



Skelly Oil Co - Roper # 8
El Dorado Ark.
Lufkin Equipped

L. F. + M. Co.
LUFKIN TEXAS

369.



SPINDLETOP; RIO BRAVO # 53 ON FIRE, 11-4-26.
LUFKIN FOUNDRY & MACHINE CO., LUFKIN, TEXAS.



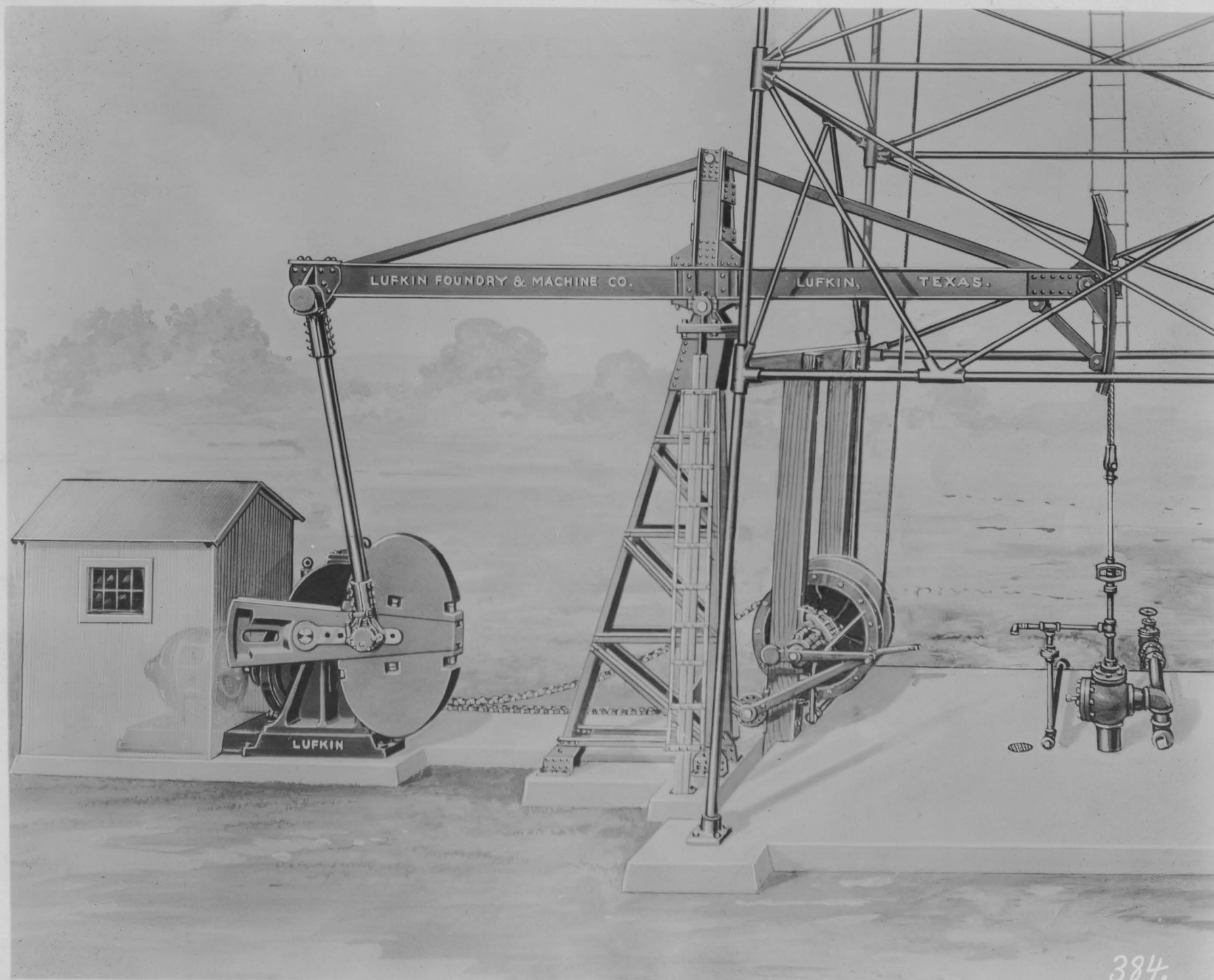
SPINDLE TOP; RIO BRAVO WELL ON FIRE, 11-4-26.

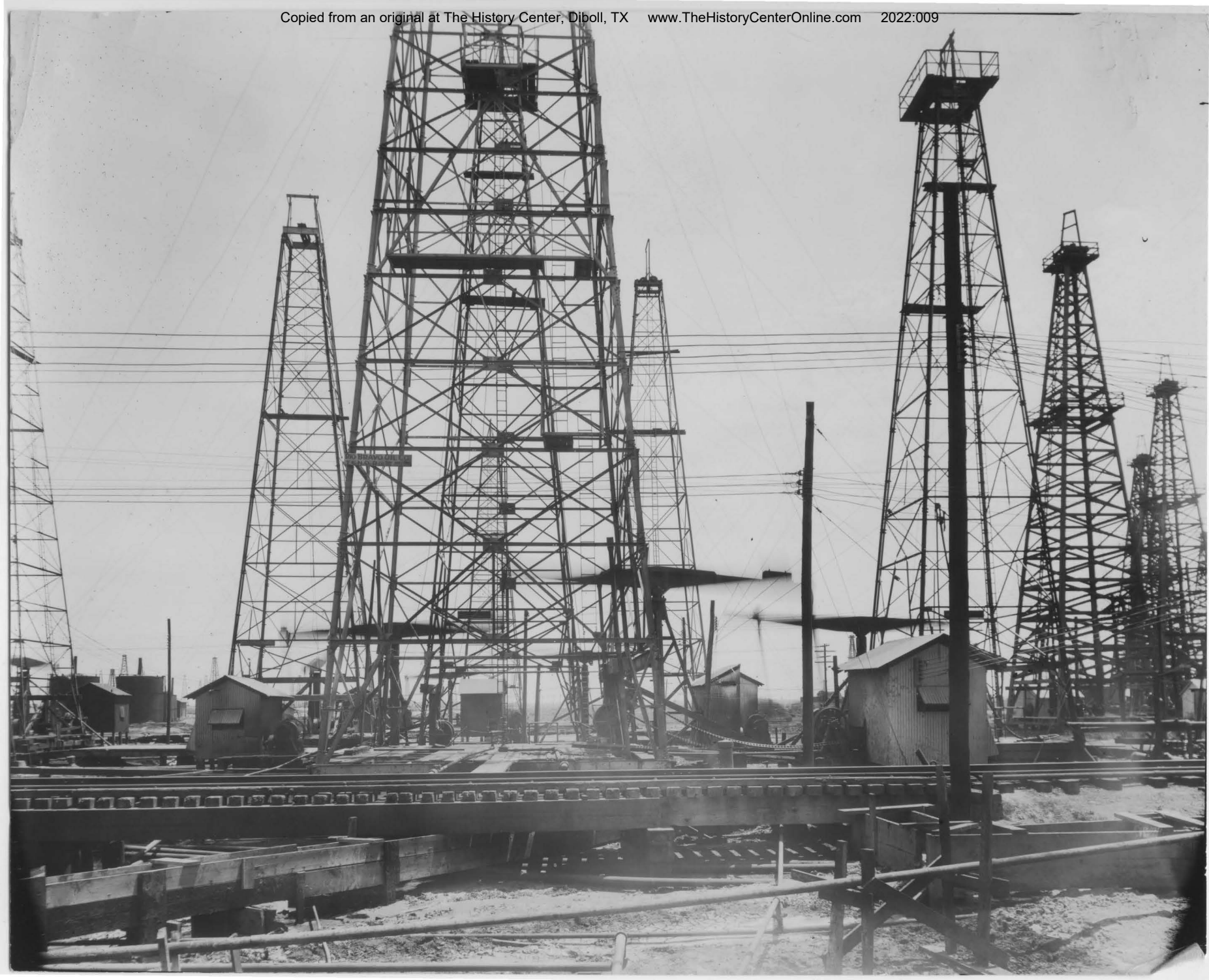
326

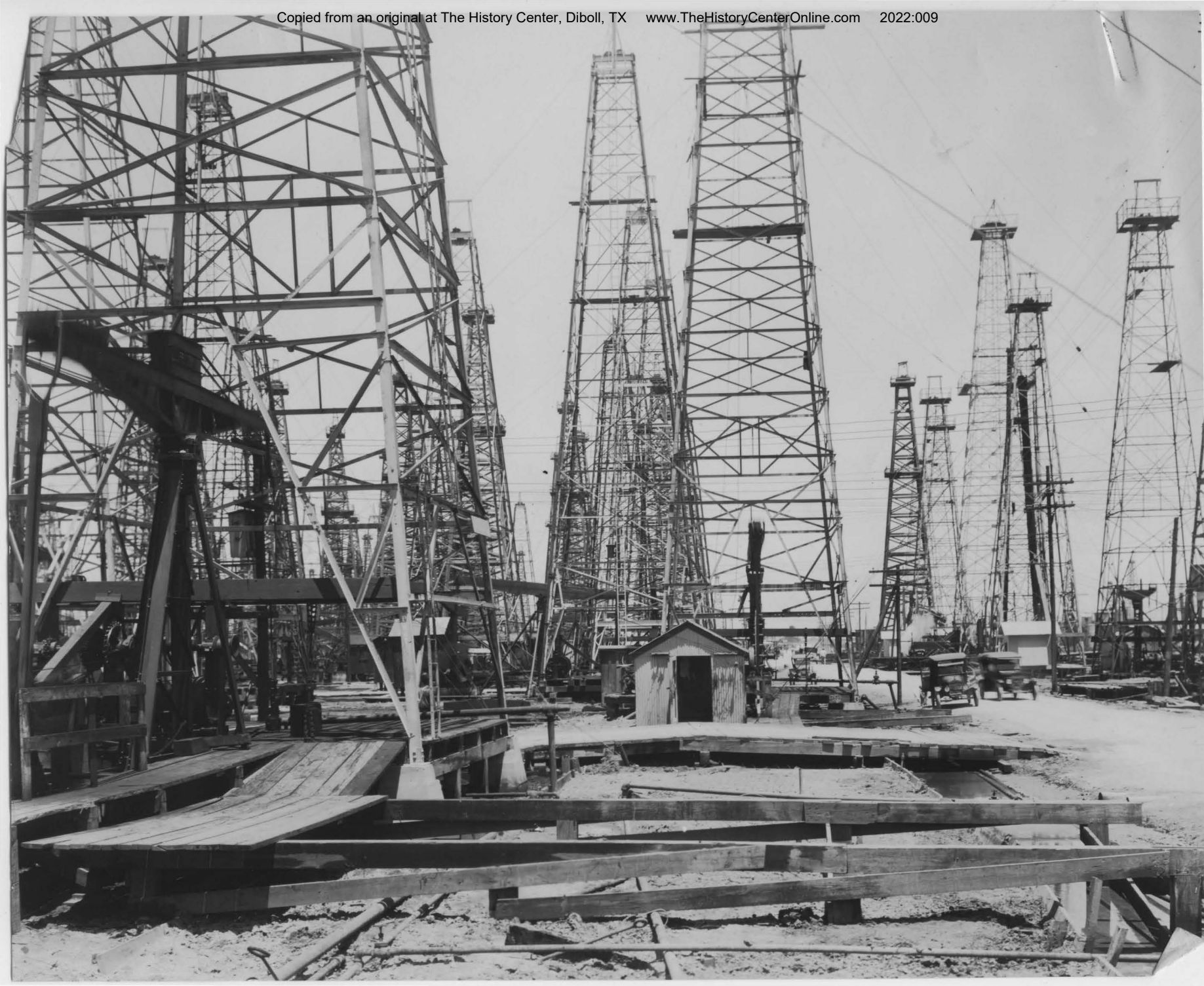
L.F. & M. CO.

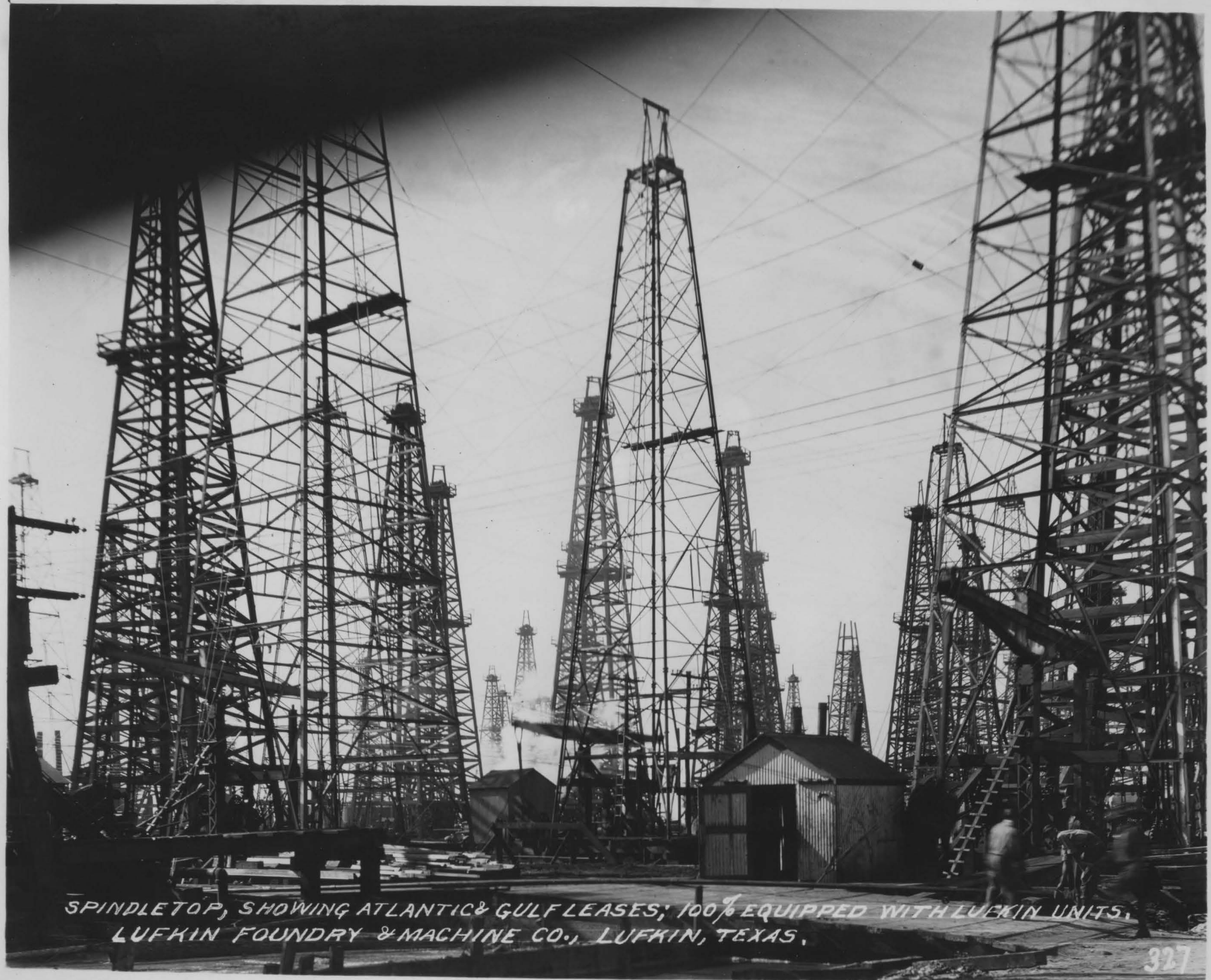


SPINDLETOP, RIO BRAVO, T. & N. O. # 53. BURNED NOV. 4, 1926. CREW THAT
PUT OUT THE FIRE. LUFKIN UNIT HAD NOT YET BEEN INSTALLED.
LUFKIN FOUNDRY & MACHINE CO., LUFKIN, TEXAS.







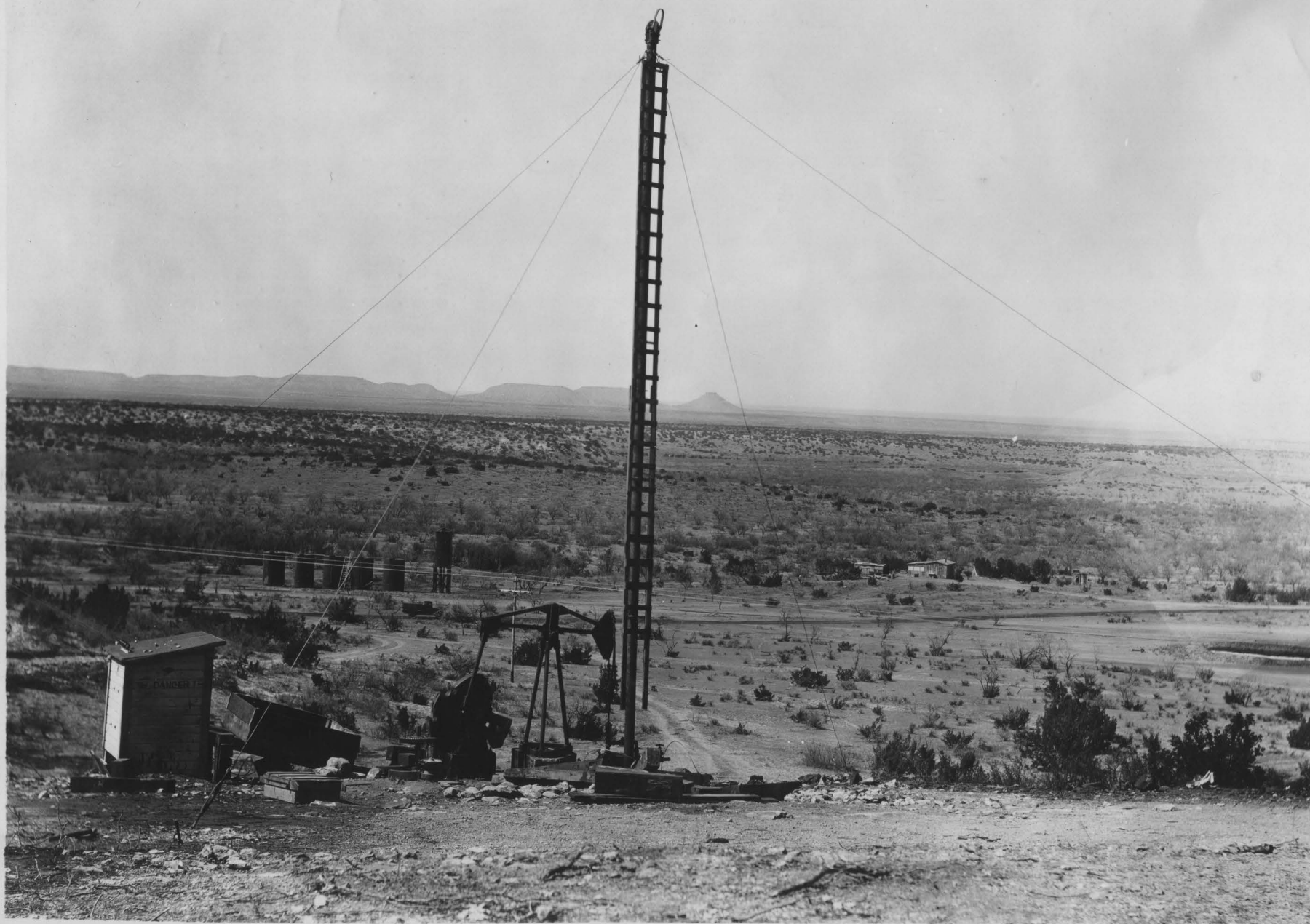


SPINDLETOP, SHOWING ATLANTIC & GULF LEASES; 100% EQUIPPED WITH LUFKIN UNITS,
LUFKIN FOUNDRY & MACHINE CO., LUFKIN, TEXAS.



ATLANTIC #4, SPINDLETOP; NAMES, READING LEFT TO RIGHT, WARD YOCUM, DISTRICT MATERIAL MAN; - J.B. STEEL, DISTRICT MATERIAL MAN; - C.J. MITCHELL, DRILLING SUPT.; - G.H. GUNN, CONST. ENGINEER; - MR. SLAUGHTER, ENGINEER; - JACK KEEBLE, ASST. SUPT.; - W.D. STAMPFLY, GEN. SUP'T.





Baby Unit On Marland Oil Co. Chalk E.2.

Well Total Depth 1840'

Pumping 1800' deep

Tubing 2"

Rods 5/8

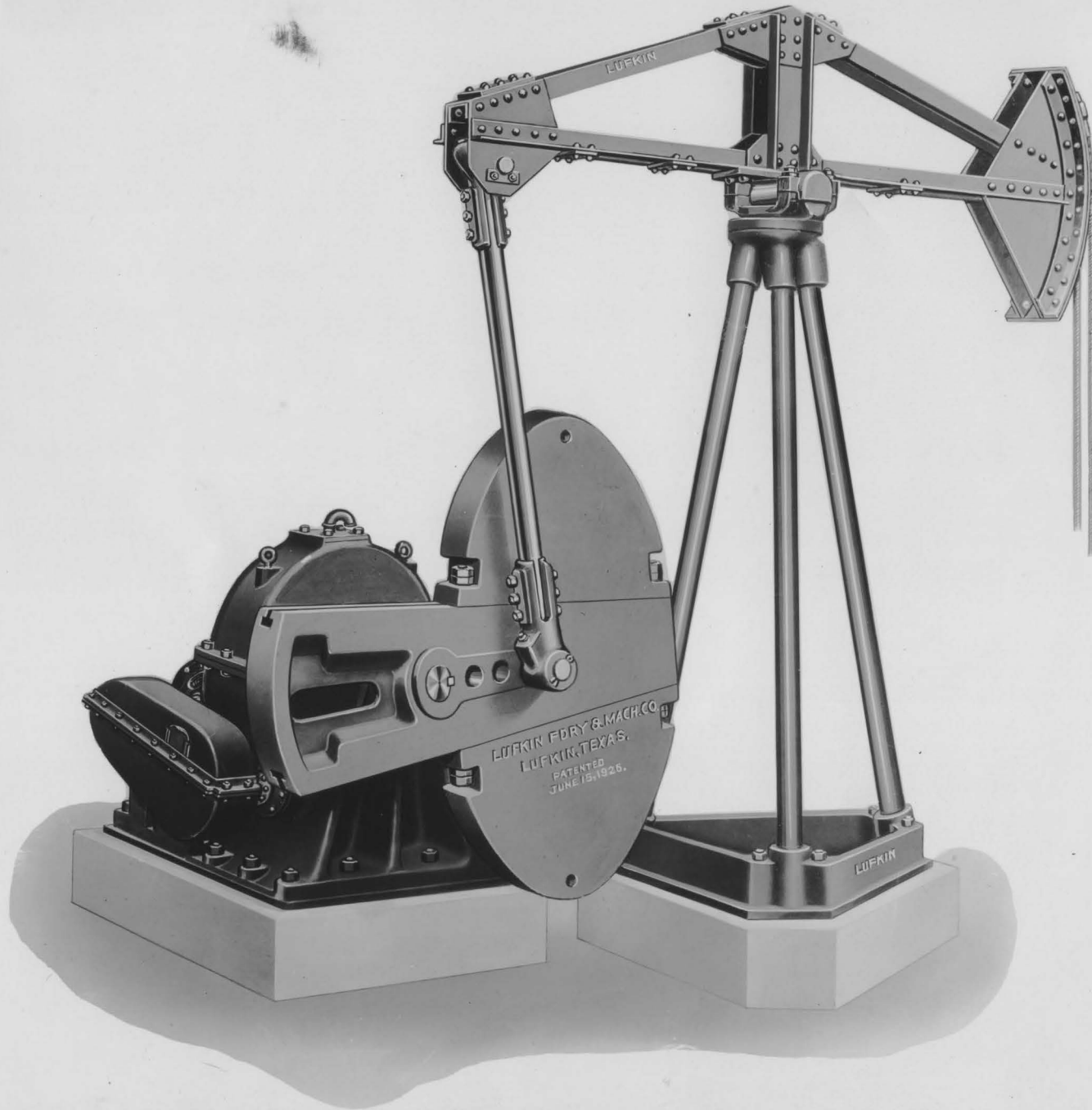
Pumping 90 bbls Oil every 24 hours

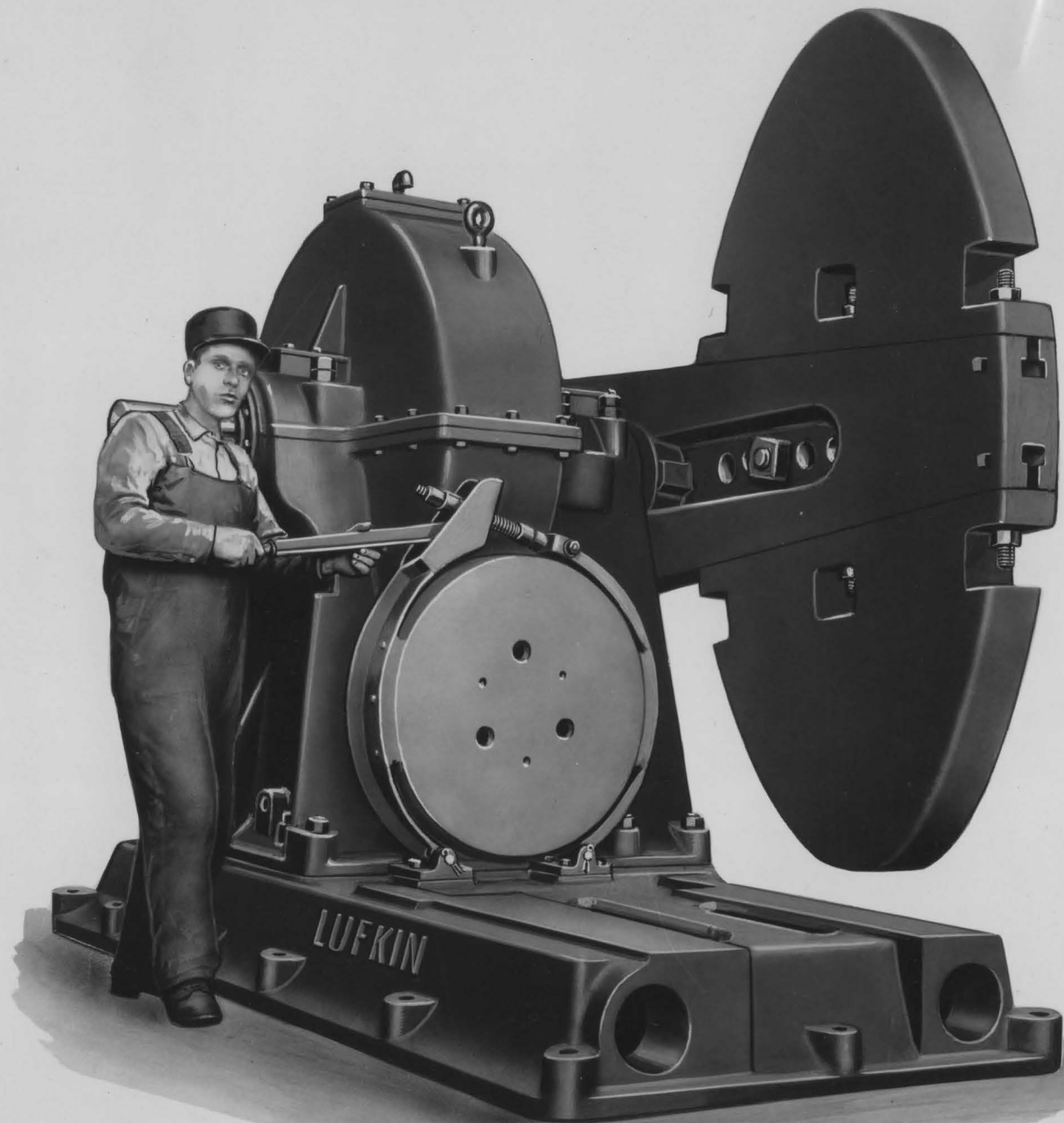
30" Stroke on Crank, Unit Running 24 Strokes PerMin.

Unit using 2.66 K.W. per hour on test or meter reading from March 26. to April, 4th. These readings are made every day and are averaged over a period of time, While making the above tests the Unit was slightly out of balance.

Note. Unit Connected up with the Grasshopper weights used on an average of 2.49 K.W. per Hour over a period of 10 days. These tests are not complete and will not be sent in to Bennett at Ponca City until the tests are finished on the Unit as it is hook up now.

b00:2202





WIND STORM OF APR. 21, 1927, AT PIERCE JUNCTION, TEXAS.
WHAT THE STORM DID TO A ROW OF STANDARD RIGS.
NOTE LUFKIN UNITS IN EXTREM END OF PICTURE,
UNINJURED, - READY TO GO.



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WIND STORM, PIERCE JUNCTION, APR. 21, 1927.
REMAINS OF STANDARD RIG.



352

WIND STORM, PIERCE JUNCTION, APR. 21, 1927.
GULF JACKSON #1. DERRICK BLOWN AWAY.
NO DAMAGE TO UNIT, EXCEPT BENT PITMAN, WHICH HELD
SAMSON POST AND BEAM FROM FALLING.



WIND STORM OF APR. 21, 1927, AT PIERCE JUNCTION, TEXAS.
MARLAND INVINCIBLE #3,
SO CALLED ALL STEEL RIG WHICH
SPEAKS FOR ITSELF.



353.

WINDSTORM, FIERCE JUNCTION, APR. 21, 1927.
NAVARRO OIL CO.
OLD STYLE LUFKIN UNIT UNHURT; ENGINE HOUSING
SLIGHTLY DAMAGED.

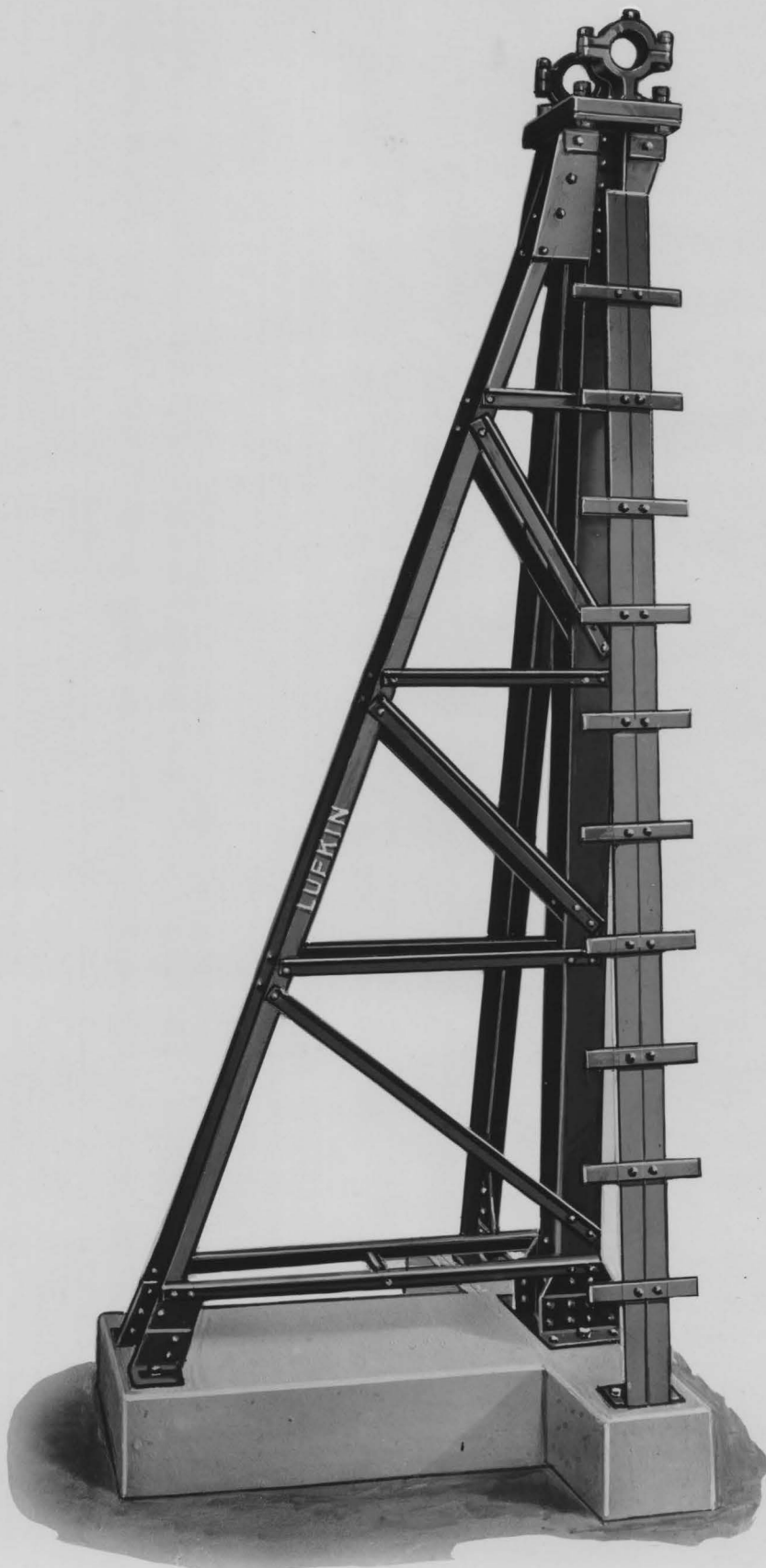


354.

WIND STORM, PIERCE JUNCTION, APR. 21, 1927.
REMAINS OF STANDARD RIG.



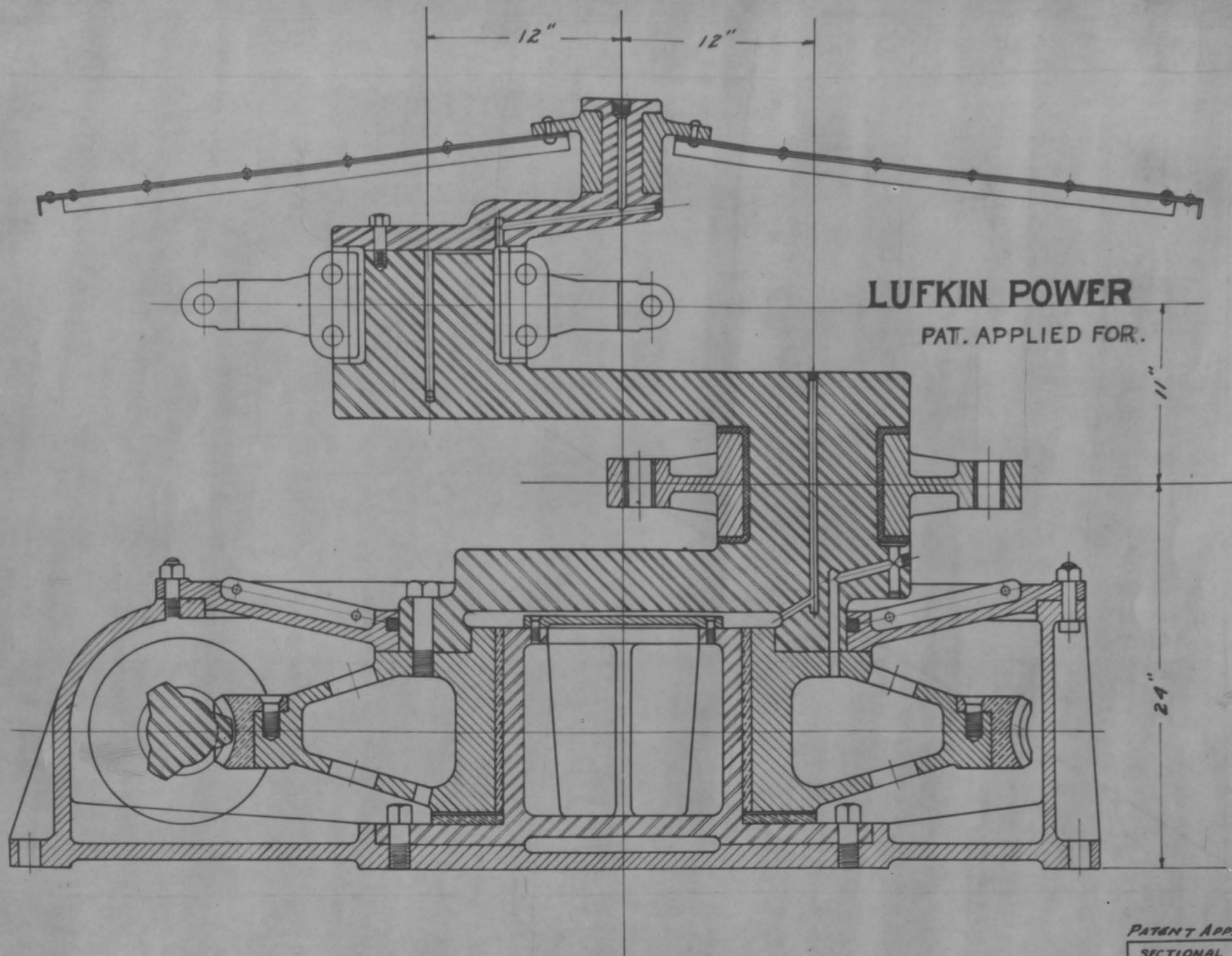
347





WIND STORM, PIERCE JUNCTION, APR. 21, 27, BLOWS DERRICK OFF FLOWING WELL 349.
LUFKINE EQUIPMENT INTACT, PHOTO SHOWS NEW STYLE WALKING BEAM
AND PITMAN WITH SAMSON POST.





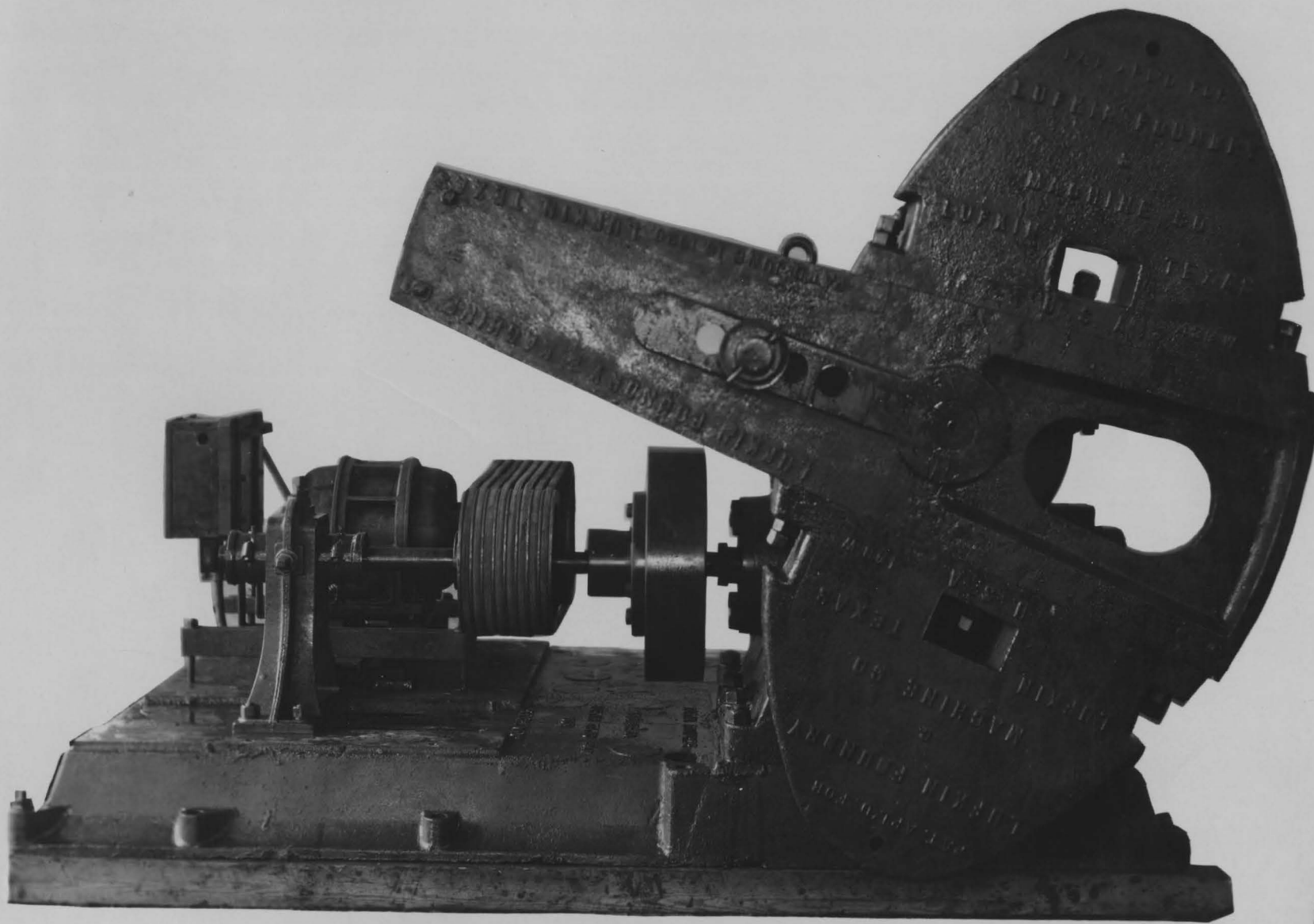
PATENT APPLIED FOR.

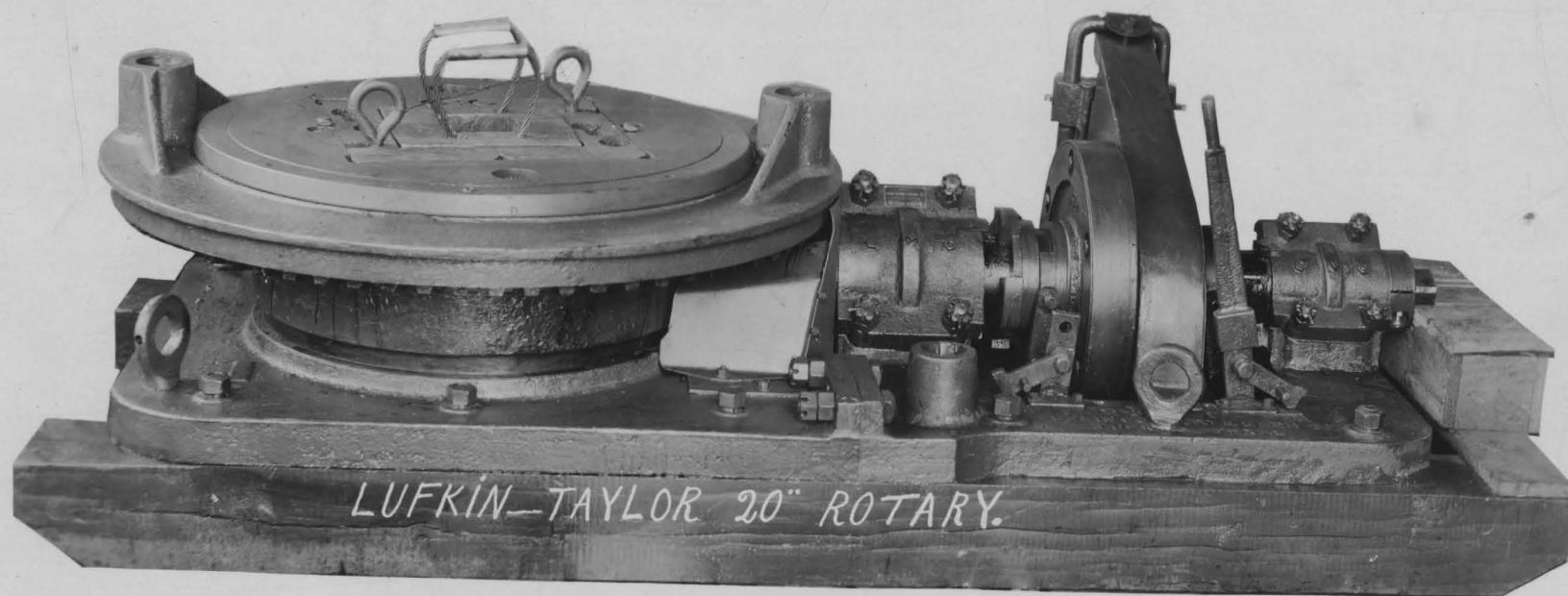
SECTIONAL VIEW OF
PUMPING POWER

DRAWN BY *L.M.* TRACED BY *P.B.* CHECKED
DATE 8-14-26 SCALE 3/4" = 1"
ORDER NO.
LUFKIN FOUNDRY & MACHINE CO., LUFKIN, TEXAS

2307

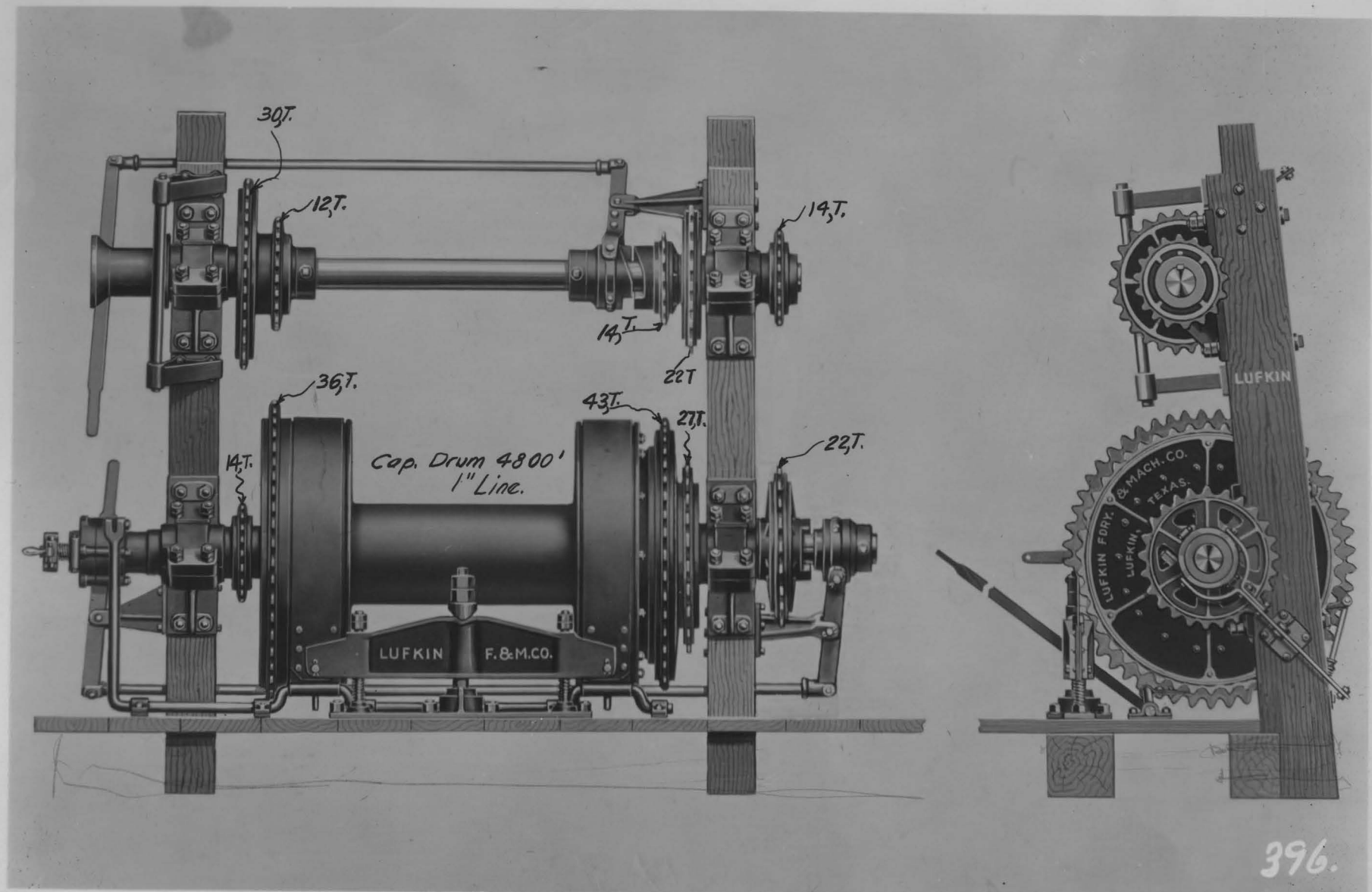






WIND STORM, PIERCE JUNCTION, APR. 21, 1927.
RIO BRAVO SETTEGAST "B-5."
DERRICK BLOWN AWAY, - DERRICK SILL CAUGHT HORSE-HEAD
OF WALKING BEAM, PULLING OVER SAMSON POST, BREAKING
CONCRETE CONNECTION, 24"x30", BETWEEN FOUNDATION
AND UNIT AND TIPPING TO THIS ANGLE WITH ^{OUT} CRUSHING.
SOME TEST FOR A SAMSON POST.
ONLY A LUFKIN COULD STAND THE STRAIN.





No. - 16 Hoist.
(over)

W. H. Wright
Photographer
Box 396
Lufkin Texas.

4800' Drum Capacity Requires A 48" Length Drum
& Increases Post c-c Distance To Approx. 8'-7"

Figures As Given In Specification Notes Were
Correct For Drum Length Given. Therein.

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PRICES AND SPECIFICATIONS - LUFKIN STANDARD UNIT

Page #1
March 10-1925.

Gear ratios either 20 : 1 or 30: 1 - Shaft 5-7/16" and 4-7/16" nickel chrome steel, equal to 5" rig iron.

Crank - A.P.I. 4 holes; limit stroke 45" Pin 3-1/4 x 6".

Effective counterbalance 3,600 pounds

Sprockets for #1030 Chain	Hoist	Bailer	Okla. type Hoist
20 : 1	32 tooth	27-T	22-T
30 : 1	36 tooth	50-T	45-T

Hoist sprocket furnished; add extra for bailer sprocket.

Weight when electric motor to be used 12,000 # Boxed - 13,000 pounds

Weight when gas engine is to " " 12,500 " - 13,500 "

	F.O.B. Lufkin	Tulsa	Los Angeles	
Prices, for use with motor -	\$2050.00	2147.00	2259.00	(Based on
" " " Buda				Carload freight
Gas engine - - - - -	2100.00	2201.00	2318.00	Los Angeles
				\$1.74
For use with other gas engines -				Tulsa - .81)
4 cylinder type - - - - -	2150.00	2251.00	2368.00	

For crating for export add \$50.00 for use with motor, \$60.00 for use with gas engine.

Also, add following amounts of freight per unit:

	For Motor		For Gas engine	
New York	LCL - \$292.00	CL- 149.00	LCL- 304.00	CL- 155.00
New Orleans	LCL - 255.00	CL- 129.00	LCL- 262.00	CL- 134.00
Galveston	LCL - 128.00	CL- 66.00	LCL- 133.00	CL- 68.00

Note: Other gas engines require special bed and extension. Be sure to add charge for crating and freight to base price for export. Oklahoma and California common point territory; take same rate as Tulsa and Los Angeles.

PRICES AND SPECIFICATIONS - HEAVY DUTY PUMPING UNIT

Gear Ratio 30 : 1 6' stroke - Bed drilled for Motor as ordered, with coupling for Motor. Shaft 6-1/2" and 7-1/2" in diameter.

50-Tooth sprocket for #1030-Chain furnished; add extra for another.

Speeds with various motors Pumping Pulling Rods

Oil field type Motors 15/35 (600 speed) RPM crank 20

" " " " 20/50 (1200 ") 40 R.P.M.

Motors: Note: The above are maximum speeds that can be maintained and as motors are variable, speeds can be reduced on resistance.

For 900 speed Star-Delta - Wagner double rated H.P.-
Motor, 20/50 28 28

This motor capable of 50% speed reduction on resistance, giving a range of crank speed of from 14-1/2 to 28 R.P.M.

Gas engines: Unit is designed to take 75 H.P. Buda multiple cylinder engine. Speeds on which correspond with 900 speed motor, 500 to 1,000 R.P.M.

	<u>Weight</u>	<u>Wt. crated for export</u>	<u>Cubic Feet</u>	<u>Price</u>
For Motor -	20800	22800	650	\$3,000.00
Gas engine -	21600	23600	700	3,100.00

Add for crating for Motor \$100.00 - For gas engine \$125.00

Also add following amounts of freight per unit:

	<u>For Motor</u>		<u>For Gas engine</u>	
Tulsa	169.00	-C.L.	175.00	-CL
Los Angeles	362.00	-C.L.	376.00	- "
New York	261.00	-C.L. (Add crting)	270.00	- " (Add for crating)
New Orleans	226.00	-C.L. " "	234.00	- " Ditto
Galveston	115.00	-C.L. " "	119.00	- " Ditto

No. 1 Gulf Coast Type Lufkin Hoist

Specifications:

Standard Gulf Coast type rod and tubing hoist on Oak Posts
4" Line and Drum shafts: Drum 32 x 16 x 30"; Two speeds
with chain for High and Low speed drives. No Reverse Friction,
but with cathead on right hand side. Double sprocket to Drive Rotary.

Prices,	Net Weight 5600 Lbs.	Price, F.O.B. Lufkin, Texas -	\$900.00
Weights,-	Boxed 6200 "	" " " " -	950.00
		LCL Lots	C/L Lots
	F.A.S. New York	\$1057.00	\$1021.00
	F.A.S. New Orleans	1053.00	983.00
	F.A.S. Galveston	1000.00	973.00

Same Hoist in Self contained Frame:

Net Weight	5800 Lbs.	Price F.O.B. Lufkin, Texas -	\$1,000.00
Boxed	6400 "	" F.O.B. " " -	1,050.00
Cubic Feet	225		
	F.A.S. New York	LCL - \$1194.00	C/L Lots - \$1123.00
	F.A.S. New Orleans	" \$1175.00	C/L " - 1113.00
	F.A.S. Galveston	" 1113.00	C/L " - 1082.00

Drum Capacity:	9/16"	4500 Ft.
	5/8"	4,000 "
	3/4"	3,000 "
	7/8"	2,900 "
	1"	1,200 "

#1030 Chain from Unit to Hoist, 60 Ft. @ \$1.60 per foot, net Lufkin
If desired. Weight 690 Lbs. per 100'.

Page #4 - Dec. 1st, 1925.

ARKANSAS TYPE #2 LARGE DRUM HOIST

SPECIFICATIONS: On posts with 4" drum and line shafts with same sprockets as Gulf Coast type; Drum 42 x 16 x 36", Double sprocket to drive Sand Reel; Two speeds - No reverse friction; Cathead on Right hand side; 8" brake band, 2-15/16" brake shaft. Spreader on Drum - Chain for two speeds furnished.

Drum Capacity:	9/16"	- -	11,900 feet
	5/8"	- -	9,700 "
	3/4"	- -	6,700 "
	7/8"	- -	5,100 "
	1"	- -	3,500 "

PRICES &

WEIGHTS:-	Net Wt. 7400 Lbs.	Price F.O.B. Lufkin, Texas.
	Boxed - 8200 "	\$1,000.00
	Cubic Ft. 200	1,060.00

	<u>L.C.L.</u>	<u>In C/L Lots</u>
F.A.S. New York City -	\$1245.00	1154.00
F.A.S. New Orleans	1221.00	1141.00
F.A.S. Galveston, -	1141.00	1102.00

#1030 Chain from Unit to Hoist, 60' @ \$1.60 per foot, net Lufkin, Weight 690 Lbs. per 100 feet.

Note: We can furnish sprocket on line shaft with clutch to drive a rotary, if desired, for \$75.00 extra.

(Carload freight rate to California - - - \$1.74

Oklahoma Type Hoist - #4.

Page #5 - July 10th, 1925.

Self-Contained frame - 4" Drum shaft, 16 x 40" Drum, Two speeds.

Single Brake - Weight 4,500 pounds Prices

F.O.B. Lufkin - \$750.00
Tulsa - 800.00
Los Angeles - 1000.00

Double Brake Type - -Weight 5,220 pounds.

F.O.B. Lufkin - 850.00
Tulsa - 900.00
Los Angeles -1100.00

Extra for boxing for Export - - \$40.00 each - Additional weight 500 Lbs. each.

Same Hoist as above except on 8" x 12" posts:

Single Brake - - Weight 4660 Lbs.	<u>F.O.B. Lufkin</u>	<u>Tulsa</u>	<u>Los Angeles</u>
	\$700.00	\$750.00	\$900.00
Double Brake " 5400 "	800.00	850.00	\$1000.00

Extra for Boxing - \$40.00 each - Additional weight each - 500 Lbs.

Add for F.A.S. New York - - -	L.C.L. \$2.25½	C/L \$1.14 per cwt.
F.A.S. New Orleans - -	L.C.L. 1.66	C/L .53 " "
F.A.S. Galveston - -	L.C.L. .82½	C/L .59½ " "

Hoists in frame are in stock

If wanted on Posts, can usually be furnished in few days from receipt of order.

WALKING BEAMS - etc.

Page #6 - January 1st, 1926.

		<u>Weight</u>	<u>Price</u>
Steel	28' Beam 24" Deep, 3/8" side	3115	\$215.00
	26' " 24" " 3/8" "	3000	200.00

Equipment-

15' Sampson Post, Ladder and		
Side Rods with turnbuckles	1625	150.00

SADDLE IRONS AND FITTINGS

1 - Saddle 268 Lbs. 2 Side Irons	625	50.00
260 Lbs.		
Counterweight Hanger and Wood		
Stirrup Bearing		

Wood Walking	12 x 24 x 32' Long Leaf Beam, irons complete	150.00
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Beams	14 x 26 x 32' " " " " "	175.00
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Pitmans -	Hill Standard - 3-1/4 x 6	250	80.00
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	Hill Heavy - 4" x 6	475	160.00
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	Lee C. Moore - Standard 3 1/2 x 6 Pin	299	55.00
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	Lee C. Moore - Ex. Hvy. 4 x 6 "	320	60.00
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New Style Lufkin Pitman - (Prices to be furnished later)

Stirrups -	3-1/4" Stirrup, - 5" Hole	15.00
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	Steel Motor House 6' x 8' with corrugated iron	90.00
	8' x 10 " " "	125.00

Rex Yokes -	Rex Patented Yoke	48.00
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CROWN AND TUBING BLOCKS

Page #7 - Jan. 1st, 1926

	<u>wt. each</u>	<u>Price each</u>
28" - Single 18" Sheave Tubing Block	350	75.00
30" - Double 18" " " "	520	100.00
2 - 20" Sheave Crown Blocks 8" Beams		60.00
3 - 20" " " " 8" "		80.00
3 - 24" " " " 10" "		160.00

Note - 8" Beams have 20" Sheaves, 2-7/16" Babbitted Boxes
 10" " " 22" " 3-7/16" Renewable Bronze Bearings.

Nixon Patent Rod Line Weight (Ball Bearing) 180 Lbs. 60.00

January 1st, 1926. Page #8

MOTOR PRICES FOR PUMPING UNITS

Discount to us 10%

Price _____

General Electric Oil Field type Motors, 15/35 H.P.

\$1053.00

600 to 1200 R.P.M., Frame #336, with Grids and switches

Weight Complete - - - - 2900 Lbs.

General Electric Oil Field Type Motors, 20/50 H.P.

600 to 1200 RPM, Frame #346

complete with Grids and switches, Wt. 3760 Lbs.

1300.00

General Electric Oil Field Type Motors, 20/50 H.P.

450 to 900 RPM, Frame #352, complete with grids and switches, weight 4050 Pounds

1400.00

Note: For 29-1/2 : 1 Ratio Worms

Westinghouse, 15/35 H.P. Oil Field Motor, 600 to 1200

R.P.M., complete with Grids and switches, weight 2550 Lbs. 1092.00

(All prices on motors are F.O.B. Houston - Export prices on application: they are special) See special sheet for Wagner Motors

P-R-I-C-E-S A-N-D S-P-E-C-I-F-I-C-A-T-I-O-N-S

M-E-D-I-U-M P-U-M-P-I-N-G U-N-I-T July 28, 1927.

Gear Ratio either 20 : 1 or 26 : 1. 60" stroke (72" if desired)

Bed drilled for motor as ordered, with coupling for motor; Shafts 5-1/2" and 6-1/2" diameter. Hoist sprocket furnished; Add extra for Bailer.

Speeds with Various Motors:

20 : 1 ratio gears:

Oil field type motor, 15/35 H.P.

Pumping

Pulling Rods

27

" " " " 20/50 "

54

~~26~~ : 1 Ratio Gears:

Oil field type motor, 15/35 "

21

" " " " 20/50 "

42

Unit is designed to take 75 H.P. Buda Multiple cylinder gas engine.

Speeds correspond with 900 speed motor, 500 to 1000 R.P.M.

<u>WEIGHTS</u>	<u>Crted for export</u>	<u>Cubic Ft.</u>	<u>Price</u>
For Motor 18000	19,500	600	\$2500.00
" Engine 18600	20100	650	2600.00

Add for crating when motor is to be used \$75.00 - For Gas engine \$90.00

See other sheets for price per cwt. to add for export and for freight to Oklahoma and California.

Price Sheet #9.
January 12th, 1927.

PRICES AND SPECIFICATIONS ON BUDA ENGINES

Both sizes are complete with steel base, gasoline tank, Vacuum tank, carburetor for natural gas and gasoline and with large model twin disc clutch.

<u>Unit No.</u>	<u>R.P.M.</u>	<u>Size of Cylinder</u>	<u>Weight (actual)</u>	<u>Weight (crated)</u>	<u>Cubic Feet</u>
50	700-1000	5 x 6 $\frac{1}{2}$ x 4	2600	3300	105
75	700-1000	5 $\frac{3}{4}$ x 7-1/8 x 4	3300	4100	130
85	700-1000	6 x 7-1/8 x 4	3700	4400	155

P R I C E S

	<u>Lufkin, Texas.</u>	<u>Tulsa, Okla.</u>	<u>Los Angeles.</u>
50	1430.00	1451.00	1475.00
75	1730.00	1757.00	1787.50
85	1950.00	1980.00	2015.00

(Above prices based on carload freight rate - For export add \$50.00 for crating)

Add for F.A.S. New York - - -	LCL	2.25 $\frac{1}{2}$	C.L.	1.14	per cwt.
New Orleans - - -	"	1.66	"	.53	" "
Galveston - - -	"	.82 $\frac{1}{2}$	"	.59 $\frac{1}{2}$	" "

Note: if Pur-O-lator is not wanted, deduct \$50.00 from prices listed above.

PRICES ON WAGNER MOTORS

PAGE #10

DOUBLE RATED SQUIRREL CAGE MOTORS - 60 CYCLES, 440 VOLTS - NO SPEED VARIATION

<u>Horsepower</u>	<u>Frame No.</u>	<u>No Load R.P.M.</u>	<u>Loaded R.P.M.</u>	<u>Price Motor & Standard control</u>	<u>Price Motor and Explosion-proof control</u>
15/40	19-TRM	1200	1140	445.00	467.00
15/40	19-V4M	900	860	510.00	533.00
15/40		720	690	649.50	672.00
20/50	19-TRM	1200	1140	500.00	523.00
20/50	19-TRM	900	860	587.00	609.00
20/50		720	690	725.50	748.00
Deduct for Omission control				89.50	112.50

Note - Both 15/40 and 20/50 motors can be furnished at 720 R.P.M., but are not stocked regularly.

These motors may be operated on 50 cycle current at about 15% less speed
For Variable speed motors see sheet #11.

Discount to trade - 10%
Discount to Large users 10% - 5%

Our discount - 10-10-5%

PRICES ON WAGNER MOTORS - 50-60 Cycle, 440 Volts

DOUBLE RATED MOTORS WITH VARIABLE SPEED

EQUIPMENT WITH REVERSIBLE CONTROL FOR 50% SPEED REDUCTION

60 CYCLE LIST - F.O.B. factory, St. Louis:

<u>Rating</u>	<u>Frame</u>	<u>Speed Full Load</u>	<u>List</u>	<u>Weight</u>
15/40°	19VRS	1140	\$810.00	2090
15/40°	22WBR	860	875.00	2575
20/50°	19-VRS	1140	915.00	2090
20/50°	24W4BR	860	980.00	2800
20/50	24W5BR	690	1150.00	3200

50 CYCLE LIST - Los Angeles Basin.

Frt. to Los Angeles

*15/40	19VRS	715 RPM	\$895.00	\$ 30.50
*15/40	24W4BR	960 "	960.00	37.60
20/50	24W5BR	470 "	1335.00	52.00
*20/50	24W4BR	715 "	1165.00	47.60
*20/50	24W4BR	960 "	1100.00	47.60

(* - Stock item)

PRICES ON CRANKS AND CRANK SHAFTS

Sheet #12

	<u>Weight</u>	<u>Price</u>
Standard Crank complete with shaft	3400	300.00
Crank only, with pin -	1150	110.00
Counterweight (2 required)	990	70.00
Shaft 4-1/2 x 5'-6"	297	75.00
Pin complete with collar	45	15.00
Medium crank complete with shaft	5600	450.00
Crank only with pin	1750	150.00
Weight (2 required)	1675	110.00
Shaft 5" x 6'-6"	435	100.00
Pin with collar complete	45	15.00
Heavy Duty crank complete with shaft	7400	550.00
Crank only with pin	2800	200.00
Weight (2 required)	2268	150.00
Shaft 6" x 7'-6"	720	175.00
Pin complete with collar	100	25.00

Note: For Bit steel shaft, add \$15.00 to Standard, \$20.00 to medium and \$25.00 to heavy duty.

We do not guarantee fit if shaft is not furnished.

All of above prices F.O.B. Factory

(September 20th, 1926.)

SPECIFICATIONS AND PRICES LUKIN-TAYLOR ROTARY STANDARD PATTERN

MAY 25th, 1925.

Specifications

Hole through table 20-1/2" for 18-5/8" Casing.
Taper in Table proper 4" to 1' - Top Diameter 22-1/2" Bottom 20-1/2"
Size Square in table 22-3/4" Deep 4-3/4" Dia. Table 59"
Height from Floor 19-1/2" - From bottom skids 27".
Skids 7-1/2 x 9" Oak - - 48" width outside
Sprocket 14-T 1030-Chain, 55" from center of Rotary.
Shaft sizes 3-7/16" and 5-15/16" - Holes for breakout post are 2-15/16".

With this Rotary we furnish:

Split Table Bushing for 6-5/8" or 8-1/8" casing #98-K with 4" to 1' or Union
Tool taper being 13" at top, 9-1/2" dia. at bottom, 12" Long. No slips furnished.

Manganese Drive Bushing Split for: 5"- 5-1/4" or 5-1/2" Lucey Grief Stems, or 4" or 6" square stems

Break-Out Posts - Outside and Inside breakout posts (But no wrenches)

Also, following tools boxed:

Alemite Grease Gun, socket wrenches for friction, wrench for oil plugs,
socket wrench for table bushing, socket wrench for set collar on shaft
and short lever for shifting clutches.

Optional Table Bushing:

Should customer desire split table bushing to set 5-5/8" casing,
83 K is substituted instead of 98-K- We can furnish adapter for this
bushing for 6-5/8" casing and slips - See Sheet for Extras

Weight Standard Rotary - - - - -	9,000 pounds	Tare 650 Lbs.
Price F.O.B. Lukin, Texas. - - - - -	2750.00	
Boxed for Export, Extra - - - - -	50.00	
Cubic Contents - - - - -	112 Cubic Feet	
Price each F.O.B. Shippside, New York, LCL - - - - -	\$2990.00	C/L Lots - \$2915.00 each
Price each F.O.B. Shippside, New Orleans, L.C.L. Lots - - -	2966.00	" " - 2854.00 "
Price each F.O.B. Shippside, Galveston, Texas. L.C.L. lots -	2883.00	" " - 2837.00 "

Minimum - - - - - 36,000 Lbs.

SPECIFICATIONS AND PRICES LUFKIN-TAYLOR ROTARY
CALIFORNIA PATTERN

MAY 25th, 1925.

SPECIFICATIONS:

Hole through table 20-1/2" for 18-5/8" casing.
Taper in table proper 4" to 1" - Top diameter 22-1/2" - Bottom 20-1/2"
Size Square in table 22-3/4" - Deep 4-3/4"
Diameter Table 59" - Height from floor 19-1/2" - From bottom skids 27"

Skids 2-1/2 x 9" OAK - 48" width Outside.

Sprocket 14-T 1030-Chain - 55" from Center Rotary.

Shaft Sizes 3-15/16" to 6-7/16"

Holes for Break-out posts are 3-7/16"

WITH THIS ROTARY WE FURNISH:

Split table bushing for 6-5/8" or 8-1/8" Casing, - 498-K
with 4" to 1" or Union Tool Taper being 13" at top, 9-1/2" dia. at bottom, 12" Long-
No slips furnished.

MANGANESE DRIVE BUSHING SPLIT FOR:

5", 5-1/4" or 5-1/2" Lucey Grief Stems - or 4" or 6" Square stems.

BREAK OUT POSTS

OUTSIDE and INSIDE Breakout posts (But no wrenches)

Also Following Tools, boxed:

Alemite Grease Gun, Socket wrench for friction, wrench for oil plugs, socket wrench for
Table Bushing, Socket wrench for set collar on shaft and short lever for shifting clutches.

OPTIONAL TABLE BUSHING:

Should customer desire split table bushing to set 8-5/8" casing, 83-K is substituted instead
of 98-K. We can furnish adapter for this bushing for 6-5/8" casing slips-- See sheet for Extras

Weight California Rotary - - - - -	9650 pounds	-	Tare 1,000 pounds
Price F.O.B. Lufkin, Texas - - - - -			\$3150.00
Boxed for Export - Extra - - - - -			50.00
Cubic Contents - - - - -			112 Cubic Feet.

Price each F.A.S. New York in L C L shipments -	\$3190.00	in Carload lots -	\$3115.00
" " " Galveston " L C L " -	3283.00	" " " -	3237.00
" " " New Orleans L C L " -	3166.00	" " " -	3254.00

CAST STEEL SPROCKETS

FOR OIL FIELD USE

TO FIT No. 1030 STEEL ROLLER CHAIN

<u>Number of Teeth</u>	<u>Weight</u>	<u>Price, F.O.B. Lufkin, Texas.</u>
15	110	\$ 22.00
22	145	25.00
27	220	32.00
32	240	35.00
36	310	45.00
45	410	58.00
50	570	68.00
37 (For Bull wheel)	380	75.00 (with bushing)

If delivered price desired, add third class rate on given weight, to prices quoted above.

15 tooth to 22 tooth sprockets, minimum bore 3-15/16", maximum 4-15/16"

27 tooth to 50 tooth sprockets, minimum bore 4-7/16", maximum 6-7/16"

Bull wheel sprockets for either 13", 16" or 18" Drum.

NEW SHEET

MAY 25th, 1926.

E-X-T-R-A-S O-N L-U-F-K-I-N - T-A-Y-L-O-R R-O-T-A-R-I-E-S

For split Bushing 83-K to set 8-5/8" casing (in place of 98-K, regular) and with adapter for 6-5/8" casing to make same as 98-K, add for adapter -(66 lbs.) - \$35.00 extra

FOR NEW ROLLER KELLEY DRIVE STEM - - - - - 100.00 "
 " " " Square " " - - - - - 4" or 6" - - - - - 150.00 "

FOR ATTACHMENTS FOR MAKING UP BIT:

For California Special Solid Casing Bushing #95-K for 8-5/8" - 10-3/4" - 11-3/4" and 13-3/8" casing (A.P.I. Standard) made 9-1/2" taper (4" to 1") 16-19/32" at top, 14-5/8" at bottom, Taper 10" long, bushing 13" long, Weight 590# - - - - - 150.00 extra
 Special slip for this bushing on application.

W.K.M. SLIPS for 3" drill pipe, Union Tool Taper - - - - - 152.50

W.K.M. " " 4" " " " " " - - - - - 152.50

W.K.M. " " 5" " " " " " - - - - - 152.50

W.K.M. " " 6" " " " " " - - - - - 152.00

W.K.M. " " 8-1/8" Casing, " " " - - - - - 177.50

(W.K.M. are net prices to consumer delivered to field, Discount 15% to us)

Note: - 16" and 18-5/8" casing may be set through Rotary Table - Slips on application.

LUFKIN TAILER AND HOIST No. 5

- Sheet #13 - Jan. 12th '27

Specifications: - Self-contained, 4" drum shaft, 8" brake bands
2-7/16" brake shaft, single speed, friction clutch
Drum 36 x 12 x 32".

Net weight - - - - - 3250 Lbs. Crated for export - - - 3750 pounds.

Prices, F.O.B. Lufkin, Texas - - \$800.00 - Add for crating - \$40.00.

Oklahoma and Eldorado C/L freight rate .81 per cwt.

LUFKIN HOIST No. 6

Specifications: - On posts; 4" drum shaft, 8" brake bands, double sprocket
to drive sand reel; no reverse, cat head on left hand side;
2-15/16" brake shaft, single speed, drum 42 x 16 x 27".

Net weight - - 5200 Lbs.

Crated for export - - 6,000 Lbs.

Price F.O.B. Lufkin \$700.00 - - - Add for crating - \$40.00.

Oklahoma and Eldorado freight rate - - C/L .81 per cwt.

Add for F.A.S. New York - - -	LCL	2.25½	C/L	1.14 Cwt.
New Orleans -	"	1.66	"	.53 "
Galveston -	"	.82½	"	.59½ "

Test on Lufkin Pumping Unit
Simms-Atlantic University D-6 Crane County

KW input to meter	KW	HP
Motor only, running idle	1.466	1.954
Motor and gear, no weights	3.464	4.628
Motor and gear, weights balancing	2.88	3.840
Motor and gear, weights on shaft center	3.464	4.628
Motor and gear, weights on plane circle	3.333	4.444
Motor and gear, weights as used when pumping	4.400	5.860
Motor and gear, weights on shaft center, walking beam	3.720	4.960
Motor and gear pumping, weights balancing	8.540	11.386 ✓
Motor and gear pumping, weights on shaft center	9.864	13.152

This well had 2917' of 5/8" rods with a 2-1/2" Fluid Packed working barrel, handling 390 barrels of fluid per day.

Total daily KWH input to meter per day was 204. This at .016 per KWH gives a daily cost of \$3.26. This is .00835 per barrel.

All the above tests were run for three minutes and in several cases were run two or three times. All KWH were measured by an intergrating watt hour meter.

P. E. WORKMAN

9-27-27