

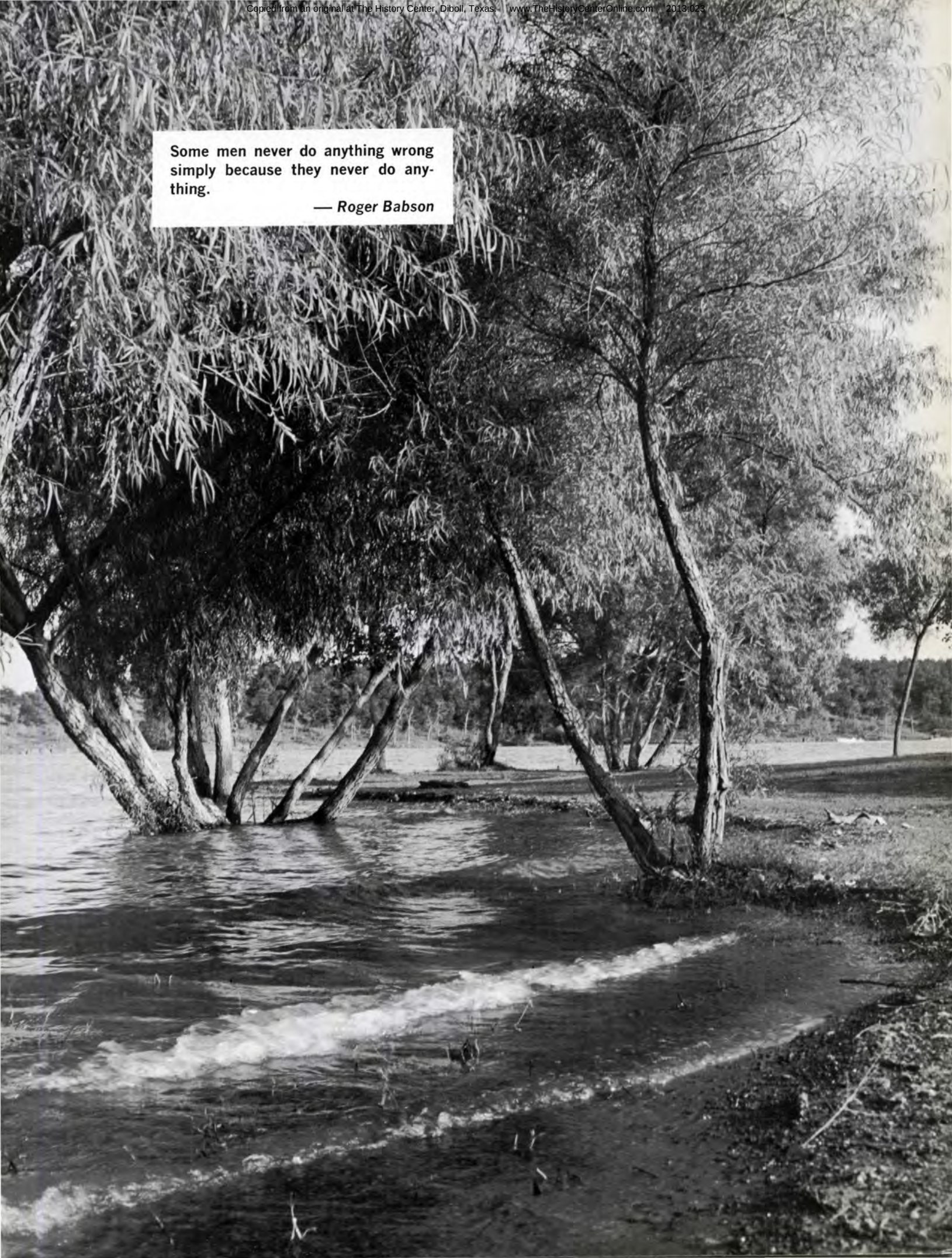


THE *Lufkin* **LINE**

MARCH — APRIL • 1969

Some men never do anything wrong
simply because they never do any-
thing.

— *Roger Babson*



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and Sales Manager

THE Lufkin LINE

MARCH
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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

ONE

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COVER: Transparency by William Hamilton, Long Beach, Calif.
OPPOSITE PAGE: Texoma Lake, Southern Oklahoma
Photo by Bob Taylor, Cordell, Oklahoma



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HIKERS to the Green Lakes Basin, northwest of Bend in central Oregon, are rewarded with this view of the largest of the lakes and the 10,354-foot South Sister Mountain. The only way to reach the basin, in the Three Sisters Wilderness Area, is by foot or horseback.

Wonder of Century Drive...

By RALPH FRIEDMAN

CENTURY Drive, a gypsy scarf looped over the Central Cascades, is called by many Oregonians the state's most spectacular road.

It is also, without question, one of the most beautiful mountain highways in all the United States.

From jackpine on the sagebrush floor to stately Douglas fir knitting green hems to ponderous white mountains, the road changes pace so quickly as to startle, bewilder and delight.

The 95-mile round trip from Bend and back to Bend snakes through stretches of pine woods, traverses scented wildflower meadows, chases alongside leaping, foam-flecked creeks, and wrig-



A GLACIAL stream pouring out of the Three Sisters Wilderness Area adds sparkle to this view of Broken Top Crater, northwest of Bend off a paved U.S. Forest Service Highway.

gles past glistening, frost-fringed lakes. In the highlands the wild mountain beauty is crossed, contrasted and accentuated by black lava flows, grim buttes, cinder cones, pumice flats and obsidian cliffs, all skeletons of past volcanic turbulence.

For miles there is no sign of habitation or commerce; not a billboard, not a placard, not a farmhouse, not a woodsman's hut. Filling stations are scarce. Deer and elk cross the road as though they own it, and the wind joins with the hermit thrush for a forest melody.

Bend, a bustling plains town, is the great central crossroads of Oregon, sitting astride two national highways, 20 and 97. Here ocher plateau faces purple-shadowed mountains. The Cascade wall, with its sharp turrets, stand bold and clear. Nothing is obliterated, nothing is dimmed. The magnitude and versatility of Century Drive can be seen from Bend, because the road lunges into the mountains, climbing 3,000 feet from the high plains to invade the maw of the Cascades.

Leaving Bend, Century Drive bridges the charging Deschutes River, whose rugged canyon has been the locale for several Western movie and television films. The road slices through Deschutes National Forest and soars to a narrow gateway



THE UPPER Deschutes River southwest of Bend, Oregon, in the Pringle Falls area is noted for its fishing and great parklike forests of Ponderosa pine.



VISITORS to the vacationland are inescapably in the shadow of snow-capped mountain peaks. This view shows 10,354-foot South Sister peak dominating the skyline.

hinging 9,060-foot Bachelor Butte to 7,772-foot Tumalo Mountain.

As the pass is approached, Bachelor and Tumalo abruptly rear up, awesome black giants streaked with white gashes under snowy turbans, and advance upon the road, huge and frightening, shutting out sky, woods and meadows. Near the cleft they seem but one step short of locking arms and smothering everything between them. But suddenly the pass opens and all is fair and green again.

A steep, three-mile trail leads from the road to the cap of Bachelor Butte. The view from the summit is well worth the arduous exercise. Broad vistas of the Cascades unfold south and north, the 50,000-acre desolate wastes of a lava flow are observable in detail, and eastward lies the silent desert plain, yellow, purple and red, expressed in a hundred nuances.

Beyond the 6,400-foot pass, Century Drive slides down onto the gray pumice expanse of Dutchman Flat, overhung by Broken Top, a 9,152-foot shattered remnant of a far loftier peak. Northward rises 10,354-foot South Sister, with its ice-fields gleaming on its austere slopes.

At Dutchman Flat, a dire road meanders through skyline fir to a pale blue sheet of icy water fringed



This view of Sparks meadow, with its acres of lush grasses, beef cattle and the South Sister Mountain for a backdrop, greets the eye of the traveler from the Century Drive out of Bend in the high plateau country of central Oregon.



DEVIL'S Lake, one of more than a dozen lakes on popular Century Drive, is noted for its clear blue waters. It is popular for picnicking, fishing and water sports.



by lush meadow. The meadow slopes to hills of more somber green, over whose heights peers the volcanic-blasted crown of Broken Top.

When visitors reach Todd Lake they are generally surprised to find they have come only 26 miles from Bend. The varied scenery has lent an impression of much greater distance. Plains have given way to mountains, the warmth of Bend (it is hot there in summer) has been left behind for Cascade coolness, and the roar of trucks seems a thousand miles away in the alpine setting of Todd Lake.

Facilities are of the do-it-yourself kind but the trout fishing for rainbows, among others, is comparable to the best in Oregon.

Past Todd Lake, the road dips three miles to Sparks Lake, jumping-off point for the high primitive regions and for the purgatorial retreats of

ELK LAKE, in Oregon's Cascade Lakes area, is a popular sailing and canoeing spot for summer vacationers. The trout fishing is excellent here.



DEVIL'S Garden Forest Camp offers tent and trailer camping in a setting of natural perfection. Green meadows, clear brooks and streams, tall timber and the impressive Mt. Bachelor, a black-lava cinder cone laced with year-around snow, combine to make this area popular with campers, fishermen, hikers, skiers and "relaxers."

Devils Hill, Devils Chair, Devils Flow, Satan and Hall Creek, all remnants of past volcanic action, when searing streams poured down from lofty craters.

A five-mile trail from Sparks Lake reaches the three Green Lakes, mounted in the saddle between South Sister and Broken Top. For those who carry packs, the Green Lakes constitute Oregon's Shangri-La of the Cascades.

Elk Lake, seven miles beyond Sparks Lake, is the resort and recreational center of the Cascade lakes loop country. Almost a mile high, the lake is two miles long and half a mile wide, fixed in a pine-forested basin backed by South Sister and Bachelor Butte. The only lodge on the loop is here; also, the only boat dock and the only-non-Bend

post office and restaurant. There are housekeeping cabins here, too, but for those who prefer roughing it under the stars, a campground is close by.

Elk Lake also is pack station headquarters for a week or a month camping trip in the pristine area of the Three Sisters, an unspoiled wilderness Oregon conservationists have fought to save from abuse.

Beyond Elk Lake, Century Drive breezes past the Lava Lakes, where the thundering Deschutes River is born, and crosses the junction leading to other prominent Cascade lakes: Cultus, Taylor, Waldo, Davis, Odell and Crescent.

Then the road drifts by Crane Prairie and Wicup reservoirs, turns northeast at the boiling cataract of the Deschutes, and veers east until it finds US 97 at Lava River Caves State Park. The final leg back to Bend is on the national highway.

The complete trip can be made in four hours, with a pause at Elk Lake for lunch. Many a 5,000-mile journey will not evoke such pleasure.



Left to right, WILLIAM MOTLEY, E. E. DETTMER, PAUL GATLIN, all with Anadarko Production Company, Liberal, Kansas



CHARLES WALBERT, C. R. Walbert & Co., Oklahoma City, Oklahoma



ED PACHOLKO, Sun Oil Company, Calgary, Alberta, Canada



JIM DARNABY, Dynmac Corporation, Tulsa, Oklahoma



Left to right, L. E. FITZJARROLD, Carl Farley's Boys Ranch, Amarillo, Texas; E. E. YOUNG, Sohio Petroleum Company, Oklahoma City, Oklahoma; LLOYD OSBORN, Arnold Pipe Rental Company, Houston, Texas; ROY CARLSON, A.P.I., Dallas, Texas



G. C. RUTHERFORD, left, DEAN DAVIS, Mobil Oil Corporation, Pampa, Texas



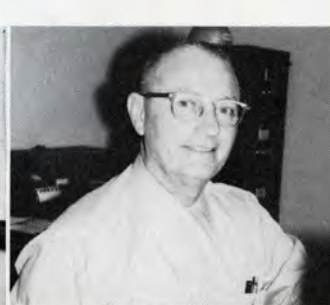
GIL CHAPMAN, Hamilton Bros. Canadian Gas Co. Ltd., Calgary, Alberta, Canada



JIM SULLIVAN, Union Oil Co. of Canada Ltd., Calgary, Alberta, Canada



HAROLD LAWLEY, Kewanee Oil Company, Pampa, Texas



KENNETH STIVERS, Champlin Petroleum Company, Ellinwood, Kansas



J. D. RICHARDS, Gulf Oil Corporation, Amarillo, Texas



Left to right, R. L. POLAND, president, LUFKIN, Lufkin, Texas; J. L. SMOTHERMAN, Getty Oil Company, Duncan, Oklahoma; H. P. SHACKELFORD, Getty Oil Company, Oklahoma City, Oklahoma



BING WINES, Cities Service Oil Co., Great Bend, Kansas



LEN THORNE, Thorne Consultants Ltd., Calgary, Alberta, Canada



HUBERT BAUMLER, Cities Service Oil Co., Great Bend, Kansas

Left to right, LOUIS STEINERT, L. D. CARSON, RUSSELL POE, all with Lario Oil & Gas Company, Hays, Kansas



KEITH LYNN, Central-Del Rio Oils Ltd., Calgary, Alberta, Canada



AL SIMMONS, International Nuclear Corp., Oklahoma City, Oklahoma



KEN FARNSWORTH, Atlantic-Richfield Co., Oklahoma City, Oklahoma



DON SHARPE,
CRA, Inc.,
Tulsa, Oklahoma



JIM MURPHY,
International Nuclear Company,
Tulsa, Oklahoma



Back row, left to right, K. M. VAUGHAN, HOYTE PHILLIPS, DON GASSAWAY, LDEEN HILL, HARRY ALLEN. Front row, left to right, R. G. DENYER, SUE CARTER, J. T. JOHNSON, J. W. CARROLL, all with Sun Oil Company, Pampa, Texas.

OTS

BY THE
LUFKIN
CAMERA
MAN...



DON HUGHES, left, Land & Marine Co., Oklahoma City, Oklahoma; JOE BARTHEL, Humble Oil & Refining Co., Oklahoma City, Oklahoma



PAUL SHIVEL,
Petroleum Inc.,
Wichita, Kansas



Left to right, G. B. HOGAN, N. G. WAMPLER, J. R. PARKS, J. L. LICKEY, J. K. SMITH, all with Texaco, Inc., Lefors, Texas.



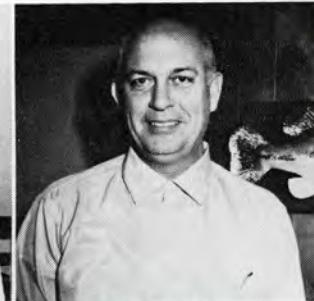
W. H. "BILL" McPHAIL,
Getty Oil Company,
Drumright, Oklahoma



JUNIOR GATES,
Clinton Oil Company,
Great Bend, Kansas



JIM ROSENLIB,
Sohio Petroleum Company,
Oklahoma City, Oklahoma



JIM PARKS,
Independent,
Oklahoma City, Oklahoma.



BILL HOLLAND,
Cities Service Oil Co.,
Guyman, Oklahoma



HAROLD ALTENDORF,
Tenneco Oil Company,
Oklahoma City, Oklahoma



JACK DAVIS,
Reading & Bates Drilling Co.,
Tulsa, Oklahoma



P. P. "PETE" BLANDA,
Kewanee Oil Company,
Pampa, Texas



E. L. "SHORTY" HUDSON, left, LUFKIN, Pampa, Texas; MILTON F. SHAFFER, Independent, Amarillo, Texas

KENNETH W. STOVER, left, Russell, Kansas, DICK BERG, Guymon, Oklahoma, both with Cities Service Oil Co.

FRANK MORSE,
Humble Oil & Refining Company,
Oklahoma City, Oklahoma

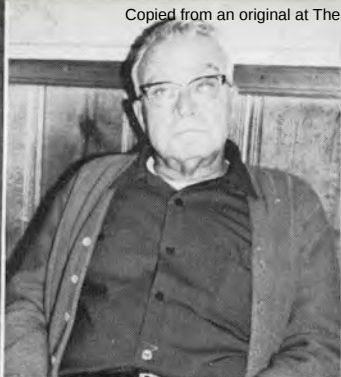
EARL SNEATH,
Continental Oil Company,
Great Bend, Kansas

ELBERT ZINK,
Mobil Oil Corporation,
Cement, Oklahoma





DON HEWITT,
Cities Service Oil Co.,
Great Bend, Kansas



CECIL BURTON,
Pickrell Drilling Company,
Great Bend, Kansas



BOB THOMAS,
Tenneco Oil Company,
Oklahoma City, Oklahoma



HERMAN WIENECKE,
Gasco Pump & Burner Mfg. Co.,
Tulsa, Oklahoma



ELMER HALL,
Gasco Pump & Burner Mfg. Co.,
Tulsa, Oklahoma



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West Australian Petr. Pty. Ltd.,
Perth, West Australia



ALAN HUON,
Esso, Melbourne,
Victoria, Australia



MIKE MCGOWAN,
West Australian Petr. Pty. Ltd.,
Perth, West Australia



MORE SN



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Pampa, Texas



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Dynamac Corporation,
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Gasco Pump & Burner Mfg. Co.,
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Great Bend, Kansas



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Sun Oil Company,
Tulsa, Oklahoma



JOE BULAND,
Gasco Pump & Burner Mfg. Co.,
Tulsa, Oklahoma



CARL BROWN,
Deck Oil Company,
Tulsa, Oklahoma



ED HAGEN,
West Australian Petr. Pty. Ltd.,
Perth, West Australia



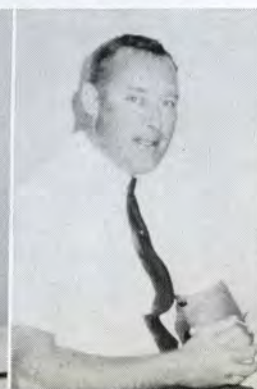
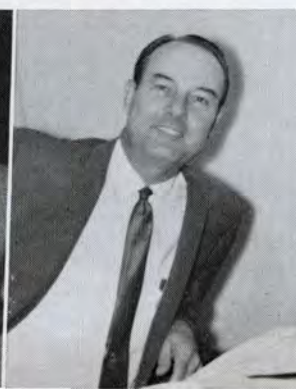
LAURIE SHARP,
West Australian Petr. Pty. Ltd.,
Perth, West Australia

JOHN B. BUCHANAN, left, PETE McREYNOLDS,
both with Esso Std. Oil "Australia" Ltd.,
Melbourne, Victoria, Australia

ART MORRISON,
Gasco Pump & Burner Mfg. Co.,
Tulsa, Oklahoma

SAM BEELER, West
Australian Petr. Pty. Ltd.,
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PAUL CHURCHILL,
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BILL ODUM,
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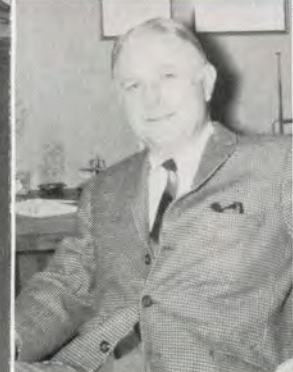
JOE VAUGHN,
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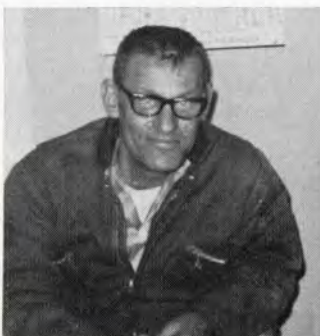


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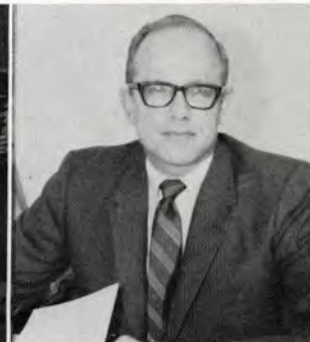
BOB ADAMS,
Mobil Oil Corporation,
Great Bend, Kansas



Left to right, **NORMAN ROSS,**
JACK BYRD, all with Hewanee
Oil Company, Pampa, Texas



J. C. HAMILTON,
Tenneco Oil Company,
Oklahoma City, Oklahoma



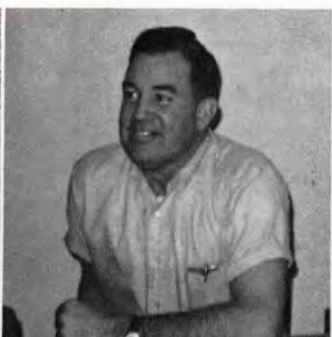
FRED MILLER,
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TOM WAGGONER,
Petroleum Inc.,
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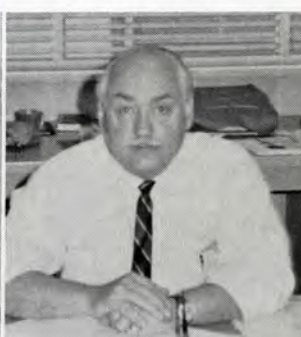
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Sun Oil Company,
Pampa, Texas

BILL DEMORY, left, **BOB LANG,**
both with Dynmac Corporation,
Tulsa, Oklahoma

MIKE CLANCY,
West Australian Petr. Pty. Ltd.,
Perth, West Australia

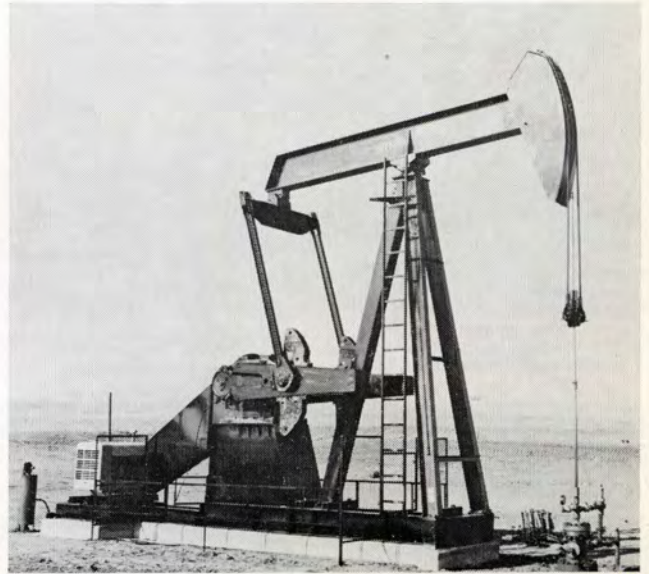
WILLARD ROY,
CRA, Inc.,
Tulsa, Oklahoma

ED PRICE,
West Australian Petr. Pty. Ltd.,
Perth, West Australia



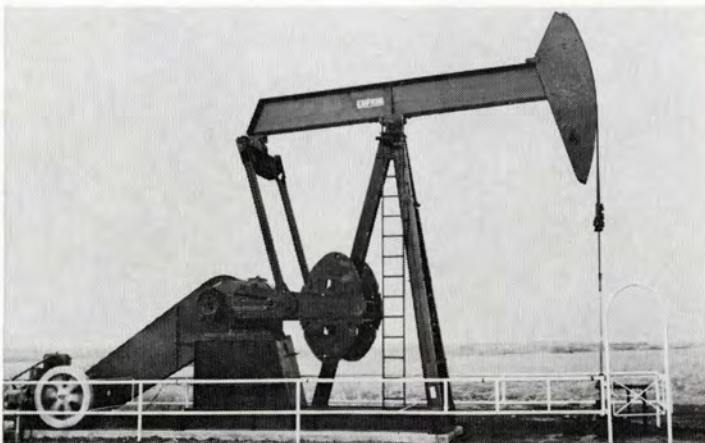


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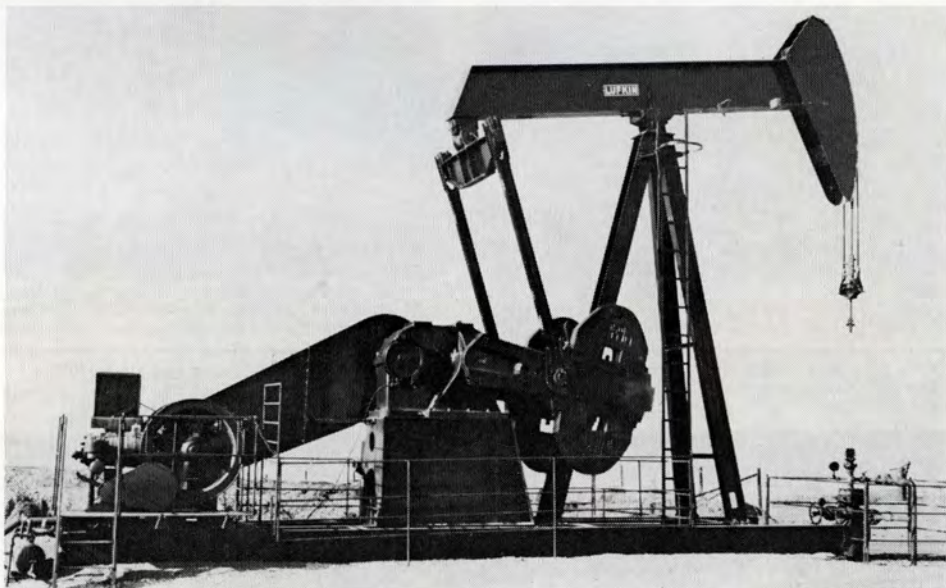
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2



LUFKIN INSTALLATIONS

7





4

1 LUFKIN C-912D-305-168 Unit, Continental Oil Company, near Geneseo, Kansas.

2 LUFKIN C-320D-256-120 Unit, Reading-Bates Drilling Company, J. H. Little #1, near Payne, Oklahoma.

3 LUFKIN C-228D-246-86 Unit, Calvert Exploration Company, Caldwell #1, near Norman, Oklahoma.

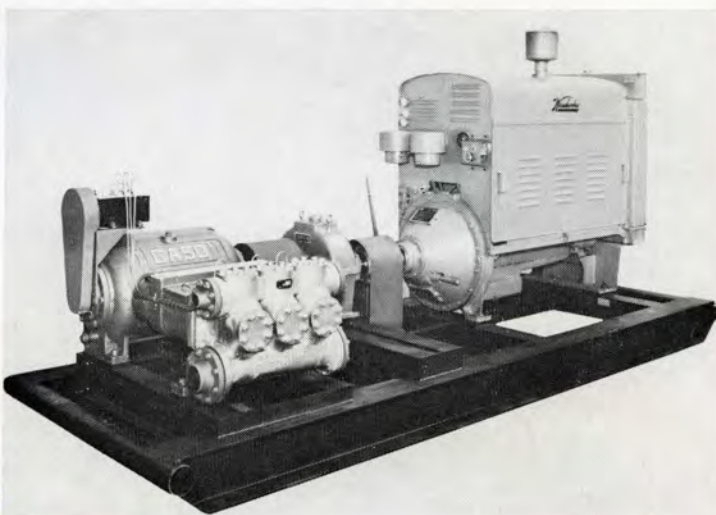
4 LUFKIN A-640D-144-31 Air Balanced Unit, Atlantic Richfield Company, J. H. Little #1, near Payne, Oklahoma.

5 LUFKIN S 84B Gear Reducer driven by Waukesha Engine and Gaso Triplex Pump, Gaso Pump & Burner Manufacturing Company, Tulsa, Oklahoma.

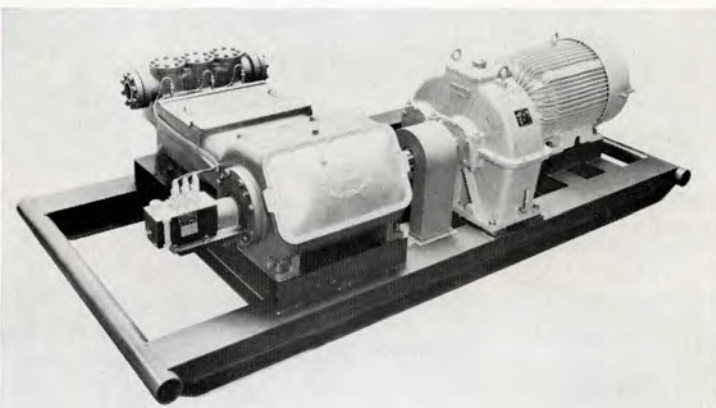
6 LUFKIN S 126B Gear Reducer with Gaso Triplex Pump, Gaso Pump & Burner Manufacturing Company, Tulsa, Oklahoma.

7 LUFKIN C-320D-298-100 Unit, Champlin Petroleum Company, Lamar Degolyer #1, near Goldsby, Oklahoma.

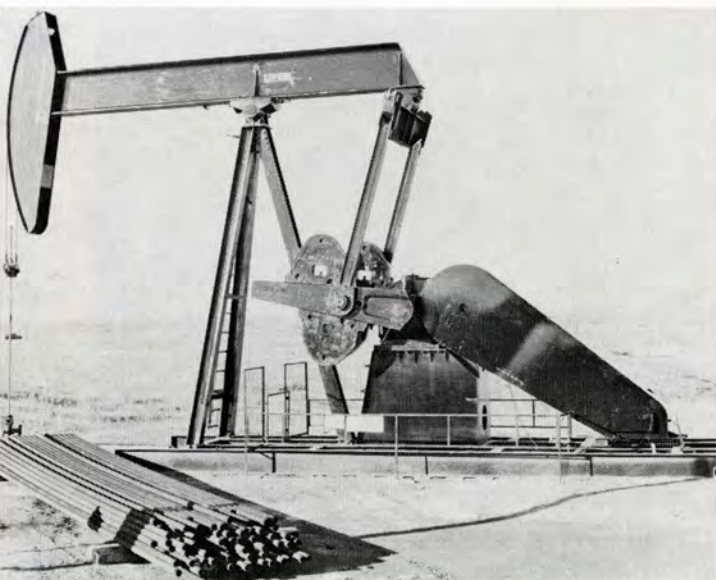
8 LUFKIN C-640D-305-168 Unit, Continental Oil Company, Plainville, Kansas.



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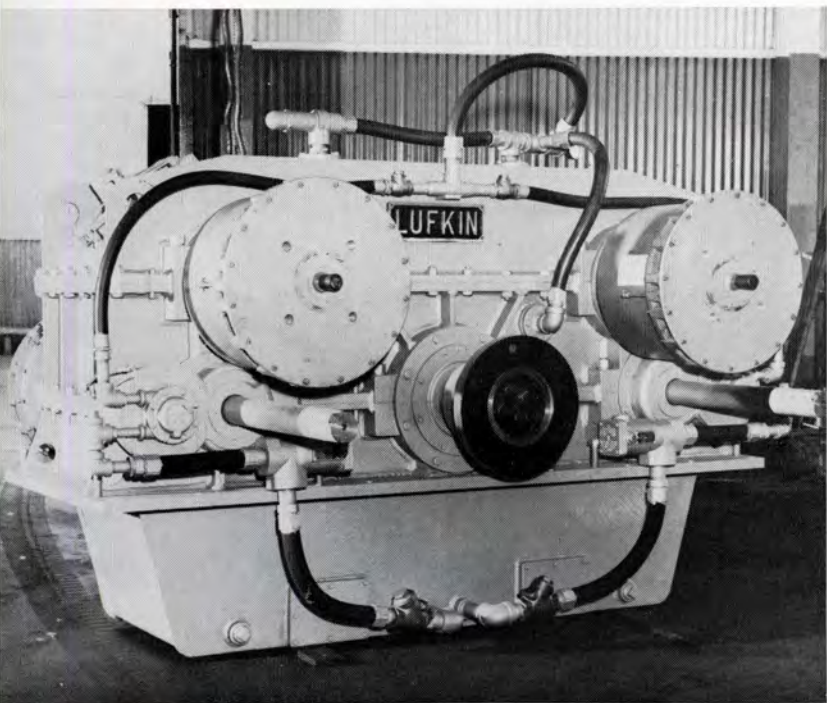
LOOKING akin to a New England trawler, HERO, was constructed for work in the icy waters of the Antarctic. Her conservative sails are rigged for use in heavy weather.

THE HERO... *at home in the Antarctic*

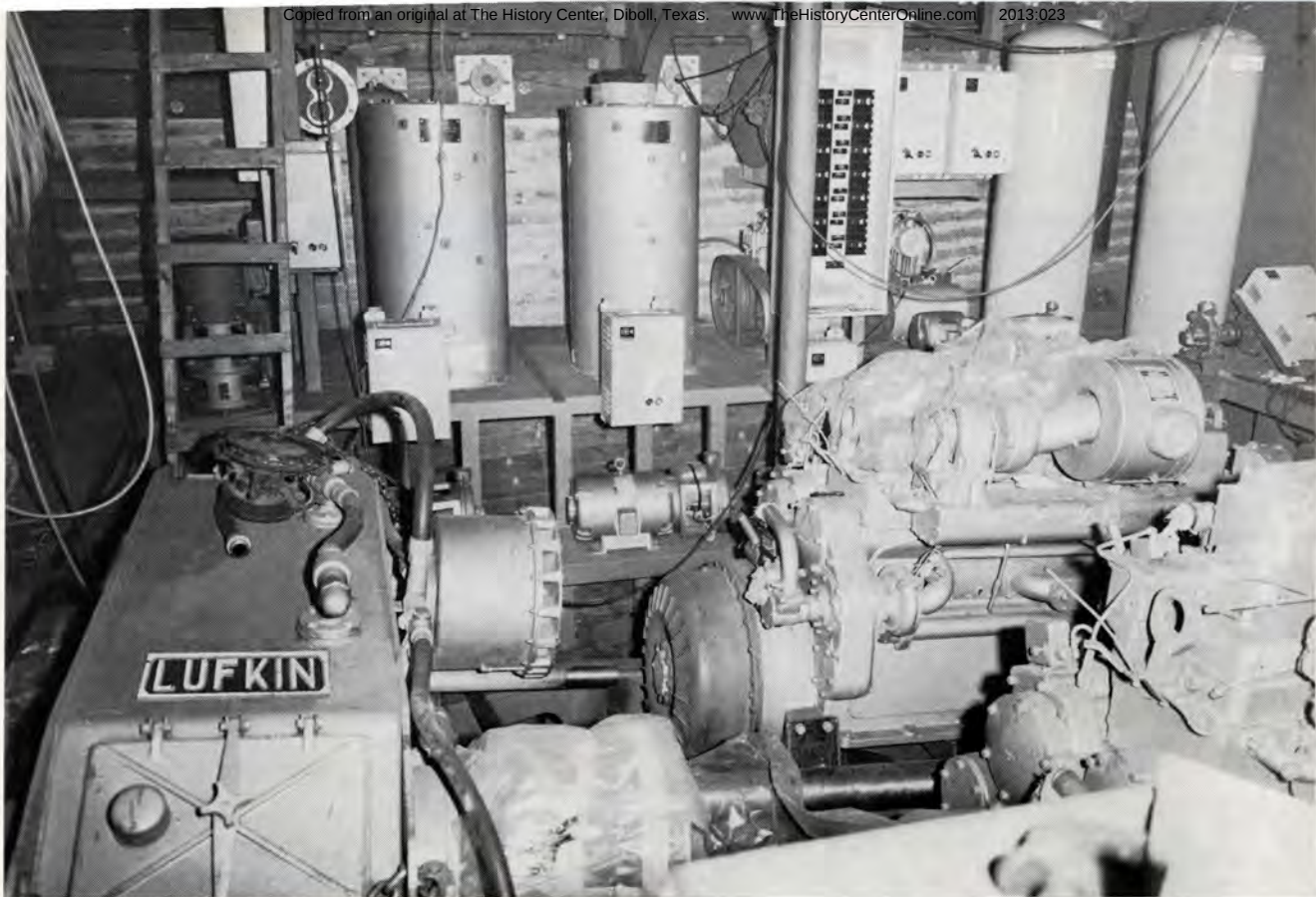
SHE is of heavy wooden construction, suitably sheathed and protected for work in the Antarctic, in loose ice if necessary, for the purposes of marine biological research and to transport personnel, equipment and supplies.

She is the *Hero*.

Looking very similar to a New England trawler with sharp stern and raised forecastle, *Hero* was designed by Potter and McArthur, Inc., constructed by Harvey F. Gamage, Shipbuilder, Inc. for the National Science Foundation. She is a single screw vessel with a radius of action of about 5,000 nautical miles and an economical cruising speed of 10 knots, a speed of not less than 11 knots at full power, and the ability to tow commercial trawling gear at an effective speed.



LUFKIN RCS6006 reverse-reduction compound propulsion gear is installed in National Science Foundation's HERO



A UNIQUE feature of the LUFKIN RCS6006 reverse-reduction gear, through which two four-cycle Caterpillar D-353 diesel engines proper *HERO*, is the inputs from the two engines and the signal shaft output to the propeller are on the same side

This unique ship has a sailing rig of conservative area, rigged for use in heavy weather. The spars, rigging and sails provide a means of steadying the vessel in a seaway and also afford some mobility in case of complete mechanical breakdown and during silent ship operations. Under reduced sail, the vessel is easier to control in heavy weather. Navigation lights and shapes and electronic antennae are mounted on the rig.

The propelling machinery consists of two four-cycle solid injection Caterpillar D-353 diesel engines rated at 335 HP each at 1225 RPM input driving a single solid propeller through a LUFKIN RCS6006 reverse-reduction gear. This gear, built to American Bureau of Shipping certification, has four Fawick 12VC1000 clutches, two for forward propulsion and two for astern propulsion. Either engine can be used independently for propulsion as well as together.

A unique feature of this gear is the inputs from two engines and the single shaft output to the propeller are on the same side. Each engine has a fluid coupling mounted on the flywheel connecting to the gear.

The *Hero's* main deck is continuous, with a partial lower deck and a two-tier steel deckhouse. There are five watertight steel transverse bulkheads

and two non-tight steel strength bulkheads, all extending to the main deck. There are eight steel fuel tanks for diesel oil and four steel tanks for fresh water.

This National Science Foundation vessel has three laboratories outfitted for special purposes with simple and practical service installations. Special tie-down fittings are provided on the main deck and the laboratory decks to facilitate installation and relocation of scientific and other gear. There is a refrigerated specimen storeroom, a dissecting laboratory and special provisions for limited silent ship operation.

Deck gear to serve scientific purposes includes an electric three-drum trawl winch and gallows, bollards, rigging and all usual trawling gear, hydrographic winch, facilities for housing and handling a small power launch, and a trolley system for handling heavy specimens.

Electronics for scientific purposes consist of a recording echo sounder and a recording sonar.

Other deck gear includes two dories with davits and two inflatable life rafts.

Living quarters are plain and simple but comfortable. There are two messroom and lounge areas. The complement consists of 12 officers and crew and six scientists.

The *Hero* is 125 feet long, 30 feet four inches wide and weighs approximately 300 tons.

Her sea trials were held last July and today she plies the frigid waters of the Antarctic.



J. F. "TEX" SMITH, president



C. R. BRADLEY, secretary-treasurer

LEASEWAY of TEXAS... Answer to Hauling Needs

By CAROLYN CURTIS

LEASEWAY of Texas, Inc. one of the major suppliers of rental transport equipment, moved into its new main office and terminal in Dallas, Texas, a year ago.

Within its 12,000-square-foot of office, storage and maintenance space, Leaseway houses some 300 trucks, trailers and automobiles and other leaseable transport units. Most of the equipment is leased on a long-term basis.

The company got its beginning in the early 1950s when J. F. (Tex) Smith and Jack Goodwin formed a partnership and began doing business as Texas Trucking Company. Their sole inventory consisted of two trucks.

By 1963, the company had mushroomed to corporate size and the name was changed to Texas Trucking and Leasing Corporation.

On July 1, 1965, the company was purchased by Leaseway Transportation of Cleveland, Ohio. The newly acquired subsidiary's name was changed to Leaseway of Texas, Inc. Today it rents transport equipment throughout 48 states and Canada.

The Dallas-based company operates terminals in La Porte, Indiana and Spartanburg, South Carolina. Smith is president of Leaseway of Texas.

Leaseway has dealt with nearly every situation and problem that could arise in the transport leasing

business. Providing everything but the drivers, the company handles the extensive paper work necessary to move a truck from one point to another. Leaseway also maintains service shops for its equipment at no extra cost or delay to the customer.

"The customer is quoted a guaranteed cost on a piece of rental equipment, regardless of any repair costs that might arise during the lease period," Smith explains.

However, Leaseway's rental prices are not arbitrarily fixed; they are tailored to meet the needs of the customer and circumstances of his trip.

"One of our services is to interpret to our customers the transport requirements which vary from state to state," Smith says. "For example, we maintain state license plates ranging in price from \$22 to \$900. We know that diesel fuel may be 19 cents per gallon in one state and can be as much as 39 cents per gallon in another state. That information is just routine paper work for us."

In discussing the question of whether the federal government should pass uniform transport laws in each state, Leaseway's president commented that such laws might be beneficial to the transportation industry, but he did not believe them feasible because conditions vary so much.

"For example," he pointed out, "permits must



ROBERT WISE, sales manager



WILLIAM J. COLLIER, office manager

be more expensive and weight regulations more stringent in the cold, northern states where heavy travel on snow-covered highways can tear up the roads in no time."

Leaseway's primary concern since its inception has been service to its customers. The success of such concern and effort is documented by the fact that many of their largest accounts have been with them for decades.

During a routine day at Leaseway, ten or more companies may rent trucks to transport their commodities which may range from ladies' wigs to pig iron to automobiles. For larger hauls, companies may rent several trucks at one time, keeping most of Leaseway's 300 pieces of equipment constantly on the road. About one-third of their trailers are LUFKINS, including 40 vans and floats delivered in 1968.

A recent order called for ingenuity and careful

packing when a Dallas musical company needed to haul a stageful of fragile scenery sets across town. Leaseway provided the entertainers with 13 trucks so that the scenery could be stacked loosely, thereby protecting it from possible damage.

W. J. O'Neill is president of Leaseway Transportation of Cleveland, the parent company of 160 corporations including Leaseway of Texas. Cleveland reported that last year's volume of business for the entire company approximated \$225 million.

Officers of the Dallas-based corporation are Smith, president, and C. R. Bradley, secretary-treasurer. Other operations are headed by Robert Wise, sales manager; William J. Collier, office manager; and J. D. Rickman, maintenance superintendent.

LUFKIN is proud to count Leaseway of Texas, Inc. among its friends and customers.



A LUFKIN van is ready to roll for one of Leaseway's regular customers



THE BUTTE with the elephant's head stands as a sentinel a few hundred yards off the main shore.

By L. A. WILKE

THERE are many distinctive landmarks in New Mexico, but none more so than Elephant Butte. This is a sheer limestone wall, sitting atop a lava and aggregate mound in the center of New Mexico's largest lake. The resemblance to an elephant's head is quite noticeable to the thousands of tourists who visit this lake in South Central New Mexico each year.

From the highway which runs between Albuquerque and El Paso, the lake itself appears more like one of the countless mirages that appear in this desert country where the heat waves bounce across the desert and the paved highways. But the lake is real. It covers something like 20,000 acres of water and has 5000 acres of recreational development around it.

New Mexico advertises itself as "The Land of Enchantment," and it is all of that. It has many of America's wonders, including great national forests; it is split through the west half by the Continental Divide; it has Carlsbad Caverns and the White Sands proving grounds.

New Mexico is steeped in history, with evidence of early man found in many of the cliff dwellings on the sides of rock walls. One of the newest areas now being developed is on the Rio Grande watershed, farther up than Elephant Butte.

It is Valle Grande in the Bandolier National Monument complex. This is a great volcanic crater

IT LOOKS LIKE

with 176 miles of area which was said to be a hump before the earth settled down a few million years ago. This was the same settlement that left Elephant Butte standing as a lone sentinel in the Rio Grande basin, which now is a fabulous lake. The lake itself was created by the construction of a dam across the Rio Grande back in 1916.

Although there is a post office at Elephant Butte, the nearest town is Truth or Consequences, five miles away. Originally it was known as Hot Springs, because of its curative mineral waters. However, 15 years ago the name was changed in a publicity stunt with Ralph Edward's radio program and it has been stuck with this name ever since.

Elephant Butte, one of the oldest reservoirs in the southwest, was started back in 1908. The dam itself is 306 feet high with a quarter-mile long roadway across the top of it.

It is a dual purpose project, with hydro-electric power tied into other systems of the Rio Grande Valley, and giving major flood protection for the entire valley between the dam and El Paso, 120 miles to the south.

Just as important is the source of water for irrigation. Thousands of acres of valuable long staple cotton land line the banks of the stream as



LETTUCE and cotton are produced in the Mesilla Valley near Las Cruces by water released from Elephant Butte. This is 60 miles downstream with the Organ Mountains in the background. Photo by Maurice Eby, University Park, N. M.

AN ELEPHANT

it finds its way south. Crop estimates amount to more than \$40 million annually, with the average return of around \$300 per acre. The cotton is ginned locally, but the bales are hauled by truck to the nearest compress units.

Now the area is one of the most popular recreation developments within the state, but with rugged beauty. Because of great fluctuation in the water level in years of light snow runoff in Southern Colorado, and heavy drawdown for irrigation, the water level is vitally affected. However, the New Mexico Game and Fish Commission keeps the lake well-stocked with bass and crappie.

I have fished intermittently in Elephant Butte for more than 30 years. There have been times when I've seen water running over the spillway. I also have walked on dry ground in the bed of the lake during dry years.

But despite this inconsistent water level, it remains a great playground. The New Mexico Parks and Recreation Department now has an operating contract with the Bureau of Recreation. It administers all facilities around the lake and has added numerous camp grounds, boat ramps and a lodge. Scores of shelters have been built around the lake for visitors, many of whom go there in



FISHING off the marina dock is one of the principal sports of those without a boat. The butte looms in the background.

OCCASIONALLY, when there is insufficient snow runoff in the Rockies, the waters of Elephant Butte get very low. This picture was made at the exact spot of the one showing the fishermen at the marina.





A LEAN-TO for protection against the hot sun is necessary for those who play in the water.

the winter months because of the 80 percent sunshine factor.

Boats can be launched at almost any place on the lake but new ramps installed by the state facilitate this effort. Although there is a nice marina at the lake and many boats are staked out in the water, thousands are trailered there each year.

There is considerable boat traffic on the highways because Elephant Butte is only a short distance from US 80, the main east-west highway to the coast. During the winter months, the thousands of persons who leave their homes in the middle west with pickup campers and trailers spend at least a month around the lake.

At that time fishing is good and the curative mineral waters from nearby Truth or Consequences entice the "snow birds" as these winter visitors are known. In the early spring this part of the desert is in its greatest beauty. Yucca plants, with their huge flowering pods, tower in the skies. There are many winter homes around the lake, both on government leased land and private holdings.

There also is plenty open water for skiers and many of the boats around the lake are fast enough to give great water recreation. A number of pontoon boats are available for the countless hundreds of fishermen who go there each year for some of the finest crappie angling anywhere.



ELEPHANT Butte Lake is the principal fishing spot in south central New Mexico.

Since most of the water in the lake is from snow run-off, it usually is cool and clear. There are times when fishermen can see crappie beds 20 feet down. Bass are plentiful around the many rocks and ledges, which form deep dropoffs, some of which are found near the center of the lake. Most of the bass fishing is done trolling, although plug casters do work the shoreline along the high banks and find them profitable.

In the hills, which almost completely surround the lake, although miles away, rich mineral deposits have been found. There are many old ghost towns, reminders of the days when man dug deep for his wealth. Prospectors still like to pick away at the rocks in hopes of finding some hidden vein of silver or gold, or perhaps a nugget.

The residents of Truth or Consequences also capitalize on the hot springs, although they gave away the name. For instance, one of the main attractions is the Clara Tingley Crippled Children's Hospital, one of the finest and most effective in the nation for treating young polio victims.

With its excellent hotels and motels, each advertising mineral baths for treatment of numerous crippling diseases, many find the hot water and warm sunshine beneficial.

Generally, however, the area is known as Elephant Butte, because, after all, a lake 45 miles long, where there are no other lakes, is a big body of water.

The lake is best reached over US 85, between El Paso and Albuquerque. In general, however, there are many fine paved roads leading back into the mountains. In many of these streams excellent trout fishing is available. And during the hunting season, deer, elk, bear and game birds bring in many shooters.



Formerly in Oilfield Sales at Los Angeles, DICK COUCH has been transferred to Bakersfield, Calif. as District Manager, Oilfield Sales



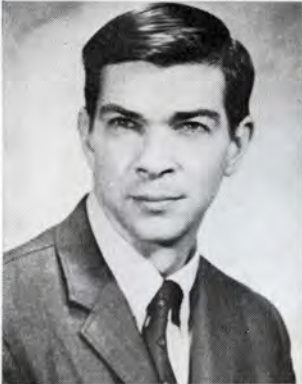
Formerly Coordinator of the SPA Division in Lufkin, DOUG PATTON is now in Denver, Colorado, as Manager of Lufkin Technical Services Division, of which SPA is a part



After 15 years with Lufkin in Bakersfield, CARL FRAZER has been transferred to Los Angeles as Division Manager, Oilfield Sales, West Coast Division



Formerly in charge of all field work in the Bakersfield area, JOE SKEETERS' duties are enlarged now to cover warehouse operations at Bakersfield



After 5 years in Oilfield and Gear Sales in New York City, ED PATTERSON is being transferred to Houston, Oilfield Sales

LUFKIN'S MEN ON THE MOVE...



Formerly in Wichita Falls, Texas, BOB BUTLER is now in Oklahoma City in charge of service throughout Oklahoma



After 21 years in Houston in Oilfield Sales, TOM BOWERS has been transferred to Los Angeles, Oilfield Sales



From New York City, OLIVER MCKAY has been transferred to Denver, Colorado, Oilfield and Gear Sales



Formerly District Manager in Great Bend, Kansas, JACK HILL is now in Odessa, Texas, Oilfield Sales



Recently named Middle East Manager, headquarters in Tripoli, Libya, JOHN FINCHER was formerly District Manager at Sidney, Montana



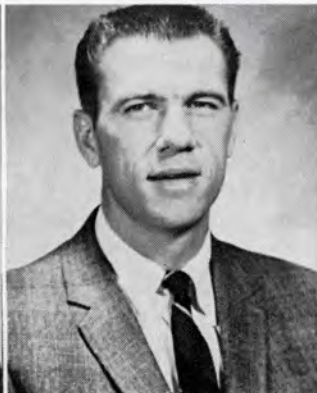
Recently transferred from Oklahoma City to Great Bend, Kansas, DON MCCARN is now District Manager, Oilfield Sales

Formerly in Oilfield Sales in Midland, Texas, BOB THOMPSON is now in Lufkin as Administrative Assistant, Gear Sales Division

Formerly in the Maracaibo, Venezuela, office, BOB EVANS has been transferred to New York City, Oilfield Sales

From Lufkin's Denver office, DON STANLEY has been transferred to Williston, North Dakota, as District Manager, Oilfield Sales

After two years in the plant at Lufkin, PAT STANLEY is now in Natchez, Mississippi, Oilfield Sales and Service



CIRCULATION THIS ISSUE 17,281



The difference between war and peace is that there has never been a good war.

Mother: (Putting her four-year-old son to bed.) "Shhh! The sandman is coming . . ."

The kid: "Give me a quarter and I won't tell Daddy."

The college psychology class was studying human reaction to sexual stimulus and of special interest was the frequency of amorous relations.

"How many students here," said the professor, "engage more than once a week?"

Five people raised their hands.

"And how many engage once a week?"

Ten hands went up.

"Once a month?"

Four hands were raised.

"And how many once a year?"

A little guy in the back waved his hand frantically and giggled hysterically.

"If you engage only once a year," said the professor, "I don't see what you're so overjoyed about."

Flushed with excitement, the little guy said, "Yeah, but tonight's the night!"

The angry husband found his wife in bed with a stranger.

"What are you two doing?" he screamed.

"See?" said the wife. "I told you he's stupid."

"How about making the evening a Dutch treat?" cooed the delectable blonde to her handsome escort. "You pay for the dinner and the drinks, and the rest of the evening will be on me."

"I never slept with a man until I married your father," declared the stern mother to her wild young daughter. "Will you be able to say the same thing to your daughter?"

"Yes," replied the girl, "but not with such a straight face."

"Would you boys like to play house with us?" asked the bravest of several little girls.

"Sure," replied one lad. "Which one of you is going to be the madam?"

A salesman returned home after a year on the road to find that his wife had been untrue to him.

"Who is it?" he demanded. "Was it my friend Al?"

"No," answered his wife.

"Was it Joe or Sam?" asked the husband.

"No," answered the faithless wife.

"Was it my friend Harry?" he asked in a tone of misery.

"Whatssamatter?" screamed the wife. "Don't you think I have any friends of my own?"

"I shouldn't be serving you wine. You are head of the Temperance League," said the charming hostess.

"Oh, no, I'm chairman of the Anti-Vice League."

"Well, I knew there was something I shouldn't offer you."

A little boy and girl squirrel were chattering and playing around when up came a fox. The girl squirrel dashed up a tree but the boy squirrel stayed on the ground.

"That's strange," said the fox. "Usually squirrels are afraid of me and run up the nearest tree."

"Listen bud," replied the boy squirrel. "Did you ever try to climb a tree when you were in love?"

As their car stopped on the shoulder of a secluded road, the young man asked his date, "If I try to make love to you, will you yell for help?"

"Only if you really need it," she cooed.

The impecunious young couple finally hit on a way to save money. Each time they made love, the husband would deposit all his change in a huge porcelain piggy bank in their bedroom.

After about a year of this, they decided to break open the bank and spend the money. Counting up all proceeds, the husband remarked, "This is really strange; there's all this currency here. Fives, tens, even some twenties. I don't remember putting in any bills."

"No," responded his wife, "but not everyone is as cheap as you are."

A young man on a very crowded bus put his hand on the shoulder of an attractive girl sitting next to him. "Couldn't you find a more suitable place for your hand?" asked the young girl sharply.

"I'm sure I could," he replied, "but I get off at the next stop."

The mother took her son to the psychiatrist and complained that he constantly was thinking about sex. The doctor drew a square on a piece of paper, looked at the boy and asked, "Son, what comes to your mind when you see this drawing?"

The kid answered, "Looks like a window."

The doc said, "What do you think is going on behind that window?"

"People are behind that window," replied the kid. "They're huggin' and kissin' and makin' love."

The doctor then drew a circle and asked, "What comes to your mind when you see this?"

The kid said, "That's a porthole."

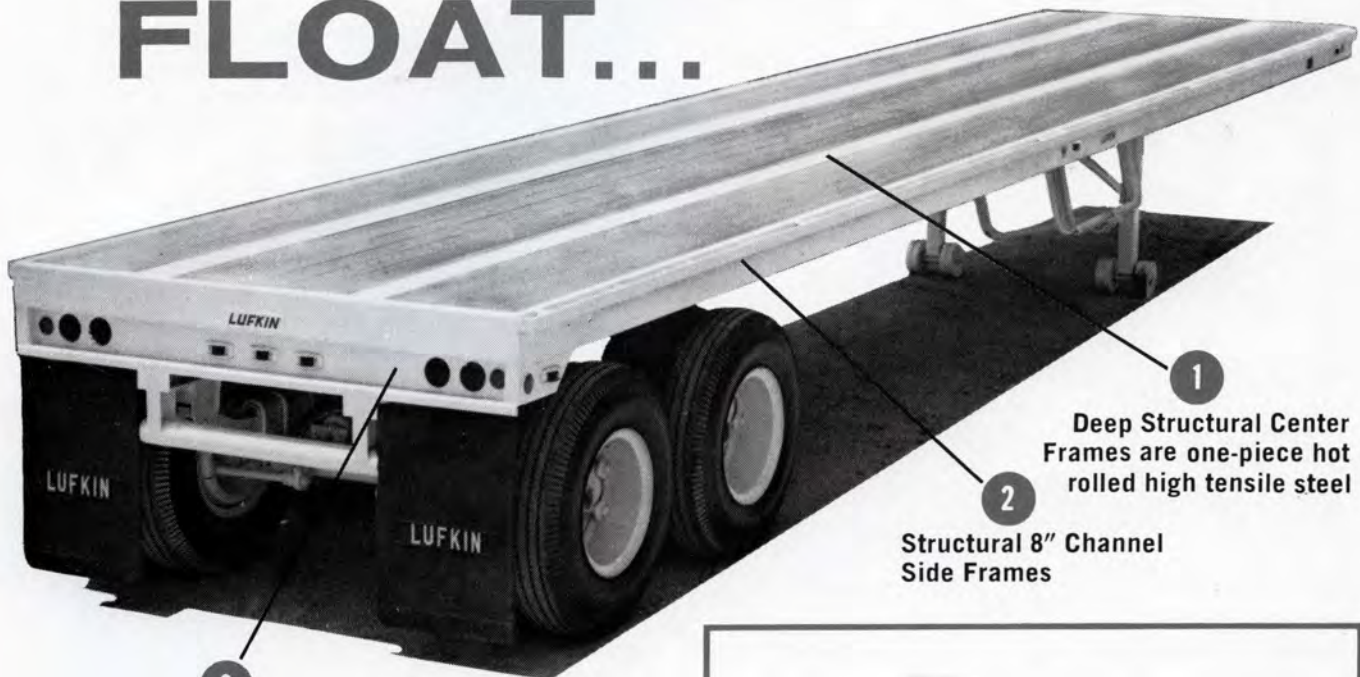
"And what do you think is going on behind that porthole?" inquired the doctor.

"Oh," said the kid, "there are people behind that porthole with their clothes off, drinking, making love and having a ball."

The doctor said, "Son, would you mind leaving the room. I'd like to discuss this with your mother."

The child got up to leave and as he reached the door, he turned around and said, "Hey, Doc, can I have those dirty pictures you drew?"

LUFKIN'S model S-THT FLOAT...

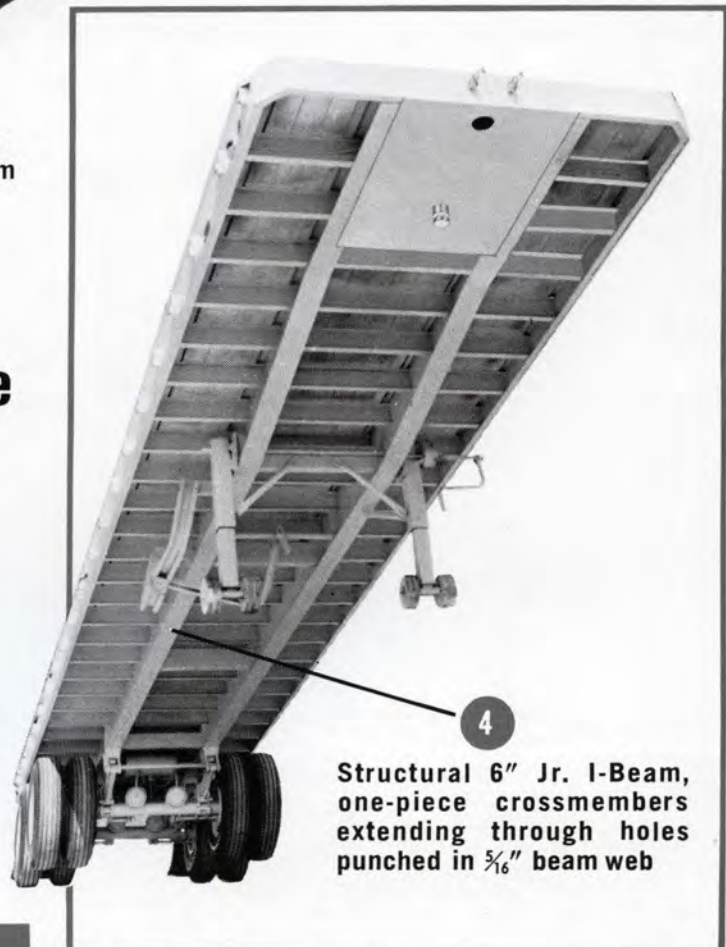


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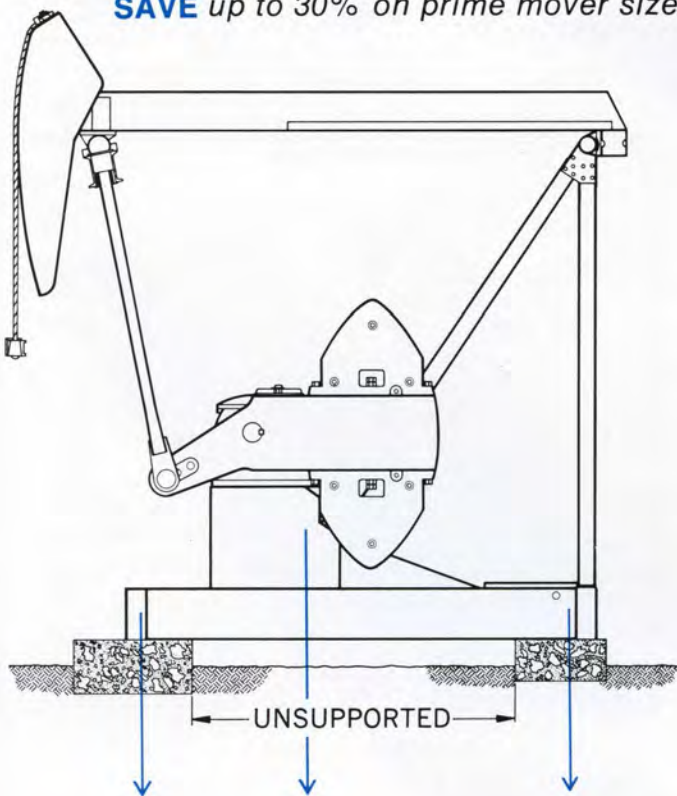
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