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THE Lufkin LINE

SEPTEMBER-OCTOBER • 1969

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No person was ever honored for what he received. Honor has been the reward for what he gave.

— Calvin Coolidge

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THE Lufkin LINE

SEPTEMBER • OCTOBER, 1969
Volume 44 Number 5

Published to promote friendship and good will with its customers and friends and to advance the interest of its products by the LUFKIN FOUNDRY AND MACHINE COMPANY, LUFKIN, TEXAS

Virginia R. Allen, Editor
Carolyn Curtis, Ass't. Editor

WEST DALLAS DIVISION ISSUE

ANOTHER LOST COLONY OF CAROLINA—Fred T. Morgan . . 4

SNAPSHOTS BY LUFKIN CAMERAMEN 8

LUFKIN INSTALLATIONS 10

RED ARROW FREIGHT LINES—VERSATILITY AND EFFICIENCY—Carolyn Curtis 12

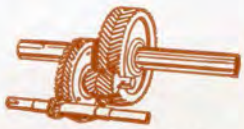
MORE SNAPSHOTS 15

LET'S LAUGH 19

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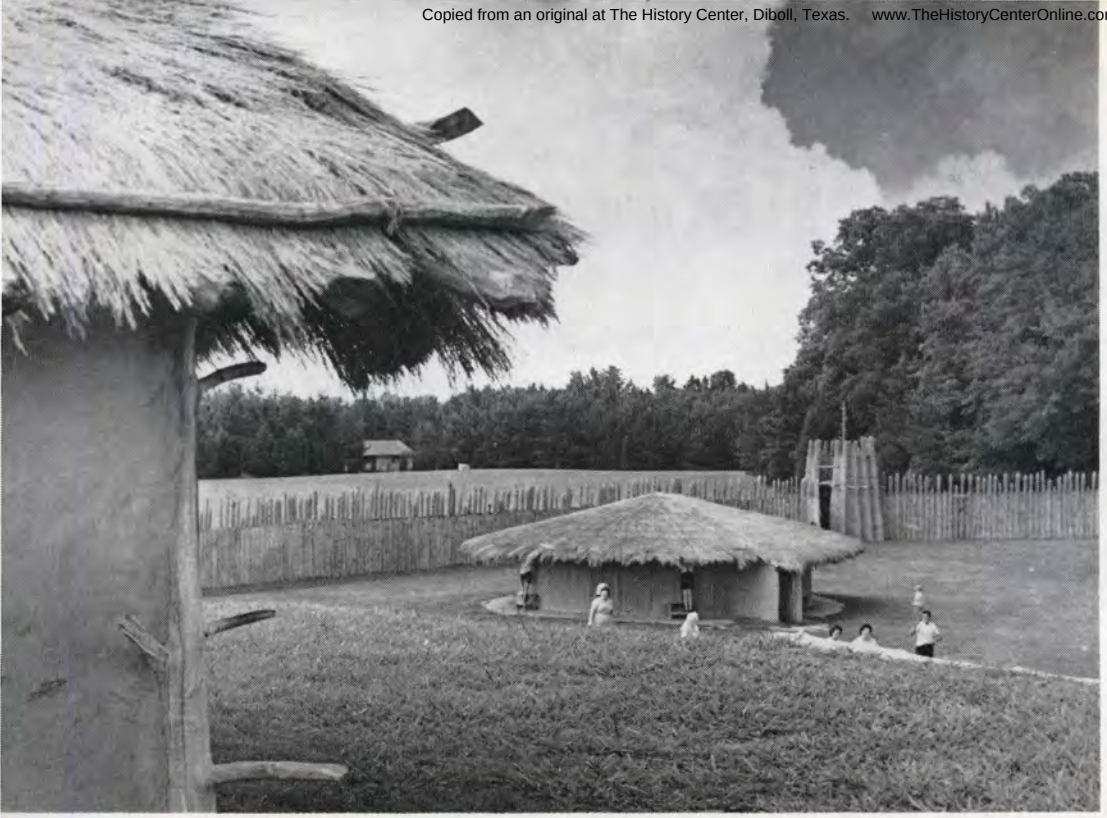
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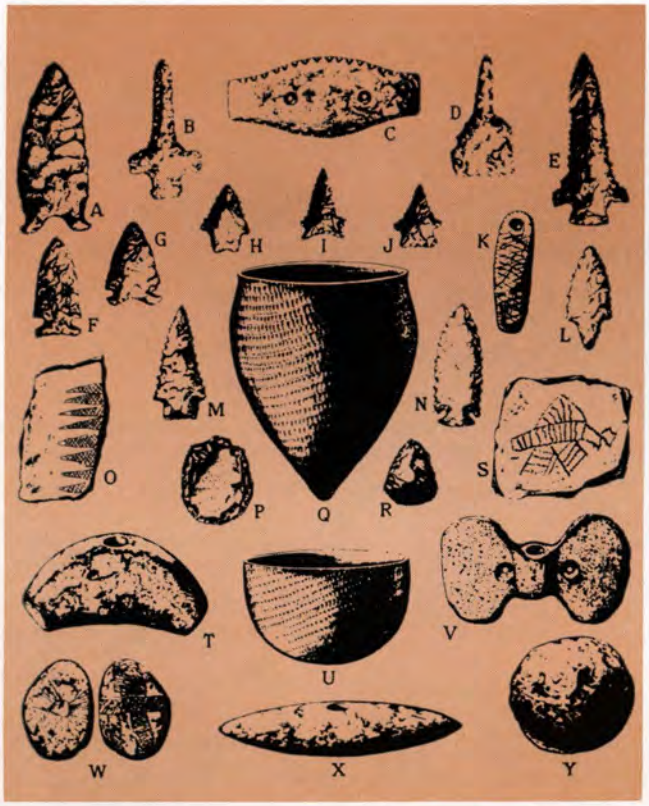
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BEYOND the round mortuary building is the home of the resident archeologist in the background.



Right: VISITORS look through peepholes and push buttons to illuminate exposed burials in the mortuary structure, while others go up and down the steps to the restored temple.



ON VIEW at Town Creek Indian Mound State Historic Site are ancient Indian artifacts.

Another *LOST*

By Fred T. Morgan

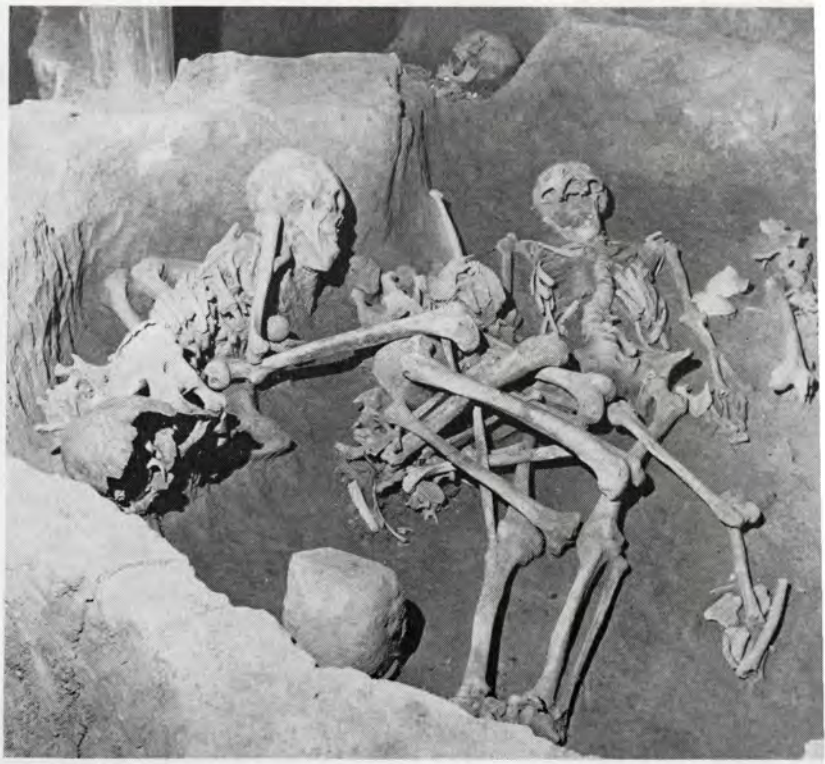
ANOTHER "Lost Colony" mystery of North Carolina is slowly unraveling beside listless Little River at Town Creek Indian Mound State Historic Site near Mt. Gilead in the southern edge of the Uwharrie Mountains in south central Tarheelia. While it does not yet possess the historical glamor and romance of the famous Sir Walter Raleigh colony of the Carolina coast, its significance in archeological circles reverberates throughout the USA.

Here to this 53-acre site come nationally prominent archeologists, laymen and sightseers to marvel at the culture of this remarkable race of people who occupied the surrounding country for 100 years beginning around 1550.

It is one of very few authentically restored Indian Mound ceremonial centers in the nation.

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MANY excavated burials are on display inside the mortuary.

COLONY of CAROLINA...

Other mound-culture Indian ceremonial centers are known, but few are restored so painstakingly as Town Creek.

From a tour through the excellent museum and the portion of restoration completed, the visitor understands how these intelligent, Creek-culture Indians were drawn from numerous villages within a 50-mile radius to this small, pallisaded enclosure where they ceremoniously conducted all major social events, tribal rituals and settled all matters of religion and politics. It was the place where TALWA, the symbolic soul of their tribe, dwelt and was holy ground.

While much is known about these Muskogean-speaking Indians who settled in a four-county area along the upper Pee Dee River Valley, and more is being gleaned from year to year, there remains an intriguing element of mystery spiced with some elusive facts which the diggers and investigators probably never will pry loose from the bones, barrenness and isolation of these spirit-haunted river hills—humpy remnants of one of the oldest mountain chains in North America.

Where did these people come from and why? Why was this watered, fertile, game-filled valley unpeopled to start with? What influenced and developed their strange and specialized customs? Why did they so abruptly abandon their rich and desirable location after about three generations?

When the moon hangs high over the Uwharries and the cries of the night birds and animals come from the forested slopes, one almost expects the ghosts of these primitive Americans to chant and war whoop and stomp dance around a campfire before the Square Ground inside the stockade. Illustrations depict such activity.

Behind them, these stalwart Redmen left what archeologists call a clear record, which is under

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THIS close-up of an unearthed skeleton shows a string of beads and gorget around the neck.

Left: THE mortuary building and the restored temple atop the mound are seen from the north guard tower in the stockade.

continuous excavation, and the site is being restored according to the findings.

Researchers from the Research Laboratories of Anthropology of the University of North Carolina at Chapel Hill say population pressure and militant movements in the lower southeastern USA caused these Muskogean people to flee from the trouble-spots and settle in villages along the Pee Dee. The women cultivated fields of tobacco, corn, beans and squash, while the men hunted and fished and occasionally went pillaging among their nearest enemy neighbors to keep prospective invaders at bay.

Here at Town Creek they built their ceremonial center, the focal point being a Square Ground—four rectangular sheds in the center of a plaza. In the middle of the field stood a tall goal post capped with the skull of an animal. On the west, they toted baskets of clay to form a large mound for the major temple. The plaza was surrounded by a series of religious and mortuary structures. Priests dwelt therein and were in charge of all ceremonies.

Authorities agree that these mystery people were mature agriculturists as well as industrious craftsmen, producing an abundance of distinguished items of everyday use from stone, shell, bone, clay, wood and leather. Evidence indicates they flourished here in the paradisial setting prior to the abrupt demise.

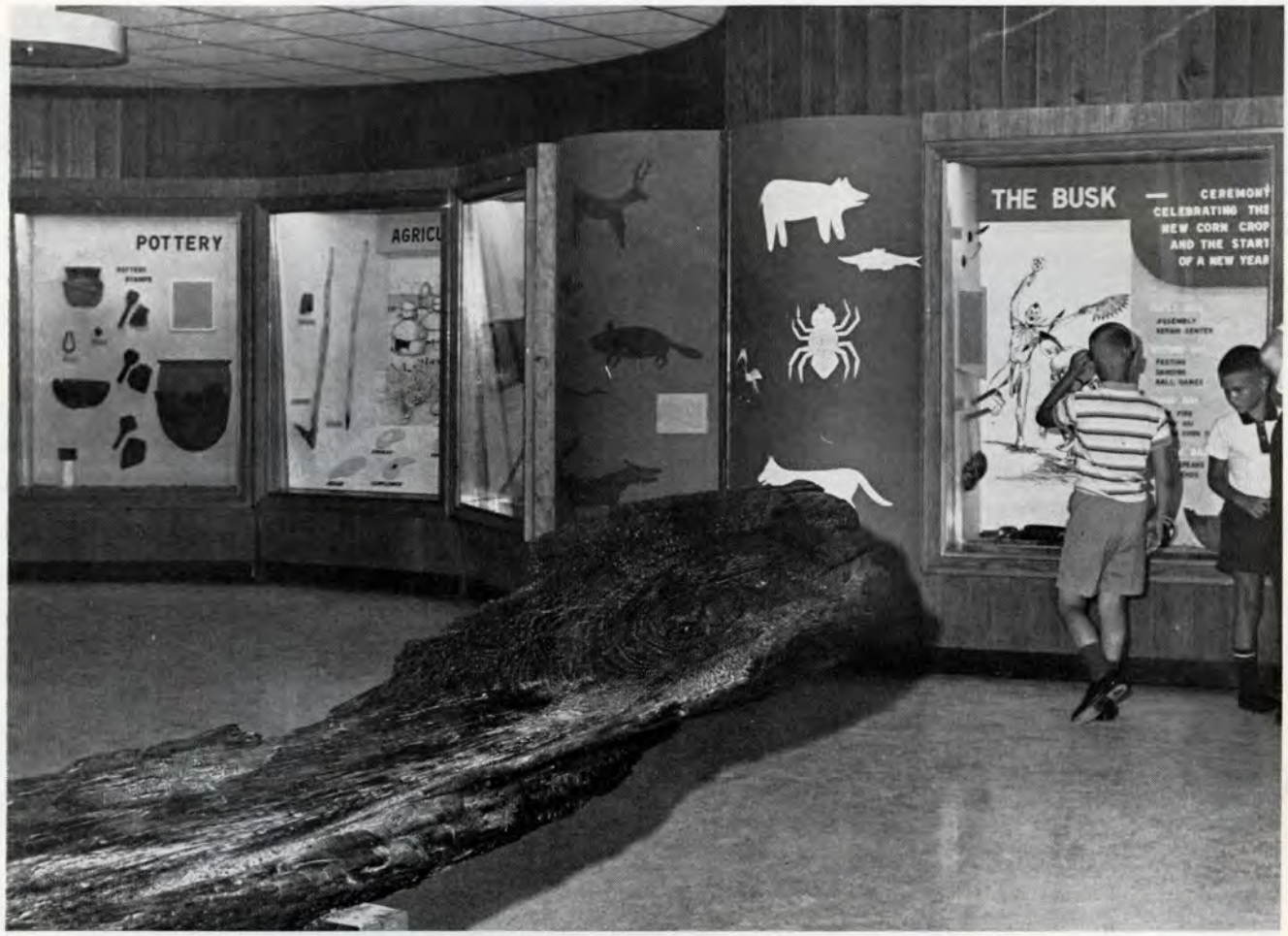
Finally around 1650, pressure created by population shifts brought invaders in overwhelming numbers and the Town Creek people were slain, imprisoned and absorbed, with a portion fleeing to Georgia to join the Creek Confederacy.

The last Indians to live at Town Creek were descendants of the Siouan tribes believed driven out of the area by the Muskogeans many generations before.

Early white settlers found numerous pottery fragments and artifacts and recognized the temple as an Indian-built structure. Farmers plowed and planted around it, leaving it virtually intact. Relic collectors and vandals dug random holes in it. The first scientific excavation began in 1937 when the site became a public project after its acquisition by the state through donation and subsequent purchases.

However, impressive restorative accomplishments have been made only in recent years.

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REMAINS of a genuine dugout canoe are displayed in the museum.

Additional structures and endeavors are contemplated. Eventually the entire ceremonies center will be rebuilt.

Exhaustive archeological exploration and study preceded this restorative depicting of the lost colony of Little River. Scores of postholes have been found in the soil, giving exact location of every structure, most of which have yet to be erected. Hundreds of burials have been excavated, many of them originally inside the round mortuary of burial houses. Children were buried in large pottery urns. Some artifacts and weapons are found with the burials. Occasionally a skeleton bears marks of violence.

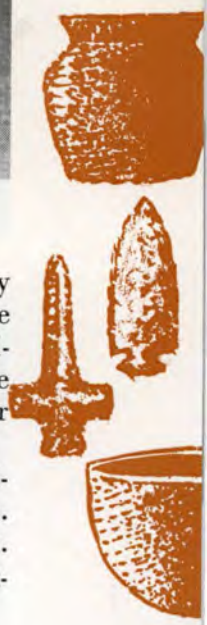
All this physical evidence is correlated with the distillation of available old historical records, especially accounts left by early traders, missionaries and other travelers who lived with and observed these Indians. This combined data has enabled workmen to restore the temple in amazing detail.

Town Creek is accessible from U.S. Highways 220, 1 and 74 on the north, east and south; by North Carolina routes 27, 24, 73 and 731 on the west. It offers picnicking areas, bathroom facilities, a refreshment nook, hiking trails along the river, plenty of parking, and acres of green for the kips to romp.

The museum and stockade are open and a resident archeologist is on duty from 9 a.m. to 5 p.m. Monday through Friday, and on Sunday afternoon. It is administered by the North Carolina Department of Archives and History.

Though these people could neither read nor write, they left behind a much better record than did the Sir Walter Raleigh colony which vanished without a trace on the North Carolina coast in the 1580's. The record becomes clearer with each new posthole, fire pit, burial and artifact unearthed by the persistent archeologists.

One day they will have the restoration complete and the answers ultimately theorized out about this intriguing Lost Colony of Little River.



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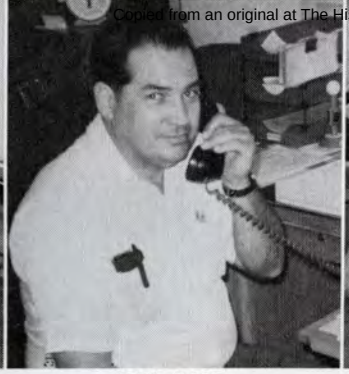
Snap



by Lufkin Cameramen



JACK LOADER
Gulf Oil Corporation
Odessa, Texas



JACK DAY
Mobil Oil Corporation
Kermit, Texas



C. J. LOVE
Skelly Oil Company
Hobbs, New Mexico



CHARLES E. MACE
Gulf Oil Corporation
Hobbs, New Mexico



RALPH SCROGGINS
Union Texas Petroleum
Midland, Texas



J. O. BOCHATEY, JR.
Skelly Oil Company
Midland, Texas



JIM SUBLETT
Gulf Oil Corporation
Kermit, Texas



MALCOMB HILL
Gulf Oil Corporation
Kermit, Texas

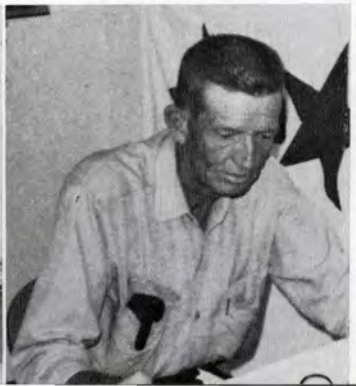


JOHN TYLER
Union Oil of Calif.
Midland, Texas

CARLTON R. COOK
Continental Oil Co.
Eunice, New Mexico



A. R. (IKE) ISAACS
Pan American Petr. Corp.
Denver City, Texas





JOHN HUGHES, left and JOHN BOWERS, both with
Shell Oil Company, Midland, Texas



BOB WARD, left, and J. H. HUGGHINS, JR.
both with Gulf Oil Corporation, Midland, Texas

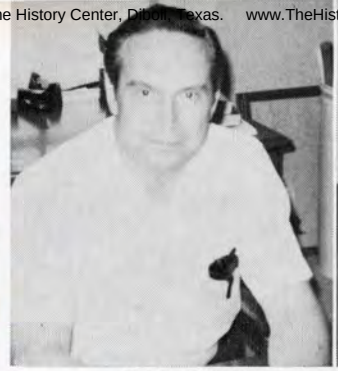


ROBERT BURWELL, left, Midland, Texas; DENNIS JACOBS
Monahans, Texas, both with Humble Oil & Refining Co.

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shots





W. L. MERRILL
Gulf Oil Corporation
Odessa, Texas



WAYNE DICKSON
Dynamac Corporation
Midland, Texas



LELAND LEONARD
Gulf Oil Corporation
Eunice, New Mexico



JOE ROCKWOOD, left, and HAROLD MEREDITH
Amerada Petroleum Corp., Midland, Texas



BILL TROUT, left, LUFKIN, Lufkin, Texas
BILL WILLIAMS, Mobil Oil Corporation, Lubbock, Texas



CHUCK PIERSON, left, Midland, Texas, PETE GALLUS
Denver, Colorado, both with Union Oil of Calif.



CURTIS HAYES
Texaco Inc.
Midland, Texas



BOB W. IVORY
Getty Oil Company
Hobbs, New Mexico



CLARK GERMANY
Miether Machine Works Inc.
Odessa, Texas



CARL JENNINGS
Texaco Inc.
Midland, Texas



JIM McQUILLAN
Amerada Petroleum Corp.
Midland, Texas



LEROY N. FRICK
Carrier Corporation
Dallas, Texas

B. E. FRIZZELL
Samedan Oil Company
Hobbs, New Mexico



JOHN KENNEDY
Elliott Company
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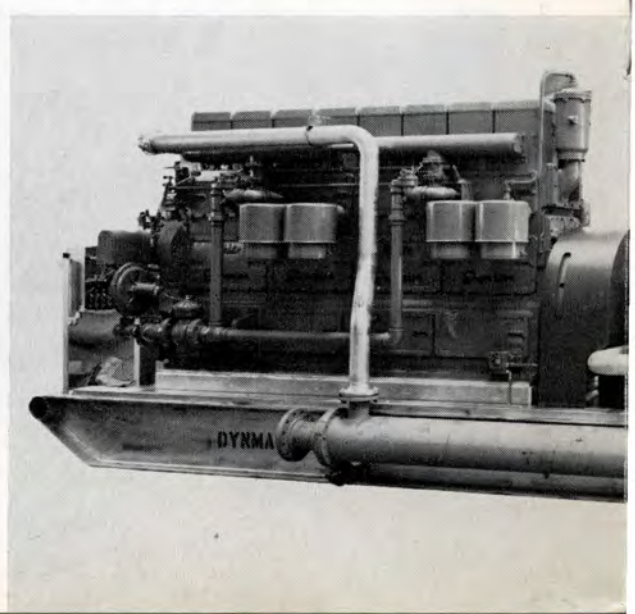
LUFKIN INSTALLATIONS

1 LUFKIN M-228D-256-100 Unit, Kermit Oil Company, Little Jenkins #2-S, Kermit, Texas.

2 LUFKIN C-640D-305-168 Unit, Union Oil Company of California, Paul Moss B #4, Odessa, Texas.

3 LUFKIN M-456D-253-144 Unit with LUFKIN H-795CCW Gas Engine, Gulf Oil Corporation, Eunice, New Mexico.

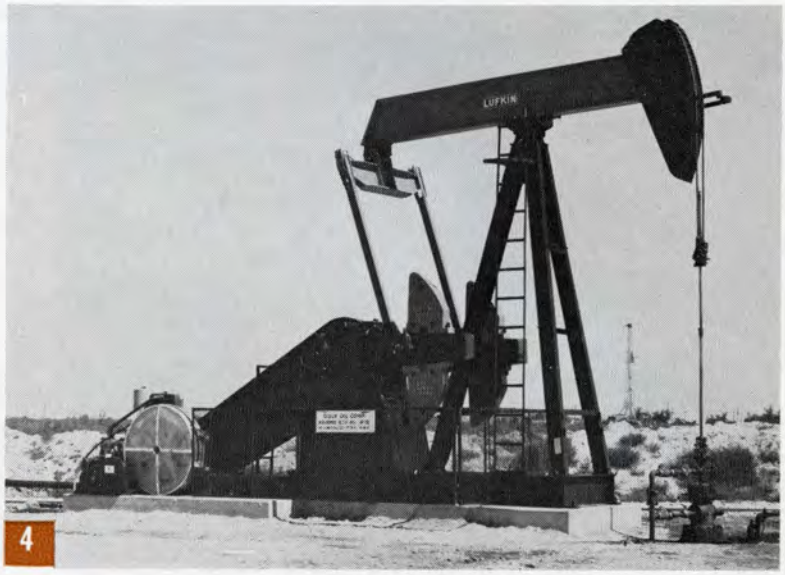




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3



4

4 LUFKIN C-228D-200-74 Unit, Gulf Oil Corporation, W. D. Grimes NCT #19, Hobbs, New Mexico.

5 LUFKIN C-228D-200-74 Unit, Amerada Petroleum Corporation, State A #4, Hobbs, New Mexico.

6 LUFKIN A-912D-216-41 Unit, Union Oil Company of California, Moss Unit #18-4, Odessa, Texas.

7 LUFKIN M-640D-305-168 Units, Gulf Oil Corporation, Penwell, Texas.

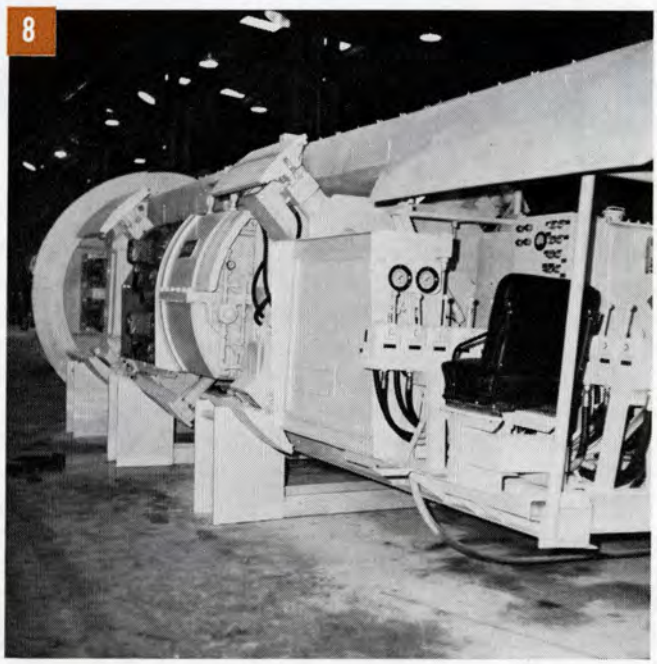
8 LUFKIN T-380-4 Gear Box is a unique application of LUFKIN Gears on a 102-inch tunnel machine at the Hugh B. Williams plant of Hughes Tool Company, Oil Tool Division, in Dallas, Texas.

Photo Courtesy Hughes Tool Company

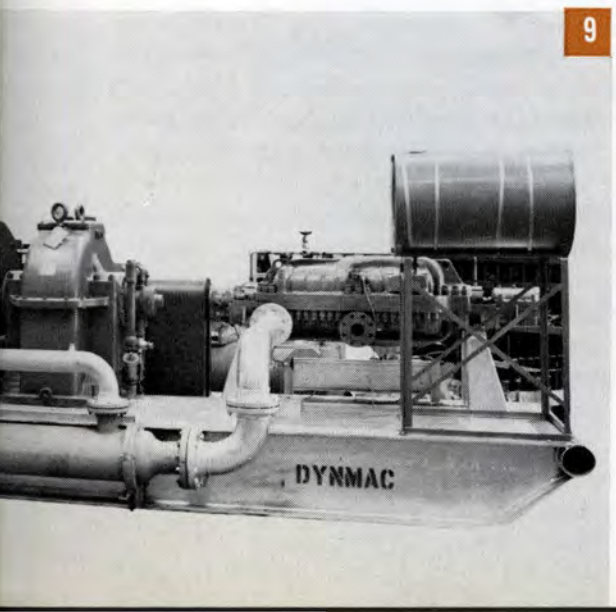
9 LUFKIN N1810B Speed Increaser, Holt Waterflood Station, Gulf Oil Corporation, Kermit, Texas.



7



8



9

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LAURENCE WINGERTER, President
Red Arrow Freight Lines

Left: DISCUSSING blueprints at the site of Red Arrow's new San Antonio terminal while it was under construction are, left to right: J. H. Powell, vice president—engineering; Walter W. McAllister, mayor of San Antonio; and Laurence Wingerter, president.

Red Arrow Versatility

By Carolyn Curtis

FROM ITS humble beginning as a one-truck operation transporting cotton between Beeville, Texas, and Corpus Christi, Red Arrow Freight Lines has mushroomed to become one of the leading motor carriers of the southwest.

No one knows if the founding Brown brothers envisioned a company of the present size and transport capacity when in 1928 they purchased their first truck. It was 1934 when the brothers split their interests and equipment, Harry branching off to form another company and L. B. continuing with their company's original name, Red Arrow.

A Dallasite later bought the company from L. B. Brown and operated the line out of Houston until the mid-1950's, when he sold out to the present owners. These 25 San Antonio businessmen moved the general offices to their city.

Present company officers are Laurence Wingerter, president; P. H. Riddle, vice president—sales; E. C. Daniel, vice president—traffic; H. E. Sheppard, vice president—terminals; H. E. Koehler, vice president—operations; J. H. Powell, vice president—engineering; D. L. Schmitz, secretary-treasurer; J. M. Chandler, controller; R. D. Alger, customer service manager; E. H. Westerman, vice president—maintenance. Red Arrow employs 670 persons.

Today Red Arrow Freight Lines operates terminals and agencies in 35 major Texas cities which include Austin, Bay City, Brownsville, Corpus Christi, Dallas, Harlengen, Houston, Kingsville, Madisonville, McAllen, San Antonio, Temple, Waco and Victoria.

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LUFKIN vans line up at Red Arrow's San Antonio terminal

Freight Lines and Efficiency

Red Arrow's fleet includes 690 trucks, tractors, and trailers, of which 91 are LUFKIN vans.

Versatility is a by-word with this expanding company. Everything from furniture to farm machinery to food moves via Red Arrow's almost unlimited fleet. All general commodities are handled by the line with the exception of liquids.

Transporting within the state of Texas and across many short distances classifies Red Arrow a distribution carrier as opposed to a longline carrier. About one-third of its freight originates off-line and is brought to Red Arrow's line for distribution within Texas.

For interstate freight, Red Arrow obtained rights from the Interstate Commerce Commission. The line's intrastate freight operates under the Texas Railroad Commission.

Red Arrow's main line of traffic runs between Corpus Christi, Dallas, Houston and San Antonio. Terminals in the latter three include modern maintenance shops keeping equipment in top notch shape. And customers do appreciate this feature as evidenced by the many long standing accounts with Red Arrow.

No transport request is considered too unusual for Red Arrow's facilities. Nor is any situation too demanding for company drivers. For example, during two hurricanes, Red Arrow volunteered many of its drivers for delivering relief supplies to the storm-torn areas. Trucks were diverted off their certified routes to participate in the Civil Defense-sponsored effort.

Relief was transported for several days at a steady pace, slowed by only one mishap, a single flat tire.

A handsome certificate from the National Defense Transportation Association reminds employees and visitors to Red Arrow's offices that

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LEFT TO RIGHT: Laurence Wingerter, president; E. C. Daniel, vice president—traffic; J. M. Chandler, controller; D. L. Schmitz, secretary-treasurer; H. E. Sheppard, vice president—terminals; J. H. Powell, vice president—engineering; H. E. Koehler, vice president—operations.

drivers rose above and beyond the usual call of duty.

It was added to Red Arrow's large collection of safety and beautification awards.

As an incentive program for conscientious driving, safety awards are presented each year. Last year 198 men, or two-thirds of Red Arrow's total driving force, met the safety standards, representing an accumulation of 1832 years of safe driving and an average of nine years per driver.

One consistent award-winner can remember his first year behind the wheel of a Red Arrow truck 33 years ago. He has won a safety award every year since.

Also last year, the Texas Safety Association presented its top award to Red Arrow based on the line's infrequency of accidents. Another award came from the Texas Motor Transportation Association for Red Arrow's improved safety devices and policies.

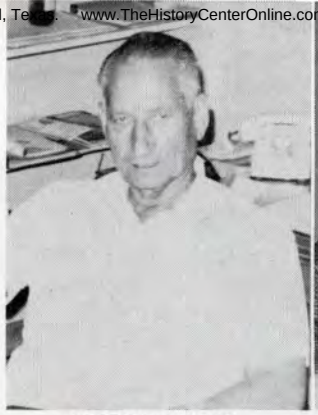
In addition, San Antonio's beautification-minded citizens took notice of Red Arrow's five-year-old office and terminal building, landscaped with palm trees and a rock garden patio. The 11,000-square-foot building merited one of the city's coveted Beautification Awards as the Alamo City's most beautiful terminal.

Efficiency is another key word at Red Arrow. The transportation department, aided by TWX and WATS communcation systems, takes pride in its ability to predict to the nearest 15 minutes when a truck will make delivery. In emergency cases, drivers can be contacted within 30 minutes anywhere along their routes.

Versatility and efficiency—these are the keys to Red Arrow's success and the simple reason so many customers choose to "route it Red Arrow."

Lufkin is proud to count Red Arrow Freight Lines among its friends and customers.

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GEORGE OSBORN
Gulf Oil Corporation
Eunice, New Mexico



KEN ROGERS
Ceramic Cooling Tower Co.
Fort Worth, Texas



RAY EVELAND
Pan American Petr. Corp.
Denver City, Texas



EDDIE BATES
Ceramic Cooling Tower Co.
Fort Worth, Texas

MORE Snapshots →



NEIL MERCER
Humble Oil & Refining Co.
Eunice, New Mexico



PAUL McKENZIE, Stewart
Engineering & Equipment Co.
Richardson, Texas



W. T. RILEY
Gulf Oil Corporation
Midland, Texas



GENE WALKER
Union Oil of Calif.
Odessa, Texas



JOEL CRUM
Franco Equipment Company
Dallas, Texas



VINCE AHREN
Worthington Corporation
Dallas, Texas



Left to right, ROY CARLSON, FOREST SMITH
CHUCK LILES, API, Dallas, Texas



RAY M. DILLON
Shell Oil Company
Hobbs, New Mexico



JOHN CAMPBELL
Ceramic Cooling Tower Co.
Fort Worth, Texas



JESS THOMPSON
Skelly Oil Company
Hobbs, New Mexico



GIBBS SLAUGHTER
Ceramic Cooling Tower Co.
Fort Worth, Texas

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RUDY REVERA
Gulf Oil Corporation
Odessa, Texas



RICHARD JUSTISS
Ingersoll Rand
Dallas, Texas



Left to right: K. M. HOLLAND, W. R. McELROY Standard Oil of Calif., Huntington Beach, Calif. R. D. YABERG, Yaberg Service, Los Angeles, Calif. H. H. GREEN, Hercules Well Service, Santa Fe Springs, Calif.



JERRY J. LAMBETH
Texas Pacific Oil Co.
Denver City, Texas

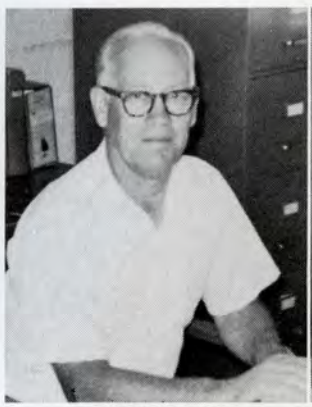
MORE



ROGER DARBY
Stewart Engineering &
Equipment Company
Richardson, Texas



DAVID BROWN
Byron Jackson Pump Division
Borg Warner Corp.
Dallas, Texas



J. R. PAMPELL
Gulf Oil Corporation
Hobbs, New Mexico



L. W. DICKERSON
Gulf Oil Corporation
Hobbs, New Mexico



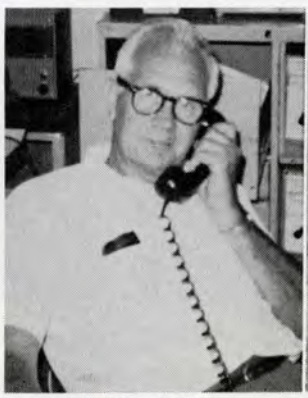
EUGENE TEMPLIN
Skelly Oil Company
Hobbs, New Mexico



BILL FREEMAN
Gulf Oil Corporation
Kermit, Texas



CHARLES PECK
Marathon Oil Company
Irran, Texas



ODELL FLOYD
Gulf Oil Corporation
Odessa, Texas



FRED SNIDER
Ingersoll Rand Co.
Dallas, Texas



R. H. HARREL
Mobil Oil Corporation
Denver City, Texas



J. D. MUSSETT
Gulf Oil Corporation
Hobbs, New Mexico

D. M. KERR
Stewart Engineering
& Equipment Company
Richardson, Texas

F. T. LLOYD, left
Atlantic Richfield Co.
Dallas, Texas; JACK GISSLER
LUFKIN, Dallas, Texas



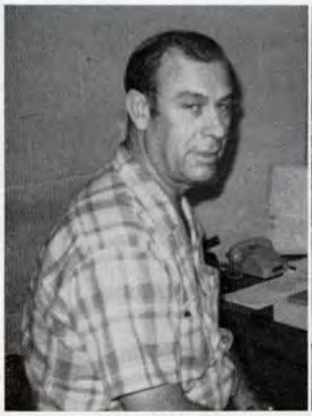


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Left to right, J. C. RANEY, DON DODSON
Mobil Oil Corporation, Midland, Texas
BILL CHAMPION, LUFKIN, Odessa, Texas

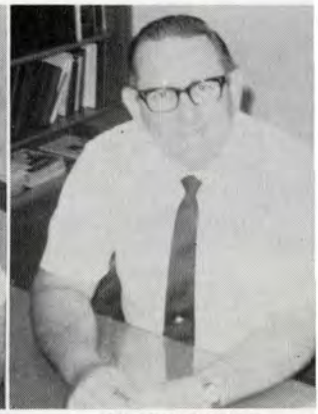
Snapshots



TOBY HART
Texaco Inc.
Notrees, Texas



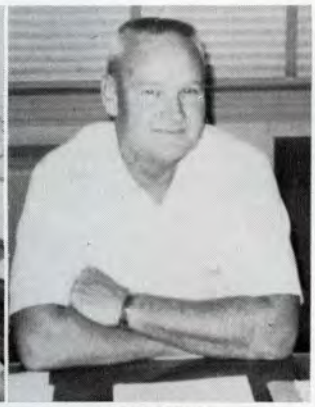
GIB MILLER
Union Texas Petroleum
Midland, Texas



JIM NORTHCUTT
Sun Oil Company
Midland, Texas



SID SMITH
Amerada Petroleum Corp.
Midland, Texas



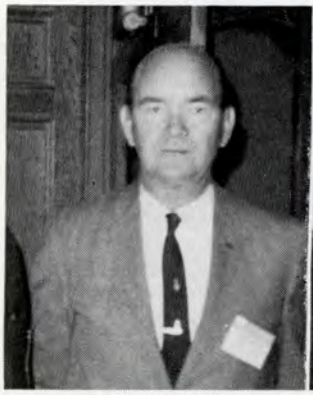
LOY ALLEN
Gulf Oil Corporation
Odessa, Texas



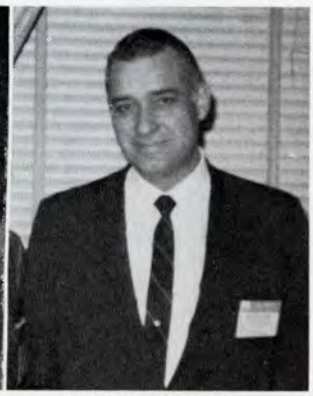
J. T. SHERMAN
Stewart Engineering
& Equipment Company
Richardson, Texas



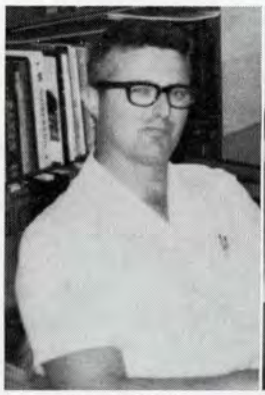
GARY VAN DYKE
Byron Jackson Pump Division
Borg Warner Corp.
Dallas, Texas



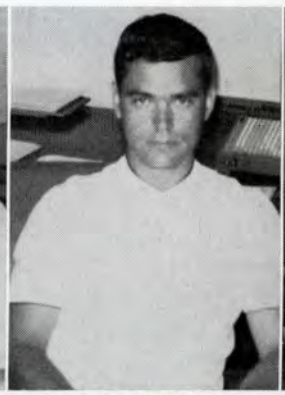
D. S. HENLEY
Union Oil of Calif.
Los Angeles, California



GLENN THOMPSON
Union Oil of Calif.
Santa Fe Springs, Calif.



BILL MOORE
Gulf Oil Corporation
Odessa, Texas



ROY REEVES
Apache Corporation
Midland, Texas

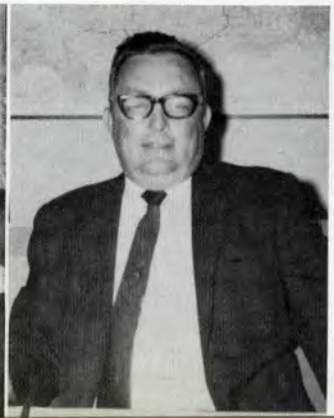


F. D. WARRINGTON
Franco Equipment Co.
Dallas, Texas

GLEN DALE SKINNER, Left
Phillips Petroleum Co., Bartlesville, Oklahoma; BILL CHAMPION, LUFKIN, Odessa, Texas



E. L. PENWELL
White Superior Division
White Motor Company
Fort Worth, Texas





J. L. LAIRD
Samedan Oil Company
Hobbs, New Mexico



BILL DUDLEY
Champlin Petroleum Co.
Midland, Texas

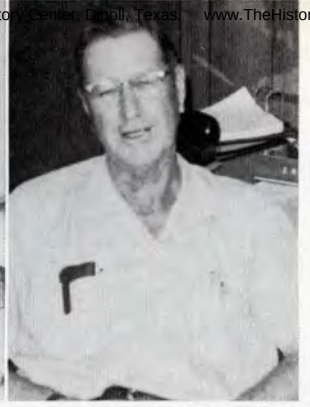
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DICK HUBBLE
Gulf Oil Corporation
Odessa, Texas



DON SABEC
Ceramic Cooling Tower Co.
Fort Worth, Texas



SLIM HOLT
Pan American Petr. Corp.
Odessa, Texas

Snapshots Continued



Left to right, DICK COUCH, LUFKIN, Bakersfield, Calif.; F. J. HARDESTY, Long Beach Dept. of Oil Properties, Long Beach, Calif.; CARL FRAZER, LUFKIN, Los Angeles, Calif.



FLOYD COPELAND
Standard Oil of Texas
Midland, Texas



C. R. KORZEKWA
Gulf Oil Corporation
Hobbs, New Mexico



KENNETH HOPKINS
Samedan Oil Company
Hobbs, New Mexico



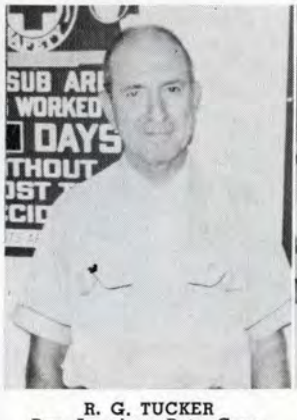
W. MAYO, Stewart
Engineering & Equipment Co.
Richardson, Texas



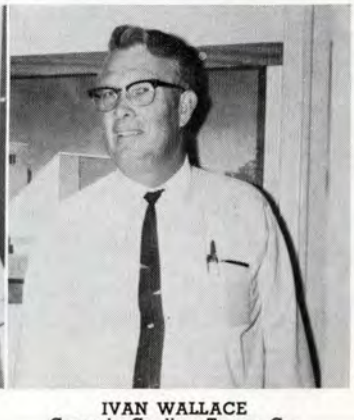
A. E. KENYON
Continental Oil Company
Eunice, New Mexico



C. D. SWIFT
Pan American Petr. Corp.
Denver City, Texas



R. G. TUCKER
Pan American Petr. Corp.
Brownfield, Texas

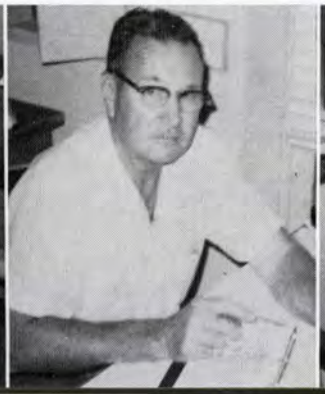


IVAN WALLACE
Ceramic Cooling Tower Co.
Fort Worth, Texas

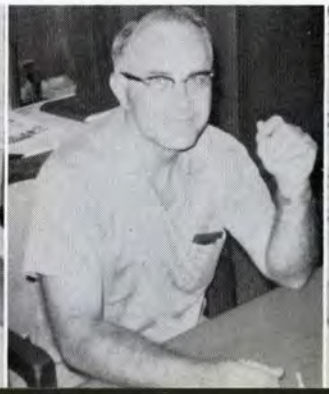
BILL WESTALL
Continental Oil Company
Midland, Texas



JOHN FOGLE
Gulf Oil Corporation
Kermit, Texas



H. F. SWANNACK
Gulf Oil Corporation
Kermit, Texas



JIM WARNICK, White Superior
Division, White Motor Company
Fort Worth, Texas



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She had been dating one man steadily for almost a year, and her mother was growing concerned.

"Exactly what are his intentions?" the mother demanded.

"Well, Mom, I'm really not sure," replied the girl. "He's been keeping me pretty much in the dark."

A farmer gathered his four sons around him and said, "All right, which one of you young'uns threw the outhouse in the river?"

No one said a word. The farmer continued, "Years ago, George Washington cut down a cherry tree. When his father asked him, 'George, did you chop down the cherry tree?' George replied, 'Yes, I did Father.' His pa rewarded him. Now I repeat my question, which one of you young'uns threw the outhouse in the river?"

His youngest son stepped forward and said, "It was me, Pop."

Whereupon the old farmer took him over his knee and whaled the daylights out of him. The little boy looked at him through tear-filled eyes and said, "You told us George Washington got a reward after he confessed."

The farmer said, "Yup, but his father wasn't sitting in the tree when it happened!"

Two New York City call girls seated themselves at a plush bar and the bartender, without being asked, served them two bottles of their separate brands of beer. The girls were amazed and asked him how he'd known what they wanted.

"Aw, I'm just a smart bartender, that's all," he bragged.

"Baloney!" answered the girls. "You only guessed what we would order; you only guessed . . ."

"Oh yeah? See that guy that just came in? He'll want a scotch on the rocks. Now watch, I'll go and ask him." The barkeep then walked down the bar and sure enough, the new customer ordered scotch on ice, to the girls' astonishment.

"Smart bartender, you better believe it!" said the barman as he passed the girls again. A while later, when business slowed, the bartender leaned over the bar toward the two call girls.

"Look," he asked confidentially, "I've always wanted to ask this question. Can prostitutes ever get pregnant?"

"Why," quickly answered one of the girls, smiling at the other knowingly, "certainly they can. Where do you think all these smart bartenders come from?"

A Kansas farmer found it necessary to go to Minneapolis for several months and decided to leave one of his best workers in charge. "I want you to take care of things, Hank, as if I were here myself. Understand?" Hank nodded.

Four months later the boss farmer returned to find everything in shape. Said Hank, pointing things out, "the chicks have been laying plenty of eggs, the wheat has grown double strong, the vegetables are better than they've ever been, and as for those monthly spells your daughter used to have, I've even got those stopped."

The headmistress of a girls' boarding school was abrutly awakened one night by one of her students, a rather mature-looking 16-year-old.

"Miss Forbes, Miss Forbes," she cried, "I've just been raped!"

"Now be calm, Melissa," the headmistress told her firmly. "The first thing you must do is to go to the refrigerator and eat half a lemon."

"Half a lemon?" asked the surprised student. "Will that keep me from getting pregnant?"

"No," admitted the headmistress, "but it will get rid of that silly grin."

When one of the prostitutes passed away, the girls moped disconsolately around the house.

"Good old Gloria," lamented one. "She could handle twenty men a night, drink a fifth of whiskey and still have the strength to roll five drunks."

Hearing this, one of the others burst into tears. "Why is it," she sobbed, "that a girl has to die before anyone says anything nice about her?"

As two miniskirted coeds were strolling along the wharf one night in San Diego, they noticed two sailors following them.

"Aren't those sailors out after hours?" one observed.

"I sure hope so," her friend replied.

Nymphomania is a disease in which the patient enjoys being bedridden.

The dazzling blonde met a well-attired gentleman at a plush cocktail lounge and they soon struck up an amiable conversation about human nature. "Would you sleep with a complete stranger for a million dollars?" the gentleman hypothesized.

"Hm, yes, I think I would," she replied.

"Would you sleep with me for twenty-five dollars?" he asked.

"What do you think I am?" she retorted indignantly.

"We've already established that," he responded. "Now we're just haggling over the price."

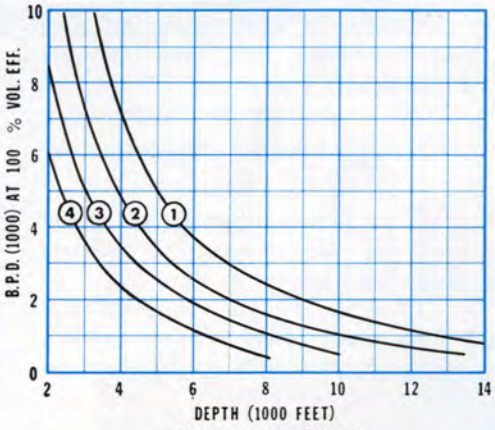
"I'll never marry a man who snores," said the pretty young thing.

"All right," replied her mother, "but be careful how you find out."

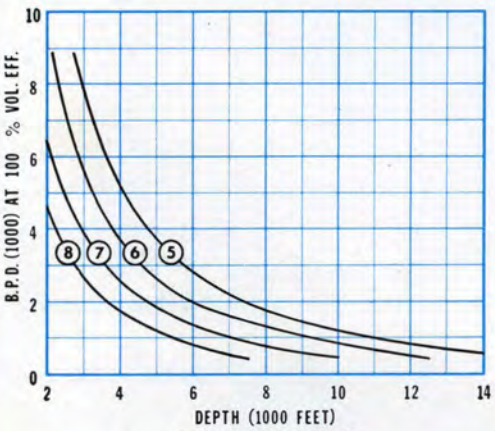
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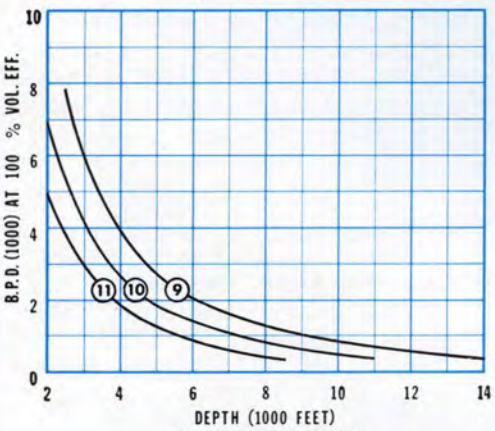
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5. **A-2560D-240-47**
6. **A-1824D-240-47**
7. **A-1280D-240-47**
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