

The **LUFKIN** Line

FALL • 1975





It is not death that a man should fear,
but he should fear never beginning to live.

—*Marcus Aurelius*

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403-435-8572 **5112 Varscliffe Road, N.W.**
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Telex: 76-2678
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MARACAIBO, VENEZUELA
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Phone: 061-229102

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118 Piccadilly **19 Stevens Road**
Suite 14, Newton House **Phone: 553-412**
Phone: 01-493-3983 **Telex: LUFKIN RS 21767**

The LUFKIN Line

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Editor
Virginia R. Allen
Staff Writers
Barbara C. White
Liz Norman



CONVENTIONAL

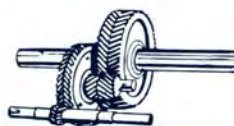


AIR BALANCED

OIL FIELD PUMPING UNITS



MARK II



GEARS FOR INDUSTRY
AND SHIP PROPULSION

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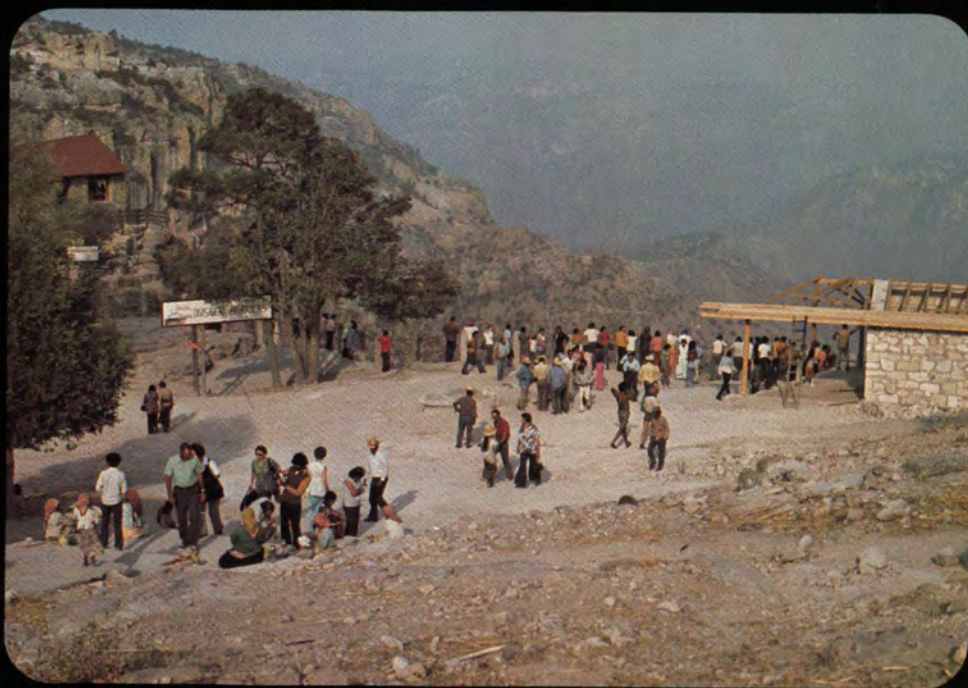
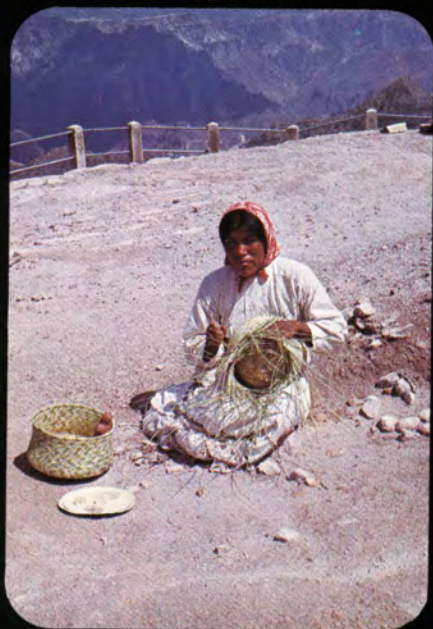
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Mexico's Grand Canyon

Tarahumara Indian woman
weaving basket



Crowd awaiting train ride to Copper Canyon



Our Lady of Guadalupe Church in Mexico

By
Jeff
W.
Henderson

Photos
by the
Author

Copper Canyon

A Spectacular Site

Copper Canyon—Mexico's Grand Canyon—is just one of the adventures that awaits the visitor to Northern Mexico.

More formally known as Las Barrancas de las Tarahumaras (the canyons of the Running Indians), the Copper Canyon complex is the home of the Primitive Tarahumara Indians.

The canyon complex is four times larger than the Grand Canyon of the United States. Some 200 tribes of Tarahumaras—approximately 55,000 Indians—live in the vast wilderness. The Tarahumaras still live as their ancestors of 300 years ago did—in caves and in primitive lean-tos.

Copper Canyon is remote. It can be reached only by train or horseback. In 1961, the Chihuahua al Pacifico Railroad opened Copper Canyon for the tourist. The railroad took 61 years to build and has been labeled one of the engineering feats of this century. Senor Efrain Sandoval, who recently built Cabanas Divisadero-Barrancas (a guest lodge on the rim of Copper Canyon), allowed the Mexican government to

establish a lookout point on his property on the rim of the huge canyon complex in 1961. Every train stops for 20 minutes at the Divisadero for the passengers to walk to the guardrail and see over 100 square miles of rugged canyons.

This Northern Mexico adventure can begin either in Chihuahua City or in Los Mochis. Chihuahua is near the Texas border (140 miles from Presidio and 220 miles from El Paso), while Los Mochis, Sinoloa, is about 450 miles southeast of Nogales, Arizona.

Chihuahua is a city of historical charm intertwined with modern Mexico. The city is one of the oldest in Northern Mexico, established by the Spanish as a silver mining center around the turn of the 18th century. In one part of the city, the old Spanish aqueduct can still be seen. It still supplies water to a portion of Chihuahua.

In the heart of this city of 345,000 people is the Cathedral of Chihuahua, built in the early 1700s. In the stone archway of the main en-

Continued on next page

trance are bullet scars—a record of the time citizens of Chihuahua barricaded themselves in the church in the 1840s against an attack by Comanche Indians.

Chihuahua is Pancho Villa's city. His mansion is now a museum, with 83-year-old Dona Luz Corral de Villa—the general's widow—conducting some of the guided tours.

Not far from the museum is the dungeon where Father Miguel Hidalgo—Mexico's George Washington—was executed during the 1811 revolution.

Chihuahua is an historic city with sprawling plazas; art, mineral and archeological exhibits; and picturesque colonial houses and churches. It is also the city of famous steaks.

Yet, when the sun goes down, the city's night life rivals any city in the Western Hemisphere. Anything can be found from discotheques to night clubs to piano bars to street dances.

Overnight accommodations range from the 17-storied El Presidente to the colonial Victoria to El Nieves to the Posada Tierra Blanca (the only motel in the heart of the city).

About two hours out of Chihuahua, the train passes through Mennonite Country. The Mennonites came to Mexico from Canada in 1922. They are a religious sect, numbering almost 35,000. The Mennonites speak German almost exclusively. Their conservative religion, similar to the Amish of Pennsylvania, dictates that they refrain from modern conveniences. The horse and buggy remains their principal means of transportation.

From La Junta to El Fuerte, the train passes through 86 tunnels and crosses 39 high bridges. Tunnel number 49 is over a half mile in length and makes a 180 degree turn deep inside a mountain, while tunnel number 86 is over a mile in length.

Two minutes after exiting tunnel 46 heading west, a backwards glance affords a view of a 400-foot waterfall to the right of the tunnel. The tunnel is built under the river which plunges into Valle Pera.

The western terminus of the rail-

road is Los Mochis, located about 12 miles from the Gulf of California and the fishing village of Topolobampo. The Yacht Hotel in Topolobampo is famous for its seafood. Arrangements can be made for deep-sea fishing in the Gulf of California at the Yacht Hotel—a part of Hoteles Balderramas. The family chain includes the Santa Anita in Los Mochis, the Posada del Hidalgo in El Fuerte and the Copper Canyon Lodge near Creel (located about 18 miles in the Copper Canyon).

El Fuerte, an old Spanish town, is located on two of the "hottest" bass lakes in Northern Mexico, Lakes Hidalgo and Dominguez. It is not unusual to catch 30 to 40 bass a day.

Most people return to Chihuahua by rail, breaking the trip with a stay in the canyon area. There are five good lodges: the Cabanas Divisadero-Barrancas, the Posada Barrancas Hotel (approximately one mile by rail from the Divisadero), the Parador de la Montana (an excellent, new motel in the small logging and mining town of Creel), the Copper Canyon Lodge and the Cabanas Barranca de Urique (25 miles in Urique Canyon from Bahuichivo).

To see the Mennonites, a tour can be arranged from Chihuahua. Cuauhtemoc (a principal Mennonite trading center) and Rancho La Estancia—a guest ranch-hunting lodge right in the heart of the Colony—can be visited when the train stops there.

The ranch is open year-round, featuring tours of the Mennonite Colony, hunting, horseback riding, rockhounding, swimming and "unwinding." Rancho La Estancia offers superb goose and duck hunting from November 1 through February 28. The ranch is located at the intersection of the Central and Pacific Flyways for migrating birds. The geese and ducks feed in the grain fields of the Mennonites.

Many adventures—from Chihuahua to Mennonites to Tarahumara Indians to Los Mochis and Topolobampo to the train ride through the high Sierra Madres—await the tourist in Northern Mexico, and each will linger in the visitor's mind forever.





One tunnel of Chihuahua
at Pacifico Railroad



Rancho La Estancia in Mennonite Colony



Sunset at Topolobampo Bay



Seabulk Challenger -- Economy

With today's skyrocketing prices, products are getting long, hard looks from a design viewpoint. The economic crisis, real or not, has prompted new designs for economic purposes.

One result of economy-minded designing is an ultra-modern catug/barge combination, the *Seabulk Challenger*.

Seabulk's diesel powered Catug is a 42,000-ton seagoing, integrated catamaran-tug and barge. This combination vessel is a totally new approach toward providing transportation for liquid petroleum products economically.

Seabulk Corporation and Port Everglades Towing Company developed the new vessel in conjunction with J. B. Hargrave Naval Architects, Inc. of West Palm Beach, Florida. Both the catamaran tug and the barge were constructed by Kelso Shipbuilding of Galveston, Texas.

Costing about \$17 million, the vessel meets the highest standards of safety and construction for the American Bureau of Shipping, the Norwegian Veritas, the U.S. Maritime Administration as well as the U.S. Coast Guard.

The *Seabulk Challenger* is the result of a long-range development program to achieve the dependability, efficiency and performance of a regular ship while maintaining inherent advantages and economy of a tug/barge combination.

Since propulsive efficiency and maneuverability combined with a wide beam hull were of great importance, twin screw propulsion with widely separated, large diameter, slow turning propellers were preferred. The means of efficiently separating the tug from the rest of the ship's form evolved from studies of twin hulled vessels which resulted in the Catug design.

Propulsion for the 121-foot *Seabulk Challenger* is

by BARBARA WHITE



Minded Catug

provided by a pair of Colt-Pielstick PC-2, 14 cylinder four-stroke cycle, direct reversible, turbocharged diesel engines, each developing 7000 bhp at 520 rpm. Built under license from SEMT by the Fairbanks Morse Engine Division of Colt Industries, Beloit Wisconsin, the engines have a bore of 15.75 inches. Also with a stroke of 18.1 inches, the engines give a displacement of 3,527 cubic inch/cylinder and a compression ratio of 13 to 1.

Each diesel engine drives a four-bladed bronze 17-foot diameter by 18.7-foot fixed pitch propeller through a LUFKIN VSQ6636, 5.283:1 (520:98.4) reduction gear and engine flywheel mounted Eaton Geislinger flexible/torsional coupling. Each 66-inch, 100,000-pound vertical offset single reduction gear transmits power from the Geislinger coupling through a torque shaft which extends aft going through the gear unit quill pinion.

Power then is transferred from the torque shaft to the propulsion disconnect quill mounted Wichita ATD-248 clutch. A Wichita ATD-242 brake for stopping the propeller shaft is located at the forward side of the reduction gear housing. The rotating parts of the brake are connected to an extension of the forward end of the quill pinion, via a splined tooth arrangement. The reduction gears' lube oil system is self-contained except for ship's supply of cooling water and necessary electrical connections. The reduction gear and its lube oil system is instrumented so as to qualify for ABS certified automatic, requiring surveillance by only one engineer.

The actual connection between the 121-foot by 90-foot catamaran tug and the 588-foot barge is a gathering type wedge bit in the extension from the barge that is tapered.

The barge has a molded breadth of 95 feet and an operating draft of 37 feet. Its 18 cargo tanks have a capacity of 13,544,775 gallons of fluid. With gasoline in her tanks, the *Challenger's* cargo is worth \$8.2 million.

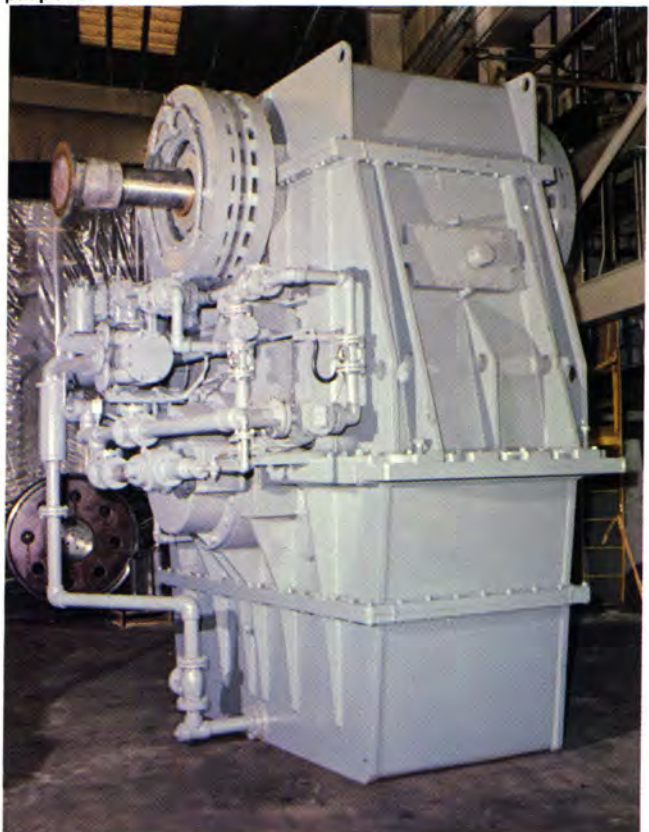
For a car that averages 16 miles per gallon, the *Challenger's* cargo of gasoline could provide for 217 million miles of driving, or two and one-third trips to the sun.

The unique feature of Catug lies in its design to give it more stability and speed than a conventional tug/barge combination. Although it functions as a tanker ship underway, its construction price was less than for a ship of comparable capacity.

LUFKIN is proud to be a part of the team that makes the *Seabulk Challenger* a new and highly economical mode of transportation for petroleum products.

Left: After sea trials in Gulf of Mexico, the Seabulk Challenger returns to Gulf Coast

Below: LUFKIN model VSQ6636, 5.238:1 reduction gear used to drive a bronze 17-foot diameter by 18.7-foot fixed pitch propeller



LUFKIN INSTALLATIONS



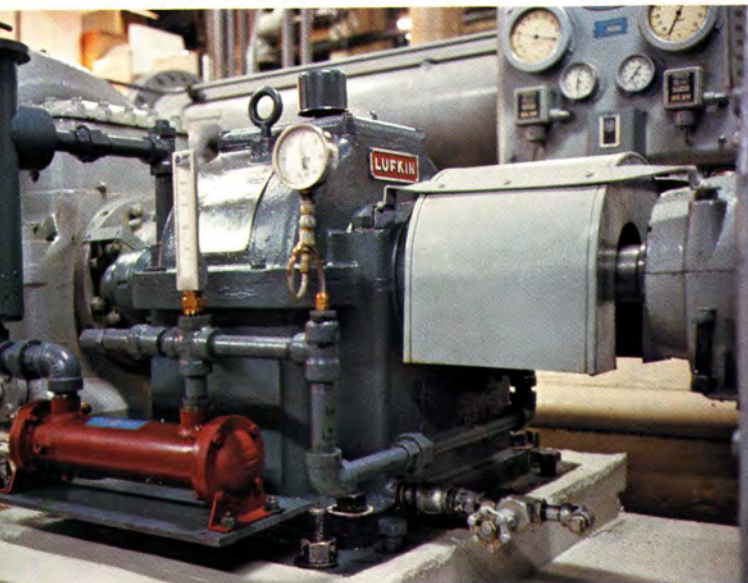
Above: LUFKIN M-228D-213-120 and M-114D-143-74, Atlantic Richfield Company, North Foster Field, Odessa, Texas



Above right: LUFKIN A-456D-305-144, Amoco Production Company, North Cowden Field, Odessa, Texas

Right: LUFKIN M-640D-305-192, Amerada Hess Corporation, Seminole Field, Seminole, Texas

Below: LUFKIN N-800C Speed Inserter driving 300 HP centrifugal compressor for air conditioning service in the Mercantile Center, Dallas, Texas





Above: LUFKIN C-114D-143-64, Bailey & Trimble, George Jones Lease, White Oak, Texas

Below: LUFKIN A-912D-427-240, Amoco Production Company, Andrews, Texas



Below: LUFKIN M-640D-305-168, Amerada Hess Corporation, Seminole Field, Seminole, Texas



LUFKIN C-228D-246-86, Continental Oil Company, North Foster Field, Odessa, Texas

LUFKIN M-228D-213-120, Cities Service Oil Company, Rhoades-Cowden Field, Odessa, Texas

Snapshots



KEITH SPRADLING
Union Oil Co. of Calif.
Lovington, New Mexico



H. G. STARLING
Shell Oil Corp.
Hobbs, New Mexico



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



JIM GRIFFIN
Atlantic Richfield Co.
Hobbs, New Mexico



B. J. PANKRITZ
Gulf Oil Company
Hobbs, New Mexico



LEROY TROOP
Atlantic Richfield Co.
Hobbs, New Mexico



T. J. WESTBROOK
Sun Oil Company
Dallas, Texas



CECIL BRADLEY
Continental Oil Co.
Hobbs, New Mexico



JERRY PARKS
Texaco Inc.
Hobbs, New Mexico



VORIS JOHNSTON
Texaco Inc.
Hobbs, New Mexico



LOY HEMBREE
Atlantic Richfield Co.
Odessa, Texas



BILL GOZA
Sun Oil Company
Midland, Texas



VICTOR OBADIAH
Continental Oil Co.
Hobbs, New Mexico



BOYD BINGHAM
Texaco Inc.
Hobbs, New Mexico



J. V. GANNON
Texaco Inc.
Hobbs, New Mexico



CHAFFEY MENDOZA
Continental Oil Co.
Hobbs, New Mexico



DICK MASSEY
Union Oil Co. of Calif.
Lovington, New Mexico



J. R. BURNETT
Southland Royalty
Fort Worth, Texas



JOE GREGORY, left, CHARLIE BURNS, Getty Oil Company, Crane, Texas



GENE HODGES
Atlantic Richfield Co.
Dallas, Texas



KEN HARBIN
Texaco Inc.
Hobbs, New Mexico



JERRY CRANE
Gulf Oil Co., U.S.A.
Odessa, Texas



JOHNNY ODOM
Getty Oil Company
Crane, Texas



IRVIN FEWIN
Atlantic Richfield Co.
Odessa, Texas



ARCHIE TEHAN
Atlantic Richfield Co.
Longview, Texas



DONALD JERRY
Phillips Petroleum Co.
Smackover, Arkansas



RALPH HAYDEN
Halliburton Resource
Management
Dallas, Texas



W. L. MERRILL
Gulf Oil Co., U.S.A.
Kilgore, Texas



LUTHER STEWART
Amoco Production Co.
Odessa, Texas



BUD RUPLE
Gulf Oil Co., U.S.A.
Homer, Louisiana

By Lufkin Camera men



C. C. SMITH
Gulf Oil Company
Hobbs, New Mexico



BOB STEELE
Texas Pacific Oil Co.
Dallas, Texas



J. B. MONCRIEF
Sun Oil Company
Dallas, Texas



LEE JACOBS
Champlin Petroleum Co.
Fort Worth, Texas



EARL CROWSON
Gulf Oil Co., U.S.A.
Odessa, Texas



JACK CARLSON, left, JIM
McATEER, Amoco Production Co.,
Odessa, Texas



B. W. GORDON
Texaco Inc.
Hobbs, New Mexico



C. S. HILTON, JR.
Marathon Oil Company
Hobbs, New Mexico



ALTON GOODRICH
Southland Royalty Co.
Fort Worth, Texas



C. W. CHACHERE
Gulf Oil Co., U.S.A.
Odessa, Texas



NAT F. GOODWIN
Fair Oil Company
Tyler, Texas



D. A. COCHRAN
Marathon Oil Company
Hobbs, New Mexico



C. D. BORLAND
Gulf Oil Company
Hobbs, New Mexico



HOWELL ADAIR
Texas Oil & Gas Corp.
Dallas, Texas



MERLE DICKENS
Union Oil Co. of Calif.
Lovington, New Mexico



J. G. BLEVINS, JR.
Texaco Inc.
Hobbs, New Mexico



G. C. JAMIESON
Continental Oil Co.
Hobbs, New Mexico



M. L. JOHNSTON
Marathon Oil Company
Hobbs, New Mexico



CURTIS PHILLIPS
Union Oil Co. of Calif.
Van, Texas



ROY CARROLL
Texas Pacific Oil Co.
Odessa, Texas



DOUG CARTER
Sun Oil Company
Longview, Texas



DAN KERR
Texas Pacific Oil Co.
Odessa, Texas



EARL BLACKWELL
American Petrofina
Dallas, Texas



BEN COOKSEY
White Superior Div.
Fort Worth, Texas



VERNON TURNER
McAlester Fuel Co.
Magnolia, Arkansas



LEWIS JUSTISS
Murphy Oil Corp.
El Dorado, Arkansas



E. L. PENWELL
White Superior Div.
Fort Worth, Texas



FRANK OTTMERS
Halliburton Resource
Management
Dallas, Texas



K. A. BRIM
Sohio Petroleum Co.
White Oak, Texas



JACK BYRD, left, Dallas; BOB
SHAMBURGER, center, Colorado
City, Texas; RAY LANGFORD,
Dallas; all Sun Oil Co.

More Snapshots By the Lufkin Cameramen



PERCY ERVIN
Tri-Star Petr. Corp.
Dallas, Texas



BILL BOGERT
American Quasar
Fort Worth, Texas



SCOTT WILKINSON
Getty Oil Company
Crane, Texas



BILL JERNIGAN
Texas Pacific Oil Co.
Midland, Texas



ODELL FLOYD
Gulf Oil Co., U.S.A.
Odessa, Texas



BOB COLEMAN
Gulf Oil Co., U.S.A.
Odessa, Texas



LOY ALLEN
Gulf Oil Co., U.S.A.
Odessa, Texas



BOB DENNIS
Amoco Production Co.
Odessa, Texas



LLOYD CARLISLE
Atlantic Richfield Co.
Dallas, Texas



BOB ANDERSON
Gulf Oil Co., U.S.A.
Crane, Texas



HOLLIS DEATS
Texas Pacific Oil Co.
Abilene, Texas



DICK FARRAR
Amoco Production Co.
Odessa, Texas



OMER ROBERTS
Texas Pacific Oil Co.
Midland, Texas



BOB MARTIN
Champlin Petroleum Co.
Midland, Texas



DON MONNETT
Mobil Oil Corp.
Dallas, Texas



STEVE KEAHEY
Mobil Oil Corp.
Dallas, Texas



ED THORSON
Mobil Oil Corp.
Dallas, Texas



JOHN HEFFNER
Mobil Oil Corp.
Dallas, Texas



BILL PAYNE
Payne-Johnston
Abilene, Texas



NORVIN ZUMMALLEN
Atlantic Richfield Co.
Dallas, Texas



JAMES UNDERWOOD
Continental Oil Co.
Midland, Texas



MARVIN LORENZ
Continental Oil Co.
Odessa, Texas



JACK DAISS
Amoco Production Co.
Odessa, Texas



DON CONDIE
Champlin Petr. Co.
Midland, Texas



FRANK TURNER
Hunt Oil Company
Dallas, Texas



DON SARTAIN
Texas Pacific Oil Co.
Dallas, Texas



Display unit LUFKIN A-2560D-470-240

Regional SPE Meeting

LUFKIN'S Visitors in Ventura

Visitors to the recent California SPE regional meeting at Ventura were welcomed by a 50-foot, red, white and blue LUFKIN air balance pumping unit. A circus-like tent housed inside equipment exhibits.

Approximately 1000 SPE members, oilmen, equipment men, stu-

dents and wives were active in the business meetings, speakers' luncheons and social affairs.

The unit exhibited by LUFKIN now is pumping for Getty Oil Company in the Ventura Avenue Field at Ventura, California. It is the largest pumping unit manufactured in the world.



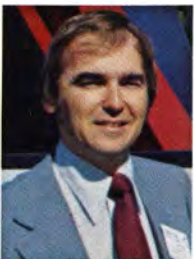
Tent covers inside exhibits at oceanside site



JOHN MISBICK
Continental Oil Co.
Ventura, Calif.



R. BRUCE MILLER
Independent
Bakersfield, Calif.



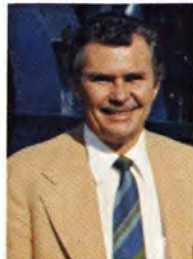
ED GILL
Getty Oil Company
Ventura, Calif.



KENNETH HUNTER, JR.
Independent
Santa Barbara, Calif.



CECIL BASENBERG
Argo Petroleum Corp.
Los Angeles, Calif.



JACK GILLILAND
Independent
Santa Maria, Calif.



WILLIAM RYHERD
Standard Oil Co.
Santa Barbara, Calif.



BYRON JOHNSON
Getty Oil Company
Los Angeles, Calif.



J. M. THARP, JR., left, LES KELL,
Getty Oil Co., Bakersfield, Calif.



BILL CASE, left, Petroleum Construction, Inc.,
Santa Paula, Calif., BILL LEWIS, Union Oil Co., Piru, Calif.

10-20-30-40

years old and still pumping? it **MUST** be a **LUFKIN**



40 YEAR OLD MODEL

They are built to last and when parts are needed they are usually readily available. That's what keeps them running for years beyond a reasonably expected service life.

Experienced and expert service men together with parts availability are some of the **BIG REASONS FOR LUFKIN'S** top spot on the oil patch totem pole.

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- ◆ MARACAIBO, VENEZUELA
- ◆ EDMONTON ALBERTA, CANADA
- ◆ MAIN PLANT: LUFKIN, TEXAS



CURRENT MODEL

LUFKIN

INDUSTRIES, INC. LUFKIN, TEXAS