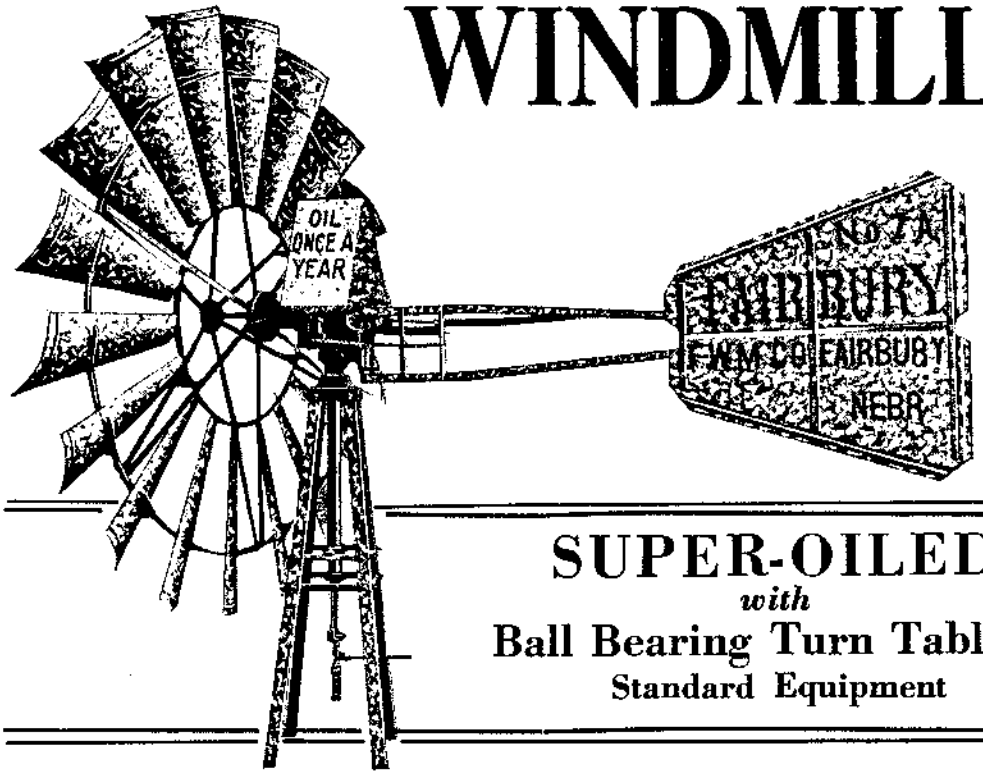
The famous

FAIRBURY WINDMILLS



SUPER-OILED
with
Ball Bearing Turn Table as Standard Equipment

HELICAL MACHINE CUT STEEL PINIONS
HELICAL MACHINE CUT SEMI-STEEL GEARS
SUPER-OILED---POSITIVE LUBRICATION
NOISELESS OPERATION
LONG LIFE

4 TIMKEN Roller Bearings IN EVERY MILL

DISTRIBUTED BY

CLOWE AND COWAN

AMARILLO, CHILDRESS, PAMPA, LUBBOCK
TEXAS

WATCH OUR LINE GROW

In presenting FAIRBURY Windmills and Towers we do so with the firm conviction that we are offering the best and most desirable lines manufactured.

FAIRBURY Windmills operate noiselessly in minimum wind and deliver maximum power. They are fully equipped with Timken Tapered Roller Bearings.

Lubrication is accomplished by Super-Oiling system and is absolutely positive.

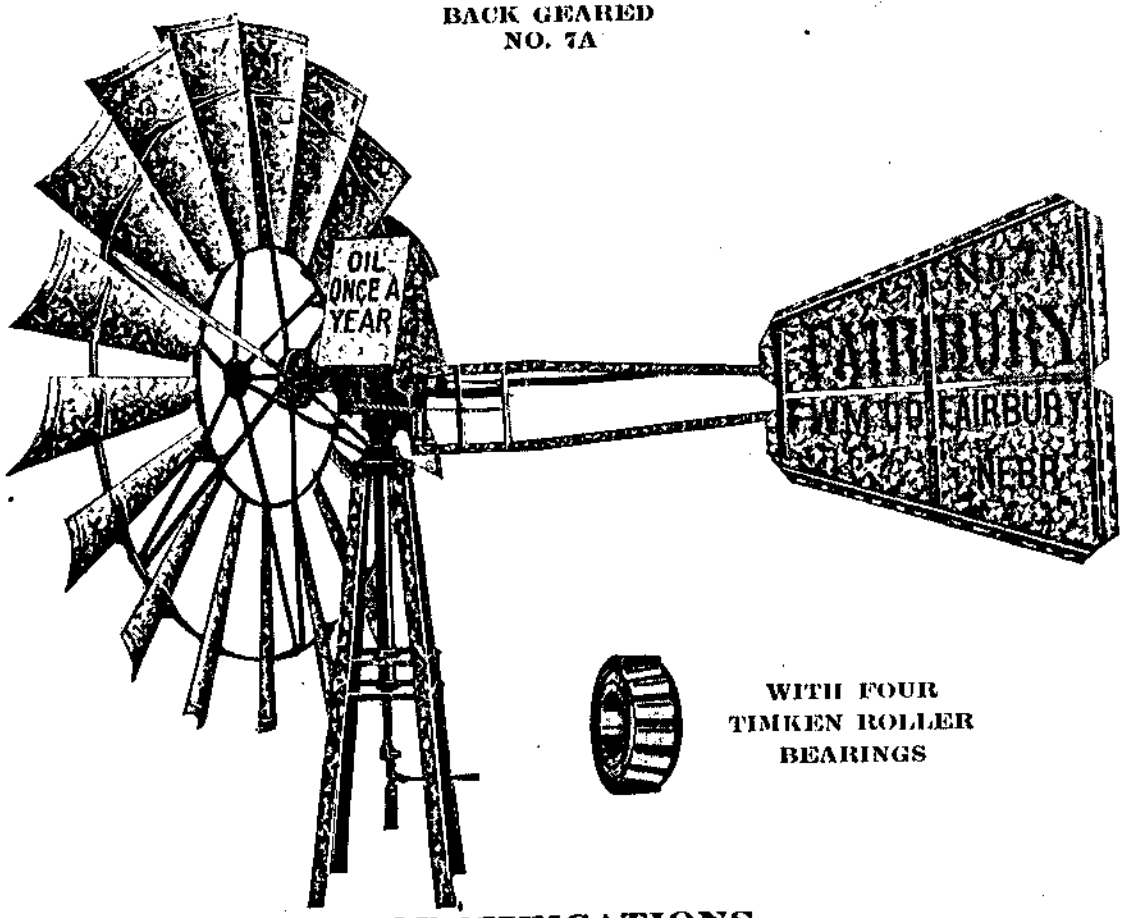
With ordinary care and barring accidents, FAIRBURY Windmills should last a lifetime.

WE ALSO HANDLE

PIPE VALVES FITTINGS
PUMPS CYLINDERS REPAIRS
WOOD AND STEEL TANKS

WINDMILLS

FAIRBURY SUPER-OILED
BACK GEARED
NO. 7A



WITH FOUR TIMKEN ROLLER BEARINGS

SPECIFICATIONS

Size	Stroke	Gear Ratio	For Depth Wells	Shipping Weight
6 foot	5½ inch	4 to 1	Up to 75 feet	250 lbs.
8 foot	6 and 8 inch	3 to 1	Up to 300 feet	375 lbs.
10 foot	6 and 8 inch	3 to 1	Up to 400 feet	475 lbs.

PINIONS—Helical, machine cut, steel, finest quality.

GEARS—Helical, machine cut, semi-steel.

TURN TABLE—Improved type, ball bearing.

LUBRICATION—Super-oiling system. Gears immersed in a bath of oil. Pitmans and guide shoes lubricated by splash from gears and by means of pockets in guide shoes.

MAIN CASTING—All in one piece. Absolutely no possibility of oil leakage. Covered with galvanized iron hood, confining the oil and keeping out dirt, sleet and rain.

CRANK SHAFT— 6 ft. 1 inch diam.
8 ft. 1⅛ in. diam.
10 ft. 1 5-16 in. diam.
Cold rolled steel. Heavier and stronger than on any other mill of corresponding size.

BEARINGS—Timken Tapered Roller. Easily replaced without removing any part of mill from tower.

BRAKE—Band type, adjustable.

REGULATION—Offset wheel with 24-inch coil spring on vane.

PULL-OUT—An improved and unique arrangement. Entirely eliminates wear and cutting of pull-out chain and wire.

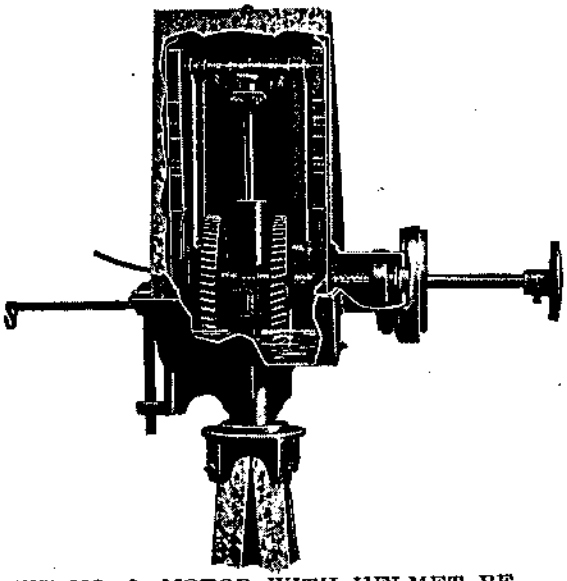
FANS OR BLADES—20 gauge galvanized steel, crimped at end to prevent buckling. Securely riveted to circle.

VANE—Approved design, 26 gauge galvanized steel, strongly reinforced and supported on steel angle arms.

[illegible] REQUIRES NO SPECIAL STEEL TOWER OR TOWER CAST-

WINDMILLS

FAIRBURY SUPER-OILED BACK GEARED



CUT NO. 2—MOTOR WITH HELMET REMOVED, SHOWING HELICAL CUTTING OF GEARS AND PINIONS AND METHOD OF LUBRICATION.

DESCRIPTION

You would not consider the purchase of an automobile or any other type of high grade machinery without first giving due consideration to the type and method of construction, quality of materials used and efficiency of lubrication. Why not then with a windmill. The wheel of a windmill, under normal conditions, makes from two to five times as many revolutions in a week as the wheel of the average automobile.

Any windmill which does not have the gears immersed or running in oil is not properly lubricated. Grease will not do, for the reason that in cold weather it congeals, prohibiting contact, thus destroying lubrication.

A year's supply of Artic motor lubricating oil is shipped with each Fairbury Super-oiled Mill. Empty this can of oil into the gear case when the mill is set up and you need not think about it again for a full year. The oiling is positive and automatic in every detail as described later. At the end of the year drain this oil out through the drain plug at the bottom of the case and empty another can of oil into the reservoir.

Any claims which may be made with regard to bearing surfaces running without proper lubrication is an evasion of facts. Automobiles are not made to run without oil. You do not attempt to operate your gasoline engine, your mower, your wagon or even your wheelbarrow without oil. Everybody knows that Timken Tapered Roller Bearings are the best and most economical and that proper provision must be made for constant and thorough lubrication.

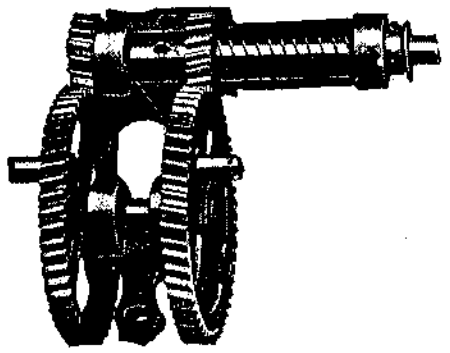
METHOD OF LUBRICATION

A constant stream of oil flows over every cog and every bearing. The shaft runs in oil. Oil finds its way to every point where it is needed—none escapes. The main housing is made in one piece so there is absolutely no chance for the oil to leak out. A drive-fit steel washer is placed on the main shaft, just within the housing. to prevent oil creeping out along the shaft.

WINDMILLS

FAIRBURY SUPER-OILED BACK GEARED

The pitmans and guide shoes which work in steel channel guides, are of hard maple and are thoroughly lubricated by the splash from the gears. In addition to this, oil pockets are provided in the guide shoes. These oil pockets carry up and deposit oil the full length of the steel guide. These pitmans and guide shoes become thoroughly lubricated and oil soaked from constant dipping in oil.



CUT NO. 3—GEAR AND PINION ASSEMBLY, SHOWING BEARINGS; NOTE STURDY CONSTRUCTION.

A helmet, or hood covers all of the working parts of the mill. No rain can get in to mix with the oil. No dirt or dust can enter to grind out the bearings. No oil can splash or work out.

DOUBLE GEAR CONSTRUCTION

The construction and arrangement of gears as used in Fairbury Super-oiled Mills is original in this line. Duplicate or double gears preclude any possibility of twisting or cramping. The load on one gear is positively equalized with the load on the other. The two pinions are securely keyed on the main shaft and drive the gears, each independent of the other. Pressure on bearings is straight up and down, there being no more pressure at one end than at the other.

As the bearings are constantly flooded with oil, there will be no perceptible wear at these points for an indefinite length of time.

HELICAL CUT STEEL GEARS AND PINIONS

Heretofore most lines of windmills have been furnished with cast iron spur gears and pinions. These should not be used in a mill of Super-oiled type, for the reason that they shed sand, scale, high and rough spots which deposit a grinding compound in the oil. In this type of gear the greatest strain is exerted at the point of the tooth which shortly wears to a knife edge and breaks off.

Helical spiral cut steel gears are of the same type, quality and construction as those used in high grade automobiles. They combine smooth, quiet, easy operation with high efficiency and long lasting qualities. There are always two teeth engaged and the load or greatest strain is carried at the pitch line, or the thickest, strongest part of the tooth.

WINDMILLS

FAIRBURY SUPER-OILED BACK GEARED

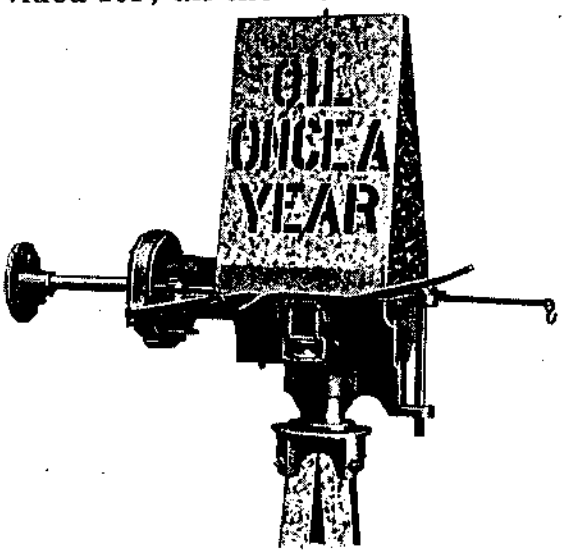
HELICAL CUT STEEL GEARS AND PINIONS (Continued)

Owing to manner of cutting and in consideration of the width of face of these gears and pinions, we offer you three to four times as much contact surface as in old type gears.

The use of a steel pinion with a gear of semi-steel is proven by practice to give longest life and greatest wearing qualities. Their operation is entirely noiseless.

TIMKEN TAPERED ROLLER BEARINGS

Fairbury crank shafts can run without main bearing overhaul during the entire life of the machine. Mounted on Four Timken Tapered Roller Bearings, the crank shaft ROLLS instead of sliding; crank shaft alignment is perfect; thrust is scientifically provided for; all the movement is on Timken bearing steel.



CUT NO. 4 — SHOWING APPLICATION AND POSITIVE OPERATION OF BRAKE.

Wherever these bearings are used there are no thrust washers. There is no rubbing motion in the bearings at all! Shafts, gears, pinions and wheel are held exactly in position, year after year, without frequent repairs and delay. Normally, Timken Roller Bearings require little grease or oil. Immersed in oil, they should last indefinitely.

Surely Timken Bearings are worth insisting upon—when all the great industries use Timkens — when Timkens are found in 83 per cent of all American motor vehicles—and when so many manufacturers of highest reputation offer you equipment which brings all the Timken economies.

The Super-oiled Fairbury is sold not on the basis of competitive price, but on that of actual worth and cost of production.

BALL BEARING TURN TABLE

To further distinguish Fairbury Super-Oiled as the Cadillac of the windmill world, it will be furnished with ball bearing turn table, this without additional cost. This new and improved type of ball bearing turn table is mechanically perfect. It is so constructed that the mill cannot work sidewise in the tower cap.

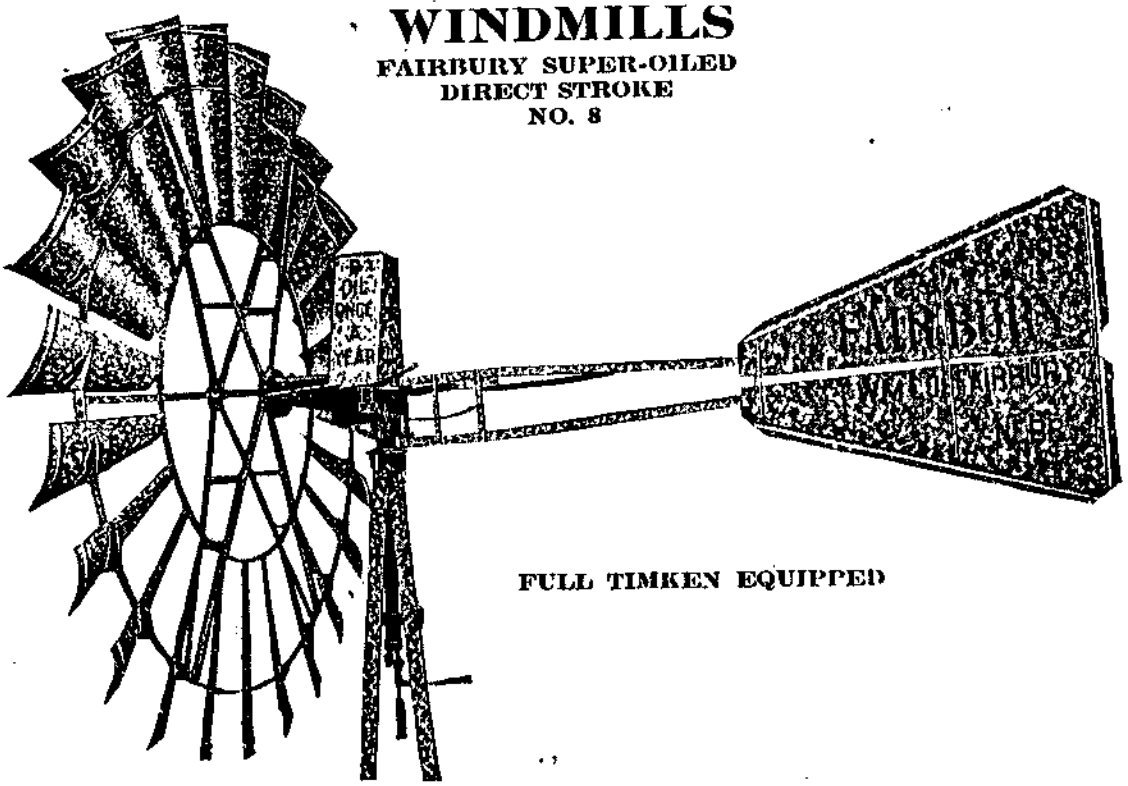
It is held firmly in place by the steel balls coming in contact with the side of the radial cap as well as the ball race in the tower cap. It eliminates swaying of mill as well as wear on mast pipe.

Weight is evenly distributed, the center of weight being immediately over the center of the tower, thus turning the mill to the wind in the slightest breeze.

For repair parts, see pages 12-13.

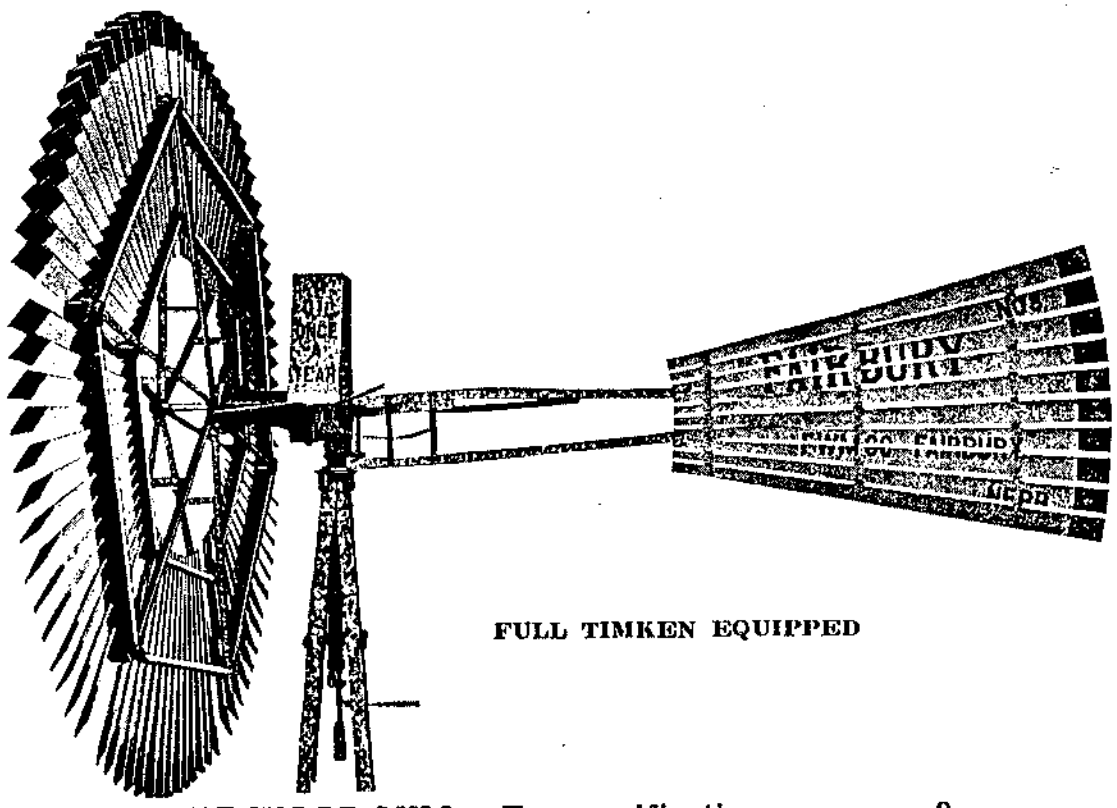
WINDMILLS

FAIRBURY SUPER-OILED
DIRECT STROKE
NO. 8



FULL TIMKEN EQUIPPED

THE STEEL MILL. For specifications see page 9.



FULL TIMKEN EQUIPPED

THE WOOD MILL. For specifications see page 9.

WINDMILLS

FAIRBURY SUPER-OILED
DIRECT STROKE
NO. 8

SPECIFICATIONS

Size	Stroke	For Depth Well	Shipping Weight
10-foot steel	6 and 8-inch	Up to 150 feet	460 lbs.
12-foot steel	6 and 8-inch	Up to 250 feet	650 lbs.
10-foot wood	6 and 8-inch	Up to 150 feet	470 lbs.
12-foot wood	6 and 8-inch	Up to 250 feet	600 lbs.

MAIN CASTING—One piece—no possibility of oil leakage. Covered with galvanized iron hood, confining the oil and excluding dirt, sleet and rain.

SHAFTS—On the 10-foot mill, 1 5-16 in. diameter, cold rolled steel. On 12-foot mill, 1½ in. diameter, cold rolled steel.

LUBRICATION—Crank plate and pin dip into the oil. Cross head and Pitman pin, oiled by SUPER-OILING system, bringing up the oil at each stroke.

BEARINGS—Timken Tapered Roller Bearings, readily accessible.

BRAKE—Band type. Adjustable to take up wear.

REGULATION—Offset wheel with 24-inch coil spring on vane.

FANS — 20-gauge galvanized steel crimped at end to prevent buckling

VANE — Approved design, 26-gauge steel on 10-foot steel mill, 22-gauge steel on 12-foot steel mill.

The wheel and vane on the wood mill are painted white, tipped red.

TURN TABLE—Improved type, ball bearing.

THE FAIRBURY REQUIRES NO SPECIAL STUB TOWER. IT WILL FIT ANY TOWER USING A TWO-INCH PIPE MAST.

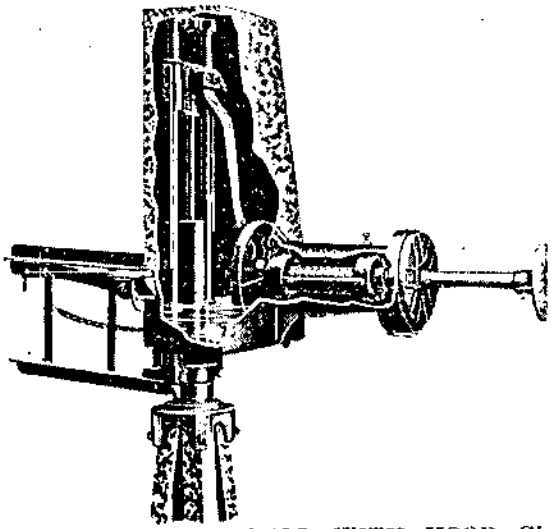
DESCRIPTION

FAIRBURY SUPER-OILED
DIRECT STROKE

PITMAN GUIDES

The Pitman is so constructed that on the up-stroke, where the heavy load is carried, there is no undue strain on any wearing part.

The cold rolled steel guides, on which the cross-head travels, are on a vertical line. The Pitman moves upward without strain on the guides, allowing all parts to work freely. This eliminates friction, promotes easy running in light winds and conserves power for pumping.



CUT NO. 5—MOTOR WITH HOOD CUT OUT, SHOWING WORKING PARTS.

LUBRICATION

The main casting (or housing) is made in one piece and carefully tested to prevent possibility of oil leakage. A constant stream of oil flows copiously over every bearing. Oil finds its way to each point where needed—none escapes. A drive-fit steel washer is placed

WINDMILLS

FAIRBURY SUPER-OILED
DIRECT STROKE

SPECIFICATIONS (Continued)

main shaft, just within the housing, to prevent oil creeping ou[illegible]ng the shaft.

The cast iron Pitman travels on the wrist pin, which dips into the oil at each revolution.

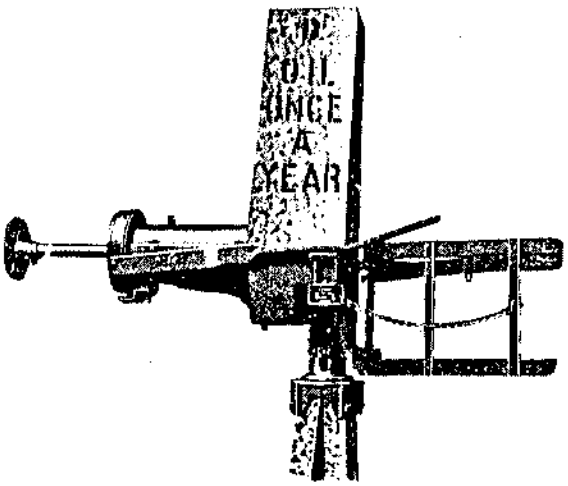
Cross head guides and Pitman are oiled by super-oiling device, picking up oil at each stroke.

A helmet or hood covers all working parts. No rain gets in to mix with the oil. No dust or dirt can enter to grind out the bearings. Oil cannot splash or work out.

A year's supply of selected oil is shipped with each mill.

BALL BEARING TURN TABLE

Interesting developments have taken place in working out Fairbury Direct Stroke Super-Oiled Windmills, this with regard to ease and evenness of operation. This has resulted in a new and improved type of ball bearing turn table which is mechanically perfect. It not only turns the mill easily into the wind, but answers the purpose of a radial as well. It is so constructed that the mill cannot work sidewise in the tower cap. It is held firmly in place by the steel balls coming in contact with the side of the radial cap as well as the ball race in the tower cap. This eliminates swaying of the mill as well as wear on mast pipe.



CUT NO. 6—MOTOR WITH HELMET IN PLACE, SHOWING APPLICATION AND POSITIVE OPERATION OF BRAKE.

This new style ball bearing turn table is furnished with all Fairbury Direct Stroke Super-Oiled Steel Windmills. No mill of this type should be erected without it, neither should any other style of cap be used.

POWER — SIMPLICITY

Fairbury Direct Stroke Super-Oiled Windmill develops maximum power. Its construction guarantees this.

Working and wearing parts and bearings are unusually large and well machined. The possibility of the need of repairs is so remote that it deserves no consideration.

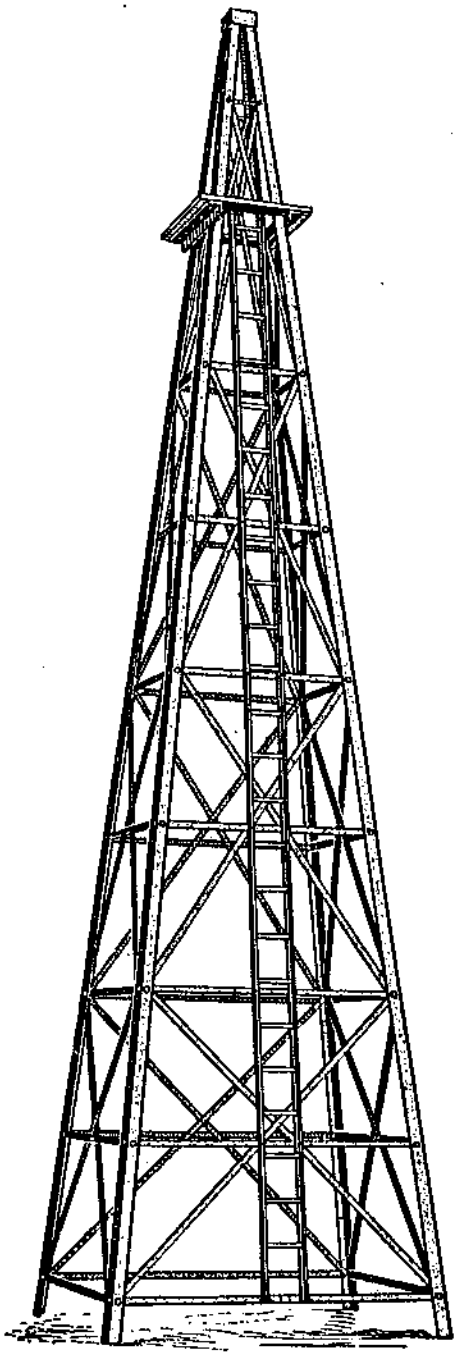
The use of small bolts, screws, nuts and pins is entirely eliminated, thus doing away with their working loose and requiring attention.

OPERATION

The operation of Fairbury Direct Stroke Super-Oiled Windmill is smooth, easy, quiet. We offer it and recommend it to your careful consideration as the best machine of its type ever manufactured.

For repair parts, see pages 14-15.

FOUR-POST GALVANIZED STEEL TOWERS



These towers are furnished in 20, 30, 40, 50 and 60-foot heights, using 2x2-inch or 2½x2½-inch angle corner posts.

They are girted every five feet with heavy galvanized angles and cross-braced with galvanized flat steel extending to each 10-foot joint.

The ladder is built of galvanized angles, and is bolted to each girt with hooks.

Anchor posts and plates are furnished with each tower.

TOWERS WITH 2x2-INCH ANGLE CORNER POSTS

Height .....feet	20	30	40	50	60
Weight ..pounds	390	550	735	945	1200

TOWERS WITH 2½x2½-INCH ANGLE CORNER POSTS

Height .....feet	20	30	40	50	60
Weight ..pounds	450	630	830	1075	1350

4-POST STEEL STUB TOWERS

2 x2 angles x5 ft.
2½x2½ angles x5 ft.

ANCHOR POSTS

PER SET OF 4 WITH PLATES

2 x2 angles x5 ft.
2½x2½ angles x5 ft.

10-FOOT EXTENSIONS FOR 4-POST TOWERS

2 -inch Angle Corner Post, 20 to 30 ft.
2 -inch Angle Corner Post, 30 to 40 ft.
2 -inch Angle Corner Post, 40 to 50 ft.
2 -inch Angle Corner Post, 50 to 60 ft.
2½-inch Angle Corner Post, 20 to 30 ft.
2½-inch Angle Corner Post, 30 to 40 ft.
2½-inch Angle Corner Post, 40 to 50 ft.
2½-inch Angle Corner Post, 50 to 60 ft.

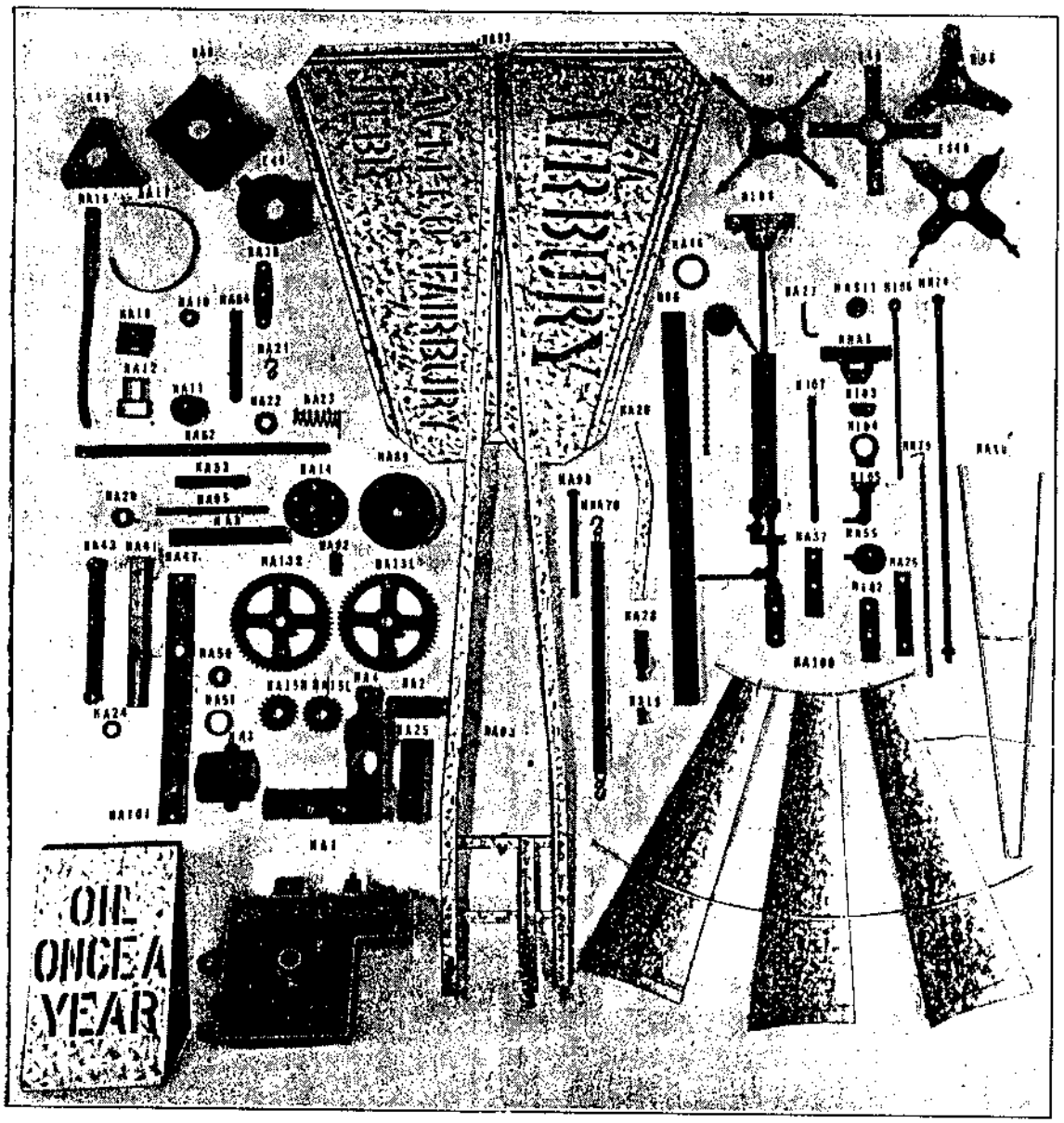
WE RECOMMEND

FOR FAIRBURY SUPER-OILED WINDMILLS, BACK GEARED—For use with 8-foot mills, 2½-inch angle tower above 40 feet. For use with 10-foot mills, 2½-inch angle towers in all cases.

FOR FAIRBURY SUPER-OILED WINDMILLS, DIRECT STROKE, 2½-inch angle towers in all cases.

REPAIRS

FAIRBURY SUPER-OILED BACK GEARED NO. 7A



Order by letter and number, specifying size of mill.

REPAIRS

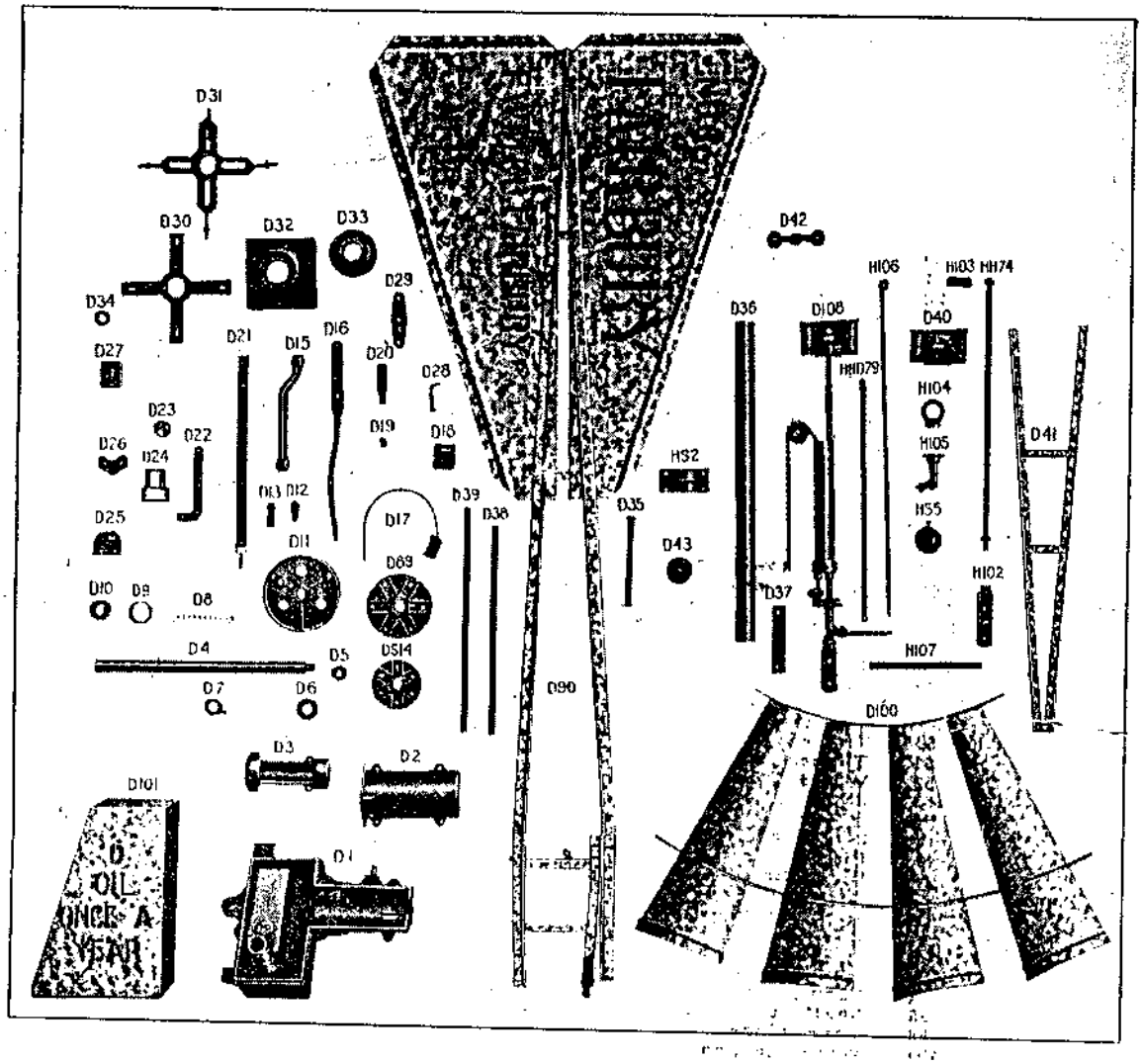
FAIRBURY SUPER-OILED BACK GEARED NO. 7A

No.	NAME OF PART	6ft.	8 ft.	10 ft.
1	Main frame casting or oil reservoir	$6.50	$8.00	$10.00
2	Clamp for pipe to frame	1.20	1.20	1.20
3	Cap over front box	1.00	1.25	1.50
4	Gear rack	3.00	3.50	4.00
8	Cross head casting	1.50	1.50	1.50
9	Cross bar for upright guide	.85	.85	.85
10	Spread washer	.10	.10	.10
11	Large sheave	.30	.30	.30
HAS11	Small sheave	.30	.30	.30
12	Sheave guard	.50	.50	.50
13R	Large gear	3.00	3.80	4.00
13L	Large gear	3.00	3.80	4.00
14	Small spider	.70	.75	.75
15R	Pinion	1.60	1.80	2.00
15L	Pinion	1.60	1.80	2.00
16	Brake lever	.50	.60	.75
17	Brake band	.50	.60	.70
18	Brake adjusting casting	.40	.40	.40
19	Bumper spring	.40	.40	.40
20	Bumper angle	.25	.25	.30
21	S hook	.10	.10	.10
22	Oil retaining washer	.10	.10	.15
23	Oil carrying spring	.20	.25	.30
24	Crank pin washer	.10	.10	.10
25	Oil splash resisting tube	.25	.25	.25
26	Splice iron, 2 pieces	.40	.40	.40
27	Pulley pin	.10	.10	.10
28	Bumper casting	.25	.25	.25
29	Set collar	.50	.50	.50
37	Pump to rod connection	.50	.50	.50
38	Tower cap clamp	.20	.20	.20
41	Guide wood shoe	.70	.70	.70
43	Iron pitman	.80	1.00	1.20
46	Tower cap washer	.20	.20	.20
47	Channel guide	1.00	1.00	1.00
48	Wood tower storm stay	1.50	1.50	1.50
ES48	Steel tower storm stay	1.50	1.50	1.50
S48	Fairbury steel tower storm stay	1.50	1.50	1.50
H48	Three post steel tower storm stay	1.50	1.50	1.50
E49	Combination tower cap	1.50	1.50	1.50
E49BB	Ball bearing combination cap	1.50	1.50	1.50
S49	Fairbury steel tower cap	1.50	1.50	1.50
S49BB	Ball bearing Fairbury steel tower cap	1.50	1.50	1.50
H49	Three post steel tower cap	1.80	2.00	2.25
50	Timken bearing cone	2.00	2.50	3.00
51	Timken bearing cup	2.00	2.50	3.00
52	Wheel shaft	.60	.70	.90
53	Jack shaft	.70	.70	.70
55	Lower guide	2.00	2.00	2.00
66	2 inch mast pipe	1.50	1.50	1.50
74	Piston rod	1.50	1.50	1.50
76	Regulating spring	1.00	1.00	1.00
79	Pull out chain	.55	.90	1.25
80	Wheel arm	1.25	1.50	1.50
89	Large wheel spider	.80	.80	.80
92	Crank pin	4.50	6.00	9.00
93	Complete vane	.30	.30	.30
94	Spring bar	.60	.80	.80
95	Shaft for cross-head	.50	.60	.60
98	Vane hinge pin	2.00	2.50	3.00
100	Wheel section	2.00	2.50	2.50
101	Cover over engine or hood	.70	.70	.70
102	Wood rod connection	.25	.25	.25
103	Cross head swivel clamp	.50	.50	.50
104	Upper end of pull out swivel	.70	.70	.70
105	Lower end of pull out swivel	.60	.60	.60
106	Pull out rod	.25	.25	.25
107	Stop bar for pull out swivel	5.00	5.20	5.25
108	Complete pull out less mast pipe	2.25	2.50	2.50
	Box bolts	.025	.025	.025
	½ inch steel balls each	.04	.04	.04
	Wood rod per foot	.14	.14	.14
	Chain per foot	.03	.03	.03
	⅜"x1" Galv. bolts each			

Order by letter and number, specifying size of mill.

REPAIRS

FAIRBURY SUPER-OILED DIRECT STROKE NO. 8



Order by letter and number, specifying size of mill.

REPAIRS

FAIRBURY SUPER-OILED DIRECT STROKE NO. 8

No.		NAME OF PART	10 ft.	12 ft.
D	1	Main frame casting or oil reservoir	$10.00	$12.00
DD	2	Main frame cap	1.25	1.25
HS	2	Clamp for pipe frame	1.20	1.50
D	3	Bearing sleeve	1.25	1.50
D	4	Main shaft	3.00	3.50
D	5	Nut for outer end of main shaft	.20	.30
D	6	Oil retaining washer	.10	.20
D	7	Set collar	.60	.80
D	8	Oil carrying spring	.25	.30
D	9	Timken bearing cup	1.50	2.25
D	10	Timken bearing cone	2.50	3.25
D	11	Face plate	1.60	2.10
D	12	Wrist pin	.80	.80
D	13	Cross head pin	.80	.80
DS	14	Small spider	.75	1.00
D	15	Iron pitman	1.00	1.25
D	16	Brake lever	.75	1.00
D	17	Brake band	.75	1.00
D	18	Brake adjusting casting	.40	.50
D	19	Bumper spring	.40	.40
D	20	Bumper spring casting	.60	.80
D	21	Regulating spring	1.50	2.00
D	22	Spring bar	.40	.60
D	23	Small sheave	.30	.30
D	24	Sheave guard	.50	.50
D	25	Outside end wheel clip	.50	.50
D	26	Inside end wheel clip	.30	.30
D	27	Wheel clip	.40	.40
D	28	Pin for large sheave	.10	.10
D	29	Tower cap clamp	.20	.20
D	30	Steel tower storm stay	1.50	2.00
D	31	Steel or wood tower storm stay	1.50	2.00
D	32	Ball Bearing tower cap	1.75	2.00
D	33	Ball Bearing radial cap	1.25	1.50
D	34	Crank pin washer	.10	.10
D	35	Vane hinge pin	1.00	1.00
D	36	Mast pipe	2.00	2.50
D	37	Splice iron, 2 pieces	.40	.40
D	38	Cross head guide short	1.00	1.00
D	39	Cross head guide long	1.25	1.25
D	40	Cross head	1.25	1.50
D	41	Steel arm	1.05	1.80
D	42	Guide clamp	.75	1.00
D	43	Large sheave	.30	.30
H	55	Lower guide	.70	1.00
HH	74	Piston rod	1.10	1.25
HHD	79	Pull out chain	.80	.80
	80	Comb. W & S tower cap	1.75	2.00
	81	Comb. W & S radial cap	1.25	1.50
D	89	Large spider	1.50	2.00
D	90	Complete vane, steel	6.50	10.00
D	90	Complete vane, wood	8.00	11.00
D	100	Wheel section, steel	3.25	5.25
D	100	Wheel section, wood	4.00	4.00
D	101	Cover over engine or hood	2.50	2.50
H	102	Wood rod connection	.70	.70
H	103	Cross head swivel clamp	.25	.25
H	104	Upper end of pull out swivel	.50	.50
H	105	Lower end of pull out swivel	.70	.70
H	106	Pull out rod	.60	.60
H	107	Stop rod for pull out swivel	.25	.25
HD	108	Complete pull out less mast pipe	5.20	5.20
32 & 33)		Ball bearing tower caps comp. with balls	3.00	3.50
80 & 81)				
		Box bolts for steel wheel	2.50	3.00
		Box bolts for wood wheel	2.00	2.50
		Pull out chain per foot	.14	.14
		½ inch steel balls each	.025	.025
		Wood rod per foot	.04	.04
		⅜x1 Galv. mach. bolts each	.03	.03

Order by letter and number, specifying size of mill.