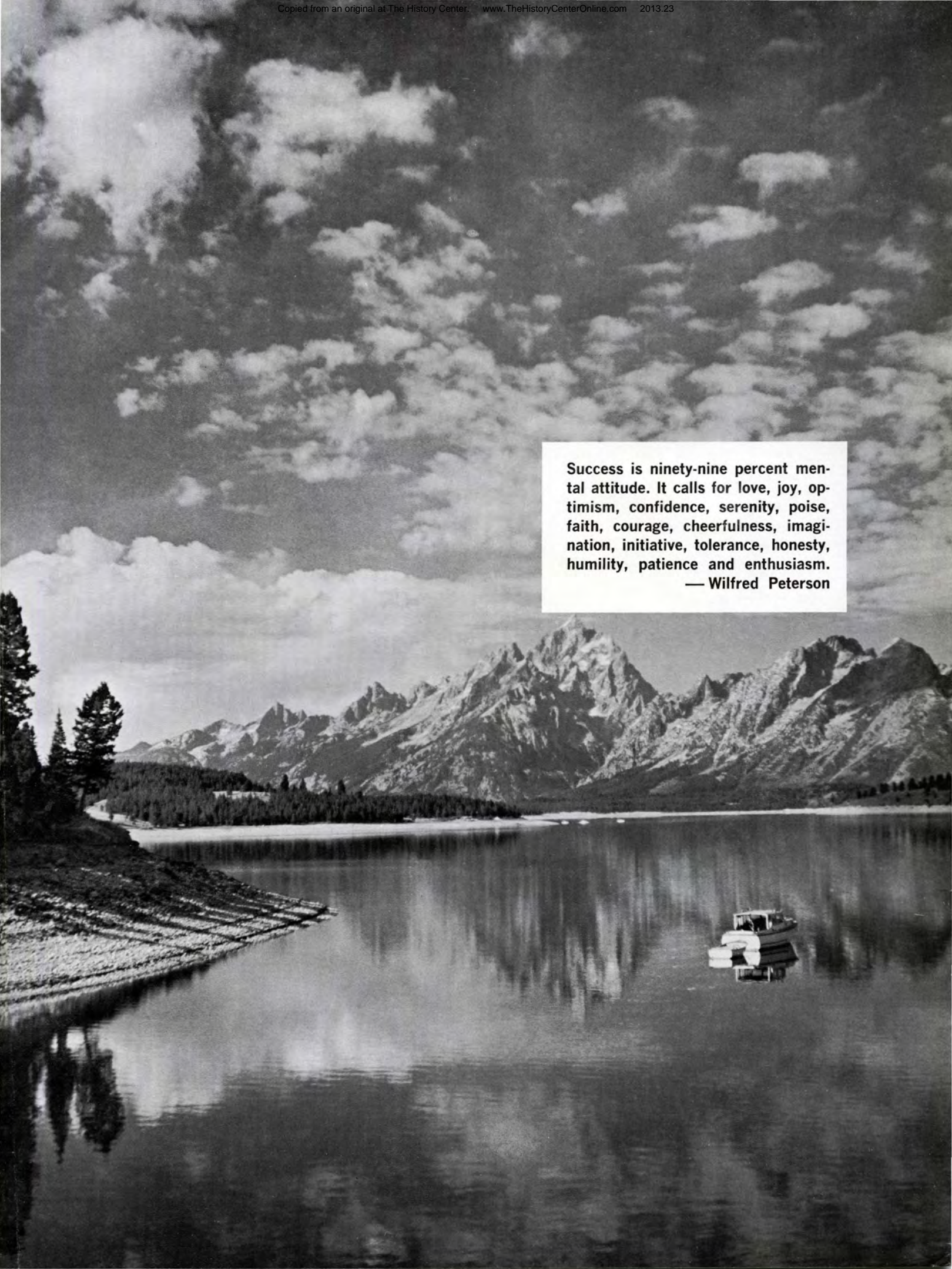




THE *Lufkin* **LINE**

JULY-AUGUST • 1967



Success is ninety-nine percent mental attitude. It calls for love, joy, optimism, confidence, serenity, poise, faith, courage, cheerfulness, imagination, initiative, tolerance, honesty, humility, patience and enthusiasm.

— Wilfred Peterson



MACHINERY DIVISION

Sales and Service Offices

OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



JULY • AUGUST, 1967
Volume 42 Number 4

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Virginia R. Allen, Editor

GULF COAST DIVISION ISSUE

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COVER: Transparency by Free Lance Photographers Guild, New York

OPPOSITE PAGE: The Tetons from Jackson Lake, Grand Teton National Park, Wyoming
—Photo by Gene Ahrens, New Milford, N. J.

(Oops! We goofed! Last Issue's Inside Front Cover Picture was the Garden-of-the-Gods near Colorado Springs, Colorado)

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TRAILERS FOR EVERY HAULING NEED



THIS restored home dates back to the 1850s and is typical of the artistic ironwork embellishing Mobile's old homes

By CHARLES F. WETTACH

CERTAIN cities, like certain people are noted for their personalities. Mobile, Alabama's only seaport, is one of these cities.

The early French and Spanish settlers are responsible for many of Mobile's romantic-sounding names and its many delightful examples of Old World architecture. The ante-bellum South and the deep traditions of Dixie, have lingered to flavor the atmosphere of this hospitable city near the head of Mobile Bay.

Those who approach Mobile from the east by way of US 90 have the opportunity to see one of the nation's battle-toughened fighters of World War II. The *USS Alabama*, a memorial dedicated to the State's veterans, may be boarded and inspected by the public.

Rare is an opportunity to visit an authentic \$200,000,000, 35,000-ton battleship . . . walk under the mammoth guns which tower above the broad deck . . . see the wardroom, the turrets, the mess, the berths . . . and even invade the privacy of the captain's cabin. The nine battle stars remind



FORT GAINES was built on Dauphin Island in 1822 as a fortification of the narrow mouth of Mobile Bay

Meandering IN MOBILE

guests that the *USS Alabama* had a most commendable career in the Pacific. This completely refurbished and repainted veteran, now resting peacefully almost in the shadow of a great city's skyline, has certainly earned her right to retire to "green pastures."

Continuing over Cochrane Causeway, a 10.7-mile-long "broadwalk" for motorists, the tourist suddenly zooms down and under a branch of Mobile Bay. Upon emerging a few minutes later, he is in the heart of one of the most pleasing cities in the South.

Mobile's growth has taken place in little more than 250 years. Before the French arrived, in 1702, there was nothing more than a small village of Indians at this location. But the area's first white settlement soon became the capital of French



USS ALABAMA. riding at anchor in the shadow of Mobile's skyline, may be boarded and inspected by tourists

colonial America. Ownership, however, changed quite rapidly. First England became the new landlord, then Spain and finally, in 1813, Mobile became a part of the United States.

Still another flag was to fly over Mobile. The War Between the States found this a strategic Confederate port, but the bloody Battle of Mobile Bay and the subsequent surrender of nearby Fort Gaines, Fort Morgan, Fort Blakely and Spanish Fort, eventually led to Federal occupation.

Today, Mobile is one of the nation's leading sea-ports. Modern docks, valued in excess of \$50 million, have been built here by the State of Alabama. As a result, the Port of Mobile can berth as many as 30 huge ocean-going freighters at the same time.

Ships from all over the world come and go like bees visiting a busy beehive. Some are bringing bauxite, iron ore, bananas or crude oil from Latin America. They may pass outbound vessels loaded with iron, steel, machinery or logs. They also may pass several representatives of Mobile's picturesque oyster or fishing fleets, for these are two of the city's most important activities. Another significant local industry is shipbuilding.

Artistic ironwork embellishes the fronts of many of Mobile's handsome old homes. This flavor of Old France, together with the stately oaks which

form a cathedral-like arch over such thoroughfares as Government Street, gives Mobile a distinctive charm which is almost impossible to duplicate.

Even Bienville Square, in the heart of the business district, retains its individual allurement in spite of its surroundings of steel, glass and concrete. The Square is a most inviting oasis where the cares of the day are forgotten in the shadows of mighty live oaks.

The lobby of the Waterman Building at 61 St. Joseph Street is most unusual. It contains seven



BIENVILLE Square, in the heart of the business district, retains its individual allurement as an inviting oasis.



OAKLEIGH mansion is Mobile's official ante-bellum home, a restored masterpiece containing relics of a bygone era

BELLINGRATH home and patio are part of the charm of visiting the famous gardens which attract thousands of tourists to Mobile

large murals surrounding a tremendous revolving globe and a dramatic ceiling reproduction of the heavens at night.

Mobile is also a city of fascinating churches. The oldest one is the Cathedral of the Immaculate Conception on Claiborne Street. A dozen miles east of Mobile is the Greek Orthodox Malbis Memorial Church, a breathtakingly-beautiful replica of a Byzantine counterpart in far-away Athens. It's a striking structure that's rich in mural artistry and hand-carved white marble.

The Mobile area is one of the garden spots of America. The peak of the floral crescendo is reached each year in February and March when admirers of beauty come from the four corners of the earth to travel Mobile's famous 35-mile Azalea Trail. A spectacular route selected for its beauty and color winds through some of the most magnificent gardens in this city of many magnificent gardens.

But many prefer to meander through these breathtaking gardens when the excitement of the Festival has passed and the pace is a more leisurely one. The azaleas may have gone, but other natural beauties have taken their place. Clark Gardens and Long Gardens are outstanding.

Bellingrath Gardens is famous not only for its acres and acres of Spanish-moss riverside gardens, but also for its Bellingrath home, lavishly furnished with rare art objects and other priceless items from many foreign lands. Oakleigh Mansion is a restored ante-bellum masterpiece which has

many interesting items, including relics from the War Between the States. "Oakleigh" is Mobile's official ante-bellum home.

When the early French explorers came to the Mobile area, in 1699, they landed on a semi-tropical idyllic bit of sand that was four miles out in the Gulf of Mexico. They called it Massacre Island because of several skeletons which they found there. The name was changed, however, to Dauphin Island and so it has remained. In 1822, a strong fortification called Fort Gaines was built here to help guard the narrow mouth of Mobile Bay.

Dauphin Island is no longer isolated from the mainland. Today a sturdy four-mile-long steel-and-concrete bridge and causeway carries visitors to this Gulf Coast paradise that offers just about everything an outdoor enthusiast could want. Clean, snow-white beaches invite visitors to soak up the sun, hunt for unusual shells, or frolic in the nearby surf. There's also a free fishing pier which sticks its chin far out over the blue, fish-filled waters of the Gulf. And then, of course, there's historic Fort Gaines with its fascinating Confederate Museum.

Those who explore Mobile discover one of the oldest and one of the most interesting cities on the North American continent. The presence of those fantastic festoons of Spanish moss and those fragrant blankets of exotic flowers, seem to identify this as a French colonial capital in the distant tropics, instead of an attractive metropolis of the Deep South. The lure of Mobile is irresistible!

—All Photographs from Mobile Area Chamber of Commerce



RED BALL MOTOR FREIGHT, INC., one of the largest individually owned and operated transportation systems in U.S.

PROFILE OF A TRUCKING INDUSTRY LEADER...



HENRY E. ENGLISH, Chairman of the Board

FORESIGHT and courage were needed to go into the trucking business in 1928. Roads were nothing like the wide, graded freeways of today. Customers were scarce because people had little confidence in the dependability of trucks for freight transportation.

However, 1928 was the year that Henry E. English of Dallas, Texas, launched his new freight service between Houston and Lufkin, Texas. Farm-born and accustomed to hard work at an early age, English had credited himself already with operation of a successful bus line between Dallas and Greenville. His venture into the trucking business was destined to grow rapidly and to play a key role in the development of the rich, new East Texas oil fields during the early 30s.

“Transportation of oil field equipment and supplies was in desperate demand then,” English recalls. “We bought any kind of truck we could find and pressed it into service without even bothering to paint it.”

He remembers, too, when the going was rough and the problems numerous.

“Many people didn’t think truck transportation would work at all, and trucking was fought by existing forms of freight transportation.”

“It took patience,” he says, “to prove that trucks



O. B. ENGLISH, Vice Chairman of the Board



J. R. MOORE, Vice President
& General Manager



CHARLES MATHEWS, Vice President
General Counsel & Secretary



FLETCHER W. WARD, President

could do a more dependable, more flexible job than any other form of transportation. Today we accept trucking as a way of life. Trucks haul every conceivable thing that people need. They help to make possible a uniform high standard of living, regardless of where people live or work."

Today Henry English's Red Ball Motor Freight, Inc., generally conceded to be one of the largest individually owned and operated transportation systems in the nation, stands as a shining monument to the enterprise and vision of its founder.

From general offices in Dallas, Red Ball services points as distant as Denver, Houston, Shreveport, New Orleans and Kansas City. Its 11,000-mile route system extends from the Rocky Mountains southeastward to Memphis and Mobile. A total of 3134 pieces of rolling stock and 94 terminals serve its eleven-state network.

RAY WILSON, Vice President
Director of Operating Rights & Traffic



TOMMIE JONES, Vice President
Sales



BURT HANSON, Vice President
General Traffic Manager





JESSE MOONEY, Vice President
General Office Mgr. & Auditor



BEEMAN CARRELL, Vice President
Treasurer & Ass't. Secretary



C. E. FISK, Vice President
Operations

Still active in Red Ball's operation as chairman of the board, Henry English's personality and philosophy is impressed upon all its 2800 employees. Tough as any truck driver when the occasion calls for it, but concerned and understanding of his fellowmen, he turns much of his attention to community and industrial leadership. His many public and business associations range from board of directors for the Dallas Civic Opera and the Texas Research League to the executive committee of the American Trucking Association where he is a vice president at large and past president.

Although he maintains fingertip control of Red Ball's farflung operations, working with the intensity of a man much his junior, he will drop his own affairs without hesitation, upon word that a loyal friend or a worthy cause needs his help.

He enjoys baseball, hunting, travel and enter-

taining friends. He maintains an early-day enthusiasm for rodeos and attends as many of the big-time rodeos in the United States and Canada as possible. His personal collection of fancy and expensive cowboy costumes would rival the wardrobe of any star in western movies.

How did Henry English and Red Ball Motor Freight, Inc. go so far?

"The loyalty of good customers and good suppliers," English asserts.

Adding a bit of the philosophy that has guided him and his business to fame and fortune, he points out "Working to attain a worthwhile goal calls for self-reliance, self-sacrifice and self-discipline. These principles have been the guidelines upon which my business has been built. I believe, too, they are the principles which have made this country great."

HAROLD ODOM, Vice President
Equipment & Maintenance



RICHARD C. INGRAM
Vice President, Public Relations



GUY DANCE, Vice President
Comptroller & Ass't. Secretary





JOHN D. PHILLIPS
Texas Drive-Ur Self, Inc.
Dallas, Texas



WATSON ROSS
Industrial Transit Service
Dallas, Texas



ED STARLING, left,
A. J. HEBERT, both with Parkhill
Trucking Co., Hillsboro, Texas



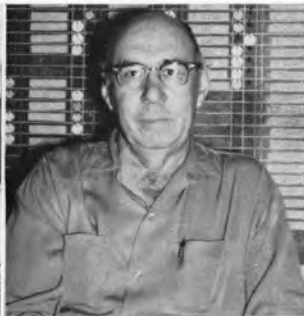
JERRY SHARP
C & H Transportation Co., Inc.
Dallas, Texas



V. A. (VIC) ELLIS
Parkhill Trucking Co.
Hillsboro, Texas



GEORGE PULASKI
International Harvester
Dallas, Texas



JOHN L. WORTHINGTON
Uvalde Construction Co.
Dallas, Texas



HAROLD ODOM
Red Ball Motor Freight Co.
Dallas, Texas



VINCENT WIESER, left,
SID WIESER, both with Wieser Mills
Lampasas, Texas



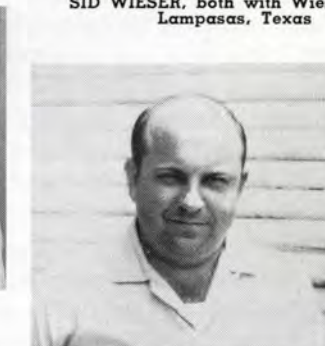
B. J. ASHCRAFT
Rogers, Texas



BILL LANE
Central Freight Lines, Inc.
Waco, Texas



JAMES JOHNSON
Fort Worth, Texas



BEN HAMRICH
Fort Worth, Texas



LANE HEALY
Tex-O-Kan Transportation
Fort Worth, Texas



BILL CUNNINGHAM
Wales Trucking Co.
Grand Prairie, Texas



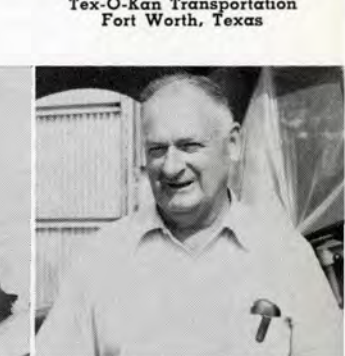
ROYAL WALKER
Royals Motor Service
Dallas, Texas



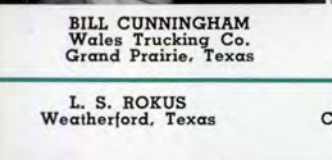
TOM HUGHES
Hunsaker Truck Lease, Inc.
Dallas, Texas



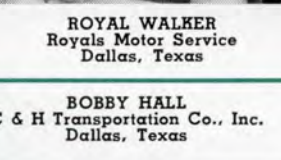
IRIS SEEGER
C & H Transportation Co., Inc.
Dallas, Texas



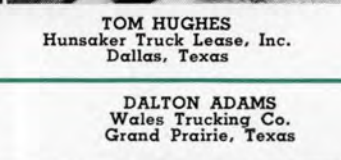
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Central Texas Movers and
Riggers, Waco, Texas



L. S. ROKUS
Weatherford, Texas



BOBBY HALL
C & H Transportation Co., Inc.
Dallas, Texas



DALTON ADAMS
Wales Trucking Co.
Grand Prairie, Texas

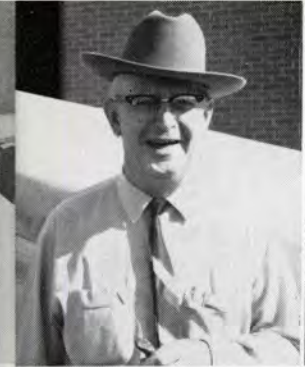


EDDIE OLSOWSKI
Red Ball Motor Freight
Dallas, Texas



JERRY SPRINKLE
Ball Brothers Trucking Co.
Grand Prairie, Texas





GENE MILLER
Miller Truck Lines
Fort Worth, Texas



BILLY MURPHY, left, RONALD HOLLIPETER, both with Parkhill Trucking Co., Hillsboro, Texas



H. L. COTTON
Red Ball Motor Freight
Dallas, Texas



HOWARD SMITH
C & H Transportation Co., Inc.
Dallas, Texas



BUD GARWITZ
Moody-Day Company, Inc.
Dallas, Texas

AMONG TRUCKING FOLK...



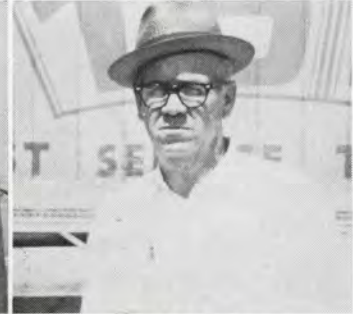
J. W. DUDLEY
C & H Transportation Co., Inc.
Dallas, Texas



CHARLIE R. JAYNES
Central Freight Lines, Inc.
Waco, Texas



JACK B. CALLAN
Central Freight Lines, Inc.
Waco, Texas



RAY POTTER
Texas Shipper's Association
Dallas, Texas



CECIL E. STONE
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ED JAYROE
Wales Trucking Co.
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Dallas, Texas



J. E. BARNES
Wales Trucking Co.
Grand Prairie, Texas



FRANK KASNIERSKY, JR.
Garwood Implement & Supply
Garwood, Texas



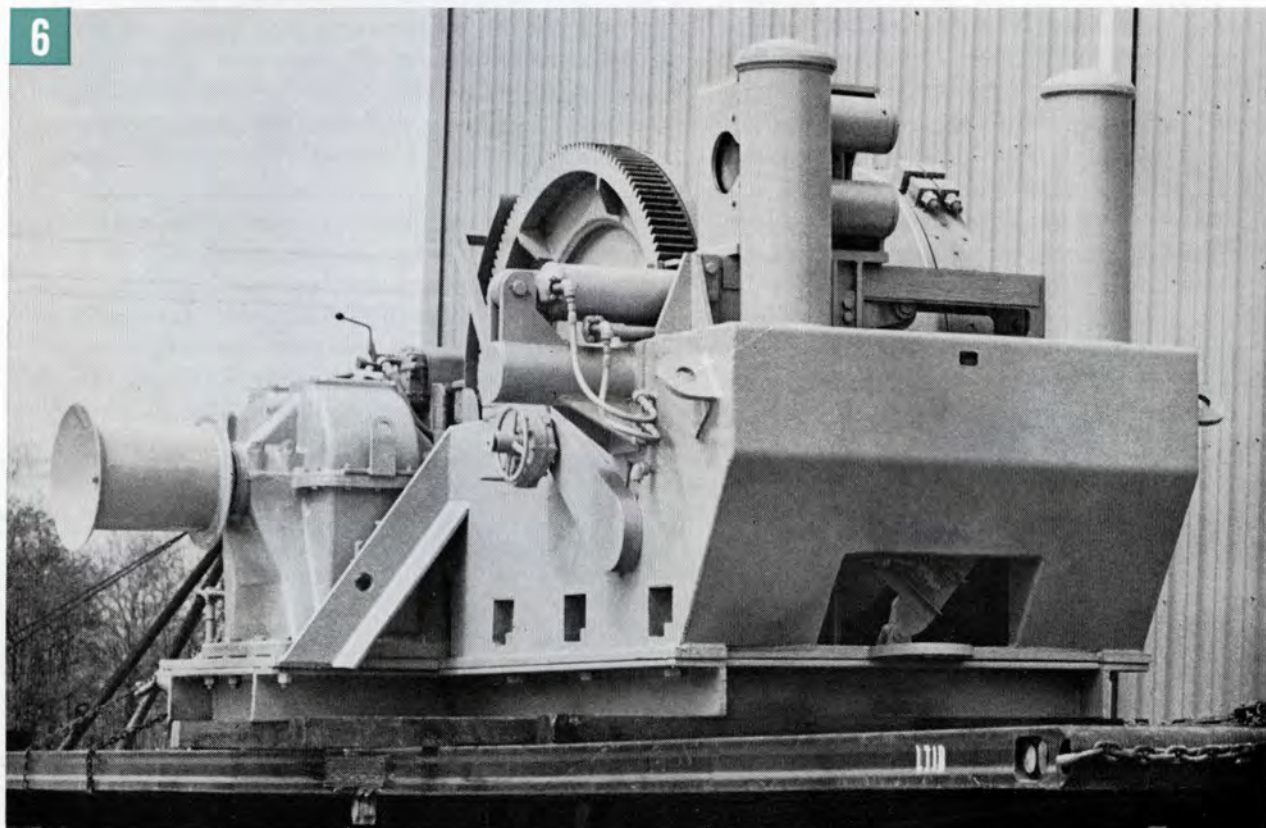
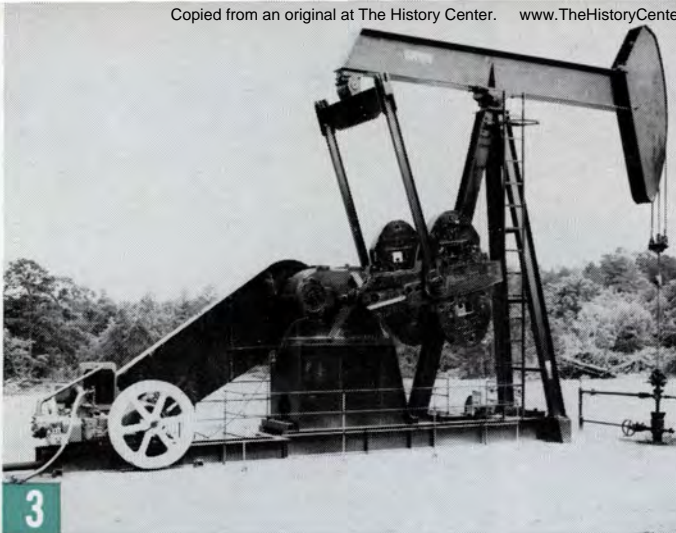
TOM MASHBORN
C & H Transportation Co., Inc.
Dallas, Texas



LUFKIN INSTALLATI



- 1 LUFKIN C-320D-298-100 Unit, left, and Old Single Crank LUFKIN Unit Still Pumping, Sun Oil Company, Darst Creek Field, Luling, Texas.
- 2 LUFKIN C-456D-298-100 Unit, Sun Oil Company, Darst Creek Field, Luling, Texas.
- 3 LUFKIN C-320D-256-120 Unit, Murphy Oil Corporation, North Winnsboro Field, Winnsboro, Texas.
- 4 LUFKIN C-320D-256-120 Unit, Gulf Oil Corporation, Pittsburg Field, Leesburg, Texas.
- 5 LUFKIN C-80D-143-64 Unit, Jones Brothers Drilling Company, Many, Louisiana.
- 6 MARINE Towing Winch Designed and Built by Houston Barge Line, Houston, Texas, Utilizing a LUFKIN MD160 Hi-Q (Mark II) Oilfield Gear Reducer.
- 7 LUFKIN DV24 Speed Reducer, Bauer Dredging Company, Port Lavaca, Texas, Dredging Braes Bayou in Houston, Texas.



IONS



THE Texas White House, LBJ's Ranch, is at Stonewall, Texas, on Ranch Road 1 just off U. S. Highway 290
Texas Highway Department Photo

By WELDON LARGENT

THE HILLS of which David sang in the Fiftieth Psalm are, in space, half a world, and in time, three thousand years away from Texas' hill country and its hub, the LBJ Ranch at Stonewall. But through the limestone hills of the Edwards Plateau, rivers with strange sounding names, such as the Guadalupe, Pedernales, Rio Blanco, Llano, San Marcos, and Cibolo, have carved through the centuries steep-walled canyons and wide valleys. Through these same centuries, subterranean waters have eaten away at the soft limestone, leaving beneath the hills vast cave systems with breath-taking displays of flowstone, stalactites and stalagmites. Eight of these caves have been commercially developed and draw thousands into their depths each year. While all of them have much in common, yet each is different from the others. All but one could be toured in one week end.

An hour's drive north of LBJ Ranch, just south of Burnet, Texas, is Longhorn Cavern, third largest in the world. This historic cave was home to the caveman in his time, to Johnny Reb in his, and according to legend, to bandit Sam Bass in the 1870's. In its main room Confederate gun powder was manufactured during the Civil War.

A TOUR of Inner Space Caverns features unforgettable light and sound effects on stalactites and stalagmites



LBJ Country

The Sam Bass Entrance, the main portal, is spanned by a natural bridge, the remnant of a fallen roof. The Longhorn's "Hall of Diamonds," a breath-taking corridor lined with calcite crystals, is perhaps its most beautiful room, but others afford vistas of stalactites and stalagmites of wondrous shapes and fanciful hues.

Thirty-six miles east of Burnet on State Highway 29 is Georgetown, and two of the eight caverns. Just north, on State Highway 195 near Florence, where "King" Fisher, the notorious gun-slinger, once drew nine months in the San Antonio jail for "borrowing" a horse, is the sprawling Cobbs Spring Ranch. Owned and operated by Mr. and Mrs. Marvin B. Edwards, the ranch is a working spread, its cattle, sheep, and goats grazing over the cacti-studded hills where the old Chisholm Trail once ran.





LAKE Lyndon B. Johnson at Marble Falls, Texas, is an azure blue oasis for sportsmen and tourists

Texas Highway Department Photo

...UNDERGROUND

Cobbs Cavern, surrounded by the ranch, is a long narrow fissure following the Balcones Fault Line for a mile or so each way from the entrance. The deep rich colors of its formations are unrivaled. In one flowstone formation, aptly named "The Frozen Waterfall," nine colors appear.

This cave offers its visitors perhaps their closest view of a cave in its wild state. Only enough work has been done to permit easy access to a portion of it. Just beyond the paved pathway, guano still darkens the rocks where once the bats roosted. Now the bats have retreated into the darkness beyond the electric lights, and frogs brought down from the surface feed upon the cave crickets.

While drilling sub-surface test holes for Interstate Highway 35 at the southern edge of Georgetown, engineers were amazed when the drill suddenly "bit air" in hole after hole. Later, a twenty-



LAKE of the Moons room at Inner Space Caverns, located near Georgetown on Interstate Highway 35

four-inch hole was drilled into the void indicated, and a man rode the drill-stem down. Even the feeble ray of his flashlight was enough to disclose the fairyland below. Thus was discovered Inner Space Caverns.

Now, after two years of development, visitors ride a cable car through an entrance blasted out of solid rock. From the debris-filled natural entrance, archeologists are digging bones of ice-age animals —mastodon, glyptodon, and dire wolf among others—that are estimated to be 20,000 years old.

In the "Room of the Lakes of the Moon" unforgettable light and sound effects play over the stalactites and stalagmites and their reflections in pools of crystal clear water are entrancing. The "Flowing Stone of Time" in the "Outer Cathedral Room" becomes the climax of the tour when light and sound build up out of total darkness to a thrilling finale.

Interstate 35 takes the traveller south through Austin to San Marcos, where Lyndon Baines Johnson went to college. Here, too, are located the Aquarena, an underwater theatre, the Sky-ride and



NATURAL BRIDGE Caverns near New Braunfels was discovered by Trinity University students some six years ago



GIANT Molar room in the Cascade Caverns intrigues visitors
Texas Co-op Power Photo by Bill Lewis



IN THE Caverns of Sonora, "popcorn" is abundant in the fairylend of glittering crystal-like formations



CASCADE CAVERNS, near Boerne, is unlike other caves, having no stalagmites. Its formations are growing rapidly.
Texas Co-op Power Photo by Bill Lewis

glass-bottom boat rides on the San Marcos River. And the Wonder Cave.

Discovered in 1893, Wonder Cave was Texas' first commercial cave. Like Cobbs Cavern, it runs along the Balcones Fault Line. It is particularly noted for its delicate flower of gypsum, and its ultra violet room where the stones glow in the dark.

Next stop south on Interstate 35, twenty minutes driving time from San Marcos, is New Braunfels. Leaving State Highway 46, six miles west of this fine old German town, Ranch Road 1863 takes off across the hills. Motorists have only to follow the signs to Natural Bridge Caverns. The caverns were unexplored until about six years ago when four students from Trinity University crawled into the dark crevices in the limestone, and returned with reports of undreamed beauty below.

Tour guides point out the opening entered by the explorers, leaving the viewers stunned at the daring of the spelunkers. In contrast, the narrow corridors on the tour are shoulder wide, others as long as a football field. Particularly striking are the "fried egg" formations in this cave, the "soda straws" and the effective lighting that enhances the beauty and the colors of all the formations.

Boerne, another old German town, is the site of two of the remaining caverns. It is 43 miles west of New Braunfels on Highway 46. Cascade Caverns, a few miles to the south, was known to the early German settlers as Hester's Cave. It was opened to the public in 1932. Bones of extinct mammoth and American Bison were found during its exploration, and the skeleton of a man and his rusty pistol were discovered in its first room. This adds credence to the legend of the old German hermit who is reputed to have lived in the cave some hundred years ago.

The cave has been re-opened recently following



WATERFALLS of the Frio River near Leakey, Texas, offer a respite for Hill Country travellers
Texas Highway Department Photo

a flood in 1964. Cascade has no stalagmites, those formations that “grow” up from the floor. Unlike any of the other caves, it was formed primarily by an underground stream that swept away the sediment-bearing drops of water as they fell. A stream still flows out of the rocks at the upper end of the cave and disappears again into the wall farther down.

Jim Brummett, manager, reports that geologists are scratching their heads as to why some of the formations in Cascade are growing at a greatly accelerated rate. Normal growth rate is about the thickness of a sheet of paper in a hundred years. Some formations here are growing that much per year.

Eleven miles north of Boerne on highway 474 is located Century Caverns, formerly known as the Cave Without a Name. Century Caverns differ substantially from Cascade and Sonora. Where Sonora’s formations are light and delicate, Century offers clusters of stalactites and stalagmites so enormous that the mind balks in estimating their antiquity.

At the end of the developed area, rising in awesome grandeur above an underground river, stands the “frozen waterfall,” a fitting climax to a tour

through a wonderland of crystal giants. A massive formation of flowstone extending almost to the ceiling, the waterfall is a photographer’s dream. The river that flows at its base has been explored for two miles upstream. Plans for future expansion of the tours of the cave include a boat ride up this stream.

Boerne is forty-five miles south of LBJ Ranch. The tour of these seven caves has thus made an arc, like a drawn bow, with the Texas Whitehouse as its pivot point. Like the butt of the arrow to this drawn bow is the western-most of the Texas caverns, about one hundred thirty-five miles west of LBJ Ranch.

In the Caverns of Sonora, “where the master sculptor worked sixty million years,” is a fairyland of glittering crystal-like stalagmites, stalactites, and helictites shading from pure white through all the colors of the spectrum. Their particular pride and joy is a helictite, “The Butterfly,” a formation of transparent drapery like no other in the world. Cave “popcorn” is abundant in Sonora.

Few will disagree with Bill Stephenson, past president of the National Speleological Society, who said of the Caverns of Sonora, “It’s the most beautiful known in the world.”



Left to right: BRENT BARRON, BILL SHEPHERD, both with Goulds Pumps, Inc., Houston, Texas; DON ASHER, Hest Company, Houston; BILL TROUT, LUFKIN, Lufkin, Texas



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Houston, Texas



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Left to right: ROEL LONGORIA, IRA MEDLIN, JOHN DEES, all with Mobil Oil Corp., Luling, Texas



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Left to right: JOHN FREEMAN, LEM ROBERTS, WES ROWELL,
W. W. BODENHAMER, all with Texaco, Inc., Manvel, Texas

shots

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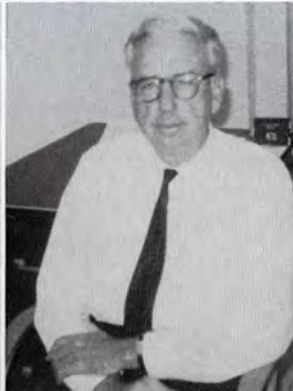
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MORE SNAP



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Shell Oil Company
Houston, Texas



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BRUCE HOLMAN, Vanderbilt, Texas;
both with Mobil Oil Company



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TRAVIS NETTLES, both with Sun
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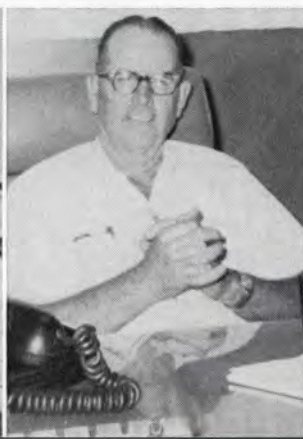


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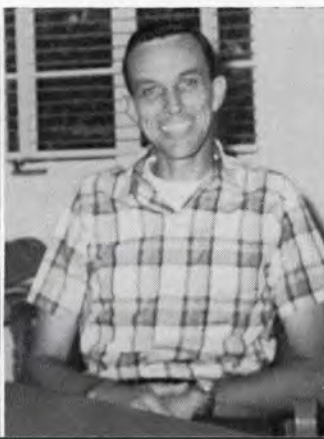
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Left to right: JOE RANDOL, LUFKIN, Houston, Texas; ROBERT BLUDWORTH, RICHARD BLUDWORTH, both with Bludworth Construction Co., Houston

SHOTS



Left to right: JOHN BUCZYNSKY, Worthington Corp., Buffalo, N. Y.; JOHN FINNEY, LUFKIN, Pittsburgh, Pa.; JIM PARTRIDGE, LUFKIN, Lufkin, Texas; IRA LAKIN, Dravo Corp., Pittsburgh; DAVID McCULLOCH, Worthington Corp., Buffalo



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Front row, left to right: BILL TROUT, LUFKIN, JOHN METTAUER, LUFKIN, Oklahoma City, Okla.; CHARLES PIERCE, Oklahoma City; CHUCK TEACLE, Ardmore, Okla.; GRANT HITCHOCK, Oilton, Okla.; CARL BNDINGER, Oklahoma City; all with Union Oil Co. of Calif. Back row, left to right: JIM PARKS, independent, Oklahoma City; GORDON FERGUSON, Ardmore; BILL SCOTT, Oklahoma City; RICHARD HARD, Pampa, Texas; LEON SPRADLIN, Pauls Valley, Okla., all with Union Oil Co. of California; J. D. BRADLEY, LUFKIN, Lufkin



Front row, left to right: JERRY ANDERSON, MIKE McCULLOUGH, MIKE CHILDRESS, KEN EVANS, all with Mobil Oil Corp., Shreveport, La. Second row, left to right: C. E. TURNER, JOE BOLLINGER, JIMMY RIDDLE, HAL BETTIS, all with Mobil Oil Corp., Shreveport; JIM PARTRIDGE, LUFKIN. Back row, left to right: BILL MOREAU, MILTON WALTHER, both with LUFKIN; LLOYD TOAL, DAVID CROCKETT, MIKE DOOLITTLE, all with Mobil Oil Corp., Shreveport, BOB NICHOLAS, BILL TEMPLE, both with LUFKIN



CIRCULATION THIS ISSUE: 17,485



He: "What do you mean I have baby hands?"

She: "They're just beginning to creep."

One morning a businessman's secretary was showing off her stunning new tailored suit... a birthday present from a friend. Her boss stopped to admire it and then went on into his private office to greet a client who was waiting to see him. "Sorry to keep you waiting," he told the startled client, "but I was just admiring my secretary in her birthday suit."

Happiness is finding the owner of a lost bikini.

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

This bald-headed barber, who shaves people and cuts their hair, was trying to sell a customer some expensive hair tonic.

"How can you expect to sell any," asked the customer, "when you have no hair yourself?"

"Why not?" said the barber. "I know a fellow who's made a fortune selling brassieres!"

It's hard to keep a good girl down—but lots of fun trying.

Modeling is a lucrative business. A good model gets \$50 an hour. A bad one gets even more.

A bunch of the boys were having lunch with a fellow who had just announced his engagement.

"Tonight," said one, "will prove whether you are a man or mouse. If you make love to her tonight, you're a man, but if you are afraid to assert yourself and put off the happy day, you're a mouse."

"Guess I'm a rat," said the fellow sadly. "I made love to her last night."

She: "My, what slim, expressive hands you have. They belong on a girl."

He: "Well, I never pass up an opportunity."

An amusing sight is an absent-minded nudist striking a match.

When women go wrong, men go right after them.

The man was disconsolate. Everything he did was wrong. So he decided to end it all by hanging himself from a tree. Before he jumped, he decided to explain to the Lord the reason for his action, and raising his head, poured out the anguish of his soul—how he was blamed when things went wrong, how others got credit for his good deeds, how his wife misunderstood him, etc.

Just then a bird flew over and decorated one eye of his upturned face.

"You see, Lord?" said the poor man, "That's what I mean. For others they sing."

Old Maid: "I hate to think of my youth."

Friend: "Why, what happened?"

Old Maid: "Nothing!"

A wolf is like a well-trained dry cleaner. He works fast and leaves no ring.

He says I don't know how to dress. Well, tonight I'll wear my low cut gown and show him a thing or two.

Rosenbaum called up a Scandinavian concern and asked: "Rosenbaum here. Hooze spikkin pliz?"

The Swede on the other end said, "I'm Yensen, the secretary."

Rosenbaum fumbled for a bit then exclaimed, "Oh, vell, I'll call back ven you're not so bizzzy!"

Said the guy: "I feel as if I've known you for years."

Said the gal: "You certainly do!"

A rooster in India is called a "Hen-doer."

It's pretty hard to keep up with the Jones . . . especially when the Joneses are newlyweds.

Just before closing time at the bank, a gang of robbers took over. With guns pointed menacingly, they ordered the few depositors, the tellers, the clerks and the guards to disrobe and lie, face down, behind the counter, and out of sight of any passersby.

The nervous blonde clerk pulled off her clothes and lay down, facing upwards. "For heaven's sake, Hortense," said the girl lying beside her, "turn over. This is a hold-up—not an office party!"

Doctor: "We can add at least 30 years to your life if you'll give up wine, women and song."

Mac: "I'll settle for 20 years, Doc. I never could carry a tune."

A glamour girl is a gal who can get more out of a dress than she puts into it.

Falsies are the bust that money can buy.

The most flabbergasted man is one whose wife tells him their trip around the world, which had been planned as a Golden Wedding celebration, has to be postponed because she's pregnant.

A girl's plans for the future seldom take shape until she does.

A stripteaser is a girl who puts it down in writhing.

The little old lady entered the small shop and asked the salesgirl to see the topless bathing suits. The salesgirl hesitated, then steered the gray-haired grandmother to the topless bathing suit counter.

"Now," the salesgirl sighed. "What size do you want to see?"

The old lady hesitated and said, "I'm really not sure, it's been quite some time since I bought a bathing suit."

"You mean the suit's for you!" the saleslady exclaimed.

"Oh, yes," the customer softly said. "You see, I'm going to a costume party so I thought I'd buy a topless bathing suit and go as a dried arrangement."

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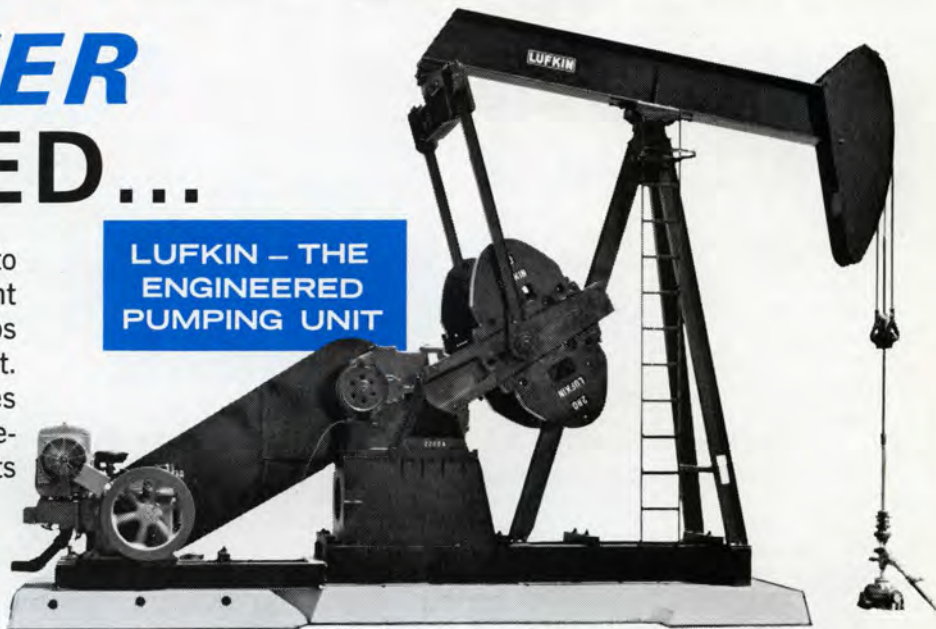
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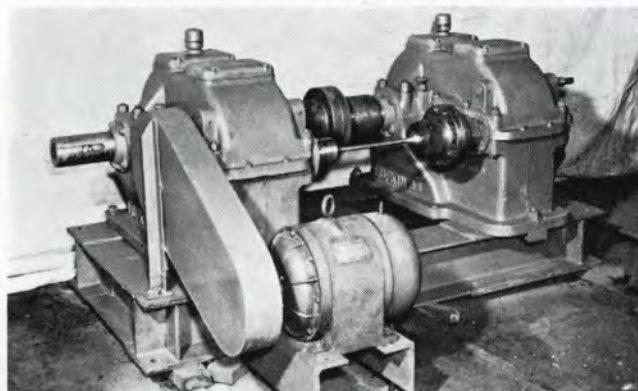
1 T125 STRAIN GAUGE TEST, HORSEHEAD

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2 T150 STRAIN GAGE TEST LOWER CONNECTION, SIDE MEMBER

Objective: To determine strain at hole in connection and strain at transition zone between "I" beam and connection.



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