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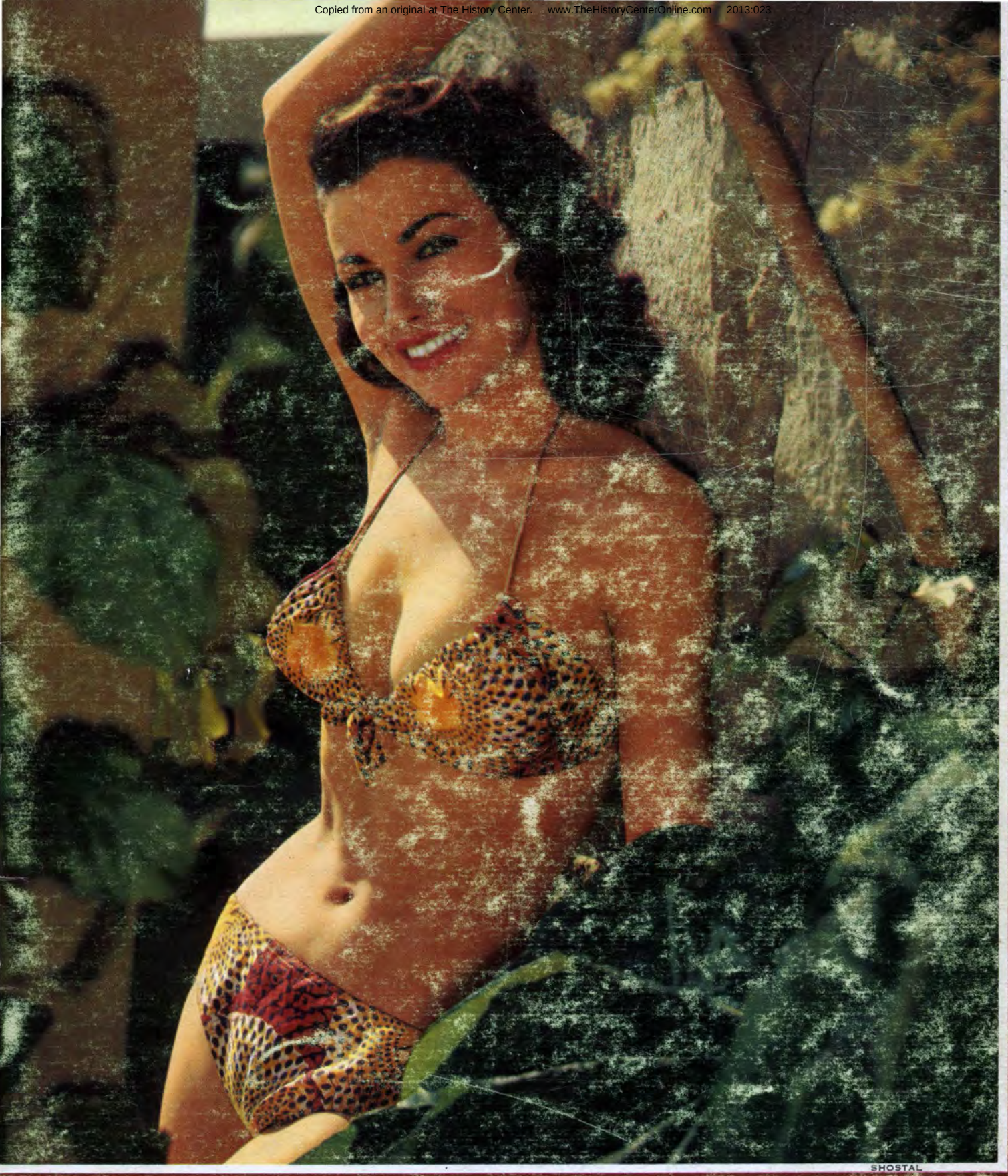

SHOSTAL

THE Lufkin LINE

JANUARY-FEBRUARY • 19[illegible]

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Self-discipline your mental forces and you will have mastered the forces of life.

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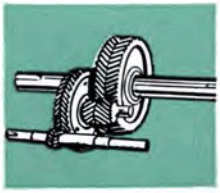
OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



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Virginia R. Allen, *Editor*

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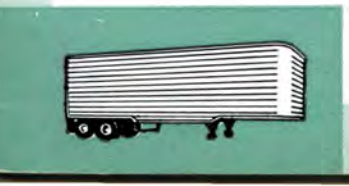

TRAILERS FOR EVERY HAULING NEED

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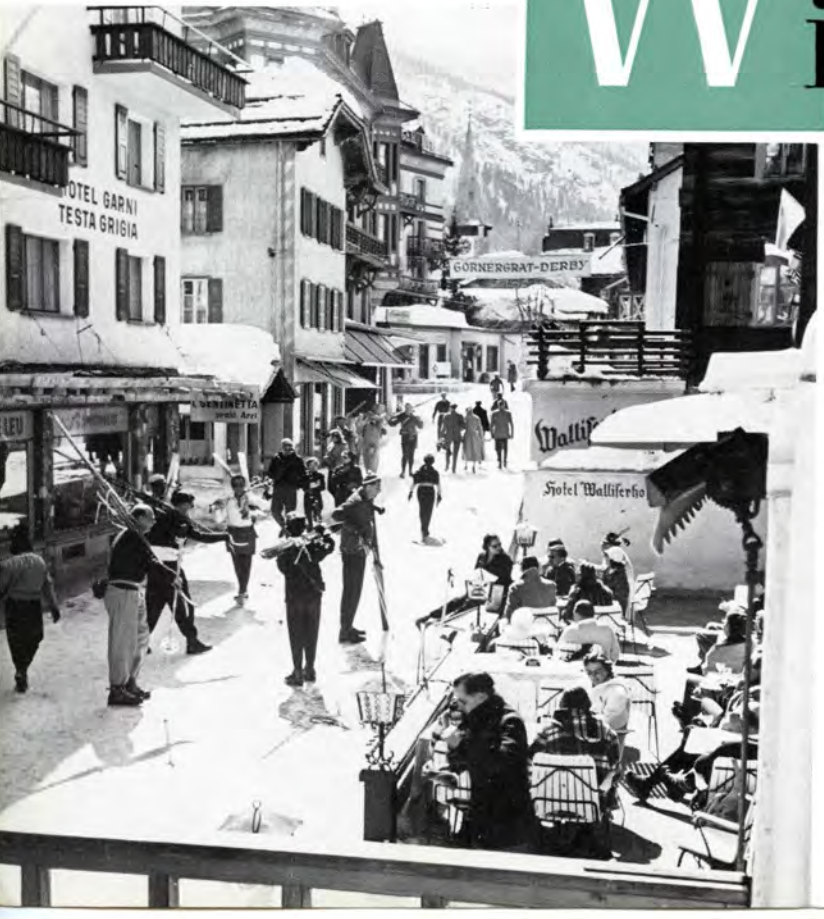
Zermatt village is at the foot of famous Matterhorn



Winter Playgro

By W. H. Owens

NOT so long ago, every village, hamlet and farm in the High Alps of Switzerland was completely cut off from the rest of the world for nearly five months of the year. From December until the end of April strangers were never seen in a silent countryside blanketed by deep snow and locked in by Europe's highest mountains.

How different is the scene nowadays. Winter sports enthusiasts from all over the world gather in Switzerland for the greatest international skiing and skating championships. Many young Americans have won high honours in these Swiss events during the last few years.

Every Swiss alpine village attracts as many winter sports visitors as it can accommodate. The

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This winter scene is at Arosa, a Swiss mountain village



Horse-racing Swiss style has become popular at many winter resorts.

ound of Europe

mountain funicular railways, like the open-air restaurants at the summits, are as lively and full of visitors in January, February or March as in the high summer. Only the early winter snowfalls give the hospitable Swiss people a brief but welcome rest between one tourist season and the next.

Winter sports began in Switzerland almost by chance towards the end of the last century. At that time the mountain health resorts were much visited by people getting well after serious illnesses, as indeed they are still. Some of the winter visitors, as they felt better, began taking outdoor exercise —skating on the frozen lakes or tobogganing down snow-covered slopes.

That was the beginning of a great winter tourist



A Swiss champion gives display of charm and grace

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Here are skiers on the famous Parsenn slopes above Davos, the longest ski runs in the Swiss Alps.

This is winter transportation in Switzerland.

industry which is now shared by every mountainous country of Western Europe, from Norway southward to Austria and Northern Italy. But Switzerland, at the center of them all, is still the favorite meeting-place for champions on skis or skates.

It is in the smaller mountain villages that the winter sports make such a difference to the life of the local people. You can see just how lonely the colder half of the year could be when you visit a little resort like Murren, between 5,000 and 6,000 feet up, the highest village of the Bernese Oberland. Even in midsummer Murren seems remote and out of the world. Yet because of its wonderful location it has become one of the most popular Swiss skiing centers.

Besides the daily round of sports on snow and ice, there are gay Swiss evenings indoors or out under the stars. In most places moonlight tobogganing and sleighing are very popular. There is traditional Swiss music everywhere and, of course, the world-famous yodellers, or singers, who entertain visitors in the colorful national costume.

Downhill skiing is by far the most popular of all winter sports today, and Switzerland has some of the longest and most varied runs in the world. No other sport is quite so exciting as ski racing, though on some of the longer and steeper courses it is by no means as simple as it seems to the spectator.

Most thrilling of all is ski jumping, Leaping through the air a hundred feet or more is as near as man can ever get to experiencing the sensations of bird flight. But it is a sport for champions only.

In the early days of Swiss skiing, winter visitors to the Alps had to make long, tiring climbs on foot to reach the snowfields and ski runs, often a few thousand feet higher than the resorts. All that has been changed by the installation of ski-lifts and hoists. By chair-lift, operating on overhead cables, you can reach the upper snows in a few minutes, saving time for the downhill runs.

St. Moritz, in the beautiful Engadine province

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Cable chair-lifts carry skiers to higher snowfields.



Curling, introduced by the Scots, is now popular in many lands. This scene is at Grindelwald.

of eastern Switzerland, is the oldest and most celebrated of Europe's winter sports centers. Years before it became so, however, people used to go there just to bathe in the healing mineral springs. St. Moritz is noted for the world famous Cresta Run —one of the most difficult toboggan runs in the world. About three-quarters of a mile long, the Cresta descends over 500 feet in a series of hair-raising bends which set a most exacting task for competitors.

Not far away is Davos with its Parsenn ski runs, the longest in the Alps. From Davos Platz the cable car carries skiers in fifteen minutes to the Weissfluhjoch, 8,738 feet up. There is a wonderful choice of ski runs in every direction. The main Parsenn run is a breathtaking descent of nearly ten miles. On many winter days these runs are used by 4,000 to 5,000 skiers.

Curling—which has been described as a game of bowls on ice—is as popular today in North America as in Switzerland. But it originated in Scotland in the nineteenth century and was introduced at Swiss resorts by sportsmen from that country. The heavy curling stones are hurled across the ice rink with the aid of long hooked sticks or brooms.

Kandersteg, in the Bernese Oberland, is a famous center for curling, and every winter experts from twenty or more countries meet on its large outdoor rink to compete in the International Championships. Grindelwald, another Bernese winter sports resort, looks like some fairy town in the snow, its long street of wooden chalets and little church nestling under the dazzling white slopes of the majestic Wetterhorn.

Further south, in the Rhone valley towards the Italian frontier, is the village of Zermatt. Lying at the foot of the pyramid-shaped Matterhorn—most photographed of all the Swiss mountains—it is internationally famous among winter sportsmen and alpine climbers alike. Nearly a century has passed since the British mountaineer, Edward Whymper, made the first historic ascent of the Matterhorn from Zermatt.

Before the winter sports season has ended at the higher mountain resorts, the valleys down below are already green again and the alpine meadows are beginning to be carpeted with wild flowers. Even as the last skiers leave the Swiss Alps, the first of the long trail of summertime visitors are arriving to enjoy the wonders of the late spring in this enchanting little vacation land of Europe.

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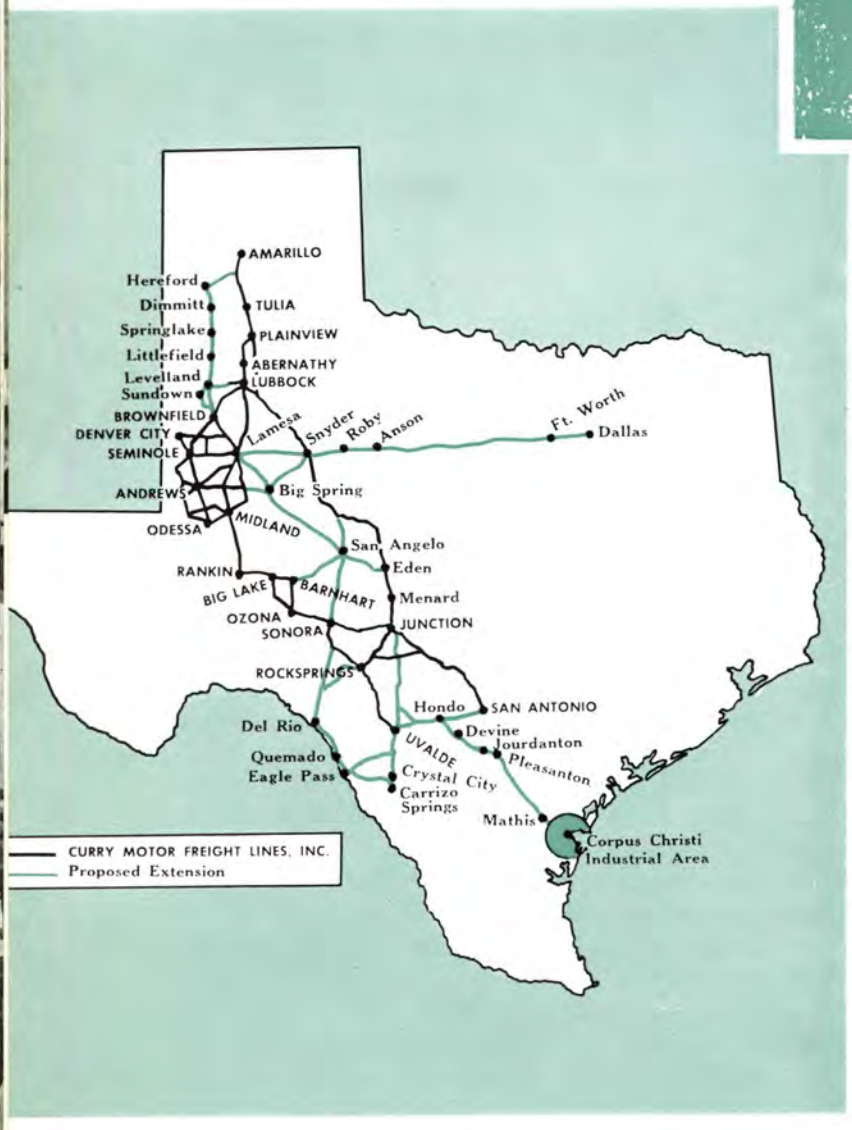
F. R. HALL, left, Secretary-Treasurer, discusses business with W. C. PERRY, General Manager of Curry Motor Freight Lines.

The Saga of CURRY MOTOR FREIGHT Lines





IT WAS in 1926 that A. F. Curry, a pioneer rancher and truck operator, founded Curry Motor Freight Line in Tulia, Texas, to inaugurate motor freight service between Amarillo, Texas, and Tulia. Later, he extended his operations into Plainview, Texas, and moved his headquarters there.

For almost 20 years, Mr. Curry operated this company. In November, 1943, he sold his company to four men, who were originally from Plainview, and these stockholders incorporated the business as Curry Motor Freight Lines, Incorporated, with the general office in Amarillo, Texas. One of the terms of acquisition of the line was that the name "Curry" would be retained because of Mr. Curry's reputation and the exemplary manner in which he had operated his freight line.

The officers of the Company are R. C. Jordan, President; W. B. Pearce, Vice-President; F. R. Hall, Secretary-Treasurer; W. C. Perry, General Manager.

It was not long after the present owners acquired

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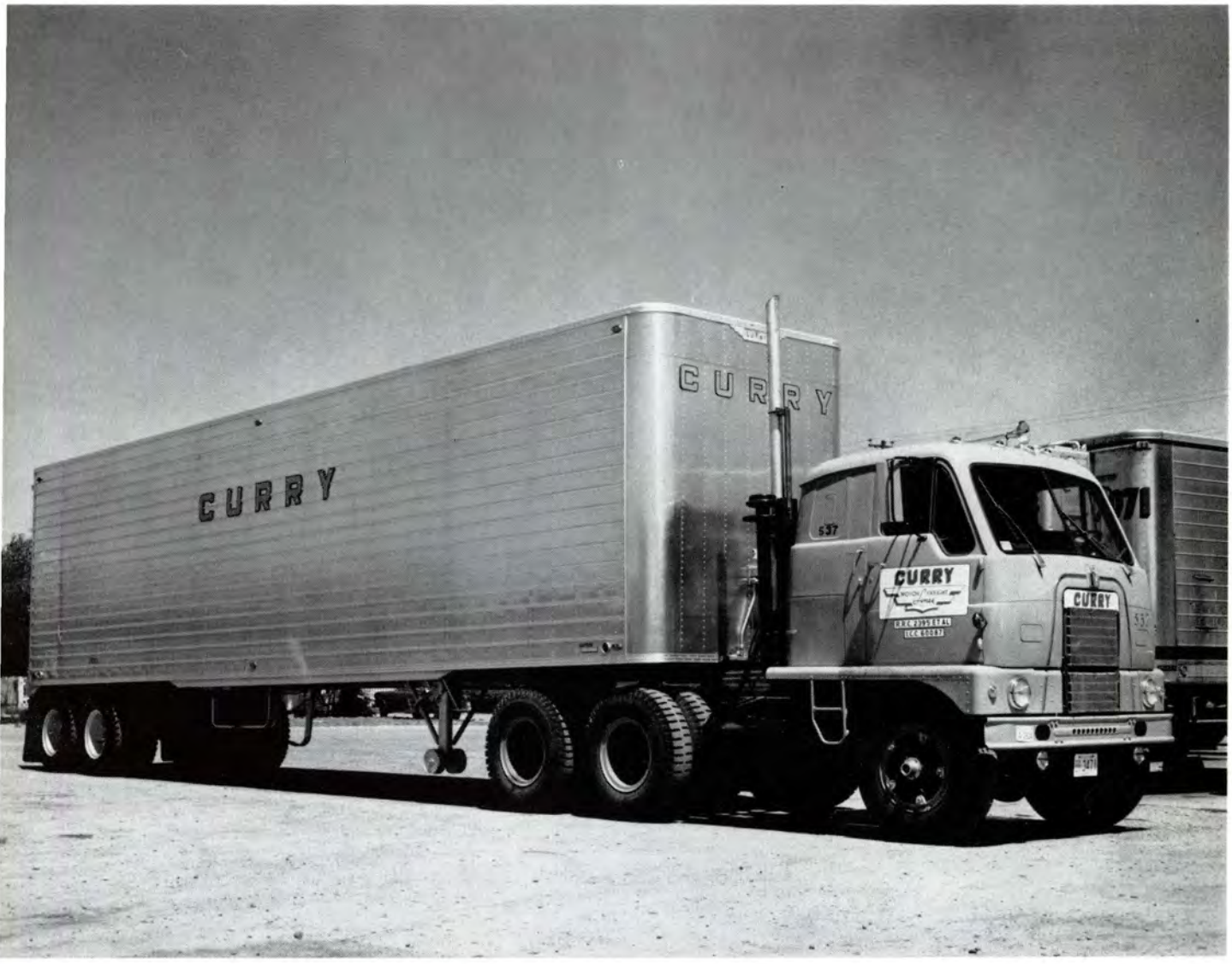

Curry uses Lufkin TKV 40-foot Vans to service more than 60 cities between Amarillo and San Antonio.

the truck line that West Texas began to show considerable growth and the owners recognized that transportation into all of West Texas, particularly the northern part, had been principally an east-west development and there was a real need to provide daily freight service north and south to a number of these cities. It was shortly thereafter that the Railroad Commission permitted the Company to extend its line from Plainview to Lubbock, Texas.

Next, the Company acquired a certificate, the Garrison Truck Lines, from Lubbock into Brownfield and opened a terminal there. At this time, oil development in the Permian Basin was responsible for tremendous activity in Midland and Odessa. Yet, there was no one-line freight connection between these two cities and the upper Panhandle cities. Thus, the next growth for Curry came with the extension of their line into Midland and Odessa.

But wider horizons beckoned to the Curry officers. They recognized the need of freight service farther into South Texas to fulfill their original aim for operations from the Panhandle southward throughout the entire West Texas region. A certificate was granted to Curry to provide the first overnight service between Amarillo and San Antonio—a distance of 550 miles. This operation was developed in recognition of the growing community of interest between San Antonio, Midland, Odessa, Plainview, Lubbock, Brownfield, Amarillo, and the many intermediate points served.

Curry maintains daily direct service to more than 60 Texas cities. Lufkin is proud to include Curry Motor Freight Lines among its customers and friends.

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Here and There Among Trucking Folk



D. R. MITCHELL,
Hi-Plains Trucking Co.,
Lubbock, Texas



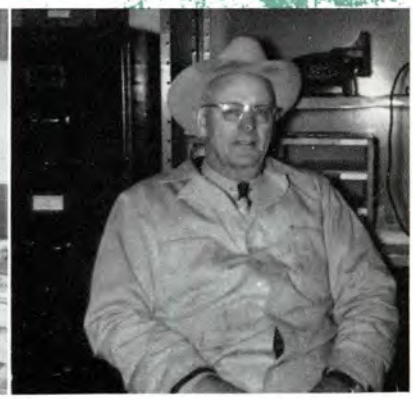
H. S. DIXON,
Jefferies Truck Line,
Oklahoma City, Oklahoma



BABE, left, and LEON COX,
Cox Sand and Gravel Co.,
Amarillo, Texas



J. C. KING, left, R. B. KING,
King Trailer & Equipment Co.,
Amarillo, Texas



RAY MORGAN,
P. G. C. Feed Company,
Amarillo, Texas



CECIL STANSBERRY, Dulaney's
Manufacturing & Distributing Co.,
Oklahoma City, Okla.



E. ARMSTRONG,
South Plains Ready Mix,
Brownfield, Texas



GUS BLAIR,
Gus Blair Trucking Co.,
Levelland, Texas



PAT FITZMORRIS,
Acme Brick Company,
Oklahoma City, Okla.



PAPPY, left, and BUSTER GIBBS, Gibbs
Hide and Grain Co., Amarillo, Texas.

Left to right: MRS. E. B. HILL, West Texas
Equipment Co., and MR. BARNETT, both
of Lubbock, Texas, and C. W. (LEFTY)
ALEXANDER, sales manager of Lufkin
Trailers, Lufkin, Texas.



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ATTENDING LUFKIN TRAILERS ANNUAL SALES CONFERENCE WERE, left to right:

First Row: W. A. Kirkland, Jack Hollingsworth, Kermitt Gammill, Floyd Rogers, Jim Walker, Elie Smith, Jr., Doyle Tucker, Wayne Lybecker, Jim Riggs, Ernest Dailey, Hillman Melton and Marshall Dailey.

Second Row: Carl Liese, Neill Morris, Carl Wilkinson, Glenn Foy, Otis McCauley, Dan Blackburn, Don Janes, Don Butler, R. P. Weaver.

Third Row: C. W. Alexander, Tom Hydrick, Bill Miles, Sheldon Madden, Bob Hamilton, J. C. Lowe, Bill Morris, A. G. Colburn, Ray Curry, W. W. Trout and C. J. Schuller.

Fourth Row: W. A. Gray, Emory Horton, Bob Burns, Frank Ragland, John Schaeffer, Gene Culbertson, Bill Richards, Leroy Greene, Bill Ford, Jim Horn, Bill McGowan, Clifford Trevathan, Ed Morris and Max Cruseturner.



R. W. MIZE,
Mize Trucking Company,
Petersburg, Texas



NEIL G. YOWS,
Amarillo-Borger Express, Inc.,
Amarillo, Texas



THURMAN SHAYLER,
Warren G. Shayler Truck Line,
Oklahoma City, Okla.



JOE BONNER,
King Trailer & Equipment Co.,
Amarillo, Texas



Left to right: B. L. WOMACK, Hi-Plains Trucking Co.; W. T. WITHERSPOON, GLENN A. FOY, JR., manager, Lubbock Branch of Lufkin Trailers, all of Lubbock, Texas.

E. W. CLARK, left, Gifford Hill Western, Inc., and DOYLE TUCKER, Lufkin Trailers, both of Lubbock, Texas.



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LUFKIN instal

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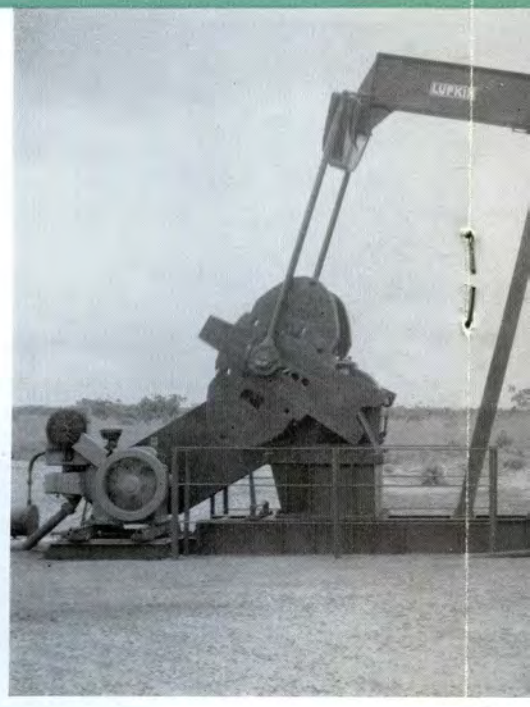

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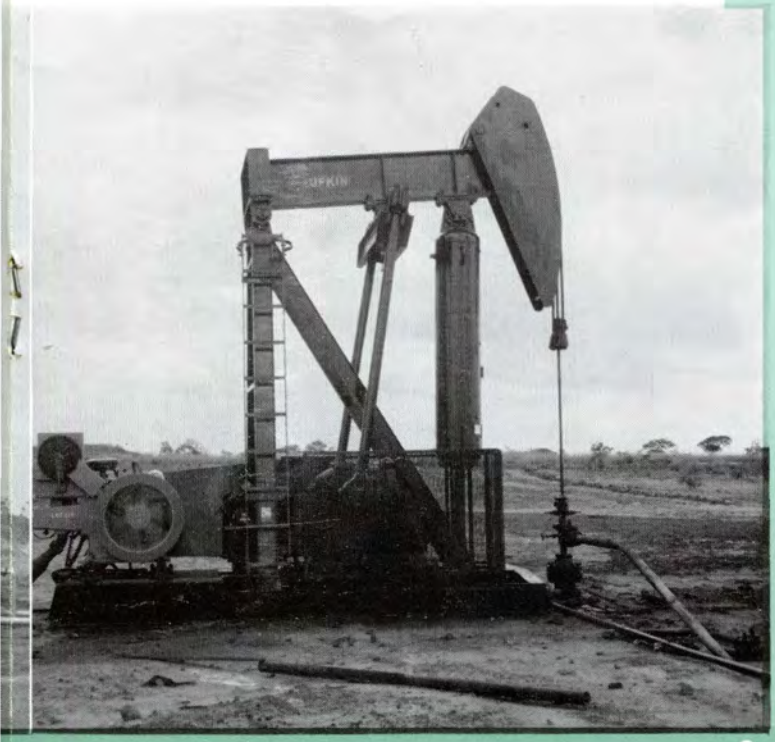

3

llations

1 LUFKIN A-640DB-144-40 Air-Balance Unit, Mobil Oil Company de Venezuela, Nipa Field, Eastern Venezuela.

2 LUFKIN A-1500D-192-45 Air-Balance Unit, (Largest Beam Pumping Unit in Venezuela) Mobil Oil Company de Venezuela, Oscurote Field, Eastern Venezuela.

3 LUFKIN A-228D-86-28 Air-Balance Unit with LUFKIN HC-333 Gas Engine, Venezuelan Atlantic Refining Company, Junta Field, Eastern Venezuela.

4 LUFKIN C-80DB-54-14A, Venezuelan Atlantic Refining Company, Tacat Field, Eastern Venezuela.

5 LUFKIN C-228D-74-23 Unit with LUFKIN HC-333 Gas Engine, Venezuelan Atlantic Refining Company, Tacat Field, Eastern Venezuela.

6 LUFKIN C-456D-120-100 ROF-30 Unit, Mene Grande Oil Company, San Tome, Eastern Venezuela.

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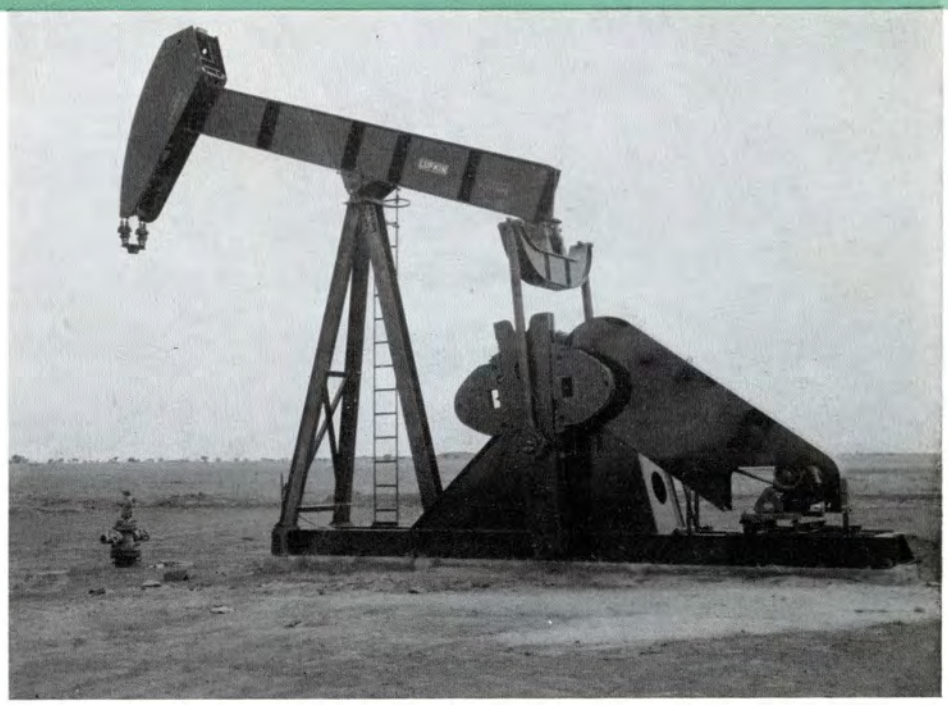

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HAWAII'S Island Wonderland





Diamond Head is Waikiki's Gibraltar-like extinct volcanic crater. This view is taken from the front of the Reef Hotel.
Photo by Hawaii Visitors Bureau

by
BETTIE PAYNE WELLES

SCATTERED like brown pieces of Koa wood on the surface of the blue Pacific are the Hawaiian Islands, their top peaks more than 13,000 feet above the sea. From the great crack deep in the ocean floor molten lava shoots up from the chimney-like vents known as Kileaua and Mauna Loa on the Big Island of Hawaii.

For 4,000 miles from the Big Island northwest toward Japan these Islands are large and mountainous, but toward the end of the Island chain they become bluffs rising out of submerged volcanoes.

Seven of the largest inhabited Islands are Hawaii, Maui, Oahu, Lanai, Molakai, Kauai and Niihau. They have a combined 6,435 square mile area of rain forests, dense jungles, sugar cane and pineapple plantations, wet green valleys, grassy plains and deserts made barren by lava flows. Along the sea coast are white sandy beaches and rugged rocks and cliffs. From the air these Islands present many contrasts for you see where lava has bubbled into the sea, and again you see remote villages and neatly patterned fields, and little roads that wander through the countryside to a larger town.

The Hawaiian Islands are called "the crossroads of the Pacific." Honolulu, the capitol city of the Territory, is on Oahu, and is the focal point of all air and shipping routes in the Western Hemisphere. Steamers take an average 5 days to reach the Islands from the Mainland, while air travel brings Honolulu within 5 hours flying time to San Francisco or Los Angeles. It is 14 hours to Tokyo, 19 hours to Manilla and 24 hours to the Panama Canal.

"What season is the best time to visit the Hawaiians?" you may ask. Each season offers special lush beauty brought by the moisture laden tradewinds where Captain Cook found white ginger blooms, large hibiscus blossoms, and wild bananas growing. Where nut-brown natives were happy in their worship of the Island Gods. You will find modern Hawaii a land of lei vendors, graceful hula dancers, luau festivities and haunting music. Here the East and West have met and married.

In downtown Honolulu on King Street leis drape

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The Hawaiian Catamaran, fastest craft in Hawaiian waters, is a double-hulled outrigger with modern lines, a sundeck and sails.

Photo by Hawaii Visitors Bureau

the huge statute of King Kamahameha, the great conqueror of the Islands who made them into an empire over a century ago. Iolani Palace, erected in 1881 by later Island rulers houses the territorial executive offices and meeting chambers of the territorial legislature. Here is the only throne room in America. You will see the crystal chandelier and the canopied throne of Hawaiian kings and queens.

Hilo, only a few air miles from Honolulu, is on the Big Island of Hawaii, and has a charming South Seas atmosphere. It offers you many historic land marks, parks, orchid gardens, neat homes, a good harbor and the busiest airport in the South Pacific. Here Robert Louis Stevenson and Robert Ripley were captivated with primitive and modern ways of life.

Only 30 miles from Hilo is the 270 square mile Hawaii National Park with its volcanic wonders, the primitive fishing village of Wiaohinu where



This is the statue of Kamahamehe in Honolulu.

Photo by Hawaii Visitors Bureau

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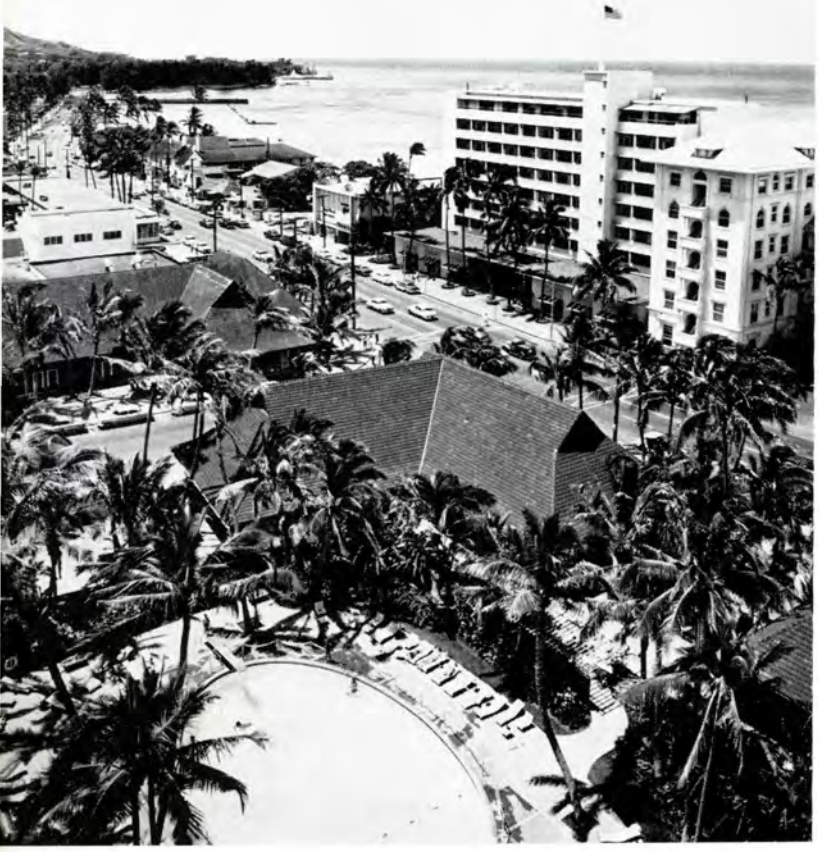

Mark Twain planted a tree as a token of his deep affection for the people. Beyond is the scenic Kona Coast and the world-famed Parker Ranch.

Maui is called the valley isle, and offers you trips to Iao Valley and Wailuku, the county seat, past extensive sugar cane and pineapple fields, and a trip to Hana along winding roads, rugged sea coast and more little villages.

Molokai, the friendly isle offers you a primitive Polynesian way of taking life easy. Here native villagers still make their fish nets which they cast into the sea. They still tend their small taro patches as did their ancestors centuries ago. Here is the little Catholic Church where Father Damien gave his life to help the lepers in the leper colony.

Lanai, the sixth largest island in size, was believed to be the home of evil spirits in ancient times. Today it is owned and developed by the Hawaiian Pineapple Company. Workers have good paved roads, neat homes and their children attend good schools.

You'll find Kauai, the garden isle, a verdant land of jade green mountains, silver streams, exotic flowers, sandy beaches, and bold bluffs. Here

Kalakaua Avenue is Waikiki's main thoroughfare. This view is from the Princess Kaiulani hotel.
Photo by Hawaii Visitors Bureau



From Volcano House lanai this is the fire pit of Kilauea which erupted on the morning of May 31.
Hawaii National Park Service Photo

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the Menehunes, elves of ancient times, are said to have worked on the black sands. You will see Wainea Canyon, its likeness may be compared to our own Grand Canyon in Arizona. Lihue is the county seat with its modest homes, lush tropic gardens, good paved highways and public buildings it offers charm to visitors.

Niihau Island is privately owned, on the other hand, and is still undeveloped. It has 204 Hawaiian ranch workers as its total population.

Summing up the wonders of the Hawaiian Islands where Captain Cook came long ago you'll find an informal way of modern living in contrast to the primitive villages of the outer Islands. You'll recall the colorful beauty of Honolulu and Waikiki Beach with its fine hotels and lovely shops along the boulevards, you'll recall the tropic charm of the South Seas in Hilo, with the markets of the lei vendors, the Hawaii National Park with the world's most famous active volcanoes and the rain forests and Volcano House. The Kona Coast and the Island of Kaui will always be with you. These are only a few of the memories you'll cherish after you return home.



On the steps of Myohoji Mission is a typical group of University of Hawaii Ka Palapala beauties.
Photo by Hawaii Visitors Bureau



In Hawaii National Park is this fern-ohia jungle trail.
Hawaii National Park Photo by D. H. Hubbard



Past glories are seen in Iolani Palace throne room.
Photo by Hawaii Visitors Bureau

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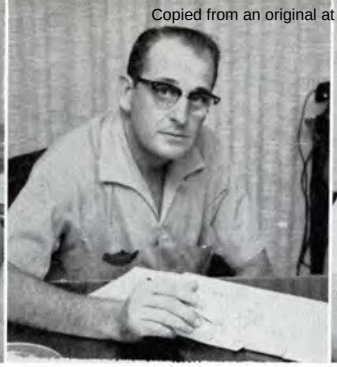
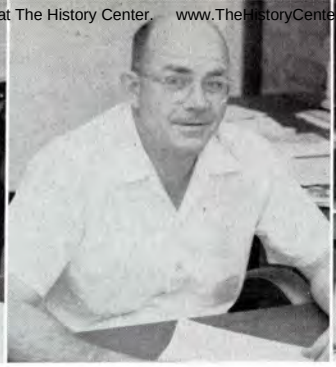
J. F. DEAR,
Venezuelan Sun Oil Co.,
Maracaibo, Venezuela



LEVI W. GOODRICH,
San Jaciento Venezolana
Co., Maracaibo, Venezuela



H. B. SPILLER,
Venezuelan Sun Oil Co.,
Maracaibo, Venezuela



W. P. OLIVER,
Phillips Petroleum Co.,
Maracaibo, Venezuela



H. J. HAYNES,
Richmond Exploration Co.,
Maracaibo, Venezuela





ROBERT B. GIBBS, Lufkin representative, has been transferred from Odessa, Texas, to Lufkin's Export Office in New York City. Gibbs has been a sales engineer for Lufkin at Odessa since his graduation from engineering school in 1953. He will assist A. V. Simonson, Export Division Manager, in the sale of Lufkin equipment outside the United States.

SNAP

with the Lufkin Cameraman



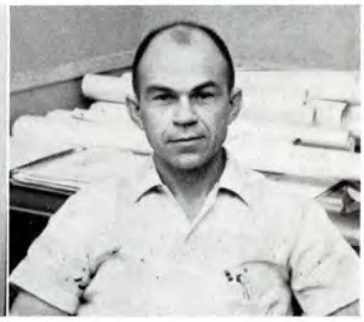
HAROLD LEGG,
Creole Petroleum Corp.,
Maracaibo, Venezuela



N. B. DISMUKES,
Mobil Oil Co. de Venezuela,
Caracas, Venezuela



L. A. WOOSTER,
Mene Grande Oil Co.,
Cabimas, Venezuela



VIRGEL LeBLANC,
The Superior Oil Co. of
Venezuela, Maracaibo, Venezuela



Left to right: M. L. WADE, R. L. FEHRMANN,
LEO MERCER, all with Venezuelan
Sun Oil Co., Maracaibo, Venezuela



Left to right: GENE HAVARD,
CARLOS GARCIA, BRICE MORRIS, Venezuelan
Atlantic Refining Co., Oritupano, Venezuela



S. K. WILKIE,
Mobil Oil Co. de Venezuela,
Caracas, Venezuela

MEL HOBBS,
Creole Petroleum Corp.,
Tia Juana, Venezuela

J. L. HAMMER,
Mene Grande Oil Co.,
Cabimas, Venezuela

R. J. (BOB) PALKO,
Venezuelan Atlantic Refining
Co., Oritupano, Venezuela

LEONARD WAINWRIGHT
Venezuelan Atlantic Refining
Co., Oritupano, Venezuela

GERRY I. FREEZE,
Phillips Petroleum Co.,
Caracas, Venezuela













LARRY OLIVER,
Mobil Oil Co. de Venezuela,
Guico, Venezuela



TOM G. WALL,
Mobil Oil Co. de Venezuela,
Anaco, Venezuela



GEORGE NELSON,
Mobil Oil Co. de Venezuela,
Guico, Venezuela



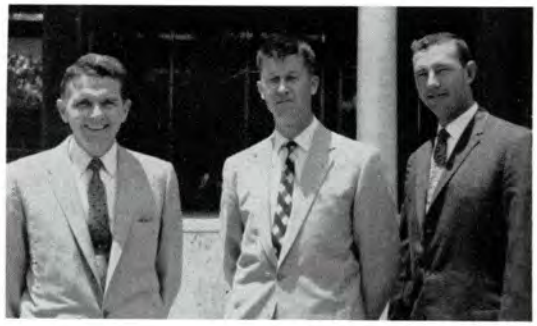
EUGENE CATES,
Mobil Oil Co. de Venezuela,
Anaco, Venezuela



JIMMY DUNCAN,
Venezuelan Sun Oil Co.,
Maracaibo, Venezuela

SHOTS





Left to right: BILL PRINDIBLE, DAVE WILKIE, both with Venezuelan Atlantic Refining Co., Caracas, Venez., and JACK JUMPER, Lufkin representative, Anaco, Venez.



Left to right: LYNN UNLENHOPP, M. M. PAYNE, JR., CHARLES EDWARDS, C. H. BLANKENHORN, all with Creole Petroleum Corp., Lagunillas, Venezuela.



HAROLD CROOK,
Venezuelan Atlantic Refining
Co., Caracas, Venezuela



H. B. HEGGLUND,
Creole Petroleum Corp.,
Maracaibo, Venezuela



R. L. STEPHENSON,
Creole Petroleum Corp.,
Lagunillas, Venezuela



Left to right: DON DEAN, BILL TRAXLER, JACK GALLAGHER, all with Richmond Exploration Co., Maracaibo, Venezuela



Left to right: ERNEST DEAN, BILL BENNETT, HARRY DOBBS, Venezuelan Atlantic Refining Co., Punta Gorda, Venezuela



LOREN KAHLE, JR.,
Creole Petroleum Corp.,
Tia Juana, Venezuela

BILL WALTERS,
Phillips Petroleum Co.,
Caracas, Venezuela



FRED GIFFORD,
Venezuelan Atlantic Refining
Co., Punta Gorda, Venezuela



R. J. LILLICRAP,
Compania Shell de Venezolana,
Ltd., Maracaibo, Venezuela



JIM ANDERSON,
San Jaciento Venezolana Co.,
Maracaibo, Venezuela



JOHN LEONE,
Mene Grande Oil Co.,
Cabimas, Venezuela



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JAMES MOIR,
Texas Petroleum Co.,
Maracaibo, Venezuela



F. D. O. LONGE,
Compania Shell de Venezolana,
Maracaibo, Venezuela



TOM ROVELLO,
Venezuelan Atlantic Refining
Co., Oritupano Field, Venezuela



HARRY MOORE,
Creole Petroleum Corp.,
Maracaibo, Venezuela



more Snap-shots



Left to right: FRANK ROACH, Lagunillas, Venez., HERMAN KASTEEL, ELADIO GUTIERVEZ RAMGEL, both at Tia Juana, Venez., all with Compania Shell de Venezuela, Ltd.



J. W. ARSCOTT, left, Maracaibo, Venezuela, and MAX BERE, London, England; both with Compania Shell de Venezolana



HERB O'NEIL, left, RAY MASSAD, both with Venezuelan Atlantic Refining Co., Oritupano, Venezuela



JIM HUEBNER,
Mene Grande Oil Co.,
San Tome Office, Venezuela



N. D. HAMPTON,
Texas Petroleum Co.,
Mata Field, Venezuela



CHARLES NORRIS,
Mere Grande Oil Co.,
Puerto La Cruz, Venezuela



PETE NEWBURG, left, and BOB SEAY, both with Richmond Exploration Co., Maracaibo, Venezuela



AL C. GARNETT, left, EMMETT (RED) THOMPSON, Mobil Oil Co. de Venezuela, Anaco, Venezuela



JIM SPIKER, left, ELMER McLESTER, both with Creole Petroleum Corp., Lagunillas, Venezuela



HANK GULLEDGE, left, and K. L. FREEMAN, both with Venezuelan Atlantic Refining Co., Caracas, Venezuela

LOU ADAIR, Venezuelan Atlantic Refining Co., Caracas, Venezuela



KARL TAYLOR,
The Superior Oil Co. of Venezuela, Maracaibo, Venezuela



DON G. MASHBURN,
Mobil Oil Co. de Venezuela,
Guico, Venezuela



D. G. PARK,
Mobil Oil Co. de Venezuela,
Caracas, Venezuela



J. R. BOYD,
Phillips Petroleum Co.,
Maracaibo, Venezuela



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ATTENDING LUFKIN'S ANNUAL OILFIELD SALES CONFERENCE WERE, left to right:

Front Row (kneeling): W. A. Kirkland, Lufkin, Texas; Jack Gissler, Edmonton, Alberta, Canada; Carl Frazer, Bakersfield, California; C. D. Richards, Lufkin, Texas; John Mettauer, Oklahoma City, Oklahoma; L. A. Little, Lufkin, Texas; Elvin Read, Odessa, Texas; Charles Dyer, Tulsa, Oklahoma; Roy Lilley, Maracaibo, Venezuela; Joe Randol, Houston, Texas; Steve Garner, Lufkin, Texas.

Second Row: Newell Lynch, Seminole, Oklahoma; Vernon Glenn, Kilgore, Texas; Jim Brown, Pampa, Texas; Billy Burnette, Lafayette, Louisiana; Dick Couch, Lufkin, Texas; Donald Standard, Lufkin, Texas; Robert Bruce, Great Bend, Kansas; R. D. Dunlop, Regina, Saskatchewan, Canada; Sam Curtis, Odessa, Texas; H. H. Muller, Tulsa, Oklahoma; Jack Jumper, Anaco, Venezuela; W. W. Trout, Lufkin, Texas.

Third Row: Winfred Schuller, Lufkin, Texas; Marion Hightower, Hobbs, New Mexico; J. T. Hood, Lufkin, Texas; John Fincher, Sidney, Montana; W. M. Champion, Campbellsville, Kentucky; Ed Patterson, Lufkin, Texas; Val Gallia, Houston, Texas; Eddie Hill, Wichita Falls, Texas; Jim Roe, Denver, Colorado; W. T. Crowder, Jr., Kilgore, Texas; Gene Nixon, Sterling, Colorado; Don Bowcutt, Casper, Wyoming; Robert Gibbs, New York, N. Y.; Fred Griffin, Lufkin, Texas; Ben Queen, Tulsa, Oklahoma; A. E. Caraway, Dallas, Texas; Hank Burnett, Odessa, Texas; Glenn Henderson, Los Angeles, California; L. W. Breeden, Effingham, Illinois; Oliver McKay, Great Bend, Kansas.

Fourth Row: J. B. Hopper, Lufkin, Texas; Al McConville, Los Angeles, California; E. P. Trout, Lufkin, Texas; Ernest Slaughter, Wichita Falls, Texas; Louis Fincher, Lufkin, Texas; John Swanson, Corpus Christi, Texas; G. W. Nichols, Farmington, New Mexico; George Henson, Midland, Texas; T. L. Bowers, Houston, Texas; T. A. Banta, Shreveport, Louisiana; Don McCarn, Lufkin, Texas; W. H. Miner, Houston, Texas; A. L. Christina, Natchez, Mississippi.



JIM GIBBS, left, HITE BENNETT, both with Creole Petroleum Corp., Tia Juana, Venezuela



CLYDE HORNBACK, left, J. M. GERMANY, Venezuelan Sun Oil Co., Maracaibo, Venezuela



BOB TURRENTINE, left, JOE BAUMAN, both with Creole Petroleum Corp., Maracaibo, Venezuela

D. T. MAGEE, Richmond Exploration Co., Maracaibo, Venezuela



HOWARD NORTHCUTT, Mobil Oil Co. de Venezuela, Guico, Venezuela



MANUEL PERDOMO, Venezuelan Atlantic Refining Co., Oritupano, Venezuela



H. BLANKENSTEIJN, Compania Shell de Venezolana, Ltd., Maracaibo, Venezuela



C. S. SHILLITO, Mobil Oil Co. de Venezuela, Guico, Venezuela



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A sailor who hadn't been ashore for a number of months struck up a conversation with an exceptionally attractive blonde in a Times Square bar. Things were progressing so smoothly that he decided to make a play for her.

"How about you and I stepping out tonight?" he whispered in her ear.

"Well, I don't know," she hesitated. "My mother warned me about going out with sailors."

"Aw, c'mon—we'll have a great time."

"Well . . ."

"Look," he assured her, "I promise not to hug you or kiss you or even put my arms around you. I'll act like a perfect gentleman."

"Brother," she cried, "you just talked yourself out of a helluva date!"

And then there was the young lady who couldn't understand why she was blessed with twins . . . since she'd never been out on a double date.

Nevertheless, and despite the growing popularity of frozen juices, most men like to squeeze their own tomatoes.

The trouble with trying to put an old head on young shoulders is that you're apt to get slapped.

In London, attempting to point up the "rather monotonous English style in legal documents," the Law Society's Gazette printed a letter written by an Indian lawyer to a client: "Dear Sir, Unless you pay the rupees within seven days, we shall take such steps as will cause you the utmost damned astonishment."

A supersalesman is a husband who can convince his wife she's too fat for a mink coat.

"Is your daddy in, Sonny?"

"No, sir. He hasn't been home since mother caught Santa Claus kissing the maid."

Most gals don't want to marry the go-getter; they all seem to be looking for the already-gotters.

In an English novel, "The Fair Field," by John Moore, the author tells about a prim old lady who met a little girl leading a cow and said to her: "Good morning, little girl, you're very small to be leading such a big cow. Where are you taking her?"

"To the bull, marm," was the reply.

"Dear me," said the lady, very much shocked, "couldn't your father do that?"

"No, marm," said the little girl very politely, "it has to be a bull."

Then there was the boy who took his girl friend out in the fog and mist.

He: "Darling, I'm groping for words."

She: "Well, you won't find them where you're looking."

The male bubble chased the female bubble because he wanted to see her bust.

Ida, the office Idiot says, "Now that I've got a living bra, what do I feed it?"

Two male deer were drifting through the forest one night when they ran into a well-furred lady deer.

"Say, what are you doing out this late?" asked one of the male deer.

"Oh, just walking around," replied the lady deer. "What are you two doing out this late?"

The two answered, "We're out looking for a little doe!"

"Well," she said slowly, "don't mind if I make a couple of bucks myself!"

On the way to his hotel from the airport, a London publisher visiting New York decided to pick up a couple of American shirts, so he told his taxi driver to stop at the first haberdashery.

"Yassuh," said the driver. But at the first red light, he inquired, "What was dat you said, boss?"

"A haberdashery," the publisher repeated.

"Yessuh," he agreed again, "a haberdashery it is."

They rattled along a couple of blocks and then he stopped once more.

"Lissen, boss," the driver assured the publisher, "wid me dey is no use beatin' round de bush. What is it you wants—liquor or women?"

A bachelor is a fellow who can get into bed from either side.

There's nothing like a good meal, good wine, good music, and a bad girl.

The easiest way to make ends meet is to get off your own.

Young girls, with love-making in mind, can get good advice from the words on the lid of a mayonnaise jar: "Keep cool but don't freeze."

Wonder what a wet martini tastes like?

A fire in the back stage ladies dressing room was put out in one hour, but it took five hours to get the firemen out.

Two girls were discussing their boy friends. "Mine keeps telling me he gets a few samples," said one girl.

"He's a nice enough fellow, it seems," answered her friend. "So why not be nice to him?"

"I'm tired of giving samples," snapped the girl. "Now I'm giving only references."

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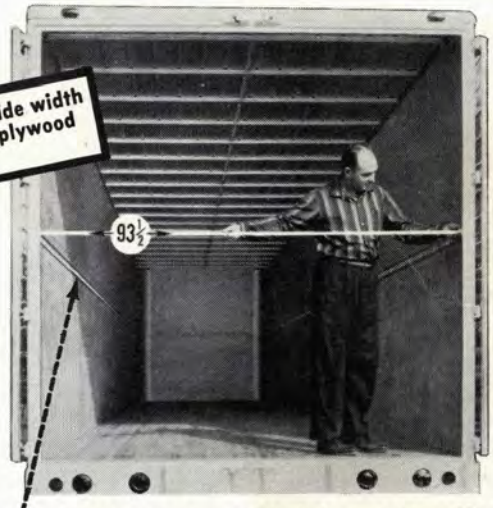

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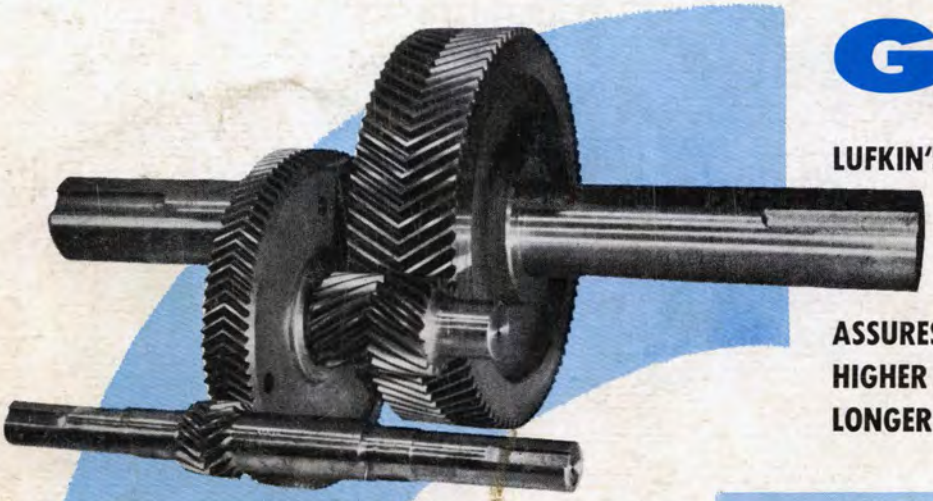

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