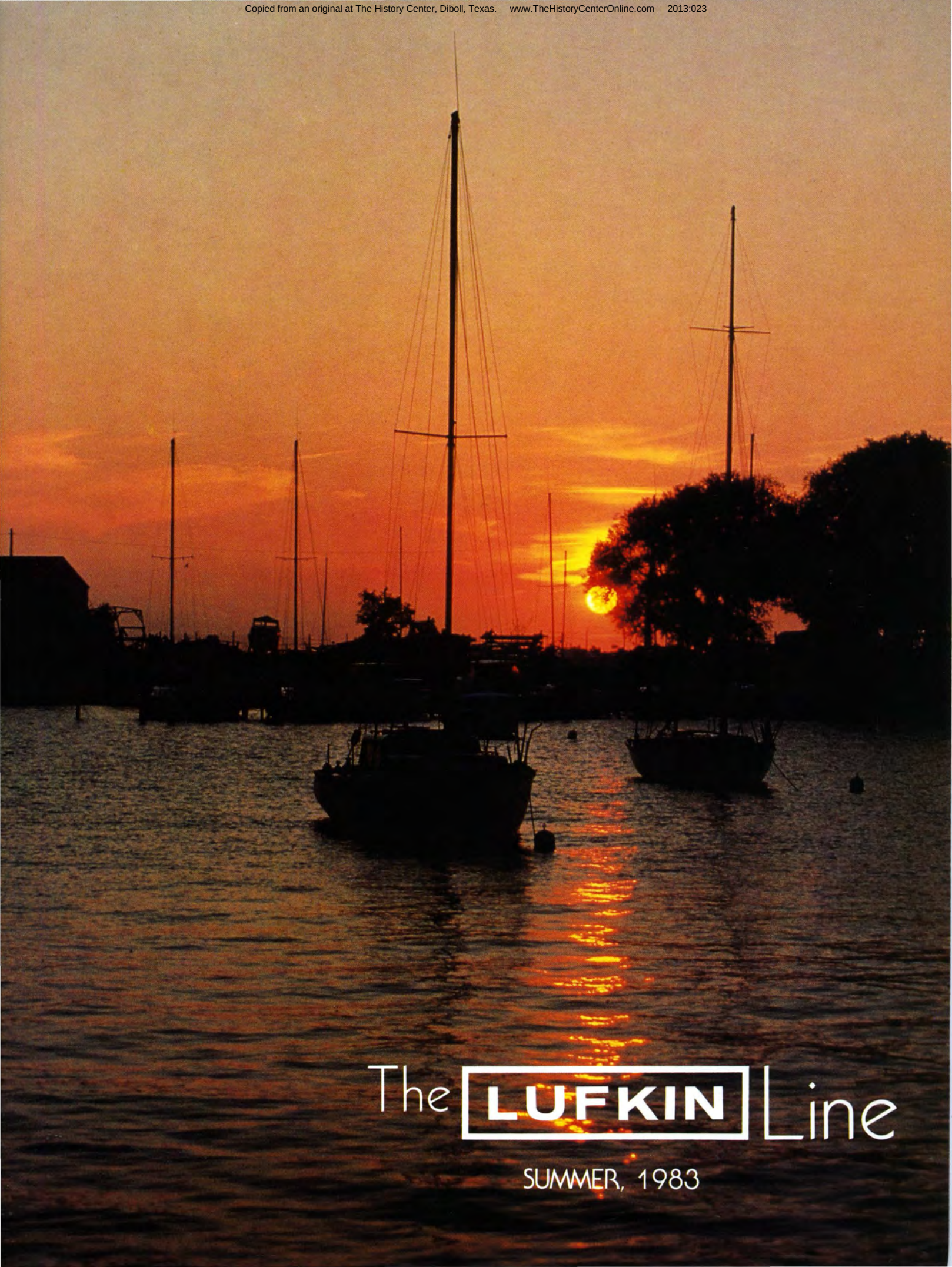




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SUMMER, 1983



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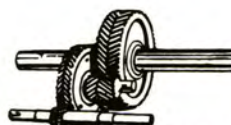


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MARK II

OIL FIELD PUMPING UNITS



GEARS FOR INDUSTRY
AND SHIP PROPULSION

NORTHEASTERN DIVISION

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COVERS

Front:

Lake Chautauqua in southwest New York

Inside Front:

Trout fishing on Schuharie River
in the Catskill Mountains of New York

Photos courtesy of
New York State Commerce Department

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ROSCOE VILLAGE



“**H**ere comes the water!” The long-awaited words echoed against the hills of northeastern Ohio more than a century ago. The great canal that linked Lake Erie with the Ohio River was complete.

It had been the biggest pick and shovel undertaking the world had ever seen. From dawn to dusk, thousands of men had labored, risking the dreaded “canal fever” malaria, to construct the channel that would become the principal form of transportation within Ohio for 25 years.

For the sleepy community of Caldersburgh, the canal brought a new name and growth and prosperity. As the canal town Roscoe, it became a great depot. The loaded boats that plied the waterways liberated it from the wilderness, and the port became a bustling milling center known for great wheat and wool exports.

Visitors to Roscoe Village in Coshocton, Ohio can return to this thriving community on the banks of the Ohio and Erie Canal to experience life during the peak of the canal era in America. The bustling nineteenth century town was re-created through an extensive restoration project that began in 1968. Today, 34 original structures, built during the town’s prosperous past, line Whitewoman Street.

The canal-building years of 1825 to 1848 had a profound effect on the state of Ohio. They transformed the state from an



Photos by David Freeze



An 1830 Ohio & Erie Canal town where travel and life forgot to change...

By Janice Aston



economically isolated area to a populous, wealthy one. As the canals opened up a thousand miles of cheap transportation for commerce and new settlers, Ohio rapidly expanded agriculturally and industrially. The vitality that came to Roscoe in the form of new enterprises and business could be found all along the canal route.

Yet, the movement of small boats drawn by mules and horses plodding over a well-worn towpath did not furnish the speed of transit needed by many shippers. The construction of a railroad around 1850 signaled the beginning of the end of the canal era for Roscoe and the state. The coming of the Iron Horse marked the passing of the heyday of the canal and Roscoe.

As business declined in Roscoe,

the people of the town moved elsewhere. When the floating life of the canals finally came to an end with the great flood of 1913, the sturdy Greek Revival buildings on the village streets were left to decay.

A painting more than 50 years later saved the canal town, however. A local bank commissioned the famous American painter Dean Cornwell to create a mural of the canal era for their office. A Chosocton businessman Edward Montgomery and his wife Frances were fascinated by the painting—so fascinated that they began planning the restoration of Roscoe Village.

The Roscoe Village that now stands is the result of more than a decade of work. It is a living museum that preserves the canal



(left) Quaint shops and businesses, much like the ones that served the early canal travelers, line Whitewoman Street. (middle) The Monticello II, a replica of one of the early canal boats, offers a 45-minute scenic trip on the original Ohio & Erie Canal. (Photo courtesy Roscoe Village Foundation) (above) The boat docks at the end of Towpath Trail, the actual towpath once trod by mules and horses that pulled the boats between Portsmouth and Cleveland.

era of Ohio and the lifestyles of the 1800s.

Once again, Roscoe is the bustling canal town that a bankrupt James Calder founded in 1816 when he crossed the Muskingum River and decided to lay out his own town. Caldersburgh soon grew when farmers from the back country came to Chosocton to trade and discovered they could buy what

they wanted without having the additional 25-cent expense of taking the ferry across the river.

Then, the town became involved in George Washington's great vision, the canal. The first president of the United States had advocated an interior transportation route for the nation as early as the mid-1700s. But it was not until 1818 that Ohio seriously considered building a canal between Lake Erie and the Ohio River to market the state's large farm surpluses.

On July 4, 1825, a celebration was held at Newark, Ohio, when the first shovelful of dirt for the Ohio Canal was removed at Licking Summitt. A brigade of Irishmen and Germans was turned loose with their mules, scrapers and blackpowder to construct "The Big Ditch." For all their sweat and backbreaking work, these immigrants were paid 33 cents a day and given five jiggers of whiskey, which they believed would ward off canal fever.

Finally, on August 21, 1830, the first canal boat, the Monticello, made its way along the new system to Roscoe and the canal era began in northeastern Ohio. Two speculators, Leander Ransom and Noah Swayne, had joined forces to have the name of the town changed to honor William Roscoe, a well-known banker and abolitionist poet from England. Then, on a tract of land north of the new Roscoe, the men laid out lots between Calder's ownings and the Triple Locks. As canal activity increased, the village's business center moved closer to the locks and aqueduct.

The farmers of Roscoe who had been so wretchedly poor before the canal now had a market for their goods. At every lock along the



(above) The Toll house, formerly the toll collector's home, now contains canal artifacts and working models of a grist mill and a double set of locks. (bottom) The Village Smithy features a full-time blacksmith forging various wrought iron items.

canal the blast of horns from the flat-bottomed cargo boats, carrying up to 100 tons of merchandise, could be heard. Blacksmiths no longer had to rely on off-season work like pulling teeth to make a living. They were too busy shoeing the horses and

mules that tramped the towpath.

The town flourished. The general store was a center of activity as news from the latest canal boats was discussed and the merchandise brought in was examined by villagers. Jacob



person receiving the letter to pay the postage.

Industries grew as the village grew. When mills created a need for barrels, a cooperage was established. A large foundry made farm machinery readily available for the pioneering families who came west and a brick yard supplied bricks for the Greek Revival buildings that still line the town's streets.

Besides the loaded cargo boats, packet boats carrying from 40 to 60 passengers traveled through the canals to Roscoe. The boats were pulled by six horses and were low, long and narrow to slide through the locks. Travel on the canal boats was called the "smoothest ride known to man." And compared to overland travel of the day, it was a leisurely trip. Passengers would sit on the deck while a team of horses or mules plodded in tandem along the towpath.

But canalling was not without its hazards. Boats rammed aqueducts or locks, crashed in the fog, got stuck on sandbars or sank. Floods, lack of water or high winds could stop traffic. Speed was limited to four miles an hour to reduce erosion of the banks.

The railroads were a cheaper, faster, more direct, all-year-round transportation system, and it was not long before the canals were carrying the rails and ties to build the railroads.

Yet, the friendly boatman's horn can be heard again across the meadows. Roscoe Village is still rooted to the canal, and the Monticello II, like its predecessor, travels the Ohio and Erie Canal. A visit to the restored community is a step back in time where travel and life forgot to change.



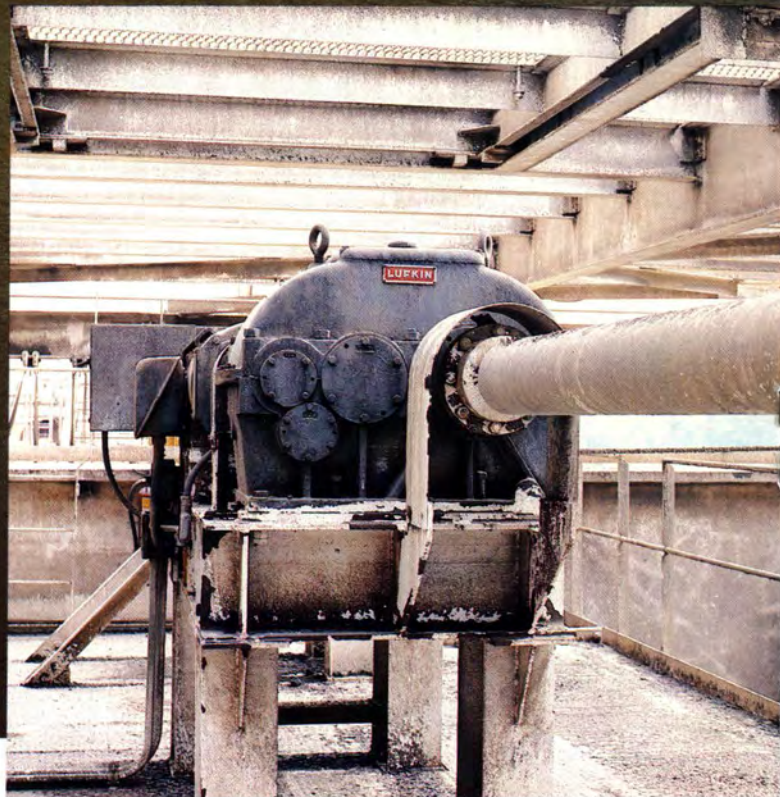
(above) Roscoe Village is still a living community, and several families make their home in the restored canal town. (left) A number of the shops in Roscoe Village offer taste treats to visitors. The Cheesery features 123 different types of cheeses.

Welsh, the first toll collector at Roscoe, built a house next to a warehouse constructed for the sole purpose of shipping. A hotel was erected across the street to accommodate short-term residents and travelers.

There was no post office building. The location of the post office depended on who the postmaster was—usually someone who already had an operating business in the town. It was here that people would pay out their hard-earned money for a letter that someone else had written. The custom of the time was for the

ON THE MIGHTY MISSISSIPPI...

An innovative floating grain-transfer facility features three LUFKIN gears.



When the shout, “Steamboat a-coming!” was heard in the 1800s, it sent a thrill through every settler and plantation owner along the muddy banks of the Mississippi River. When signal bells rang and the giant paddle wheels slowed to a stop, it was a time of great activity—for it was the steamboats that brought cargoes from all over the world to be unloaded.

Today, the steamboats have disappeared from the mighty river, replaced by massive cargo ships and supertankers, but the activity of loading and unloading cargo remains. And now, with the completion of a unique floating grain-transfer facility that features LUFKIN industrial gears, an innovative method of handling cargo along the river has been introduced.

Rogers Terminal & Shipping Corporation, the stevedoring subsidiary of Cargill, has completed a \$16 million floating transfer rig—the largest and most sophisticated of its kind in the industry. The Louisiana Gulf facility, located near the city of Convent along

Mississippi River about 50 miles north of New Orleans, transfers soybean meal and other commodities from barges to ocean vessels for export.

The K-2 mid-stream bulk transfer rig is designed for high-capacity, clean and efficient transfer of bulk commodities. It is completely self-contained, requiring no shore support. The facility features four diesel electric generators, water and sewage treatment facilities, an automatic ballast system, fire control equipment and mooring and breasting winches.

The floating transfer rig is permanently anchored and operates while lashed to an ocean vessel and barge. During the transfer process the barge terminal weighs all commodities unloaded from barges, analyzes for moisture and protein content and weighs them again as they are loaded aboard export vessels. A computerized bulk weighing system for receiving and shipping automatically prints out load data.

Vessels are loaded by the K-2 at a maximum rate of 1,500 tons or 60,000 bushels per hour. The shiploader has a telescoping spout and vacuum system that captures dust to minimize product loss and dust pollution during vessel unloading.

A Heyl & Patterson, Inc. bucket-type cantilever-mounted unloader empties barges at a rate of up to 1,800 tons or 72,000 bushels per hour. The unloader is equipped with a bucket drive that features a specially-designed LUFKIN THB440C triple reduction right angle gear that is driven by a 200 horsepower motor at 1,750 RPM. Maneuverability for the unloader is provided by two additional LUFKIN gear reducers with reversing drive applications. The trolley rack drive is driven through a LUFKIN T195C by a 20 horsepower motor at 1,750 RPM. A LUFKIN T340C operating with a 50 horsepower motor at 1,150 RPM moves the boom hoist drive.

All conveying systems aboard the K-2, from the barge unloader to the shiploader, are completely enclosed. Dust collectors apply negative air pressure to the enclosures, making the system air-tight and weather-tight. The conveying systems and support equipment are monitored from a central control room aboard the K-2.

Rogers Terminal & Shipping Corporation, is a pioneer in finding new ways to handle bulk commodities. And although the years have changed the way cargoes are loaded and unloaded on the great river, the arrival and departure of the ships still creates excitement on the mighty Mississippi.

(far left) The K-2 mid-stream bulk transfer rig is mounted on a hull 330 feet long and 75 feet wide. (middle) The trolley rack drive for the unloading system is driven through a LUFKIN T195C Gear Reducer. (left) The bucket drive which empties bulk commodities from barges utilizes a LUFKIN THB440C triple reduction right angle gear.





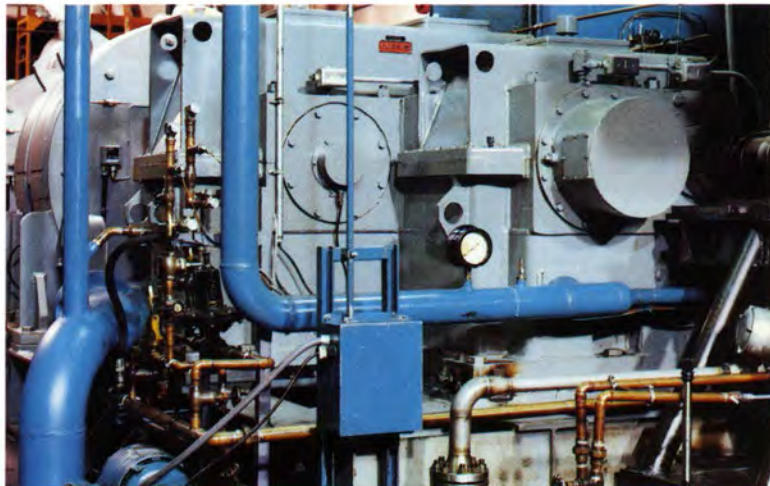
NORTHEASTERN DIVISION



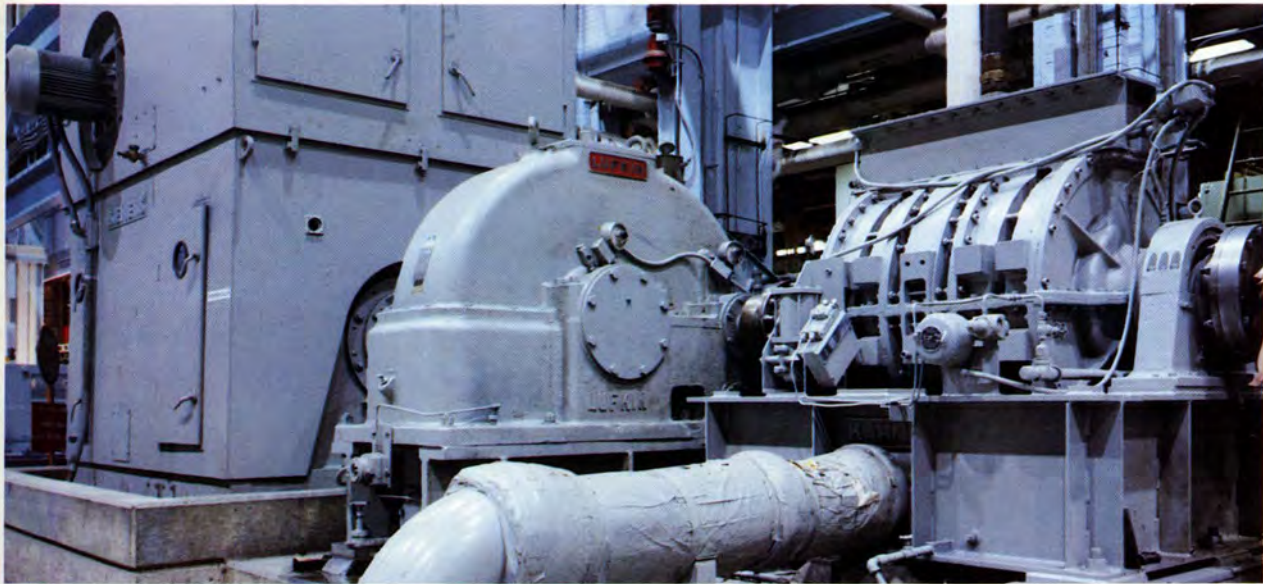
A 2,250 HP tug operates with a LUFKIN RLS4814 Reverse Reduction Marine Gear for Reinauer Transportation Co. in Staten Island, New York.



The "Surry," a ferryboat operated by the Virginia Transportation and Highways Department, is powered by a 1,450 HP EMD engine through a LUFKIN RHS2613S Reverse Reduction Marine Gear. The unit features a unique single input and dual output arrangement.



A LUFKIN NF447C Gear Reducer transmits 9,800 HP from a turbine at 11,500 RPM to a test stand dynamometer at 1,770 RPM in an Indiana manufacturing plant.



As part of a test stand application for Siemens Allis in Cincinnati, Ohio, a LUFKIN N3006C Gear Increaser/Reducer transmits 5,000 HP from an electric motor at 3,600 RPM.



A LUFKIN N1002C Gear Reducer is driven by a turbine at 4,000 RPM to a centrifugal pump at 1,168 RPM.



A LUFKIN S127C Gear Reducer is driven by an electric motor at 1,750 RPM that powers a paper machine reel located in an Ohio mill operated by Stone Container Corporation.



A LUFKIN DF780C Industrial Gear Reducer transmits 400 HP at 400 RPM to a coal hoist drive in a West Virginia coal mine.

LUFKIN

Snapshots



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S.G. SMITH
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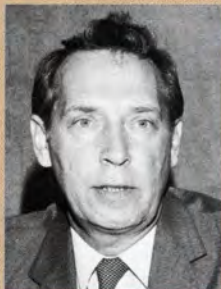
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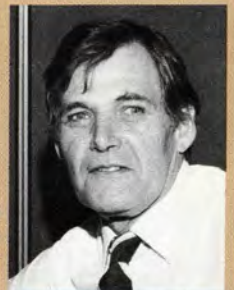
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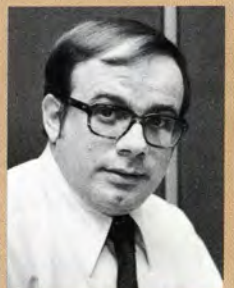
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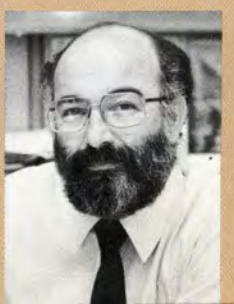
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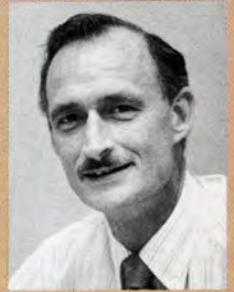
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