

The SUMMER • 1978
LUFKIN
Line





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and Sales Manager

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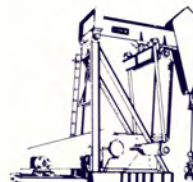
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The LUFKIN Line

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CONVENTIONAL

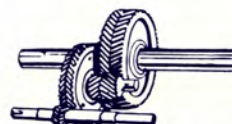


AIR BALANCED



MARK II

OIL FIELD PUMPING UNITS



GEARS FOR INDUSTRY AND SHIP PROPULSION

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COVER:

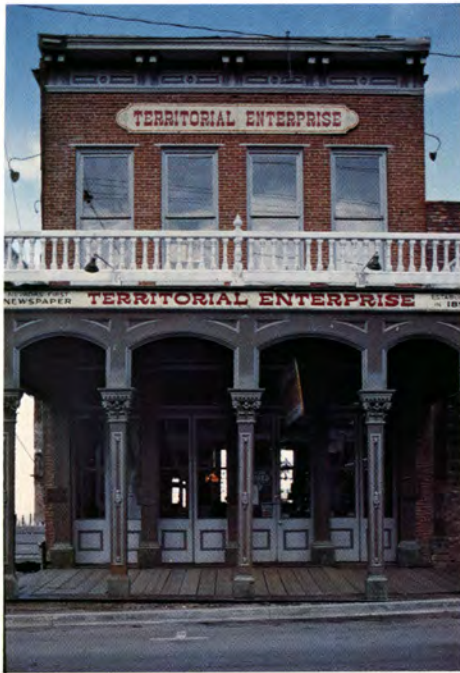
Transparency by Gene Ahrens,
New Milford, New Jersey

OPPOSITE:

Transparency by Phil Roddey
Bloomington, Illinois

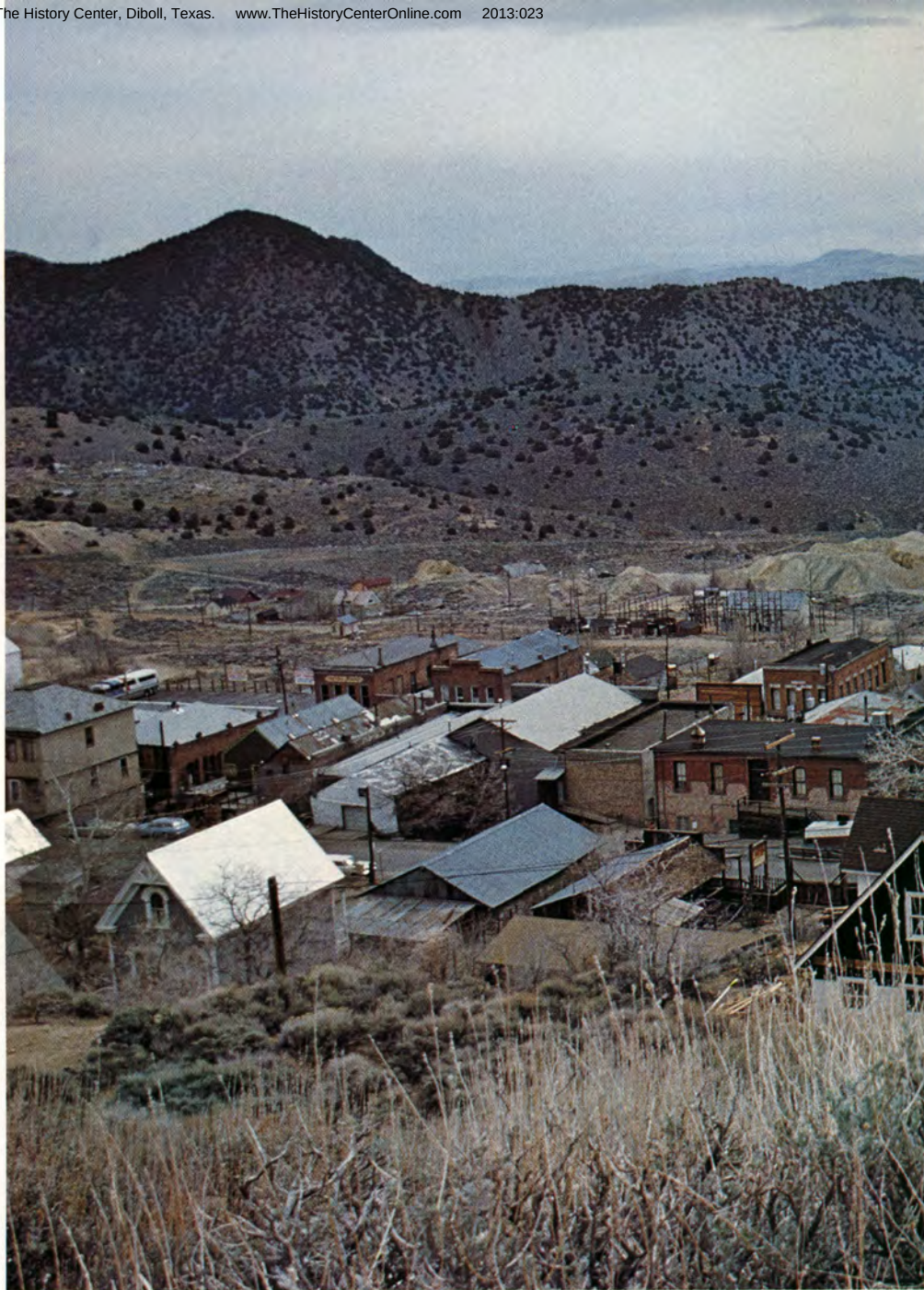


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Mark Twain, known and loved world-wide, honed his writing skills behind doors of the *Territorial Enterprise*

Looking down from above, Virginia City gives the view many miners had from their claims during the mining heyday



VIRGINIA CITY'S SILVER



by TINA RUBIN

erraced into the hillside of Mt. Davidson, Virginia City, Nevada, looks out over miles and miles of blue sky and mountain. Once she was the Queen of the Comstock, the spunkiest silver mining town in the West, but now she seems at peace, her garish reputation faded with time.

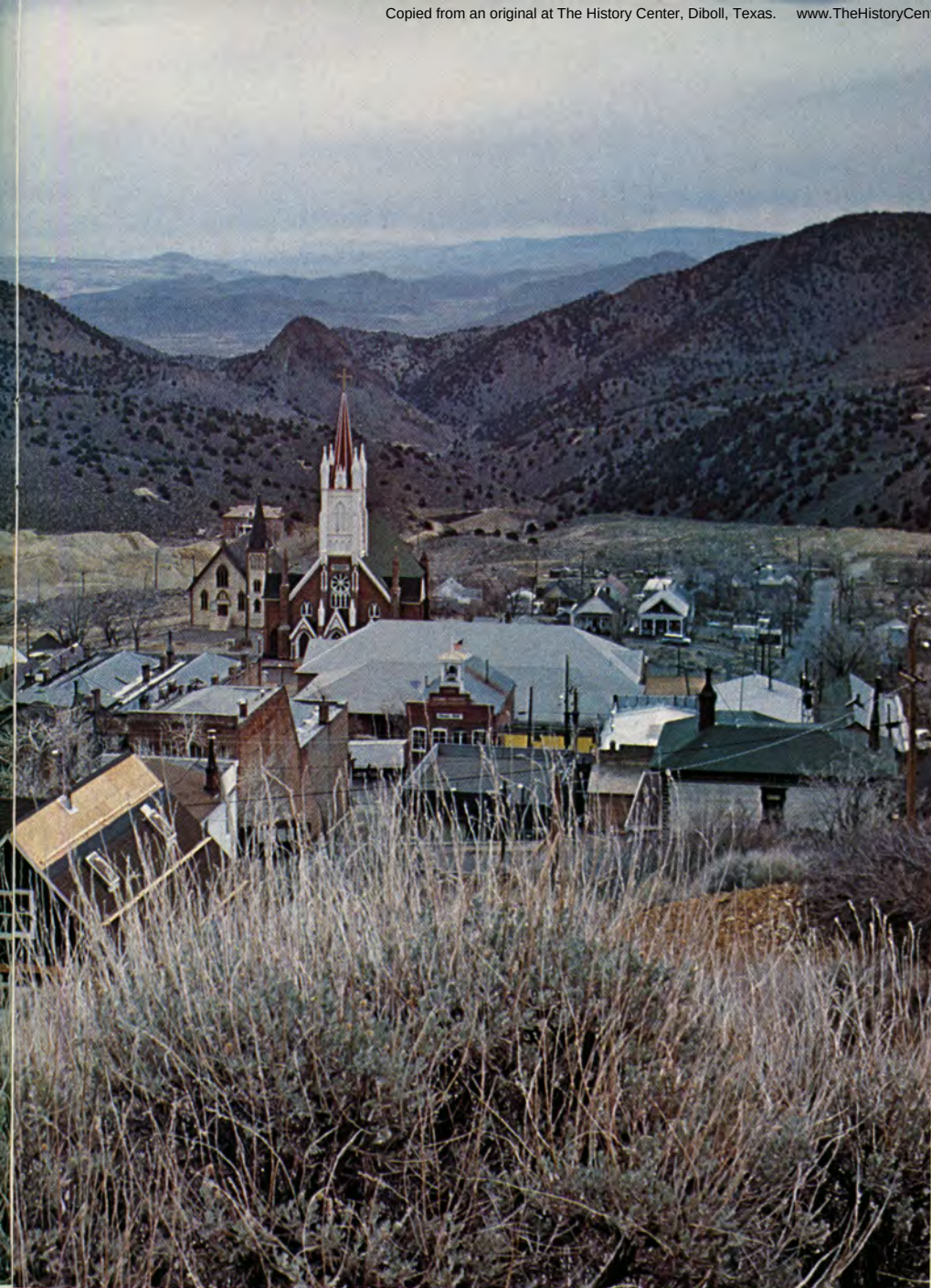
In the early morning light, yellow-

grey dumps from her century-old mines only hint at what she was. But adventure waits for those who seek it, and her colorful Victorian mansions and wild west "C Street" are the first clues.

In the "olden days" when outlaws roamed the West and vigilantes chased them off into the sunset, more silver flowed through Virginia City than any town west of the Mississippi. The Bonanza Mines on

the Comstock Lode produced ore faster than claims could be staked. A migrant drifting through town might become a millionaire in the space of a day—and many did.

Mining conditions were unspeakable. When the men entered their cages to be lowered into the earth's bowels, they had little reason to believe they would see the light of day again. To ease their nerves when they did return to the surface,



the miners began to indulge their senses. By day they dined on the finest delicacies, and by night indulged in the strongest spirits. The drinking and gambling would continue until dawn. Fortunes were won and lost over a card game. Virginia City was indeed a "wild and woolly, rip-snortin' Western town."

As the bonanza progressed, indulgence became a way of life. The bonanza kings built gingerbread

mansions on the hillside, in creamy yellows, rich whites, earthy charcoals, and even pink. They filled them with the finest European furnishings, selected by their women on numerous trips abroad.

A network of saloons appeared. Then came a dance hall, and an opera house . . . the prosperity of this town helped shape the state of Nevada and stimulate America's post-Civil War economy. But in the end, Virginia City's intense merriement was her downfall.

Mining around the clock became necessary to support her in the style to which she had grown accustomed. After a reign of a quarter

of a century, she had stripped her mines clean. Many of her citizens, although vainly hoping that silver would flow again, were forced to move.

Despite this plummeting of the little town's fortune, today she thrives. In part, she's a fun-loving replica of the old days. Every morning the rinky-tink ragtime tunes drift out of the saloons and up the hillside, beckoning to the families in the restored Victorian homes.

But more than just a scenario of the past, Virginia City claims bona fide residents. They love living on the mountain, sheltered from city traffic, pollution, and modern day conveniences such as supermarkets and dry cleaners.

One modern-day phenomenon residents seem to enjoy is the tourist. When the tour buses roll up to the C Street parking lot, dogs and kids trot down the old boardwalk to greet them, and old Virginia City welcomes them with its many historic sights.

At St. Mary's Art Center just outside of town, students set up their easels to paint the lovely mountain scenes. The Center, on spacious grounds dotted with hundreds of trees, once was Virginia City's hospital. The building was long ago abandoned, but recently has been restored. Many of Nevada's most accomplished artists are attracted here in the summer, where they teach classes.

St. Mary's of the Mountains Catholic Church has also been restored, as well as the imposing, grand Fourth Ward School at the gateway to the city. The school was built 102 years ago, and graduated classes up until 1936. All the town's restoration conforms to Victorian standards of color scheme and gingerbread design; the local Historical Architectural Commission sees to it.

The real nostalgia of the town, the kind that goes back to the day of Kitty, Julia Bulette and Joe Cartwright, is on C Street. It all began here, and this is where it

Continued on next page

VIRGINIA CITY continued
still goes on, along the rugged wooden walkway.

This is where the *Territorial Enterprise*, once the West's most widely read mining newspaper, established itself, and Mark Twain with it. Twain thought bandits, posses and mining disasters weren't colorful enough for the paper, so he invented his own humorous stories to spice up the journal.

The miners loved it, after catching on to Twain's dry sense of humor. Initially they believed every word he wrote. The brick *Enterprise* building is now a museum, but its original title can still be seen in the fading paint on the building's north side.



Street is where the original Bucket of Blood Saloon still operates, its musicians regularly belting out the ragtime rhythms of the good old days. Outside, the saloon's "Dead Wagon" still stands, the fine white hearse which used to carry unlucky gunslingers off to that prairie in the sky.

Just up the street, "Uncle Sam" peers from a large window in one of the saloons, surrounded by pistol-packin' cowboys. They are big as life, but they only have one arm . . . they're only slot machines; but bandits just the same.

At the top of C Street, the old county courthouse waits, a symbol of justice right out of Western history. Its bell tower stretches toward the sky, the inscription reading "Storey County, 1864." And next to it, the bright yellow railroad car with bold green letters announcing "Virginia-Truckee Railroad."

Thousands of dollars in gold and silver rolled into and out of town on the Virginia-Truckee, but now it rests, suspended in time. Perhaps one day it will roll again, bringing hundreds of passengers to visit the Queen of the Comstock. Until that day, take Route 50 from Carson City, just 20 minutes outside Lake Tahoe, to the "wildest, wooliest, western town, west of the Mississippi."



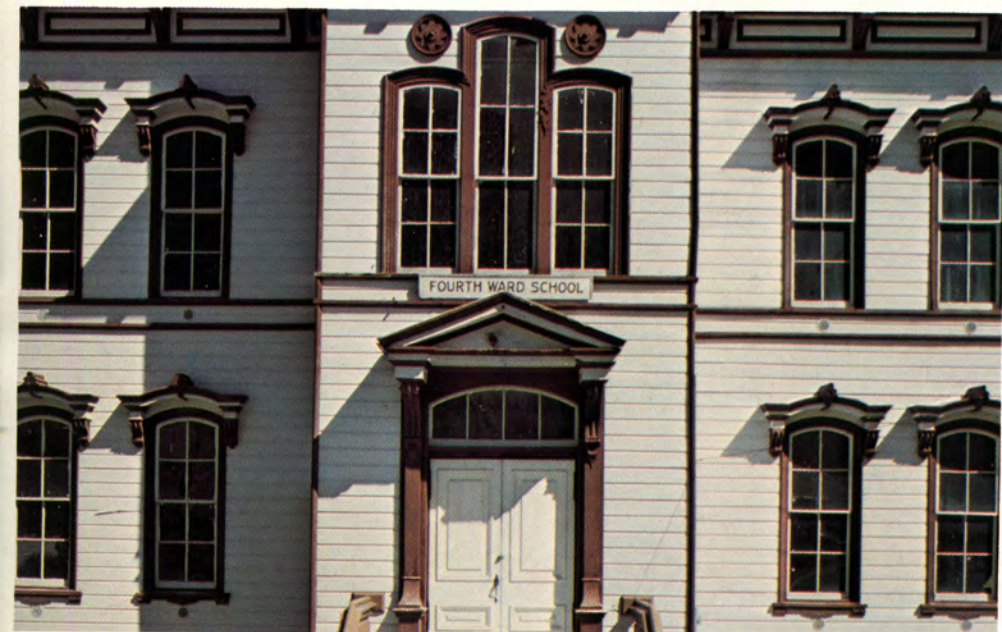
The "Dead Wagon" sitting outside the Bucket of Blood Saloon saw a lot of action during the booming days of Virginia City

The Silver Dollar Saloon brings back memories of a by-gone era



In the usual style of Virginia City, this small house has the delicate gingerbread scroll-work all across its front





This antique slot machine is the predecessor of today's modern, one-armed bandit
Virginia City children surely had one of the finest looking school buildings in the West in the Fourth Ward School

LUFKIN INSTALLATIONS



LUFKIN, C-160D-200-74, Pamale Petroleum Co.,
PLM #4, Pearsall, Texas



LUFKIN, C-228D-173-76, Paul Klobberdanz,
E. Davis Field, Davis, Oklahoma



LUFKIN, A-320D-100-32, Mobil Oil Corp.,
Thomas Estate #3, Lindsay, Oklahoma



LUFKIN, M-640D-365-144, Sun Oil Co.,
MFU-14-7, Harden City, Oklahoma



LUFKIN, C-114D-133-54, McAlester Fuel & Oil Co.,
Christian Lease, White Oak, Texas



LUFKIN, C-160D-173-74, Pacific Petroleum, Ltd., Redwater
Field, Redwater, Alberta, Canada



LUFKIN, M-228D-256-120, Mobil Oil Corp., Wild Horse Unit,
County Line, Oklahoma

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



BOB RANKIN, left, Shell Oil Company, Houston, Texas;
JACK GISSLER, LUFKIN, Dallas, Texas



DAVID HAMAKER, left, Texaco, Wharton, Texas;
DALE HAMAKER, Texaco, Bellaire, Texas

SNAPSHOTS

By
Lufkin Cameramen

SANDY BROCKER
Exxon
Houston, Texas



DAVE BISHOP, left, LUFKIN, Tucker, Georgia;
DALE GREEDES, Tidewater Marine, New Orleans, La



L. M. SLOAN
Exxon
Houston, Texas



GRETH M. DUNN
Tidewater Marine
New Orleans, Louisiana



GRADY WRIGHT
Champion Petro. Co.
Englewood, California



LEONARD SWANSON
Standard Oil of California
San Francisco, California



DON BERQUIST
Electro-Motive Div.
General Motors Corp.
LaGrange, Illinois



JIM INNERARITY
Tidewater Marine
New Orleans, Louisiana



CLARENCE BROWN
Polumbus Corp.
Denver, Colorado



BILL WILLIAMS
IIAPCO Natomas
Jakarta, Indonesia

JIM SCHNABEL
Electro-Motive Div.
General Motors Corp.
LaGrange, Illinois

CHARLES WHEATLEY
NL Petroleum Services
Houston, Texas

GEORGE HODGETT
Tenneco
Houston, Texas

VERN MILLER,
Barber Industries,
Calgary, Alberta

MIKE HATTIER, II
Tidewater Marine
New Orleans, Louisiana

ROGER BALES
Mobil Oil Corp.
Dallas, Texas

LOWELL ABEL
Amoco Production Co.
Houston, Texas





HARVEY Westbrook, left,
JOEL JONES, both with
Continental Oil Co.,
Lake Charles, La.

WILLIAM ALOI, left
Carrier Air Conditioner,
Syracuse, New York;
DAVE REMICH,
LUFKIN, Cleveland, Ohio



HENRY HARTLEY, left,
West India Shipping,
Houston, Texas;
CHARLES DYER,
LUFKIN, Tulsa, Oklahoma

DAVE COOKSEY, left,
ED CARPENTER, both with
York Div., Borg-Warner,
York, Pennsylvania



MONTIE HOUSE
Amoco International Oil Co.
Chicago, Illinois



ED MAINKA, left,
Tesoro Petro. Corp.,
San Antonio, Texas;
JOE RANDOL, LUFKIN,
Houston, Texas

JOHN SEEMAN, left,
DICK TARSNEY, both with
Texaco, Liberty, Texas



RICHARD ADAMS, left,
VIRGIL SKINNER, both with
McDermott Shipyard,
New Iberia, Louisiana

SID HALEY
Standard Oil Co.
Chicago, Illinois



LUFKIN representative DON
McCARN is showing LUO
MIN-PU, Taitung Sugar
Factory, KuangminLi, Taitaung,
JEN HUEI CHUAN, Taiwan
Sugar Corporation, Kaoshiung,
Taiwan, and TA-HUI CHEN,
Pingtung Sugar Factory,
Pingtung, Taiwan, part of the
manufacturing process a
LUFKIN gear undergoes.

DUANE COLTHARP, left,
Continental Oil Co.,
Houston, Texas;
JOHN CAYAN, Sip, Inc.,
Houston, Texas



JACK MATTHEWS
Bralorne International
Houston, Texas;



ED PATTERSON, left, LUFKIN, Houston, Texas;
SID SMITH, Continental Oil Co., Houston, Texas



BILL TROUT, left, LUFKIN, Lufkin, Texas;
SCOTT KRAEMER, Amoco Production Co.,
Denver, Colorado



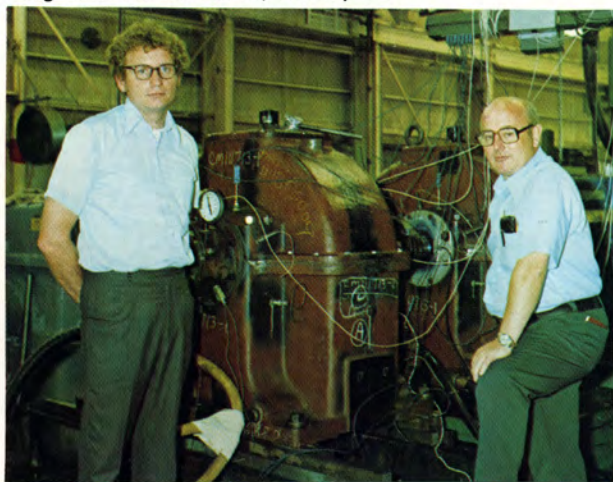
EMMETT ADKINS
Mobil Oil Corp.
New Orleans, La.

More **SNAPSHOTS** By Lufkin Cameramen



PAT STANLEY, left, LUFKIN, Houston, Texas;
ALBERTO GIL, center, Maraven, S.A. Lagunillas, Venezuela;
GUIDO DELGADO, Lukiven, Maracaibo, Venezuela

JOHN D. SWINGLE, left, Lumus Company, Bloomfield,
N. J., and JOHN C. NICOLL, L. R. Technical Services,
Inc., Houston, Texas, inspecting a LUFKIN gear
being tested at the Lufkin, Texas plant.



CLIFF FINCH
Exxon
Houston, Texas



LUTHER MOORE
Continental Oil Co.
Ponca City, Oklahoma



INOCENCIO REYES
Cities Service Corp.
Houston, Texas



DAVID SALOM
Maraven, S.A.
Maracaibo, Venezuela



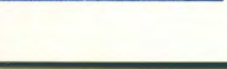
JIM HITCHCOCK
Amoseas
Singapore



TOM BROWNING
Exxon
Houston, Texas



DAVID WOMBLE
Continental Oil Co.
Ponca City, Oklahoma



SERVILIANO BRICENO
Maraven, S.A.
Maracaibo, Venezuela

JOSE GONZALEZ
Maraven, S.A.
Maracaibo, Venezuela

WAYNE SETTLES
Cities Service Corp.
Houston, Texas

FRANCIS SMOTONE
Continental Oil Co.
Ponca City, Oklahoma

RICARDO GIOJA
Bridas S.A.P.I.C.
Buenos Aires

HUGH HUTSON
Texaco
Pearland, Texas

DOUGLAS QUIETT
Texaco
Angleton, Texas





HOWARD H. GRAU
Caltex Petr. Corp.
New York, New York



EARL CLARK
Jones & Laughlin
Houston, Texas



LONDELL HUBLEY
Houston Oil & Minerals
Houston, Texas



J. R. DONOVAN
Alco Power
New Orleans, La.



R. C. FAST
Amoco Production Co.
Houston, Texas



BOB JOHNSON
Amoco Production Co.
Corpus Christi, Texas



STEVE ROONEY
Caltex Petr. Corp.
New York, New York



B. S. GAWEL
Caltex Petr. Corp.
New York, New York



LEAMON HOOD
Amoco Production Co.
Corpus Christi, Texas



BILL GROLL
Mobil Oil Corp.
Dallas, Texas



GEORGE FORD
Amoco Production Co.
Corpus Christi, Texas



BOB SIMMS
Caltex Petr. Corp.
New York, New York



BILL WHEELER
Texaco
Angleton, Texas



OSCAR SREBERNIC
Bridas S.A.P.I.C.
Buenos Aires



BEN ELLIOTT
General Electric
Eerie, Pennsylvania



WILMA FAE SHEPHERD, and PETE SHEPHERD
Atlantic Richfield, Houston, Texas



**ROBERT HUTTON, left, Cities Service Corp., Houston, Texas;
NINA HUTTON, Sun Oil Co., Houston, Texas**



JUNE MEISENHEIMER, and DAVID MEISENHEIMER
Texaco, White Plains, New York



**I-r G. W. NICHOLS, LUFKIN, Crystal Lake, Ill., JOE ELLIOTT,
Electro-Motive Div., General Motors Corp., New Orleans, La.,
B. C. BURNETT, LUFKIN, Metairie, La., JOHN STRAYER,
Electro-Motive Div., General Motors Corp., LaGrange, Ill.**

Gears from

LUFKIN

LUFKIN gears are recognized world-wide for their quality. LUFKIN guards this reputation by realizing that only quality equipment can produce quality products.

To this end, in the last three years, LUFKIN has spent nearly \$5 million in its Machinery Division. This influx of capital has kept LUFKIN abreast with the latest design, and most modern gear manufacturing equipment in the world.

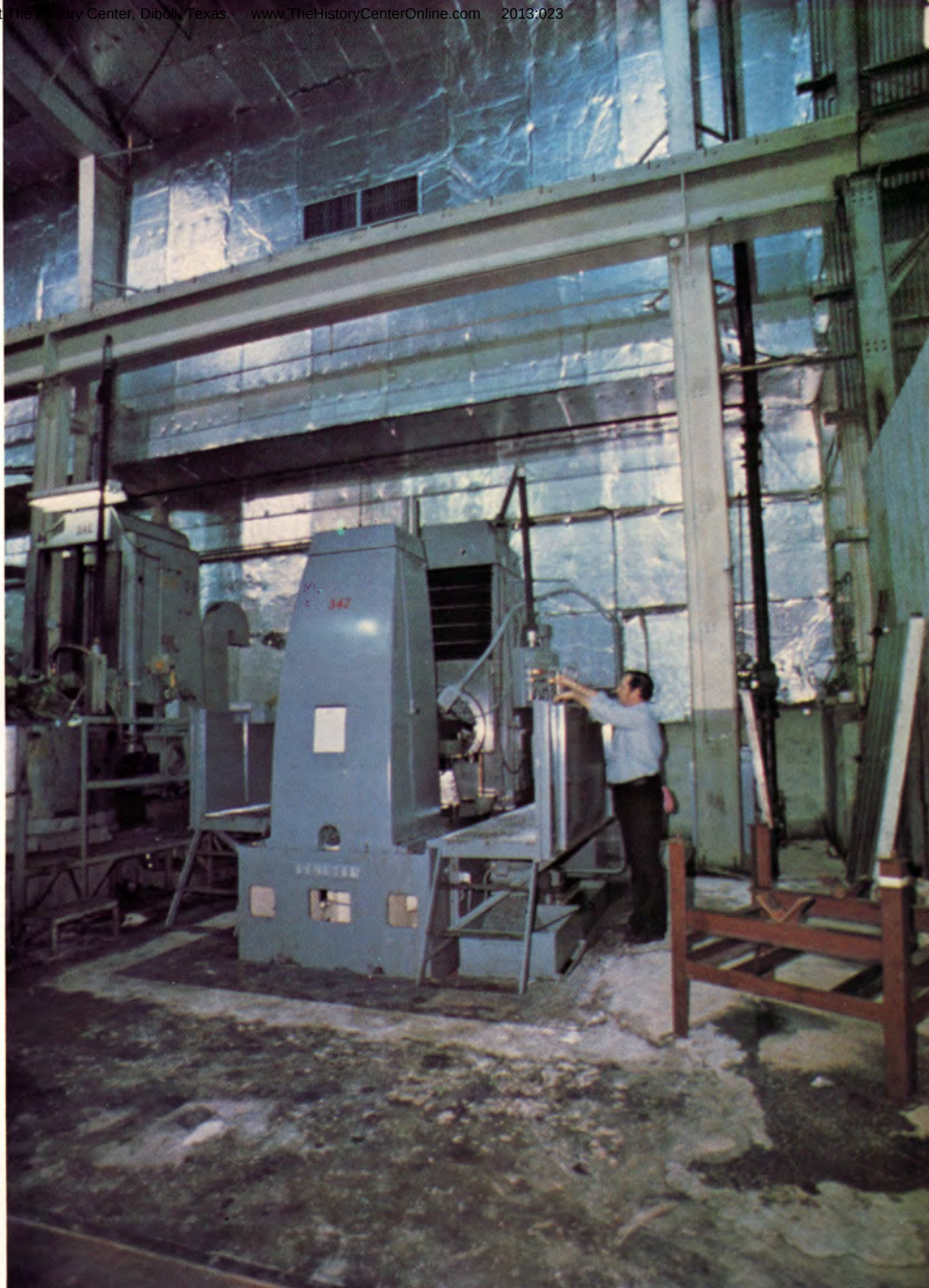
Along with the largest concentration of Sykes gear generators in the world, LUFKIN has seven Pfauters ranging in size from the P900, which will cut a 35" diameter gear, to the P2300, which can handle a gear up to 70" in diameter.

In addition to the expanding line of Pfauters, LUFKIN maintains a line of Schiess gear hobbors that can handle gears up to 197" in diameter by single indexing.

Temperature control in the gear manufacturing area was added in 1975 when 85 tons of air conditioning was installed to maintain a constant temperature year round.

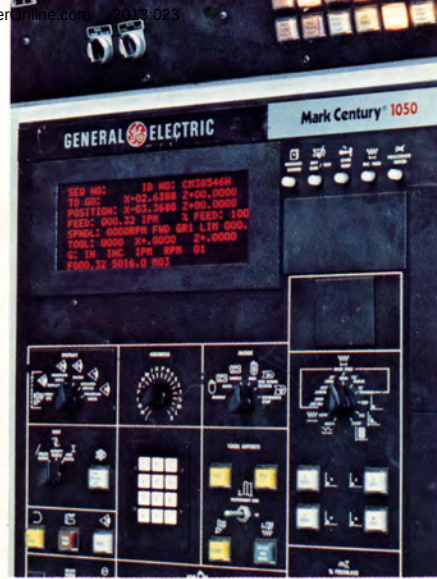
LUFKIN's gear testing facilities are being continually updated as new types of testing equipment are perfected. Soon to replace the still modern Spectral Dynamics Spectroscope Type II, is the Hewlett Packard Model HP3582A, Dual Channel Real Time Spectrum Analyzer.

Committed to keep up with changing technology, LUFKIN presently has \$2 million worth of new manufacturing tools on order for its Machinery Division.



Pfauter P1251 Universal Hobbing Machine located in the environmentally controlled portion of the gear cutting area

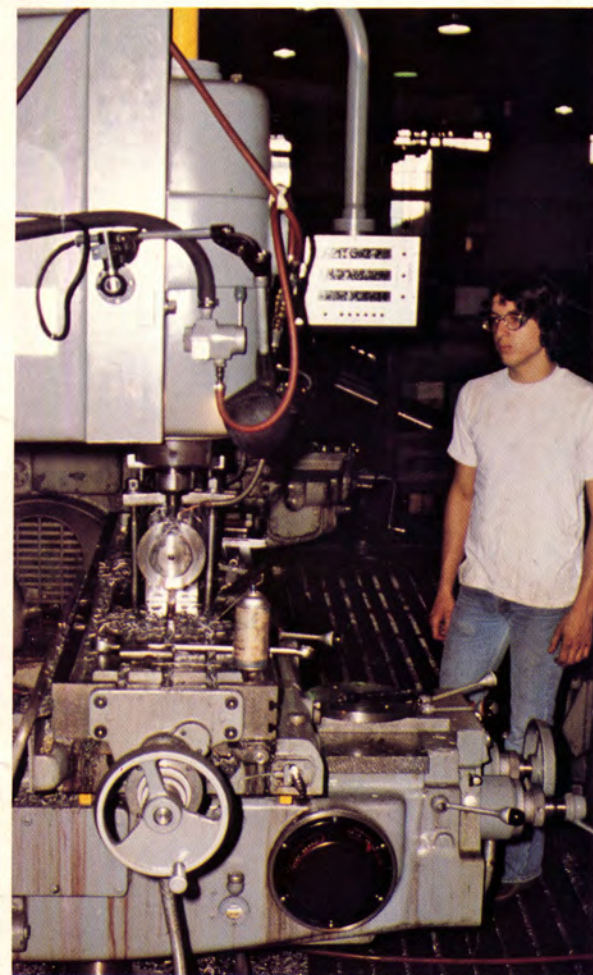




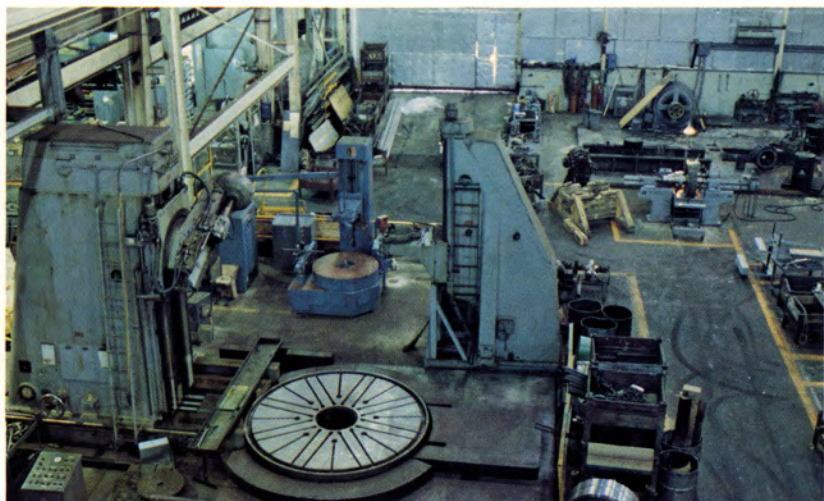
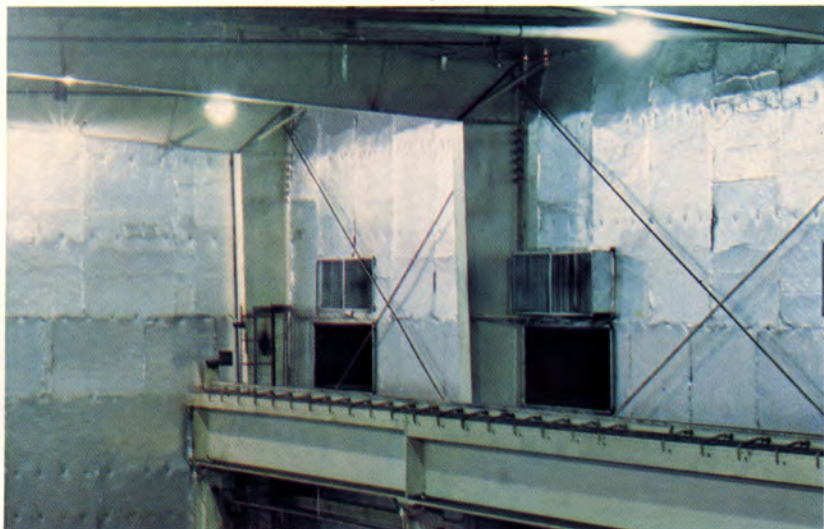
Computer-controlled Mark Century 1050 CNC control for a 66" Bullard Dyn-Au-Tape which produces gear blanks ready for cutting

Cincinnati 10" X 60" 380 Plain Grinder shown here in the process of grinding an industrial gear shaft

Maintaining a constant environment is essential during the cutting of a gear. This is a portion of the 85 tons of air conditioning used to keep the temperatures constant



Cincinnati Vertical Dial Type Milling Machine, Model 420-16 cuts keyways in industrial gear shafts



A portion of the gear cutting area showing a Schiess awaiting set-up

An industrial gear is undergoing a bluing test to check gear alignment

LUFKIN

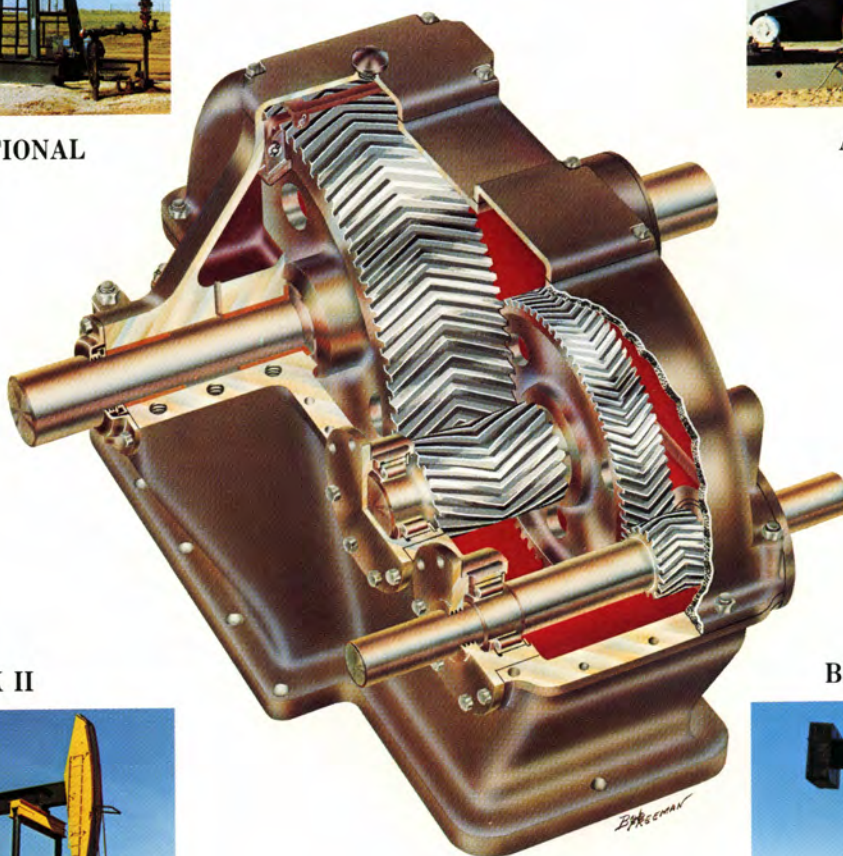
THE PUMPING UNITS BUILT AROUND A GOOD GEAR REDUCER



CONVENTIONAL



AIR BALANCED



MARK II



BEAM BALANCED



LUFKIN'S precision built pumping unit reducer gears are conservatively designed in accordance with API Standards. Shafts, bearings and housings are generously proportioned with more than ample capacity to carry their rated loads.

These gears, in combination with rugged structural members and oversize bearings are what has convinced a multitude of customers that Lufkin builds the toughest and most dependable pumping units available.

LUFKIN



INDUSTRIES, INC.

LUFKIN, TEXAS