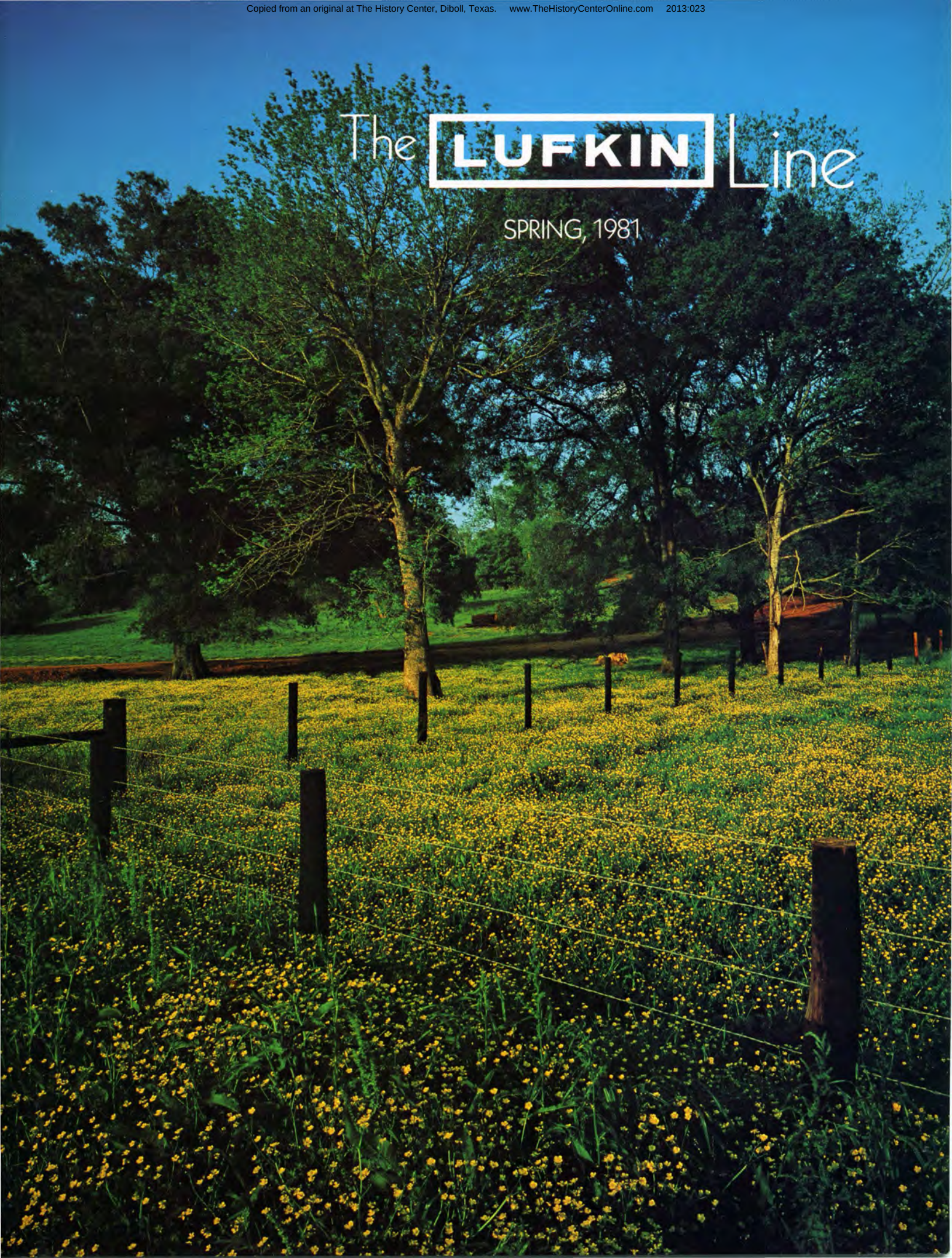
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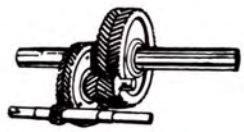


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Big Bend Beckons the Adventurous
Dorothy Prunty ..... 2

First-In-Fleet
David Willmon ..... 6

LUFKIN Installations ..... 8

Snapshots by LUFKIN Photographers ..... 10

LUFKIN Visitors at SPE-Bakersfield ..... 14

FORTUNE Features "The Pump Makers" ..... 16


COVERS: Front: Springtime in Nacogdoches county, Texas. Tom Johnston, LUFKIN Photographer

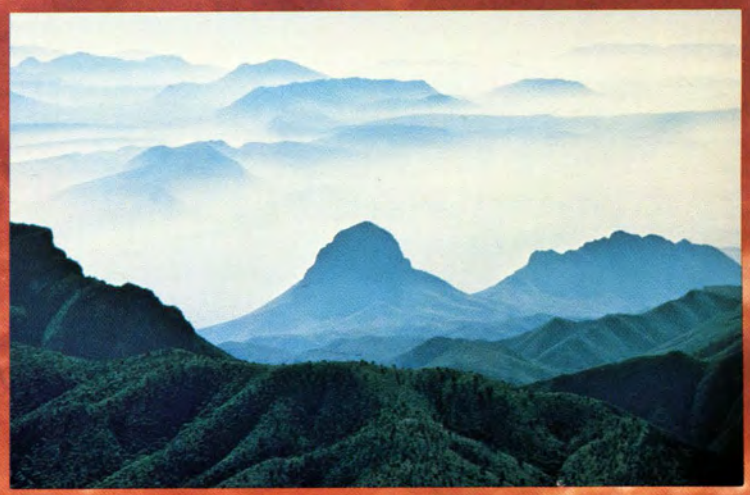
Inside Front: Tyler, Texas, known as the Rose Garden of America, also boasts of its Azalea Trail each spring
Tom Johnston, LUFKIN Photographer


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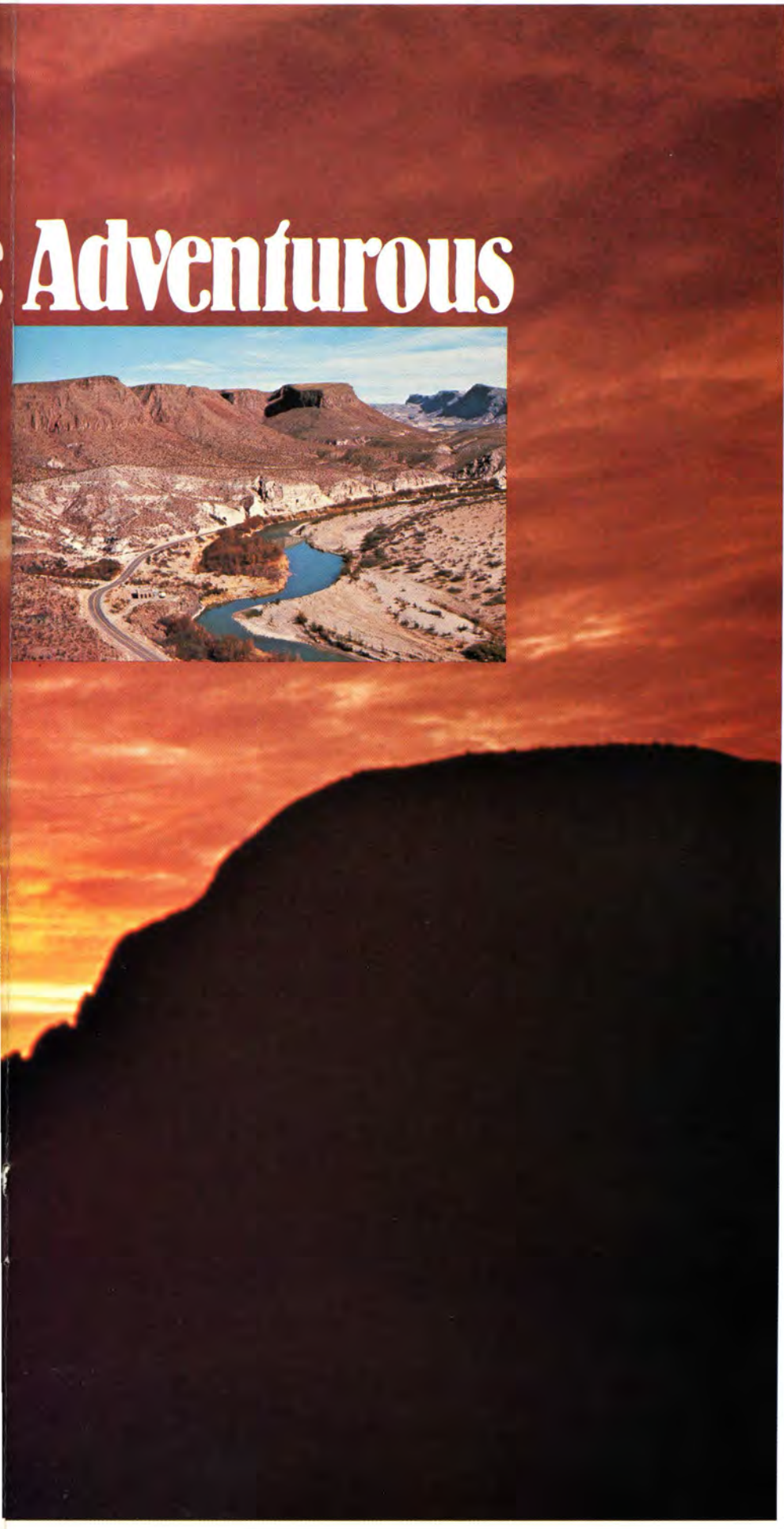
# Big Bend Beckons the

By Dorothy Prunty



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# Adventurous



## The Texas national park is one of the last frontiers for seekers of solitude and splendor.

A cowboy said of the Big Bend in Texas, "It ain't close to nowhere, so people ain't had a chance to spoil it." Big Bend's distance from civilization and its unspoiled grandeur make it somewhat of a last frontier for the seekers of solitude and splendor.

The park lies within a gigantic curve made by the Rio Grande River in southwest Texas. Excellent paved roads lead into the park from east, north and west on U. S. Highways 90, 385 and 67. Undoubtedly the most breathtaking way to travel the park is State Road 170, called Camino del Rio, which follows the Rio Grande River giving the traveler alternate views of Mexican adobes and Texas landmarks.

The immensity which is Big Bend cradles three canyons; Boquillas Canyon to the east, backed by the Sierra del Carmen Range, the almost inaccessible Mariscal Canyon to the south and the Santa Elena Canyon easily reached on the west.

Big Bend wears her finest floral covering in the spring when the cacti bloom. But even the other seasons show her in deeply contrasting greens, blues and tans which tantalize the senses.

The park's terrain bears part of the Chihuahuan Desert strayed north from Mexico. Mammoth boulders, deep sands, arroyas and buttresses reveal geological secrets to the scientists who study the area. The ocotillo cactus rules the desert reaching long slender fingers from a central section at the ground. Both the ocotillo and prickly-pear lay in wait for the careless hiker to pass their way. Another prolific plant of Big Bend, the guayle, produces a superior rubber which holds promise for future development.

**The sun sets on the Chisos Mountains, once the home of the Apache and Comanche Indian tribes. (Inset) Left, the Chisos Mountains are the home of Big Bend National Park in Southwest Texas. Right, the Rio Grande narrows amid desert terrain.**

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Since the southern park is removed from food services, the traveler should carry an ice chest and picnic supplies.

At an elevation of 6,000 feet you find the Chisos Mountain Lodge. The rooms, electrically heated or air-conditioned, offer comfortable accommodations. Surrounding the lodge are cottages which offer the night breezes for cooling and more rustic furnishings. A camp store, post office, service station and gift shop serve the visitors. The glass-enclosed lodge dining room frames a panoramic view of the Basin Window.

Although the facilities remain open all during the year, it is well to make reservation to assure a bed for the night.

The campground for Big Bend National Park, the Rio Grande Village, skirts the International River near the Boquillas Canyon in the southeast section.

For those who stay in the Lodge a popular nighttime activity takes place at a nearby amphitheater. At certain times of the year, the park rangers give illustrated presentations. They delve into the park's history, wildlife, Indian lore and scenic attractions.

Innumerable activities beckon the visitor in Big Bend. Some of the most spectacular scenery can be seen only by trail trips, either on horseback or on foot. From the Basin area, short trips can be made to the "Window" or to "Jupiter Flats." The trail to Lost Mine Peak draws hikers from Cub Scout age to the hearty senior citizens. Rubber raft trips down the Rio Grande offer little danger when the river reaches a seasonal low. A spectacular five-mile trip through Marsical Canyon treats those on the rafts to the sight of 1,500-foot-high limestone cliffs and to a concert from unseen canyon wrens. At times, the Rio Grande narrows so that those on the boat can jump back and forth from Mexico to the United States. Many raft riders picnic on sand bars while others spend the night before continuing their trip.

From the Chisos Mountain Lodge, it is a 40-mile trip to St. Elena Canyon. You can park your car near enough to walk to the river. Along the way, you see an assortment of rubber rafts being prepared for launching.

Not far from the St. Elena Canyon is the Castalon Store. Flanked by a deserted ranger station, the novel business sells to Mexicans who cross the river from Santa Elena, Chihuahua, in Mexico, as well as the tourists. Not far down the hill is the river and one of our group decided to cross in a small rowboat manned by a Mexican national.

"It cost me 50 cents to go over," he said, "and $1.00 to return to the U. S."

Near the west end entrance to the park, a boulder bears pictographs attributed to prehistoric cave dwellers of the area.

Other residents of Big Bend, the Apaches and Comanches sought the seclusion and protection of the Chisos Mountains after raiding in Mexico or northward in the U. S. If you enter the park from the north, you will travel close to the original "Comanche Trail." The Indians, as well as highway engineers, sought out the easiest route.

The Basin offers a variety of unusual wildlife. Bird watchers enjoy feeding the Mexican jay near the Chisos Mountain Lodge. The bird seldom travels north of Mexico. Even more rare is the Colima warbler which is fairly common in the park.

The tooth-clacking javelinas appear in the park as well as coyotes, mule deer and wild burros. The rocky spires and crags of the high elevations of the Chisos Mountains provide an ideal setting for the Golden Eagle. Occasionally, the Texas panther or mountain lion, is sighted on high trails.

Big Bend National Park echoes with history: Texas Rangers pursuing cattle rustlers bound for Mexico... Indians returning from raids and settling down in their ancient campsites... Settlers striving to homestead the area amid battles with both the Indians and the elements.

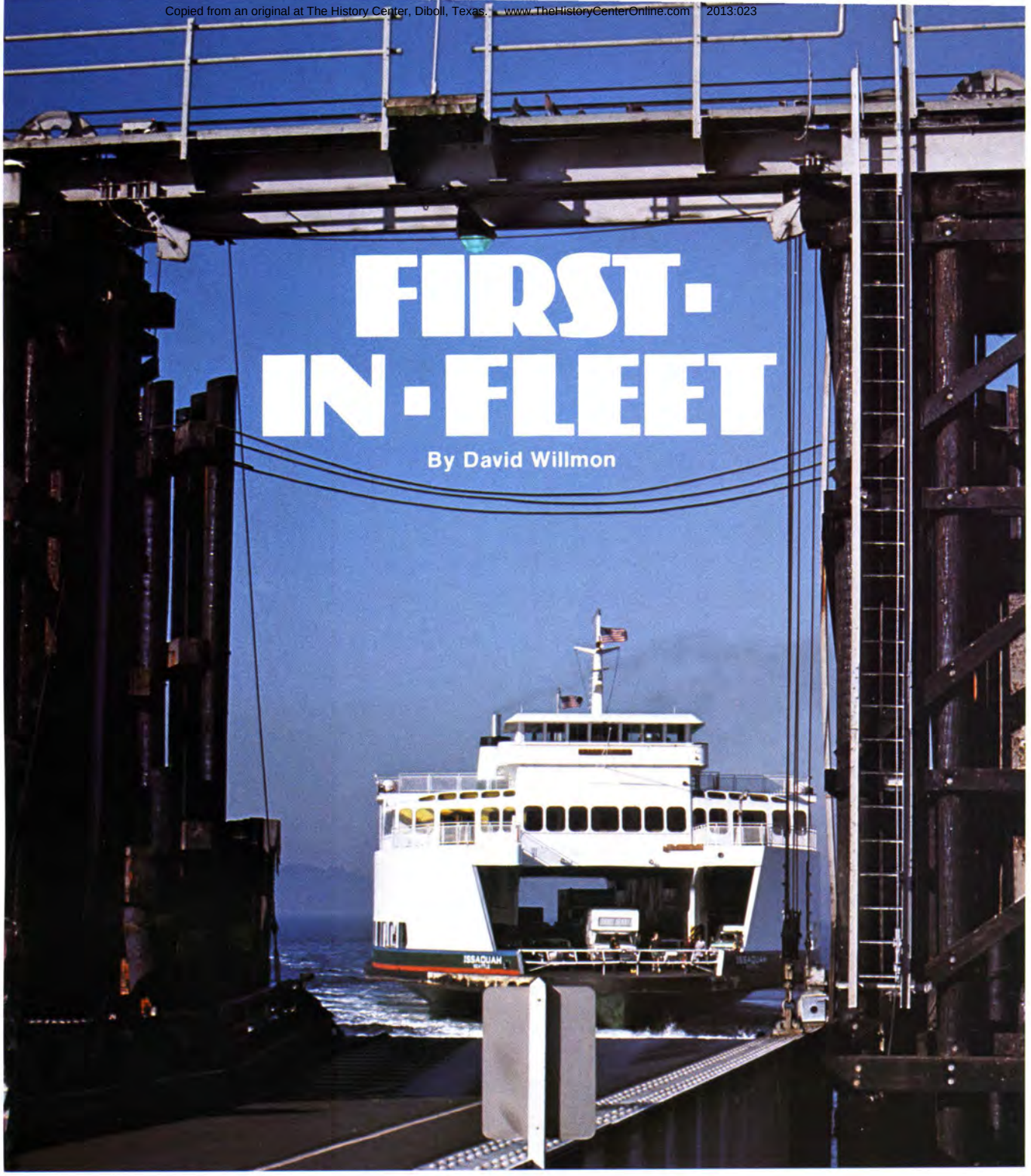
Even today, Big Bend National Park beckons to the adventurous to hang glide from her boulders, ride her river, trek her trails, or just bask in the beauty of her vast solitude.





**(Opposite page) Top, Big Bend remains relatively unchanged from the days when Texas Rangers pursued cattle rustlers in flight to Mexico. Bottom, Big Bend is made up of three canyons, Boquillas Canyon, Mariscal Canyon and the Santa Elena Canyon. (Above) Top, the prickly pear cactus blooms in the early spring in Big Bend country. Bottom, the Rio Grande River flows through the Mariscal Canyon. A rubber raft makes the journey too.**

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# FIRST-IN-FLEET

By David Willmon

The first of a new line of energy-saving ferries uses an innovative propulsion system which includes two LUFKIN marine gears.

If you are shopping for a fuel-efficient, economy car, no doubt you would choose a front-wheel drive, hatchback model with a four-cylinder engine and standard transmission. That seems to be the standard economy car profile throughout the automotive industry.

But what do you look for when you are in the market for an economical 2000-ton ferry? This was the problem facing the state of Washington when it began considering bids on the construction of six new ferries in 1977.

The bids proposed all types of marine propulsion systems, diesel-electric, direct drive and mid-ship mounted engine pairs. Each bid was studied and an evaluation of the energy cost of the new system over the 25-year life of the ferry weighed heavily in the considerations.

So it was not surprising when Marine Power and Equipment Company, Inc. delivered the first ferry last July, the question in everyone's mind was whether the new vessel, the ISSAQUAH, would live up to claims by the builder that it would save $600 a day in fuel costs.

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The innovative propulsion system proposed by Marine Power and Equipment included two VS-4426 reduction gears manufactured by Lufkin Industries, Inc.

Art Nelson, LUFKIN engineer, believes the selection of propulsion equipment was critical since the estimate of the 25-year fuel and maintenance costs would be so important in the bid evaluation.

"Many different arrangements of equipment could have been used," says Nelson, "but this system offered a lower initial equipment cost as well as lower fuel and maintenance costs of the 25-year life of the ferry."

The ISSAQUAH system features two 12-cylinder, 2,500 H. P. FDM General Electric diesel engines, located at each end of the 328-foot vessel, driving PSI controllable, reversible propellers through one or both LUFKIN compound reduction gears.

A unique aspect of the propulsion system was the use of a high-speed shaft running nearly the full length of the boat and connecting two LUFKIN gears.

"This arrangement," explained Nelson, "allows both of the 2,500 H.P. engines to drive either propeller at the same time. Instead of having a 5,000 H. P. engine and gear at both ends, which would have been considerably more expensive to operate, the shaft allows both engines to drive one propeller when necessary.

Design service speed for the ferry with both engines is 16 knots and speed under one engine is 12 knots. Further, with both propellers engaged and rudders hardover, the ferry can be moved sideways or turn in its own length.

The ferry has duplicate wheelhouses, crew quarters and passenger decks above the 100-car main deck. Below the main deck are the main propulsion engines, LUFKIN's gear reducers, V-12 and V-6 Detroit Diesels driving 300 kw and 125 kw alternators for ship services and storage tanks for fuel oil, lube oil, water and sewage.

At design load waterline, the ISSAQUAH is 317 feet, six inches long, 62 feet, 10 inches wide and displaces some 2,930 tons.

The propulsion system offers nine different engine/prop configurations. Components of the system are controlled by a unique electronic system which automatically selects engine power settings to match propeller pitch for optimum fuel efficiency.

After months of fine-tuning systems and training crews aboard the ISSAQUAH, Washington's Department of Transportation officials were pleased with the vessel's performance. Two more of the ferries, which were given names reflecting the state's Indian heritage (KITTITAS, KITSAP, CHELAN, CATHLAMENT and SEALTH), were launched in early 1981.

While discussions continued over the controversial aspects of the $100-million project, primarily the use of 25-year energy costs in evaluating bids and six percent advantage given to in-state bidders, the ISSAQUAH went into service becoming the first truly economy-minded vessel of its kind.



**(Opposite Page), the ISSAQUAH slips away from the Port of Seattle on one of its many runs after going into service July, 1980. The ferry's main deck can accommodate 100 standard automobiles and observation decks offer seating for 800 passengers. (Above) Top, the need for construction of ferries like the ISSAQUAH resulted from the continuing population growth and a need for a commuter service to major employment centers in the state of Washington. Bottom, the 42,200-16 LUFKIN VS-4426 marine gear dwarfs a Lufkin employee making a final quality inspection at the plant. On board the ISSAQUAH the gear is less than one percent of the ship's 2,930-ton displacement of design load.**

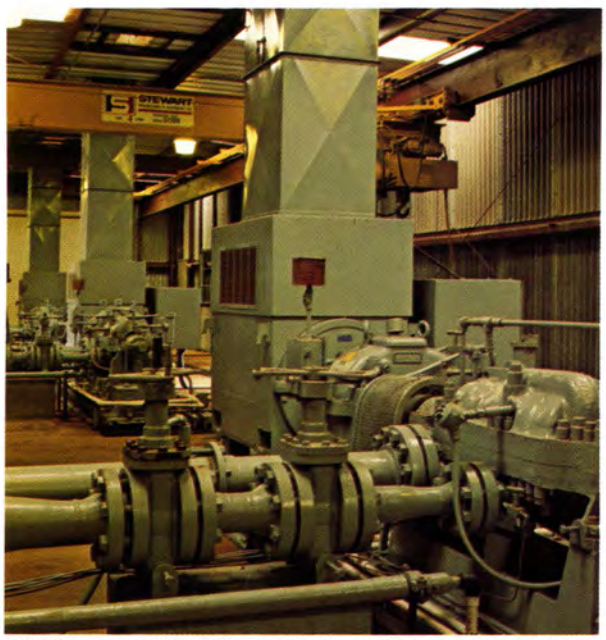
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# Installations

LUFKIN



LUFKIN M-128D-427-216, Sun Production Company, Track 22, Well #1, Chickasha, Oklahoma

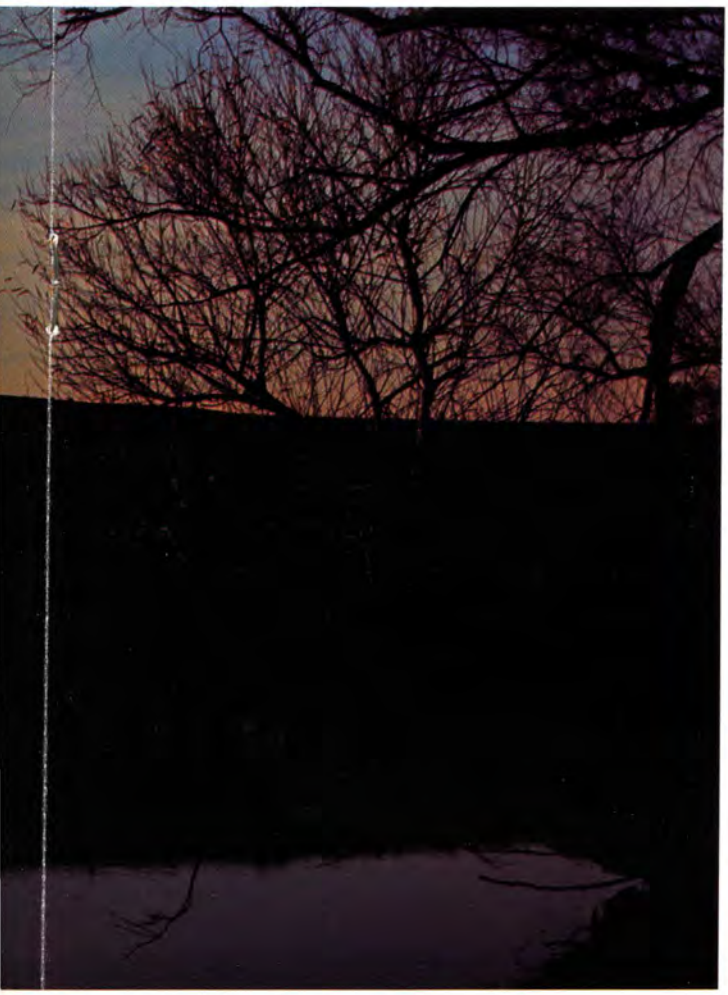


LUFKIN Gear, N10040 Speed Increaser, Fittstown, Oklahoma



LUFKIN M-160D-200-86, Arco Oil and Gas Company, T. F Campbell #52, Covington, Oklahoma

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LUFKIN C-114D-143-64, Arco Oil and Gas Company, Dundee Healdton Sand, Unit #3, Healdton, Oklahoma



LUFKIN M-1280D-427-216, Sun Production Company, Track 22, Well #1, Chickasha, Oklahoma



F. LUFKIN M-320D-256-120, Mobil Oil Corporation, Spears Deese Unit 1-1, County Line, Oklahoma



LUFKIN A-320D-305-100, Arco Oil & Gas Company, Zaloudek K. Lease, Garfield Co., Oklahoma

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# Snapshots

By LUFKIN Photographers

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Arco Oil & Gas Company
Ardmore, Oklahoma





**BILL DONEGHUE**
Sun Production Company
Chickasha, Oklahoma



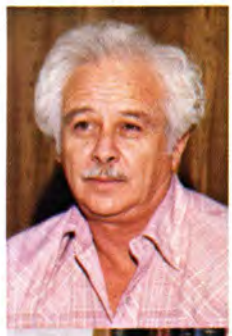
**R. E. LAYHE**
Samedan Oil Corporation
Ardmore, Oklahoma

**PAUL B. BALL**
Keith F. Walker
Ardmore, Oklahoma





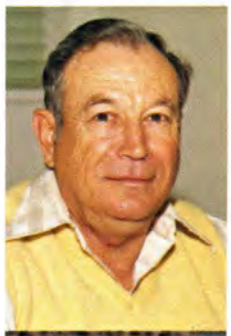
**DON COHEN**
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Keith F. Walker
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**TOM KOHUTEK**
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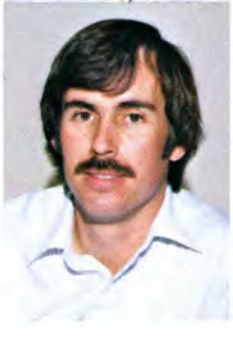
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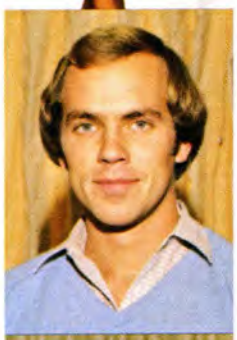
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Oklahoma City, Oklahoma



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Oklahoma City, Oklahoma



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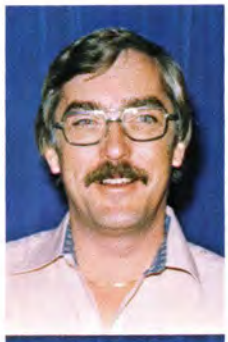
# Visitors

## SPE Bakersfield

LUFKIN

**KEN ITO**
Union Oil Company
Santa Paula, California





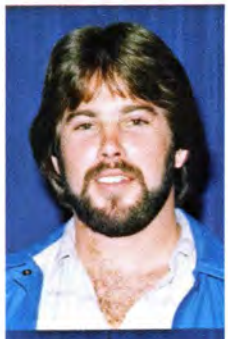
**TED HULL**
Chevron U.S.A.
Bakersfield, California



**BILL GRAHAM**
Aminoil, U.S.A.
Huntington Beach,
California

**JACK JOHNSTONE**
Getty
Taft, Oklahoma





**TOM COUNIHAN**
Santa Fe Energy Company
Santa Fe Springs, California



**RICK LISKOW**
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Huntington Beach,
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**JOHN BEITIA**
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**MICHAEL DELFINO**
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**RAY ZEPEDA**
Champlin Petroleum
Wilmington, California

**MIKE PORTUESI**
Union Oil Company
Bakersfield, California





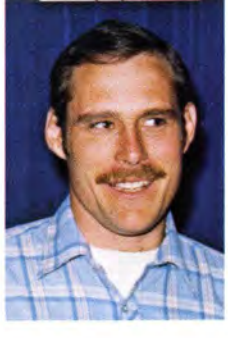
**C. W. BROWN**
Occidental Exploration
& Dev. Co.
Bakersfield, California



**TOM MORROW**
Consultant
Verdugo City, California

**JEFF PIGG**
Union Oil Company
Bakersfield, California





**JAMES YACONO**
Gulf Oil Exploration & Prod.
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**JEFF JONES**
Santa Fe Energy
Bakersfield, California

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**LAURA PUBLICO,** left, **HARRY KREBS,** both with Long Beach Oil Development, Long Beach, California



**L. A. BANCROFT,** right, Exxon Company, Ventura, California with **JOHN ROUSE,** LUFKIN, Los Angeles



**LORRAINE COSNER,** left, **JACKIE CAMPBELL,** both with Union Oil Company, Bakersfied, California



**JIM ERICKSON,** left, **JOHN MILLS** both with Getty Oil Company, Bakersfield, California



**CHUCK DAVIS,** left, LUFKIN, Bakersfield, **RICK McLAUGHLIN,** Marathon Oil Company, Bakersfield, California



**CONNIE** and **LEE CECIL** both with Cecil Engineering, Inc., Bakersfield, California



**FEISAL AHMED,** left, Mobil Oil Corporation, Santa Fe Springs, California, **MIKE BOMBOY,** LUFKIN, Bakersfield

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# FORTUNE FEATURES

## "The Pump Masters"

### Lufkin Industries, Inc. gains national recognition as the leader in the oil field pumping unit industry.

Lufkin Industries, Inc. was featured in the February 23 issue of FORTUNE magazine. The article by Alexander Stuart entitled, "A Pump Maker Primed for Profit," examined the company's position in the oil service industry.

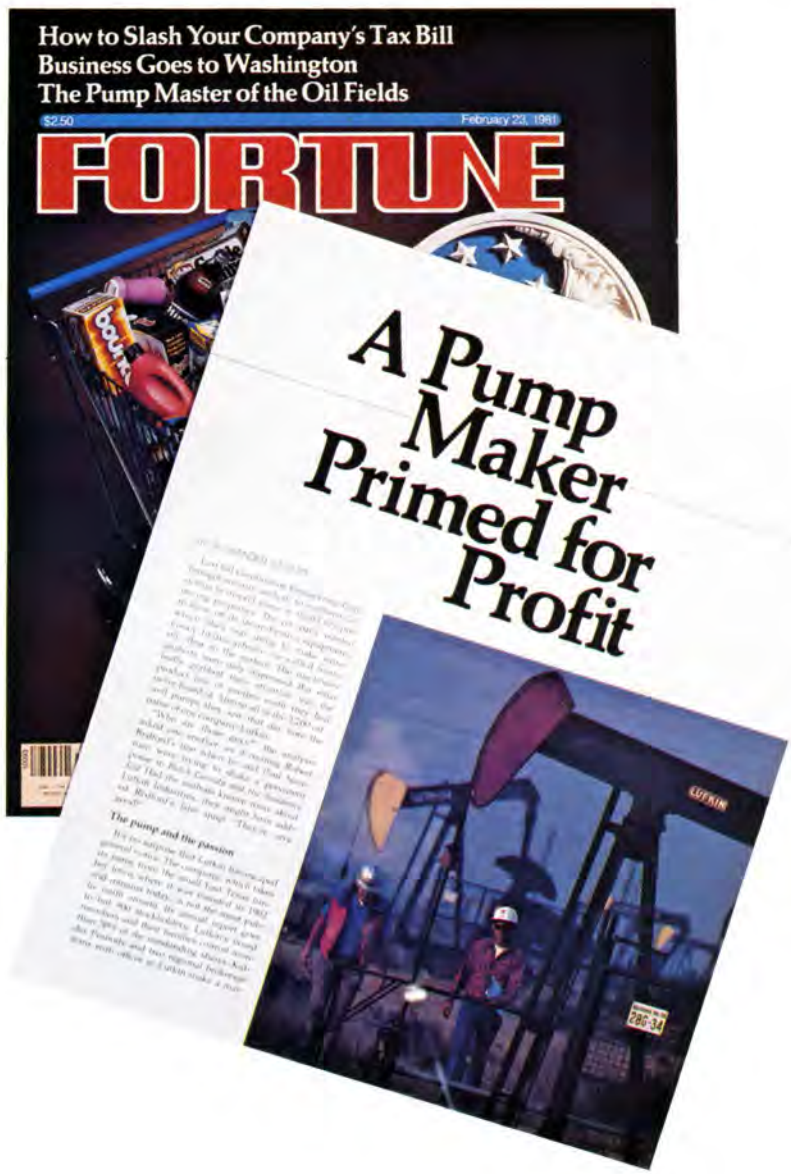
Describing the LUFKIN name as familiar to oilmen as Coke and Kleenex are to the general public, Stuart refers to the company as "a powerful and visible force" in an exploding oil exploration and development market. As the increasing demand for pumping units draws more and more competitors into the market, the LUFKIN unit is still recognized as the "best you can buy." The company has sold 150,000 pumping units worldwide since it began making them, and "a good many that it manufactured nearly 50 years ago are still bobbing up and down."

He attributes the LUFKIN success story to several clear-cut advantages over other competitors. "LUFKIN is probably the lowest-cost pumpjack maker, benefitting from volume production and vertical integration. It is one of the few companies to produce its own gearboxes, which are crucial to reliability and life. LUFKIN is also the only company to sell its entire production through its own sales force."

The author recognized the company's effort to hold the line on prices in an industry that as a whole prices have been running well ahead of the general inflation rate. "Since 1974, its average price per unit has increased just over nine percent a year compounded annually. Even more startling, used LUFKIN pumpjacks sold last year for up to 50 percent more than new ones." Robert Spears, head of a Tulsa market-research firm, was quoted a saying, "They've done a better job than any other field equipment manufacturer in holding the line on prices."

Last year, the company sold close to 60 percent of the pumping unit market's volume and at least three times as much as the nearest competitor. Such sales figures, the author maintains, are the result of LUFKIN's "reputation for quality."

Lufkin Industries, Inc. has been a leader in the pumping unit industry since 1925 when the "agile mind" of general manager and later president W. C. Trout devised "an oil-well pump that has remained the standard for 56 years." No wonder "it is not unusual for a customer to place an order for a LUFKIN" when buying a pumping unit. As one young oil-production manager was quoted as saying, "I'll be dead and gone before the LUFKINs quit."



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# SOME TRAILERS ARE BUILT FOR RUGGED OIL FIELD HAULING

Oil field hauling is tough duty for a trailer. If you do a lot of this type hauling, you've already discovered that some trailers just can't stand up to it.

Forty years of experience, both as a trailer manufacturer and an oil field hauler, go into LUFKIN THT-60 and THT-75 Self-Loading Oil Field Trailers. Our company's Machinery Division has used LUFKIN Trailers, hauling LUFKIN pumping units to locations throughout the Southwest and Rocky Mountains, since our first days in the trailer business.

After years of using them for oil field hauling we know what to expect and LUFKIN THTs are built to take it.

We've built extra toughness into them with a fabricated High-Tensile Wide Flange Main Beam and 6-inch I-beam crossmembers on 18-inch centers on the THT-60 and on 12-inch centers on the THT-75. The side frame is an 8-inch steel channel with stake pockets every two feet. A half pipe crossmember and winch lift in front and a heavy pipe rear bumper are standard on the Self-Loading Oil Field THTs.

LUFKIN Trailers are built to provide reliable, trouble-free service year after year but if you need service, we have convenient sales and service outlets all over the South and Southwest.

If you're in the market for a new trailer, check out the LUFKIN THT Models. We know they will prove reliable.

**LUFKIN TRAILERS**

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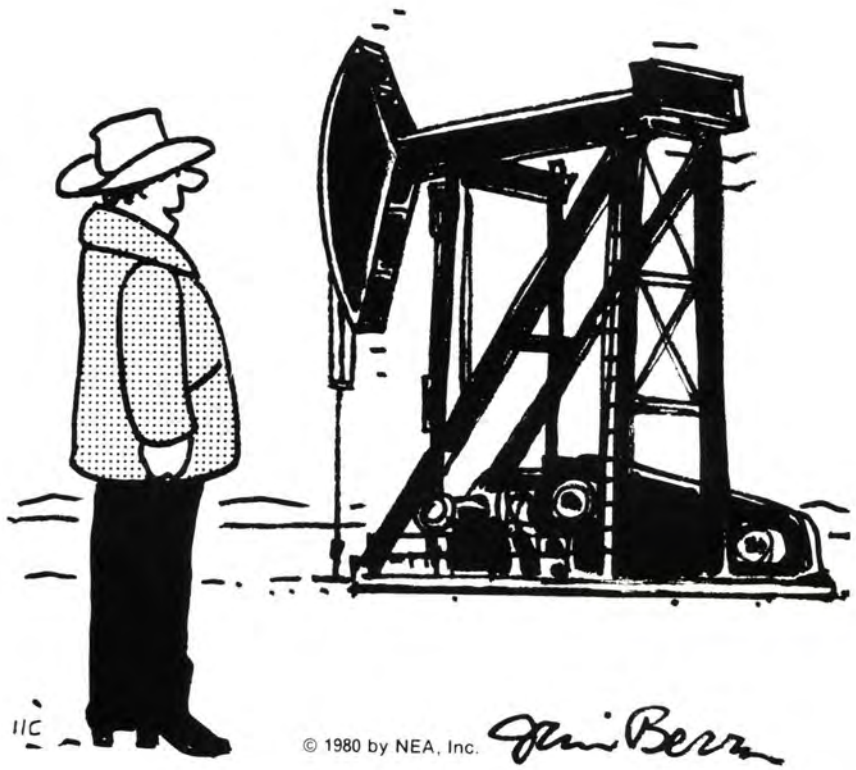
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THE BEST KNOWN NAME IN THE OIL PATCH

Yes, a LUFKIN pumping unit is the most familiar "Sculpture" on the lease. We're working to increase our production in an effort to satisfy the ever growing demand.

Berry's World




*"I don't know anything about art, but I know what I like, an' you're my kind of sculpture."*

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