



Camel Barn — Camp Verde

E. M (Buck) Schiwetz

The **LUFKIN** Line
WINTER 1973



Joy is not in things, it is in us.
—Charles Wagner

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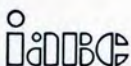
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CONVENTIONAL

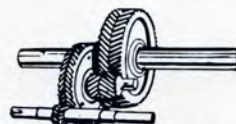


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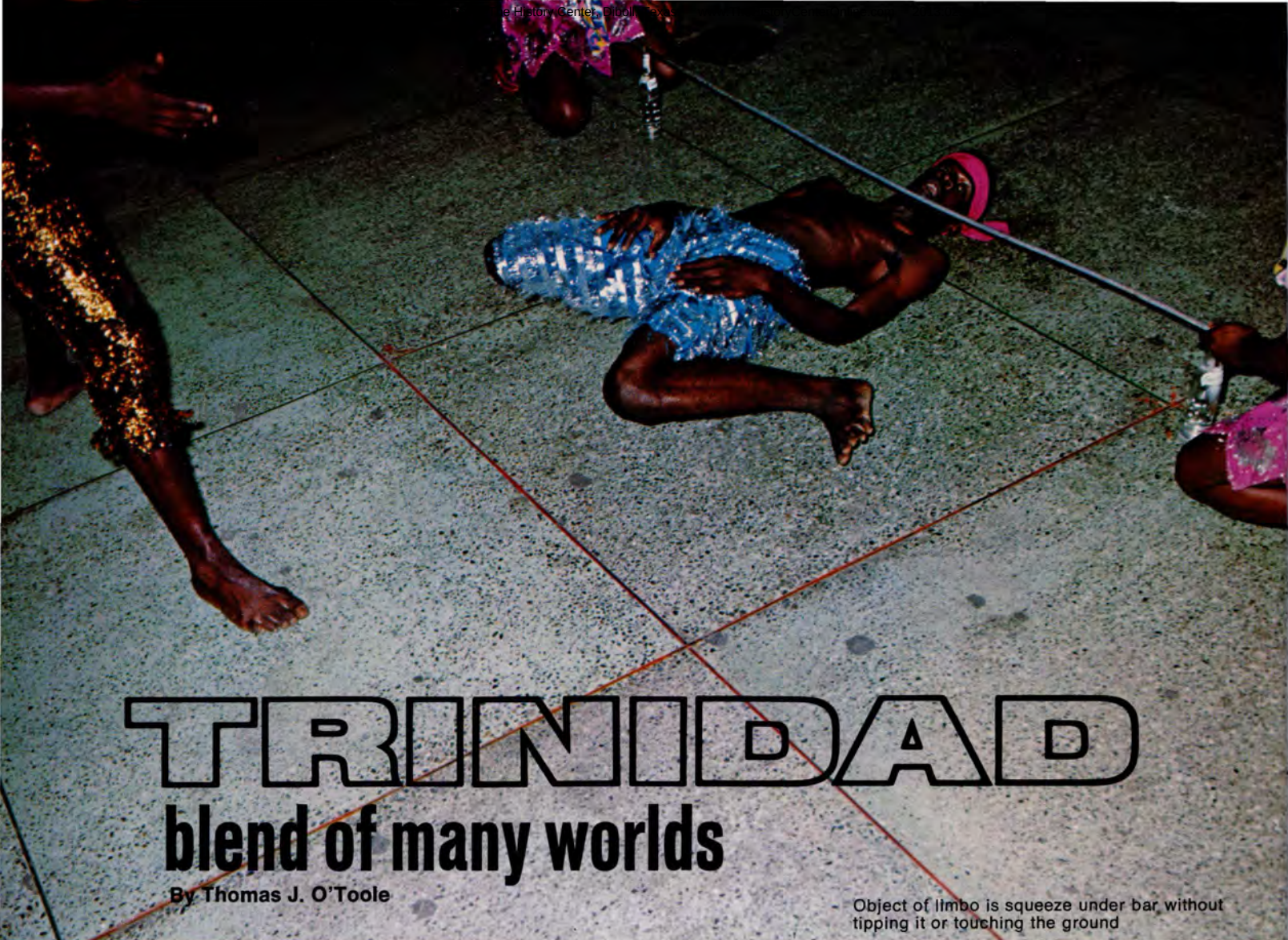
GEARS FOR INDUSTRY
AND SHIP PROPULSION

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COVER: Original Painting by E. M. (Buck) Schiwetz, Hunt, Texas

OPPOSITE PAGE: Christmas Greetings from the Oil Patch
— Photo by Creole Petroleum Corp.

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TRINIDAD

blend of many worlds

By Thomas J. O'Toole

Object of Imbo is squeeze under bar without tipping it or touching the ground

In this cosmopolitan port, you can faintly hear the steel drums beating out a calypso rhythm.

The island has a million people, and Port-of-Spain has over 100,000. You have to plan your schedule carefully if you want to capture as much of the flavor of Trinidad as possible during your stay here.

Excursions include a basic city tour, a swing through the city plus the Saddle Drive and Maracas Bay area and a native night life outing. Tours are excellent if your visit here is limited during a swing through the Caribbean.

Port-of-Spain is a hustling city, and a walk down busy Frederick Street makes it evident business is done at a brisk pace.

Too often visitors to a Caribbean island are only interested in seeing old buildings, statues and well-kept gardens. To get the feel of this island, it is necessary to seek out the people and to get acquainted.

Not included on any standard tour are two places you absolutely should insist on seeing. Tell your taxi driver to take you to Shanty Town and to the Laventille Hill. It will be an eye-opening experience. Keep these memories permanently fixed

in your mind and you'll never complain again about your situation.

Shanty Town is the site of the former city dump, and built here today are the shacks of hundreds, maybe thousands of people. The buildings (which they really aren't) are patched together with everything imaginable.

It's here that people live. They scratch for bits and pieces of wood and tin to hold their shacks together. Most are unemployed. They can't pay their rent. Yet, they're willing to smile if you've got the gumption to walk through. It's here you should muster the timber to take a walk and see for yourself. It's an experience you'll always remember.

Not far from Shanty Town is Laventille Hill, the hillside residential district of the working class. If you didn't have Shanty Town to compare it with, you'd be convinced this was the city's slum area.

On Laventille Hill the people are employed, they are seemingly hard working, they're happy and pleasant, and as hard as it is for me to believe, they are content to stay here. We're told people who are born here, live here their entire lives.

It cannot be stressed too strongly that Shanty Town and Laventille Hill should be visited when



Maracas Beach has royal blue water and lush hills beyond

Against the azure sky the coconut vendor sells his wares



Saffron yellow Poui trees color the countryside

View of Port-of-Spain overlooking the beautiful Caribbean



—TRINIDAD

you come to Trinidad.

There's more — much more — to see in Trinidad.

The local fishing boats and the local food market in the warehouse district are extremely interesting. It's here you can get to know the people. When you visit the food market, stay awhile, walk through and bargain a bit if you find something interesting. As an aside, the food market is divided into the retail market and the wholesale market. When one of the retail merchants runs out of something, he "hot foots it" over to the wholesale stands, purchases what he needs, then resells it back at his retail stand.

This city is unique in human resources, with its population tracing their origins to India, China, Africa, England, Spain, France, Portugal and Levant.

Walking through the downtown district on Frederick or Henry streets you'll find as varied a cross section of people as can be found anywhere.

A typical taxi tour of Port-of-Spain will include Queen's Park Savannah, the Botanical Gardens, the local museum, an art gallery, the zoo, the interesting mosques and temples, the commercial and residential centers of the city, and you'll probably wind up with a panoramic view of the city from Lady Young Lookout.

If you're bargaining for more than just a city tour, you'll be able to see some of the outlying area surrounding this capital city.

You'll enjoy driving through the picturesque mountain scenery over the "saddle" of the island's northern range to Maracas Bay, a favorite and delightful beach. Along the way you'll pass by bamboo curtains, coffee and cocoa plantations and citrus groves. Everything is rich and green, and you'll know you're in the tropics. Make sure you see the Saman (Umbrella) trees and one of the few Cannon Ball trees on the island.

There's also a pitch lake, but unless you're here for more than a short stop, don't waste your time. The 1400-acre lake is merely a mud lake. The legend is that long ago the gods interred an entire Carib Indian tribe for eating a sacred hummingbird. In the place where the entire cannibal village sunk into the ground, there oozed forth a constantly refilling pool of black tar. It has supplied Trinidad and Tobago and many other lands with asphalt for hundreds of years.

The islands of Trinidad and Tobago form one nation. While Trinidad is cosmopolitan, Tobago is still a quiet island — heavily wooded, teeming with wildlife, and relatively unknown to the outside world. Trinidad is just 10 miles off the Venezuelan coast.

While touring Trinidad with your taxi driver, you'll be exposed constantly to natives selling everything imaginable. At first it seems coincidental, but then it becomes obvious the driver is stopping everywhere there are children selling fruit, old men hustling post cards and stamps and women selling baskets full of trinkets. If you don't protest, the taxi driver will stop even at his own home so his wife can show you "all the beautiful things she's made."

Steer clear of the junk, and don't let the taxi driver convince you to shop at his friend's place — he's only interested in his kickback. There are numerous major stores where the values are good and the people are strictly professionals.

The currency here is Trinidad-Tobago (TT) Dollars valued at about 50 cents in American money.

Trinidad is rich in entertainment spots featuring calypso dancing, limbo shows, steel drum bands and native atmosphere. The night life is bright and lively.

Trinidad is booming. Tourism has been a big help and the island is experiencing a commercial and business development. A beautiful Hilton hotel is already there, and plans are underway for construction of a large Holiday Inn.

— All Photos by Trinidad & Tobago
Tourist Board

Top left: Muslim Mosque at St. Joseph

Top right: Perfect ending to a beautiful day
is sunset in Charlotteville, Tobago

Bottom left: Scarborough marketplace offers the
visitor an experience not found in the States

Bottom right: East coast of Trinidad and its
palm-lined beaches offer excellent swimming in
tropic surroundings



LUFKIN



LUFKIN M-1280D-427-216, left, and LUFKIN C-640D-356-144 Units, Rohoel-Gewinnungs A.G., Vorchdorf, Austria



LUFKIN M-1280D-427-192 Unit, Aminoil and Getty Oil Co., Kuwait, Arabian Gulf

LUFKIN A-1824D-192-42 Unit, Brunei Shell Petroleum Ltd., Seria, Brunei

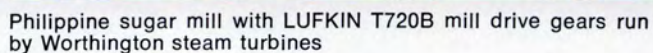
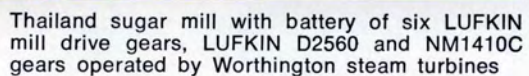


LUFKIN M-1280D-427-216 Unit, Mobil Oil Austria A.G., Kremsmunster, Austria



LUFKIN M-228D-256-100 Unit, P.T. Caltex Pacific Indonesia, South Balam Field, Central Sumatra, Indonesia





LUFKIN C-228D-20-74 Unit, P.T. Caltex Pacific Indonesia,
Minas Field, Central Sumatra, Indonesia



snapshots



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P.T. Stanvac Indonesia
Djakarta, Indonesia



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White Shield Corp.
Djakarta, Indonesia



FLOYD STEWART
Aminoil Indonesia Inc.
Djakarta, Indonesia



AL NOUJAIM
Aminoil Indonesia Inc.
Djakarta, Indonesia



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Mablethorpe, England

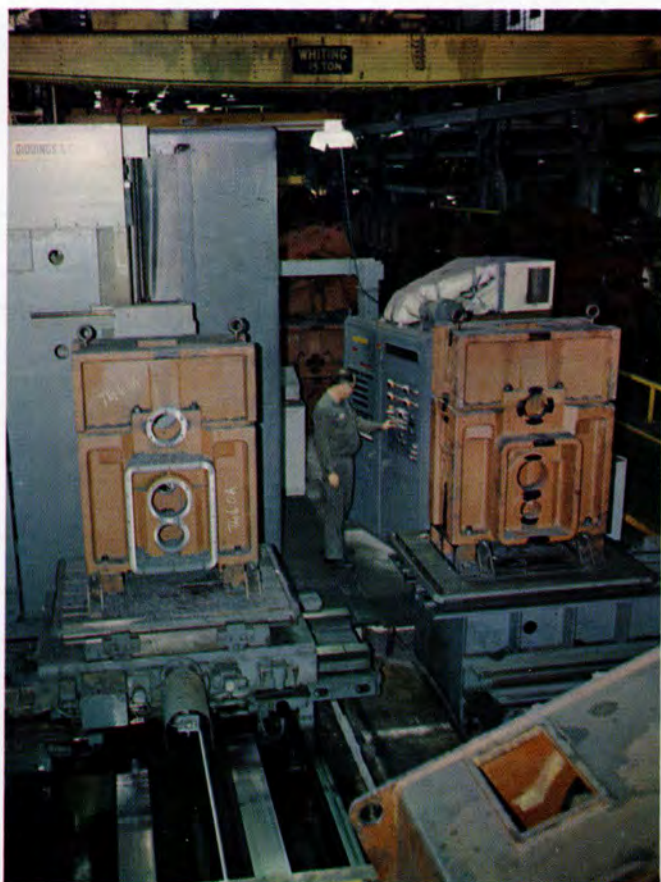


JIM WELCH
Conoco Ltd.
London, England



A bird's eye view of LUFKIN's Machine Shop displays the world's largest concentration of gear generators

WE'RE "OED" FOR



What glows with different colors on its cerebellum and reads computerized tapes? Well, believe it or not, it's not a creature sited in a U.F.O.

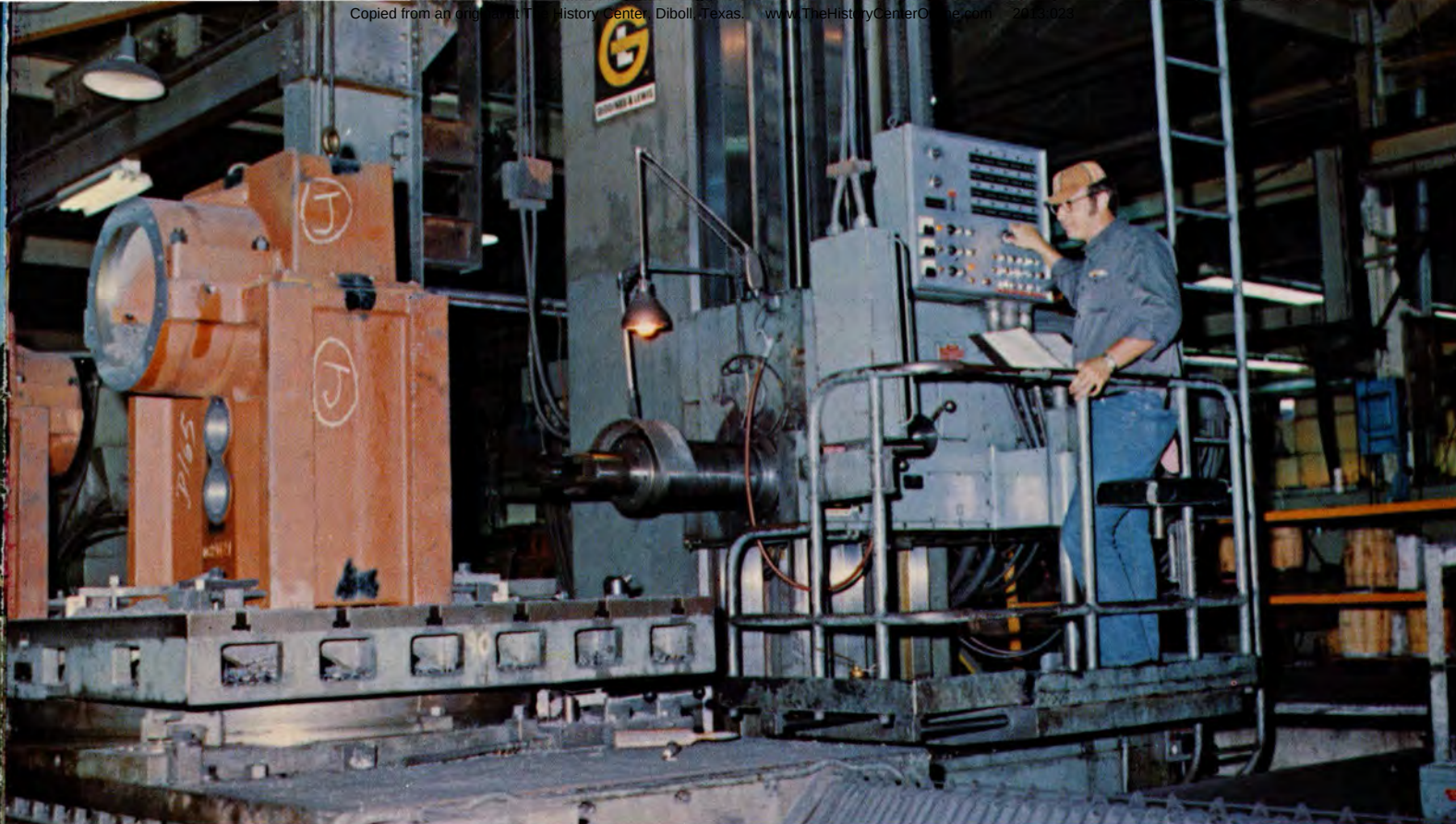
The object in question is one of LUFKIN's new numerically controlled production machines now in use.

In the past year the overall appearance of LUFKIN's Machine Shop has become more modernized with the addition of some of the most sophisticated machinery available. When all construction is complete, 25 new production machines will have been added.

In addition to the computerized tape machines, six herringbone gear generators have been added in the last year. This brings our total to 31 gear cutters, the world's largest battery. Included in this concentration are three of the four Farrel 10-foot generators ever manufactured.

Among the generators obtained is a hydraulically controlled one, uniquely suited to cutting certain

The Giddings & Lewis (G&L) 303 is the most sophisticated of the machines installed. With an automatic pallet changer, workpiece setup time is eliminated. It automatically bores, mills, drills and taps



This G&L 310 has an automatic tool changer which can store and retrieve up to 40 tools in 10 seconds. Primarily, the 310 drills base and parting line holes for speed reducer housings and covers

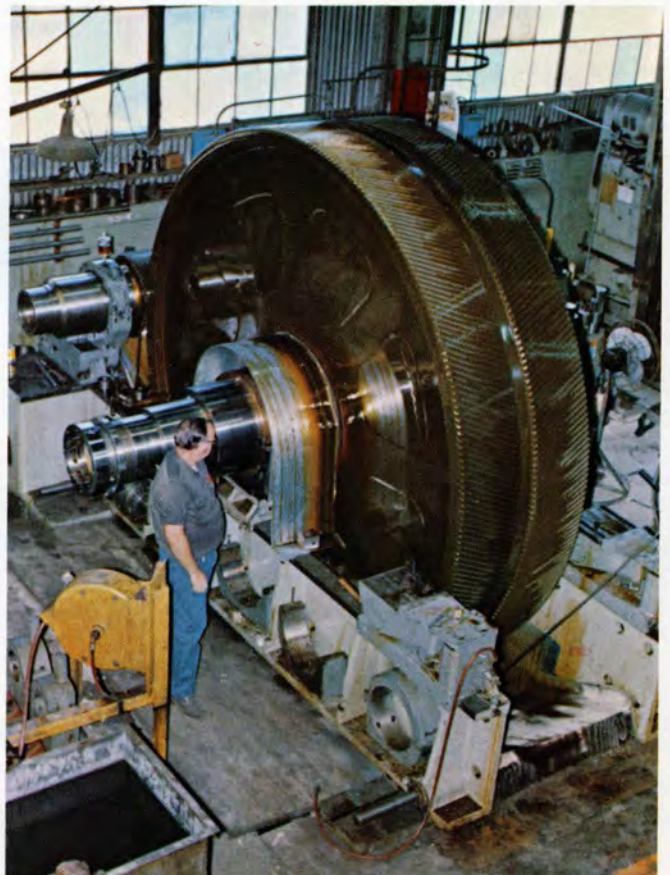
PRODUCTION By Carol Kamas

pinion configurations and gears of wide face widths. Another is equipped with an oversize spindle bore, making it suitable for cutting large pinions.

In the department of gear hobbing, LUFKIN's Schiess, from West Germany, has the capacity to hob a gear four feet in face width without turning the part and eight feet in face width when turning over the part. The foundation has been laid for another Schiess which soon will be in operation. This Schiess has the capacity to hob a gear six feet in face width without turning over the part and 12 feet in face width when the part is turned.

Our two new Pfauter hobbers, also products of West Germany, are well suited to the high speed production of very accurate gears.

Lufkin Industries takes pride in teaming the latest techniques and equipment with trained personnel to manufacture a high quality product at the lowest cost for our customers.



LUFKIN CSQ 16232S slow speed gear has a 138-inch diameter and a face width of 32 inches. Designed by a LUFKIN engineer several years ago, this 227 gear lapper was built from scratch by Lufkin Industries

MORE Snapshots



From left: JOHANN STRAUSS, Strauss Transportation, Pettenbach, Austria; FRED SCHADEN, FRANZ BAMMER, and ANTON BUTTINGER, all with Rohoel-Gewinnungs A.G., Kremsmunster, Austria



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TOM LABIOSA
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BRYAN IGLEHART
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CARL HARPKE
Amoco Europe Inc.
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HAL (DOC) KENDAL
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KEITH BEMBRICK
Carrier Air Conditioning
Pty. Ltd.
Sydney, Australia



J. L. FROHLICH, left, FRANZ ARTNER
both with OMV, Vienna, Austria



H. P. GUSTAVSON, right, Electro-
motive Div. General Motors Corp.,
LaGrange, Ill.; BEN QUEEN, LUFKIN,
Lufkin



From left: F. A. (TONY) SEAFORD, Fletcher &
Stewart, Derby, England; DON STANLEY, LUFKIN,
Houston; BOB EVANS, LUFKIN, Singapore



From left: BILL TROUT, LUFKIN, Lufkin; CARLOS PANI, LUFKIN Gear Repre-
sentative, Mexico City; BOB GIBBS, LUFKIN, Houston; NICHOLAS GOROZ-
TIETA, RICHARDO CESPEDES, JR., and RICHARDO CESPEDES, all with Ingenio
San Miguelito, Cordoba, Veracruz, Mexico



and **THINK**
why the majority of those
responsible for production
insist on ...**LUFKIN**



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