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THE Lufkin LINE

SEPTEMBER-OCTOBER • 1960

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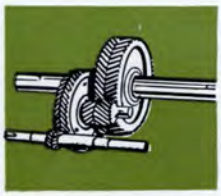
OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



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Virginia R. Allen, *Editor*

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Wichita, Kansas

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—Esther Henderson Photo
Tucson, Arizona

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C. D. Richards, Assistant Oilfield Sales Manager

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Floyd Rogers, Ass't. Sales Manager



TRAILERS FOR EVERY HAULING NEED

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Foliage Festival IN VERMONT



BELOW: Quaint village of Plymouth is birthplace of Calvin Coolidge.



By DOLORES B. JEFFORDS

THE magnificence of Vermont's fall spectacle can be appreciated when we consider that two-thirds of the state is forest-land, with hardwoods predominating—birch, beech, and the omnipresent maple which in autumn flames throughout the state. The Green Mountains, extending from the southern end of Vermont to the Canadian border, which in summer so verdantly justify their name, become a gigantic tapestry of crimson, russet and gold, with endless intermediate shades, accented and intensified by the contrasting evergreens.

This carnival of color continues from mid-September into late October, and is at its peak of vivid beauty around October 15. Along every highway and byway, surrounding the little white villages which dot every lovely countryside, and reflected in little blue lakes, is a display so lavish that, even if you roam at random you can't go amiss, for it is everywhere. But for added enjoyment it is well to map a course which will include, along with this seasonal loveliness, as many of Vermont's uniquely interesting spots as time permits.

An excellent point of entry is Bennington, which typifies the whole state. For there are two Benningtons in one—the charming modern town, and Old Bennington, founded in 1749, and enshrining the history that underlies the very soil of Vermont. It is graced with the tall Battle Monument, over 300 feet high, of native granite, in which an elevator was recently installed to facilitate the ascent, for a view which extends over miles of rolling farmlands and wooded hills.

Here are the authentically preserved 18th cen-

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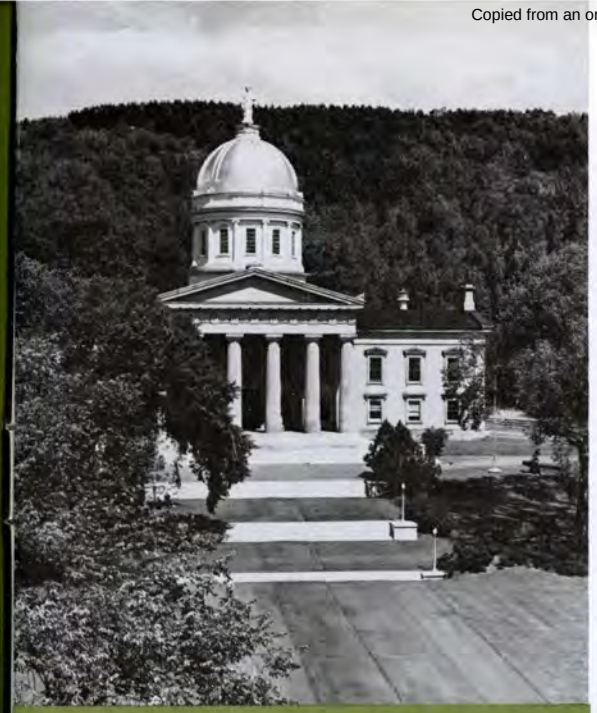

THE granite State House at Montpelier, its gilded dome surmounted by a statue of Ceres, was constructed back in 1857.



BATTLE Monument at Bennington, made of native granite, affords view of farmlands and wooded hills.

tury homes of the city's founders; the characteristic white church overlooking the village green; a library occupying what was once an academy; an inspiring old historical museum, and an inn nearly 200 years old. An even more historic inn, the Catamount Tavern, where Ethan Allen planned his attack on Ticonderoga, has disappeared, the site being marked with a bronze catamount.

The Ethan Allen Highway (U.S. 7) will take you, through hills rolling ever higher, to the lovely Colonial town of Manchester, 23 miles. The Equinox Mountain Skyline Drive, just south of Manchester, offers superb mountain views.

A short drive from Manchester to Londonderry, and thence north over State Route 8, will bring you to Weston, where Vrest Orton's famous "Country Store" attracts 100,000 visitors a year, from all over the nation. This fascinating enterprise, quaint and eccentric beyound description, does a thriving business in an incredible variety of merchandise, and is also one of the authorized travel information centers in the state.

Weston also has a 150-year-old dam, still in use, a gristmill, woodworking mill, craft shops, and a loom-room. The antique village, to which admission is free, is open daily all year, and Sunday afternoons in summer and fall.

Continue north on State 8 to State 100 and the tiny community of Plymouth, birthplace of Calvin Coolidge. In August, 1957, the old Coolidge Homestead was opened to the public, restored to its appearance as of August 3, 1923, when Vice Presi-



THIS fishing scene is along Mad River near Warren in the shadow of some of Vermont's highest peaks.

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HARVEST scenes offer visitors vistas of flaming countryside during September and October.

COOLIDGE Homestead, preserved example of Vermont Americana, is open from June to Mid-October.



dent Coolidge, visiting with his father, received a telegram announcing President Harding's death. Within the hour—at 2:47 a.m.—he took the oath of office as President, administered by his father, a notary public. Both as a presidential shrine and as a preserved example of Vermont Americana, this old homestead, which is open from June to Mid-October, is extremely interesting.

State 100, this section of which is the Coolidge Memorial Highway, connects with U.S. 4 at Bridgewater. Westward, through spectacular Sherburne Pass, lie Rutland and Proctor, in an area of immense marble quarries. Proctor has the largest exhibit of different kinds of marble and marble products in the world and is visited by thousands annually.

Northward on U.S. 7 and State 116 are the engaging little towns of Brandon and Bristol. A secondary road eastward from Bristol to Warren is particularly beautiful, crossing the crest of the Green Mountains through Lincoln Gap, where, amid some of the highest peaks in Vermont, is one of its grandest views.

Back on State 100 near Warren, it is no great

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MANY examples of colonial architecture are found in Manchester, winter and summer resort in rolling hill country.



A VERITABLE festival of color awaits the tourist who drives eastward from Bristol to Warren, crossing the crest of Green Mountains through the Lincoln Gap.

distance, along the Mad River, in the shadow of those high peaks, to Montpelier. The granite State House, its gilded dome surmounted by a statue of Ceres, dates back to 1857. Inside is a statue of Ethan Allen, and a museum full of relics in the annex. This is granite country, and Barre, known as the granite center of the world, 7 miles southeast of Montpelier, is surrounded by great quarries.

By continuing eastward through Barre to Bradford, and following U.S. 5 northward to St. Johnsbury, you will see at least a part of the beautiful Connecticut River valley. From St. Johnsbury, take U.S. 2 to State 15, which circles wide around Mount Mansfield, Vermont's highest peak, and into Burlington, overlooking magnificent Lake Champlain.

This lake port, the State's largest city, is an active trading and industrial center, but also cherishes much history. Ethan Allen was buried here, in Green Mountain Cemetery, but the air force base named for him, a beautiful city park, and numerous other landmarks, keep his name very much alive.

Seven miles south of Burlington, on U. S. 7, is the Shelburne Museum, open from May 15 to October 15. This "museum," which is entered over a covered bridge, includes among its antiquities a lighthouse and—gleaming as brightly as when new—the old side-wheeler Ticonderoga. In the museum's 25 acres are 25 buildings of a century or more ago—an 1840 Meeting House, the Horseshoe Barn which houses period carriages and sleighs, and lovely old homes assembled from all over the state. There are also several fascinating antique collections.

Burlington, with its lake ferry, is a delightful exit; but if you have time, follow U.S. 7 from Shelburne south to Middlebury and take State 30—one of the most colorful and scenic roads in the fall. From Manchester Center it swerves diagonally across an entrancing countryside to historic old Brattleboro on the Connecticut River, whence the picturesque Molly Stark Trail will return you to your point of entry, Bennington.

This tour by no means includes all that is worth seeing in Vermont, but it covers many roads and scenes of outstanding fall beauty, interesting towns and historic places. It can be changed, of course, to suit individual preferences, expanded or abridged according to available time.

It should not be overlooked, however, that Vermont is a year-round vacation state, with equal attractions in spring and summer, and advantageous sites for winter sports.

All Photos Courtesy Vermont Development Commission, Montpelier, Vermont

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RED ARROW

Nothing to sell but Service...

STANDING beside one of the 20 new 40-foot TKV-16 LUFKIN vans recently delivered to Red Arrow Freight Lines are, left to right, R. P. WEAVER, Lufkin Trailers San Antonio branch manager; LAURENCE WINGERTER, president, Red Arrow; and O. K. McCAULEY, Lufkin Trailers, San Antonio.



WITH 298 borrowed dollars as a down payment on a used truck and five dollars in cash, Red Arrow Freight Lines, as such, began its operation in the early part of 1928. This first operation was between San Antonio and Corpus Christi, Texas, then a distance of approximately 155 miles.

Safety equipment, such as flares, fusees, four wheel tractor brakes, trailer brakes, running lights, were unknown. Hours of service were of little consequence. Regulation by the Interstate Commerce Commission and Railroad Commission of Texas was non-existent.

From the meager beginning, Red Arrow operations were extended from San Antonio and Corpus Christi to the Lower Rio Grande Valley. In 1929, when the Railroad Commission of Texas first assumed regulatory power over truck operations, these routes became Red Arrow's first certificated routes under the Grandfather Clause of the Texas Motor Carrier Act.

In December 1930, the operation was extended from Corpus Christi into Houston via Beeville and Victoria; thus, was established the first certificated through truck service between Houston and the Lower Rio Grande Valley.

Red Arrow Freight Lines became a corporation

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GENERAL offices of the Red Arrow Freight Lines were moved to this modern new terminal in San Antonio.

under the laws of Texas in September, 1931, and headquarters of the company were moved from Corpus Christi to Houston in January, 1932. The purchase of a route between Skidmore and Alice, Texas, shortened the operating distance between Houston and San Antonio and the Rio Grande Valley and allowed Red Arrow to give the shipping public the first scheduled overnight transportation service of any type ever offered between Houston and San Antonio and the Rio Grande Valley. Prior to that time a freight shipment from Houston to Harlingen was in transit anywhere from three days to two weeks.

Other routes were added between Houston and San Antonio, between San Antonio and Austin and between Houston and Austin.

This was the scope of the operation when in 1934, the two owners divided the organization into two companies. Red Arrow retained that portion of the former operation between Houston and Austin, San Antonio, Corpus Christi, and the Rio Grande Valley.

The program of expansion, however, was immediately reinstituted. Routes were added, through purchase or on showing of public convenience and necessity before the Railroad Commission of Texas, from Victoria to Sinton, Rosenburg to Gregory via Bay City, San Antonio to Victoria, Houston to Huntsville, Dallas, Waco, and Fort Worth, San Antonio to Austin, Waco, Dallas and Fort Worth.

Again Red Arrow pioneered transportation service in Texas by establishing a route between Dallas and Victoria via Corsicana, Mexia, Bremond, La Grange, and Cuero. This new short route allowed Red Arrow to establish for the first time in the history of transportation overnight service from Dallas to Corpus Christi and the Lower Rio Grande Valley. Transportation people, including many motor freight operators, declared this proposed service incapable of performance. Red Arrow didn't think so and performed and is today performing that service.

Controlling stock was purchased in 1955 by a group of San Antonio men, headed by Laurence Wingerter who is President of Red Arrow. General offices of the company were moved from Houston to San Antonio in September, 1958.

Henry E. Koehler, who has been with the company since 1935, is Red Arrow's Vice President in charge of Operations. E. H. Westerman, with Red Arrow since 1944, is Superintendent of Maintenance.

From that first used truck purchased with borrowed money some 32 years ago, Red Arrow now operates 108 tractors, 110 straight trucks, 203 trailers, and five service trucks. Lufkin is proud to number this company among its principal customers.

Perhaps Red Arrow's slogan is the key to its success. Printed in red at the foot of their letterhead stationery is this motto: "Nothing to sell but service . . . to and from 335 busy Texas cities and towns."

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Here and There among



GLENN FOY, left, Lubbock Sales & Service, Lubbock, Texas, and JIM FORTENBERRY, Lubbock, Texas



MRS. BONNIE BOLLINGER, England Bros. Truck Line, Fort Smith, Arkansas



JOHN T. DUNN, Parker & Parker Construction Co., Odessa, Texas



R. F. BROWN, R. F. Brown Sand & Gravel Co., Odessa, Texas



HAROLD BISE, left, Lubbock Sales & Service, Lubbock, Texas, and LEE WILLIAMS, Houston, Texas



FRED WILLIS, J. J. Willis Trucking Co., Odessa, Texas



JEROME WILLIS, J. J. Willis Trucking Co., Odessa, Texas



GLENN FOY, left, Lubbock Sales & Service, Lubbock, Texas, and TOMMY McMILLIAN, McMillian Trucking Co., Fort Worth, Texas



Left: HUGH TERRY, standing beside LUFKIN trailer loaded with cotton, Raymondville, Texas

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Trucking Folk...



DON PATTON,
C. F. Weir Co.,
Muskogee, Oklahoma



ROGER ENGLAND, left, and LYLE OXFORD,
both with England Bros. Truck Line,
Fort Smith, Arkansas



R. A. YOUNG, JR.,
Arkansas Best Freight Lines,
Fort Smith, Arkansas



BENNETT WILSON,
Wilson Bros. Truck Line,
Carthage, Missouri



LLOYD SUMMERS,
Roscoe,
Texas



MONTAGUE WILLIAMS,
Mercury Motor Line, Inc.,
Fort Smith, Arkansas



Left to right: A. R. CROW, O. K. JONES,
V. N. CROW, all with Crow Gravel Co.,
Mission, Texas



GUY NALL, left, and FARRELL NALL,
both with Nall Trucking Co.,
Seminole, Oklahoma

RAY NELSON,
Nelson Brothers,
Dimmitt, Texas



A. A. KELSO,
Kelso Leasing,
Lubbock, Texas



CHARLES ODUM,
Goodpasture Grain Co.,
Brownfield, Texas



PAUL RAGSDALE,
Container Corporation,
Muskogee, Oklahoma



J. LARRY SPERBERG,
M & L Truck Leasing, Inc.,
Odessa, Texas



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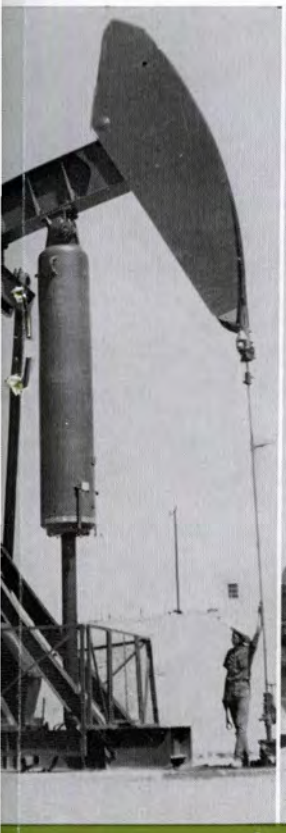

3



4



5

UFKIN

Installations



9



10

1. LUFKIN A-456DB-120-36AG Unit, Texaco, Inc., Spring Creek, Wyoming.

2. LUFKIN A-912DA-192-42 Unit, Texaco, Inc.—The California Company, Wilson Creek Field, Colorado.

3. LUFKIN A-912DA-192-42-G Unit, Texaco, Inc., North Fork, Wyoming. BUD PERRY stands beside Unit.

4. LUFKIN A-456D-120-27.5 Unit, Trigood Oil Co., Well #51, East Fiddler Creek, Wyoming.

5. LUFKIN C-228D-74-23 Unit, Big Horn Powder River Corp., Wakeman #1, East Fiddler Creek, Wyoming. Standing beside the Unit are JIM MEINSOHN, left, and E. L. COBB.

6. LUFKIN C-320D-84-27, left, and LUFKIN C-228D-74-23 Units, Texaco, Inc., Danforth Hills, Southwest Craig, Colorado.

7. LUFKIN C-228D-74RO-23-GGB Unit, Sinclair Oil & Gas Co., Peter Svlina #2, Rozet, Wyoming.

8. LUFKIN C-228D-74-27 Unit, Standard Oil Co. of California, Red Wash Field, Vernal, Utah.

9. LUFKIN C-228D-74-18.6 Unit, Texaco, Inc., Gilmer #7, East Fiddler Creek, Wyoming.

10. LUFKIN A-1824D-192-42 Unit, The California Company, Rangley, Colorado.

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PETE WEST
Texaco, Inc.
Williston, North Dakota



GENE SIMONS
Sinclair Oil & Gas Co.
Casper, Wyoming



BOB TATE
Continental Oil Co.
Billings, Montana



ED BURRICH
Amerada Petroleum Corp.
Charlson, North Dakota



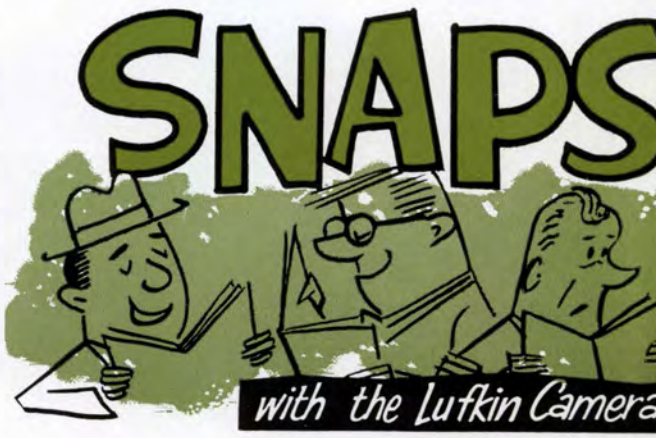
TOM REAGAN
Lion Oil Co.
Denver, Colorado



Left to right: DAVY DAVENPORT, LEO McCANN, C. D. SMITH, all with Texaco, Inc., Meeker, Colo.



ROD DANIELSON, left, and FAY MERRY, both with The California Co., Rangely, Colo.





Left to right: DICK COOK, RALPH VARNER, MERYLE DICKENS, CLYDE BARTON, JOHN EIKENBERG, all with Pure Oil Co., Fort Morgan,



JOHN RANKIN
Champlin Oil & Refining Co., Sidney, Nebraska



PAUL BLISS
Lion Oil Co.,
Denver, Colorado



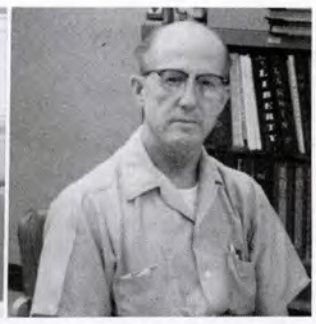
REGGIE ORR
Humble Oil & Refining Co., Billings, Montana



BOB MORGAN
Amerada Petroleum Corp.
Tioga, North Dakota



MICKEY McGUIRE
Continental Oil Co.,
Billings, Montana



LARRY MILES
Amerada Petroleum Corp.,
Williston, North Dakota



Left to right: ROBERT E. YONTS, E. A. BOWEN, JOHN K. WALSH, all with Continental Oil Co., Thermopolis, Wyo.

GEORGE LOGUE
Shell Oil Co.,
Denver, Colorado

BILL STEWART
Continental Oil Co.,
Linch, Wyoming

BOB MEADOWS
British American Oil
Prod. Co., Denver, Colo.

RUSS LINDVAHL
British-American Oil Co.,
Denver, Colorado

JIM GLOVER
Continental Oil Co.,
Denver, Colorado











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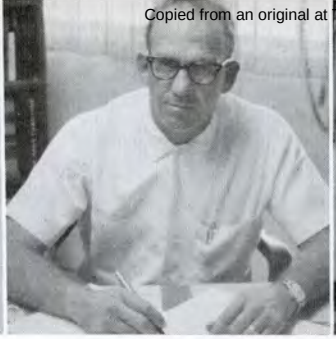
CLYDE HAMILTON
Shell Oil Co.,
Billings, Montana



A. B. (BUD) PARKER
Sinclair Oil & Gas Co.,
Fort Morgan, Colo.



LARRY BARRETT
Texaco, Inc., Williston,
North Dakota



BOB GREEN
The California Co.,
Denver, Colorado



JIM THORNTON
Texaco, Inc.,
Billings, Montana

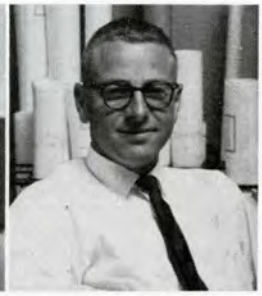




BOB MANNING, left, and
CLIFF JOHNSON, both with Pan
American Petr. Corp., Cody, Wyo.



L. B. CURTIS
Continental Oil Co.,
Denver, Colorado



BOB QUALLS
Sage Oil Co.,
Denver, Colorado



Left to right: KEN MILLER,
ANSUL WILLIAMS, FREEMAN EGOLF
Phillips Petroleum Co., Casper, Wyo.



ED OLIVER
Amerada Petroleum Corp.
Casper, Wyoming



WALTER RAND
Texaco, Inc.,
Casper, Wyoming



H. C. (SMITTY) SMITH
Mobil Oil Corp.,
Casper, Wyoming



Left to right: BOB WALKER,
BEN McPHIE, RAY BARTUSIAK, all
with Texaco, Inc., Sterling, Colo.



BRAD SINEX
Amerada Petroleum Corp.,
Williston, North Dakota



BOB DOUBEK
Shell Oil Co.,
Billings, Montana



FRANK GIBBS
Honolulu Oil Corp.,
Billings, Montana

CARL MITCHELL
The California Co.,
Denver, Colorado

FRANK STOFAC
British-American Oil
Co., Denver, Colorado

GENE WEGER
Sinclair Oil & Gas Co.,
Denver, Colorado

BUD LUND
Sinclair Oil & Gas Co.,
Casper, Wyoming

GLENN RICKNER
Gulf Oil Corp.,
Denver, Colorado











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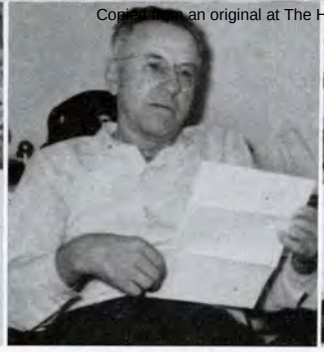
H. B. GERNERT
Trigood Oil Co.,
Casper, Wyoming



RAY BARTELS
Continental Oil Co.,
Glenrock, Wyoming



CARL MORRIS
Ohio Oil Co.,
Casper, Wyoming



GENE GOSE
Phillips Petroleum Co.,
Glenrock, Wyoming



HERMAN BRUNT
Ohio Oil Co.,
Casper, Wyoming



More SNAP-SHOTS



RUSSEL G. BECHTEL recently retired as Rocky Mountain Division Production Superintendent for Pan American Petr. Corp., Casper, Wyo.



KENNETH BEAVER
Pan American Petr.
Corp., Midwest, Wyoming



Left to right: FRED DANIELS, PHIL COOK, BILL BARNES, ALLEN RHODES, DICK JOHNSON (sitting), all with Honolulu Oil Corp., Cody, Wyo.



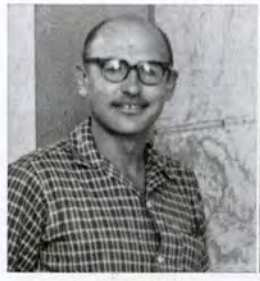
EVERETT PACE, left,
and BILL KAISER, Shell
Oil Co., Denver, Colo.





BOB BODEMANN, left,
and RAY WYATT, both
with Tennessee Gas
Transmission, Casper, Wyo.

HAYDEN JONES, left,
and CHUCK EBERT, both
with Continental Oil
Co., Denver, Colo.



PAUL GRIMM
Texaco, Inc.,
Craig, Colorado



DUTCH ELDERKIN
Shell Oil Co.,
Denver, Colorado



MARTIN HEGGLUND, left, and
DON FALKINGHAM, both with Pan
American Petr. Corp., Casper, Wyo.



GIN SHELBY
Lion Oil Co.
Denver, Colorado



TOM CHRISTENSON
Shell Oil Co.
Billings, Montana

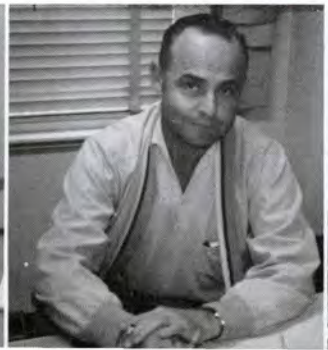


Left to right: DOUG STEVENSON, Imperial Oil Co. Ltd., Regina, Saskatchewan; TAYLOR HOOD, Manager Gas Engine Dept., Lufkin Foundry; A. L. MORRISON Gaso Pump, Tulsa, Okla.; GARY SMITH, British-American Oil Co., Regina, Sask.; DAVE FLOYD, Imperial Oil Co., Ltd., Regina, Sask.

DAN BOONE
Amerada Petroleum Corp.
Williston, North Dakota



JOHN FREEMAN
British-American Oil
Prod. Co., Sterling, Colorado



LEROY LANGEN
Amerada Petroleum Corp.
Williston, North Dakota



DON ARNOLD
Texaco, Inc., Williston
North Dakota



JIM MESSER
Texaco, Inc., Charlson
North Dakota



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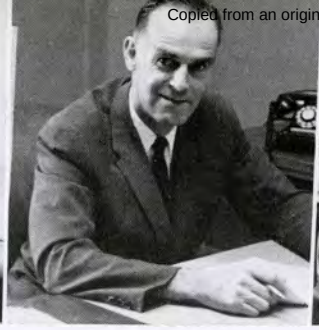
SKIP MARTIN
Texaco, Inc.
Craig, Colorado



LESTER SMITH
Gulf Oil Corp.
Denver, Colorado



C. D. GAINES
Sinclair Oil & Gas
Co., Denver, Colorado



JOE PAINE
Denver
Colorado



TOM HOGAN
British-American Oil
Co., Denver, Colorado



J. E. HOWELL, left, vice president of Lion Oil Co. Houston, Texas, presents JAMES E. BUCY, Lion Oil Co., Denver, Colo., with his 30-year service pin.



Left to right: HARRY POTTER, C. E. ROBERTSON, TED BLEVINS, JIM GLOVER, JIM PATTEN, MISS NANCY DORN, all with Continental Oil Co., Fort Morgan, Colo.



Left to right: JOHN DONALDSON and FRANCIS THOMAS, both with Continental Oil Co., Denver, Colo.; and GUS STOLTZ, Montana School of Mines, Butte, Montana



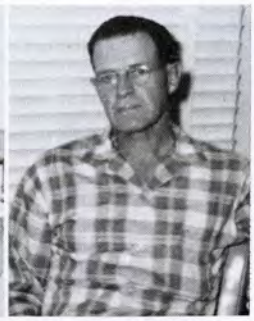
WAYNE CARLSON
Continental Oil Co.
Woodrow, Colorado



GEORGE HOGUE
Sohio Petroleum Corp.
Woodrow, Colorado



JOE GALOVITCH
Continental Oil Co.
Woodrow, Colorado



K. M. HAMMOND
Continental Oil Co.
Linch, Wyoming



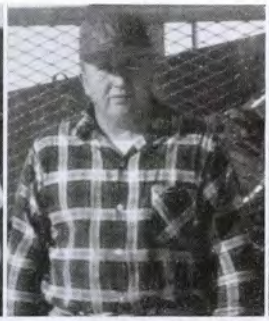
Left to right: DEL FYOCK, FRANK WILLIAMS, FRANK REDFIELD, SAM BOLTZ all with Texaco, Inc., Casper, Wyo.



HERB PARNELL
The California Co.
Rangely, Colorado



HARVEY SEDGER
Frontier Refining Co.
McCook, Nebraska



FRANK CAPPLEMAN
Continental Oil Co.
Woodrow, Colorado



ROCKY MASON
Standard Oil of Calif.
Vernal, Utah



Left to right: DICK LANNAN, PAUL LEADFORD, VIRGIL RANK, KAY HAMMONDS all with Continental Oil Co., Craig, Colo.

DALE PICKING
Shell Oil Co.
Denver, Colorado



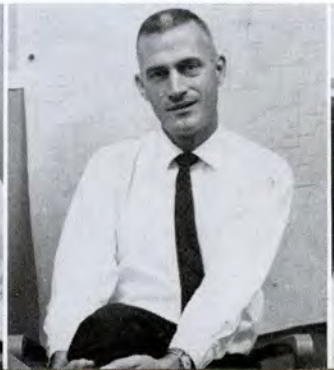
SPIKE NICHOLS
Texaco, Inc.
Hamilton, Colorado



BOB BOSWELL
Colorado Oil & Gas Co.
Denver, Colorado



HAROLD MILLER
Shell Oil Co.
Denver, Colorado



JOHN PAYNE
Shell Oil Co.
Denver, Colorado



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more Snap-shots



DAN SHAW
Shell Oil Co.
Billings, Montana



AL DITTMER
Shell Oil Co.
Billings, Montana



BOB SLAVEY
Texaco, Inc.
Williston, North Dakota



GAIL FLEMING
Humble Oil & Refining Co.
Billings, Montana



L. A. LINDSTROM
Ohio Oil Co.
Sidney, Nebraska



JOE FOWLER, left, and
HAYNES STRIDER, both with
Gulf Oil Corp., Casper, Wyo.



CHET FRAZIER
Shell Oil Co.
Billings, Montana



E. W. RICHMOND
Shell Oil Co.
Sterling, Colorado



BILL LANSING
The California Co.
Casper, Wyoming



JIM GARLICK
Shell Oil Co.
Billings, Montana



BOB SCHROEDER, left,
BILL ZIMMERMAN, both with Pan
American Petr. Corp., Casper, Wyo.



KESNER LONG
Pan American Petr.
Corp., Casper, Wyoming



CLYDE LEWIS
Texaco, Inc.
Williston, North Dakota



SAM BEELER
The California Co.
Denver, Colorado



DOYLE SEIFERT
McElroy Ranch Co.
Denver, Colorado



LYLE ANDERSON, left, Glenburn, North
Dakota, and DEAN KETCHEM, Casper
Wyo., both with The California Co.



GENE RICE, left, and BILL
BARNES, both with Honolulu
Oil Corp., Fourbear, Wyo.



J. E. JEFFERSON
Texaco, Inc.
Hamilton, Colorado



KEN OWENS
Gulf Oil Corporation
Fort Morgan, Colorado



BERT MINCHOW
Mobil Oil Co.
Casper, Wyoming

DICK YATES
Shell Oil Co.
Billings, Montana



GORDON EATON
Texaco, Inc.
Billings, Montana



DUANE JOHNSON
Texaco, Inc., Charlson
North Dakota



JESSE HORNE
British-American Oil
Prod. Co., Sterling, Colorado



GORDON FLYE
Shell Oil Co.
Billings, Montana



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DRIVER J. D. JONES is ready to roll with one of Fine Truck Line's new Lufkin KubeKing vans.



LEFT to right: ORVILLE FINE, owner and president of Fine Truck Line; H. F. FINE, and EARL (DOC) CUNNINGHAM. Driver in truck is KEITH HOWARD.

HIGH IN THE HILLS

DEEP in the surroundings of the beautiful Ozark Mountains a growing truck line makes their headquarters. This line started as a dream back in 1938 when O. M. (Orville) Fine was hauling for hire from Kansas and Oklahoma into Fort Smith, Arkansas. The war years came and in 1941, Mr. Fine went into the Army, leaving Mrs. Fine with the task of handling six trucks and trailers. As man power became shorter and Mrs. Fine was faced with loss of drivers, the business was dissolved by selling the equipment as each driver left.

Mr. Fine returned from the service in 1943, to begin trucking again. From 1943, Mr. Fine was associated with another trucking firm. During this period, he purchased the Mena Freight Line. In 1958, Orville Fine made the purchase of a truck line that runs from Fort Smith, Arkansas, to Tulsa, Oklahoma. In November of 1958, Fine Truck Line was organized in Fort Smith, Arkansas, with Orville Fine as Owner and President; Mrs. Fine, Secretary Treasurer; and Jim Harris, Sales, Repair and Claim Agent. Earl Cunningham is Superintendent of Equipment.

The line was started with seven trailers and three tractors. With the final delivery of the new Lufkin Kube King Vans in his fleet, Mr. Fine now has 17 line trailers, nine tractors and 17 City bobtail trucks. With new authority granted in June of this year, the Fine Truck Line extends their services from Fort Smith south to DeQueen, Arkansas, West into Oklahoma through Broken Bow, Wright City, Valliant and Idabel. They also service Wagner, Tahlequah, Stillwell, Westville, Tulsa and Siloam Springs.

As the name states, a fine truck line with fine people and fine service stands ready to the beckoning call of the people of Western Arkansas and Eastern Oklahoma.



FROM meager beginning, Fine Truck Line serves Ft. Smith south to DeQueen, Ark. and west into Okla.

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the Ducks Return

CANADA provides major breeding grounds for ducks and geese. These are Blue and Snow geese in spring migration, snapped at Warren, Manitoba.

By WILLIAM H. WALSH

THE dodo couldn't fly and it got its name from the Portuguese "doudo" which means silly. This combination of deficiencies—physical and mental—may have had something to do with the fact that "dead as a dodo" has become a familiar expression . . . there is no dodo to be found anywhere today. The passenger pigeon, however, could fly beautifully, and it wasn't silly, but the passenger pigeon is also an extinct species.

The last of the heath hens was seen years ago in Massachusetts. The egret was headed for extinction until the law stepped in to protect it against slaughter. The whooping crane population is down to one small carefully-watched flock of a few birds.

Years ago our fathers looked up in wonder as awesome clouds of ducks made their way, spring and fall, along the north-south migration flyways of North America. A normal year would find 200,000,000 of these birds in flight. There were so many that nobody thought that some day the duck might face extinction also. So had our fathers' fathers thought also of the buffalo.

Then, year by year, the clouds in the flyways thinned . . . by millions. Guns were responsible for only a part of it. Drought and flood took their toll. Crows, magpies, jackfish, coyotes, mink, skunks and other predators all played a part in the tragic process. Worst of all, however, was the loss of many breeding marshes and the pollution of others. As the 1930's approached, the duck population dropped to an estimated 30,000,000, and there was good reason for the growing alarm of sportsmen and lovers of nature. Some people believed that little or nothing could be done to stop, let alone reverse, this trend toward extinction. Joseph P. Knapp did not agree. In 1929, long before the general public became aware of the waterfowl crisis, Mr. Knapp enlisted the aid of other business leaders and sportsmen in forming the More Game Birds in America Foundation. This organization employed 2,000 biologists and field observers to take an international duck census.

Making use of its findings, the Foundation sponsored a program calling for the restoration and proper management of wildfowl breeding grounds in both the United States and Canada. Efforts to gain government financing failed, but in 1934 Congress passed the "Duck Stamp Act" under which sportsmen were required to pay a one dollar special fee to hunt waterfowl. This raised $20,000,000 for the United States Biological Survey to use in its program of wildlife restoration.

In addition, protection for the waterfowl was given through shortening the hunting season, reducing bag limits, outlawing dawn and dusk shooting, and the use of live decoys and baiting, and by placing many species of ducks on the protected list. All this helped, but the duck population continued to diminish. One basic reason was that 70 per cent of the prospective duck population died on major breeding grounds which for the most part were located in the prairie provinces of Canada.

Realizing this, American sportsmen decided to extend their program to encompass Canada, and there came into being an organization known as Ducks Unlimited. Within 10 days of its formation in 1937, this organization had a major restoration project under way.

This project was concerned with Big Marsh Grass, about 100 miles north of Winnipeg, originally an area of 104,000 acres of marsh and water which had served as a great nesting place for ducks and geese. Early in the century an American syndicate spent about $7,000,000 draining this region, after which it sold the land to settlers. These, in turn, proceeded to abandon it as unsuitable for agriculture, and the area reverted to the government for unpaid taxes.

MORE than 3800 miles of shoreline nesting areas have been established and hundreds of miles of fireguard lanes cleared to prevent marsh fires.

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THIS dam is under construction by Ducks Unlimited to provide marsh and water as nesting places for waterfowl, and to increase muskrat production.

Ducks Unlimited made arrangements with local municipalities under a 20-year lease, to construct dams and spread water over 50,000 acres with a shore line of more than 40 miles. This flooding not only improved an area for the use of ducks, but it brought about a muskrat production large enough to warrant the appointment by the local government of a full-time manager to supervise the muskrat business. Having retained the fur rights, this meant substantial income for the government.

Since this first undertaking, Ducks Unlimited has created 400 "duck factories" in Manitoba, Saskatchewan and Alberta. An important part of the program has been control of the serious duck disease known as botulism, and a vigorous predator control, with the assistance of Canadian sportsmen's leagues and the provincial government, aimed particularly against crows and magpies which feed on eggs of the wild duck.

Another important phase of this waterfowl program has been fire control. The huge Nettey-Libau marshes at the south end of Lake Winnepeg, nesting ground for thousands of ducks, is a valuable haying ground for settlers. To clear the way for new crops, these settlers were accustomed to burn over the marshes at a time when the ducks were nesting, causing the destruction of thousands of ducks and their nests. Now, with the full co-operation of the farmers, Ducks Unlimited supervises these burnings, at a time when they will not interfere with the ducks, and their eggs or young.

The shore line nesting area established up to now by Ducks Unlimited is in excess of 3,800 miles. It has cleared hundreds of miles of fireguard lanes to prevent destructive marsh fires; built hundreds of miles of barbedwire fencing to protect nesting areas; banded 90,000 ducks and geese to assist in the flight study of migratory birds; constructed over 600 dams to save and control water for ducks; maintained and managed more than 600,000 acres of water in the prairie provinces of Canada, and destroyed 5,000,000 crows, magpies, and other predators, the killers of countless thousands of ducklings. In addition, it has made sportsmen throughout North America aware of the need for conserving wild life resources.

The organization dreams of 4,000 projects instead of 400, for there is a great deal still to be done not only in the United States and Canada, but in Mexico, Cuba, the Central American countries where waterfowl winter. The task calls for the co-operation of the United States Fish and Wildlife Service, the Canadian Wildlife Service, the conservation departments of all the states, and the aid of every sportsman and nature lover. Significantly, there are about 2,000,000 duck hunters in this country, four times as many as there were 20 years ago, but the work of Ducks Unlimited is now being accomplished with the active support of only 30,000.

If it can win the greater support it needs, Ducks Unlimited is sure the battle can be won. Already the tide has been reversed. In 1946 a duck census showed that the duck population had risen to 150,000,000 . . . five times what it was in the early 'thirties. Since then, every year but one has seen an increase, with 1952 being rated by conservation agencies as the most productive in the last quarter-century. This is a happy record but Ducks Unlimited knows that, to be fully effective, this must be a continuing job.

It would take a catalog to list all the items of effort which have gone into attaining this over-all result, and another to list the agencies and organizations, and all the individual sportsmen, government officials, farmers and others who have associated themselves with this task of wildfowl restoration.

Even this recital would not tell the complete story, but there is one place where the nation can look for a dramatic summary of results. That is in the skies . . . in the spring when the birds fly north, and again in the autumn when they return to the south. This is the really important part of the story and, in the word of Ducks Unlimited, "it will be etched there brilliantly by the sweeping wings of millions of wildfowl."

Wings, it might be added, which would be fewer by tens of millions if it were not for men who believed that there could be a coexistence of civilization and wildlife . . . and who had the imagination, ingenuity, and will to do something about it!



All Photos Courtesy of Cities Service Company

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A young man was out on a first date with a rather flat-chested girl. The evening ended on the sofa in the young thing's parlor. The boy put his arm around her and made a few preliminary passes.

The girl stiffened indignantly.

"Here, here!" she exclaimed.

"Where, where?" he replied.

Did you hear about the nearsighted quail who went off on a lark?

It was the rookie nurse's first day but she was trying to make good. When she checked on the call light from a bedridden male patient, he asked for a "vase."

Not quite up on this hospital terminology, she nevertheless started off in search but paused at the doorway of the room and looked back. "Just how large a bouquet do you have?"

And then there was the Egyptian princess who got laid in a casket and became a mummy.

A young lady on a vacation cruise stopped a sailor at his job and asked, "I'd like to see the captain of this ship."

"He's forward, Miss."

"Well, I don't mind. This IS a pleasure trip."

Only mosquitoes like girls with fat legs.

Three successive notices from a small country paper tell their own story:

November 2: "For sale. Slightly used farm wench, in good condition. Very handy. Apply A. C."

November 4: "Correction. Due to an unfortunate error, Mr. Cartwright's ad last week was not clear. He has an excellent winch for sale. We trust this puts an end to the jokesters who have telephoned Mr. Cartwright and bothered his housekeeper, Mrs. Hoff, who loves with him."

November 6: Notice—My winch is not for sale. I put a sledgehammer to it. I have had the telephone disconnected. I am not carrying on with Mrs. Hoff. She merely LIVES here. —A. Cartwright."

And speaking of mistakes, a linotype operator misplaced an "m" for a "b" and caused the following to appear in a divorce story: "Mrs. Jones asks divorce from Mr. Jones declaring he has amused her physically."

It was the first day for Joyce, the newly hired salesgirl in the maternity shop, and a hectic day it had been. The store had been crowded from the moment its doors opened, and the girl had sped from one customer to another without stopping.

Now, just as she concluded a large sale and anticipated a breathing spell, the doors opened and a fresh flood of obviously expectant ladies poured in.

"Ye gods!" the exhausted salesgirl cried in anguish. "Doesn't *anyone* do it for fun any more?"

The rape case was an unusual one; a widow who ran a small hotel claimed the son of the local wealthy mining family had done the deed. Her testimony amazed the court. She vowed that the young man had entered the back door of the hotel while she was asleep, he then climbed the stairs, entered her room, undressed, and got into bed—during which time she'd never once awakened.

"I'd like to remind you that you are under oath," commented the exasperated lawyer for the defense.

"Do you maintain that you remained asleep up until the time the defendant got in bed with you?"

"I'm a VERY sound sleeper," firmly asserted the woman.

"Well, when did you finally wake up?" asked the lawyer.

"Not until he was all the way in bed," replied the widow, "and had started to . . ."

Her explanation was interrupted by the old judge who leaned toward her, peered quizzically into her face, then announced.

"I sincerely hope you won't fall asleep in my court, ma'am. I doubt if there's a man present who could wake you up."

The beautiful actress was visiting a military hospital. "Did you kill the enemy?" she asked the occupant of the first bed.

"Yes, lady," he said.

"Which hand did you use?"

"My right."

The actress took his right hand and kissed it.

The turn of the man in the next bed came. "I killed hundreds of 'em," he said.

"And which hand did you kill them with?"

He leaned forward eagerly. "I bit them to death!"

"Herbert! What did you say that insulted my guests?"

"I swear I don't know. One of the ladies was telling how she killed rats in their basement by pouring ground glass in their holes . . . and all I said was, 'Who held the rats?' "

"I nearly ran over a pedestrian a few minutes ago and I think he was from Miami."

"How do you know he was from Miami?"

"Well, when he reached the sidewalk, I heard him say something about the sun and the beach."

The proud papa was holding up his first baby boy. "Look, Susie," he said to his wife, "doesn't he look just like me?"

"Yes, I believe he does," she replied. "Now that you're holding him upside down."

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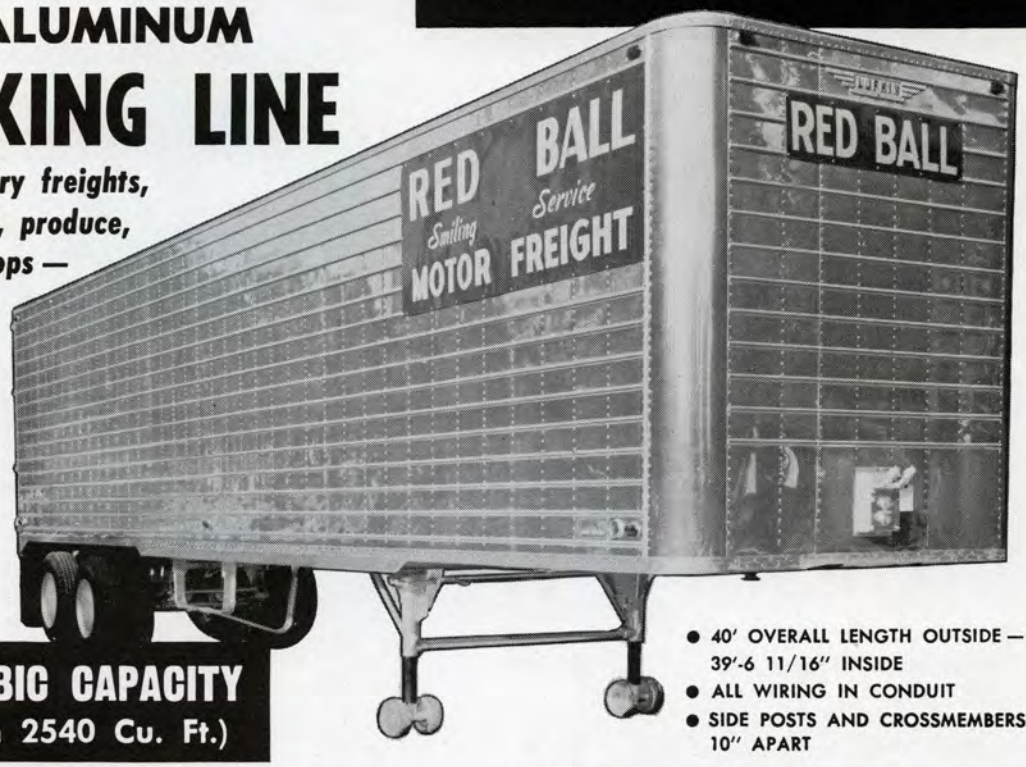

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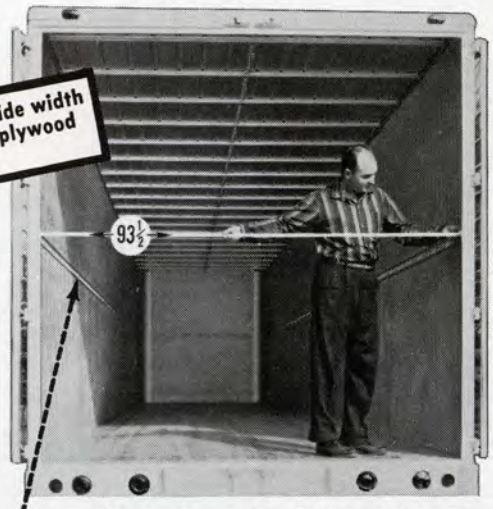
8'-2½" inside height on 10:00 x 20 tires and 12'-6" overall height

93½" inside width with ¼" plywood lining



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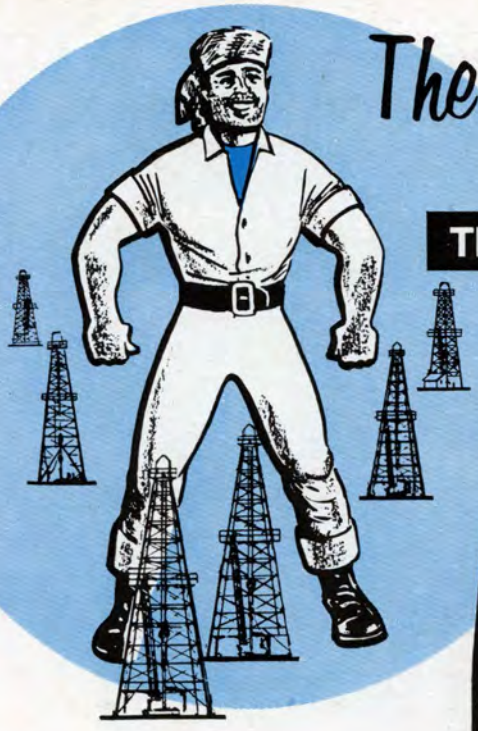
The Paul Bunyan of the Oil Fields



THE MIGHTY

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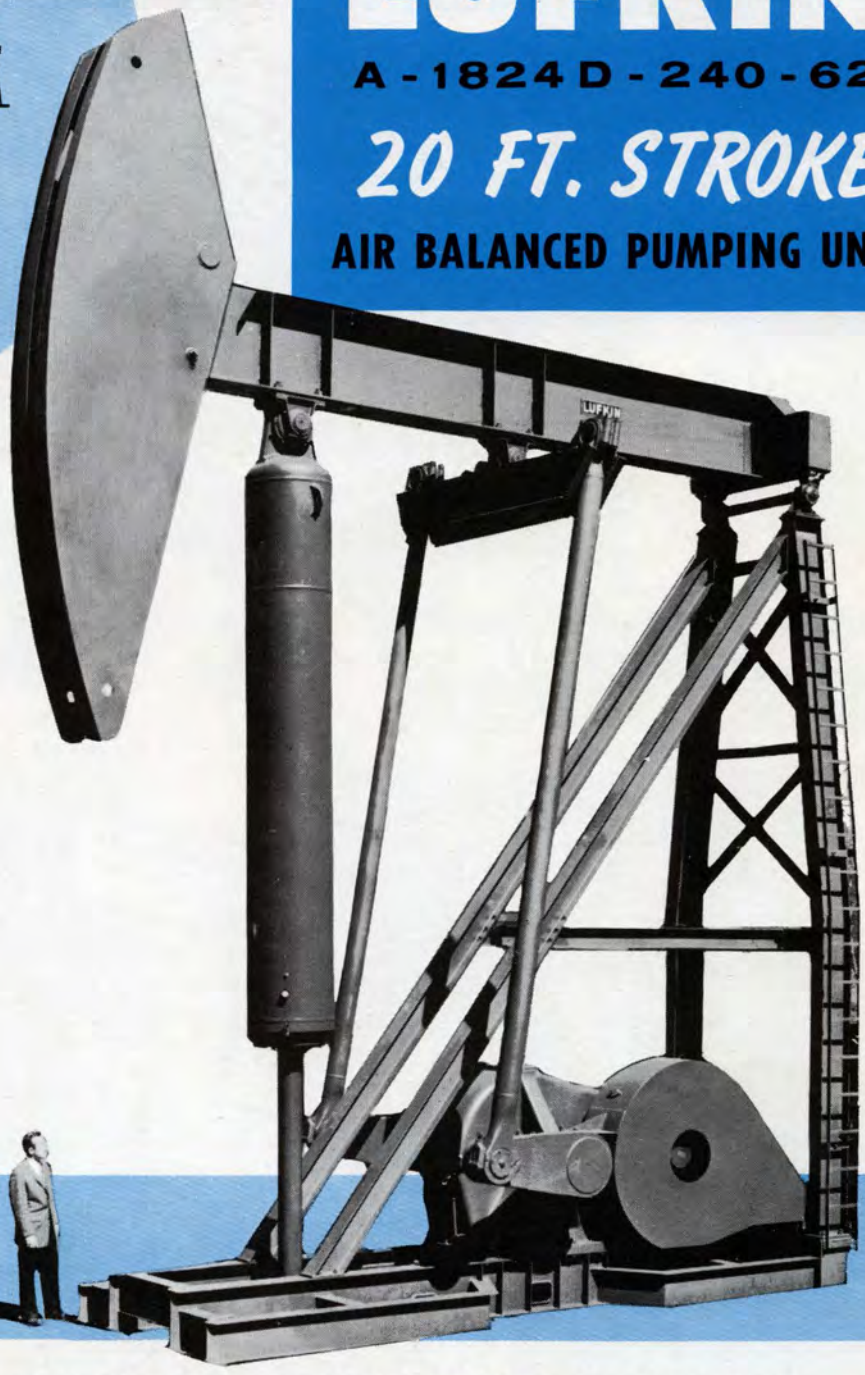
20 FT. STROKE

AIR BALANCED PUMPING UNIT



- Peak Torque — 1,824,000 in. lb.
- Stroke — 240 in. maximum
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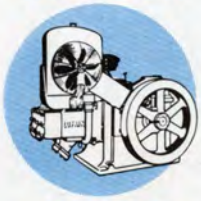
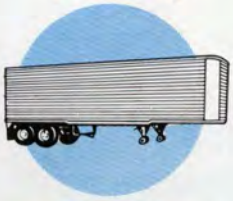
- Overall Height *(top of stroke)* 46'-10"



PUMPING UNITS



GAS ENGINES



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