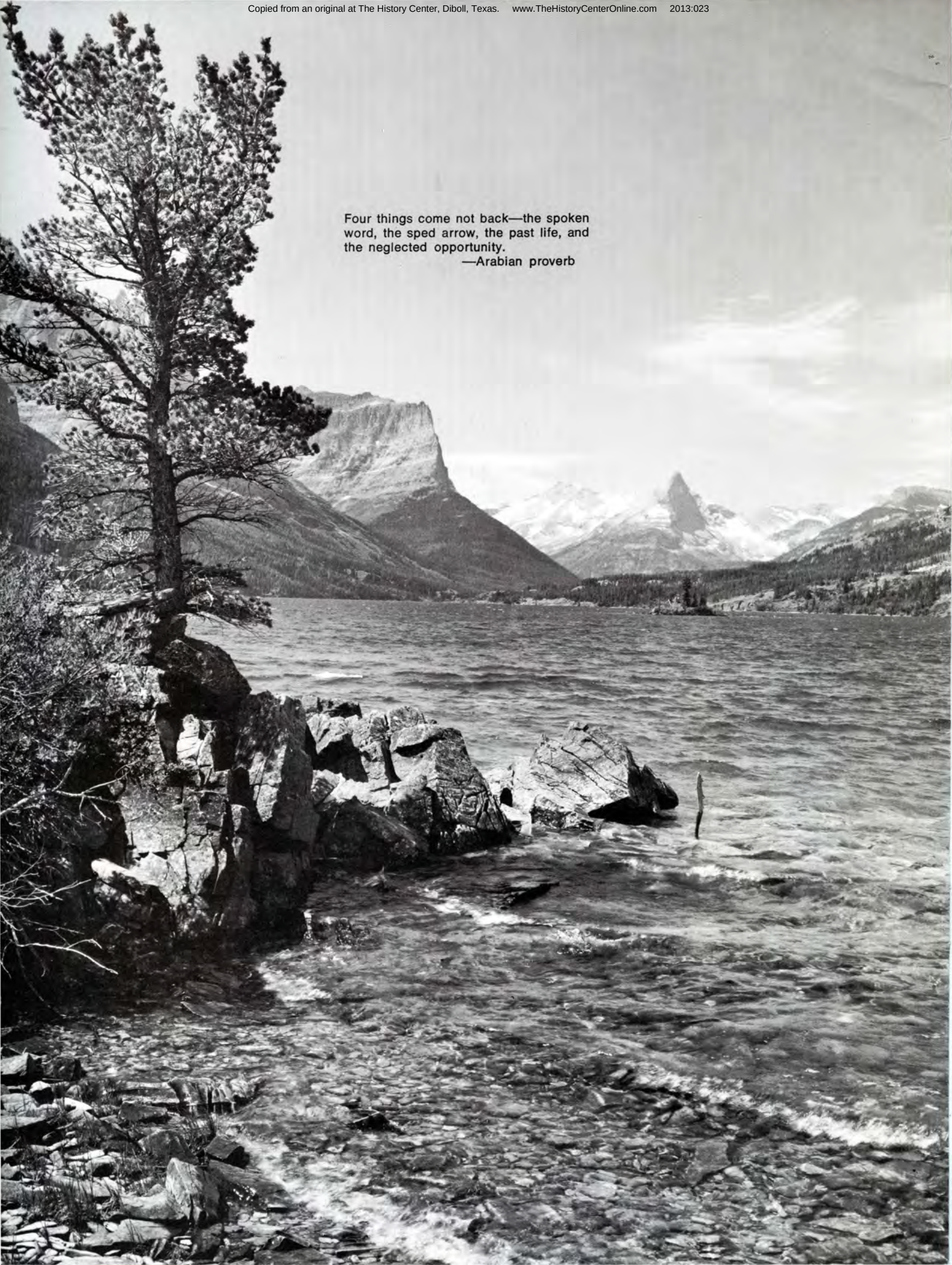




The **LUFKIN** Line

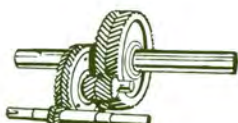
SUMMER • 1972

Four things come not back—the spoken
word, the sped arrow, the past life, and
the neglected opportunity.
—Arabian proverb





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PUMPING UNITS



GEARS FOR
INDUSTRY AND
SHIP PROPULSION



TRAILERS
FOR EVERY
HAULING NEED

The LUFKIN Line

SUMMER, 1972

Volume 47 • Number 2



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

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Railroading Across CANADA

W. H. Owens

TRAVELING the 3000 miles across Canada by railroad, through the Rocky Mountains of Alberta and British Columbia, is still an adventure. But today you can follow the historic, rugged trails of the old-time Western pioneers from the arm-chair comfort of transcontinental trains that run between Montreal and Vancouver.

The "Canadian" (Canadian Pacific Railway) and the "Super Continental" (Canadian National Railways) each offer long-distance passengers three days and nights of luxurious living on wheels. Both trains have elevated, air-conditioned "Scenic Dome" cars, allowing travelers to enjoy the wonderful and ever-changing scenery to greatest advantage.

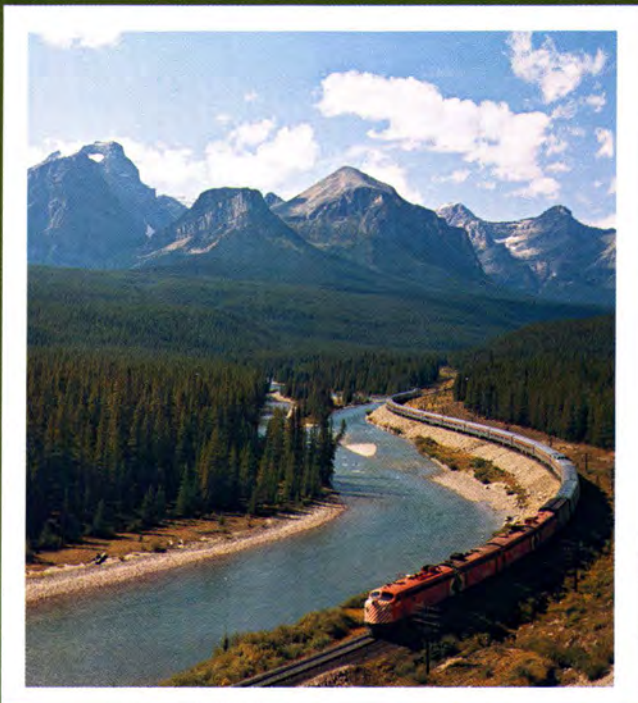
Gentle farmlands and river valleys, great lakes like inland seas, evergreen forests climbing the hills, big cities, and lonely homesites scattered across the elevator-ringed prairies all pass the windows in succession as the train advances westward. But the thrilling climax to the trip are

the 500 to 600 mountainous miles of track, winding among magnificent snow-capped peaks and tumbling glaciers, through narrow ravines, beside deep canyons and past silvery waterfalls in the Rocky and Selkirk ranges before the final run down to Vancouver and the Pacific coast.

Each railroad follows a completely different, but equally exciting route through the mountains, taking in the grandest of Canada's Rocky Mountain National Park area.

From Montreal as far west as Winnipeg, however, the routes run more or less parallel, via the leafy capital city of Ottawa (giving travelers a superb view of the Parliament Buildings), and on across the wilder country above Lake Superior in Northern Ontario. In this still sparsely populated territory of lakes and rivers, forests and strange rock outcrops, many of the place names are of Indian origin—like Kowkash, Tashota, Ombabika and Milnataree.

Canadian Pacific's transcontinental line runs



TOWERING peaks rise close to tracks in Bow River valley
—Canadian Pacific Railway Photo



EVER-CHANGING scenery delights train passengers
—Canadian National Railways Photo



*THE breathtaking environs of Mount Robson in Jasper National Park is home to grizzlies, black bear, moose, caribou
—Canadian National Railways Photo*

Railroading Across CANADA con't.



HOTEL Bessborough dominates the skyline of Saskatoon
—Canadian National Railways Photo



DEEP, powdery snow beckons skiers to Jasper's Marmot Basin
—Canadian National Railways Photo

through Sudbury, the world's richest nickel mining center, and beyond it to the lakehead cities of Fort William and Port Arthur. Fourteen million tons of grain are shipped annually from these far inland ports, connected by deep lake transport with the heart of the United States and by the St. Lawrence Seaway with the rest of the world.

Winnipeg, the Manitoba capital and fast expanding metropolis of Canada's Mid-West, originally grew from Fort Garry on the Red River. A monument marks the site of the historic fur-traders' post. Today the city is a busy railroading center at the crossroads of the prairies. The mixed origins of its half-million people are reflected in the Byzantine domes of Ukrainian churches beside Anglican steeples and Catholic spires. In Winnipeg's stores the visitor may shop for Indian quilts, Eskimo carvings or English woolens, and in its cosmopolitan restaurants sample the cuisines of many nations.

At Winnipeg the transcontinental railroads really divide. Canadian National strikes northwest through Saskatoon, city of river bridges and fishermen, and Edmonton, Alberta, to penetrate the wildest Rockies through Jasper National Park. Canadian Pacific's main line goes due west through elegant Regina, "Queen City of the Prairies," and Calgary (of Stampede fame) to Banff on the majestic eastern slopes of the mountains.

When, in the 1880s, Canadian Pacific surveyors were planning the route for the first transcontinental line through the Rockies, they discovered the hot mineral springs on the slopes of Sulphur Mountain, above Banff's present townsite. The healing springs and the railroad together transformed an obscure Indian village into an all-the-year health and pleasure resort with direct access from the Eastern cities.

The railroad's arrival also led to the founding of Banff National Park, Canada's first and now her third largest, stretching over some 2500 square miles of thrilling mountain wonderland where 10,000- to 12,000-foot snowy peaks create a jagged skyline reflected, with the countless glaciers, in the lakes and pools below.

As it crosses the park east to west, the train follows the Bow River, where the towering peaks rise steeply and close to the track. Among them is Mount Eisenhower, formerly Castle Mountain, and renamed to honor the Supreme Allied Commander in Europe six years before he became the U.S. President.

Within Banff National Park every living thing, birds and animals, are protected. Travelers are delighted with the sight of "tame" wild animals, often viewed at close quarters from the passing train. In the meadows flanking Bow River, for example, moose, coyotes, deer and elk can be seen,

and sometimes a bear feeding her cubs. Black bears are everywhere. A moose, enraged by its whistle, once charged the "Canadian," coming off second best.

Neighboring Yoho National Park also owes its existence to the railroad, which follows the torrential Kicking Horse River through the park. In the spectacular canyon of the same name, the line crosses the river five times within a few miles, giving travelers marvelous views from many angles, and is itself crossed by the modern Trans-Canada Highway. From the train cars, the road looks as if it were supported on stilts.

Amid some of the finest scenery in the Rockies are the world-famous Spiral Tunnels—most remarkable engineering feat on the coast-to-coast line. The two tunnels were excavated through the solid mountain rock when the railroad was re-located in 1907-8. The upper tunnel is 3255 feet long with a curvature of 288 degrees. From the lower one (2922 feet), the train emerges 50 feet below the entrance.

Farther west, the Canadian Pacific line reaches its highest altitudes crossing the Selkirks through Glacier and Mount Revelstoke National Parks. The route across Glacier is one stupendous panorama of peaks, precipices and glaciers. Snow sheds and tunnels protecting the track are a reminder of the engineering difficulties overcome when the railroad was carved through this wilderness nearly a century ago.

Canadian National's route, west from Edmonton, steadily climbs the Rockies' foothills up to Entrance station which, at 3216 feet, is the eastern gateway of Jasper National Park. These 4200 square miles of rugged beauty are crossed by the line, via Jasper townsite and the summit at Yellowhead (3717 feet). Rail travelers here follow on wheels the land routes trekked by fur trading pioneers, and famous 19th century explorers, like David Thompson, who sought a way to the west coast.

Jasper, the park headquarters, is the stopping-off point for climbers and trail riders, and visitors to CN's luxury Jasper Park Lodge hotel. At Mount Robson hunting parties detrain in search of grizzly, black bear, moose and caribou.

Leaving the high mountains behind, the lines descend to the green valleys of the Fraser and Thompson rivers, with their memories of the historic Cariboo Trail and the Fraser gold rush that brought over 10,000 fortune seekers to this remote country in the 1850s.

On the last lap into Vancouver city, the Canadian Pacific line runs by the old station of Port Moody, the original terminus of the first transcontinental railroad. There, on July 4, 1886, the first passenger train to cross Canada arrived 5½ days after leaving Montreal.



SNOWY peaks offer a winter wonderland for travellers

—Canadian National Railways Photo



PASSENGERS thrill to crossing of Stoney Creek bridge

—Canadian Pacific Railway Photo



VANCOUVER awaits rail vacationers at end of the line

—Canadian National Railways Photo

LUFKIN INSTALLATIONS



1

- 1 LUFKIN M-456D-253-144 Unit, Western Decalta Petroleum, Ltd., Turner Valley Field, Longview, Alberta, Canada.
- 2 LUFKIN C-456D-213-120 Unit, Empire State Oil Company, Taber, Alberta, Canada.
- 3 LUFKIN C-320D-256-120 Unit, Home Oil Company, Ltd., Turner Valley, Alberta, Canada.
- 4 LUFKIN C-80D-133-54 Unit, PanCanadian Petroleum, Ltd., Taber, Alberta, Canada.
- 5 LUFKIN M-320D-256-120 Unit, Mitchell & Associates, Luscar Coals, Ltd., Drayton Valley, Alberta, Canada.
- 6 LUFKIN M-456D-305-168 Unit, Texaco Exploration Company, Drayton Valley, Alberta, Canada.
- 7 LUFKIN M-456D-304-144 Unit, Texaco Exploration Company, Drayton Valley, Alberta, Canada.
- 8 LUFKIN C-456D-253-144 Unit, Great Plains Development Company, Drayton Valley, Alberta, Canada.
- 9 LUFKIN M-456D-304-144 Unit, Mobil Oil Canada, Ltd., Drayton Valley, Alberta, Canada.



2



3



4



5



6



7



8



9

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Left to right, **JOHN WHITE, DOUG STECKLEY, BOB DIXON**, all with Amerada Minerals of Canada Ltd.
Calgary, Alberta



SUBHASH KHERA, left, ROSS KERR, both
with Hudson Bay Oil & Gas Co. Ltd.,
Edmonton, Alberta



A. VAN EYK, left, and DOUG BILES,
both with Great Plains Development Co.
of Canada Ltd., Calgary, Alberta

Lufkin Laffs

A drunk was staggering down the street with his car keys held out in front of him. He spotted a man waiting for the traffic light to change, so he walked over and asked, "Hey, buddy, have you seen my car? It was hanging on these a while ago."

The man said, "Thunder, I ain't seen your automobile, but I've seen plenty else! Your darned fly is wide open!"

The drunk exploded, "Oh, no! Don't tell me I've lost my girl, too!"

Fish may be brain food, but we know a few folks who eat it every Friday, and they still manage to do some pretty silly things on the weekends.

Pregnant Twirler . . . a majorette with a minor problem.

The sweet young coed was making a telephone call to her father.

"Yes, Daddy," she cooed, "the trial marriage is over . . . no, Daddy, he didn't exactly leave me flat!"

A little girl told the preacher, "I like our new house. There's a room for me, a room for my brothers, a room for Daddy, and three rooms for the lodgers. But, poor Mom . . . she still has to circulate."

Celibacy is all right, if practiced in moderation . . .

"Do you believe in sexual license?"

"Why not? You gotta have a permit for everything else."

Remember, fellows, in thirty years' time, that saucy little baggage you're thinking of marrying could turn into a baggy little sausage.

How you dress does make a difference. One man went into a topless restaurant wearing a worn, starched collar, and he sawed his head off.

"Did you ever meet a man who made you feel as if he were secretly laughing at you?"

"Yes, my wife's ex-husband!"

There's a difference between the American girl and the French girl. They both know what men like, but the French girl doesn't mind.

How can sex be man's favorite sport, when it doesn't even have a Hall of Fame?

The population explosion would be much less of a problem if setting the fuse wasn't so much fun.

My husband has never found a strange man in our closet," bragged Linda. "They were all intimate friends."

Two delegates to a convention had just finished having dinner in a posh Miami Beach restaurant and the waiter asked, "Shall I bring you a couple of demitasses?"

One of the men said, "Sure, buddy, no evening is complete without 'em!"

And then after the waiter got out of earshot, he turned to his partner and asked, "What's a demit?"

At a PTA sex education seminar, one father remarked, "First they tell us to be honest and forthright with our children. Then they say don't say anything to conflict with what he's learning at school. So what can I tell my second-grader when he asks where he came from?"

Another father asked helpfully, "Have you tried pointing?"

"Now remember what I said, "whispered the mother to her voluptuous young daughter, "make hay while you're 38-22-35."

I shot an arrow into the air,
It fell to earth, I knew not where,
Until a lady, mad and fat,
Showed me the place on which she sat.

Girls, they have a new combination vitamin and birth control pill. It gives you the energy to keep up with the freedom you get.

We wonder if the newspaper reporter goofed when he wrote, "An ex-resident of this city was injured in an auto accident near here yesterday. The former man is being treated at a local hospital for shock and minor external lacerations."

Inside every nice girl there is a fallen woman, just waiting to hear the right amount . . .

There's a see-through blouse shop on the Atlantic City Boardwalk called, "Two For The Show."

Show us a night club stripper, and we'll show you a girl who's responsible for her own undoing.

The older petroleum engineer was seeing his doctor.

"What's your chief complaint?" the doctor asked.

"Well," the engineer answered, "my erotic zones have become erratic zones."

She was only the golfer's daughter, so she went around in as little as possible.

If gentlemen really preferred blondes, in six weeks there wouldn't be a brunette left.

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