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THE Lufkin LINE

MAY-JUNE • 1967

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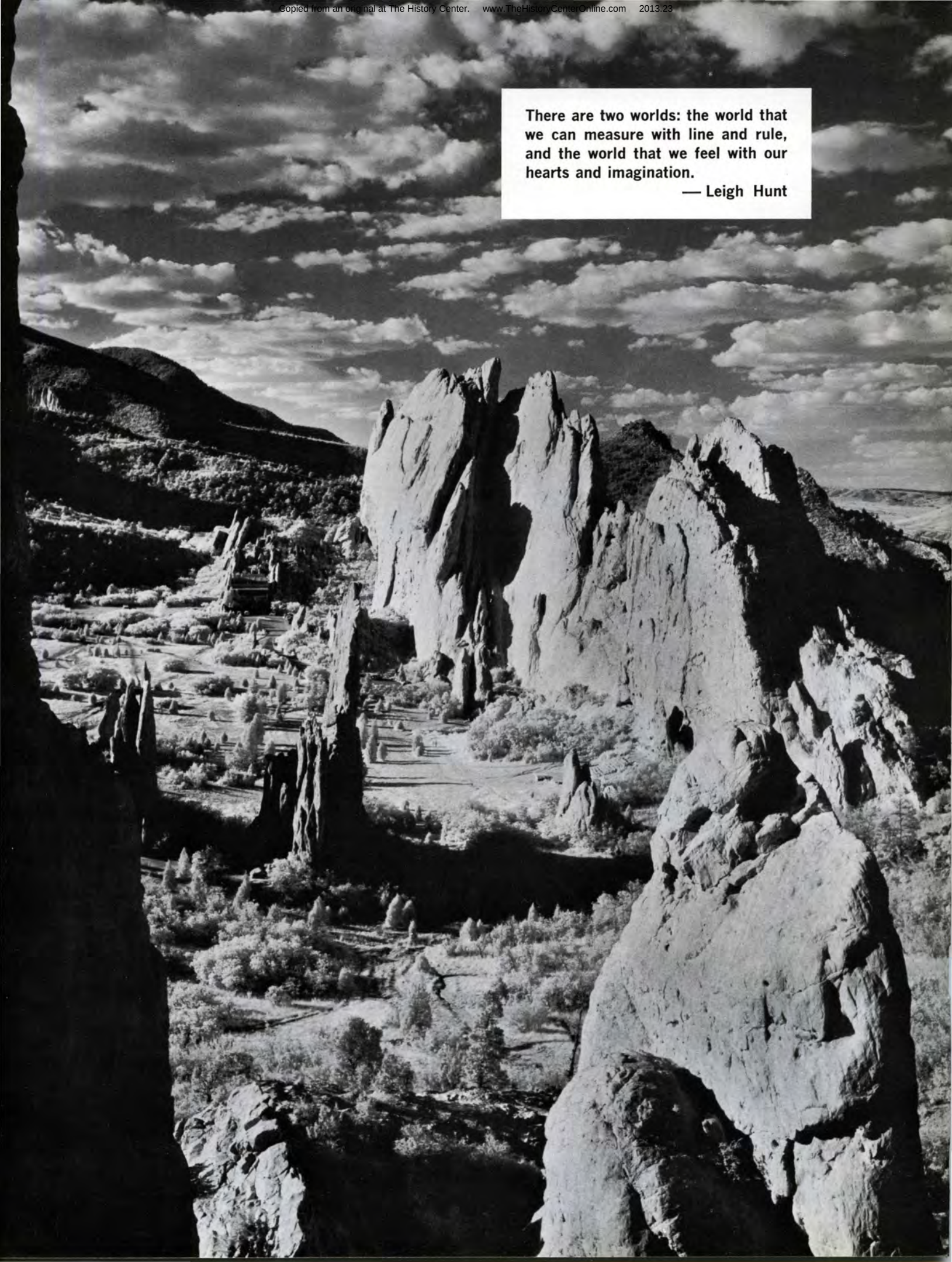

There are two worlds: the world that we can measure with line and rule, and the world that we feel with our hearts and imagination.

— Leigh Hunt

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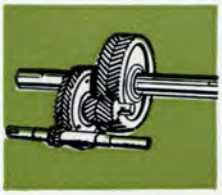
OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



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Virginia R. Allen, *Editor*

ROCKY MOUNTAIN DIVISION ISSUE

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OPPOSITE PAGE: Yosemite Falls from Merced River, Yosemite National Park, California
—Photo by Gene Ahrens, New Milford, N. J.

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TRAILERS FOR EVERY HAULING NEED

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ST. MARY LAKE, Glacier National Park, Montana, is a dynamic water course with cruise boat and launch facilities.
Photo by Bill Browning, Montana Chamber of Commerce, Helena

By L. A. Wilke

AMERICA'S

IF YOU like the rugged beauty of the great outdoors, but still want to take it easy, then head your car in the direction of the Rockies for your vacation this summer.

There is no place exactly like the area from New Mexico to Canada, traversed by the Continental Divide. It meanders 3000 miles through New Mexico, Colorado, Wyoming, skirts a portion of the boundary between Idaho and Montana, and winds its way into Canada through the Glacier National Park.

A hundred years ago crossing the Backbone of America was the greatest barrier to western migration. But paradoxically, many of those who didn't make it, got rich mining for gold and silver in the high mountains they couldn't whip.

Today the Continental Divide can be crossed on paving at more than a half-hundred places. In addition there are scores of forest service roads and hiker trails throughout the entire rough and tumble result of a mixed-up creation. And there is a playground at practically every hairpin turn.

The Rocky Mountains represent two worlds. One of them began with the first emergence from the sea, something like a half-billion years ago, give or take a moon or two. Defining its geological history hasn't been too easy. Erosion of weather and water has destroyed much of the early evidence usually found in less tormented areas. But the mountains are there.

In Colorado they tower well above the 14,000-foot level, some almost straight up. In Montana they are rugged in the western half of the state, with maximum altitudes of 12,000 feet.

In Wyoming, the topsy-turvy movement has created peaks, valleys and streams, with many natural wonders of the world, such as the hot water geysers that belch forth with clock-timed regularity. There are perpetual ice ranges, permanently snow-capped peaks, tumultuous waterfalls and quiet, beautiful lakes without outlets into both the Atlantic and Pacific oceans.

The Continental Divide forms a boundary line between a portion of Montana and Idaho, just

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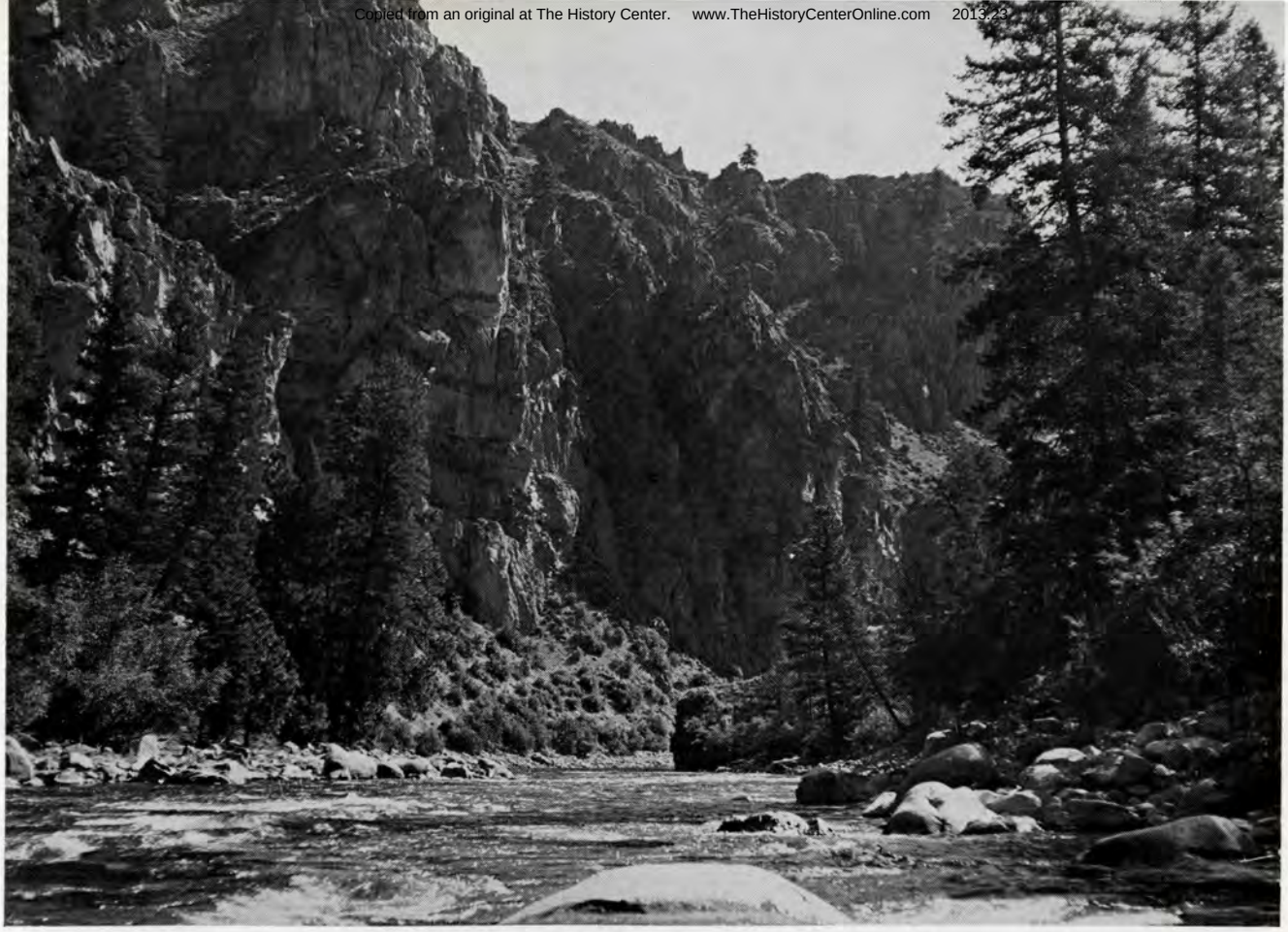

A LOOK at these high walls and one knows why the Salmon in Idaho is called The River of No Return.
Photo by Ernie Day, Boise, Idaho

ROUGHEST Playground

west of the Yellowstone National Park. Flowing north through great canyons, the mighty Salmon, River of No Return, suddenly whips east through still more rugged country to dump the snow run-off finally into the Pacific ocean.

Add to this the wilds of New Mexico, south from the Colorado line to the Mexican border and you have one world a result of creation's mixup.

The other world is the one we live in today. Some of the area represents the earliest civilization, where cliff-dwellers built their apartment complexes into the sides of the hill. Some are cited as examples of our own split-level construction, with all the luxury to be found on the face of the earth.

Fast growing cities are taking the place of many of the ghost towns, which practically disappeared when the silver and gold lodes ran out.

The first mass travel across The Divide was by wagon trains. Then the railroads wound their tracks across, following, as best they could, divides



THIS is an upstream look at Green River which now is impounded with a huge dam, creating the Flaming Gorge Reservoir in Wyoming and Utah on the Pacific side of the Divide.
Official Photo, U.S. Dept. of Interior

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FISHERMEN—and hunters—pack into the high country with all their duffle and food on pack animals. Photo by Author



CUTTHROATS in Yellowstone Lake make happy the hearts of fishermen
Photo by Bill Browning, Montana Chamber of Commerce, Helena

with the least grade. Finally, a tunnel was built through the Divide to cut off travel time. Then came paved highways, and fast automobiles find no difficulty in scaling Pike's Peak, which only a few years ago was the challenge of automobile makers and drivers.

Major airlines cross the divide 50 or more times a day at 500 miles an hour. One airline, appropriately named Frontier, furnishes shuttle service to all the principal towns from Silver City, New Mexico north to the Canadian border.

That's today's world!

Now the Bureau of Outdoor Recreation is developing a program for the continuous trails from New Mexico through Montana, following the Divide as closely as possible. Some of these will be for hikers only. Others are jeep trails, some for horseback riders and others which will carry the family automobile closer to the Backbone.

There is no vacationland in America that can offer such a variety. Scenery tops the list, with high mountains, many of them covered with snow throughout the year, ghost towns, Indians, old mining camps, fishing, hunting, hiking, skiing, mountain climbing, the study of wildlife or just plain rest.

The summer vacation season is well organized in the west. It must be so, to accommodate the thousands of visitors. It begins usually about the first of June and ends by mid-September. In other words mostly it is a three-month active season. The exception to this, of course, is during the winter when the ski slopes get big traffic and during the short hunting season in each of the states.

Greatest attraction of the Continental Divide for many years has been the Yellowstone National Park, which each year will accommodate thousands of visitors. Some of the sightseers, who just want to view Old Faithful and other spectacular geysers, panhandling bears in the national forests, and ghost mining towns around its borders. Countless museums provide the history, and national park rangers give lectures by the spectacular sites.

Fishing is fabulous in each of the states. The game and fish departments are constantly stocking both lakes and streams with catchable-size fish. I've caught them within 50 feet of the pavement at a number of spots on either side of The Divide. Happily, there is a consolidation of services of the different segments of the Department of Interior and the Department of Agriculture in providing facilities.

These include park and forest service roads into the wilderness areas. At the end of these roads there are camping spots and other outdoor recreation facilities. Within the park there are interesting shopping centers built around luxury hotels. And nearby there are protected camping areas open to the public.

Most of these areas are subject to the annual $7 tag for automobiles. This money is used to develop additional recreational facilities throughout the United States.

There are fishing bridges across some of the streams, and plenty roadside parking places for those who want to try either lakes or streams. Each state has its own licensing system. Non-residents can buy short term or annual licenses. Again, this money makes possible better hunting and fishing in a country that can support it.

Summer is beautiful in The Rockies. There are so many trees and flowers, with moisture from almost daily summer showers bathing the colors and spreading the fragrance.

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DICK KENDALL
Peterson Tractor Co.
San Leandro, California



E. T. CRYER, JR.
Peterson Tractor Co.
San Leandro, California

GEAR Snapshots and INSTALLATIONS



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J. W. Minder Chain & Gear Co.
Santa Clara, California



FRANK MERRITT
Ingersoll Rand Company
San Francisco, California



GENE McELHATTAN
Ingersoll Rand Company
San Francisco, California



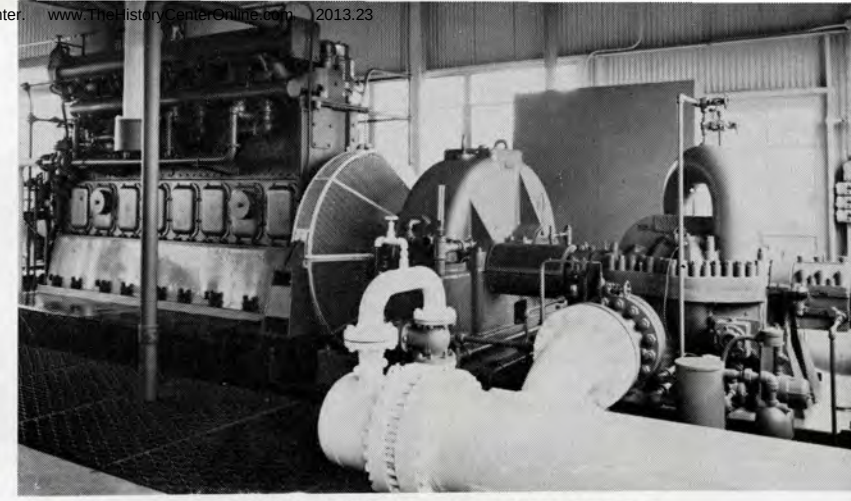
RAY L. SMITH
Williams & Lane Inc.
Berkeley, California



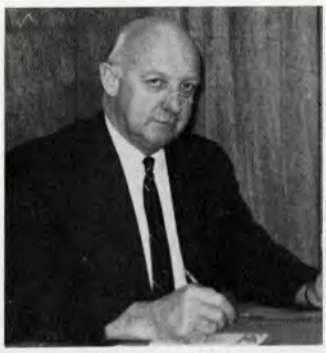
STEVE SANDY
Ingersoll Rand Company
San Francisco, California



A. R. GASKINS
Peterson Tractor Co.
San Leandro, California



One of three identical LUFKIN N-3010A High Speed Gear Increasers installed at Union Oil Company's Patterson, California pipeline station. Rating of speed increasers 1000 H.P. each at 532 RPM input from Enterprise GSG-8 engines, driving Bingham 2-stage centrifugal pump at 3600 RPM. In continuous operation since May, 1957, the Patterson Station has delivered a flow of oil daily approximating 80,000 barrels to the Union Oil Refinery at Oleum, California



R. E. KENNEDY
J. W. Minder Chain & Gear Co.
San Leandro, California



DON McNEIL
J. W. Minder Chain & Gear Co.
San Leandro, California

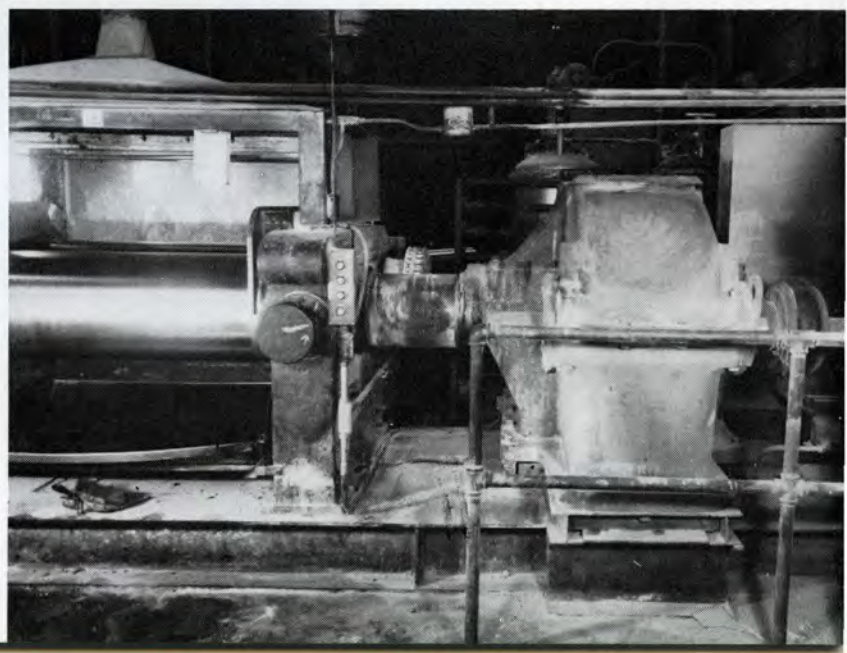


WALLIS H. CROW
Continental Conveyor & Equipment Co.
San Francisco, California



GARY H. WALTON
The Rucker Company
Oakland, California

LUFKIN D-640 Double Reduction Hi-Q Reducer driving a rubber mill at Samuel Bingham Company, San Leandro, California



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BOB SOLEM
Pan American Petroleum Corp.
Glendive, Montana



DELBERT STRICKLAND
Belco Petroleum Corp.
Big Piney, Wyoming



Front Row, left to right: DONALD ALBRIGHT, GERALD HARLESS, GEORGE GRAY, all with Sun Oil Co., Colorado City, Texas; BOB THOMPSON, Lufkin, Midland, Texas; BOB BARMAN, Sun Oil Co., Colorado City
Second Row, left to right: WAYNE GOODWYN, BUCK EASON, BILLY MOORE, T. D. HOFMANN, all with Sun Oil Co., Colorado City



Left to right: JOHN FINCHER, Lufkin, Sidney Montana; FRANK ZAGAR, and ROY WHITE, both with Texaco, Inc., Billings, Montana



SNAPSHO

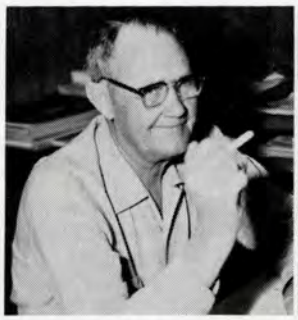
BY THE LUFKIN CAMERA



BILL HALVORSON
Pan American Petroleum Corp., Glendive, Montana



BOB TATE
Continental Oil Co.
Billings, Montana



M. T. (SLIM) JAMES
Murphy Oil Corp.
Poplar, Montana



EARL LINER
Hunt Oil Company
Tioga, North Dakota



WAYNE BEEKS
Amerada Petroleum Corp.
Tioga, North Dakota



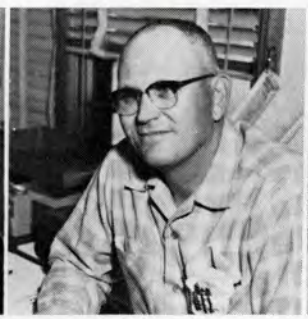
FRANK BATTEN
Continental Oil Co.
Billings, Montana



JOHN STANZIONE
Shell Oil Company
Denver, Colorado



PAUL LANCASTER
Amerada Petroleum Corp.
Tioga, North Dakota



HAMP HOLT
Amerada Petroleum Corp.
Tioga, North Dakota



DUANE DARBY
Amerada Petroleum Corp.
Tioga, North Dakota

WALT CRANDALL
Sinclair Oil & Gas Co.
Bairoil, Wyoming

GUFFEY TUTTLE
Intex Oil Company
Midwest, Wyoming







BILL BROWN
Murphy Oil Corp.
Poplar, Montana



BOB KORTHAUS
Texaco, Inc.
Meeteetse, Wyoming



ED ANDREWS
Mobil Oil Corp.
Worland, Wyoming

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Pan American Petroleum
Corp., Denver, Colorado



REGGIE ORR
Mule Creek Oil Co.
Billings, Montana



LAWRENCE DIXON
Pan American Petroleum
Corp., Denver, Colorado



JOHN CRANOR
Pan American Petroleum
Corp., Denver, Colorado



REN ROTHROCK
Amerada Petroleum Corp.
Tioga, North Dakota



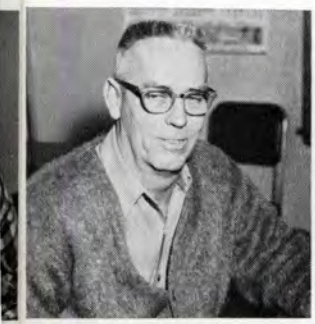
AL LEI, left, GARY LYON
both with Texaco, Inc.
Powell, Wyoming



Left to right: G. W. NICHOLS, Lufkin, Crystal Lake, Illinois. FRED NICHOLL, MATHEIU VERTENSTEIN, BILL GRAHAM, PAUL CHEYNEY, all with Mine & Smelter Supply Co., Denver, Colorado

OTS

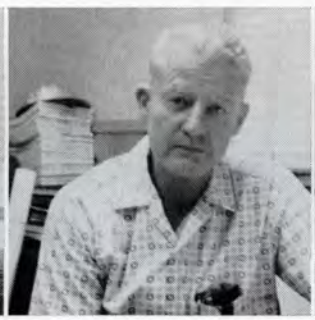
AMAN. . .



CHARLIE CLARKSON
Amerada Petroleum Corp.
Tioga, North Dakota



ROLAND HART
Sinclair Oil & Gas Co.
Bairoil, Wyoming



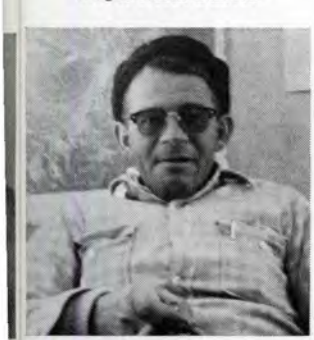
DAVE MATHEWS
Marathon Oil Company
Cody, Wyoming



BOB BROWN
Marathon Oil Company
Cody, Wyoming



DON CAIN
Husky Oil Company
Cody, Wyoming



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LaBarge, Wyoming



GEORGE E. NUGENT
Belco Petroleum Corp.
Big Piney, Wyoming



CARL HANSON
Forest Oil Corp.
Denver, Colorado



H. E. SNIDER
Forest Oil Corp.
Denver, Colorado

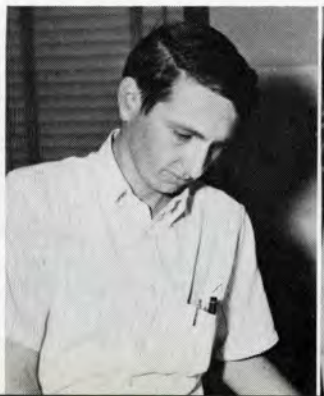


ED KARN
Davis Oil Company
Denver, Colorado

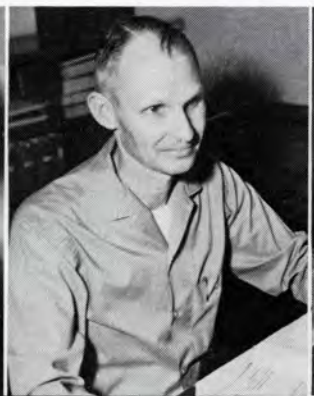


MAURICE JOHNSON
El Paso Products Co.
Rock Springs, Wyoming

DAVE DIAX
Amerada Petroleum Corp.
Tioga, North Dakota



KENNETH D. BIRCH
Amerada Petroleum Corp.
Tioga, North Dakota



RUSS NIXON
Amerada Petroleum Corp.
Tioga, North Dakota



DOUG McEVERS
Amerada Petroleum Corp.
Tioga, North Dakota



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Back Row, left to right: R. L. POLAND, J. D. BRADLEY, BILL TROUT, W. W. TROUT, all with Lufkin; FRED HAUBER, Brown & Root, Houston; C. T. SLACK, R. J. DAVIS, both with Kewanee Oil Co., Wichita, Kansas

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Billings,
Montana



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Atlantic-Richfield Co.
Denver, Colorado



GEORGE CHEYNEY
Union Oil Co. of Calif.
Denver, Colorado



HERB EARNEST
Husky Oil Company
Cody, Wyoming



BOB V. DOTY
Sinclair Oil & Gas Co.
Bairoil, Wyoming



ROCKY CHILDERS
Atlantic-Richfield Co.
Denver, Colorado



JIM MESSER
Texaco, Inc.
Powell, Wyoming



JOHN BERRIER
Belco Petroleum Corp.
Big Piney, Wyoming



TOM TODD
Billings,
Montana



COURTNEY COOK
Midwest Oil Corp.
Denver, Colorado



G. H. LANCASTER
Pan American Petroleum
Corp, New York, New York



ART CHEVALIER
Marathon Oil Co.
Cody, Wyoming



JOHN STROJEK
El Paso Products Co.
Rock Springs, Wyoming



L. A. McCRUMMEN
Pan American Petroleum
Corp., Glendive, Montana



BOB NAGEL
Pan American Petroleum
Corp., Glendive, Montana

TOM VOORHEES
Cardinal Petroleum Co.
Billings, Montana

BOB WHITE
Continental Oil Co.
Billings, Montana

HIRAM BOND
Atlantic-Richfield Co.
Denver, Colorado

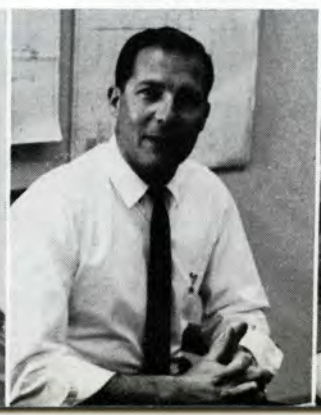
GERALD HURD
Forest Oil Corp., Denver
Colorado

KEN TERRELL
Atlantic-Richfield Co.
Denver, Colorado











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Second Row, left to right: THOMAS JIM NEVILLE, Grant Plains Development Co. of Canada, Drayton Valley, Alberta, Canada; PETER H. VAN SCHERPE, Standard Oil Co. of Calif., Whittier, California; JOSE R. SANANEZ, Creole Petroleum Corp., Quiriquire, Venezuela; CARL O. BIZZELL, Depco, Inc., Odessa, Texas; JAMES P. HENDRIX, Sun Oil Co., McComb, Mississippi; DON W. MARTIN, Tidewater Oil Co., Bakersfield, California; ROBERT FOGG, Bahrain Petroleum Co., Ltd., Awali, Bahrain, Arabian Gulf; ALI TANER ALPAY, Mobil Oil International, Anaco, Venezuela

Third Row, left to right: CURTIS KRUSE, Petroleum Extension Service, The University of Texas, Austin, Texas; LUCIANO GRANIE, Texas Petroleum Co., Caracas, Venezuela; JESUS RAMON BRITO, Texas Petroleum Co., Caracas, Venezuela; JOSE H. ARISMENDI, Sinclair Venezuela Oil Co., Caracas, Venezuela; VICTOR E. HEIMSOTH, Mobil Oil Corp., Casper, Wyoming; WALTER J. ELLENDER, Texas Pacific Oil Co., Ardmore, Oklahoma; DALE F. DUPREY, Central Del Rio Oils Ltd., Weyburn, Sask., Canada

Back Row, left to right: JOHN J. GOWAN, Sun Oil Co., Dallas, Texas; JIM PARTRIDGE, Lufkin; DON T. HOLLINGSWORTH, Sun Oil Co., McComb, Mississippi; LESLEY BROOKS, Lufkin; W. T. CROWDER, JR., Lufkin, Kilgore, Texas; MILTON WALTHER, RILEY WEBB, BILL TROUT, CHARLES TEUTSCH, all with Lufkin; JAMES S. COSPER, Texas Pacific Oil Co., Odessa, Texas; BURL L. CHAPMAN, Tidewater Oil Co., McKittrick, California; T. I. ELLIOT, Texas Pacific Oil Co., Dallas, Texas; J. D. BRADLEY, Lufkin



DON GORDON
Amerada Petroleum Corp.
Tioga, North Dakota



Front Row, left to right: DAVE CAMPBELL, Standard Oil Co., ART WILLIAMS, Tidewater Oil Co., both in Taft, California; JIM BAILEY, Shell Oil Co., Los Angeles, California; JAN SANDERS, Standard Oil Co., Huntington Beach, California; CARL FRAZER, Lufkin, Bakersfield, California

Second Row, left to right: ROY McCLYMONDS, Signal Oil & Gas Co., Huntington Beach; LOUIS McNATT, Mobil Oil Corp., Bakersfield; CHUCK DAVIS, Lufkin, Ventura, California; JOHN HOLMAN, Atlantic-Richfield Co., Cuyama Valley, California; DOUG PATTON, Lufkin

Back Row, left to right: ED BILLINGTON, Union Oil Co., ELWOOD CASE, Continental Oil Co.; both in Santa Maria, California; FRED GRIFFIN, BILL TEMPLE, R. L. POLAND, RILEY WEBB, all with Lufkin; WALTER DUNBAR, Golden Bear Oil Co., Bakersfield



GEORGE GARRETT, left, CHRIS BRUMLOW
both with Amerada Petroleum Corp.
Tioga, North Dakota



DAVE BASHFORD
Amerada Petroleum Corp.
Tioga, North Dakota



L. L. (BUD) LEVITT
Amerada Petroleum Corp.
Tioga, North Dakota



C. E. (COTTON) NICHOLS
Amerada Petroleum Corp.
Tioga, North Dakota

BURT WALKER
Mule Creek Oil Co.
Billings, Montana



FRANK WICKS
Shell Oil Company
Denver, Colorado



BOB QUALLS
Sage Oil Company
Denver, Colorado



BOB WATKINS
Billings, Montana



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1





2

LUFKIN



5

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3

INSTALLATIONS



4

1 LUFKIN C-640D-304-144 Unit, Amerada Petroleum Corporation, Beaver Lodge Madison Unit, Tioga, North Dakota.

2 LUFKIN A-320D-100-32 Air Balance Unit, Sun Oil Company, Flat Lake Field, Westby, Montana.

3 LUFKIN C-640D-356-144 Unit, Pan American Petroleum Corporation, Little Buffalo Basin Field, Meeteetse, Wyoming.

4 LUFKIN M-228D-256-100 Unit, Saratoga Producing Company, Goose Lake Field, Westby, Montana.

5 LUFKIN M-228D-246-86 Unit and LUFKIN HT-333C Gas Engine, Mobil Oil Corporation, Gooseberry Field, Meeteetse, Wyoming.

6 LUFKIN A-640D-144-31 Air Balance Unit, Atlantic-Richfield Company, Hamilton Dome Field, Hamilton Dome, Wyoming.



6

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THE BEN HOLLADAY stagecoach plied the western end of the rugged Overland Route between Salt Lake City and Sacramento. It was recently rescued from a century of grime which was carefully dissolved to reveal the original paint and markings. It is the rolling embodiment of Wells Fargo Bank's Corporate symbol



WILLIAM G. FARGO, born in New York in 1818, started work at the age of 13 as a mail carrier, an experience that led to a lasting conviction that contracts, once made, should be performed to the letter. He died in Buffalo, New York, in 1881, having served as mayor of that city from 1862-1866

Saga of WELLS-FARGO



VERMONT-born Henry Wells worked as a farm hand, tanning and shoemaking apprentice during his early years. He turned to transportation when he was 21, serving with companies on the Erie Canal and Great Lakes. Next he worked for the Pennsylvania Railway and later became an agent for William F. Harnden, known as the father of the express business. He died in Glasgow, Scotland while journeying abroad, and was buried in Aurora, New York, where he had earlier founded Wells College

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WELLS FARGO's first home was a bright red brick building in San Francisco

INTERWOVEN throughout the historical tapestry of the Old West is the romantic name and heroics of Wells Fargo. This company traces its history back to March 18, 1852, when it was established not in San Francisco or elsewhere in the rugged early West, but in the plush and historic Astor House in New York City.

In June of this year, a Wells Fargo representative, Samuel Carter, disembarked from the packet steamer "Oregon" when she berthed in San Francisco and in four days, he had the express half of the new company set up and ready for business.

The company's founders are now American legends. Henry Wells was a bold eastern expressman. Ten years before the company that was to carry his name opened an office in San Francisco, he had shown his imagination and gumption by engineering the delivery of fresh oysters from Albany to Buffalo by train and wagon.

William G. Fargo was a former mail carrier whom Wells met when they were both working as express men for Pomeroy & Company in New York State.

Wells Fargo's first home was a bright red brick building located an arm's length from the Montgomery Street entrance of the present Wells Fargo Bank Head Office in San Francisco.

Two early advertisements give a vivid picture of that first office. One touts express shipments handled by trusty messengers supplied with iron safes for the security of treasure in their charge.

Another reports: "In connection with their express business, Wells, Fargo & Co. will transact a general banking exchange and collection business . . . Gold dust, gold and silver coin, bullion bought and sold . . . Money advanced on gold dust deposited for transmission or coinage."

The Concord Coach was the vehicle which was to play such a vital part in the history of Wells Fargo and of the West. It was a product of Yankee

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WELLS FARGO Bank occupies the first four floors of San Francisco's tallest building—42 stories high. The small glass building at right will be future expanded home of the Bank's Market-Montgomery branch

ingenuity built in Concord, New Hampshire. Most of Wells Fargo's coaches were ordered from this firm.

The coach had great capacity for its size. It carried nine passengers inside on leather-upholstered seats and six more perched on the roof. There was room for luggage, too, on top in the leather boot behind.

The man who held the ribbons and cracked the whip over a six-horse team was, in the 1850's and '60's, often more highly esteemed than the millionaire or statesman who rode behind him. An equally popular figure was the shotgun messenger who accompanied the driver and protected Wells Fargo & Co. shipments. He was armed by the company with a double-barrel shotgun and often carried in addition a "Wells Fargo Colt," a pocket pistol designed in 1849 for use by express guards and police.

The Concord Coach carried not only passengers, goods and mail—but treasure as well. Beneath the driver's seat of the Wells Fargo stage rode the treasure box, containing placer washings, gold dust, and quartz ore. Countless millions in raw gold and bullion were carried all over the West on Wells Fargo stages. In those days, express and banking service went hand in hand.

Naturally, the treasure shipments of Wells Fargo drew the attention of many a highwayman, and when the messenger met his match and the coach was robbed, hastily-printed reward posters went up in spots all over the area.

The one man responsible for the greatest number of reward posters was mild-mannered Black Bart, who robbed 28 stages single-handed. To add insult to injury, he usually left mocking verses at the scene of each crime. After almost a decade of robbing, he was finally captured in 1883 by Wells Fargo Chief of Detectives James B. Hume, through a laundry mark on his handkerchief.

To messengers or officers of the law who successfully fought off or captured bandits, Wells Fargo was generous. Their rewards were usually fine examples of the engraver's and jeweler's art.

When James Wales Miller saved a $30,000 payroll shipment from attempted holdup in the 1860's, he was awarded a fine watch, encased in two pounds of Nevada silver!

Stephen Venard, after killing three bandits who held up and robbed the North San Juan coach, was awarded $3,000 and a handsome Henry Rifle engraved with a drawing of the exploit and the inscription ". . . for his gallant conduct May 16, 1866 . . ."

To provide the growing population with the express and banking services it needed, Wells Fargo & Co. established a network of offices throughout the West. In 1880 there were 573 Wells Fargo offices, agents and correspondents—over 100 of them located in the California Mother Lode area.

Wells Fargo had come a long way in a short while on a road paved with gold, gumption and gallantry. Its name, already an imperishable part of the history of the West, caught at the minds and imaginations of men whenever they spoke of, or traveled the new frontier.

The firm established a reputation that commanded absolute faith. So much so, that even wives and children were shipped as express.

A town might not have a minister, peace officer, or a doctor, but it almost always had a Wells Fargo agency.

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WELLS FARGO Bank's 464 California Street Head Office in San Francisco is housed in a 12-story building with a sumptuous penthouse and roof garden

An idea of the awesome authority of the 19th century Wells Fargo is reflected in an old newspaper stagecoach holdup clipping.

"Wells Fargo agents and Shasta folk caught the criminal, and we are not disposed to trouble the courts about it."

Few of the old offices stand today, but one has been restored at Columbia State Park with typical paraphernalia to be found in a Wells Fargo office in the Mother Lode area nearly a century ago. Included are the iron doors from Chinese Camp; banjo clock from Marysville; assay scales so precise that miners said, "they can show the weight of a pencil mark on paper."

In 1876 the banking and express departments of Wells Fargo separated. In the following decade activities gradually narrowed to banking only. Then in 1918 the express portion of the company merged with the American Express Company. Today the American Express subsidiary operates the Wells, Fargo & Co. armored car service in metropolitan New York and 23 cities in the South-central and Southeastern United States.

Wells Fargo bank, oldest in the West, is now almost 15 years into its second century of serving the people of California. The organization no longer delivers mail or carries express. Automation helps deal promptly and efficiently with the complex operations that make up banking in the 20th century.

Wells Fargo is the 11th largest bank in the nation with assets in excess of $4.2 Billion.

But to every armchair cowpoke today who watches the horse operas on TV, the name Wells Fargo brings to mind a stagecoach making its dusty way through the rugged, bandit-infested areas of the old West.

Photographs and Editorial Material courtesy of Wells Fargo Bank

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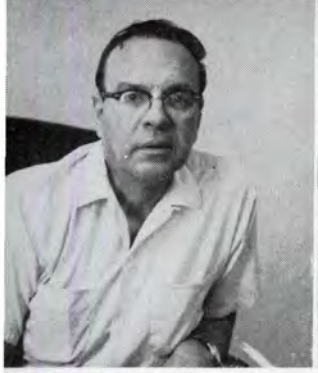
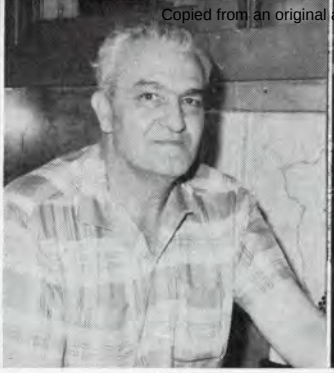
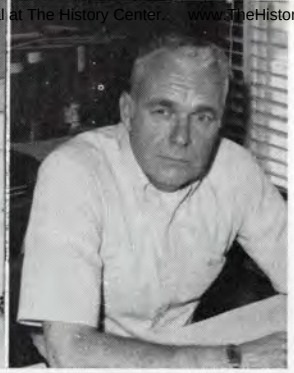


ANDREW G. BONNETTE
Odessa, Texas



KEN MASON
Alabama Georgia Express
Birmingham, Alabama



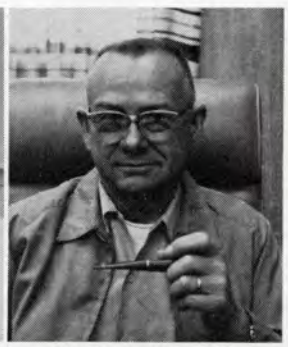
JOE McCORMICK
A. S. A. Inc.
Bells, Tennessee



RODNEY STEWART
Fred Stewart Trucking Co.
Magnolia, Arkansas



WILLIE HOMINICK
Corpus Christi, Texas



NELSON PITTMAN
Belknap Machinery Co.
Midland, Texas



PAUL NORRIS
Bells, Tennessee



PAT SALMON
Salmon Trucking
Little Rock, Arkansas



PETE MALLETTE
Las Vegas
New Mexico



DAN FIELDS
State Line Trucking Co.
Denver City, Texas



J. B. EVANS
Esco Supply Co.
San Antonio, Texas



ELMO STOCKARD
Roswell
New Mexico

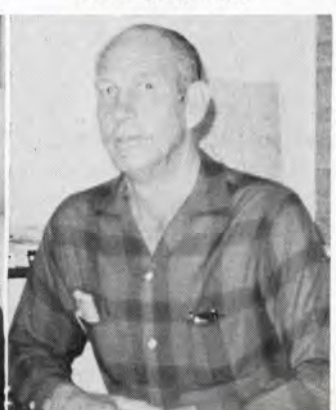
DEWEY MILLER
A-O.K. Motor Line
Birmingham, Alabama

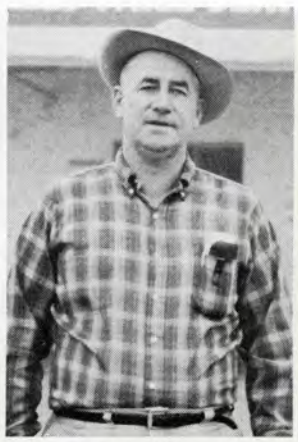
D. L. NICHOLSON
Ladshaw Explosives Co.
Hobbs, New Mexico

CARL GRAVELL
Gravell Trucking
San Antonio, Texas









PAUL WALL
Paul Wall's Service Center
Mansura, Louisiana





W. T. PARKS
Midway Motor Freight Inc.
Little Rock, Arkansas



DON SALMON
Salmon Trucking
Little Rock, Arkansas



GEORGE HARVEY
Magnolia Leasing Co.
Magnolia, Arkansas



TOM SALMON
Salmon Trucking
Little Rock, Arkansas



PAUL CARROLL
Paul Carroll Oxygen Equipment
Co., Abilene, Texas



P. V. HYDRICK
Deaton Truck Line
Birmingham, Alabama

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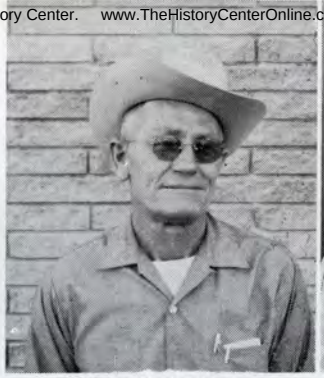
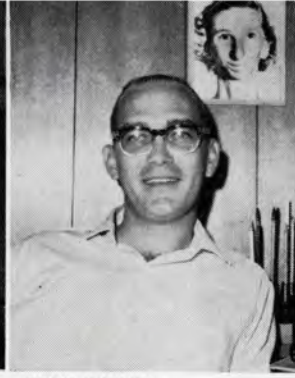
RALPH KING
King's Truck Body Works
Shreveport, Louisiana



ROBERT H. HARTMAN
Skidmore, Texas



TERRY MILLER
A.S.A. Inc.
Bells, Tennessee



GENE RECORD
Record Truck Line
Henderson, Tennessee



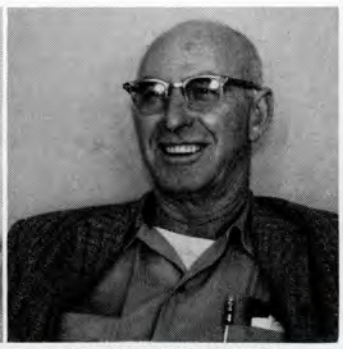
L. C. KENDRICK
Commercial Lumber Sales, Inc.
Little Rock, Arkansas



SKIP MAGGARD, left, HUGH MAGGARD
Maggard Truck Lines
Harlingen, Texas



NORMAN BAIN
Bain Truck Lines
Zephyr, Texas



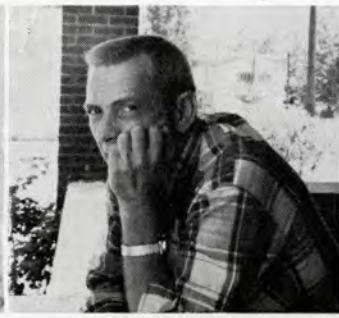
GARLAND BURCHFIELD
Ray Burchfield Motor Co.
Silver City, New Mexico



L. R. (TOMMY) THOMAS
G. R. Kirk, Co.
San Antonio, Texas



JAMES J. WEBB
Ballinger, Texas



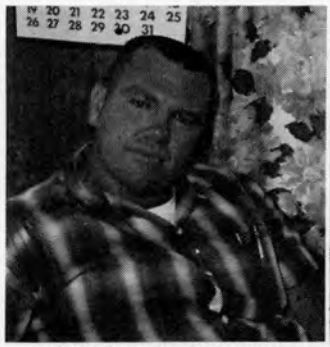
JAMES LEWIS
A.S.A. Inc.
Bells, Tennessee



PAUL EDWARDS
A.S.A. Inc.
Bells, Tennessee



JOE DOLLAR
Ross Neely Express
Birmingham, Alabama



HAROLD MONTGOMERY
Henderson, Tennessee



BUSTER TUTTLE, left, Lamesa, Texas; BOB HARVICK, Lufkin Trailers, Lubbock, Texas



CHARLES McCORMICK
A.S.A. Inc.
Bells, Tennessee



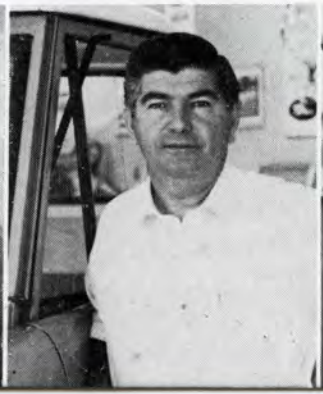
JAMES PARHAM
Duracrete Concrete Products Co.
Magnolia, Arkansas

JOHN E. ST. ROMAIN
Lewis Roy Motors
Marksville, Louisiana

STERLING LABORDE
Lewis Roy Motors
Marksville, Louisiana

MANUEL GONZALEZ
Gonzalez Trucking
Laredo, Texas







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J. J. WILLIS, SR., the late president and founder of J. J. Willis Trucking Company in Odessa, Texas



JEROME WILLIS, JR., president



W. FRED WILLIS, vice president and Odessa terminal manager

TRUCKING J. J. WILLIS COMPANY

FROM hauling any kind of load on wagons pulled by mules and oxen to transporting helicopters on specially designed and engineered trailers, the 57-year history of J. J. Willis Trucking Company is a story of American enterprise and ingenuity.

It began in 1910 when B. H. Willis of Beaumont, Texas, bought some mules and oxens and hitched them to wagons to haul any item a customer wanted to move. When Old Spindletop spawned the oil industry in Texas, he began to specialize in hauling oilfield equipment.

In 1916, B. H. Willis and J. J. Willis, Sr. formed a partnership they called the B. H. and J. J. Willis Teaming Contractors and operated in the Beaumont area until 1924 when J. J. expanded their business to Smackover, Arkansas, an area that was bustling with oil activity. Two years later, J. J. expanded their operations to the Texas Panhandle.

In 1927, J. J. moved to Odessa, Texas, and opened an office there to serve Crane, Pyote, Wink, Kermit and Andrews in the fast growing West Texas oil developments.

Although he continued as partner and manager, of B. H. and J. J. Willis Company in the Odessa area, J. J. also took on a separate venture called the Willis Motor Company, handling the sale of large trucks, farm machinery and tires.

J. J. and B. H. dissolved their partnership in 1937, and J. J. formed the present J. J. Willis Trucking Company, retaining the west Texas and southeast New Mexico area as his part of the newly divided operations. When B. H. died in 1947, J. J. purchased his interest in the Beaumont operation, thus completing his circle of expansion into the widely known and fast growing oilfield trucking industry.

Mr. Willis purchased the 175,000-acre Glen Springs ranch in Brewster County back in 1931 soon after he moved to Odessa. Later the ranch was sold and is now a part of the Big Bend National Park. However, he continued his ranching



THIS bent banana-shaped helicopter was one of many transported from Corpus Christi to Tucson for Uncle Sam

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JOE P. WILLIS, vice president and Dallas terminal manager



PALMER P. WILLIS, vice president

R. HARDY WILLIS, vice president and Beaumont terminal manager

interests in Midland County which are now managed by his son, Palmer Willis.

The J. J. Willis family consisted of five sons and three daughters, most of whom completed college and all the boys were brought into the trucking business. After serving his apprenticeship working in the shops, repairing tires and driving trucks, as did all the Willis boys, Jerome Willis, Jr. was appointed Vice President and General Manager of the firm in 1949. Upon the death of J. J. in 1957, Jerome was named President. His mother, Mrs. Mary Adele Willis, is vice president in Odessa, and his brother Palmer manages their ranch in that area, and assists in the trucking business in Odessa as necessary.

Other brothers play key roles in the company as vice presidents and managers of terminals in other cities including William Fred Willis in Odessa, Joe P. Willis in Dallas and Robert Hardy Willis in Beaumont.

Jerome Willis says his company does not back down from any hauling job regardless of size. In fact, they welcome heavy, cumbersome loads as a test of their reliability and ingenuity. Several items in the past few years have made this test on Willis. They hauled helicopters from Corpus Christi, where they were shipped from Vietnam, to Tucson, Arizona, for the federal government.

"We don't know why these battlescarred 'copters were being sent back to the U.S.A., but we specially designed and engineered a trailer which would complete this last leg of the journey for Uncle Sam," Jerome stated.

The Willis company also has hauled 300 prestressed concrete beams from Odessa to Andrews, Texas, with the beams varying in length from 20 to 105 feet, and in weight from 10,000 to 58,000 pounds. They have delivered a 100,000-pound Sherman Army tank as well as a complete ammonia plant from Louisville, Kentucky, to Prior, Oklahoma. This latter shipment, weighing 500,000 pounds, was moved in 29 loads requiring 14 days to complete.

Presently operating 60 road tractors and 100 trailers of many varieties including floats, lowboys, pole trailers and drop frame floats for specialized hauling, the company serves most all western states west of the Mississippi River to the Pacific coast.

Lufkin is proud to number among its friends and customers the J. J. Willis Trucking Company.

THIS is one of many LUFKIN drop frame floats for specialized hauling by J. J. Willis Trucking Company



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Reputation is character minus what you've been caught doing.

Many fellows' idea of a good time is going places and undoing things.

You heard about the farmer who couldn't keep his hands off his wife, so he fired 'em.

The drunk asked where he could find a house of ill repute. He got the right number but remembered it wrong and entered a home where a woman was leaning over the sink washing dishes. The drunk rushed over, threw her on the floor and began making love to her. Her husband, in the adjoining room heard the rumpus and ran to the kitchen. He grabbed the drunk and proceeded to beat him to a pulp before throwing him out the door.

The drunk looked up at him from the driveway and said, "Boy, you sure got a lot to learn about running a cat house!"

The young bride was having her new house decorated and while changing into something suitable for her afternoon bridge club, she noticed what appeared to be her husband's hand print on the wall in the bedroom that had been freshly painted the day before. She slipped into a flimsy but adequate covering and, going to the head of the stairs, called down to the painter who was now working in the living room.

"Pardon me, but would you like to come upstairs and see where my husband put his hand last night?" she asked.

"I'd love to, lady," replied the painter, "but I've got to get done with this painting first."

A Go-Go girl is a girl with an asset to music.

If sex is over-rated, as some say, you can imagine where everything else stands.

The doctor was discussing health and hygiene with his spinster patient.

"Even though you take a bath every day, you can't stay healthy just by bathing alone."

"Maybe not, doctor," she snapped back, "but I can stay out of trouble by bathing alone!"

"Doctor, what am I to do?" asked Jack. "If I come home early, my wife figures I'm after something; if I come home late, she figures I've already had it."

A performing octopus could play the piano, the zither and the piccolo, and his trainer wanted him to add the bagpipe to his accomplishments. With this in mind, a bagpipe was placed in the octopus' room and the trainer awaited results.

Hours passed, but no bagpipe music was heard. Since the talented octopus usually learned quickly, the trainer was disturbed. Opening the door the next morning, he asked the octopus, "Have you learned to play that thing yet?"

"Play it?" retorted the octopus. I've been trying to lay it all night!"

Middle age is the time in life when you're still young, but only once in a while.

The curvesome (very) blonde slithered into the cocktail lounge, and slid up on a bar stool. She wore tight knit stretchies—tight as the skin on an onion!

The bartender gaped in amazement. Then blurted: "Girlie, how do you go about getting in them pants?"

"You might start," she cooed, "by buying me a beer."

A special course of treatment was recommended for an old man. "A few weeks of that," said the doctor, "and you'll think you're ten years younger!"

"Wow!" said the elderly patient, and then added, "It won't affect my pension, will it?"

"Daughter, that young man who walks with you through the park doesn't look very polished."

"Well, I'll have to admit he's a little rough around the hedges."

"Does your boy friend have ambitions?"

"He certainly does—ever since he was knee high."

He drank with curvy Mabel,
The pace was fast and furious.
He slid beneath the table—
Not drunk, but merely curious.

A nymphomaniac is a girl who can only count up to sex.

The judge dismissed the topless bathing suit case for lack of evidence.

A chief engineer was consulting a psychiatrist. Among other questions, the doctor asked: "Are you troubled by improper thoughts?"

"Why no," answered the patient. "To tell the truth, doctor, I rather enjoy them."

A girl got a job with an advertising agency to distribute little boxes of candy to the public. She had finished her day's work when she met an old friend whom she hadn't seen for a long time.

"Oh, Joan," said the friend, "I've just heard that you're going to be married."

"Yes, I am," replied Joan. "We're getting married next month."

"How wonderful," said the interested friend. "What are you doing now?"

"Nothing much," was the reply. "Just giving away free samples."

"All right, lady," said the bill collector, "how about the next installment on the couch?"

The lady shrugged. "Better than having to give money, I guess."

Did you know that bathing suits point out the figure, but slacks reveal the facts.

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BUY LUFKIN ...BUY *Dependability*

LUFKIN U-2

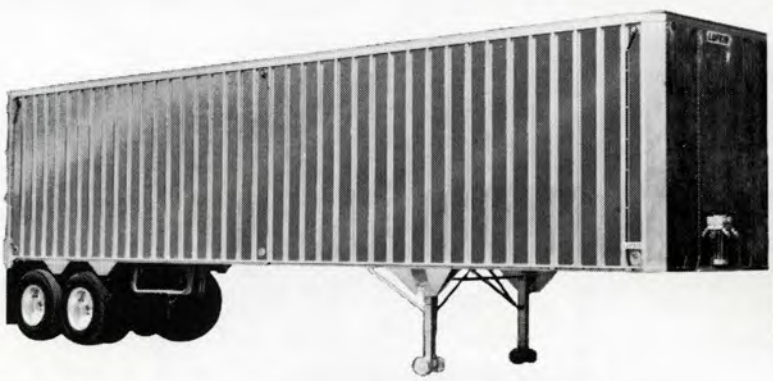


A U-2 For Every Hauling Need
DRY OR REFRIGERATED

LUFKIN DOUBLES



PAIRED FOR GREATER PAYLOAD PROFITS
THE FINEST ON THE ROAD



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1 EQUIP YOUR WELL WITH THE PROPER SIZE AND TYPE ***WELL PROVEN***

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2. PUMP INTAKE PRESSURE (including tubingless completions)
3. INTERMEDIATE ROD STRESS
4. GAS INTERFERENCE
5. FLUID POUND
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7. DOWN-HOLE FRICTION
8. TUBING LEAK
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10. DEFECTIVE STANDING VALVE

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SUCKER ROD PUMPING ANALYSIS

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