

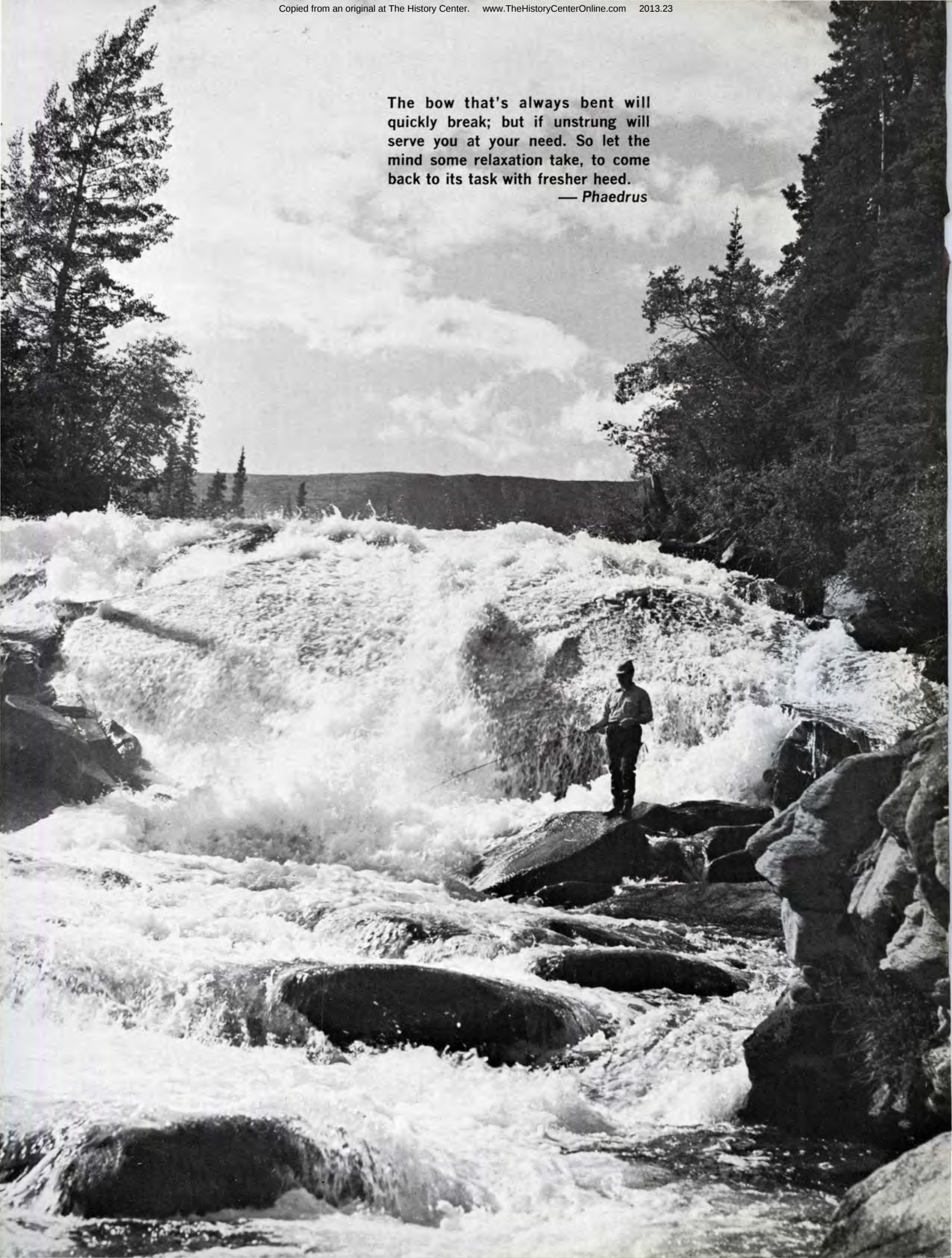


**THE** *Luffkin* **LINE**

MAY-JUNE • 1968

The bow that's always bent will  
quickly break; but if unstrung will  
serve you at your need. So let the  
mind some relaxation take, to come  
back to its task with fresher heed.

— Phaedrus



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Maracaibo, Estado Zulia,  
Venezuela  
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Bogota, Colombia  
Phone: 361-303  
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EXECUTIVE OFFICES & FACTORY  
Lufkin, Texas 75901  
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C. D. Richards, Vice President  
and Sales Manager

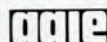
# THE Lufkin LINE

MAY  
Volume 43

JUNE, 1968  
Number 3

*Published to promote friendship and good will with its customers and friends and to advance the interest of its products by the LUFKIN FOUNDRY AND MACHINE COMPANY, LUFKIN, TEXAS*

Virginia R. Allen, Editor  
Carolyn Curtis, Ass't. Editor



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C. W. Alexander, Vice-President  
Marshall Dailey, Fleet Sales  
Jim Horn, Mgr.-Branches



THE eerie beauty of the lake is depicted in this view of the Hog Wallow area.  
Photo by Texas Parks & Wildlife Department

# HISTORIC CADDO Country...

By AL EASON

**R**UNNING a fast outboard cruiser, a person could knife through the heart of the Caddo Lake Country in less than a day. A lifetime would be required to learn the labyrinth ways of the endless, twisting bayous.

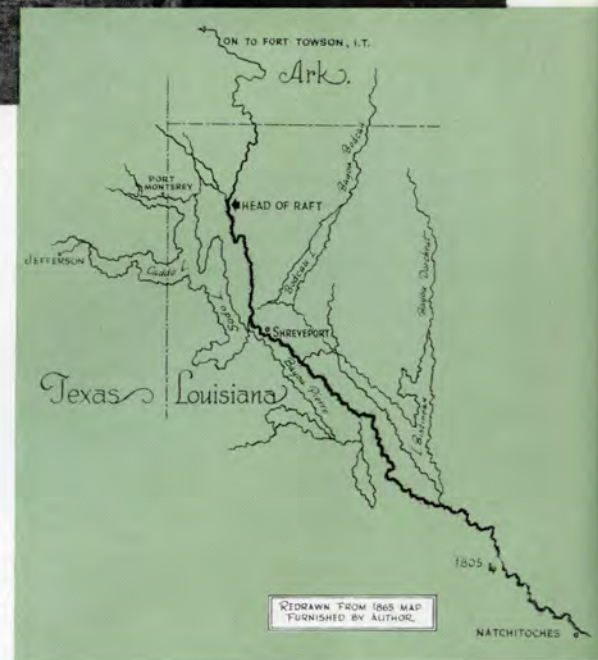
Composed of some 32,000 watery, cypress-studded acres, in Marion and Harrison County, Texas, Caddo spills over into Caddo Parish, Louisiana. Five miles below Mooringsport, a low concrete dam holds back the broad expanse of water.

Some of the most primitive, most beautiful,

acres in Texas, are to be found in the upper reaches of the lake country. This is an eerie land of cathedral silence, where gray-shrouded cypress trees stand in mute contemplation of the enthralling beauty about them.

As great herons and flights of startled wildfowl arise from the mirrored waters, one feels that he is an unwelcome interloper in a strange and magical domain. This is the spell of the lake country, as so many men have known it.

Compounded of ancient history, dark legend, and sparkling, fish-filled waters, the enchantment





THESE crappie were taken during spring spawning run.

of Caddo Lake has been experienced by untold generations of adventurous men.

The lake is first mentioned in Spanish documents dating back to 1536, when Hernando de Soto and his small band came through the country. A later legend of the Caddo Indians tells of a great earthquake which enlarged the basin of the lake, and destroyed one of their chief villages. Historians believe this to have been the New Madrid 'quake of 1811, which rocked the entire Mississippi watershed.

An improbable chain of interlocking conditions was responsible for Caddo playing a role in Texas history out of all proportion to its size and location.

The first of these was the buffer zone established between Texas and Louisiana, when Spain and France began to colonize their respective territories. By mutual consent, and to avoid border incidents, a no man's land nearly one hundred miles wide was left between the two colonies. By the late 1700s, and early 1800s, the outlaw scum of three nations infested the strip. The only law was the knife and the gun.

Another factor was the Great Raft on the Red River of Louisiana. An unbelievable mass of logs nearly three hundred miles long, the raft clogged the main channel of the river, forcing the flow of the mighty Red through the lower end of Caddo



SCUBA divers spear gar on Cypress Bayou.

Lake. Old maps of 1865, show Caddo to have been nearly three times the present size.

When repeated robberies and murders made the overland trail too hazardous for even the hardy pioneers, they sought a safer route into the new land of Texas.

By 1836, steamboats were probing the upper reaches of Caddo, and docking at the outlaw town of Monterey. When the steamer LAMA arrived at the new city of Jefferson in 1844, the outlaw strip had been breached by water.

Within the next decade, a flood tide of settlers

THIS hunter got his limit of mallards and gadwall at Caddo.





THIS fisherman holds a fighting chain pickerel.

AMONG this hunter's morning kill of squirrels from Caddo Island was a black squirrel.  
Photo by Texas Parks & Wildlife Department

poured into Texas across the broad bosom of Caddo Lake. Jefferson became the staging area and supply point for the trek to the new lands to the west. In a short time, this burgeoning city became a leading Texas port.

Many men have contributed to the lore and legend of Caddo. Col. Robert Potter, first Secretary of the Navy for the Republic of Texas, was killed while swimming the waters of Caddo in a desperate attempt to escape his assassins. His death culminated a bitter feud between the rival political factions of Moderators and Regulators. Potter's Point, on the north shore, is named after him.

A later, but equally colorful figure, Amory Starr, rode about the lake on a galley pulled by slave oarsmen. Starr owned a plantation on Goose Prairie. In order to shorten the distance for his oarsmen from his plantation to Cypress Bayou, Starr had his slaves dig a ditch across the peninsula lying between the two bodies of water. This cut—the Starr Ditch—is still being used by boatmen today.

During 1872, steamboat travel reached a climax when 226 steamers traversed the broad waters of Caddo on the way to Jefferson. With so much traffic, accidents were inevitable. The sinking of the MITTIE STEVENS near Swanson's Landing on February 11, 1869, was the most tragic.

Bound downstream for New Orleans with a holiday crowd of passengers, she caught fire and burned with a loss of 60 lives.

Although boasting of unequalled beauty and a

colorful past, Caddo has much to offer the present-day sportsman.

Recent construction and marking of over 40 miles of boat roads opened many formerly inaccessible areas to pleasure boaters. These include some of the more primitive sections of the lake.

Fishermen will find more different species of fish here than in any other Texas lake. Crappie fishing is especially good during the spring spawning season, and good catches of bass and chain pickerel may be taken throughout the year.

Wildlife abounds on the hardwood ridges and in the cypress swamps surrounding the lake. Caddo has long been known as one of the best inland duck hunting areas in the state. The Caddo Country is a paradise for hunters, fishermen, photographers, and nature lovers.

Caddo is easily reached over excellent hard-surfaced roads. Highway 43, from Interstate 20 at Marshall to the village of Uncertain, will put you in the midst of Caddo Country.

Access to camps on the north shore are from Highway 49 between Jefferson and Trees City. South shore camps can be reached through the village of Leigh.

There is float trip service at Jefferson, offering both fishing and sightseeing trips on the bayous. Headquarters for the float trip is in the unique Riverfront Restaurant.

The legend of Caddo is an endless thread woven in and through the illustrious history of Texas. Entwined with history, draped in eerie beauty, and full of fish, Caddo awaits your pleasure.

Photos not otherwise credited  
are by the Author



C. D. RICHARDS  
Vice President  
and Sales Manager



J. B. HOPPER  
Administrative  
Vice President



FRED D. GRIFFIN  
Chief Engineer and  
Head of Machinery  
Engineering department



W. T. LITTLE  
Director and in Gear  
Sales department



W. W. TROUT, JR.  
Director and  
Assistant Sales Manager

## Corporate Management Changes...

R. L. POLAND, President  
and Chief Executive Officer



**C**ORPORATE management changes were effected for Lufkin Foundry and Machine Company upon the retirement of W. W. Trout, former President and Chief Executive Officer, and Executive Vice President L. A. (Pete) Little and Executive Vice President E. P. Trout.

R. L. Poland, president, has been named Chief Executive Officer.

All three retirees will remain as consultants until January 1, 1969, and are maintaining offices at the Company's headquarters.

Three new members have been elected to the Board of Directors, including W. W. Trout, Jr., W. T. Little and M. E. Kurth, Jr.

Vice President C. D. Richards has been named Sales Manager and W. W. Trout, Jr. has been appointed Assistant Sales Manager. W. T. Little is in the Gear Sales department.

Vice President J. B. Hopper, former Director of Engineering, has been transferred to the executive department as an administrative vice president with responsibilities covering all phases of manufacture including trailers, foundry and all machinery, and also the Personnel Department, Mill Supplies Division and general over-all supervision.

Fred D. Griffin, chief engineer, will succeed Hopper and have charge of the Machinery Engineering department.

Lufkin Foundry and Machine Company, manufacturers of oilfield pumping units, gas engines, commercial and industrial gears, marine propul-

sion gears and truck-trailers, is expanding in several areas.

Construction is underway on a new automated trailer manufacturing plant located southeast of Lufkin on a 400-acre site.

The company has invested some \$2½ Million in new machine tools and manufacturing facilities during the past three years. This year, the company is spending about \$750,000 in gear manufacturing tools and facilities.

This expenditure covers a new gear hobbing machine made in Germany capable of cutting gears 10 feet in diameter with four-foot face widths. This new hobber joins another hobber purchased in Germany in 1965 which can manufacture gears 16 feet in diameter with face widths up to 47 inches.

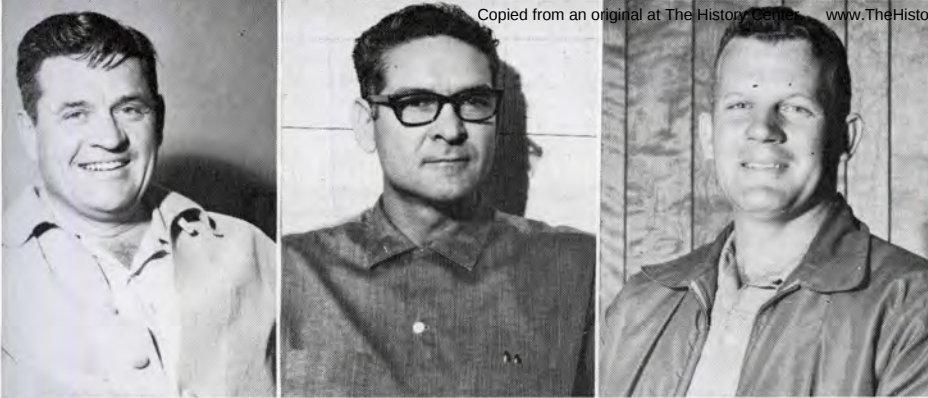
Two additional numerically controlled tape lathes are being purchased, bringing the total to six of these automated machines in the production plant.

Also covered in this investment is a gear grinding machine imported from Switzerland which will produce higher speed, higher horsepower gears that require less space in which to operate.

Lufkin's foreign subsidiaries include Lufkin Machine Co., Ltd., Lufkin Foundry and Machine Co., International and Lufkin Overseas Corp., S.A.

Officers of Lufkin Foundry and Machine Company include W. W. Trout, chairman of the board; R. L. Poland, president and chief executive officer; C. D. Richards, J. B. Hopper, C. J. Schuller, C. W. Alexander, R. E. Barr, R. H. Lang, vice presidents; W. A. Kirkland, secretary; and H. L. Dyer, treasurer.

The Board of Directors are W. W. Trout, E. P. Trout, L. A. Little, R. L. Poland, S. W. Henderson, Jr., all of Lufkin; M. E. Kurth, Houston; J. L. Wiener, Shreveport, La.; Samson Wiener, Dallas; W. W. Trout, Jr., M. E. Kurth, Jr., and W. T. Little, all of Lufkin.



**JIMMY OWEN**  
Johnston & Owen  
Tyler, Texas

**BILL IRVIN**  
Cities Service Oil Co.  
Ruston, Louisiana

**JACK STURROCK**  
Sinclair Oil & Gas Co.  
Kilgore, Texas

# Snapshot

BY THE LUFKIN



**ELRAY BUGG**  
Sinclair Oil & Gas Co.  
Kilgore, Texas



**W. C. OSBORNE**  
Atlantic-Richfield Co.  
Tyler, Texas



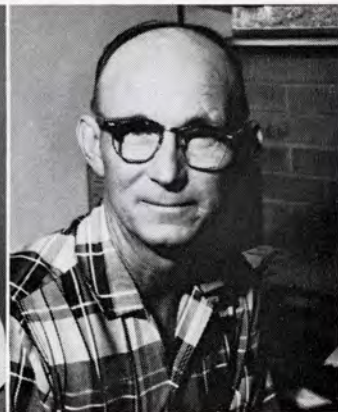
**C. M. BUMPASS**  
Gulf Oil Corporation  
Kilgore, Texas



**J. L. NEW**  
Union Producing Company  
Shreveport, Louisiana



**CHARLES SPILLER**  
Humble Oil & Refining Co.  
Shreveport, Louisiana



**RAY BARNES**  
Gulf Oil Corporation  
Mooringsport, Louisiana



**R. L. MCKAY**  
Atlantic-Richfield Co.  
Tyler, Texas



**H. H. WOODALL**  
Pan American Petr. Corp.  
Tyler, Texas



**DAVE WILSON**  
Wilson Oil & Gas Company  
Longview, Texas



**F. A. SCHELL**  
Pan American Petr. Corp.  
Tyler, Texas



**JESS TOOKE**  
Pan American Petr. Corp.  
Kilgore, Texas



**W. S. (BUCK) MORRIS**  
East Texas Salt Water Disp.  
Kilgore, Texas

**ART RAISIG**  
Atlantic-Richfield Co.  
Tyler, Texas

**DAVID REESE**  
Phillips Petroleum Co.  
Smackover, Arkansas

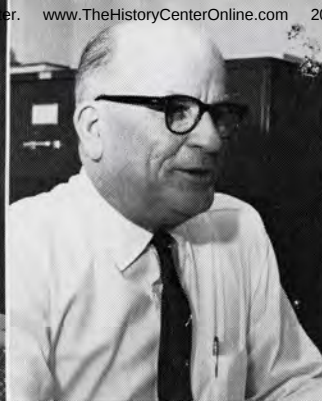


# shots

CAMERAMAN...



**M. A. PYEATT**  
General American Oil Co. of Texas  
Gladewater, Texas



**L. G. WELLS**  
P. G. Lake, Inc.  
Tyler, Texas



**ROSS WILLIAMS**  
Atlantic-Richfield Co.  
Tyler, Texas



**AUSTIN ROBERTSON**  
Crow Industries  
Shreveport, Louisiana



**BOB TABOR**  
Union Producing Company  
Shreveport, Louisiana



**JOHN BELL**, left, Humble Oil & Refining Co.  
Houston, Texas and **NORMAN SMITH**  
B. G. Byars Estate, Tyler, Texas



**GORDON LEPLEY**  
Atlantic-Richfield Co.  
Tyler, Texas



**THURMAN WITTE**  
Tenneco Oil Company  
Shreveport, Louisiana



**JAMES E. COX**  
Atlantic-Richfield Co.  
Tyler, Texas



**BILL SIEBENMORGAN**  
Cities Service Oil Co.  
Tyler, Texas



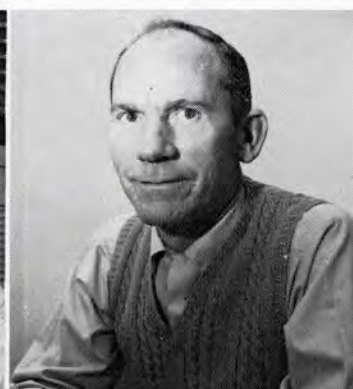
**LUNDY ALLEN**  
Sells Petroleum, Inc.  
Tyler, Texas



**P. J. LEHNHARD**  
East Texas Engineering Assoc.  
Kilgore, Texas



**K. G. WOOD**  
Mobil Oil Company  
Shreveport, Louisiana



**R. C. RITCHIE**  
Cities Service Oil Co.  
Tyler, Texas



**LUTHER CLARK**  
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Delhi, Louisiana



**JOE MURPHY**  
Phillips Petroleum Co.  
Smackover, Arkansas





**BILL OCEL**  
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Shreveport, Louisiana



**J. E. LLOYD**  
Atlantic-Richfield Co.  
Tyler, Texas



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Smackover, Arkansas



**K. B. ESTES**  
Mapco Production Co.  
Stephens, Arkansas



**JIM BROWN**  
General American Oil Co. of Texas  
Dallas, Texas



**B. F. CAVER**  
Cities Service Oil Co.  
Longview, Texas

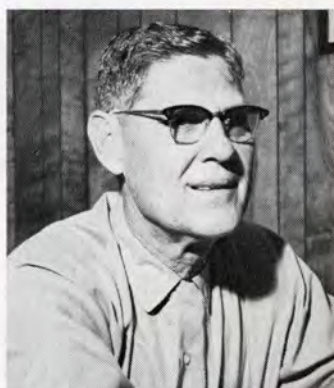


**DON BARKMAN**  
Mobil Oil Company  
Waterloo, Arkansas



**BEN SELLERS**  
Union Producing Company  
Shreveport, Louisiana

**MORE**



**ELMER WOOD**  
Sinclair Oil & Gas Co.  
Kilgore, Texas



**BOB CASEY**  
Tenneco Oil Company  
Shreveport, Louisiana



**MERRILL GREENWELL, JR.**  
Hunt Oil Company  
Cotton Valley, Louisiana



**B. E. RAYWINKLE**  
Atlantic-Richfield Co.  
Longview, Texas



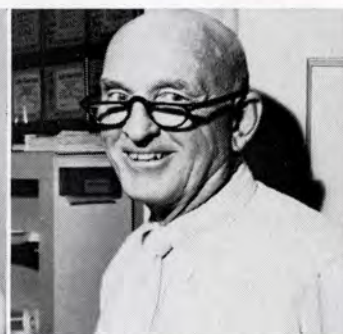
**R. K. BEGGS**  
Sun Oil Company  
Gladewater, Texas



**K. V. STEPHENSON**  
Amerada Petroleum Corp.  
White Oak, Texas



**ELMER SLAGLE**  
Union Producing Company  
Shreveport, Louisiana



**CLINT MOORE**  
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**BOB BARMAN**  
Sun Oil Company  
Delhi, Louisiana



**MURPH SHELTON**  
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Shreveport, Louisiana



**BILL BROWN**  
Union Producing Company  
Shreveport, Louisiana



**JERRY EUBANKS**  
Sun Oil Company  
Gladewater, Texas



DON BARBIER  
Sinclair Oil & Gas Co.  
Kilgore, Texas

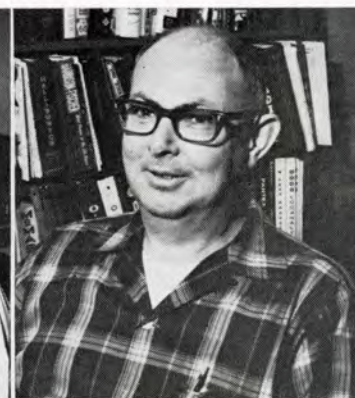


C. H. HINES  
Phillips Petroleum Co.  
Smackover, Arkansas

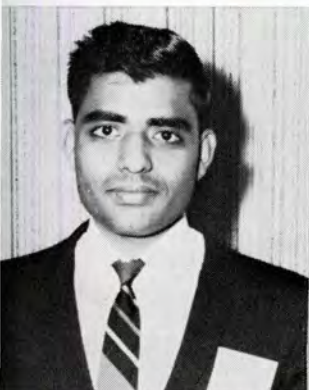
# Snapshots



ART PRELL  
Tenneco Oil Company  
Shreveport, Louisiana



H. W. DAVIS  
Sun Oil Company  
Delhi, Louisiana



N. C. SHAH  
Lone Star Producing Co.  
Tyler, Texas



B. B. BOYLES  
Pan American Petr. Corp.  
Tyler, Texas



LONNIE SHIVERS  
Atlantic-Richfield Co.  
Tyler, Texas



JIM RICHARDS  
Getty Oil Company  
Cayuga, Texas



DOUG ACUFF  
Amerada Petroleum Corp.  
White Oak, Texas



R. N. JOHNSTON  
Johnston & Owen  
Tyler, Texas



A. R. KUKLA  
Marathon Oil Company  
Haynesville, Louisiana



O. J. FORD  
Mobil Oil Company  
Shreveport, Louisiana



WES MARSTON  
Humble Oil & Refining Co.  
New London, Texas



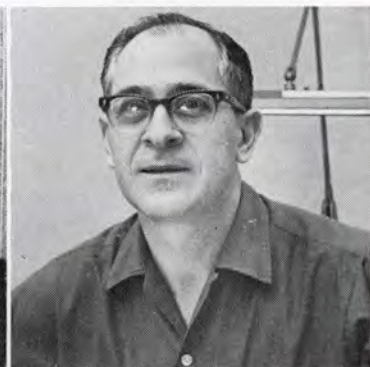
H. R. GRADY  
Union Producing Company  
Shreveport, Louisiana



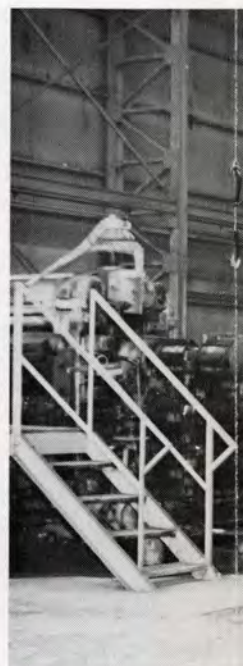
KENNETH RENEAU  
Texaco, Inc.  
Gladewater, Texas



PAT DARNEY  
Pan American Petr. Corp.  
Longview, Texas



A. A. MORE  
Atlantic-Richfield Co.  
Tyler, Texas



1 2



4

# LUFKIN

1 LUFKIN C-160D-169-64 Unit, left, and LUFKIN C-114D-143-64 Unit, Walter Bollenbacher, El Dorado Arkansas.

2 ROLL STAND NO. 1; LUFKIN SF3317-17.5-3 Combination Reducer and Three High 17,500" Centers Pinion Stand; 7.25:1 Ratio; 514 RPM Input Speed; 1207 HP AGMA Mechanical Rating; Driven by 700 HP Electric Motor; Calumet Steel, Division of Borg-Warner Corp., Chicago Heights, Illinois.

3 LUFKIN C-16D-16-48 Unit, Getty Oil Company, Bellevue, Louisiana.

4 LUFKIN C-228D-212-86 Unit, Cities Service Oil Company, Haynesville, Louisiana.

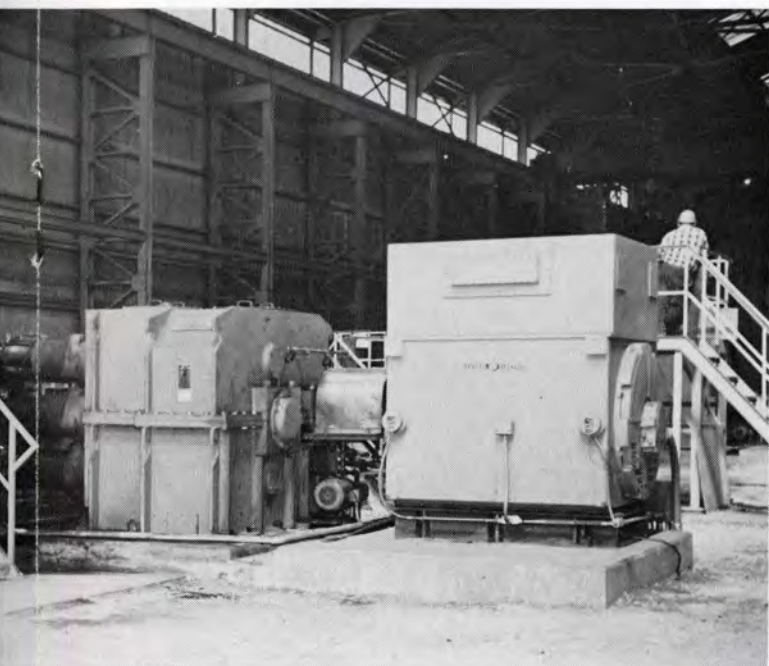
5 LUFKIN M-456D-253-144 Unit, American Petrofina Co. of Texas, Killens Ferry, Louisiana.

6 LUFKIN C-160D-173-74 Unit, Weiser-Brown Oil Company, Stephens, Arkansas.

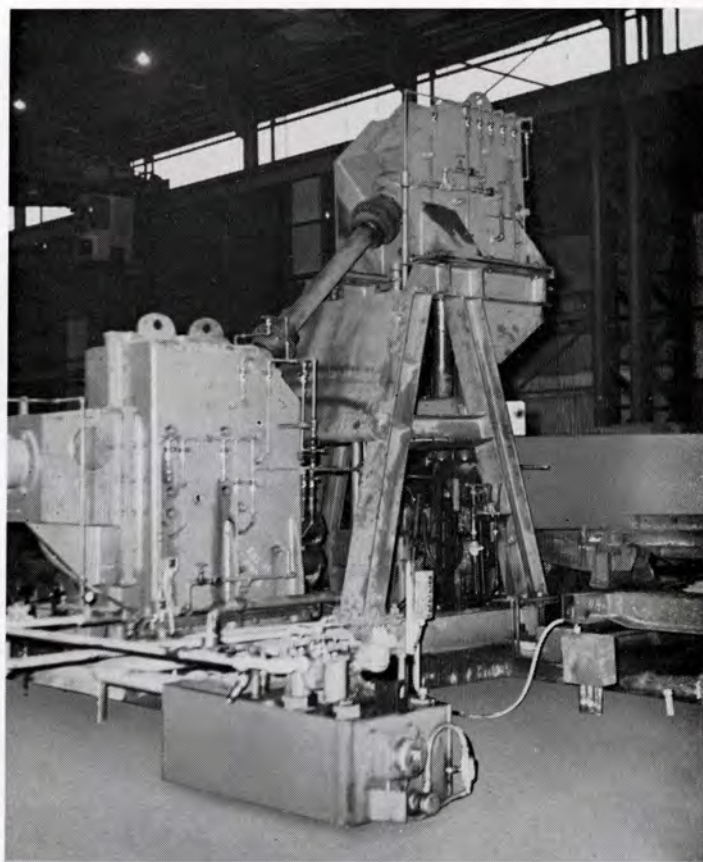
7 ROLL STAND NO. 9, Built by LUFKIN; 10" 2-High Convertible Roll Stand; Light Section Merchant Mill; Combination Horizontal and Vertical Mill; 400 HP; 300 to 750 RPM Input; Horizontal Reduction 1.017:1; Vertical Reduction 1.00:1; Calumet Steel, Division of Borg-Warner Corp., Chicago Heights, Illinois.



5



## *Installations...*



6

7



ALBERT JOYNER, Owner-Operator

# JOYNER

**I**T WAS in 1946 that Albert J. Joyner, 18, made his entrance into the trucking industry.

His father was aware of young Albert's enthusiasm and boundless energy, and he decided to give the boy an opportunity to "get his feet wet" in the business world. As the owner of a dairy farm in Florida, the elder Joyner had reared his son in an atmosphere of hard work and personal pride in accomplishment.

The father had a Chrysler automobile which he told his son he could sell and use the proceeds to get into some type of business career. This was all the young man needed to launch himself into the truck transportation business and it was a stepping stone toward ownership of one of the most efficient and successfully operated trucking concerns in the South.

Albert sold the car for \$1300 and purchased a one and one-half ton truck. Next, he traded the body of the truck for a fifth wheel and started trucking produce in St. Petersburg, Florida. His business grew and he expanded operations to hauling clay pipe and other building materials.

In 1958, he bought Butler Truck Lines, a pipe hauling business. His economic acumen brought results as time went on and his trucking business grew. Today, he is owner-operator of Joyner Truck Lines, Inc. with home offices in Milledgeville, Georgia.

The 74 flat bed trailers operated by Joyner out of Georgia are the most modern trucking equipment in the country. Joyner leases trailers throughout the eastern portion of the United States, sending them into 14 states east of the Mississippi River and as far into the central part of the country as Texas.

Mr. Joyner's operation includes ordering special designs on all the equipment he leases to accommodate the material being hauled. For example, on his recent purchase of 50 LUFKIN Flat Bed trailers he specified certain designs to accommodate loads of clay pipe, cotton, salt, and machinery.

Another feature of his operation is a full maintenance shop owned and operated by Joyner Truck Lines, Inc., which handles all repairs and equipment maintenance. The firm owns a complete tire recapping plant and coupled with this is a tire mileage plan initiated by Mr. Joyner. All this makes the business totally self-contained and effects the saving of thousands of dollars annually.

Mr. Joyner's emphasis on maintenance is one of the primary reasons for his company's reputation with its customers as a dependable, carefully managed firm. When Joyner leases equipment, the



JERRY GREEN, general manager & secretary-treasurer, stands beside one of Joyner's custom-built LUFKIN flat bed trailers

# Truck Lines, Inc.

customers are assured that upkeep of the vehicles will be handled thoroughly.

"Maintenance is the most important part of our facilities. To maintain the highest degree of quality in our equipment, we must keep it repaired and in the best possible condition," Mr. Joyner mentions regarding his philosophy that maintenance is the key to customer satisfaction.

The right hand man in his closed corporation is Mr. Jerry Green, who serves the company as secretary-treasurer and general manager. Mr. Green joined Joyner in 1964 after a three-year stint of active service to his country including an 18-month tour of duty in France. Six other men complete the list of full time employees at the Milledgeville truck line and terminal.

Mrs. Joyner is Vice President of the Company.

Away from the office, Mr. Joyner is an active civic leader and family man. His memberships include the Exchange Club, Masonic Lodge, Moose Lodge, Elks Lodge, and the First Methodist Church.

He is the father of four children. His eldest son, Jeff, is studying law at the University of Florida

in Gainesville. Clifford, 16, and Shirlene, 12, are attending school in Ocala, Florida. His youngest child is a 2-year-old daughter, Rae Lynn.

He also has combined his interests in cattle and real estate by accumulating extensive real estate and farm holdings in central Georgia. He is a lifetime member of the American Angus Association and maintains a herd of 600 Angus & Hereford cattle on his 300 acres in Baldwin County, Georgia, and his 1400 acres near Hawkinsville. Mr. Joyner calls these outside interests a "side-line" to his first and foremost devotion, the trucking business.

LUFKIN is proud to count Joyner Truck Lines, Inc. among its friends and customers.

AL JOYNER likes to spend his leisure hours with his herd of Angus and Hereford cattle on his farms in Georgia





AFFORDING some of the nation's best spiny ray fishing, Oahe Dam is the world's largest earth-fill water barrier.  
U. S. Army Corps of Engineers Photo

By BOB KAROLEVITZ

IF CAPTAINS William Clark and Meriwether Lewis were to see what has happened to the Missouri River in South Dakota, they'd shake their heads in total disbelief.

For a century and a half after the famed explorers previewed the Louisiana Purchase for Uncle Sam, the ol' Mizzou meandered across the prairies—unchecked, unpalatable and uninviting.

During a relatively brief period in history, shallowdraft steamboats putt-putted up the stream from St. Louis to Fort Benton, Montana. But mostly the river was a mixed blessing to those who settled on her shores or who crossed her or followed her enroute to a more westerly destination.

Her whirlpools and swift current claimed more than their rightful share of victims. Ice jams and floods were viciously destructive. And for generations the mud-brown texture of her water was described in cliché fashion: “. . . too thick to drink and too thin to plow.”

But now all that has changed!

Today the Missouri River is harnessed like a

VACATIONERS swim, ski, and sun-bathe on the sandy beaches of the South Dakota Great Lakes.

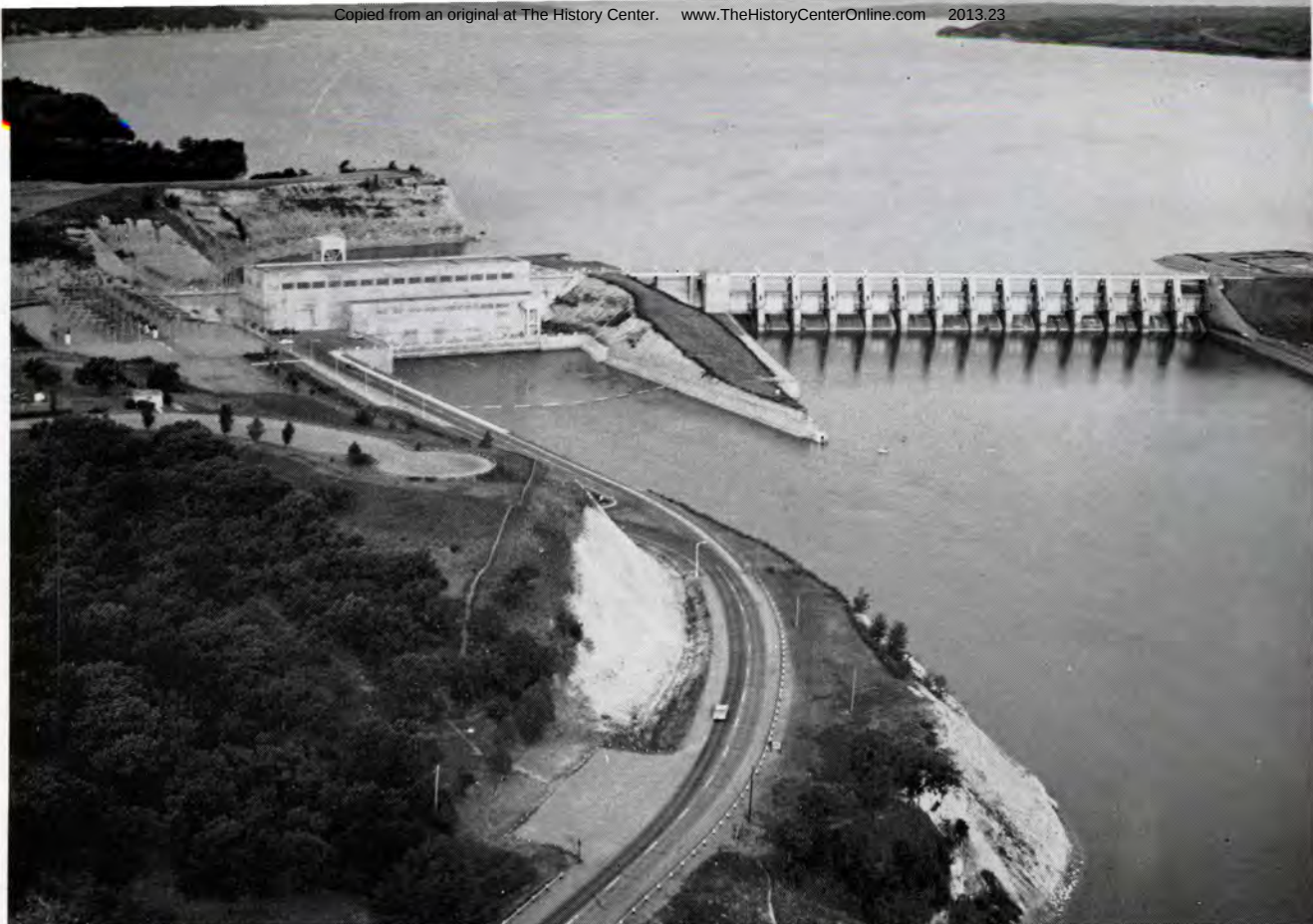
U. S. Army Corps of Engineers Photo

## THE GREAT LAKES 9

combination work horse and pleasure pony. Four massive dams—one of them the world's largest earth-fill barrier—hold the once-capricious waters in check, and the resulting lakes spread from border to border, converting South Dakota from a water-poor to a water-rich state.

Most southerly of the dams, Gavins Point, is on the Nebraska-South Dakota border near Yankton. This is the logical starting point for a tour of the Great Lakes of the Prairies. Located astride U. S. Highway 81, Yankton is known as the





GAVINS Point Dam near Yankton is the smallest of the Corps of Engineers' projects which created the lakes.  
U. S. Army Corps of Engineers Photo

# *of South Dakota*

Mother City of the Dakotas, having been the site of the first territorial capital from 1861 to 1883.

Fort Yankton, three miles west of the city at the dam site, symbolizes the long-gone log stockade where Dakota pioneers gathered for protection following a Sioux Indian uprising in 1862. During the summer season, the fort offers various diversions for tourists, including the re-enactment of the hanging of Jack McCall, the murderer of Wild Bill Hickok. Recalled, too, is the visit by General George A. Custer and his Seventh Cavalry

to Yankton before their ill-fated trek to the Little Big Horn.

The 40-mile-long Lewis & Clark Lake—smallest but most scenic of the four Great Lakes—backs up behind Gavins Point Dam, with blue-green waters offering a sharp contrast to the earlier coffee-with-a-dash-of-cream coloring of the Old Muddy. Boating, water-skiing, fishing and virtually unlimited camping facilities are available. Near the western end of the lake, a picturesque old auto ferry operates between Running Water, South Dakota, and Niobrara, Nebraska, during the tourist season.

At Pickstown, South Dakota, some 75 miles west of Yankton, the Fort Randall Dam forms Lake Francis Case, a reservoir extending 140 miles northwesterly along the old river channel.

Here, too, the traveler can choose from a wide variety of recreational areas and camping accommodations. These range from highly developed sites to total wilderness in the remote parts of Gregory and Brule counties.

Fort Randall, the military post for which the project was named, was erected by the U. S. Army in 1856 for the protection of early settlers and



REJUVENATED Fort Yankton includes a stockade used to protect settlers from hostile Sioux Indians.

Fort Yankton Photo



**SITE** of the discovery of a 225-year-old tablet left by the region's first white explorers, this monument overlooks Pierre. South Dakota Department of Highways Photo

was abandoned 36 years later. The remains of the old parade ground, excavations of fort buildings and the ruins of the post chapel may be seen on the south shore just below the dam.

While no actual shore-drive highway follows the lakes through the state, tourists can select a variety of hard-surfaced routes from one dam-site to the next. Lake crossings are limited, though, so a South Dakota map should be consulted for trip-planning purposes.

In the middle of the Crow Creek and Lower Brule Indian reservations is the "grand detour" of the Missouri River, a giant S-shaped curve frequently mentioned in the journals of the early explorers and pioneers. South of this aquatic contortion at the site of historic Fort Thompson is Big Bend Dam and the beginning of the 80-mile-long Lake Sharpe.

Students of Indian history will be interested particularly in this area. Fort Thompson was established in 1863 to serve as a reservation area for the Santee Sioux and Winnebago Indians. Though the original post has disappeared, the town of Fort Thompson is today the headquarters for the Crow Creek-Lower Brule agency. In the Big Bend area, the Smithsonian Institution has located 165 archaeological sites, about half of which are the remains of prehistoric Indian villages.

Near the northern extremity of Lake Sharpe

**THIS** decaying chapel at the site of old Fort Randall offers mute evidence of a by-gone frontier era.

South Dakota Department of Highways Photo

reservoir is the state capital of South Dakota, Pierre (pronounced "Peer"). A small city of less than 11,000 permanent residents, Pierre nonetheless offers a variety of tourist attractions.

On a promontory overlooking the city is a monument denoting the discovery site of the famed Verendrye tablet (a lead plate on which French explorers Francois and Louis-Joseph La Verendrye had scrawled graphic evidence of their visit to the area in 1743). The unusual historical clue was accidentally uncovered in 1913.

The State Museum is just across the street from the capitol building, and on the opposite side of the Missouri River is Fort Pierre with a history dating back to 1831. It was originally a trading





**SOUTH DAKOTA's capitol building is in Pierre, which was chosen for the site over its rival city, Huron.**

South Dakota Department of Highways Photo

post of John Jacob Astor's American Fur Company and named for one of Astor's associates, Pierre Choteau, Jr.

Six miles northwest of the capital city is Oahe Dam, the world's largest of its type. It is 9,300 feet long and 242 feet high; 90 million cubic yards of shale and earth were piled and compacted to form the gargantuan embankment. The Oahe Reservoir, longest of the Great Lakes, extends northerly 250 miles through South Dakota and into North Dakota almost to Bismarck. It is, in effect, a gigantic capital-to-capital waterway.

The reservoir forms the eastern and part of the southern borders of the Cheyenne River Indian Reservation, a vast prairie expanse of land where the huge cattle herds of the early 1900s grazed on unfenced leased lands. Here, too, was the final stomping ground for Sitting Bull, the notorious Hunkpapa Sioux who gave the U. S. Army in general and George Armstrong Custer in particular such military fits. Sitting Bull's grave is west of the Oahe Reservoir at Mobridge. He was killed some 25 miles away near Little Eagle on the Grand River.

As historically and scenically interesting as the Great Lakes of South Dakota are, they are even more attractive as a mecca for fishermen. In a single season the tailwaters of Gavins Point Dam have put out more than half a million pounds of sport fish.

It's spiny ray fishing, of course, for a wide variety of species. The voracious northern pike



**THIS paddlefish, a strange-looking creature of prehistoric origin, was snagged with grappling hooks.**

U. S. Army Corps of Engineers Photo

grows to tackle-breaking size in these waters. Sauger, walleye, crappies, catfish, perch, small-mouth and striped bass are abundant. An unusual specimen is the prehistoric paddlefish with its long duck-like bill. Enthusiasts must use grappling hooks to snag this strange-looking creature which can weigh in at 90 pounds or more.

Admittedly, the Great Lakes of the Prairies do not have the glamour of the French Riviera nor the bright lights of Broadway. However, for an inexpensive, unsophisticated tour of the wide open spaces, you might try a visit to the 1,000 square miles of blue-green lakes which today are revolutionizing the recreation, industry, agriculture and way of life of an entire state.



A. W. COOK, JR. left, W. W. WEIR  
center, and J. C. LEISK, Union Producing  
Company, Shreveport, Louisiana



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Texaco, Inc.  
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## MORE SNAP-



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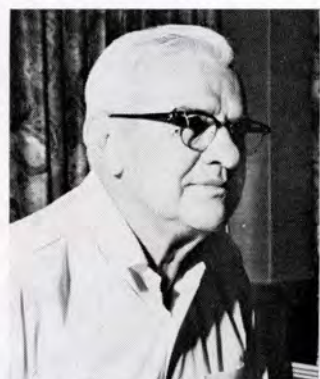
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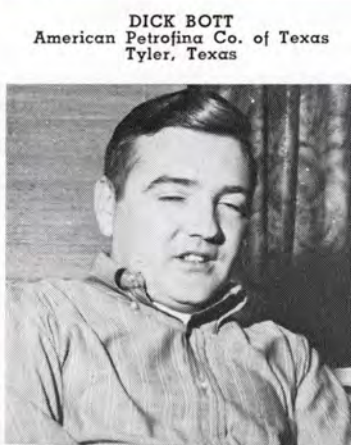
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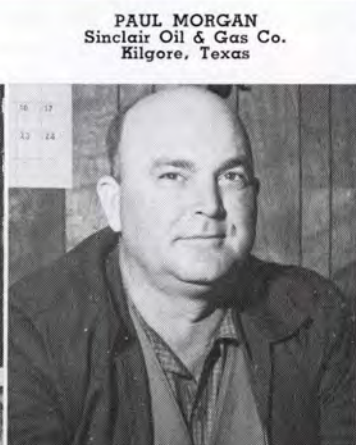
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# SHOTS *Continued*



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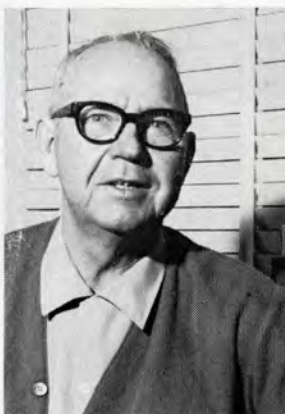
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CIRCULATION THIS ISSUE: 17,424



"My, what an attractive baby," said the good-looking astrologer to the sweet young thing pushing a baby carriage through the park. "Do you happen to know what sign he was conceived under?"

"Yes," blushed the young mother. "It was 'Keep Off the Grass.'"

The rural minister was talking to the Sunday School class of young boys and girls. He talked on the nature of sin and damnation and then he asked one lad: "Do you know where little boys and girls go when they do bad things?"

"Yes, sir," he answered quickly. "Back of O'Grady's barn."

Fashion experts say the mini-trend will continue, but it looks as though the end is in sight.

Tattooed on Twiggy's chest (they say) is this notation: "In case of attack, this side up."

Let's face it: once the cake is cut, another piece or two will never be missed.

We want to throw this one in just for kicks. A father says his teenage son took an aptitude test for a job and was found to be best suited for retirement.

Little Miss Modern says it's fun to fight about a kiss, but it's more fun to just take it lying down.

Dear Abbegail: A girl asked if she had done wrong when she downed three martinis, champagne and two brandies with her boy friend.

"Probably," Abby answered.

How's this for a summer fashion prediction? "Bikinis will be painted on rather than put on."

An attractive young thing was sitting at the bar drinking and after she had four cocktails, she began to feel good.

At the other end of the bar sat a young man watching this girl and when saw how she felt, he went over to her and asked, "Would five make you dizzy?"

She answered: "The price is okay but the name is Daisy."

"Who was that lady I saw you out with last night?"

"That was no lady; that was my 15-year-old son!"

While interviewing an applicant for relief, a social worker, a bit shocked, asked the woman: "Don't any of your nine children have the same father?"

The woman answered, "Yes'm, I believe the twins have."

An aging lawyer was visited by a beautiful and buxom blonde client. As he closed the door to his private office, he advised his secretary: "If you hear anybody scream, it will be me."

It takes some men all night to do what they used to do all night.

One night the Easterner was in the men's room of a Texas bus station, when a big Texan in high boots and typical Texas hat, walked in, passed up the 'standing up' department, and sat down.

The easterner stared at him and finally remarked, "Guess I've been fooled about you big tough Texans. Why did you squat?"

"I'm right glad you asked that, podner," answered the Texan. "You see, I had a hernia operation day before yesterday and my doctor told me not to lift anything heavy for a week."

Modeling engagements had been few and far between for the beautiful blonde. She was getting rather desperate. As she left the agent's office, her spirits were low. Her burning desire at the moment was to make a lot of money quick and go back to Beechgrove.

As she trudged along, her eyes fell upon a wallet lying on the sidewalk. She looked around, bent over quickly and picked it up. Stepping into a doorway, she opened it with trembling fingers. Her beautiful eyes widened at the sight of ten crisp thousand-dollar bills.

"Ten thousand dollars!" she exclaimed to herself. "Enough to take back home."

She tucked the wallet in her purse and hailed a cab. As she rode along, she thought: "My luck has changed. I'll gamble this ten grand and run it up to twenty."

Arriving at her apartment, she quickly changed into her best evening gown. Emerging to the street, she again hailed a cab and directed him to the most exclusive gambling establishment in Florida. Arriving, she gave the secret knock. A tuxedoed man opened the door and said, "Sorry, but we don't open until 10 o'clock."

"I know," said the girl, "but I have ten thousand dollars and I want to bet it all on one roll of the dice."

"It's rather unusual," said the man, "but come in."

The girl and the man approached the dice table where another man with a green eyeshade was stacking chips. Tossing the ten thousand on the dice table, the girl picked up the dice and gave them a professional shake. Just as she was about to roll them, she stopped with her hand poised in midair. "Fellows," she said, "I'm a bit superstitious; I never shoot dice with my panties on. Do you mind if I remove them?"

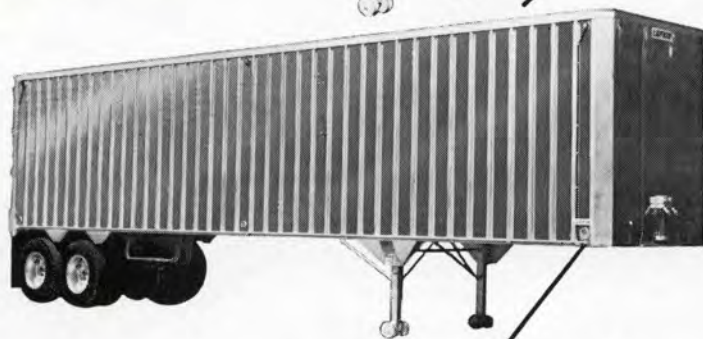
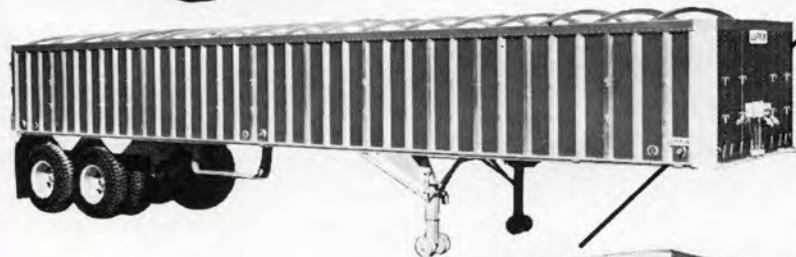
"Not at all!" they chimed.

Lifting her beautiful low-cut evening gown, while four eyes stood out on sticks, she removed her panties—rattled the dice and tossed them. Picking up twenty thousand dollars, she made a hasty but graceful exit.

The two men stood with mouths agape and eyes glassy. Finally one of them snapped out of it and said, "What did she roll?"

"Hell, I don't know!" said the other. "I thought you were watching the dice."

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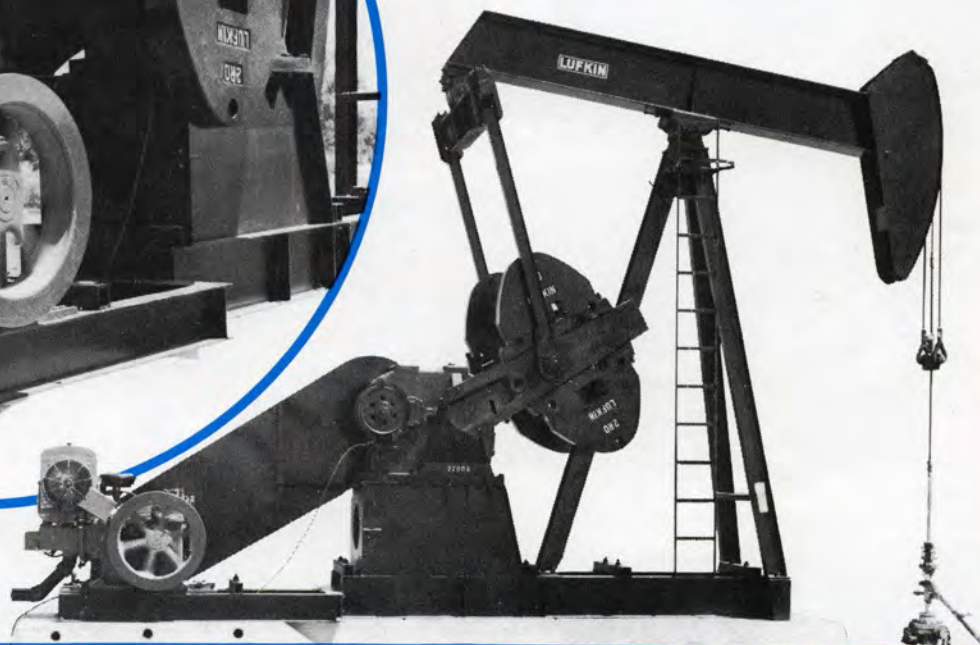
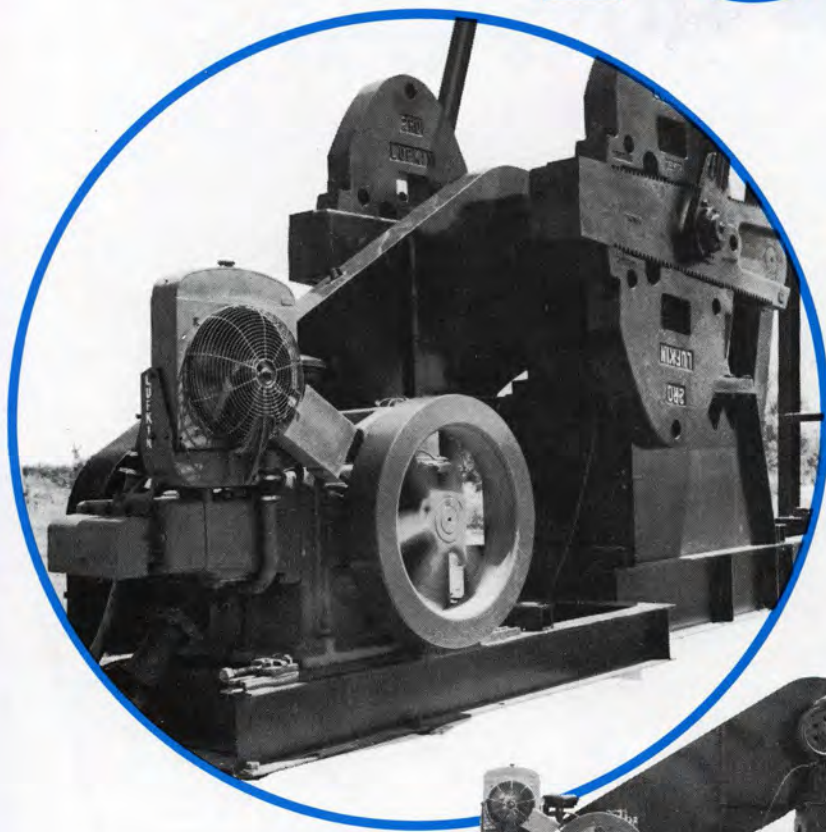
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