



SHOSTAL

**THE** *Luffkin* **LINE**  
JANUARY-FEBRUARY • 1963

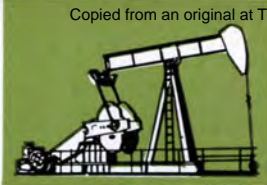




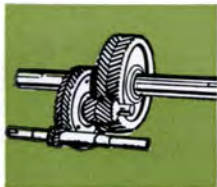
As a man handles his troubles during  
the day, he goes to rest at night a  
general, a captain, or a private.

— Ed Howe





# OIL FIELD PUMPING UNITS THE *Lufkin* LINE GEARS FOR INDUSTRY



JANUARY • FEBRUARY, 1963  
Volume 38 Number 1

Published to promote Friendship and Good Will  
with its customers and friends and to advance the  
interest of its products by the Lufkin Foundry &  
Machine Company, Lufkin, Texas.

Virginia R. Allen, Editor



Virginia Allen, Editor

YOU have heard it said, "The hand that rocks the cradle is the hand that rules the world." Here, you see the hand, the pen and the lady behind the pen that produces the *LUFKIN LINE*. Miss Virginia Allen is a product of the University of Texas School of Journalism. This is at least one outstanding contribution that they have made to the society of men.

We have information from reliable sources that this degree was not handed to her on a silver platter. During her school days money for frivolities was non-existent and a new dress and shoes for every occasion was not forthcoming. Here, in this lady, we have an example of determination and self-denial. She made up her mind that she wanted that degree and went after it.

Miss Allen came to Lufkin from our neighboring town of Tyler. Whether she sought employment with our local Chamber of Commerce, or whether they sought her services is immaterial. The fact remains that her first job in Lufkin was with the Chamber of Commerce. How we had the good fortune of getting her on our side is also immaterial.

We know for a fact that for quite awhile she has done and is still doing a real job with the *Roundup* and the *Line*. We take this opportunity to congratulate Virginia on her fine performance. Her two editions are already much in demand and it is our prediction that on account of their increased popularity, we may have to hold future additions to our mailing list at a minimum.

—Guy Croom

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COVER: Lithography by Western Lithograph

OPPOSITE PAGE: Sunset on Lake Almanor near Westwood, Calif.  
—Ken Wheeler Photo, Susanville, Calif.

## LUFKIN FOUNDRY & MACHINE COMPANY

### EXECUTIVE OFFICES & FACTORY

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Phone: NEptune 4-4421

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JOHN D. METTAUER



DICK COUCH

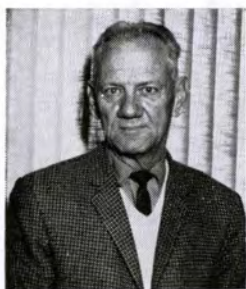
## OKLAHOMA CITY, OKLAHOMA

JOHN D. METTAUER

DICK COUCH

NEWELL LYNCH

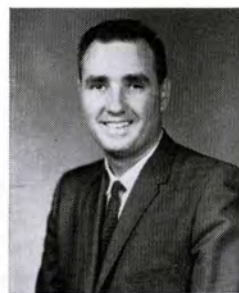
LUTHER TACKETT, Warehouseman



NEWELL LYNCH



LUTHER TACKETT



BILL TROUT

## PAMPA, TEXAS

BILL TROUT



STEVE GARNER



ELDON HUDSON



JOHN SPRING

## GREAT BEND, KANSAS

STEVE GARNER

ELDON HUDSON

JOHN SPRING, Warehouseman





TYPICAL country through which the Alaska Highway passes

# WE TRAVELED THE ALASKA Highway

By Clare H. Martin

**D**RIVING the Alaska Highway today is perhaps a less fearsome and hazardous undertaking than a few years ago. Our first two days on the highway were the most frightening to me. I have lived my thirty-nine years plus in Texas and never experienced narrow, winding, mountain driving except on short vacation trips when I kept my head between my knees.

From Mile 0 at Dawson Creek, British Columbia, to Mile 1520 at Fairbanks, Alaska, there are now 378 miles of pavement—79 miles out of Dawson Creek, 299 miles from the Alaska border to Fairbanks. Between these two points are 1142 miles of gravel road without shoulders, and only wide enough for two cars to pass safely.

It is a twisty road with steep hills and innumerable square box-like corners. So, afraid my hus-

band would drive too fast, or fail to read the signs—"Gear down, steep hill," "Very dangerous curve," "Slow to 20," "Next 20 miles winding road"—I glued my eyes to the road watching for road signs, then read them aloud to make certain he knew what was ahead. Finally, he said: "I can read! Watch for wild animals!"

We were passing through some of the best big game areas for which Canada is noted. The vicinity of Fort Nelson, British Columbia, is a habitat for bears and other big game. Racing River, in the northern Rockies, is in the heart of the Stone sheep and mountain goat area; also, grizzly bear, moose, and caribou are found here.

Early one morning near Morley River we spotted a cub bear beside the road. We stopped and tumbled out to watch it climb a steep cliff.



JOHNSON'S Crossing bridge over Teslin Lake in Canada's famed Yukon





**AERIAL** shot of the Alaska Highway showing some of the Spruce wooded country

Just as the cub neared the top it lost its footing and came rolling back down. Not until that moment did we realize the Mama bear was in close proximity and would stop at nothing to defend the safety of her baby. In my wild scramble to reach the car I knocked my husband to his knees and the cub was almost on top of him before he was upright again.

Leaving Milepost 0 at Dawson Creek, we wound over the paved road through the beautiful Peace River farmlands, edged past the thriving town of Ft. St. John, an early day trading post, and soon were facing the long gravel wilderness road. At Wonowon (Milepost 101) we took a coffee break to brace ourselves for whatever lay ahead. Here, after a lengthy chat with an Army family who was being transferred from Alaska to Texas, we parted, perhaps never to meet again, yet feeling the warmth of a common bond—they had traveled the Alaska Highway and we were on our way.

Up and down the winding road we were never long out of sight of the most beautiful of waters, clear and brilliant, and on either side of the highway and adjacent waters were the timbered mountains. The grandeur of the scenery was ever present. The enchanting view of the Sikanni Chief River Valley, the magnificent panoramic view of the Northern Rockies from the summit of Trutch Mountain, the beautiful Muskwa River Valley from the crest of Steamboat Mountain, were sights

unsurpassed unless by the sparkling, peaceful waters of the tree-lined lakes: turquoise Muncho, the 85-mile long Teslin, Squanga, Summit (the highest point on the highway, 4250 feet), and the unforgettable blue Kluane Lake where the highway twists around its shores for forty miles.

But the rushing rivers are no less spectacular, and are as picturesque as the names imply: Peace, Beaton, Prophet (and the excellent view of the river valley), Sikanni Chief (where Indians were driving fifty or more horses across the bridge), Racing, Toad, Trout, Laird (bridged by the highway several times along a 150-mile stretch), Yukon and others.

We found accommodations along the highway poor, fair, and excellent, depending on where one happens to stop for the night. By leaving Dawson Creek one morning, then driving approximately 300 miles each day, we arrived each evening at one of the larger settlements. At Fort Nelson, our first stop, we stayed in a modern motel where a unit for two, with kitchenette, was \$10.00. We spent our second night at Watson Lake Junction. Here our new motel, without kitchenette, was \$8.00. White-horse, capital of the Yukon Territory, was our stop the third night; our motel, without kitchenette, was \$9.00. Our fourth night at Tok Junction, Alaska, the location of the U.S. Customs and Immigration Office, and the junction of the Glenn Highway to Anchorage, our accommoda-





**OTTER Falls—Mile 996 along the Alaska Highway**  
**SPECTACULAR scenery along the Alaska Highway**  
**near Kluane Lake in Canada's Yukon**



**MILES Canyon on the Yukon River near Whitehorse**



tions for \$10.00 were excellent. From Tok Junction it is a half day drive to Fairbanks, or an all day drive to Anchorage, where accommodations are numerous.

On our return trip, poor planning for our first night on the highway could have caused us considerable inconvenience. The only available motel where we stopped was not to our liking, but we might have driven another hundred miles or more and found nothing better. The lock on the door was broken, so we wedged a chair under the door knob. At 2:30 A.M. I was awakened by someone forcing the door open. In the semi-darkness of that northern night, I saw a hand reaching through the crack of the door for my purse on the dresser. My bloodcurdling scream saved my money and traveler's checks!

From Dawson Creek onward food prices soar, but we saved many dollars by paying \$1.50 or \$2.00 more for a motel with kitchenette, when available, or resorting to our electric percolator and skillet. We observed travelers, other than regular campers, who carried portable stoves and cooked their meals near the roadside.

Precautions in driving were necessary, of course, and we stayed well within the speed limits. But the likelihood of running out of gas, being stranded with a car breakdown, or any other unforeseeable

difficulty, is no greater than when traveling through sparsely populated Arizona, New Mexico, or other of the United States, or Canada.

We started the trip with a new set of tires and one extra, also two new inner tubes. A second spare is not necessary. Other essentials we included were a jack, spare fan belt, hand pump, tools, sealed-beam headlight, ignition points, two chains, and flashlight. Gas stations are strategically located along the highway and an extra can of gasoline is excess baggage.

We traveled in an air-conditioned car in which the inside pressure kept out the powdery dust, even in the trunk, but travelers without air-conditioning become reconciled to scooping dust out of their cars each night. During rainy weather, which we experienced on our way up, stretches of road were full of chugholes and twenty-five miles per hour was a fair speed. Construction crews, however, are working constantly to keep the highway in repair, as well as improving it by widening, straightening, and building bridges.

Some day perhaps the entire length of the Alaska Highway will be paved, but we are glad that we saw the beautiful northland before the thrill of adventure was spoiled by a monotonously straight super-highway, and before a hideous border of billboards along the way desecrates the natural beauty provided by the Divine Creator.





**FRANK COX**, Pan  
American Petr. Corp.  
Oklahoma City, Okla.



**TOM (PEEWEE) ROEBUCK**  
Sun Oil Co.  
Pampa, Texas



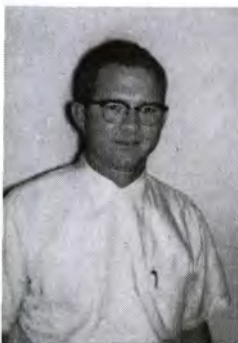
**ERNEST ROGERS**  
Sinclair Oil & Gas  
Lindsay, Okla.



**C. A. JONES**  
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Pampa, Texas



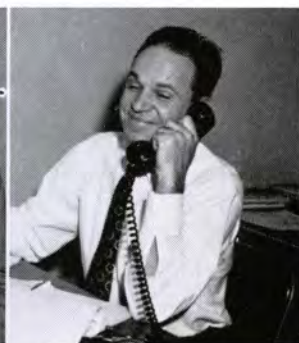
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**ROY CAHILL**, left, **BILL CALVERT**, Phillips Petroleum Co., Pampa, Texas



**B. W. BERTHELOT**, left, Oklahoma City, **HUGO RIECKEN**, Bartlesville, Okla., both with Phillips Petroleum Co.



**W. W. TROUT, III**, left, Lufkin Fdy. & Mach. Co. Pampa, Texas; **L. E. FITZJARRALD**, retired, Phillips Petroleum Co., Bartlesville, Okla.



**MARK POTEET**, left, Skelly Oil Co., Tulsa; **EVERETT L. SMITH**, Sunray DX Oil Co., Tulsa



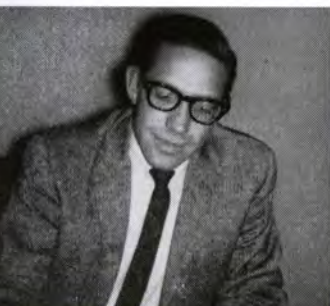
**DON WINCHELL**, left, **RAY SPONBERG**, both with Sohio Petroleum Co., Pauls Valley, Okla.



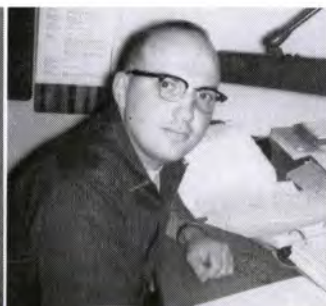
**RICH WILSON**, left, **LEE INGRAHAM**, Humble Oil & Refining, Amarillo, Texas



**CHUCK RICHARDSON**, left, **KEN BURKE**, Kewanee Oil Co., Pampa, Texas



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Shamrock Oil & Gas  
Amarillo, Texas



**JOE MARUSKA**  
Humble Oil & Refining  
Amarillo, Texas



**JACK HOWARD**  
Sinclair Oil & Gas  
Pampa, Texas



**REINHART LEO**  
Phillips Petroleum Co.  
Borger, Texas



**JOHN MOORE**  
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Pampa, Texas





**C. W. SINGLETON**  
Skelly Oil Co.  
Pampa, Texas



**A. D. PICKETT**  
Phillips Petroleum Co.  
Guymon, Okla.



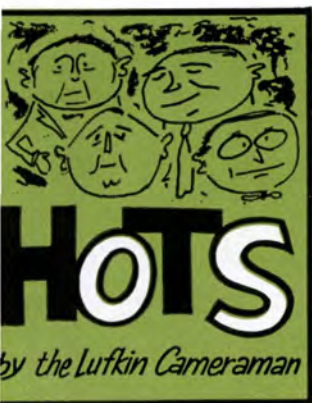
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Sun Oil Co.  
Pampa, Texas



**M. V. McARTHUR**  
Sun Oil Co.  
Pampa, Texas



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**PAUL HUBBARD, Texaco, Inc.**  
Perryton, Texas



**C. D. RICHARDS, left, Lufkin;**  
**ED ALDEN, Phillips Petroleum Co.**  
Bartlesville, Okla.



**BLACKY BOWEN**  
Pan American Petr. Corp.  
Ulysses, Kansas



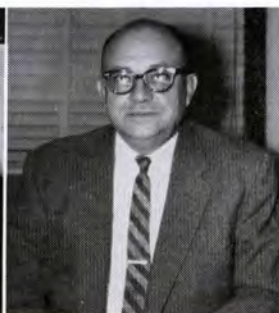
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**BOB HERRIN, Kewanee Oil Co.**  
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Pan American Petr.  
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Sinclair Oil & Gas  
Tulsa, Okla.



**GEORGE E. O'NEAL**  
Pan American Petr.  
Corp., Tulsa, Okla.



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Midland, Texas; **SAM LISLE, Oklahoma City, Okla.;** **DOY DEEM,**  
Russell, Kans.; **DICK JOHNSTON, Lafayette, La.;** all with Sohio  
Petroleum Co.



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Pan American Petr.  
Corp., Tulsa, Okla.



**W. R. FRANEY**  
Pan American Petr.  
Corp., Tulsa, Okla.



**E. J. HART**  
Sinclair Oil & Gas  
Tulsa, Okla.



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**CLYDE THOMPSON, Phillips Petr. Co., Ardmore;** **G. A. FORREST,**  
Phillips Petr. Co., Oklahoma City; **BILL TAYLOR, Phillips Petr.**  
Co., Ardmore; **W. E. MERKEL, Ward M. Edinger Co., Ardmore.**



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Kewanee Oil Co.  
Pampa, Texas



**GEORGE W. DICKEY**  
Creslenn Oil Co.  
Borger, Texas



**GEORGE STEVENS**  
Phillips Petroleum Co.  
Guymon, Okla.



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Kewanee Oil Co.  
Pampa, Texas



**BILL ELLISON**  
Texaco, Inc.  
Pampa, Texas

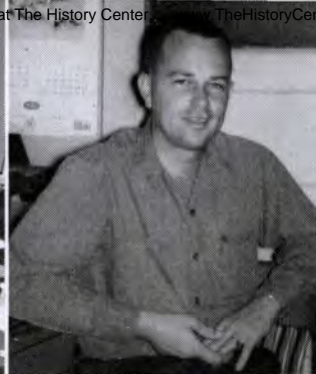




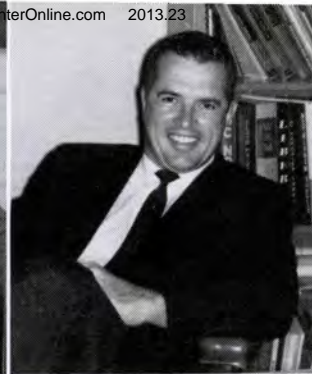
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Pampa, Texas



**PAUL LENHART**  
Tenneco Oil Co.  
Oklahoma City, Okla.



**GLENN LOCH**  
Sinclair Oil & Gas  
Pampa, Texas



**JIM FARRELL**  
Petroleum Exploration,  
Inc., Amarillo, Texas



**C. T. RAMSEY**  
Mobil Oil Co.  
Guymon, Okla.



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**DON McCARN**, Lufkin; **SAM BRISTOW**, Bradley Producing  
Co., Tulsa; **JOHN METTAUER** and **OLIVER McKAY**, both with  
Lufkin, Oklahoma City; **ROGER LEWIS**, Bradley Producing  
Co., Tulsa.



**JOHN BUCHANAN**  
Humble Oil & Refining  
Amarillo, Texas



**RALPH MENKE**  
Humble Oil & Refining  
Amarillo, Texas

**MORE**

**Snap-**

**shots**



Front row, left to right: **BUD WALT**, Sinclair Oil & Gas,  
Tulsa; **A. R. McKNIGHT**, Phillips Petr. Co., Lep, Okla.;  
**HERMAN KAISER**, Phillips Petr. Co., Bartlesville, Okla.;  
**CHARLES DYER**, Lufkin Fdy. & Mach. Co., Tulsa.

Second row, left to right: **JOHN METTAUER**, Lufkin Fdy.  
& Mach. Co., Oklahoma City; **L. A. LITTLE**, vice president,  
Lufkin Fdy. & Mach. Co., Lufkin; **GENE HART**, Sinclair Oil  
& Gas, Tulsa; **BEN QUEEN**, Lufkin Fdy. & Mach. Co., Tulsa;  
**CHARLES DONAHOE**, Lufkin Fdy. & Mach. Co., Lufkin.

Back row, left to right: **RILEY WEBB** and **DON McCARN**,  
both with Lufkin Fdy. & Mach. Co., Lufkin.



**BILL THIENES**  
Texaco, Inc.  
Pampa, Texas



**PAUL KEMP**  
Kewanee Oil Co.  
Pampa, Texas



**FRANK VITRANO**  
Cities Service Oil  
Pampa, Texas



**J. M. OUZTS**  
Kewanee Oil Co.  
Pampa, Texas



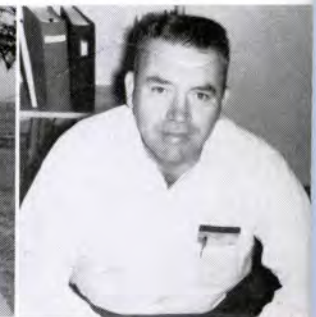
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Pampa, Texas



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Shamrock Oil & Gas  
Spearman, Texas



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Phillips Petroleum Co.  
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Mobil Oil Co.  
Hugoton, Kansas



**W. A. VANHOOK**  
Pan American Petr. Corp.  
Oklahoma City, Okla.



**CHET RICHARDS**  
Sinclair Oil & Gas  
Lindsay, Okla.



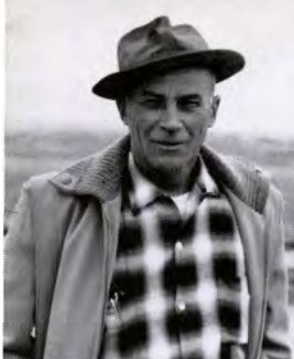
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Pan American Petr. Corp.  
Oklahoma City, Okla.



**BILL SIMPSON**  
Kewanee Oil Co.  
Shidler, Okla.







**BILL COOK**  
Kewanee Oil Co.  
Shidler, Okla.



**DICK WOMACK**  
Pan American Petr. Corp.  
Oklahoma City, Okla.



**CARL HEFNER**  
Cities Service Oil  
Lindsay, Okla.



**W. B. BUCK**  
Phillips Petroleum Co.  
Oklahoma City, Okla.



**DOSS ENGLE**  
Sinclair Oil & Gas  
Lindsay, Okla.



Left to right: **L. E. FITZJARRALD**, retired, Phillips Petroleum Co., Bartlesville, Okla.; **W. A. ROBERTS**, Phillips Petroleum Co., Oklahoma City; **W. W. TROUT**, president, Lufkin Fdy. & Mach. Co., Lufkin.



**CHARLES CROWSON**  
Sun Oil Co.  
Pampa, Texas



**DON STEPHENS**, left  
**WAYNE BLEWETT**, Skelly Oil Co., Pampa, Texas



**JIM D. MORING**, left, **C. B. MCINTYRE**, center, **DON G. STEPHENS**, all with Skelly Oil Co., Pampa, Texas



Left to right: **JOE ZABA**, Tulsa, Okla.; **S. W. WARREN**, **WALDO WARREN**, both of Oklahoma City, Okla., all with Pan American Petr. Corp.



**AL NOUJAIM**, left,  
**JERRY WATSON**, both with Mobil Oil Co., Oklahoma City, Okla.



**R. J. WAGNER**  
Pan American Petr. Corp., Tulsa, Okla.



**H. D. HENDERSON**  
Pan American Petr. Corp., Tulsa, Okla.



**ART GRUBER**  
Humble Oil & Refining  
Perryton, Texas



**EARL MOOREHEAD**  
Phillips Petroleum Co.  
Guymon, Okla.



Left to right: **H. P. SHACKELFORD**, Oklahoma City, Okla.; **J. L. SMOTHERMAN**, Duncan, Okla.; **W. H. (BILL) MCPHAIL**, Drumright, Okla., all with Tidewater Oil Co.

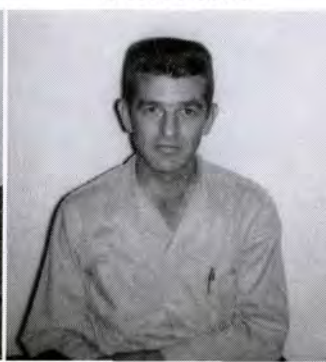


Left to right: **JIM KLIPP**, **HANK SMILEY**, **WAYLAND MOODY**, all with Sunray DX Oil Co. Oklahoma City, Okla.

**R. P. HEMPHILL**  
Cities Service Oil  
Lindsay, Okla.



**PAUL CAMBELL**  
Humble Oil & Refining  
Amarillo, Texas



**C. D. KERR**  
Pan American Petr. Corp.  
Oklahoma City, Okla.



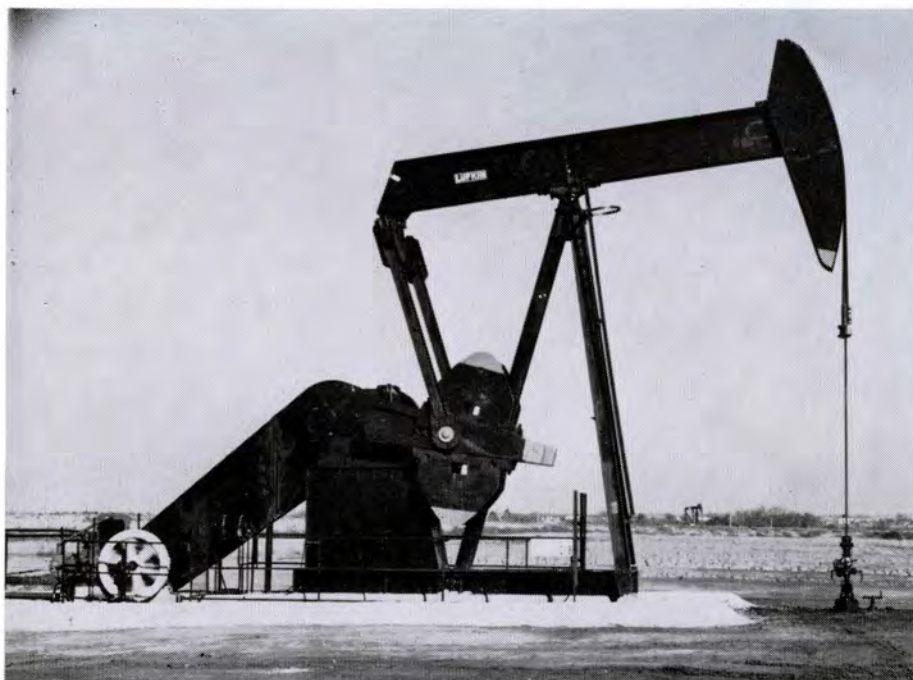
**DAVID B. WARNER**  
Pan American Petr. Corp.  
Oklahoma City, Okla.



**R. E. NEELY**  
Tidewater Oil Co.  
Oklahoma City, Okla.







1

# LUFKIN

# install

- 1 LUFKIN C-640D-304-144 Unit, Phillips Petroleum Company, Bradley Springer Sand "C" Unit, Well No. C-8, near Bradley, Oklahoma.
- 2 LUFKIN C-640D-304-120 Unit, Phillips Petroleum Company, Panther Creek Gibson Sand Unit, Well No. L-21, near Elmore City, Oklahoma.
- 3 LUFKIN C-640D-168-35.6 Unit, Cities Service Petroleum Company, Purdy Unit Tract G-17 near Lindsay, Oklahoma.
- 4 LUFKIN C-228D-212-86 Hi-Prime Unit, Chase Petroleum Company, Martin County, Texas.
- 5 LUFKIN M-160D-200-86 Unit, Chase Petroleum Company, McAdams #1, Martin County, Texas.
- 6 LUFKIN M-456D-305-168 Unit, Sinclair Oil & Gas Company, Southeast New Hope Gibson Sand, Unit Well #J-21, near Lindsay, Oklahoma.

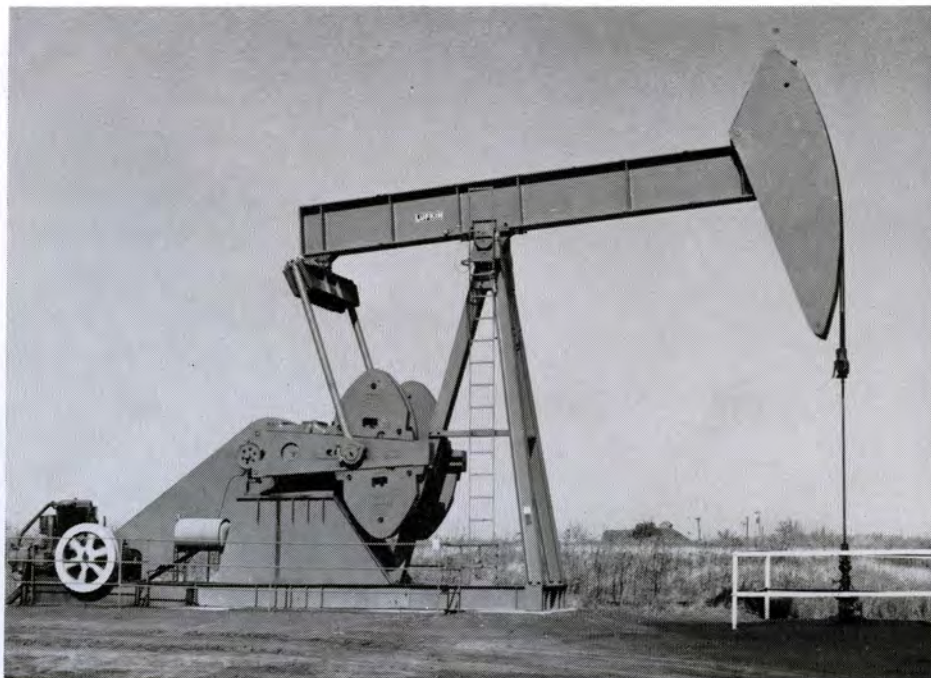


4





2



3

# lations



5



6





EAST TEXAS MOTOR FREIGHT'S Dallas, Texas Terminal

## Champion of LTL | EAST TEXAS



ONE of the new LUFKIN all aluminum vans for East Texas Motor Freight

**B**ACK in 1926, East Texas Motor Freight began as a one-truck operation, having over 150 miles of route between Dallas and the rapidly developing oil fields of east Texas. In those days, small shipments were important; on-time delivery of drill bits and other vital supplies often spelled the difference between bringing in a well or giving up for lack of funds.

ETMF has grown up from those first days, but emphasis on outstanding LTL (less than truck load) service as well as full loads continues. Today, the company with headquarters in Dallas, Texas, maintains an excellent reputation with shippers of all sizes.

Last year ETMF's Five Million Dollar new equipment program marked the last in a series of major decisions in recent years toward a program of progress that has given the firm an outstanding





G. E. PASCHALL, President



C. H. ROSE, Vice President, Maintenance

# MOTOR FREIGHT

reputation for dependability and efficiency.

In 1958, an equipment program resulted in the design of a custom line tractor, and the entire over-the-road fleet was converted to diesel power.

A few years earlier, ETMF began planning and developing a terminal construction program that has resulted in one of the industry's most outstanding groups of major terminals specifically designed for efficiency in the handling of LTL freight.

East Texas Motor Freight, who celebrated their 30th anniversary in 1962, is justifiably proud of an excellent safety record. Last year they were one of the first major truck lines in America to have every highway unit equipped for seat belt installation. Metal "eyes" for seat belt installation were built into the cab framing of all units. Snap-on seat belts meeting National Safety Council test standards were issued free to all drivers wanting them.

"ETMF has one of the finest safety records of the trucking industry," says R. W. Huffman, vice-president-safety. "However, one of the reasons for that outstanding safety record is that as individuals and as a company we try not to overlook a single factor that can contribute to even safer operation. We feel that the use of safety belts can 'stabilize' the driver, particularly on curves, making it possible for him to maintain better control of his unit."

Along with the conversion to diesel power, ETMF has purchased more than 150 new trailers. LUFKIN is proud to have furnished several all-aluminum vans to the freight line.

Today, East Texas Motor Freight rolls over 5700 miles of routes to a total of over 23 million miles a year to serve shippers from San Antonio and Fort Worth to Chicago and Memphis . . . "from the Great Lakes to the Gulf."

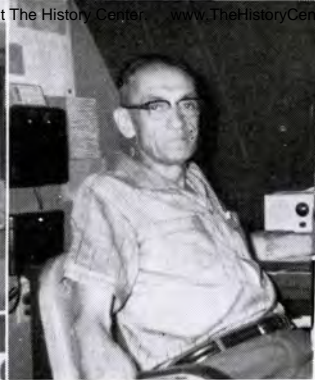




**JACK McCUE**  
McCue Trucking, Inc.  
Hutchinson, Kansas



**LEON COX**  
Leon Cox Truck Contractor  
Amarillo, Texas



**HUBERT BISHOP**  
Western Aggregate  
Tascosa, Texas



**W. B. DUCKETT**  
Tyler Pipe & Foundry Co.  
Tyler, Texas



**C. L. (Cowboy) MINYARD**  
Industrial Transit Service  
Dallas, Texas



**W. A. CUNNINGHAM**  
Wales Trucking Co.  
Dallas, Texas



**EARL NEWTON**  
Servis Equipment Co.  
Dallas, Texas



**J. S. TANNER**  
Servis Equipment Co.  
Dallas, Texas



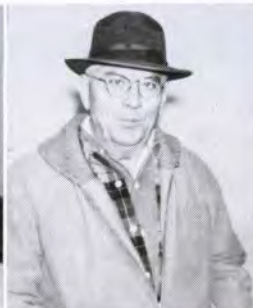
**BILL BOLTON**  
Austin Bridge Co.  
Dallas, Texas



**J. D. RICKMAN**  
Affiliated Food Stores  
Dallas, Texas



**JIMMIE C. BRASWELL**  
Red Ball Motor Freight  
Dallas, Texas



**J. H. (Pat) PATTILLO**  
Frozen Food Express  
Dallas, Texas



**BILL P. RICHARDS**  
Hudgins Truck Rental  
Dallas, Texas



**T. W. NEILL**, Western  
Foundry Division, Woodward  
Iron Co., Tyler, Texas



**V. C. BILBO, JR.**  
V. C. Bilbo Trucking Co.  
Dallas, Texas



**J. C. SMILEY**  
Allied Supply  
Amarillo, Texas



**T. K. (Tel) THOMPSON**  
The Baker-Thompson Co.  
Dallas, Texas



**CLAUDE HARRINGTON**  
J. J. Harrington Son's  
Borger, Texas



**WATSON ROSS**  
Industrial Transit Service  
Dallas, Texas



**HARRY ALLEN**  
Texas Sand & Gravel  
Tascosa, Texas



**LEO PARKS**  
Parks Trucking  
Lubbock, Texas

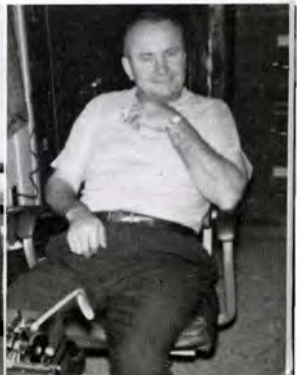
**MARVIN JONES**  
Amarillo Hardware  
Amarillo, Texas

**BOBE COX**, Leon  
Cox Truck Contractor  
Amarillo, Texas

Left to right: **LARRY WELCH**, Knippa, Texas;  
**VERNON STANDLEY**, Uvalde, Texas; **J. L. HABY**,  
Sabinal, Texas; **DILLARD SWINDELL**, Uvalde, Texas

**MOTT JONES**  
First National Bank  
Memphis, Tennessee

**ABE K. FRIESEN**  
Friesen Truck Line  
Hutchinson, Kansas







**HAROLD ODOM**  
Red Ball Motor Freight  
Dallas, Texas



**DICK CARPENTER**  
C & H Transportation Co.  
Dallas, Texas



**GIL JACKSON**  
Schill Steel Co.  
Dallas, Texas



**C. L. (Bud) BAKER, JR.**  
The Baker-Thompson Co.  
Dallas, Texas



**CLARANCE CUTSHALL**  
C & H Transportation Co.  
Dallas, Texas



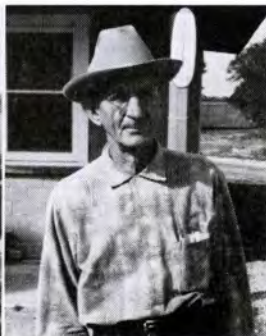
**J. E. ASKEW**  
C & H Transportation Co.  
Dallas, Texas



**JIM FLETCHER**, left, Friona Farmer  
Co-op Gin, Friona, Texas; **HAROLD BISE**,  
Lufkin Trailers, Lubbock, Texas



**W. J. McCLURE**  
Texas Sand & Gravel  
Amarillo, Texas



**JOHN B. NESTER**  
D'Hanis Brick & Tile Co.  
D'Hanis, Texas



**OWEN BAYS**  
Stillwater, Oklahoma



**R. D. MARTIN**  
East Texas Motor Freight  
Dallas, Texas



**R. B. POWELL**  
American Desk Mfg. Co.  
Temple, Texas



**D. RAY CAMPBELL**  
Wiese Truck Lease & Rental Co.  
Temple, Texas



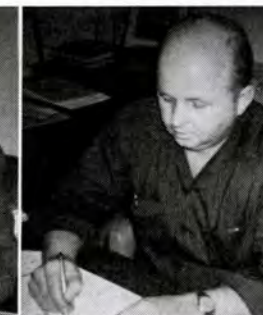
**HARRY CAVINESS**  
Bright Co-op Co.  
Nacogdoches, Texas



**LOUIE A. GLANZ**  
International Paper Co.  
Waco, Texas



**JACK CALLAN**  
Central Freight Lines  
Waco, Texas



**DOUGLAS CONLEE**  
Conlee Seed Co., Inc.  
Waco, Texas



**R. W. WIESE**  
Wiese Truck Lease & Rental Co.  
Temple, Texas



**DONALD S. BECK**  
Automatic Laundry  
Waco, Texas



**N. G. BRIGHT**  
Bright Co-op Co.  
Nacogdoches, Texas



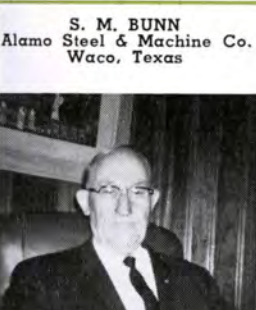
**C. D. (Monty) MONTGOMERY**  
Affiliated Food Stores  
Dallas, Texas



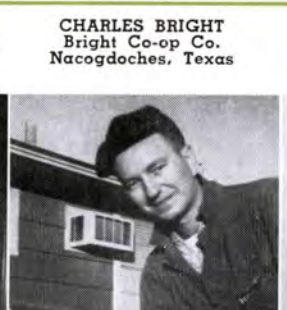
**RAY FARMER**  
East Texas Motor Freight  
Dallas, Texas



**F. J. ALEXANDER**  
Wales Trucking Co.  
Dallas, Texas



**S. M. BUNN**  
Alamo Steel & Machine Co.  
Waco, Texas



**CHARLES BRIGHT**  
Bright Co-op Co.  
Nacogdoches, Texas



**W. H. (Bill) BURNETT**  
Industrial Transit Service  
Dallas, Texas



**DON COFFEY**, left, Lufkin  
Trailers, Dallas; **ED JAYROE**,  
Wales Trucking Co., Dallas, Texas

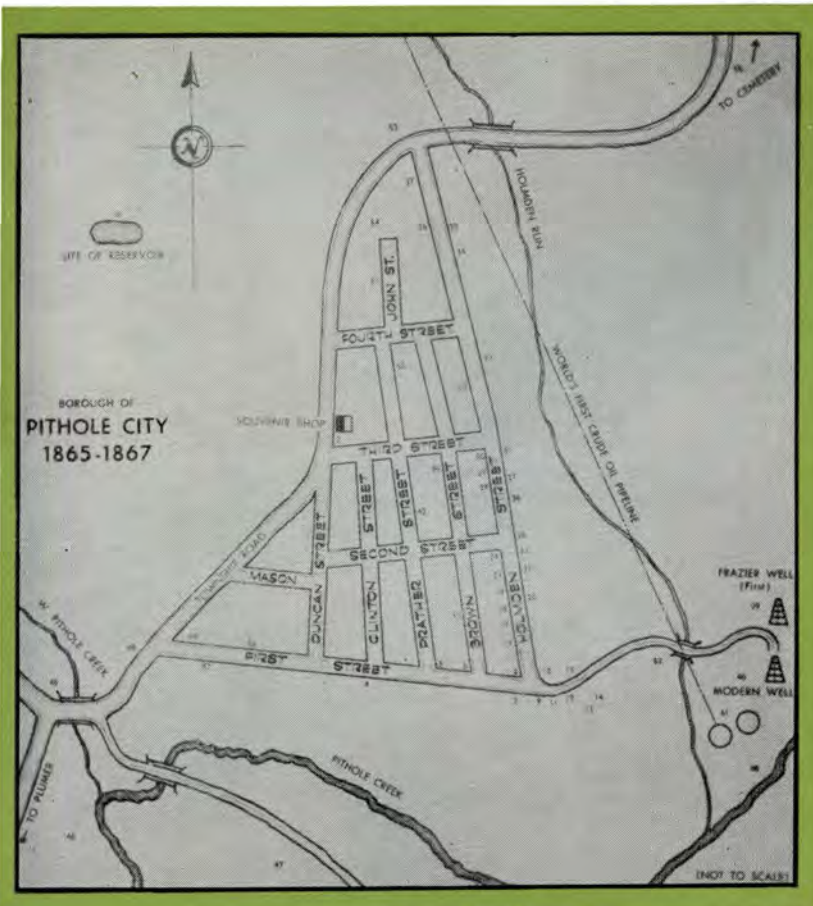


**TED FLICKINGER**, at desk,  
**CHARLES TRAPP**, both with Friesen  
Truck Line, Hutchinson, Kansas



# Pennsylvania's VANISHED City...

By Harold L. Althouse



**LAYOUT** map of the Borough of Pithole City, Pa. The area now has been converted into a memorial park



**ABANDONED** horse-drawn wagon allegedly used to transport oil drums over Pithole City roads

A TOPPLED and weatherworn stone grave marker, hidden in a lonely, untended and weed-shrouded graveyard, spotlighted with broken singular beams of brilliant sunlight reflected through the deep shade of stately oaks, elms and maples, bears mute testimony to the existence of what was once a busy, noisy and foul-smelling community known as Pithole City, Pa.

Located in Cornplanter township in oil-rich Venango County, Pennsylvania, remotely and comfortably nestled on the north bank of lethargic Pithole Creek less than ten miles southeast from Titusville, were two small farms carved out of the heavily forested wilderness by the pioneering brothers Thomas and William Holmden in the year of 1864. These two men spent most of their working hours tilling the soil and raising grain crops—principally buckwheat—in addition to hunting the wild game of the region for their tables in efforts to keep house and home together.

Four miles southwest of this locale was a small rural community, Plumer, which had been more or less the employment mainstay of the Humboldt oil refinery—a well managed corporation which was rather well known for its technical advances in the petroleum industry of its time.

Two enterprising employees of the Humboldt refinery were successful in negotiating with the





**LOCATED** half a mile from the vanished city is the tombstone of John A. Holmden found in the weed-shrouded graveyard

**MEMORIAL** marker of Pithole's Methodist Church, the last boom-time building to be demolished in 1939



Holmden brothers to lease less than one-hundred acres of their land for a wildcat oil speculation scheme. As luck would have it, after forming a corporation later to be known as the United States Petroleum Company, a spot was found by means of a witch hazel twig—in contrast to a sound geological survey—to drill for oil in this allegedly oil-barren area.

After several apparent unsuccessful yields, they finally struck a well that produced no less than 250 barrels of crude Pennsylvania oil in less than twenty-four hours! The hoarse shouts of success and joy from more than several dozen parched throats of toughened drillers and gentlemen speculators who watched the oil gurgle from this soon to be famous well was, without a doubt, the birth squeal of a new born town to be known to the world as Pithole.

Date of birth: January, 1865.

Word of this new find spread like wildfire. Excitement in the oil regions of Pennsylvania's mountain's mounted to almost frenzied proportions. Families, from tottering grandparents to young mothers with babes in arm, stampeded into the region by the hundreds on foot, on horseback, and in stages and wagons.

Housing was, in the beginning, non-existent except for makeshift accommodations. Wells were drilled almost as soon as enough trees were felled to make a workable clearing. The rush of speculators to Pithole, motivated by overwhelming desires to make a fortune on the liquid black gold, stimu-

lated an urgent demand for more organization and control of a community which sprouted almost overnight.

In less than nine months, a community of 15,000 persons had been accumulated and housed on the now over-run buckwheat fields, enjoying a total real-estate value of slightly over \$2,000,000 and where half-acre plots of land were sold for as much as \$16,000 each on a five-year lease basis. Construction started at a furious rate. Contracts to build two story buildings from the time of excavation to hanging the front doors and ready for occupancy within five days after signing the contract were not at all unusual, although carpentry was shoddy and building materials were usually quite flimsy.

However, within the year this community had built a total of 57 hotels, a daily newspaper, a water reservoir and a distribution system, a Methodist and Catholic church, a postoffice, two banks, a railroad service that offered twice daily communication and transportation to outlying stations and which was known as the Pithole Valley Railway, in addition to having representation of almost every type of retail store and practically every kind of profession—including the noble and the ignoble.

But the boom was short-lived. Muddy roads became impassable. The flow of oil from the wells did not last. Gushers became the exception rather than the rule. Wells that were good producers dried up almost overnight. The town tottered eco-





**TWO youngsters look over the ruins of Pithole City**

nomically, and by January of 1866, the daily production of the Pithole entire oil industry dropped sharply. The ensuing months were disheartening ones largely remembered for the numerous disastrous fires with large scale destruction. By the end of the year 1867, Pithole City was dead.

Less than three years later merely a handful of people remained amidst the shambles, rubble and debris where a large bubble of oil history had burst. But although Pithole City had died almost with a violence long before it attained adolescent age, it none-the-less allowed a heritage for the oil industries of the nation.

This short-lived community's claim to historic honors is not that it was at one time the third most prosperous community in the state of Pennsylvania—outprospered only by two larger metropolitan areas of Philadelphia and Pittsburgh—but that



**TWO-INCH pipe line which carried oil along the course of Pithole Creek to bulk collection tanks**

many of the basic innovations for the recovery and transportation of oil were developed by its townspeople for reasons of economic necessity. The most important contribution, and that for which it is largely remembered today, was the design and construction of the world's very first commercially successful crude oil pipeline which triggered a transportation revolution in the entire oil industry of that time.

The population of Pithole City today is "0". The city has vanished!

Located just five miles due south of U.S. route 36 at Pleasantville, Pithole City today is a lovely park situated on legislative route No. 60049, maintained and dedicated by private enterprise, as a tribute to the pioneers of the oil industries of America. Still remaining are many of the town houses' cellar holes, with many of its streets and famous buildings and other sites marked with historical identification—several with old photographs—in addition to the old cemetery with its toppled tombstones.

The park is open to the public and tours are offered on weekends, with a spacious picnic area available for travelers and sightseers who might enjoy escaping the noise and bustle of heavily trafficked highways and cities for a day.





**M. E. MICHAEL**  
Phillips Petroleum Co.  
Great Bend, Kansas



**BILL HOLLAND**  
Cities Service Oil  
Russell, Kansas



**JIM NEWTON**  
Shamrock Oil & Gas  
Perryton, Texas

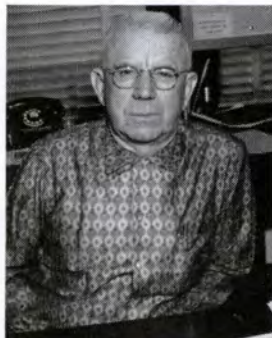


**S. J. CHAD**  
Tenneco Oil Co.  
Oklahoma City, Okla.



**BOB SCHMIDLAPP**  
W. L. Hartman Co.  
Wichita, Kansas

# More Snap- shots



**M. M. (RED) LAWS**  
Producing Properties,  
Inc., Ardmore, Okla.



**HOMER MELTON**  
Sinclair Oil & Gas  
Lindsay, Okla.



**HAROLD F. KINCAID**  
Continental Oil Co.  
Ardmore, Okla.



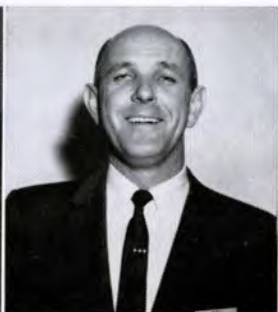
**CHARLES FOSTER**  
Phillips Petroleum Co.  
Guymon, Okla.



**HERMAN LANG**  
W. L. Hartman Co.  
Garden City, Kans.



**J. E. (TED) CRAIG**  
Atlantic Refining Co.  
Oklahoma City, Okla.



**J. D. RICHARDS**  
Gulf Oil Corp.  
Amarillo, Texas



**GEORGE RICKS**  
Atlantic Refining Co.  
Oklahoma City, Okla.



**G. I. FREEZE**  
Phillips Petroleum Co.  
Oklahoma City, Okla.



**JOHN AYERS**  
Atlantic Refining Co.  
Oklahoma City, Okla.



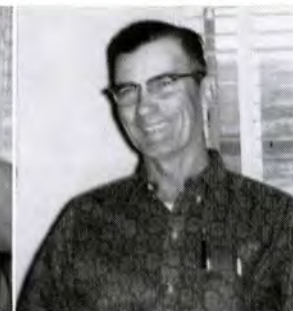
**RALPH RUSTIN**  
Gulf Oil Corp.  
Oklahoma City, Okla.



**GEORGE CRUMRINE**  
Sinclair Oil & Gas  
Pampa, Texas



**CHARLES ERMIE**  
Mobil Oil Co.  
Guymon, Okla.

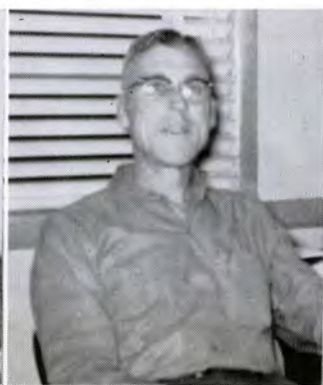


**PAUL McLAUGHLIN**  
A. E. Herrmann Corp.  
Borger, Texas

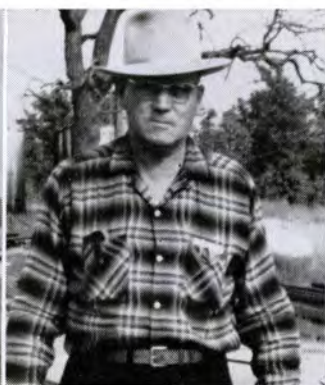
**BILL BOOSA**  
Cities Service Oil  
Liberal, Kansas



**JACK BECK**  
Phillips Petroleum Co.  
Great Bend, Kansas



**SID JOHNSON**  
Cities Service Oil  
Barnsdall, Okla.



**G. T. CAMBRE**  
Cities Service Oil  
Bartlesville, Okla.



**BLAKE SEAY**  
Cities Service Oil  
Liberal, Kansas







Housemaid: "I won't be able to come to work tomorrow, ma'am; my little girl is sick."

Madam: "But I thought you said you were an old maid?"

Housemaid: "I am, but I'm not one of the fussy kind."

Mr. Schmidt had trouble with his daughter. He sent her to an ultra-fashionable girls' school and enrolled her in an extra-special class in etiquette. When graduated, she plunged into society.

One morning he found her crying hysterically. On the previous evening, it seems, she had attended a dance, met a very handsome and charming young man and gone for a ride in the park that had disastrous results.

"So," cried papa, "who is this scoundrel, this wolf in sheep's clothing? Tell me his name!"

When she shamefully admitted that she didn't even know his name, Schmidt's patience was at an end.

"After all your lessons," he screamed, "you still do not have the courtesy to ask, 'With whom am I having the pleasure?'"

Here's to the tailor's daughter—she's the only thing he ever made that fit me.

Platonic love is like being invited down into the cellar for a glass of ginger ale.

He: "It's after midnight; I'd better get started."

She: "Okay, turn out the lights."

Feminine voice (from parked car): "What were you drinking tonight—rubbing alcohol?"

There was the widow who told the bachelor: "Take it from me—don't get married!"

A wise woman is one who makes her husband feel as if he's head of the house when actually he's only chairman of the entertainment committee.

There was a lone co-ed attending an Ag course at the state university. The professor suggested a field trip to a farm for on the spot research. He told the woman she could be excused from the trip since it was to be very rugged. She being a former farm girl stated her desire to accompany the group that was otherwise all male.

Arriving at the farm a study was made of the hybrid corn, the Knox wheat, the furrow for hay silage, the brooder pens, the sheep, and finally they came to the breeding stalls.

The attendant became frustrated when the bull failed to perform in his usual manner because of the large audience. Picking up a corn-cob he roughly massaged the bull between his ears thus bringing him to the work at hand.

The group was making a report in class the following day. One lad told of the open pollinated corn as compared to the hybrid; another the difference in wheat and its production, and finally after most all had told of their thrills and special knowledge gained on the trip, the professor asked the young lady for her comments.

"Professor," she stated, beaming with the thrill of a discoverer, "I now know why there are so many bald-headed men."

When a young man aged 20 passes a woman on the street and she smiles at him, he looks himself over to see what makes him so attractive. But when he's 40 and a woman smiles

at him, he looks around to see who's following him . . . or what's unzipped.

It's a great life if you weaken enough to enjoy it.

A girl we know claims she got her mink coat for a song, but we suspect it was really for an overture.

Two co-eds had to attend an art museum as a class assignment.

"Wasn't that statue of Apollo just marvy?" said one.

"Yes," agreed her friend, "and wasn't it cold?"

Some women, like prizefighters, won't go into action until they see a ring.

We know an executive who is so dedicated to his work that he keeps a secretary near his bed in case he gets an idea during the night.

"Of course I never have," said the voice in the darkness. "Why do you men always ask that?"

Sometimes cocktails can make you see double and feel single.

They call her Napkin because she's been on so many laps.

Friend of ours recently made a sizable contribution to the Home for Unwed Mothers. But he says next time he intends to give money.

Engineers are continually surprised to find that girls with the most streamline shapes offer the most resistance.

Many a starlet has made it to the top because her clothes didn't.

Sue: "And then he and I talked about the whether."

Lu: "About the whether?"

Sue: "Yeah. Whether to or whether not to."

"I have to go around with Frank."

"Why?" Has he got something on you?"

"Everything I'm wearing."

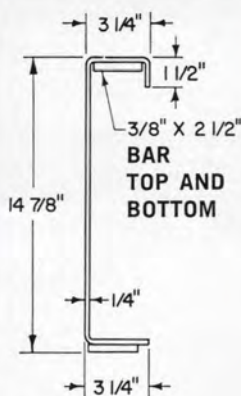
In Africa, native tribes beat the ground with clubs and utter blood-curdling yells. Anthropologists call this "primitive self expression." Here, we call it golf.



# LUFKIN'S

## ECONOMY LINE of QUALITY FLOATS

the  
**TBF**  
series



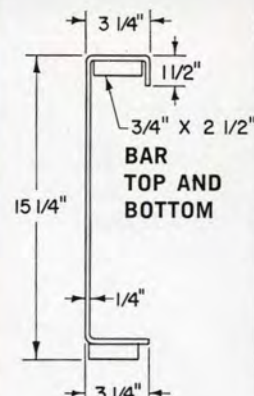
**TBF-40**

### ◀ End View of the Side Frame Construction ▶

The TBF-40 was designed and built for the four axle operator to haul any 40,000# distributed NET payload. With a 36" king pin setting and a tandem setting of 90" to 117" in 6" increments, it is available in lengths from 30' to 38'. Many options are available at reasonable additional cost.

The five axle operator that hauls a distributed NET payload of 45,000# can use the TBF-45 to advantage. With a 36" king pin setting and a tandem setting of 54" to 117" in 6" increments, it is available in lengths from 30' to 38'. Additional cutback and variations are readily available at slight additional cost.

**TBF-50 — 50,000# Trailer Also Available**



**TBF-45**

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THEMSELVES OVER THE  
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without Stock Racks  
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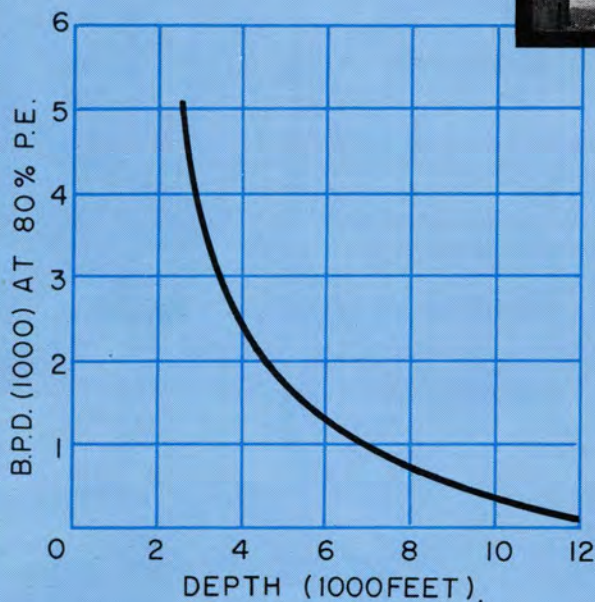
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Typical Big Volume Installation \*  
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Producing 1000 B.P.D. from  
6000 Feet — Rangley, Colorado



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mighty LUFKIN A-1824D-240-47  
20 Ft. Stroke Air Balanced Unit.

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35,000 P.S.I.

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\* ADDITIONAL ACTUAL EXAMPLES  
OF BIG VOLUME INSTALLATIONS  
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