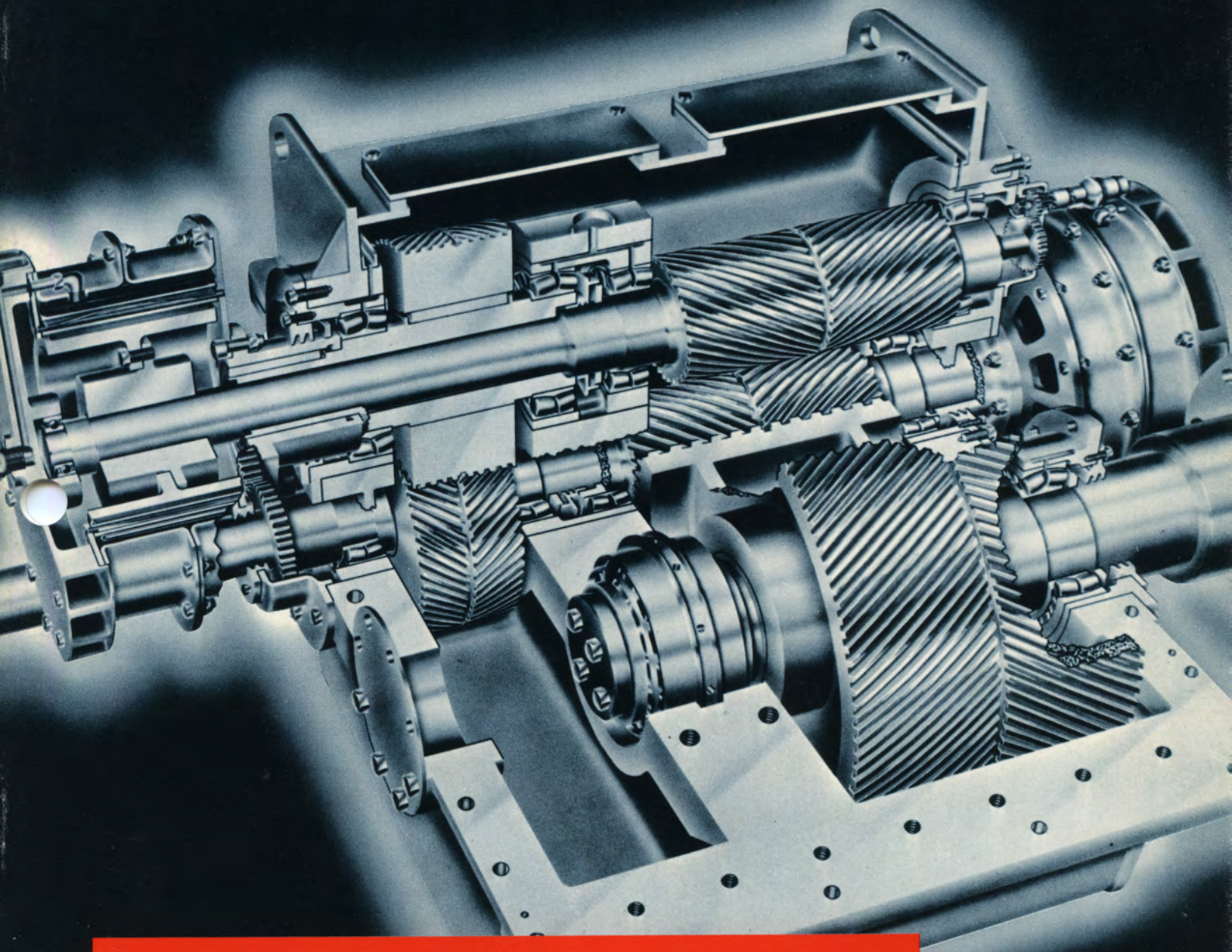
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the standard of excellence

MARINE GEARS



LUFKIN

INDUSTRIES, INC.

CATALOG
NO.
MG-34

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LUFKIN

INDUSTRIES, INC.

LUFKIN, TEXAS

MILESTONES OF GROWTH

In 1972 LUFKIN will be celebrating seven full decades of service to many thousands of satisfied customers in all parts of the globe. These have been exciting years—full of growth, prosperity, adversity, progress and fulfillment—most necessa ingredients for true corporate m turity.

Each of us here at Lufkin is proud of our Company's contribution to industry. We pride ourselves on being a close-knit team, concerned foremost with providing superior quality products and service to our customers.

Since its beginning in 1902 as a small repair shop, this company has grown, thru farsightedness, bold innovation and sound management to become one of the largest manufacturers of gears and allied heavy equipment in our field. The name LUFKIN, synonymous with QUALITY, is recognized the world over.

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LUFKIN MARINE GEARS . . . . . LUFKIN INDUSTRIES, INC.

MAIN PLANT AND GENERAL OFFICES, PO BOX 849/LUFKIN, TEXAS 75901/CABLE ADDRESS: LUFFO

TELEX THROUGH TWX 910-880-4201

OFFICES AND WAREHOUSES IN THE FOLLOWING CITIES

Dallas, Texas 75201
800 Empire Life Building
Phone: 214/748-5127

EXPORT OFFICE
Houston, Texas 77036
Suite 152
6610 Harwin Drive
Phone: 713/781-0600
Telex: 76-2678
Cable: "LUFFO" Houston, Texas

New York City Area
100 Menlo Park Office Building
Room 408
Edison, New Jersey 08817
Phone: 201/549-1023
Teletype: 710-998-0559

Maracaibo, Venezuela, S. A.
Apartado 1144
Phone: 29102 and 24641
Cable: LUFFO, Maracaibo (Venezuela)
Telex: 39561346
Warehouse: Avenida 17, No. 128-60

Anaco, Venezuela, S. A.
Apartado 23
Cable: LUFFO, Anaco (Venezuela)
Phone: MGO 2-4405

Buenos Aires, Argentina
Esmeralda 155
Piso 7
Phone: 46-8515
45-4822
Cable: LUFFO, Baires, Argentina

London, S. W. 1, England
123 Pall Mall, Suite 18
Phone: 01-930-2662
Cable: DREXCO, London W 1
Telex: 851919040

Singapore 11
126 Eng. Neo Avenue
Phone: 634479
Cable: LUFKIN Singapore
Telex: 786-21767

Houston, Texas 77036
Suite 152
6610 Harwin Drive
Phone: 713/781-6850

Lufkin, Texas 75901
P. O. Box 849
Phone: 713/634-4421
Teletype:
Main Office: 910-880-4201
Engr./Order Dept.: 910-880-4202
Cable: LUFFO, Lufkin

Tulsa, Oklahoma 74119
1302 Petroleum Club Building
Phone: 918/587-7171

Stone Mountain, Georgia 30083
5190 Antelope Lane
Phone: 404/939-3119

Crystal Lake, Illinois 60014
P. O. Box 382
Phone: 815/459-4033

Los Angeles, California 90010
3435 Wilshire Blvd.
Suite 2214
Phone: 213/487-1660
Teletype: 910-321-4051

San Francisco, California
Suite 205, Park Plaza Building
3100 Mowry Avenue
Fremont, California 94538
Phone: 415/793-3911

Seattle, Washington 98125
10703 Durland Avenue, N. E.
Phone: 206/364-9658

Pittsburgh, Pennsylvania 15235
201 Penn Center Blvd.
Suite 101
Phone: 412/241-5131
412/241-6676

Cleveland, Ohio Area
Box 123
Avon Lake, Ohio 44012
Phone: 216/933-8191
216/871-6864

Baltimore, Maryland Area
P. O. Box 673
Bel Air, Maryland 21014
Phone: 301/879-9264

New Orleans Area
P. O. Box 73373
Metairie, Louisiana 70003
Phone: 504/885-2841

MEMBER OF AGMA

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LUFKIN

INDUSTRIES, INC.

DESIGN and MANUFACTURING

Rugged conservative LUFKIN Marine Gearing, built to standards of excellence, insures maximum service-free life, minimum overall cost, and your greatest value.

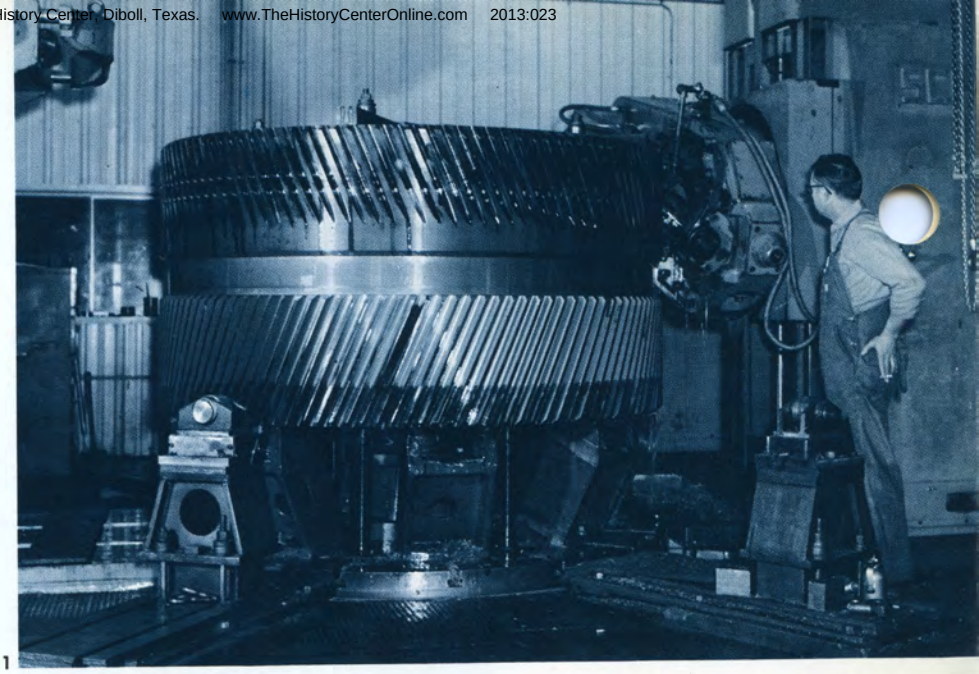
LUFKIN Marine Gears are designed to maximum standard of performance and not to minimum requirements of life and acceptability.

Rotating elements are selected by computer programs to provide maximum strength, durability and best gear-tooth geometry for each class of service.

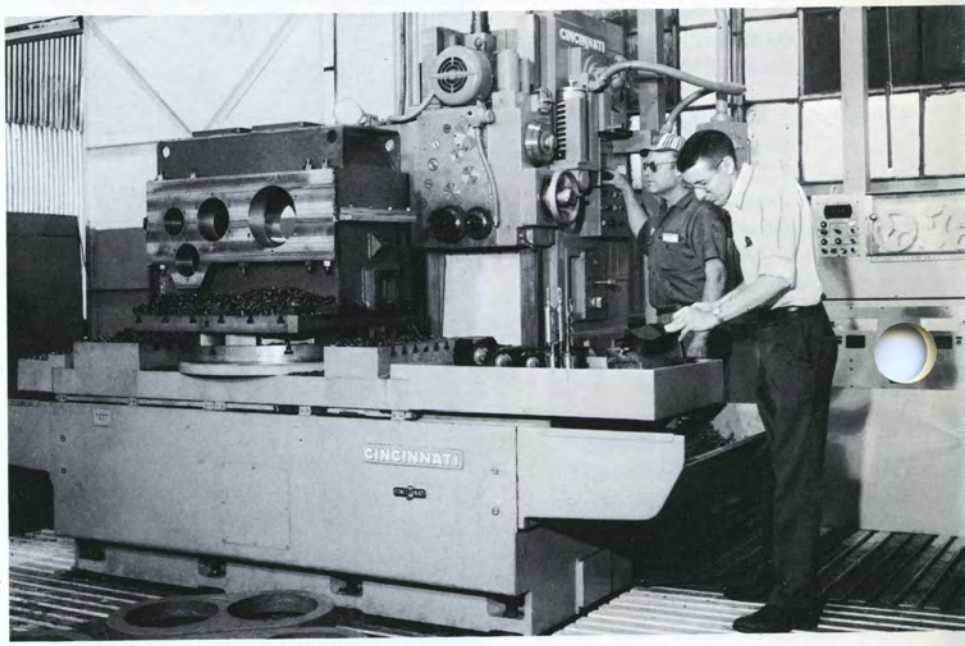
Numerically tape controlled machines insure accuracy of housings, shafts and other critical components.

LUFKIN's quality assurance provides manufacturing with the quality components necessary to produce LUFKIN marine gearing, built to standards of excellence.

All units are manufactured to meet ABS approval and certification, unless Lloyds, Bureau Veritas, Canadian Board of Steamship Inspection or other certificating agency is specified.

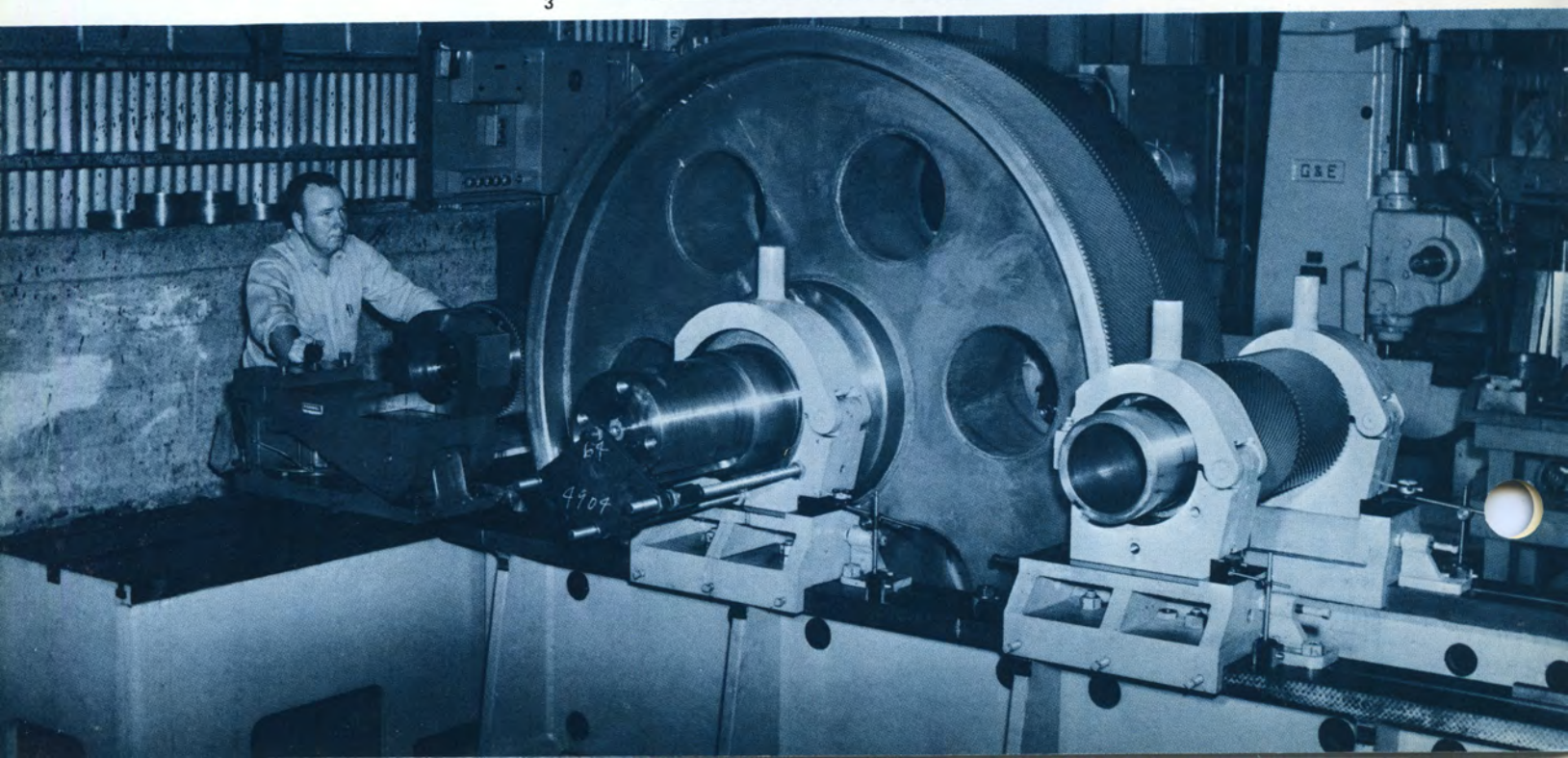


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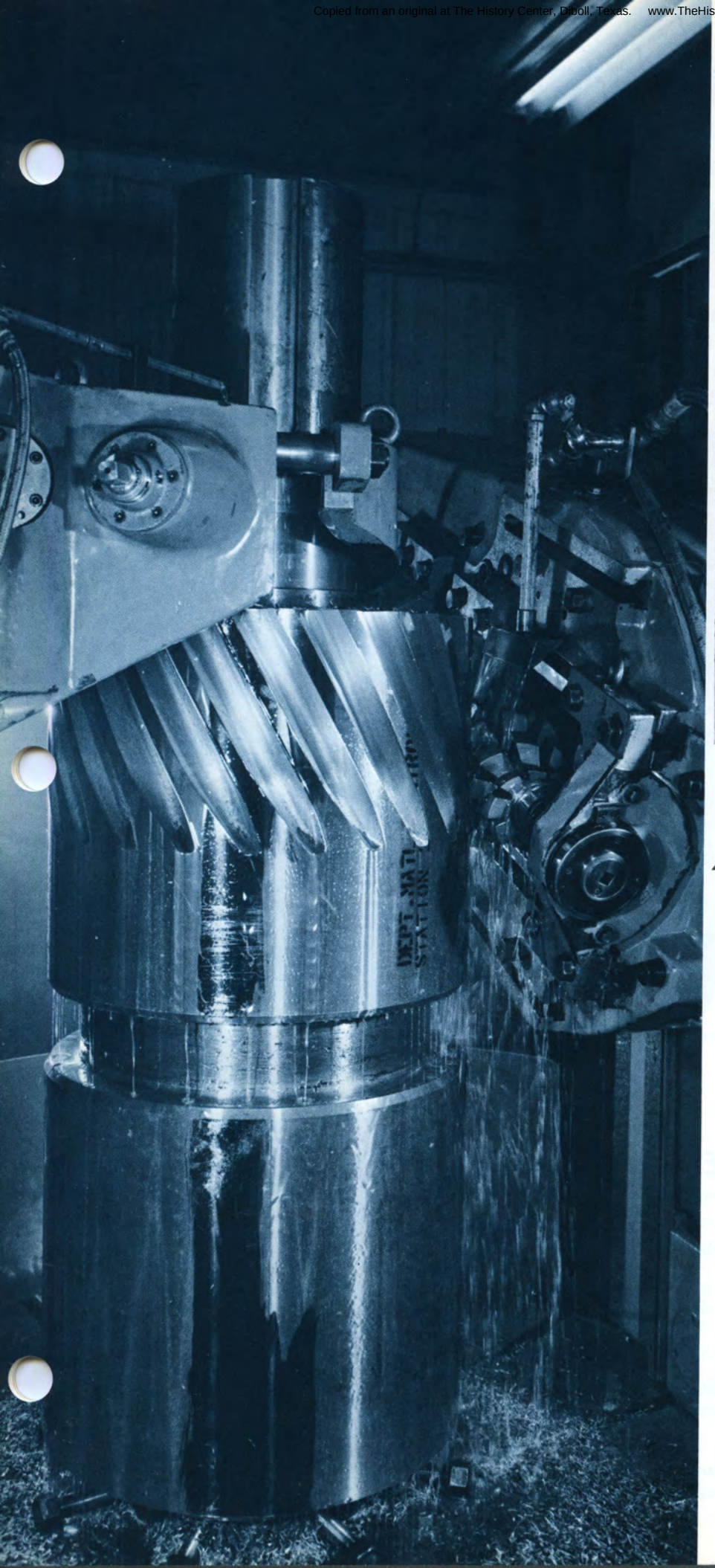


2

3



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5

4

1. Large Schiess hobbing machine custom built for Lufkin will produce gears to 197" in diameter.

2. Horizontal machine with 3-axis numerical control. This machine has a built-in rotary table and will perform all of the milling, boring, drilling, and tapping of machine gear boxes to extremely close tolerances.

3. Lapping two pinions with propulsion gear on special variable center lapper.

4. Propulsion pinion blank being machined on a Schiess hobbing machine.

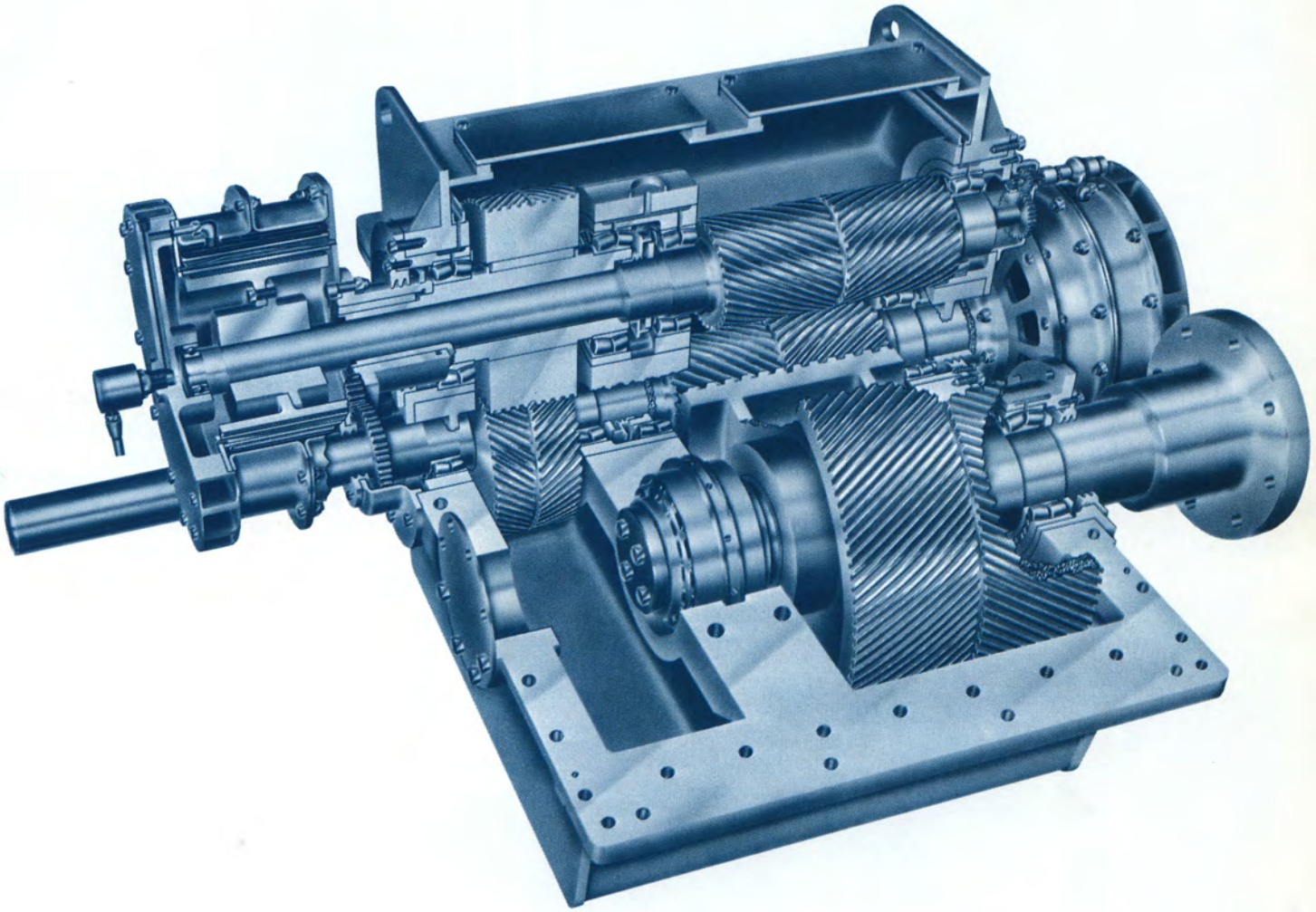
5. This massive Lufkin designed welding positioner handles a 65,000 lb. weldment at a maximum 14 ft. reach, with complete safety. The turning plate has two-plane, 360 degree rotation.

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STANDARD EQUIPMENT

Anti-Friction Bearings
Split Air Clutches
Air Unions
Bearing Carriers—Cast Iron
Slow Speed Shaft Half Coupling
Self-Contained Lube System

Heat Exchanger, ⅜" Tubes for 90° F. Water, with Zinc Pencils
Filter, Thermometer and Pressure Gage
Hinged Inspection Covers
Attached Lube Oil Pump



DESIGN FEATURES

GEARING . . . Precision Double Helical . . . hobbed or generated with extreme care and accuracy . . . heat-treated high tensile steels . . . finished to a perfect involute contour . . . exact tooth-to-tooth spacing . . . dynamically balanced pinions . . . statically balanced gears.

HOUSING . . . Rugged heavy duty construction . . . well ribbed and stiffened . . . heavy sectioned members . . . cast or fabricated . . . exact centers . . . absolute shaft parallelism.

SHAFTING . . . Alloy steels . . . generous diameters . . . low working stresses.

BEARINGS . . . Conservatively rated . . . anti-friction . . . quality long-life spherical self-aligning radial bearings in bearing carriers . . . full capacity thrust bearing.

LUBRICATION . . . Positive protection thru dual systems . . . both splash-gravity and direct-driven pump circulation. Auxiliary lube oil pump not required.

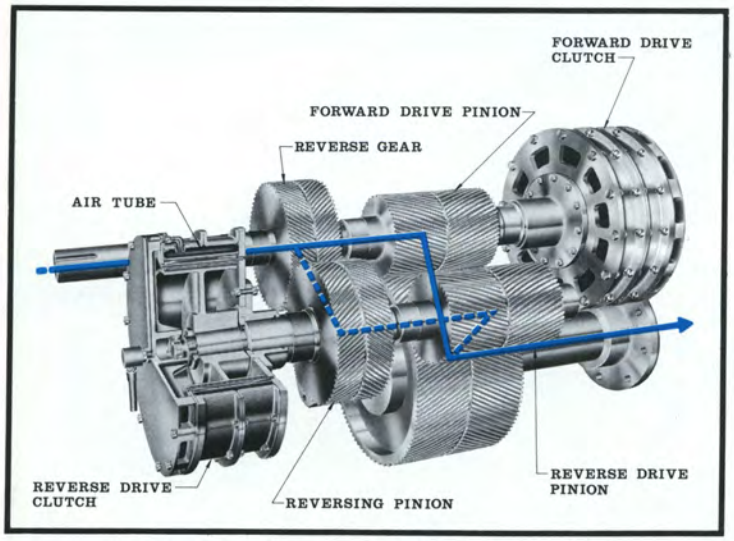
SERVICEABILITY . . . Horizontal split housing for all shafting . . . bearing carrier design . . . externally mounted split clutches . . . accessibility of components without disturbing alignment.

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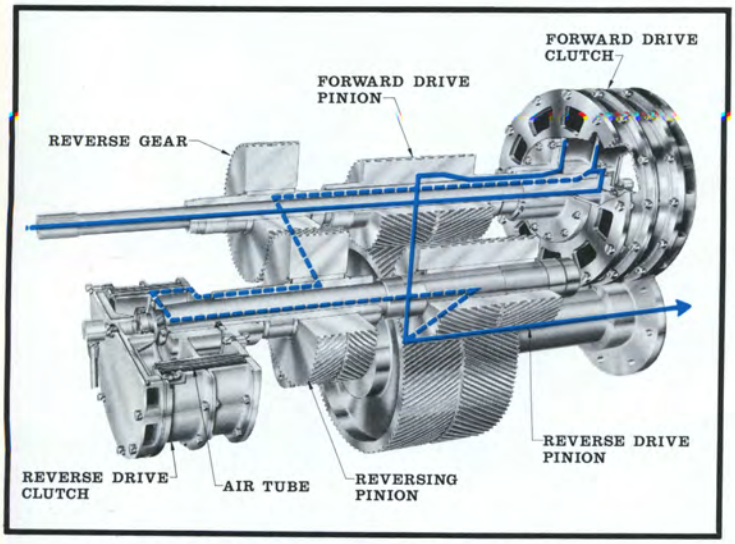
RS & RHS SERIES

REVERSE & REDUCTION

GENERAL DESCRIPTION



SOLID INPUT SHAFT DRIVE



TORQUE INPUT SHAFT DRIVE

FORWARD DRIVE
REVERSE DRIVE

LUFKIN Reverse and Reduction Gears have been designed for long life, trouble-free service. Accessibility to wearing parts with a minimum of disassembly has been provided.

LUFKIN units are available with separated forward and astern Fawick or Wichita pneumatic clutches. Clutches are arranged so that service can be performed without disconnecting the engine from the gear.

A torsional coupling can be used between the engine and gear, or the unit furnished with a torsionally resilient torque shaft drive for connecting to the engine.

Positive protection through a dual lubrication system is provided. A splash-gravity and direct-driven pump circulation system lubricates all bearings and rotating elements. An auxiliary pump is not required in the event of pump failure with this system.

Bearings are precision anti-friction spherical type in all locations except the thrust bearing, which is a double-taper roller type. Babbitt lined sleeve type journal bearings and multi-shoe thrust bearings are optional.

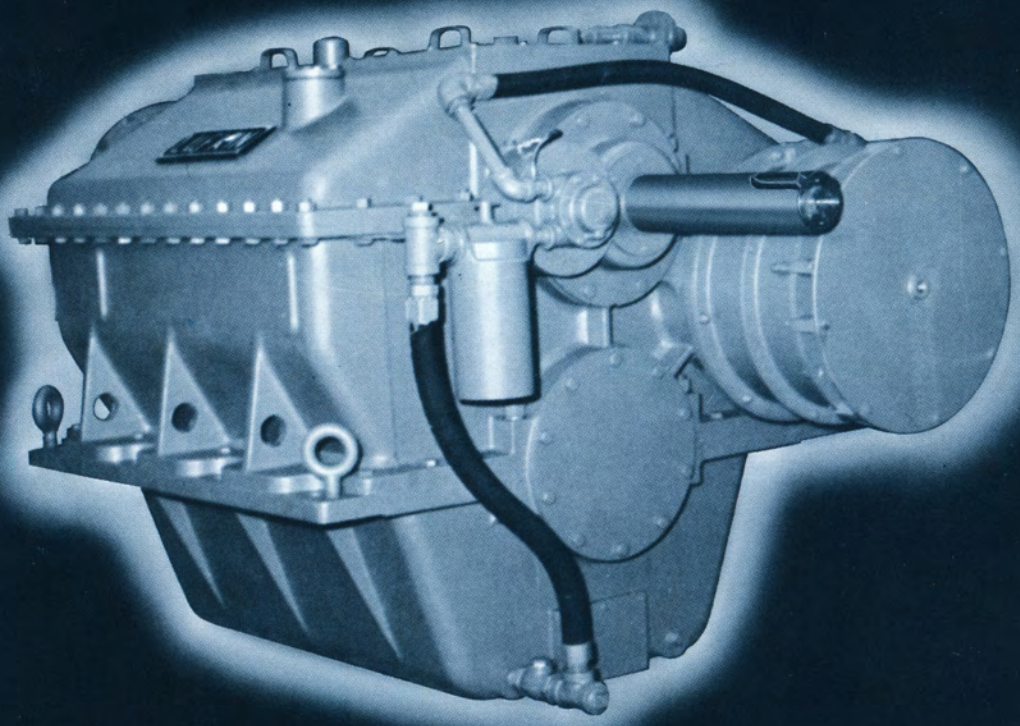
Gearing is precision generated or hobbed double helical. Pinions and reversing gears are forgings. The slow speed gear is of fabricated construction, using a forged hub and rolled ring. The fabricated gear is stress relieved to eliminate all internal stresses prior to final machining.

Gear housings are designed for rugged heavy duty service. Some sizes are offered with cast grey iron housings. All sizes can be furnished in housings of fabricated steel. All housing sections are stress relieved prior to final machining.

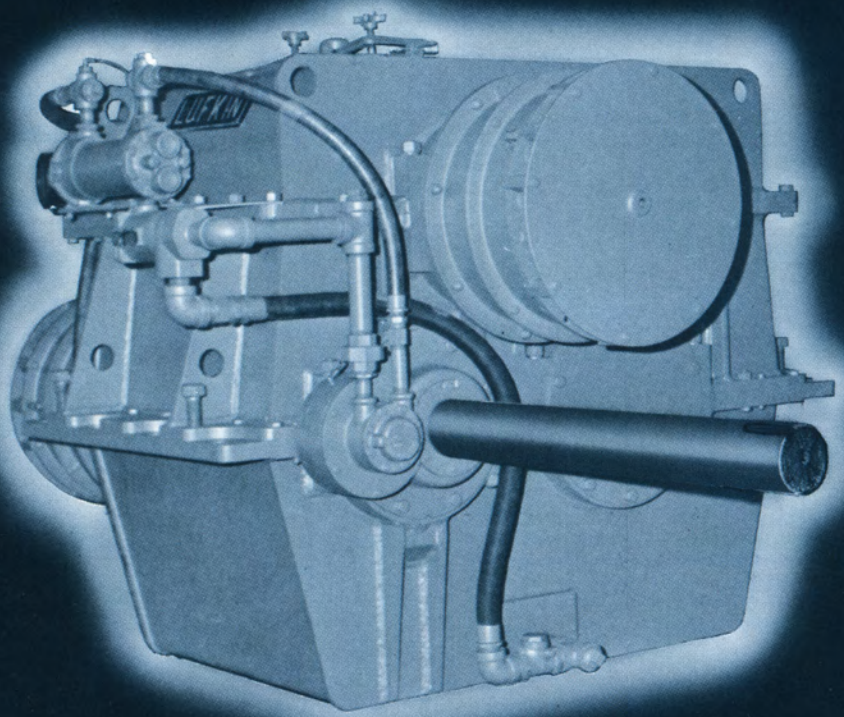
Propeller shaft brakes are offered as an optional item.

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'RS' SERIES

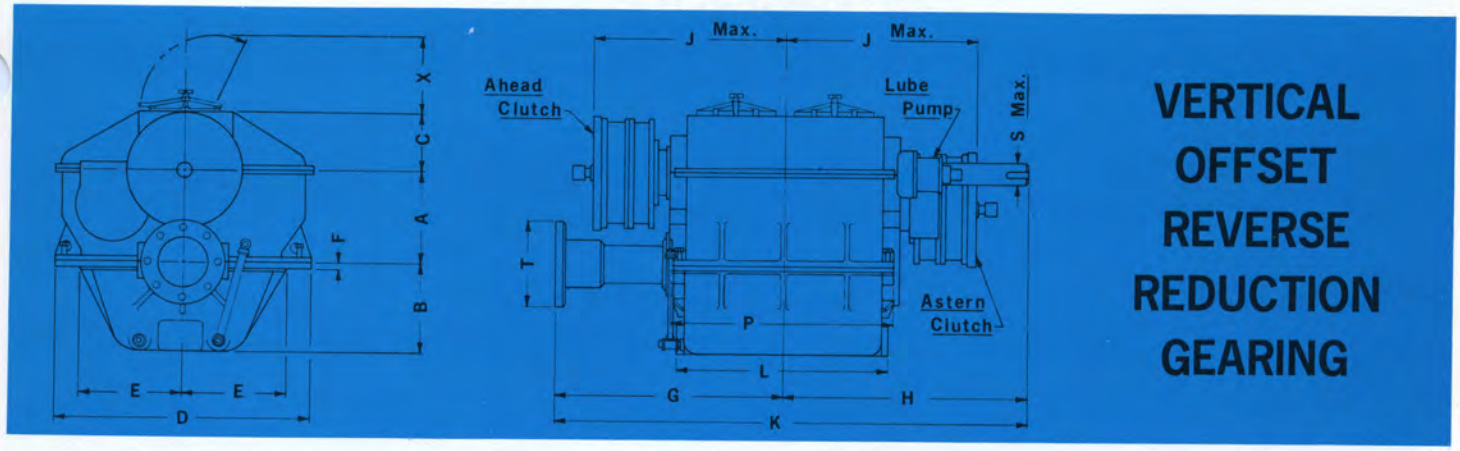


'RHS' SERIES



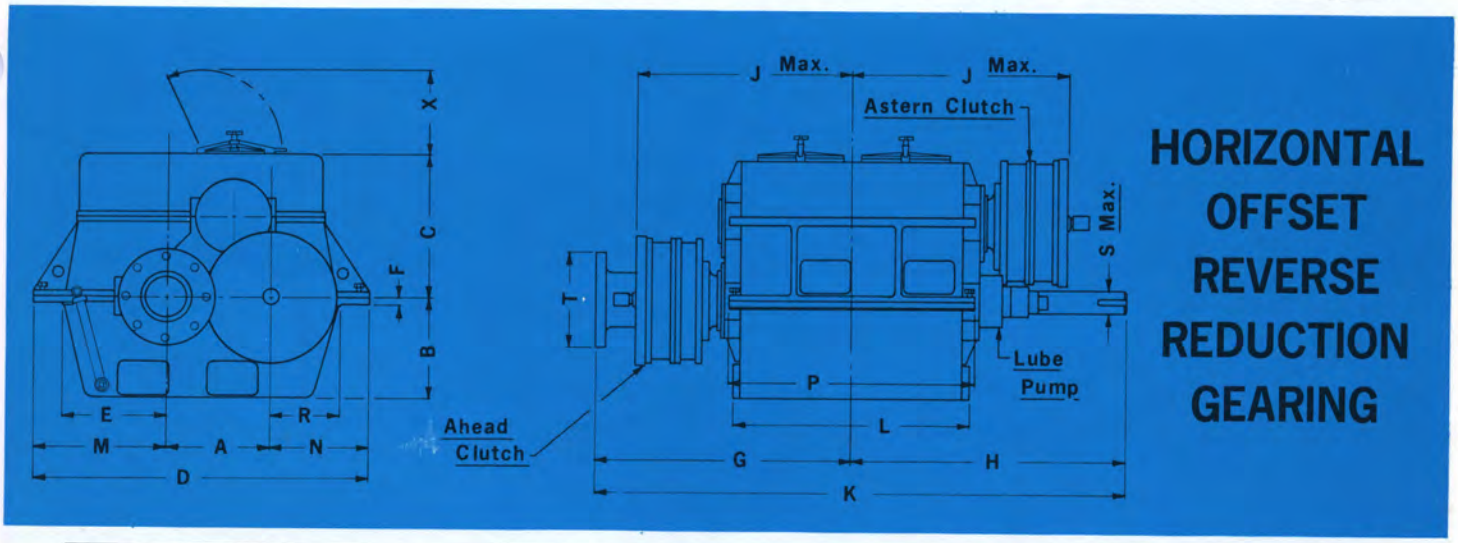
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BASIC DIMENSIONAL DATA



VERTICAL OFFSET REVERSE REDUCTION GEARING

SERIES	A	B	C	D	E	F	G	H	J	K	L	P	S	T	X	WEIGHT
1600	16	16¼	11¼	50	20	1½	50⅜	57	39 15/16	8′-11⅜″	40	43	4½	15½	17⅛	9,600
1800	18	18	10	58	21	1½	46⅝	57¾	41 11/16	8′-8⅜″	42	45	5	18½	17⅛	11,000
2100	21	20¼	13¾	58	23	1¾	51 9/16	59½	44 3/16	9′-3 1/16″	47⅜	50	5	19½	17⅛	15,000
2500	25	23	15¼	71	27½	2	54½	61¼	47 13/16	9′-7¾″	53½	57	5½	23	17⅛	26,000
3000	30	26¾	13¾	80	32	2	55 13/16	63	47 13/16	9′-10 13/16″	53½	55¾	6½	22¾	17⅛	28,000
3600	36	36	20¼	108	44	2½	56	74	54 7/16	10′-10″	63⅜	68½	6¾	26	17⅛	39,000
4200	42	43	20¼	108	44	2½	56⅛	78	54 9/16	11′-2⅛″	63⅜	70¼	7⅜	26	17⅛	47,000
4800	48	51	21¼	117	49½	2½	60¾	83	61	11′-11¾″	67¼	73	8	29	17⅛	63,000
5400	54	51	26¼	134	55	2½	65⅜	96	64	13′-5⅜″	76	81	9	32	17⅛	82,000
6000	60	60	26¼	144	60	3	65⅜	96	70	13′-5⅜″	77	82	9	34	17⅛	93,000
6600	66	66	27¼	148	62	3	73	98	74	14′-3″	80	88	10	36	17⅛	104,000



HORIZONTAL OFFSET REVERSE REDUCTION GEARING

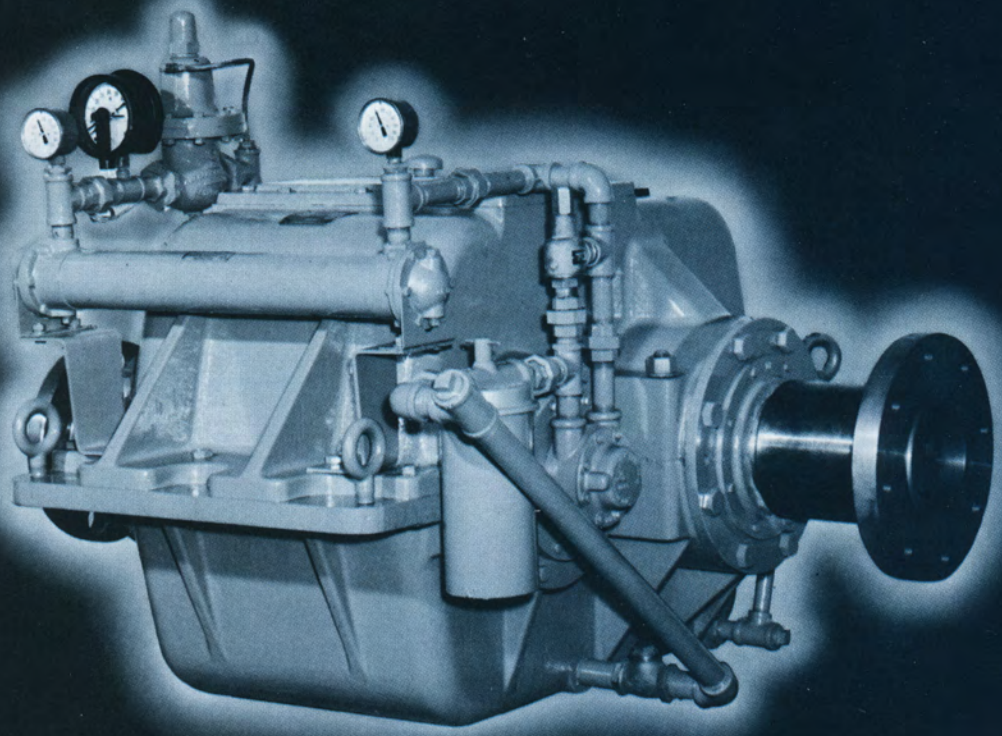
SERIES	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	X	WEIGHT
1600	16	15½	25¼	56	16½	1½	50⅜	57	39 15/16	8′-11⅜″	40	22½	17½	43	11½	4½	15½	17⅛	9,600
1800	18	20¼	30⅛	59	18	1½	46⅝	57¾	41 11/16	8′ 8⅜″	43	24	17	45	11	5	18½	17⅛	11,000
2100	21	20½	32¼	67½	21	1¾	51 9/16	59½	44 3/16	9′-3 1/16″	47⅜	27	19½	50	13½	5	19½	17⅛	15,000
2500	25	28¼	35¾	81	26	2	54½	61¼	47 13/16	9′-7¾″	53½	33	23	57	16	5½	23	17⅛	26,000
3000	30	30	37¾	94	30	2	55 13/16	63	47 13/16	9′-10 13/16″	53½	38	26	55¾	18	6½	22¾	17⅛	28,000
3600	36	35	45¼	113½	36	2½	56	76	54 7/16	11′-0″	63⅜	46	31½	68½	21½	6¾	26	17⅛	39,000
4200	42	42	48¾	121	41	2½	56⅛	82	54 9/16	11′-6⅛″	63⅜	50	29	70¼	20	7¼	26	17⅛	47,000
4800	48	49	49¼	138	49	2½	60¾	86	61	12′-2¾″	67¼	58	32	73	23	7½	29	17⅛	63,000
5400	54	54	58¼	154	53	3	65⅜	100	64	13′-9⅜″	76	63	37	81	27	9	32	17⅛	82,000
6000	60	60	58¼	168	59	3	65⅜	100	70	13′-9⅜″	77	71	37	82	25	9	34	17⅛	93,000
6600	66	66	64¼	180	63	3½	73	102	74	14′-7″	80	75	39	88	27	10	36	17⅛	104,000

Dimensions shown are for maximum face width gears and maximum clutch sizes.
Dimensions will be reduced slightly for smaller face widths and clutches.

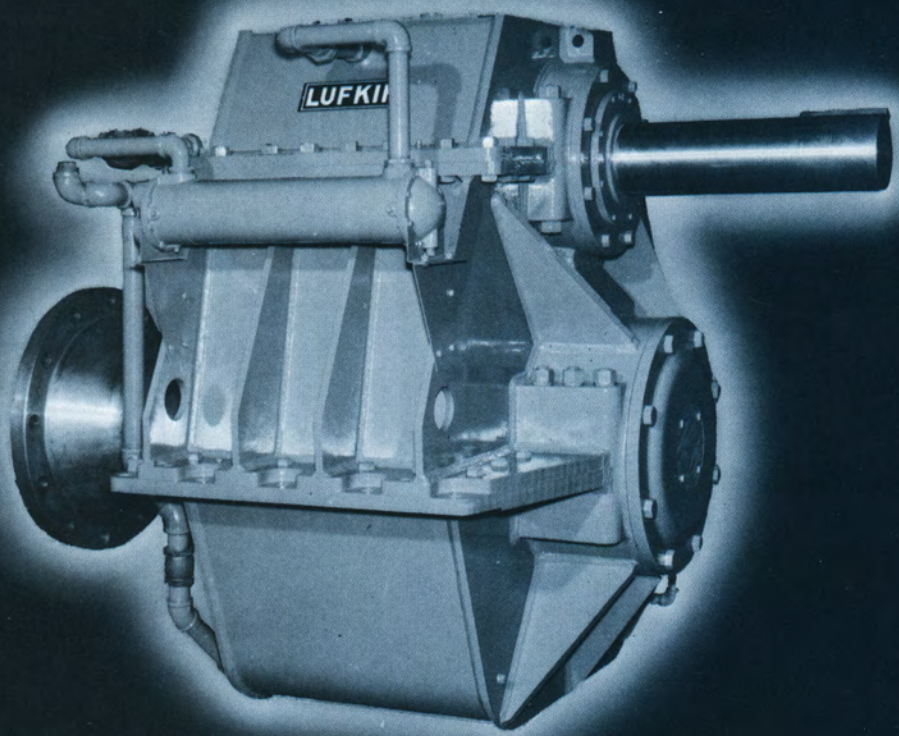
Note: Above dimensions are not to be used for installation.
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'H' SERIES

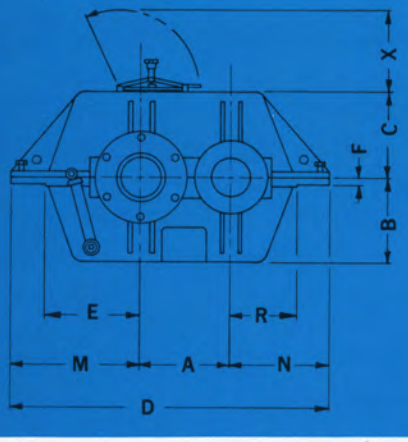


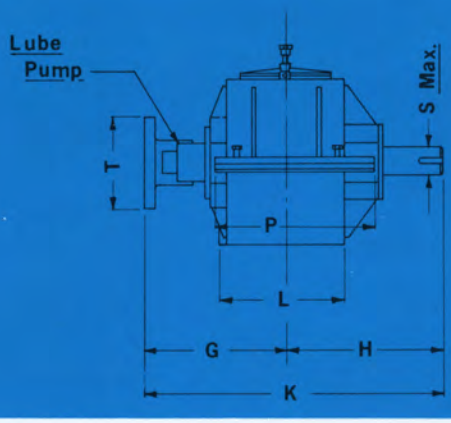
'V' SERIES



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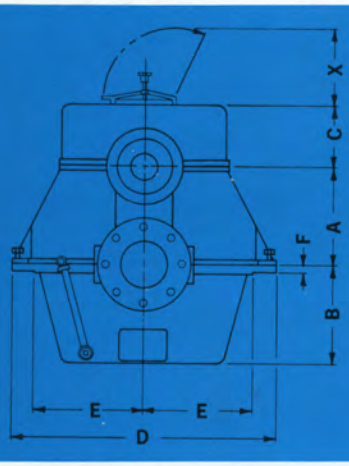
BASIC DIMENSIONAL DATA

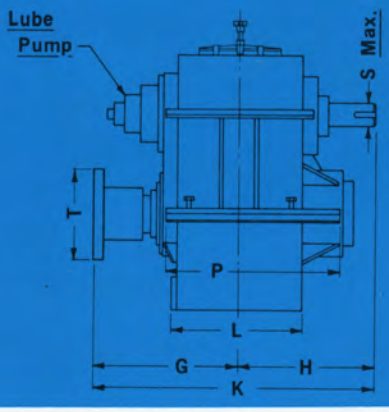




HORIZONTAL OFFSET REDUCTION GEARING

SERIES	A	B	C	D	E	F	G	H	K	L	M	N	P	R	S	T	X	WEIGHT
1400	14	15	14¼	52	18	1½	24	21	45	22	23	15	25	10	4	11¾	17⅛	4,400
1600	16	15½	14¼	55½	17½	1½	26⅜	22	48⅜	25	22½	17	28	12	4½	15½	17⅛	5,000
1800	18	18	17¼	60	17½	1½	28 3/16	28	56 3/16	26¼	25½	16½	29½	8½	5	18½	17⅛	7,800
2100	21	21	22¼	66	23	1½	32½	28	60½	29½	28	17	32	12	5½	19½	17⅛	10,000
2500	25	24	25¼	77	26	1½	34	30½	64½	32½	31	21	39	16	6	22¾	17⅛	15,000
3000	30	31	28¼	92	30	2	34⅝	36	70⅝	32½	37	25	39	18	6½	22¾	17⅛	19,000
3600	36	36	33¼	108	36½	2	43	44	7′-3″	39	44	28	44	20½	7	26	17⅛	23,000
4200	42	42	41¼	126	45	2½	44	44	7′-4″	39	54	30	44	21	7½	27	17⅛	28,000
4800	48	48	46¼	135	47	3	52	50	8′-6″	45	56	31	52	22	8½	29	17⅛	37,800
5400	54	54	51¼	152	52	3½	56	56	9′-4″	52	62	36	60	26	9½	32	17⅛	48,000
6000	60	60	55¼	167	58	3½	58	58	9′-8″	52	68	39	60	29	10	34	17⅛	53,500
6600	66	66	61¼	178	61	4	58	58	9′-8″	54	72	40	62	29	10½	36	17⅛	59,500





VERTICAL OFFSET REDUCTION GEARING

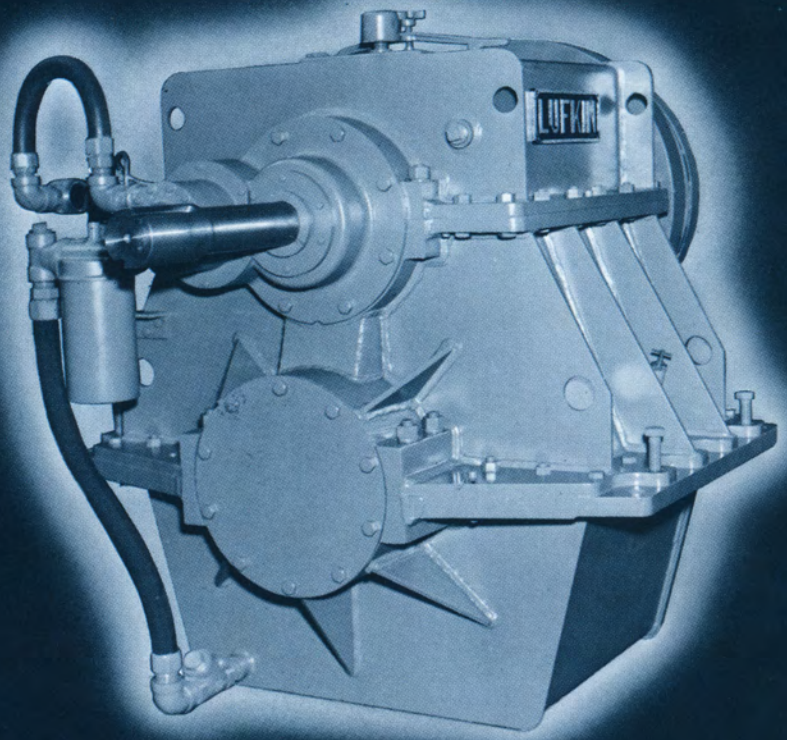
SERIES	A	B	C	D	E	F	G	H	K	L	P	S	T	X	WEIGHT
1400	14	14	11	40	14	1½	24	28	52	22	25	4	11¾	17⅛	4,400
1600	16	15½	11	45	17½	1½	26⅜	30	56⅜	25	28	4½	15½	17⅛	5,000
1800	18	17	11½	51	18	1½	28 3/16	34	62 3/16	26¼	29½	5	18½	17⅛	7,800
2100	21	21	17	56	23	1½	32½	36	68½	29½	32	5½	19½	17⅛	10,000
2500	25	26	18	62	26	1½	34	38	6′-0″	32½	39	6	22¾	17⅛	15,000
3000	30	28	19	72	31	2	34⅝	40	6′-2⅝	32½	39	6½	22¾	17⅛	19,000
3600	36	36	21	88	36	2	43	48	7′-7″	39	44	7	26	17⅛	23,000
4200	42	40	23½	100	41	2½	44	56	8′-4″	39	44	7½	27	17⅛	28,000
4800	48	48	27	114	48	3	52	60	9′-4″	45	52	8½	29	17⅛	37,800
5460	54	54	27	124	52	3½	56	64	10′-0″	52	60	9½	32	17⅛	48,000
6000	60	60	28	130	55	3½	58	64	10′-2″	52	60	10	34	17⅛	53,500
6600	66	64	28	140	60	4	58	66	10′-4″	54	62	10½	36	17⅛	59,000

Dimensions shown are for maximum face width gears and maximum clutch sizes.
Dimensions will be reduced slightly for smaller face widths.

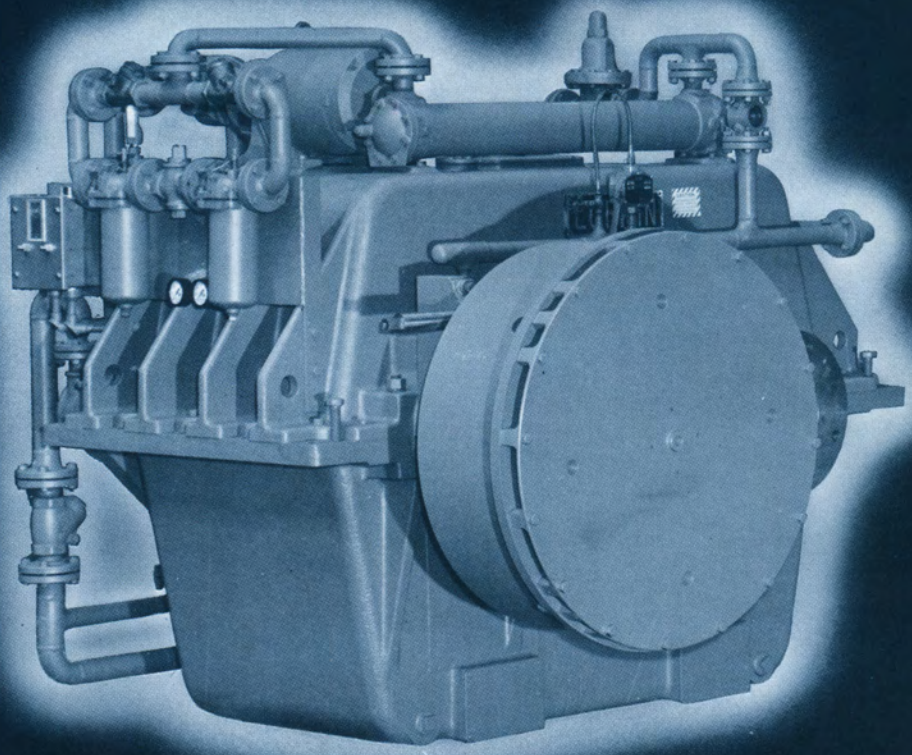
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'VSQ' SERIES

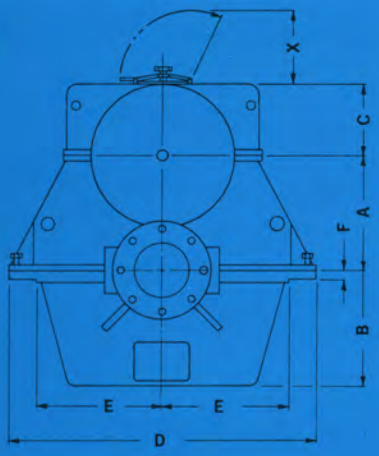


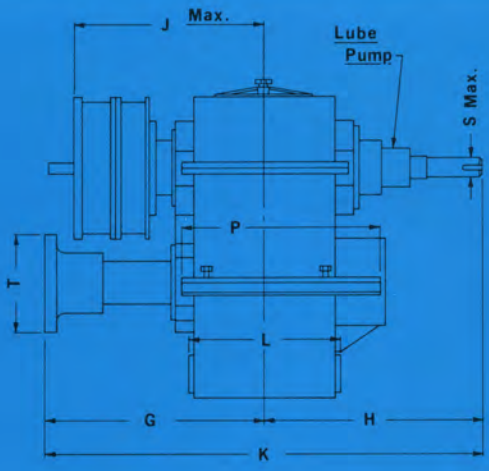
'HSQ' SERIES



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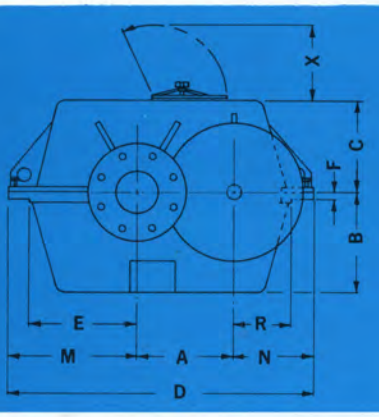
BASIC DIMENSIONAL DATA

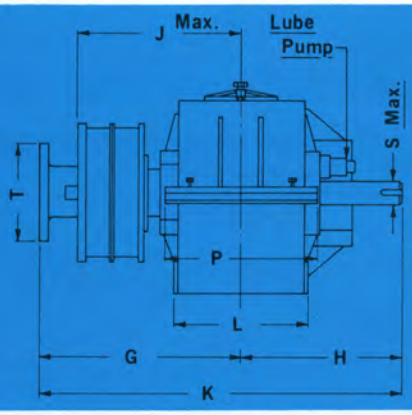




VERTICAL OFFSET GEARING WITH DISCONNECT CLUTCH

SERIES	A	B	C	D	E	F	G	H	J	K	L	P	S	T	X	WEIGHT
1400	14	14	7¼	40	14	1½	40	34	25	6′-2″	22	25	3	11¾	17⅛	5,000
1600	16	15½	7¼	45	17½	1½	43	38	33½	6′-9″	25	28	3	15½	17⅛	5,800
1800	18	17	7¾	51	18	1½	41	38	34½	6′-7″	26¼	29½	3½	18½	17⅛	8,800
2100	21	21	13¼	56	23	1½	41	42	35½	6′-11″	29½	32	4	19½	17⅛	11,500
2500	25	26	14¼	62	26	1½	52	43	37½	7′-11″	32½	39	4½	22¾	17⅛	17,200
3000	30	28	15¼	72	31	2	52	46	37½	8′-2″	32½	39	4¾	22¾	17⅛	21,200
3600	36	36	17¼	88	36	2	43	52	42	7′-11″	39	44	5	26	17⅛	25,700
4200	42	40	19¾	100	41	2½	44	58	47	8′-6″	39	44	5½	27	17⅛	31,000
4800	48	48	23¼	114	48	3	52	62	51	9′-6″	45	52	7	29	17⅛	42,000
5400	54	54	23¼	124	52	3½	56	68	56	10′-4″	52	60	8	32	17⅛	52,200
6000	60	60	24¼	130	55	3½	58	70	57	10′-8″	52	60	8½	34	17⅛	60,700
6600	66	64	24¼	140	60	4	58	70	57	10′-8″	54	62	9	36	17⅛	66,700





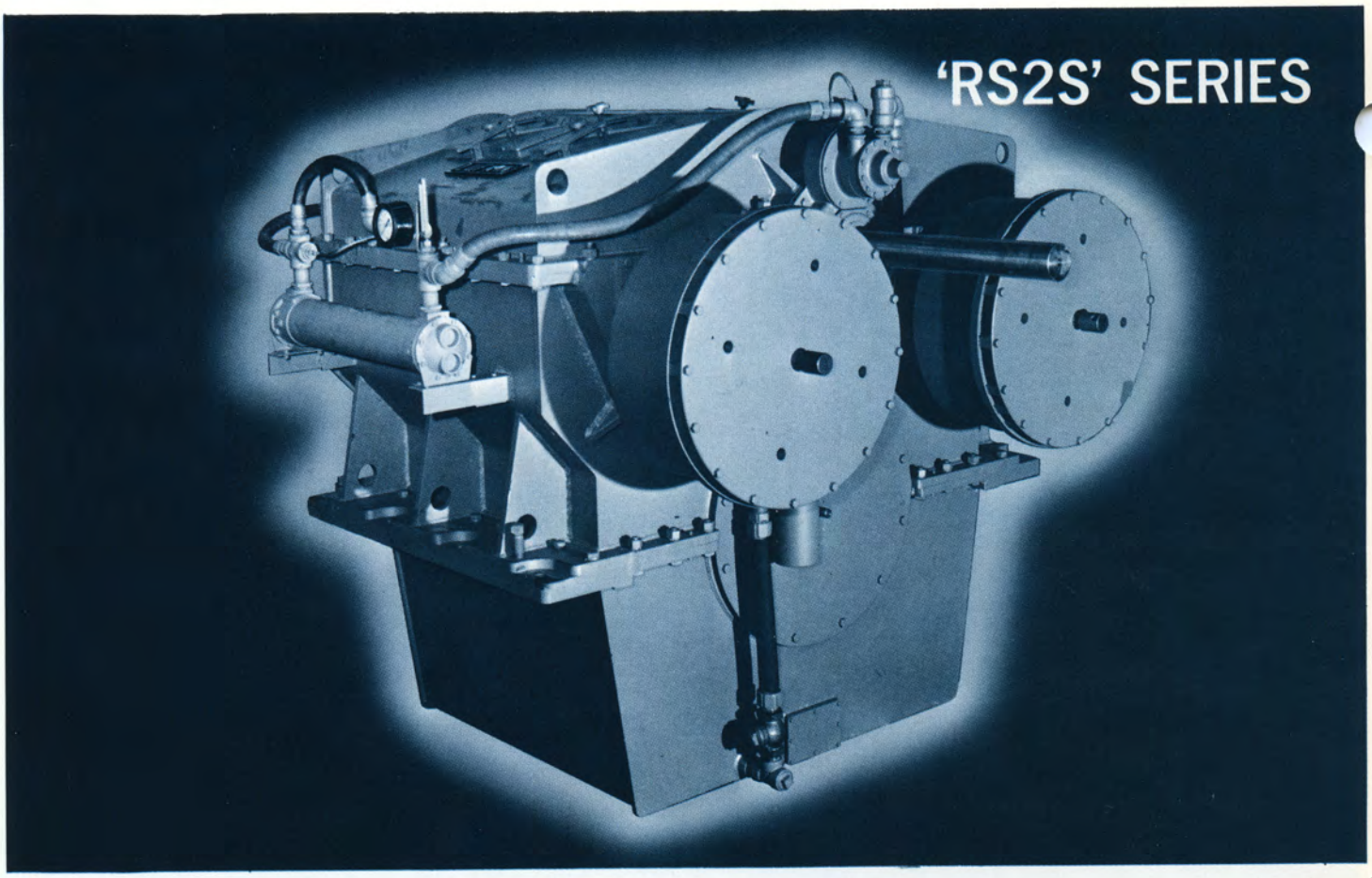
HORIZONTAL OFFSET GEARING WITH DISCONNECT CLUTCH

SERIES	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	X	WEIGHT
1400	14	15	14¼	52	18	1½	40	34	25	6′-2″	22	23	15	25	10	3	11¾	17⅛	5,000
1600	16	15½	14¼	55½	17½	1½	43	38	33½	6′-9″	25	22½	17	28	12	3	15½	17⅛	5,800
1800	18	18	17¼	60	17½	1½	41	38	34½	6′-7″	26¼	25½	16½	29½	8½	3½	18½	17⅛	8,800
2100	21	21	22¼	66	23	1½	41	42	35½	6′-11″	29½	28	17	32	12	4	19½	17⅛	11,500
2500	25	24	25¼	77	26	1½	52	43	37½	7′-11″	32½	31	21	39	16	4½	22¾	17⅛	17,200
3000	30	31	28¼	92	30	2	52	46	37½	8′-2″	32½	37	25	39	18	4¾	22¾	17⅛	21,200
3600	36	36	33¼	108	36½	2	43	52	42	7′-11″	39	44	28	44	20½	5	26	17⅛	25,700
4200	42	42	41¼	126	45	2½	44	58	47	8′-6″	39	54	30	44	21	5½	27	17⅛	31,000
4800	48	48	46¼	135	47	3	52	62	51	9′-6″	45	56	31	52	22	7	29	17⅛	42,000
5400	54	54	51¼	152	52	3½	56	68	56	10′-4″	52	62	36	60	26	8	32	17⅛	52,200
6000	60	60	55¼	167	58	3½	58	70	57	10′-8″	52	68	39	60	29	8½	34	17⅛	60,700
6600	66	66	61¼	178	61	4	58	70	57	10′-8″	54	72	40	62	29	9	36	17⅛	66,700

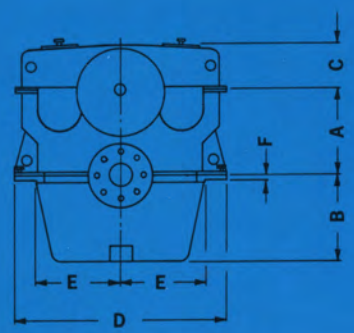
Dimensions shown are for maximum face width gears and maximum clutch sizes.
Dimensions will be reduced slightly for smaller face widths and clutches.

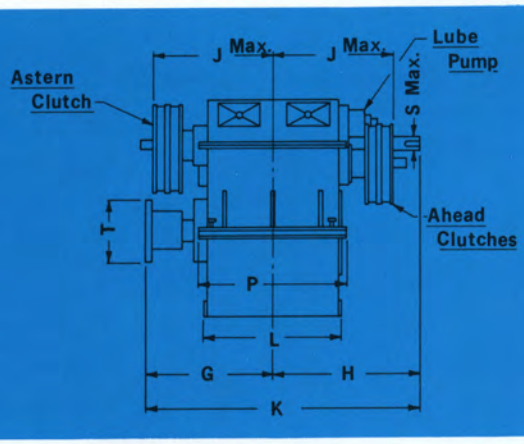
Note: Above dimensions are not to be used for installation.
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BASIC DIMENSIONAL DATA





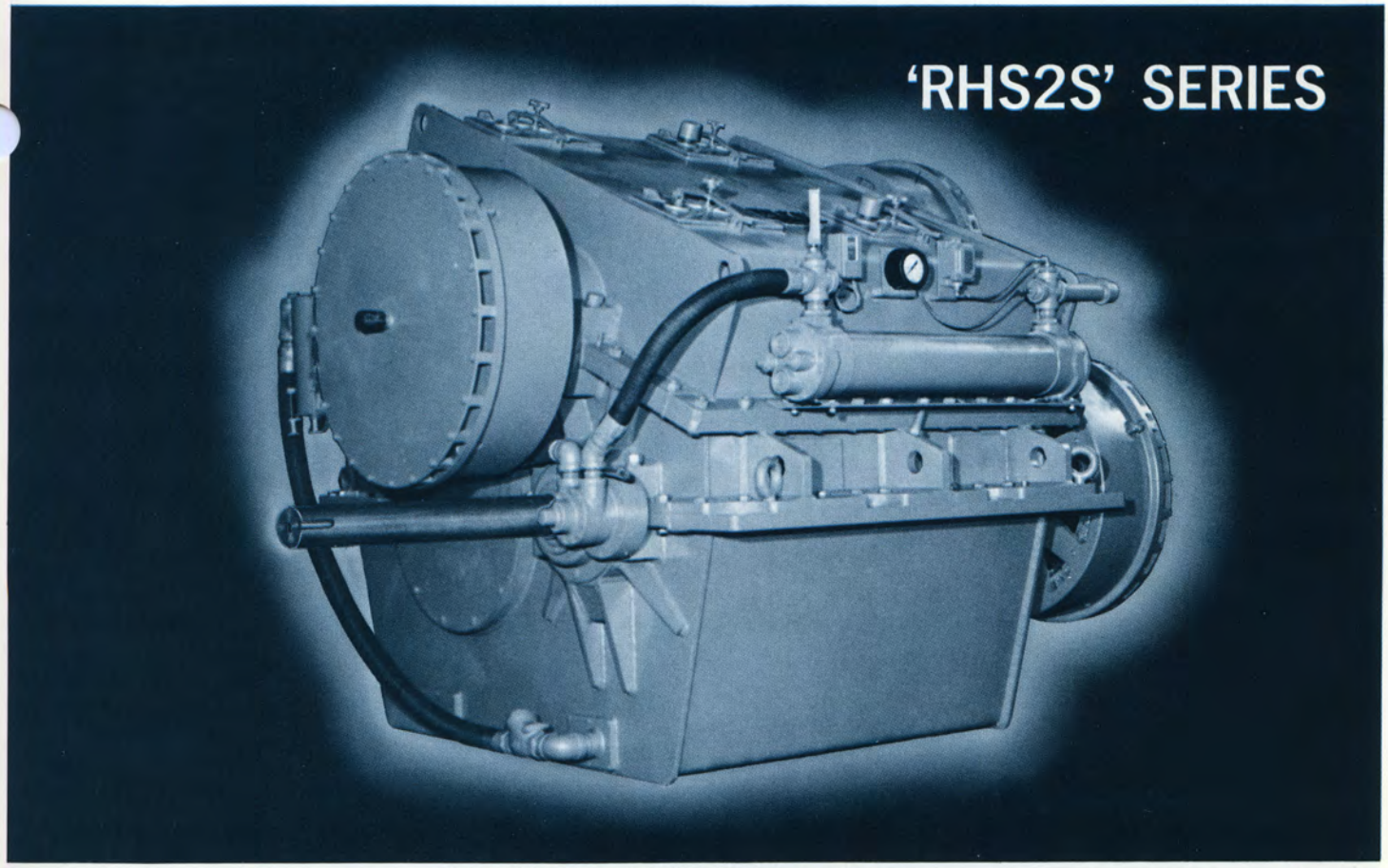
VERTICAL OFFSET TWO SPEED FORWARD REVERSE AND REDUCTION GEARING

SERIES	A	B	C	D	E	F	G	H	J	K	L	P	S	T	WEIGHT
1800	18	21	14	60	23	1½	47	58	42	8′-9″	42	46	5	18½	13,000
2100	21	22	17½	60	23	1¾	52	60	45	9′-4″	48	51	5	19½	18,000
2500	25	26	19	74	29	2	56¼	62	48	9′-10¼″	54	58	5½	23½	30,000
3000	30	32	17½	84	34	2	54½	64	48½	9′-10½″	54	58	6½	23½	33,000
3600	36	36	24	108	44	2	57	75	55	11′-0″	64	70	6¾	26	51,000
4200	42	42	24	108	44	2½	57	79	55½	11′-4″	64½	72	7⅜	26	63,000
4800	48	48	25	117	49½	3	60	84	62	12′-0″	68	75	8	29	75,000
5400	54	54	30	134	55	3	65	97	65	13′-6″	77	83	9	32	97,000
6000	60	60	30	144	60	3½	65	97	71	13′-6″	78	84	9	34	110,000
6600	66	66	31	148	62	3½	73	100	75	14′-5″	81	90	10	36	123,000

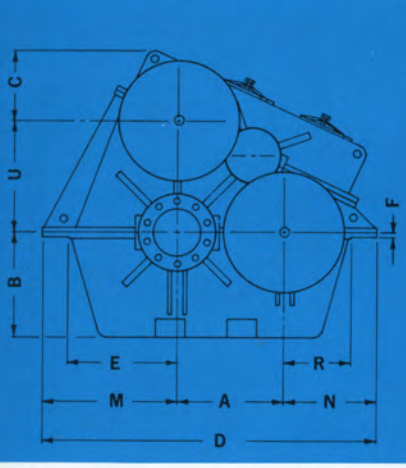
Dimensions shown are for maximum face width gears and maximum clutch sizes.
Dimensions will be reduced slightly for smaller face widths and clutches.

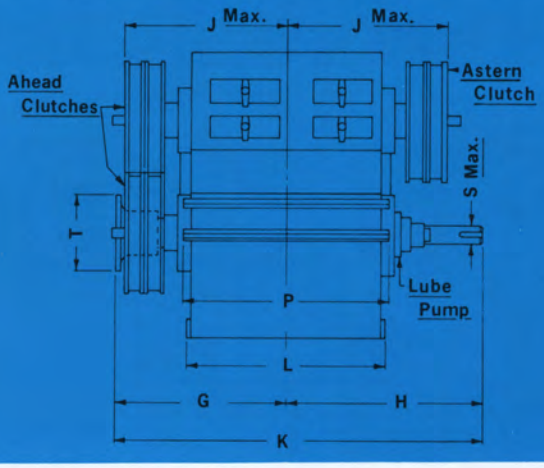
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BASIC DIMENSIONAL DATA





HORIZONTAL OFFSET TWO SPEED FORWARD REVERSE AND REDUCTION GEARING

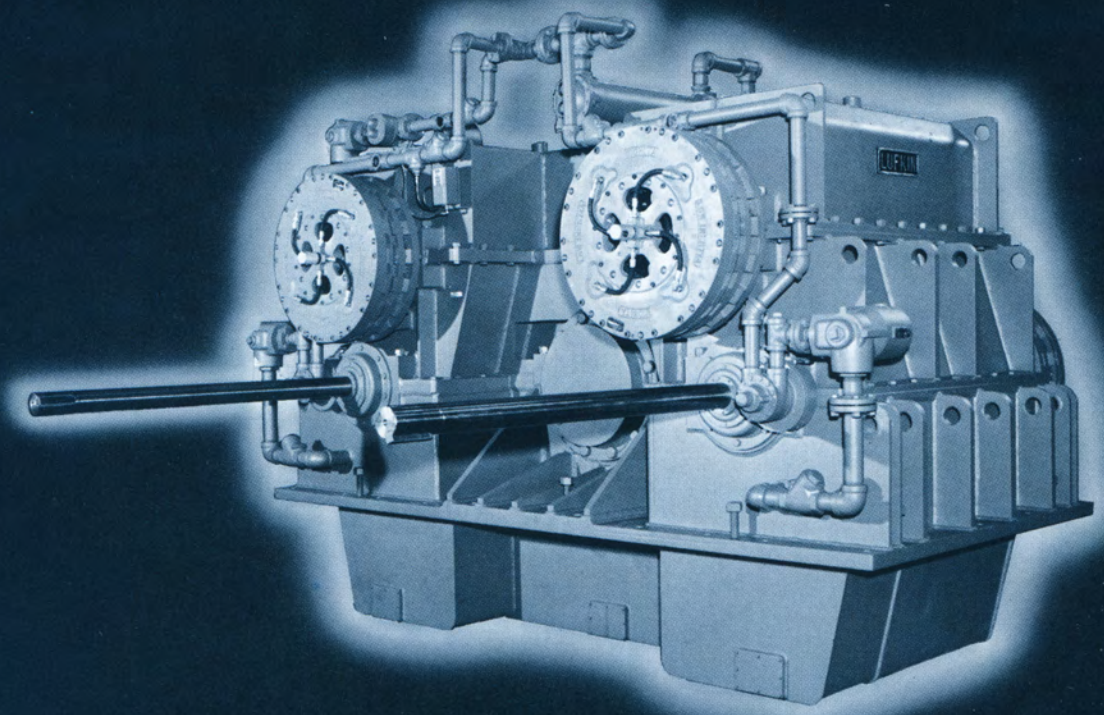
SERIES	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	WEIGHT
1800	18	21	14	59	18	1½	47	58	42	8′-9″	44	24	17	46	11	5	18½	17½	13,000
2100	21	22	15	67½	21	1¾	52½	63	45 3/16	9′-7½″	49⅜	27	19½	52	13½	5	19½	18½	18,000
2500	25	26	19	84	29	2	56¼	68	48	10′-4¼″	55	36	23	59	16	5½	23½	25	30,000
3000	30	32	21	96	30	2	54 9/16	68	48¾	10′-2 9/16″	56	38	28	58½	20	6½	23½	31	33,000
3600	36	36	25	113½	36	2	57	77½	55½	11′-2½″	65½	46	31½	71	21½	6¾	26	37¾	51,000
4200	42	42	29	123	41	2½	57	82	56	11′-7″	66¾	50	31	73	22	7⅜	26	42	63,000
4800	48	48	35	140	49	3	61	86	63	12′-3″	69	58	34	76	25	8	29	49	75,000
5400	54	54	38	154	53	3	66	100	65½	13′-10″	79	63	37	84	27	9	32	53	97,000
6000	60	60	42	168	59	3½	66	100	73	13′-10″	80	71	37	86	25	9	34	58	110,000
6600	66	66	46	180	63	3½	74	102	75½	14′-8″	83	75	39	92	27	10	36	64	123,000

Dimensions shown are for maximum face width gears and maximum clutch sizes.
Dimensions will be reduced slightly for smaller face widths and clutches.

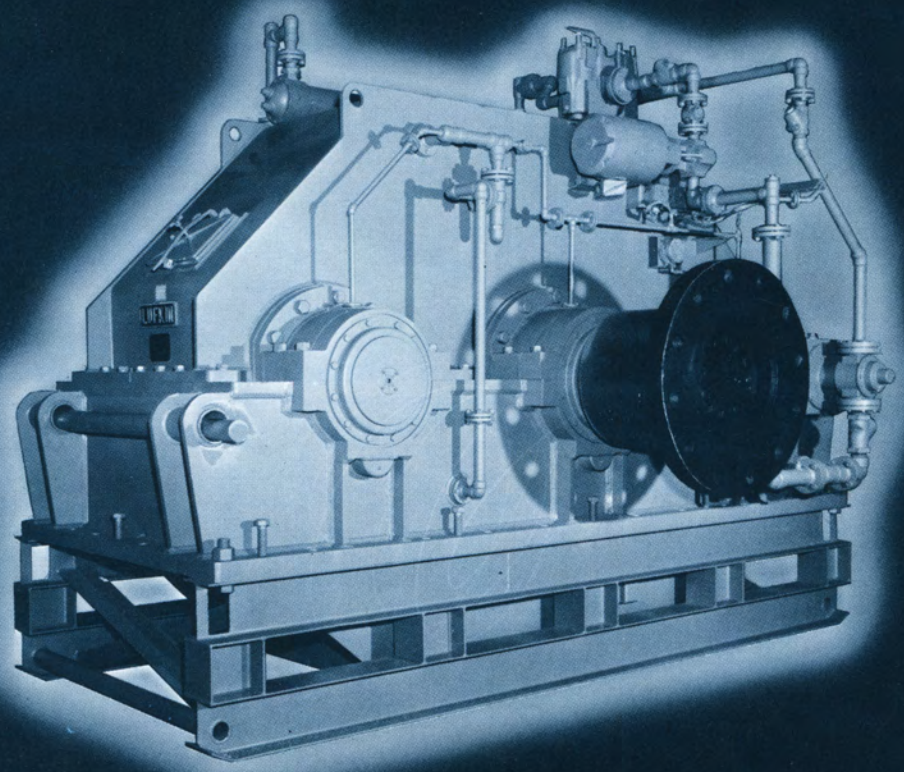
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'RCS' SERIES

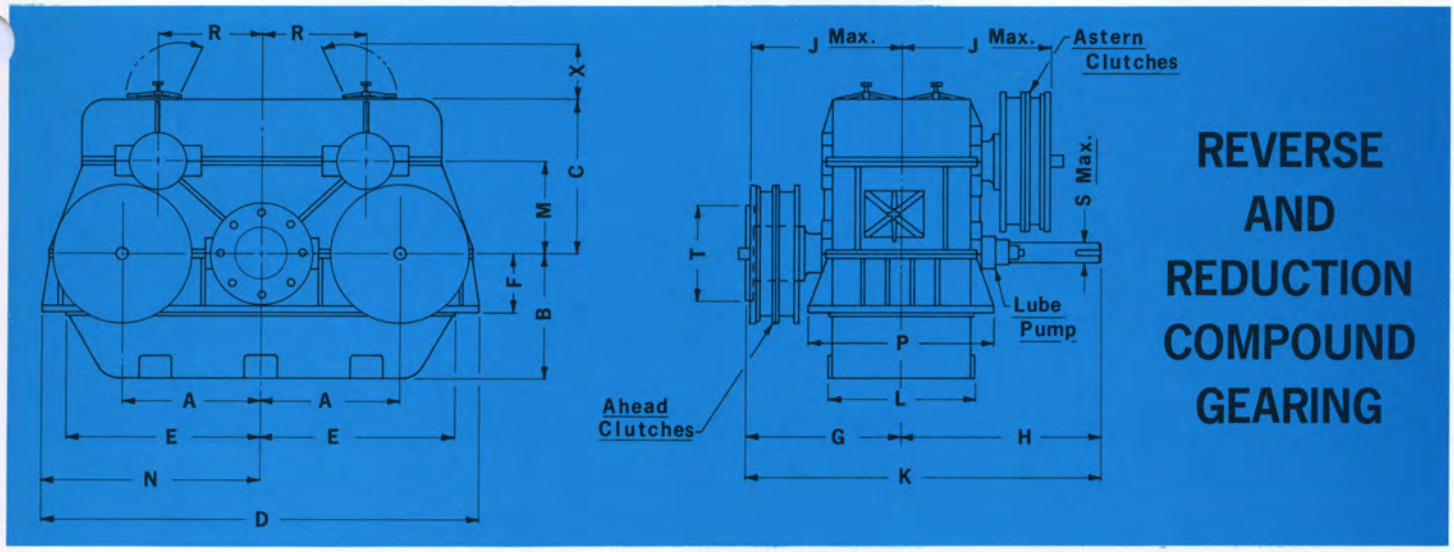


'C' SERIES



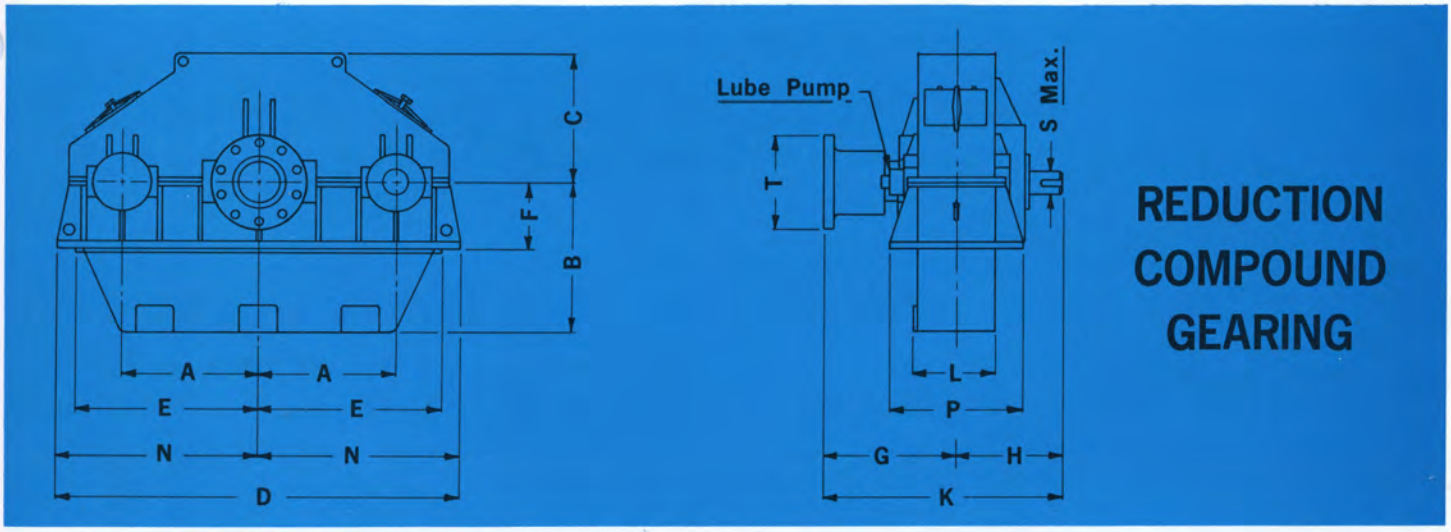
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BASIC DIMENSIONAL DATA
MULTIPLE INPUT DRIVES



REVERSE AND REDUCTION COMPOUND GEARING

SERIES	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	X	WEIGHT
6606	33	32	30	98	44	12	32	44	33	6′-4″	27	14	49	38	28	3½	15½	17⅛	25,000
7214	36	38	33	112	50	17½	44	63	43	8′-11″	41	20	56	55	30	5	26	17⅛	50,000
8414	42	41	46½	132	59	18	45	67	44	9′-4″	42½	27¾	66	56½	31½	6½	27	17⅛	62,000
9016	45	45	48	140	63	20	52	69	47	10′-1″	46	28	70	62	35	7	29	17⅛	72,500
9620	48	49	50	152	68	22	56	74	52	10′-10″	55	28	76	72	35	7½	33	17⅛	90,000
10830	54	58	52	176	79	28	68	87	63	12′-11″	72	31	88	94	44½	9	38	17⅛	135,000



REDUCTION COMPOUND GEARING

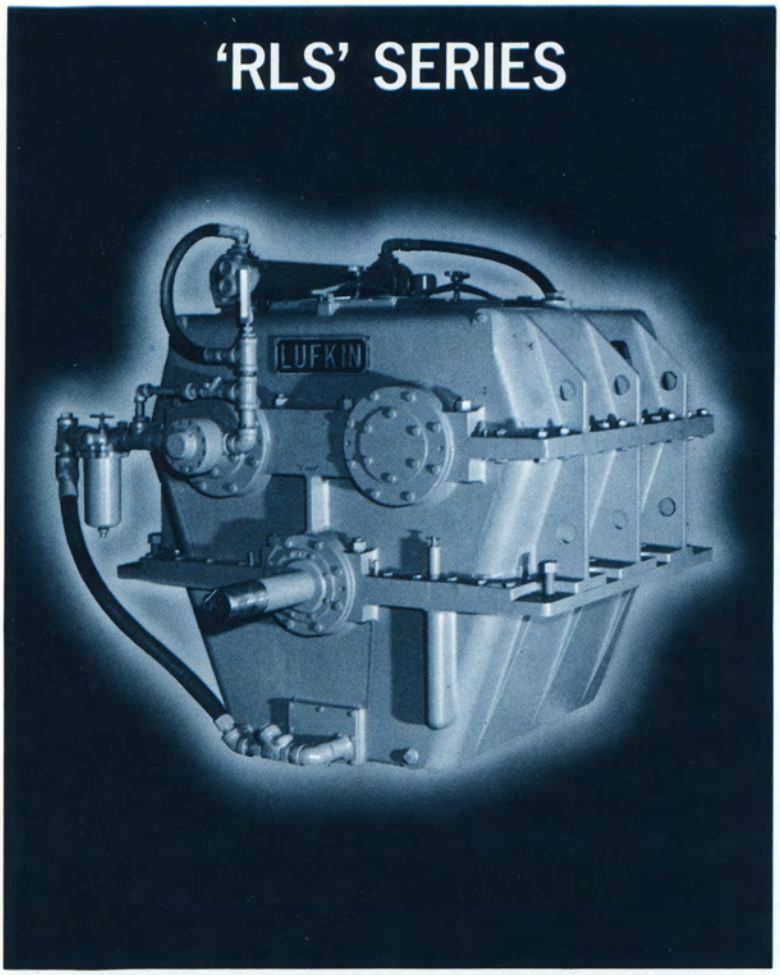
SERIES	A	B	C	D	E	F	G	H	K	L	N	P	S	T	WEIGHT
6606	33	32	30	98	44	12	26	24	50	16	49	28	3½	15½	16,000
7214	36	39	34	106	47	17½	35	30	65	27	53	40	5	26	39,000
8414	42	43	40	126	56	18	36	32	68	27	63	42	6½	27	48,000
9016	45	46	43	134	60	20	40	36	6′-4″	30	67	46	7	29	58,000
9620	48	49	46	144	64	22	44	40	7′-0″	34	72	52	7½	33	67,000
10830	54	58	54	172	77	31	46	54	8′-4″	53	86	76	10	38	105,000
12030	60	62	58	178	50	32	48	54	8′-6″	54	89	78	12	40	115,000
13230	66	68	62	192	55	34	54	55	9′-1″	55	96	82	12	42	130,000
15030	75	76	69	212	60	35	58	56	9′-6″	55	106	84	13	44	150,000
16230	81	81	74	218	66	35	60	56	9′-8″	56	109	86	14	44	167,000

Dimensions shown are average values but may vary depending on ratio, horsepower, and customer requirements.

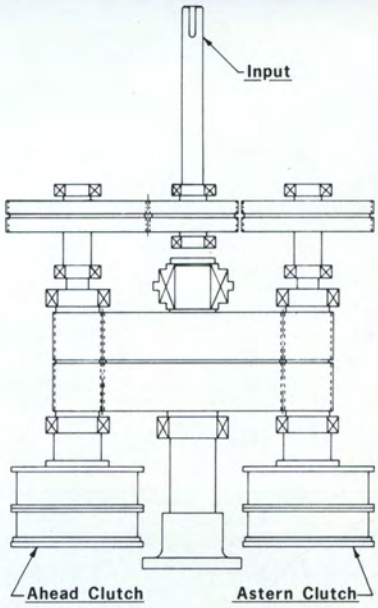
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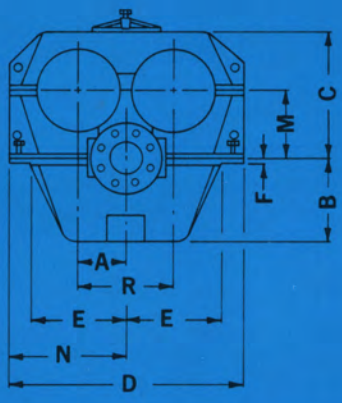
'RLS' SERIES

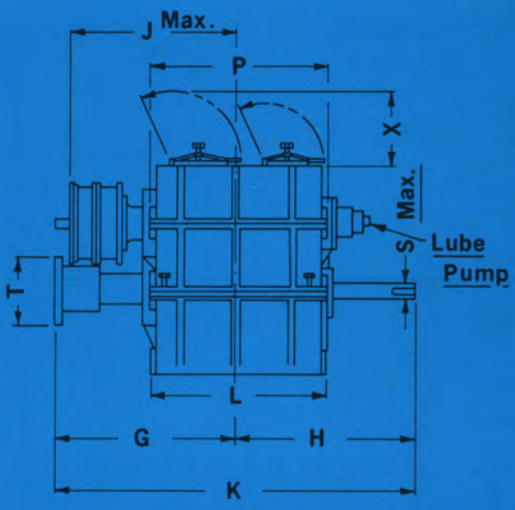


INLINE REVERSE AND REDUCTION GEARING



BASIC DIMENSIONAL DATA



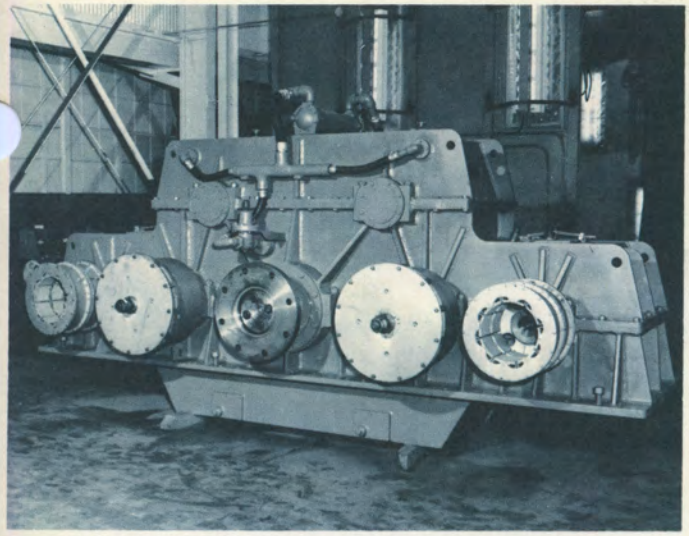


SERIES	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	X	WEIGHT
3600	11	19	32	62	26	1½	52	39	43⅛	7'-7"	45	14¼	31	47½	22	4	16½	17⅛	13,700
4200	12½	22	35⅛	62	25	1½	48	55	43 15/16	8'-7"	46⅛	16⅞	31	49¼	25	4	18	17⅛	15,300

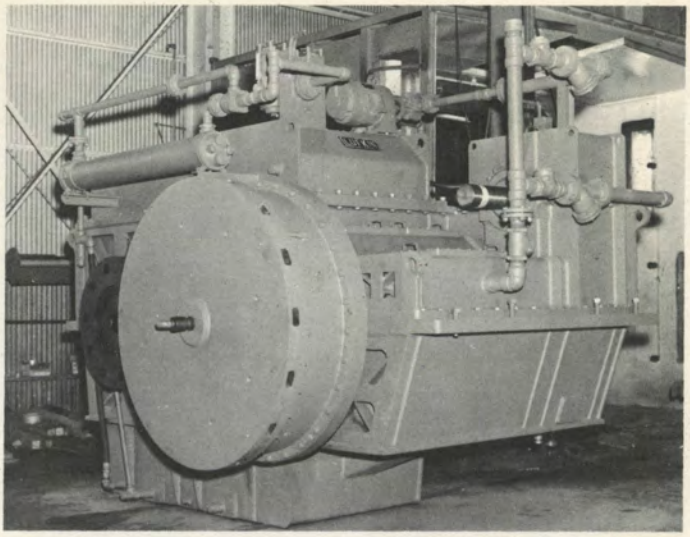
Dimensions shown are for maximum face width gears and maximum clutch sizes.
Dimensions will be reduced slightly for smaller face widths and clutches.

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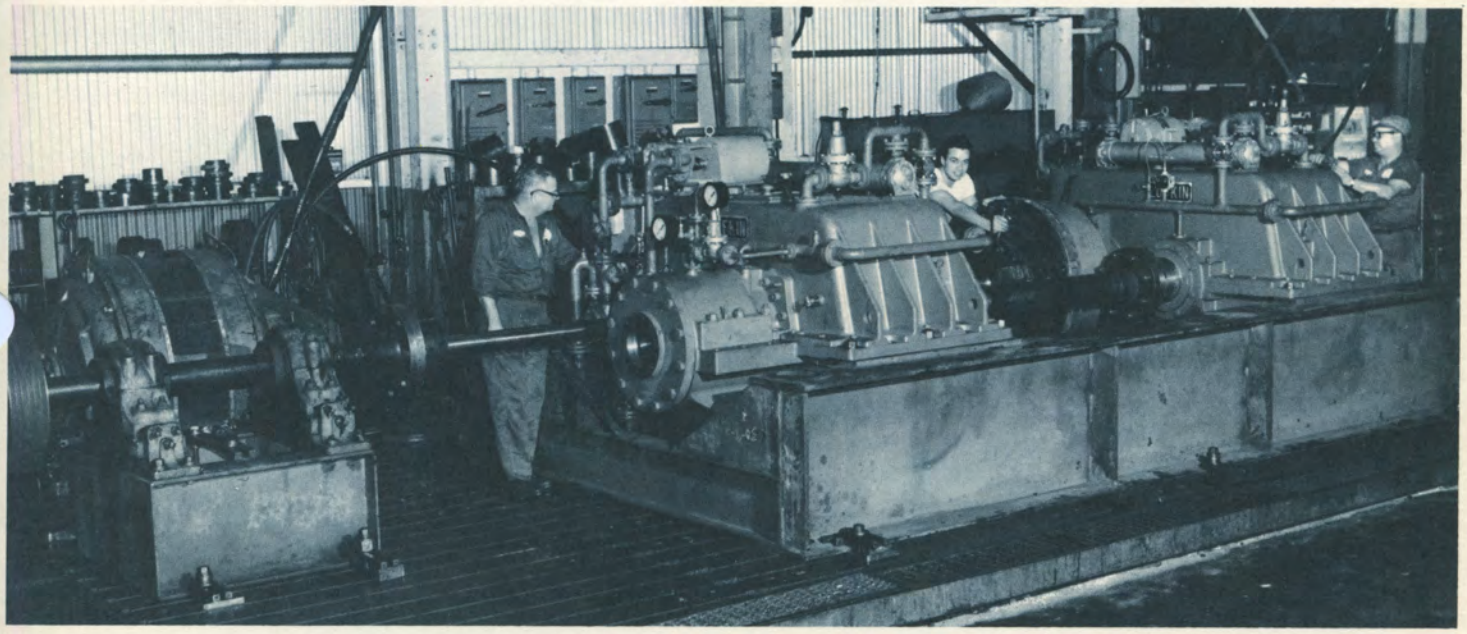
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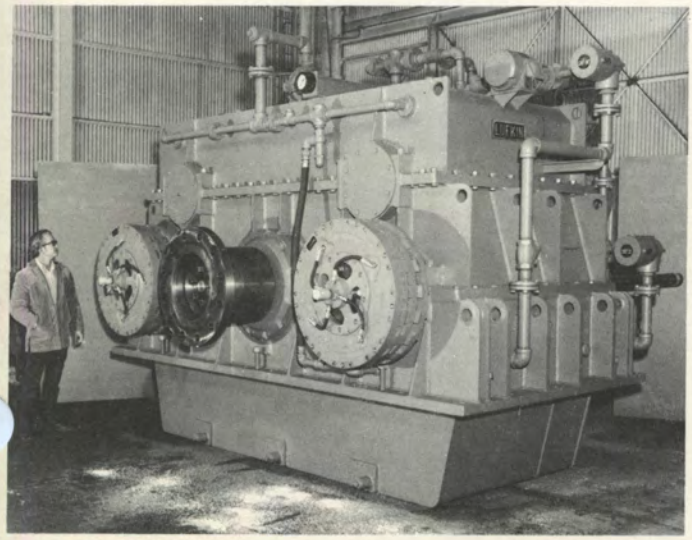
Lufkin RCS4P12812 reverse reduction compound, four engine input with two engines mounted inboard on forward side and two engines mounted outboard on aft side.



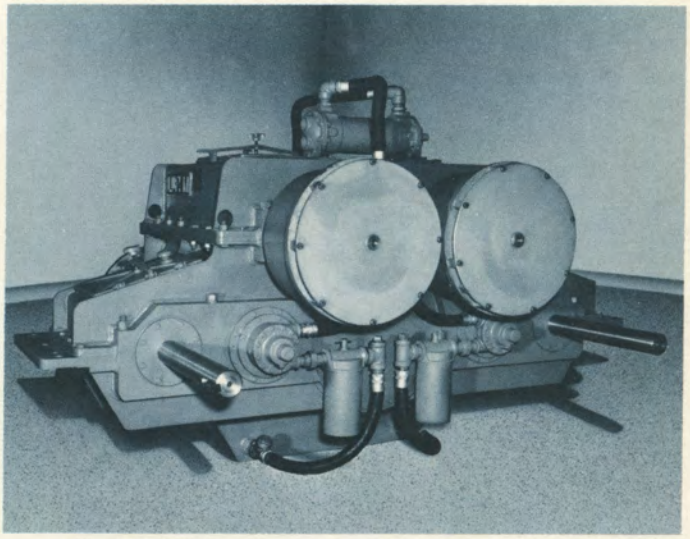
Lufkin HS5636S marine gear with 3000 KW generator PTO, quill mounted disconnect propulsion clutch and slow speed shaft drilled for C. P. mechanism.



Lufkin HSQ2774 marine gears being tested with full locked torque load system.



Lufkin RCSQ10024 reverse reduction compound, 5600 H.P., 8.180:1 ratio.



Lufkin RCS7314 double reduction reversing compound 1640 H.P., 1225 and 242 RPM, 5.1:1 ratio.

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