



**THE** *Luffkin* **LINE**

MARCH-APRIL • 1968

Time goes, you say? Ah no! Alas,  
Time stays, we go.

— Henry Dobson



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C. D. Richards, Vice President  
and Oilfield Sales Manager

# THE Lufkin LINE

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Virginia R. Allen, Editor

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COVER: Transparency by William Hamilton, Long Beach, Calif.

OPPOSITE PAGE: Overhanging Drive near Noel, Missouri  
—Photo by Massie, Missouri Resources Division



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BUILT on the site of Ringling Brothers winter quarters, Circus World Musuem offers sights, smells, sounds of a real circus

By JOAN COLLINS

UNTIL seven years ago, a little town in Central Wisconsin was an average midwest town. Now, "The Circus Comes to Town" in Baraboo, home of the famous Ringling Brothers, every day from May until October.

Action begins each day at 9 a.m. when the gates open at the Circus World Museum, a 15-acre area set aside to "show and tell" the circus—the oldest form of entertainment in the world.

Walking through the gates into this colorful world of circus history is like dropping into the back lot of a real circus between shows. Jammed with colorful circus wagons, railroad cars, animal tents, display barns and the sprawling Hippodrome where live performances are staged twice each day, the sights, sounds and smells of the circus come alive. Live circus means animals to be fed and exercised, equipment to be moved, popcorn popping, sawdust stirring.

A day at the Circus World Museum begins by wondering which way to turn first. It's tempting to follow the shrieking sounds of the old America steam calliope and cheerful una-fon back into the Ring Barn where the circus concerts are held but it's equally as inviting to roam through the display

# A DAY at the CIRCUS

of 100 authentic circus wagons, or see the "Greatest Little Show on Earth," the miniature circus with 30,000 individual pieces, or visit the new clown museum featuring everything from grease paint make-up to Felix Adler's famous clown shoes. But, visitors who plan to stay for a day can leisurely take in all the excitement of the circus.

But, unlike most museums, the Circus World Museum tells the story not only through displays and showcases, but also through actual exhibitions, performances and demonstrations. Everyday, more than a dozen live "happenings" show visitors what goes on behind the scenes of a real live circus.

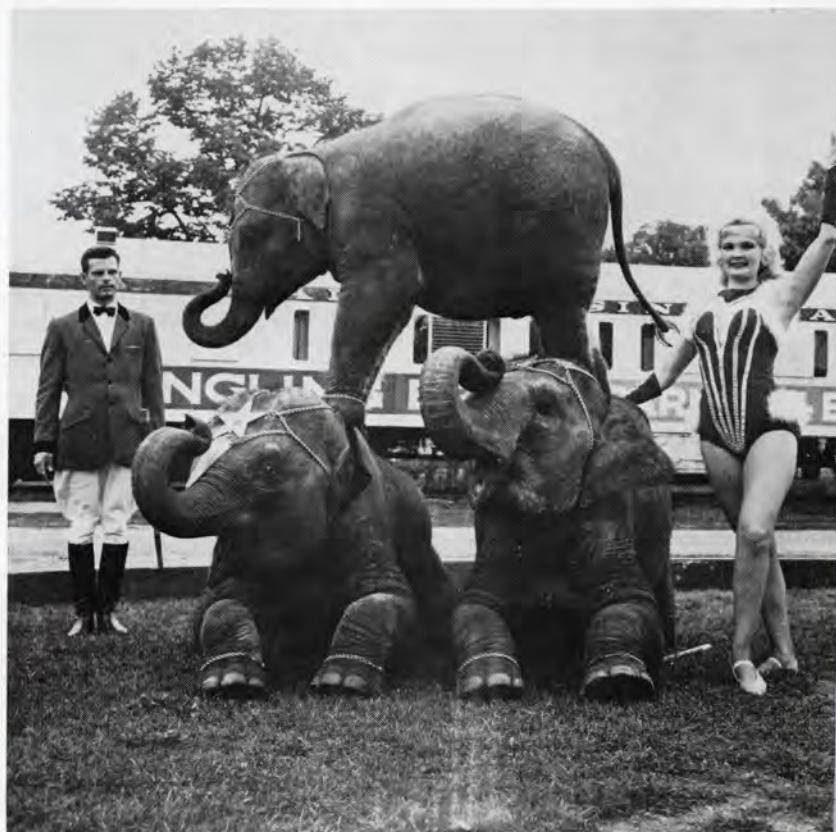


FOOTBRIDGE across the Baraboo River leads to glimpses of a spectacular world that is part of the glorious past

For example, at ten each morning, at the very spot where the Ringling Brothers started with a 45-by-90 foot tent in 1884, circus fans gather round either side of the colorful circus trains to watch the treacherous and tricky loading and unloading process, using the old horse-team tackle method.

Not long after the unloading exhibition, an Arabian horse leads a little circus parade around the museum attractions to announce the show under the Big Top. The parade, typical of dog and pony shows that used to travel around the country in the 19th Century to "ballyhoo" the circus, includes a pony carriage, cage wagons, elephants, and a 1921 Model T Ford with an air calliope.

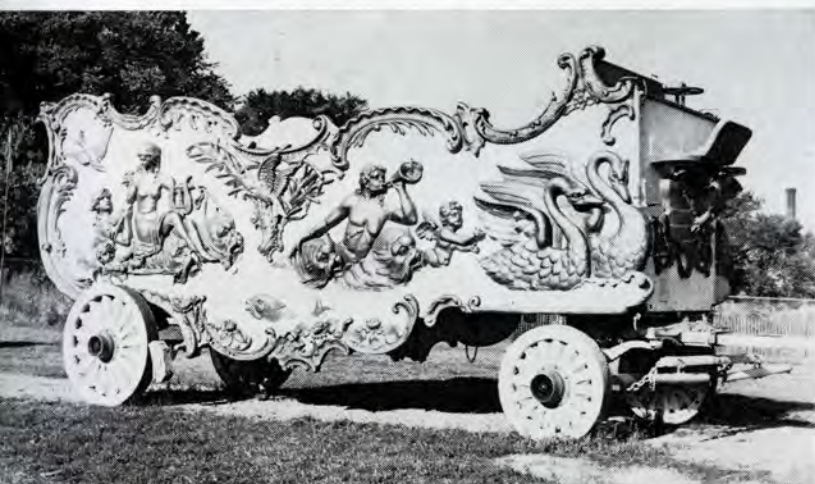
Once the parade has offered a "sneak preview" and stirred excitement for the show under the Big Top, visitors gather in the tented Hippodrome for a colorful, fast-moving peek at an actual circus performance. The show kicks off with 12 prancing



ALWAYS a favorite is the elephant act led by John and Mary Ruth Herriott and their well-trained pachyderms



**TWELVE** prancing ponies dance to music and do fancy tricks



**THIS** famous Swan Wagon was built by Moeller Bros. for their cousins, The Ringlings. It's one of 100 authentic wagons



**A BIG** attraction is the sideshow, featuring life-size fiberglass reproductions such as the tattooed lady and the fat lady

ponies that dance to music and do fancy tricks. Then comes an acrobatic act and a dog and pony act, and elephant tricks presented exactly as they were 50 years ago, before the glittering circus cars followed the street cars of the cities into the barn.

Other live circus demonstrations in a day through living circus history include a six-horse team demonstration that circles the circus grounds, an open air carriage tour of the town of Baraboo to see various circus landmarks and the stake driving exhibition where men in roustabout clothes set the double stakes for the Big Top.

Throughout the day, various exhibits and shows are repeated so that latecomers may view the events and all day visitors may see their favorites once again. One admission charge at the gates covers everything in an entire day's education and entertainment in the circus world.

Unusual experiences not to miss at the Circus World Museum include stepping inside the actual box stall that belonged to Silver King, one of the most famous circus horses of all times, and a trip

**AN** open air carriage tour of Baraboo affords tourists the opportunity to see various circus landmarks of a bygone era



WORLD'S largest collection of circus lithographs dating back 100 years are found in what was once the Elephant Barn

through the Elephant Barn, built in 1897, which now houses the colorful display of circus lithographs, couriers and newspaper ads dating back 100 years. The elephant smell still lingers in the building where as many as 38 elephants were quartered until 1917.

Special delights for the kids include distortion mirrors where children can see amusing and grotesque images of themselves, and the sideshow, featuring life-size fiberglass reproductions of famous sideshow personalities, and the gorilla cage where children climb inside the cage to have their picture taken with a life-like gorilla, made of cardboard.

The idea of a circus museum was conceived by John M. Kelley, who for over 30 years was personal attorney for the Ringling Brothers. After several years of attempting to "sell" the idea of a museum to preserve the circus in the very buildings at Baraboo that the Ringling Brothers used as winter quarters, Kelley finally convinced a few influential Baraboo citizens that his ideas made sense. Then, he contacted the State Historical Society of Wisconsin who bought the idea.

Now, the museum is operated by the State Historical Society as a non-profit organization to collect, display and disseminate the history of the circuses of the world.

Visitors at the museum may very well see a busy man always wearing a snappy bow tie and hat, bustling around the grounds. It's C. P. (Chappie) Fox,

director of the museum, who never really quite ran away with the circus as a boy, but has been nuts about circus all his life. An authority on the subject, Fox demands that every bit of equipment, displays, costumes and talent at the Circus World Museum be authentic and exactly the way it was 50 years ago when the circus was in all its glory.

At the end of the day's visit of seeing first hand what the circus is all about, fans gather round for one last glimpse of circus life as Miss Donna Ward, the granddaughter of the famous circus wardrobe mistress, Mamie Ward, leads her educated repertoire of animals through some classroom exercises. Children leave the gates wondering how the educated mule has learned to add, subtract and multiply, never making a mistake, and parents are as stumped as they are over a problem in new math.

A day spent in the spectacular, stupendous world of the circus is something no one forgets. At the entrance to the foot bridge crossing the Baraboo River, a sign reads, "Only river in the world that on its banks arose two great circuses, Gollman Brothers Circus and Ringling Brothers."

Here, at the Circus World Museum, visitors may trace the story of the circus in the little Wisconsin town where it all began. It's something for kids of all ages.

# Snapshots



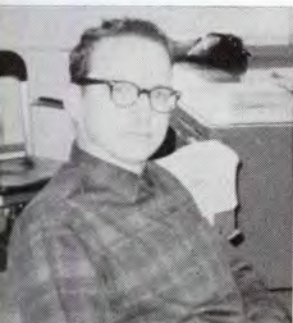
**JERRY GENZER**  
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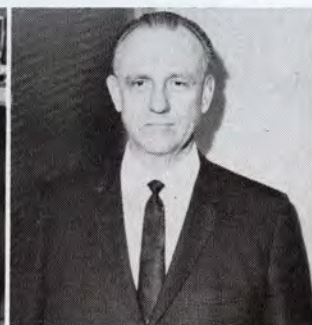
**CHARLIE BROWN, left**  
**HOMER GAY, both with Mobil**  
Oil Corp., Midland, Texas



**RAY HEFNER**  
Phillips Petroleum Co.  
Odessa, Texas



**CHET EATON**  
Tenneco  
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**TOM DARLING**  
Burk Royalty Company  
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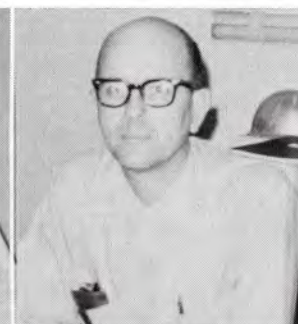
**DON HEWITT**  
Cities Service Oil Co.  
Brownfield, Texas



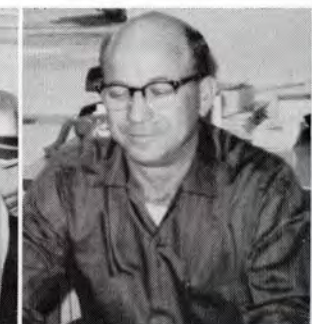
**DOUG COPELAND, left**  
**CECIL ROBERTSON, both with**  
Gulf Oil Corp., Odessa, Texas



**WALTER SANDERS**  
G. E. Hadane & Sons  
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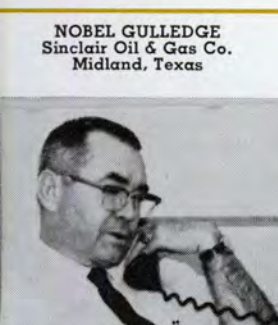
**C. E. FIDLER**  
Gulf Oil Corporation  
Kermit, Texas



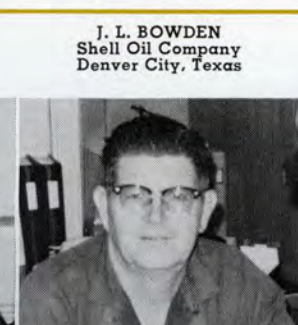
**M. L. JOHNSON**  
Marathon Oil Company  
Hobbs, New Mexico



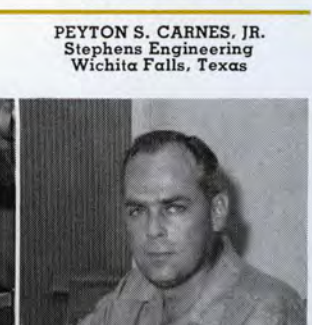
**Left to right: A. J. WHELAN, H. W. GRAY**  
**C. J. BOHNER, all with Burk Royalty Co.**  
Wichita Falls, Texas



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**J. L. BOWDEN**  
Shell Oil Company  
Denver City, Texas



**PEYTON S. CARNES, JR.**  
Stephens Engineering  
Wichita Falls, Texas



**Left to right: BOB LACEY**  
**LLOYD HAMILTON, GRIFF PITTMAN, all**  
with Mobil Oil Corp., Sundown, Texas

# by the Lufkin Cameraman



Left to right: BILL GALLAGHER, CARL JONES, DICK BORGAN, all with Gulf Oil Corp., Odessa, Texas



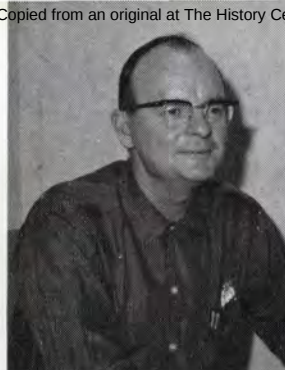
Left to right: J. D. BIRDWELL, CAS WINDHAM, BILL QUALLS, all with Atlantic-Richfield Co., Denver City, Texas



JOHN LEE, left, LARRY WAGGONER, both with Pan American Petr. Corp., Levelland, Texas



R. A. DESILETS, left, J. W. FREEMAN, both with Gulf Oil Corp., Kermit, Texas



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BILL TIBBETTS  
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ERVIN FEWIN  
Atlantic-Richfield Co.  
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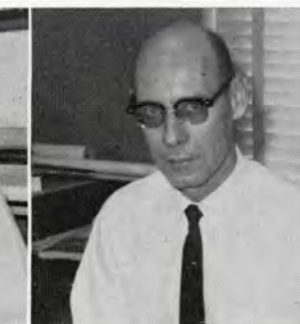
JERAL JACKSON  
Stephens Engineering  
Wichita Falls, Texas



HENRY L. (Bud) RUGELEY, JR.  
Stephens Engineering  
Wichita Falls, Texas



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Denver City, Texas



W. R. DICKINSON  
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Wichita Falls, Texas



TOMMY TOMLINSON  
Gulf Oil Corporation  
Odessa, Texas



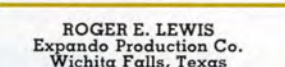
J. H. LOADER, JR.  
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Odessa, Texas



R. J. PAULSON  
Gulf Oil Corporation  
Odessa, Texas



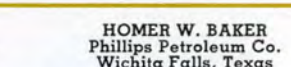
JOE WOODSON  
Phillips Petroleum Co.  
Odessa, Texas



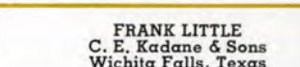
ROGER E. LEWIS  
Expando Production Co.  
Wichita Falls, Texas



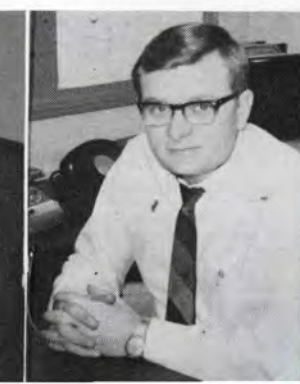
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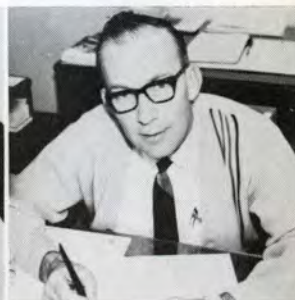
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**LYNN TROTT**  
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**RAYLN BOUDREAUX, left,**  
**MAX ISSACS, both with Phillips**  
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**TROY COMPTON**  
Hanley Company  
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**JOHN HECK, left, JERRY THOMPSON,**  
both with Cities Service  
Oil Co., Odessa, Texas



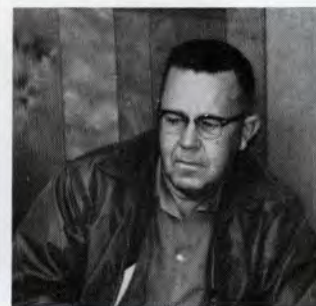
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**C. S. HILTON**  
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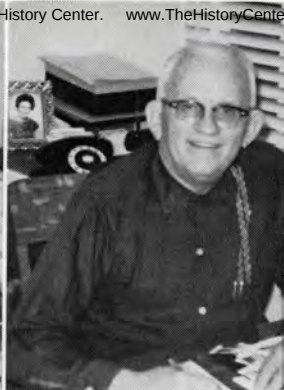
**G. B. SCHMUCKER**  
Cities Service Oil Co.  
Brownfield, Texas



GENE PAULING, left, JIM DUNN,  
both with Phillips Petroleum  
Co., Wichita Falls, Texas



RONNIE BRICE  
Humble Oil & Refining Co.  
Hobbs, New Mexico



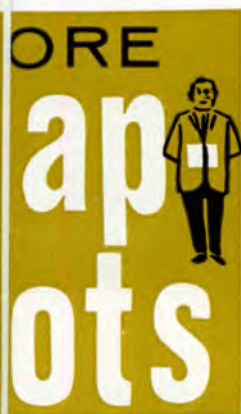
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LES SEYMOUR  
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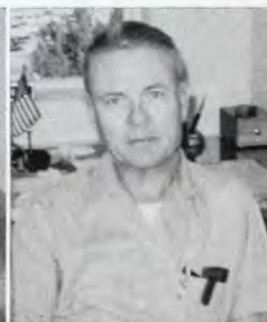
Left to right: G. R. WESTALL,  
PAUL H. DAVIS, L. R. BAGGETT, all  
with Texaco, Inc., Wichita Falls, Texas



JESSIE D. STORTS  
Continental Oil Co.  
Hobbs, New Mexico



WAYNE SETTLES  
Cities Service Oil Co.  
Wichita Falls, Texas



BOB BEVILL  
Humble Oil & Refining Co.  
Hobbs, New Mexico



JOHN QUEEN  
Continental Oil Company  
Hobbs, New Mexico



MURL PENDLETON, left,  
JOE SHERRILL, both with Humble Oil  
& Ref. Co., Hobbs, New Mexico



W. S. (JACK) WALLACE  
Shamor Oil Company  
Wichita Falls, Texas



W. W. MORGAN  
Texaco, Inc.  
Wichita Falls, Texas



C. O. HICKS  
Texaco, Inc.  
Wichita Falls, Texas



C. R. KILLINS  
Texaco, Inc.  
Wichita Falls, Texas



JOE BASHARA, left, Bashara  
Properties; D. L. BORDERS, BOM,  
Inc., both of Wichita Falls, Texas



R. M. HORTON  
Shell Oil Company  
Denver City, Texas



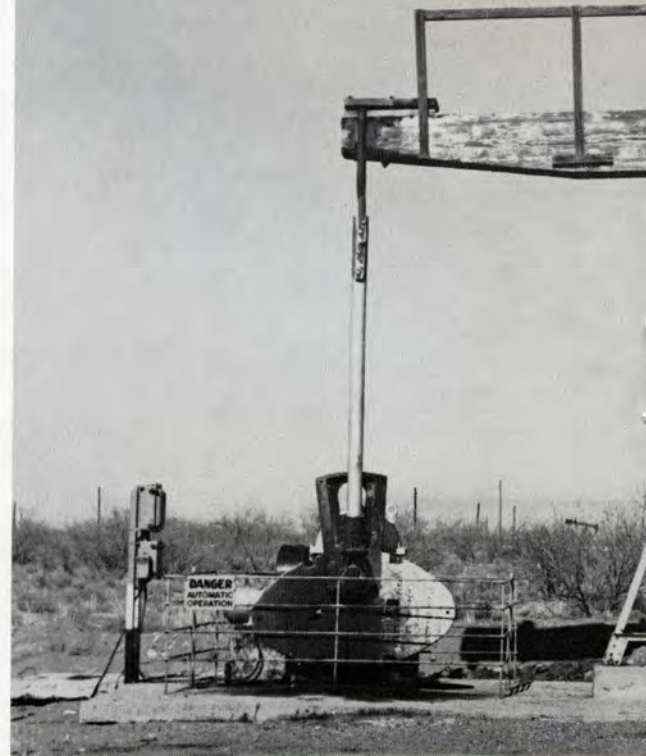
W. S. BOULDIN  
Texaco, Inc.  
Hobbs, New Mexico



W. J. MANNAS  
C. E. Kadane & Sons  
Wichita Falls, Texas



R. D. WILLIAMS  
Texaco, Inc.  
Hobbs, New Mexico



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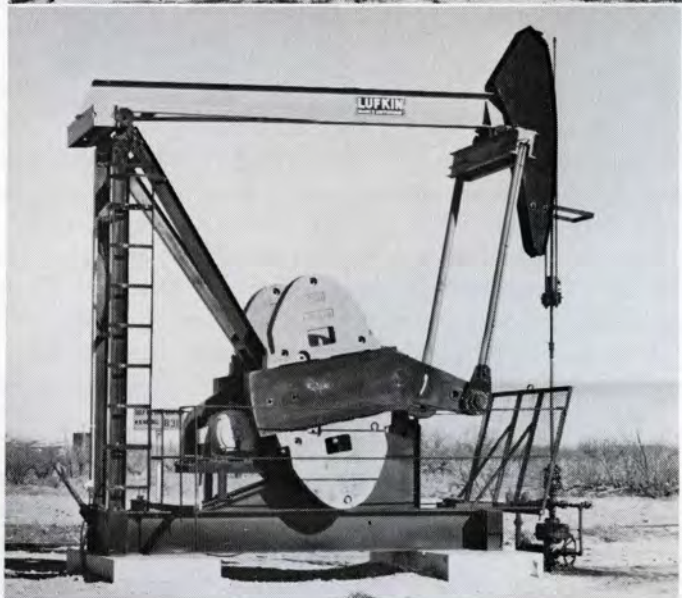
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8

# installations

- 1 LUFKIN M-456D-253-144 Unit, Two Point Suspension Base, Gulf Oil Corporation, W. N. Waddell #20-T, Sandhills, Texas.
- 2 LUFKIN 4½ Worm Gear Unit, Operating Since Before 1925, University SG #1, Crane, Texas.
- 3 LUFKIN M-114D-143-86 Unit, Two Point Suspension Base, Gulf Oil Corporation, W. N. Wadell #831, Penwell, Texas.
- 4 LUFKIN A-456D-144-34.2 Unit, Pan American Petroleum Corporation, Midland Farms Unit #267, Andrews, Texas.
- 5 LUFKIN C-320D-298-100 Unit, LUFKIN HT-333B Gas Engine, Pan American Petroleum Corporation, June McGee A #1, Sandhills, Texas. Warren Gasoline Plant in Background.
- 6 LUFKIN C-320D-256-100 Unit, I. K. Amini, University #1, Sandhills, Texas.
- 7 LUFKIN A-456D-144-34.2 Unit, Pan American Petroleum Corporation, Midland Farms Unit #309, Andrews, Texas.
- 8 LUFKIN M-456D-305-168 Unit, Two Point Suspension Base, Gulf Oil Corporation, W. N. Waddell #123E, Penwell, Texas.



HOWARD T. TELLEPSEN  
Owner, Houston, Texas



CLAUDE FEREBEE, President  
Harvey, Louisiana



JAMES BRADLEY, Vice President,  
Harvey, Louisiana



PART of fleet of 80 tractors and 100 trailers

# Tom

WHEN a shipment moves by Tom Hicks Transfer Co., Inc., it receives *specialized* care from pick-up to delivery.

A skilled and competent team of over 200 persons provides round-the-clock, seven-day-a-week service to insure that the customer's shipment moves safely and expeditiously directly to its destination.

Specially trained and experienced in the unique problems presented by transporting oil field equipment, heavy machinery, and other heavy and cumbersome commodities, Tom Hicks personnel takes care of all tedious planning and details.

A fleet of 80 tractors, with trailers of all sizes and types, provides the means to deliver, quickly, oil field equipment or supplies of any kind to its destination. For the transporting of unusual, heavy, bulky, or unwieldy objects, Tom Hicks has many specially-fitted and equipped trailers, or will modify existing equipment as necessary.

Established in the late 1920's Tom Hicks Transfer has been under present ownership since 1943, and has grown to a volume exceeding \$3 Million annually. It now has authority to transport heavy machinery and heavy and cumbersome commodi-

ties in four states, and oil field equipment and supplies in 13 states. Terminals are located in Dallas and Houston, Texas; Tulsa, Oklahoma; and Harvey and Lake Charles, Louisiana.

On the banks of the Harvey Canal, an important link in the Intracoastal Waterway at Harvey, Louisiana, are over 85 acres of storage space, specially designed and equipped for the efficient handling and safe storage of pipe shipments until the customer needs them. Eight hundred feet of dock space and a 16-car rail siding provide ample room for loading or unloading shipments by water and rail.

Disposition of this material is made as needed to the customer's order; it may be shipped by barge, rail or truck, and, in many cases, is shipped via Tom Hicks Transfer.

The complete inventory of pipe-handling equipment includes five mobile cranes and two crawler cranes.

Total storage capacity of the yard exceeds 100,000 tons. Handling capacity is demonstrated by the fact that in most months over 20,000 tons of pipe move in and out of this yard. All types of machinery suitable for open storage, such as large



**RANDY FRANK**, Secretary-Treasurer, Harvey, Louisiana



**AERIAL** view of 85-acre pipe storage and office facilities at Harvey, Louisiana

# *Hicks* TRANSFER Co., Inc.

## Transportation Specialists

heat exchangers and pressure vessels, may also be unloaded, stored, and reloaded here.

To assure protection of stored goods, Tom Hicks' personnel maintain a 24-hour security program.

The latest in teletype, modern communications and automated office equipment has been installed to help in the efficient routing, handling, and recording of shipping information.

The numerous safety awards won, and the company's excellent safety record, testify to the skill, care and pride of Tom Hicks' personnel as well as to the effectiveness of the company's safety program.

When the large, the heavy, the bulky, the unwieldy have to be moved, it's a job for Tom Hicks Transfer. The transporting of such items as 110-foot bridge spans, or 100,000-pound pressure vessels frequently presents unique and knotty problems requiring specialists to solve them.

There may be special problems of securing the equipment for shipment; special routes may have to be selected to conform to local regulations regarding weights and dimensions; some types of shipments may require escorts or special permits;



**LUFKIN 3-axle lowboy** with **LUFKIN 3-axle dolly** carrying **190,000-lb. heaters**, an example of Hicks' specialized hauling

other types may present critical delivery schedules or unusually difficult unloading conditions. Special equipment may have to be designed, or existing equipment modified or rebuilt in order to accommodate the shipment.

Solving such challenges are every-day matters for the people at Tom Hicks Transfer, who have been moving the unusual and the difficult for many years.

Lufkin is proud to count Tom Hicks Transfer Co., Inc. among its friends and customers.



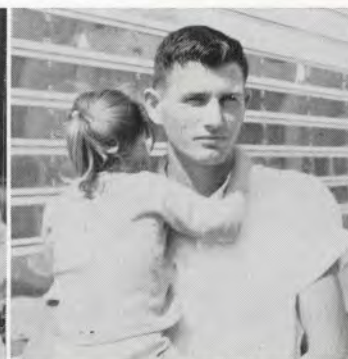
**R. A. BROOKS**  
R. A. Brooks Trucking Co.  
North Little Rock, Arkansas



**LEE MUNCY**  
Volk Trucking Company  
North Little Rock, Arkansas



**E. E. WRIGHT**  
Iowa, Louisiana



**DON HAYES**  
Hi-Vi Dog Food  
Rusk Springs, Oklahoma



**TERRELL F. GATES, JR.**  
San Antonio, Texas



**R. D. SMITH**  
Tioga, Louisiana



**RUBEN SALAZAR**  
Harlingen, Texas



**J. R. WRIGHT, left**  
**BOB CANAY,** Murphy Cooperative  
Oklahoma City, Oklahoma



**VERNON CHEEK**  
Associated Grocers of Arkansas  
Little Rock, Arkansas



**V. E. BROOKS**  
R. A. Brooks Trucking Co.  
North Little Rock, Arkansas



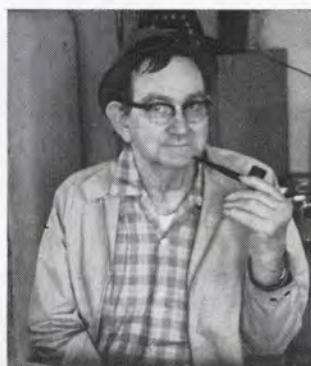
**DON McCONNELL**  
McConnell Heavy Haul  
Little Rock, Arkansas



**ELSTER J. DUPUY**  
Hessmer, Louisiana



**HARIS J. DESSELLES**  
Marksville, Louisiana



**MERLE GREENE**  
North Little Rock, Arkansas



**HOWARD HONEYCUTT**  
Iowa, Louisiana

# New Esso Tugs FOR East Coast



**H**UMBLE Oil & Refining Company recently placed in services on the east coast three new tugs. The ESSO GARDEN STATE and the ESSO EMPIRE STATE are working in the New York harbor and the ESSO DELAWARE VALLEY is employed in the Delaware River.

These tugs are engaged in towing barges and in docking and undocking tankers operating for Humble in the ports of New York and Philadelphia.

These new vessels were constructed because of the need for high performance tugs to handle the larger barges and larger tankers in service today.

Simple operation and high performance were required. Humble engineers, after reviewing many machinery designs, selected Caterpillar Model 398 B, 12-cylinder turbo-charged and after-cooled engine connected to LUFKIN Reduction Gear Model RHS2S3912 with a ratio of 7.21:1 and 6.44:1 ahead and 6.80:1 astern.

Each tug is twin-screw and has a speed of 13 knots at 1700 shaft horsepower, with bollard pull of 75,000 pounds. They have dimensions of 105' x 29'2" x 13'9 1/2", and will operate on a designed draft of 10'2".

The tugs are equipped with Kort Nozzles, four flanking rudders and steering rudders. Air operated Wichita clutches control the ahead and astern movement. Propellers are four-bladed, 96" diameter, stainless steel.

Located in the upper engine room of each tug are two Caterpillar Model D-320A, 4-cylinder, Diesel Electric sets each rate 40 k.w. The main electrical system is supplemented by a 32-volt, d.c. battery supply for the absolute essential circuits. The engines are turbocharged, keel cooled, and equipped with electric starting. The steering system is hydraulically powered with level me-

IDENTICAL twin tugs, the "Esso Empire State" at left, and the "Esso Golden State," are shown after christenings held by Humble Oil & Refining Company at The Battery in New York for the former and in Bayonne, N. J., for the latter. Addition of the twin screw, 105-foot vessels brings the Humble Inland Waterways fleet to 69 units, with a total carrying capacity of 1.2 million barrels. The twin tugs will be used both for towing barges and for docking and undocking large tankers in the New York harbor area

chanical-type controls in the pilot house and the after control station. Each set of rudders has an independent source of energy.

The main engines are started and controlled from a console in the pilot house. The pilot house also is equipped with two Carlisle and Finch, 14" 1,000 watt search lights, a four channel VHF radio and a Decca Model 202 Radar.

The underwater hull surface of all tugs, after sand blasting, were coated with Coal Tar Epoxy and aluminum Anodes have been fitted to the hull to prevent corrosion. All the superstructure was sand blasted and coated with Humble's Rust Ban 191.

Quarters for five officers and crew, mess room and all-electric galley are air-conditioned. Each vessel is equipped with electrical incinerating units so that no sewage will be discharged from these vessels. Normal crew consists of Captain, Mate, two deckhands, and a Cook.

The Humble Inland Waterways fleet, supplemented by chartered equipment, delivers daily about 376,000 bbls. of refined products and crude oil, representing about 12% of the nation's total inland waterway petroleum movements.

These three tugs, like all other units of Humble's fleet, have been built to the highest requirements of the American Bureau of Shipping and the United States Public Health Service. Each vessel is classified by American Bureau of Shipping +A-1 Towing Vessel, Short Coastwise Service.



EAST Mitten and West Mitten stretch upward to catch last rays of the sun, resembling giant hands raised in blessing  
Photo by Arizona Development Board



EAGLE Rock Mesa, Brigham's Tomb, Big Leader and Castle Butte form backdrop for welcoming sign on the Utah-Arizona state line  
Photo by the Author

# EXPLORE

By SHIRLEY PARENTEAU

SPANNING the Arizona and Utah borders is the timeless region of strangely eroded sandstone and flaming desert which is Monument Valley National Tribal Park.

Names like "No Man's Mesa," "Moonlight Valley," and "Ear-of-the-Wind" come easily to this solitary land where jackrabbits and prairie dogs share the changing desert sands with the scraggly goats of the Navajo Indians.

For most of the 25 million years, wind and rain shaped the slender spires, broad mesas, balanced rocks and graceful arches of Monument Valley. Tons of rocks and dirt were worn down and washed away leaving the massive buttes and lonely monoliths of red sandstone which tower up to a thousand feet above the desert floor, contrasting starkly with the black skeletal centers of long-dead volcanoes.

Despite erosion, the valley has changed very little since the time of Christ. While the monuments stood unchanging, Indians, treasure hunters and

even movie companies played out their stories on the sands below.

The first Navajos to live in the valley fled there in 1865, when Colonel Kit Carson and his men forced over eight thousand Navajos on the Long Walk to Fort Sumner, New Mexico. Three years later, a thousand Indians had died at Fort Sumner and the attempt to make farmers of the nomads was discontinued.

The Navajo Indian Reservation was established near Monument Valley and the remaining Indians allowed to return home. In 1933, the reservation boundary was extended to the San Juan River, including Monument Valley in the reservation borders.

Few travelers saw the area before the last few years when pavement finally penetrated into this part of the reservation. A paved road, Arizona State Highway 464, now leaves State Highway 64 (the Navajo Trail) at Kayenta and runs north past



THIS is Monument Valley's camping area viewed from the visitor's center  
Photo by the Author

# MONUMENT VALLEY...

Monument Valley to State Highway 47 at Mexican Hat. About one-half mile north of the state line, a good dirt road turns right to Monument Valley, now a Tribal Park operated efficiently by the Indians. There is a charge of 50 cents per person over the age of 15 to enter the valley.

Blending with the red mesas at the entrance to the park is a low brick visitor's center where Navajo Rangers are on duty. Inside is a display of Navajo crafts. A glass-walled observatory and wide porch command a striking view of many of Monument Valley's weird formations, including East Mitten, West Mitten and Merrick Butte.

Merrick Butte is one of the two buttes named for men who served with Kit Carson. During the Long Walk, Mitchell and Merrick eyed the silver ornaments of the Navajos with greed. Later, they returned to Monument Valley to look for the source of the Indian's silver. They located the mine, but were warned away by Hoskinnini, chief of the Navajos who had escaped Kit Carson and was living in the valley with a few stray sheep missed by the soldiers.

Despite the warning, the treasure hunters returned to the valley. This time the Indians attacked. Merrick was killed immediately. Although wounded, Mitchell managed to reach a butte three miles away before the pursuing Indians killed him. Mitchell Butte and Merrick Butte were later named for the men who died in their shadows.

On a mesa below the visitor's center is a clean camping area with picnic shelters, stoves and garbage containers for each campsite. Restrooms are located out of sight over the edge of the mesa. Water can be obtained from an outside hose at the visitor's center. The huge bulk of Sentinel Butte looms to the left of the camp.

Before the camp, East Mitten and West Mitten stretch upward to catch the last rays of the sun, looking like two giant hands raised in blessing. Navajo legend says the Mittens are the Big Hands, signs of a great power which will someday return to earth and rule from Monument Valley. For non-campers, overnight accommodations can be found in Kayenta. A restaurant, gas and a trading post are nearby.



FOR a closer view of Monument Valley formations, there is a rough road looking no better than a goat trail leaving the campground mesa for the valley floor

Photo by the Author



THE BIG Leader, Castle Butte and East Mitten are seen through the North Window

Photo by Arizona Development Board

Automobiles may be driven into the valley for a closer look at the formations. A posted dirt road begins near the campground. Anyone planning this trip should check with the rangers on the condition of the road.

Jeep tours of the valley are available from Kayenta, Goulding's Trading Post and the San Juan Trading Post in Mexican Hat. Rates for full-day tours start at \$35. Professional guides give the whimsical names of the formations and tell the folk lore of the area. They will stop and let visitors walk about the most interesting places.

During the tour, visitors may recognize formations from movies filmed in Monument Valley. The first of these was the Academy-Award winning film "Stagecoach" which starred John Wayne and was made in the valley in 1938. "Kit Carson," starring Jon Hall, was filmed in the valley in 1940. Descendents of the Indians who eluded Kit Carson 77 years earlier acted as extras in the movie which praised the adventures of the Indian Scout. Several movies, including "She Wore A Yellow Ribbon" and "Fort Apache" used Monument Valley for exterior shots.



**THIS** is part of the camping area in Monument Valley Navajo Tribal Park offering covered picnic tables, cook grills  
Photo by the Author

One area where guides will stop for a closer look is Big Hogan where visitors may examine bits of ancient pottery and scattered arrowheads. Tribal Park rules forbid the removal of any of these.

Other stops include Sourdough Pass where stone "flapjacks" six feet in diameter are scattered over the ground, and the Yei-bi-chai formation, a line of oddly-shaped pinnacles said to represent Navajo dancers performing a healing ceremony of that name. The Totem Pole, a slender spire standing to one side of the "dancers," towers 47 stories over the desert floor.

Visitors to Echo Cave may explore ruins or try the echoes of the cliff walls where eight to sixteen echoes may be heard, depending on the weather. The Ear-of-the-Wind is a gigantic ear-shaped window. The Eye-of-the-Sun is an almond-shaped arch with black water streaks for eyelashes.

About 90,000 Navajos live in the reservation. Their round, mud-walled hogans blend with the desert. Several of the Navajos in the valley will pose for pictures for a small fee. Neither the Indians nor their hogans should be photographed without their permission. Though Monument Valley is beautiful at all times of the year, the best months for photographing the valley are September and October when fluffy white clouds float in the bright blue sky.



**NAVAJO** goats sunning themselves before the Yei-bi-chai and Totem Pole formations  
Photo by Arizona Development Board

Visitors may choose to leave Monument Valley by driving north to Mexican Hat. As they leave the Valley of the Monuments, they will pass signs naming the formations seen from the road: Stagecoach, Bear and Rabbit, Big Indian, Eagle Rock, and Setting Hen. Turn-outs offer a final view back at the valley which holds as much fascination for visitors today as it did for Teddy Roosevelt, Zane Grey and Ernie Pyle, all of whom left wandering descriptions of their own trips into the valley in years past.



At the beach recently, a bather found herself minus the top of her swim suit when she came out of the surf.

Stricken with embarrassment, she crossed her arms in front of her chest and hurried across the beach.

She almost made the bathhouse unnoticed when a small boy stood in her path and said, "Lady, if you are giving away those puppies, could I have the one with the pink nose?"

At a beachfront hotel an elderly gentleman and his wife entered the dining room and took a table near the picture window facing the ocean. While his wife studied the menu, the gentleman studied the beach where a bevy of bikini-clad beauties cavorted.

The waitress took his wife's order and asked him, "And what would you like, sir?"

He stared blankly at the menu where stuffed cabbage was the special for the day and blurted, with a glazed look in his eye, "I think I'd like some stuffed bikini."

This woman ran into the Police Station and said she wanted to report a rape.

"Who was raped?" asked the desk sergeant.

"I was!"

"When?"

"A week ago Saturday."

"Why did you wait so long to report it?"

"I didn't know it was rape until his check bounced!"

The doctor had just given Uncle Zeb a deep needle shot in his rump.

"Did that hurt?" inquired the doctor.

"Hell, no!" replied Uncle Zeb. "I ain't never been hurt but twice."

"How was that?" asked the doctor.

"I was hunting once," said Uncle Zeb, "and had a nature call right after dark, and sat down on a bear trap."

"Gosh!" said the Doc. "I bet that did hurt. When was the other time?"

"When the slack gave out on the bear trap chain."

He: "Do you dance?"

She: "Yes, I love to."

He: "Let's do that instead."

Here's one about three young love-lies considering the kind of man they'd prefer as a companion if shipwrecked on a tropic island.

The blonde wished for an educated man, to insure delightful conversation.

The brunette agreed: "An educated man who also is a fine athlete, so that he could build a shelter and hunt for food."

"Fine," said the redhead, "I agree; an educated, athletic type, but also a professional man. Preferably, an obstetrician."

The office manager grumpily explained that women in business are a problem.

"If you treat 'em like men, they will try to take over the place. And if you treat 'em like women, sooner or later your wife will find out about it."

"Spring is busting out right now; The little flowers dance . . . Children all turn out to play, And fat gals put on pants."

Two new duplicating machines were installed in the oil company's exploration office and placed in the care of one of the more shapely secretaries.

The office remained open 24 hours each day because a research staff was working on three shifts. It soon developed that the research boys on the night shift were using the new duplicating machines and leaving the clean-up mess for the day shift secretary.

She complained several times to the office manager, who finally posted this sign on the door of her office:

#### NOTICE

No one shall use the secretary's reproduction equipment without express permission of the office manager.

The truck fleet owner was planning an extensive trip to Italy and the travel agent called to advise that it was necessary to send a \$50 deposit for his hotel reservations in Venice and Rome.

A few minutes later, she called back, but the fleet owner was on another phone, so she asked his secretary to give him the following message, which the secretary did—in a strained tone of voice: "Mr. Simpson will know what I mean. Just tell him it will cost \$20 more for Florence."

Elsie, the cow, was on one side of the fence and Ferdinand, the bull, was on the other side.

Elsie gave Ferdinand a smile and a wink, and he leaped over the fence to her side.

"Aren't you Ferdinand, the bull?"

"Just call me Ferdinand," he replied, "the fence was higher than I thought."

"Whoopee!" exclaimed the Indian chief when he saw the big lake.

The friend said, "I can't help it, Sam, your wife attracts me physically something fierce and if I could just pinch her on the backside just once, I'd give two thousand dollars!"

"For that kind of money," said Sam, "I don't think my wife would object. Go ahead, pinch her."

The wife leaned over a chair, exposed her backside and the friend looked long and hard. Finally, after about five minutes, he said, "I just can't do it."

"Why not?" inquired the husband, "haven't you got the nerve?"

The friend replied, "No, I haven't got the money."

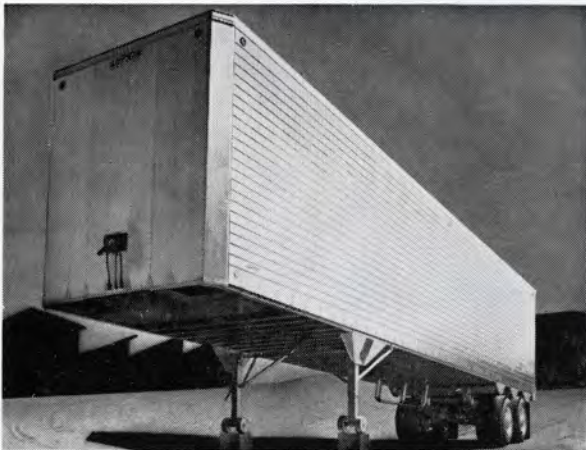
# LUFKIN TRAILERS-

## *PIGGYBACK*

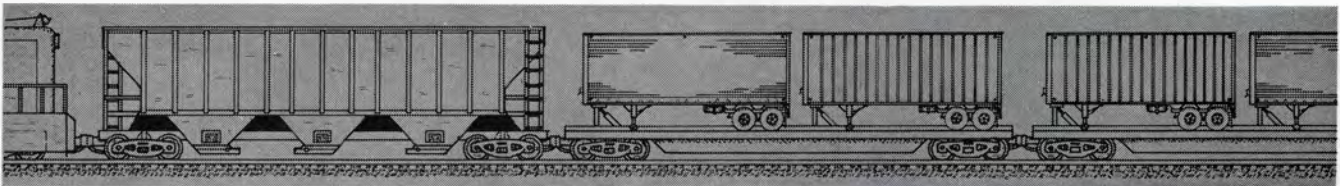
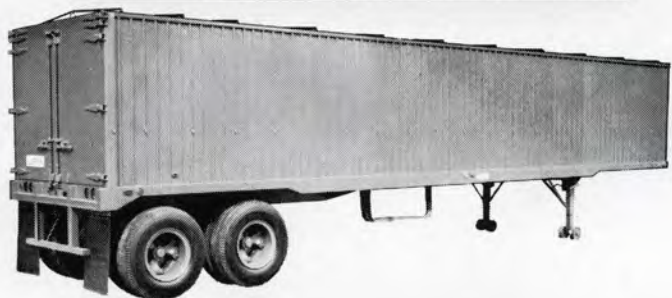
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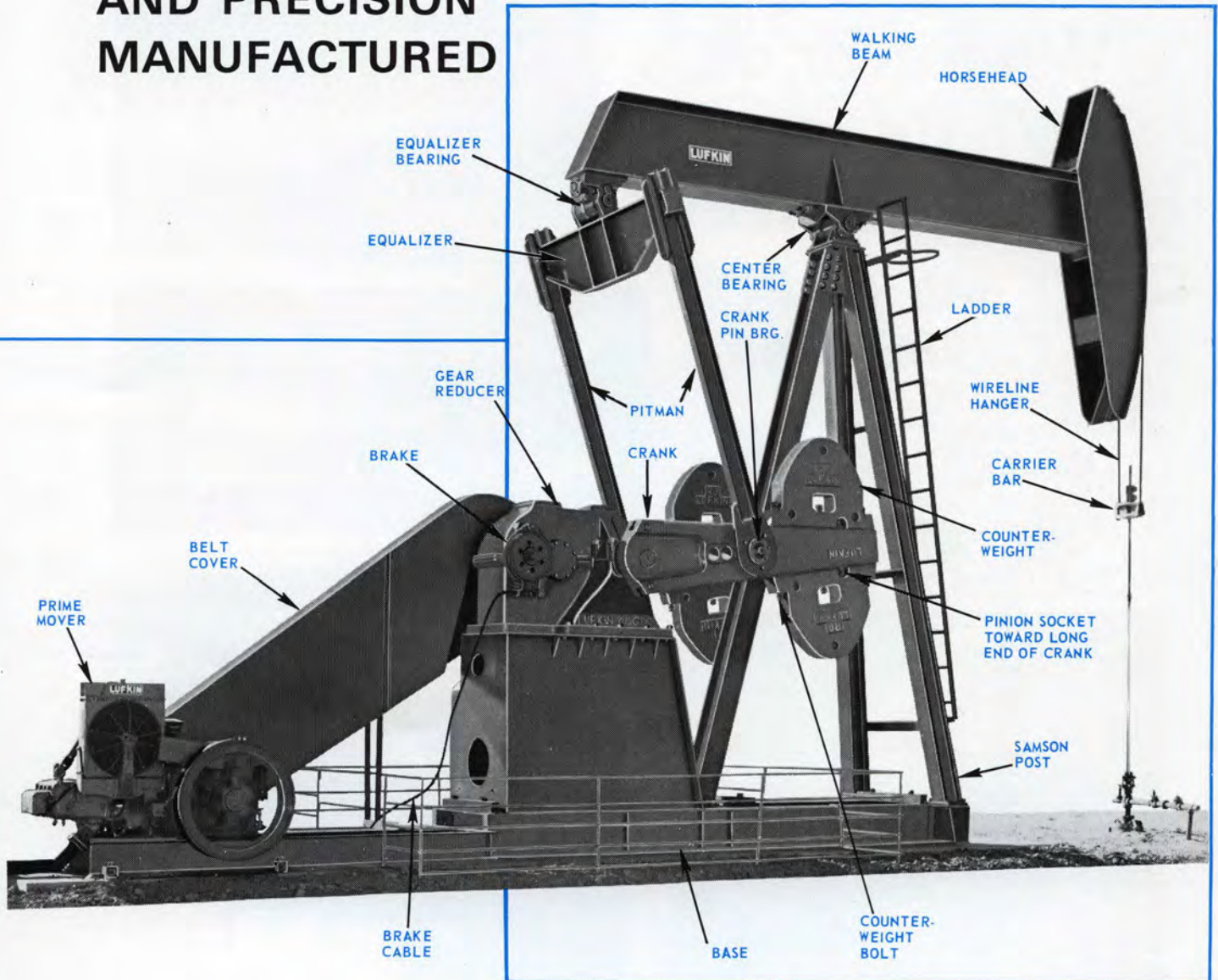
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