the old Convento, where a carved balustrade frames an unsurpassed view. Here is the oldest surviving school room in America, where Fr. Ramirez taught Acoman children to read and write.

The Acomans learned, also, to be people of substance. Since the early days, the tribe has fanned out from the Rocks, but they all return to their ancient *mores*. The last week of the year is given over to the "Old Ones," when the Cacique, meeting in secret council in the Estufa, must choose a new government. No new chief knows he is elected until the Cacique's representative taps him in the dark of night, to present the historical ebony cane which symbolizes his office. We saw this silver-headed stick, engraved "A. Lincoln, Pres., USA" and tied with bright ribbons, when visiting the Governor's neat home in Acomita.

But the strangest of Acoman elective officers is the War Captain, a holdover from ancient days, who must live for a year on the Rock without once descending to his home in the valley. His tribal brothers will cheerfully shear his sheep, hoe his beans, buy his clothes, and bring his supplies to the Rock, leaving him free for his ritual duties. But what these duties are, no Acoman will say.

They perform his chores gladly, secure in the belief that such work connects ritual, duty, ideals, reward-and-punishment, and other factors of the integration of their proud heritage with contemporary life. And somehow, it adds up. With the War Captain's presence, in more ways than one, Acoma Rock remains an isolated island in the sky.



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JOSEPH P. DONNELLY, both
with H. O. Penn Machinery
Inc., Bronx, New York

HOYLE W. CLANTON, left
WAYNE C. FINCHER, both with
McAlester Fuel Co.,
Magnolia, Arkansas

HENRY THOMAS, left
LARRY JESTER, both with
Sun Oil Co.,
Denver, Colorado

TRAVIS CAMPBELL, left, Oklahoma
City, Oklahoma; ROBERT W. WALKER
Tripoli, Libya, both with
Sahara Oilfield, Ltd.

JACK HAMILTON, left
Animoil, Kuwait, Arabian
Gulf; BILL SNORGRASS
I. D. C., Libya



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CLYDE WITTE, Sundown, Texas;
all with Great Western Drilling Co.

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left, ROBERTO MARTINEZ
both with Ecopetrol
El Centro, Colombia

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all with Shell Oil Co.,
Midland, Texas



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Foundry & Machine Co., Lufkin
Texas; PAUL TALLEY, Mobil
Oil Co., Dallas, Texas

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Texas; EDD E. TURNER, JR.
Houston, Texas; both
with Tidewater Oil Co.

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Lufkin Foundry & Machine Co., Lufkin, Texas
R. H. LOWREY, Cities Service Oil Co., Lindsay

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Estevan, Sask., Canada, both
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RAYMOND GAHAN, Union Texas Petro-
leum Corp., Oklahoma City, Oklahoma

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& Machine Co., Tulsa, Oklahoma; JACK HERRING,
Marathon Oil Co., Houston, Texas



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British American Oil Co., Ltd.; DON LANG
Milchem Canada Ltd., both in Edmonton, Alberta

BOB HUTTON, left,
BILL MONTGOMERY, both
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Oil Co., Odessa, Texas

BOB MARTIN, left, AMF
Tuboscope, Houston, Texas
SAM H. MILLER, Gulf Oil
Corp., Jackson, Mississippi

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NEAL McCASKILL, both with
Atlantic-Richfield
Oil Co., Midland, Texas

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New Mexico; JOHN ALBRIGHT,
Bartlesville, Oklahoma
both with Cities Service Oil Co.

HUGH RILEY, Cities
Service Oil Co., Oklahoma
City, Oklahoma;
and MRS. RILEY

VICTOR L. SWINNEY
Phillips Petroleum Co.
Morical, Venezuela;
and MRS. SWINNEY





HOMER ROSWELL, left; H. A. BRIDWELL, both with Cities Service Oil Co. Bartlesville, Oklahoma



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JACK RUSSELL, left Long Beach, California WADE MORIARTY, Denver, Colorado; both with Mobil Oil Co.



JIM HUTCHINSON, left VIRGIL HUGHEY, both with Cities Service Oil Co. El Dorado, Kansas

Oil Show shots



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MRS. EARL KNOWLES, and EARL KNOWLES, Gulf Oil Corp. Oklahoma City, Oklahoma



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JACK GRAY Atlantic Refining Co. Duncan, Oklahoma and MRS. GRAY



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SCOTT KRAEMER, left, Houston, Texas; O. D. GAITHER, Lake Charles, Louisiana; both with Pan American Petroleum Corp.

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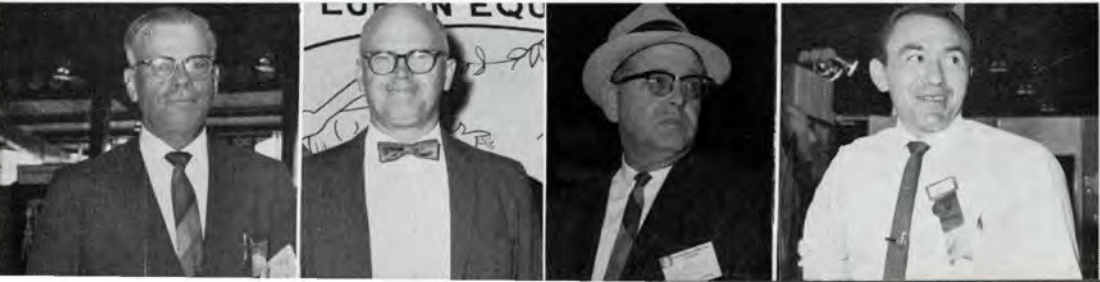
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JIMMY WARD
Michel T. Halbouty
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Houston; **H. P. SHACKELFORD**
DICK WHITE, both in Oklahoma City,
Oklahoma; all with Tidewater Oil Co.



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Batman, Turkey; **MELI GENGA**, Ankara,
Turkey; both with Turkey Petrolleri,
A.O.; **KUTBI YUCESUMBUL**, Opalit Commercial
& Industrial Co., Ltd., Ankara



SAM N. DEWITT
Core Lab
Dallas, Texas

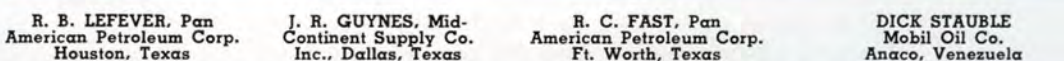
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Marathon Oil Co.
Findlay, Ohio

M. M. HALDERSON
Phillips Petroleum Co.
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GEORGE O'NEIL, Pan
American Petroleum Corp.
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Med., Ind., Ankara, Turkey; **ROBERT GIBBS**
Lufkin Foundry & Machine Co., New York City



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Houston, Texas

J. R. GUYNES, Mid-
Continent Supply Co.
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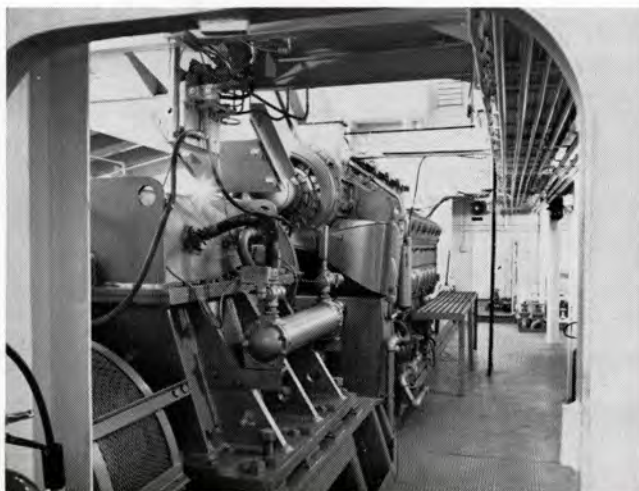
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American Petroleum Corp.
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DICK STAUBLE
Mobil Oil Co.
Anaco, Venezuela

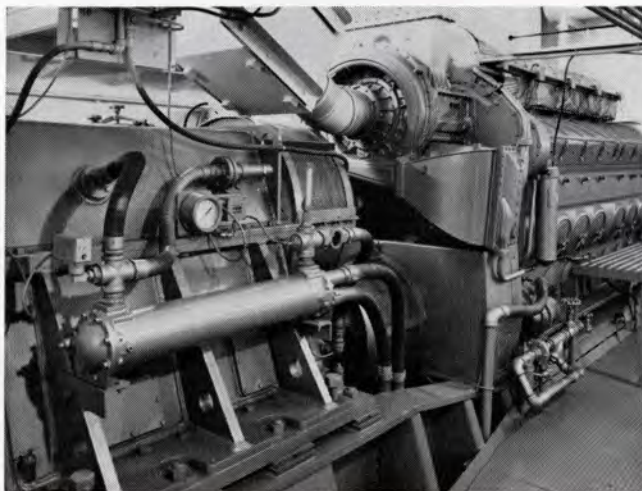


M/V CITY OF ST. LOUIS built by St. Louis Shipbuilding for Nilo Barge Lines, Inc. It is powered by two General Motors 16-645-E5 Engines and two Lufkin Model RHSQ 3624 Reverse-Reduction Gears

CITY OF ST. LOUIS



LOOKING forward at the Port Reduction Gear and General Motors Engine



THIS scene shows the Port Reduction Gear and General Motors Engine with the Reverse-Reduction Lufkin Gear Model RHSQ 3624 with Fawick 28VC1000 clutches, left, and Engine Model 16-645-E5, right. Rating 2500 SHP at 800 RPM

THE powerful new towboat M.V. "City of St. Louis" recently entered the service of Nilo Barge Line, Inc. Designed and built by St. Louis Shipbuilding, the 5000 HP "City of St. Louis" incorporates the latest marine technological advances in its Hydrodyne Hull and monitoring equipment.

The "City of St. Louis" hull is 164 feet by 40 feet by 11 feet with normal draft of eight feet. The hull is heavily framed longitudinally and transversely with the aft deck raised to provide additional strength to the stern. Bottom plating is 7/16" thick, side plating is 3/8" with 1/2" bilge knuckles, 5/8" headlog and 3/4" plate in way of the tunnels. The vessel is classed +A1 for river service by the American Bureau of Shipping.

Propulsion power is furnished by two General Motors Model 16-645-E5 marine Diesel engines, each developing 2500 HP at 800 RPM through LUFKIN Model RHSQ 3624 horizontal offset reverse reduction gears with Fawick 28VC1000 clutches providing 196 RPM ahead. Fuel capacity is 116,800 gallons.

The propellers are stainless steel, 109" diameter, 4-blade, turning in stainless steel-lined Kort Nozzles. The stern struts are located aft of the wheels, and spherical roller bearings are used as strut, stern tube and steady rest bearings.



The main engines are cooled with clear water circulated through a St. Louis Ship-designed skin cooling system. The engines are started from the engine room only, but the engines and clutches are controlled from the pilothouse by means of Westinghouse Air Brake pneumatic control equipment. A control console is also located in the engine room.

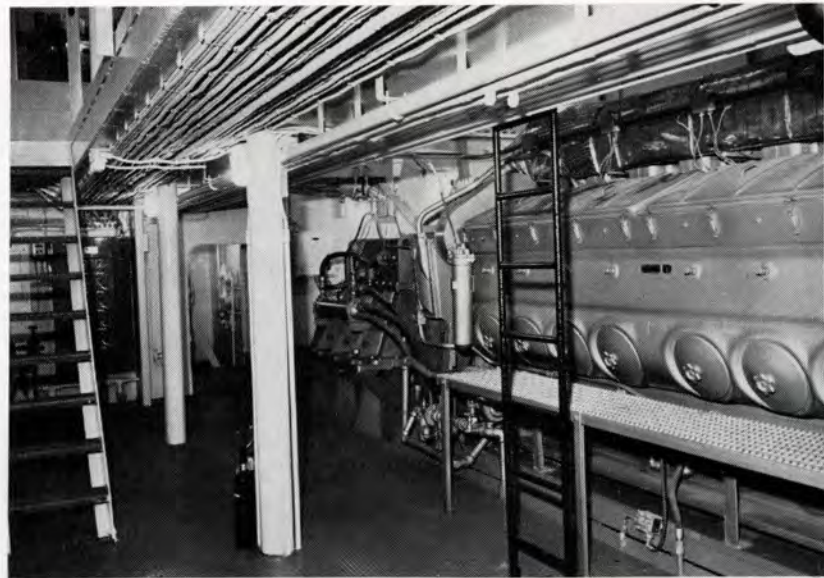
In addition to the conventional Engine Room gaugeboards installed on all towboats, the "City of St. Louis" is equipped with a monitoring system which features an alarm panel in the pilothouse, engine room and Chief Engineer's stateroom.

One Schoellhorn-Albrecht motor-driven double-barreled capstan and two Beebe Model 91 motor-driven winches are installed forward. A king post with two electric hoists is located aft to facilitate handling of rudders and propellers and to launch the vessel's work boat.

The towing knees, forward corners and headlog are faced with one-inch steel plate. Double concrete-filled steel fenders extend full length on the sides.

The pilothouse is large and is raised to make the pilot's eye level about 30 feet above water level.

Navigating equipment includes a Decca Model 7219 Radar, R.C.A. swing indicator, Raytheon Fathometer, DuKane Intercom system, and a



LOOKING aft at the Port Reduction Gear and General Motors Engine

Lorain Model MM-12 Radio Telephone.

Two 10-inch, 45 Amp. Carlisle & Finch are searchlights and a Kahlenberg 8-inch Model Q3 air whistle are located atop the pilothouse. Four 300-watt floodlights illuminate work areas at forward and aft decks.

The M. V. "City of St. Louis" is an outstanding boat in every respect.

TULSA Oil



BUD WALTS
Sinclair Oil & Gas Co.
Tulsa, Oklahoma

J. D. STECKLEY, left, MARTIN SINAL, both with Triad Oil, Ltd., Calgary, Alberta, Canada

TERRY HALPEN
Sun Oil Co., Calgary
Alberta, Canada

J. D. RICHARDS, Gulf Oil Corp., Amarillo, Texas



JOHN ALDERMAN
Edwin L. Cox
Dallas, Texas

Left to right: **F. E. ROBOCH**, Sinclair Canada Oil Co., **ROY LILLEY**, Lufkin Machine Co., Ltd., **K. NUGIS**, Eskimo Oil Co.; all in Edmonton, Alberta, Canada

RUSSELL HEMPHILL
Cities Service Oil Co.
Lindsay, Oklahoma



ERIC J. CONNOR, left, Calgary, Alberta, Canada; **PETER PECHARSKY**, Fort St. John, B. C., Canada both with Union Oil Co. of Canada

Left to right: **C. R. SMITH, J. C. McCLURE**, both with Cities Service Oil Co., Bartlesville, Oklahoma



L. W. REYNOLDS
Pan American Petroleum Corp.
Brownfield, Texas

Left to right: **E. C. CASON** Abilene, Texas; **J. D. BROWN, JR.** MEL PYEATT, Gladewater, Texas; all with General American Oil Co. of Texas

A. W. WOOD
Monsanto Company
Midland, Texas



DOUG HENLEY
Union Oil Co. of California, Long Beach, California

Left to right: **D. T. MAST**, Lafayette, Louisiana; **C. H. CLAWSON, F. R. SCHROEDER** both in Shreveport, Louisiana; all with Union Producing Co.



Left to right: **M. W. (BUD) WILLIAMS** Central-Del Rio Oils, Ltd., Weyburn, Sask., Canada; **L. A. LITTLE**, Lufkin Foundry & Machine Co., Lufkin, Texas; **MILO GROHN**, Central-Del Rio Oils, Ltd., Calgary, Alberta, Canada

Left to right: **JOHN HERASIMCHUK**, Lufkin Foundry & Machine Co., Talara, Peru; **CARLOS HIDALGO**, International Petroleum Co. Lima, Peru; **MIKE ROBERTSON**, Offshore Drilling Supplies, Ltd., Lowestoft, England



Left to right: **OTTO GROUNDS** Dowell, Pauls Valley, Oklahoma; **JOE MEECH** Ada, Oklahoma; **CHELL JACKSON**, Ardmore, Oklahoma; both with Kingery Drilling Co.

JOE C. KELLER
Bradley Prod. Corp.
Tulsa, Oklahoma



R. B. HUGHES
Phillips Petroleum Co.
Bartlesville, Oklahoma

MARTIN TALLEY
Brown & Root
Houston, Texas

TOM LANE, Sinclair Oil & Gas Co., Lindsey, Oklahoma
MRS. LANE and their children



Left to right: **THOMAS H. RINEHART, WILBUR R. WHITE**, both with Cities Service Oil Co., Wichita Falls, Texas; **O. V. RINEHART**, Panhandle Eastern Pipeline Co., Liberal, Kansas

E. O. VASELKA, left, Union Producing Co., Corpus Christi, Texas; **T. L. BOWERS** Lufkin Foundry & Machine Co. Houston, Texas

GEORGE JACKSON
left, **W. B. CURRY**
both with Edwin L. Cox
Healdton, Oklahoma

JOHN D. FREEMAN, JR., left
British American Oil Prod. Co.
Sterling, Colorado; **BILL MINER**, Lufkin Foundry & Machine Co., Houston, Texas

W. P. GRAVES
Marathon Oil Co.
Houston, Texas



Left to right: **CLYDE THOMPSON**, Phillips Petroleum Co., Bartlesville, Oklahoma
JOHN METTAUFER, Lufkin Foundry & Machine Co., Oklahoma City, Oklahoma; **R. GORISHEK** Phillips Petroleum Co., Bartlesville

DON A. MILLER, left
CARL D. ALRICH, both with Phillips Petroleum Co., Oklahoma City, Oklahoma

ROY GOULD, Sohio Petroleum Co., Midland, Texas; MRS. GOULD and children



MR. AND MRS. W. N. LITTLE Norman, Oklahoma



N. CLARK, Skelly Oil Co., Edmonton, Alberta, Canada



HANK BOLLIG Borger, Texas

Show *continued*



Left to right: C. B. MILLS, GENE STEELE, Houston, Texas JOHN CATLIN, Eldorado, Arkansas all with Monsanto Company



GABE DOHY, Canada Cities Service Petroleum Corp. Calgary, Alberta, Canada



L. P. KANE, Pan American Petroleum Corp. Edmonton, Alberta, Canada



A. BOR, Canadian Fina Oil Company, Ltd., Calgary, Alberta, Canada



A. T. SLAGLE Phillips Petroleum Co. Great Bend, Kansas



Left to right: R. B. WILKINS, American Petrofina Co. of Texas, Dallas, Texas JOE P. BYRD, Lufkin Foundry & Machine Co. Lufkin, Texas; W. BRUCE BLEAKLEY Oil & Gas Journal, Tulsa, Oklahoma



BUFORD NEELY Shell Oil Co. Houston, Texas



Left to right: H. MARK KRAUSE, JR., Humble Oil & Ref. Co., Houston, Texas; L. A. LITTLE, Lufkin Foundry & Machine Co., Lufkin, Texas; JOE B. ALFORD Society of Petroleum Engineers, Dallas, Texas



J. E. EMBRY Cities Service Oil Co., Bartlesville, Oklahoma



Left to right: TOM S. CAMPBELL Cactus Drilling Co., Midland, Texas; PAT McDONALD, and H. O. CARTER, Tulsa, Oklahoma



BENNIE FRANKS Sun Oil Company Colorado City, Texas



Left to right: M. D. GISH, Phillips Petroleum Co., Phillips, Texas; CHARLES C. DYER, Lufkin Foundry & Machine Co., Tulsa, Oklahoma; S. I. BETZER, Phillips Petroleum Co., Borger, Texas



Left to right: J. M. FAGER Velma, Oklahoma; P. P. SCOTT Marlon, Oklahoma; J. D. NEWMAN Velma; all with Skelly Oil Co.



Left to right: DICK WOMACK, Pan American Petroleum Corp., Ft. Worth, Texas; JOHN METTAUER, Lufkin Foundry & Machine Co., Oklahoma City, Oklahoma BOB PAYNE, Longhorn Supply, Oklahoma City



BRAD ROOT, left W. F. ROOT, Phillips Petroleum Co. Pauls Valley, Oklahoma



Left to right: H. H. WIGINTON, Longview, Texas; A. D. DOBBS, Houston, Texas GORDON T. LEPLEY, Tyler, Texas all with Atlantic-Richfield Oil Co.



BILL HERBERT, left, Lufkin Foundry & Machine Co., Houston, Texas; JOHN ELLIS, Texaco, Inc., Tulsa, Oklahoma



Left to right: RAY BENSON, American International, Oklahoma City, Oklahoma OSCAR SECCO, Pan American Argentina Oil Co., Comodoro Rivadavia, Argentina; JAMES PAYNE, JR., American International, The Hague, Holland

Left to right: R. D. COOK C & D Contractor, Tulsa, Oklahoma MRS. COOK; BILL COOK, Kewanee Oil Co. Shidler, Oklahoma and MRS. BILL COOK

Left to right: FRED GRIFFIN, Lufkin Foundry & Machine Co., Lufkin, Texas; TOM SMALLING Colombian Petroleum Co., Tibu, Colombia DOUG PATTON, Lufkin Foundry, Lufkin

MRS. HARRY LAMBRICH, and HARRY LAMBRICH Kewanee Oil Co. Tulsa, Oklahoma





HOME offices of Henderson Clay Products Company, Henderson, Texas.



HOMER BRYCE, President, Henderson Clay Products

By VIRGINIA R. ALLEN

AMID the gently rolling, pine-forested hills of East Texas lies the 10,000-populated town of Henderson in Rusk County, whose chief claim to fame before 1946 was its oil production. Today, this fame is divided between oil and brick-making and the Henderson Clay Products Company is responsible for fanning this fame from coast to coast and border to border.

The bricks that come from this plant are not just the red, dusty brown or a shade between bricks that are common throughout the world. Henderson is blessed with an ample supply of the rare white-burning clay deposits that result in prized new shades of charcoal gray, white velour, smooth gray, rock and antique sand faces which are decorating cities with bright colors.

Many well known buildings have been constructed from Henderson Clay Products brick including the initial U.S. Air Force Academy complex near Colorado Springs, Colorado, new division plants and offices in the Dallas area constructed by RCA, Goodyear, General Electric, Dow Chemical and U.S. Rubber Company; the Great Lakes Naval Hospital, Ben Taub Hospital in Houston and countless others.

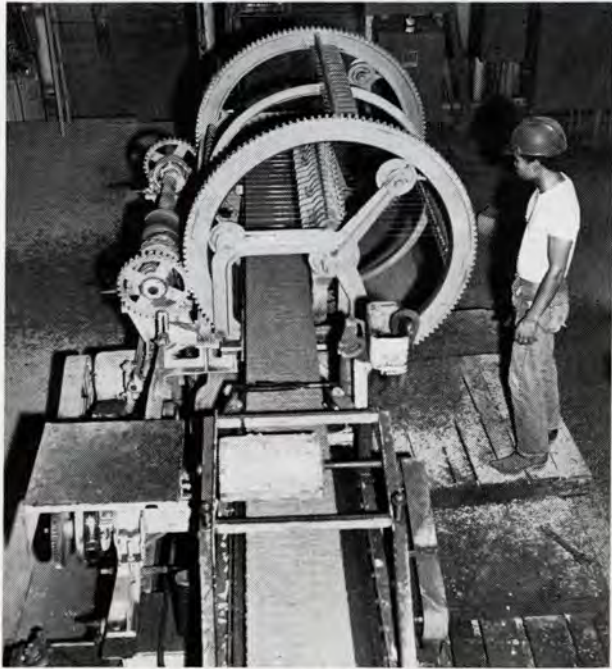
MOTHER

This brick company did not just happen. It is the result of frustrating birth pains, many pain-taking years of endless work and tenacious holding-on to a dream.

It began back in the early 40's when the town fathers began to look for industry to come to Henderson. One of these civic-minded citizens was Homer Bryce, owner of a successful restaurant which had been the unofficial meeting place of all Henderson for 18 years. This group of men took inventory of the natural resources of the area sur-

J. E. JIMMERSON, plant superintendent, discusses production with LUKE GRESHAM, assistant general manager





AN extruded plastic clay column enters the cutter which is a series of tightly stretched piano wires



HACKERS are transferring unfired brick to kiln cars. This is only one of two times that brick are handled by hand

NATURE'S *BONANZA*

rounding Henderson and found the vast amount of clay deposits throughout the county. They conceived the idea of building a brick plant.

Bryce came up with the suggestion that a list be made of 25 men who would be willing to give \$100 each to be used for testing the raw materials to determine the feasibility of a brick plant. If such a plant proved feasible, then these men would be asked to invest an addition \$4900. The first 20 men contacted readily agreed to the proposed investment and since that was all the money needed for the project to get underway, they stopped at 20.

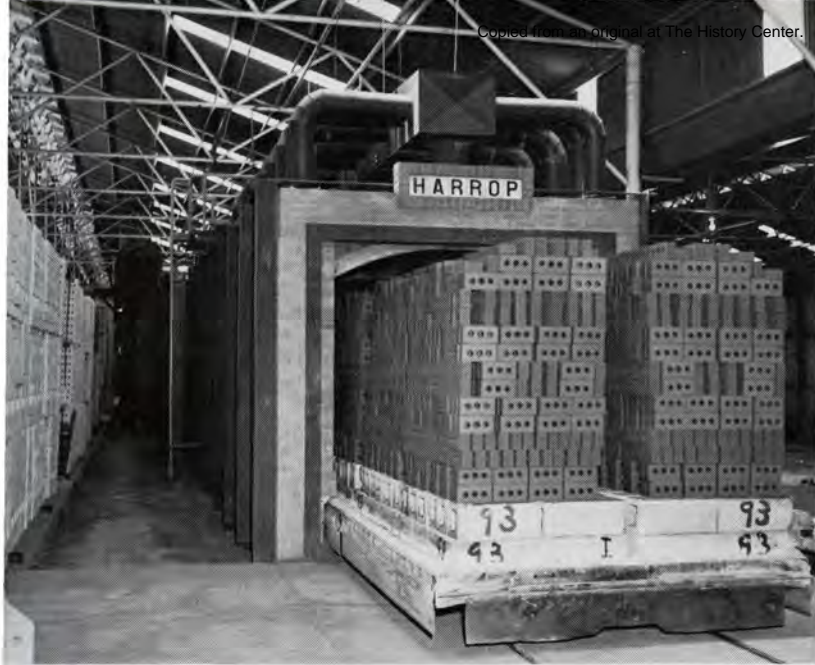
In 1946, Henderson Clay Products was incorporated at \$100,000. Today, the plant is valued at more than \$10,000,000. When the first brick was manufactured in the Spring, 1947, there were 30 employees; today just under 400 are on the payroll.

Responsible in great measure for the success of this company is Homer Bryce, president and general manager. One of the initial stockholders and directors of the company, Bryce's enthusiasm, un-

tiring efforts and zeal and ambition to learn everything about the brick-making business were the difference between success and failure for the fledgling company during its formative years from 1946-51.

In 1951, he was persuaded to sell his popular restaurant and devote his full energies to the company and he was made General Manager as well as Secretary-Treasurer. Under his leadership the plant was modernized and enlarged in 1953-54 and again in 1959-60 and 1963. In 1962, he was elected to his present position as President and General Manager. Today Henderson Clay Products is one of the nation's largest producers of white and gray brick.

Uniformity of production is the key word characterizing Henderson Clay Products operations. From the abundant white burning deposits in Rusk County, fine quality clays are carefully stripped from the earth by dragline operators who are trained brick clay technicians. Exacting detail is demanded from the time the fine quality clay



BURNED brick in a continuous stream are coming from exit end of one of the three 450-foot tunnel kilns.



J. E. JIMMERSON checks instrument readings in the central tunnel kiln control room.

leaves the pits until finished bricks of precise dimensions and unique quality are loaded mechanically on trucks and rail cars for shipment. Great care is taken in the initial process to gather only the clay sought and leave other soils undisturbed.

In the making of bricks the blending department is the most intricate process because extreme care must be exercised in adding proper proportions to produce exactness of color and size and still maintain essential ingredients needed to make a highly durable product.

Grog, a brick ingredient which is rock-like, is also produced at the plant and added to the raw material in proper amount. It is derived by burning at high temperature a certain type clay. This is accomplished in a huge rotating cylinder, which spits the gray lumps into a huge pile. Grog, blended with the raw clay, assures highly durable and attractive brick.

The raw product is screened meticulously and protected from mixture with other elements as if it were a food for human consumption. The mixture of clay, grog and other ingredients moves into the brick manufacturing department, where water in a measured amount sprays into it.

A Pug Mill rolls and kneads the water and clay into an intimate mixture by means of huge knives fastened to a rotating shaft. The mixture, now plastic in form and appearance, is squeezed through a shaping die into one compartment known as the vacuum Pug Mill. That section is an airtight chamber which draws off all air as the knives spin and creates a dense, plastic mass of brick mix.

The clay mix is pushed through the die at tremendous pressure by an auger and becomes a continuous rectangular column. The column moves under a brick cutter which automatically cuts precision brick shapes by means of a series of tightly stretched piano wires at the rate of some 35,000 bricks an hour.

The bricks are touched by human hand twice during the entire manufacturing process. As the line of wet bricks moves along a conveyor belt, workmen pick them up and stack them on a rail car in a manner which leaves each brick open to maximum heat later.

The kiln car holds some 3,520 bricks as it moves into green storage and into the tunnel dryers for the first heat bath, which is a slow process designed to remove all water or plasticity out of the wet shapes. This process requires 36 hours.

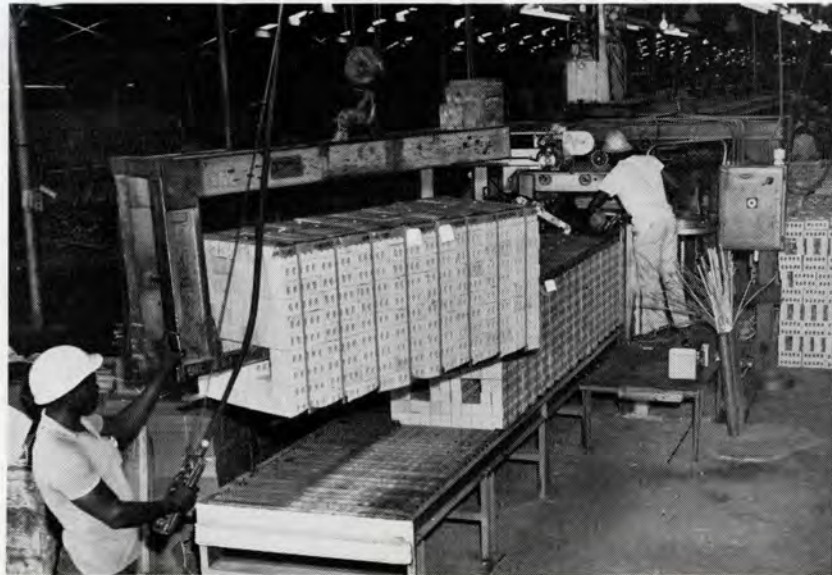
From the Dryers, the bricks move into tunnel kilns for final baths of extreme heat. Degrees of temperature gradually build up in the kilns to insure uniformity of burning and to slowly but surely cause pyro-chemical changes aimed at creating an ultra-hard product with a belltone ring characteristic of high-quality bricks.

Bricks enter the kiln under some 500 degrees of temperature and progress slowly until they reach the firing zone, where the rail car turns red hot under 2150 degrees.

The bricks move out of the firing zone at a gradual rate also until they emerge as finished



ARCH RETIG, purchasing agent, examines an incoming modern packaging machine



THESE bricks coming from a modern packaging machine are ready for delivery to customers

products ready for shipping.

The manufacturing facilities of Henderson Clay Products is housed under a single roof which covers 10 acres. Nearly a million dollars has been invested in electronic equipment which controls raw material measuring, temperatures, and blending for maximum uniformity.

Homer Bryce attributes the firm's success to the high-quality white burning clay found in Rusk County, the favorable location of the plant for shipping to all parts of the nation, and the company staff and employees who constantly remember that quality and uniformity of production are the

keys to successful brick-making.

Other officers of the company include A. G. Jones, chairman of the Board; Walter Smith, vice president; Fred M. Hale, vice president; Luke Gresham, vice president in charge of production; Dale Wallace, vice president in charge of sales; and Landon Alford, secretary-treasurer. Other directors of the Company are D. S. Johnson, O. B. Crawford, T. J. Plunkett and Jewel Howard.

Lufkin is proud to have been associated with Henderson Clay Products since its beginning and hopes to be a part of its continued growth and progress.



A PORTION of Henderson Clay Products Company's truck and trailer fleet composed entirely of LUFKIN trailers



JOE MARSHALL, left, Lufkin Trailers, San Antonio, Texas. T. V. (BILL) Hope, Southwest Texas Farm & Ranch Supply, Devine, Texas



WILBUR SCOTT,
Baton Rouge,
Louisiana



C. M. BROWNLEE,
Olin Mathieson Corp.,
W. Monroe, Louisiana



BOBBY KINCHEM,
A.S.A. Truck Line, Inc.,
Jackson, Mississippi



J. E. GODFREY,
Winnsboro,
Louisiana



C. D. MAGEE,
Winnsboro,
Louisiana



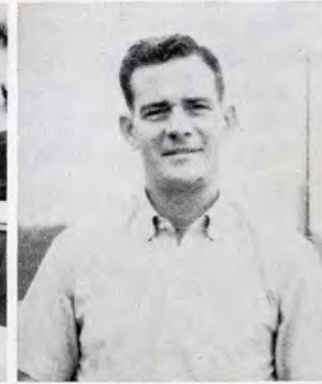
CHARLEY NEAL,
Princeville Canning Co.,
St. Francisville, Louisiana



R. B. WILLIAMS,
Ruston,
Louisiana



BILL McCARTNEY,
Mangham,
Louisiana



BOBBY ANDERSON,
Carthage,
Texas



FLOYD A. ELLIS,
Rite Care Poultry Co., Inc.,
Logansport, Louisiana

GLENN NUTT,
Rite Care Poultry Co., Inc.,
Logansport, Louisiana

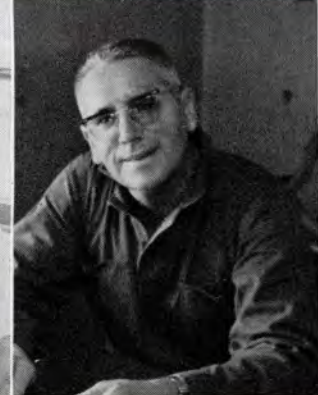
JOE CHAPMAN,
Devin Leasing Co.,
Jackson, Mississippi

HELLY WILSON,
Wilson Buick Co.,
Malvern, Arkansas

W. H. ALLEN,
A.S.A. Truck Line, Inc.,
Jackson, Mississippi

W. R. (RALPH) MILLIRON,
Milliron Engineering,
Pampa, Texas





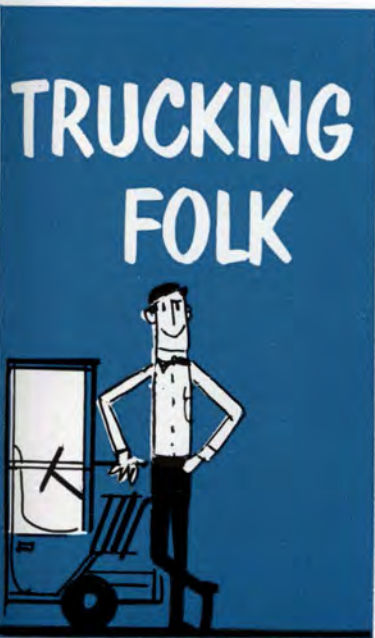
MILO CARLSON,
Carlson & Craduck Construction Co.,
Pampa, Texas

E. M. (BOB) KELLER,
E. M. Keller & Co., Inc.,
Pampa, Texas

FERRELL YEARWOOD,
McCathren, Inc.,
Pampa, Texas

W. W. BARNETT,
Henderson,
Texas

M. D. SNIDER,
M. D. Snider Oilfield Hauling,
Pampa, Texas



Left to right: **PAUL CAPLINGER, E. L. (JIGGS) FREE,**
JAMES PROCELL, BILL BAKER, HENRY POWERS,
all with Melton Truck Line, Shreveport, Louisiana

CHARLIE HODGES,
C & M Equipment Co.,
Carthage, Texas



ROBERT MAGALETTA,
Sanroe, Inc.,
New Orleans, Louisiana



W. T. BULLARD,
Alamogordo,
New Mexico



HARVEY SPARKMAN,
Roswell,
New Mexico



DUNCAN McRAE, JR.,
Melton Truck Line,
Shreveport, Louisiana



BOB CHAPMAN,
Archibald,
Louisiana

C. G. SHANKLE,
Shankle Wholesale Florist,
Lafayette, Louisiana



EARL BAREMORE, JR.,
Pelican Trucking Co.,
Shreveport, Louisiana



DEWELL HOSKINS,
Hoskins Truck Service,
Malvern, Arkansas



J. C. SEARCEY, JR.,
A.S.A. Truck Line, Inc.,
Jackson, Mississippi





A squaw and her papoose were standing on the platform at a prairie village when the train pulled in. A lady passenger traveling from the East pointed her finger at the papoose and inquired:

"Him Injun?"

"Him part Injun, part engineer," replied the squaw.

Wolfe: "Will you have breakfast with me tomorrow morning?"

She: "I would love to."

Wolfe: "Shall I phone you or nudge you?"

Did you know that a bachelor's bedroom is a wildlife sanctuary?

Uncle Mart says: "I don't feel no older at seventy than I did at twenty. The only difference is it takes me all night now to do what I used to do all night."

Moe: "How's business?"

Joe: "Just like sex!"

Moe: "What do you mean, just like sex?"

Joe: "When it's good it's wonderful and even when it's bad it's still pretty good."

A proposal is a proposition that has lost its nerve.

"We had a drinking competition at the club last night, dear."

"So I gathered. Who placed second?"

An American resident in Hong Kong remonstrated with her house-boy for taking her linen into her bedroom without knocking.

"That's all right, Missy," he assured her. "Every time come, lookee through keyhole. Nothing on, no come in."

Typographical error in a college paper: "Coach Murphey is again active on the gridiron after having been laid up several days with a bad coed?"

The oldest man in the small community, always something of a prude, was addressing the local Boy Scouts. After a long speech about honesty, decency, etc., he said:

"Boys let me tell you this. I have never taken a drink. I have never smoked a cigaret. I have never gone to bed after 10 p.m. I have never left the table overfull. I have never looked at another woman but my wife. And you know what? Tomorrow I'll celebrate my 87th birthday?"

There was a long pause, then a voice from the back asked, "How?"

The modest Texan was in a New York bar, hoisting a few, when he was approached by a young lady, who asked him to dance. He modestly said, "I'm no Fred Astaire, but I'll dance."

While dancing she hinted, "Will you buy me a drink?" He replied. "I'm no Rockefeller, but I'll buy."

After downing several drinks, she demurely suggested, "How about coming up to my apartment for awhile?" He replied, "I'm no Valentino, but I'll go."

They left for her apartment, and after spending some time there, he proceeded to put on his coat to leave. She looked up at him and said, "Hey, wait a minute. How about some money?" The Texan looked at her and exclaimed, "Well, I'm no gigolo, but I'll take it."

When I'm wearing strapless things
Instead of buttons & bows.
I notice that my boy friends
Are always on their toes.

If a man can't see why a girl wears a strapless gown, she shouldn't.

The weird scientist looked over reports on his life-preserving tonic. "Hm m m m," he mused, "I see where my elixir has had its first failure—a 98-year-old woman.

"Ahhh, but what's this? They saved the baby!"

The big reason for the decline of office parties is that it's no fun to kiss a computer.

A wanton young lady from
Wimley,
Reproached for not acting primly,
Answered, "Heavens above,
I know sex isn't love,
But it's such an attractive
facsimile."

It is said that some Yankee girls count on their fingers but most Southern lassies count on their legs.

An old gentleman past 60 was telling his son about his desire to marry a certain beautiful young woman in her middle 20's who had accepted his proposal of marriage.

"But Dad, are you sure you can meet the requirement of marriage to a young woman?" the son asked.

His father assured him that he could, but just to ease his son's concern, he agreed to see a physician for a check-up.

He returned to his son's house walking very proud and straight, with a wide smile on his face.

"You have nothing to worry about, my boy. The doctor said I was in tip-top shape," he announced happily. "By the way, son, how many times a week is semi-annually?"

A geologist can look at a platinum blonde and tell virgin metal from common ore.

"In my town," said the lovely young lady, "it is considered unlucky for a girl to wear cotton stockings."

"Why," asked her friends, "what happens?"

"Nothing."

Sex appeal is 50% what you've got—and 50% what people think you've got.

Some girls are too underdeveloped to be over-exposed.

**BUY
LUFKIN**
*...BUY
Dependability*



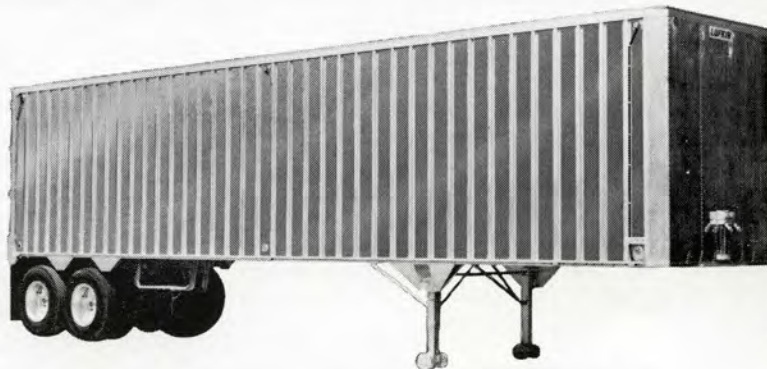
**LUFKIN
U-2**

**A U-2 For Every Hauling Need
DRY OR REFRIGERATED**



LUFKIN DOUBLES

**PAIRED FOR GREATER PAYLOAD PROFITS
THE FINEST ON THE ROAD**



**LUFKIN'S NEW
EXTERIOR POST**

**New Exterior Post Van
Furnished in Dry Freight
Van and Open Top.**

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Division of
LUFKIN FOUNDRY & MACHINE COMPANY
LUFKIN, TEXAS

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MEMPHIS • JACKSON, MISS. • OKLAHOMA CITY • SHREVEPORT
BIRMINGHAM, ALA. • ATLANTA, GA.

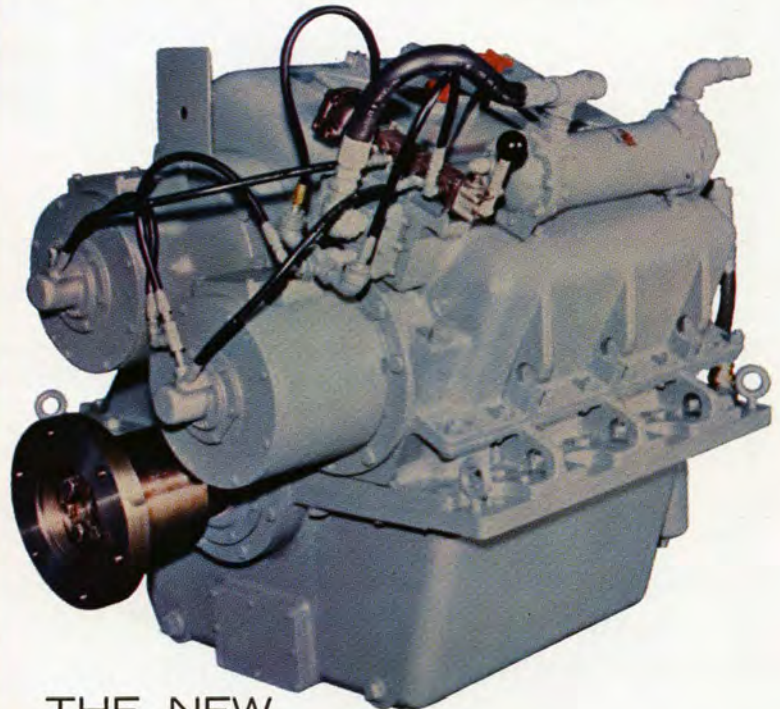
LUFKIN HAS THE KNOW-HOW

AND THE WHEREWITH TO PROVIDE THE FINEST GEARS AVAILABLE!

OVER 40 YEARS
EXPERIENCE IN
DESIGNING AND
MANUFACTURING

PLUS THE BIGGEST
AND MOST MODERN
GEAR PLANT
IN THE SOUTH!

In addition to a complete line of speed reducers, speed increasers, and marine propulsion gears, Lufkin offers all types of special drives and expert assistance in solving unusual and difficult gear problems.



THE NEW

LUFKIN ROS-1612

MARINE PROPULSION GEAR
FEATURING:

Heavy cast iron housing, forward and reverse Rockford hydraulic clutches, and pneumatically actuated controls. Available in 6 different ratios and ratings from 780 H.P. at 2100 RPM with 5.96:1 reduction to 1020 H.P. at 1200 RPM with 3.45:1 reduction.



YOU CAN
RELAX WHEN
IT'S LUFKIN
EQUIPPED

ANOTHER EXAMPLE
OF FINE
GEAR CRAFTSMANSHIP



LUFKIN GEAR

Division of:
LUFKIN FOUNDRY & MACHINE COMPANY
Plant and General Offices, LUFKIN, TEXAS