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A Rare Snow — *Al Richardson*

The LUFKIN Line

WINTER • 1978

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The LUFKIN Line

WINTER, 1978 • Volume 54 • Number 3



AIR BALANCED

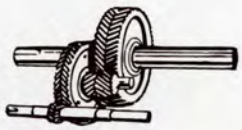


CONVENTIONAL

OIL FIELD PUMPING UNITS



MARK II



GEARS FOR INDUSTRY
AND SHIP PROPULSION

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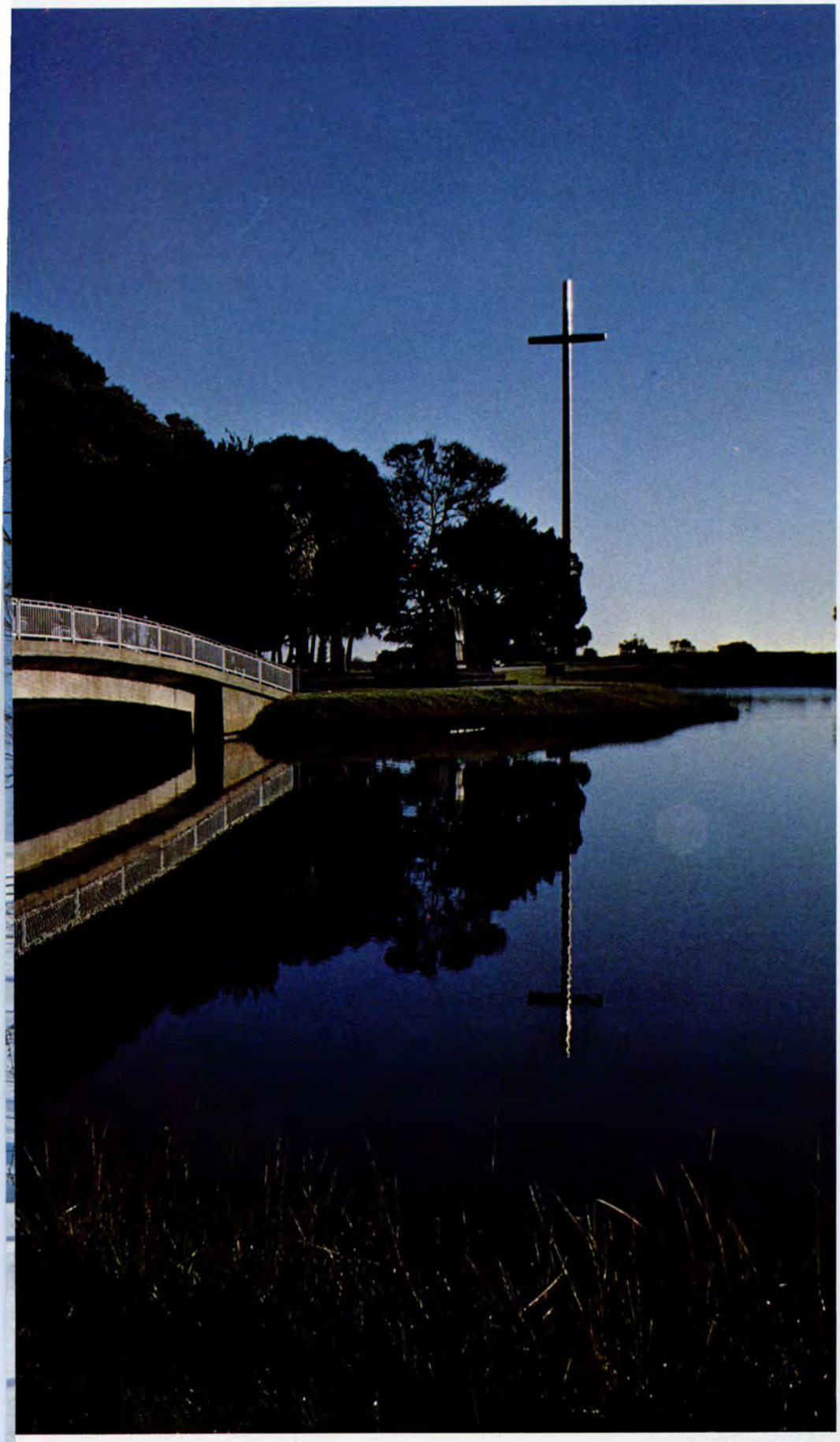
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INSIDE BACK COVER: Transparency by Phil Roddey
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(Left) A gleaming tower marks the site of America's first Christian mission in the USA's oldest city, St. Augustine

A lacy umbrella of twisted boughs and branches cover the many woodland trails on Cumberland Island

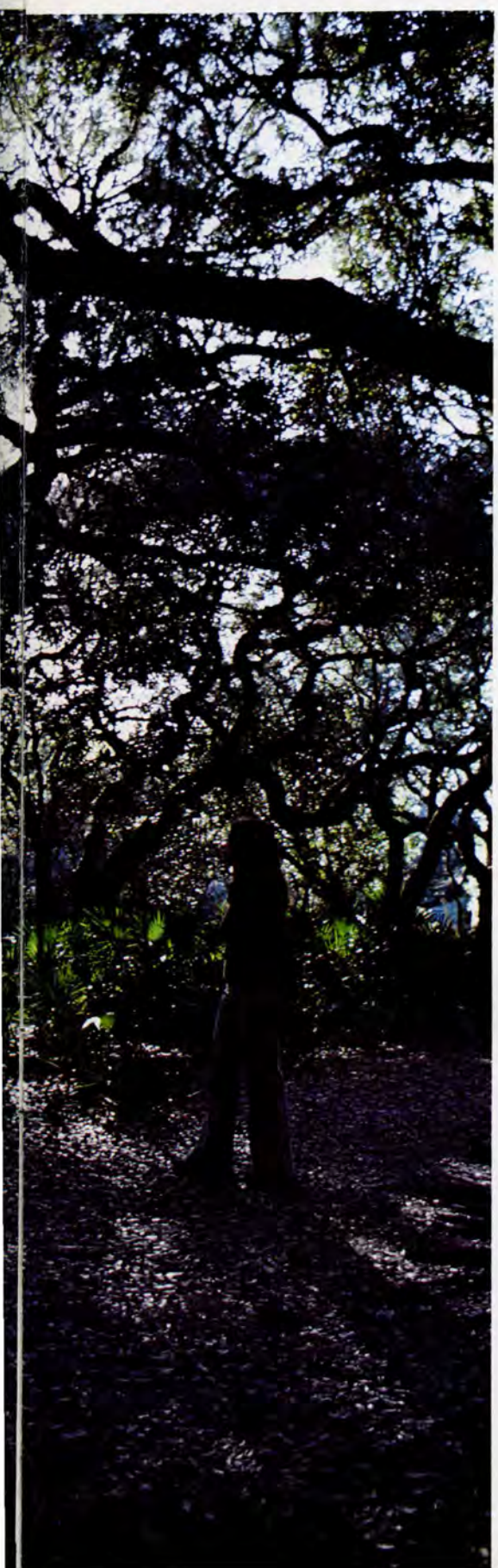


By FRED WEST

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The Vagabond Trail

Southeast Coastal Byways



There is a little Huck Finn in everyone, and with it is the urge to chuck all cares and go vagabonding. A good place to start is on a southeastern coastal highway.

From Interstate 16 or 95 in Savannah, Georgia, follow Highway 80 east toward the Atlantic Ocean. The road narrows through the shrimping village of Thunderbolt, crosses the Inland Waterway drawbridge, then becomes a narrow causeway bordered on each side by marshland. White egrets stalk long-legged through the marsh, pecking up tiny marine delicacies.

A few miles farther on is Fort Pulaski, a national monument recently restored to a facsimile of its Civil War days. In winter, when the fort is generally deserted, a poignant nostalgia comes over the wanderer, Yankee or Rebel, who climbs the winding stone steps to the parapets and stands beside the broken cannon pointing over the moat toward the Savannah River.

Across the last bridge of the causeway, is Tybee Island, one of the several barrier islands protecting the shoreline of Georgia. Unlike some of the lesser developed islands, Tybee has been occupied for centuries.

Six flags whip smartly in the breeze in front of the museum built in the ruined battlements of old Fort Screvin. One of the flags, the Jolly Roger, attests to Tybee's sometimes lawless history.

To resume the leisurely southward trek, return to Savannah proper and get on I-95. A glance at the map shows other sea islands such as Sapelo, Wolf, St. Simons, and Jekyll, many of them either state parks or primitive wildlife refuges. They may be reached by drifting off I-95 onto tributary easterly roads and following the signs.

The essence of this vagabond trip is unhaste, but no matter how short the allotted time Cumberland Island is a must. Leave I-95 near Kingsland and take 40 east to St. Marys, an amiable little shrimping port. A ferry goes twice a day from the Park Service dock to Cumberland. Visitors and campers are restricted in numbers and activities; the Park Service is determined that the natural ecology will remain undisturbed.

Never really developed, Cumberland has remained largely an undisturbed wilderness, a habitat for many species of birds and beasts—and insects in the warmer seasons. For the nature lover, the long slim island is a delight. The wooded section is covered with interlaced boughs of huge live oaks, festooned with Spanish moss. The quiet walker may spot a raccoon or a deer or even a wild horse.

South from Cumberland, along Highway A1A, is St. Augustine, the oldest city in the USA. Against its seawall stands rows of old-fashioned horse-drawn hansoms, and small trains move in and out among other traffic, carrying tourists.

Still flying the flag of Spain alongside that of the USA, the Castillo de San Marco has been restored by the National Park Service, though its cannon no longer intimidate coastal shipping.

The site of the first Christian mission on these shores has also been made into a park, designated by a towering cross that glitters in the morning sun. To stroll through St. Augustine is to stroll through the pages of history.

On down A1A, is an important, but not ancient, historical marker, Kennedy Space Center on Cape Canaveral. Like sophisticated monuments of the science age, missiles pointing skyward guide

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The Vagabond Trail *continued*

you to its buildings of heroic proportions befitting programs that launch men into space.

Beside scientific achievement, the Center is also dedicated to conservation, and much of its thousands of acres is a wildlife refuge where some 200 endangered species find sanctuary.

Herons and egrets look indulgently at the sightseers' buses cruising by, armadillos amble along indifferently, and alligators lazing on grassy banks of canals don't bother to lift an eyelid.

The highway skirts the ocean all the way down the Miami beaches, then MacArthur Causeway comes back to the mainland to link up with Highway 1 to continue to the Keys.

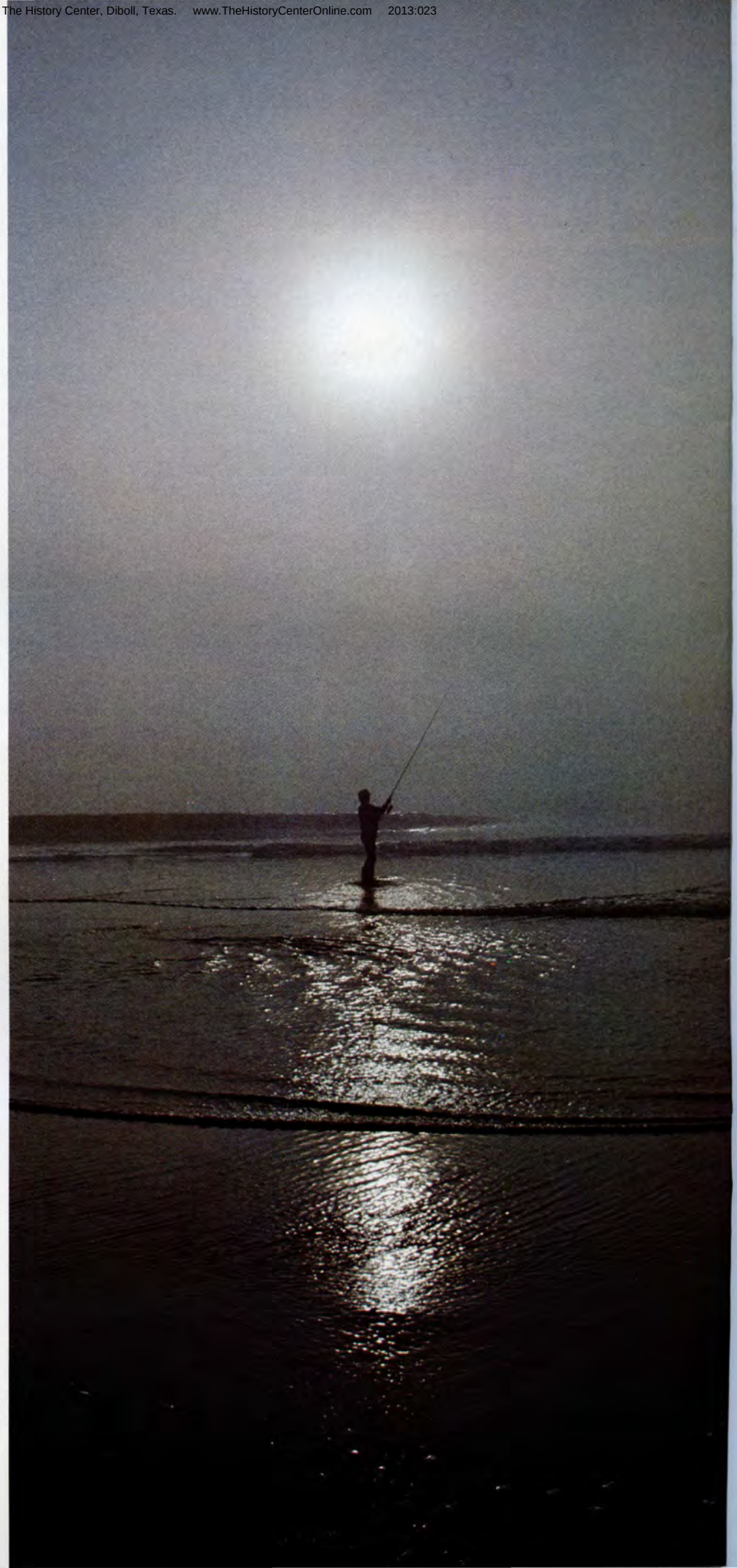
The Keys! A mainly single-lane blacktop road extends the length of this strip of land which stretches almost within shouting distance of Cuba.

Once sparsely populated by fishermen, smugglers and writers, the Keys today are very much like the Peninsula proper, bordered—where enough land permits—with condominiums and luxurious private homes.

While people in the north shiver under their topcoats, tourists and natives in the Keys go snorkeling at the John Pennecamp Coral Reef State Park at Key Largo. Among the living reefs of this park stands perhaps the only *intentional* underwater monument in the world, the Christ of the Deep, a nine-foot bronze statue under 20 feet of water.

A wildlife preserve, the park extends over more than a hundred square miles, much of it mangrove swamp. Even in daylight there is something almost frightening about these thick masses of shrubs hovering spiderly-legged on the water, blocking out a clear view in any direction.

From Georgia to the southern most tip of Florida, the Southwest's coastal byways offer the inveterate Huck Finn a little bit of everything: vagabonding at its best.



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(Top) Rising above the bulwarks of Fort Screvin is the Tybee Lighthouse, one of the oldest lighthouses on the East coast

(Left) A foggy fisherman's morning on a deserted Savannah beach

(Right) A sallyport of Fort Pulaski overlooks the rolling hills along the Savannah River



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LUFKIN Gears the "FRITZ TIDE"

Tidewater Marine's FRITZ TIDE is a 194′ × 40′ × 17′, 5750 BHP, towing-supply vessel equipped with bow thrusters and built in "P" tanks for carrying bulk cargoes.

As a towing-supply vessel, the FRITZ TIDE has the towing capability to move drilling rigs and other oil-field related equipment to various locations around the world, as well as the cargo deck capacity to haul supplies necessary to sustain drilling and construction operations taking place in the exploration for, development and production of oil and gas.

Upon delivery in December of 1975, the FRITZ TIDE worked for a short time offshore Trinidad, then sailed to Tacoma, Washington to take a newly constructed drilling rig under tow back to Trinidad.

Since then, the FRITZ TIDE has worked offshore South America and in the Texas-Louisiana Gulf Coast area. She is presently working out of Freeport, Texas for Exxon, U.S.A.

In June, 1978, the FRITZ TIDE was the lead vessel in a 320-nautical mile tow of the rig Zapata Yorktown. This tow was accomplished in 56 hours, with an average towing speed of 5.7 knots.

The FRITZ TIDE's twin screws are powered through two LUFKIN RHS2S3622 reverse reduction gears. These gears work in tandem with two EMD diesel engines with a brake horsepower of 2850 at 900 rpm.



These special LUFKIN gears allow the FRITZ TIDE two different speeds; one for towing and a faster one for cruising.

Tidewater Marine Service, Inc., a wholly-owned subsidiary of Tidewater Inc., is an acknowledged world leader in the marine support service field. The Tide-

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water Fleet of some 370 vessels includes towing-supply vessels, supply vessels, crew boats, offshore and inland tugs and barges, line handling and production vessels, and operates in every area of the free world where any significant offshore oil and gas activity is occurring.

Marine operations support the activities of the world's major, independent and national oil and gas companies, international drilling contractors and marine construction firms and various other private and governmental concerns engaged in the exploration and development of the world's offshore areas.

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LUFKIN

Installations

by LUFKIN Cameraman DAVID FREEZE



LUFKIN M-320D-305-120, Sun Oil Co.,
East Goldsmith Holt Unit, Goldsmith, Texas



LUFKIN C-456D-304-144, Shell Oil Company,
Denver Unit, Denver City, Texas



LUFKIN C-640D-305-144, Continental Oil Co.,
J. L. Johnson Lease, Odessa, Texas



LUFKIN C-640D-305-144, Continental Oil Co.,
East Cowden Grayburg Unit, North Cowden, Texas



LUFKIN M-640D-305-168, Gulf Oil Corp.,
Goldsmith San Andres 1-347, Odessa, Texas

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LUFKIN C-160D-173-100, Getty Oil Co.,
S. M. Halley Lease, Winkler County, Texas



LUFKIN A-456D-305-144, Amoco Production Co.,
O. B. Holt, E#11, North Cowden, Texas





LUFKIN M-640D-305-168, Amerada Hess Corp.,
Seminole San Andres Unit, Seminole, Texas



LUFKIN C-114D-113-48, Atlantic Richfield Co.,
Well #47, Gregg County, Texas

LUFKIN A-456D-305-144, Amoco Production Co.,
GLSA Unit, Goldsmith, Texas

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Cities Service Oil Co.
Midland, Texas



BARRY MATNEY
Saxon Oil Co.
Midland, Texas



FRANK A. VITRANO
Cities Service Oil Co.
Midland, Texas



CURTIS PHILLIPS
Union Oil of California
Tyler, Texas



JACK MITCHELL
Sun Production
Longview, Texas



PHILIP E. HAPPEL
Sun Production
Longview, Texas

SNAPSHOTS

By the Lufkin Cameramen



STAN GOODRICH
Samedan Oil Co.
Midland, Texas



HAROLD LUCCHI
Cities Service Oil Co.
Midland, Texas



GARY FIEST
Samedan Oil Corp.
Midland, Texas



BILLY PRICHARD
Amoco Production Co.
North Cowden, Texas



JIM PULLIG
Bass Enterprises
Production Co.
Midland, Texas



EDWARD NASH
American Petrofina
Tyler, Texas



JERRY BLEVINS
Phillips Petroleum Co.
Houston, Texas



JAMES D. MORING
Hytech Energy Corp.
Midland, Texas



DON ANDERSON
Continental Oil Co.
Corpus Christi, Texas

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CHRIS MEES, left, and CHUCK CRAIG,
General Crude Oil, Dayton, Texas



BOYD W. BENTON
Bass Enterprises
Production Co.
Midland, Texas



PETE WILKINSON
BTA Oil Producers
Midland, Texas



GENE MANLY, left and JOHN JUNG,
Shell Oil Co., Houston Texas



AARON E. GIEBEL
Giebel Petroleum Consultants
Midland, Texas



BOB MOORE
Hytech Energy Corp.
Midland, Texas



JACK HARDWICK, left, Shell Oil Co., Denver, Colorado
and VAL GALLIA, LUFKIN, San Antonio, Texas



K. D. VanHORN
Cities Service Oil Co.
Midland, Texas



ROBERT E. L. BEALS
Saxon Oil Co.
Midland, Texas



H. C. BAUMLER, left, Cities Service Co., Midland, Texas
and CHARLIE DYER, LUFKIN, Tulsa, Oklahoma

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JERRY M. JORDAN
MGF Oil Corp.
Midland, Texas



DAVID PUTNAM
Hunt Oil Co.
Midland, Texas



MARK A FAIRCHILD
Hytech Energy Corp.
Midland, Texas



DAN ROGERS
V-F Petroleum Co.
Midland, Texas



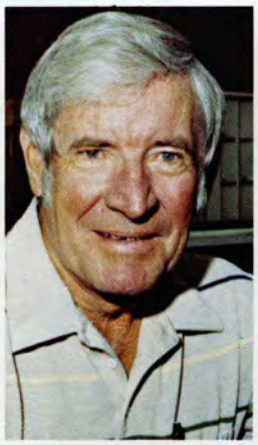
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NRM Petroleum Corp.
Midland, Texas



FRANK FORSYTH
Hanley Company
Midland, Texas

More SNAPSHOTS

By the Lufkin Cameramen



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Amoco Production Co.
Odessa, Texas



RAY BODINE
Amoco Production Co.
North Cowden, Texas



JOHN CRAIG
Texaco Inc.
Midland, Texas



TROY COMPTON
Hanley Company
Midland, Texas



JIM COOK
Cities Services Co,
Houston, Texas



JIM ROWALT
Texaco, Inc.
Bellaire, Texas



JOE YOUNGER
Marathon Oil Co.
Midland, Texas



G. W. THOMPSON
Texaco, Inc.
Bellaire, Texas



BOB DENNIS
Amoco Production Co.
North Cowden, Texas

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WILLARD CHAPPELL, left, LUFKIN, Kilgore, Texas
and BOB MITCHELL, Sun Production, Houston, Texas



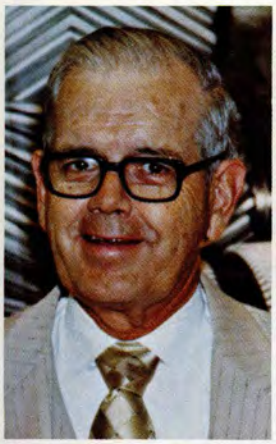
BOB SCHWAGER
Shell Oil Co.
Houston, Texas



DEAN SELF
Shell Oil Co.
Midland, Texas



BUFORD NEELY, left, Shell Oil Co., Houston, Texas
and FRED GRIFFIN, LUFKIN, Lufkin, Texas



L. M. SLOAN
Exxon, U.S.A.
Houston, Texas



MARK A. GIEBEL
Giebel Petroleum Consultants
Midland, Texas



JACK LEVINE, left, Conoco, Corpus Christi, Texas
and ED PATTERSON, LUFKIN, Houston, Texas



DAROL K. RAMEY
Hilliard Oil & Gas, Inc.
Midland, Texas



HANK LANTZ
Cities Services Co.
Houston, Texas



(l-r) A. G. BLACK, LUFKIN, Lufkin, Texas; CHARLES MACE,
Gulf Oil Exploration and Production, Houston Tx.;
MIKE SMITH, Jr., Cardinal, Midland, Tx.;
DALE DAWSON, Mitchell Energy, Houston, Texas

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Still pumping after all these years...

by JOE McCULLEY

There is an agelessness about the well site, old Bowman-Hicks Number 17, deep in the piney woods of Sabine Parish near Zwolle, Louisiana.

The LUFKIN Baby Worm Gear Pumping Unit turns and bobs a steady cadence just as it has for the past 47 years, bringing up oil from the 70-million-year-old Saratoga formation, 2,500 feet below.

Peering into the gear box is Fred Ingram, its faithful pumper since the shiny LUFKIN 73-ST Baby Worm Gear Unit was set in 1931.

He is checking the lubrication of the worm gear. The bronze teeth of the gear glisten through the open inspection cover.

It's only a sentimental visit. At 85, Mr. Ingram has decided to turn the responsibility for Number 17 over to a younger pumper.

The wildcatters came to Zwolle in 1928, going more on luck than any scientific proof that they might hit a fracture or cavity hidden thousands of feet below in the white, chalky formations. Of the 21 wells drilled in the field, 50 percent of them were dry.

Fred Ingram was a driller for the old Sklar Drilling Company when he came to Zwolle in 1929. After drilling a few wells, all dry, he decided to become a pumper.

The discovery well in the Zwolle field was R. L. Gay Number A1 on Bowman-Hicks Lumber Company Land. It was a gusher, brought in November 28, 1929. It produced 2500 barrels a day at a depth of 2,413 feet.

The field reached its peak in 1933 when 2.9 million barrels were produced. Production declined after that.

The oil had to come out on its own to be of much value. When it stopped flowing, little effort was made to recover the oil that remained embedded in the formation. Most of the oilmen were anxious to move over to East Texas. There was talk of a possible boom there.

Fred Ingram stayed and became a pumper. Bowman-Hicks Number 17 was completed in January of 1930. It averaged 2800 barrels a day then. Today it produces about four barrels a day.

"At the time, no one knew how long a chalk-rock well would produce," Ingram recalled.

Pumpers, working in the Zwolle field, could make or break the well.

Continued on next page

After 400,000 hours of service, the LUFKIN Baby Worm Gear pumping unit (below) will "last another hundred years," says Fred Ingram (opposite) its pumper since 1931



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The pumper could easily outpace the oil, seeping slowly out of the chalky Saratoga, Marlbrook or Annona formations and draw salt water into the well.

Inexperienced pumpers would do this often, but not old hands like Fred Ingram. Experienced pumpers learned to estimate the oil flow with crude measuring devices and instinct.

Often they would fill an empty bottle with oil from that day's production and let it stand overnight so the oil and water would separate. As the proportion of salt water increased from day to day, the pumper knew to ease off the pace of the pumping unit.

The well was originally pumped by an old standard unit using a huge bull wheel, driven by a long flat belt from the prime mover.

In 1931, it was replaced by a LUFKIN 73-ST unit, a fairly common unit in the oil patch even then.

It had riveted number 2 Sampson posts and a number 2 walking beam connected to the single crank by a stirrup-type pitman.

The unit was originally equipped with an electric motor as a prime mover, but it was replaced with a gas engine which runs off the natural gas from the well.

The fate of the pumping unit too was in the hands of the pumper. Lufkin Industries has long respected the care given their units by conscientious pumpers like Fred Ingram. Obviously, the Baby Worm Unit has been well cared for by him.

"It'll still last another 100 years," he insists. "Only time the pump was down was for a week during an ice storm."

This amounts to more than 400,000 hours of continuous and trouble-free service provided by the LUFKIN unit.

There is a new road to the well site now. Nearby is a faint hint of the old trail Mr. Ingram followed years before when he traveled daily to the well from his home several miles east of the well site.

"I remember so many times, it was almost impossible to get back and forth. An old bridge across the creek down there was old and one time my truck fell through, two wheels up to the axle.

"Another time, the weather was so bad I spent almost a week here because I couldn't get home," Ingram remembered.

This sentimental visit this particular morning was probably the last he would make to old Number 17 and the LUFKIN Baby Worm Unit.

"Good-bye old friend," he said. As he walked away, he turned and waved back at the unit. It seemed to agree as it bobbed a steady cadence, just like it had since 1931.







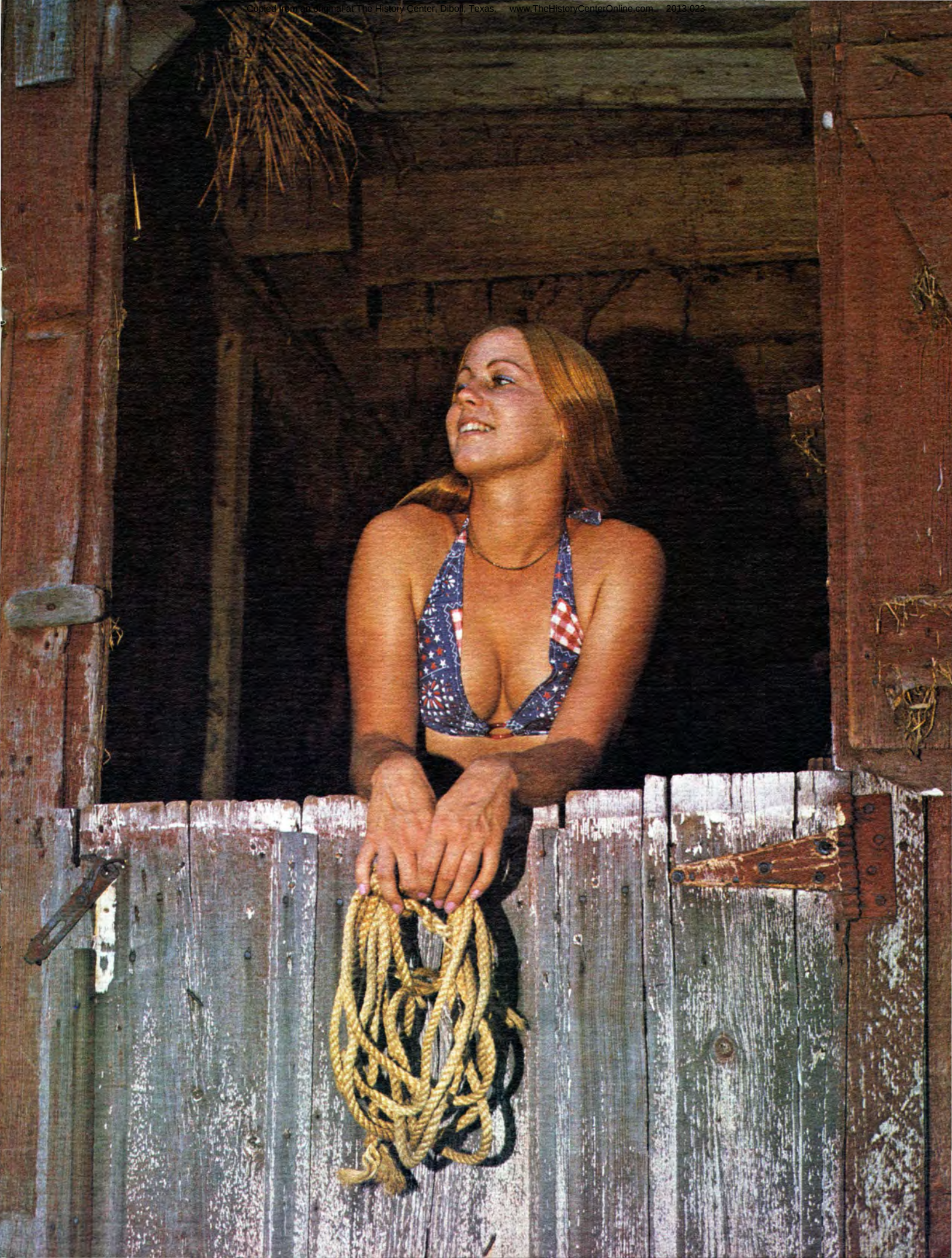
Covered by a 47-year collection of oil and dirt, the single crank and weights (above) are much the same as those today



Part of the instructions on the gearbox (top right) read: "Keep end play out of worm shaft by adjusting TIMKEN bearing Keeping It Tightened Up Snug"

Some things which have disappeared or changed over the years: vertical LUFKIN nameplate and riveted construction (top left) and the name LUFKIN FOUNDRY & MACHINE CO. on the counterweights (left)

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