

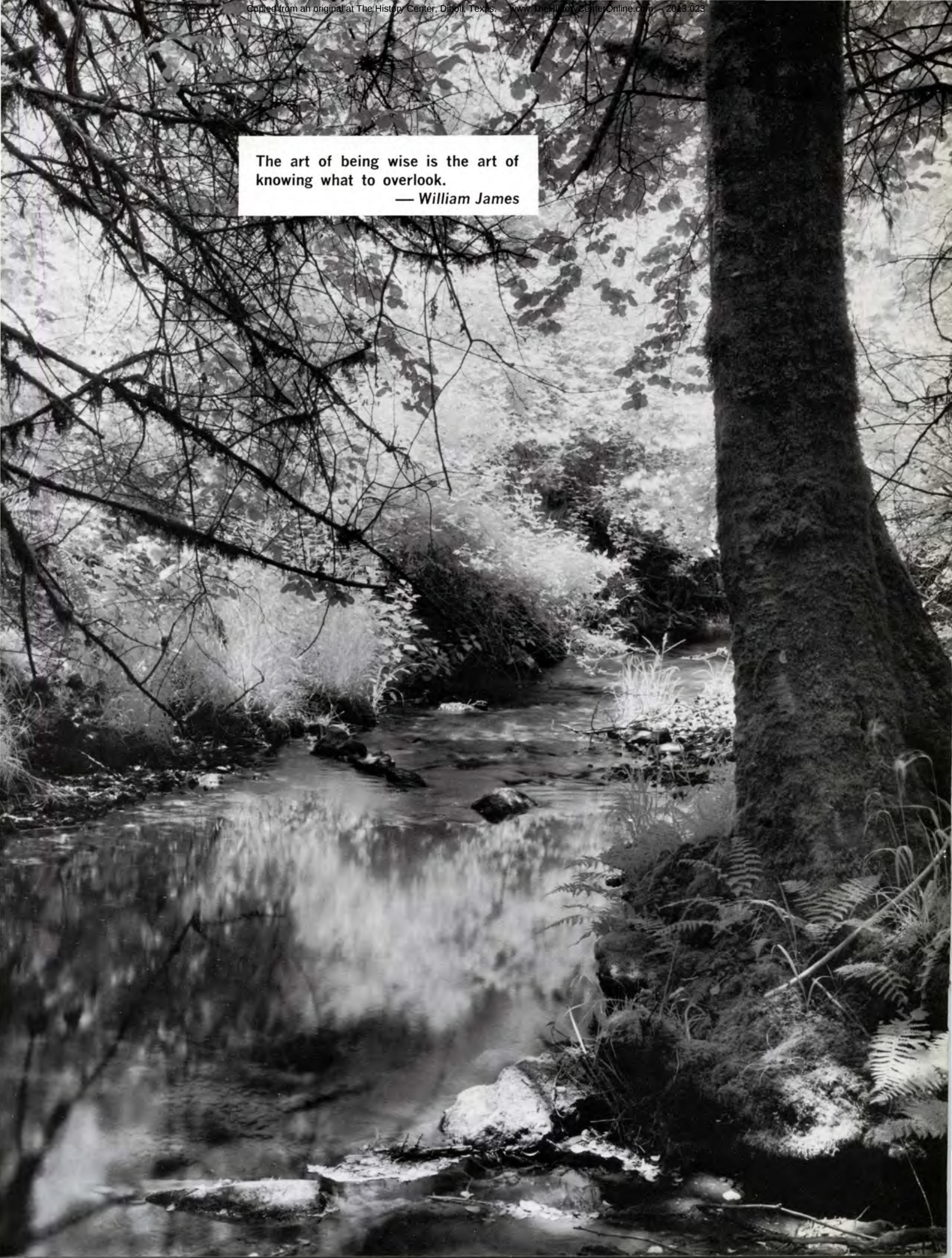


THE *Lufkin* **LINE**

MAY — JUNE • 1969

The art of being wise is the art of
knowing what to overlook.

— William James



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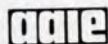
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NUMEROUS CREEKS such as this one adjacent to State Route 70, constantly feed the Feather River, which through countless centuries has carved a deep gorge through granite to become the Feather River Canyon.

BY LEO ROSENHOUSE

NATURE's finest piece of workmanship in Northern California, if not in the entire Far West, is Feather River Canyon, a massive granite gorge which serves as a geographical dividing line between the Sierra Nevada and the Cascade Range.

Although the Feather River Canyon is much less in size than the Grand Canyon, it does rival it in terms of spectacular scenery, offering a similar impression of primitive beauty, but with flora, ravines, gorges, streams, and a powerful and often imposing river which picks its way along high mountain peaks and winds down the Canyon to end as a tributary to the Sacramento.

What invariably places the Feather River Canyon in a class by itself is the remarkable 116-mile long super roadway, open throughout the year, and providing grand scenery at eye level between the terminal towns of Oroville and Portola.

Called State Route 70, this excellent highway allows the traveler to view most of the North Fork of the Feather River in ample style. This route connects with State Highway 89 which, like Route 70, is called the Feather River Road.

FEATHER RIVER *Canyon...*

The Canyon was formed many millions of years ago by the pummeling action of the Feather River, still at work and digging deeper into the granite bed to make the gorge more steep than ever. Of late, a series of dams have helped the movement of the river, but this is not perceptible to the eye.

The Feather River is California's third largest stream and was first seen by a white man in 1820. Don Luis Arguello, a Spanish gentleman and conquistador, was given an assignment by Spain to thoroughly explore their new colony and bring back word of any noticeable wealth. Spain was



FEATHER RIVER, one of the most powerful streams in the west, is the third longest river in the Golden State. Most of the highways alongside the river are at near water-level, making it easy for the car occupants to see the rushing river.

eager to find another gold empire as had been the case with the conquest of Montezuma in Mexico.

Dutifully, Don Arguello traveled up the Sacramento River by boat and raft, and at the junction now known as Verano, his Indian guides pointed out a swift stream which made the water turbulent and dangerous as it joined the Sacramento River.

Noticing large masses of feathers floating on the river, Arguello considered this a favorable omen and called the tributary the "Rio de Las Plumas" or "River of the Feathers." He had happened upon the Feather River during a flood stage which swept debris and feathers into the stream from a nearby bird sanctuary.

The Indians took a different view of the presence of the feathers and refused to guide Don Arguello any farther upstream. Similar protests



now came from his crew, many of them ill with dysentery. Reluctantly, Arguello wrote about the majestic grandeur of this remarkably wild country, and turned back. He had seen no signs of gold. Had he panned the gravel along the banks, he would have filled his country's coffers, but he had been seeking temples of gold rather than precious metal in the raw.

In 1851, a pioneer scout named James Beckwourth, was hired by wagon train companies to find a new and easier route across the Sierras, and he approached the Feather River Canyon from the Nevada side and followed it west into the Sacramento Valley.

There, at Oroville, Beckwourth encountered hundreds of Fortyniners who were too busy mining for gold at the lower reaches of the Canyon to take the time to explore its stunning scenery.

Gold had been discovered on July 4, 1848, by General John Bidwell, near the junction of the

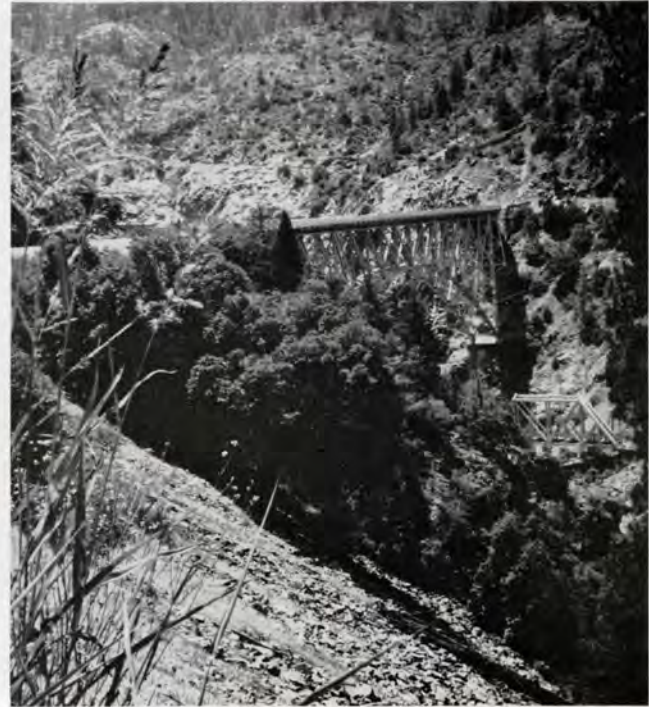
IN FEATHER RIVER country there are more bridges to cross than almost any other scenic roadway in the Far West. Pictured here is Spanish Creek Bridge.





OROVILLE DAM is the world's largest earth dam and the highest dam in the United States. Water from the spillway, a power and water source for California, will irrigate the San Joaquin Valley and provide thirsty Los Angeles, nearly 500 miles distant, with water needs.

BRIDGE over bridge! That's what the motorist sees when he drives through Feather Canyon. The lower bridge is a railroad trestle crossing the North Fork, not far from Belden. The highway bridge above is anchored to the canyon walls.



Middle Fork with the North Fork of the Feather River.

When Beckwourth drew a map and made copies for wagon trains showing them an easier passage across imposing peaks, the gold rush was intensified for instead of going on to settle the rich soil of the valley and create prosperous ranches, many would-be farmers temporarily became prospectors, and whole families joined in a frantic search for gold along the Feather River. In the early 1850's, many exciting strikes were made and millionaires were produced overnight.

Gold fever became so intense that the town of Oroville had its lawmen stand guard over the river, allotting but ten square feet of digging space to man, woman or child, but even with this restriction, many became well-to-do. The Feather River produced nearly \$100 million in gold in a few decades.

Modern travelers will enjoy Feather River Canyon best by following its history as well as its scenery for there is a pleasant conjunction. In Oroville, the take-off point, there are many interesting places to visit such as the Fish Hatchery and the Pioneer Memorial Museum. Oroville connects with major cities, such as San Francisco and Sacramento, by means of U. S. Interstate Highway 80 and 99.

Just five miles northeast of Oroville is the world's largest earth dam, and the highest dam in the United States. Lake Oroville is quickly

filling behind the dam, and is Feather River water which eventually will be pumped as far south as Los Angeles to supply that community's needs.

One of the first of the many interesting landmarks out of Oroville and at the entrance to majestic Feather River Canyon, is the town of Cherokee where abandoned diamond mines are located. Worked from 1854 to the early 1900's, about 200 diamonds were taken from the area, but none had any great value. The mines closed when production costs became too great. Decaying miner's shacks, rubble and gravel heaps which mark the sites of the defunct diamond mines, plus the remains of a unique diamond assay office and a small but neat museum, are at Cherokee and tell a fascinating story of a struggle for riches.

Much of Feather River Canyon is thickly forested by pine and spruce, as well as large oaks, holly and wild chaparral.

The Canyon leads into numerous meadows, many of which feature large ponds, and it is not unusual to see thousands of wild fowl resting and feeding in the area. Sportsmen consider fishing opportunities in the Feather River to be ideal. The season is generous and so are the catches. There's plenty of trout and salmon at any elevation, plus bass in the lakes, and large catfish along the lower streams.

Feather River Canyon likely harbors more deer than any other gorge in California and motorists who drive Route 70 at night have to use caution



BALD ROCK Canyon, east of Oroville, is rugged and reaches a depth of 3,000 feet. Trails to the river's bank are steep, but some fishermen risk it to make a good catch of trout.

ELEPHANT BUTTE Tunnel is a two lane passage through a granite mountain. In this rugged area more than a century ago, covered wagons had to be lowered by rope and winched laboriously from one road level to another to get from Reno to Oroville and the Sacramento Valley, a trip that took more than a week.

around curves as they may encounter small herds. In the remote terrain of the Canyon, there are mountain lions and bear.

Next to its natural beauty, visitors proclaim the man-made bridges as a scenic highlight of Feather River Canyon. Along Route 70, there will be many bridge crossings, and sometimes a bridge crosses over a bridge! As new bridges are being built, the old and smaller ones are being left intact to maintain the historic effect of the Canyon.

Driving the Feather River Canyon route, the motorist not only enjoys the bridges, but he has the opportunity to travel through many tunnels, some blasted out of solid granite. When the pioneer wagon trains traveled the same route, it was necessary to lower wagons by rope lifts from one road level to another. The tunnels were nonexistent, and a crossing from Nevada took weeks, especially in winter!

Called the water-level route, because the road has been built as close to the North Fork of the Feather River as possible, the motorist will enjoy the sights and sounds of the river, especially upstream near Belden where the river forms rapids and makes an impressive roar.

Junctioning with Route 89 above Beldon, the motorist should make the circle tour of Lake Al-

manor, formed by damming the North Fork of the river. This is a recreational lake and features fine beaches, sailboating, water skiing, swimming and fishing.

Returning to the junction of Route 70 with Highway 89, the traveler can head toward Quincy and Portola, an area favored by vacationers because of the numerous fine resorts and the many quaint gold rush towns now preserved in the form of museums.

From Portola, Route 70 joins U. S. Highway 395 leading into Reno. An excellent side trip for the more adventurous visitor is to visit the truly primitive country of Feather River Canyon, known as Bald Rock Canyon which features a massive white granite dome rising 3,600 feet. The Middle Fork of the Feather River races through the Canyon. Narrow roads and hiking trails out of Oroville lead to this relatively isolated area.

Feather River Canyon reaches a height of color during late May and June when wildflowers in the meadows are in bloom and create a dazzling carpet of Nature's finest art.

Rich forests, massive mountains, deep gorges and an ever active green river help make the trip into Feather River Canyon one of the most interesting and memorable motoring journeys.



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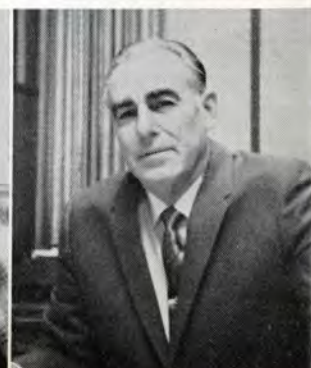
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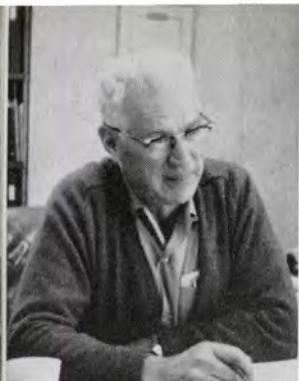
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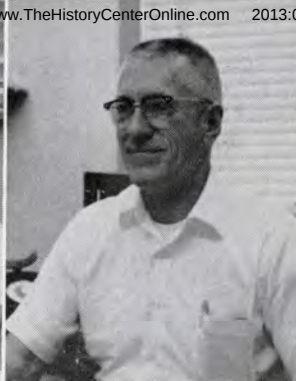
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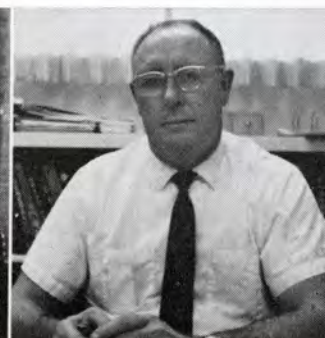
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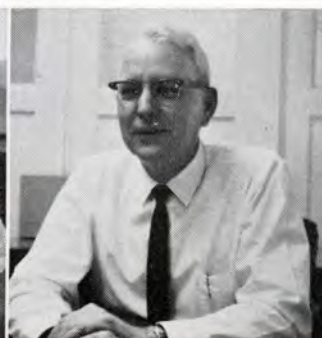
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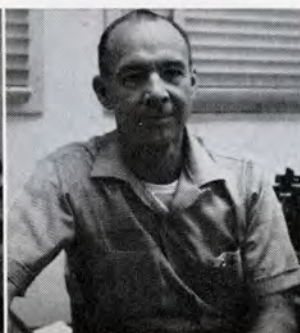
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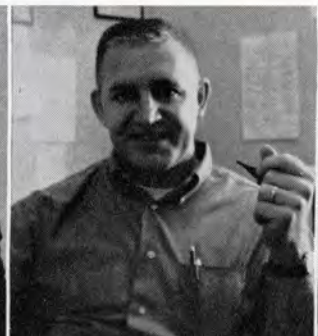
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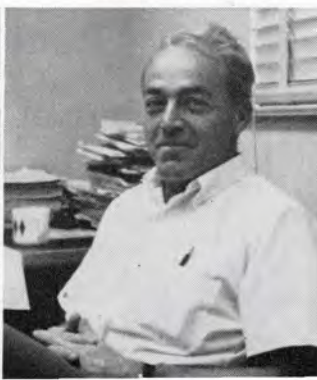
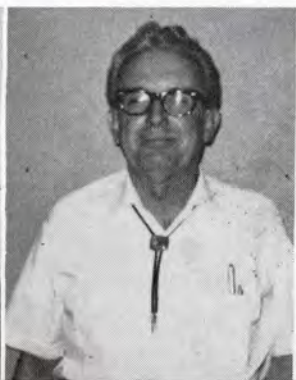
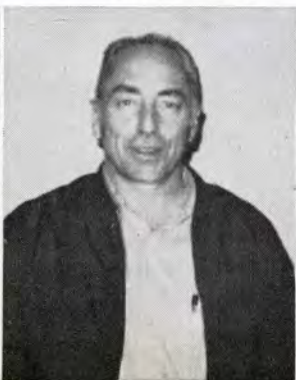
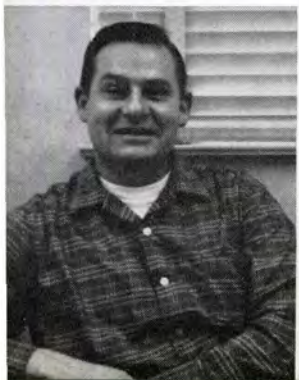
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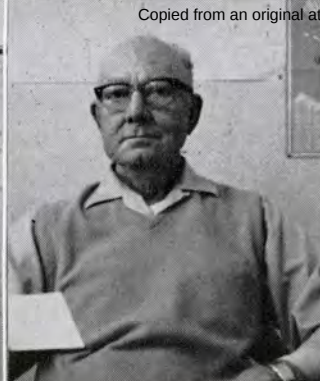
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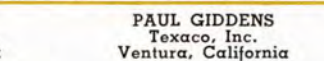
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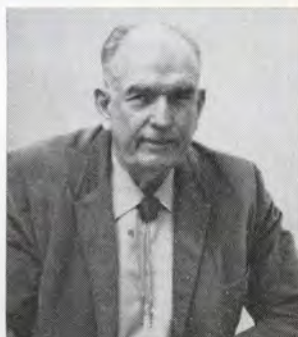


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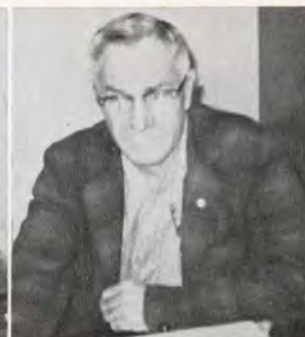


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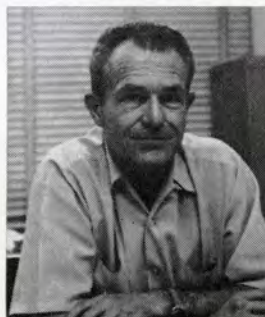
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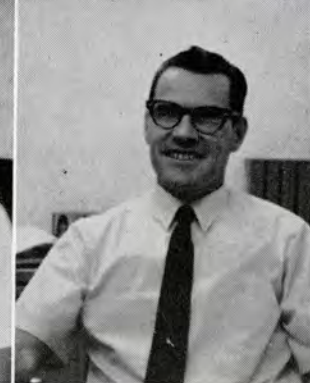
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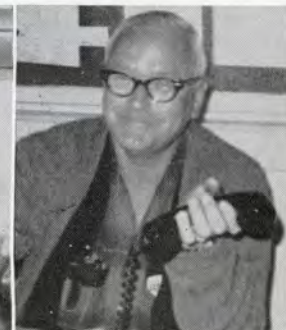
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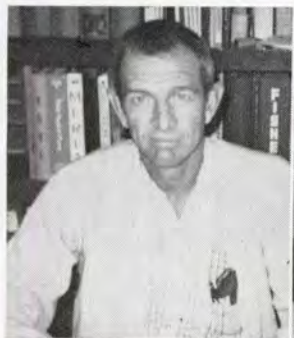
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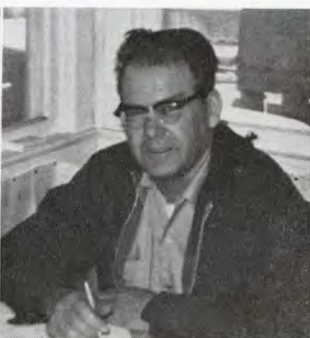
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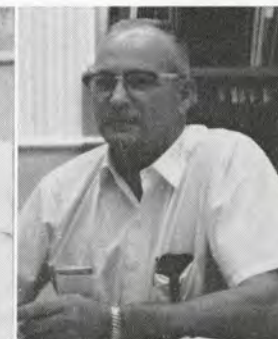
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Santa Fe Springs, California



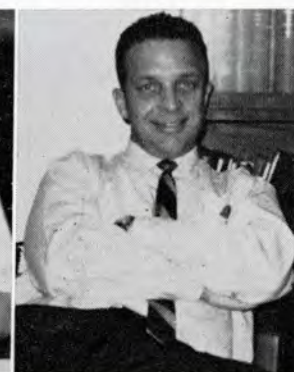
TONY BABYLON
Getty Oil Company
Brea, California



DALE MORNEAU
Shell Oil Company
Yorba Linda, California



STAN YOUNG
Standard Oil of Calif.
Carpinteria, California

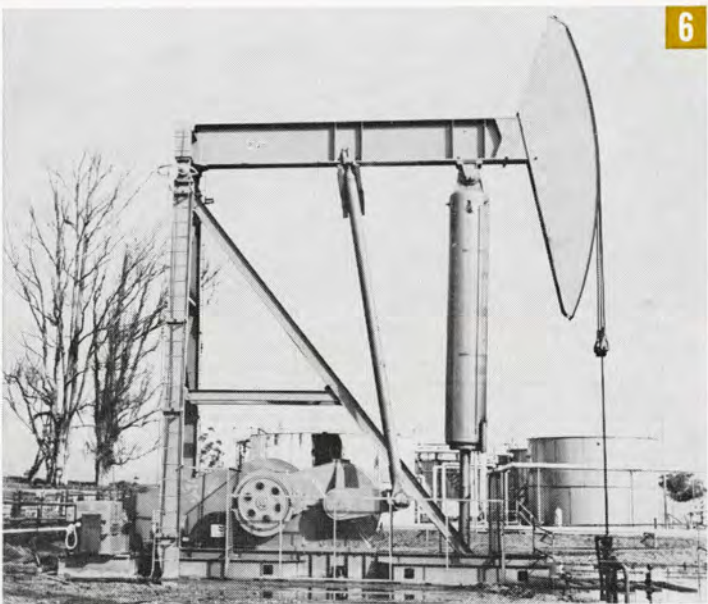


R. K. HAMMOND
Continental Oil Company
Ventura, California



DOUG SCHOFIELD
Shell Oil Company
Ventura, California

PSHOTS



LUFKIN ins



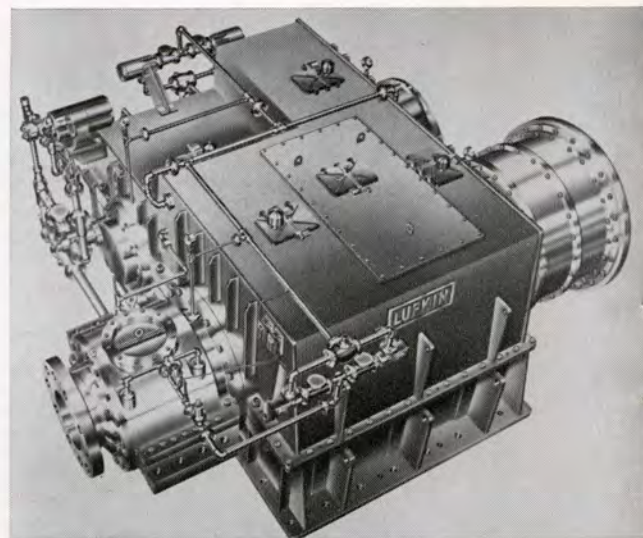
Installations



1. LUFKIN C-912D-356-144 Unit, with LUFKIN H-1770-B Gas Engine, Atlantic-Richfield Company, KCL-L Lease, Wheeler Ridge, California.
2. LUFKIN C-640D-356-144 Unit, Getty Oil Company, 100 Acres #107, Brea, California.
3. LUFKIN A-1824D-240-47 Unit, Gilliland Oil & Land Company, Houk #33, Santa Maria, California.
4. LUFKIN M-228D-246-86 Unit, Getty Oil Company, Williams Holding Lease #52-25, Santa Maria, California.
5. Two LUFKIN M-912D-305-168 Units, Shell Oil Company, Reyes Lease, Compton, California.
6. LUFKIN A-1824D-240-47 Unit, Standard Oil Company of California, Lakeview #2, Santa Maria, California.
7. LUFKIN C-114D-135-54 Unit with Portable Base, Shell Oil Company, Olinda Lease, Yorba Linda, California.
8. LUFKIN C-228D-212-86 Unit, with Lufkin HT-333 Gas Engine, Norris Oil Company, Kemp #8, Santa Maria, California.
9. LUFKIN A-1824D-240-47 Unit, Shell Oil Company, Reyes #99, Compton, California.



1. THE 16x16x9 box for the big gear was fabricated in Lufkin's Welding & Structural shop. Here angles and curves are burned into plates of rolled steel with an automatic burner controlled by a photoelectric eye which follows the desired pattern on a penciled drawing



LUFKIN'S biggest double reduction in-line marine gear Model HDL 6640 weighs 196,000 pounds, rated 15,000 HP and has an overall ratio of 4.047:1



2. EACH part of the gear box has been cut and welded before its assembly on Lufkin's giant semi-automatic welding Positioner for final welding procedures.



LUFKIN'S *Heads for*

LUFKIN Foundry and Machine Company has delivered the first of an order of four 15,000 horsepower LUFKIN Model HDL 6640 marine reduction gears which will be coupled with diesel engines for ocean going tankers.

Weighing a total 196,000 pounds, it is the largest gear unit ever designed and built by Lufkin.

Ultimately, the gears will be coupled with diesel engines and installed in tankers to be chartered to the Military Sea Transportation Service. Owners of the ships will be Falcon Tankers, Inc., New York. Ingalls Shipbuilding Corp., Pascagoula, Mississippi, will build the vessels around the engine packages, which are too large to install in completed ships.

The Lufkin reduction gear will provide 111.3 propeller rpm at an engine speed of 450 rpm. Fitted with Fawick



3. THIS photograph shows the center sub-assembly composed of the hub and web plate

4. CENTER section has been assembled; the web plate has been welded to alloy rim; outside web plates have been assembled and are being welded at the hub and subsequently will be welded to the alloy rim.

Composed of a special high alloy material, the gear must be held to precise temperature controls during the welding cycle. Before and after being welded, the blank is heat-treated in controlled ovens to eliminate welding stresses on the metal and to protect the alloy which requires cooling at a slow rate.

This is a line drawing of the ocean-going tanker in which Lufkin's HDL 6640 marine reduction gear will be operating

Biggest Gear the Seas...

shaft brake and clutches, the double reduction, in-line gear has an overall ratio of 4.047:1.

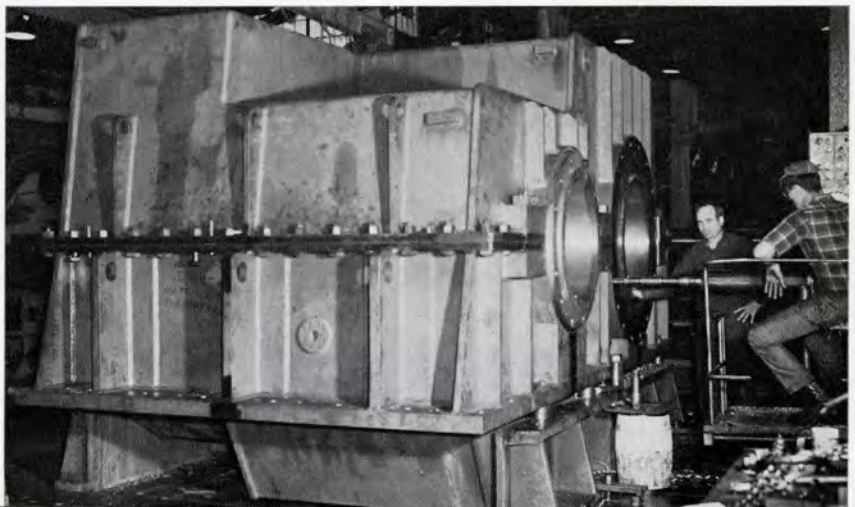
Installed in a 16x16x9-foot box, the unit consists of a high speed gear set and a low speed gear set. The bull gear alone weighs 32,000 pounds.

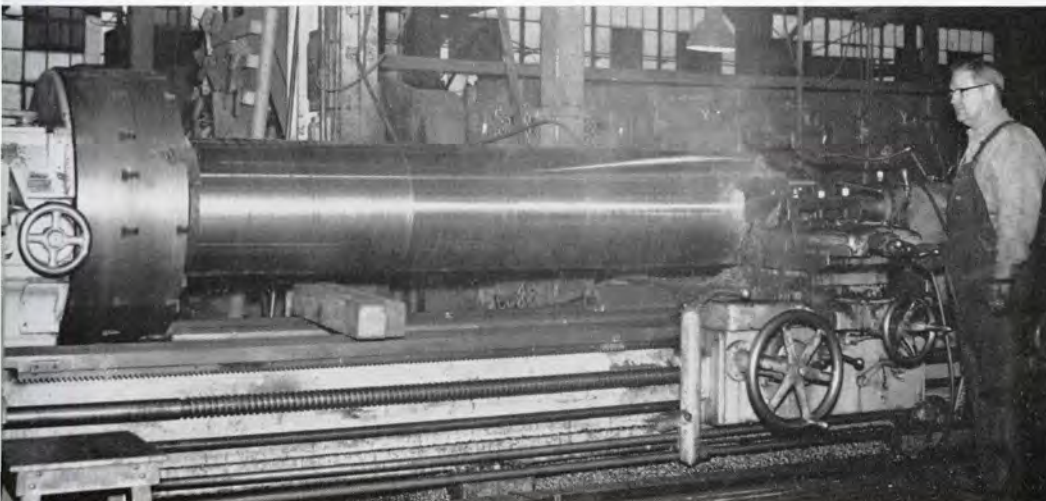
Model HDL 6640 represented 610 hours of gear cutting time, the most ever required for a Lufkin gear order. Lufkin's Schiess, a German-built gear cutter having a 16-foot capacity, the largest owned by a manufacturer south of Chicago, cut the slow speed gear and pinion. The gear had a 46-inch face width and a 92-inch OD and its pinion had a 46-inch face width and

6. BORING, drilling and tapping of the gear box was done on a horizontal boring mill. The large bores must be spaced accurately in relation to one another and the size of each bore is machined to extremely close tolerances

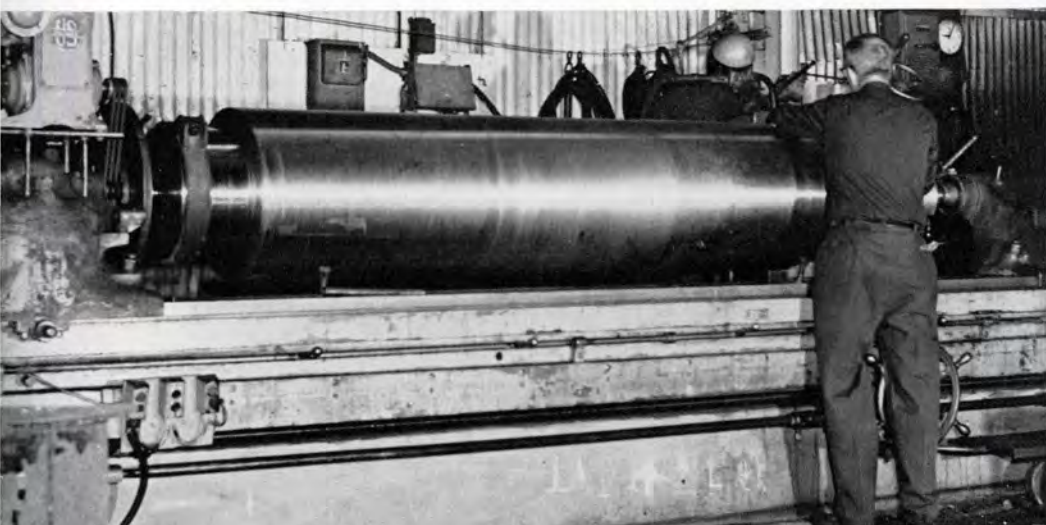


5. LUFKIN's American Openside Tape Drilling machine is programmed to position itself to drill precisely various hole patterns. This machine has the capacity to drill a piece 20' long, 7' wide and 9' high. The 16-foot wide HDL 6640 gear box was too large to be drilled at one setting. One half the box was drilled and then turned for the other half to be drilled



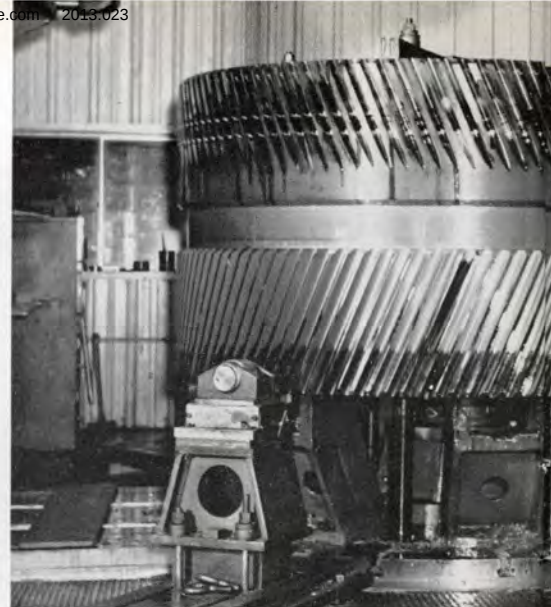
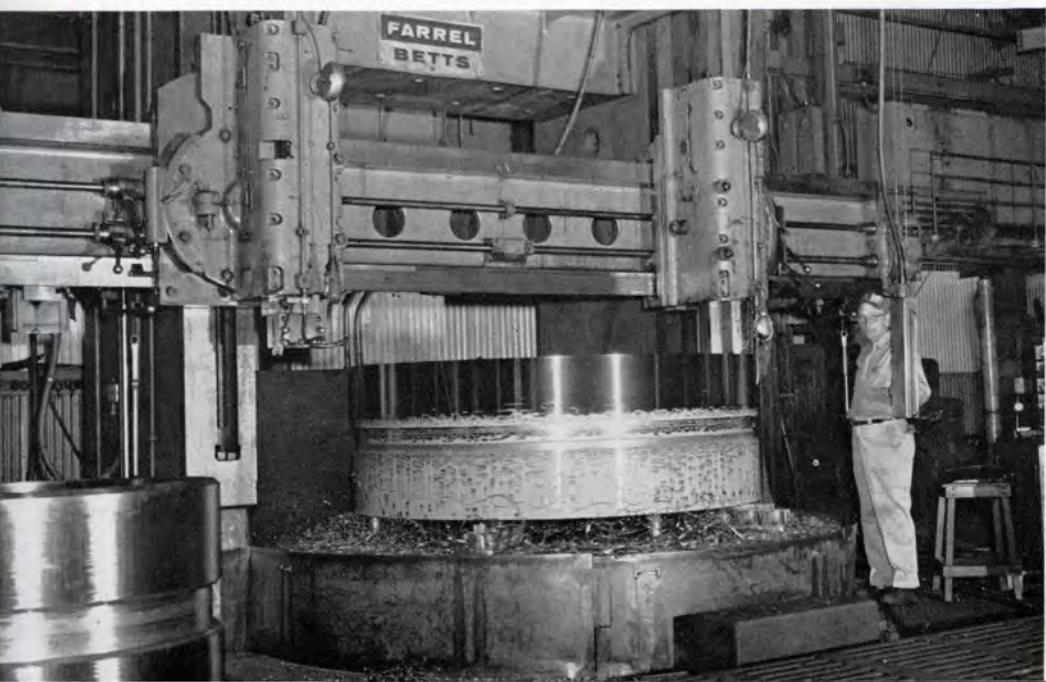


7. THE MACHINIST is turning the main shaft on a large lathe, machining the rough forging to precise dimensions in preparation for the final grinding procedure.



8. BECAUSE of the size of the unit, extremely close tolerances are necessary in the final grinding operation for the gear fit dimensions and the bearing journals. The reliability of the unit depends on the accuracy of this procedure

9. THIS machine bores, turns and faces the gear blank in preparation for the cutting process



10. LUFKIN's giant hobbing machine, the Schiess, is housed in a temperature-controlled room. Indexing change gears automatically space the teeth as the gear blank revolves into the cutting tool. Perfect meshing of the teeth of the gear is assured by an extremely accurate worm wheel that transmits motion to the table on which the gear blank is mounted

a 43-inch OD. Another cutter from Germany, the Pfauter, which has a 10-foot capacity, was utilized for the high speed gear set. This gear measured 30 inches in face width with a 91-inch OD and its pinion had a 36-inch face width with a 46-inch OD.

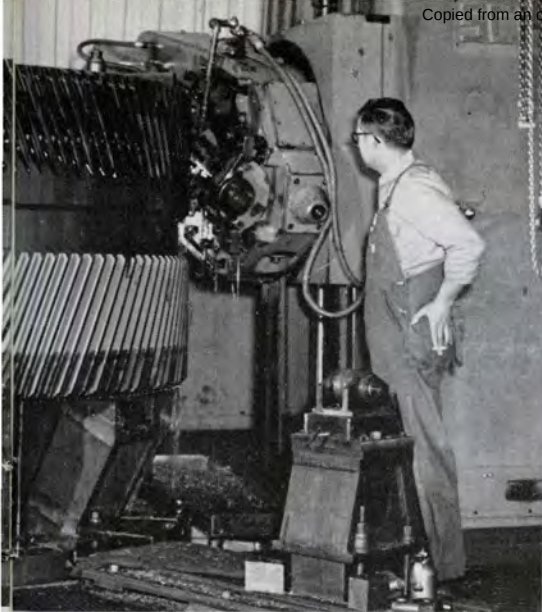
The gear box holds 715 gallons of lubricating oil. The main gear lube oil pump is of the automatic reversing type with a rated output of 140 gpm. Also there is an auxiliary electric motor pump rated at 15 horsepower and a 90 gpm capacity, which is utilized for standby and prelude.

The unit was set up for unmanned engine room operation by means of monitoring devices added to the lube oil system.

When coupled with the Fairbanks Morse 12-cylinder model 38A20 diesel engines and installed in the four 34,000 dwt ocean going tankers, it will be the first such application of diesel power in major U.S. flag commercial vessels of this size and capacity.

Although a large percentage of foreign flag ships use diesel power, its





application in U.S. flag ships will be a break in this country's long-established tradition of steam turbines.

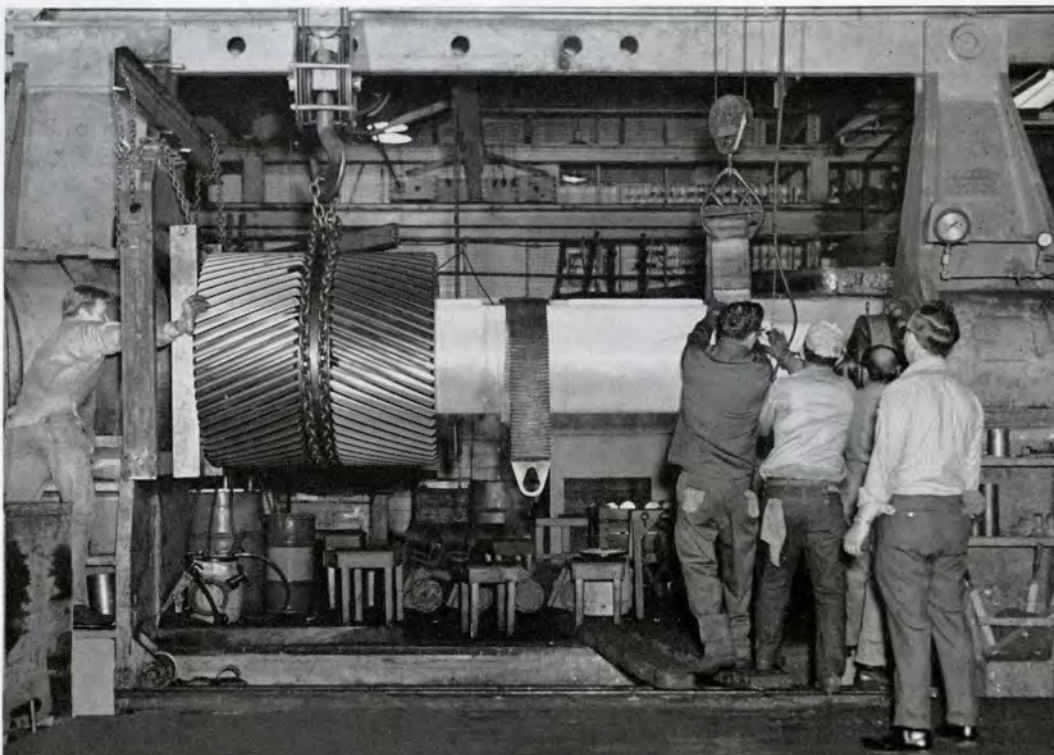
Fairbanks Morse Inc., division of Colt Industries, home offices in Beloit, Wisconsin, manufactures the engines, which exceed the power output of any diesel now made in the United States. Rated at 15,000 horsepower, the engines were first produced in early 1966.

The engines are more compact than other current marine diesels with a comparable power output, a feature expected to cut operating costs and increase the vessels' capacity for cargo, fuel and equipment.

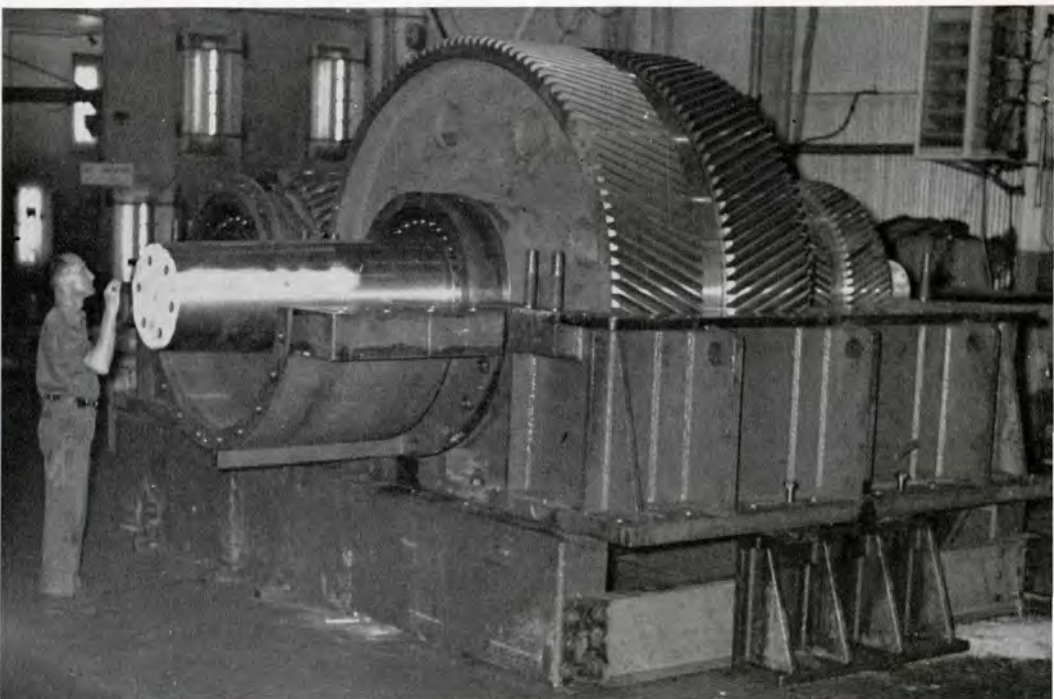
Ingalls Shipbuilding Corp., Pascagoula, Mississippi, laid the keel on October 23, 1968, for the first of the giant tankers. The 669-foot SS *Falcon Lady*, setting another record as the longest vessel ever built at Ingalls' Pascagoula yard, will later be joined on the high seas by her three sister-ships, *Falcon Duchess*, *Falcon Countess* and *Falcon Princess*.

The vessels will have a service speed of 16.6 knots and will transport 300,000 barrels of cargo. Each will utilize a pumping system capable of pumping 5000 gallons per minute.

Falcon Lady will be delivered to her owners this year within 12 months from keel laying and within 23 months from the signing of the design and construction contract.



11. HERE the shaft is being inserted into the bore of the gear. The diameter of the shaft has been reduced by packing it in dry ice. After insertion, the shaft heats to room temperature, expanding for a more perfect alignment



12. BECAUSE the unit was so large, it could not be accommodated on Lufkin's regular test block. It required a specially made base which sat on the floor for assembly. Complete operational and quality tests were made to assure tooth alignment and tooth contact

13. LOADED on a 300-ton, 8-axle low-boy trailer, the gear was rolled away from Lufkin on 56 tires. The clutch was covered with plastic to keep the linings clean and dry





THIS LANDLOCKED Viking ship adds to the color and gaiety of the annual Scandinavian Festival when Junction City changes its name to Forbindelsestad.

THE STREETS are decorated with colorful booths and bunting and citizens adopt appropriate dress each August when Junction City, Oregon, has its Scandinavian Festival.



BY RALPH FRIEDMAN

ONE of the nation's great folk festivals is held each August in an otherwise placid Oregon market town 100 miles south of Portland. But what Junction City (population: 2,000) lacks in size, it more than makes up for in imagination, community spirit and all-year preparation.

An average of 50,000 people have attended each annual Scandinavian Festival. Since Junction City's publicity budget can't buy more than a handful of postal cards, the attendance figures can be attributed only to massive word-of-mouth advertising, inspired by the excellence of the celebration.

Scarcely any of those who attend spend more than a few dollars in Junction City. There just isn't much to spend on, apart from motels, if you're staying in town, and perhaps a meal or two in a restaurant. And rare would be the visitor not captivated by the costumes, music, sports and carefree mood.

The festival capitalizes on the community's Scandinavian roots, set down as far back as the 1850s. During the event, practically all of Junction City is turned into a make-believe Scandinavian movie set; the townspeople dress in colorful old-country garb, as do the farmers of the area. It

Scandinavia

was their ancestors who helped found and develop Forbindelsestad—Junction City.

Heart of the festival is Main Street. It is converted into a mall and is lined with hundreds of flower boxes sprouting red and white petunias, as well as with food shops, arts and crafts booths and gaily decorated benches facing a splashing fountain.

This year's festival will be held August 7-10. Traditionally, it will open on Swedish Day. This, as before, will be followed by Norwegian Day, Finnish Day and Danish Day. Each day's events are related to the groups involved.

There is, however, a community program running through the festival. Each day starts with pancake breakfast at Skandia Hall. Then the exhibits open and the demonstrations begin.

The streets resound with singing, music and folk dancing, and free guided bus tours which carry visitors through the Willamette Valley, which encircles the town. Each farm family is a welcoming committee, and barns, dairy sheds, and farmhouses are open for inspection. Some farmers also serve free refreshments.



FOR FOUR DAYS every summer, this community hosts the colorful festival, which honors the ancestral background of many residents in the area.

in OREGON

In the morning, many parents leave their youngsters at Borne Haven, a children's garden supervised by adults. A daily program includes demonstrations by costumed participants, introduction to the foods and customs of the Scandinavian countries and folk dances and songs. Borne Haven also provides pony rides, games, coloring books, dolls and puzzles.

Each afternoon a program of folk dancing is presented by young people, and there are outdoor field events, a Scandinavian fine-arts presentation and demonstrations in handiwork, spinning, weaving and the making of lefse, a delicacy similar to a potato pancake.

All day, shops and booths offer homemade foods. Prices, by any standards, are very reasonable.

Lefse is served with or without butter, with butter and sugar, or with butter, sugar and cinnamon. Another treat is aebleskiver, an apple-filled pastry. The late-afternoon main meal consists of meatball dinner, pancake supper, smorgasbord or chicken barbecue.

The evenings begin with community singing,

performances by vocal and instrumental groups and folk dancing. The children usually dramatize a Hans Christian Andersen tale, and at the close of the program, the Vikings, Junction City businessmen attired in the swashbuckling gear of the epic legends, stage a torchlight march. This is followed by community dancing.

There is no charge for parking, registration, admission to the various programs or for the community dancing. Gaudy advertising and competitive pricing are forbidden. There are no beauty contests, no ruling queens and no prizes for displays.

Junction City's festival is certainly the most colorful chapter in its long up-and-down history. In the early days of the town, a railroad junction was proposed and its champions predicted a second Chicago. But the rail junction did not materialize, and the name Junction City is all that remains of the early vision.

However, with the building of highways, the name became appropriate. At Junction City, the two main Willamette Valley roads of the pre-freeway era, US 99E and US 99W, were merged into a single artery, US 99.

Then, in 1960, Junction City fell victim to progress. I-5 was built ten miles to the east and took the heavy traffic with it. Within the town, morale



RESIDENTS don native costumes of Sweden, Norway, Finland and Denmark to participate in folk dancing, singing, nordic games and partaking of Scandinavian delicacies.

declined, properties were permitted to deteriorate, many businesses closed and Main Street began to take on a depressing air.

A local physician, G. F. Fletchall, searched for an idea to revive the community. He realized that one more fair, rodeo or carnival, added to the already full calendar of hoopla in the Pacific Northwest, would attract little attention.

It took some time for Dr. Fletchall to realize that the "different" thing he was looking for lay close at hand. The farms around Junction City had been settled by Danes, Swedes, Norwegians and Finns. These groups had their own societies, which sought to carry on traditions of their respective lands. They volunteered to join the project.

The first festival was held in 1961. Many mistakes were made. The most serious was underestimating the attendance. Fewer than 5,000 were expected, and 20,000 appeared. Thousands were turned away from the smorgasbord for the lack of

food. Since then, any estimate of less than 50,000 visitors is considered pessimistic.

In a real sense, the festival has revived Junction City. Today every store on Main Street is occupied, and business is thriving. Several new buildings have been erected, and a number of stores have remodeled their outsides in rustic Scandinavian manner.

Accommodations in Junction City are limited, but Eugene, 15 miles south down US 99, has abundant facilities.

Eugene, Oregon's second largest city, is also the gateway to the fabled McKenzie River recreation area, replete with state and Forest Service campgrounds.

For those who like to follow up the Scandinavian Festival with a visit to the Oregon Coast, the Pacific littoral lies only 70 miles from Junction City.

So, east or west, a 90-minute drive from the festival leads from lefse and aebleskiver to Douglas fir and fighting trout or to sea spray and sandy beaches. Which, when you think about it, makes a pretty nice and inexpensive package.

SNAPSHOTS

CONTINUED



HANK LANE
Standard Oil of Calif.
Santa Fe Springs, California



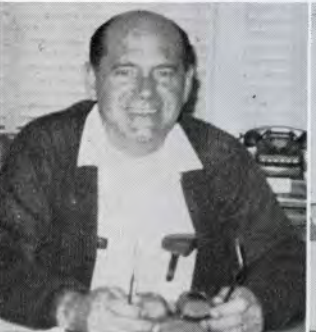
R. A. CRANDALL
Union Pacific Railroad
Wilmington, California



JIM STURGIS
Standard Oil of Calif.
Santa Fe Springs, California



ROGER ROBINSON
Standard Oil of Calif.
Santa Fe Springs, California



VICK GUIDERA
Getty Oil Company
Brea, California



BILL MOLLER
E. B. Hall & Company
Wilmington, California



ED FITZGERALD
Union Oil of Calif.
Stearns, California



DELBERT COKER
Signal Oil & Gas Co.
Huntington Beach, California



JON CRAWFORD
Signal Oil & Gas Co.
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BOB KURTZ
Shell Oil Company
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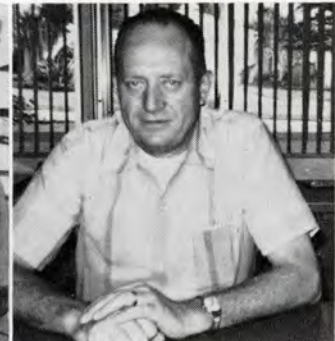
PAUL LEHR
Long Beach Dept. of
Oil Properties
Long Beach, California



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Chanslor-Western
Oil & Development Co.
Brea, California



JACK WILLIAMS
Shell Oil Company
Yorba Linda, California



DON SHOENBERGER
Texaco, Inc.
Ventura, California



MARVIN STEWART
Standard Oil of Calif.
Santa Maria, California



JIM FORRESTER
Union Oil of Calif.
Santa Maria, California

LEONARD GRAVES
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Huntington Beach, California



J. D. KINGSBURY
Getty Oil Company
Chatsworth, California



CIRCULATION THIS ISSUE 16,959



The American schoolteacher vacationing in Paris told the very attractive Frenchman she had just met that she was tired and wished to be taken back to her hotel so she could get some sleep.

"Ah," sighed the Frenchman, "that is the trouble with American women. You are always going to bed for the wrong reasons!"

Sandy Williamson got his medal during the war for saving two women . . . one for himself and one for the General.

Continental breakfast: A roll in bed with some sugar.

Phoebe's younger sister, Joy, came in from college to spend a weekend with her sophisticated city-sister. Phoebe had even arranged a date for Joy with one of her friends.

After a lovely dinner and a show, Jim and Joy went to Jim's apartment for a nightcap. They talked and listened to soft music for a while and then Jim suggested they retire to the bedroom.

"Oh, no," Joy protested. "I don't think my sister would like it."

"Nonsense," said Jim, as he gently took her arm. "She loves it."

The pretty new stewardess was asked by the seasoned pilot if she'd become a member of the "mile-high" club yet.

"I've never heard of that club," she answered bashfully. "What kind of club is it?"

"That's an exclusive club for airline employees who've made love at a mile high," the pilot told her.

Pondering for a minute, the shy new stewardess then asked: "How high are the Adirondacks?"

Why would a man who hadn't kissed his wife in five years shoot a man who did?

The subject was lovemaking. For weeks the young man had successfully answered all the questions asked him on the television quiz show. He was now eligible for the jackpot prize of \$100,000. For this one question he was allowed to call in an expert. The young man chose a world famous lover from France.

The jackpot question was: If you had been king during the first 50 years of the Assyrian Empire, which three parts of your bride's anatomy would you have been expected to kiss on your wedding night?

The first two answers came quickly. The young man replied without hesitation, "Her lips and her neck."

Now stumped for the answer to the third part of the question, the young man turned frantically to his expert. The Frenchman threw up his hands and groaned, "Alors, mon ami. Do not ask me. I have been wrong twice already."

A devoted young lover was understandably nervous when asking his girl's notoriously sarcastic father for her hand in marriage.

Pulling himself together, he politely and timidly inquired, "Please, sir, may I have your daughter for my wife?"

His prospective in-law glanced at him witheringly. "How should I know, stupid? I don't even know your wife!"

"Did you see that donkey fall on the street yesterday and break his leg?"

"Did they blame the rider?"
"No, they said it was the asphalt."

The best way to get a woman with a past is with a present.

"Did you say you wanted to offer your body to scientists, Miss Oneida, or to science?"

A wife is a woman who stands by her husband through all the troubles he wouldn't have if he were single.

The office vamp reported, "I went out with a millionaire from Detroit last night, and what do you think he gave me? Five hundred dollars!"

"Wow," jeered the girl at the next desk. "That's the first time I ever heard of a \$498 tip!"

It was sundown and the young athlete was doing push-ups on the beach when a drunk appeared. The drunk weaved his way to within a few yards of the perspiring young man, sat down on the sand and laughed and laughed.

"What the devil are you laughing about?" asked the annoyed young man.

The drunk laughed and then sputtered, "Don't look now, but shumbuddy sthole yur girl."

The pretty young thing was waiting her turn to register at a motel when she overheard the desk clerk tell the man in front of her that he'd just gotten the last room. She waited for the gentleman to leave the desk and then approached him.

"There isn't another motel within miles of here and I'm dead tired," she pleaded. "I figure it this way; you don't know me, I don't know you, they don't know us, we don't know them. How's about our sharing the room for tonight?"

The man, a rather dopey-looking character, said, "I don't care. Com'on."

They went to his room; he started to disrobe and so did she. "Listen," she said, "you don't know me, I don't know you, they don't know us, we don't know them. Let's have a few drinks. I got a bottle."

After they'd gotten a little high, she cuddled up to him and whispered, "You don't know me, I don't know you, they don't know us, we don't know them . . . let's have a party!"

He looked at her in astonishment and cried, "For heaven's sake! If I don't know you and you don't know me and they don't know us and we don't know them . . . who the hell are we gonna invite?"

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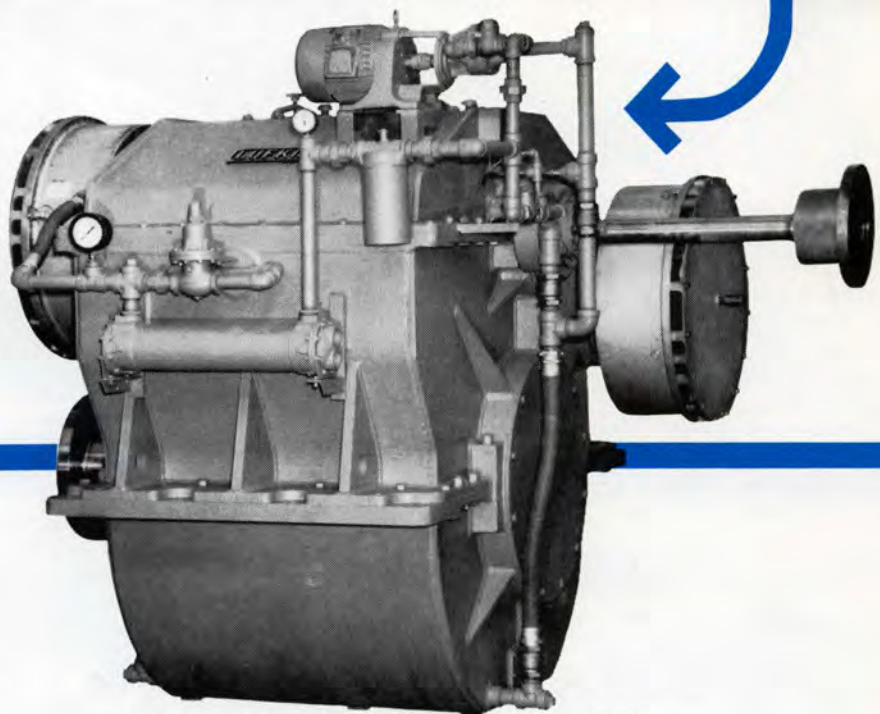
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REDUCTION GEARS BY LUFKIN



The newly christened triple screw M/V Harriet Ann built by Nashville Bridge Company for Upper Mississippi Towing Company. She is powered by Alco 251-V16 Diesel engines with three LUFKIN RSQ-3624 reversing reduction gears transmitting a total of 7,200 horsepower.

The Harriet Ann, 198 feet long, 50 feet wide and 11½ feet deep will handle approximately 45,000 tons on the down-river trip.



LUFKIN RSQ 3624 REDUCTION GEAR

LUFKIN *PRECISION
MARINE GEARS*
*FIRST CHOICE FOR
DEPENDABILITY*



YOU CAN RELAX WHEN IT'S
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