



Piney Point Lodge, Sam Rayburn Reservoir

Reese Kennedy

The **LUFKIN** Line

WINTER • 1977

1902 Anniversary Issue 1977

**The only true gift is a portion of thyself. Therefore
the poet brings his poem; the shepherd, his lamb; the farmer, corn;
the miner, a gem; the sailor, coral and shells; the painter, his picture.
—Ralph Waldo Emerson**



MACHINERY DIVISION SALES AND SERVICE OFFICES

ATLANTA, GEORGIA P. O. Box 141 Tucker, Georgia Phone: 404-939-3119	NEW ORLEANS, LOUISIANA 4636 Stanford Street P. O. Box 73373 Metairie, Louisiana Phone: 504-885-2841
BAKERSFIELD, CALIFORNIA 2500 Parker Lane P. O. Box 444 Phone: 805-327-3563	NEW YORK, NEW YORK 100 Menlo Park Office Bldg. Room 408 Edison, New Jersey Phone: 201-549-1023
BALTIMORE, MARYLAND P. O. Box 673 Bel Air, Maryland Phone: 301-879-9264	ODESSA, TEXAS Highway 80 East P. O. Box 1632 Phone: 915-563-0363
CASPER, WYOMING 100 Warehouse Road P. O. Box 1849 Phone: 307-234-5346	OKLAHOMA CITY, OKLAHOMA 2300 S. Prospect P. O. Box 95205 Phone: 405-677-0567
CRYSTAL LAKE, ILLINOIS 18 Grant Street P. O. Box 382 Phone: 815-459-4033	PITTSBURGH, PENNSYLVANIA Suite 101 201 Penn Center Blvd. Phone: 412-241-5131 412-241-5133
CLEVELAND, OHIO 6500 Pearl Rd., Suite 215 Phone: 216-842-7880 216-842-7881	SAN ANTONIO, TEXAS 8100 Broadway—Room 103 P. O. Box 17271 Phone: 512-828-8142
DALLAS, TEXAS 271 Meadows Bldg. Phone: 214-691-6133	SEATTLE, WASHINGTON 10703 Durland Ave., N.E. Phone: 206-362-7373
DENVER, COLORADO 950-17th Street Suite 1720 Phone: 303-573-5195	TULSA, OKLAHOMA 3025 E. Skelly Drive Suite 446 Phone: 918-749-6846
HOUSTON, TEXAS 6610 Harwin Dr. Suite 152 Phone: 713-781-6850	VENTURA, CALIFORNIA 198 Barbara St. Oakview, California Phone: 805-649-2757
KILGORE, TEXAS P. O. Box 871 Phone: 214-984-3875	EXECUTIVE OFFICES & MANUFACTURING PLANT Lufkin, Texas 75901 P. O. Box 849 Phone: 713-634-2211 R. L. Poland, President Ben Queen, Vice-President and Sales Manager
LOS ANGELES, CALIFORNIA 10221 Slater Ave. Suite 111 P. O. Box 8522 Fountain Valley, Calif. Phone: 714-963-0859	

LUFKIN MACHINE CO., LTD.

CALGARY, ALBERTA, CANADA 5112 Varscliffe Road N.W. Phone: 403-288-3073	EDMONTON, ALBERTA, CANADA 9950 65th Avenue Phone: 403-435-8571
---	---

INTERNATIONAL DIVISION SALES AND SERVICE OFFICES

HOUSTON, TEXAS
6610 Harwin Drive
Suite 152
Phone: 713-781-0600
Telex: 76-2678
Cable: "Luffo" Houston

LUFKIN INDUSTRIES INTERNATIONAL INC.

MARACAIBO, VENEZUELA
Apartado 1144
Phone: 061-213840
Telex: 61346
Cable: "Luffo" Maracaibo, Venez.

LUFKIN INDUSTRIES SALES CORP.

LONDON, ENGLAND
118 Piccadilly
Suite 14, Newton House
Phone: 01-493-3983
Telex: 23781
Cable: Lufkindus London WI

The **LUFKIN** Line

WINTER, 1977 • Volume 53 • Number 3



The format of The Lufkin Line has changed several times during the past 56 years since it made its debut in 1921. It was out of print for three years during World War II but has been printed at least once per year since then. Change is inevitable; we hope ours has been for the best.

75th ANNIVERSARY ISSUE

From Timber to Oil	4
After 75 Years, A Look Back... and Forward ..	6
LUFKIN Installations	14
LUFKIN's Visitors at Denver SPE-AIME	16

COVER: Painting by Reese Kennedy, Nacogdoches, Texas. Framing Reproductions are available upon request to the Editor.

OPPOSITE: Transparency by Vernon Sigl, Brooklyn, N.Y.



Published to promote friendship and goodwill among its customers and friends and to advance the interest of its products by Lufkin Industries, Inc., Lufkin, Texas. Produced by the Public Relations Department, Virginia R. Allen, director. Member of IABC, International Association of Business Communicators.



An early LUFKIN pumping unit at Spindletop, Texas, with the Trout counterweight, wooden walking beam, and sampson post.



LUFKIN's corporate office building shortly after its construction in the early 1930's.

From Timber to Oil

There were possibly a hundred sawmills in East Texas when the Lufkin Foundry and Machine Company began repairing sawmill equipment and locomotive boilers in 1902.

In 1905, W. C. Trout came to Lufkin to be the general manager of the company and soon thereafter



ter a line of sawmill equipment and a sawmill supplies department was added. Trout brought with him talents as an inventor, salesman, and manager that would make him the most important single reason for the company's success during the coming years.

When the lumber industry began to decline in East Texas, Mr.

Trout turned his attention to the oil industry. Under his direction, LUFKIN moved into producing what the oil industry needed—an efficient method of pumping a single well.

Mr. Trout designed and the company built its first pumping unit, which was installed in 1924 on a Humble Oil and Refining Company well near present-day Baytown, but the problem of counterbalancing the well load had not been solved and the unit was not widely accepted.

Undaunted, Mr. Trout designed an adjustable crank-mounted counterweight that was so effective and such a simple solution that LUFKIN units today still operate on the same principle.

From that point on, the pumping unit was the standard method of pumping oil and LUFKIN became the leading manufacturer of oil field pumping units.

Although pumping units were the back-bone of LUFKIN production, Mr. Trout had diversity of products on his mind for the company.

In 1939, LUFKIN acquired the Martin Wagon Company and produced a series of reduction gears

for the new Southland Paper Mill in Lufkin, marking the first production of LUFKIN gears for use other than in pumping units.

During World War II, LUFKIN produced final drive gears for Sherman tanks, marine gears for Navy cargo boats, destroyers and LST's, carriages for 4.5" and 6.5" Howitzers and cast iron practice bombs for Navy pilots. Trailer employees built truck-trailers, mobile laundry units and gasoline transports for the war effort.

During the post-war boom years, LUFKIN continued its effort to supply all the needs of the oil field industry by marketing two new types of pumping units—the air-balanced unit and the unique Mark II unit, while redesigning all units to meet the new American Petroleum Institute's strict standards. By 1960, LUFKIN offered the most complete line of oil field pumping units in the world.

In 1970, the stockholders of Lufkin Foundry and Machine Company changed the name of the company to Lufkin Industries, Inc. The company had become so diversified that it had simply outgrown its name.



The Martin Wagon Company was purchased by Lufkin Foundry and Machine Company in 1939.



The pumping unit gear reducer is assembled, inspected, and sent to the final assembly area where it is mounted on the pumping unit structure.

LUFKIN engineers can analyze the down hole conditions and recommend pumping unit size and rod size to insure maximum production.



After 75 years...

A Look Backward And Forward

The LUFKIN Mark II, because of its unique geometry, reduces peak polished rod loads and lowers off bottom acceleration.



Since marketing its first pumping unit in 1924 and then patenting the Trout Counterbalanced Crank in June, 1926, LUFKIN and the pumping unit industry have become precise and computer-calculated. LUFKIN, however, is still setting the pace.

From the original Conventional unit which is simple to operate, requires little maintenance, adapts to most pumping situations and is available in a complete range of sizes up to a 168-inch stroke and a 912,000 inch-pounds peak torque rating, LUFKIN continued to look for pumping units for every situation, and came up with the Air-Balanced and Mark II units.

The Air-Balanced units, which are available with stroke lengths up to 300 inches and peak torque ratings up to 3,648,000 inch-pounds, can handle large volume production from great depths.

The Mark II Unitorque unit, manufactured exclusively by LUFKIN since 1959, is available in a complete range of sizes and peak torque ratings. The largest Mark II unit has a 216-inch stroke, a peak torque rating of 1,280,000 inch-pounds and at the apex of its stroke, reaches nearly 50 feet high. The unique geometry of the Mark II unit reduces peak torque and horsepower requirements in certain pumping situations.

LUFKIN engineers, with the help of computers and years of pumping unit experience, can analyze the down hole conditions for LUFKIN customers and recommend pumping unit and rod size to insure maximum production and efficient use of LUFKIN equipment.

Continued next page

AFTER 75 YEARS . . . continued

With over 15 years experience building gear reducers for pumping units, it was natural that LUFKIN would venture into building commercial gears. This they did in 1939, when Southland Paper Mill was being built near Lufkin, Texas. This success launched another product for LUFKIN and today its industrial gears are at

work for industry all over the world.

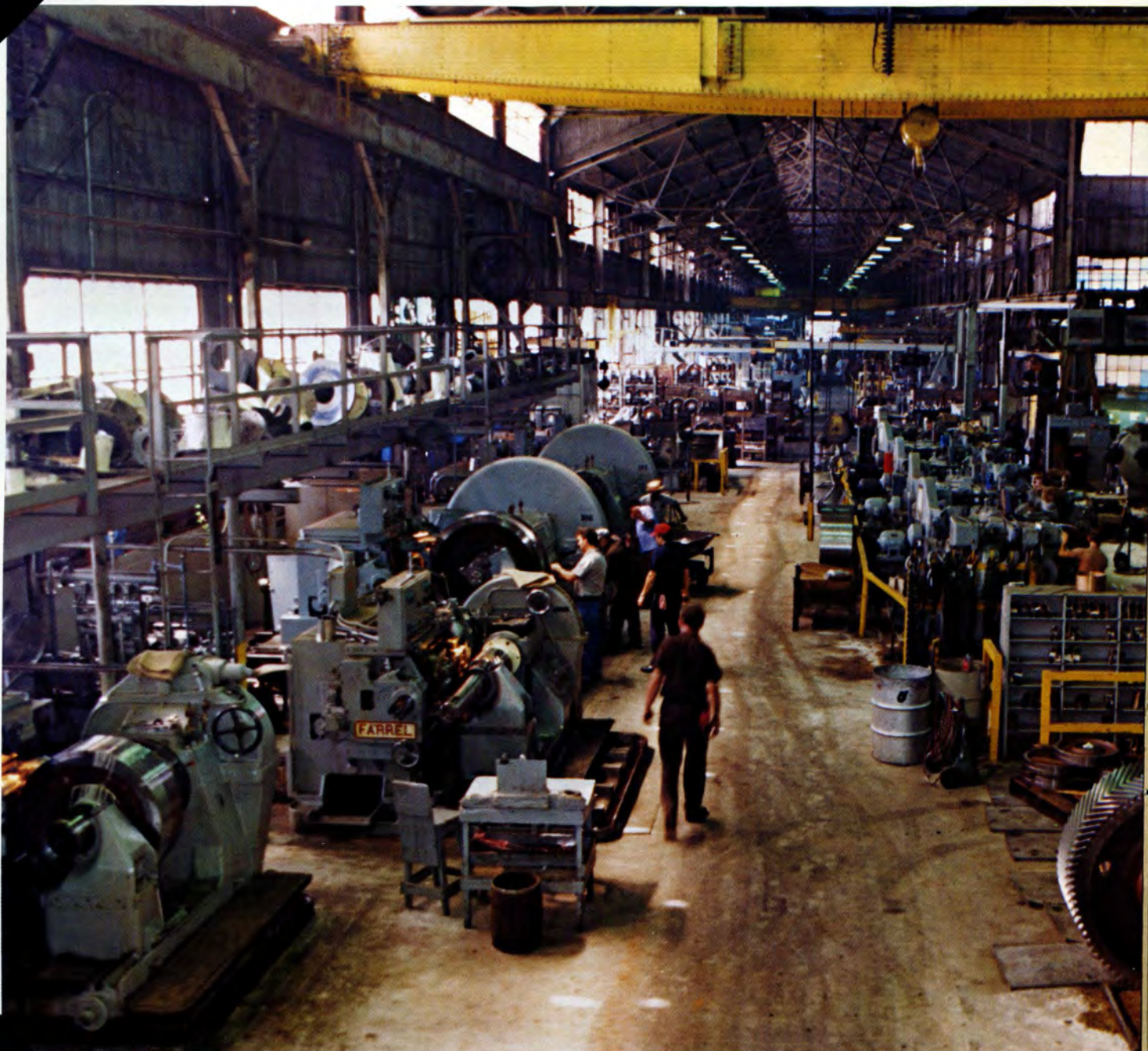
During World W II, the company produced propulsion gears for LST landing craft, Navy destroyers and Army cargo vessels.

Between 1952 and 1956, LUFKIN engineers developed a line of marine propulsion gears, for which

LUFKIN received its first order in 1956. Since 1957, LUFKIN has been a major supplier of propulsion gearing for many types of marine applications.

To meet these varied applications, LUFKIN manufactures a complete line of diesel and diesel-electric gear drives. These gear drives include reverse reduction units for fixed pitch propellers as well as reduction units

LUFKIN has the world's largest battery of Sykes gear cutters as well as some of the largest gear hobbers ever manufactured.



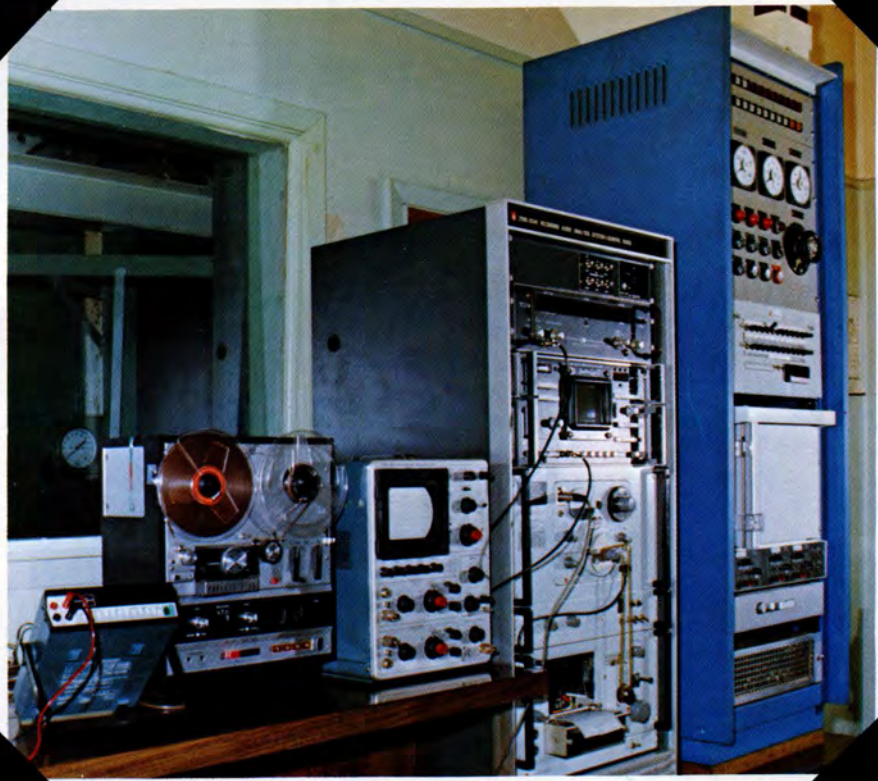
for direct reversing engines and
controllable pitch propellers.

LUFKIN is jealous of its reputation
as a manufacturer of commercial
gears. To continue producing the
highest quality products possible, the
company equips its plant with the
most modern and sophisticated

Continued next page



This large hobbing machine, especially designed for extreme
accuracy, is a new addition to production facilities.



LUFKIN's gear testing equipment is the most modern and
sophisticated available.



This photo of the original Lufkin Foundry & Machine Company (top) was made in about 1907, some five years after its founding. In contrast (opposite page) Lufkin Industries' plant

today stretches across some 90 acres in downtown Lufkin and houses the most modern and sophisticated manufacturing tools to be found anywhere

We've Come a Long Way From Sawmill Equipment to Pumping Units to Truck Trailers

AFTER 75 YEARS . . . *continued*

machinery available. The highest priority is "quality."

LUFKIN's testing facilities can record oil inlet and outlet temperature, oil flow, bearing temperature and unfiltered shaft vibration and sound levels by means of recordings and frequency spectrum analysis.

Needing additional production facilities for its increased trailer business, LUFKIN built a new ultra-modern, automated manufacturing facility on 60 acres of a 400-acre tract seven miles southeast of Lufkin. The new production area is located in one large building covering eight acres.

It houses some of the most modern tools available for trailer

manufacturing, including a Pierce-Rivet machine. Four men and this machine can rivet an entire side panel for a 40-foot van in 35 minutes. Before this machine became a part of the present day construction methods, it took four men eight hours to rivet the side panel for a 40-foot van, and that didn't include the upper rail.

LUFKIN presently manufactures most standard lines of trailers including the popular 40-foot aluminum vans, refrigerated vans, dumps and flat-beds, both single and tandem.

In addition to these, LUFKIN

Continued next page





AFTER 75 YEARS . . . continued

continues to produce a variety of custom-designed trailers for special purposes such as multi-axle low-boys, grain trailers, all-terrain trailers, doubles and a special all-terrain missile trailer.

Today, the Automotive and Industrial Supplies Division is essentially a wholesale supplier of automotive parts, heavy hardware, plumbing supplies, pole line hardware, industrial safety equipment and miscellaneous tools and industrial supplies.

Following a disastrous fire in 1972, which destroyed the previous facilities, a new building was erected which covers an entire city block. The facility includes 2097 square feet of display space, 121,500 square feet of warehouse space and 5200 square feet of administrative offices. There is also a 27,000 square-foot pipe storage yard.

The early 1970's saw the beginning of a multi-phase, multi-million dollar expansion program begin in the foundry department. Already, new pollution control equipment has been introduced into the foundry system and a new counter-weight foundry began operations in December 1975. Plans for enlarged melting and molding facilities, a conversion to total no-bake molding system, and a new pattern shop are presently in the construction stage or on the drawing boards. The acquisition of a complete foundry operation in Arkansas enlarged foundry capabilities by approximately 20%.

Another multi-million dollar expansion is underway in the industrial and marine gear department. It is expected to be completed around 1980, giving LUFKIN as modern manufacturing facilities as technology allows.

The growth and prosperity of LUFKIN is the result of diversification of products, investment of earnings back into production facilities and loyal, dedicated employees.



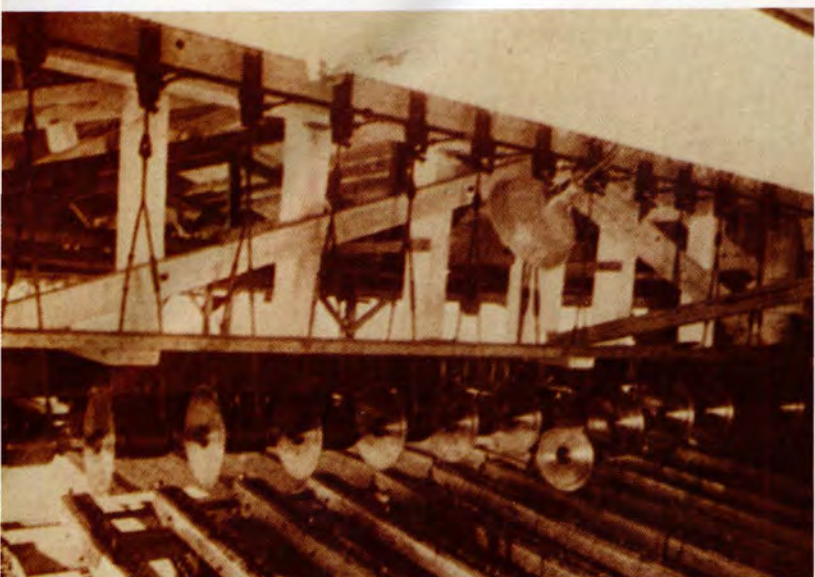
In the new counterweight foundry, melting is by electric arc furnaces which are capable of producing the desired quality of metal from any ferrous scrap.



LUFKIN's ultra-modern trailer manufacturing facility with eight acres of production area under one roof.



LUFKIN trailer specially designed for desert-based oil field operations. The trailer bed is 7½ feet from the ground.



LUFKIN Overhead Trimmer with Air Lift used in Rock Creek Lumber Company mill in Trinity, Texas, built in 1921.



LUFKIN demonstration van in front of newly built Trailer Plant in the summer of 1940.

LUFKIN Installations...

From 1922 to 1977



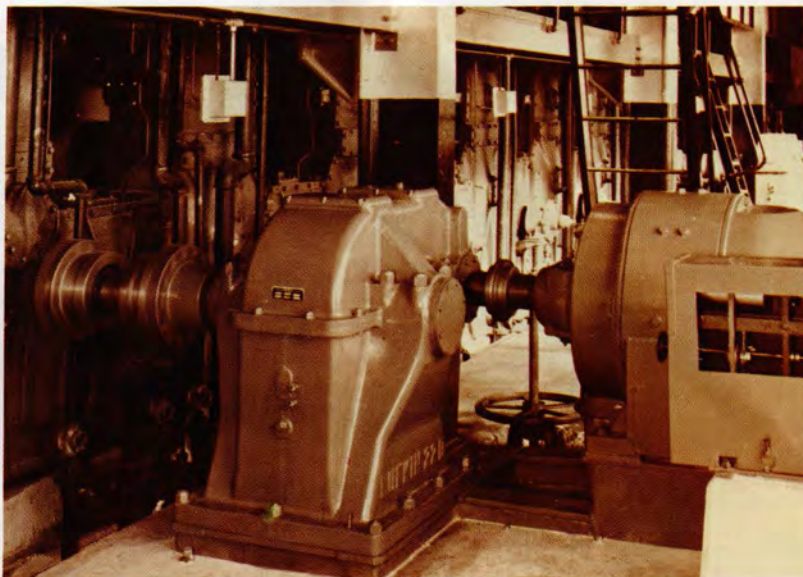
LUFKIN installations as they appeared in the March-April 1930 issue of the Lufkin Line.



A battery of LUFKIN TC6025H Speed Reducers coupled to LUFKIN TC4431 Speed Reducers driving a sugar mill in New Iberia, Louisiana.



LUFKIN marine gears prior to shipment to shipyards around the country for installation in LST landing craft, Navy destroyers, and Army cargo vessels during World War II.



LUFKIN commercial gears built for Southland Paper Mill at Lufkin in 1939. They are still operating.



This 40-foot aluminum van is typical of those manufactured by LUFKIN's Trailer Division.

LUFKIN 5½ worm gear unit complete, Humble Oil Company, Seidel, Texas, shipped late August, 1929. It is still operating; this photo was made in the summer, 1977.



LUFKIN Model RS3622 marine gear with an input of 865 rpm reduced to 174 rpm will produce 2575 horsepower for use in a Great Lakes vessel.



LUFKIN C-640D-304-120 Unit was shipped August 27, 1971—the 100,000th pumping unit produced by LUFKIN.

These pages are from a 1931 issue of The Lufkin Line depicting API visitors to tour the plant



JOE SUMMERS, left, Cities Service Oil Co., Tulsa, Oklahoma; R. E. POWERS, Atlantic Richfield, Midland, Texas



DICK COUCH, left, LUFKIN, Bakersfield, Calif. FRED GIPSON, center, Continental Oil, Houston, Texas; FRED GRIFFIN, LUFKIN, Lufkin

LUFKIN

Vistors at Denver SPE-AIME



MERLE SAVAGE
Benson Minerals
Wichita, Kansas



JIM ONSTOTT
Progress Petroleum
Wichita Falls, Texas



HARRIS PAPAHRONIS
Gulf Energy Prod. Co.
Dallas, Texas



GEORGE FANCHER, left, Petrol-
eum Consultant, Austin, Texas;
JOE BYRD, LUFKIN, Lufkin



DARRELL BURTON, left, Texaco Inc.,
Denver, Colorado; LOU AMICK,
Texaco Inc., Lakewood, Colorado



DAMON L. WATKINS, left, Amoco
Production, Chicago, Illinois;
CHARLES DYER, LUFKIN, Tulsa



JOHN WYLIE, left, Depco, Inc.,
Denver, Colorado; JAMES CRAIG,
Brinkerhoff Drilling, Denver



HARRY TATE
Cities Service Corp.
Denver, Colorado



A. L. VALENTINE
Champlin
Englewood, Colorado



PAUL BIGGS
Univ. of Wyoming
Laramie, Wyoming



FRANKLIN WHEELER
Apache Corp.
Lakewood, Colorado



GEORGE POPOVEC
Husky Oil Company
Denver, Colorado



WAYNE GAMBLE
Gamble & Assoc.
Dallas, Texas



JOE PRIDGEON, Tesoro
Petroleum, San Antonio, Texas;
BOB HAIL, LUFKIN, Casper, Wyoming



JOHN POLAND, left, LUFKIN, Oklahoma
City, Oklahoma; JAMES BURKHART,
Cotton Petroleum Corp., Tulsa, Oklahoma



JOHN WARREN, left, Colorado School
of Mines, Lakewood; RICK WESTER-
BERG, Texas Oil & Gas Corp., Denver



HELEN and JOE R. OLDS, Amoco
Production, Denver, Colorado



EDWARD MIESCH
Odeco
New Orleans, Louisiana



J. HARVEY ASHFORD
Petroleum Consultant
San Antonio, Texas



JIM MCGIRL
Champlin
Englewood, Colorado



BILL RIGG
Phillips Petroleum
Denver, Colorado



JAMES FREEMAN
Ceja Corp.
Tulsa, Oklahoma



ASHLEY HOUGHTON
Northern Michigan Exp. Co.
Jackson, Michigan



DAN HENSLEY, left, Lee Keeling &
Assoc., Tulsa, Oklahoma; VIC LYSTER,
Lee Keeling & Assoc., Tulsa



HARRY MAGUSS, left, Marathon Petr.
Canada LTD., Calgary, Canada;
LEN RUZICKI, LUFKIN, Calgary



KEITH EBNER, left, Texaco Inc., Denver,
Colorado; JAMES GUENTHER,
Texaco Inc., Denver



BOB CHEBUL
Amoco Production
Riverton, Wyoming



MIKE GARRISON
Industrial Gas
Denver, Colorado



THEODORE BLEVINS
Chevron Oil Field Research
La Habra, California



KEN SAVAGE
Texas Pacific Oil
Abilene, Texas



ED KISTENMACHER
Sun Production Company
Dallas, Texas

**More
Visitors
at
Denver
SPE-AIME**



LUFKIN's booth featured a new working model conventional pumping unit built by LUFKIN's Riley Webb



BOB SIMUNICK
Atlantic Richfield
Denver, Colorado



MICHAEL SLATER
Amoco Production,
Littleton, Colorado



JOHN WARREN, left, Cenex, Laurel, Montana;
BILL ROSS, LUFKIN, Casper, Wyoming

... More Lufkin's Vistors at Denver SPE-AIME



DOUGLAS HOLLAND, left, Cities Service Oil Co.,
Liberal, Kansas; JOHN PIATT, Cities Service
Oil Co., Oklahoma City



BEN QUEEN, left, LUFKIN, Lufkin; DICK WOMACK,
center, Amoco Production, Denver, Colorado;
OLIVER McKAY, LUFKIN, Denver



W. F. WALKER, left, Sun Prod. Company,
Dallas, Texas; PAUL FLETCHER, Sun
Prod. Company, Dallas



BILL GRIFFITH, left, Nat'l Co-op. Refinery
Assoc., Denver, Colorado; HOMER WEISER,
Sooner Pipe & Supply, Denver



FRANK and KAREN FARNHAM,
Mapco Inc., Billings, Montana



GENE PAULING
American Petrofina
Wichita Falls, Texas



HENRY STRAW
Texaco Inc.
Denver, Colorado



JOE LAWNICK
Davis Bros.
Tulsa, Oklahoma



ROBERT MAROLDA
Ladd Petr. Corp.
Denver, Colorado



RICHARD KING
Inexco
Denver, Colorado



RICK ARMSTRONG
Mitchell Energy Corp.
Bridgeport, Texas

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.

Parts stocked at following locations

- ◆ BAKERSFIELD, CALIFORNIA
- ◆ ODESSA, TEXAS
- ◆ CASPER, WYOMING
- ◆ KILGORE, TEXAS
- ◆ OKLAHOMA CITY, OKLAHOMA
- ◆ MARACAIBO, VENEZUELA
- ◆ EDMONTON ALBERTA, CANADA
- ◆ MAIN PLANT: LUFKIN, TEXAS



CURRENT MODEL

LUFKIN [®] **INDUSTRIES, INC.**
LUFKIN, TEXAS

