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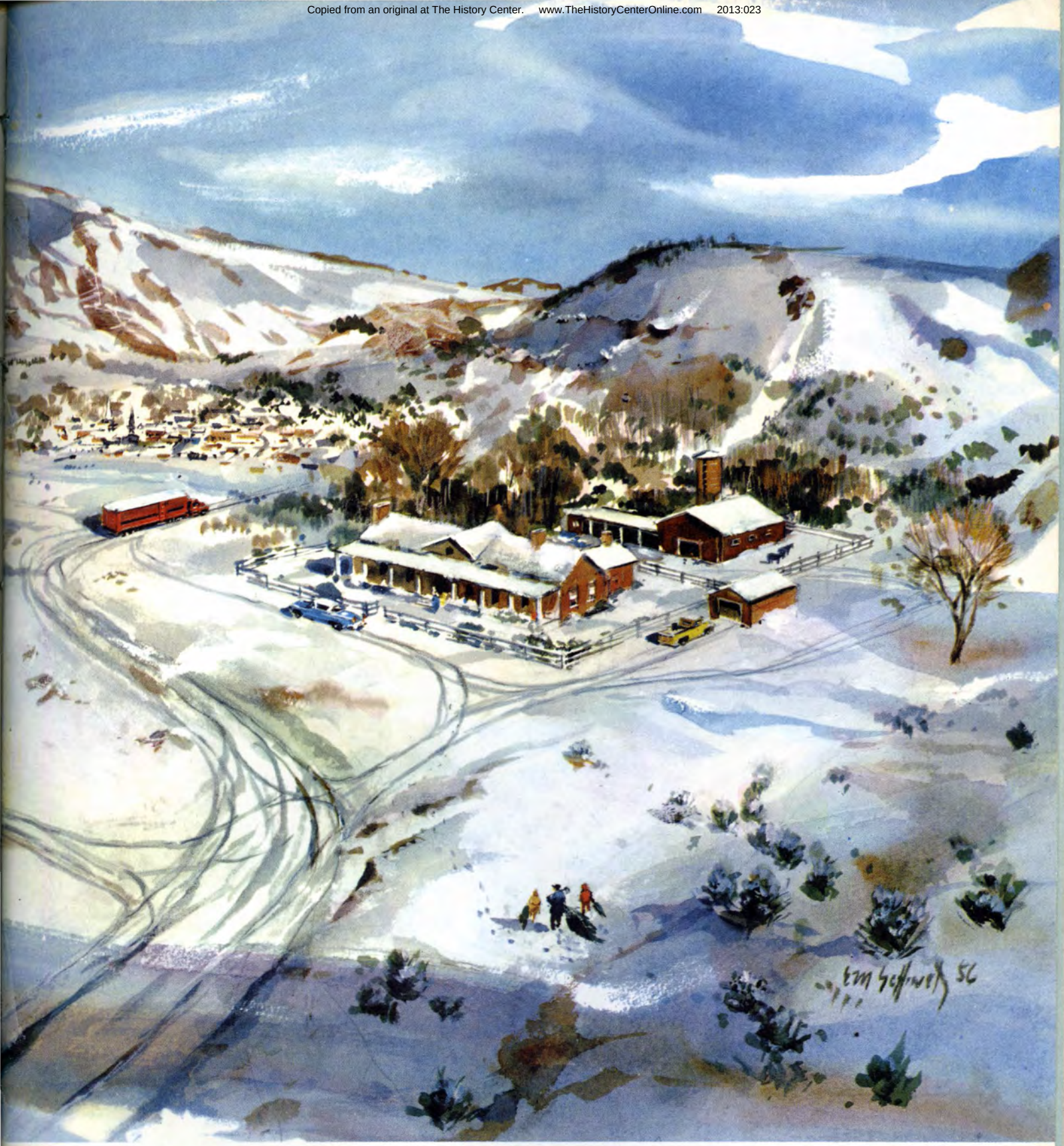

THE Lufkin LINE

NOVEMBER-DECEMBER • 1956

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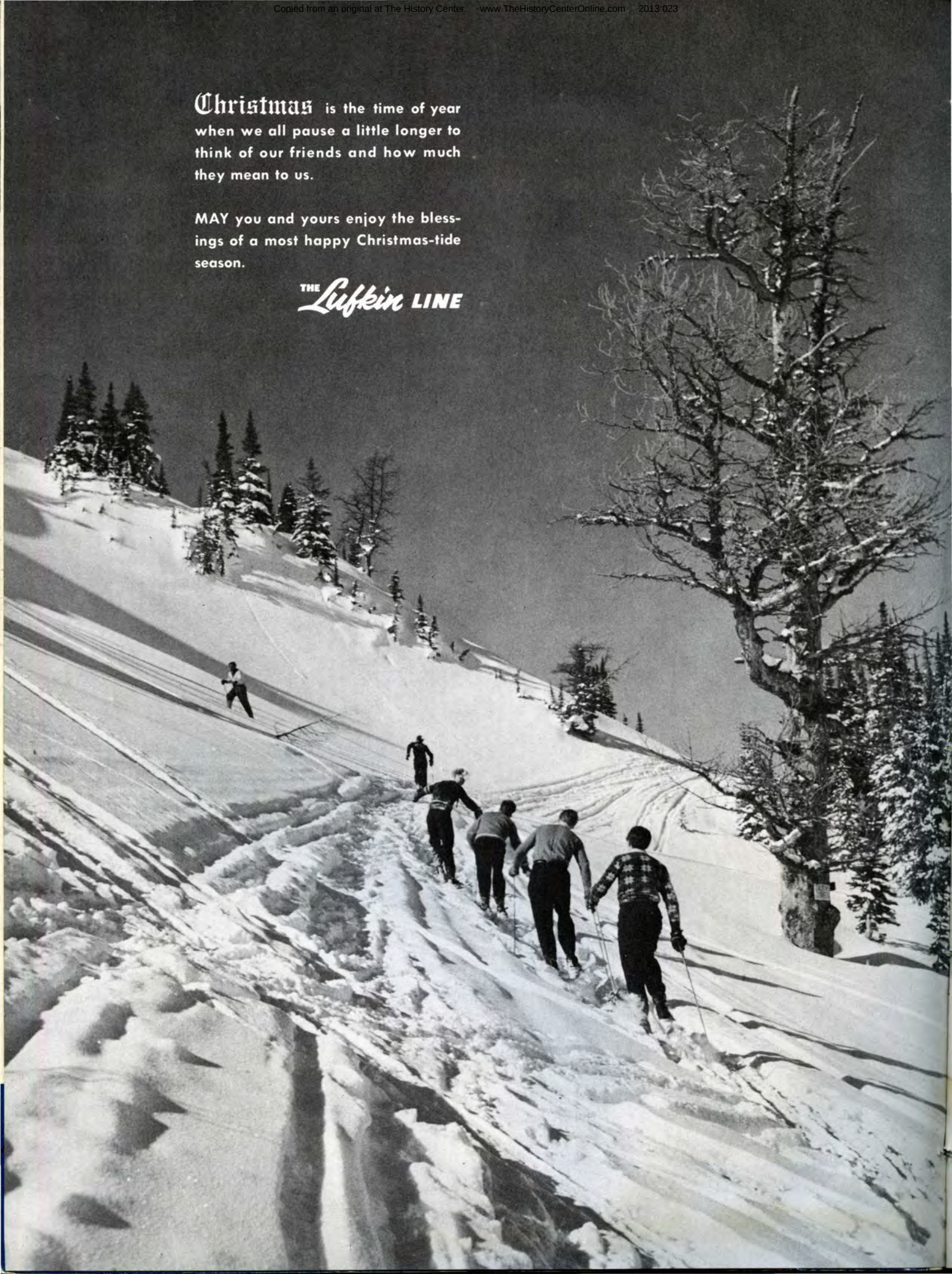

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Published to promote Friendship and Good Will with its customers and friends and to advance the interest of its products by the Lufkin Foundry & Machine Company, Lufkin, Texas.
Virginia R. Allen, Editor

THE Lufkin LINE

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SASKATCHEWAN'S prairie wheatlands and tree-lined lakes offer some of Canada's best fishing and hunting

Western Canada ... A Sportsman's Paradise



WESTERN Canada has much to offer her sportsmen visitors regardless of the season of the year. But sports enthusiasts will get a double portion of pleasure and activity during the winter season. Thousands of vacationists who year after year head for Canada when the snowtime season's in full swing, will ask, "What's so tough about the Canadian winter?" They'll tell you this is one of the year's most delightful seasons, and, legend to the contrary, it's far from being frigid. Vancouver's January temperatures average 36 degrees Fahrenheit and Banff's 13 above.

Coupled with these reasonable yet seasonable temperatures is plenty of winter sunshine and there's no shortage of snow. There's been abundant

PLENTY of powder snow near Sunshine Lodge in Banff attracts ski enthusiasts from all north America

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BEAUTIFUL terrain, plenty of snow and perfect winter temperatures make Alberta a winter paradise



WESTERN Canada's ski facilities have improved greatly with Banff hoping for Olympic competition



THESE two giant jackfish, 15½ and 9½ pounds, were caught in Lake Waskesiu, Prince Albert Park

pre-winter activity to assure an enjoyable stay for the skiers and spectators who flock to Canada's snowtime vacation areas. Bulldozers have smoothed out ski hills and trails, and have cleared away the summer's brush. Power plants for chair lifts and ski tows are overhauled, and resorts brought to a peak of immaculate perfection, for each season sets new records for Canadian winter operations.

The mountain playgrounds of Alberta and British Columbia are unsurpassed for scenery, powder snow and truly exciting ski terrain. Skiers go to Banff and Mount Revelstoke National Parks, to Hollyburn Ridge and Grouse Mountain near Vancouver, and to the Forbidden Plateau on Vancouver Island to try their skill on some of the world's finest alpine runs.

Ski facilities have taken a decided spurt in Western Canada, and are rapidly catching up with the Eastern winter resort regions. The past two years have seen the installation of a new $25,000 ski lift at Mount Temple Ski Lodge in the Lake Louise area of Banff National Park, Alberta. The lift, of European design, is 3700 feet long, starting at the bottom of the practice slope just outside Temple Lodge. It has a vertical rise from the lower terminal to the upper station of 980 feet. Jasper National Park, too, has established a ski tow on Whistler Mountain and the Jasper Park Ski Club Chalet was relocated and enlarged.

In 1955, construction started on a new ski jump on Banff's 9000-foot Mt. Norquay. The jump was to be completed in 1956. Leaps of 300 feet will be possible if not probable on the new hill, and it will strengthen Banff's bid for either Olympic or FIS competition in the future.

Curlers find plenty of action in Manitoba and Saskatchewan. Manitoba has rinks in nearly every community, and Winnipeg is one of North America's foremost curling centers. Saskatchewan has some 25,000 registered curlers, and the bonspiels at Saskatoon and Regina are major winter events. From early January until spring, there is always a bonspiel in progress in some Saskatchewan city or town.

Skating and hockey also are favored sports in Canada's western provinces.

But it doesn't have to be winter for Western Canada to appeal to sportsmen.

FIRM and tasty fish come from lakes fed by glacial ice and mountain snow, enticing fishermen from afar



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VISITORS portage their canoe from Lake Waskesiu to Kingsmere Lake in Prince Albert Park, Saskatchewan



Prairie wheatlands, tree-lined lakes and some of Canada's best fishing and hunting contribute to Saskatchewan's earned reputation as a sportsman's vacationland. The province has many miles of deep forest, abundant in game animals, including white-tailed and mule deer, antelope, elk, caribou and bear. There are cool, clear lakes, large and small, and a network of rivers and streams, where flourish fat trout, perch, pickerel, Northern pike and Arctic grayling. Brown, lake, and rainbow trout are caught in the streams of the southwest, and an autumn treat for anglers is goldeye fish in the South Saskatchewan River.

British Columbia, which has the mildest climate of all the provinces, offers good fishing the year round. Best of all, you may cast for trout in a mountain stream and in the same day, try your luck with the famed Coho and Tyee salmon which run in practically all the coastal waters.

Along Vancouver Island's coast during January, February and March, spring salmon and grilse up to four pounds can be found everywhere. In April and May the fishing steadily improves, and in June the great run of fish from the north begins.

They come in swarms around Sayward, about two-thirds of the way up the Island, and by the end of June, they are in all the coastal waters. From July to November, the Cohoes form wave after wave of fish. You can take them on the bays and inlets by trailing large bucktail flies over the surface from an outboard, or by casting spinners with ordinary bait-casting tackle.

Sea-run cutthroat trout, in perfect condition from a full sea diet, swarm in the estuaries of the coastal streams from March until October, with April and May, August and September being the best months for these fighters.

At Howe Sound, Jervis Inlet, Phillips Arm, Rivers and Smiths Inlets along the lower mainland, the fishing is something to remember. An 82-pound spring salmon has been taken from one of these British Columbia fjords, and a 50-pounder or better is always a possibility.

East of the Coast Range and south of the Trans-Canada Highway in British Columbia, you'll find hundreds of lakes, some of them up to 30 miles long, where fighting Kamloops trout, up to 20 pounds, give anglers spectacular surface battles. In the Chilcotin and Cariboo, there are uncounted lakes and streams, some of them virgin fishing territory, where 15-pound rainbows, cutthroats and Kamloops are commonplace.

FOR the sportsmen who prefer pack ricks, there is plenty of breath-taking scenery near Pincher Creek



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FISHERMEN at Hanging Heart Lake report spectacular catches of rainbows and Rocky Mountain white fish

COOL, clear Waskesiu Lake in Saskatchewan is where trout, perch, pike and grayling flourish



The new John Hart Highway from Prince George to Dawson has opened up a great new fishing territory abounding in Kamloops trout and Dolly Varden.

In Alberta, anglers find Rocky Mountain whitefish, great lake and eastern brook trout, and cutthroats and rainbows aplenty. The rushing streams of the Rockies, fed by glacial ice and mountain snow, breed firm and tasty fish. Some spots in the Rockies even provide their own natural refrigeration. Fishermen keep their catches fresh in the glacial snow around the lake edge until they're ready to take them out.

If you're seeking the unique experiences of landing an Arctic grayling, you can find them in the Peace and Athabasca River systems in Alberta, which drain into the Arctic Ocean. Although you will have to go into this remote northern territory by pack-train, the trip is well worthwhile. Besides graylings, there are giant rainbows and Rocky Mountain whitefish throughout the whole region in hundreds of virtually unknown lakes and streams.

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Wrapping a Christmas Gift

By Eric Wahleen

AGAIN, it is that time of year when one gets the urge to give beautiful gifts to friends and relatives.

To get the maximum effect from the present you have selected, it should have an air of mystery about it, and create a wave of joy when it is exposed to view.

However, to obtain this perfection, there is a certain primary problem which besets the bestower.

IT HAS TO BE WRAPPED . . .



1 LET US take as an example this beautiful lamp. You have purchased it for the sole purpose of bringing light into some dear friend's home.



4 USING your chin as an anchor, you tie the final knot firmly. The luscious lamp is now completely disguised, looking somewhat like a mummy. A slight glow of accomplishment steals over you.



5 THE glow disappears when you discover the cord dangling outside the package. Nothing to do but unwrap the monster and start all over.



6 IT ISN'T as simple as it seems . . .

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2 WITH wrapping paper and ribbon at hand, the lamp is surveyed to determine the first step in concealing its identity. For some reason, the gift which looked so gorgeous now begins to resemble a caveman's war club.



3 THERE is a delightful crackling noise as you take the first turn around the curves and corners. You decide to wait until the last moment who will be the lucky recipient.



7 AND IT gets worse as you progress backward.



8 BY NOW, the spirit of St. Nicholas is not in you—but definitely!

9 SO, to save wear and tear on everyone, you decide to bestow this bit of bric-a-brac on yourself as a token of the holiday spirit.
MERRY CHRISTMAS!



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Lufkin

CANADIAN INSTALLATIONS



1 LUFKIN C-160D-54-18, British American Oil Co., Ltd., Stettler, Alberta, Canada.

2 LUFKIN C-114DA-54-16A, Phillips Petroleum Company, Red Deer, Alberta, Canada.

3 LUFKIN C-114DA-48-14, California Standard Company, Pembina Field, near Westaskiwin, Alberta, Canada.

4 LUFKIN C-114DA-54-15.8, Canadian Fina Oil Company, Stettler, Alberta, Canada.







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5 LUFKIN C-228D-74-20, Canadian Seaboard Oil Company, Pembina Field, near Westaskiwin, Alberta, Canada.

6 LUFKIN C-114DA-54-14 Unit, Texaco Exploration Company, Pembina Field, near Westaskiwin, Alberta, Canada.

7 LUFKIN C-114DA-54-16A, Sun Oil Company, Midale, Saskatchewan, Canada.

8 LUFKIN C-228D-74-23, Royalite Oil Company, Redwater, Alberta, Canada.

9 LUFKIN C-114DA-54-115.8, Stanolind Oil & Gas Company, Pembina Field, near Westaskiwin, Alberta, Canada.

10 LUFKIN C-114DA-42-11.6, Imperial Oil Limited, Red Deer, Alberta, Canada.

11 LUFKIN A-114DA-54-19, Imperial Oil Limited, Steelman, Saskatchewan, Canada.

12 LUFKIN C-57D-42-10.5, Richfield Oil Corporation, Sedgewick, Alberta, Canada.

13 LUFKIN C-114DA-54-16A, Mobil Oil of Canada Ltd., Pembina Field, near Westaskiwin, Alberta, Canada.









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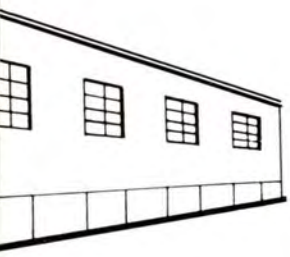

New Structural Steel Plant is completed



INTERIOR view of new structural shop shows how well lighted



AERIAL view shows new shop in lower right, foundry left center and trailer and machine shop in top left

COMPLETION of the new Structural Steel Plant signals the beginning of another era of growth for Lufkin Foundry and Machine Company. About one and three-quarters acres of new floor space has been added, bringing the total plant area under roof to more than eight acres.

The structural steel fabricating production line for pumping units occupies the new building. It provides more than three times as much floor area as was available in the old welding shop, and allows a more economical operation, particularly from the standpoint of material handling.

Rather than just erecting a building, and then getting the production process into it, the production process and material handling system was first designed with the aid of scale models. Then the building was specified to fit. It was something like the insolvable question of which came first—the chicken (process) or the egg (building). The process was designed first, but the building had to be completed first.

The primary goal of providing the necessary facilities to produce pumping units with minimum expenditure of time, labor, and materials was strived for, while at the same time, worker com-

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nd ventilated the building is, as well as the overhead structures

fort and minimum maintenance was kept foremost in mind.

The new building encloses 72,000 square feet and contains 1,800,000 cubic feet. The building proper is 281 feet long by 241 feet wide, with a 48-foot by 48-foot extension on the southwest corner. A 27-foot by 192-foot railroad dock is on the north side of the building. A 40-foot by 84-foot bath house stands just to the east of the building.

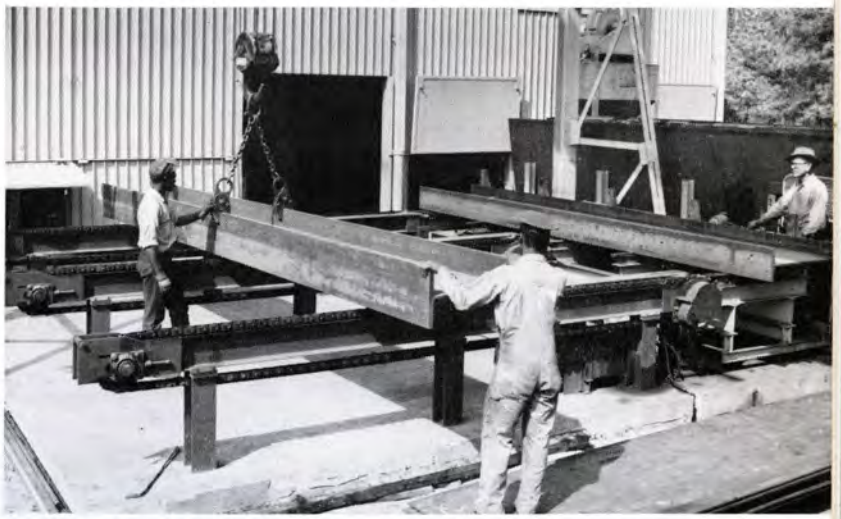
Some 77,500 square feet of concrete floor and dock form the base for this modern metal building. All these concrete surfaces have been hardened by chemical treatment. The new floors will be some eight to ten times as wear-resistant as ordinary concrete.

The buiding proper is all metal, following simple rectangular lines. The floor plan is based on 48-foot by 24-foot modules. The 48-foot side forms the width of a work bay. Each work bay is 288 feet long. The building has five work bays plus an extension of two modules for a partial sixth bay. The building is designed so that three more 48-foot work bays can be added to the west side.

The interior of the building received a great deal of critical attention and thought. The produc-



BASIC materials stored under this outdoor, overhead craneway are handled in minimum time and effort



TRANSFER car rails start under outside crane and extend through the building across five work bays



THE outdoor, overhead crane removes material from storage and delivers it to motorized transfer car

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OVERHEAD cranes remove material from transfer cars and deliver it to any work station in building



SHOT blast car, which is on rails, carries finished work piece to the shot blast room to be cleaned

tion process was laid out to increase production by use of the most advanced material handling methods and provision for the best possible working conditions. Every economical method was used to achieve this goal.

A material handling system was devised so that all basic materials can be handled in a minimum amount of time and with least human effort. All steel shapes, steel plate and steel pipe are stored under an outdoor, overhead craneway.

The crane loads material directly to storage from either truck or train delivery. When material is needed in the building, the same crane can remove it from storage and deliver it to a motorized cross-bay transfer car.

The transfer car rails start under the crane and extend across all five of the work bays. The overhead cranes in the work bays then remove the material from the transfer car and deliver it to any work station in that bay. Other cranes remove the finished work and carry it to a shot blast car at the other end of the bay. Both the transfer car and shot blast car are on rails.

The shot blast car carries the finished work piece to the shot blast room where it is cleaned. From the shot blast room, the work piece is moved to the adjacent paint booth, and from the paint booth, it is carried to the assembly building, or placed in temporary storage.

The paint booth is a 40-foot by 15-foot work area with a downdraft waterwash air system. It is one of the few downdraft paint booths owned by a private company in the Southwest. Approximately 80,000 cubic feet of air per minute passes through the booth. The air carries the falling excess paint down through a grate in the floor, and on through a water wash unit. The water wash unit removes all paint solids from the air and only clean air is discharged from the unit.

The shot blast room is also 40 feet by 15 feet. The operation of the shot blast equipment is completely automatic. The operator has only to place the work piece in the room and then operate the hose. The spent shot falls through the perforated floor into bins. Conveyors carry the shot to a separator that cleans and returns the good shot to the blast machine.

The dirt and metal chips are discharged into a trash pan. About 12,000 cubic feet of air per minute is drawn through the booth to pick up all dust from the operation. This dust is then filtered from the air in the dust collector and only clean air is discharged.

Four large forced-draft natural gas heaters—one on each wall—heat the building. Each heater has an output of 1,500,000 b.t.u. per hour. The four heaters have a combined total output of 6,000,000 b.t.u. per hour. At maximum output, 7500 cubic feet of gas per hour is consumed. It is interesting to note that when 7500 cubic feet of gas is burned, over 80 gallons of water is produced. All heaters are vented to the outside to remove this water and combustion fumes.

The roof of the building is insulated above and below the steel deck. Above the deck is one-half inch fiberglass. Below the deck is two inches of Ultralite insulation in the dual role of stopping heat flow through the roof and as an acoustic material to reduce noise and reverberation within the work area as well as to the neighborhood.

To aid in the circulation of heat and to insure proper ventilation, five large roof ventilators are located near the center of the building. For summer ventilation, the east and west walls have four-foot-high vent doors running the complete length.

All machinery is color conditioned. The air, water, natural gas, oxygen, and electrical lines are marked by color and code. In most bays, an electrical ground system has been embedded in the concrete so that workpieces can be grounded without the use of ground cables for welding.

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Lufkin measures effects of BUMPY ROAD



LUFKIN Trailers has a way of knowing how their trailers react to every bump in the road.

To tell Lufkin engineers what effect going around sharp corners, running off rough shoulders, hitting holes in the highway, or other such shocks have on their trailers, Lufkin has designed a 10-foot long, four-wheel trailer equipped with the latest electronic instruments. They call it a Dynamic Stress Analyzer.

Lufkin Trailers is one of the three large trailer manufacturers in the United States who use the stress analyzer.

The trailer is 10 feet long, six feet wide, and six feet, eight inches high. It has a three-foot, six-inch tongue which is connected to the van or float-type trailer to be tested. By using shielded gauge leads 50 feet long, it is possible to record readings from virtually any location on any commercial trailer up to 45 feet in length.

The Stress Analyzer's primary purpose is to record just how much the steel or aluminum or plastic or even wood stretches or deforms under certain conditions. Engineers need to know this to specify the proper material of the correct quantity or shape needed in a trailer. If this is done, there will be no dead weight to the trailer which actually robs a truck or fleet operator of pay loads.

According to Lufkin engineers, there is no need to guess at the stresses or strains to which certain parts of a trailer are subjected. A sample trailer can be subjected to actual road tests with the Stress Analyzer towed behind, and the electronic machines in the Analyzer will record how the trailer reacts to all road conditions.

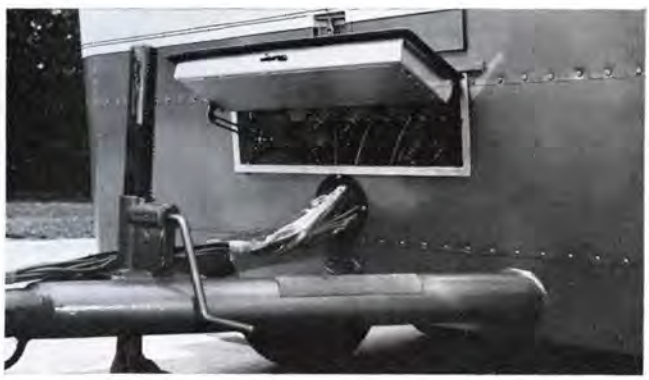
The Analyzer is equipped with six Brush high-gain Universal analyzers and one Brush six-channel ink and electric writing oscillograph. All seven pieces of this electronic equipment are shock-mounted in a manner similar to instruments carried aloft in rockets. It carries a 1.5 KVA gasoline-driven power plant for the instruments, lights and fans.

THIS Dynamic Stress Analyzer tells engineers just how their trailers react to all road conditions

These instruments are capable of recording readings of six SR-4 electric strain gauges simultaneously, and it is possible, by manipulating six selector switches, to get 36 such readings.

These gauges read in micro inches per inch, which means they are capable of accurately dedecting as little as ten one-millionths of an inch of stretch in materials. They are so sensitive that they have been used in medical research to measure the strain on the hind leg bone of a dog while it was running and walking.

What does all this mean to a trucker? By the use of this testing equipment, Lufkin presents a trailer which will be light enough, even when heavily loaded, to comply with state regulations, and at the same time, a trailer that has been rigidly constructed to withstand grueling road conditions.



USING shielded gauge leads 50 feet long, engineers can record readings from any location on trailers

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A Pumping Unit for a Cradle



WITH mouth wide open, baby Robin awaits mother's return with breakfast to rhythm of a Lufkin pump

BABIES, regardless of the species, respond most satisfactorily to a rocking motion. Every mother knows that—but she also knows that for the rocking to be most effective, it must be smooth, gentle, quiet and rhythmic.

A certain mother Robin knew this and she picked out a spot for her nest with deliberate care. So far as her requirements were concerned, she found just the spot on the walking beam of a Lufkin pumping unit.

This particular Lufkin pumping unit was installed for Imperial Gulf Hudson's Bay Hay Lakes well in the Joarcam Field, which is southeast of Edmonton, Alberta, Canada. It is a Lufkin T5A-80DA, and was initiated into service in May, 1953. "Ma" Robin staked out her homestead in the spring of 1955.

One might wonder at the constitution of Madame Robin—what with building the nest, laying the eggs and hatching same, all in perpetual motion. But her sea wings evidently withstood all the usual effects of constant rocking, for she didn't fly like a seasick bird.

But should you see a Robin mount a Lufkin pump from the left side, and hear it chirp, "let 'er buck" instead of the usual "cheer up," then you can rest assured this Robin is familiar with the "horse's head" of a pump in Alberta.

J. M. STEVENS, Imperial Oil Ltd., Cambrose, Alberta, points to bird nest built on walking beam



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Something New in DUMPS

A PROVEN giant of strength and versatility. That phrase aptly describes the Hydraulic Dump trailer manufactured by Lufkin Trailers, a division of Lufkin Foundry and Machine Company, Lufkin, Texas.

Months ago, Lufkin engineers began to perfect a brand new idea in dump trailers. Indications were that a vastly expanded highway building program was underway and would continue for many years to come.

Since the beginning of the automobile and truck age, the dump truck has been the standard device for hauling gravel, sand and the materials classified as "aggregates" used for all types of surfacing. The dump truck was the old work horse of by-gone days, but the need to haul more tonnage under existing laws meant a radical change in design.

Lufkin's dump is a lightweight frameless model built to take years of miles on rugged terrain. The dump is hoisted by a hydraulic hoist which maintains a constant pressure, guaranteeing an evenly lifted load.

The Lufkin hydraulic unit folds into the body of the trailer, allowing the trailer to ride on a conventional fifth wheel.

The single hydraulic hoist is located directly over the truck axle, giving it a sturdy base and allowing a much heavier load to be carried. Noted for the absence of intricate mechanisms, shelving and cables, the Lufkin hydraulic dump is praised for its load dumping features which eliminate the need for a truck winch.

Many safety factors have been incorporated in the design of this trailer. Should the trailer be overloaded, the hydraulic lift will not operate beyond a certain point. Nothing breaks or falls. In similar circumstances with winch or cable type trailers, the load will fall if a cable breaks, resulting in possible serious injury to operating personnel or costly damage to trailer and tractor.

Even when dumping on rough and uneven surfaces, the Lufkin trailer does the job easily and steadily because of the twin support arms. Of particular advantage to dump truck drivers is the feature which allows the operator to work efficiently on soft and muddy surfaces. By applying truck brakes and raising the dump bed, or by applying trailer brakes and lowering the dump bed, a driver can work out of soft spots and mud holes as quickly and unerringly as if he were driving a four-wheel drive jeep.

Lufkin's hydraulic dump can be operated and maneuvered efficiently when hoisted at its extreme dump angle, allowing quicker, sharper turns on narrow roads.

Any truck having either a semi-automatic fifth wheel or a permanent type fifth wheel connection can be used with Lufkin's hydraulic dump. The same truck could pull a dump trailer loaded with gravel during the morning hours, and transport a full-loaded refrigerated van in the afternoon.

Lufkin offers this trailer in both single and tandem axles. Capacities range from 10 to 24 cubic yards, and in lengths to permit maximum payloads under existing bridge formula laws. There are five different hoists from which a customer may make his selection. Other Lufkin standard features are available for this model trailer.

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Left to right: JACK LEARY, Lufkin Machine representative, Edmonton; HARTLEY KYLE, Canadian Oil Companies, Leduc, Alberta; BOB TESKEY, Imperial Oil Ltd., Calgary, Alberta; and JACK GISSLER, resident manager, Lufkin Machine Co., Edmonton, Alberta.

SNAPSHO

with the Lufkin Cameraman



Back row, left to right: P. MATALUK, R. CUMMER, H. LEVER, R. BROOKS; front row, left to right: O. CHAUDY, J. WHITE, all with Amerada Petroleum Corp., Valleyview Alberta.



GORDON WILLMON
Imperial Oil Ltd.
Regina, Saskatchewan



BILL HINKLE
Stanolind Oil & Gas Company
Edmonton, Alberta



VERN MILLER
Richfield Oil Corporation
Calgary, Alberta



Left to right: G. J. LAST, C. O. HOPPER, J. N. BOWMAN, C. F. RAKESTRAW, all with Stanolind Oil and Gas Cmpany, Edmonton, Alberta



KEN RONNIGAN
Royalite Oil Co., Ltd.
Edmonton, Alberta



RAY PHILLIPS
Royalite Oil Co., Ltd.
Coleville, Saskatchewan



DOUG STROPLE
Hudson's Bay Oil & Gas Company, Edmonton, Alberta

E. H. BRADLEY
Texaco Exploration Company
Edmonton, Alberta

JIM WYNNE
Imperial Oil Ltd.
Edmonton, Alberta

GEORGE MAY
British American Oil Co., Ltd.
Calgary, Alberta

TOM BORLAND
Stanolind Oil & Gas Company
Calgary, Alberta









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TOM FORSYTHE, left, and
BILL ANDERSON, both with Sun Oil
Company, Estevan, Saskatchewan



CHARLIE GRAY, left, IAN PARKER,
both with Imperial Oil Ltd.
Edmonton, Alberta



PERCY BAKER
Imperial Oil Ltd.
Camrose, Alberta



BEN PAYNE
Sun Oil Company
Wetaskiwin, Alberta



S. L. MASON, left, JEFF ANDREWS,
both with Imperial Oil Ltd.
Camrose, Alberta



W. P. DOUCHERY, left, NORMAN
WRIGHT, both with Imperial Oil Ltd.
Redwater, Alberta



BILL BOGERT
anolind Oil & Gas Company
rta Drayton Valley, Alberta



C. G. CHINEEK
British American Oil Co., Ltd.
Edmonton, Alberta



J. B. HUNT
Stanolind Oil & Gas Company
Drayton Valley, Alberta



BERNARD PERRY
Shell Oil Company
Regina, Saskatchewan



BOB BRACKO
Canadian Seaboard Oil Co.
Calgary, Alberta

A. T. RYLANDS
Shell Oil Company
Calgary, Alberta

DICK McOSKER
Canadian Seaboard Oil Company
Calgary, Alberta

R. C. RICHARDSON
California Standard Company
Edmonton, Alberta

JIM OAKLEY
Stanolind Oil & Gas Company
Calgary, Alberta

L. M. RASMUSSEN
British American Oil Co., Ltd.
Edmonton, Alberta











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JACK ROSS
California Standard Company
Calgary, Alberta



D. D. FOSTER
Imperial Oil Ltd.
Edmonton. Alberta



TIM KIRBY
Imperial Oil Ltd.
Edmonton, Alberta



JACK LEASK
Tennessee Gas Transmission Co.
Edmonton, Alberta



A. A. HALKERS
Mobil Oil of Canada, Ltd.
Drayton Valley, Alberta





D. R. MOOREHEAD
Stanolind Oil & Gas Company
Calgary, Alberta



S. G. OLSON
Hudson's Bay Oil & Gas Company
Calgary, Alberta



C. L. CHAPMAN
Sun Oil Company
Calgary, Alberta



NEAL EGGEN, left, TOM FRANCE,
both with Texaco Exploration Company,
Edmonton, Alberta



FRANK COVERDALE, left, DICK
FISHER, both with Hudson's Bay
Oil & Gas Company, Olds, Alberta



GORDON BOWMAN, left, and C. R.
WICKENS, both with Mobil Oil of
Canada Ltd., Drayton Valley, Alberta



V. H. HUNTER
Imperial Oil Ltd.
Regina, Saskatchewan



L. to r.: SYB THORNE, J. D. STECKLY,
ALLAN CAMPBELL, all with Mobil Oil of
Canada Ltd., Edmonton, Alberta



Left to right: G. GAVEL, J. KOCH, H. COX,
all with Hudson's Bay Oil & Gas Co.,
Valleyview, Alberta



JIM LINEHAM, left, Edmonton, Alberta;
D. D. LOUGHEED, Calgary, Alberta;
both with Imperial Oil Ltd.

TOM BLEASDALE
Imperial Oil Ltd.
Camrose, Alberta

R. H. SWANN
Western Leaseholds Ltd.
Calgary, Alberta

J. A. WANNAMAKER
Shell Oil Company
Calgary, Alberta

LARRY McFALL
Canadian Seaboard Oil Co.
Calgary, Alberta

DON NELLIS
Shell Oil Company
Regina, Saskatchewan











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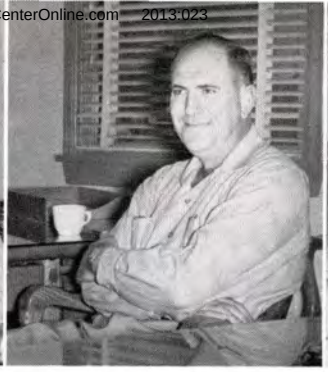
LARRY KANE
Stanolind Oil & Gas Company
Calgary, Alberta



G. J. MAIER
Hudson's Bay Oil & Gas Company
Calgary, Alberta



ED ARNOLD
Phillips Petroleum Company
Calgary, Alberta



W. M. JONES
Stanolind Oil & Gas Company
Drayton Valley, Alberta



BILL COOK
California Standard Company
Red Deer, Alberta



R. R. ROETHKE
Union Oil Co. of California
Edmonton, Alberta



REESE TOWIE
Canadian Fina Oil Co.
Wetaskiwin, Alberta



CHARLIE KIRKVOLD
California Standard Company
Red Deer, Alberta



H. F. NALDRETT
Imperial Oil Ltd.
Calgary, Alberta



ROY WHISENHUNT
Texaco Exploration Company
Calgary, Alberta



Left to right: BOB DUNLOP, Lufkin Machine representative, Regina, Saskatchewan; JIM RILEY, Imperial Oil Ltd., Estevan, Saskatchewan

Left to right: DICK ADAMS, DON LOGSDON, C. E. ENSLEY, all with Richfield Oil Corporation, Calgary, Alberta





L. A. SWANSON
California Standard Company
Calgary, Alberta



J. M. HICKS
Southern Production Company
Calgary, Alberta



J. C. AIRD
Imperial Oil Ltd.
Devon, Alberta



S. A. CARR
Imperial Oil Ltd.
Devon, Alberta

C. R. BICKEL
Shell Oil Company
Regina, Saskatchewan

LEE CONSTABLE
Imperial Oil Ltd.
Regina, Saskatchewan

E. R. SHOREY
Shell Oil Company
Edmonton, Alberta

R. V. WELCH
Imperial Oil Ltd.
Calgary, Alberta

WALT DINGLE
Imperial Oil Ltd.
Edmonton, Alberta











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Prunella Whipp broke off with her boyfriend last night, and was pretty sorry about the whole thing this morning—especially the way she slapped him.

"I didn't want to hurt his feelings," Prunella sobbed to her mammy. "I just wanted to stop them."

Truck Driver: "I used to enjoy a bath every night before going to bed."

Dispatcher: "Don't you now?"

Driver: "Nope. The redhead who used to take it in the apartment across the street has moved away."

"What were you doing in the parlor until three o'clock this morning?" the irate father asked his daughter.

"Why nothing wrong, daddy," she explained. "My boyfriend and I were playing parchisi. First he kissed me, then I kissed him. Then he hugged me, then I hugged him. Then—"

"Just a second. What's parchisi? Who taught you how to play it?"

"My boyfriend!"

"I like that dress you're wearing," complimented her swain. "But it's kind of long. Don't you know that long dresses pick up germs?"

"That may be," she agreed. "But you should see what the short ones pick up."

Two Hollywood starlets met in the studio commissary. Aside from both having the usual seven-year contracts, they had one thing more in common: one had just married the ex-husband of the other.

"We just never get along," said his ex. "But I must admit he had something to his credit: when it came to making love, he was dynamite."

"He may have been dynamite for you," his current replied, "but judging from our honeymoon, I would say he blew his fuse."

They call her Napkin—she's been on so many laps.

The honeymoon couple wanted to fly United . . . but the stewardess wouldn't let them.

Those Latins are amazing people. All night they sit in the cool breeze and make love. Then all day they sit in the hot sun and cool off.

Inscription on an Old Maid's tombstone: WHO SAID YOU CAN'T TAKE IT WITH YOU?

She seemed like easy pickings, so he put the pressure on, full blast. He took her hand in his, kissed her fingers and sighed his most effective sigh. Then he leaned over, gave her a peck on the neck, and whispered: "If you have no plans for the weekend, why don't you come to my summer place? We'll have some fun."

"All right," she smiled, "and I'll bring my boyfriend."

"Your boyfriend? What on earth for?"

"In case your wife wants to have some fun, too."

Boss: "What's this item of $10 on your expense account for entertaining Ferguson."

Jim: "Boss, I was just going to tell you about that. It was really for a tray of dishes the waitress dropped while she was serving me."

Boss: "What's that got to do with entertaining Ferguson?"

Jim: "I must have made a mistake in writing it. It's really not Ferguson; it's Fergoosin."

Customer: "I'll take a box of those extra special pills you're advertising and make them double strength."

Druggist: "Yes, sir, here you are. That will be 35 cents, please."

Customer: "Hey, what's the idea of giving me my change all in nickels?"

Druggist: "You'll be needing the nickels, sir, with those pills."

She laughed when I sat down to play. How was I to know she was ticklish?

He was a playful middle-aged wolf and had seated himself next to the cute little blonde on the bus. As the bus swayed around a corner, he leaned over and said, "Where have you been all my life?"

Looking at him coldly, she replied, "Well, for the first half of it, I wasn't even born!"

First Waitress: "They don't seem to be very efficient in the law courts these days."

Second Waitress: "What do you mean, dearie?"

First Waitress: "Well, in a courtroom it takes 12 men to find out if a gal is innocent. On a dark country road it takes only one oilfield roustabout."

Golf is a game where a little white pellet gets chased around by a bunch of men who are too old to chase anything else.

"Who was the lady I saw you outwit last night?

An attractive applicant was being interviewed for the job as secretary to a prominent oil man. He asked her what salary she would expect and she replied, "I would like to have $50 a week."

"Oh, I can pay you $50 a week with pleasure."

"Oh, no," answered the girl, "with pleasure, it's $75 a week."

Notice on the menu of a cafe: "We will serve your drink in a coffee cup if your boss or client is at the next table.

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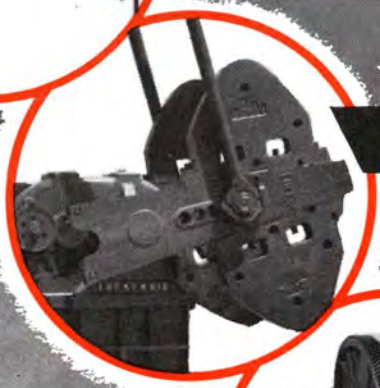
there's always a standard LUFKIN unit with the right *Combination* of



. . . BEAM CAPACITY

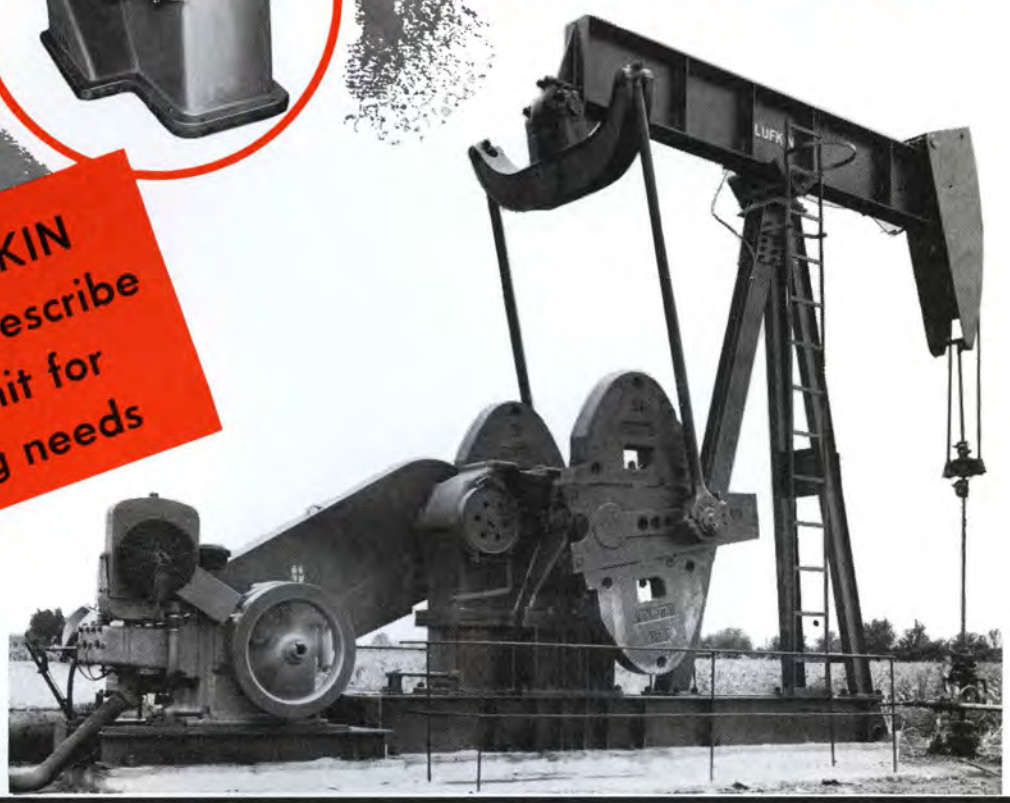


. . . COUNTERBALANCE



. . . PEAK TORQUE

for your well



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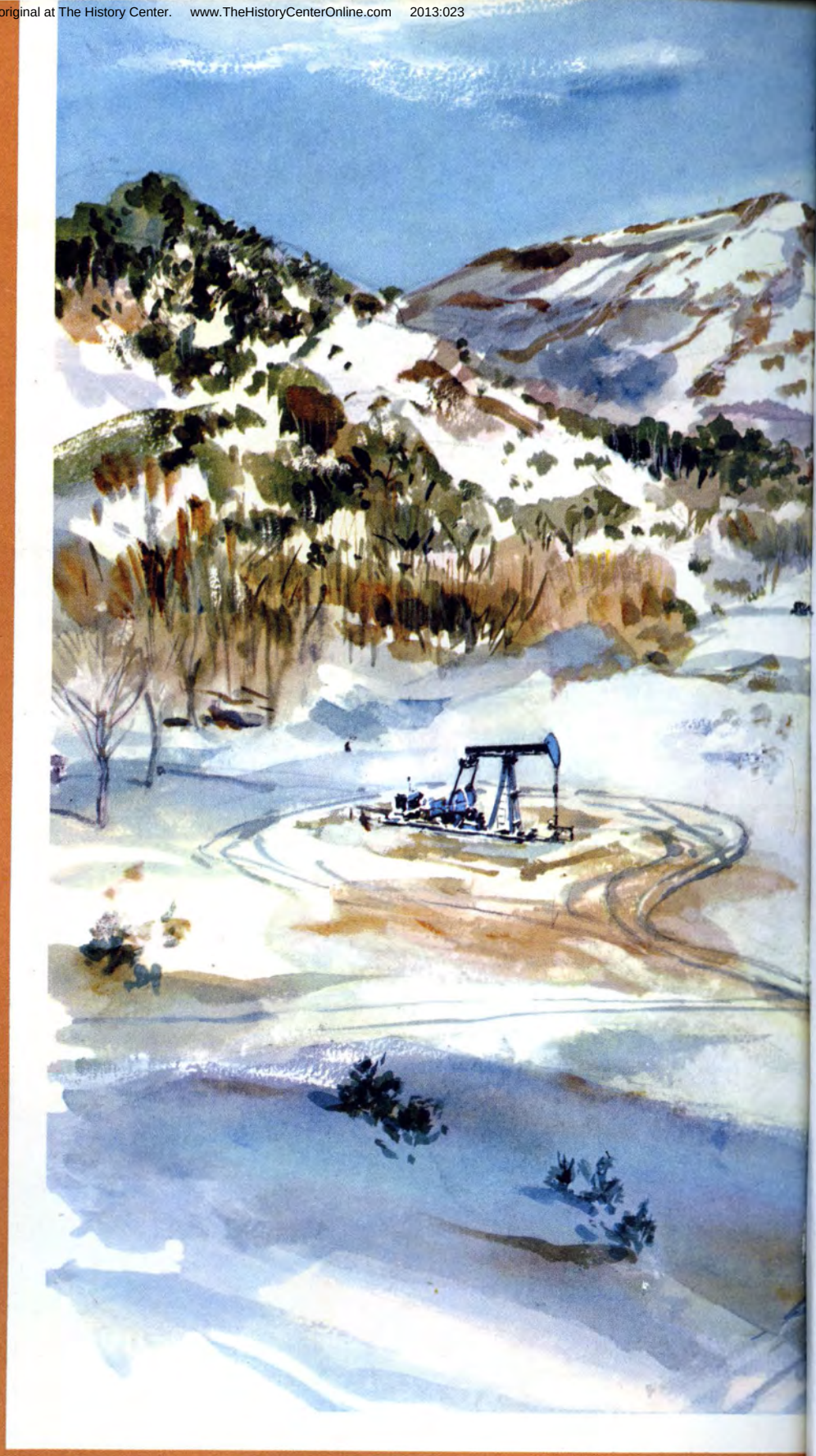

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