

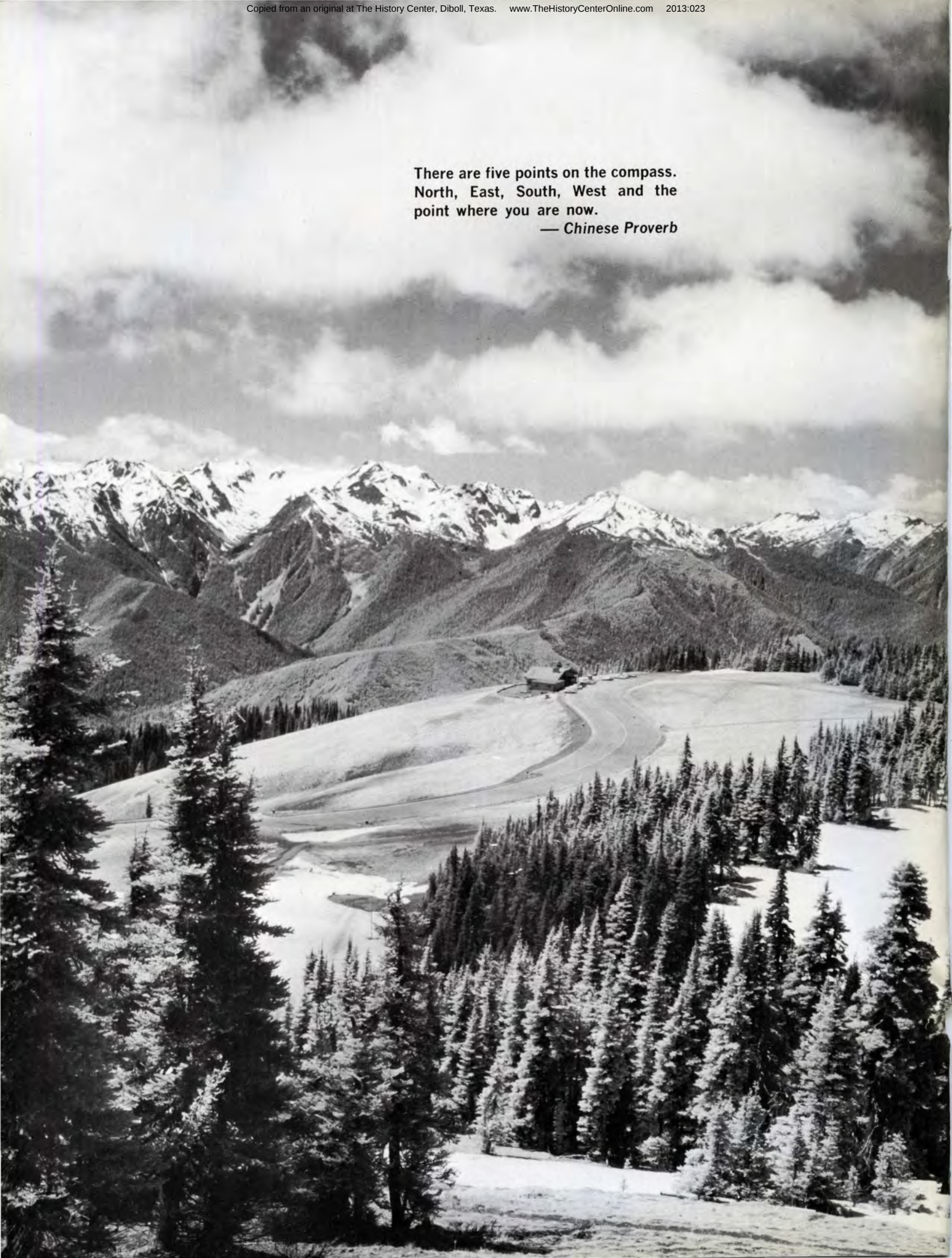


THE *Luffkin* **LINE**

JANUARY - FEBRUARY • 1969

There are five points on the compass.
North, East, South, West and the
point where you are now.

— *Chinese Proverb*



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

ONE

CANADIAN DIVISION ISSUE

CANADA'S ROCKY MOUNTAIN PARKS—W. H. Owens.....	4
SNAPSHOTS BY THE LUFKIN CAMERAMAN.....	8
LUFKIN INSTALLATIONS.....	12
LIVINGSTON DAM AND RESERVOIR.....	15
ONLY TWO WAYS TO GET THERE—L. A. Wilke.....	16
LEWIE MONTGOMERY TRUCKING COMPANY— Carolyn Curtis.....	20
LET'S LAUGH.....	22

COVER: Color Transparency by William Hamilton, Long Beach, Calif.
OPPOSITE PAGE: Olympic National Park, Washington, from Hurricane Ridge
—Photo by Gene Ahrens, New Milford, N. J.



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LAKE LOUISE and Victoria Glacier, Banff National Park



CANADA'S ROCKY MOUNTAIN PARKS...

RIDING through the air 7,000 feet above Banff, this skier is on her way to the famous ski runs on Mount Norquay



PLAINS of Six Glaciers from The Needles. Left to right: Mt. Aberdeen, Mitre, Mitre Pass, Lefroy, Abbott's Pass and part of Mt. Victoria, Banff National Park

Right, MOUNT RUNDLE reflected in Vermilion Lake, Banff National Park

By W. H. OWENS

WHEN Canadian railroad engineers were building the transcontinental line through the Rockies in 1885, they chanced to find hot springs bubbling out of a mountainside above Banff, Alberta. That discovery changed the unknown mountain township into a popular health resort.

Ten square miles of mountains, lakes and forests around the springs became Canada's first National Park.

Since then Banff National Park has grown to 2,564 square miles and today forms part of the magnificent chain of Rocky Mountain Parks in Canada, stretching north to south along the east and west slopes of the Continental Divide.

Throughout this alpine wonderland 10,000-foot snowy peaks thrust into the sky and are mirrored in the crystal-clear lakes. Glaciers creep down from vast, unseen ice fields, and waterfalls plunge from the skyline cascading down into hidden pools.

Between the steep mountain walls lie broad valleys, mantled with the northern evergreen forests and watered by streams and lakes stocked with many varieties of trout.

Visitors from the United States best approach



the region from Montana on Int. 91, connecting with the Trans-Canada Highway at Calgary, 75 miles southeast of the entrance to Banff Park. Another entrance is Idaho's Int. 95, which enters British Columbia province at Kingsgate and continues north as a hard-topped route right into the park area.

Modern roads like the spectacular "Ice Field Highway," linking Banff and Jasper Parks, and the Trans-Canada route have opened up the scenic heart of the Canadian Rockies to summer tourists and winter sportsmen alike.

Remoter beauty spots in the higher alpine valleys are accessible to trail riders in all the parks. Guides, packhorses, mountain ponies and supplies are available at centers like Banff, Jasper and Lake Louise.

Banff is perched on the eastern slopes of the



VISITORS at Athabasca Falls, Jasper National Park



THE COLUMBIA Ice Fields in Jasper National Park

Rockies overlooking the Bow River Valley and encircled by a ring of glittering mountain peaks. Within a few miles are some of the finest ski runs in the world, and Mount Norquay (8,725 feet) has a thrilling ski jump and a downhill course with a drop of 2,000 feet.

Chairlifts abound in the neighborhood and in summer carry visitors to altitudes above 7,000 feet for breathtaking views of the Banff mountains and valleys.

On Sulphur Mountain and elsewhere are the hot mineral springs, still one of the special local attractions—and more so since the provision of well-equipped swimming pools. At Upper Hot

Springs the outdoor pool, with a temperature of 100 degrees Fahrenheit, is open all the year round.

For many years Banff has been one of the chief starting-points for trail riding in the Canadian Rockies. In Banff Park alone there are nearly 1,000 miles of trails leading to famous spots like Mount Assiniboine, Simpson Pass, Lake O'Hara, Snow Creek and the Red Deer Valley.

Forty miles up the Banff-Jasper Highway is Lake Louise, where the park's other leading resort is sited on the mountain-girdled shore of one of the loveliest alpine tarns in the world. From lake level the thickly wooded slopes rise steeply towards the snow-covered peaks, riddled by glaciers, all perfectly reflected in the smooth waters below.

One of many thrilling excursions from Lake Louise is the 9-mile motor trip to the glacier-formed Moraine Lake, set in the wild and beautiful Valley of the Ten Parks.

Even more so is the 140-mile drive up the Ice Field Highway leading to Jasper Park. This marvelous road, completed in 1940, runs alongside the vast Columbia ice field, close to which are 11 of the highest peaks in the Canadian Rockies. But in every direction the massed mountains, peak upon peak, soar to 10,000 and 12,000 feet, and even higher.

The summit of the road itself is at Bow Pass, 6,878 feet, at the approach to Jasper Park. Further north is the Athabasca Glacier, whose frozen cata-racts reach down to within a mile of the highway. Here, summer motorists can enjoy the unusual experience of a trip by snowmobile over the glacier's icy tongue.



AWE-Inspiring dimensions of landscape impress motorists touring the Trans-Canada Highway in Yoho National Park

LIKE an ancient fortress in the sky is this curiously-shaped peak near Field, Yoho National Park



Much of Jasper Park's 4,200 square miles is still untamed wilderness. Across it lie the historic mountain trails followed by the old fur traders, and explorers like David Thomson who, in 1811, first found a way to the west coast through Athabasca Pass.

The Athabasca Valley figured in early rivalry between the trading companies of the far west. Jasper House, from which Park and town take their name, was established by a tough, colorful pioneer called Jasper Hawes of the North West Company which eventually merged with Hudson's Bay Company.

Today the site is perpetuated by Jasper Park Lodge, a luxury Swiss-style hotel at the foot of the tall, snow-capped mountains. The resorts and centers of the Canadian Rockies offer a wide choice of accommodations from top grade hotels and motels to lakeside bungalows, chalets and log cabins. Auto camping grounds are sited on the highways and park roads, and there are camps for trail riders in the higher valleys and mountain stops.

A few miles from Jasper town are Miette Hot Springs, issuing from the rock at a temperature of 126 degrees Fahrenheit and feeding a swimming pool. A new tourist attraction is a 35-passenger "Sky Tram" on the slopes of Whistlers Mountain, five or six miles southwest of Jasper Park Lodge.

Twin cable cars carry visitors to a tea house, 7,350 feet up on the mountain, giving panoramic views over the Athabasca and Miette Valleys.

Across the famous Kicking Horse Pass from Lake Louise lies Yoho National Park, covering about 500 square miles of alpine grandeur on the western slopes of the Rockies.

"Yoho" is an Indian word meaning "It is wonderful!"—and, indeed, there could be no better nutshell description of this region of jagged white against blue skylines, gorges and canyons, and marvels like Lake O'Hara, reflecting a rainbow of colors, and the Takakkaw Falls (the "falls in the sky") dropping sheer from the edge of a glacier.

Kicking Horse Pass, and the similarly named river that crosses the park from east to west, recalls more exploits of the pioneers in Western Canada. In 1858 a famous expedition, led by Captain John Palliser and Sir James Hector, explored the whole region now covered by Banff and Yoho Parks. It was Hector who discovered the Pass and river which later became the route for the Canadian Pacific Railway—and, more recently, the Trans-Canada Highway—through the heart of the Rocky Mountains. Both were so called following an accident to Hector near the Wapta Falls, where he was injured by a kick from a packhorse as the expedition was making its way west through the gap in the Rockies.



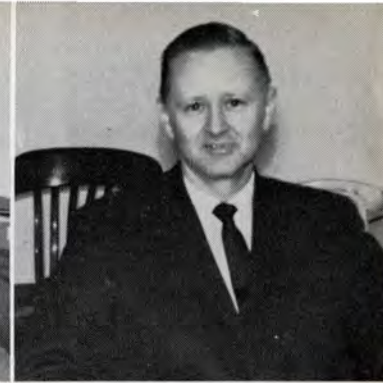
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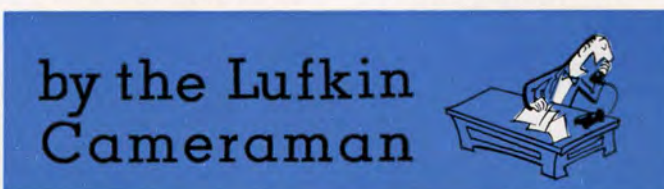
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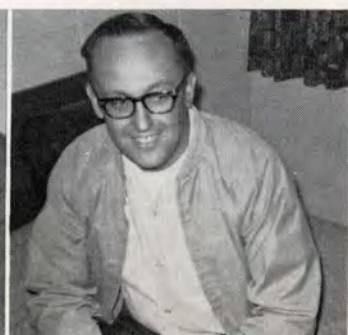
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JIM CHURCH
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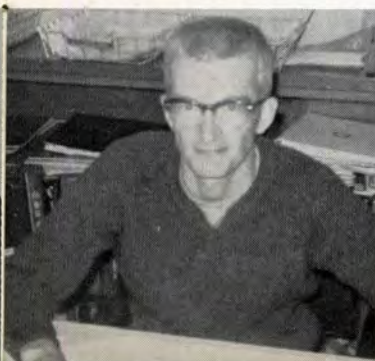
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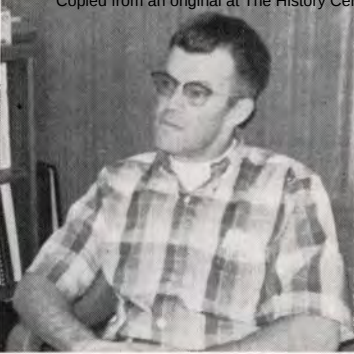
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Alberta, Canada

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Imperial Oil Ltd.
Edmonton, Alberta, Canada





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Imperial Oil Ltd.
Edmonton, Alberta, Canada



H. F. MacKENZIE
Imperial Oil Ltd.
Drayton Valley, Alberta, Canada



Left to right, **NICK TOPOLNYSKI, NORM DENNIS, CRAIG BOWYER, GLEN HANNIGAN, DOUG THOMPSON**, British American Oil Co. Ltd., Stettler, Alberta, Canada



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Hudson Bay Oil & Gas Co. Ltd.
Edmonton, Alberta, Canada



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Edmonton, Alberta, Canada



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Calgary, Alberta, Canada



JAMES CHARLESTON
Chevron Standard Ltd.
Calgary, Alberta, Canada



STAN MORGAN, left, SUBHASH KHERA
Hudson Bay Oil & Gas Co. Ltd.
Edmonton, Alberta, Canada



LARRY DAVIDSON
Hamilton Brothers Canadian Gas Co Ltd.
Calgary, Alberta, Canada



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Texaco Exploration Co.
Calgary, Alberta, Canada



W. IRWIN
British American Oil Co. Ltd.
Edmonton, Alberta, Canada



ED BAILEY
Texaco Exploration Co.
Regina, Saskatchewan, Canada



BILL CUNNINGHAM
L. L. & E., Calgary,
Alberta, Canada

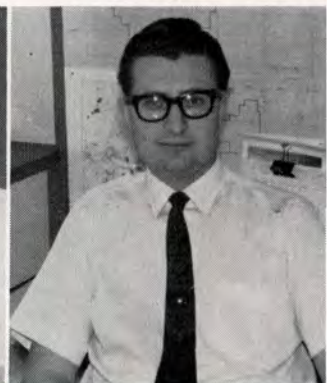
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Edmonton, Alberta, Canada

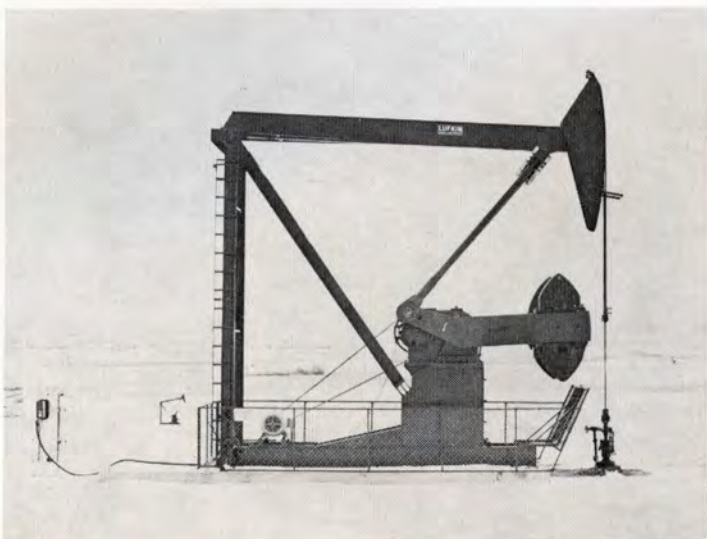
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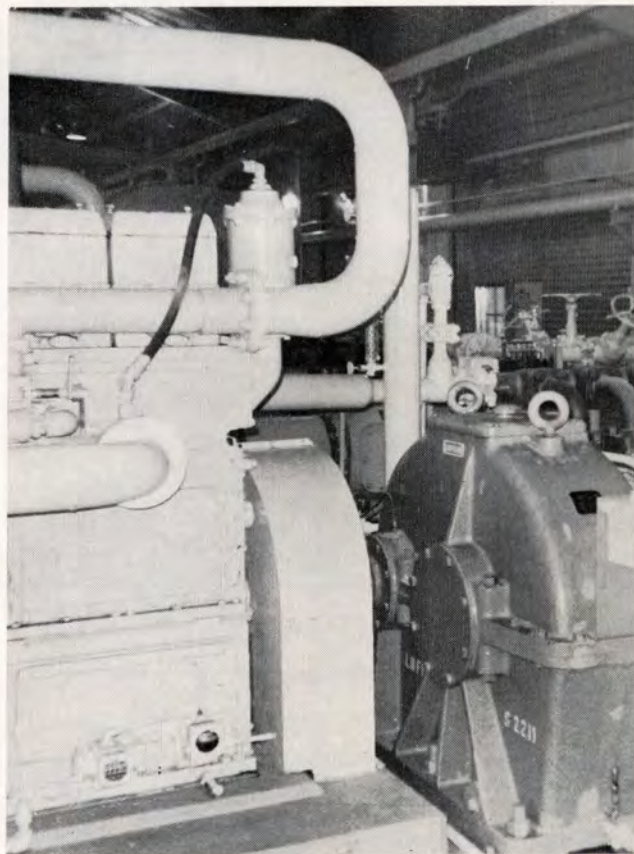


2

LUFKIN instal



6



7



3



4

lations



5



8

7 LUFKIN M-320D-213-120 Unit, Mobil Oil of Canada, Ltd., Gull Lake Field, Swift Current, Saskatchewan.

2 LUFKIN C-320D-213-120 Unit, Mobil Oil of Canada, Ltd., Beverly Unit, Swift Current, Saskatchewan.

3 LUFKIN C-80D-133-54 Unit, Canadian Gridoil, Ltd., Gull Lake, Saskatchewan.

4 LUFKIN C-456D-253-144 Unit, Whitehall Canadian Oils, Ltd., Illerbrun Unit, Gull Lake, Saskatchewan.

5 LUFKIN M-640D-253-144 Unit with LUFKIN H-795 Gas Engine, Chevron Standard Limited, Golden Spike Field, Alberta.

6 LUFKIN M-320D-253-144 Unit, Western Decalta Petroleum, Ltd., Turner Valley Field, Calgary, Alberta.

7 LUFKIN S2211 Gear Reducer in water flood plant, Chevron Standard Limited, Mitsue Field, Alberta.

8 LUFKIN A-456D-144-34.2 Unit, Western Decalta Petroleum, Ltd., Turner Valley Field, Calgary, Alberta.



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Texaco Exploration Co.
Calgary, Alberta, Canada



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Pennzoil Company
Calgary, Alberta, Canada



TOM CRAN
Dome Petroleum Ltd.
Calgary, Alberta, Canada



L. H. BOLT
Mobil Oil of Canada Ltd., Swift
Current, Saskatchewan, Canada



J. K. BIRRELL
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Calgary, Alberta, Canada



E. W. CARNEGIE
Pan American Petr. Corp.
Calgary, Alberta, Canada

MORE Snapshots *continued*



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Edmonton, Alberta, Canada



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Calgary, Alberta, Canada



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Drayton Valley, Alberta, Canada



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R. PATEL
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Calgary, Alberta, Canada

DON MURRY
Shell Canada Ltd.
Edmonton, Alberta, Canada

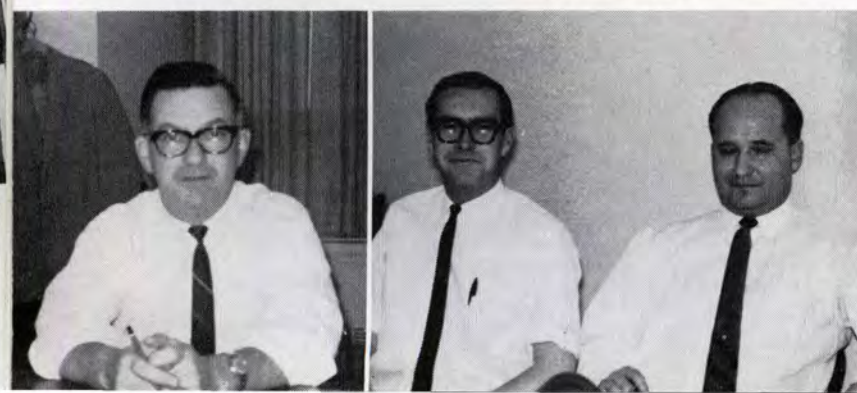
R. G. McAULEY, left, and RUSS GUBERSKY
Sinclair Canada Oil Co.
Calgary, Alberta, Canada

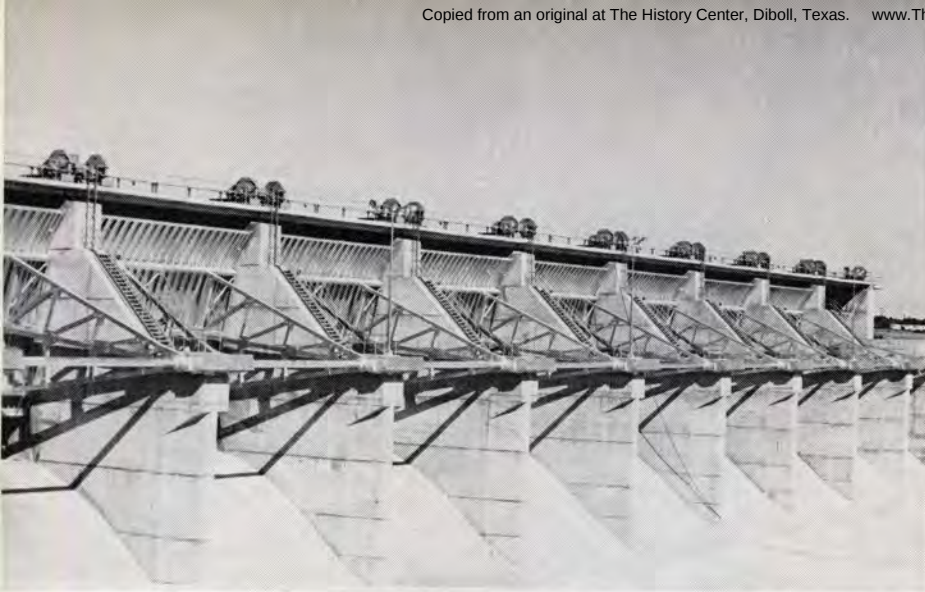


MIKE YASKIW
Ashland Oil & Refining Co.
Calgary, Alberta, Canada



MIKE ARNETT
Imperial Oil Ltd.
Edmonton, Alberta, Canada





EIGHT of the 12 gates of the dam are shown here in a raised position

LIVINGSTON DAM AND RESERVOIR...

LIVINGSTON Dam and Reservoir, tucked among the rolling hills of East Texas, was born to answer a critical need for water by Texas' largest city, Houston.

One of the problems that faces an area of rapid population growth and a rapidly expanding industrial sector is the development of an economic water supply to keep pace with that growth.

Greater Houston and surrounding counties are in such an area of industrial expansion, and it has been known for a number of years that the subsurface supply of water for domestic, municipal and industrial uses is limited.

The City of Houston, therefore, adopted a master plan for the development of water supplies to keep pace with the ever-increasing demands of population and industry.

Livingston Dam is a major step taken by the City of Houston, in cooperation with the Trinity River Authority, to develop a required source of water primarily for the increasing needs of expanding industry in the Houston Industrial Complex. The controlled discharge facilities at the dam will afford a constant source of supply downstream where the water will be pumped from the Trinity River into a distribution system.

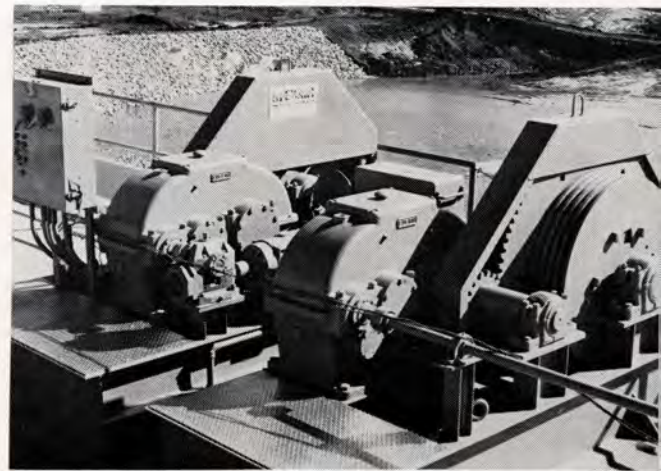
The dam construction was completed late in 1968. In addition to its use for water conservation, Livingston Reservoir will bring new recreational

facilities to the surrounding area. Swimming, boating, picnicking, fishing and other outdoor activities will be made possible when the project is completed and the permanent lake formed.

The dam has 12 gates and LUFKIN furnished twenty-four T250H Gear Reducers for operation of the gates. The reducers have a ratio of 260:1, triple reduction, with input speed of 165 r.p.m.

LUFKIN also built the cable hoist drum assemblies for raising and lowering the gates.

Construction engineers are Forrest & Cotton, Inc. of Dallas and project planning and design engineers are Brown & Root, Inc. of Houston.



TWO LUFKIN T250H Gear Reducers are required to operate each gate of the Livingston Dam



TWENTY-FOUR Lufkin Gear Reducers operate the 12 gates, shown here in a closed position



THERE'S scenery all around you on Ball Lake, near Kenora, Ontario, Canada.

ONLY Two Ways TO Get There



16



By L. A. WILKE

OUR pontoon plane eased down on Ball Lake with a couple hefty bounces and then plowed water for a half-mile to the dock. We had flown the 50 miles from Kenora, Canada, in the southwestern corner of Ontario, in a matter of minutes. It was mid-summer and that was the only way we could reach this fabulous fishing hole.

At this time of the year you can't even fly there. You either go via dog sled or in especially adapted trucks over the frozen logging roads and small lakes that make up the great English River system.

There must be a thousand or more of these natural impoundments in the 50 mile circle around Ball Lake. Barney Lamm's resort complex is the focal point around which all activities center. This goes for summer and winter.



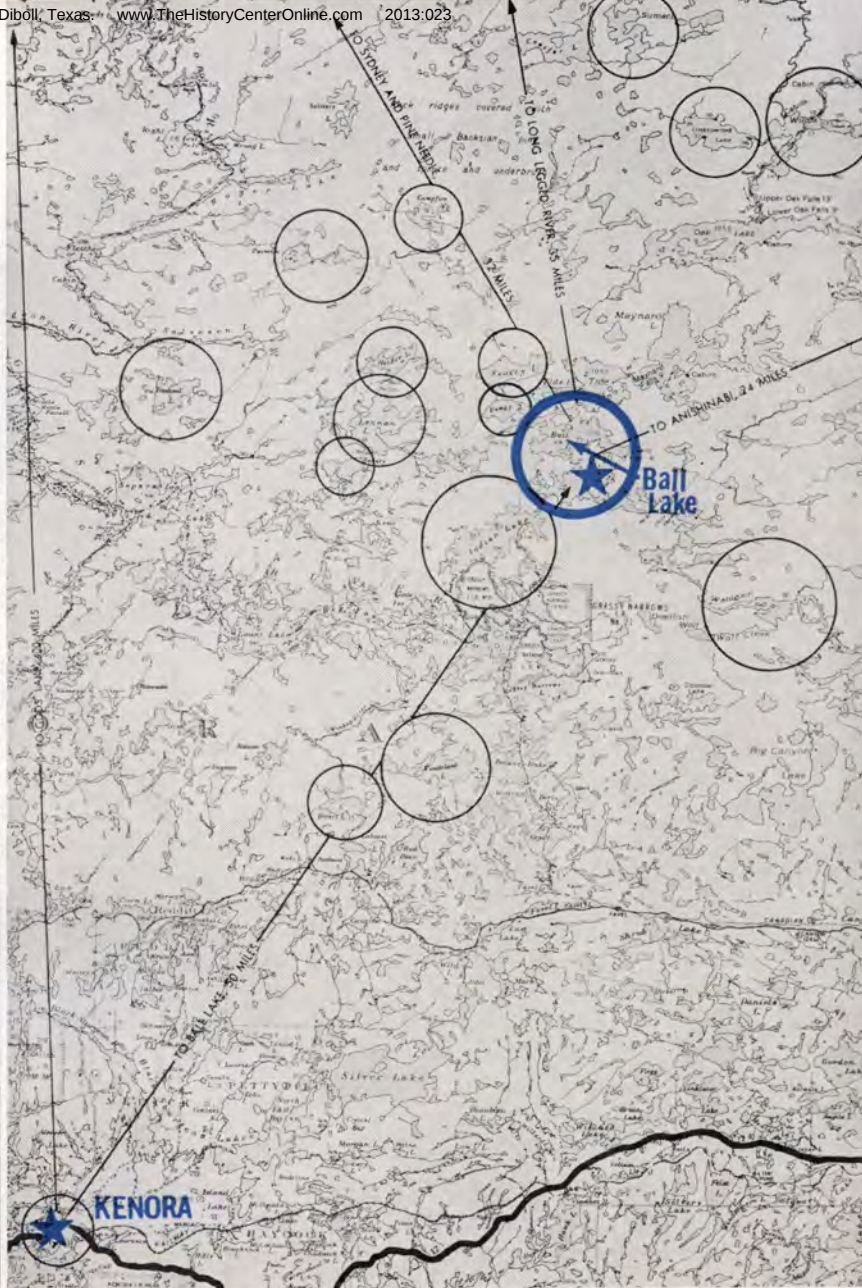
BOATS and planes make Kenora a busy docking point.

Right now especially equipped tractors and trucks are hauling in thousands of gallons of fuel, both diesel and petrol, plus equipment and supplies for another big summer season in 1969.

This is a hazardous industry, involving a half-hundred pieces of equipment, operated by Sigfusson Transportation Co. of Winnipeg. The company loses a dozen or more tractors during each winter season, operating over ice too thin to carry the weight.

They are able to retrieve some of the tractors from the frozen waters, jobs that require 10 days or more and much additional equipment. This happens in the dead of winter when the below zero temperatures causes the ice to get brittle and crack under the weight.

It then is necessary to refreeze the area around



the hole by flooding the ice. Then an A-frame is erected and a winch lifts the tractor out. As spring emerges many spots on the lakes become treacherous and major re-flooding is necessary. Sometimes as much as 100 miles of wilderness road must be reflooded.

During the peak 3½ months of the winter season, some 200 men are employed. They not only haul in supplies and equipment for summer use at the resorts, but for building of churches and schools. Their largest load was a 14-ton roof arch for a school building.

But when the thaw-out comes, then hauling into this back country must stop and planes are put to use. They range from small bush planes to huge converted PBYS. Last July, 24 of us, with a ton of tackle equipment, flew from Texas, Oklahoma, Louisiana and Alabama for a week of fishing in Ball and three surrounding lakes.



A TREE grows out of almost solid rock of the pre-Cambrian shield.

We spent four entire days from 8 a.m. until 6 p.m. on the water and caught a total of 1659 fish. Mostly they were northerns, with 1020 caught and released. We got 330 walleyes and 279 small-mouth bass. All were released except the walleyes, which were filleted for shore lunch and for each of us to bring back a carton of frozen fish. Those shore lunches added pounds to the weight of each man.

The party consisted of 22 members of the tackle industry, a banker and myself. Our primary purpose was the testing of a new model 800 Zebco reel under the severest pressure. We tossed plugs in Ball, Indian, Dumpy and Scotty Lakes, all connected through the English River chain. There were two fishermen and a guide to each boat.

Base of this lake operation is Kenora, Ontario. We had flown directly there, across the Lake of the Woods, from Minneapolis where we had checked through customs. We were in a bonded charter



A FISHERMAN'S feast is a simple shore lunch of walleye fillets cooked in hot grease.

Avion plane out of Houston and the customs inspection was a mere formality. This company operates charter flights from Kenora and other areas in Canada every week.

This southwest corner of Ontario from the air looks like a jewel counter in a five and dime store, with its literally thousands of small lakes and ponds. There are places where it is almost impossible to see land, except that which is covered with forests.

This is in the Great Lakes-St. Lawrence forest region which lies south of the immense Boreal Forest. In land area it covers 149,000 square miles. Mainly the growth consists of pine, white and black spruce, balsam, sugar maple and others.

The area also is transected by the pre-Cambrian shield, which moves southeast across Canada from the arctic circle, with its volcanic rocks estimated at 1½ billion years. The outcroppings of this shield provide huge slabs of stone both in the lakes and surrounding them.

The evergreen conifers furnish a back curtain for the dark brown of the pre-Cambrian shield. In the cracks of these great slabs which have been filled with fertile soil, myriads of flowers thrive and bloom. The growing season of this winter freezer is beautiful and colorful.

Nature fights hard against the elements. As the snows melt, the tundra at first is somber, brown and fallow. And almost overnight tender shoots emerge from between the rocks and where the sun hits the hillsides.

Diminutive ground squirrels begin to play



TALL timber is moved out over frozen roads during Canada's snowy winters.

around the trees, finding new foods and becoming a part of the north that lives anew. Wild berries turn green and then blossom in the lacework of small rivulets that flow down from the hillsides where snow lingers.

Some of the flowers are so frail and dainty we wonder how they ever survived the below zero weather of the frozen northland. Ducks are busy making their nests in the tules and loons cry out in the late evening. Occasionally a black bear or a moose wanders down to the water's edge. Except for the churning of outboard motors and the frequent drone of planes overhead, you are in a wilderness, just you and your guide.

Despite its remoteness several thousand fishermen visit this area each year. This resort complex was started shortly after World War II by Barney Lamm, a flier who came out of service owning a plane and a desire to fish. It now has grown into an important community, with its own store, and units for more than 100 guests. He operates a half-hundred planes and as many boats to serve customers, most of whom come from the United States.

The Department of Lands and Forests of Ontario, designates the areas as the Arctic watershed, meaning that all the major water systems empty into the Arctic Ocean. Beginning with Rainy Lake, water flows northwest into Lake Winnipeg, which

is drained by the Nelson River into Hudson Bay.

The English River system flows westerly from Lac Seul to connect with the Winnipeg River south of Caribou Falls.

Although most of the area is reached by pontoon planes, there is still ample water within reach of the many tourists who drive to Canada each year.

Persons going there should take storm suits, regardless of the time of the year. Sudden cold rain squalls hit nearly every day. During the four days we spent there last summer, we went through 85 degree periods of the day, with heavy rain storms hitting in mid-afternoon for an hour or two, cutting temperatures almost in half. Then the sun came out again.

Regular bass fishing equipment is adequate for this entire area. Occasionally 10-pound northern are caught, but most of them will run three to four pounds. We used spoons, jigs, a perch-type bait made in Louisiana and known as Millionaires and spinners. Also take along plenty of mosquito repellent. They grow big in that part of Canada and after a long winter they are hungry.

For information, write the Chamber of Commerce, Kenora, Ontario, Canada. This organization will send you literature covering both fly-in spots and those which can be reached in the family auto.



LEWIE MONTGOMERY, president,
Lewie Montgomery Trucking Company



H. E. TAYLOR,
superintendent



BILLIE BRADLEY,
secretary-treasurer

By CAROLYN CURTIS

DURING a 12-month period beginning October 1, 1967, Lewie Montgomery Trucking Company, Odessa, Texas, hauled and strung more than 661 miles of pipe, which ranged in size from 2-inch to 30-inch outside diameters and included joints up to 80 feet in length.

Versatility is a by-word with this company. "That year of pipeline work was in addition to our regular oil field hauling business that we value very highly," President Lewie Montgomery said.

The extent of Montgomery's reputation in the oil field hauling and pipeline stringing business can be measured statistically. Geographically, it stretches across Texas, New Mexico, Oklahoma and Kansas. Numerically, his 50-man operation caters to numerous major oil companies, gas companies, pipeline contractors and service companies. Financially, the annual volume of business had exceeded the half-million-dollar mark by September of last year.

But business was not always this good. Lewie Montgomery became acquainted with every nut and bolt that go into trucks during his early manhood jobs from Texas to Pennsylvania as a truck mechanic and welder. During the early 1940's, he moved to Odessa where he was a mechanic for one of the largest pipeline stringers in the world.

With a promotion to superintendent of that company, he began to dream of the day when he

LEWIE *Montgomery*

could combine his knowledge of the trucking industry and his newly-developed executive traits in the pipeline business.

Montgomery and a friend formed a partnership in 1945 as pipeline stringers. Their assets included five trucks, three of which were not even in running order. Again Montgomery put to work his skill as a mechanic and rebuilt the three trucks from the few parts available during the war.

Deciding to strike out on his own, the partnership was dissolved and he formed the Lewie Montgomery Trucking Company in 1946 with only five employees. Montgomery is pleased with the growth and calls the present size "comfortable."

"The company is just the size I want it to be," he said, explaining that his customer friends appreciate the personal attention he can give to their accounts with the company at its present size.

"At this point I don't care to expand further. However, if one or both of my sons joins me in the business after graduation from college, that may be a different story, because the younger folks have more ambition and lots of new ideas. We will just have to wait and see," Montgomery added.

The bulk of business involves pipeline stringing, although hauling oil field equipment is among the services rendered. Their general oil field location work includes hauling tanks, pumping units, tub-



Cecil Hext, left, general superintendent, and Lon Burnett, terminal manager, stand beside a LUFKIN flatbed trailer

TRUCKING COMPANY

ular goods, sucker rods, 500-barrel tanks plus clean-up work on locations.

"We do anything from simple hourly jobs and hauling 7000-pound minimum loads to our largest job in 1968, which was a \$180 thousand pipeline job stringing 120 miles of 30-inch pipe running from 60 to 80 feet in length. Many companies don't attempt this size job," he added.

Their equipment includes floats and pole trailers, of which 25 percent are LUFKINS, and road trucks, gin trucks, pickups, caterpillar tractors, motor cranes and other heavy duty vehicles. During larger volume months, they often lease other equipment to supplement their own.

"We consider ourselves to be specialists in pipe-line stringing, because we can move over any kind of terrain," he said, explaining that they often are called upon to work in mud, swamps, sand dunes and areas strewn with boulders and tree stumps. To accommodate the rugged conditions, they use Athey wagons, bulldozers, side boom cat tractors and motor cranes for the heaviest pipe. They also use special hooks and padding to protect the ends of pipe lined with special protective coatings.

Occasionally, an unusual situation requires versatile and ingenious moving methods. For instance, when a major line's airplane crashed near the West Texas town, Lewie Montgomery Trucking

Company hauled the entire wreckage to an airport.

The company's management personnel includes Montgomery's wife, "Pinky," who serves as vice-president, and Cecil Hext, general superintendent; H. E. Taylor, superintendent; Lon Burnett, terminal manager; and Billie Bradley, secretary-treasurer.

Facilities include the 33-acre storage yard where supply companies and manufacturers may keep their materials before hauling to locations. For large stringing jobs, Montgomery sets up temporary field offices to accommodate drivers and workers.

The Montgomerys spend many weekends hunting and fishing. He is especially proud of the 12-point elk he bagged near the Guadalupe Mountains in West Texas.

Their children are Douglas, a student at Baylor University, Waco, Texas; Jimmy, who lives in Denton, where he and his wife, Judi, attend North Texas State University and Texas Women's University; and Patsy June Paris of Odessa. The Montgomerys also have two granddaughters.

He is a member of the Odessa Chuck Wagon Gang, Goodwill Ambassadors of the Chamber of Commerce, the Masonic Lodge and various trucking associations in Texas, New Mexico, Kansas and Oklahoma. Several times Montgomery has served as director of the Oil Field Haulers Association of Texas.

LUFKIN is proud to count Lewie Montgomery Trucking Company among its friends and customers.

CIRCULATION THIS ISSUE: 17,153



Seated at a table in one of those intimate little French restaurants off Broadway, the young couple were studying the unfamiliar items on their menus.

"I never know what to ask for in these places," the man said.

"Ask for an ambulance," groaned the gal, "here comes my husband."

"Not that I believe in reincarnation," said the young man to his hyperprudish date, "but what were you before you died?"

Bob's sister was one the most popular girls in town. She had more boy-friends than she knew what to do with and she never wanted for a thing. Bob was always in debt and constantly asking his sister for spending money.

"I don't understand you, Bob," she said in obvious annoyance one afternoon when he asked to borrow more money. "I don't have any trouble saving money, so why should you?"

"Sure, sure," he said, "but you've got money coming in all the time from the very thing that's keeping me broke."

One of the ironies of life is that it's usually the warm girls, not the cold ones, who get the fur coats.

Wanda, a pretty but distraught model, took her troubles to a psychiatrist.

"Doctor, you must help me," she pleaded. "It's gotten so that every time a man takes me out, I wind up in bed with him. And then afterwards I feel guilty and depressed all day long."

"I see," nodded the psychiatrist. "And you want me to strengthen your will power."

"Heavens, no!" exclaimed the model. "I want you to fix it so I won't feel guilty and depressed afterwards."

The little cockney woman was asked how many children she had.

"Me and 'Erman, we 'ave twenty-six children."

"Twenty-six children! My goodness, the Queen should give him a knighthood."

"I wouldn't do no good. The bugger refuses to wear one!"

"OK, you're hired," said the busy executive, moving around his desk toward the buxom young female. "Now would you like to try for a raise?"

The Wac went in to see the Medical Officer and said, "Doc, I need an operation."

He asked, "Major?"

She replied, "No, corporal."

The two loaded gentlemen stood at the bar near closing time.

"I've an idea," said one, "lesh have one more drink and then go find us shum girls."

"Naw," replied the other. "I've got more than I can handle at home."

"Great," replied the idea man, "then lesh have one more drink and go up to your place."

He: "Just think, I've never had a lesson in my life."

She: "It's darn nice of you not to blame it on somebody else."

A young man called on a sixteen-year-old girl, and remarked to her parents that he was from Philadelphia.

The girl's father commented that he and his wife were married there

seventeen years ago. A startled expression passed over the man's face.

Next morning the daughter said in disgust, "That certainly did it, father. I had told him I was eighteen, so then, of course, I had to tell him I was illegitimate."

A wolf lounging in a hotel lobby perked up when an attractive lady passed by. When his standard "good evening, dear" brought nothing more than a frigid glance, he sarcasmed, "Pardon me, I thought you were my mother."

"I couldn't be," she replied icily. "I'm married!"

The old lady was sitting in her rocking chair, feeling so lonely, and thinking to herself, "Oh, if I only had youth again and could be beautiful, I wouldn't ask for anything more."

Just then a genie appeared. He said, "Old lady, your wish will be granted."

He touched her with his magic wand and she was transformed into a beautiful girl. The genie said, "And because you have been so good on earth, you are hereby granted another wish."

Looking down at her cat that was by her side, she replied, "Turn my cat into a handsome prince." It was no sooner said than done. She rushed into the arms of the handsome prince, exclaimed, "Oh, this will be heavenly."

The prince looked at her and replied, "Lady, will you ever be sorry you took me to the vet?"

Judy and Bill were in their upper berth on the train to Niagara Falls, and she was so wonderstruck that she kept repeating over and over again, "Billy, I just can't believe that we're really married."

Finally, a sleepy voice bellowed out from below, "For pete's sake, Billy, convince her; we wanna get to sleep!"

The handsome young man walked into a drug store that was operated by two old maids and said, rather sheepishly, "Everytime that I see a woman, I want to hug and kiss her and make passionate love. What can you give me?"

The one old maid leaned over to the other old maid for a brief consultation and then replied, "My sister and I will give you five hundred dollars and the drug store!"

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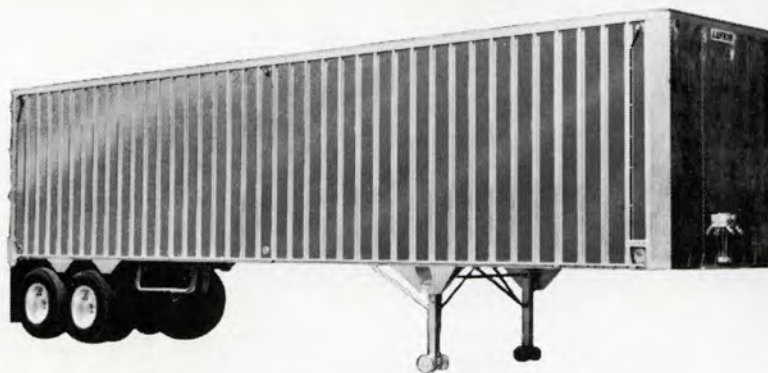
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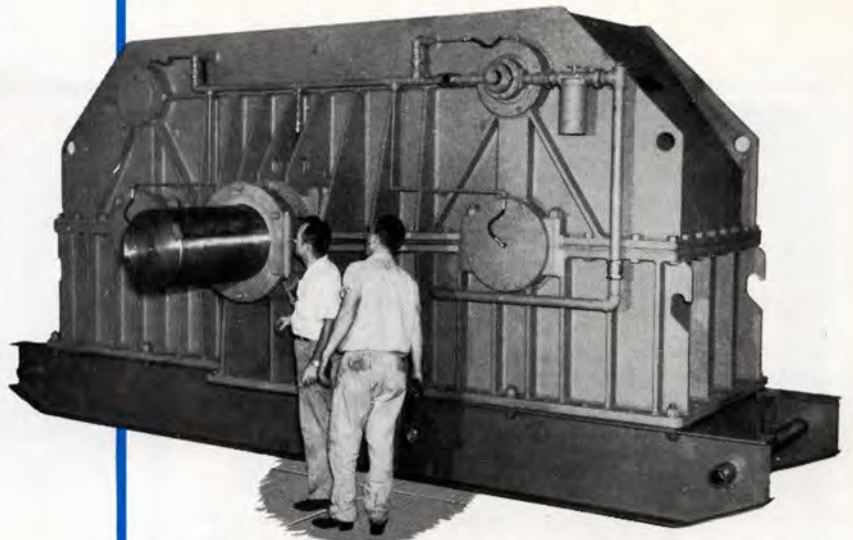
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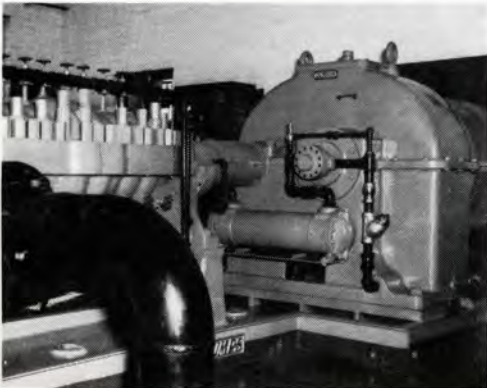
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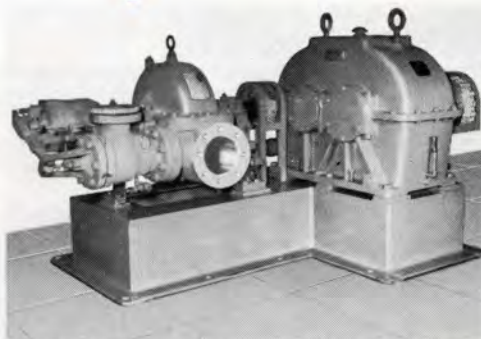
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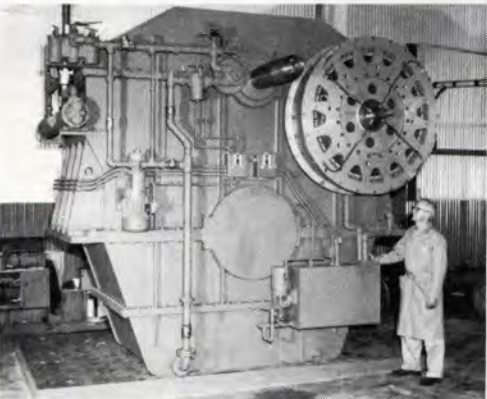
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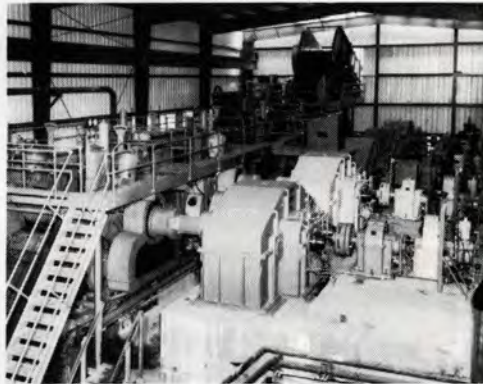
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