



Reminiscences of DeWitt County, Texas

E. M. (Buck) Schiwetz

THE *Lufkin* LINE

NOVEMBER-DECEMBER • 1968

**A good conscience is a continual Christmas
— Benjamin Franklin**



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GULF COAST DIVISION ISSUE

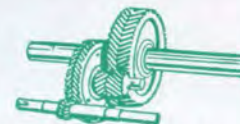
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COVER: Reminiscences of DeWitt County, Texas by E. M. (Buck) Schiwetz,
famed Southwest artist, Hunt, Texas

OPPOSITE PAGE: Winter in Wait's River, Vermont
Photo by Eric M. Sanford, Manchester, N.H.



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VISITORS to Canyonlands National Park, a geological wonderland carved into rainbow-hued rocks, are overwhelmed by the savage beauty.
Utah Tourist & Publicity Council Photo

CANYONLANDS *NATIONAL PARK*

FOR millions of years Nature has chiseled the red sandstone to form Angel Arch. The symbol of Canyonlands National Park, it is accessible via Salt Creek on a 4-wheel drive and hiking trail.

U.S. Department of Interior, National Park Service Photo

By MARIAN TALMADGE & IRIS GILMORE

THE CANYONLANDS country of southeastern Utah is a fantastically eroded land where all shades of red dominate the landscape. Everywhere one looks red rock beauty meets the eye.

A choice section of this area became Canyonlands National Park, the 32nd Park in the United States, by an act of Congress in 1964. It's an area of some 253,000 acres or 425 square miles and contains some of the world's most spectacular geography.

For the automobile traveler, U.S. Highway 160 parallels Canyonlands with Moab and Monticello, Utah, the closest places to stay or to stock up on supplies for overnight or camping trips.

Canyonlands is roughly divided into three parts known as Island in the Sky, the Needles Country, and the Maze of Land of the Standing Rocks. The northern entrance leads to Island in the Sky and Grandview Point turns off U.S. 160 twelve miles north of Moab.

This improved gravel and dirt road (Utah 279) climbs through scenic beauty to a vast plateau. Thirty-two miles away is Grandview Point. On the way, there is a Park Ranger Station and a public campground. (Visitors should bring their own fuel and water.) After crossing The Neck, a 60-foot-wide strip of earth where the cliffs fall away abruptly on either side for more than 1,000



CALLED a graben by geologists, the Devil's Pocket contains a series of small caves.

Utah Tourist & Publicity Council, Parker Hamilton Photo

feet, tourists are on Island in the Sky.

Here the world drops away on three sides and vacationers can gaze in wonder over more than 5,000 square miles of beauty—the heart of the Canyonlands country. Deep, vividly colored gorges and canyons, red, red buttes and mesas, and distances so vast most visitors are left speechless.

Grandview Point and other vantage lookouts afford views some 2,000 feet below and occasional glimpses of the Colorado and Green Rivers which are still gouging out their canyons as they have for millions of years. There are wonderful views of far-away Land of the Standing Rocks, the Needles country and the snow-capped La Sal mountains blue on the far horizon.

Five miles off the main road is Upheaval Dome, a great sandstone crater about 1,000 feet deep. Geologically unique, the bottom of the crater shows the results of tremendous heat and pressure in its many-colored core.

There is a five mile side trip to Dead Horse Point (Utah State Park) which is a high, cliff-walled peninsula overlooking a great bend in the Colorado River. This is perhaps the most spectacular view in the whole region taking in, as it



MONUMENT Basin illustrates the power of wind and geological time, which have cut, eroded and re-formed the massive layers of sandstone, siltstone and mudstone laid down in prehistoric time by ancient seas.

U.S. Department of the Interior, National Park Service Photo



WELL-PRESERVED early Indian storage bins are behind the trees at the foot of this formation, which is known as Paul Bunyan's Potty.

Utah Tourist & Publicity Council, Parker Hamilton, Photo

Left: SPECTACULAR Druid Arch stands at the head of Elephant Canyon near Salt Creek trail.

U.S. Department of the Interior, National Park Service Photo

does, a 350 degree sweep of breathtaking landscape: highly colored buttes, mesas, cliffs and gorges, lavishly painted with shades of red. Two thousand feet below the brownish-red Colorado twists and winds its tortuous way between green-lined banks and tall red cliffs.

The only improved road to Moab is to back-track. But for the more adventurous the Shafer Trail with its tortuous switchbacks dropping down 2,000 feet offers thrills and stunning sights. (Check with Park Rangers as to its condition.) At the bottom, a wide, black-topped road follows the Colorado River through 16 miles of cliff-walled canyon into Moab.

The southern entrance to Canyonlands is on U.S. 160 twenty miles south of Moab and 12 miles north on Monticello. Turn off at Church Rock.

It's possible to drive the family auto or any standard vehicle over the 32 miles from the highway to the Park Headquarters through scenic Indian Creek Canyon. At Indian State Park 12 miles from the highway is Newspaper Rock, one of the most stunning Indian pictographs known "picked" into an overhanging cliff. It was made by ancient Indians over a period of hundreds of years. (A campground and rest rooms are available.)

Twenty miles beyond Dugout Ranch, an old time cattle spread, is Squaw Flat on the other side

of Cave Spring. The district park headquarters and a visitor complex are in the process of being developed here.

Standard type autos can go no farther. From here only four-wheel vehicles and trail bikes can negotiate the trails, and drivers must be experienced. Three different trips are recommended and each takes at least one day.

Angel Arch has become the symbol of Canyonlands National Park. The "road" follows the bed of Salt Creek. At the end of the trail it is still a mile hike up to Angel Arch, past a huge stone monolith balanced on a tiny base dubbed "The Tooth" by local cowpunchers. Angel Arch is eroded from maroon-colored sandstone complete with head and wings backed up against a 193-foot arch or window hollowed out by the wind and weather.

A gigantic arch called "Paul Bunyan's Potty" and a prehistoric though inaccessible cliff dwelling known as "Tower Ruin" are also seen on this trail.

Two other trips start out also from Square Creek Campground. Both trips go first over Elephant Hill, an unbelievable combination of sharp turns, narrow shelves, and inclines so steep it is necessary to drive in reverse part of the way down. At one place vehicles have to back up on a shelf before making the sharp turn.



NEWSPAPER Rock contains petroglyphs that were picked onto a giant canvas of red sandstone at intervals over hundreds and perhaps thousands of years. Among the figures are pictures of animals long extinct, hunters on horseback, strange six-toed tracks and even a wheel.
Photo by Marian Talmadge

At the bottom of Elephant Hill, the left hand road leads into the 55,000 acres of the Needles country, a labyrinth of canyons cut into bare sandstone and carved into an almost unbelievable variety of massive shapes.

The other road from Elephant Hill leads west up the "Silver Stairs" to the Confluence Overlook. Again a short hike leads up to a ledge 2,000 feet above the place where the mighty Colorado River is joined by the Green, another stunning sight.

The best way to see these inner trips at Canyonlands is to take the tours escorted by experienced guides. Then the tourist can spend the time looking at scenery instead of watching the road. Overnight, two- and three-day, and week-long trips are all available with food and lodging furnished. Best of all, the 4-wheel drive vehicles are air-conditioned for hot weather travel which is the most popular season.

Horseback trips are also featured with pack trips for the really rugged. In addition, this breathtaking country may be seen from the air, or from a thrilling float-boat or speed boat trip up or down the Colorado River.

The history of this fantastic Red Rock land is fascinating. Geologically it dates back to the Middle Ages of the Earth's geological story, the Mesozoic Period. It's the story of the Colorado and Green Rivers with their myriads of tributaries which cut a spiderweb of colorful canyons in soft sandstone and mudstone laid down by ancient seas millions of years ago.



AT CONFLUENCE Overlook the torrents of the mighty Colorado and Green rivers meet in the heart of Canyonlands to form one of the wildest rivers on the North American continent.
Photo by Marian Talmadge

Indians called the "Anazai" lived here first. Many of their villages still cling ghost-like against the rocky cliffs.

The first white men were early Spanish explorers who spent as little time as possible in this inhospitable, though scenic, barren land. The early trappers and mountainmen knew part of the country as did the Mormons who were colonizing the Salt Lake Valley to the north. But they used the Canyonlands area mainly to get from here to there.

Butch Cassidy, notorious outlaw and horse thief, with his "Wild Bunch" found refuge in this unfriendly land in such places as Hole-in-the-Rock and Robbers Roost where they had little trouble hiding themselves from the law. A few scattered ranchers ran cattle, particularly to the east of the park.

It wasn't until the uranium boom following World War II encouraged men in 4-wheeled vehicles to explore it that word of this fabulous Canyonlands country began to leak out. Even today most of the so-called roads or trails were pioneered by the geologists looking for uranium.

It will take many years before there are many developed roads and even then most of the area will be left in its natural state. Most improvements including concessionaires will be located outside the park. And that is as it should be. This wild land does not need the hand of man to improve or despoil it.



HEADQUARTERS for Malone & Hyde, Inc. is the central office and adjoining warehouse in Memphis, Tennessee.

EXECUTIVE management of Malone & Hyde combines experience, wisdom, energy and youth. In the board room of the new corporate headquarters in Memphis are, rear to front, Joseph R. Hyde, honorary chairman; Joseph R. Hyde, Jr., chairman and chief executive officer; Robert J. Cooper, president; and Joseph R. Hyde III, executive vice president.



MALONE & HYDE

...A Leader in Nation's

By CAROLYN CURTIS

FROM its inception in 1907, the management of Malone & Hyde, Inc. has focused on long-range planning. Extraordinary leadership has led Malone & Hyde to its present position of third largest food distributor on the continent.

With corporate headquarters in Memphis, Tennessee, Malone & Hyde serves the independent food retailers in mid-America, a territory touching ten states. Retail food sales in this area total nearly \$4 billion with wholesale sales mounting to more than \$340 billion.

The parent company owns nine wholesale and four retail chains, in addition to nine service subsidiaries.

Approximately \$86 million was realized last year from 59 company-owned-and-operated supermarkets. Of these retail operations, the company's fastest growing segment is Giant Foods. There are

now four huge supermarkets operating in Memphis, Nashville and Chattanooga, Tennessee, and Decatur, Alabama. Plans are in the making for four more to be built next year.

Malone & Hyde's primary business continues to be serving 1,651 independent food retailers. Expanding by leaps and bounds, 18 new locations for just one of these stores are being planned for next year.

Besides supplying independent food stores and those owned by the company, Malone & Hyde has gradually diversified its business operations during the past 61 years. Its subsidiaries include Ideal Baking Company, which began delivery of the "Hyde Park" bakery line last year; Super D Drug stores, located either within the corporately-owned supermarkets or in nearby shopping centers; Quality Stamp Company, with 27 redemp-



PICTURED inside the Memphis warehouse are, left to right, John Huckaby, night warehouse manager; Jim Spivey, transportation manager; Bill Crowder, director of warehousing.



SEVERAL of the company's 250-trailer fleet are ready to roll.

FOOD Industry-

tion centers; Housewares Division, supplying non-food items; Hyde Insurance, providing comprehensive protection for store owners; and Advanced Motivation Programming, which operates incentive award programs for clients throughout the United States

An example of the latter program was this year's chance to earn a trip to Nassau on the basis of increased purchases through Malone & Hyde. Several hundred retail stores participated in this highly-successful program.

Executive posts of this gargantuan operation include three generations of the Hyde family. This year J. R. Hyde, Sr., a company founder, was elected Honorary Chairman. J. R. Hyde, Jr. became Chairman and Chief Executive Officer, while his son, J. R. Hyde III was selected Executive Vice President.

A Company Director since 1964, Robert J. Cooper is the newly elected President. During his 40 years of association with wholesale and retail

food operations, Mr. Cooper has been President of the Ragland-Potter subsidiary of Malone & Hyde, President of the Cooper-Martin Stores chain and President of the Ideal Baking Company subsidiary of Malone & Hyde.

Fiscal affairs are handled by the newly formed Finance Committee, which serves as a link between the Directors and operating management. Another branch of the company's decentralized organization is the Executive Staff, which includes the four top officers and Walter W. Rotchild, Jr., assistant secretary-treasurer; Arthur C. Best, secretary-treasurer; B. E. Moore, vice president, purchases; Lee Bryson, internal auditor; Robert Jeffrey, advertising and public relations director; Robert T. Davis, Jr., store development; and John C. Saviore, vice president, sales.

Another staff member is E. L. Crowder, warehouse and transportation director, whose duties pertain to the management of company warehouses and coordination of the 250-trailer fleet, of which 10% are LUFKINS.

Founders J. R. Hyde, Sr. and Taylor Malone co-owned the company until 1945, when the Cooperative Plan was put into effect placing independent retail grocers in a position to compete as equals with the large national chains. At that time, Mr. Hyde bought his partner's interests.

This progressiveness is a common denominator at Malone & Hyde, a leader in the nation's food industry.

Lufkin is proud to include Malone & Hyde, Inc. among its friends and customers.



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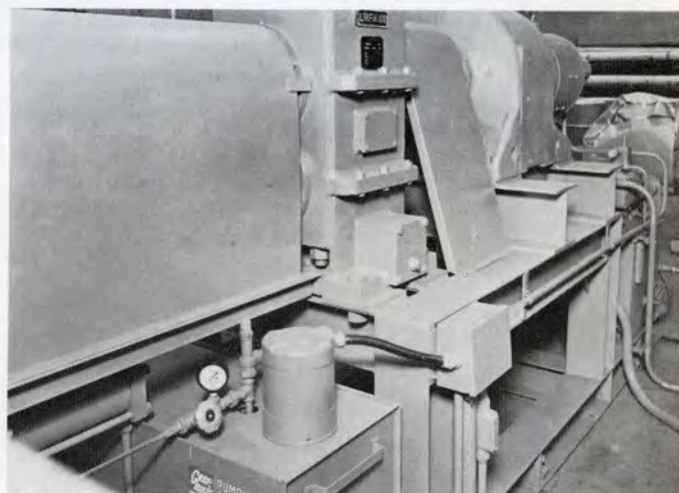


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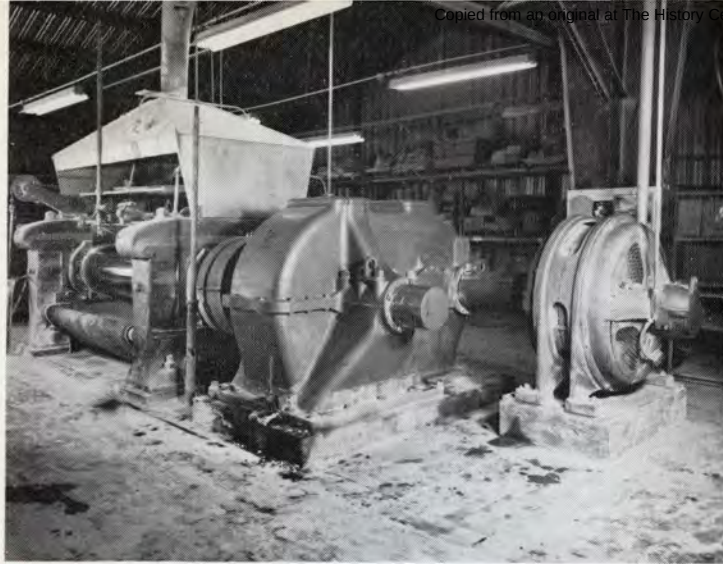
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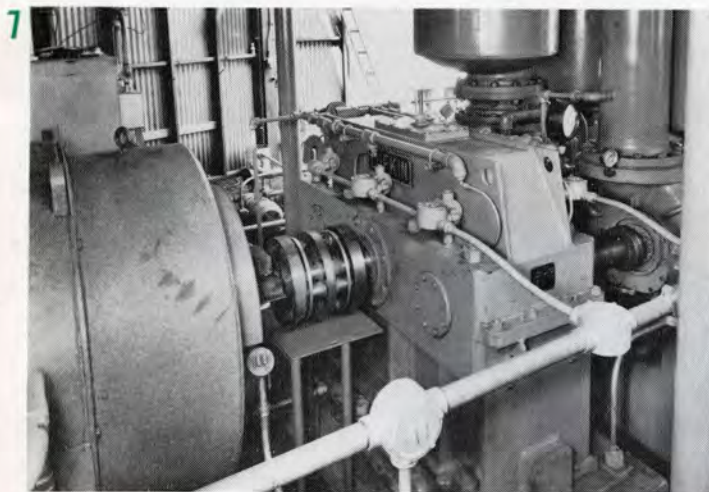


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Installations :



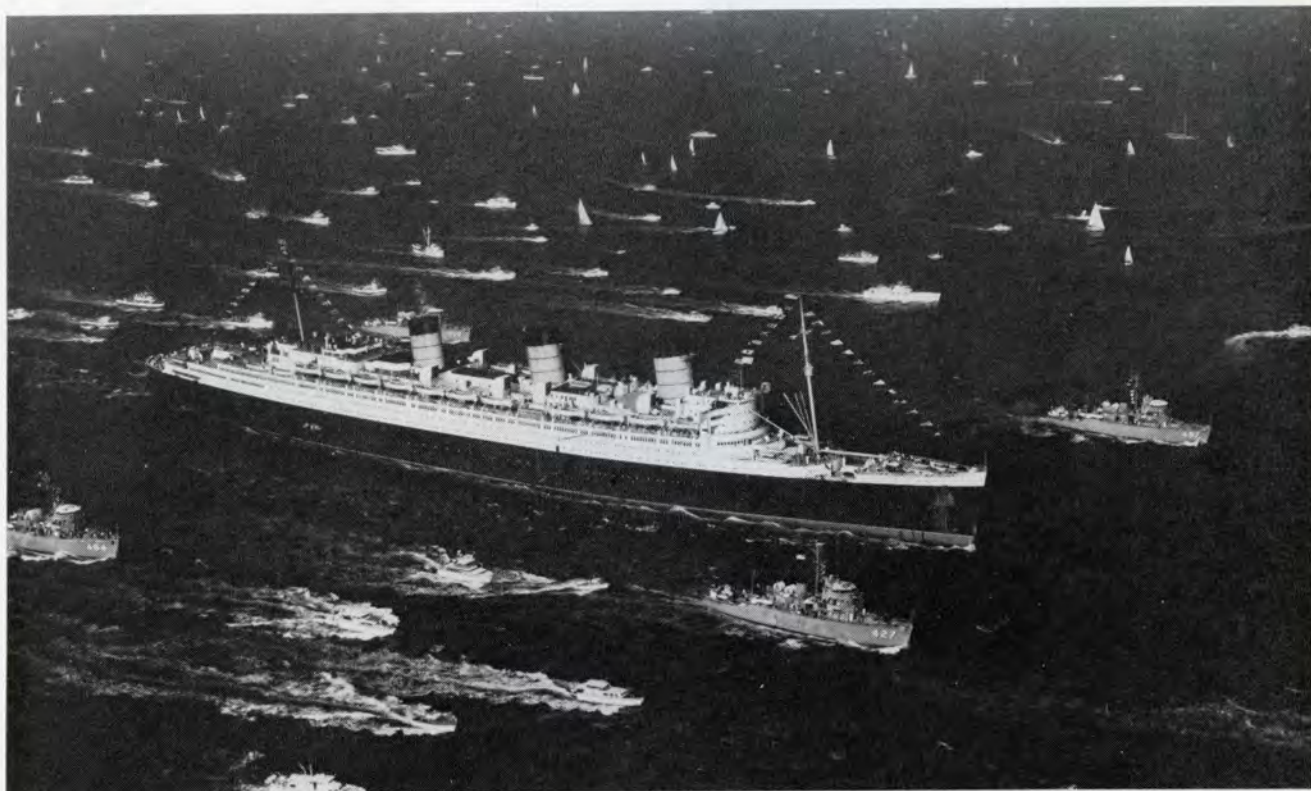
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- 1 LUFKIN M-114D-143-74, Portable Base, HiPrime Drive, W. J. Harris #1, Sinclair Oil & Gas Company, George West, Texas.
- 2 LUFKIN C-320D-246-74 HiPrime Drive, Shell Oil Company, Central Coal & Coke Company, #6 Mercy Field, Cleveland, Texas.
- 3 LUFKIN C-640D-356-144 HiPrime Drive, Standard Oil Company of Texas, Moubles #1, Anahuac, Texas.
- 4 LUFKIN S-2211 Single Reduction Reducer in continuous duty since 1952. Gear driven by electric motor at 720 RPM, 165 H.P. service rating, drives 60" Rubber Mill for Kirkhill, Inc., Downey, California.
- 5 LUFKIN D-912 Hi-Q Double Reduction Reducer, driving 84" Rubber Mill. Gear is rated 181 H.P. at 600 RPM from electric motor. Gear ratio 28.7:1, Kirkhill, Inc., Downey, California.
- 6 LUFKIN PS-10-2 Pinion Stand 1:1 ratio, rated 100,000 in. lbs., 38 RPM, service factor 1.5. Drives Sheridan-Gray Taper Rolling Mill, Nortronics Division of Northrop Corp., Anaheim, California.
- 7 LUFKIN NC-365 Twin Pinion High Speed Increaser transmits 1500 H.P. from Fairbanks Morse Electric Motor to Fairbanks Morse 2-stage Rotary Compressor driven at 7565 RPM—1st stage and 9030 RPM—2nd stage. Motor runs at 1800 RPM, Union Oil Company of California, Stearns Compressor Plant, Brea, California.
- 8 LUFKIN ROS-1408 twin marine reverse and reduction gears with 2.2:1 ratio in a package designed by Stewart and Stevenson Services, Inc., Houston, Texas, for Penrod Drilling Company, Dallas, Texas.

8a



Upon her arrival in Long Beach, the Queen Mary was greeted by an armada of 10,000 boats—everything from small pleasure crafts to mine sweepers and a nuclear cruiser.

SHE IS A QUEEN

THE CITY of Long Beach is currently planning a vast recreation complex on a part of the Port of Long Beach known as Pier J. In addition to motels, restaurants, shops and entertainment facilities, there will be a boating service center and a new marina to house 4,000 small craft—and one rather large one—81,237 tons, to be exact.

It is, of course, the Queen Mary. After a 31-year career as the world's most distinguished ocean liner, the Queen is about to begin a new life in the California beach community.

The universal first reaction to the Queen Mary is astonishment at her great size—12 decks high, 1,019 feet in length. The atmosphere is like that of a small city.

The statistics are impressive, but they don't really tell the story. For there are few of the millions who have sailed on her who have not left something of themselves with the Queen and taken a part of her away with them.

It is this mystique and aura of tradition and excitement that have helped to create the Queen

Mary legend and will no doubt make her a California visitor's favorite.

But the Queen will not merely be a "museum piece," for while retaining all the liner's charm and dignity, certain changes will be made to adapt the ship to a landlubber's life in her new role as an active tourist attraction.

More than 60% of the ship will be devoted to an adventurous Museum of the Sea, sponsored by the California Museum Foundation. It will take up the space which previously housed C. D. and E decks (tourists cabins, crew quarters and storage space) as well as parts of the engine room.

The Museum will explore the burgeoning world of oceanography—mineral exploration, the harvesting of sea crops and man's ventures into the ocean's depths, plus elaborate exhibits showing milestones of maritime history.

Right: The Queen Mary's Main Dining Room, the largest dining room afloat, will provide banquet hall facilities in the ship's new life as a museum-hotel-convention center.

One of the most fascinating displays will chronicle the life and legend of the Queen Mary herself. From an enclosed walkway, visitors will be able to look down on various pieces of the ship's engine room equipment in action, including one of the liner's massive bronze propellers turning in a water-filled box.

Museum visitors also will be able to tour historical parts of the ship such as the bridge, the bow area and typical ship's cabins.

In addition to the Museum, the ship can be divided into four sections—convention center, shops, hotel and restaurant-entertainment complex—all developed by the Diners Club, master lessee for the ship's commercial areas.

The name Queen Mary is synonymous with luxurious travel, and that tradition will be maintained in the accommodations of the hotel portion of the ship encompassing three decks (A, B and Main).

This area will contain 411 staterooms under the conversion program. For added roominess, many of the cabins will be enlarged by combining two into one. Thus the rooms will be not only elegant but exceedingly comfortable.

The ship's First Class swimming pool will be included in the hotel portion of the ship, along with the liner's health club facilities.

Serving hotel patrons and the general public will be an elaborate restaurant complex located on the Promenade Deck. Centerpiece of the Prom Deck will be the Queen's Dining Room, formerly known as the Grand Salon, a majestic room with high ceiling and exquisite murals and woodcarvings that is alive with a sense of history and drama.

There also will be a large Hotel Dining Room and a charming Garden Lounge to be located out on the enclosed Promenade Deck. The spacious Smoke Room in the aft section of the ship will be converted into a dining room known as the Churchill Room and will have a subdued men's club atmosphere.

The Observation Bar, with its expansive semicircle of windows, will feature top lounge acts and a spectacular view of the Long Beach skyline. Another special tradition will be maintained when the posh Veranda Grill becomes a gourmet restaurant. This Sun Deck dining room, dominated by a vivid performing arts mural, was a favorite



spot for celebrities and the wealthy during the Queen's voyaging days.

A smart nightclub on the Main Deck will have name entertainers performing in the former cabin-class lounge, always one of the liveliest spots on the ship during transatlantic crossings.

In addition to these more spectacular dining facilities, there will be a number of refreshment stands, coffee shops and an ice cream parlor to be located on the Sun Deck.

The Queen Mary will be an international shopping center, with quality boutiques on the Promenade and Sun Decks. Merchandise will include import items.

The Convention Center portion of the ship, adaptable for meetings of all sorts, will comprise an entire deck. The palatial Main Dining Room will be enlarged to serve 1100 persons and for larger groups, a closed circuit television system will link several separate dining facilities. There will be a number of other rooms in the Convention Center suitable for trade displays, conferences and presentations. The keynote is flexibility.

Enthusiasm for the Queen Mary project runs high in Long Beach, long known as the Queen Beach City. Citizens warmly welcomed this most singular Queen to their shores.

But her popularity spreads far beyond the boundaries of Long Beach. Though the Queen Mary is not open to the public during the conversion period, nearly three quarters of a million people drove into the city to view the Queen during her first four months in Long Beach.

Call it charisma if you like, there is an undefinable something about her—beyond the marvels of her beautiful murals, miles of glistening paneling and overwhelming size.

She is a Queen.



BILL LUNSFORD, left, Gulf Coast Rental Tool Services Inc.
LONNIE TISDALE, Hamilton Brothers Oil Co., both of Lafayette, Louisiana

HOMER JONES
DBA Homer Jones
Trucking Company
Minden, Louisiana

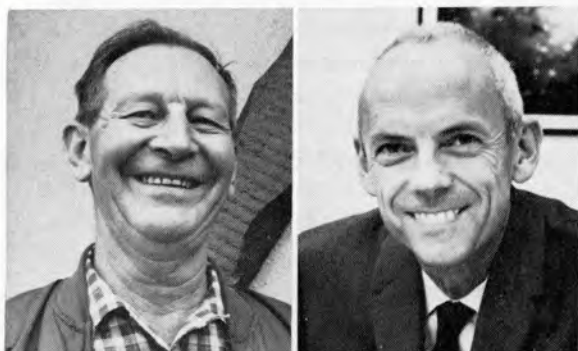


TOM McDOWELL
McDowell Equipment Co.
Maywood, California

AL FULLER
Fluor Corporation
Los Angeles, California



Left to right, A. B. OWENS Jr., J. R. RIDER
both with Amerada Petroleum Corp., Lafayette, Louisiana;
F. E. SYFAN, Pan American Petr. Corp., Lafayette, Louisiana



HAROLD MATHEWS
Union Oil Co. of California
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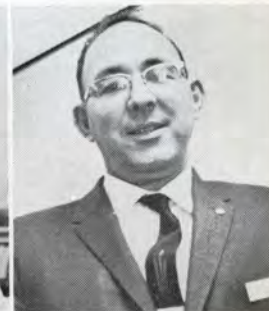
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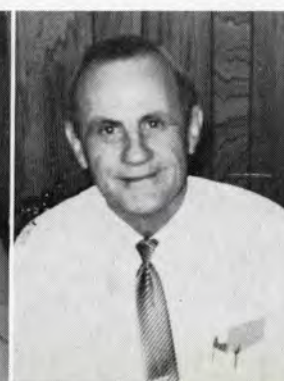
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Hughes & New Oil Company
Natchez, Mississippi

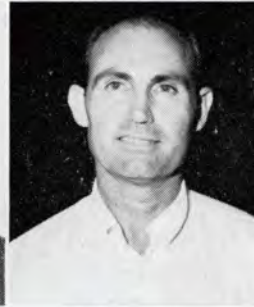




RAY WALKER
Union Oil Co. of California
Brea, California



ELLIOTT LEWIS
Joy Manufacturing Co.
Los Angeles, California



LLOYD L. SMITH
Kirkhill, Inc.
Downey, California



JOE SWOVELAND
R. A. Campbell Company
Vidalia, Louisiana



GLENN SAWVEL, left, Continental Oil Company
HENRY ARNOUD, Union Oil Co. of California
both of Lafayette, Louisiana

shots

Cameraman



A. J. MILLANE
Sheridan-Gray, Inc.
subsidiary of L&F Machine Co.
Huntington Park,
California



THOMAS H. HARRIS
Elliott Company, Division
Carrier Corporation
Los Angeles, California



M. J. REDMOND, Blue
Diamond Concrete Materials
Division, The Flintkote Co.
Los Angeles, California



T. L. DONOGHUE, Blue
Diamond Concrete Materials
Division, The Flintkote Co.
Los Angeles, California



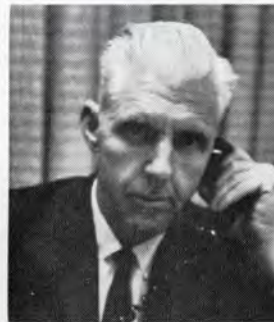
HARRY De VASHER
Global Marine Inc.
Los Angeles, California



MARK BEARD
Fluor Corporation
Los Angeles, California



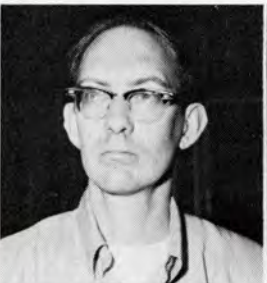
R. F. BAUER
Global Marine Inc.
Los Angeles, California



GIL WILSON
Global Marine Inc.
Los Angeles, California



ERNEST MINDER
Joy Manufacturing Co.
Los Angeles, California



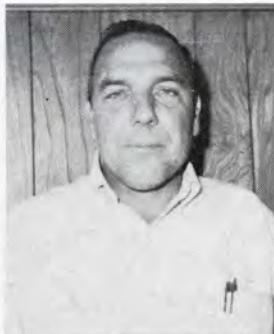
DAVE DAVIS
Kirkhill, Inc.
Downey, California



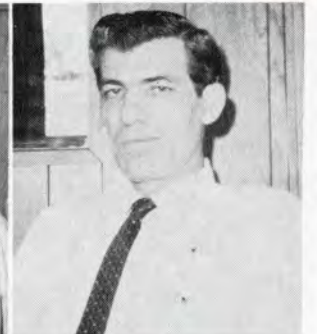
J. P. HOLM
Kirkhill, Inc.
Downey, California



PHIL ANDERSON
Fairbanks Morse Co.
Los Angeles, California



BRYAN ARCHIBALD
Motor Express Rental
Memphis, Tennessee

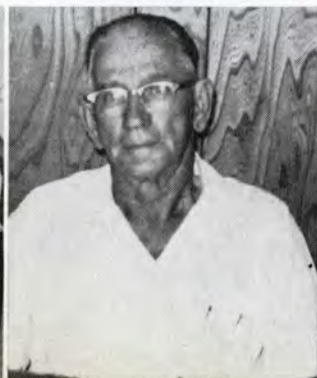


TOMMY MAYES
Pace Corporation, Memphis
Tennessee

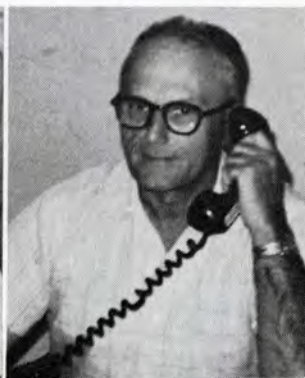
MARION CAWLEY
North Central Oil Company
Houston, Texas



J. W. WILSON
Biglane Operating Company
Natchez, Mississippi



J. J. BRESENHAM
Mobil Oil Corporation
Natchez, Mississippi



GENE WILLIAMS
Sinclair Oil & Gas Co.
George West, Texas



FRANK HEATHMAN
Adco Products Company
Natchez, Mississippi





BOB WINK
Gulf Oil Corporation
Pierce Junction, Texas



C. L. GILDER
Greenwood, Mississippi



RICHARD C. WILLIAMS
Wood-Line Inc.
Jackson, Mississippi



BILL BANKAUF
Bankauf-Georgas Associates, Inc.
Hohokus, New Jersey



STEVE MORGAN
Hughes & New Oil Company
Natchez, Mississippi



ROBERT D. McKINNEY
R. A. Campbell Company
Vidalia, Louisiana



CLYDE WILLIAMS
Standard Oil Co. of Texas
Baytown, Texas



RALPH HUGU
Sun Oil Company
Beaumont, Texas



SNAPSHOTS



J. B. NEW
R. A. Campbell Company
Vidalia, Louisiana



JIM GEORGAS
Bankauf-Georgas Associates, Inc.
Hohokus, New Jersey



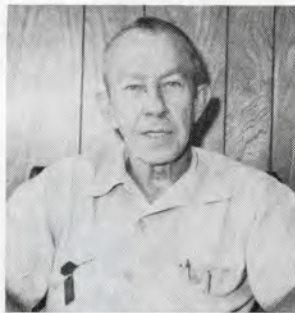
JIM CLAY, III
Arkansas Traveler, Inc.
Osceola, Arkansas



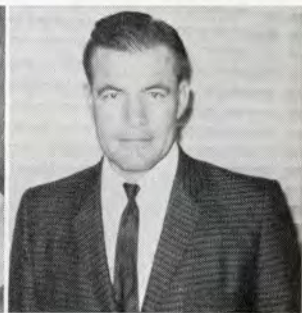
BOB KILSDONK
Gulf Oil Corporation
Pierce Junction, Texas



GEORGE SLAUGHTER
Texaco, Inc.
Freeport, Texas



E. H. DUPUY
Dupuy Refrigeration Service
Memphis, Tennessee



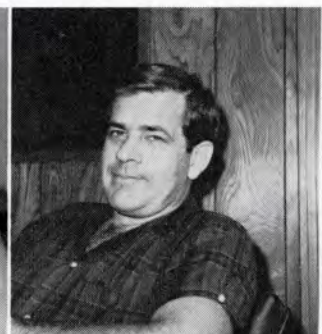
PAUL GAUTREAU
Offshore Company
Houston, Texas



BOB MEASON
Meason Operating Company
Natchez, Mississippi



BILL PAYNE
Sun Oil Company
Beaumont, Texas



LEON ANDREWS
Andrews Salvage Company
Memphis, Tennessee



ARTHUR BRANNON
Argo-Collier Truck Lines Corp.
Martin, Tennessee



AGUSTIN VILLARROEL
Yacimientos Petroliferos Fiscales
Bolivianos, La Paz, Bolivia



JIM YARBROUGH
Humble Oil & Refining Co.
Houston, Texas



HAROLD BERG
Getty Oil Company
Los Angeles, California



BILL CORRIGAN
Mills Bennett Estate
Houston, Texas





This fall's participants in the School of Production Technology, sponsored by The University of Texas Extension Service, are, front row, left to right, HASSAN DASHTIZADEH, Lone Star Production, Oklahoma City, Oklahoma; HERBERT MINYARD, Gulf Oil Corporation, Victoria, Texas; JAIME ACEVEDO, Mobil Oil Corporation, Caracas, Venezuela; PIO RODRIGUEZ, Mobil Oil Co. of Venezuela; JORGE ENCALADA, Petroleos Mexicanos, Reynosa, Tamps., Mexico; GARCIA RIOS, Petroleos Mexicanos, Mexico, D.F., Mexico; CURTIS KRUSE, Petroleum Extension Service, The University of Texas, Austin, Texas; ELDON HOLCOMB, Petroleum Extension Service, The University of Texas, Austin, Texas. Second row, left to right, RAUL URPIN, Texpet, Campo Mata Venezuela; Caracas, Venezuela; ANTONIO SUCRE, Shell of Venezuela, Lagunillas, Venezuela; KENNETH RAGSDALE, DEPCO, Inc., Denver, Colorado; LEWIS MILLER, Getty Oil Company, Bakersfield, California; JOSE PEREZ, Pan American Arg. Oil Co., Chubut, Argentina; ORTIZ BREMONT, Petroleos Mexicanos, Vera Cruz, Mexico; HECTOR ASCANIO, Mene Grande Oil Company, Barcelona, Anzoate-

gui, Venezuela; JAMES SELBY, Getty Oil Company, Taft, California; EPIFANIO GAMERO, Mene Grande Oil Company, San Tome, Venezuela; EVERETT ENDICOTT, Getty Oil Company, Bakersfield, California; MARSHALL PUTNAM, Mobil Oil Company, Wilmington, California. Top Row, left to right, CANDELARIO ROSAS, Mene Grande Oil Company, Anzoategui, Venezuela; E. H. ROBERSON, Texas Pacific Oil Company, Dallas, Texas; EMILIANO MALAVE, Mobil Oil of Venezuela, Anzoategui, Venezuela; L. H. FANNON, Texas Pacific Oil Company, Dallas, Texas; J. A. FOSTER, Atlantic-Richfield Company, Dallas, Texas; JULIO BARCENA, Petroleos Mexicanos, Mexico, D.F.; P. K. PAUL, Mobil Oil Libya Ltd., Tripoli, Libya; CHARLES BURKETT, Colorado Interstate Gas Company, Masterson, Texas; W. T. CROWDER, LUFKIN, Kilgore, Texas; ELISHA ROIH, Naphtha Israel Pet. Corp. Ltd., Tel Aviv, Israel; BEN ELLIOTT, LUFKIN, Lufkin, Texas; HERBERT ASHCROFT, Pan American Petr. Corp., Tyler, Texas; MILTON WALTHER, LUFKIN, Lufkin, Texas; ALFONSO SALCEDO, LUFKIN, Lufkin, Texas; J. D. BRADLEY, LUFKIN, Lufkin, Texas.



DON HOLCOMBE
Sinclair Oil & Gas Co.
Lafayette, Louisiana



MARCUS EPPERSON
Getty Oil Company
Houston, Texas



Touring the Lufkin plant on August 9, 1968, were front row, left to right, RAY HEFNER, Phillips Petroleum Co., Odessa, Texas; JAMES ALLEN, Union Oil Co. of California, Odessa, Texas; BOWMAN SMITH, Atlantic-Richfield Co., Odessa, Texas; BILL CHAMPION, LUFKIN, Odessa, Texas; BOB POLAND, president, LUFKIN, Lufkin, Texas; J. D. BRADLEY, LUFKIN, Lufkin, Texas. Second row, left to right, DON RODEN, Waukesha, Odessa, Texas; WILLIE GOOD, Mobil Oil Corporation, Midland, Texas; KEN DOWELL, Tenneco Oil Company, Midland, Texas. Third row, left to right, DICK BORGAN, Gulf Oil Corporation, Odessa, Texas; ED PESSEK, Mobil Oil Corporation, Midland, Texas; BOB THOMPSON, LUFKIN, Lufkin, Texas. Fourth row, left to right, DICK CATHERINA, Atlantic-Richfield Co., Midland, Texas; BILL TROUT, LUFKIN, Lufkin, Texas; MITCHELL O'NEILL, LUFKIN, Lufkin, Texas; NORMAN TOMBERLIN, Shell Oil Company, Midland, Texas.



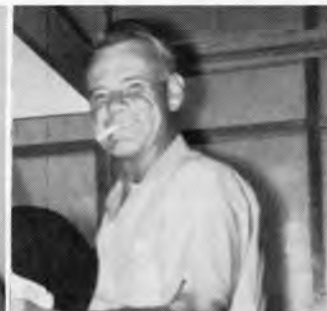
Left to right, C. C. WILSON, Continental Oil Company
Lafayette, Louisiana; T. J. McMANUS, REX COLLINS
both with Pan American Petr. Corp., Lafayette, Louisiana



Front row, left to right, AL ZOBA, HARRY SHEDD
back row, left to right, RON STEWART, JACK LUCEY
all with Elliott Company, Division Carrier Corporation
Los Angeles, California



JOHN WOODROW
Sun Oil Company
Victoria, Texas



TED SANDOZ
Pan American Petr. Corp.
Lafayette, Louisiana

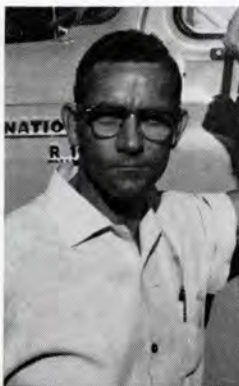


DARRELL SMITH
Texaco, Inc.
Midland, Texas

B. L. OUTLAW
Malone & Hyde, Inc.
Tupelo, Mississippi.

TOM G. GIBSON
Wood-Line Inc.
Jackson, Mississippi

HAROLD MATHEWS, left, R. E. HARKE
both with Union Oil Co. of
California, Brea, California



CIRCULATION THIS ISSUE: 17,154



Eve was a pretty terrible cook. Two or three times she put Adam's pants in the salad.

"He caught my fancy, but my husband made him turn it loose."

During a geography lesson, the teacher asked Johnny why he was so sullen. He replied that he hadn't had breakfast and his stomach hurt.

"Well," she said, "let's get back to our lesson. Do you know where the Polish border is?"

"Sure," answered Johnny, "he's in bed with Mama and that's why I didn't get no breakfast."

The hazy warmth of the summer evening provided an atmosphere of passion on the small lake, deserted except for a canoe drifting lazily on its surface. In it, locked in a warm embrace, lay Bill and Judy, looking soulfully into each other's eyes and whispering the special words of lovers.

With a delicious silken rustle that set the canoe to gently rocking, she pressed herself still closer to him.

"Billy," she breathed, "will you love me always?"

"Of course, my precious," he murmured tenderly. "Which way would you like me to try first?"

Wife: Give me ten dollars, I want to buy a brassiere.

Husband: What for? You've got nothing to put into it!

Wife: You wear shorts!

For old men who want a renewal on life, they have a new hormone that works very quickly. The only trouble is that you have to swallow it fast or you'll get a stiff neck!

Sweet Young Thing: What are you thinking about?

He: Same thing you are.

Sweet Young Thing: If you dare do anything like that, I'll scream!

The husband dejectedly entered his home and told his wife that the doctor had informed him that he must stop working immediately. She took the news calmly and said, "Well, dear, you've supported me now for 42 years. The least I can do is go out, get a job and take care of you for a change."

"You're 68 years old," he said. "What can you do?"

"I'll find a way to bring home a dollar," she replied.

Three days later she returned home and gave her husband \$60.10.

"How did you make all this money in three days?" he asked.

"I became a prostitute."

"At your age?" he shouted.

"Why not? I'm entitled!"

"But you made such an odd amount, \$60.10. Who gave you the 10 cents?"

"Everybody."

The old maid called the cops and said, "A sex maniac just broke into my house. Come and pick him up in the morning."

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

Responses poured in asking, "What trips?"

Herb got to work late one morning and immediately announced to the office gang, "What a screwball I met this morning." Pressed for details, he told this story:

"This morning my wife and I overslept. I woke up about nine o'clock, dressed quickly and was just ready to leave when the bedroom door opened."

"Who was it?" someone asked.

"The iceman," Herb answered.

"Boy, can you imagine a guy being so dumb that he comes into the bedroom looking for the icebox?"

Helen: "I don't see why you want to marry Jack. He's just an every day sort of fellow."

Mary: "Well, any girl should be satisfied with a man like that."

It was at the office Christmas party. As they lay on the office reception couch in the darkened room, their breath came hot and fast.

"Oh, Melvin, Melvin," she said passionately, "you've never thrilled me like this before. Is it because of the holiday spirit?"

"No," he panted. "It's probably because I'm not Melvin!"

Two models were discussing a mutual friend.

"Gosh," said one, "can that guy dress!"

"Yeah," answered the other, "and quickly, too!"

"All right, lady," said the bill collector, "how about the next installment on that couch?"

The lady shrugged. "Better than having to give you the money, I guess."

An oversexed lady named White Insists on two dozen a night.

A fellow named Cheddar

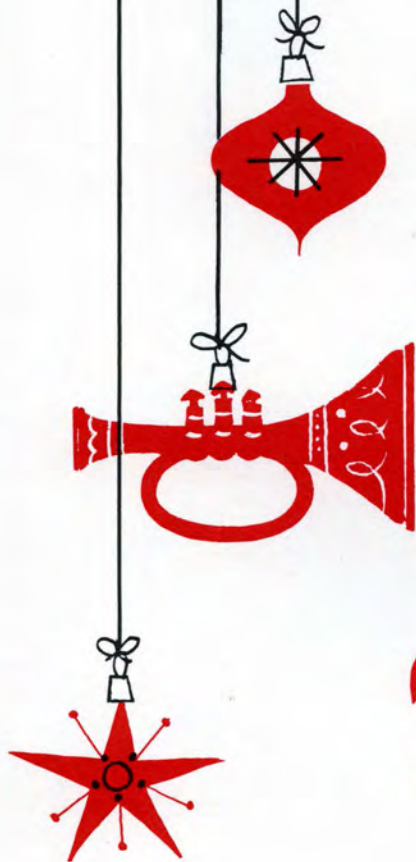
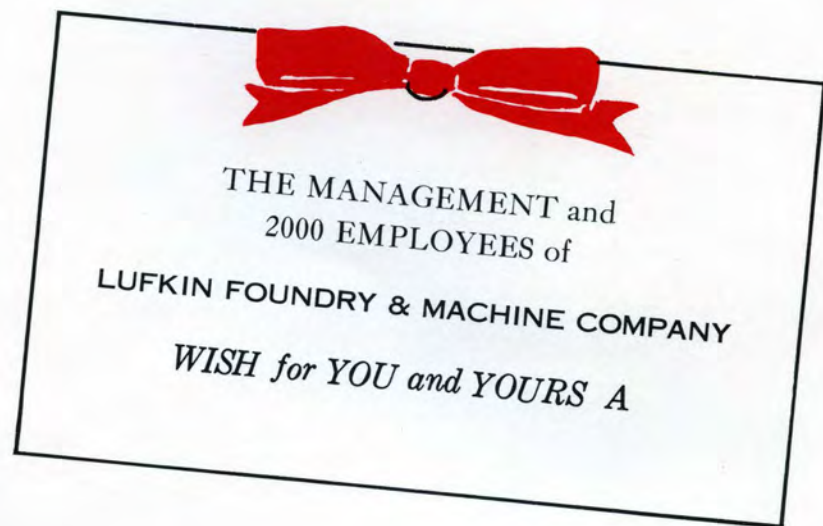
Had the brashness to wed her—

His chance of survival is slight.

After an examination, the curvaceous blonde phoned her doctor and asked, "Doctor, would you see if by chance I left my panties in your office?"

He looked in the examining room, returned to the phone and told her, "I'm afraid they're not here."

"Sorry to trouble you, doctor," she replied. "I'll try the dentist."



Merry Christmas

and A

Happy New Year



