

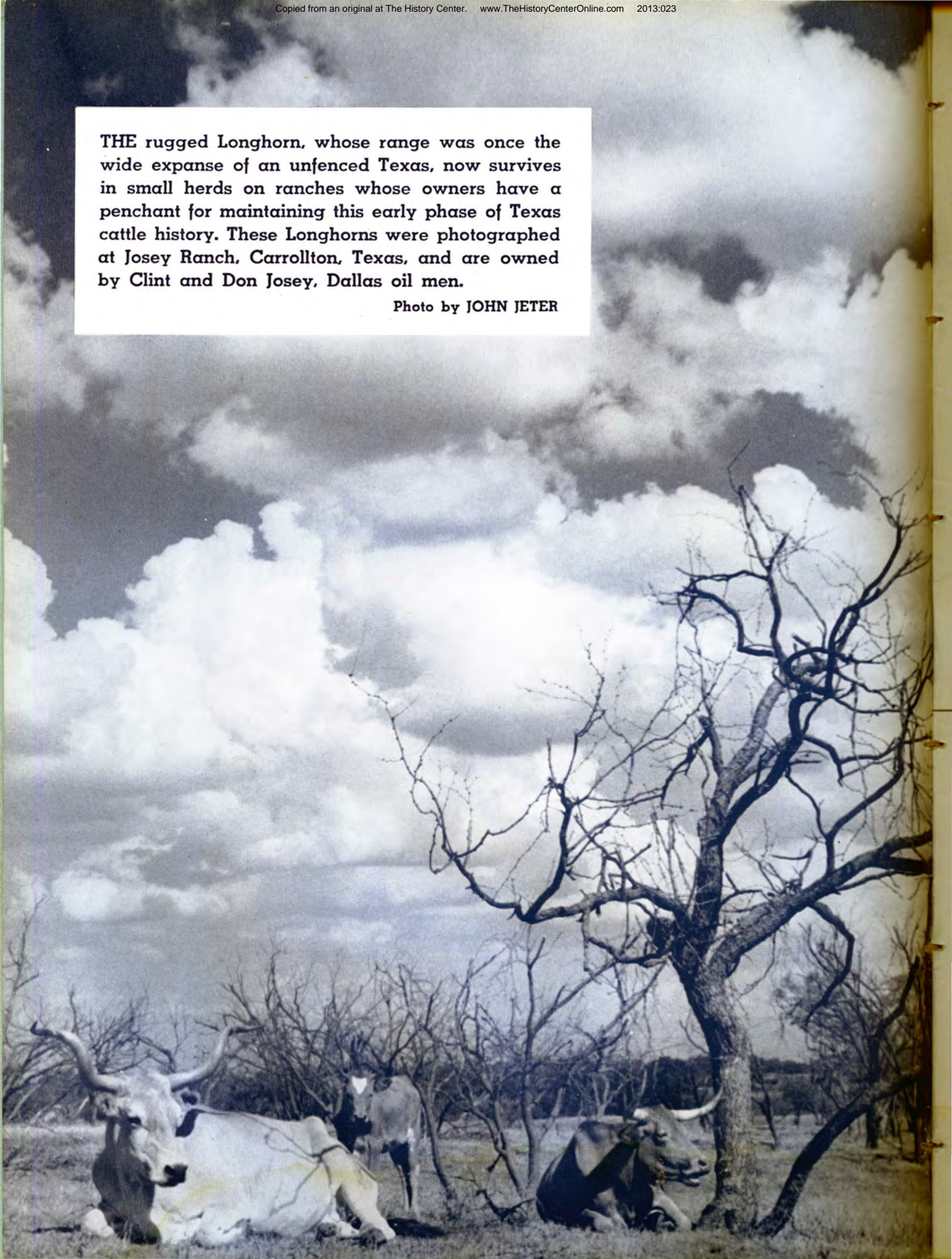
THE *Luffkin* LINE

JANUARY-FEBRUARY • 1956



THE rugged Longhorn, whose range was once the wide expanse of an unfenced Texas, now survives in small herds on ranches whose owners have a penchant for maintaining this early phase of Texas cattle history. These Longhorns were photographed at Josey Ranch, Carrollton, Texas, and are owned by Clint and Don Josey, Dallas oil men.

Photo by JOHN JETER



THE *Lufkin* LINE

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Virginia R. Allen, Editor

DALLAS DIVISION ISSUE

UTAH'S MIGHTY WALLS OF ZION—Hugh Manessier . . .	4-7
THE TYLER PIPE & FOUNDRY STORY	8-9
LUFKIN INSTALLATIONS	10-11
SNAPSHOTS WITH THE LUFKIN CAMERAMAN	12-16
CENTRAL TEXAS BRANCH OF LUFKIN TRAILERS	17
ANNUAL SALES MEETING HELD	18
LET'S LAUGH	19

COVER: A Texas Rodeo Queen by John Jeter

INSIDE COVER: Texas Longhorns by John Jeter

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E. R. (Bob) Burns
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T. A. Banta

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Apartado No. 90
Ben C. Sargent, Jr.
Howard Hogue

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A. L. Christina

NEW YORK, NEW YORK
149 Broadway
Phone BArlay 7-0562
A. V. Simonson

ODESSA, TEXAS
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Elvin Read, James Brown
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108 Classen Terrace Bldg.
Phone: JAckson 4-2554
Charles Dyer, John Meitauer

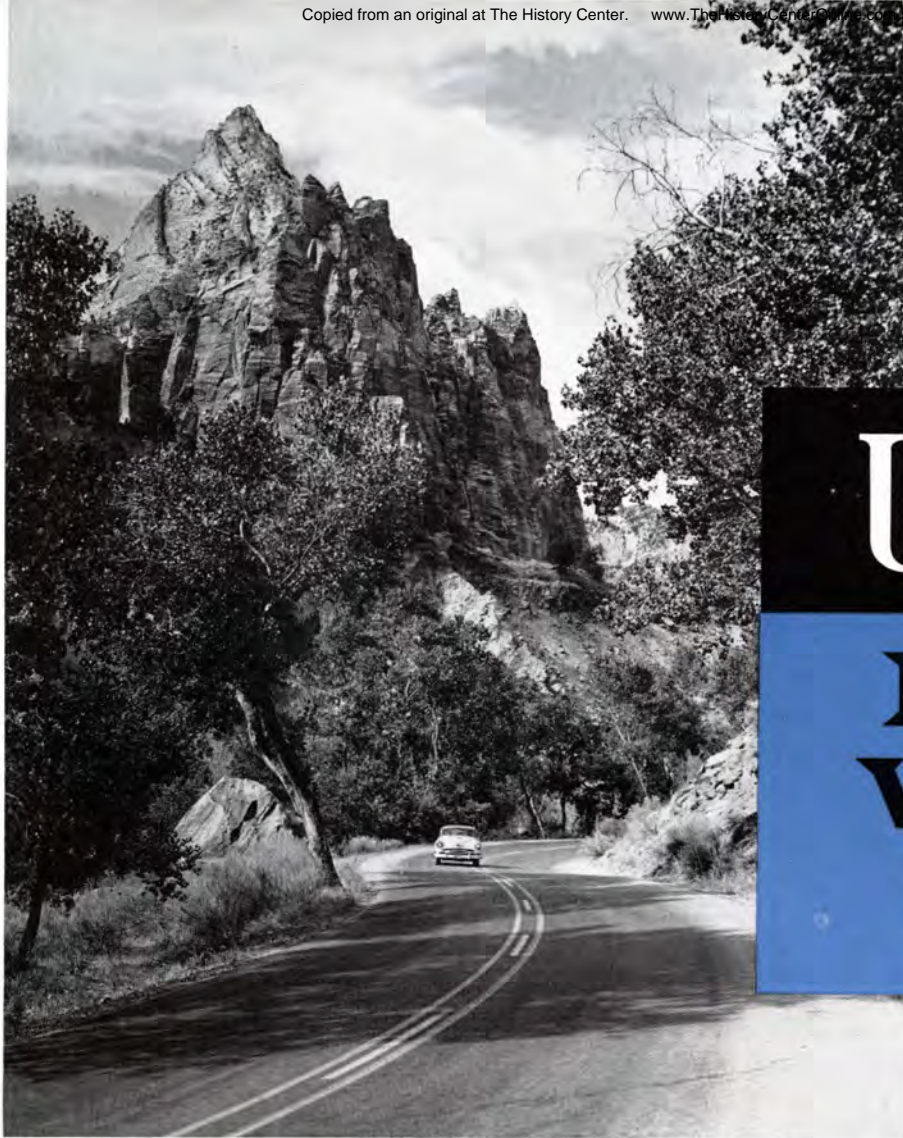
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Phone: LAkeside 7-5018
R. D. Dunlop

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Newell Lynch

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P. O. Box 2465
Phone 2-1967
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L. A. Little, Vice President &
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Cooper Richards, Ass't Sales Mgr.



UTAH'S

Mighty Walls of ZION

By Hugh Manessier

A ROAD winds beside the First Patriarch. Lady Mountain is in background

THIS is a favorite spot with tourists to view the Towers of the Virgin near the south entrance to Zion



IN 1858, a young Mormon missionary rode into Zion's awesome depths, glanced at the canyon's sheer walls and pleasant stream, and promptly rode right out again. He obviously wasn't impressed. Although Nephi Johnson was perhaps the first white man who ever viewed the magnificent beauty of Zion Canyon, he merely noted in his diary that it was a mighty poor cotton-raising region, and never mentioned the place again.

Zion's charm is more intimate than most of our national parks, for the heart of the canyon may be toured by automobile. And the interests of today's travelers are strikingly different—few ever think of cotton at all unless it happens to grace the figure of a sweet young lady at the lodge swimming pool.

Zion has a different appeal for each visitor perhaps, but those who have experienced its awesome impact will envy new visitors their initial drive between its towering walls of banded sandstone. This



EVEN the experienced traveler cannot quell the awe that surges forth when he sees **The Three Patriarchs**

is one of the supreme moments of Western travel. The road ends at the Temple of Sinawava, where one youngster of five recently voiced a question which may seem almost plausible to adults. When the small boy glanced up at the sheer walls above him he took his father's hand for protection.

"Gee Daddy," the boy asked fearfully, "are we at the bottom of the world?"

Like Nephi Johnson, too many Americans pause for little more than a glance at Zion and then travel on. But to savor Zion completely, you must seek some of its riches. Safe but exciting routes for exploring the park's magnificent formations are laid out along twenty-six miles of established trails, and a mild climate keeps all but the highest elevations open for travel at any season of the year.

The Narrows Trail is one of the most popular. Beginning at the Temple of Sinawava, it wanders through the towering canyon for about a mile, end-

ing at the point where the Virgin River emerges from precipitous walls of solid rock just a few feet apart. This is a pleasant and easy hike, and one which no traveler can afford to miss. Nine other trail systems wait to display their attractions for those who have time to explore them. Some of the trails are more difficult than others, however, and these should be discussed with the Rangers before being attempted. Saddle horses are widely used during the warmer months for trail trips, and these outings are highly recommended.

The true explanation of the canyon's development seems incredible, for the tiny Virgin River seems incapable of such a tremendous undertaking. Yet this bubbling stream carved the wonders of Zion—aided by chemical action and frost—into one of nature's most impressive miracles. As it descends from the northeast corner of the park to the Temple of Sinawava, the Virgin's rushing wat-



STANDING in front of the museum, the visitor sees a spectacular panorama and the Great Arch of Zion

ers fall ninety feet to the mile. By comparison, this is a drop *ten times* as steep as that of the Colorado River in Grand Canyon. The feats of the Virgin River will seem even more incredible after viewing its currents, and contrasting its apparent forces with the huge canyon itself. Yet this stream carries a staggering 300,000 tons of eroded rock out of the park each year.

The museum is located beside the Virgin at the southern part of the park. Although it is small, the exhibits are certain to spark an interest in Zion's absorbing history. A large relief model of the park's rugged features helps newcomers to locate and understand its many formations. The miniature reproduction of the Pueblo Village which was originally located in Parunuweap Canyon is truly outstanding. The ruin itself was carefully excavated in 1935, and some of the treasured articles recov-

ered there are now on display in the museum. The Ranger on duty will be happy to explain in detail Zion's fascinating historic and current attractions.

The trails to various points of interest will become even more inviting after studying them in the museum. Parunuweap Canyon may be explored on foot or in the saddle, and it is one of the best archeological sites. Pictographs and petroglyphs are abundant. The East Rim trail provides a fairly strenuous climb, but its scenic beauty is perhaps the most rewarding in the park.

Dedicated explorers will want to penetrate the recesses of Zion National Monument, which adjoins the park. This primitive area will probably remain undeveloped for many years, but some of those who have probed its red-fingered canyons consider them as spectacular as Zion's main gorge. A dirt road permits partial access by the adventurous, but the heart of the monument can be reached only on foot or by horseback.



Several attractive choices for lodging are available. Pleasant cabins are maintained right in the heart of the canyon, and additional motel facilities are available in nearby Springdale. Zion's outstanding campground near the south entrance is one of the finest in the entire national park system. It offers an overwhelming invitation to linger beneath the cool shadows of the highly-colored cliffs. Spacious paved campsites, ultra-modern restrooms, and individual tables and fireplaces guarantee an unforgettable outing.

Park officials are friendly and hospitable, and make every effort to see that each visitor's stay is a most enjoyable one. Zion's natural features are discussed in evening lectures by park naturalists, and home movies and colored slides are often shown by talented photographic enthusiasts. Many tourists insist that Zion is more beautiful by night than during the day, and that no vacation is complete without a moonlight drive through the floor of the canyon to the Temple of Sinawava.

The Mount Carmel Highway is packed with thrills for those who approach Zion from the East. Natural and man-made spectacles line the highway from the park entrance to the floor of the canyon. Checkerboard Mesa's fascinating patterns couldn't be duplicated anywhere. Zion tunnel plunges through the north wall of Bridge Mountain for more than a mile, and its six galleries provide travelers with rare vantage points for admiring canyon formations. The tunnel itself is an engineering masterpiece, but it is surpassed by the magnificent natural scenery which surrounds it. The Great Arch of Zion, towering 580 feet high and boasting a span of 720 feet, is one of the world's largest natural arches.

Forged by time and the elements, Zion's magnificent formations have become one of America's greatest travel adventures. Yet these same relentless forces will eventually wash all its gigantic cliffs out to sea. Park officials are still chuckling about how this deplorable prospect might have pleased



A VIEW from one of the galleries in Zion Tunnel. Ribbon at left is road descending into canyon depths



THIS view of Zion Canyon looking toward upper end of the gorge brings breathless moments to tourists

one elderly woman who recently visited the area. As she was leaving the park, a ranger stationed at one of the exits courteously asked her how she had enjoyed Zion Canyon.

"The cliffs are beautiful," she wistfully replied, "but they do shut off the view."

the Tyler PIPE and FOUNDRY Story

W. B. DUCKETT, transport director, left, talks of a run with Tyler driver F. N. Potter



BIG things are really happening to the transport fleet of the Tyler Pipe & Foundry Company at Tyler, Texas, and nearly all of them are labelled LUFKIN.

With the recent acquisition of eight new LUFKIN 32-foot aluminum tandem trailers, Tyler equipment rolling on the highways is almost entirely LUFKIN. This makes the Tyler Foundry fleet one of the smartest and best-equipped of its kind in the Southwest.

The Tyler Company fleet includes 28 company-owned trailers. To move this trailer equipment, Tyler owns and operates 17 of its tractors and leases 11 more. Of the 17 company-owned tractors, nine are the very newest Mack B-61T Thermodyne Diesels. Here is a fleet about which any company could afford to boast, ready to handle any hauling job with utmost efficiency.

The drivers of these tractors have completed the Company's training program, and are thoroughly familiar with all rules and regulations covering the safety of operation of their equipment, also local, state and federal laws in the wide area in which they deliver and pick up. The Company's training program also includes actual service for the drivers in shipping and transportation, in order that they may learn each of the 2500 items manufactured.

This enables them to handle customer problems properly at time of delivery, thus maintaining their reputation as forming the first line of Company sales. The employees who complete this extensive training, without exception, make permanent and unusual drivers, as indicated by their average length of service and the Company's operating records.

The Tyler Foundry fleet regularly hauls its own products—cast iron soil pipe and fittings—and those of its subsidiary—specials and drains—manufactured by the Tyler Specialty Company. The fleet patrols a market bounded on the north and south by the Canadian and Mexican borders, and on the east and west by the Mississippi River and the Continental Divide. Not infrequently, it goes beyond this area when needed, and thus spreads its Lufkin-built equipment well over half of the nation's geographical area.

The story of the Tyler transport fleet could not be told without a few facts about the man who directs its operations. W. B. "Belton" Duckett is an Arkansan by birth. He is married and has three children. He inherited his aptitude for transportation operation from his father who was also in the transportation business. Belton has a total of 26 years experience, the last five with the Tyler Foundry fleet. During his experience, he spent 21 years



THE Maintenance Crew, with Supervisor Cone Rice at far left, stands beside one of Tyler's new diesels

with the Southwestern Transportation Company.

Joining the Southwestern Transportation Company in 1929 as a truck and bus driver, he worked in several capacities at their stations in Arkansas, Louisiana, Tennessee and Missouri until 1939, when he was appointed Assistant Operating Superintendent, with headquarters in Texarkana, Texas. He moved to Tyler in 1940, as Division Superintendent in charge of their Texas operations, serving in that capacity until his resignation when he joined the Tyler Pipe & Foundry Company.

When Duckett first came to Tyler, there were only six trailers in the Tyler fleet which were owned by the Company. These six with tractors, along with leased trucks, moved 25 loads each week. Today, the fleet carries 50 loads a week—often more—on the 28 trailers now in use.

To move manufactured products with maximum efficiency, there is close coordination between the Sales and Transportation Departments. Little waste motion is lost in travel. Truck-tractors which have delivered loads are routed back through convenient points to pick up scrap iron purchased for use in the cupolas and other foundry supplies. But wherever they go and whatever they carry, by far the most efficient and dependable service is performed by the Lufkin tandem trailers.

The Tyler Pipe & Foundry Company is located at Tyler, Texas. M. J. Harvey is President and the Company's motivating spirit. Merwin Heller is Vice-President and Sales Manager. Louis Squyres is Vice-President and Treasurer in charge of Administration; Malcolm Henley is Vice-President in charge of Production; and M. J. Harvey, Jr., is Secretary.



THIS 32-foot grain bed tandem trailer is one of a fleet of 28 Lufkins operated by Tyler Pipe & Foundry

A LUFKIN aluminum grain bed trailer is known on the nation's highways for quality and performance





1



4



6



LUFKIN *in*

- 1 LUFKIN TC-44ATR-15B Unit, Phillips Petroleum Company, Smackover, Ark.
- 2 LUFKIN TC-1R-41D Unit with LUFKIN HT-795 Gas Engine, McAlester Fuel Company, Lewisville, Arkansas.
- 3 LUFKIN TC-44CTR-24B Unit, Hunt Oil Company, Haynesville, Louisiana
- 4 LUFKIN TC-2TR-18B Unit with LUFKIN HT-333 Gas Engine, Hudson Oil and Gas Company, Delhi, Louisiana





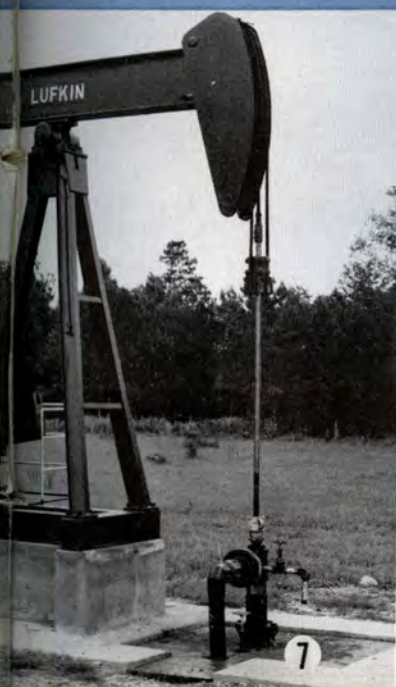
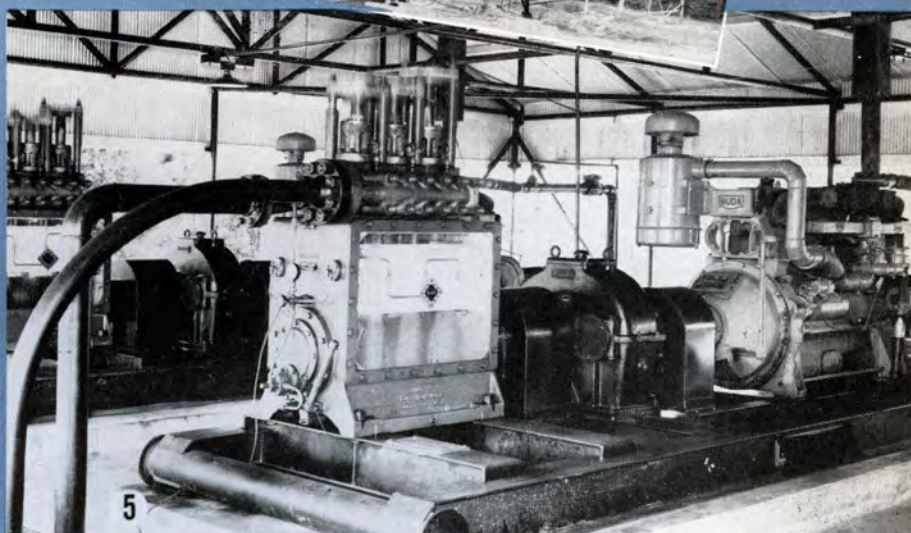
Installations

5 LUFKIN S-126 Reducers, Midstates Oil Corporation, Lisbon, Louisiana

6 LUFKIN TC-2ATR-35B Unit with LUFKIN HT-333 Gas Engine, R. A. Campbell, Vidalia, Louisiana

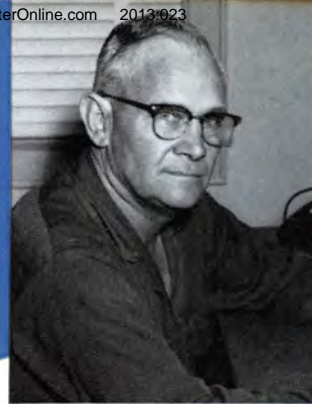
7 LUFKIN T5D-80DB Unit, Lion Oil Company, Cottage Grove, Louisiana

8 LUFKIN T5D-7C Unit, Magnolia Petroleum Company, Tullos, Louisiana



Snapshots

with the Lufkin Cameraman...



ROY EMBERLIN
Atlantic Refining Company
Greggton, Texas



JERRY SIRUS
Sun Oil Company
Kilgore, Texas



GENE L. SCHEIRMAN
Shell Oil Company
Kilgore, Texas



LEO NEELY
Lawton Oil Corporation
Magnolia, Arkansas



A. W. SIMPSON
Murphy Corporation
El Dorado, Arkansas



Left to right: **COOPER RICHARDS**, Lufkin; **BILLY BRYANT**, Oil City Brass Works, Beaumont, Texas; **JEROME TERRY**, Beaumont; **S. S. LACY**, "BUZ" SAWYER, HOYLE CLANTON, all with McAlester Fuel Co., Magnolia, Arkansas.



H. K. MCKINNON
Shell Oil Company
Kilgore, Texas



W. H. WIGINTON
Atlantic Refining Company
Greggton, Texas



DON PRESSLEY
Cities Service Oil Co.
Gladewater, Texas



SNEAD STUART, left, and **RALPH WEISER**
Weiser-Brown Oil Company
Magnolia, Arkansas

W. E. GEAN
Hunt Oil Company
Nebo, Louisiana



VERNON TURNER
McAlester Fuel Company
Magnolia, Arkansas



CLINT MOORE
Phillips Petroleum Co.
Smackover, Arkansas



C. L. JONES
Shell Oil Corporation
Farmerville, Louisiana



L. E. TINNELL
Lion Oil Company
El Dorado, Arkansas





BUFORD NEELY
Shell Oil Company
Kilgore, Texas



JIMMY COX
Atlantic Refining Company
Greggton, Texas



R. E. HICKS
R. Lacy, Inc.
Longview, Texas



MILNER REED
Shell Oil Company
Kilgore, Texas



H. R. HURST
Atlantic Refining Company
Magnolia, Arkansas



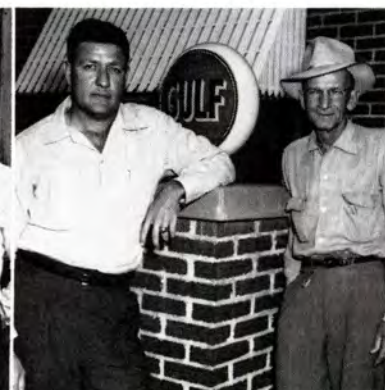
Left to right: **GRADY HOLMES**,
SAM LINDSEY, **J. D. NELSON**, Placid
Oil Company, Tullos, Louisiana



D. J. BEVINGTON, left,
KURT DETTMERS, Carter Oil
Company, Magnolia, Arkansas



I. L. PRICE, left, and
D. SCOTT, Shell Oil Company,
Kilgore, Texas



LAMAR REDDITT, left, **T. A. NORMAN**
Gulf Oil Corp.
Kilgore, Texas

DAVERL FRAZIER, standing, Tyler,
Texas; and **GLENN HOWARD**,
Talco, Texas; both with
Humble Oil & Refining Co.

F. A. SCHELL, left, Stanolind
Oil & Gas Co., Longview, Texas,
and **W. T. CROWDER, JR.**, Lufkin
representative, Kilgore, Texas

Left to right: **ENNIS COX**,
ORVILLE DAVENPORT,
BILL COLE, Carter Oil
Company, Magnolia, Arkansas



Left to right: back row: **W. J. CARTER**, **A. I. WAG-**
GONER, **M. M. BONHAM**. Front row: **T. K. FRANK**,
B. G. NIPPERT, **W. C. ERWIN**, all with Arkansas
Fuel Oil Corp., Greggton, Texas.

R. B. WALLACE
Lion Oil Company
El Dorado, Arkansas

B. G. BARNES
Union Producing Company
Monroe, Louisiana

H. S. GRAVES
Berry Oil Company
Smackover, Arkansas

GEORGE SHELTON
Placid Oil Company
Goodpine, Louisiana

BOB GARRISON
Murphy Corporation
El Dorado, Arkansas



Snap- shots *continued*



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Murphy Corporation
El Dorado, Arkansas



C. N. BARNARD
Midstates Oil Corporation
Haynesville, Louisiana



H. R. BEAN
McAlester Fuel Company
Magnolia, Arkansas



JOEL HYMES
Gulf Refining Company
Smackover, Arkansas



JOE COX
Magnolia Petroleum Company
Smackover, Arkansas



GUY HIGGINBOTHAM
Hunt Oil Company
Haynesville, Louisiana



J. J. LINDSAY
Arkansas Fuel Oil Co.
Haynesville, Louisiana



Left to right: H. H. CASTLEBERRY, JACK ROGERS,
JOHN JONES, RAY JONES, PRESTON SMITH
Midstates Oil Corp., Haynesville, Louisiana



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Shell Oil Company
Kilgore, Texas



B. E. RAYWINKLE
Atlantic Refining Company,
Greggton, Texas



BAILEY DAVIS
Atlantic Refining Company
Greggton, Texas



Left to right: JOE FRANCIS, D. L. GENTRY,
JEFF BREITHAUP, Justiss-Mears Oil Company,
Jena, Louisiana



KENNETH DANIEL
Phillips Petroleum Co.
Smackover, Arkansas



J. F. JUSTISS
Justiss-Mears Oil Co.
Jena, Louisiana



C. R. MCGUFFIN
Carter Oil Company
Jena, Louisiana



Left to right: O. G. DUCEY, C. A. SANGREY,
H. M. DEES, M. E. McFERREN, all with
The Texas Company, Gladewater, Texas

O. H. MCCARTNEY
Three States Natural Gas Co.
Kilgore, Texas

BOB EASTERLY
Phillips Petroleum Co.
Smackover, Arkansas

W. D. DOBBS
Tide Water Associated Oil Co.
Magnolia, Arkansas

CARL BLACK
Phillips Petroleum Co.
Smackover, Arkansas

RUE MATTHEWS
Phillips Petroleum Company
Smackover, Arkansas





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Lion Oil Company
Bossier City, Louisiana



W. R. ALLBRITTON
Justiss-Mears Oil Co.
Jena, Louisiana



E. E. DENDY
Lion Oil Company
Cottage Grove, Louisiana



E. M. PITTMAN
Tide Water Associated Oil Co.
Magnolia, Arkansas



C. R. COLE
McAlester Fuel Company
Magnolia, Arkansas



Left to right: **R. W. LITTLE,**
HAROLD HOLIFIELD, HADEN BERLEW
Hunt Oil Company, Nebo, Louisiana



DAVE PUGH
Lawton Oil Corp.
Magnolia, Arkansas



H. J. KEITH
McAlester Fuel Company
Magnolia, Arkansas



CARY KING
Air Lift Oil Company
Urania, Louisiana



WESLEY PERKINS, left, and
BANKS McLAURIN, Atlantic Refining
Company, Dallas, Texas



R. L. LAWSON, left,
O. E. ANDERSON, Midstates Oil Corp.
Haynesville, Louisiana



C. B. MILLS
Lion Oil Company
El Dorado, Arkansas



ROGER SMITH
Berry Asphalt Company
Magnolia, Arkansas



J. B. NEW, left, and
J. L. SEWELL, R. A. Campbell Co.
Vidalia, Louisiana



J. E. McCALL, left, G. M. HENSLEE
Arkansas Fuel Oil Company
Olla, Louisiana



Front row, left to right: **I. V. ROBINSON, E. M. SPILLANE,**
H. L. INGRAM, R. T. PACKARD, C. V. MORELAND, H. D.
NETTLES, B. R. SHINDLER. Back row, left to right: **J. W.**
RAY, H. A. BRALY, Fort Worth; M. S. BOWEN, L. W. HALL,
C. J. McCORRY, S. L. GRANGER, E. L. MEYERS, H. W.
TIPTON, C. V. CAMPBELL, all with Stanolind Oil & Gas
Company, Greggton, Texas.

M. C. SCHEBLE
McAlester Fuel Oil Co.
Longview, Texas

WILLIS MIDDLETON
Shell Oil Company
Kilgore, Texas

J. B. (PETE) CASHELL
R. Lacy, Inc.
Longview, Texas

CHARLEY MORRISON
Atlantic Refining Company
Greggton, Texas

HERB WHITTAKER
Lion Oil Company
Cottage Grove, Louisiana





CONRAD CUMMINGS
Lion Oil Company
El Dorado, Arkansas



W. H. WORSHAM
Arkansas Fuel Oil Co.
Tullos, Louisiana



J. H. BOWEN
Midstates Oil Corporation
Haynesville, Louisiana



T. W. MUSSETT
United Gas Pipe Line Co.
Monroe, Louisiana



W. J. THORNTON
Murphy Corporation
Shreveport, Louisiana

more SNAPSHOTS



Left to right: **JIM McLAUGHLIN**, Sohio Oil Co., Midland, Texas; **ED TYLER**, Atlantic Refining Co., Midland; **LES COLWELL**, Argo Oil Corp., Midland; **L. A. LITTLE**, Lufkin; **GEORGE HENSON**, Lufkin representative, Odessa; **JIM ROE**, Lufkin representative, Dallas; **H. L. McKEE**, Magnolia Petroleum Co., Dallas; **C. D. RICHARDS**, Lufkin; **WARREN ROACH**, Midland.



Back row, left to right: **H. C. COX**, **S. A. DUKE**, **G. E. TALBOTT**, **G. S. MCKINNEY**, **M. C. FOSTER**, **L. W. LETSINGER**, **C. G. CALAWAY**, **E. T. CHILDRESS**. Front row, left to right: **J. T. DAVIS**, **O. REED**, **W. H. OVERTON**, **R. E. PEACOCK**, **H. B. CAIN**, **I. L. PRICE**, **J. L. WHITE**, all with Shell Oil Company, Kilgore, Texas.



H. R. HANSEN
Lawton Oil Corporation
Magnolia, Arkansas



L. A. REID
Weiser-Brown Oil Company
Stephens, Arkansas



W. G. SCHILHAG
Shell Oil Corporation
Farmerville, Louisiana



F. A. LAWRENCE
Cities Service Oil Co.
Gladewater, Texas



HAROLD E. MASSEY
Cities Service Oil Co.
Gladewater, Texas



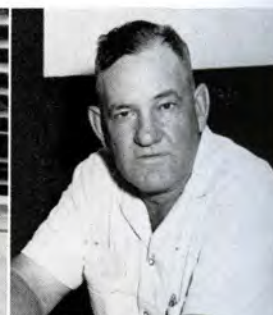
J. E. CATLIN
Lion Oil Company
El Dorado, Arkansas



R. C. REEVES
McAlester Fuel Company
Lewisville, Arkansas



L. M. HOLDER
Shell Oil Corporation
Farmerville, Louisiana



D. L. BURRUS
Arkansas Fuel Oil Corp.
Tullos, Louisiana

O. V. STUCKEY
Atlantic Refining Company
Magnolia, Arkansas

C. A. DILLARD
McAlester Fuel Company
Magnolia, Arkansas

H. P. WATTS
Hunt Oil Company
Haynesville, Louisiana

JIM FOSTER
Sun Oil Company
Kilgore, Texas

A. A. (TONY) MORE
Atlantic Refining Company
Magnolia, Arkansas





A COMPLETE line of new and used trailers and parts are available at the Central Texas Branch

Central Texas BRANCH OF LUFKIN TRAILERS

THE Central Texas Sales and Service Branch of Lufkin Trailers was opened at 1800 La Salle in Waco, Texas, in May, 1955. Since that time, the volume of business in this area has more than doubled, and plans are in the making to further enlarge the facilities.

Bill Mayfield, who has been with Lufkin Trailers for six years, is Branch Manager. Gene Varley is office manager and local salesman, while T. B. Earl is service manager.

This Lufkin Trailers branch is headquarters for new and used trailers and parts for the great Central Texas area, extending to Bryan and Temple on the South, Brownwood on the West, Cleburne and Athens on the North, and Palestine on the East. They handle a complete line of trailers for the produce operators and grain haulers located in this portion of Texas.

Continued expansion and growth of this Branch is expected, according to Sales Manager C. W. (Lefty) Alexander.



MAXIMUM payload vans and floats are built by Lufkin for produce operators and grain haulers



LOCATED at 1800 La Salle in Waco, the Central Texas Branch has a crew of skilled service men



Annual SALES MEETING HELD

THE annual Sales Conference of the Lufkin Foundry and Machine Company was held in January with 58 sales and service men and plant personnel in attendance. L. A. (Pete) Little, vice-president in charge of sales, presided at the meeting.

Attending the conference, as shown in the above photograph, were, front row, left to right: Guy Croom, Lufkin; A. V. Simonson, New York; M. L. Wilkinson, Lufkin; E. P. Trout, Lufkin; E. L. Kurth, Sr., Lufkin; W. W. Trout, president, Lufkin; L. A. Little, Lufkin; W. A. Kirkland, Lufkin; Cooper Richards, Lufkin; A. E. Caraway, Lufkin.

Second row, left to right: H. H. Muller, Tulsa; George Henson, Midland; Newell Lynch, Seminole, Okla.; D. A. Reid, Tulsa; Milton Kramer, Lufkin; Ben Sargent, Maracaibo, Venezuela; Charles Dyer, Oklahoma City; Elvin Read, Odessa; W. T. Crowder, Kilgore; J. B. Hopper, Lufkin; Jim Roe, Dallas; Louis Fincher, Lufkin; Val Gallia, Houston, T. A. Banta, El Dorado, Ark.

Third row, left to right: Jack Gissler, Edmonton, Canada; Jim Brown, Odessa; B. C. Burnette, Lafayette, La.; Bob Spaulding, Los Angeles, Calif.; A. G. Black, Odessa; Ray Monroe, Los Angeles; John D. Mettauer, Oklahoma City; A. McConville, Los Angeles; Joe Randol, Houston; Louis Breeden, Effingham, Illinois; Oliver McKay, Great Bend, Kansas; Vic Fawcett, Los Angeles; Dan Martin, Lufkin; G. W. Nichols, Great Bend, Kansas; Bob Thompson, Dallas; Vernon Glenn, Kilgore; Bob Dunlop, Regina, Canada; T. D. Lashly, Lufkin; W. H. Miner, Houston.

Fourth row, left to right: John Cluck, Lufkin; Ernest Slaughter, Wichita Falls; Hubert Dyer, Lufkin; G. L. Vickrey, Lufkin; Ben Elliott, Lufkin; Robert Von Smith, Lufkin; John Swanson, Corpus Christi; Taylor Hood, Lufkin; Tom Bowers, Houston; Fred Griffin, Lufkin; Howard Hogue, Lufkin; Jack Read, Casper, Wyoming; Carrol Watts, Lufkin; Bob Miller, Denver, Colo.; R. L. Rhodes, Wichita Falls.



There were two lions in the African jungle that were about to starve to death. They had been unable to find food of any type.

"We've been good to the white men who came here, but we can't die of starvation. Let's go down to the saloon and eat the man who runs it and the bar maid," said one desperate lion to the other.

It was agreed, and they went to the saloon and gobbled up the man and the bar maid. As they were walking back into the jungle, one lion complained to the other that he was having severe pains.

"Well, let's see, now. I ate the old man . . . and you ate the . . . oh, I know what's the matter with you. It's the barbiturate."

A woman talked her husband into spending a weekend in the city and they registered at a hotel. Returning to their room after their Saturday night round of half a dozen night clubs, the husband had to be poured into bed he was so lubricated.

The wife, worrying about their children, reached for the phone to call the maid back home. When she gave the operator the phone number, it jogged the husband's foggy memory.

Struggling up, he raised himself on one elbow and pleaded, "Don't call that number, honey. That's m'wife."

A curved line is the loveliest distance between two points.

When a girl sneezes it is a sign that she is catching cold. When she yawns it is a sign that she has gotten cold.

Home for the holidays, a rather daring young coed was telling her

grandmother about some of the dates she had had at school. She cried: "It's thrilling, being pursued by the tall, dark, and torrid, Gramma. So different from your Gay Nineties."

"Different, indeed," said the old lady. "The young men then were just as torrid as they are now, I dare say."

"Oh, they couldn't have been," contended the granddaughter, "or they wouldn't have dared to wear those celluloid collars!"

After a few weeks of teaching the new Sunday school in the mountains, the teacher decided to have a little review and asked Martha, her oldest pupil: "Who was the first man?"

"I'd druther not tell," Martha answered.

Said the minister: "It gives me such pleasure to christen this baby. It was such a short time ago that I married the parents."

The new bathing suits are like a crime with no clues—a guy doesn't know where to begin to look.

Said one stork to another: "Is my face red—but how was I to know they weren't married?"

A traveling businessman boarded the Pullman and pulled back the curtains of his berth. He was astounded to find two buxom blondes reposing there. After checking his ticket to make sure he wasn't wrong, he said: "I'm deeply sorry ladies, but I am a married man, a man of respect and standing in my community. I could not afford to have any breath of scandal touch me. I'm sorry—but one of you will have to leave."

"Let me show you something new in a snappy sedan," suggested the salesman.

"It won't do you any good," she replied, "and besides, I don't think you could."

She fell with a light sigh into his arms. Her head tilted backward and their lips met. She turned her head slowly, then spoke softly, "You understand, don't you, that I've never done a thing like this before?"

"My," her lover marveled, "you certainly inherited a lot of talent."

A naive father is one who thinks his daughter has been a good girl because she returns from a date with a Gideon Bible in her purse.

"That wife of mine is a liar," said the angry husband to a sympathetic pal seated next to him in the bar.

"How do you know?" the friend asked.

"She didn't come home last night and when I asked her where she'd been, she said she had spent the night with her sister, Shirley."

"So?"

"She's a liar. I spent the night with her sister, Shirley!"

Any little tomato who knows her onions can go out with an old potato and come home with a couple of carats.

Little Junior and his mother were visiting in the country. They were walking along with several other people one day when Junior's mother pointed to a herd of cows in a field.

"There's a bull, too, Mama. Wanna know how I can tell it's a bull, huh?"

"No, Junior."

"But, Mama, I wanna tell you how I know it's a bull!"

"Junior! Not in front of all these people."

"Mama, it's a bull because—"

"Junior, please! I'll take you to a movie tonight if you'll just be quiet!"

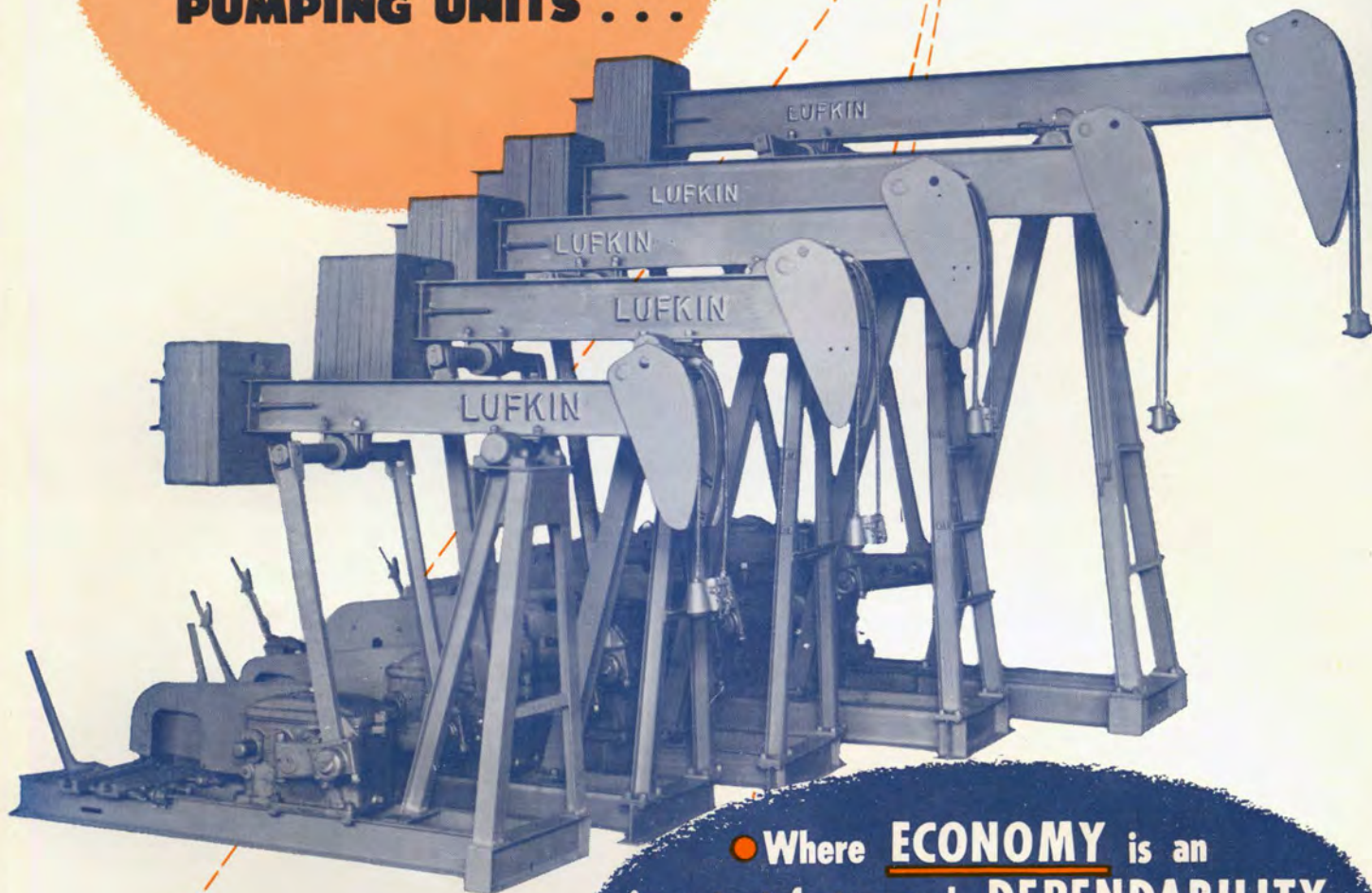
"Aw, Mama, let me show you how smart I am. That's a bull because he's got—"

"Junior! I'll whip you good and hard!"

"—because he's got a ring in his nose, Mama!"

the **LUFKIN** **B** *Line*

- **ECONOMICAL, STURDY, AND DEPENDABLE BEAM-BALANCED PUMPING UNITS . . .**



- **AVAILABLE IN THE FOLLOWING SIZES:**

B—10 D—20—4
B—16 DA—22—5
B—16 DA—30—5
B—25 D—24—6
B—40 D—34—8
B—57 D—42—10.5

• Where **ECONOMY** is an important factor, and **DEPENDABILITY** is a prime consideration . . . **THE LUFKIN Type B Unit** is the answer

- **EXPLANATION OF UNIT DESIGNATION . . .**

B—FOR BEAM COUNTERBALANCE
10D—GEAR REDUCER—(10,000 IN. LB. PEAK TORQUE—DOUBLE REDUCTION)
20—MAXIMUM STROKE—(20 INCHES)
4—PEAK POLISHED ROD CAPACITY (4000 LB.)

Lufkin

FOUNDRY & MACHINE COMPANY
LUFKIN, TEXAS

Branch Sales and Service: Houston • Dallas • New York • Tulsa • Los Angeles • Seminole • Oklahoma City • Corpus Christi • Odessa
Kilgore • Wichita Falls • Casper, Wyoming • Great Bend, Kansas • Effingham, Illinois • Duncan, Oklahoma
Brookhaven, Mississippi • El Dorado, Arkansas

Lufkin equipment in Canada is handled by THE LUFKIN MACHINE CO., LTD., 14321 108th Avenue, EDMONTON, ALBERTA, CANADA