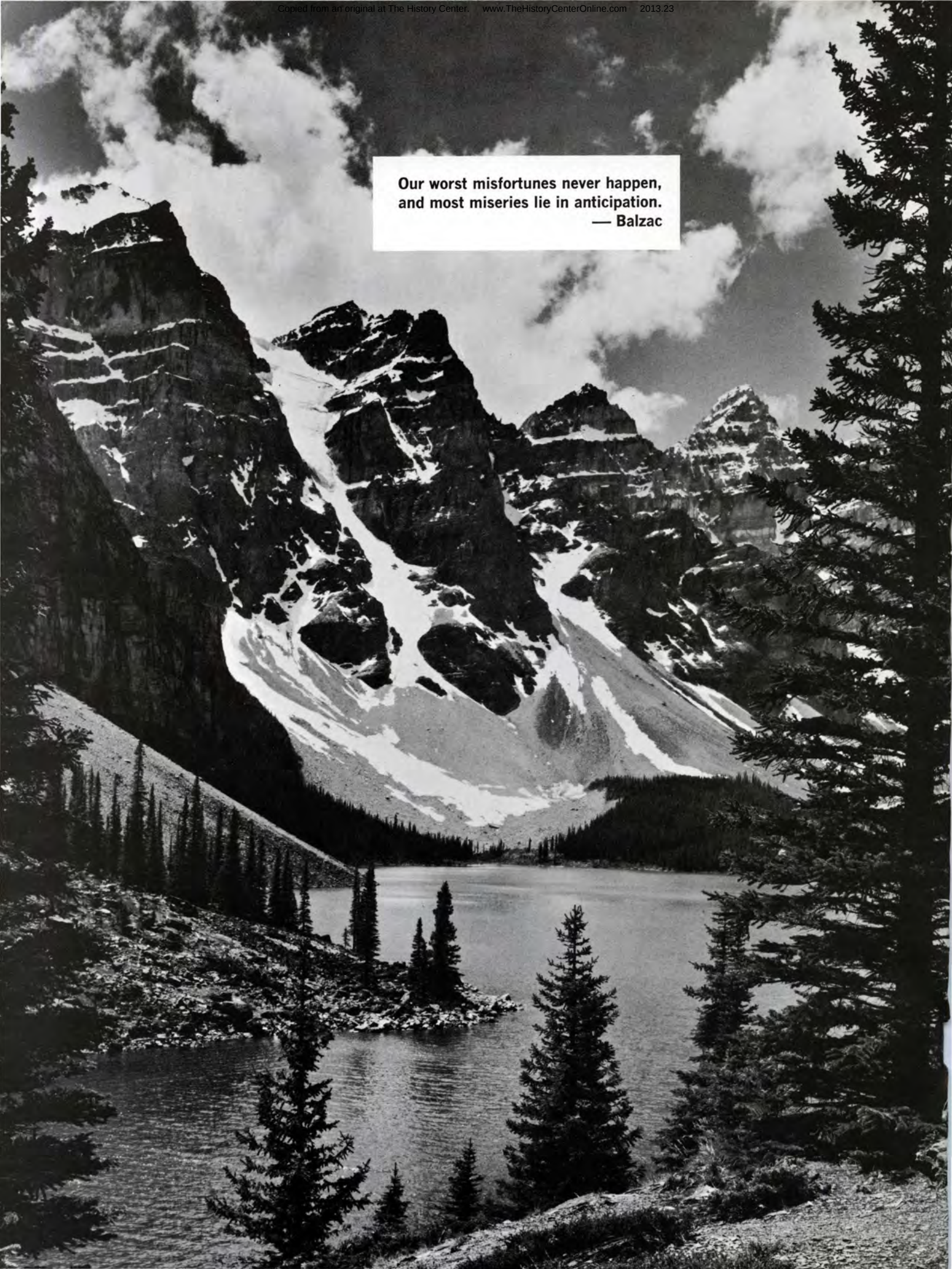




THE *Luffkin* **LINE**

SEPTEMBER-OCTOBER • 1967

Our worst misfortunes never happen,
and most miseries lie in anticipation.
— Balzac



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THE Lufkin LINE

SEPTEMBER • OCTOBER, 1967
Volume 42 Number 5

*Published to promote friendship and good will with its customers
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LUFKIN FOUNDRY AND MACHINE COMPANY, LUFKIN, TEXAS*
Virginia R. Allen, Editor

CANADIAN DIVISION ISSUE

OREGON'S WALLOWA WONDERLAND—Ralph Friedman	4
SNAPSHOTS BY THE LUFKIN CAMERAMAN	8
LUFKIN INSTALLATIONS	12
MALLETTE BROS. TRUCK LINE, INC.	14
HERE & THERE AMONG TRUCKING FOLK	15
VANCOUVER—MAPLE LEAF METROPOLIS—Tom Burrier	16
CENTRAL PLANTS, INC.	19
GEAR INDUSTRY SNAPSHOTS	20
LET'S LAUGH	22

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OPPOSITE PAGE: Valley of the Ten Peaks from Moraine Lake, Banff National
Park, Alberta —Photo by Gene Ahrens, New Milford, N. J.



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WALLOWA Lake is noted for its excellent fishing, water skiing and swimming. Nearby are picnic and camping areas



WHEN only Indians lived in the Far West, Wallowa Lake in northeastern Oregon was in the center of the realm of the Nez Perce Indians whose tribal villages were near its shores

By RALPH FRIEDMAN

HIGH in the northeastern section of Oregon is an alpine setting so Swiss-like in its towering mountains and frosted lakes that it has been aptly named "Oregon's Switzerland." Some visitors to the area are more ecstatic. They call this region "America's Switzerland."

This pristine, rugged wilderness has still another name, the "Wallowa Wonderland," for the protected heart of this expanse is the half-moon-shaped Wallowa mountain range, 80 miles long and 25 miles at its widest.

For most people, the gateway to this wonderland is sky-blue Wallowa Lake, a captivating body of water in an area famous for beautiful lakes. Many people do not go beyond this point, for the lake and just the sight of the blazing white peaks nearby are compensation enough for the long journey.

Wallowa Lake, which is five miles south of Joseph—which has the stagecoach trappings of a leathery cow town—can be reached from La Grande, on Int. 80 N., by taking Oregon 82 north, east and then south. Or, the lake can be reached from Lewiston, Idaho, on Oregon 3.

A third way, from Walla Walla, Washington, is to drive south to Weston, Oregon, then east to Elgin, Enterprise and Joseph. From whichever

OREGON'S WALLOWA Wonderland...

point—La Grande, Lewiston or Walla Walla—the drive to the lake should take no more than two hours.

The lake, considered by many geologists as the finest example of a glacially-formed lake in the West, is the largest of 60 mountain-fringed lakes filled with trout. At an elevation of 4,000 feet, Wallowa Lake is dwarfed by snow-capped mountains brooding over it. The two largest, and grandest, are Sacajawea Peak, named for the Indian woman who guided the Lewis and Clark Expedition through the Shoshone country, and the mighty



ICE Lake, one of many gem-like pools in the Wallowa Mountains, is accessible by pack trip from near Wallowa Lake

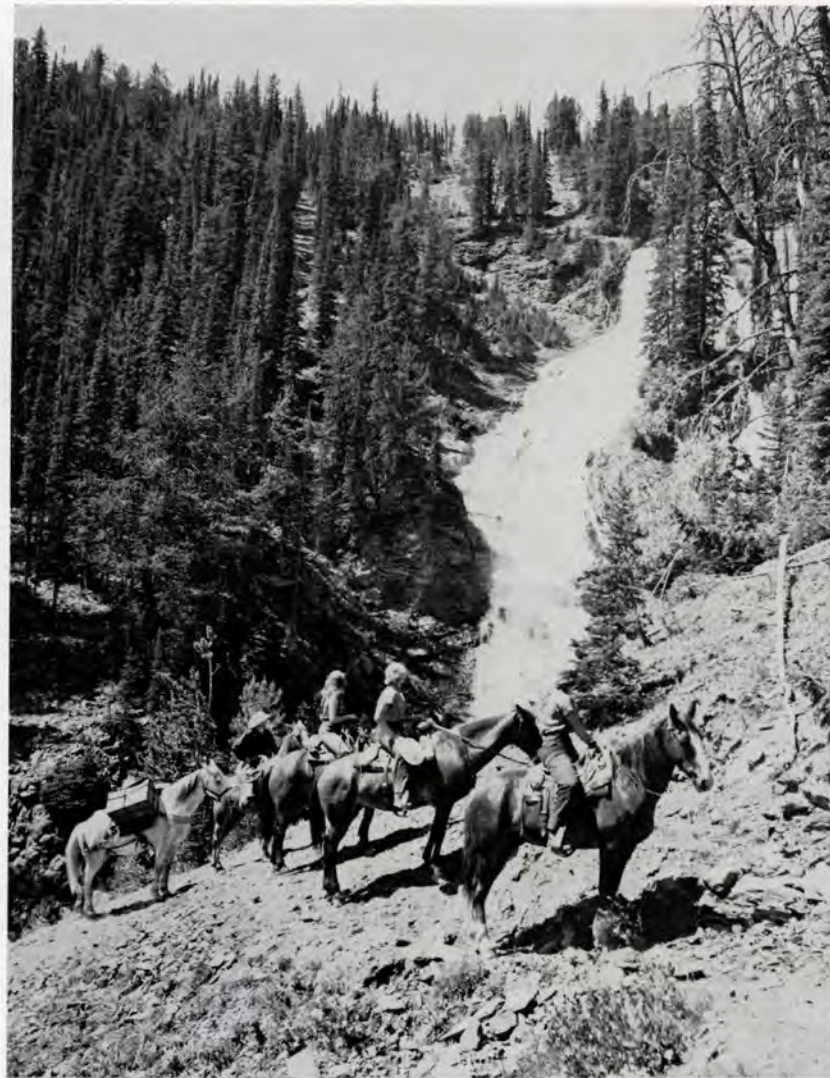
Matterhorn. The latter is a picture copy of the famous Swiss Mountain.

From the lake, foot and riding trails lead to swift white water, razor sharp gorges, icy lakes and multi-colored canyon walls. Pack train trips, from an overnight jaunt to a two-week outing, explore the heights and pits of the basaltic alps. One of the most popular pack trip goes to 7,100-foot-high Ice Lake, a glittering pool washed by the tumbling snow of the Matterhorn.

No less than 45 mountain lakes are accessible by pack horse in the Eagle Cap Wilderness Area of the Wallowa Mountains. The more than 220,000 acre area actually contains almost 75 lakes, snow-fields, residual glaciers, alpine meadows, wild-flowers galore, cascading creeks and glistening waterfalls, under the great snowpeaks of the awesome range.

Pack trip rates vary, according to duration, distance, numbers of persons and time of season. For the most current information, write to the Chamber of Commerce, Joseph, Oregon. In recent years, some dude ranches have been developed in the Wallowa country, and current information about these also can be obtained from the Chamber.

A state park on the shores of Wallowa Lake is one of the most spacious and modern in the entire system of Oregon's state parks. The park also has



HORSEMEN pause at Ice Falls below Ice Lake, enjoying the cool, mountain recreation to be found in this wilderness area

a baseball diamond, a fine beach for swimmers, stretches of shore available for fishing, and row-boats for rent.

From Joseph and Enterprise, six miles north, and the seat of Wallowa County, roads of all descriptions—but generally gravel and dirt—lead deep into the wilderness, far from any settlement. Camping is generally where you find it.

The most spectacular trip is to Hat Point, 57 miles from Joseph. At Imnaha, a colorful outpost 30 miles out of Joseph, the road divides. One branch winds through the high, rock-ribbed canyons of the Upper Imnaha River, a country of incredible beauty but so wild and remote and sparsely settled that even few Oregonians have heard of it, let alone chanced a drive through this pristine line. The other branch—or “main road”—continues to Hat Point



A LONE cowboy contemplates the vastness of the Snake River canyon, declared to be the deepest in the nation



Lookout. At an altitude of 6,982 feet, it looks down 5,706 feet to the Snake River, slithering through the maw of Hells Canyon, the deepest gorge on the North American continent.

The Wallowa Valley, beautiful Valley-of-the-Winding Waters to the proud Nez Perce Indians, produced both the only breed of horses developed in the Northwest and the greatest saga in the state's history. The swift, intelligent, polka-dotted Appaloosas and the saga—a struggle for freedom revolving around Chief Joseph—are both Nez Perce.

A monument at the lake, erected in memory of the father of Chief Joseph, links the pure beauty of the Wallowa Wonderland to a memorable chapter in the history of the West.

It was from the beautiful Wallowas that Chief Joseph led an unsuccessful retreat to escape pursuing Federal troops. Several historians consider the retreat one of the most brilliant in military annals.

When land-hungry settlers rode into the Wallowa

HAT Point, accessible by forest road from Imnaha, Oregon, looks down on the Grand Canyon of the Snake River



PLENTY of camping space is available to visitors to Wallowa Lake State Park, and all recreational activities are plentiful

Valley, the ancestral home of the Nez Perce, and launched a program of ruthless expropriation, the Indians were ordered to a reservation in Idaho. Reluctantly they began their exodus from their motherland but the situation abruptly changed when it was learned that several white settlers had been killed by another Nez Perce band and that a military force had been dispatched to punish the people of Chief Joseph.

The Indians fought back, inflicting defeat upon their pursuers. Then, trailed and hounded by federal forces, the Indians retreated, with their women and children. They almost reached their destination, the plains of Canada, the Nez Perce idea of a safe and unmolested haven.

For four long and weary months, some of the finest cavalymen and many of the most battle-experienced officers in the army sought to corner and destroy the Indians. But, time after time the Nez Perce, seemingly hopelessly trapped, slipped through the net. When there was no possible escape, the retreating Indians turned upon their more numerous adversaries and drove them off, even capturing artillery pieces.

But the Federal troops were soon augmented by fresh battalions who joined the pursuit. At last, with his people hungry, emaciated, sick, weary and with little more than their bare hands to defend



BEAR LAKE, cradled by the Wallowa Mountains, is one of more than 100 in this "Switzerland of America"

themselves, Chief Joseph strode from the embattled camps and surrendered.

With pride and deep anger, the Chief declared to the commanders of the Federal troops: "From where the sun now stands, I shall fight no more."

Although the terms of the surrender decreed that the Nez Perce were to be returned to the Lapwai Reservation in Idaho, the Government did not keep its word. The Indians were herded to arid, treeless plains, so unlike the green world of their native earth.

But there is one consolation. If Chief Joseph and his tribesmen were to return to life, and ride their spirited Appaloosa ponies along the old trails to the far edge of the lake, they would see the shimmering peaks as breathlessly lovely today as they were on that last agonizing morning of departure for exile.



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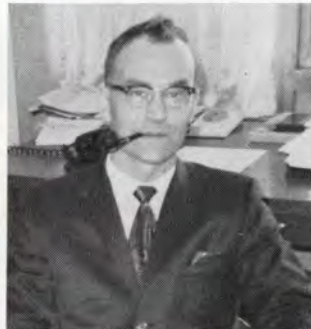
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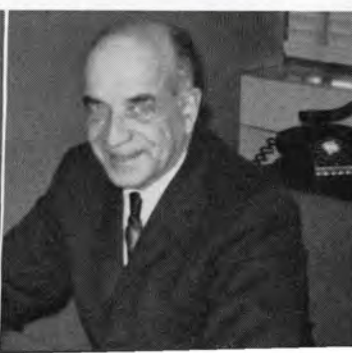
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Calgary, Alberta



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SPRING, Chevron Standard, Ltd., Edmonton; BOB McLEOD, Sun Oil, Ltd., Calgary; GEORGE HABKE, British American Oil Co., Ltd., Grand Prairie, Alberta; FRANK ROBACK, Sinclair Oil Co., Edmonton. Back row, left to right: MILTON WALTHER, LUFKIN; BOB ILLERBRUN, Gridoil, Calgary; JIM DIER, Mobil Oil Ltd., Edmonton; RILEY WEBB, BILL MOREAU, both with Lufkin.



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Calgary, Alberta



LLOYD CHRUSH
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Canada-Cities Service
Drayton Valley, Alberta



ED HUGHES, left, ERICK CONNERS
both with Union Oil Co. of Canada, Ltd.
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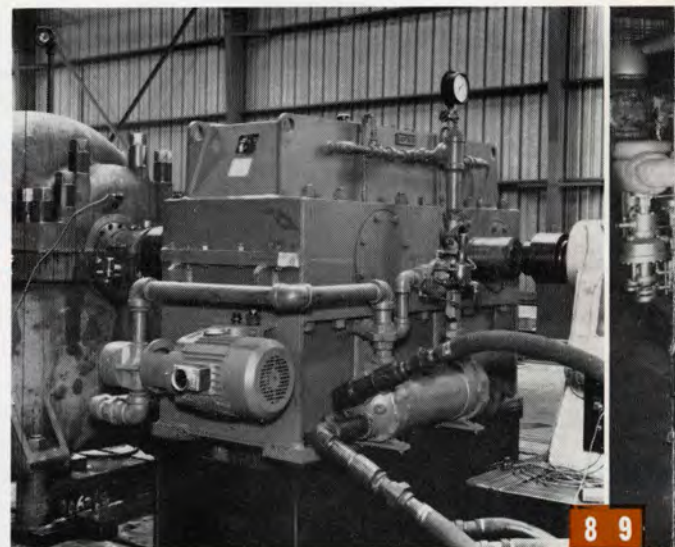
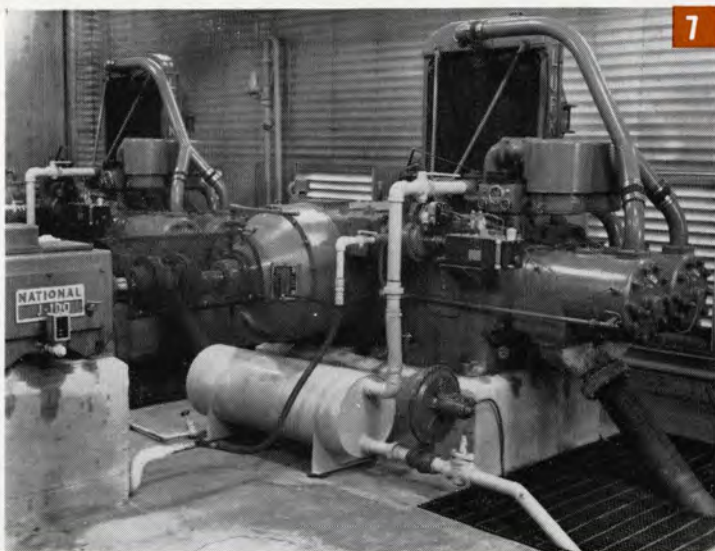
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LUFKIN INSTALLATIONS





1 LUFKIN C-114D-169-64 Unit, Canadian Gridoil Ltd., Willesden Green Field, near Red Deer, Alberta.

2 LUFKIN M-114D-173-74 Unit, Amerada Petroleum Corporation, Willesden Green Field, near Rocky Mountain House, Alberta.

3 LUFKIN C-228D-212-86 Unit, Amerada Petroleum Corporation, Willesden Green Field, near Rocky Mountain House, Alberta.

4 LUFKIN M-114D-143-64 Unit, Canadian Homestead Oils, Ltd., Willesden Green Field, near Red Deer, Alberta.

5 THIS pump, now located at the Museum in Kuching, Sarawak, was brought some while back from Miri where for a long time it had been used in pumping oil from Malaysia's only oilfield which first came into production over 50 years ago. A few of these pumps are still in use in the oilfield near Miri where oil continues to be produced by Sarawak Shell Oilfields before being processed in the Lutong Refinery.

This pump is an interesting relic of the past since modern pumping equipment is more compact and is usually made from steel rather than principally from local timber. In fact, most of the oil now being produced in Borneo comes from under the seas and could not possibly be produced by the old type pump such as this.

The pump was placed in position at the Museum by courtesy of The Shell Marketing Company of Borneo who had been storing it at their Kuching Installation since its arrival from Miri.

Photograph courtesy of Sarawak Museum



6 THE RADIUM CHARGES Tug, owned by Northern Transportation Co., Ltd., Edmonton, Alberta, operates north of the Arctic Circle on the MacKenzie River. This twin screw vessel has two LUFKIN RS1614 Gears.

7 LUFKIN H-1770 Gas Engines, Brinkerhoff Drilling Co., Ltd. (Sunray D-X), Eckville Field, Alberta.

8 LUFKIN Model N370S High Speed Reducer and/or Speed Increaser for test pit duty. This high horsepower gear is suitable for input speed of 5350 RPM with 3570 RPM output at idler shaft extensions and 1785 RPM output at slow speed shaft. This specially designed gear, with idler shaft extensions at both ends, greatly broadens the speed and horsepower range of the test facility at Pacific Pumps, Division of Dresser Industries, which incorporates the use of both steam turbine and electric motor drivers.

9 GENERAL view of a portion of Pacific Pumps' test facility showing a steam turbine driver, LUFKIN N370S gear and Pacific centrifugal pipeline pump being supplied as a mainline pump on the Nation's largest transcontinental products pipeline. The pump delivers up to 55,000 GPM which is equivalent to nearly 200,000 barrels per day.





ROLLING Stock of Mallette Bros. Truck Line, Inc. includes these three types of LUFKIN trailers—grain, lowboy and float

MALLETTE BROS. Truck Line, Inc.



MALLETTE Bros. Truck Line, Inc. is a growing concern in southern Mississippi. Owners are Glynn Mallette, left, and Moseley Mallette

MOSELEY and Glynn Mallette, owners of Mallette Bros. Truck Line, Inc., were born in Fort Bayou, Mississippi. They grew up in this little community in Jackson County, and are living today on the old home place.

Their forefathers came from France and settled in southern Louisiana, but their grandparents moved to Mississippi.

In 1950, Moseley started in the trucking business with one truck which he drove himself. He parked his truck when the Korean War broke out and joined the United States Armed Forces where he served from 1952 until 1954. After his separation from the Service, he went back to trucking.

His younger brother, Glynn, finished high school in 1957 and went to work in a shipyard.

The brothers formed a partnership in 1960 and went into the trucking business. They own heavy hauling rights, and rights to haul creosoted posts in the state of Mississippi.

Their rolling stock consists of 28 trucks and trailers, most of the trailers being LUFKINS.

"Since buying our first LUFKIN, we haven't bought any other brand," the Mallette brothers point out.

Their fleet includes lowboys, grain and float trailers.

Mallette Bros. Truck Line, Inc. is located in Gautier, Mississippi, on Highway 90 on the Gulf of Mexico, and the partners spend most of their leisure hours aboard their 27-foot boat powered by a 160-horsepower inboard motor.

Their families enjoy surfside sports also. Moseley has five children, including one girl and four boys. Glynn has one son, two years old.

LUFKIN is pleased to count Mallette Bros. Truck Line, Inc. among its friends and customers.



LOWELL RHODES, left, PRESTON RHODES
Rhodes Truck Service, Wichita, Kansas



J. C. LANCLOS
Opelousas, Louisiana



LAWRENCE D. KRAUSE
New Braunfels, Texas



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Here and There AMONG Trucking Folk



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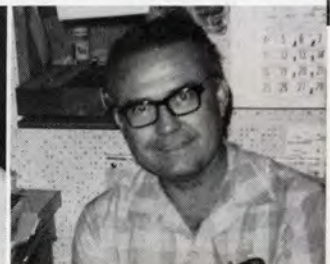
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Oklahoma Border Express
Fort Smith, Arkansas





RINGED by breathtaking mountains, Vancouver is a city of charm and dramatic scenery

By TOM BURRIER

A FEW years prior to Vancouver, British Columbia's, incorporation in 1886, an ex-mariner named John Deighton arrived in the as yet unnamed settlement. His prime possession was a barrel of whiskey. A loquacious character, Deighton was soon nicknamed "Gassy Jack."

Gassy he might be, but Jack was also astute. By judiciously sharing the keg's contents, he had voluntary labor in building "Deighton House" and his exuberant friends christened the settlement "Gastown." When more serious-minded citizens selected "Vancouver"—after the sea captain discoverer of the site—it is said Jack was broken-hearted.

Two months later the newly-dignified City of Vancouver burned to the ground. Residents fled for their lives to boats in the harbor. Many didn't make it, caught in the gale-fanned holocaust. There were dark rumors that the Gastown gang had taken revenge, but in truth the fire started in a land clearing operation.

As a disaster aftermath, Vancouver gained opportunity offered few modern cities: a chance at planned rebuilding. Gone were the shacks and flimsy wooden buildings, trash-littered streets and shaky harbor docks. Remaining was a cleared town-site fronting the best natural harbor on the Pacific

Vancouver

MAPLE LEAF Metropolis...

coast . . . and the determination of a pioneering people.

Today's modern city of 400,000 centers a metropolitan district of nearly a million residents; yet rugged outdoors country is but twenty minutes from city center in any direction. Vancouver is Canada's third largest, but its International Airport on Sea Island ranks number one in commercial traffic. Its busy port handles far more tonnage than any other Coast city, shipping timber, petroleum, and grain products to every global corner.

Vancouver is the nucleus of a pioneer land, where nature's frontiers are just beginning to roll back, uncovering limitless wealth. An important part of



MOUNT SEYMOUR, whose main chair lift is only 20 minutes drive from downtown Vancouver, is known as both family and competition winter sports area
British Columbia Government Photograph

the treasure is the natural physical assets and varied recreation potential for visitor and residents alike.

Barely north of the city limits, for example, across Lion's Gate Bridge spanning Burrard Inlet, are three major ski areas. Hollyburn Mountain, Grouse Mountain, and Mount Seymour all reach skyward from 4000 feet. Chalets, modern chair lifts and ski patrols make this mountain complex one of the west's most popular wintersports areas.

Here on these slopes from late October until May's wild-flowers begin poking through the snow, sledding, tobogganing and skiing rule. All the areas are public, Mount Seymour even being located in a well-developed Provincial Park. National competitions have been held at Seymour, with more scheduled in coming years.

Roads to the ski areas are excellent, as are most in and around Vancouver. You simply park in supervised lots at a mountain base, and take one of the lifts to a desired section. At night, the city spreads out beyond ski tips like a jewelled carpet, and it seems incredible to be following a slalom course only ten minutes drive from City Hall.

Boats are second nature in this seaport city. The shoreline from the U. S.-Canadian border to well north of Vancouver is well dotted with modern new marinas and larger-craft moorages. King salmon is the sportsman's glamour fish, and lunkers to 55 pounds are hooked, fought and landed in the city's front yard. From April, when smaller silver salmon come into Georgia Strait, through October when the king salmon run tapers off, literally thousands of sport fishermen troll the bays, coves, and open salt water of the Strait.



VANCOUVER'S many small harbors and boat basins are crowded with commercial and pleasure craft



THIS is only a partial view of Vancouver's huge natural harbor which handles more shipping tonnage than any other port on the Pacific Coast

In the nearly untouched lake and stream country north and west of Vancouver, trout fishing is far above most U.S. fresh water angling. For trailerists and campers, there are plentiful sites to park or pitch tents close to white water streams. Public parks are uncrowded, spacious.

Sailboating, too, is a rapidly growing water sport; regattas and races frequently are held during the eight month season. Though Vancouver is ringed with tall mountains, its near-sea-level climate is invigoratingly mild. Water skiing, skin diving and just plain swimming are enthusiastically pursued along the "Sunshine Coast," resort and vacation area fronting broad sea beaches north of the city.

From Horseshoe Bay in West Vancouver, auto ferries operate on year-round schedules to the large Strait Islands, and to huge Vancouver Island. This 292-mile long buffer protects a good part of the Inside Passage to Alaskan ports, and also moderates Vancouver City's weather. From Horseshoe



KITSILANO Beach has apartment towers and mountains as impressive backdrops. This part of the "Sunshine Coast" stretches North for 60 miles

DWARFED by huge totem poles in Stanley Park, visitors admire the great primitive art styles of Indians of British Columbia's coastal area



Bay, the Garibaldi Highway meanders north into virgin forests, and eventually to almost roadless Garibaldi Provincial Park.

Vancouver has witnessed two major gold rushes, each bringing vast prosperity to the city. The first was the Cariboo, in a wide section of British Columbia's interior. In 1898, the Klondike's cry of "Gold!" brought a rush of prospectors, and supply trade that firmly established Vancouver as a major seaport.

Chinese laborers, imported to work on the railroad and in the gold diggin's, formed the nucleus for Vancouver's fascinating Chinatown of today. Its population is second only to San Francisco in size, its shops and street scenes a colorful feature of this cosmopolitan city.

"To the use and enjoyment of people of all colours, creeds and customs for all time. I name thee Stanley Park."

So said Lord Stanley, Governor General of Canada in 1889, when he dedicated one of the world's outstanding civic recreation centers. Stanley Park's 1000 acres of forest, meadow and scenery is on a peninsula jutting into Burrard Inlet, just a few blocks from downtown Vancouver. It's the southern anchor of Lion's Gate Bridge spanning the Inlet, leading to ski and summer recreation areas north of the city.

British Columbia's early Indians were prolific totem pole carvers. A number of splendid examples of this vanishing art are assembled in

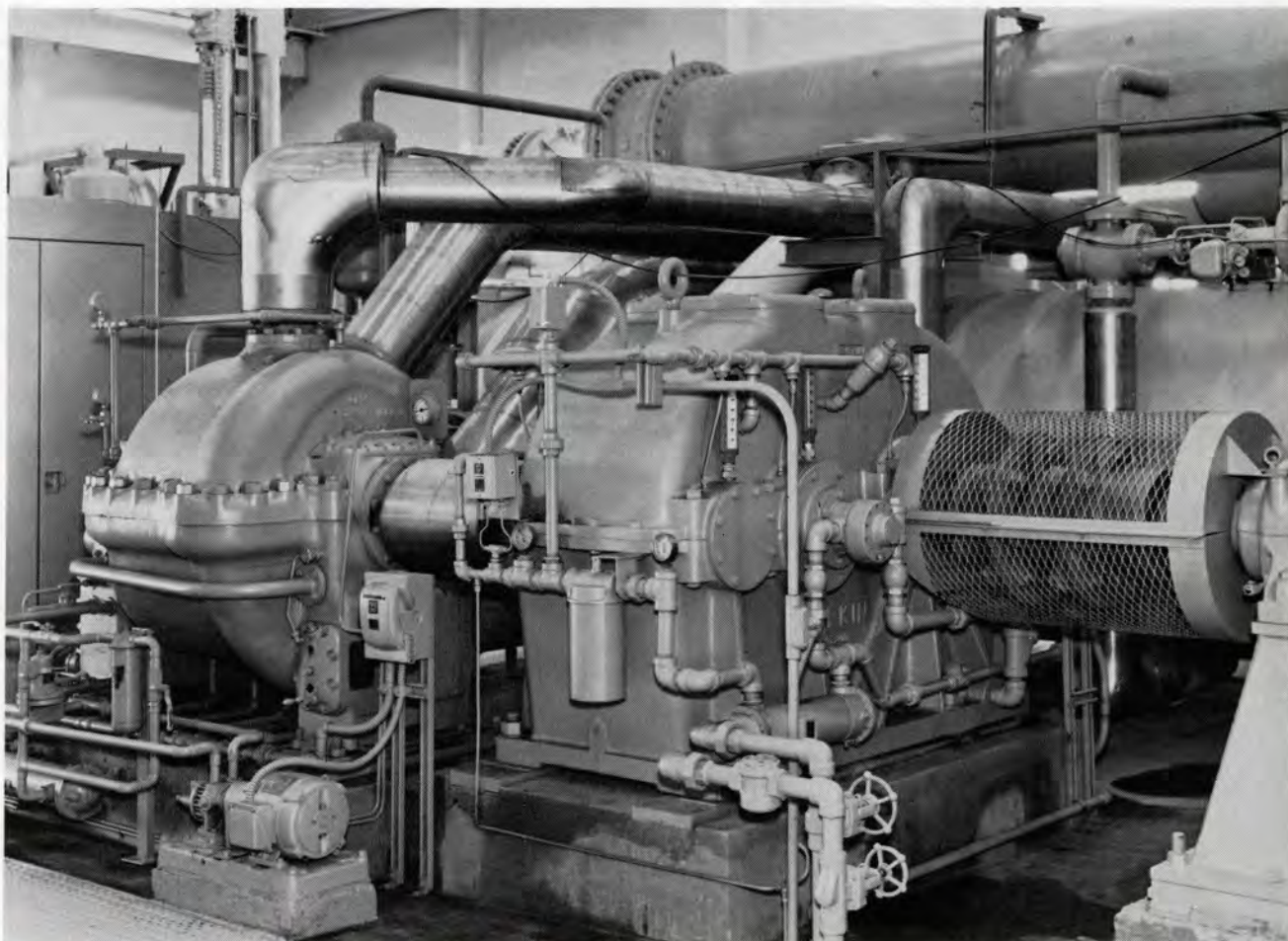
"Totem Glade" in the Park, near Brockton Cricket Grounds. Another stands at Prospect Point, background for countless photographs. There's always something of interest to see from the Point; ocean-going vessels of many nations entering and leaving the harbor, Capilano River activity across the Inlet, the beautiful Lion's Gate suspension bridge at eye level.

Near the Park entrance is the Park Aquarium, its live exhibits equal to anything on the continent in comprehensive variety. There's a public zoo in the Park also, and endless sites for picnic lunch, informal games or just plain lazy relaxing.

Vancouver's location and fishing industry assures the four-star reputation of its seafood restaurants, their cuisine comparable to anything in San Francisco or New York. Descendants of many nationalities—Greek, East Indian, Italian, French and English—operate restaurants and cafes in their specialties at a level guaranteed to delight a gourmet.

The transcontinental railroad arrived in Vancouver shortly after the "big fire" of 1886. It gave the region its first major economic push, and an easy travel route for visitors. The Transcanada Highway, completed a few years ago, gives potential visitors an even easier route. Reached by scores of connecting highways from the States, the Transcan is a continuous, well-surfaced, often multi-laned travel route to Vancouver.

The city on the sea is a rewarding destination.



CENTRAL Plants, Inc.

CENTRAL Plants, Inc. is a new concept, a product of American ingenuity. Already successful in their venture to supply from a central location the refrigeration and heating to various commercial and industrial developments, Central Plants, Inc. now is embarking on another project.

To their credit is the unique Central City, a highly sophisticated complex of high rise office buildings, apartments, hotels, theatres, medical center, etc. in West Los Angeles, and the industrial facilities at the Douglas Space Center at Huntington Beach, California.

Their latest endeavor is participation in the Santa Fe Springs Complex for which Central Plants, Inc. provides a facility designed to meet

LUFKIN Model N440 B double reduction high speed increaser is one of four similar installations at new Santa Fe Springs, California, Central Plants, Inc. refrigeration service facility. Gear transmits 1610 HP at 514 RPM input from Nordberg engine, to carrier centrifugal compressor at 5330 RPM. Gear ratio is 10.37 to 1.

the needs of the food industry such as dairy, meat, produce, frozen foods, eggs, etc.

The Central Plant facility provides the major energy requirements for low temperature refrigeration, plus steam, compressed air and natural gas.

There are many advantages to the tenants of the Santa Fe Springs Complex because of the Central Plants facility; namely, the need to install this type of equipment individually is eliminated which in turn means capital investment is reduced as well as operating and labor costs.

Several food processing companies already are tenants in the Santa Fe Springs Complex and expansion of the Central Plants facility is in the planning and engineering stages now as additional tenants are considering this location in southern California.



Left to right: HARLAN THOMPSON, Byron-Jackson Pumps, Inc., Vernon, California;
R. L. POLAND, LUFKIN; JOHN VIDMAR, Byron-Jackson Pumps, Inc.,
Vernon, California



DAVE NICKERSON
Central Plants, Inc.
Santa Fe Springs, California



MAX STOLL
Byron-Jackson Pumps, Inc.
Vernon, California



LARRY SCOTT
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



HAROLD McDONIEL
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California

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INDUSTRY



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Los Angeles, California



DAVID P. TURNER
Worthington Corporation
Montebello, California



R. C. MILES
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Hollydale, California



BERT DREW
Allied Engineering Co.
Hollydale, California



NORMAN VANCE
Allied Engineering Co.
Hollydale, California



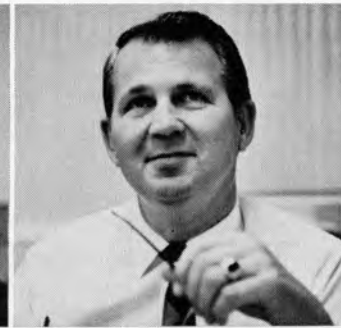
R. L. WIESE
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ED SCHAEFER
Worthington Corporation
Montebello, California



CARL W. WULFESTIEG
Pacific Pumps, Division
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Huntington Park, California



D. G. JENSEN
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



PHIL MINNER
Central Plants, Inc.
Santa Fe Springs, California



DEAN DAY
Central Plants, Inc.
Santa Fe Springs, California



JACK O'DOWD
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



BOB SUMMERS
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



ROY HEACOCK
Standard Steel Works
Los Angeles, California



WALTER PENNER
Worthington Corporation
Montebello, California



JACK THOMAS
Ingersoll-Rand Company
Los Angeles, California



FRANK MULFORD
Standard Steel Works
Los Angeles, California



RON SHORT
Ingersoll-Rand Co.
Los Angeles, California

Snapshots



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Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



AL BABISCH
Allied Engineering Company
Hollydale, California



W. J. (Bill) RAY
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



PETE CIMARUSTI
Worthington Corporation
Montebello, California



C. R. WISE
Ingersoll-Rand Company
Los Angeles, California



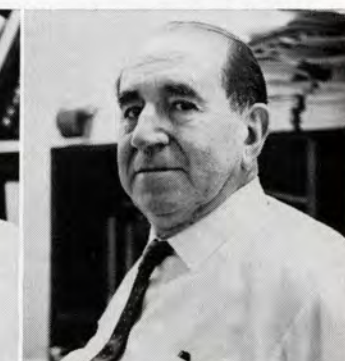
LEE TOPP
Ingersoll-Rand Company
Los Angeles, California



C. J. RAJNUS
Ingersoll-Rand Company
Los Angeles, California



RALPH NICKERSON
Worthington Corporation
Montebello, California



WES DYER
Standard Steel Works
Los Angeles, California



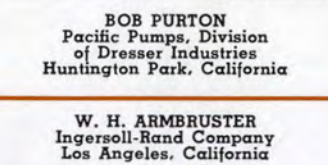
BOB PURTON
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



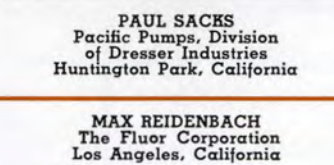
PAUL SACKS
Pacific Pumps, Division
of Dresser Industries
Huntington Park, California



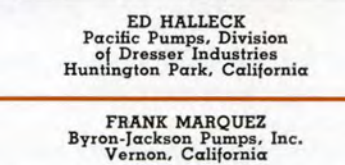
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Vernon, California





A city girl was telling her friends about her brother-in-law's farm which she had just visited. "It's one of those experimental farms," she explained, "where the cows have calves without any bulls around. They call it artificial inspiration."

This retired brassiere manufacturer still likes to keep his hand in the business.

A bachelor girl goes with the Johnnies, while an old maid sits home with the willies.

"How's your new girl?"
 "Not so good."
 "You always were lucky."

An old man is a guy who can't take "yes" for an answer.

She came in with her hat over one eye, her hair ruffled, and lipstick smudged all over her face.

"What happened?" her roommate asked.

"I was out with a Frenchman," she replied. "I didn't want him to know I couldn't understand a word he said, so I just kept nodding my head."

Did you hear about the guy who offered this chick a scotch and sofa, and she reclined?

Any gal whose figure is nice, usually gets the once-over twice.

Guest speaking to the young daughter of the host: "I'll bet you can't tell me who made you."

"You mean originally or recently," she retorted.

The world's greatest kibitzer is the unmarried half of Siamese twins.

Three salesmen were sitting in a tavern, having a few rounds of beer.

"I hate to see a woman drink alone," said the liquor salesman.

"I hate to see a woman eat alone," added the grocery salesman.

The mattress salesman remained quiet, like a gentleman.

A bit stumped by the case at hand, the doctor told the young lady, "You're either coming down with a bad cold or you're pregnant."

"Well, offhand, doctor, I don't know anybody who might have given me a cold . . ."

A woman wanted to start an egg ranch with 25 hens. A neighbor advised her that one or two roosters would be sufficient.

The neighbor passed the new egg ranch a week later and saw 25 hens and 25 roosters.

He reminded her of the advice he had given her.

Her reply was, "That's man's point of view."

To comply with the marriage laws, a couple went to a doctor for a physical examination. The bride-to-be was first. When the prospective bride groom entered the private office, the doctor greeted him with: "Sam, I want to tell you now your sweetie has acute angina."

Sam: "She sure has, doctor, she sure has."

Before the advent of the miniskirt, only a small percentage of American girls were in show business.

"Your husband looks like a brilliant man. I suppose he knows just about everything, doesn't he?"

"No, he doesn't suspect a thing."

A sure sign of the changing times is the story of the teenage girl who sat for an hour while her mother told her how to catch a man.

"And so," the mother concluded at last, "always remember that the shortest way to a man's heart is through his stomach."

"I don't think so, Mom," said the girl.

"Oh? And why not?"

"Well," said the girl, "last night I think I found a more direct route!"

The reason his girl friend reminds him of a switchboard is because when she walks all her lines are busy.

The wolf-type insurance man let his hand fall for the fourth time on the young widow's shoulder as he tried to talk her into buying a policy from him. She moved away, repeating that she couldn't afford it. He kept on trying to persuade her, and as his hand once more slid down her arm, she suddenly smiled at him.

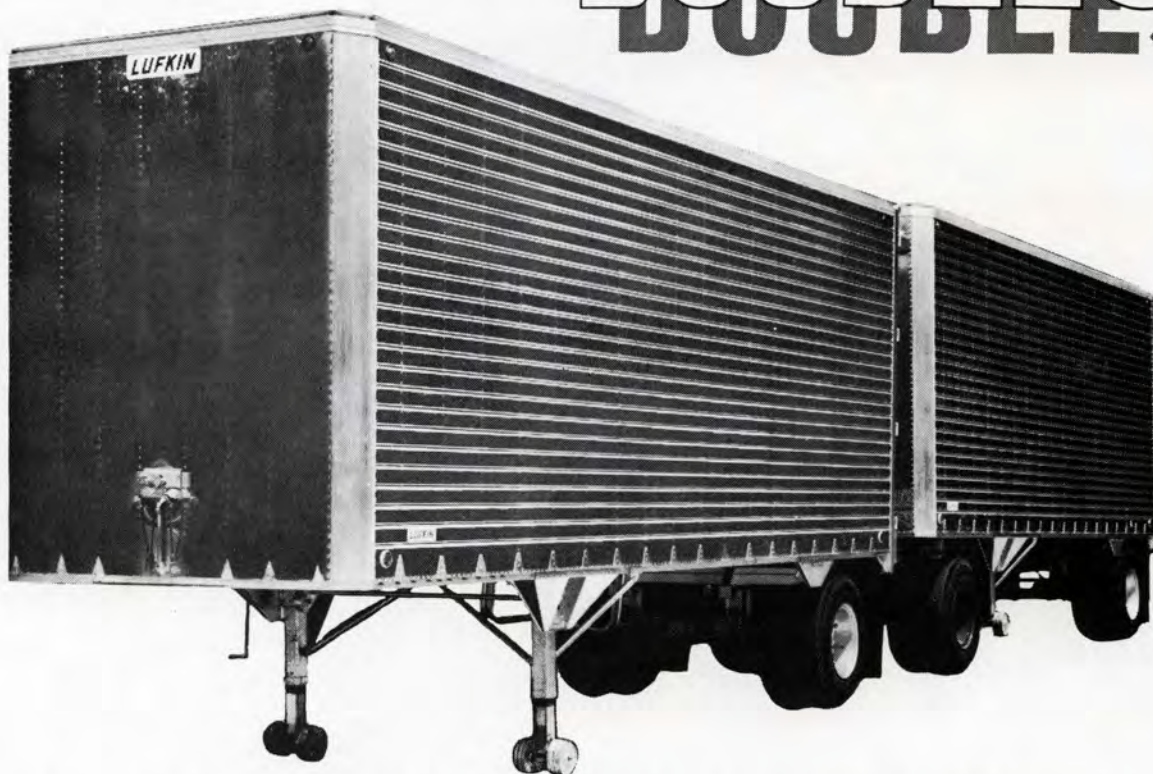
"If you'll make out the policy and a receipt for a year's premiums," she said, "I'll put your hand on something much softer than . . . my arm."

Eagerly he drew up the papers and signed them. She looked them over, smiled at him radiantly, lifted his hot hand from her shoulder and placed it —on his head.

EXPENSE STATEMENT

10/4	Ad for female stenographer	\$ 1.00
10/4	Violets for new stenographer	1.50
10/6	Weeks salary for new stenographer	45.00
10/9	Roses for stenographer	5.00
10/10	Candy for wife	.90
10/13	Lunch for stenographer.	7.00
10/15	Week's salary for stenographer	60.00
10/16	Movie tickets for wife and self	1.20
10/18	Theatre tickets for steno and self	16.00
10/19	Ice cream sundae for wife	.30
10/22	Mary's salary	75.00
10/23	Champagne and dinner for Mary and self	32.50
10/25	Doctor for stupid stenographer	375.00
10/26	Mink Stole for wife.	1,700.00
10/28	Ad for male stenographer	1.50
	Total Expenses for Month	\$2,321.90

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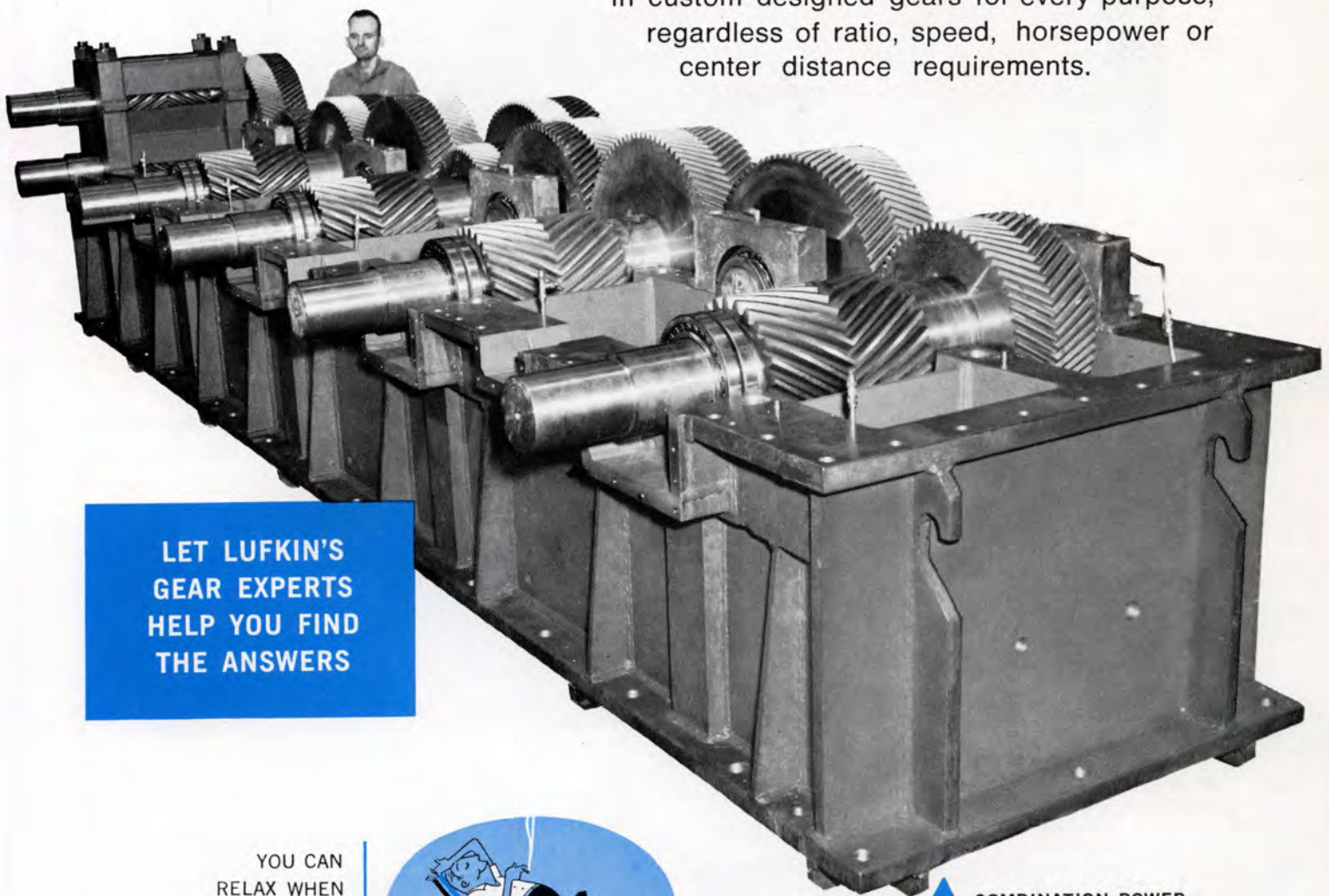
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