



THE *Luffkin* **LINE**

JANUARY-FEBRUARY • 1970



Good humor is a tonic for mind and body. It is the best antidote for anxiety and depression. It is a business asset. It attracts and keeps friends. It lightens human burdens. It is the direct route to serenity and contentment.

— Greenville Kleiser

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THE Lufkin LINE

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DATE

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PAGUA BAY'S cove-protected beach along Dominica's windward coast



UNTAMED *GEM of the* CARIBBEAN

A CHILD of Dominica pauses
before entering a century-old
Catholic church in Roseau



FRAMED in poinsettias, a sailboat anchors off the leeward coast

DESCENDANTS of the once cannibalistic tribe, these Carib boys now live on a remote reservation



BY VICTOR HAAGEN

TAKE a 19x23-mile island with volcanic black sand beaches, add scores of palm studded mountains—two of them, Morne Diablotin and Morne Anglais reaching almost 5000 feet—sprinkle the land with 365 rivers and streams, cascading waterfalls and acres of ageless rain forests, inhabit the island with 65,000 friendly, unspoiled by tourism natives, and for good measure throw in the last remnants of the once cannibalistic Carib Indian tribe, century old plantations and as far as the eye can see, bananas and limes, and what do you have? Dominica, most beautiful and least commercialized island of the Windwards.

On a Sunday in 1493, Columbus sighted a new landfall in his explorations of the Lesser Antilles, and to commemorate the day of the discovery, he named the island Dominica.

In the nearly 500 years that have elapsed, the gentle tides of the Caribbean have lapped the black sand beaches of the leeward coast while huge Atlantic breakers lashed the windward side's towering cliffs; yet, little has changed since European eyes first gazed upon Dominica's mountainous shores.

During the 1700's, the French and British fought incessantly for the possession of this and other islands and while occasionally subduing each other, neither was successful in conquering the

fierce Carib Indians of Dominica.

A sea-faring and warlike tribe, the Caribs roamed the Caribbean from their origins in South America, conquering, killing and eating the Arawak tribes of the Lesser Antilles, and from their name the word "cannibal" is derived. For over a century while its sister islands to the north and south progressed, Dominica stood virtually dormant. It has never caught up.

From the Melville Hall Airport on the northern coast to the capital, Roseau, near land's end on the leeward side, the distance is 32 miles across mountain peaks, along narrow winding roads. The trip takes 1½ hours of nerve-shattering downhill, blind-turn screeching, but if the passenger can quell his fears, he is treated to the most spectacular, lush scenic panoramas of the entire Caribbean. At one point, high in the mountains on the Imperial Road, a quick glance in the rear view mirror reveals the Atlantic while the topaz Caribbean lies straight ahead.

Roseau contains one of the finest botanical gardens in the world; hundreds of tropical flowers blossom throughout the year. At the Convent Handcrafts Center, young girls sing in unison as they sew and weave huge khus-khus grass mat rugs, famed throughout the islands.

A rental car is a necessity. At \$10.00 per day,



SATURDAY is market day; natives barter the fruits and vegetables of Dominica's rich volcanic soil

it affords visitors an opportunity to explore the many quaint villages and scenic spots in which the island abounds.

Volcanic in origin, Dominica's black sand beaches are perhaps among the most beautiful in the world, and usually deserted except for fishermen mending nets and housewives spreading clothes to dry atop huge rocks in the time honored tradition.

Like its topography, the activities Dominica offers its visitors differ considerably from other islands to the north. For the stout hearted, an all day hike to the Valley of Desolation is an unforgettable experience. Contrasting the lush greenery of the rest of the island, the valley has an ethereal other-world appearance. Huge boiling springs spew yellow-gray masses, steam rises from the endless pits, a boiling lake, the depth of which is still unknown, bubbles incessantly. Even the streams run hot. If you are lucky, you may catch a glimpse of *tete chien*, "dog face" in native patois for the island's boa constrictors which sometimes reach 12 feet in length.

At the Fort Young Hotel, Island House and the Castaways, all fine hostelrys in the area of Ro-

seau, the accent on food is native cuisine, tempting the palate with such island delicacies as *crapaud*—"mountain chicken"—a giant land frog found only in two or three Caribbean islands; sweetwater crayfish, stuffed land crab, dasheen soup, mangoes, pawpaw and a host of other tropical fruits and vegetables.

Dominica is headquarters for Rose's Lime Juice Company. Almost two centuries old, the firm originated when it was discovered that lime juice was an effective antidote for the dreaded scurvy that plagued British seamen during the 18th century. Today with bananas, limes are the mainspring of the island's economy; over 4 million stems of bananas are shipped annually to England.

The remnants of the Carib tribe, no longer warlike, now live and work in the remote mountains region near Salybia on the windward coast. Their women weave waterproof baskets for local use and the meager tourist trade.

Saturday in Roseau is a kaleidoscope of color, smell and sound as hundreds of peasants from the distant parishes converge on the market square with the harvest of Dominica's rich volcanic soil.



BANANA toting traditionally is considered women's work. A normal load on their heads weighs about 75 pounds



TENDER legs of the crapaud, Dominica's "mountain chicken," are an island delicacy



AT THE CONVENT Handcraft Center, this girl weaves a grass mat under supervision of Belgian nuns

Here for mere pennies, huge grapefruit, oranges, limes, bananas and all the exotic fruits and vegetables of the island are bartered and sold.

Weekly the swift Geest "greenboats" call on Dominica; 72 hours before their arrival, machete bearing natives climb the steep hillsides and cut the banana stems. The timing is crucial; too soon or too late could seriously damage the fruit during shipboard refrigeration. Lacking a harbor at Roseau, the greenboats must anchor offshore while lighters transport the bananas from the waterfront sheds. Banana toting is traditionally considered women's work; the men tend the cutting chores. On loading days, the sheds buzz with activity. At a trot, women emerge from the sheds, huge 75-pound stems atop their heads, grasp the fiber token offered by an attendant at the gate and race down the boat ramps. At day's end, they redeem their tokens for two cents Beewee—about one cent in U.S. currency.

At the Green Parrot or the Scenic Pub in Roseau, the few Americans, British and Canadians

living and working on the island are friendly and over a rum punch or Danish beer, one can spend delightful hours absorbing the history and traditions of this strange green island where time seemingly stood still.

Much of the island can be toured by car, but for the truly magnificent sights one must venture afoot into the ageless rain forests. For a fifteen minute hike through lichen-crusted rock and mud, festooned with vines that all but obscure the path, one is rewarded with the sylvan beauty of the myriad rivers which start high in the mountains and flow down to the sea.

Describing Dominica is difficult; superlatives seem inadequate for this sleeping giant in the Caribbean sun which is only now awakening. For those who have visited the other Caribbean islands, Dominica will be a fascinating offbeat change of pace—a place where man can be humbled by the grandeur of sea and sky and earth, unmolested by man. For this purpose Dominica hopefully will remain untamed for generations to come.



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Left to right, **HUMBERTO ROSQUETTE**, **MARIANELA MEDINA**, **SUHAIL KHAN**, all with Corporacion Venezolana del Petroleo, Maracaibo, Venezuela

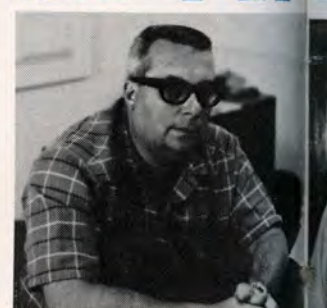


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MANUEL GONZALEZ
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SNAPS



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Kuwait, Arabian Gulf



Left to right, **FRANK THOMPSON**, **Alghanim Agency**; **SPIKE NICHOLS**, **PAUL JENSEN** both with Getty Oil Company; Kuwait, Arabian Gulf



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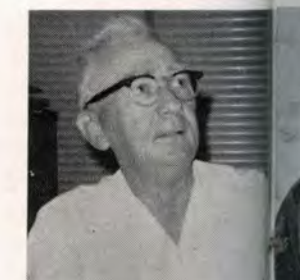
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Tripoli, Lybia



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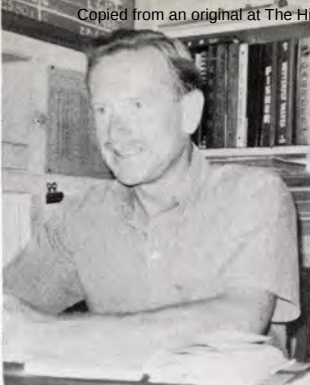


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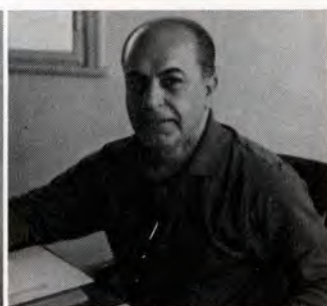
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SHOTS

by Lufkin
Cameramen



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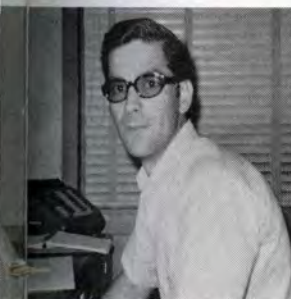
RAGAIG HAFEZ
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DIEGO CORDOBA, left, **VICTOR VIVAS**
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JOSE ACEVEDO, left, **FERNANDO TIRADO**
both with Cia. Shell de Venezuela, Lagunillas
Edo. Zulia, Venezuela



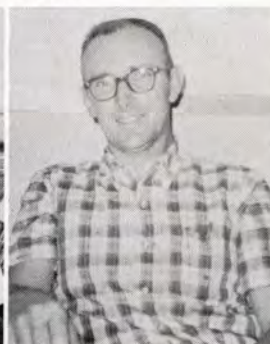
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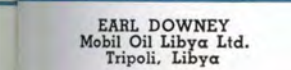
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Machinery Systems International
Harrison, New Jersey



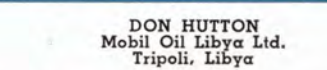
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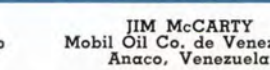
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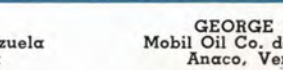
DON HUTTON
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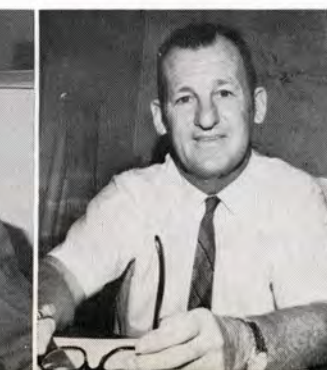
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Mobil Oil Co. de Venezuela
Anaco, Venezuela

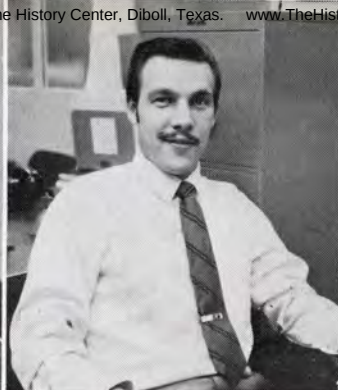




J. WIBLE, International Petroleum (Colombia) Ltd. Bogota, Colombia



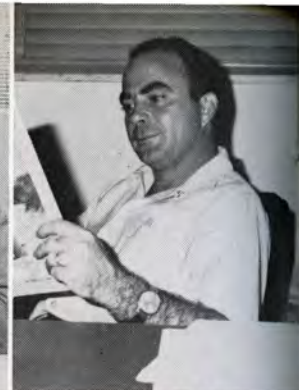
GEORGE NASH Asiatic Petroleum Corp. New York, N.Y.



TOM CHALFONT Worthington Machinery Systems International, Harrison, New Jersey



HOWARD GRAU Caltex Petroleum Corp. New York, N.Y.



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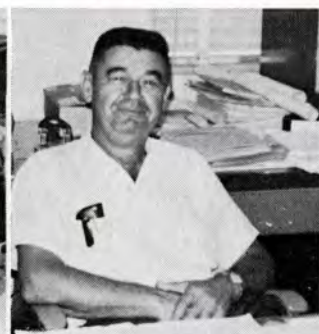
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ALBERTO FUENMAYOR, Corporacion Venezolana
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FRED EARL
Caltex Petroleum Corp.
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NAPSHOTS



CRUZ R. MONTANO, left, A. MELGAREJO
both with Creole Petroleum Corp.
La Salina, Edo. Zulia, Venezuela



EDWIN BROWN, left, ANTONIO GALLARDO
both with Corporacion Venezolana del
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WILL FICK
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JOHN WALSH
Oasis
Oil Co. of Libya Inc.
Tripoli, Libya



R. S. WHITE, left, Cia. Shell
de Venezuela; SAM CURTIS, LUFKIN
both in Maracaibo, Venezuela



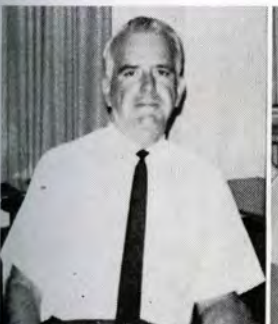
RON LIEBLEIN, left, RAY MATZELLE
Worthington Machinery Systems
International, Harrison, New Jersey



LUIS B. SALAZAR
Cia. Shell de Venezuela
Lagunillas, Edo. Zulia, Venezuela



L. E. GIUSTI, left, J. H. GERLO
both with Cia. Shell de Venezuela
Lagunillas, Edo. Zulia, Venezuela



EDWARD E. HAGAN
Chevron Oil Co. of Venezuela
Maracaibo, Venezuela



ANTONIO RAMIREZ, left, YICSON BRAVO
both with Creole Petroleum Corp.
Tia Juana, Edo. Zulia, Venezuela



IAN SMITH, left, GABRIEL RIBON CASADO
both with Sinclair & BP Colombian Inc.,
Bogota, Colombia



R. J. CHACON, left, GUZMAN BLANCO
MARTINEZ, both with Corporacion Venezo-
lana del Petroleo, Maracaibo, Venezuela

STEWART SISSON, left, R. L. JOHNSTON
both with Creole Petroleum Corp.
Tia Juana, Edo. Zulia, Venezuela

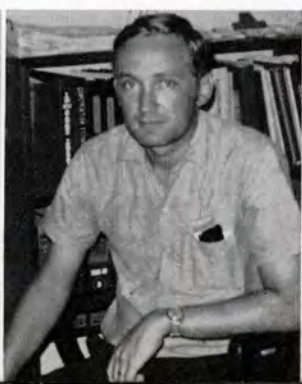
UDO MULLER
Chevron Oil Co. of Venezuela
Boscan Field, Edo. Zulia, Venezuela

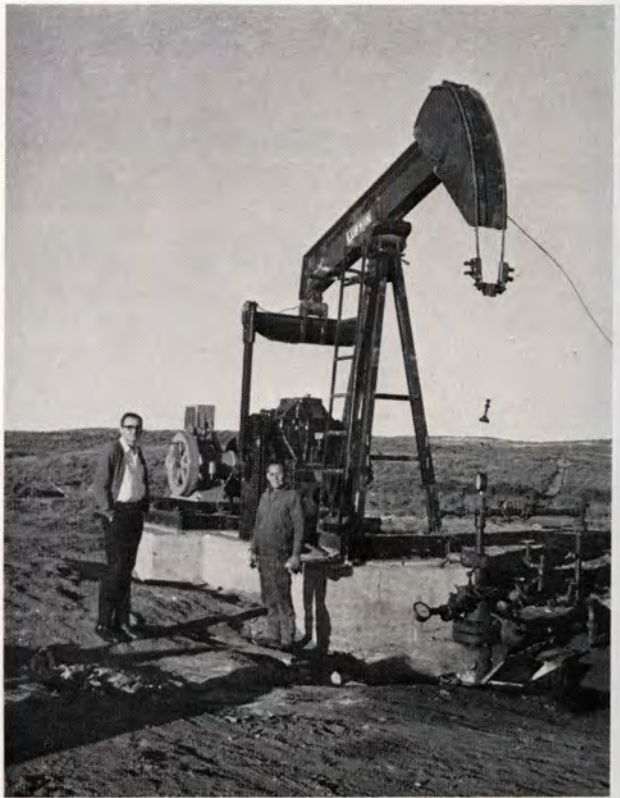


GERMAN TRIAS, left, C. E. McFARLAND
both with Creole Petroleum Corp.
La Salina, Edo. Zulia, Venezuela

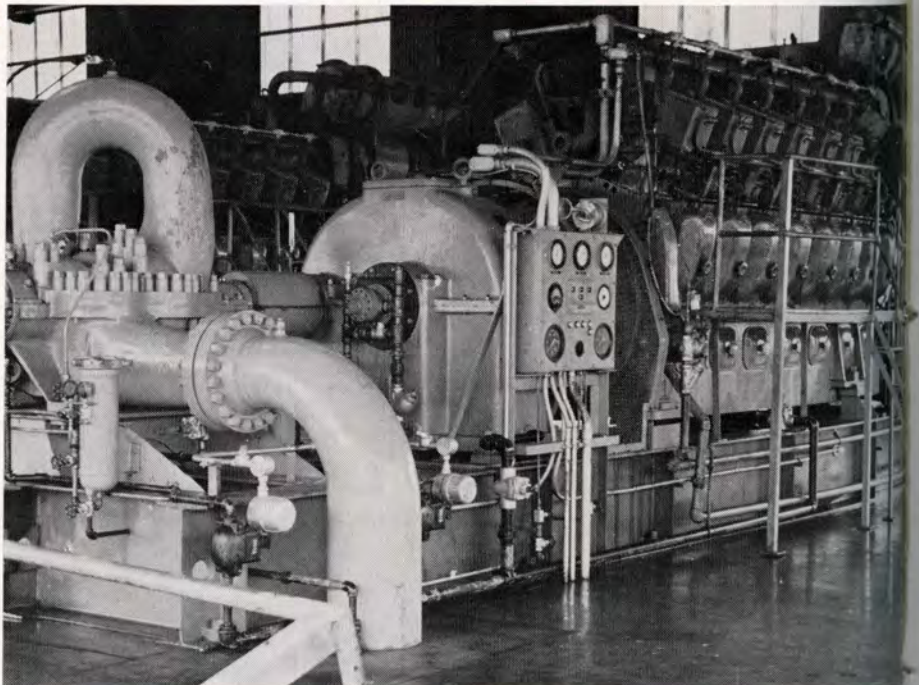


ILDEMAR TORRES, left, RAMON OMANA
both with Cia. Shell de Venezuela
Edo. Zulia, Venezuela





LUFKIN INSTALLATION





3



4



7 8



- 1 START UP of Aminoil-Getty A-1824D-192-42 in Neutral Zone, Arabian Gulf, Jan. 1969.
- 2 BOB GIBBS, left, LUFKIN, New York, N.Y., and Fred Kuyer, West Australian Petroleum Pty. Ltd., Barrow Island, West Australia; LUFKIN C-80D-119-54 Unit, West Australian Petroleum Pty. Ltd., Barrow Island, West Australia.
- 3 LUFKIN M-456D-356-144 Unit, Creole Petroleum Corporation, Bachaquero Field, Lake Maracaibo, Venezuela.
- 4 LUFKIN VSQ2524 Reverse Marine Gears in Southeast Drilling Company workboat "Sedco Ann" under construction in Bundaberg, Queensland, Australia.
- 5 LUFKIN A-912D-192-42 Unit, Colombian Petroleum Company, Tibu, Colombia.
- 6 LUFKIN N2412A Gear Speed Increaser, Mobil Oil Company de Venezuela, Western Venezuela.
- 7 LUFKIN M-320D-213-120 Unit, Mene Grande Oil Company, Tia Juana Field, Lake Maracaibo, Venezuela.
- 8 LUFKIN A-2560D-240-47 Unit, Chevron Oil Company, Boscan Field, Maracaibo, Venezuela.



THE MIGHTY Hudson River surges under Bear Mountain Bridge near Bear Mountain, N.Y.

Photo by N.Y. State Dept. of Commerce

BY CHARLES F. WETTACH

MOST of us think of the Hudson River as a mighty waterway which supports the world's greatest ocean liners, swirls savagely around some of the world's greatest piers, and reflects the unbelievable skyline of one of the world's greatest cities. All this is true.

But there is another Hudson River. To discover it one should head north of New York City and follow the meandering river—somewhat as Henry Hudson did—to Albany and beyond. Modern ribbons of concrete and asphalt now make this a memorable motoring experience.

Giant fingers of steel reach across the current, from time to time, to join opposite banks. One of these carries the busy lanes of the Governor Thomas E. Dewey Thruway 2.8 miles across the Hudson's fabled Tappan Zee at Tarrytown. Nearby, on the river's east bank, stands Washington Irving's "Sunnyside" with legendary Sleepy Hollow Cemetery and its Old Dutch Church not far away.

THE OTHER

A well-known landmark several miles farther north, is Bear Mountain. Many motorists follow twisting-and-turning Perkins Memorial Drive to the summit for a breathtaking view of the Hudson River and its lush valley. The Bear Mountain Bridge, monopolizing the center of the vast panorama to the north, carries US-6, US-202 and the Appalachian Trail across the seemingly motionless waterway.

Around a couple of river bends one next discovers the ramparts of West Point—the United States Military Academy. The view from the foot of Battle Monument, at Trophy Point, reveals the river at its best. Forested Storm King Mountain crowds in from the left, heavily-wooded Breakneck Ridge from the right.



MRS. DOUGLAS MACARTHUR smiles at West Point Cadet Captain John T. Connors at a ceremony dedicating this monument to the late general.

Photo by U.S. Army

THE CADET CHAPEL at the U.S. Military Academy has a seating capacity of 1,500 and contains the largest church organ in the Western hemisphere.

Photo by U.S. Army



"AS FULL of nooks and crannies as an old cocked hat" was the way Washington Irving described his home, "Sunnyside," west of Route 9 between Irvington and Terrytown. The author's home, on the shores of the Hudson River, is open to the public, and is maintained just as it was in Irving's day.

Photo by N.Y. State Dept. of Commerce



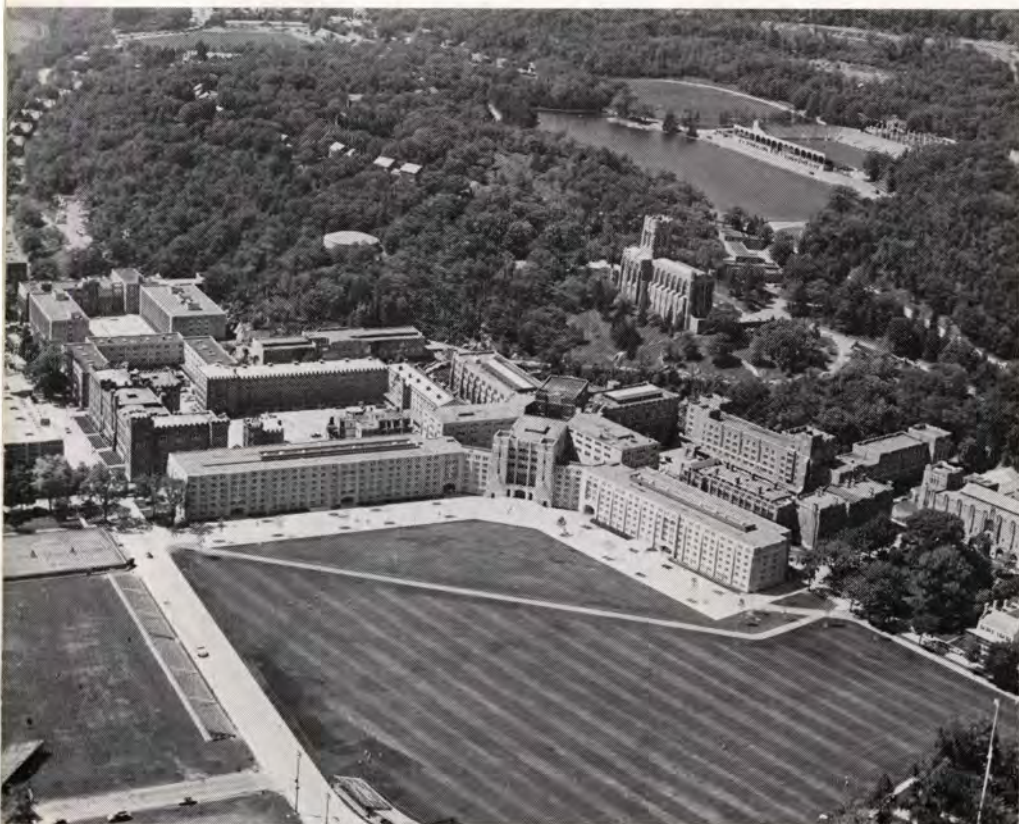
Hudson River

When weather and other conditions permit—especially during spring and fall months (one should check for exact dates and times)—the West Point cadets hold their colorful parades and reviews. This is one of the most moving sights in America. Smartly-uniformed military career men execute incredible maneuvers of precision on the wide Parade grounds. Just to see the cadets march to or from classes and meals is a rewarding experience. Incidentally, the immense, "dining room," Washington Hall, accommodates all of the 3,800 hungry cadets at *one* sitting!

Numerous impressive monuments punctuate the grounds of the Academy; one of the most recent is the 8-foot bronze statue of General Douglas MacArthur. And the West Point Museum, the

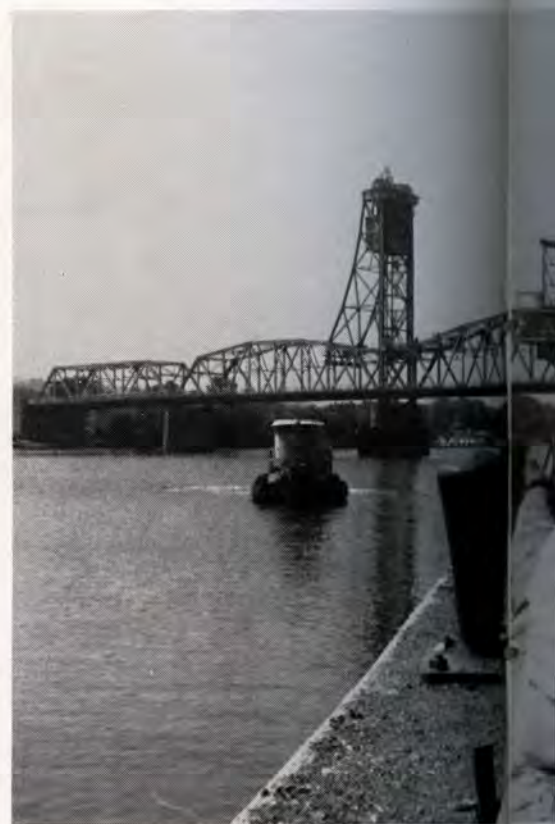
largest military museum in existence, with its fascinating items including Napoleon's sword, should be "a must" on the list of every visitor to "The Point." The Cadet Chapel, a magnificent Gothic structure dominating the entire scene from its lofty perch, contains the second largest church organ in the world. The Chapel is most inspiring when filled with the voices of the celebrated Cadet Choir.

The scenic way to continue up the Hudson from West Point is via Storm King Mountain rather than US-9W. NY-218 is not used as much now as it was in the early 1930's, soon after it was built. But it is just as spectacular and every bit as thrilling today as it was when yesterday's motorists rode it bumper-to-bumper on a Sunday



SURROUNDED by the beautiful campus at West Point, New York, is the Washington Hall complex at the United States Military Academy.

Photo by U.S. Army



afternoon. Breathtaking panoramas spread out far below the skillfully-engineered road which defiantly snakes its way around the face of the towering mountain.

Upriver from Storm King Mountain lies the historic city of Newburgh. The area overflows with fascinating landmarks. Washington announced the end of the Revolutionary War hostilities from the inviting headquarters which still overlooks the great river. Here too he wrote his stinging rebuke to those officers of his army who would make him King.

Mt. Beacon, directly across the river, also played a most significant role in the American Revolution. Washington's men watched from its 1,602-foot summit for signs of enemy activity along the river. Today one may ride the thrilling inclined railway to the top for the same bird's-eye-view.

Kingston, north of Newburgh on US-9W, is also deeply steeped in history. When visiting the old Senate House where the State's first legislature met in 1777 and formed a constitution, one is reminded that Kingston was New York's first capital when George Clinton was here inaugurated

as the Empire State's first governor.

The inviting Catskill Mountains rise to the north and west of Kingston. The haunt of Washington Irving's *Rip van Winkle* is now a popular year-round resort area specializing in fishing, swimming, picnicking, camping, hiking, scenic drives or just relaxing in a luxurious hotel or in a rustic cabin.

The city of Hudson, on the opposite bank of the somewhat-narrowed river at Catskill, boasts of one of the oldest and most complete fire-fighting museums in America.

For a bit of pleasant riverside scenery between Catskill and Albany, one might try NY-385 then NY-144 through New Baltimore. This route affords occasional excellent views of the Hudson and its interesting river traffic . . . ocean-going freighters, oil tankers or tug-propelled barges loaded with fuel oil, and other barges carrying neatly-stacked bricks, etc. For a close-up of these ships, one should visit this inland seaport's docks. Albany has come a long way since Robert Fulton's *Clearmont*, making his first successful regular steamboat trip, puffed its way up the river from Jersey City in 1807.



AT HIS HEADQUARTERS in Newburgh, New York, General Washington announced the end of the Revolutionary War.

Photo by U.S. State Dept. of Commerce

Left: A TUGBOAT churns down the Hudson River from the waterfront in Albany, New York.

Photo by Charles F. Wettach

Historically, there's also much to enjoy in the Capital City of New York State. The two-century-old Philip Schuyler House (Clinton and Catharine Streets) was the scene of Betsy Schuyler's wedding to Alexander Hamilton in 1780. Hamilton was killed in a duel 24 years later by Aaron Burr, atop the New Jersey palisades overlooking the Hudson River and New York City.

The State Capitol, resembling a huge French chateau, is especially outstanding. It took 31 years (and \$25,000,000) to build this impressive building about a hundred years ago. One should be sure to see its "million-dollar staircase."

On the brow of a hill overlooking the restless river, in Oakwood Cemetery in nearby Troy, one may visit the grave of Uncle Sam. Yes, there actually was an Uncle Sam. His real name was Sam Wilson and he sold beef to the U.S. Army during the War of 1812. When the soldiers from this area saw "US BEEF" stamped on the meat, they figured it meant "Uncle Sam's." The personification quickly caught on and the initials "U.S." soon meant "Uncle Sam" to just about everyone.

Saratoga National Historical Park, about 25 miles north of Troy, is just a short distance inland from the Hudson River. Facilities maintained by



ONE OF THE largest collections of historic firefighting equipment is in the American Museum of Firefighting at Hudson.

Photo by U.S. State Dept. of Commerce

our efficient National Park Service do an excellent job of telling the story of the Battle of Saratoga which was instrumental in turning the tide of the American Revolution. Nearby Saratoga Springs, once a famous spa with great hotels and gambling casinos, is still a famous spa but perhaps better known today for its thoroughbred and harness racing and Performing Arts Center.

The Hudson, considerably reduced in size at this point, stretches on past Glen Falls and up into the mighty Adirondacks to reach its birthplace in picturesquely-named Lake Tear-of-the-Clouds. It's hard to realize that the gurgling mountain stream is the same Hudson River which travels 306 miles to eventually cool a giant atomic generating station and float the world's largest liners.



FAMOUS St. Louis arch looms behind Toedebusch tractor and LUFKIN van.



EWALD TOEDEBUSCH, Sr.
Chairman of the Board

TOEDEBUSCH

BY CAROLYN CURTIS

EWALD TOEDEBUSCH JR. fondly dusted off a hunting photograph of himself, his father and his 12-year-old son. He selected a prominent place for it near the portrait of his father, founder of the oldest carrier between St. Louis and Kansas City under original ownership.

The company's young president was marking a milestone in the history of Toedebusch Transfer, Inc. In 1969, his first year as the company's top executive, "Sonny" was in the process of moving into the trucking firm's new offices in downtown St. Louis. The present terminal, which had served a dual utilization as office space and terminal since 1938, was the first truck terminal in St. Louis.

As did its founder, the company had humble beginnings, overcame the usual growing pains and grew to a prominent and respected position among colleagues in the transportation industry.

Ewald Toedebusch Sr. was born in the proverbial log cabin near New Melle, Missouri, on land bordering Daniel Boone's property. Some of his neighbor's contagious pioneering spirit must have found its way across the property line for, as a young man in 1927, Toedebusch made his first important purchase, a model-T truck in which he hauled butter and fresh country eggs over a 50-mile radius between New Melle, Wentzville and St. Louis. He sold the goods from house to house.

In those days, he carried his whole accounting

department in his hip pocket. Today a staff of 175 drivers and terminal and office employees handle the company's \$3 million worth of business per year. One of them is Archie Simpson, Maintenance department, who has been with Toedebusch since the company's inception. His department in St. Louis has expanded to six full-time maintenance men.

Simpson has witnessed other company milestones including the incorporation of Toedebusch Transfer, Inc. in 1930 and the transferring of general offices from Wentzville to St. Louis in 1936.

Today the firm hauls a quarter of a billion pounds of freight each year via its 200 pieces of equipment including 60 LUFKIN trailers. Terminals serving the 5000 regular accounts are located in St. Louis, Boonville, Columbia, Fulton, Kansas City and Mexico, all in Missouri. The company is especially proud of its new Kansas City terminal, a half Million Dollar building occupying an eight-acre track of land.

The company's pioneer took an early interest in transportation affairs. In 1930 he helped to draft the original Missouri Bus and Truck Law and was one of the founding members of the "Truckmen of Missouri" group, which later became the Missouri Bus and Truck Association. Toedebusch was an organizer of the association in



EWALD TOEDEBUSCH, Jr.
President



JOHN C. PICARDY
Vice President



TERRELL ECKERT
Secretary



TRANSFER, INC.

1937 and served as treasurer.

For more than 25 years he has been a member of the Traffic Club of St. Louis and for many years served as a director of the Missouri Bus and Truck Association. He has held memberships in the Motor Carrier Council of St. Louis, the Motor Carrier Club and the Council of Safety Supervisors of the American Trucking Association.

Today his son has assumed the role of president while he remains in an advisory position as chairman of the board.

John C. Picardy, who started as a salesman with Toedebusch 18 years ago is now the company's vice president. His office is located at the new Kansas City terminal.

Secretary is Terrell Eckert, who has been an employee for 15 years.

A. C. Salucci, is director of operations.

Sonny, who was educated at St. Louis University, assumed duties as terminal manager when he was only 21. He was an employee of the company at the tender age of 13 as a part-time manifest and bill clerk.

As president he is one of Missouri's youngest trucking executives. During his tenure as vice president, he served on the board of directors of the Motor Carriers Council. He is now a board mem-

ber of the Missouri-Kansas Trucking Association and a member of the Traffic Club and the Motor Carrier Club.

His truck drivers also are adamant about safety standards and it has paid off. For example, in 1967 one driver, Nelson Kuhrtz, came to the rescue of a highway motorist whose car caught fire. He pulled the driver to safety amidst the blaze and possibility of explosion.

Kuhrtz received a letter of commendation from the commanding officer of the Missouri State Highway Patrol plus statewide acclaim for his bravery. He was named Driver of the Month and Driver of the Year by the Missouri Bus and Truck Association.

The company's new president recalls many such incidents when drivers performed above and beyond the call of duty.

And he is not too young to remember clearly when, during World War II, the whole company, with a team spirit of patriotism, contributed to the war effort by transporting government materials and supplies between Lake City Ordnance Plant, Weldon Springs Ordnance Plant and the St. Louis Small Arms Plant.

Sonny, his wife and their two children live in St. Louis and spend weekends at their summer home at the Lake of the Ozarks.

Both avid outdoorsmen, Sonny and his father maintain a duck lodge near Dalton, Missouri. They are members of the Missouri Duck Hunters Association and Ducks Unlimited.

LUFKIN is proud to count Toedebusch Transfer, Inc. among its friends and customers.

CIRCULATION THIS ISSUE 17,211



Left to right, J. OLIVEROS, J. GONZALES
F. SANCHEZ, all with Chevron Oil Company of
Venezuela, Boscan Field, Edo. Zulia, Venezuela

SNAPSHOTS CONTINUED



BILL DOUGHERTY
Aminoil-Getty, Kuwait
Arabian Gulf



MR. AND MRS. BILL KROHN
Oasis Oil Co. of Libya Inc.
Tripoli, Libya



G. L. COPELAND
Getty Oil Company
Kuwait, Arabian Gulf



LUIS A. IZARRA
Creole Petroleum Corp.
Tia Juana, Edo. Zulia, Venezuela



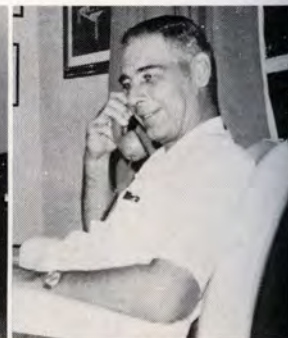
OSCAR A. ATIAS
Chevron Oil Co. of Venezuela
Maracaibo, Venezuela



BERT GAMBOA
Phillips Petroleum Co.
Morichal, Venezuela



A. MCCARTNEY
Asiatic Petroleum Corp.
New York, N.Y.



FRED BIRD
Mobil Oil Co. de Venezuela
Anaco, Venezuela



MARIO TABORDA
Chevron Oil Co. of Venezuela
Maracaibo, Venezuela



E. S. MONARCHI
Creole Petroleum Corp.
La Salina, Edo. Zulia, Venezuela



BOB GAUL
American Independent Oil Co.
Kuwait, Arabian Gulf



Left to right, F. LACONCHA, Cia. Shell
de Venezuela; ANGEL BRICENO, LUFKIN; OMAR GILL,
JOSE FERNANDEZ, both with Cia. Shell de
Venezuela; all in Lagunillas, Edo. Zulia, Venezuela



DR. LUIS FLOREZ
Empresa Colombiana de Petroleos
Bogota, Colombia



FRANK GATLIN
Colombian Petroleum Company
Tibu, Colombia



ALEX PARRA
Mobil Oil Co. de Venezuela
Anaco, Venezuela



Left to right, FIDIAS CHIRINOS
JOSE L. ORTIZ, GUSTAVO GONZALEZ, all with Creole
Petroleum Corp., Tia Juana, Edo. Zulia, Venezuela



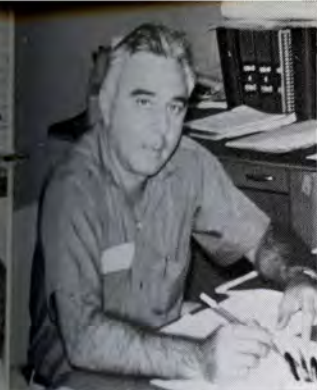
EARL LAMBERT
Mobil Oil Libya Ltd.
Tripoli, Libya



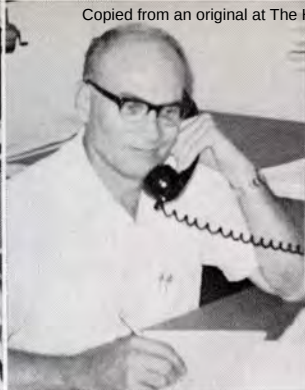
W. F. McBRIEN
Worthington Machinery Systems
International, Harrison, New Jersey



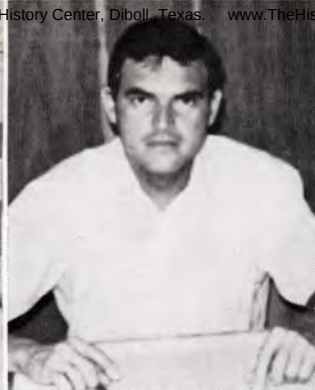
TRAVIS McLAIN
Mobil Oil Libya Ltd.
Tripoli, Libya



RICARDO ARANA
Mene Grande Oil Company
Lagunillas, Edo. Zulia, Venezuela



C. P. BEUNDER
Cia. Shell de Venezuela
Lagunillas, Edo. Zulia, Venezuela



BERNARDO EICHNER
Corporacion Venezolana del
Petroleo, Maracaibo, Venezuela



J. F. GLEASON
Caltex Petroleum Corp.
New York, N.Y.



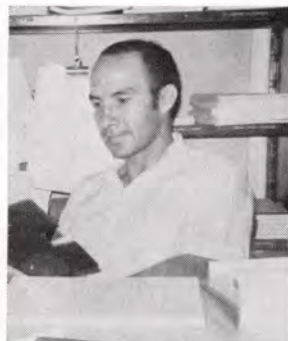
DAVE SMITH
Worthington Machinery Systems
International, Harrison, New Jersey



JOHN LOWRY
Caltex Petroleum Corp.
New York, N.Y.



JULIO MEDINA
Corp. Venezolana del Petroleo
San Tome, Venezuela



CARLOS ALCOCER
Mene Grande Oil Co.
San Tome, Venezuela



ED COLE
Asiatic Petroleum Corp.
New York, N.Y.



JIM BUSTIN
Occidental Petr. Co. of Libya Inc.
Tripoli, Libya



BRUCE JONES
Mobil Oil Libya Ltd.
Tripoli, Libya



DON STEVENS
Mobil Oil Libya Ltd.
Tripoli, Libya



S. DUPRE
Colombian Petroleum Company
Bogota, Colombia



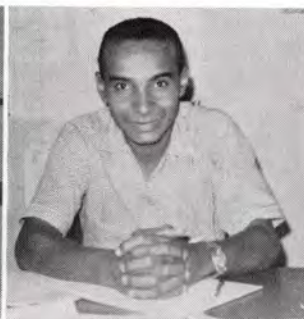
LOU FLAME
American Overseas Petr. Ltd.
Tripoli, Libya



MAX HEDRICK
American Overseas Petr. Ltd.
Tripoli, Libya



LYALL SMITH
Oasis Oil Co. of Libya Inc.
Tripoli, Libya



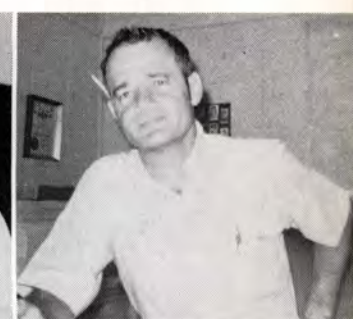
JESUS QUIJADA
Mobil Oil Co. de Venezuela
Anaco, Venezuela



ABDULA AZZIZ M. T. ALGHANIM
Lufkin Agent
Kuwait, Arabian Gulf



GLEN LANCASTER
Pan American U.A.R. Oil Co.
Cairo, U.A.R.



DON (MIC) MICKA
Mobil Oil Co. de Venezuela
Anaco, Venezuela

DR. EFRAIN GIRALDO
Empresa Colombiana de Petroleos
Bogota, Colombia



JOE PLASTOW
Asiatic Petroleum Corp.
New York, N.Y.



VALERIO BERMUDEZ
Texas Petroleum Company
Bogota, Colombia



DR. HAL KENDALL
Mobil Oil Libya Ltd.
Tripoli, Libya



TOM CRAWFORD
Texas Petroleum Co.
Punta Gorda, Venezuela





JOE MCGRAW
Esso Standard Libya Inc.
Tripoli, Libya



DAVID McMURRIN
Phillips Petroleum Co.
Morichal, Venezuela



GEORGE DeCLERMONT
Mobil Oil Co. de Venezuela
Anaco, Venezuela



HENRY WADE
Mobil Oil Co. de Venezuela
Anaco, Venezuela



STERLING RANDOLPH
Occidental Petr. Co. of Libya Inc.
Tripoli, Libya

more Snapshots



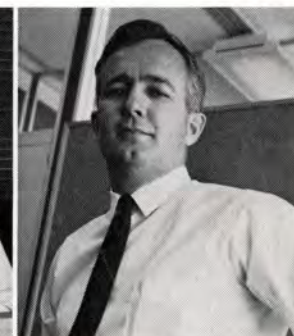
Crew that installed Aminoil-Getty A-1824D-192-42.
Unit in Neutral Zone, Arabian Gulf, January, 1969



DON NEWTON
American Overseas Petr. Ltd.
Kuwait, Arabian Gulf



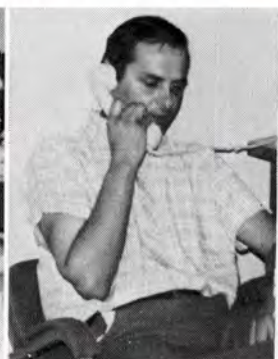
HOMER MEAD
Oasis Oil Co. of Libya Inc.
Tripoli, Libya



DUDLEY BROWN
Oasis Oil Co. of Libya Inc.
Tripoli, Libya



MARIO SOTO
Creole Petroleum Corp., Tia
Juana, Edo. Zulia, Venezuela



PABLO BEDINI, Cia.
Shell de Venezuela Lagunillas,
Edo. Zulia, Venezuela



LUIS LUICINI, Mene
Grande Oil Co., Lagunillas,
Edo. Zulia, Venezuela



CARL VON ALBRECHT
Creole Petroleum Corp.,
Tia Juana, Edo. Zulia, Venezuela



ARNALDO SALAZAR
Creole Petroleum Corp. Tia
Juana, Edo. Zulia, Venezuela



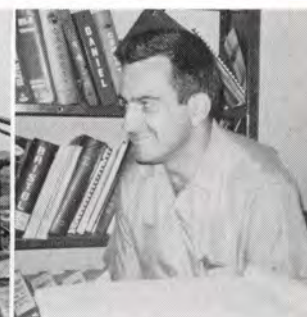
REAGAN DEEKS
Pan American U.A.R. Oil Co.
Cairo, U.A.R.



JAIME ACEVEDO
Mobil Oil Co. de Venezuela
Anaco, Venezuela



BILL PATTERSON
Pan American Venezuela Oil Co.
Caracas, Venezuela



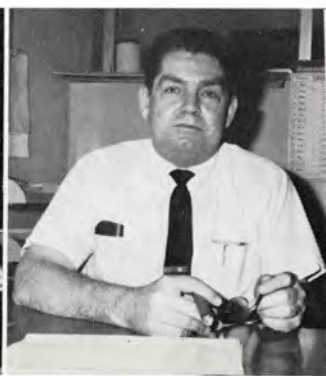
FERNANDO CARDENOSA
Mene Grande Oil Co.
San Tome, Venezuela



BOB ABERCROMBIE
Mobil Oil Co. de Venezuela
Anaco, Venezuela



JIM MORROW
Texas Petroleum Company
Bogota, Colombia



JACK BRUCE
Mobil Oil Libya Ltd.
Tripoli, Libya



H. T. CHANDLER
Mobil Oil Libya Ltd.
Tripoli, Libya



DEAN KETCHAM
American Overseas Petr. Ltd.
Tripoli, Libya



BILL ROBBINS
Esso Standard Libya Inc.
Tripoli, Libya



The difference between American girls and French girls is just this: they both know what men like, but the French girl doesn't mind.

Two little boys were engaging in the traditional verbal battle of little boys everywhere.

"My father is better than your father!"

"No, he's not!"

"My brother is better than your brother!"

"No, he's not!"

"My mother is better than your mother!"

A pause.

"Well, I guess you got me there. My father says the same thing."

The minister called at the Jones' home on Sunday afternoon, and little Willie answered the bell.

"Pa ain't home," he announced. "He went over to the golf club."

The minister's brow darkened, and Willie hastened to explain, "Oh, he ain't gonna play any golf, not on Sunday. He just went over for a few highballs and a little stud poker."

It was 3 p.m. in a crowded cafeteria. The elderly matron sitting at the counter was obviously annoyed at the cigarette smoke of the young woman beside her. Finally the older woman, who could take it no longer, suddenly turned on the girl and with a loud voice bellowed, "Young lady! I would rather commit adultery than smoke!" "So would I," quipped the girl, "but you know, there just isn't time during a coffee break."

Many a girl succeeds in keeping the wolf from her door these days by inviting him in.

A smooth advertising executive took his sexy secretary to his luxury apartment on Central Park South, ostensibly for the purpose of dictation. He showed her around and when they came to the bedroom, he quipped, "This is National Sex Week—would you care to contribute?"

She smiled sweetly and replied, "I already gave at the office."

A bachelor is a fellow who can take women or leave them and prefers to do both.

The newlyweds were in their hotel room when suddenly there was a knock at the door. The husband opened it to find a prowler pointing a pistol. The mug forced his way in, intending to steal the valuables in the room, but seeing the beautiful young wife blushing in her nightgown, he promptly forgot the jewels.

"You!" he yelled to the groom. "Stand in that spot and don't move," and he drew a circle on the floor and directed the groom to stand inside it. "If you move out of that circle, I'll shoot you."

So the groom stood in the circle and watched while the mug danced with his wife. Then he watched him kiss her and make love to her.

All this time the groom just stood there silently. When the mug had finally had his good time and left, the bride turned on her husband angrily. "What kind of a man are you to stand there and watch someone make love

to your wife? Are you a coward?"

"Of course not," the husband replied, indignantly. "Every time he had his back turned, I stuck my foot out of the circle!"

On an out-of-town business trip, a young sales executive picked up a cutie in the hotel bar and took her up to his room for a nightcap. After a few drinks, the girl sat on his lap and cooed, "Would you like to hug me?"

"Sure," said the businessman, pressing her close.

"And would you like to kiss me?" the girl whispered passionately.

"Of course," he replied, planting a big one on her inviting lips.

"OK, honey," she continued, "brace yourself, because here comes the fifty-dollar question."

A girl who is free for the evening can be your biggest expense of the week.

The doctor had just completed his examination of the teenage girl and said to her mother, "I'm afraid your daughter has syphilis."

"Oh, dear," exclaimed the embarrassed lady. "Tell me, doctor, could she have possibly caught it in a public lavatory?"

"It's possible," replied the physician. "but it would certainly be uncomfortable."

Two clothiers met on the street and, naturally, started exchanging grievances.

"Oh," said Ben, "that son of mine will be my ruination. All he does all day long is run around the showroom chasing the models."

"So," answered Marvin, "you think you got troubles? My son is even more of a problem. He's also chasing my models all day."

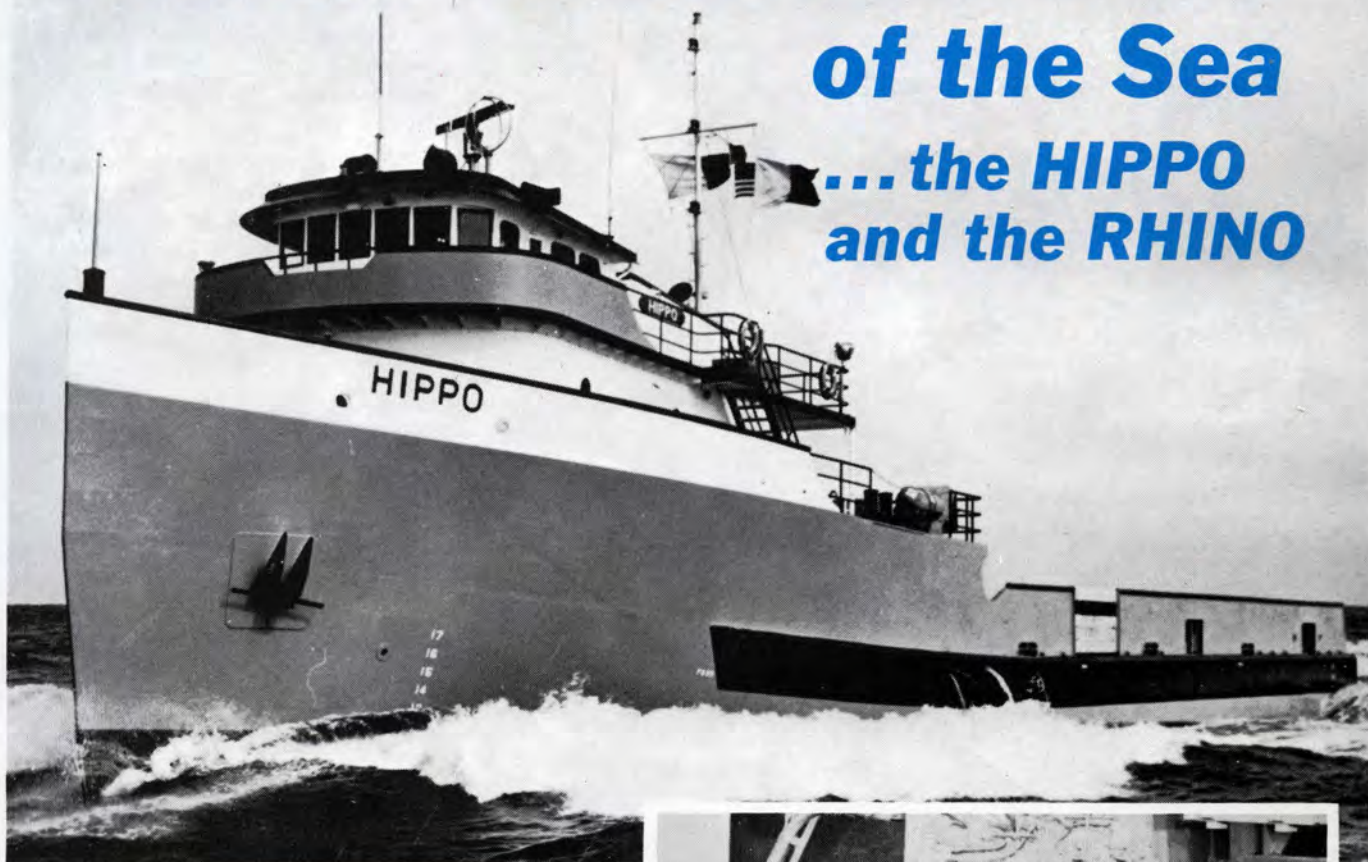
Demanded Ben, "Is it worse with your son than with mine?"

Marvin sighed, "Ben, you forget. I'm in men's wear."

A gourmet is the kind of a man who is invited for an evening of wine, women and song—and asks what kind of wine.

TWIN WORKHORSES of the Sea

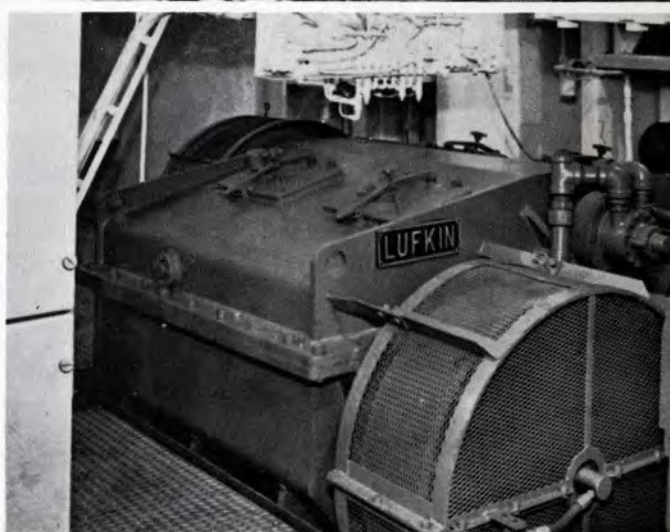
...the HIPPO
and the RHINO



The name **LUFKIN**, like "Hippo" and "Rhino" symbolizes power, strength and toughness.

LUFKIN RS2S-3624 gears were selected to help insure the dependable performance necessary for these two sturdy combination offshore service vessels and towboats built by Livingston Shipbuilding Company for Penrod Drilling Company of Dallas, Texas.

These unique reducers, with two forward speeds and reverse enable these vessels to operate at maximum efficiency with 3.966 to 1 ratio for cruising and 5.532 to 1 for towing. The reverse gear is 5.632 to 1 ratio. Each twin screw vessel is equipped with two Lufkin reducers with a combined rating of 5700 horsepower at 900 R.P.M. input speed.



YOU CAN
RELAX WHEN
IT'S **LUFKIN**
EQUIPPED



LUFKIN GEAR

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