Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001

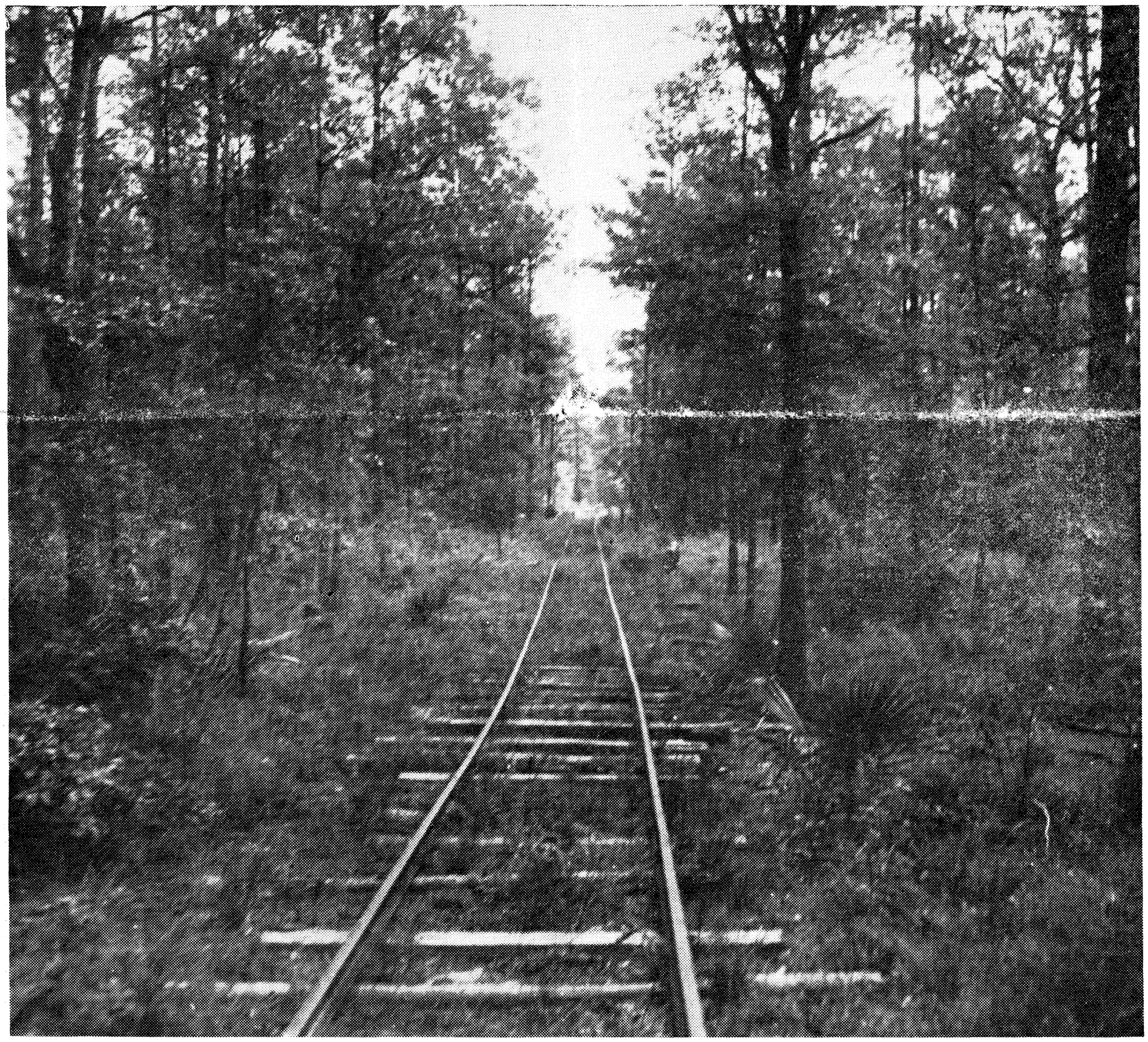
MRS. BEATRICE SANDERS
% SANDERS BROS. STA.
HOUSTON HIGHWAY
LUFKIN, TEXAS

Sec. 34.66, P. L. & R.
U. S. POSTAGE
PAID
DIBOLL, TEXAS
Permit No. 2

The BUZZ SAW

VOLUME IV | DIBOLL, TEXAS, SEPTEMBER 30, 1950 | NUMBER 3

PUBLISHED BY AND FOR EMPLOYEES OF SOUTHERN PINE LUMBER COMPANY

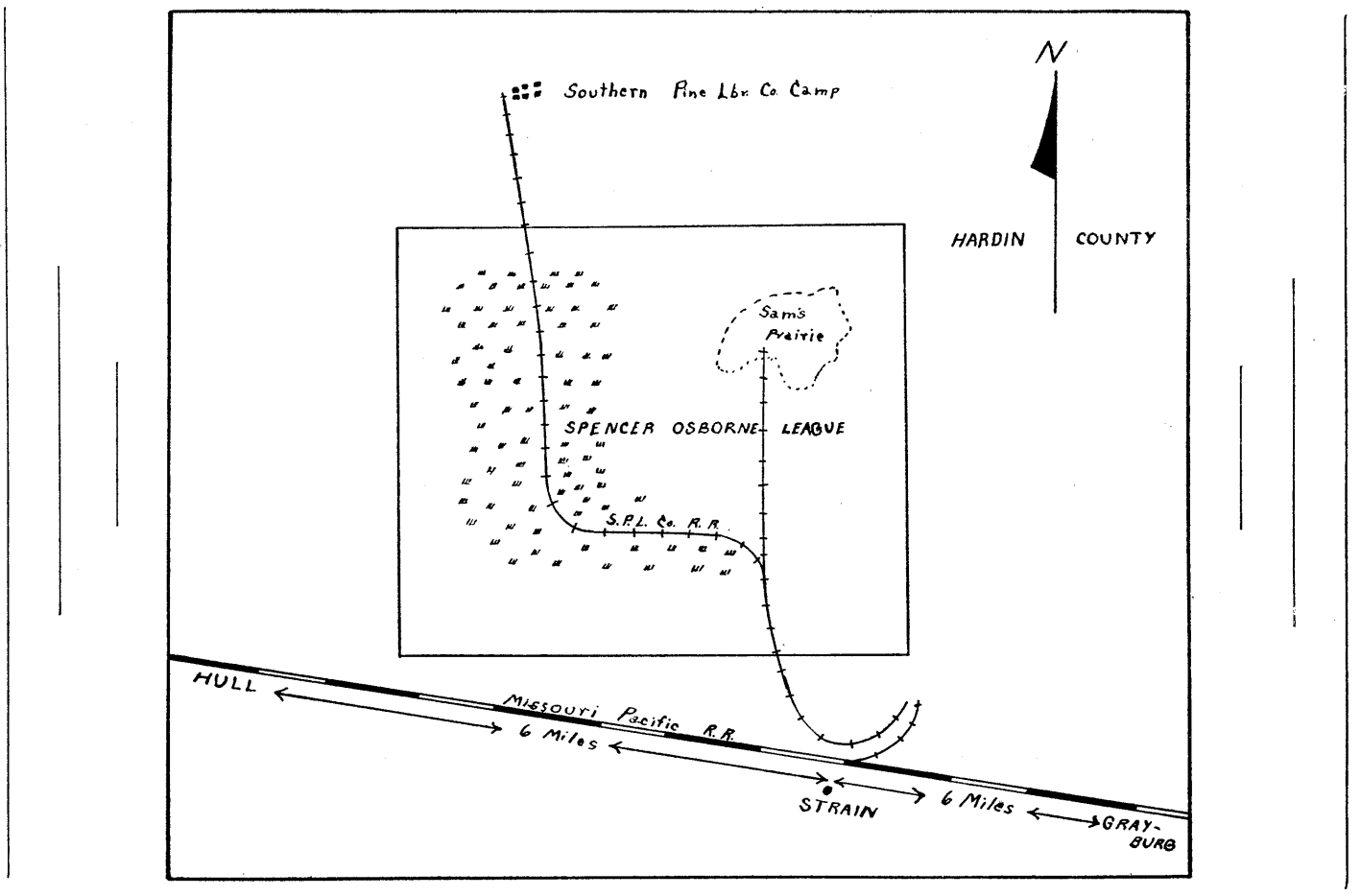


Pictured above is the main line of Southern Pine Lumber Company's railroad in the Big Thicket of East Texas which runs from the "Hull Timber" to Strain on the Missouri Pacific. Nicknamed the "Strain and Keep Straining", the railroad is unique for the reason that no trains ever have, or ever will, travel over its tracks. Instead, trucks, labor buses, and various other pieces of equipment mounted on motor car wheels whiz up and down the line hauling logs, logging equipment, and logging crews into a 4,300 acre tract of timber which, until quite recently, was considered inaccessable for all practical purposes as far as timber harvesting was concerned. See the story, "Big Thicket Logging Operation" beginning on Page Two.

Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001

BIG THICKET LOGGING OPERATION

By JAKE DURHAM



Down in the southwest corner of Hardin county, in the famed Big Thicket of East Texas, Southern Pine Lumber Company has been carrying out one of the most difficult logging operations ever attempted in the south on a 4300 acre tract that for the past thirty-five years has been considered, for all practical purposes, impossible to log.

The company purchased the tract—commonly referred to around Diboll as "the Hull timber"—back in February, 1948. No roads led into the area and no stream of any description ran through it. The closest evidence of civilization was the Missouri Pacific whistle stop a mile to the south at Strain which is eight miles west of Sour Lake and five miles east of Hull. The acreage contained an estimated 16,000,000 feet of pine and 4,000,000 feet of hardwood. It also contained swamps which, for some seven to nine months out of each year, were submerged to a depth in places of six feet and with no drainage in any direction.

No timber had been logged from the 4300 acres—covering the entire Spencer Osborn League—since 1914 and only a part of it then. A rehaul skidder was used in those days and with it logs were snaked in to the loading points knocking down everything they couldn't be jerked over or around. The attempt to thus bring out the timber, even with a skidder, was apparently unsuccessful because many sections of the acreage were left untouched and the skidders went away to return no more. From that day until June, 1948—a period of 34 years—the tall pines were unmolested save by the squirrels, possums, coons and the Hoot owls and the crashing of a tree to the ground meant nothing more to them than that another forest giant had died a natural death and hit the deck.

Now, however, the silence of the swamps is broken—for about three months out of each year—by the sound of crosscut saws, double-bit axes, bulldozers, loaders, mule skinners, and "swamp buggies" scurrying down the main line of one of the most unusual railroads ever built. Southern Pine Lumber Company's logging crews are getting it out where a few years ago most everybody said: "It can't be got out."

The 4300 acres was bought by Southern Pine in February, 1948. In May of that same year, Clyde Thompson, superintendent of logging operations, was called into the office of Arthur Temple Jr., vice president and general manager of the company.

"Thompson", he began casually. "What do you think of the 4300 acres we have down at Hull?"

Thompson, nervously biting his fingernails two at a time, looked up at the ceiling in deep thought.

"I'll tell you Arthur," he said solemnly. "If we have any more war scares I don't see why the Navy wouldn't be interested in it."

"Navy, H——!" shouted Temple, an ex-seaman eighth class. "I mean what do you think about the possibilities of LOGGING it!"

"Logging it?", Thompson inquired quizzically.

"That's exactly what I mean," said Temple. "Do you think we bought that land down there just so we could say we owned some Hardin county real estate?"

"But it's under water—," Thompson attempted to explain.

"I don't care if it's under the ocean!" purred Temple in a voice so soft he could just barely be heard at the T.S.E. depot. "Get together with Richie Wells, Bonnie Brown and Lee Estes and let's get to logging!"

Thompson rushed out of the office with three knots tied in his necktie and rounded up the master minds whose job, they suddenly discovered, was to figure out how to log a swampy area in the almost inaccessible Big Thicket where no roads existed and where water stood at various depths for almost nine months out of the year.

The ground, throughout the tract, was too soft to support even the lightest railroad logging equipment. It was too soggy for trucks. If the timber couldn't be hauled out by log train and if it couldn't be trucked out, then how could it be gotten out at all?

That was the $64 question and they came up with the $64 answer.

They built a railroad track and put the trucks on the track!

The railroad, built by Bonnie Brown and a crew of eighteen men in less than three months meandered six and one-quarter miles through some of the swampiest swamps to be found anywhere. It goes from the companys logging camp to Strain, Texas, on the Missouri Pacific, thence by spur to Sam's Prairie (See map on this page). An eighteen foot right-of-way was cut and 75-pound rails were then laid on poles with an occasional cross-tie for stabilization.

The road, nicknamed the "Strain and Keep Straining", ignores all obstacles. For example, at several places along the line the builders encountered stumps in the direct path of one of the two rails. Some of these were avoided by the simple process of going around them and others were taken care of by laying the rail over the stumps themselves. The fact that the line, at that point, was two or three feet higher on one side than on the other was not given a second thought. Completed in August, 1948, the S. & K. S. was ready for traffic and on the 23rd day of the same month the first logs were hauled out from Sams Prairie, delivered to Strain on the Missouri Pacific then hauled into Diboll—the last leg of the journey via the Southern Pacific and the T.S.E.—to feed two of the largest sawmills in the southwest.

The first piece of rolling stock for the S. & K. S. was a "Swamp Buggy", built by Lee Estes at the company shops from a second-hand Ford V-8 truck. The vehicle was equipped with motor car wheels, a double transmission to enable it to travel forward or backward at the same speed, and a coupler. Log cars consisted of truck-trailors mounted on double sets of old-time logging car wheels. Two of these cars normally carry approximately 3,500 to 7,000 feet of saw logs per trip depending upon their size, which are pulled by the swamp buggy from various points over the 6¼ mile stretch of track to Strain.

In addition to these, several other pieces of equipment were built from odds and ends around the shops in Diboll. These include a labor bus on wheels, a flathead car with a capacity of 24 men, a motor car, and a filling station on rails equipped to render any service needed along the route from filling up with gasoline, oil and diesel fuel, to doing grease jobs, furnishing compressed air or anything else required save and except wash jobs.

I recently made a trip over the entire Strain and Keep Straining railroad with George Thompson, Richie Wells, Shirley Daniel and Russel Day. Day, as most of you know, is Regional Safety Engineer with the Texas Employers Insurance Association. He is a safety man in the true sense of the word and takes a chance just about as often as the president of the W.C.T.U. takes on a load of beer.

But when George Thompson started up the buggy and took off through the Palmetto swamps in his modern version of the Toonerville Trolley, Day realized that he had—in getting on the thing—committed one of the most careless acts of his career. He couldn't get off and he couldn't have gotten back to camp had he gotten off. So he gripped the handrails of the flathead car on which he, Richie Wells, and Shirley Daniel were riding and which was being pushed by the buggy with Thompson at the controls, such as they were, and simply held on for dear life hoping for the best.

I was in the cab of the buggy with Thompson. About two miles from camp he turned to me and said: "It's dry down here now. You ought to come to see us when it rains."

"What do you call dry?", I inquired. "Ain't that water out there?"

"Well, yes. We're in a low place along here. Last week the track at this particular point was under two feet of water."

About that time something hit the lower part of the radiator with a thud.

"What was that?", I asked as we sped along at approximately thirty miles per hour over track that would make a roller coaster look like one of the runways at Murdoc Air Base.

"Don't know," replied Thompson casually. "Probably a Grinnel. Might have been a gar."

And this was the height of the dry season!

We reached the switch and backed up to Sams Prairie where logs were being hauled in to the loading point for shipment. A catipillar tractor pulling a loaded Athey wagon—a log carrier equipped with catipillar treads instead of wheels—rattled up and was unloaded by the Speeder parked by the side of the track.

"We can ride out into the woods on the empty Athey wagon and watch 'em cut down a few if you want to," Thompson said.

We all agreed that it would beat walking so we got on.

It just barely did. Wonderful piece of logging equipment that it is—for certain types of logging—an empty Athey wagon gives the rider the same sensation that a Midget would experience sitting on top of a mixmaster. We rattled and shook through the woods for a distance of approximately one-half mile before arriving at the "set" where logs, freshly cut and skidded to the clearing by mule teams, were to be hoisted up onto the Athey wagon by a "Loggers Dream" loader. Flatheads were felling the trees all around us, the mule skinners were bringing the logs out of the woods to the set and everything was clicking with the precision of a

See LOGGING Page 7

IN CASE OF FIRE . . . . . DAY OR NIGHT . . . . . DIAL 2491

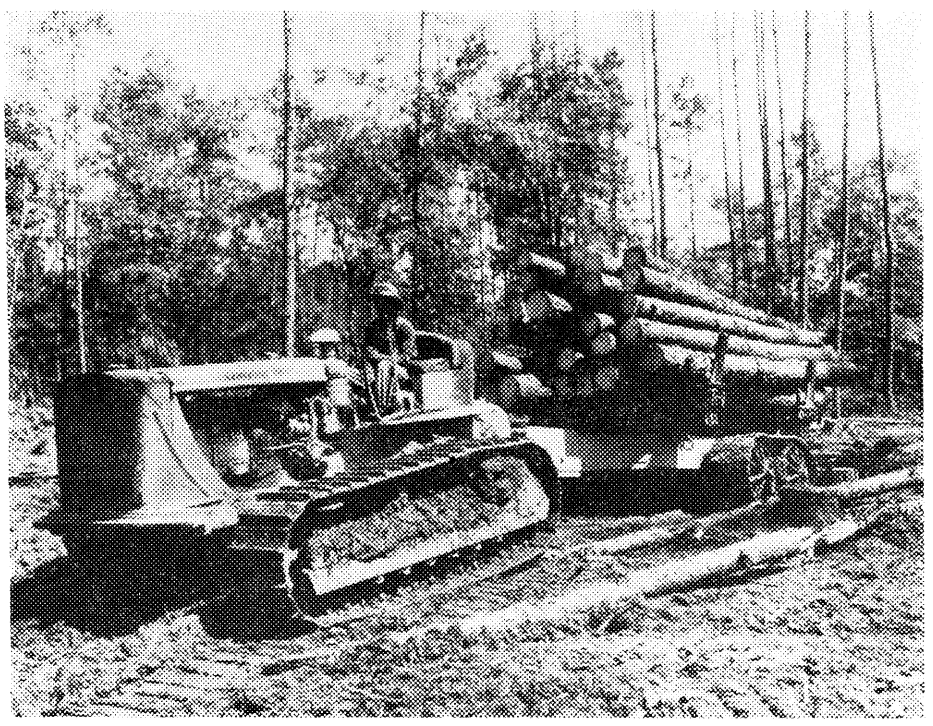
Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001



A "four-up" mule team skidding logs in from the woods to the "set" where a "Loggers Dream" loader swings them up onto the Athey wagons to be hauled to Sams Prairie behind Catipillar tractors.



A "Loggers Dream" hoists the logs up on an Athey wagon. The boom on these loaders is stationary and the logs are guided by tong hookers with ropes as contrasted with Speeders whose booms swing in any direction.

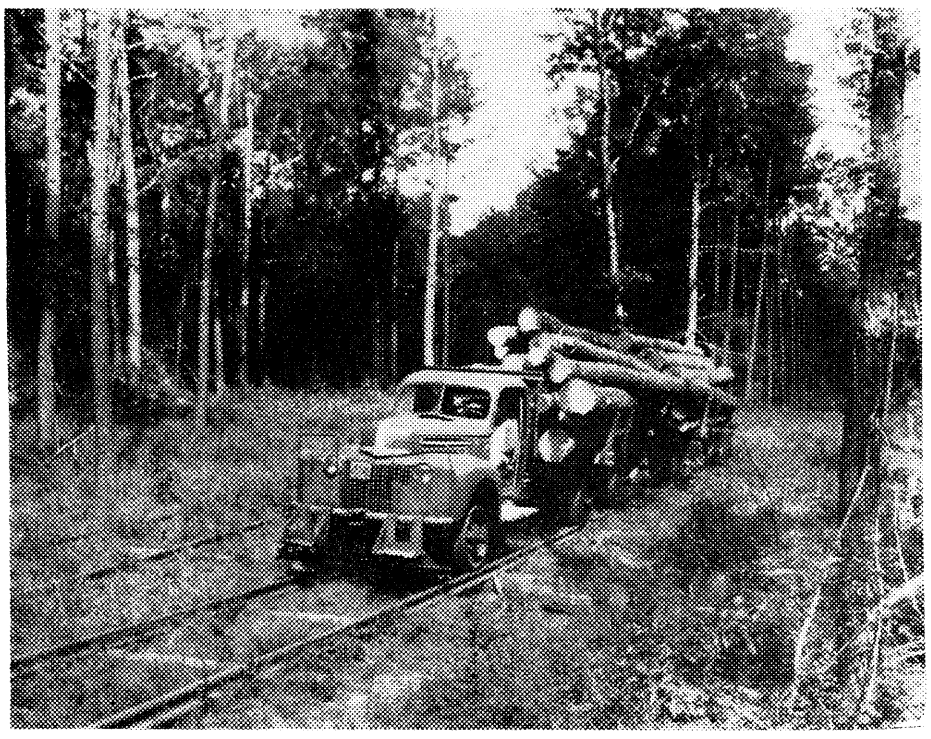


A "Cat" pulling an Athey wagon loaded with small logs from a set near Sams Prairie to the bunching grounds where they will be hoisted up onto Southern Pine Lumber Company's "log train" and pulled by a Swamp Buggy to Strain for shipment to Diboll.

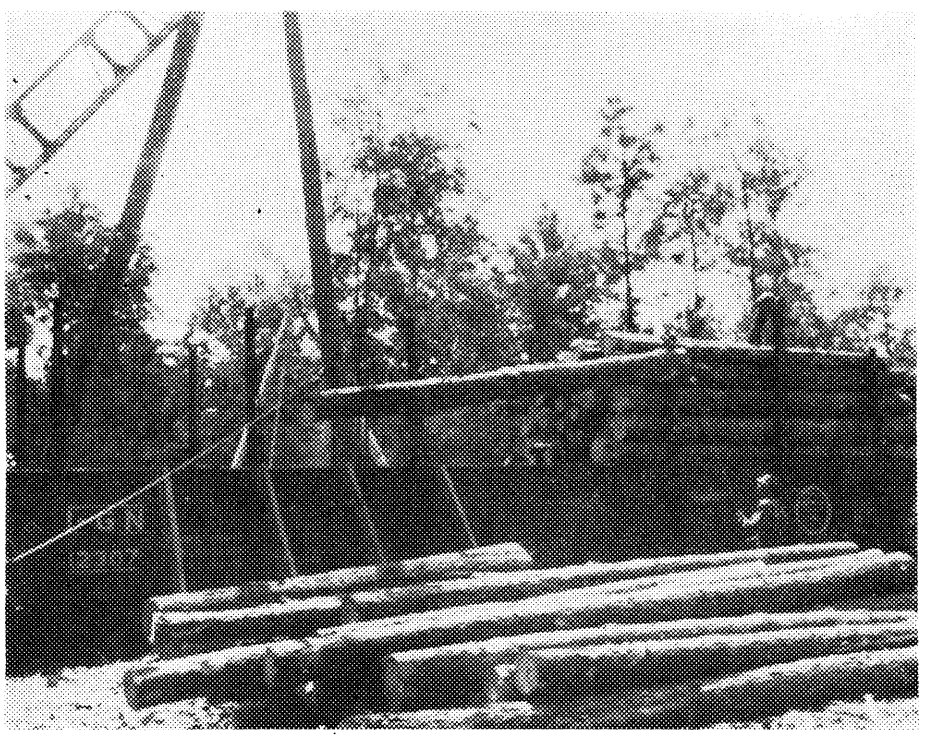


The "log train" being loaded at the banking grounds by a Speeder before taking off for the Missouri Pacific spur at Strain.

When Shirley Daniel took this picture the "log train" was pulling two car loads instead of the customery three.



Southern Pine Lumber Company's "Swamp Buggy" caught by Shirley Daniel headed down the Strain and Keep Straining railroad at twenty-five miles per hour with a two-car load of logs to be delivered to the Missouri Pacific for shipment to Diboll via the Southern Pacific and the Texas South-Eastern.



Logs being loaded into "High Cars" on the Missouri Pacific at Strain. A dragline at this stage is used, principally because of it's speed, mobility, and hign boom. This picture was taken at the end of the line on the Strain and Keep Straining and shows the last of three loading operations required to get logs out of the Big Thicket for shipment to Diboll.

IN CASE OF FIRE . . . . . DAY OR NIGHT . . . . . DIAL 2491

Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001

DIBOLL WELL REPRESENTED IN FOREST FESTIVAL PARADE

The parade opening the Ninth Texas Forest Festival at Lufkin on September 25 put the other eight in the shade by the widest of margins as a huge crowd, estimated at from fifteen to twenty thousand head, watched a colorful procession of bands, bull teams, bicycles, bigwigs, bulldozers, and beautiful girls pass in review under skies that threatened but—as if to say "It's just too pretty to ruin"—postponed letting go until the following day.

Southern Pine Lumber Company was well represented with horsemen, heavy equipment, head men, and by some of the most gorgeous girls in this, or any other, parade. Peggy Boren, one of the Duchesses on the Queen's float, for example. She wore a red gabardine suit, black gloves, black hat, and a white carnation corsage, and if anybody ever saw anything prettier than she was they couldn't remember just when it was. Diboll was plenty proud of her.

Clyde Thompson, riding in one of the lead cars with Arthur Temple Jr., president of the Angelina County Chamber of Commerce, wore a bluish gray suit, gray hat, a necktie decorated in water colors and showing a tree being felled by two log cutters, a white shirt and shoes. He wasn't very beautiful but Diboll was proud of him, too.

Arthur Temple Jr., vice president and general manager of this company in addition to being president of the Chamber of Commerce, looked exceptionally well. (I ain't crazy. After all, you know, I have to work for a living, too).

Following at various spots in the procession was a Southern Pine Lumber Company truck loaded with lumber, a truck of huge pine logs, a three log load of hardwood logs, a wagon pulled by a six-up mule team, a covered wagon full of colored youngsters under a sign reading "We have a perpetual supply of timber—and labor", a Low-Boy trailor pulled by an International truck and hauling a bulldozer on which was reclined one Jack (The Fox) Adams, a fire jeep, a handle turning lathe with a girl feeding "squares" through it with another girl painting the same handles and with ex-great baseballer, Foster Davis, in charge, a forest fire jeep equipped with a plow and two-way radio, and the new company ambulance being driven by Vernon (Hot Rod) Burkhalter.

In addition to the above, Diboll was well represented by horses and horsemen. Richie Wells, A. J. Wells, Hugh Timms, L. B. Breazeale, Ed Watson, Paul Hogue, I. T. Strickland, Wilbur Fogg, Ed Strickland, Claude Davenport, W. P. Anderson, J. A. Tatum, J. E. Strickland, Jr., Pate Scarborough, and Ed Smith—all dressed in various types of cowboy suits—added a touch of wild west to the gala event as they pranced on their charges down the main street to the cheers of the crowd, or that is, to the cheers of their kinsfolks and friends from Diboll who happened to be intermingled therein.

The horse ridden by Paul (Bunyan) Hogue is getting along nicely and within the next two or three weeks is expected to be able to get around all right, or so it has been reported.

—o—

COMPANY EXHIBIT AGAIN TOPS

Southern Pine Lumber Company, in addition to taking away first honors again in the lumbermens day contests, also won an unofficial first with the new "woods operation" exhibit, built by W. W. Jackson and Coleman Weisinger to replace the miniature sawmill shown last year and displayed all over the state at various fairs, conventions, and industrial expositions.

The new exhibit consists of a backdrop six feet in height and 28 feet in length, the center of which is a giant Southern Pine Lumber Company decal. On either side of the company emblem are color photographs of logging operations, foresters marking trees, trucks in operation, et cetera, together with a 32" x 48" aerial photograph in color of the Diboll plant on one side and a similar photograph of Temple Lumber Company's plant at Pineland on the other.

The exhibit table is 20 feet in length, five feet in width. A railroad runs in a figure "8" from one end of the table to the other, crossing in the middle. A log train circles this route constantly, complete with whistle and smoke, and is loaded and unloaded by an electric crane at regular intervels. This crane, equipped with a magnet, swings around to the banked logs, picks them up (a small metal band on the log does the trick) and loads the log cars. After a few fast rounds onthe figure "8" track, the train is unloaded and so on and on.

The exhibit is covered with miniature trees showing the effects of scientific forestry practices in thinning out crowded and defective timber growth. Divided into four sections of timber, the first shows how a forest looks when left entirely to nature. Trees there are crowded, many are crooked, and brush gives the section the appearance of a jungle. The second section shows this same timber after poles and pulpwood have been harvested. The third section shows the effects of thinning the first saw logs and the fourth shows tall, straight, properly spaced trees scientifically managed to produce a regular 10 to 15-year harvest of fine saw logs.

Among the many innovations figured out by Weisinger and Jackson on the exhibit are teams of mules moving out of the forest pulling logs, catipillar tractors moving across the exhibit table, and trucks hauling logs (hooked onto chains which allow them to disappear under the table and reappear—with disappearance point and reappearance point hidden from view by trees, brush et cetera).

In addition to these, Weisinger has two miniature flatheads, dressed in overalls and jumpers, sawing a tall pine tree. These little men—approximately three inches high—are rigged up in such a way that they appear to be actually sawing. They move back and forth with the same motion of men actually sawing and the miniature crosscut saw moves back and forth in the tree so realistically that many people stood around the exhibit an unusually long time, they said, "waiting for the tree to fall." Another saw team is cutting a fallen tree into logs and moving back and forth with the same motion as is seen when real men are actually at work in the woods.

In addition to all this, a solitary axeman is at work at the other end of the table from the saw crews and is actually chopping on a log. Don't ask me how Weisinger has them rigged up to appear so realistic. I've been looking at the exhibit for four days, practically all day, and I'm not sure myself. In fact, it wouldn't surprise me at all if the little miniature saw teams DIDN'T get the tree down they've sawing on for the past forty-odd hours.

Sound effects for the exhibit were taken in the Hawkins Pasture east of Diboll at an actual logging operation. Shirley Daniel hooked up a gasoline driven electric generator and with a Webster wire recorder got a one-hour wire recording of trees being felled, axe-men chopping, a loader in operation, mule skinners talking to their teams, trucks, cats, and bulldozers in operation, together with all the usual noise heard at a logging "set". These sounds are heard by the spectators at the exhibit to add a further touch of realism to the miniature woods operation—with the loudspeaker, of course, concealed underneath.

As an example of just how realistic the exhibit actually is, on Monday night, September 25, a large crowd—as usual—was watching the brightly lighted miniature operation when, over the concealed loud speaker, came the sound of Willie Glenn talking to his mule team. Very clearly he could be heard to say: "Get up mule!, whoa!, back up mule!", etc. A colored boy about ten years old turned to his friend—they were both about two feet from where I was standing—and said in a loud whisper which was plainly heard: "Dey is a man under dat table driving a MULE!"

According to some of the other exhibitors, about eighty percent of the total number of people in the Industrial building at any one given time were looking at Southern Pine Lumber Company's exhibit. Lots of folks didn't get to see it—except over the heads of about eight other rows of onlookers—and left to return for a good look when the crowds could be expected to thin out a bit.

The entire exhibit was built with gadgets, miniature equipment, and materials left over from the sawmill exhibit with the exception of the lumber, plywood, sign work and pictures. In other words, we already had the wire recorder, the electric train and sufficient trackage, the same electric motor, gears and belts; we swiped the electric loader from Shirley Daniel, we took the miniature trees off Southern Pine Lumber Company lands without seriously diminishing the company's timber supply, and with all that, together with about six dollars worth of dime-store purchases and two-dollars worth of plaster of Paris, Weisinger constructed an exhibit that was the hit of the show.

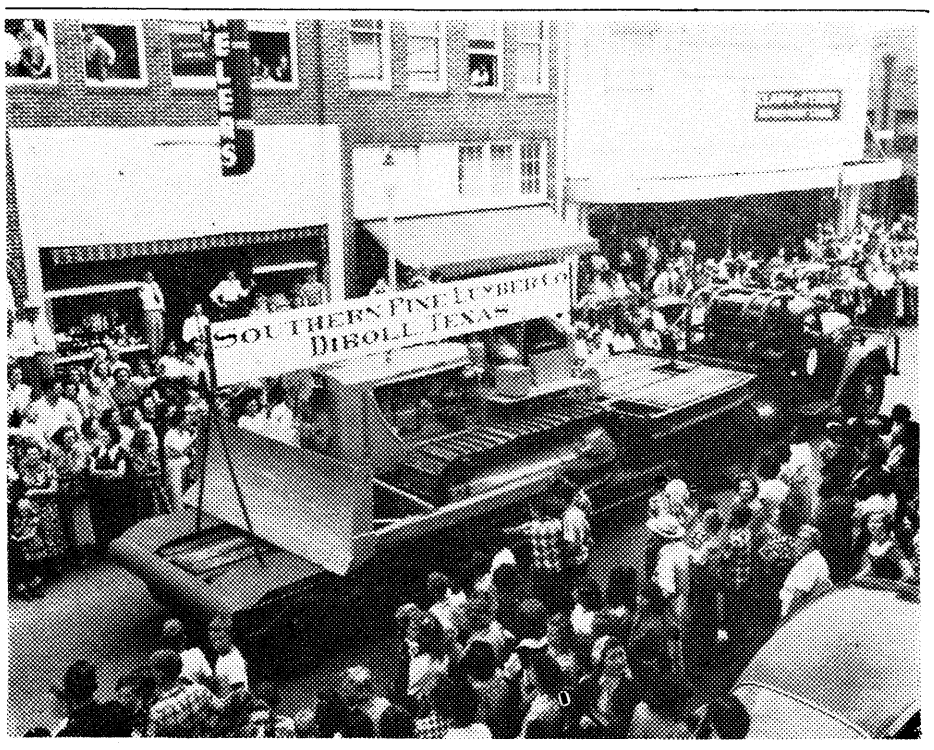
—o—

DHS CHEERLEADERS ELECTED

Mary Jo Henson was elected head cheerleader by the popular vote of the student body. Billie Jean Walker, senior; Martha Honea, junior; Lena Dean, sophomore, Sylverine Wilson, freshman were chosen as her assistants. They were elected by the student body, each student being allowed one vote for each class.



A six log load of pine logs fourteen feet in length passing down main street in Lufkin through part of the huge crowd on September 25.



Southern Pine truck in Forest Festival parade pulling "Low Boy" trailor built at Diboll and carrying a Catipillar tractor with bulldozer blade.

IN CASE OF FIRE . . . . . DAY OR NIGHT . . . . . DIAL 2491

Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001

TREATING DIVISION PLANT TO BE COMPLETED IN DECEMBER

The wood treating plant under construction at Diboll by Southern Pine Lumber Company, when completed, will be one of the most modern and well equipped plants in the country, according to Johnnye Foster, manager of the Treating Division. The plant will be equipped to do a superior job of treating all types of forest products, as well as finished lumber products. It will be equipped with two treating cylinders eight feet in diameter in which standard gauge railroad tracks will be installed. One of these cylinders will be used to treat poles, piling, fence posts, cross ties, and structural timbers with AWPA grade one creosote; the other cylinder will be used for the clean treatment of lumber, fence posts, and other products where it is desirable to paint the material after it has been treated. The treating agent to be used in this cylinder will be pentachlorophenol, which is ordinarily abbreviated "penta." The use of this treating agent will enable Southern Pine Lumber Company to furnish their customers with the treated lumber which is clean, practically odorless, and which can be painted after treatment. This particular preservative was adopted after considerable study because of its excellent record as a wood preservative and because it does not sluice off when placed in contact with the ground as do the other clean preservatives which are carried in a water solution. With this set-up the treating division of Southern Pine Lumber Company will be able to take care of any of our customers requirements regardless of what those requirements might be.

Construction of this modern wood treating plant started in April and progress so far has been very satisfactory. An 18 acre site has been cleared of trees, the stumps dug out and hauled and the site leveled. Approximately two-thirds of the necessary railroad trackage has been laid. When complete the railroad track system to serve the wood treating plant will consist of approximately two and one-half miles of standard gauge railroad track, twenty-one switches and ample cross-over facilities for the efficient handling of materials on the yard. Two American locomotive cranes have been purchased for use at the plant. These cranes have been completely overhauled by personnel of Southern Pine Lumber Company shops and the old steam equipment has been replaced with a modern diesel engine.

The other locomotive crane will be equipped in the same order. A twenty-five ton gasoline locomotive has been purchased and will be used to switch cars and trams about the treating plant yard. Foundations for the treating cylinder, the retaining wall, the beams for the treating building and foundations for the five oil storage tanks have been poured. Material for the construction of the five oil storage tanks is on hand at the job site and the erection of these tanks will start October 2. The two treating cylinders are being fabricated in Shreveport and will be delivered on large trucks and placed upon the concrete piers the latter part of November. A modern pole shaving machine has been purchased and delivered to the jobsite and installed in a steel and sheet iron building. Crews are working at the present time to install a six hundred foot long conveyer chain to distribute poles from the pole machine. As the poles are carried away from the pole machine they will be separated by length and sizes, put into bays according to these lengths and sizes. Work is also progressing on the construction of ramps on which to place the poles for seasoning after they are taken from the distribution chain. It is planned to start production of poles for treating some time in October. The poles will be peeled and placed in stacks for seasoning so that they may be treated as the plant begins operations in January.

In addition to the above work which has been accomplished, the office building has been completed, a warehouse for material is in operation, and the locker rooms at the treating plant are constructed with log cabin siding manufactured by Southern Pine Lumber Company and has been added to both to give it color and eliminate the need for successive painting and also, to render it immune to attack by termites and rot.

Other projects which have reached completion are the construction of three thousand feet of six inch water line to extend the existing main to the treating plant and serve the treating area, the installation of telephone facilities for the plant, and a system of roads to service the plant.

In addition to the above, the six inch steam line which will run from the power house to the treating plant and which will serve the plant with steam has been started. Practically all of the posts which will carry the steam line have been set and a considerable portion of the steam line itself has been put in place. The posts for the transmission line and distribution system which will carry electric power from Southern Pines power house to the treating plant have been set and the wire for construction of this line is on hand. In all probability the transmission line will be completed within the next two weeks,

All of the material for constructing this modern wood treating plant is either on hand or on firm orders and no delivery difficulty on material not yet on hand is expected. The major items of equipment which have not as yet been delivered are two treating cylinders, the air compressor, the vacuum system and the various pumps for the treating room. All this material will be delivered the latter part of November. It is expected that the plant will be in operation in January of 1951.

It is the aim of the management of the Treating Division to put out quality treated materials which will live up to the reputation in the treated materials industry that Southern Pine Lumber Company enjoys in the lumber market. The plant has been designed and built with the idea in mind to neglect nothing which is essential to accomplish this aim. Only quality preservative oils will be used. Constant check on these materials will be maintained through a well equipped preservative and analysis laboratory which will be located in the treating building. It is felt that when completed the treating plant will add a wood processing unit to Diboll of which Southern Pine Lumber Company and citizens of Diboll can be justly proud. There are larger plants in Texas and in the nation, but it is believed that there will be no better engineered, equipped or operated plants in the country.

——o——

A vagrant was taken to the police station. He was reluctant when told he'd have to take a bath. "You sure need it," the police told him. "How long has it been since you had a bath?"

"Well, I ain't never been arrested before."

1950 DIBOLL LUMBERJACKS FOOTBALL SCHEDULE

DISTRICT NO. 29-B

Oct. 6	Woodville	(Here)*	7:30 P. M.
Oct. 13	Lovelady	(Here)*	7:30 P. M.
Oct. 20	Groveton	(Here)*	7:30 P. M.
Oct. 27	Colmesneil	(There)*	7:30 P. M.
Nov. 3	Newton	(There)*	7:30 P. M.
Nov. 10	Warren	(Here)*	7:30 P. M.
Nov. 17	Corrigan	(There)*	7:30 P. M.

**Denotes Conference Games*

CUB SCOUT NEWS

By Mrs. C. J. S. Weimer

Pack 128 held its Olympics Thursday, August 31, at the Diboll Scout Park followed by a supper, picnic style, after the last event.

Winners of the various events were as follows:

Rope Climbing—1st, Kenneth Ashworth of Den 4; 2nd, J. R. Tilford of Den 1.

Discus Throw—1st, Jimmie Snarr of Den 1; 2nd, Billy Stringer of Den 4.

Ball Throwing—1st, Benny Carrol Breashear of Den 1; 2nd, Carrel Black of Den 4.

Totem Pole Race—1st, Calvin Law rence Jr. of Den 2; 2nd, Johnny Fred Bell of Den 4.

Three Legged Race—1st, Benny Carrol Breashear of Den 1; 2nd, Billy Pate of Den 2.

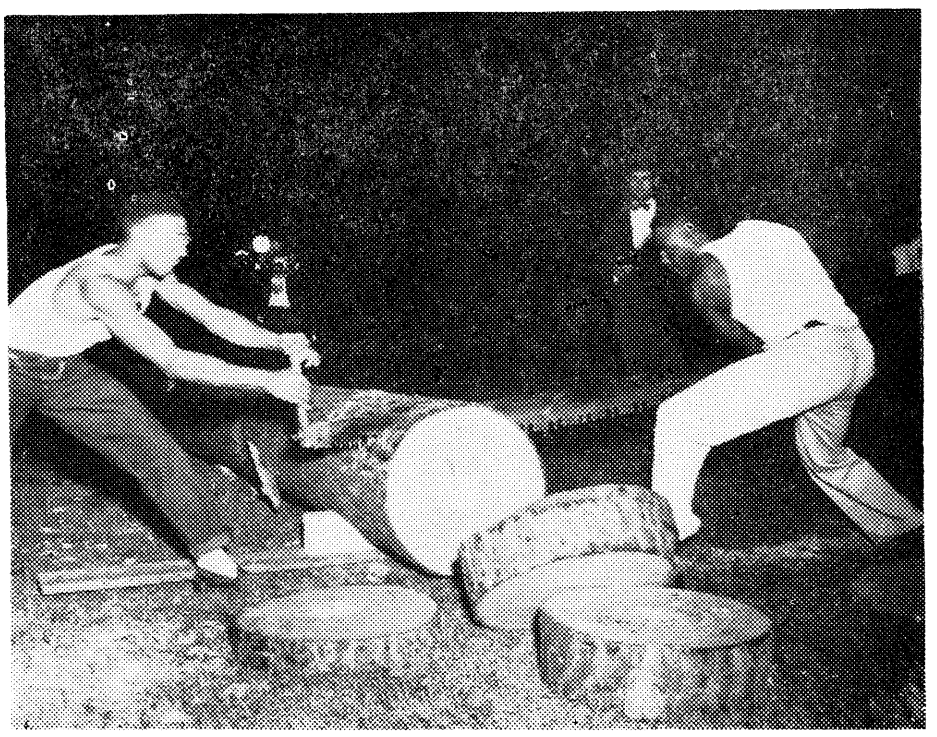
Heel and Toe Race for Mothers—1st, Mrs. Minton of Den 3; 2nd, Mrs. Pate of Den 2.

Standing Broad Jump—1st, Johnnie Ray Ellison of Den 3; 2nd, Larry Porter of Den 2.

NEW CATWALK

By George (Rat) Johnson

During the month of September the company contracted with O. F. Pelton of Huntington to build a catwalk under the high water tower to allow N. B. Hall to climb the tank and get under it where the big pipe joins the bottom in order that he can tighten the gasket from time to time, if, as, and when it needs to be tightened. Beforehand, the only way to get to that particular spot was by the process of swinging under the tank on a rope and such a daredevil act was considered highly dangerous. In fact, I suppose the reason the catwalk was built—at a cost of $600, I heard—was to keep old Hall from breaking his neck. Six hundred dollars is a lot of money and whether or not it was a good investment I wouldn't know. Some think it was, some think it wasn't.



Wiley Simmons and C. T. Phipps, Southern Pine Lumber Company entries in the log sawing contest. This pair won second prize with a time of 45 seconds.

IN CASE OF FIRE . . . . . DAY OR NIGHT . . . . . DIAL 2491

Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001



R. L. Marks of Southern Pine Lumber Company winning first prize in the pulpwood sawing event, using a Sweedish Bow saw. His time was 18 and four-fifths seconds.

SOUTHERN PINE PLACES FIRST IN LUMBERMENS DAY CONTESTS

Southern Pine Lumber Company won first prize in the Lumbermen's Day Contests at the 1950 Texas Forest Festival in Lufkin on September 25 for the second year in a row with two first places and two seconds to run up a total of 100 points. Carter Lumber Company was second with 60 points and the Texas Long Leaf Lumber Company was third with 30.

Albert Mitchell placed second in the log chopping contest with a time of 40 seconds. This event was won by S. L. Gossett of Carter Lumber Company.

In the log sawing event (crosscut saws), C. T. Phipps and Wiley Simmons took another second place with a time of 45 seconds. This event was won by the Gossett brothers of Carter Lumber Company in 43 2-5 seconds.

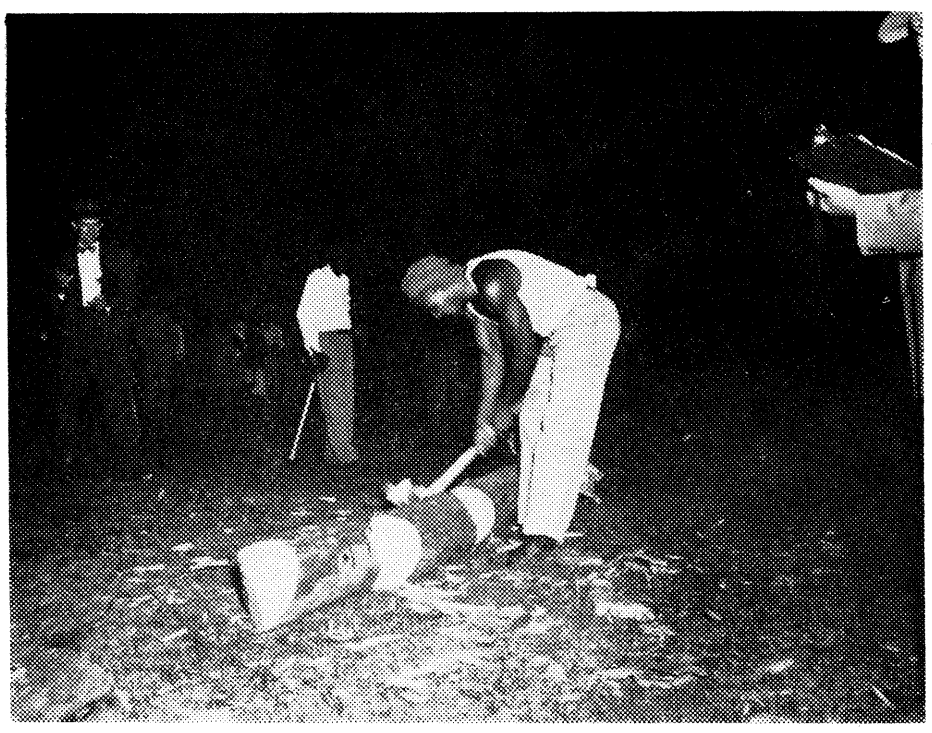
R. L. Marks of Southern Pine Lumber Company won first place in the pulpwood sawing with a Sweedish Bow saw in the amazing time of 18 4/5 seconds against 27 seconds for Richard Watson of Texas Long Leaf and 37 seconds for the number three contestant, Bob Johnson of the Angelina County Lumber Company.

The log loading contest was probably the most interesting event of them all and Southern Pine Lumber Company took first place with Hugh Timms, M. G. Meadows, and Willie Redman handling the teams. They loaded 15 pine logs, 12 inches in diameter and 16 feet long, onto a truck with mules in 5 minutes, 25½ seconds. Second place in this event went to Vernon Willis, Valton Willis, and Carl Holley of the Saner-Ragley Lumber Company with a time of 6 minutes 12½ seconds.

Third place in the log loading event went to Joe Bailey, J. P. Waldrup and Cleve Williams of Texas Long Leaf. Their time was eight minutes 11½

Actually, Southern Pine Lumber Company has been the winner of the Lumbermen's Contests FOUR years in a row, but only during the past two years has a cup been presented. If we win again next year the cup wil be ours for keeps.

In other words, we're just fixing to be owners of a cup because in the 1951 Texas Forest Festival Lumbermen's Contests we are going to take 'em again.



Albert Mitchell of Southern Pine Lumber Company winning second prize in the log chopping contest at the Texas Forest Festival. His time: 40 seconds.

RAT TALES . . . .

As most of you know, Dell Scoggins moved to Lufkin some time ago and now commutes between the two towns daily. Just why he would want to go up there and give up the many advantages Diboll offers that Lufkin does not, such as low house rent and this and that, is anybody's guess. But move he did.

Since that sad day for the citizenry of our town, Scoggins—who is just about as loose with a quarter as Jack Benny—has been observed arriving at the office without his lunch box and he has also been observed NOT showing up at the hotel or Mrs. Hogues or anywhere else for lunch. Some figured he was on a diet but he wasn't. He had simply decided to skip eating and save the money.

After a couple of weeks, however, he began getting so hungry at noon that he could stand it no longer. Of course he didn't do anything so drastic as BUYING any lunch—he couldn't get that famished—but he did figure out a method whereby he could eat and eat for free. His agile mind had devised a plan and the plan revolved around Sugar Foot Johnson's popcorn stand on the porch at the store.

For several days Scoggins "cased" the popcorn stand. He noticed that each day at twelve noon Johnson closed up his machine and went to the hotel for lunch. "Why shouldn't he—Scoggins—keep the business open during that hour while Johnson was eating and while he had nothing else to do but wait for time to go back to work?"

And besides, popcorn was a pretty nourishing food, he mused.

He approached Sugar Foot and explained to him that he would be glad to run the machine during the noon hour free of charge "as a personal favor just to help out." Johnson, realizing that he was losing considerable business by being shut down daily from 12 until 1, agreed that the idea was an excellent one. He thanked Scoggins for his unselfish offer and the following day turned the popcorn over to him for the noonday hour.

After several weeks Johnson noticed a sharp decrease in popcorn production per one hundred pounds of raw corn. Though Scoggins was grossing from thirty cents to a dollar every day during the noon hour—which should have helped—still something seemed to be wrong.

The secret—like all secrets sooner or later will do—finally came out.

Returning from lunch one day soon thereafter about twenty minutes ahead of time, Johnson approached the popcorn stand undetected by our noble timekeeper. The hopper was full of corn being popped, there were eight sacks in the machine sacked up for sale, and Scoggins was reaching for more raw corn—though no customers were in sight. While Johnson watched from behind a counter inside the store, Scoggins ate four sacks of corn, looked hurridly at his watch and ate four more. Johnson, onto his scheme at last, strolled out and approached the stand. Scoggins sheepishly rubbed his hands up and down the seams of his trousers to get the salt off and stood piously gazing out across the railroad tracks appearing not to notice the approaching concessionaire.

"Popcorn! Popcorn! Get it while it's hot!", he chanted.

Nobody was within fifty yards except the irate owner.

"How many sacks have you sold since twelve?", Johnson inquired.

"Sold four," said Scoggins, quickly reaching in his pocket and producing two dimes.

"How many sacks did you make?", Johnson asked.

"Five," countered the volunteer operator.

"Where's my other nickel?"

"That was a sack I gave to a little boy who was hungry and didn't have any money," Scoggins replied sadly.

"Yeah," said Johnson, "I know who that little boy was, too. He weighs 188 pounds, he's five-feet ten inches in height, he swiped eight sacks of corn to my certain knowledge, and from now on he ain't going to be selling popcorn during the noon hour unless somebody else buys a machine. Now git!"

That ended Scoggins free lunch.

Practically all of us saw the Forest Festival parade in Lufkin on September 25th and noticed how well the Diboll High School band matched up with all the others—in every particular except one. That one was in their uniforms. They have plenty of musical talent, a good band leader in Mr. Matthews, and several twirlers who can perform with the best of them. But they do need new uniforms and the people of Diboll are going to see to it that they get them. Therefore, within the next few weeks somebody will be around to call on you for a contribution to this cause and it will be highly appreciated if you will come across with a liberal donation so we can dress our band up in some sure-enough classy uniforms to match their classy looks. Diboll is proud of this high school band and we want it's members to be dressed with the best.

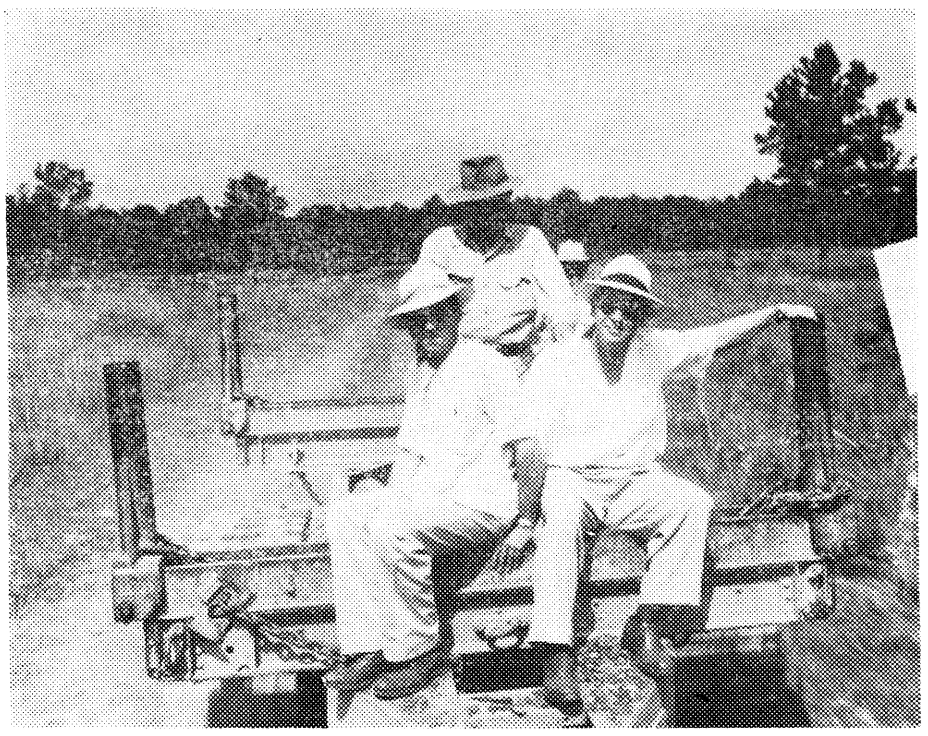
So far this year we haven't had a single forest fire on company lands and we want to do everything within our power to keep this record intact. Every time a fire destroys an appreciable amount of company timber, the job of every man and woman on the payroll is affected and if a really disastrous fire swept through some of the big areas of company owned lands, it could mean that we wouldn't have any jobs at all—for very long. In other words, it is to our own interest, as well as the company's, to prevent forest fires because timber is our bread and butter and if it plays out everything will play out. Special precautions should be taken by all the squirrel hunters who will be loading up their muskets and dashing into the woods come October 15. Remember to put out campfires and put them out thoroughly before you leave the site. Don't throw lighted cigarettes down in the woods and when you strike a match, be sure and break the match before you drop it. If you happen up on a smouldering fire in the woods left by some thoughtless camper, take time to put it out before you pass on and if you see a forest fire, regardless of how small, quit hunting and go to the nearest telephone and call the Texas Forest Service or the office at Diboll. Do that EVERY TIME and you may save the company, or some other landowner, hundreds of thousands of acres of valuable timber—timber that the company MUST have to keep these mills running and the pay window open.

—o—

If a person spends sixty per cent of his time minding his own business and forty per cent letting other people's alone, it's easy to figure how much time he has for getting into trouble.

IN CASE OF FIRE . . . . . DAY OR NIGHT . . . . . DIAL 2491

Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001



Jake Durham and Russell Day, with Richie Wells and George Thompson are shown riding out to a "set" while "setting" on the front of an Athey wagon. After a mile or so as a passenger on one of these wagons mounted on catipillar treads, the average inexperienced rider bounces up and down like a Yo-Yo for several seconds before regaining his composure on solid ground.

LOGGING (Continued from Page 2)

well-drilled team.

"You see," explained Thompson. "We come into a section of the timber like this and make a small clearing in the woods we call a "set" so the loader can operate. The flatheads cut down the trees 12 inches and up for a distance of about one hundred yards around and the mule skinners drag the logs in to the loader. The catipillar pulls up with the Athey wagon hooked behind and when he gets a load of logs he takes off for the railroad where the Speeder—which is a loader with a boom that swings around in any direction—puts 'em on the "log cars". When the "log train" gets loaded the swamp buggy takes the cars down the track to Strain and there they are unloaded again by a dragline and hoisted up into the "high cars" for shipment to Diboll via the Missouri Pacific, and the Southern Pacific, and the T.S.E. That means we have to load and unload the logs three different times—on Athey wagons, on our little log train, and again into the big gondola cars. But that's the only way you can get 'em out of here even in dry weather. When real wet weather hits you can't get them out at all."

In contrast with logging operations on all other lands owned by Southern Pine Lumber Company where selective cutting practices are rigidly adhered to, the Hull timber is being cut to diameter —with the exception of three to four seed trees left on each acre. In other words, every pine tree twelve inches and up in diamter is being brought out and brought out as quickly as time and the weather will allow. The reason—beetles. First noticed in the fall of 1949, these insects have to date already killed an estimated 3,000,000 feet of pine on the 4,300 acres.

Two types of borers are at work in the area—one is commonly referred to as the "Southern Pine Bark Borer" and the other the "Pine Engraver Beetle". (The scientific name for the former is "Dendroctonus Frontalis" and the latter "Ips Granicollis". As if anybody, except maybe Mewhinney, would care).

The bark beetle girdles the tree and kills it. The engraver beetle makes minute tunnels through the inner bark with the same effect. When they get into a tract as they are in the Hull acreage their work is evidenced by pine trees whose bark has slipped and fallen, leaving them bare and fit for nothing except pulpwood.

Richie Wells, assistant logging superintendent, pointed out that the beetles, for some unknown reason, attack only certain trees in a tract and very often cut a swath with an apparent pattern. "In one section of this timber," he explained, "there is a line of dead trees just as straight through the woods as a surveyor could mark a line. The beetles didn't touch a tree on one side but killed practically everything on the other. And it is the same loblolly pine all over the whole area. Whether we can get the undamaged timber out of here before the beetles get it remains to be seen but I believe we will. And if we have a hard freeze this winter maybe we'll be rid of them for good."

Another major problem at Hull is a flying insect commonly referred to by loggers as a "love bug". About one-quarter of an inch in length, wings and all, this pest has invaded the area in countless billions, sometimes being so thick in the air that they appear to be low-flying black clouds. Loadermen build smoke fires down wind from their loaders and this gives some relief, but not much.

"What this whole country down here needs," observed Thompson whose hat was so covered by bugs that it looked like a small swarm of bees had inadvertently landed on his head, "is one monstrous shot of Flit."

On the return trip from Sams Prairie, Thompson coupled onto the flathead car and took off through the swamps. Arriving at the end of the line where the camp was located we bid him farewell.

"You fellows happened to pick out the one time when it is dryer down here than its ever been since we started logging. Next time come down after we've had a little rain—it doesn't take much because the ground holds water just like a teacup— and we'll show you some sure enough wet weather woods operations. It doesn't get interesting down here until the Athey wagons are going through mud up over the tops of their treads and with the cats in the same shape. That's when the hair gets short and the mules bog down clear to their shoulders. That's also when the Strain and Keep Straining is referred to in railroad circles as "The Submarine Route" because it gets under water for about three-fourths of the way and when the swamp buggy pulls the log train from Sams Prairie to the Missouri Pacific main line the "engineer" isn't ever sure that the next rail is going to be there. Come back down here when it gets like that and you can get a REAL story."

I thanked him just the same and lit out for Diboll and high ground. There was a cloud coming from over in the east and, besides, I figured I had about enough information for a story, dry as it might turn out to be.

—o—

The nurse motioned to one of the expectant fathers and announced, "You have a fine son."

Another man dropped his cigarette, jumped up and yelped, "Hey, what's the idea? I was here before he was!"

"Here lies the body of William Jay,
Who died maintaining his right of way—
He was right, dead right, as he sped along,
But he's just as dead as if he was wrong."



A section of track in the Big Thicket between Southern Pine Lumber Company's logging camp and Strain. This picture was taken at the height of the dry season at a spot referred to by George Thompson as "low and damp", even though water at the right was four feet deep. It was at this very point that logging crews killed four alligators a few days beforehand.

MODERN TOURIST COURT UNDER CONSTRUCTION AT DIBOLL

Construction began September 20 on a modern tourist court to be built on the lot next to the Antler Hotel. The tourist court will be under the management of Mrs. Ira Davis.

The exterior of the tourist court will have a log cabin siding wainscot (to carry out the theme of the Antler Hotel) with vertical siding and awning-type windows used above the wainscot. Outdoor planting boxes will add to the attractiveness of each unit. Large overhangs are also employed with a low pitched built-up roof.

The interior of the courts will be decorated by an interior decorator with Joe Denman designing the furniture. Each bedroom unit will contain twin beds, the beds to be used as couches in the day and beds at night. The desk will be converted into a dressing table at night. Each cabin will also contain a coffee table and luggage rack plus easy chairs. The furniture for these cabins is designed to serve a dual purpose in order that each may be both a living room and a bedroom simply by converting the furniture. The suite unit will contain a living room and bedroom unit, using the same general furniture as the bedroom unit; however, there will be sleeping accomodations for four in the suite. The entire tourist court will be air-conditioned for year-round comfort.

The tourist court was designed by Joe C. Denman, architectural engineer for Southern Pine Lumber Company, and will be built by W. W. Jackson.

Joe has also recently completed designing a shopping center for Pineland, Texas. The center is to have a barber shop, beauty shop, variety store, post office, tailor shop, and doctor's office. The center is a masonry constructed building with wood and glass employed in certain areas. Outdoor planting boxes are also used. The grocery and market, drug store, and furniture store are to be air-conditioned. A parking area for 55 cars has been provided for convenience of the shoppers. The contractor on this job is Arthur Temple Jr. and Associates.

—o—

Diboll Girls Attend F. H. A. Dinner

By Shirley McKinney

Lena Leggett and Bonnie Jewel Bell attended a dinner for the candidates for Sweetheart of the Angelina County Future Homemakers of America on September 18 at the Lufkin Junior High school homemaking cottage.

Miss Leggett and Miss Bell had been chosen to represent the Diboll chapter and both rode in the Forest Festival parade on the beautifully decorated F.H.A. float.

The dinner was given by Miss Gladney McCarty and Miss Mickey Bradford. Each homemaking department in Angelina county selected two candidates to attend the dinner and compete for the title of F.H.A. Sweetheart.

Mrs. Louis Zelesky, Mrs. Charles Hanks and Mrs. William Prince served as judges.

Miss Gay Nell Sanders of Central Consolidated school at Pollock was the winner.

All girls who participated in this event rode on the F.H.A. float in the gigantic Forest Festival parade in Lufkin on September 25. The float was decorated with a large red heart placed in front of a trellis covered with red roses—the official F.H.A. colors.

IN CASE OF FIRE . . . . . DAY OR NIGHT . . . . . DIAL 2491

Copied from an original at The History Center, Diboll, TX www.TheHistoryCenterOnline.com 1993:001

The BUZZ - SAW

Published Monthly By and For the Employees of Southern Pine Lumber Co.

ANGELINA TUBERCULOSIS ASSOCIATION TO GIVE FREE X-RAYS

Dates have been set, and all arrangements completed for the 1950 Annual Chest X-ray Survey according to Dr. Robert W. Taylor, president of the Angelina County Tuberculosis Association.

The mobile unit, a gift of the Beta Sigma Phi chapters of Texas, to the Texas Tuberculosis Association, will move into the county Wednesday, October 4, and will remain here through October 20. There will be 13 days of X-raying time, and it is hoped that at least 7,000 persons will be X-rayed in Angelina county.

The location for the Mobile Unit will be, in the order named: Lufkin Foundry, October 4 and 5; Texas Foundries, October 6; Keltys, October 7; Zavalla, October 10; Huntington, October 11; Court House Square, October 12, 13, and 14. Herty, October 17 and 18, and Diboll, October 19 and 20. There will be no X-rays on Mondays—technicians' day off. The X-ray survey will be the third one conducted here by the local tuberculosis association. All findings are held confidential—a report is sent to the individual, and to the family doctor.

Mass X-rays, of apparently healthy people, will find TB cases before there are any symptoms—before the germs can be passed on to others—and while the patient has the best possible chance for recovery. This program, if continued, will bring about the final eradication of our ancient enemy—TUBERCULOSIS.

"We have been encouraged since we started our program of mass X-raying three years ago" said Dr. Taylor, "in noting that the majority of new cases of tuberculosis found among residents of this county are in the early stage of the disease when it is easiest to cure, and the danger of spreading it to others is less; this we attribute to the fact that nearly all of these cases have had X-rays at the time of our surveys each year; therefore the disease is caught early, within the year."

Last year, less than four hundred persons were X-rayed at Diboll when the Mobile Unit was here. We should have more than twice that number. Tell your neighbors, and friends . . . make sure every member of your family 15 years of age and over takes advantage of this opportunity for a free chest X-ray. Only a few minutes of your time . . . simple and easy . . . and absolutely free. BE SURE . . . BE SAFE . . . BE X-RAYED. Let's make the survey in Diboll **100 per cent.** Be at the Community Center in Diboll October 19 and 20 and avail yourself of this protection.

Diboll F.H.A. Exhibit

Diboll F.F.A. boys made a good showing with their entries in the Texas Forest Festival stock contest. All the boys that entered the contest ranked high in competition with the surrounding chapters.

Boys who entered hogs were: Henry Sanford, Joe Wilkerson, and Nelton Robbins. Sanford won first place for a prize of $10. Joe Wilkerson won third place for a prize of $4. Nelton Robbins took fourth place for a $2.00 prize.

Elton Robbins won fourth place in the Jersey heifer contest for a prize of $6.00. Van Scarborough, a graduate of Diboll High, also entered a Jersey heifer.

Henry Fox, Haywood Quarrles and Bobby Breazeale entered some calves that look prize prize winners.

—o—

F.H.A. Members To State Fair Oct. 7

By Dorothy Raye McClelland

The Texas State Fair at Dallas is sponsoring Rural Youth Day on October 7, 1950. Invitations to attend have been received by the Future Homemakers Association of Diboll who are eligible for free gate tickets and lunches at the fair on that date.

The Diboll group plans to charter a bus for the trip with the cost to each member of only $5.50 for the round trip. The group will leave Diboll at 6:00 a.m. on Saturday, October 7, and return that same night.

Many special attractions are being offered as well as an opportunity to see the hundreds of exhibits and the dazzling sights o fthe Midway.

The state organization of Future Homemakers will have a registration booth for the various chapters and a chapter prize of $100.00 for the best attendance record will be given by the fair association.

The mothers of the F.H.A. girls have a special invitation to accompany the girls on this trip. Arrangements are to be made with Mrs. Green and the round trip bus fare should be paid not later than October 2 in order that transportation problems may be worked out in plenty of time for the trip.

—o—

BAND OFFICERS ELECTED

Band officers for the school year of 1950-51 were elected by popular vote at a band meeting Wednesday, September 27.

The officers elected are: president, Jackie Neyland; vice president, Era Nell Saxton; secretary, Marie Moore; treasurer, Ann Harrott; reporter, Sallie Weimer.

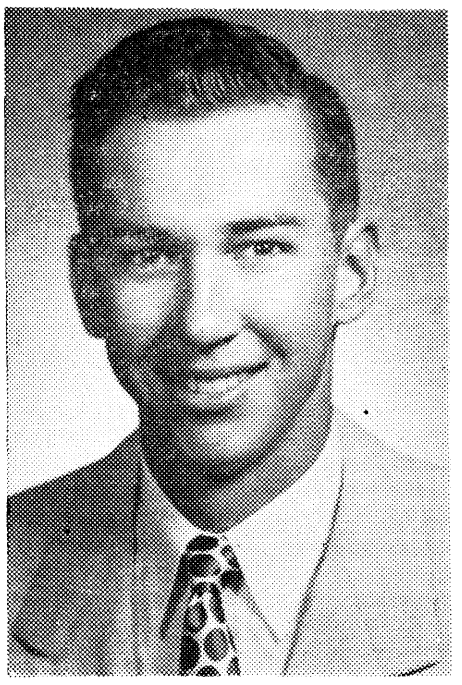
The students elected to these offices have pledged to work hard to mak the band one of which Diboll may justly be proud.

—o—

NEW BOOKS ISSUED

Nearly all books issued to the students of DHS this year are new. New books issued by the State Board of Education include, literature, speech, history, chemistry, physics and shorthand. The shorthand books were furnished by the state this year for the first time. The books are in adoption until the year 1956.

Publishers have used every device to make the new texts attractive to the student. New and interesting features include colored end sheets, colored illustrations, better print, more attractive covers and an up-to-date subject matter.



Pictured above is Hugh C. Weber, son of Mr. and Mrs. A. R. Weber of Diboll, who was appointed assistant teacher in freshman engineering at Texas A. & M. College in June 1950 at the time he received his degree in mechanical engineering from the school.

Hugh began his teaching career in September of this year with two groups of freshmen students in mechanical engineering 101. In addition to these duties he is working on his masters degree which he expects to receive in June 1951.

At 22 years of age, Hugh is one of the youngest men ever appointed to an assistantship at Texas A. & M. College.

50% OF '50 SENIORS IN COLLEGE

Diboll seniors of 1950 can boast the biggest percentage of college enrollment of any graduating class yet.

Approximately 50 per cent of last years Diboll seniors are enrolled in colleges this year.

Sam Houston State Teachers college got the largest percentage with: Aden Kenneth Vaughn, Paul Durham, Van Ed Davison, Charles Placker, Linwood Smith.

Those attending Stephen F. Austin are: Gordon Brashear, Jean Snarr, Jack Allen Goins.

Draughns Business college in Dallas has enrolled: Danny Mack Smith, Norman Allan.

Pineywoods Business college: Charlene Mintion, Peggy Boren, Betty Marie Smith.

—o—

DIBOLL GIRLS ATTEND DINNER

The Diboll chapter of Future Homemakers chose plastics as the material for their exhibit at the Texas Forest Festival September 25 through September 30.

Several types of plastics were used such as fabrics, Plexiglass, Castolite, and Flexfraft. The points stressed were beauty, usefulness, and interest. This subject was chosen to fit in with the over-all title, "Parade of Progress" which was the county theme.

Some of the items shown were kitchen curtains and aprons, accessories for home and dress, and hobby materials.

—o—

GRAMMAR SCHOOL

Grammar school enrollment for the school year of 1950-51 has reached the total of four-hundred and forty-two.

Two new teachers have been added to the grade school faculty. They are Mrs. Flaurie Stancel and Coach J. B. Carrington.

All grades in the school are now studying science. This is an added improvement, as in the past only eighth grade students had the subject.

SCHOOL BEGINS

School began with the usual excitement and each student registered for required subjects they were to do this year. Afterwards students received their books and returned home to return Monday.

All students were present Monday, September 11, and regular classes proceeded all day. One hundred and fifty students enrolled this year.

—o—

SENIOR WINS CONTEST

Miss Louise Minton is Football Sweetheart for 1951.

Miss Minton was winner of the contest in which three other candidates participated. They were: Misses, Bobbie Havard, junior; Lena Dean, sophomore; Joyce Wilkens, freshman.

Miss Minton won the title by selling the largest amount of season football tickets.

The winner was announced at the Garrison-Diboll football game.

—o—

FIRST RECEPTION ENJOYED

A reception for the student body and their escorts was held at the Antler Hotel on Friday night following the Diboll-Garrison football game. The reception was sponsored by the senior class.

A representative number of the student body attended the party. Dancing was the chief amusement of the group.

Mrs. M. W. Schinke and Mrs. Ira Davis acted as chaperones for the students.

—o—

DHS BAND HEADED BY ERA NELL SAXTON

Era Nell Saxton was chosen drum major of the Diboll High School Band in the spring of 1950. Era Nell is a senior and is taking English, Health, Chemistry, Speech and Band.

Betty Havard was chosen as majorette and assistant drum fajor, by band director Floyd Matthews in the spring of 1950. Betty is a junior and is taking English, Journalism, American History, Plane Geometry and Band.

Ann Harrott was chosen as majorette in the fall of 1950. Ann is a junior and is taking Typing, Journalism, Plane Geometry, English and Band.

Elsie Martin was also chosen in the spring of 1950 to be a majorette. Elsie is a sophomore and is taking English, Home Economics, Algebra, World History and Band.

The band has gotten off to a good start this year and expects to start a drive to raise the money for the band uniforms, which are so badly needed.

—o—

DIBOLL REPRESENTATIVES

Misses Jimmie Beth Jordan, Mary Jo Henson and Jo Nell Vaught and their sponsor, Mrs. Blanche Prejean, represented Diboll High School in the School Annual Clinic held in Austin, September 24, 25 and 26.

The clinic, sponsored by The Steck Company, publishers of the Diboll yearbook, was held in the Driskill Hotel.

The clinic classes were conducted by professors from the University of Texas, University of Houston and lecturers from The Steck Company. Lectures were given on art, photography, annual themes, business management, and staff teamwork.

There were 405 representatives of high schools and colleges enrolled in the clinic.

Although students attended classes from 9 a.m. until 9 p.m., officials of the clinic remembered that students need some relaxation. A floor show and dance, under the sponsorship of Austin High School, was given in the Crystal Ballroom from 9:30 to 12:00 mid-night.