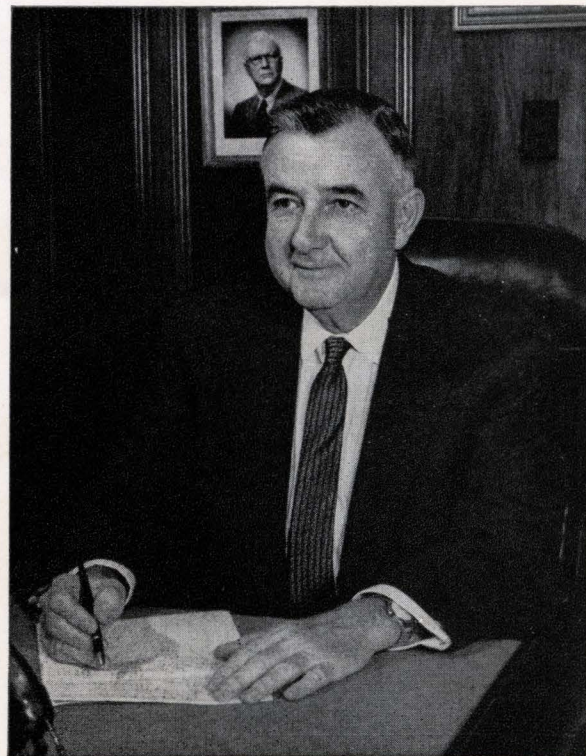


The Foundry Roundup

APRIL, 1963



from the President's Desk . . .



I REGRET that I was not among a fairly large group of our employees who visited the 1962 Seattle World's Fair. Large fairs are not only interesting but educational, and the travel to and from is always broadening.

The greatest fair of all is scheduled for New York City in 1964 and 1965, and I am planning to be one of a much larger group of employees who will see this fair at some time during the two-year period.

One of the feature attractions is expected to be a building called "The Hall of Free Enterprise." This project is being designed and financed by the American Economic Foundation, a non-profit organization.

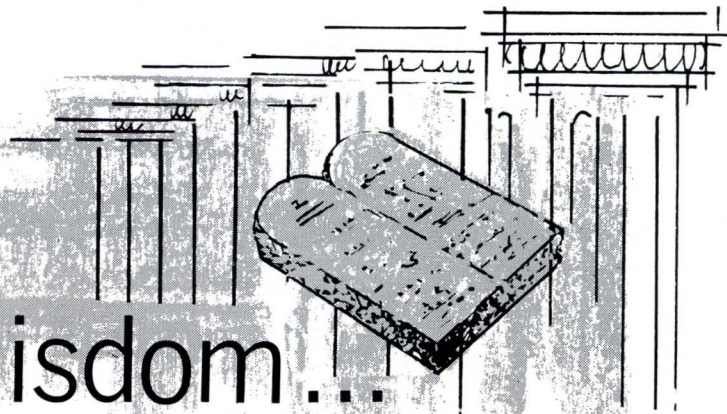
The purpose of this project is to express graphically the advantages of the American way of life over communism, socialism and other isms that many of the people in the world believe in. I understand these exhibits not only will be fun to look at, but will be simple enough for children to understand.

The front of the building will be supported by ten large columns. On each column will be a large plaque listing one of the "Ten Pillars of Economic Wisdom" which is the theme of the project.

We are reproducing the wording on these plaques on the opposite page, and I hope all of our readers will find them of interest. I am sure that those of you who attend the New York Fair will find this building one of the highlights of your trip.

W. W. TROUT

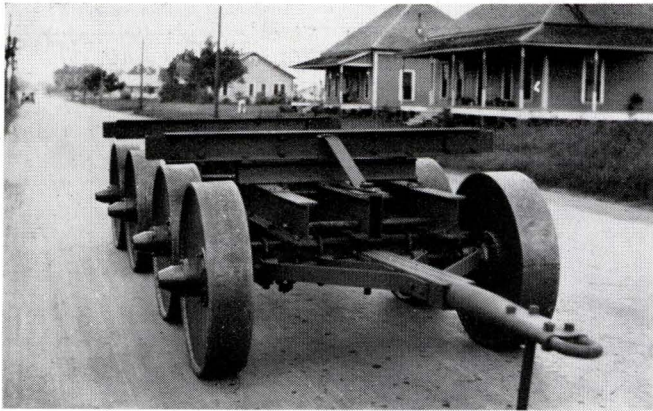
The TEN PILLARS of Economic Wisdom...



The Basic Creed of THE AMERICAN ECONOMIC FOUNDATION

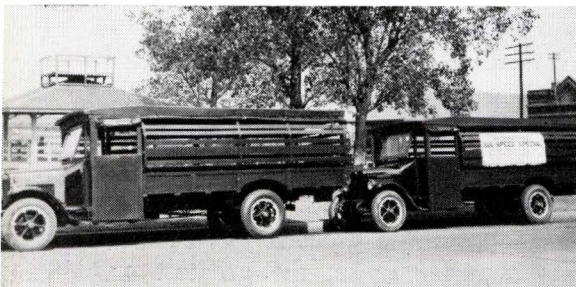
- I. Nothing in our material world can come from nowhere or go nowhere, nor can it be free: everything in our economic life has a source, a destination, and a cost that must be paid.
- II. Government is never a source of goods. Everything produced is produced by the people, and everything that government gives to the people, it must first take from the people.
- III. The only valuable money that government has to spend is that money taxed or borrowed out of the people's earnings. When government decides to spend more than it has thus received, that extra unearned money is created out of thin air, through the banks, and, when spent, takes on value only by reducing the value of all money, savings and insurance.
- IV. In our modern exchange economy, all payroll and employment come from customers, and the only worthwhile job security is customer security; if there are no customers, there can be no payroll and no jobs.
- V. Customer security can be achieved by the worker only when the "boss" is allowed, by the worker, to do the things that win and hold customers. Job security, therefore, is a partnership problem that can be solved only in a spirit of understanding and cooperation.
- VI. Because wages are the principal cost of everything, widespread wage increases, without corresponding increases in production, simply increase the cost of everybody's living.
- VII. The greatest good for the greatest number means, in its material sense, the greatest goods for the greatest number which, in turn, means the greatest productivity per worker.
- VIII. All productivity is based on three factors: (1) natural resources, whose form, place, and condition are changed by the expenditure of (2) human energy—both muscular and mental—with the aid of (3) tools.
- IX. Tools are the only one of these three factors that man can increase, and tools come into being in a free society only when there is a reward for the temporary self-denial that people must practice in order to channel part of their earnings away from purchases that produce immediate comfort and pleasure, and into tools of production. Proper payment for the use of tools is essential to their creation.
- X. The productivity of the tools—that is, the efficiency of the human energy applied in connection with their use—is highest in a competitive society in which the economic decisions are made by millions of progress-seeking individuals, rather than in a state-planned society in which those decisions are made by a handful of all-powerful people, regardless of how well-meaning, unselfish, sincere, and intelligent those people may be.

THE SAGA of MARTIN WAGON Company . . .

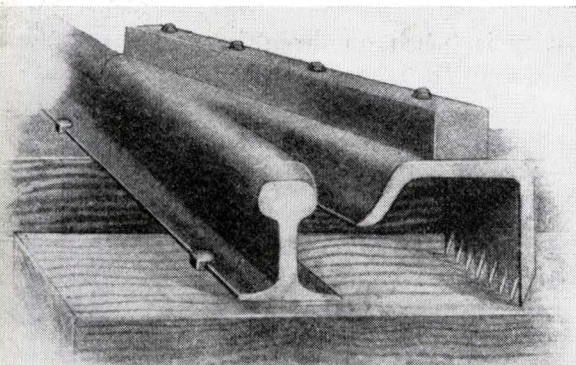


THIS was the last word in an all-steel, eight-wheel, high speed wagon designed to be pulled with a tractor

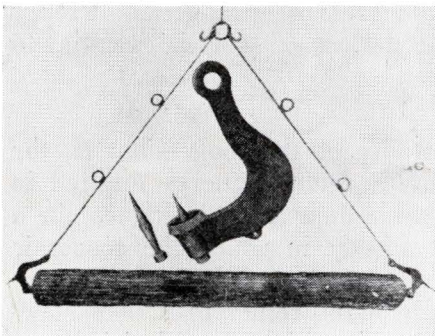
By Guy Croom



THESE two Martin 60-passenger school bus bodies mounted on 160-inch wheel base were sold to the Hudson School District



ONE of Daniel Webster Martin's inventions was this Martin De-railer designed to wreck loose or rolling rail cars



THE Martin Grip Hook made the McGifford steam loader a success. They were sold all over the South and West Coast to lumber mills using mechanical power to load logs

IN THE middle of the 19th century a man by the name of Dan Martin lived in Mitchell Creek, Tennessee. This fellow by comparison was rather prosperous, tilled the soil and had a tanning yard in conjunction. His was a two-story house built entirely of red cedar. He did the cobbler work for this area and his whole family was adept at making and repairing shoes.

On August 9, 1851, a son was born in the family and they named him Daniel Webster Martin. You will recall that 10 years later the Civil War broke out and all able-bodied men answered the call to military service. This left only children, old men, and women to hold things together at home. We can imagine that young Webb acquired a lot of experience at maintaining the premises, work that ordinarily would have been done by older men had they been available. However, there is very little we know about him during these trying times.

It is hard for us in this age to conceive of the lack of conveniences people were subjected to in 1860. Let us imagine being without the common match that we use in lighting the gas or starting a wood fire or lighting a cigar. Suppose at the end of each day you had to bank the fire—that is, cover live hardwood coals with ashes so that a fire could be started next day. And mama wove the cloth that went into your dress or shirt.

We know that during and after the war people in the South were poverty stricken. They certainly "earned their bread by the sweat of their brow." It seems that Webb Martin, early in life, availed himself of the opportunity to learn the art of blacksmithing which was an indispensable service then, and was up to the advent of the automobile.

We have it on unquestioned authority that Mr. Martin made two sorties

into Missouri looking for a pot of gold at the end of the rainbow. Then about 1902, he came to Texas and got a job as blacksmith for Lufkin Land and Lumber Company at their logging camp at Broaddus in San Augustine County. Here, he got a liberal education in the logging business and I am sure this is where he saw the need and got the ideas for the things that made the name of Martin a legend in the business.

Prior to 1907, he came to Lufkin and went in business for himself. His first shop was behind the old Cotton Belt depot and faced on Second Street. From there he moved to a place just west of East Texas Laundry facing Lufkin Avenue.

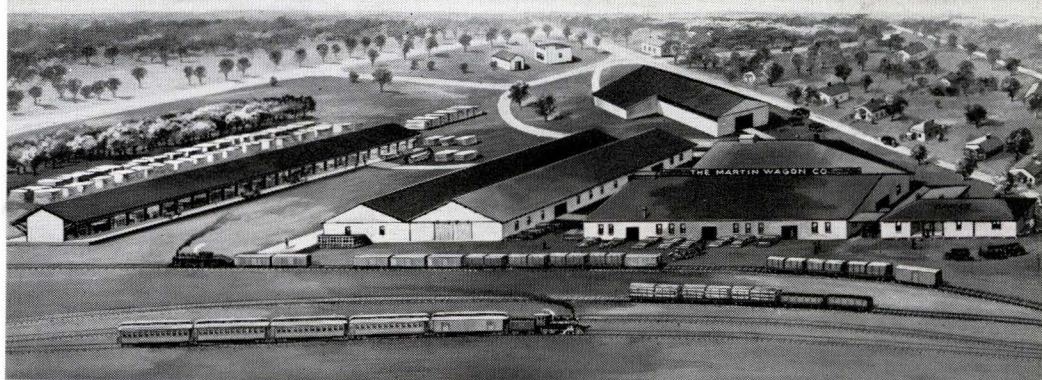
It is interesting to note this fellow was the grandfather of Dan Martin, manager of our Material Control Department. The story I am trying to write is to some extent hear-say, but in the main it is basically true.

I was never introduced to Mr. Martin nor do I remember having seen him. Vital statistics show that he was born in Mitchell Creek, Tennessee, August 9, 1851, and came to Lufkin about 1902.

Mr. Martin must have known before he came to Texas that the ordinary service work of a village blacksmith such as sharpening plows, shoeing horses, etc., was a poor way of making a living for a big family. He was one of those rare individuals who had a creative or an inventive mind. He must have realized that to be successful you must produce something serviceable to society or industry.

Three things I know are the offspring of his fertile brain. We will talk about the one of least importance first. The Martin De-railer was used to de-rail or wreck loose or rolling rail cars. To be sure, some of our

THIS is an artist's drawing showing the layout of Martin Wagon Company as it looked after World War I when it was moved to Abney Avenue on a railroad spur just east of where Red Ball Motor Freight warehouse is today



readers will want to know why wreck them? Well, rail cars parked on the side of a hill that accidentally get loose have wreaked havoc with a lot of things. In the logging days, the McGifford steam loader was a "sitting duck" for just this sort of trap, and it was much better to set out the Martin De-railer that would throw these cars off the track before they reached and destroyed the helpless and expensive loader. This de-railer was a pretty rugged piece of equipment and very difficult to make without the help of a steam hammer, so most of them were made in our blacksmith shop. He had at one time a contract with Beaumont Iron Works to manufacture this de-railer. However, saw mill people as a rule were long on taking chances in exchange for expenditures, and the demand for the de-railer was not very heavy. You may take it from an eye witness though, that one of these wrecks where loaded log cars run into a steam loader is a thing to be avoided.

The Martin grip hook is another story. Had it not been for this invention, the steam loader would have been slowed down 40%. In other words, the Martin grip hook made the steam loader a success.

Mr. Martin was granted a patent on this hook in January, 1907. This was another thing hard to make over the horn of an anvil. So Lufkin Foundry & Machine Co. manufactured or forged these hooks on a royalty basis until November, 1910, when Mr. Martin sold us the patent. For benefit of those who know nothing about logging, these hooks had to be used in pairs. The "crotch" line consisted of two pieces of cable, in most cases each about 15 feet long. One end of each cable was fastened to a common ring probably made of one inch "dia Round Steel." The other end of each cable was attached to a grip hook. The hoisting cable from the loader was also fastened to the central ring and a hook applied to each end of the log to be loaded. You can see from the picture that the heavier the load, the tighter the hook gripped the log.

One of the important features of this hook is that with a sharp jerk on the Tag rope also attached to the hook and in the hands of a man called the "hooker," it would come loose readily after the log was loaded and

the loader line had gone slack. In the heyday of sawmilling there was not a mill in the South nor on the West Coast that used mechanical power to load logs that didn't use the Martin grip hook.

The last of these three inventions was the wagon. In the early days of logging, for short hauls of not over 300 yards, people used the slip tongue cart. (We won't go into that, but it is an interesting vehicle) and later the steam skidder. For distances farther than this up to a couple of miles, there was a crying need of a vehicle to transport logs that would eliminate the necessity of laying so many parallel railroad spurs. You must realize that we are talking about a time in history when the gas-powered tractor and truck was non-existent and all power was either animal or steam.

Mr. Martin saw this need and no doubt spent hours and hours studying the problem. On April 5, 1910, he was granted a patent on an eight-wheel log wagon that proved to be the forerunner of our trailer division.

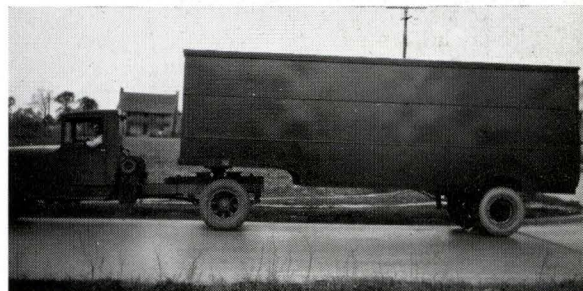
In February, 1910. the board of directors, consisting of D. W. Martin, E. R. Martin, and B. L. Zeagler, applied to the Secretary of State for a charter, the company to be called Martin Wagon Company. The purpose of said corporation was to build a conveyance for hauling logs. Capital stock of this corporation was \$8,000.00. The charter having been obtained, Mr. Martin sold his patent rights on the wagon to his company on July 14, 1911.

About this time, there appeared another eight-wheel wagon called the Lindsey wagon, I don't know where it was made, but about the only merit it could lay claim to was its eight small wheels for flotation and its durability.

The Martin Wagon was hinged in the middle and the rear wheels would almost track with the front ones thereby allowing the teamster to get around short corners, stumps, and trees. They operated where there were no roads as we know them. The story goes that Mr. Martin was demonstrating his wagon and someone asked to see him

back it up. His reply was "no so-and-so ever made any money backing up."

Actually, loggers backed it up by hooking onto a rear wheel of the empty wagon with a pair of mules and literally dragging in into place. No one ever attempted to pull the loaded wagon with less than four good mules. Quite often six were used and at times even more. I have heard stories, no doubt true, that there have been as high as 16 mules pulling a heavily loaded wagon through the mud.



THIS was a Martin van built prior to 1939

The company was growing and in order to supply the demand for wagons, carts, and lumber buggies, they had to have more space. Sometime about the era of World War I, the factory was moved to the junction of Abney Avenue on a railroad spur and just east of where Red Ball Motor Freight warehouse is now. In fact, part of the Wagon Co. plant was on the sight now occupied by Red Ball.

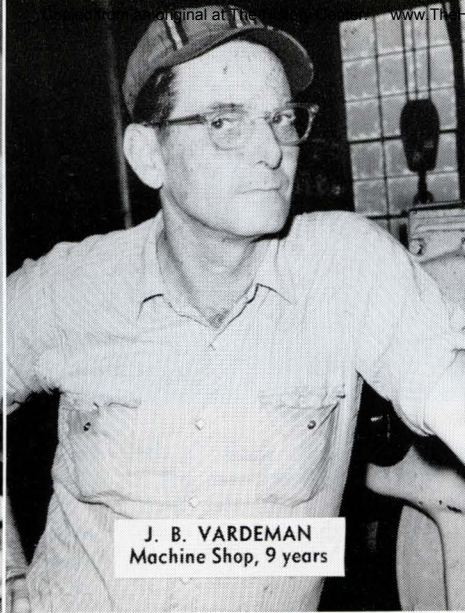
The wagon company then was a prosperous little business with the backing of some good businessmen. Mr. Martin did not live to see his company at its Zenith because he died in February, 1916.

I am sure that the following will be of interest to a lot of people. On October 17, 1916, Martin Wagon Co. executed a legal document that mentioned the property in north Lufkin which indicates to me that they were on this sight at the time. The following names appear in this document which I presume were the directors. They were: W. A. Colmorgan, J. H. Buchannon, C. H. LaCroix, W. J. Patterson, B. L. Zeagler, and J. H. Gibson.

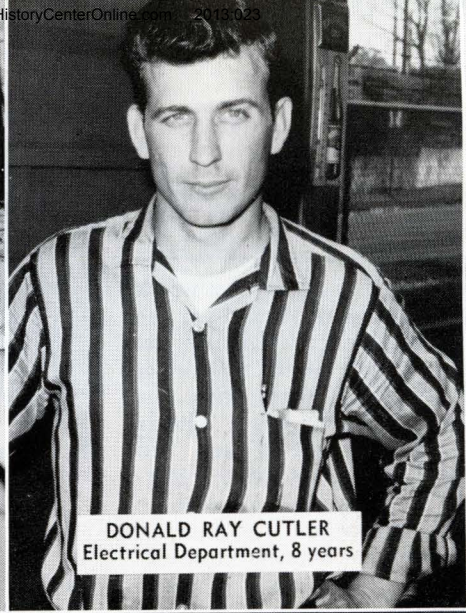
Continued on page 8



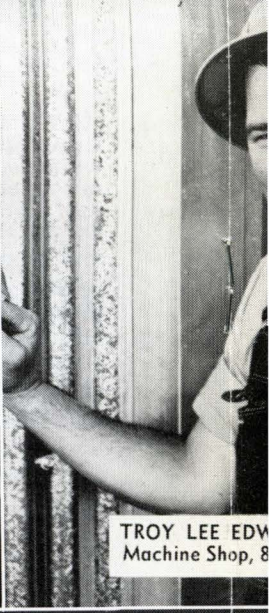
DORIS MALNAR
Purchasing, 3 years



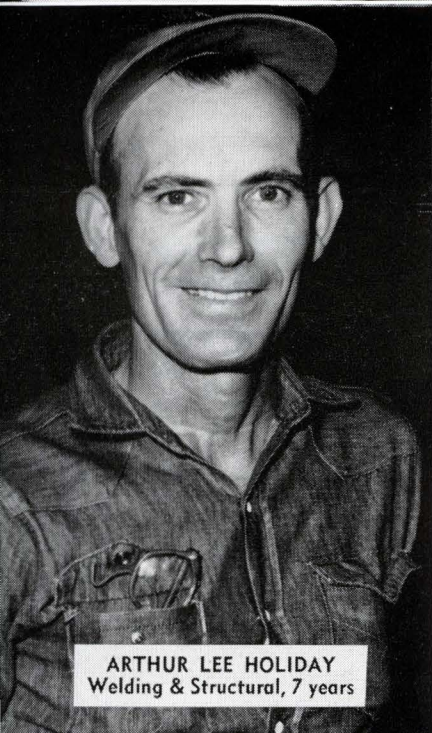
J. B. VARDEAN
Machine Shop, 9 years



DONALD RAY CUTLER
Electrical Department, 8 years

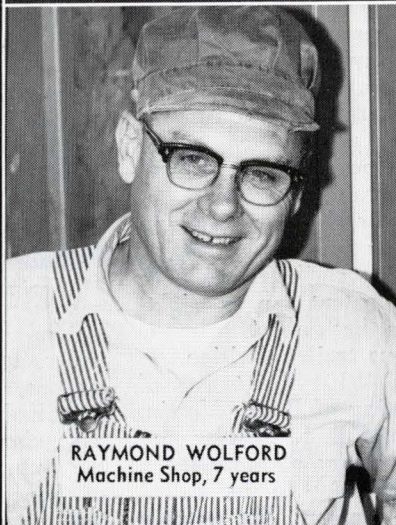


TROY LEE EDW
Machine Shop, 8



ARTHUR LEE HOLIDAY
Welding & Structural, 7 years

Celebrating an Anniv



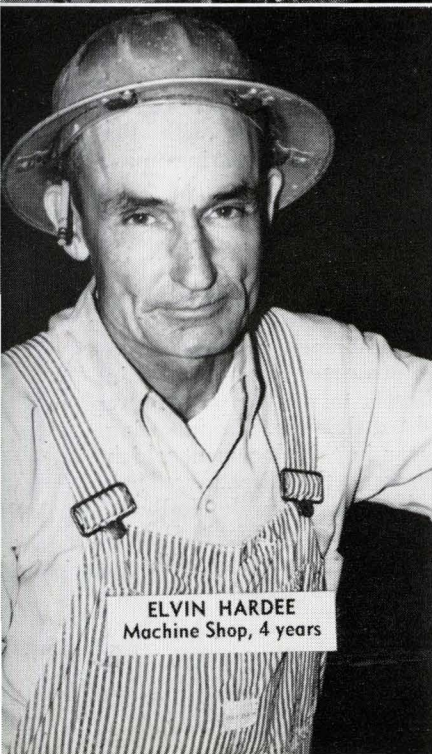
RAYMOND WOLFORD
Machine Shop, 7 years



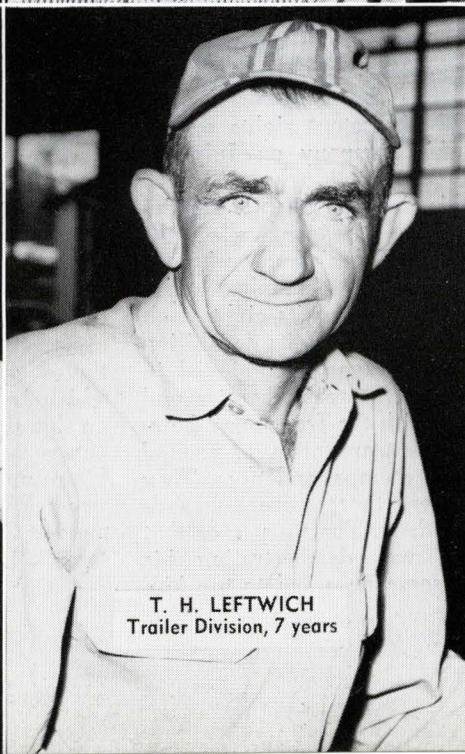
CHARLEY HAMILTON
Trailer Parts, 2 years



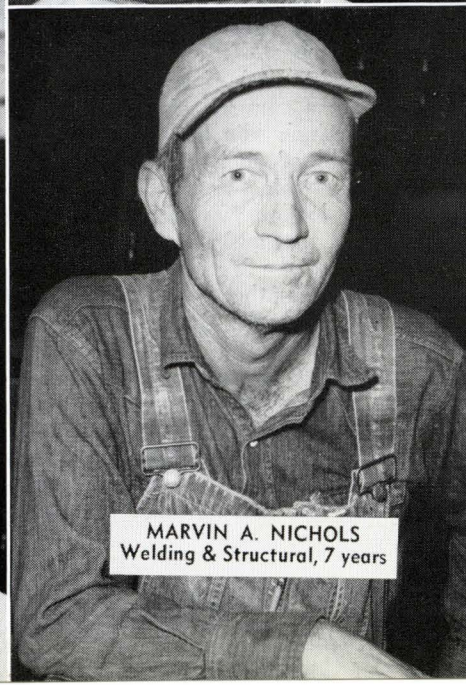
JOAN GRIFFIN
Personnel, 8 years



ELVIN HARDEE
Machine Shop, 4 years



T. H. LEFTWICH
Trailer Division, 7 years



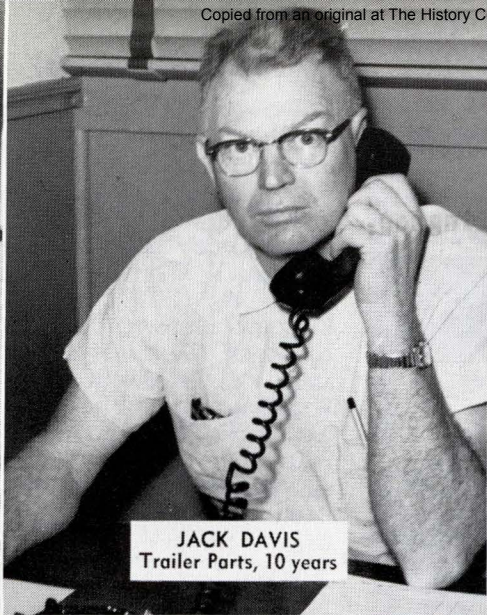
MARVIN A. NICHOLS
Welding & Structural, 7 years



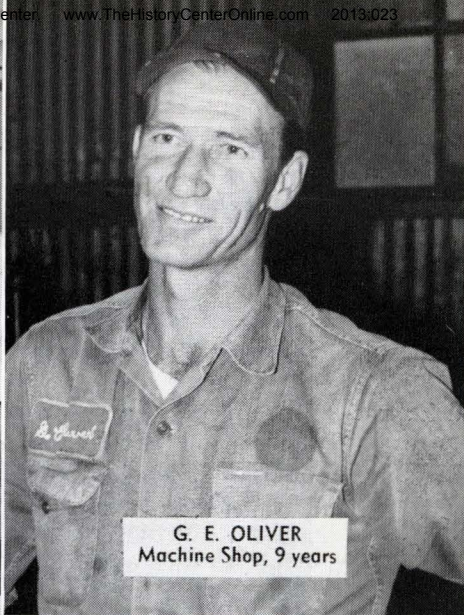
J. C. WOR
Foundry, 9



LEE EDWARDS
The Shop, 8 years



JACK DAVIS
Trailer Parts, 10 years

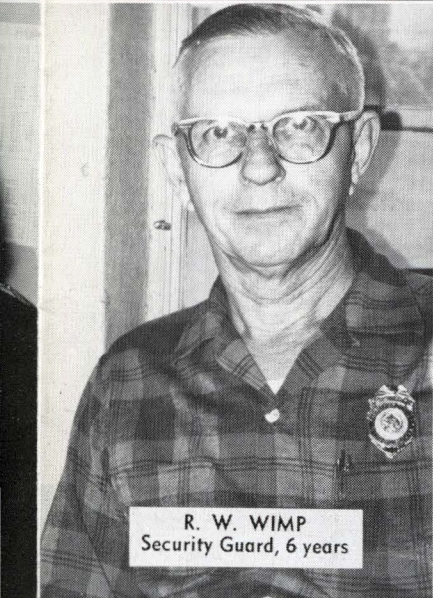


G. E. OLIVER
Machine Shop, 9 years

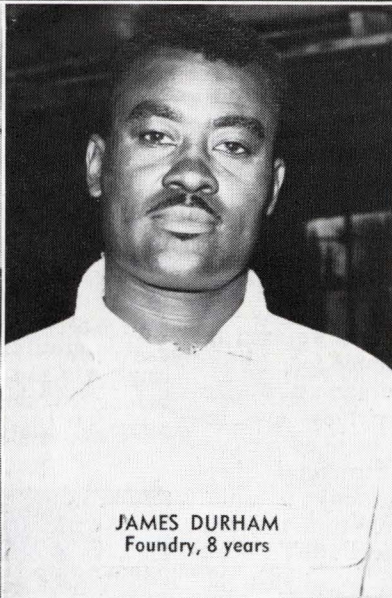


KELLEY GRIFFIN
Mill Supplies, 8 years

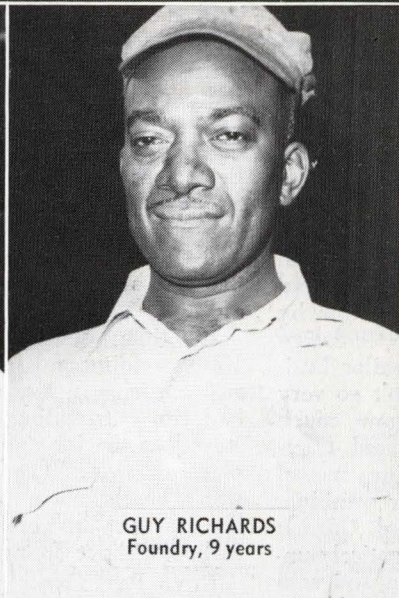
Anniversary - 2 to 10 Years



R. W. WIMP
Security Guard, 6 years



JAMES DURHAM
Foundry, 8 years



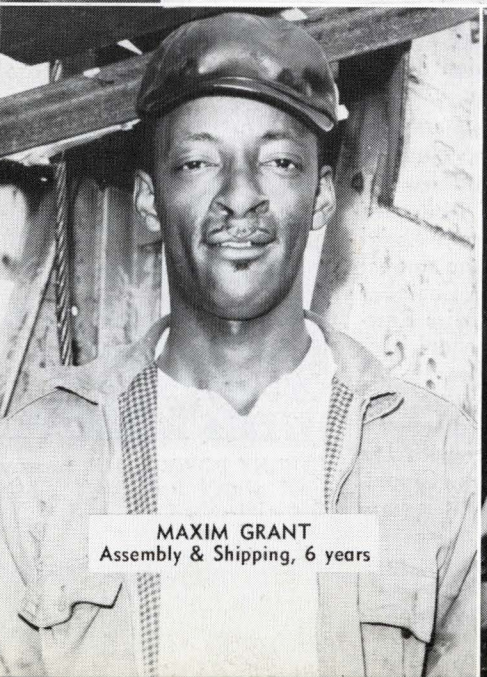
GUY RICHARDS
Foundry, 9 years



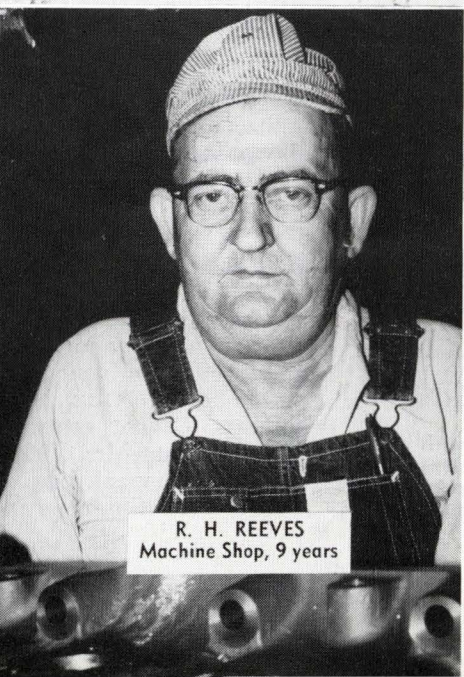
A. G. WILKINS
Machine Shop, 9 years



C. WORTHAM
Foundry, 9 years



MAXIM GRANT
Assembly & Shipping, 6 years



R. H. REEVES
Machine Shop, 9 years



JIMMY GENE SINGLETON
Mill Supplies, 3 years

MARTIN WAGON—continued from page 5

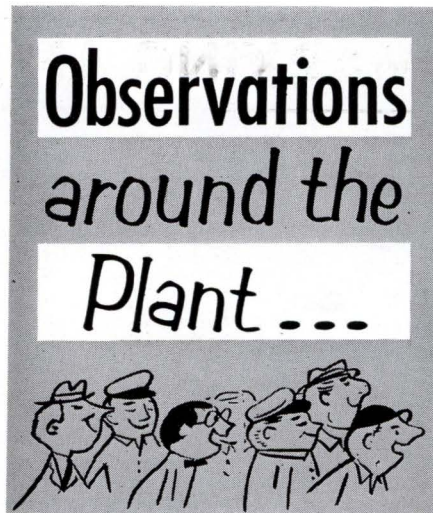
In 1918, the board of directors was W. A. Colmorgan, W. M. Glenn, C. H. Harrel, B. L. Zeagler, J. H. Buchanan, J. W. Lewis, and L. E. Wright. In 1920, Kenneth Haskins was on the board and in 1924, E. L. Kurth was an addition.

Now the internal combustion engine was fast creeping up on old Dobin, so the wagon was re-designed for tractor power, heavier loads, and higher speeds. Steel replaced the wooden axles and the frame itself was made from steel. This wagon was especially good in the early days of the oilfield for transporting machinery where there were no roads and was widely used for this purpose. However, with the advent of paved roads and rubber tired trucks, the day of a wagon as a means of transportation was fast coming to an end. So the manufacture of trailers was the natural thing to do and this company was pretty well into the trailer business when in 1939, for reasons best known to the directors, they sold the business to our company.

Our company decided to move the trailer business down here to take the place of our gin business which had already washed out. Several employees of the Wagon Company moved here along with the business such as Earl Holcomb, F. B. Thompson, George Ashley, Dan Melton, Guy Whittington, Horace Stubblefield, Ed Caraway and Floyd Rogers. We hired a fellow by the name of Cummings to re-design and get us started in the trailer business. At first blush, we didn't go very far because we didn't know much about the trailer business and Cummings didn't either. Cummings moved on and we tried some other combinations such as Cuneil, Ostland, Gordon Langston, etc. We were not entirely unsuccessful because we made and sold a few trailers—Low Boys, etc., but in the main, the business was foundering.

We found that it was just plain hard to break in on a business as highly competitive as trailers. In 1945, our company made a successful bid to the government to furnish a number of portable laundry units and another bid on tanks for transporting gasoline. By the time this contract was finished, we had a well organized crew under the present management and were in better shape to compete in the trailer market. We, of course, now are considered among the big boys in the trailer business.

I wish to acknowledge with thanks the help received from F. B. Thompson and H. E. Deck in compiling the foregoing information.



By Guy Croom

JOHNIE POWELL came to work for the company in July, 1933. This was not his first introduction to the Ragland brothers because he had worked in the Boiler Shop before.

In 1933, we were riveting a lot of our structures. There are people that claim our hero taught CHARLIE RAGLAND some of the finer points of driving a hot rivet with an air hammer. Be that as it may, the old boy bucked and upset many a rivet. This fellow was never afraid to work. During the time he was bucking and slugging these rivets, I guarantee there were no fans.

But time passed on and we went to 100% welding and Johnnie found himself a niche in the organization. He had two outstanding virtues—one, he stayed on the job and he liked a clean place to work. The Structural Shop won't be the same for quite a while because they are going to have to learn to live without Johnnie Powell's help.

BOYD PRECKWINKLE heard that the new graduating class in blueprint reading was going to have a party and he is trying to promote a reunion of the original class in conjunction.

SLIM ASKINS and INEZ TIMS got DAVID JONES so confused he couldn't think of his own name.

We see by the paper that DOROTHY JANE RAWLINSON represented Longview as its "Forestina" at the annual convention of the East Texas Chamber of Commerce in Beaumont. Miss Rawlinson is a senior in high school. Another couple of young ladies in the person of EUNICE VICKREY and THELMA CROOM contributed to the entertainment—Mrs. Vickrey with her singing accompanied by Mrs. Croom. This is interesting news except it hap-

pened in 1939. Miss Rawlinson is a cousin of MAX CRUSETURNER.

We recently had two classes graduate in blueprint reading. The disciples of STANLEY BECK were: H. L. (CRICKET) WESTBROOK, JAMES ELLIOTT, A. G. (MICKIE) COLBURN, MAURICE MALONE, R. O. (WIMPY) KENDRICK, DAVID MASSINGILL, HOWARD TATE, CHARLIE McLAIN, WINSTON WOODARD, MILTON DAVIS, PETE YOUNT, and JERRY LAMBERT.

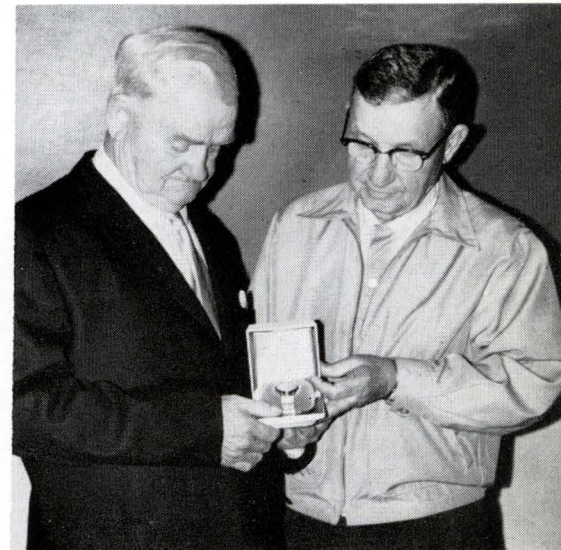
BILL TEMPLE had a good following too: CLIFTON FOSTER, JERRY TULLOS, PAUL RHODEN, ELMER ANDERSON, CARROL RHODES, ROBERT RAY, JERRY WARREN, CURTIS SUGGS, MIKE BRESIE and BILLY WARNER.

These boys were treated to a little party March 30, and the following people deemed it advisable that they attend the party in order to see that the boys had a good time: R. E. BARR, HENRY CHITSEY, FRANK STEVENSON, GHENT SMELLEY, R. M. ROSSER, JOE RICH, M. M. FONTENOT, ZACK FINLEY, BUD LOVETT, and CHARLEY BECK.

The Negro Chamber of Commerce held their annual meeting in Dunbar High School gym last month. We hear that it was conducted with dispatch and aplomb.

JOE RICH and ROBERT LANG thoroughly enjoyed the whole thing. They say the food was superb and that DR. WILLIAM LAWSON, director of student life, Texas Southern University, is truly a great speaker.

It is gratifying that so many of our employees are civic-minded enough to belong to their Chamber of Commerce. We are rather proud to enu-



JOHNNY POWELL, left, accepts inscribed gold watch from **GUY CROOM**, Plant Superintendent

MARKING AN ANNIVERSARY

merate them as follows: WILLIE BREWER, Foundry; CECIL BERRY, Machine Shop; ELLIJAH CROSBY and HOWARD COLEMAN, Foundry; FRANK DAVIS in the Pipe House.

MAXIE GRANT is one of CHARLIE GAULT's disciples, LONNIE GREER, Foundry; WILLIE LOCKHART, Trailer Division, JAMES KEGLER, MELVIN POWELL, EDDIE POWELL and JEWEL SWINT, Foundry; and our old friend AUS JOHNSON, retired.

Also, INEZ TIMS and JAMES THOMAS, Machine Shop; TOMMY TUTT, SAM EATON and LEE ARRANT, Foundry.

On the day of the banquet, INEZ TIMS had the honor of escorting DR. A. J. THOMAS, DR. T. W. MILLER, DR. I. F. KYNARD, H. I. JONES, M. A. GLENN and SAM COLLINS through our plant. All these men are dignitaries in the Department of Industrial Education at Prairie View A & M College.

JOHN THOMAS ODOM (PAPA JOHN) has retired. Mr. Odom is a Texan and he looks the part. You can see Ole John anywhere in the world and everybody would know he lives in Texas. It would be interesting to know how many thousands of miles this fellow has driven a truck. A quick calculation, I'd say better than a million miles.

Ole John's record for safety is not perfect, but it will stand close scrutiny. Next to a good salesman, the right kind of truck driver is your best representative (day in and day out). A good company doesn't have poor truck drivers and our subject rates among the best.

Papa John is known far and wide



JOHN ODOM, right, looks at watch which signifies his retirement. At left is GUY CROOM

MACHINE SHOP		
Employment Date	Years With Co.	
Robert E. Barr	April 30, 1935	28
A. W. Midgeley	April 7, 1937	26
Calvin Stevens	April 20, 1937	26
Leo Brown	April 14, 1941	22
Garth A. Gandy	April 14, 1941	22
Marlin Harris	April 16, 1941	22
Ernest D. Latham	April 24, 1944	19
Lansing Jumper	April 29, 1946	17
Edward McDougald	April 7, 1947	16
C. E. Youngblood	April 8, 1952	11
Joe Warner	April 15, 1952	11
R. H. Reeves	April 5, 1954	9
G. E. Oliver	April 26, 1954	9
J. B. Vardeman	April 30, 1954	9
A. G. Wilkins	April 16, 1954	9
Troy Lee Edwards	April 25, 1955	8
Donald Ray Cutler	April 25, 1955	8
Raymond Wolford	April 30, 1956	7
Elvin Hardee	April 13, 1959	4
Carol Gene Rhodes	April 3, 1962	1
G. H. Hensarling	April 10, 1962	1
Gordon L. Thomas	April 11, 1962	1
Milton J. Martin	April 11, 1962	1
Irving Ray Berry	April 16, 1962	1
Tom Gordon Day	April 18, 1962	1

WELDING & STRUCTURAL		
Employment Date	Years With Co.	
Elmer Williams	April 22, 1929	34
Edmund Winston	April 28, 1930	33
Harold Westbrook	April 7, 1937	26
Bethel Skinner	April 8, 1943	20
William F. Crager	April 27, 1946	17
George B. Little	April 15, 1947	16
M. D. Lamon	April 17, 1951	12
J. D. White	April 23, 1954	9
Arthur Lee Holiday	April 4, 1956	7
Marvin A. Nichols	April 25, 1956	7
Roger M. Williams	April 4, 1962	1
James Ray Musick	April 27, 1962	1

MATERIAL CONTROL		
Employment Date	Years With Co.	
Perry Grisham	April 8, 1947	16
George Johnson	April 10, 1962	1

and has never been any shame to us. We regret that it has come his time to retire, but we congratulate him on being wise enough to quit at his Zenith and not wait until he started down the hill.

FATE NERREN, a member of a pioneer family, died last month. Fate was one of the early employees in the foundry and a molder by trade. He was there when we used a wooden jib crane for pouring the heavier parts and molten iron for the most part was poured from hand ladles. For many years, in the foundry, the names of FATE NERREN, BON TON NEWSOME, CLAUD GREEN, GRADY WASSON and JEFF FITZPATRICK were synonymous. He was a brother of our HARVEY NERREN now employed in the Machine Shop.

JOHN LANE another elder citizen and father of ALVIN LANE, Machine Shop, passed on in March. I got acquainted with Mr. Lane many years ago. We found him to be sincere and dependable.

We offer our sympathy to Alvin and Mr. Lane's other survivors, as well as to Harvey and the family of Fate Nerren.

FOUNDRY		
Employment Date	Years With Co.	
Elisha Reece	April 9, 1935	28
Henry Burns	April 3, 1941	22
Will James	April 7, 1944	19
J. C. Squyres	April 7, 1944	19
Jim Clark	April 13, 1944	19
Clyde E. Grisham	April 17, 1944	19
Zeno Cox	April 18, 1947	16
Elijah Crosby	April 8, 1948	15
Philip Sharp	April 3, 1951	12
Jim Singletary	April 17, 1952	11
F. J. Berry	April 23, 1952	11
Guy Richards	April 14, 1954	9
J. C. Wortham	April 26, 1954	9
James Durham	April 4, 1955	8
Eddie Ray Sowell	April 17, 1962	1
Cooper Beene, Jr.	April 30, 1962	1

TRAILER DIVISION		
Employment Date	Years With Co.	
Gordon Barrett	April 23, 1940	23
Tommie W. Finley	April 22, 1942	21
Frank K. Roach	April 3, 1944	19
Bennie F. Spivey	April 1, 1946	17
A. G. Colburn, Jr.	April 12, 1946	17
John F. Bourrous	April 15, 1946	17
Andy Williams	April 15, 1946	17
H. E. O'Quinn	April 19, 1946	17
C. W. Alexander	April 24, 1946	17
Allen Repp	April 26, 1946	17
Billy M. Deal	April 9, 1951	12
Jack Davis	April 14, 1953	10
T. H. Leftwich	April 13, 1956	7
Charles C. Hamilton	April 10, 1961	2
W. E. Jones	April 3, 1962	1
Norman W. Doyle	April 16, 1962	1
R. M. Sitton, Jr.	April 16, 1962	1
A. L. Dunlap	April 17, 1962	1
Kirby L. McAdams	April 18, 1962	1
Eirby D. McAdams	April 18, 1962	1
Sylvester Crager	April 20, 1962	1
Phillip A. Rozell	April 21, 1962	1

TRAFFIC		
Employment Date	Years With Co.	
James Lamont	April 2, 1951	12
Donald Ray Steele	April 10, 1962	1

PERSONNEL		
Employment Date	Years With Co.	
Joan Griffin	April 14, 1955	8

MILL SUPPLIES		
Employment Date	Years With Co.	
Hubert Dorsett	April 25, 1946	17
Kelley Griffin	April 18, 1955	8
Jimmy G. Singleton	April 4, 1960	3

ASSEMBLY & SHIPPING		
Employment Date	Years With Co.	
Leaman Bullock	April 27, 1937	26
Maxim Grant	April 24, 1957	6
Smith Malone, Jr.	April 3, 1962	1

SECURITY GUARD		
Employment Date	Years With Co.	
R. W. Wimp, Sr.	April 20, 1957	6

MAIN OFFICE		
Employment Date	Years With Co.	
L. A. Little	April 15, 1927	36
Fred Childers	April 16, 1929	34
Luda Belle Walker	April 7, 1938	25
G. T. Youngblood	April 8, 1943	20
Thomas Peavy	April 5, 1944	19
Ben Elliott	April 16, 1946	17
Manuel Aguirre	April 16, 1956	7
Doris Malnar	April 29, 1960	3
George C. Gibbs	April 2, 1962	1

OILFIELD SALES & SERVICE		
Employment Date	Years With Co.	
Glenn Henderson	April 20, 1946	17
A. P. Neureither	April 8, 1947	16
James Roe	April 23, 1953	10
M. C. Hightower, Jr.	April 2, 1956	7

TRAILER SALES & SERVICE		
Employment Date	Years With Co.	
Neill S. Morris	April 1, 1952	11
Clifton C. Glasgow	April 28, 1955	8
Harold Ratcliff	April 16, 1956	7

The Editor's Corner

THIS is the time of the year for it! It happens every Spring. Just as all the flower and gardening work is at hand, the fishing season is at its best. One of our Readers sent us the following poem about fishing which appeared in FLEET FLASHES, a publication of Lykes S.S. Co. It seems very appropriate, so with thanks to Lykes and our Reader, we reprint it for you.

A fellow isn't thinking mean—out fishing.
His thoughts are mostly clean—out fishing.
He doesn't know his fellow men
Or harbor any grudges then.
A fellow's at his finest when—out fishing.

The rich are comrades to the poor—out fishing.
All brothers of a common core—out fishing.

The urchin with the pin and string
Can chum with millionaire and king.
Vain pride is a forgotten thing—out fishing.

A fellow's glad to be a friend—out fishing.
A helpful hand he'll always lend—out fishing.
The brotherhood of rod and line
And sky and stream is always fine.
Men come real close to God's design—out fishing.



OLIVER MCKAY . . . trying to beat a deadline

April has been a month of deadlines. The income tax return had to go in, automobiles had to be inspected, and new license plates had to be displayed on April 1. One of our Foundry foremen, OLIVER MCKAY, was in such a hurry to comply with the law that he slapped his plates on his car without paying too much attention to the numbers. The result can be seen in the accompanying picture which one of his Foundry friends took and sent to us for publication.

We understand Oliver very sheepishly righted the plates before he was requested to do so by a law enforcement officer.

GRADY GRIMES, Welding Shop, has as his hobby hunting bobcats . . . and has been very successful in it. Last year, he caught and killed 21 in these East Texas woods. A few weeks ago his 18 dogs caught a 19½-pound cat near Etoile. When asked if 18 dogs were not too much of a majority for one cat, Grady answered, "The dogs always win in the end, but they don't come out without battle scars. Some of my dogs have ears half chewed off and other scars from the cat's long, sharp claws."

Grady has always been a hunting man. Before he began looking for cats, he used to chase wolves in the Crockett area.

"But wolves can outrun dogs. One night my dogs jumped a wolf at the edge of Crockett, and I finally picked them up at the Neches River 15 miles from Lufkin. Cats can outrun dogs for a little while, but they get winded before the dogs do."

Birthdays are always special occasions, but there was one in the Trailer Division offices recently that was extra special. The boys in the office found out KATHERINE LUKER was to celebrate a birthday in a few days, but no amount of coaxing would get Katherine to tell just which birthday it was to be. So, just to make sure they had it well covered, they surprised her with a "birthday cake" adorned with 94 candles. As if that weren't insult enough, the "cake" was made in our new Trailer foam department, and was merely for looking purposes and not eating.

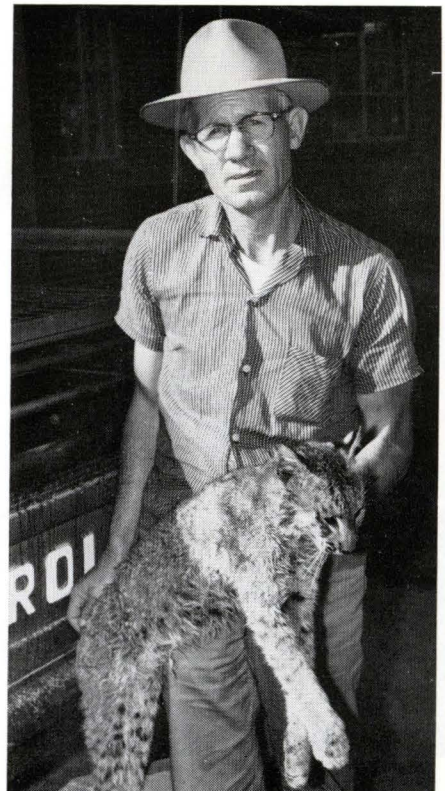
LEEDEL LITTLE, Foundry Cleaning department, brought a picture to THE



KATHERINE LUKER . . . an ample supply of candles

ROUNDUP office of four generations of his wife's family. In the picture were Mrs. Georgia Bradford, mother of Mrs. Ruby Little, Leedel's wife. Also in the picture were Mrs. Little, Mrs. Erma Barlow, daughter of Leedel and Mrs. Little, and Barry Barlow, 21-month-old grandson of Leedel.

Here's a little something to think about. An American family with an annual income of about \$7,500 in



GRADY GRIMES—hunter extraordinaire



FOUR generations get together

1963 has the purchasing power of the \$3,000-a-year family of 1939. This was reported by the National Industrial Conference Board.

The reason: inflation and increased federal income and social security taxes.

A married couple with two children, drawing a gross income of \$3,000 in 1939, had \$2,970 to spend after taxes. Today, this family needs an income of \$7,424 to net the same amount. Inflation has taken \$3,534 and taxes another \$920.

The \$5,000-a-year family of 1939 needs an annual gross income of \$12,769 today to gain the same purchasing power. In 1939, this family paid \$59 in taxes. Today, taxes total \$1,948 and inflation has taken \$5,880.

We ran across some pertinent statements in SUNSHINE MAGAZINE which we think bear repeating:

It costs more to amuse a child now than it used to cost to educate his father.

A rural road sign reads: "Drive careful if you'd rather be than was."

When the young complain to you about the old, and the old complain to you about the young—you're *middle-aged!*

We can recall when a wayward child was straightened up by being bent over.

A halo only has to fall a few inches to become a noose.

are YOU
FALLING
DOWN on
the JOB?



WITHIN the next two hours five people will die as the result of falls, which are the second most common cause of accidents at work. You can eliminate yourself as a candidate for falls by taking these 10 simple precautions . . . at home too:

1. You may feel like doing a hop, skip and jump as you merrily go down the stairs, but you'll be a lot safer if you always hold the handrail and stay alert.

2. When you have to reach for something, use a ladder rather than just any old chair that's handy. What's more, be careful when tilting back in swivel chairs—and never tilt back in straight chairs. Look before you sit.

3. Telephone and machine cords should be kept out of the way. Loose cords are a tripping hazard that should be reported to your supervisor.

4. Beware of your footwear! A loose sole or shoe lace can be the cause of a major accident, and even run-down heels can throw you off balance or put strain on your ankles.

5. Always put trash in waste containers instead of leaving it to accumulate in corners or on floors. Keep access clear to exits, fire escapes and fire equipment; keep aisles and stairs clear.

6. Make sure you don't carry so many cartons, packages or boxes that your vision is blocked. Look where you're going.

7. Follow the safety rules indicated by signs and posters. They are a reminder to you that safety is everybody's business.

8. Don't stand in front of doors or open doorways—unless you insist on being graduated from the school of hard knocks!

9. Pile materials neatly and safely. Stack boxes and crates so that one can be removed without toppling the whole load. Keep your tools neat and in order—and OFF overhead areas.

10. Remove anything spilled on the floor immediately—especially oil.



If, despite these precautions, you or one of your coworkers is injured by a fall, report the injury—no matter how trivial—to your supervisor or medical department.

Don't encourage someone who has fallen to get up. If he prefers to remain where he is, let him do so—and call for medical aid. Avoid moving him if you can; if a bone is broken, moving him may cause severe internal injuries.

There's more than one way to fall down on the job! Take every step possible to prevent yourself from being a fall guy.



The Foundry Roundup

Lufkin Foundry & Machine Co.

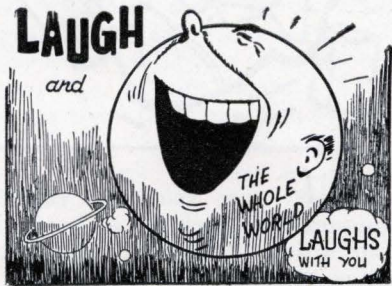
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HOUSTON, TEXAS



Texan: "Good mornin'. It's a big, bright, wonderful day, ain't it?"

Automobile Dealer: "Yes, sir. Can I help you?"

Texan: "I hope so. My wife's coming down with the sniffles and I'm looking for some sort of a get well car."

The farmer drove his team of mules to town and was late returning. "What took you so long?" asked his wife.

"On the way back," he explained, "I had to pick up the minister and from there on, them mules didn't understand a thing I said."

Son: Daddy, what's an opera?

Dad: That's where some guy gets stabbed in the back and instead of bleeding, he sings.

Too many girls think a woman's work is done when she sweeps down the aisle.

"What town is this?" asked a touring motorist.

"Saskatoon, Saskatchewan," sang the native.

The driver turned to his companion and exclaimed: "Now we're in a real mess. They don't even speak English here!"

A traffic policeman had stopped a lady for speeding and asked to see her driver's license.

"I see here," he said, "that you are supposed to be wearing glasses."

"But," she protested "I have contacts."

"I don't care who your friends are," the cop snapped, "you're still supposed to be wearing glasses."

The motorist hit a rooster while driving along a country road. Anxious to do the right thing, he located the farmer who owned it and said, "I just ran over your rooster and I'm willing to replace him."

"Fine," the farmer replied, "Let's hear you crow!"

A father for the first time was sent to a dry goods store to purchase a dozen diapers. The clerk wrapped up the dozen diapers, and handed them to the new father.

"How much?" asked the customer.

"\$2.50 for the diapers, and 25 cents for tax," replied the clerk.

"I'll take the diapers," said the father, "but we intend to use safety pins."

When a man becomes a success his wife takes most of the credit, and the government takes most of the cash.

Two fishermen sitting on a bridge, their lines in the water below, made a bet as to who would catch the first fish. One got a bite and got so excited that he fell off the bridge.

"Oh, well," said the other, "if you're going to dive for them, the bet's off."

Marriage is like a railway sign: You see a lovely girl and you stop. Then you look. And after you're married, you listen.

The cub reporter was told to keep his copy short and stick to the bare facts. Sent on his first accident story, he turned in this copy:

"J. Smith looked up the elevator shaft to see if the car was on its way down. It was. Age 45."

Conversation in a London pub:
"How did John die?"

"'E fell through some scaffolding."

"Whatever was he doing up there?"

"Being 'anged."

A housewife called a plumber and while he went to work fixing the kitchen sink, her cat watched with deep interest. "That's quite a cat you have,"

remarked the plumber. "Seems to know just what is going on."

"Yes," agreed the woman. "It's a Siamese, you know."

"A Siamese, eh?" said the plumber. Then, glancing around the kitchen, he asked, "What happened to the other one?"

The teacher asked the class to list in their opinions the nine greatest living Americans. After awhile, she stopped at one desk and asked, "Have you finished your list yet, Bobby?"

"Not yet," he replied with a worried look. "I can't decide on the shortstop."

The man was telling his club friends about the frightening experience he had had out West during a vacation trip.

"It was harrowing," he said. "Indians to the left of me, Indians to the right, Indians to the rear, Indians in front, Indians everywhere closing in on me."

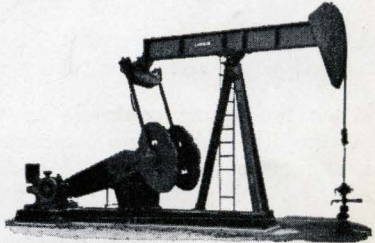
"Whew," exclaimed a listener. "What did you do?"

"What could I do?" the man said. "I bought a basket."

The Foundry Roundup

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