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THE Lufkin LINE

SEPTEMBER-OCTOBER • 1963

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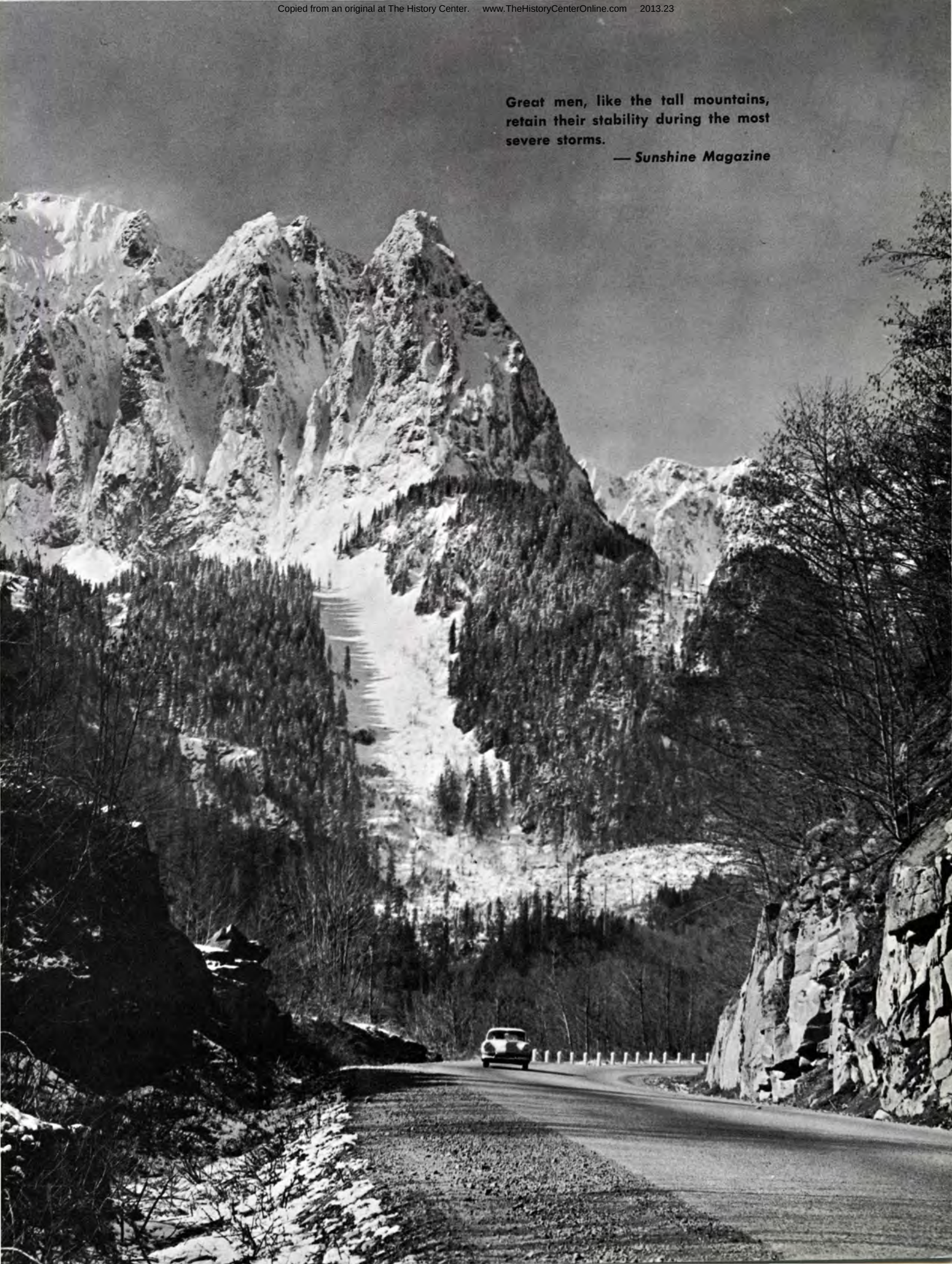

Great men, like the tall mountains, retain their stability during the most severe storms.

— Sunshine Magazine

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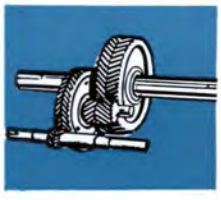
OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



SEPTEMBER • OCTOBER, 1963
Volume 38 Number 5

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Virginia R. Allen, *Editor*

CANADIAN DIVISION ISSUE

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TRAILERS FOR EVERY HAULING NEED

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CANADA'S



IN WILD country on the shore of Lake Superior a section of the Trans-Canada Highway was carved out of solid rock.



HISTORIC city of St. John's, Newfoundland, is the eastern terminal of the Trans-Canada Highway. This view of the busy port and magnificent harbor is seen from the height of Signal Hill.

By W. H. Owens

Motorists can now travel across Canada, from ocean to ocean, on a ribbon of asphalt stretching for nearly 5,000 miles. The Trans-Canada Highway, which cost more than a billion dollars and took twelve years to build, is the world's longest paved road. It is also one of the most spectacular tourist routes yet to be opened on any continent.

Between St. John's, the Atlantic terminal in Newfoundland, and Victoria, on the Pacific coast, this highway passes through every kind of terrain except desert and jungle. Rugged sea coasts, evergreen forests, great lakes and the wide, rolling prairies are broken into by colorful and contrasting cities. The thrilling climax for westbound travelers is the first breathtaking view of the Rockies' snow-capped skyline in Western Alberta. This is a curtain-raiser to the 500 miles of magnificent motoring through Canada's mountain parks, where the highway follows the old Cariboo and other historic trails of the Western pioneers.

To carve a modern motor road over some of the wildest, most inaccessible country of North America was a mighty engineering feat. While parts of the highway follow existing provincial roads—improved to meet Trans-Canada safety standards—in many places huge gaps had to be filled where only bush tracks or less had previously existed.

In Newfoundland, for example, 540 miles of new road had to be carved out of the dense virgin forests of the interior. Again, in Northern Ontario, bulldozers and construction crews were landed from barges to build the highway on the mountainous north shore of Lake Superior. In the great Fraser River Canyon of the Rockies, hard-rock miners were called in to blast away part of a mountainside, 500 to 1,000 feet above the torrential river, so the new highway could be laid beside it.

Nowhere, however, were construction problems so big as on the new road section over Rogers Pass in British Columbia, between Revelstoke and Golden. This opens the marvelous scenery of Glacier National Park to motorists for the first time, saving drivers 200 miles on the old "Big

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Coast to Coast HIGHWAY



Bend" gravel highway that follows the sweep of the Columbia river north of Revelstoke. The 90-mile Rogers Pass section cost up to a million dollars a mile to construct.

In this part of Canada there's an average 30 feet of snow every winter, with the risk of frequent avalanches. Mountain roads in avalanche country are usually closed all the winter. But since the purpose of the Trans-Canada Highway is to provide all-year travel, engineers had to devise means of keeping Rogers Pass open and free of snow for the maximum period each winter.

They solved the problem with huge armour-plated avalanche sheds—like open-air tunnels—which can withstand pressures up to 1,200 lbs. per square foot. Earth dams and concrete blocks were also erected on the mountain slopes above to divert and break up snow slides before these reach the highway.

The value of the Trans-Canada Highway as a super tourist route, however, more than justifies its enormous cost. An ambitious roadside park



THIS aerial view of the highway in the western Ontario Lakes area is near the Manitoba border between Kenora and Keewatin.

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THIS memorial, 42 feet in diameter, includes two magnificent arches of Douglas fir spanning a mosaic map of Canada in colored Ontario ceramic tiles. It was erected in honor of the Trans-Canada Highway builders.



HERE in Banff National Park, Alberta, the highway runs past Mount Eisenhower.



IN THE Rogers Pass area of British Columbia, the motorist passes earth mounds built to act as braking obstacles in the path of snow avalanches.

program is being developed in all the provinces This includes overnight camping grounds at 100-150 mile intervals, and day picnic sites equipped with wooden tables and benches about every 50 miles along the way. Large numbers of motels and camps are already open, while many more are being built.

From Newfoundland's old fortress city of St. John's, the highway loops around the north of the island through Terra Nova National Park to Port Aux Basques, at the southwest corner. There the highway actually cheats a little by becoming a car ferry over the Cabot Strait to link with Nova Scotia, Prince Edward island and New Brunswick. These historic and charming maritime provinces, where the first European settlers in Canada landed, offer the traveler glorious sea bathing on sandy coasts and salmon fishing in rivers never far away.

The Trans-Canada route continues west into Quebec—"La Belle Province"—through French-speaking Canada and along the great St. Lawrence River to gay, cosmopolitan Montreal, where the Old and New Worlds meet, and the capital city of Ottawa. There you enter and leave the city by scenic wooded driveways which are one of its most attractive features. Beyond Ottawa comes "The Land of a Thousand Lakes"—a paradise for the rod fisherman—where summer cottages and camps pin-prick the landscapes all the way to Parry Sound on Georgian Bay.

At this inlet of Lake Huron, the highway strikes

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DRIVERS on the Trans-Canada Highway through Glacier National Park, British Columbia, are surrounded by 500 square miles of alpine scenery.



THE harbor of Victoria on Vancouver Island forms the western terminal of the highway. Some of the route through the Rockies cost $1½ million a mile.

north to the nickel-mining city of Sudbury, then west again, beside the Canadian-U.S. locks of Saulte Ste. Marie (linking international shipping on Lakes Huron and Superior), to the wild, mountainous farther shore of the world's biggest freshwater lake. Part of the new road opening up this shore for the first time had to be cut through the solid rock.

The next 1,500 miles of the highway provide a complete contrast, stretching out across the vast, flat grainlands of Manitoba, Saskatchewan and Alberta under the widest skies in Canada. In these mid-west provinces the towns are far apart, but the route touches the main centers like Winnipeg, Regina, Medicine Hat and Calgary (of Stampede fame) where the Rocky Mountains loom up invitingly on the distant horizon.

Now, on the eastern foothills of the Rockies, an adventure of beauty begins for the Trans-Canada traveler. For the highway snakes its way through the grandest mountain passes amid scenes of unforgettable splendor on its way through British Columbia to Vancouver. The coast-to-coast highway has brought the summer and winter playgrounds of the Rockies closer to the eastern cities. Before it was built, tourists from Montreal, Toronto, New York and other distant centers used to entrain their cars on the transcontinental railroad to Banff, the gateway to the Rockies.

Banff is the starting-point of the highway through Banff National Park to Lake Louise, which crosses an alpine wonderland of mighty peaks, silvery glaciers and rocky canyons. Waterfalls seem to tumble down from the sky and the road bridges chasms where only the rising spray is evidence of river torrents far below. Some of the glaciers stretch their icy tongues to within yards of the roadway, and even in high summer you can ski or make snowmobile trips over them.

Before the final run down to the Pacific coast, and the short ferry hop over to Victoria, on Vancouver Island, the Trans-Canada highway reaches its highest altitude—4,400 feet—crossing Rogers Pass through Glacier National Park. The journey between Golden and Revelstoke, which once took most of the day on the "Big Bend," can be completed easily and comfortably in just two hours—that is, if any driver can possibly resist the temptation to stop and enjoy the enthralling views of literally hundreds of encircling peaks and glaciers.

It was atop of Rogers Pass, fittingly, that the ceremonial opening of the continental highway was performed in September, 1962. Here the Canadian Premier and the leaders of all the Provinces gathered to dedicate a handsome roadside memorial, recording Canada's greatest road-building achievement and honoring the planners, engineers and construction crews who carried it through to triumphant success.

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Richfield Oil Corp.
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R. A. MacDONELL
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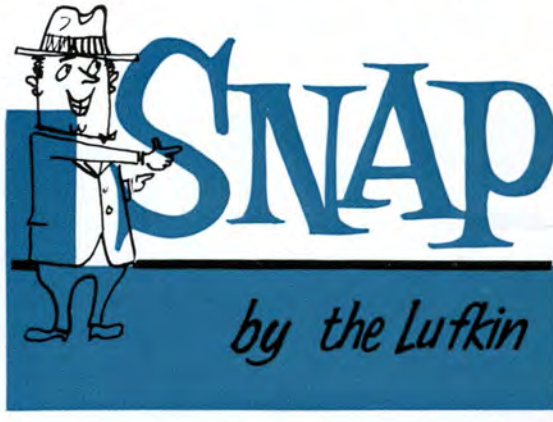
Regina, Saskatchewan



FRANK REDWOOD
Amerada Petroleum Corp.,
Estevan, Saskatchewan



Left to right: ED LUTKE, Cities Service Oil Co.; TAYLOR HOOD, Lufkin Foundry & Machine Co., Lufkin; J. R. VAUGHN, D. W. STEWART, Cities Service Oil Co., Means Queen Sand Unit, Near Andrews, Texas

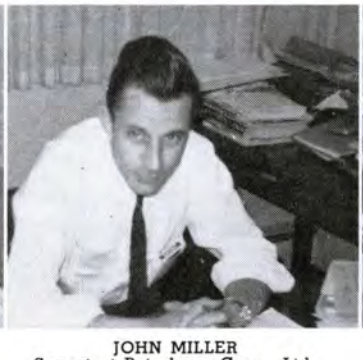




NEAL TURNER, left, JOHN CIURYSEK
both with Sinclair Canada Oil Co.
Edmonton, Alberta



TOM CRAN
Dome Petroleum, Ltd.
Calgary, Alberta



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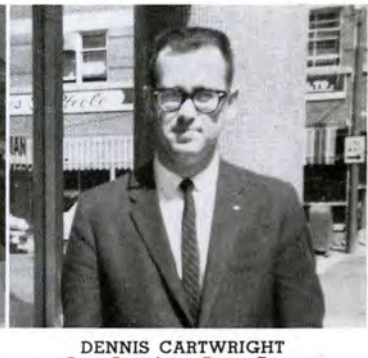
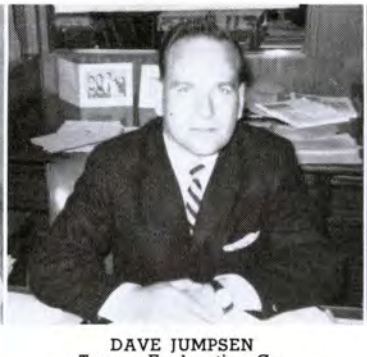
Supertest Petroleum Corp., Ltd.
Calgary, Alberta



DENNIS CARTWRIGHT
Pan American Petr. Corp.
Calgary, Alberta



DON BESTER, left, DAVID MARTIN,
both with Socony Mobil Oil of Canada,
Ltd., Swift Current, Saskatchewan



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CHESTER SCUTCHINGS
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ED SWIFFEN
Home Oil Co., Ltd.
Calgary, Alberta

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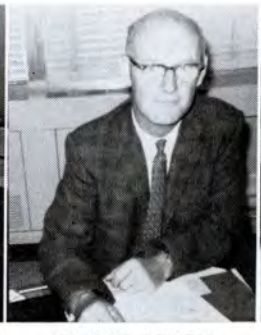
Cameraman . . .



RUSS POWELL
Imperial Oil, Ltd.
Edmonton, Alberta



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Edmonton, Alberta



BILL WALTERS
Canadian Fina Oil, Ltd.
Calgary, Alberta



ROY FISHER
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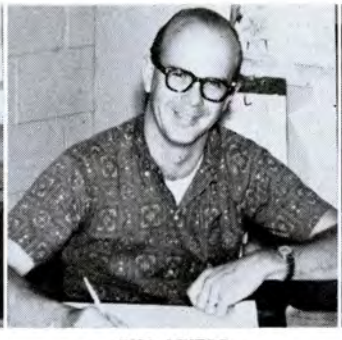
Calgary, Alberta



CHARLEY GREY
Imperial Oil, Ltd.
Calgary, Alberta



BILL MYERS
Union Oil Co. of Canada
Estevan, Saskatchewan



ALEX LYCETT, left, RAY BIRD
both with Tidewater Canadian Oil Co.
Carlyle, Saskatchewan



CLAYTON NYGARRD
Ambassador Oil Corp.
Calgary, Alberta



JACK SCOTLAND
Champlin Oil & Ref. Co.
Calgary, Alberta



ROLAND THOMPSON
Royalite Oil Co., Ltd.
Calgary, Alberta



ROY McKERRICKER, left, DAVID BANKS
both with British American Oil Co., Ltd.
Estevan, Saskatchewan

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Skelly Oil Co.
Edmonton, Alberta

JIM BONSALL
Hudson's Bay Oil & Gas Co., Ltd.
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Estevan, Saskatchewan



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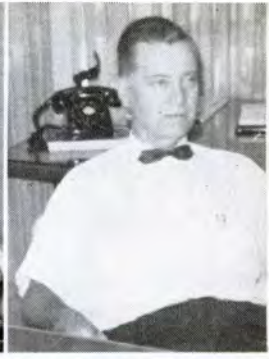
The British American Oil Co., Ltd.
Edmonton, Alberta



BRIAN TONER
Imperial Oil, Ltd.
Frobisher, Saskatchewan



E. S. ARMSTRONG
Canada-Cities Service Petr. Corp.
Drayton Valley, Alberta



J. E. NEWKIRK
Amerada Petroleum Corp.
Calgary, Alberta



Left to right: WAYNE WHATMORE,
GORDON McMILLIAN, RALPH HOLTH, all with Imperial Oil, Ltd.
Frobisher, Saskatchewan



CECIL KERLEY
General American Oils, Ltd.
Coleville, Saskatchewan



ROY CUMMER
Amerada Petroleum Corp.
Calgary, Alberta





DON WRIGHT
Triad Oil Co., Ltd.
Calgary, Alberta



LARRY BOROUGH
Canada-Cities Service Petr. Corp.
Drayton Valley, Alberta



KOOS DE JONG
Imperial Oil, Ltd.
Regina, Saskatchewan



HOWARD KEFFER
Canadian Kewanee
Swan Hills, Alberta



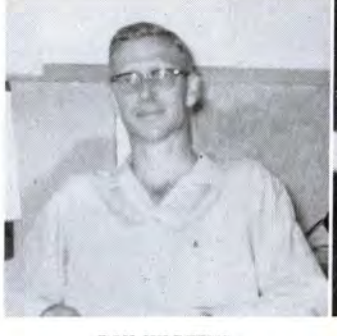
BOB EVANS
The Atlantic Ref. Co.
Edmonton, Alberta



J. D. BURNS, left, Drayton Valley
Alberta; GUS ATHANAS, Calgary, Alberta
both with Pan American Petr. Corp.



JOHN MOSER
Canadian Kewanee
Swan Hills, Alberta



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Drayton Valley, Alberta



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Tidewater Canadian Oil Co.
Shaunavon, Saskatchewan

JOE VANDERBERG
Richfield Oil Corp.
Calgary, Alberta

JOHN HERAUF
Tidewater Canadian Oil Co.
Regina, Saskatchewan

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Calgary, Alberta



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A. A. HOCHSTEIN
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Estevan, Saskatchewan



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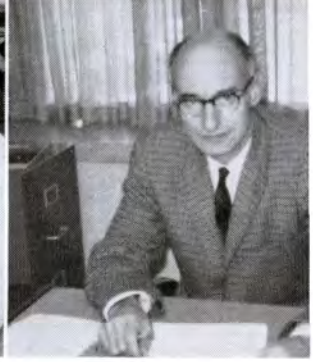


S. B. BANISTER
Royalite Oil Co., Ltd.
Calgary, Alberta

SNAPSHOTS





FRED HOLDEN
Pan American Petr. Corp.
Drayton Valley, Alberta



BILL MITCHELL
Imperial Oil, Ltd.
Frobisher, Saskatchewan



LLOYD JOHNSON
British American Oil Co., Ltd.
Estevan, Saskatchewan



CHARLEY FARKAS
The California Standard Co.
Edmonton, Alberta



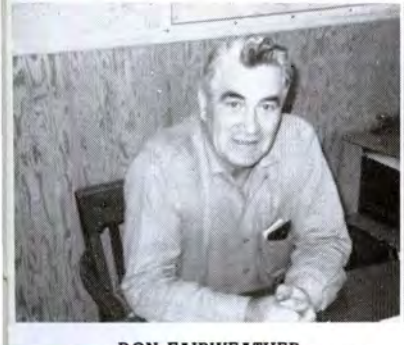
JOE TELFER
United Canso Oil & Gas, Ltd.
Calgary, Alberta



N. S. SHIBLEY
The British American Oil Co., Ltd.
Edmonton, Alberta



Left to right: FRED SNELL, ROSS McLEOD, KEES KRABBIE, all with Canada-Cities Service Petr. Corp., Drayton Valley, Alberta



DON FAIRWEATHER
Mid-Saskatchewan Pipe Lines, Ltd.
Coleville, Saskatchewan



STEVE ROMANSKY
Socony Mobil Oil of Canada, Ltd.
Edmonton, Alberta



TED FISHER
Shell Oil Co. of Canada, Ltd.
Midale, Saskatchewan



JIM HELIS
Socony Mobil Oil of Canada, Ltd.
Calgary, Alberta

DAVE BUICK
Shell Canada, Ltd.
Edmonton, Alberta

STAN McKAY
Imperial Oil, Ltd.
Calgary, Alberta

H. D. WOODKEY
Central Del-Rio Oil Co., Ltd.
Weyburn, Saskatchewan

STU AITKENS
Socony Mobil Oil of Canada, Ltd.
Edmonton, Alberta

JACK WILLIAMS
Imperial Oil, Ltd.
Regina, Saskatchewan











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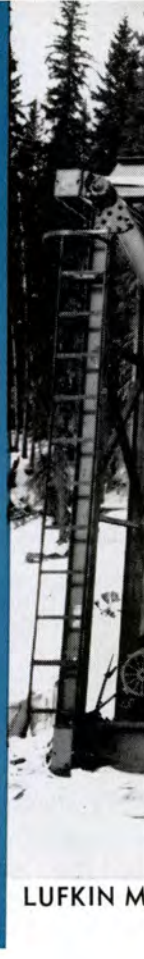
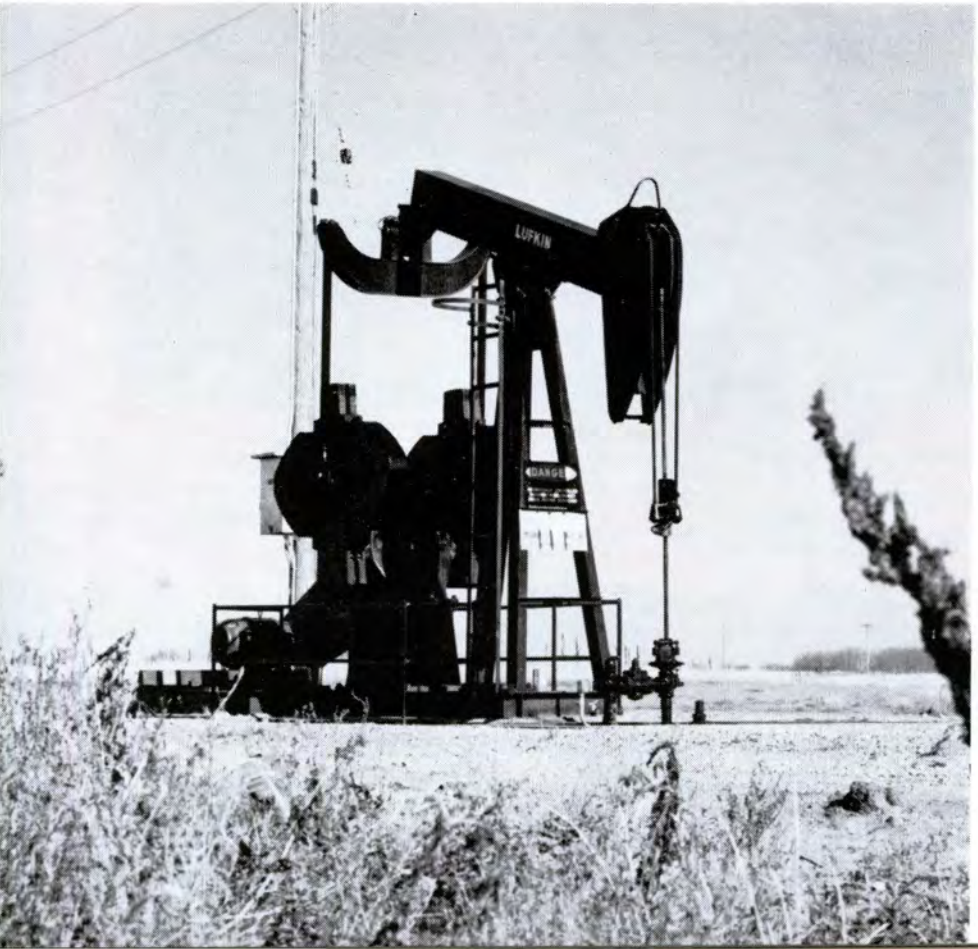
THE RADIUM CHARGES Tug, owned by Northern Transportation Company, Ltd., Edmonton, Alberta, operates north of the Arctic Circle on the MacKenzie River. This twin screw vessel has two LUFKIN RS1614 Gears.



LUFKIN M

LUFKI

Below: LUFKIN C-114D-133-54 Unit, Shell Oil Company of Canada, Ltd., Midale Field, Saskatchewan.
Photo by Shell Oil Co. of Canada, Ltd., Calgary, Alberta





LUFKIN C-114D-133-54 Unit, Shell Oil Company of Can
Photo by

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M-160D-200-86 Unit, Denison Mines, Ltd., Swan Hills, Alberta.



LUFKIN A-456DB-120-36A-G Unit, Hudson Bay Oil & Gas Company, Ltd., Valleyview, Alberta.

IN installations—



ıada, Ltd., Midale Field, Saskatchewan.
y Shell Oil Co. of Canada, Ltd., Calgary, Alberta



LUFKIN C-456DB-120F-30 Unit, De Kalb Petroleum Corporation, Westward Ho, Alberta.

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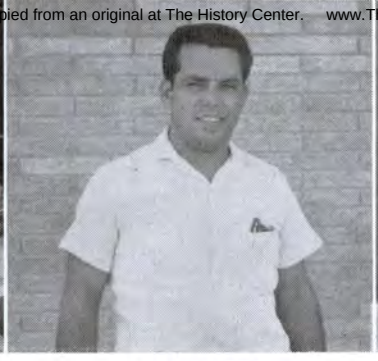
The Baker-Thompson Co.
Dallas, Texas



JOE S. MARTINEZ
San Antonio, Texas



DOYLE BURKETT
Burkett Produce Co.
Little Rock, Arkansas



RAYMOND BUTH
Waco, Texas



Left to right: CARL WILKINSON, JIM WALKER, Lufkin Trailers, Dallas, Texas; and JOHN BRIGHAM, Plano, Texas



OWEN GLASS
Arkansas Diesel Service
No. Little Rock, Arkansas





HERBERT F. OTTO, left
M. E. LAWSON,
Llano, Texas



Left to right: PAUL HANNEMANN, DAVID HANNEMANN
WALLY HANNEMAN, Keller Equipment Co.
Fredericksburg, Texas



T. A. KEATHLEY
left, CARL MEARS
No. Little Rock, Arkansas



ERNEST GRANIERE
San Antonio, Texas



PAUL RAGSDALE
Container Corp.
Muskogee, Oklahoma



GORDON ATWELL
The Lumber Drummer
Oklahoma City, Oklahoma

BASIL COGGINS
Bell Transportation Co.
Dallas, Texas

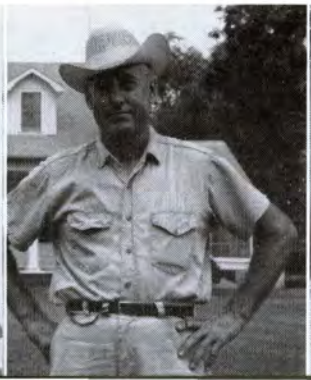
CARLTON AGUILLARD
Bunkie, Louisiana

DAN GLOVER
Little Rock, Arkansas

JOHNNY ROBINSON
Mid-South Refrigerated Transit Co.
No. Little Rock, Arkansas

LEWIS MIZE
Mize Feed & Produce Co.
Little Rock, Arkansas











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JOHN SCOTT
Scott, Arkansas



JOHN BARNETT
Custom Leasing, Inc.
Lubbock, Texas

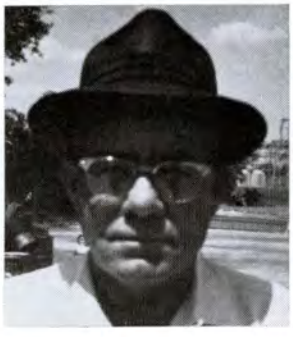


KENTON FARRIS
Tennessee Transicold Corp.
Memphis, Tennessee



M. T. UTLEY, left
JAMES ASHCRAFT, Farmers Co-Op
Association, Steele, Missouri





TRAVIS ARNETT
Travis Arnett Trucking
Corsicana, Texas



Left to right: HARVEY SPARKMAN, Sparkman Trucking, Roswell, New Mexico; HAROLD BISE, Lufkin Trailers, Lubbock, Texas; DALE L. STATEN, Staten Trucking, Roswell, New Mexico



VERNON C. JOHNSTON, left
"TIP" JOHNSTON
Harlingen, Texas



MR. VIERS, left
FRANK ARNETT, Travis Arnett
Trucking, Corsicana, Texas



L. L. McCOY
Bunkie, Louisiana

J. C. HIGHTOWER
Speas Company
Paris, Texas



SAMMIE DYESS
Bell Transportation Co.
Carson, Mississippi

BOYD PENDLEY
D. E. Jones Construction
Lindsay, Oklahoma



WILLIE SPEAKER
Roy Phillips Trucking Co.
Big Spring, Texas



Left to right: MRS. LOYD SIMPSON
LOYD SIMPSON, and G. T. GATLIN
Durant, Oklahoma

CURTIS TUCKER
Transicold Express
Dallas, Texas

WAYNE TAYLOR
Bell Transportation
Dallas, Texas

WILBUR MIZE
Mize Feed & Produce Co.
Little Rock, Arkansas

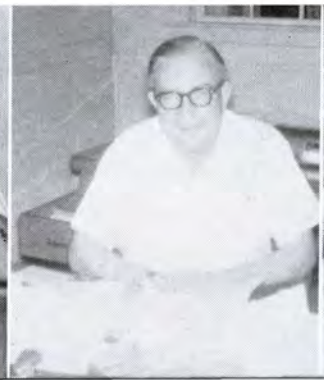
BILL CLARK
Speas Company
Paris, Texas

JERRY NEIL
Arkansas Diesel Service
No. Little Rock, Arkansas











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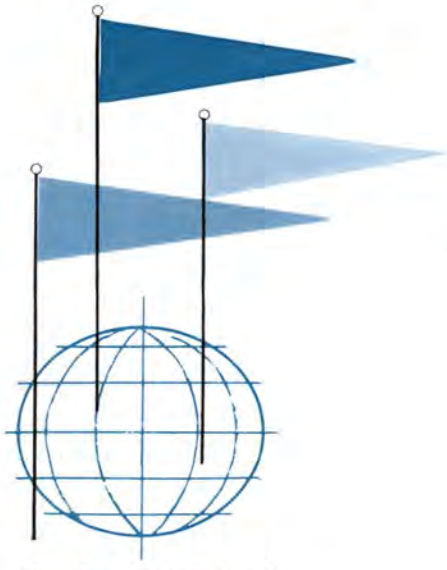

PREVIEW OF THE WORLD'S GREATEST SHOW

By Charles F. Wettach

A fascinating billion-dollar world of tomorrow is now growing in 646 acres of meadowland which lie to the east of the magic island of Manhattan. The New York World's Fair of 1964-1965 promises to be the greatest exposition this world has even seen!

When the Fair opens its gates on April 22, 1964, it will act as a magnet that will draw millions of eager visitors from the earth's far corners. Through the towering entrance portals they will pass to discover and explore exciting new worlds. "Peace Through Understanding" is the Fair's appropriate theme; it is symbolized by the 130-foot-high Unisphere, a gift of the United States Steel Corporation.

No matter what one's individual interests may be, he will find them displayed on a gigantic scale in a most dramatic way. Those who have always dreamed of far-away places will be able to leisurely walk from the lush tropical surroundings of Venezuela to the delightful oriental exquisiteness of a garden in Japan . . . or enjoy the photogenic loveliness of an exotic temple from Bangkok.

Or, if Africa is the choice, one has only to walk down the Avenue of African Nations. There he will find such unusual allurements as an impressive dance by natives from Sierra Leone, a live animal exhibit, or a unique tree-house restaurant where 150 guests will be eating dinner in surroundings that are most unorthodox.

Many different forms of entertainment will be provided elsewhere on the sprawling fairgrounds. As one circulates among the more-than-200 pavilions and other exhibits, one will find the melodious strains emanating from Coca-Cola's 120-foot "Tower of Music" especially enjoyable. This striking landmark, as tall as a twelve-story building, will be the largest and finest carillon in existence. Famous carillonneurs from all over the world will be seen performing at the mighty console which will be completely enclosed in glass.

Those who have never seen a colorful ice revue in mid-summer, are invited to the New York City Building. Here they will also travel in suspended cars around the 500-foot perimeter of an immense scale model of the sprawling city. Below will be seen 800,000 miniature structures, including the foot-high Empire State Building. The cost? . . . a cool $2,000,000!

Another oustanding attraction will be the modern



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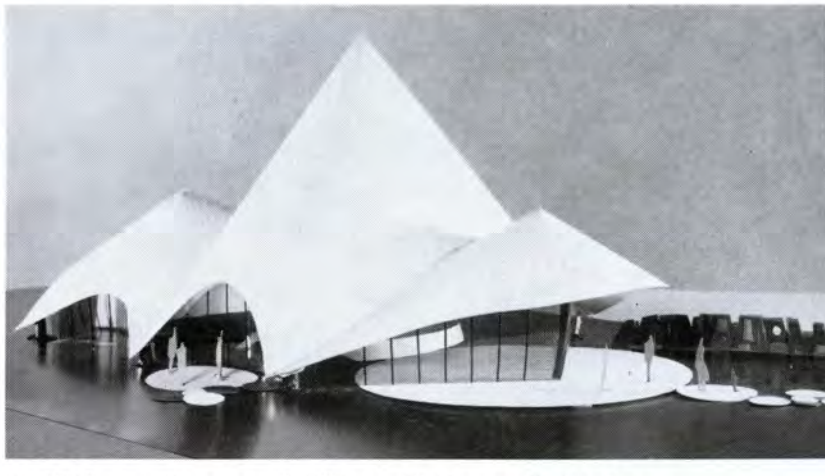
THIS structure will house a global General Motors Futurama exhibit including a ride which will carry 70 thousand World's Fair visitors per day on a world-wide adventure into man's potential for future progress.

Photo Copyright 1962 New York World's Fair 1964-65 Corp.

General Motors "Futurama" exhibit. Outside, observers will be amazed by the huge metal canopy which slopes outwardly to a height of 110 feet, like some tremendous car radiator grille. Inside, the Fair visitor will be equally amazed as he rides to the far reaches of the Earth for a prophetic glimpse of some of man's anticipated developments of the future.

At the Ford exhibit, invited guests will enter a gigantic 100-foot-high glass-enclosed rotunda which acts as a mighty vestibule for this $37,000,000 pavilion. With the help of Walt Disney, Ford will offer a sensational automobile ride through a fantasyland of the past, the present, and the future. The roof of this show and exhibit area alone is so



ALONG the Avenue of African Nations will be the Pavilion of Sierra Leone. Unique in its pure simplicity, the organic grouping of three conical shapes is reminiscent of the country's mountain peaks and roof shapes and carries out the three-pyramid motif of the nation's coat of arms.

Photo Copyright New York World's Fair 1964-65 Corp.



THE Ford Motor Company's huge ultra-modern pavilion will feature a glass-enclosed rotunda-like structure. Adjoining this main entrance will be a flared rectangular show and exhibit building which will house the major show and entertainment features created by the staff of Walt Disney.

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SOARING 80-foot columns that arch over and suspend a giant, gold-sheathed disk 90 feet in diameter are dramatic features of the Johnson's Wax International pavilion.

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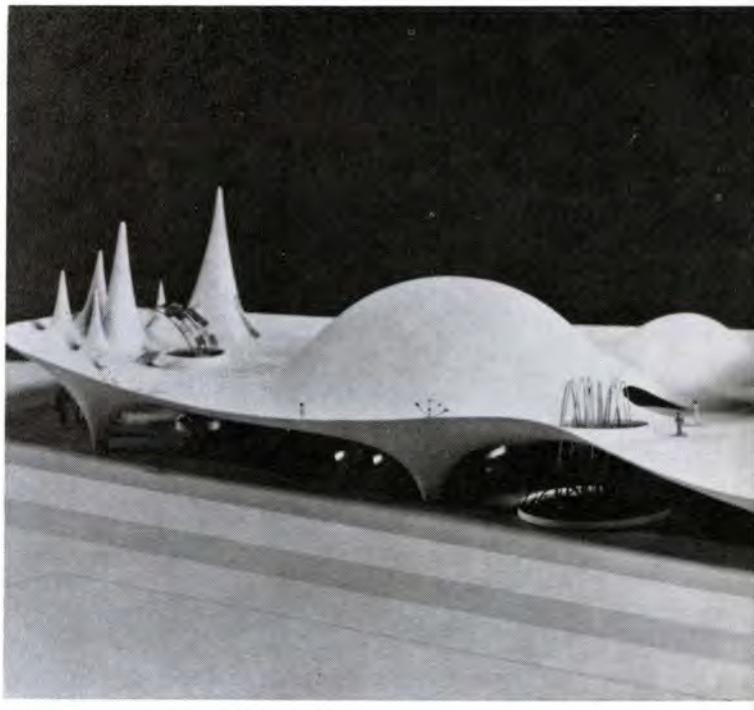

THIS is a ground level view of Eastman Kodak Company's exhibit which will provide a panorama of photography's impact in all walks of life.

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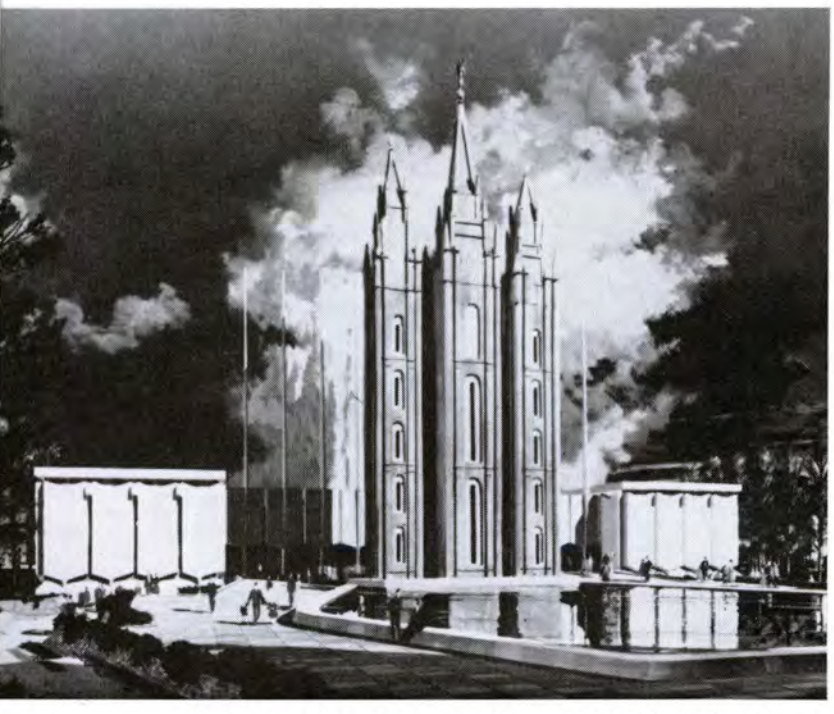

FOCAL point of the pavilion of The Church of Jesus Christ of Latter-Day Saints is a replica of the east spires of the famed Salt Lake City Temple. The main spire, towering 127 feet, will be crowned by a gold colored statue of the Angel Moroni.

Photo Copyright 1963 New York World's Fair 1964-65 Corp.

large it could be used as a landing field for light air-craft. (But, of course, it won't be.)

Speaking of transportation, the principal means of getting from cars to admission gates and from area to area around the grounds, will be a modernistic motorized vehicle called Glide-a-Ride. Greyhound will operate this "step-on-step-off" service which, if you have been to Montreal recently, will remind you just a little of the miniature train which carries passengers up the winding pathways to the top of Mount Royal.

The Swiss Skyride promises to be one of the highlights of the New York World's Fair. Its four-seat gondolas will ride to a height of 112 feet above the happy throngs, to offer a bird's-eye view of this man-created world of wonder. This is one of the thrills which will stand out long after many other memories of The Big Fair have become fringed with haze.

Another long-lasting memory will be stored away by those who board one of the long sleek futuristic cars belonging to the exciting Monorail. Some students of transportation predict that this will be one of tomorrow's most popular means of travel. Slender, but sturdy, columns of steel will support this railroad in the sky 45 feet up.

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Right: The U. S. Pavilion (referred to as The Federal Pavilion) will appear to float 25 feet above ground with practically no visible means of support.

Photo Copyright 1962 New York World's Fair 1964-65 Corp.



THIS unique, totally air conditioned yet open two-story Gas Industry pavilion will include a quality restaurant with a capacity for 200 diners. The restaurant's elevation affords a superb view of the Fair's fountain and fireworks displays.

Photo Copyright 1961 New York World's Fair 1964-65 Corp.



Just to see and photograph many of the pavilions from the outside will be a rewarding experience. The Johnson's Wax Company's pavilion, for example, will be a 600-seat flattened globe-like theatre suspended twenty-five feet above the ground by six 80-foot steel columns gracefully bent like a cluster of giant birch trees after a heavy ice storm.

The Kodak pavilion is devoted entirely to the interests of camera fans . . . amateur as well as professional. Fairgoers can spot it a long way off because the exhibit is topped by a most unusual structure—a giant eight-story tower faced by five huge 50-foot color transparencies. Illuminated both day and night, it looks for all the world like a jumbo-size TV set. Settings especially pleasing to the esthetic eye of the photographer, with nature's own blue sky thrown in for good measure, will lure camera enthusiasts to the upper level of the Kodak pavilion.

Continuously-moving ramps that will carry visitors in magic-carpet style, are only one of the innovations at the breathtaking multi-million-dollar Gas Industry Pavilion. Visitors will dine comfortably in the building's fabulous 200-seat restaurant. Other major areas of the Gas Pavilion will be enclosed by invisible Plexiglass, giving this futuristic structure the appearance of being without walls and having a roof that floats!

This "floating" effect will be dramatically utilized in certain other Fair pavilions which will actually seem to defy gravity. The $17,000,000 U. S. Pavilion (sometimes referred to as The Federal Pavilion), for example, will rise 60 feet and be as big as a city block square; yet it will appear to float 25 feet above the ground, with practically no visible means of support. This feat is accomplished by sinking the structure's piers well back from the building's exterior walls, and locating the entrance (a pyramid of steps leading from the ground to the pavilion's lower floor) directly under the center of the building.



The Hall of Education will face the Lagoon of Industry where a special $2,500,000 water spec-

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GENERAL ELECTRIC's exhibit is called Progressland and it features Disney-animated three-dimensional replicas of human beings.

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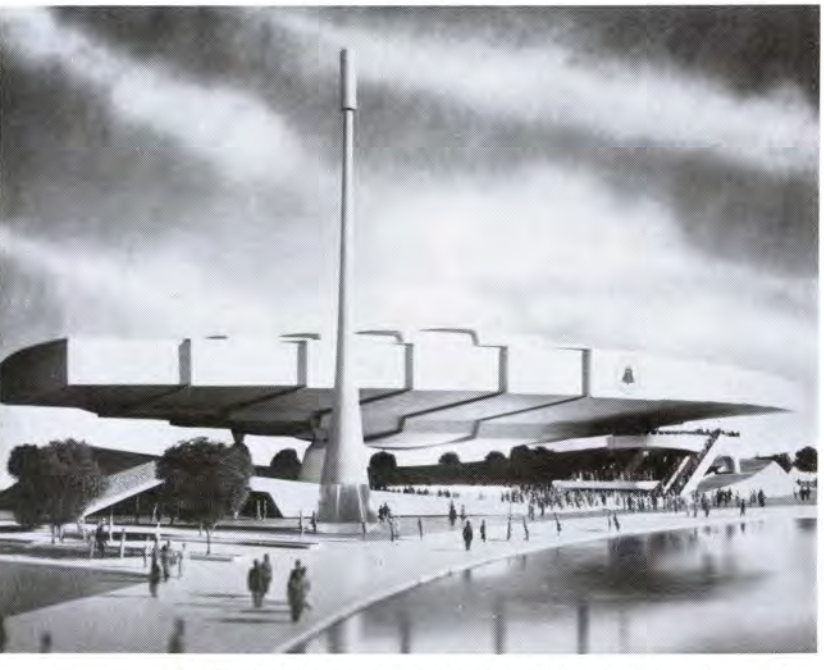

THE Bell System exhibit will be in the form of a floating wing, 400 feet long, 24 feet above ground and supported at four points. It will occupy a 105,000-square-foot site on the Pool of Industry.

Photo Copyright 1961 New York World's Fair 1964-65 Corp.

tacle is to be presented. This pavilion will be typical of those exhibits which will really be concerned with the world of tomorrow. Here will be found the School of Tomorrow. Those who are wondering what the future has in store are invited to visit the sections devoted to the space science laboratory, the electronic library of tomorrow, advanced teaching machines, and the automatic school lunchroom.

The list of exhibitors and fascinating things of interest at the Fair seem endless . . . the ultra-modern Bell Telephone Pavilion with its work-'em-yourself gadgets and its moving-chair ride through a series of theaters . . . a lagoon-encircled replica of heroic Corregidor, the Phillippines' contribution . . . General Electric Progressland with its Disney-animated three-dimensional replicas of human beings . . . Seven-Up's tasty international sandwiches from exotic lands . . . an impressive replica of portions of Salt Lake City's majestic Mormon Temple . . . and many others.

It's all part of something that is now quietly taking place in a hidden corner of America. Suddenly, like an extravaganza on "opening night," it will fling open its gates for the world to come and see —"The Greatest Show on Earth!"

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JIM ROTHBAUER
British American Oil Co., Ltd.
Estevan, Saskatchewan



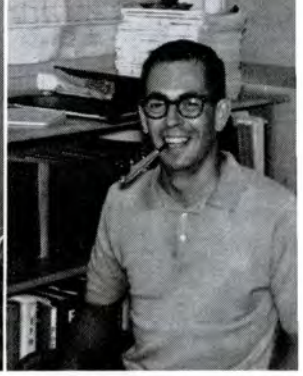
R. E. MARSHALL
Imperial Oil, Ltd.
Frobisher, Saskatchewan



PETER VAN der BREGGEN
Shell Oil of Canada, Ltd.
Midale, Saskatchewan



NESTOR LUDWICK
British American Oil Co., Ltd.
Estevan, Saskatchewan



DOUG GINGERICK
Tidewater Oil Co.
Carlyle, Saskatchewan





Left to right: PETE GRIMSEN, GORDON ASTLE, FRED BEWER, all with Imperial Oil, Ltd.
Carnduff, Saskatchewan



M. L. JOHNSON
Socony Mobil Oil of Canada, Ltd.
Swift Current, Saskatchewan



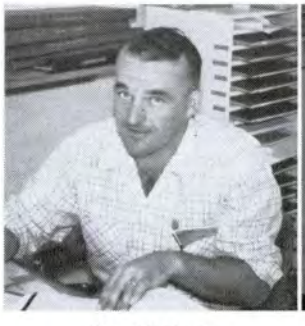
CLIFF HADADER
Canada-Cities Service Petr. Corp.
Drayton Valley, Alberta



BOB REEVE
Northern Natural Gas Producing Co.
Calgary, Alberta



DUPREE WOODRUFF, Cities
Service Oil Co., Means Queen
Sand Unit, Near Andrews, Texas



JOE DRACEK
Imperial Oil, Ltd.
Frobisher, Saskatchewan



WALLY WILKOWICH
British American Oil Co., Ltd.
Estevan, Saskatchewan



W. D. HELTON
Whitehall Canadian Oil, Ltd.
Calgary, Alberta



BILL GROGAN
Socony Mobil Oil of Canada, Ltd.
Calgary, Alberta



J. S. HART
British American Oil Co., Ltd.
Estevan, Saskatchewan



JACK RUMMEN
Socony Mobil Oil of Canada, Ltd.
Calgary, Alberta

TED MAYNARD
Shell Canada, Ltd.
Calgary, Alberta

JACK TOD
Imperial Oil, Ltd.
Edmonton, Alberta

DICK McOSKER
Texaco Exploration Co.
Edmonton, Alberta

TERRY HALPEN
Sun Oil Co.
Calgary, Alberta

DOUG WILDS
The Atlantic Ref. Co.
Edmonton, Alberta











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Did you hear the one about the Navy nurse that couldn't learn how to swim and ended up under the dock.

Telling a bride what she should know on her wedding night is like giving a fish a bath.

An old lady was sitting in her rocking chair knitting, and her Persian cat was reclining at her feet.

Suddenly a fairy appeared and asked the old lady if there was anything she wished. "Yes," was the reply, "I would like to be a young woman again."

The fairy waved her wand—and there she stood, a lovely girl of eighteen! "Now," asked the fairy, "is there any other wish you would like granted?"

"Oh yes, I would like a handsome young man."

Turning to the cat, the fairy waved her wand, and in its place rose a fine looking youth. He looked sadly at the girl and sighed, "Now aren't you sorry you took me to the vet?"

The doctor gave his 80-year-old patient a very curious look.

"I've been practicing a long time, but I'll be darned if I've ever heard of such a complaint as yours. What on earth do you mean by saying your virility is too high?"

The old man sighed gently and explained, "It's all up in my head."

DAFFYNISHUN: A girdle—a garment a woman wears to keep an unfortunate situation from spreading.

The young soldier wrote his first letter home: "Dear Pop, I can't tell you where I am but yesterday, I shot a Polar Bear."

A couple of months later came another letter: "Dear Pop, I can't say where I am but yesterday, I danced with a Hula Girl . . ."

Weeks later came still another note: "Dear Pop, still can't say where I am, but yesterday, the doctor told me that I should have danced with the Polar Bear and shot the Hula Girl."

A traveling buyer had been on a trip for three months. Every few weeks he'd send a telegram to his wife saying: "Can't come home. Still buying."

The wife stood it for a while, but when the forth month started and her husband still had no idea of returning, she decided to do something. She sent him a telegram.

"Better come home. I'm selling what you're buying."

Before he went off to work, Joe told his wife goodbye at the door and she slapped him.

"Why?" he asked. "What have I done?"

"That slap was because you make love so poorly," she replied.

That evening when Joe came home he slapped his wife.

"What was that for?" she asked.

"Because you knew the difference."

A honeymoon couple made up their minds that no one was going to find out that they were newlyweds. They carefully removed all the rice from their hair and clothing, removed the just-married sign from the car, and went so far as to scuff their brand new luggage on the pavement to give that traveled look.

The thing was working out fine—no one in the hotel lobby had the slightest notice of them—until the groom stepped up to the desk and said in a loud voice, "We'd like a double bed with a room, please."

Conversation between a Highlander and a Madam:

"How much is a blonde?"

"Five dollars, sir."

"Ay, and a redhead?"

"Three-fifty, sir."

"And a brunette?"

"Two dollars."

After a lengthy pause, the Scotchman asked, "Tell me, lassie, dinna ya have a baldie for about fifty cents?"

The newlyweds checked into their motel room early and retired for the night. About an hour later, the young bride queried, "How about it, Sam?"

Sam made no reply, and about an hour later she asked the same question. Still no answer.

Time passed, and along about dawn the bride asked again, a bit sharply, "Sam! How about it?"

"How about what?" Sam finally replied.

"How about going to sleep?"

Drunk: "Lookit that sign"

Drunker: "Whazzit shay?"

Drunk: "Shez 'ladies ready-to-wear-clothes'."

Drunker: "Well, ish about time!"

Sam: What do you think of a woman who pads her figure here, falsifies it there and camouflages it elsewhere?

Ed: It's a sham dame!

Mother: Do you like your new nurse, Jimmy?

Jimmy: No. I hate her. I'd like to grab her and bite her neck like Daddy does.

Overheard conversation between a pair of 8-year-olds.

Boy: Well, I think babies come from eggs.

Girl: Well, I don't. My mother couldn't sit still long enough to hatch one.

Adam and Eve were the first bookkeepers; they invented the loose-leaf system.

"Honey, I'll give you a dollar if you'll kiss me."

"Okeh, go ahead."

Two minutes later.

"I'll give you two dollars if you'll let me put my arms around you."

"Okeh."

Ten minutes later.

"Darling, you now have $3.00. Are you ready for the $4.00 question?"

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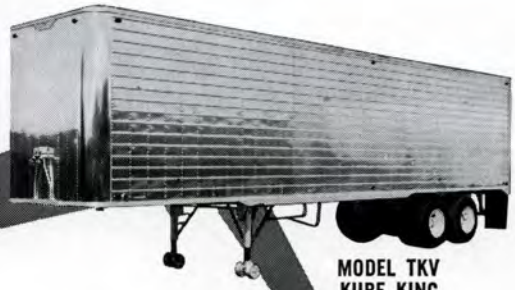
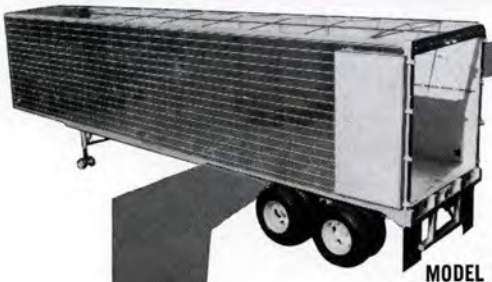
LUFKIN



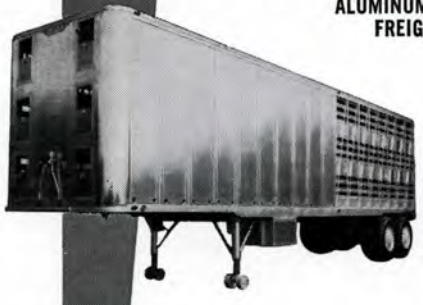
MODEL TKV
KUBE KING



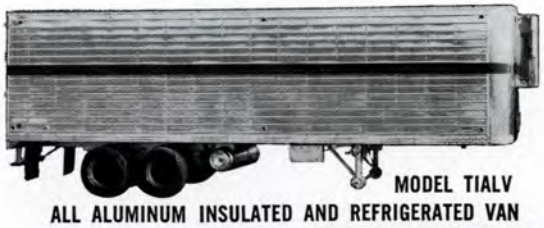
MODEL TOKV
ALUMINUM OPEN TOP
FREIGHT VAN



MODEL TOVL-C
GRAIN HAULER



MODEL TLSV
CONVERTIBLE
CATTLE AND
FREIGHT VAN



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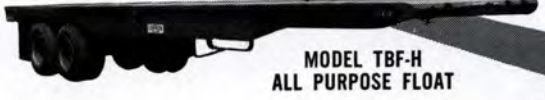
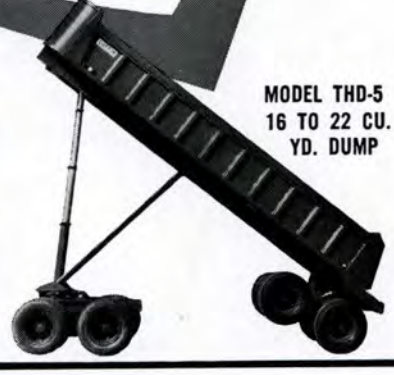
MODEL CDV
CITY DELIVERY
VAN



MODEL TOP
PIPE & POLE TRAILER



MODEL TBF-H
ALL PURPOSE FLOAT



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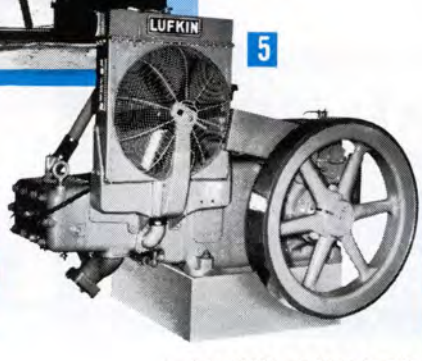

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