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Indian Summer In The Texas Hill Country — *E. M. Schiwetz*

THE Lufkin LINE

NOVEMBER-DECEMBER • 1963

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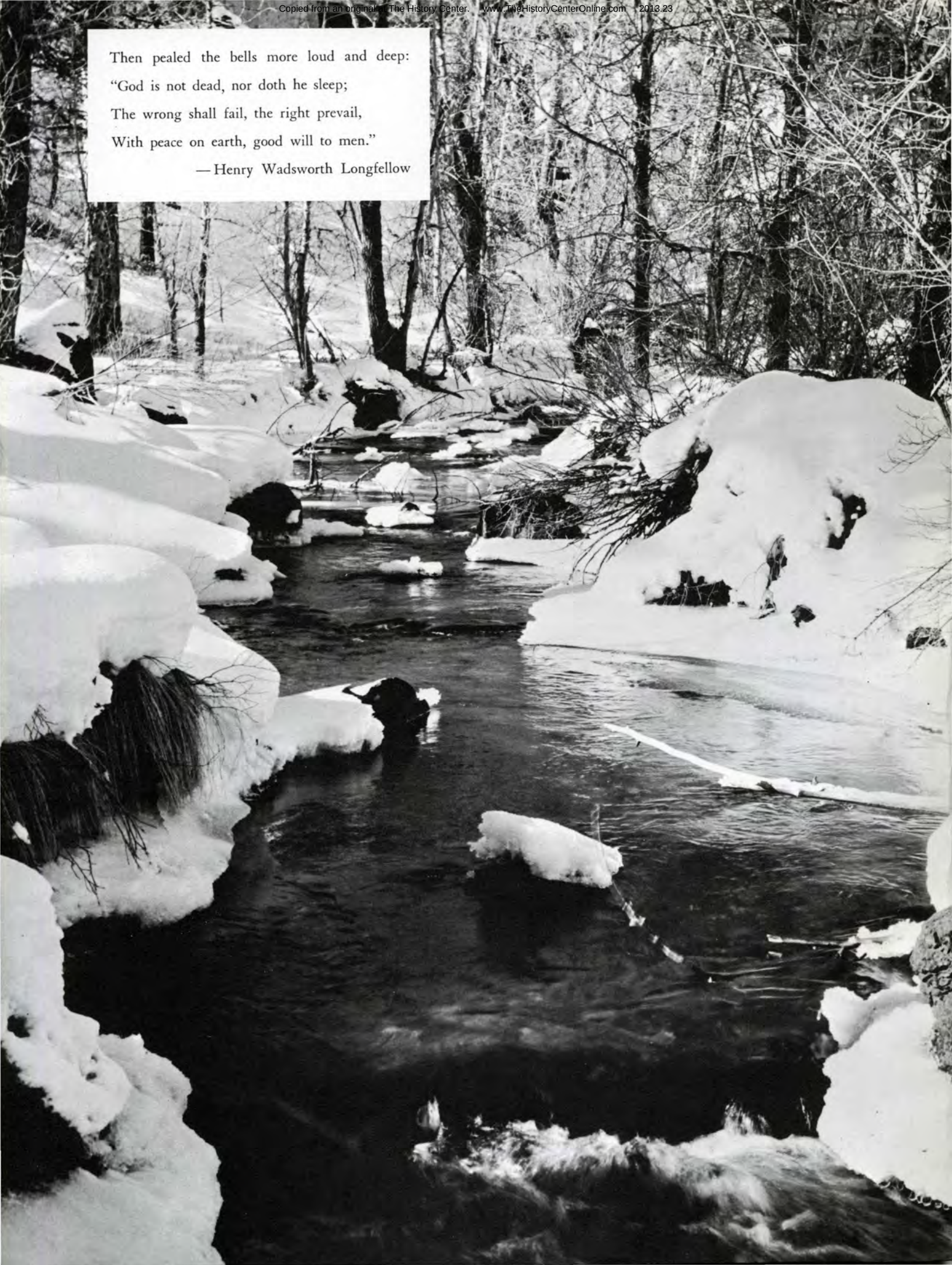

Then pealed the bells more loud and deep:
"God is not dead, nor doth he sleep;
The wrong shall fail, the right prevail,
With peace on earth, good will to men."

— Henry Wadsworth Longfellow

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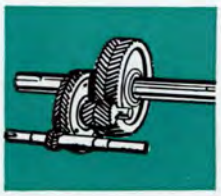
OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



NOVEMBER • DECEMBER, 1963
Volume 38 Number 6

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Virginia R. Allen, *Editor*

WEST COAST DIVISION ISSUE

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COVER: The Texas Hill Country, a watercolor by noted Southwest Artist, E. M. (Buck) Schiwetz.

OPPOSITE PAGE: Along the Susan River near Susanville, California. —Photo by Ken Wheeler Susanville, California

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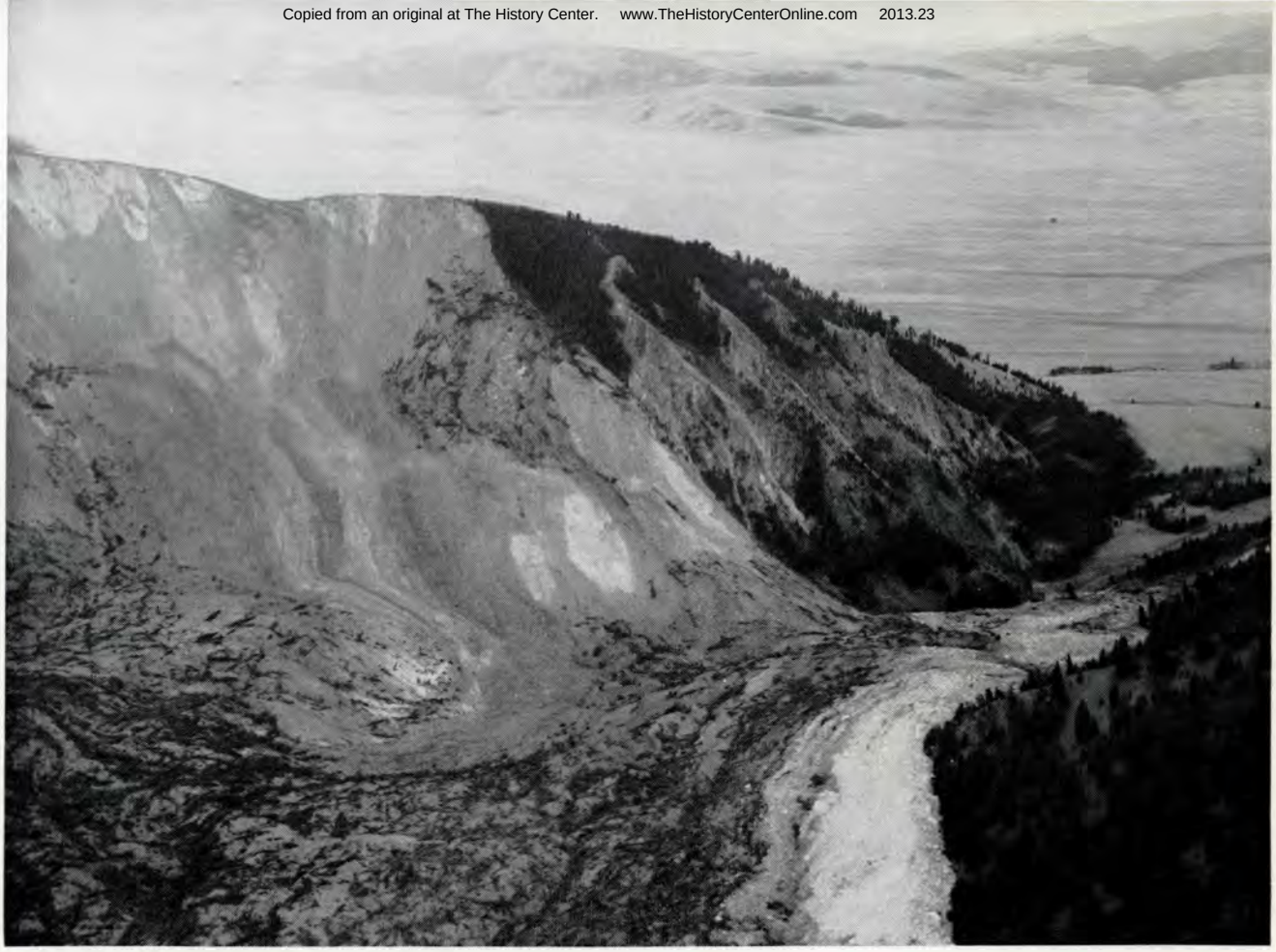

MADISON River canyon is shown clogged with rock, earth, trees and debris soon after the face of the mountain broke away. Darker areas in lower left are trees.

Photo by Montana Power Co.

The NIGHT The EARTH

By Tom H. Inkster

EARTHQUAKES happen quite frequently, often taking a toll of lives and causing great destruction, but the one that shook the West Yellowstone area in 1959 is the most unique. That giant upheaval left mammoth scars which show how the earth goes berserk and the terrible havoc that follows. A fine highway has just been completed through that section of southern Montana where many people were killed and hundreds experienced a nightmare of horror.

Close to midnight on August 17th, the first shock threw David Bittner out of his bunk in the fire lookout station atop 10,300-foot Mt. Holmes in Yellowstone Park. His report, several days earlier, of substantial tremors had received no serious consideration.

Birds and wild animals knew a disaster was brewing and moved out of the area. In furious response to an agony of deep-seated tensions no longer bearable, mother earth was making drastic changes. The earthquake erupted with violence and its effect in the Madison Canyon section was devastating.

A truck had just entered the west gate of Yellowstone Park when the earthquake struck. As the plywood gate house shook crazily, with the lights flashing on and off, the ranger on duty shouted, "Stop that truck! You've hooked the shack!"

Mrs. Grace Miller, a widow of 70 who operated the Hillgard Fishing Lodge, kicked the jammed door open to face a five-foot crevice. As she leaped across it, the house dropped from under her into the lake.

Great tidal waves surged down the seven-mile length of Hebgen Lake, over the top of Hebgen Dam and down the Madison Canyon. Simultaneously, the face of a 7600-foot high mountain crashed into the Madison Valley, cascaded across

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BEHIND the great mass of rubble in the Madison River canyon, water soon began rising, forming what has aptly been called Earthquake Lake.

Photo by Montana Highway Dept.



HIGHWAYS in the West Yellowstone area were crumpled like crackers, leaving no escape route for campers.

Photo by Montana Highway Dept.

WENT BERSERK

it and hurled up the opposite canyon wall, carrying huge trees and house-size boulders as if they were weightless hollow ornaments. All this happened in a few seconds.

The slide of 80 million tons of rock dammed the Madison River and forced the surging water back into Rock Creek Campground. Soon the lower end of the canyon was flooded. At the upper end, numerous sections of the highway that led to safety crumpled and fell into Hebgen Lake, cutting off escape for hundreds of campers.

A new lake was created, just above the slide area. It is aptly called Earthquake Lake. Before



ONE of many signs erected by the U.S. Forest Service to give travelers through the area an idea of the devastation that occurred August 17, 1959.

Photo by U. S. Forest Service

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GEORGE Hungerford, caretaker of Hebgen Dam at the headwaters of the Madison River, indicates how high the waves sloshed over the top of the dam. Largest crack in core wall of dam is visible under Hungerford's hand.

Photo by Montana Power Co.

HOUSE-sized boulders were carried across the Madison River atop the rapidly moving and heaving mass of rocks and debris.

Photo by U. S. Forest Service

engineers dug a channel through the great slide mass, Earthquake Lake was a potential flood threat to the towns and ranches downstream.

Violent shocks lowered one shore of Hebgen Lake and lifted another. Huge waves that were sent crashing up and down the lake caused great fear that the Hebgen Dam would be washed away. Fortunately, it held. Heavy automobiles were tossed like match sticks and smashed against trees by the force of the ricocheting water and the hurricane force winds created by the mountain slide.

Disaster always dramatizes man's need for man. The earthquake brought out the best in people, with many acts of courage, assistance and kindness. There was suffering and tragedy. For some there was final peace, with a majestic resting place created by the power that shapes the earth and the destiny of man.

At dawn, planes made a reconnaissance flight and soon units from every organization were on the move to participate in rescue and rehabilitation work. Forest Service smoke jumpers parachuted into the canyon to give aid and set up communications. Air Force and Forest Service helicopters removed the injured. By evening emergency roads had been bulldozed and thankful tourists left the canyon.

One may now travel through the earthquake area and, with the help of many signs erected by the Forest Service, get a fairly accurate impression of what happened and the consequences. It is again possible to drive beside Hebgen Lake, going around several places where large sections of the highway plunged into the lake.

Fault scarps, where the earth fractured and dropped, parallel the northeast shore for several miles. At Cabin Creek, just downstream from Hebgen Dam, there is an excellent close-up view of

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AN AWED spectator looks to see if he can see the highway which fell into Hebgen Lake.

Photo by U. S. Forest Service

the Hebgen Lake fault scarp.

The most spectacular single feature left by the violent earthquake is the huge slide near the west end of the area. Here the whole side of a mountain dropped out, to slide across the Madison River and pile up along the opposite wall. A good road leads to the top of the pile of rocks, where there are parking areas and informative displays of photographs and contour maps. A forest ranger tells about the disaster and points out places of unusual interest.

One of the most interesting places is the memorial, a bronze tablet on a mammoth boulder that cascaded down the mountain and across the Madison River on top of the moving and heaving mass of rock. On the tablet is inscribed the names of the 28 persons known to have lost their lives.

When the earthquake was over, seismologists, geologists and other earth scientists went into the famous Firehole Basin to determine if the tremendous forces loosed might have interfered with nature's playground plumbing which keeps geysers, hot pools and mud pots spouting, bubbling and burping.

Where bears sleep in solid comfort throughout the winter, enjoying the warmth supplied by the geysers, scientists found changes in the interval and spouting time of some of the better-known geysers. Some had gone crazy and a few quit altogether.

In the midst of these changing patterns, fabulous Old Faithful continues to steal the show.

With the highway now completed through Madison Canyon and along Hebgen Lake, the area of the Montana earthquake—felt in eight states and the strongest ever recorded in the United States—is another attraction for tourists visiting Yellowstone National Park.

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Bakersfield, California



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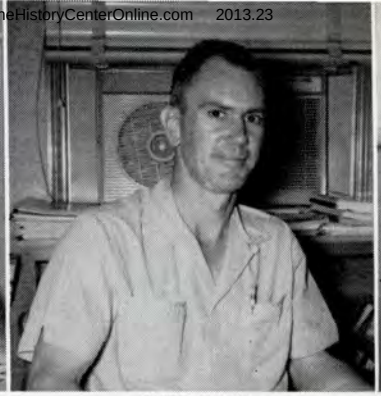

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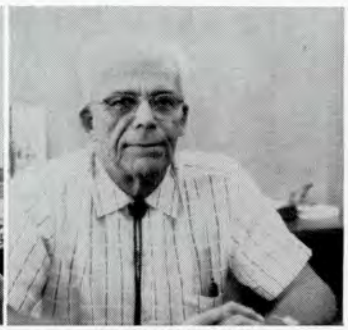

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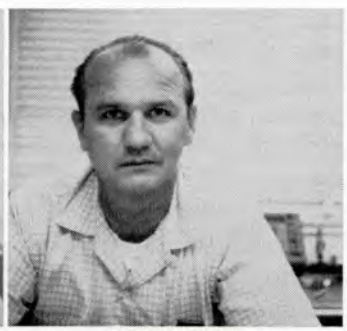

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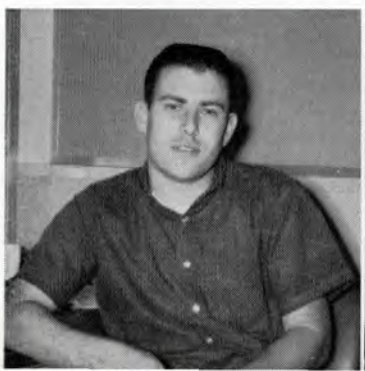

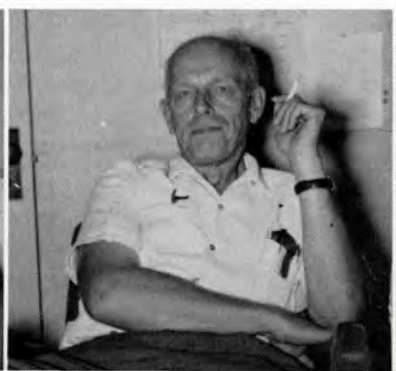





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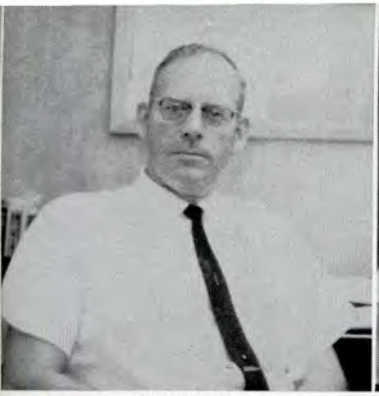

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JOHN STOUT, Standard Oil Co.,
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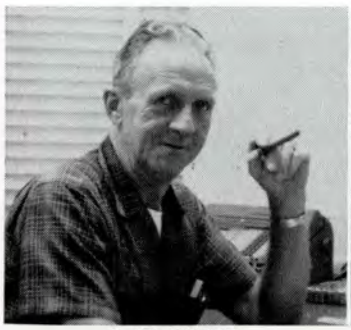

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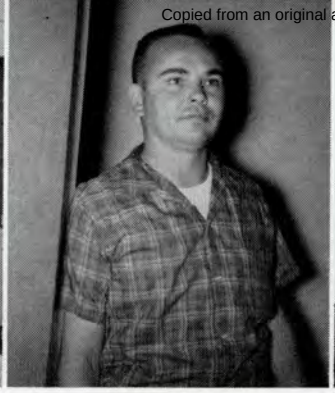

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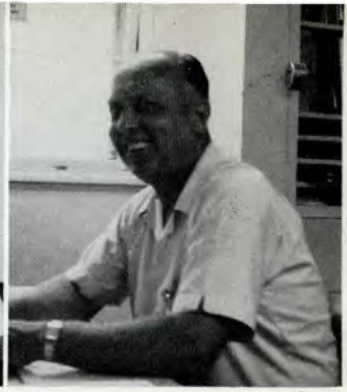

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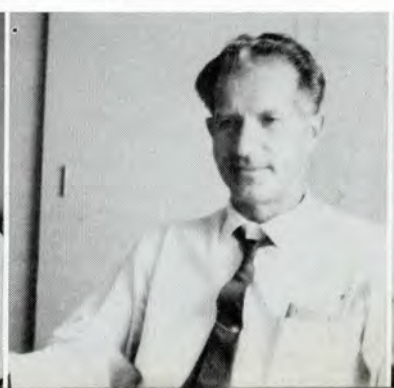

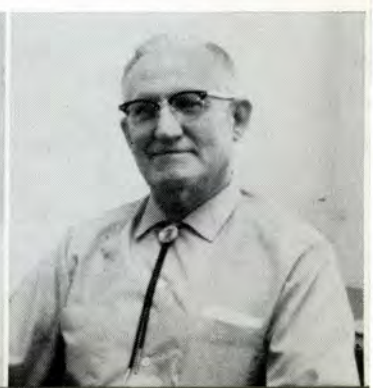

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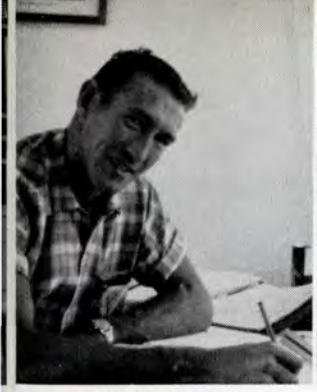

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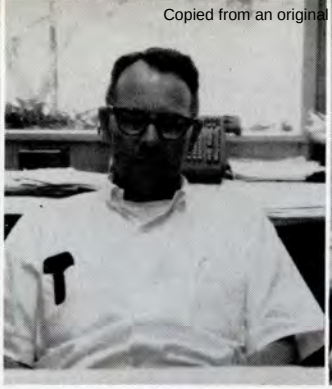

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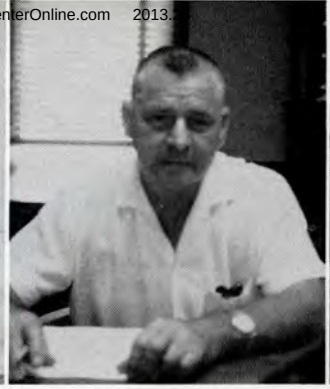

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L. W. LEWIS,
Union Oil Co.,
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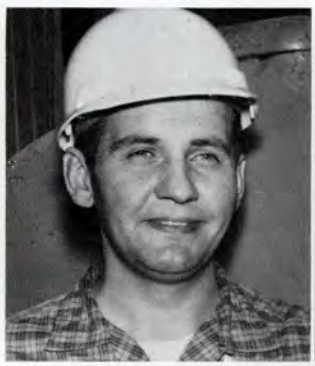

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C. L. CRANDALL,
Firestone Tire & Rubber Co.,
Salinas, California



DOUGLAS RUSSELL, left; EARL ROSE, both with
J. W. Minder Chain & Gear Co.,
Portland, Oregon



CARL O. MORTENSEN,
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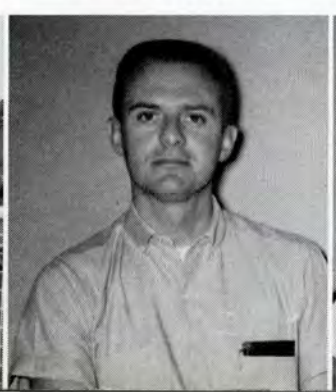







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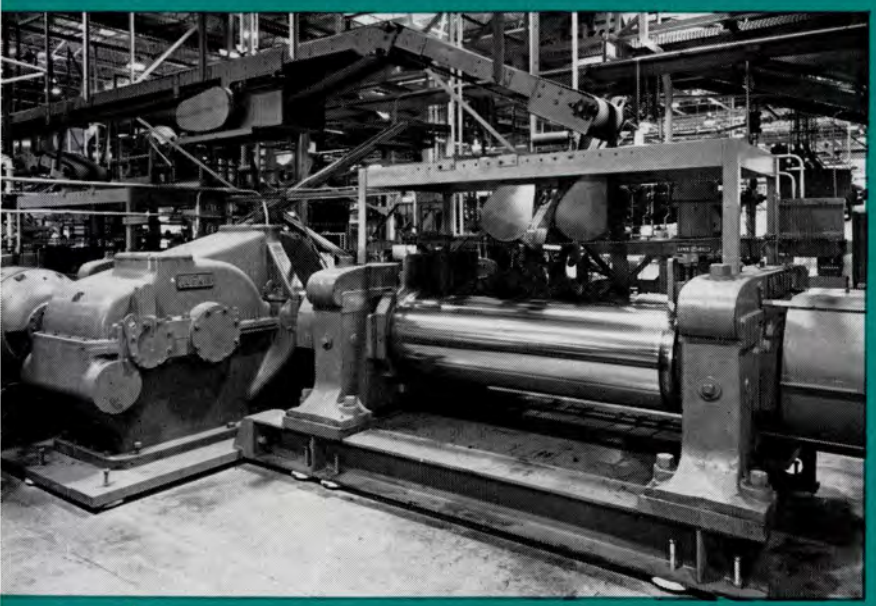

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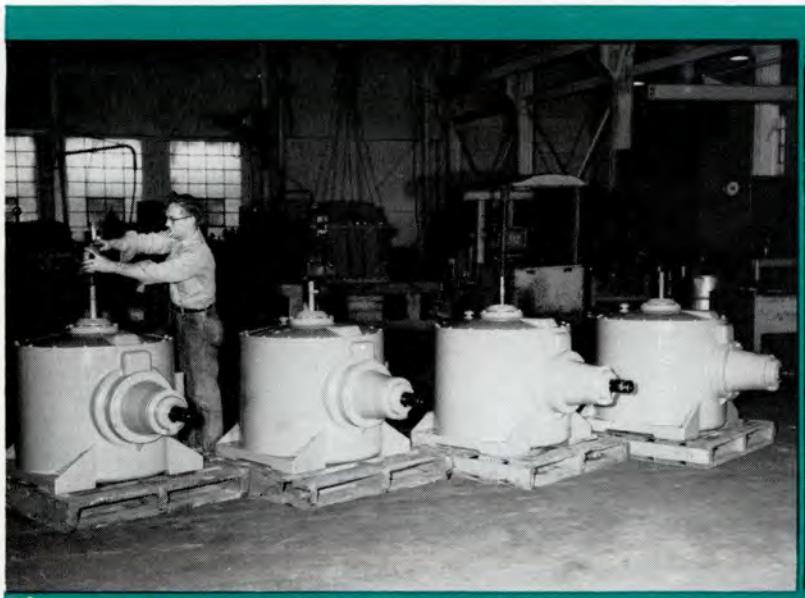

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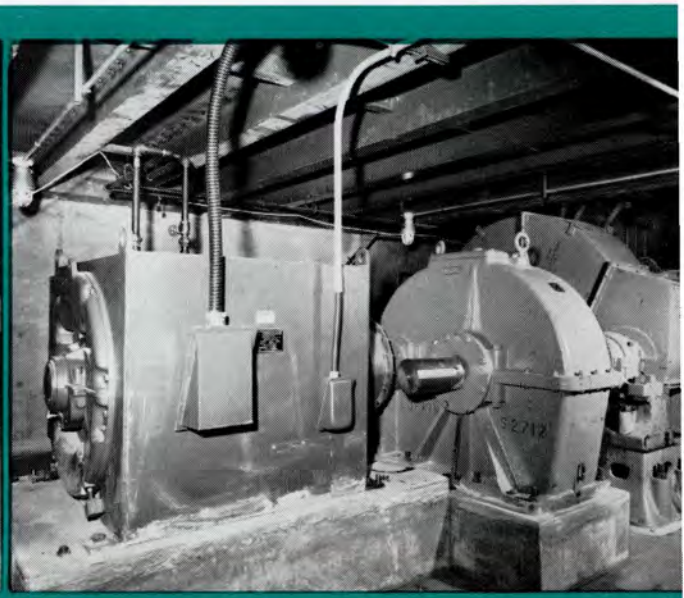

4

IN Installations



7 8

1 LUFKIN D1824 Reducer driving dual 84-inch rubber mills for Armstrong Tire & Rubber Company, Hanford, California. There are eleven Lufkin Reducers in this newest and most modern mill including D1824's, D912's and D456.

2 LUFKIN M-228D-200-86 Unit, Tidewater Oil Company, Buena Vista Field, Taft, California.

3 FOUR LUFKIN 150 VB Spiral Bevel Fan Drives for induced draft cooling tower built by Slough-De Flon, Inc., San Dimas, California, for Pittsburgh Plate Glass Company, Augusta, Georgia.

4 LUFKIN S-2712-B Single Reduction Reducer driving a Number 11 Banbury mixer for The Firestone Tire & Rubber Company, Salina, California, delivering 600 Horsepower at 900 R.P.M.'s.

5 LUFKIN C-160D-150-86 Unit, Richfield Oil Company, Midway-Sunset Field, McKittrick, California.

6 LUFKIN C-320D-246-86 Unit, Union Oil Company, Gosford Field, Bakersfield, California.

7 THREE LUFKIN Units on Grubb Lease of Continental Oil Company at Ventura, California. Left Front: LUFKIN C-320D-256-120 Unit, Grubb #54; right front: LUFKIN C-320D-256-120 Unit, Grubb #319; center rear: LUFKIN C-456D-304-144 Unit, Grubb #34-2.

8 LUFKIN M-456D-304-144 Unit, Standard Oil Company, Kettleman Hills Field, Avenal, California.

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Woodward Iron Co



THE blast furnaces of Woodward Iron Company are the heart of the Woodward operation.



W. R. BOND, President, Woodward Iron Company

WOODWARD Iron Company, Woodward, Alabama, is one of the largest producers of pig iron in the United States. It owns its own iron ore mines, coal mines and limestone quarries within a few miles of its blast furnaces in the Birmingham area, and also operates a coke and by-products plant at Woodward.

With manufacturing facilities of its divisions and subsidiaries located in Alabama, California, Texas and Virginia, the company employs approximately 7000 people.

Woodward Iron Company traces its origin to February, 1867, when S. H. Woodward, an ironmaster of Wheeling, W. Va., was aboard an Ohio River steamboat and overheard two Union soldiers discussing the ore and coal deposits which they had seen during the Alabama campaign of the Civil War.

This conversation aroused Woodward's interest to such intensity that he journeyed to Alabama to inspect the ore deposits there. While in Alabama during the year 1869, he acquired a number of coal and ore properties which were to become the nucleus of Woodward Iron Company.

In the 1870's, the Woodward ironmaster sent his sons, first J. H. Woodward, then W. H. Woodward, south to observe early Alabama operations involving the substitution of coke for charcoal in the reduction of iron ore. By 1880, the Woodwards had concluded that the method was practical and plans were made for the development of the Alabama mineral properties.

While these plans were in progress S. H. Woodward died, but his sons carried on and the Woodward Iron Company was organized in the fall of 1881, with W. H. Woodward as president and J. H. Woodward as secretary-treasurer.

In 1911, the properties and assets of Woodward Iron Company and the Birmingham Coal and Iron Company, both of which were engaged in the mining of coal and iron and the production of pig iron in Jefferson County, Alabama, were combined and the resulting company was incorporated.

Today, within a radius of a few miles of Woodward, Alabama, there are iron mines, coal mines, by-product and coke ovens and blast furnaces. The main plant includes four blast furnaces with an annual capacity of 772,632 net tons of pig iron, 256 by-product coke ovens with an annual capacity of 938,000 tons of coke, and a coal washer with an annual output of 1,200,000 tons.

The production facilities of Woodward Iron Company were, until quite recently, confined to the Birmingham, Alabama, area. Embarking upon a program of diversification and developing a more integrated operation, Woodward during the past decade has joined forces with a number of other organizations.

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mpany...PIG IRON GIANT

Longview Lime Corporation was acquired by Woodward Iron Company in 1955, as a wholly-owned subsidiary. The company was founded in 1874, and has been a major supplier of high calcium lime products since that time.

At Longview Lime approximately 1,300,000 tons of limestone can be produced a year. Quicklime production capacity is approximately 120,000 tons per year from one rotary kiln and six vertical kilns. Both quarrying and manufacturing facilities are located at Saginaw, Alabama.

The Alabama Pipe Company was merged with Woodward in 1959. The company had been organized in October, 1924, by an amalgamation of several independently operated soil pipe plants.

The Alabama Pipe Company Division is one of the largest manufacturers of soil pipe and fittings in the United States, operating plants in Anniston and Gadsden, Alabama, and South Gate, California. The company also produces cast iron water pipe up to 24 inches in diameter and IPS pipe up to 15 inches in diameter at a modern production facility in Anniston. Also in 1959, Western Foundry became a division of Woodward. Formed on September 1, 1943, Western Foundry Company's principal products were gas burners and stove parts for the heater and stove industry in the Southwest.

In 1948, the facilities of the plant at Tyler, Texas, were converted to the manufacture of cast iron soil pipe and fittings and related articles, and this plant is today a leading producer of these products.

The Anniston Foundry Division was acquired by Woodward in 1961. Originally organized in 1902, it has been known for many years as the Anniston Foundry Company of Anniston, Alabama.

Production includes cast iron soil pipe fittings as well as cast iron soil pipe in both five-foot and ten-foot lengths.

Lynchburg Foundry Company, with plants in Lynchburg and Radford, Virginia, also became a division of Woodward in 1961. Founded in Lynchburg in 1896, the company first manufactured plows and plow repair parts exclusively.

Today, gray and ductile iron castings molded by both the conventional green sand process and the shell molding process are produced by the Lynchburg Foundry Company Division at Lynchburg, Virginia, for use in many industries. Gray and ductile iron pressure pipe, 3 inches to 24 inches in diameter in 18-foot lengths, plus some castings, are produced at the Radford Plant.



LUFKIN THT 50 trailer sold to Saunders System and leased to Alabama Pipe Company, a subsidiary of Woodward Iron Company.

National Cement Company became the third division to be acquired by Woodward in the year 1961. Organized in 1915, National Cement Company Division's production facilities are located at Ragland, Alabama, on the Coosa River, 50 miles east of Birmingham and 100 miles from Atlanta.

Portland and slag cements, as well as masonry cement, are produced by National Cement and sold to the construction industry.

Woodward Iron Company has diversified in the past few years, yet it still maintains its position as a leader in the merchant pig iron market and a supplier of coke and coal chemicals to the chemical industry. Recently, an electric furnace to produce Ferro-Alloys has been added, and this has allowed Woodward to serve the market in the alloys field.

In addition, through its other divisions, Woodward is an important factor in the production and sale of cast iron soil and pressure pipe, gray iron and ductile castings, Portland and slag cements, and lime products. In the transportation of its raw materials, Woodward operates its own railroad, and to serve the customers of Alabama Pipe Division, Anniston Foundry Division, and Western Foundry Division, it has a large fleet of trucks.

Lufkin is pleased to have Woodward Iron Company as one of its suppliers and as one of its customers.

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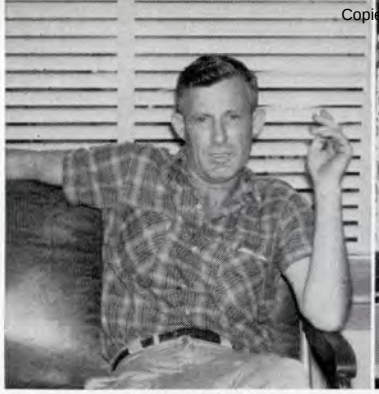
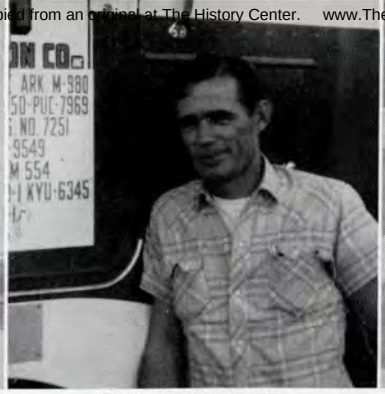


E. W. JAYROE
Rockwall, Texas



R. A. (BOB) DURST
C. & H. Transportation Co.
Inc., Dallas, Texas



RUPERT DOBBS
Vouk Truck Brokerage
No. Little Rock, Arkansas



STEVE STEVENS
Cummings Truck Lease
Chattanooga, Tennessee



Left to right standing: BENITO ALEMAN, PEDRO ALEMAN, MANUEL ALEMAN, AUGUSTIN ALEMAN and TRINO ALEMAN: Kneeling, TRINIDAD ALEMAN, SR., and JOHN FIELDER, Joe's Motor Sales, Beeville, Texas



Left: HANK JOHNS
Lufkin Trailers; ALLEN L. COLE
San Antonio, Texas





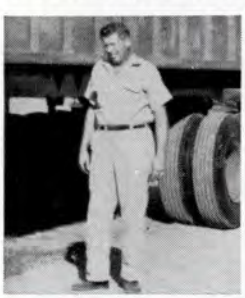
Left to right: H. L. (RED) JOHNSON, East Texas Motor Freight, Dallas; J. C. LOWE, Lufkin Trailers, Houston; CARL LIESE, Lufkin Trailers, Lufkin; and ED ASBURY, East Texas Motor Freight, Dallas, Texas



JOHN W. CUMMINGS
Cummings Truck Lease
Chattanooga, Tennessee

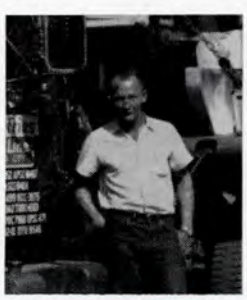


CHARLIE SMELSER
Dye Trucking Co.
Dallas, Texas



Left: FRED BOOKER
Gene Magerus
Oklahoma City,
Oklahoma

Right: S. F. SMITH
H. J. Jeffries
Truck Lines
Oklahoma City,
Oklahoma





W. E. TEACHWORTH
Dal Tex Truck & Trailer Sales
Dallas, Texas



BUCK HYDRICK
Deaton Truck Lines
Birmingham, Alabama

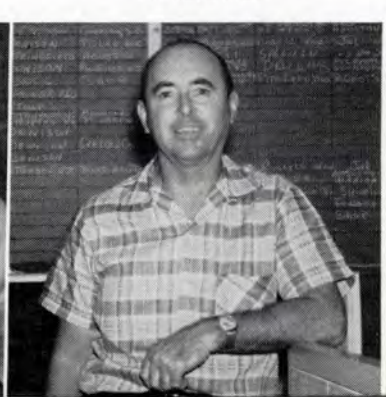
LOUIS HUDGINS
Anna, Texas



NORMAN E. JONES
Shirley Elevators
Anna, Texas



J. W. DUDLEY
C. & H. Transportation Co.
Dallas, Texas



Left to right: H. R. BRIGHT
GEORGE PASCHAL and H. G. SCHIFF
East Texas Motor Freight, Dallas, Texas



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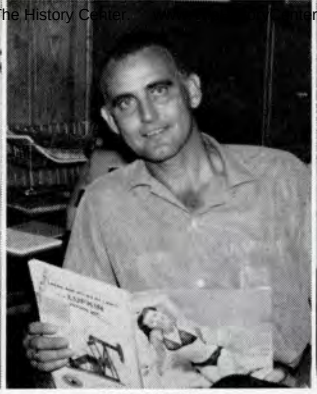
DOUGLAS W. MATTIX
Mason Motor Service, Inc.
Dallas, Texas



MARVIN STAHL
Mason, Texas



JOE BURNS
Mason Motor Service, Inc.
Dallas, Texas



A. B. CARLTON, left, C. H. GILSTRAP
Texas Department of Corrections
Huntsville, Texas

HERE and THERE among Trucking Folk...



IKE ELLIS
Whitson Food Products Co.
Denton, Texas



Left to right: A. E. CUDLIPP, Lufkin Foundry & Machine Co., Lufkin; GEORGE PASCHAL, and C. H. ROSE, East Texas Motor Freight, Dallas, Texas



PAUL MITCHELL
M & M Motor Leasing, Inc.
Jackson, Mississippi



JOHN VOUK
Vouk Truck Brokerage
No. Little Rock, Arkansas



TOM Y. KOBUKE
Chick Sexing Service
Jackson, Mississippi



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



E. R. KINNEBREW
Tenn-Truck Leasing
Memphis, Tennessee



DEAN SPERRY
Sugar Creek Foods
Mineola, Texas



DONALD MELTON
Donald R. Kee
Gruver, Texas



W. C. GRUBEN, left; and A. A. SMITH
East Texas Motor Freight
Dallas, Texas

WESLEY W. JAMISON, SR.
Truck Equipment Leasing Co.
Dallas, Texas

CLINT HARDIN
Hardin-Stiles Insurance Agency
Memphis, Tennessee

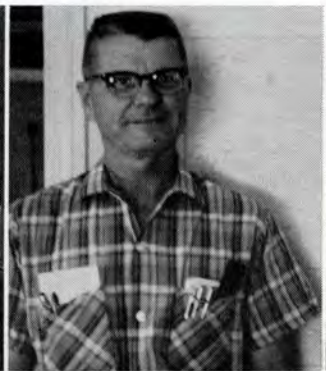
FELTO BALLS
Daniels Construction Co.
Birmingham, Alabama

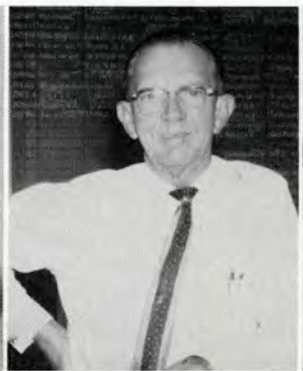
FLOYD MATHIS
C. & H. Transportation Co.
Dallas, Texas

OMER CATT
Vega, Texas











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TWIN towers of the Golden Gate Bridge are 746 feet high and the span is 200 feet above the turbulent Golden Gate.

THE Fabulous Golden Gate BRIDGE...

GOLDEN GATE BRIDGE—the bridge that couldn't be built—celebrated its silver anniversary recently.

The mile-long steel link between San Francisco and the Redwood Empire counties to the north is functional by many standards.

It is traversed by nearly two million toll-paying motor vehicles each month. It has been a prime factor in the economic development of a vast region along the coast between San Francisco and southern Oregon, and inland as far as Napa and Lake Counties. Variously described as beautiful, graceful and magnificent, the arching span with its 746-foot towers has unique aspects.

It is the most photographed bridge in the world. It is one of Northern California's greatest showpieces, ranking along with the giant coastal redwoods and San Francisco's jaunty cable cars as a tourist attraction. To the world traveler, it is to San Francisco what the Statue of Liberty is to New York City.

One of the structural wonders of the world, the Golden Gate Bridge was built in four years, four months and 27 days, at a cost of $35,000,000. (It would cost $120,000,000 to duplicate it today.) It was opened to traffic on May 27, 1937.

A dream of spanning the Golden Gate, entrance to San Francisco harbor, had long existed in the minds of men before the dream became a reality. Perhaps it even existed in the hazy meanderings of Emperor Norton, San Francisco eccentric of another era. Back in 1869 Norton issued a proclamation in which he "commanded" that a bridge be built across the Bay. In 1917, construction of the bridge was foreshadowed in a meeting between the late M. M. O'Shaughnessy, city engineer of San Francisco, and the late Joseph B. Strauss, world-renowned builder of hundreds of bridges. Discussions centered on forming a Bridge District and interesting the north coastal counties in the project.

A survey of the physical conditions at the site was authorized in 1918, and Strauss expressed the conviction that the bridge could be built despite formidable engineering problems.

Formation of the Golden Gate Bridge and Highway District, comprised of San Francisco, Marin, Sonoma, Del Norte, and parts of Mendocino and Napa counties, began in 1823.

On November 4, 1930, the fate of the Golden Gate Bridge hung in the balance as voters of the District balloted on a $35,000,000 bond issue to finance the project. Opponents argued the bridge could be tumbled by long-range enemy gunfire, bottling up shipping in San Francisco Bay; also



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MAGNIFICENT Golden Gate bridge links San Francisco with the rest of the Redwood Empire extending north to Josephine County, Oregon. At upper right is part of the Presidio, headquarters for the Sixth Army. Top left shows a portion of the San Francisco-Oakland Bay Bridge.

that the Redwood Empire Country to the north was so sparsely settled that the bridge would never emerge from the red.

Others warned an earthquake would play havoc with the foundations, and that the bridge would bring an avalanche of unwelcome picnickers to the sylvan glades of Northbay counties.

But voters of the District, by a more-than-two-thirds majority, decided a bridge should be built. Strauss, who in 1929 had become the official bridge engineer, then tackled the engineering. The channel was more than 300 feet deep and 5,357 feet wide. Length of the main span, more than 4,000 feet, presented staggering problems. So did high prevailing wind, fog, the sweep of ocean storms, heavy swells from the Pacific, and strong tidal currents.

The battles of logistics and stresses began. Since the bridge lay in the path of ocean storms, particular emphasis was placed on the stress potential of materials.

These materials included 83,000 tons of structural steel and 389,000 cubic yards of concrete. Some 80,000 miles of wire was required to make the two cables, each 7,650 feet long.

Construction of the bridge began on January 5, 1933. Building of the northern pier in Marin County went forward swiftly. The going at the south pier was rough. Shortly after a 1,100-foot trestle to the pier had been completed, a ship, groping through fog, crashed through it. Soon after this breach was mended, a storm carried away an 800-foot section of the trestle. Finally, after 20 months, the pier was completed.

With the two 746-foot towers erected, work progressed on spinning the two cables, each 36⅜ inches in diameter. This was followed by the placing of the structural steel for the bridge's roadway, installation of the lighting system, and paving. Last to be finished was the Toll Plaza at the south end.

The gigantic engineering undertaking finally competed, the bridge was opened to pedestrians on May 27, 1937. The following day vehicular traffic began moving over the mile-long span.

The bridge has been closed but once since it was built. On December 1, 1951, winds of gale force caused the span to develop a sway, and it was shut down for three hours. Since then a system of lateral bracing, increasing torsional rigidity by 35 per cent, has been installed.

Confounding its critics, the Golden Gate Bridge has been a financial success from the start. There have been storms and earthquakes since it was built, but the great International Orange-hued bridge that spans the Golden Gate—a bridge whose completion opened up new economic vistas for San Francisco and the Redwood Empire counties to the north—stands as a magnificent monument to a group of men possessed of a great dream and the courage to bring about its fulfillment.



SPANNING the Golden Gate through which pass some of the world's largest ships, the beautiful bridge is considered one of the world's great spans. Seen here from the hills of Marin County, the bridge forms a foreground for the white spires of San Francisco.

—Text and Photos by the Redwood Empire Assoc.

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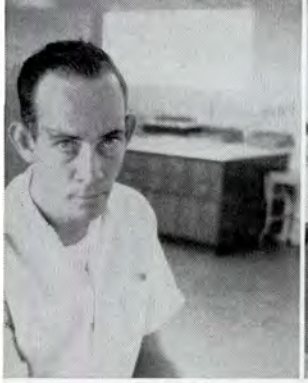


LARRY KNOLL
Slough-DeFlon, Inc.
San Dimas, California



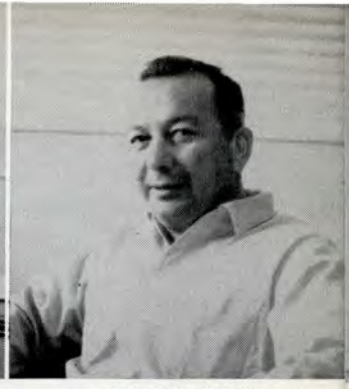
JACK M. SLOUGH
Slough-DeFlon, Inc.
San Dimas, California



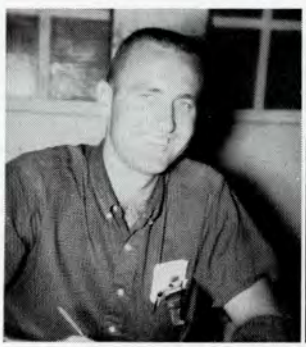
KENNETH J. HARTWEIN
Shell Oil Co.
Ventura, California



ED CUNNINGHAM
Long Beach Harbor Dept.
Long Beach, California



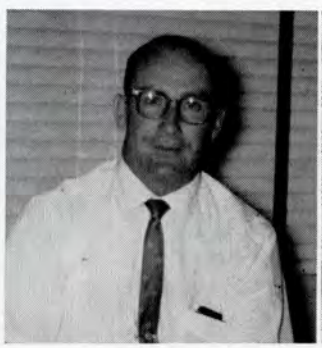
MILTON BLOCK
Block Oil Co.
Beverly Hills, California



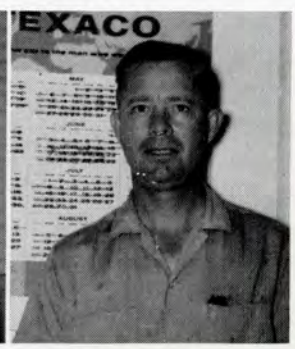
GEORGE DAVIDGE
Shell Oil Co.
Oilfields, California



TRUMAN CHERRY
Refining Associates
Long Beach, California



AL EVANS
Shell Oil Co.
Bakersfield, California



JOE CLARKSTON
Texaco, Inc.
Kerman, California





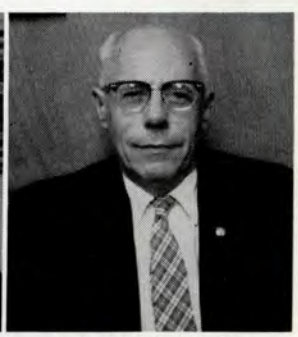
S. V. WAGNER
J. W. Minder Chain & Gear Co.
Los Angeles, Calif.



ROD ANDERSON
J. W. Minder Chain & Gear Co.
Los Angeles, Calif.



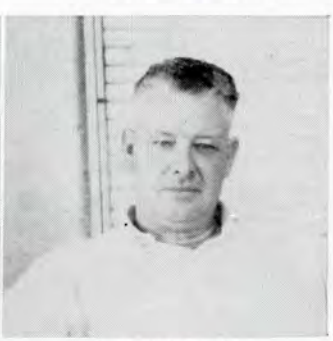
R. A. GARDNER
J. W. Minder Chain & Gear Co.
Los Angeles, Calif.



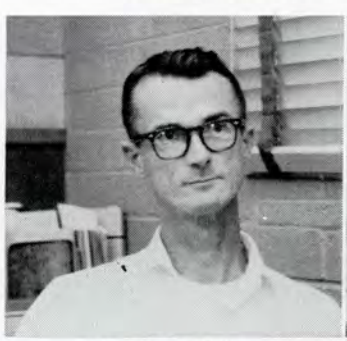
R. S. (DICK) BRIGGS
Byron Jackson Div. Borg-Warner
Corp., Los Angeles, Calif.



JOHN R. (JOHNNY) VIDMAR
Byron Jackson Div., Borg-Warner Corp.
Los Angeles, Calif.



C. R. POYNTER
Texaco, Inc.
Santa Paula, California



ED WHITTEMORE
Standard Oil Co.
Oxnard, California



DAN FOSS
Shell Oil Co.,
Ventura, California

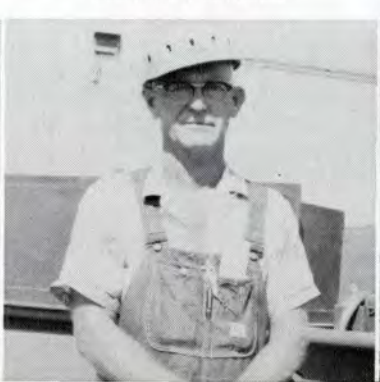
ELMER HUBERT
Standard Oil Co.
Maricopa, California

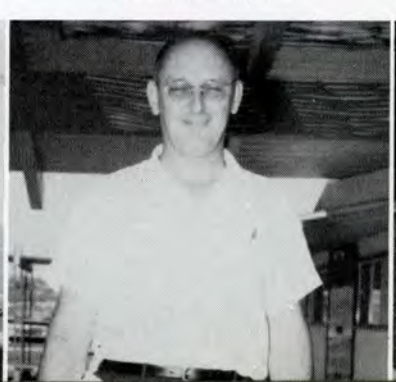
R. L. WHEELER
Standard Oil Co.
Bakersfield, California

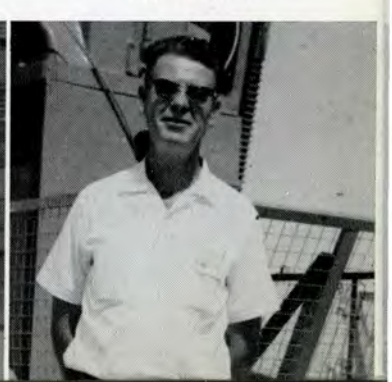
BOYNE GRAINGER
Tidewater Oil Co.
Oil Center, California

WALTER AXELSON
Standard Oil Co.
Taft, California









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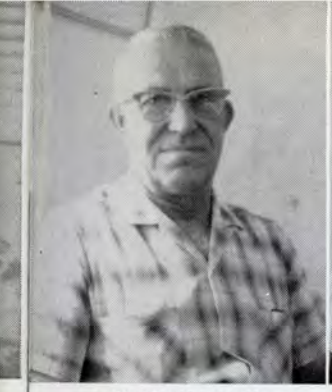


CLYDE CHAPMAN
Continental Oil Co.
Ventura, California



DONALD REDFERN
Union Oil Co.
Compton, California



JIM OSBOURN
Humble Oil & Ref. Co.
Long Beach, California



BILL BECKER
Continental Oil Co.
Ventura, California



J. S. MISBECK
Continental Oil Co.
Ventura, California

Snap-shots

Continued





GEORGE BRODERICK
J. W. Minder Chain & Gear Co.
Los Angeles, Calif.



JAMES G. DEFLON
Slough-DeFlon Inc.
San Dimas, California



GORDON PUBOLS
J. W. Minder Chain & Gear Co.
Portland, Oregon



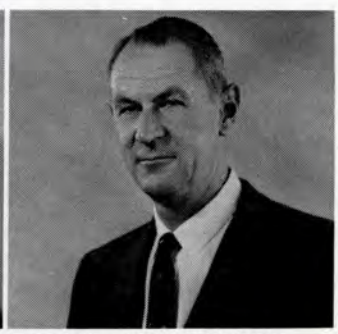
EUGENE (GENE) BALDONI
Byron Jackson Div. Borg-Warner
Corp., Los Angeles, Calif.



C. R. LEMENAGER
Fluor Products Co., Inc.
Santa Rosa, California



ERNEST E. (ERNIE) LINDROS
Byron Jackson Div. Brog-Warner
Corp., Los Angeles, Calif.



JAMES T. (JIM) WORKMAN
Byron Jackson Div. Borg-Warner
Corp., Los Angeles, Calif.



THOMAS J. CLARE
Sunray DX Oil Co.
Newhall, California



DAN DETWILER
Texaco, Inc.
Castaic, California



W. T. WHITE
Texaco, Inc.,
Santa Paula, California



W. J. (BILL) SCOTT
Tidewater Oil Co.
Oil Center, California

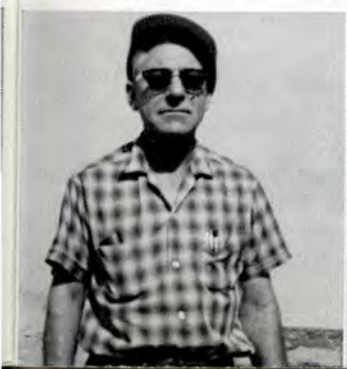
DAVE SNYDER
Standard Oil Co.,
Maricopa, California

EUGENE E. DETER,
Armstrong Rubber Co.
Hanford, California

WILLIAM BECK
Armstrong Rubber Co.
Hanford, California

OTTO PEDRO
Union Oil Co.
Bakersfield, California

JACK SCALES
Shell Oil Co.
Bakersfield, California











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Executive's Wife: "That new secretary of yours looks simply terrible in that low-cut blouse, doesn't she?"

Executive: "Not as far as I can see!"

The new young company doctor, examining the heartbeat and respirations of the first batch of stenographers and secretaries, was visibly nervous but determined to keep his head. He held his stethoscope to one after another with admirable professional coolness until he came to Gladys, the shapely office siren. Stretching like a cross between a kitten and a pouter pigeon, she unbuttoned her blouse and walked up close to him.

Not even this seemed to bother him as he put his stethoscope to her chest. "Doctor," she sighed, "what do you want me to do?"

"Deethe breeply," he croaked.

A girl swimming instructor was giving lessons to a girl's class in Red Cross lifesaving aquatic techniques. She asked the class:

"Suppose you were thrown from a boat, what article of clothing would you remove last?"

The class gave various types of answers but the instructor gave the correct one:

"You remove the blouse last, because the air gets under the blouse and acts like a buoy."

"How about joining me this weekend in a nice little upstate motel I know about?" he propositioned the charming young thing.

"I'm afraid," she said "that my knowledge of your proclivities in the esoteric aspects of sexual behavior precludes you from any such phase of erotic confrontation."

"I don't get it," he said confusedly.

"Exactly," she smiled.

He told the lovely native girl that he had been shipwrecked and had had nothing to eat for three days. She said, "Why not come over to my hut tonight and have some food with me?" He said, "Do you live on this island?" "Yes," she answered, "on the other side."

That evening he made his way across the island to her little hut. When he went through the doorway he found the girl waiting for him and the table already set. The girl asked him what he'd like to eat. "Well," he replied, "if it is not too much trouble I'd really like a nice steak and french fries." She said, "Certainly." He said "Don't tell me you have that here!" "Of course," she replied and then she asked him what he would like to drink. He said, "I'd like a bottle of beer." "Of course," she answered again. He exclaimed, "Don't tell me you have beer here too!"

After he had eaten and drank as much as he wanted, the native girl came in wearing a beautiful negligee and asked, "How did you enjoy your meal?" He replied, "It was marvelous." "Well, now," she said, "How about a little game?" "Wow!" he said, "Don't tell me you have a golf course here too!"

Did you hear about the town that always had the same population? Every time a child was born someone left town.

"Take it from me," said the redhead, "Don't get married."

"You know," the old gentleman said, "I've never been able to see what keeps you young ladies from freezing in the winter."

"At your age," the sweet young thing replied, "It's probably just as well."

The barmaid was a flirt and when the lieutenant went out to buy a paper she pursed her lips invitingly and leaned over the bar toward the shy young sailor.

Putting her face against his, she purred, "Now's your chance."

The sailor looked around the empty room. "It sure is," he agreed, and promptly drank the lieutenant's beer.

Harold: "Did Frances blush when her shoulder straps broke?"

Gerald: "I didn't notice."

The old-fashioned girl used to hide money inside her bodice. The modern gal prefers to put it where it won't be seen.

"Why do you keep going out with that girl?" asked Dan. "She has absolutely no sense of humor."

"Man," replied Sam, "you can have a mighty good time without laughing."

Petroleum Engineer: "I opened my hotel room door and saw one of the most beautiful girls I've ever seen lying in my bed."

Production Boss: "What did you do?"

Petroleum Engineer: "The only thing I could do—I called the manager and had her thrown out. What would you do?"

Production Boss: "I'd do the same thing you did—only I wouldn't lie about it."

Babe: "Where were you last night?"

Bob: "With you, baby."

Babe: "Thanks. I wasn't sure. Then you're the fellow Dad's looking for."

Doctor: "Madam, I'd like to give you a thorough examination. Please take off your clothes."

Patient: "But Dr. Smith found me perfect this morning."

Doctor: "Yes, so he told me."

Give a man enough rope and he'll claim he's tied up at the office.

"My dear," said he, "I'm groping for words to express my love."

"Mmm," she sighed, "keep searching."

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