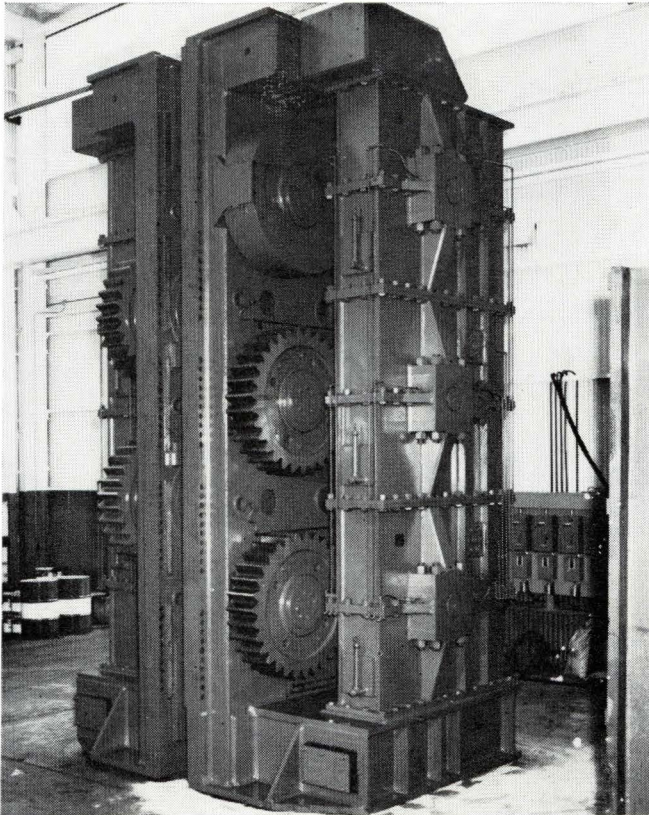


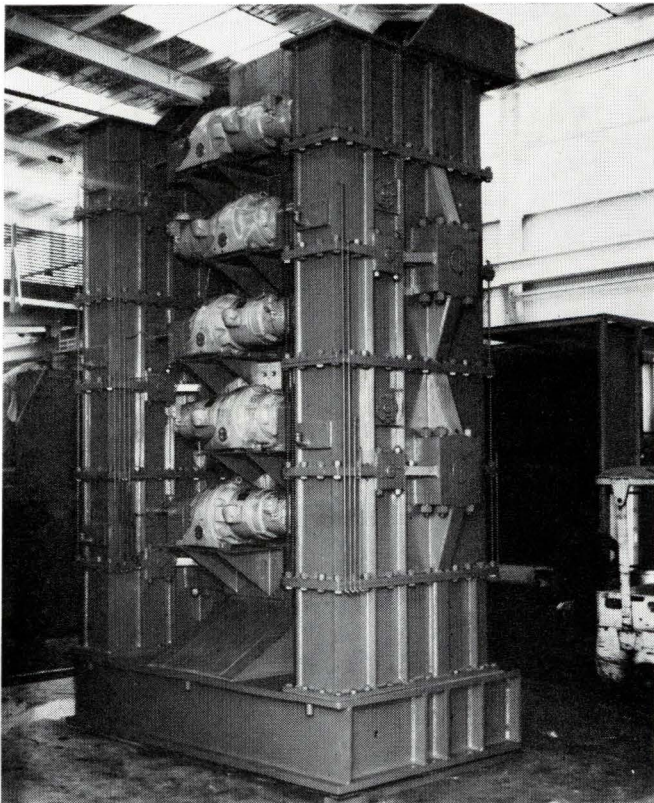
The Foundry Roundup

JULY, 1965

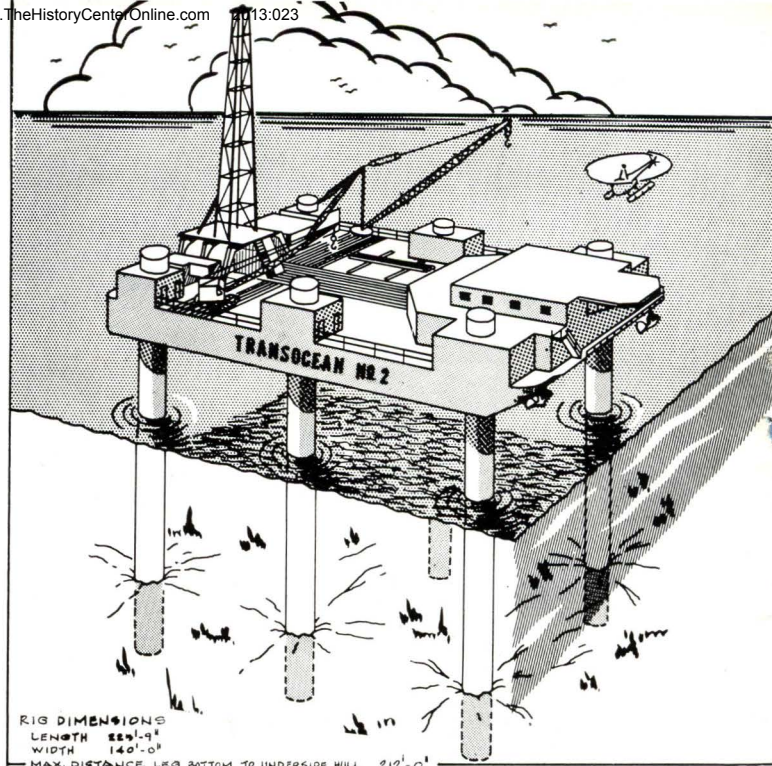




EACH five-pinion stand assembly weighs about 73 tons. This one is ready for crating and trucking to Houston for shipment to England where the drilling platform is being manufactured



WHEN assembling this five-pinion stand assembly, we did not have to use a single shim between the gear boxes to make a perfect alignment. This is practically unheard of in work of this size, and is a tribute to Lufkin employees



RIG DIMENSIONS
 LENGTH 225'-0"
 WIDTH 140'-0"
 MAX. DISTANCE LEGS BOTTOM TO UNDERSIDE HULL 212'-0"

THIS artist's drawing shows what the drilling platform will look like when it is completed. Lufkin was given the order to design and produce a gear system for raising and lowering the platform for Kerr-McGee Oil Industries, Inc. It will be operating in the North Sea

A Challenge...

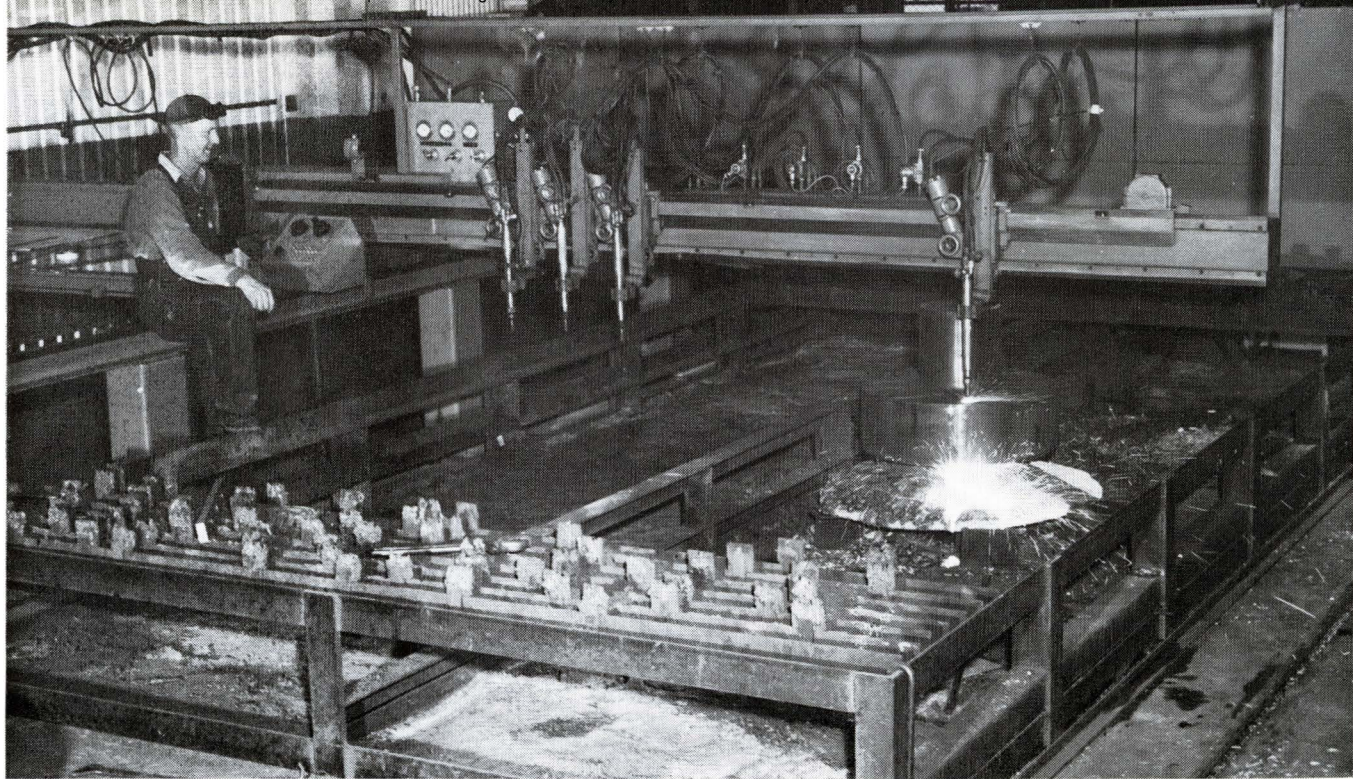
A NEW and challenging production problem had its beginning the latter part of last year. Lufkin Foundry got an order to design and produce a gear system for raising and lowering an offshore drilling platform for Kerr-McGee Oil Industries, Inc.

This was not just any drilling platform but one which will be operating in the North Sea, and this fact meant unprecedented problems for both engineers and shop personnel.

When this article went to press, the challenge had been met and the project was 80 per cent completed. Final shipment on the order is to be made during the first week in August.

"This job has been exacting on everyone concerned," said R. E. (Mutt) Barr, plant superintendent. "Each person who has been confronted with a job to do or a problem to solve has risen to the occasion in an exemplary manner. Our heartiest congratulations and sincere thanks go to all who had a part in this project. Without the unstinting cooperation of everyone, we would not have been able to complete this job in the usual Lufkin Foundry way."

It all started back in November of last year when our engineers were given the task of designing a gear system that would operate the legs on a drilling platform whose gross weight would be 8000 tons.



A TOTAL of 55 rack pinions had to be torch cut by our welders on the electronic shape burner. What seemed an impos-

sible task was completed without scrapping a single pinion. Two extra blanks which we ordered probably won't be needed.

pitted us AGAINST THE NORTH SEA

We had never attempted anything of this size before. The gear system will be operating in the blustering seas between England and the Scandinavian countries. This means the barge will be subjected to stresses and strains not encountered by the drilling platforms located in the relatively calm waters of the Gulf of Mexico.

The gear system was to be of the rack and pinion type which would raise and lower the 8000 ton barge. This drilling barge, being constructed in England, will be 225 feet long, 140 feet wide with six legs 233 feet long and 12 feet in diameter. This \$5.5 Million self-elevating platform is designed to operate in 140 feet of water and will stand normally 45 feet above the water.

Our engineers designed a pinion stand assembly to do the job of elevating the barge. The gear ratio in each assembly turned out to be 6608 to 1. We were to produce 12 of these assemblies for Kerr-McGee. The two inside legs will be operated with 10-gear motor assemblies and the four outside legs will be controlled with eight-gear motor assemblies.

Our engineers completed detail drawings by mid-January, presented them to Kerr-McGee for approval, and production began in February. This is when the headaches began.

There were 55 rack pinions to be torch cut by

our welders. They did this job without scrapping a single one. These pinions, before we did anything to them, cost about \$1000 each, and our welders are to be highly commended for completing a job they had never before attempted without scrapping a piece.

These pinions were nine inches thick and because of the 4340 material they had to be heated to a temperature determined by our men, wrapped in asbestos, carried to the electronic shape burner in the Welding and Structural shop, burned, then carried back to the heat treating building and post heated.

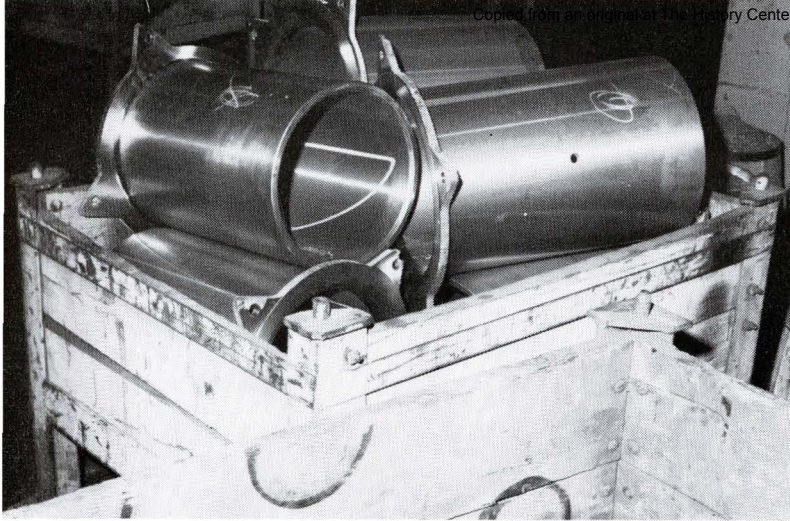
Our welders put some 4000 pounds of welding rod electrode on each of the pinion stand assemblies and there has been no scrappage.

There were other problems to solve.

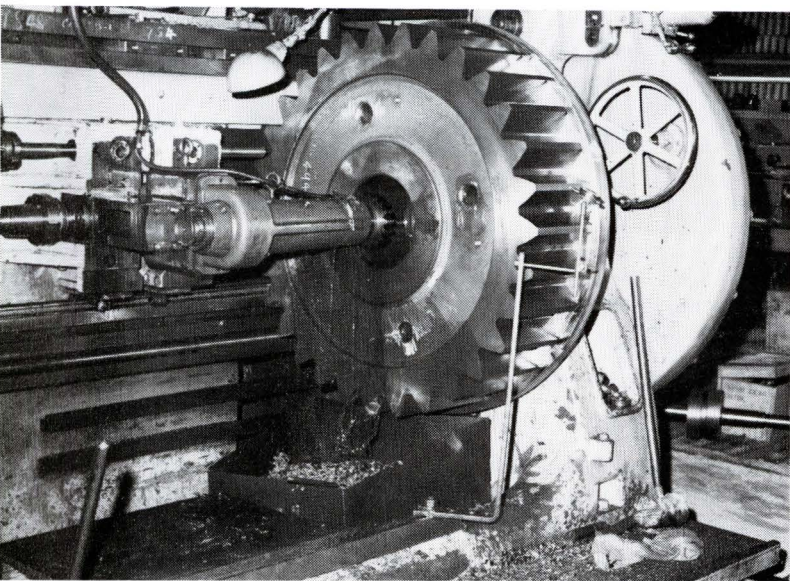
There had to be grease grooves inside some bronze bearings. The Pattern Shop was consulted to see if these could be cast. At first glance, this seemed impossible.

Engineers worked on the problem and concluded that if they were not cast, then a specially designed machine would have to be built to do the job. That meant a delay in production as well as an outlay of money that had not been anticipated.

Again consultations were held and the Pattern



A PARTICULAR type of grease groove was necessary in these bronze bearings. After much thought and discussion, Pattern Shop employees came up with a perfect core which saved time and eliminated the need for a specially built machine.

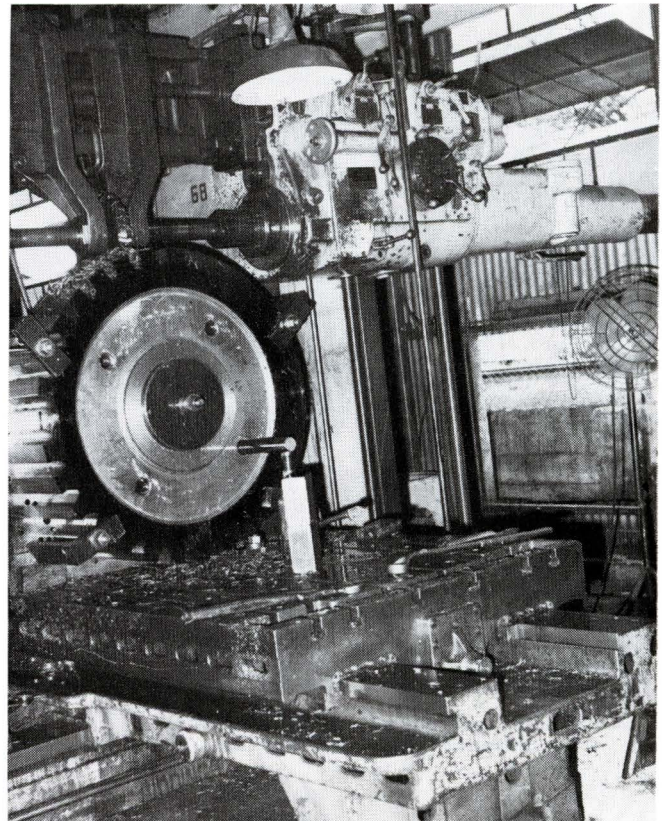


INSTEAD of a press fit, it was necessary to use a spline fit because of the torque which will be transmitted when the assembly is in operation. This posed a problem until engineers and machinists discovered a solution

Shop employees agreed to try. They were successful and no trouble developed. This was another instance of cooperation and know-how.

The next problem involved the bonding of a bronze bar to a steel bar on the assembly. Our designing engineer scouted bonding companies in Houston. Several turned him down but four attempted it. When samples of their work were brought to Lufkin for testing, they broke apart and were entirely unsatisfactory. At last, our engineer contacted a former employee who owns a welding shop in Lufkin and gave him an opportunity to try the job. He succeeded and our most strenuous testing could not break his bond.

Next came the internal spline in the gears. We contacted several companies to do the job for us



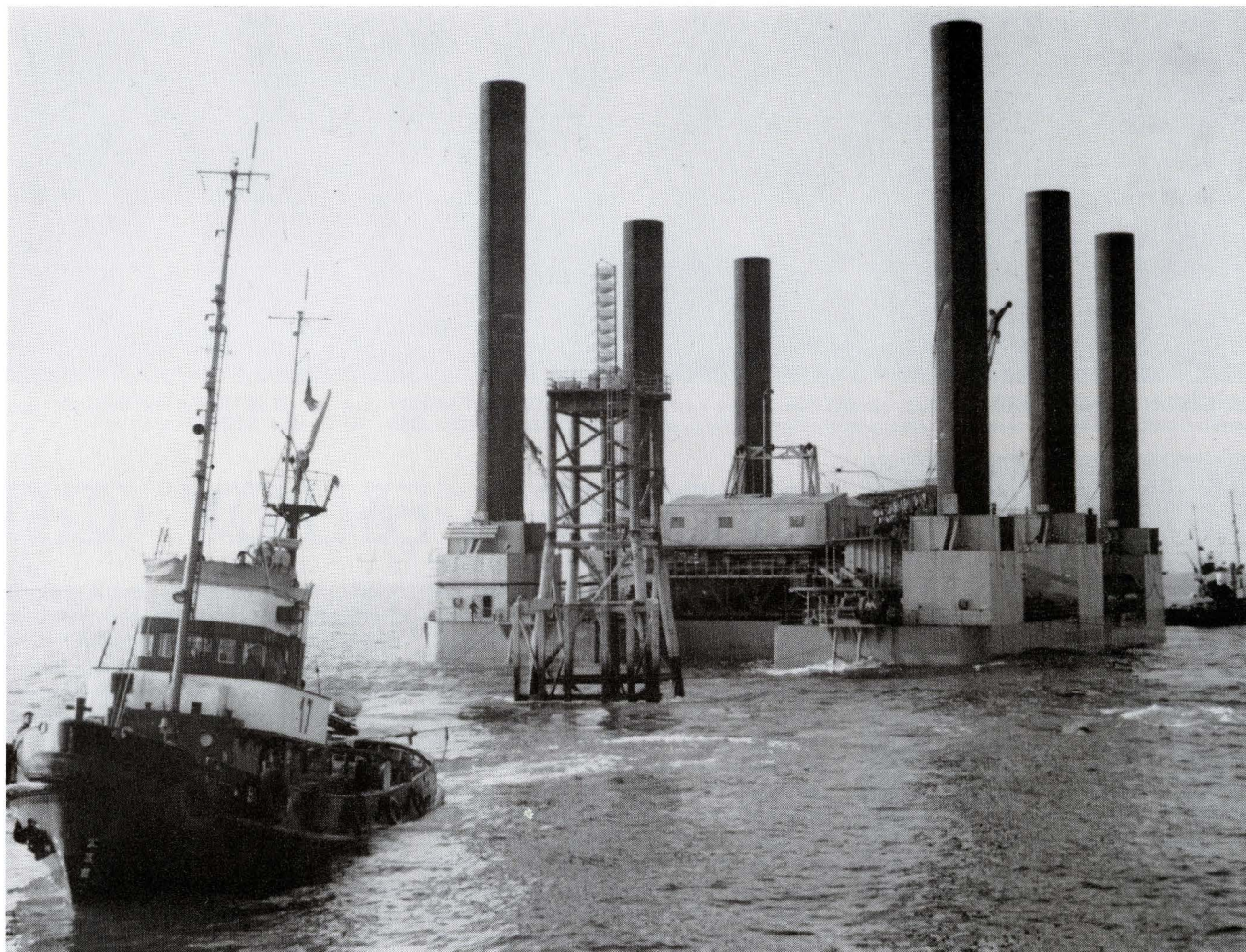
ONE of the most unique solutions to our many problems came with a roughing operation on a horizontal boring mill using old discarded cutters which had been used on gun carriages we built during World War II. A procedure was rigged up to remove all metal except finishing in one pass—an amazing and almost unprecedented feat

because it was different from our usual handling of this procedure. No other company could take the job because they didn't have equipment large enough.

Suddenly, an industrial engineer remembered that when we took over production for Bethlehem more than two years ago, we also acquired a spline cutting attachment. A three-day search was made before it was found. We added an adapter to it, then attached it to a gear cutter and were able to do the job without difficulty.

One of the gears which had to be cut had a 10-inch face. We thought we could get some outside help on this and sought out other companies to do the cutting. Some wouldn't even attempt it and those that did reported they were unsuccessful and were ruining our cutters trying to cut the hard material. We then put them on our machines and we have been cutting them every day with no trouble. This is a compliment not only to our gear cutting machines but also to the machinists who operate them. There has been no scrappage. For a safety factor, we ordered two extra gear blanks but it looks now as if they won't be needed.

Another amazing thing about this job and some-



THIS is Transocean Number 1 being towed to the drilling site in the North Sea. Number 2 will be its twin sister. At the drilling site the legs will be lowered and the platform raised to the desired height. The gear assemblies are housed in the square-like boxes along each edge of the platform

thing of which we are extremely proud is that close tolerances had to be held overall on the gear boxes. When this issue of THE ROUNDUP went to press, there had been no mistakes and every gear box fit perfectly in the final assembly. If luck and craftsmanship hold out until about the first week in August, our employees will have done almost the impossible.

Each five-pinion stand assembly weighs about 73 tons and the four-pinion assembly weighs 63 tons. This has taxed our equipment almost beyond its limits. Our cranes have withstood tremendous loads. As one employee said rather ruefully, "Our cranes can be overloaded 100 per cent safely, but not 200 per cent!"

A partial shipment of the Kerr-McGee order was made in early July. Three trucks are required to haul each assembly to Houston. When the job is completed, we will have shipped one and a half million pounds of material.

When the drilling platform is completed in England and our gear assemblies installed, the rig will

be towed to the drilling site in the North Sea. Launching date has been set tentatively for early January, 1966.

This job and its success or failure has rested upon the shoulders of many individuals. Without cooperation, pride of workmanship and Lufkin reputation, it couldn't have been completed successfully. There were some almost insurmountable obstacles and days of headache and frustration, and long hours of painstaking work. But for the loyalty and talent of each employee involved, the Company could have lost a great deal of money.

We did not make the profit on this job we had hoped for, but if the equipment proves to be as sound as our other products, we may get additional orders. If so, we will have learned much by our first attempt, and perhaps the next order will be more profitable to all of us.



EARL NISBET, president of the Club, stands beside the newly acquired mobile unit used for emergency communications.



THE HUTSON family are all C B Radio enthusiasts. Left to right: SUSAN, ANN, W. Z. and REBA.

LUFKIN EMPLOYEES ENJOY C. B.

BY KAY GIBBS

WHEN a carpenter, businessman, brick mason, electrician, doctor and several housewives meet, it's hard to find a common bond—unless they all happen to be members of the Lufkin Citizen's Band Radio Club. The 114 members of the club, 88 men and 26 women have varied professions and backgrounds, but they share a mutual interest in the two-way radio.

The charter for the club was drawn up in February, 1964, but it was organized for two years before that. There were 35 charter members. Since that time it has become widely recognized and its members have distinguished themselves in many community services. Organized as a group of people interested in radio as communication, the club has expanded and established new purposes. It now stands as a community service club ready to function in times of emergency.

Among the many services rendered to the Lufkin area by the club is assistance in searching for missing persons. The club must be authorized first by the Sheriff to participate in a search. When this is done, each member is notified by radio and they meet to lay their plans. They keep in constant touch with each other with their car radios. Messages can be relayed to them by their mobil unit which is capable of monitoring the sheriff's calls and highway patrol calls. The radio is especially helpful in areas where there are no phones, and this is usually the case in search areas. The women members of the club and the wives assist by providing food and coffee to all searchers at their own expense.

One of the most recent searches the C B'ers participated in was for the Morris plane from Bradford, Pennsylvania, believed to have crashed in this area. A friend of the Morris family recently sent the club a check for \$50 in appreciation of their efforts. This is the first such donation they have ever received.

The club is now meeting at the VFW headquarters, but they are working to get into their new meeting place by September 30. They are re-building the old American Legion Hall and using money they raised to buy materials. The members of the club are doing the work and that is why it is so convenient to have a carpenter or electrician as a member. The new meeting place will have a kitchen, baby sitting room, monitoring room and stage.

To become a member of the Citizen's Band Radio Club a person first must be licensed by the Federal Communications Commission. Standard equipment is a two-way radio, with a microphone and an antenna. Most of the members operate a home set as well as a unit in their car. After being licensed by the FCC, a person then applies for membership in the club. Meetings are held on the first and third Tuesday nights of each month.

The club bought a mobil unit in January, 1964. It is used as an emergency communications vehicle. It has a public address system, oxygen, and two-way radio system. It also has an emergency power system and a 30-foot antenna.

Some of the club's projects included the Citizen's Band Jamboree held in Lufkin in April. Approximately 2,000 C B'ers attended from all over the United States. The women C B'ers worked at the VFW carnival and sold tickets. From the money they earned they gave \$100 to the Angelina Treatment Center to help purchase traction equipment.

According to Reba and W. Z. Hutson, members of the club, one of the greatest satisfactions is the chance to meet so many people in all walks of life. W. Z. is employed in the Welding Shop. The Hutsons, including six-year-old Susan, and 10-year-old Ann, are radio enthusiasts. Susan, who is a preschooler, learned to spell and count while listening to the call letters and numbers.

Certain weather conditions bring in voices over the radio set which wouldn't ordinarily come in. These voices usually are from far distances and this is called "skip" talking. The

ROBERT BEDDINGFIELD
Electrical Department



JERRY MILLIGAN
Welding Shop



PHILIP HUTSON
Machine Shop

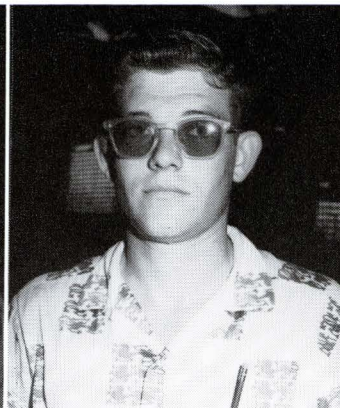




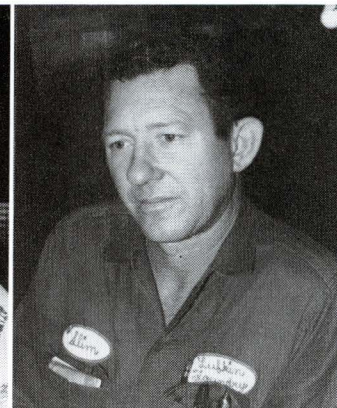
WALTER W. WELCH
Welding Shop



ROBERT RAY
Machine Shop



GARY ROUSE
Trailer Division



CECIL (SLIM) FOSTER
Machine Shop

RADIO CLUB

Hutsons enjoy "skip" talking for they converse with interesting people. They have talked to persons in Japan, Balboa in the Panama Canal Zone, and Kingston, Jamaica. One of their favorite "regulars" is a man in Rural Hall, North Carolina. They hope to meet him at a C B Jamboree in Ashville, North Carolina, in August. They also plan to meet persons they have talked to in West Virginia, and Greenville, South Carolina, and a couple they met at a Jamboree in Fort Worth.

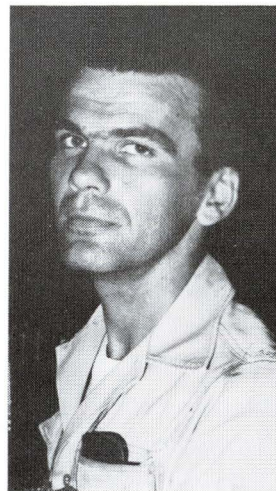
The Hutsons have attended two conventions and hope to go to many more. They also have the card which is "standard equipment" with a C B'er. Each person adopts his own card with his call letters on it. The amazing thing is that no two cards are alike and there are some 700,000 C B'ers in the United States. After talking with someone, the members exchange addresses and then mail their cards to each other. The Hutsons have a large collection of cards.

Wherever a C B'er goes, he probably will meet another C B'er. Many members experience this on vacations and have communicated with persons while driving through a strange state in a strange town. It is not at all uncommon

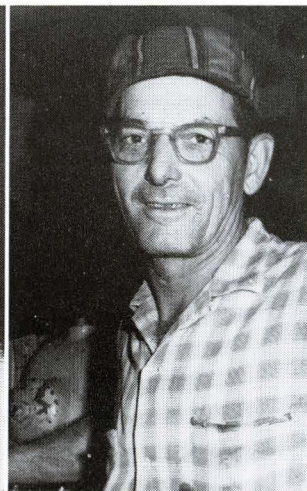
for them to be invited to "stop by the house for coffee."

Among the officers of the Citizen's Band Radio Club of Lufkin are: Mickey O'Neill, secretary and an employee in the Industrial Engineering Department; and W. Z. Hutson, publicity chairman.

Other employees who are members are Bob Beddingfield, Electrical Department; J. C. Boyd, Gas Engine department; Joe P. Bynum, John M. Daniel, Cecil D. Foster, Phillip Hutson, Robert Ray, J. T. Lakey, Machine Shop; Gene J. Burns, Jerry Milligan, Walter W. Welch, J. B. Vardeman, Welding Shop; Gary Rouse, C. V. Bishop, Luke Rouse, Trailer Division; and Hubert Dorsett, Mill Supplies.



JOE P. BYNUM
Machine Shop



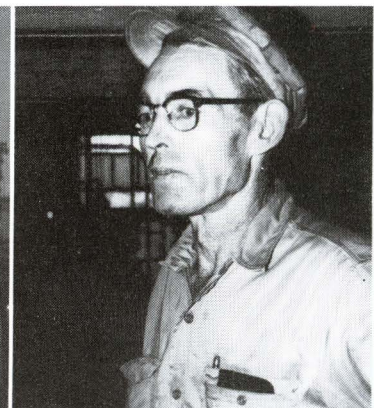
J. B. VARDEMAN
Machine Shop



J. T. LAKEY
Machine Shop



HUBERT DORSETT
Mill Supplies



JOHN M. DANIEL
Machine Shop

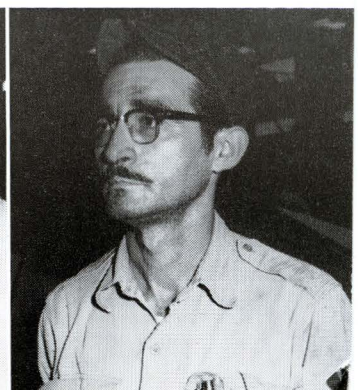
MICKEY O'NEILL
Industrial Engineering

J. C. BOYD
Gas Engine Department

LUKE S. ROUSE
Trailer Division

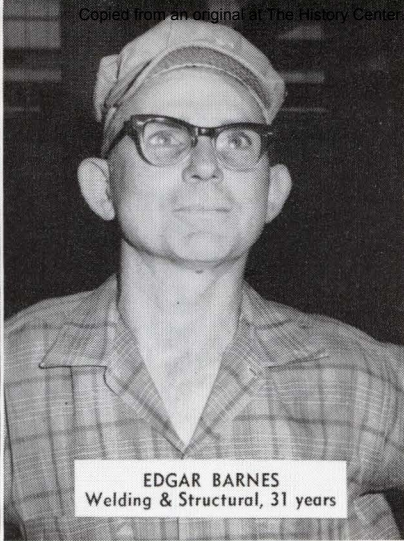
C. V. BISHOP
Trailer Division

GENE J. (FOOT) BURNS
Welding Shop

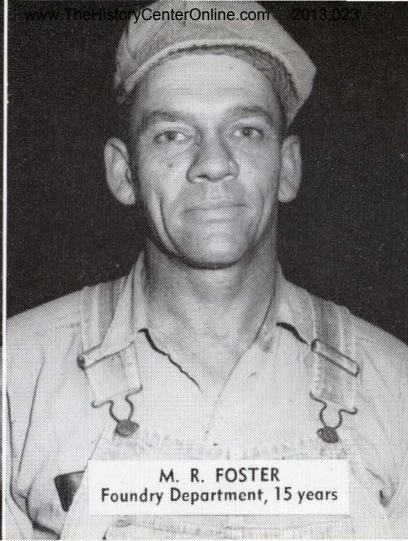




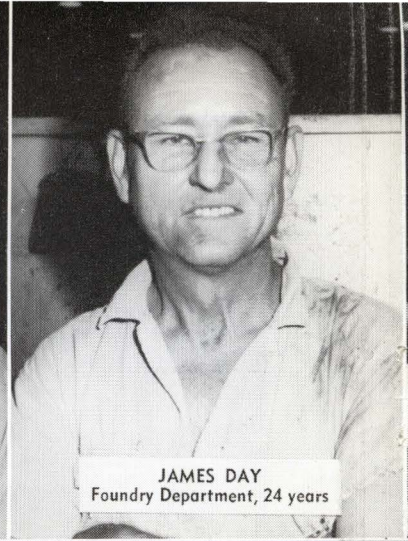
J. C. O'QUINN
Machine Shop, 42 years



EDGAR BARNES
Welding & Structural, 31 years



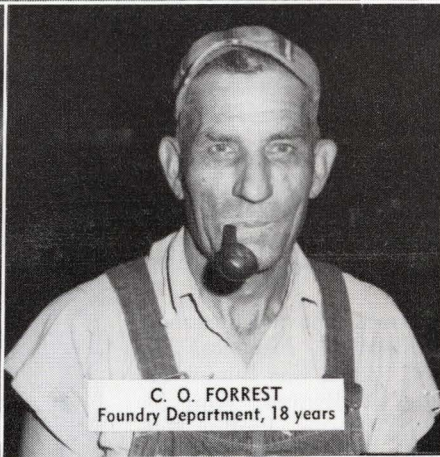
M. R. FOSTER
Foundry Department, 15 years



JAMES DAY
Foundry Department, 24 years

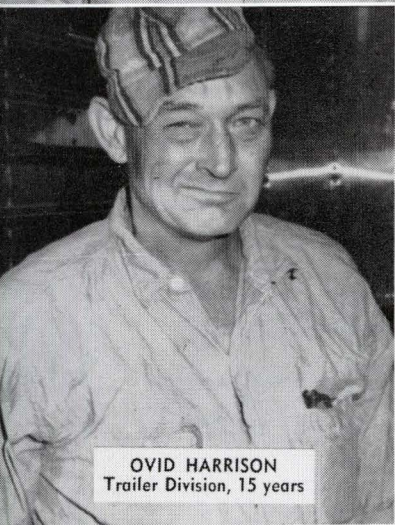


CHARLIE V. McLAIN
Machine Shop, 14 years

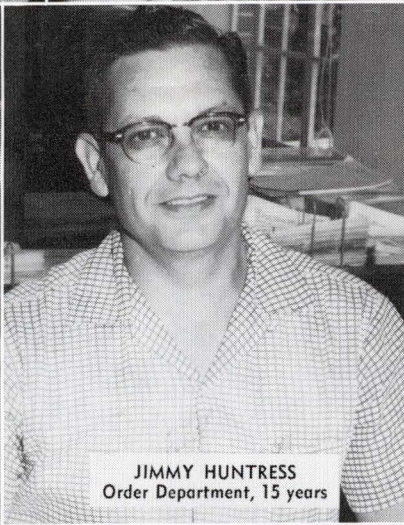


C. O. FORREST
Foundry Department, 18 years

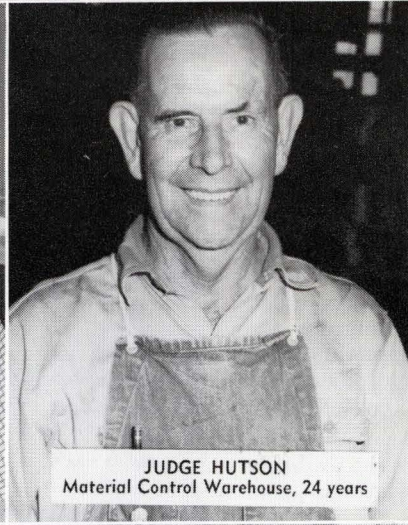
Celebrating a
12 YEARS OR



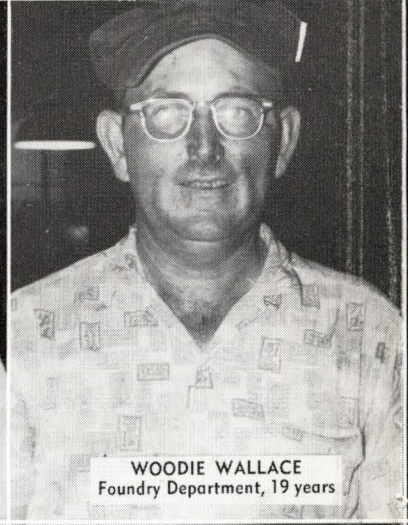
OVID HARRISON
Trailer Division, 15 years



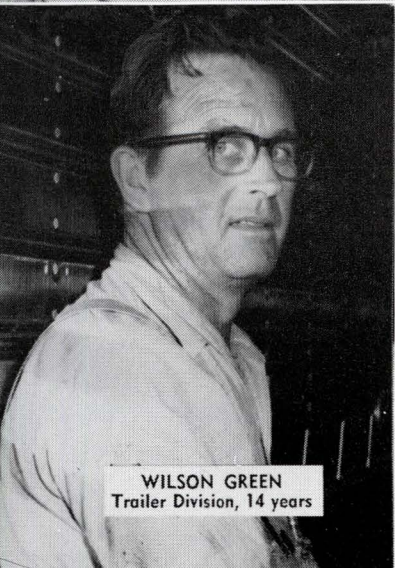
JIMMY HUNTRESS
Order Department, 15 years



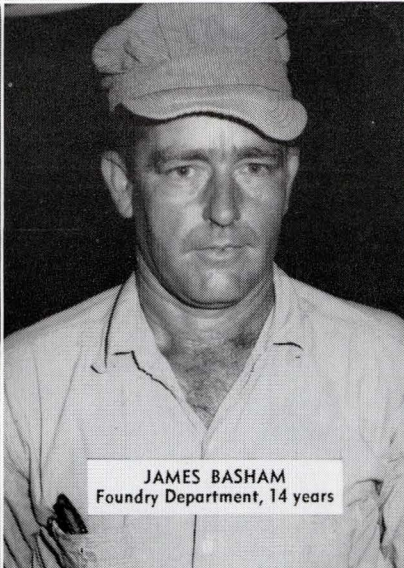
JUDGE HUTSON
Material Control Warehouse, 24 years



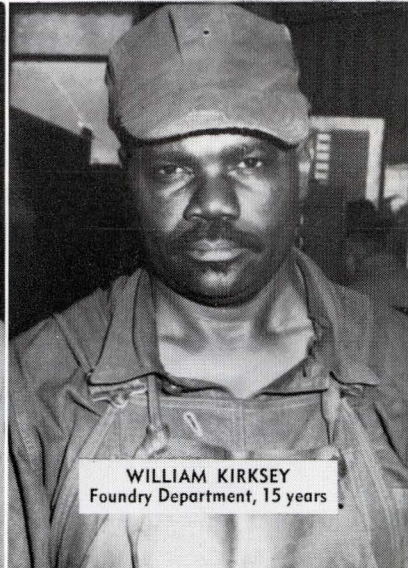
WOODIE WALLACE
Foundry Department, 19 years



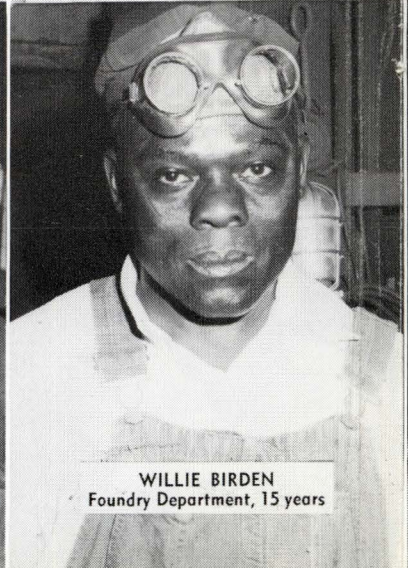
WILSON GREEN
Trailer Division, 14 years



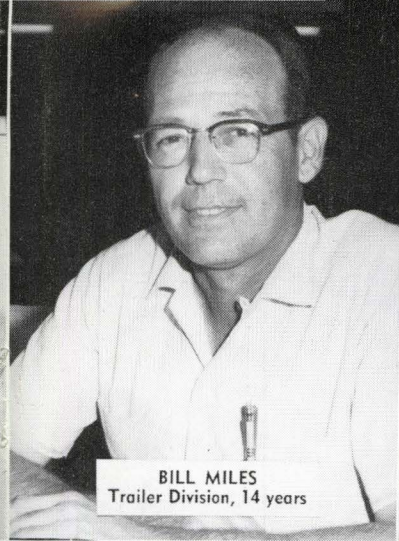
JAMES BASHAM
Foundry Department, 14 years



WILLIAM KIRKSEY
Foundry Department, 15 years



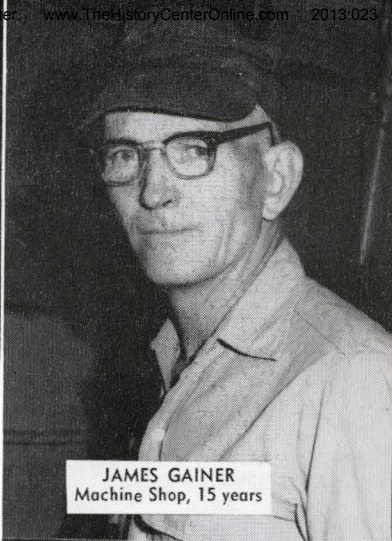
WILLIE BIRDEN
Foundry Department, 15 years



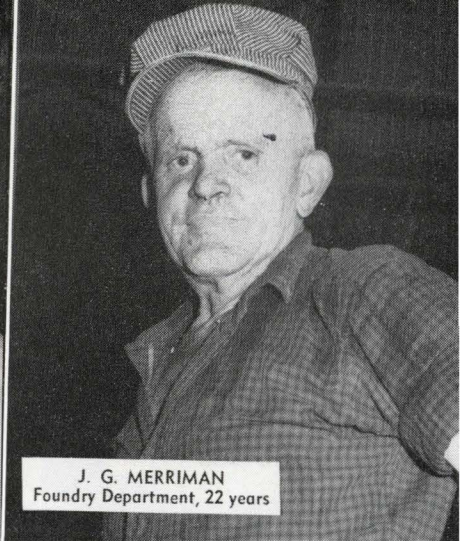
BILL MILES
Trailer Division, 14 years



WOODROW WILSON
Machine Shop, 15 years

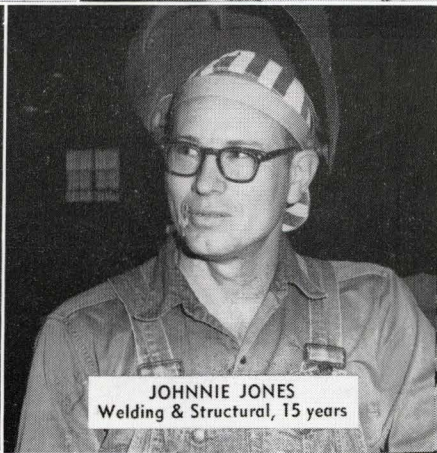


JAMES GAINER
Machine Shop, 15 years



J. G. MERRIMAN
Foundry Department, 22 years

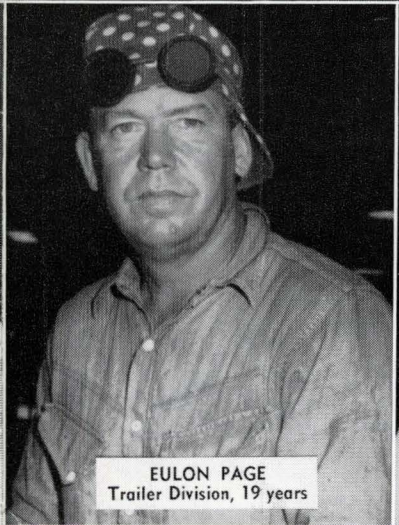
Anniversary
R MORE...



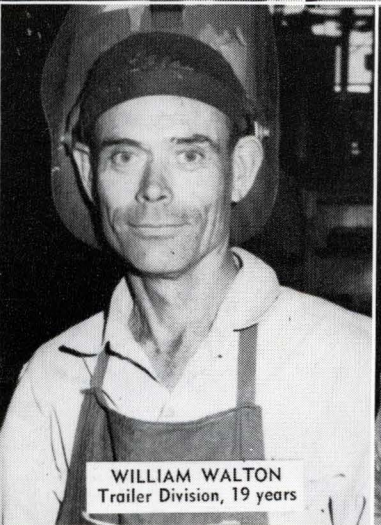
JOHNNIE JONES
Welding & Structural, 15 years



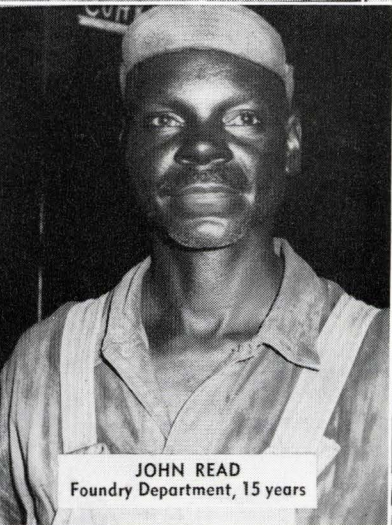
LOUIS JOHNSON
Trailer Division, 19 years



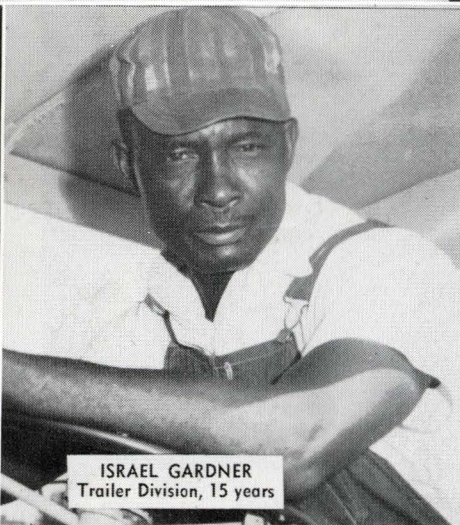
EULON PAGE
Trailer Division, 19 years



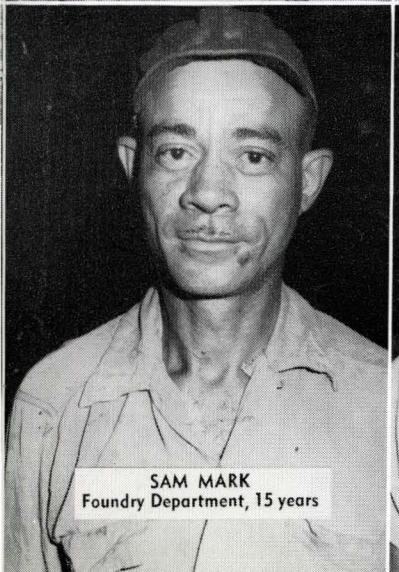
WILLIAM WALTON
Trailer Division, 19 years



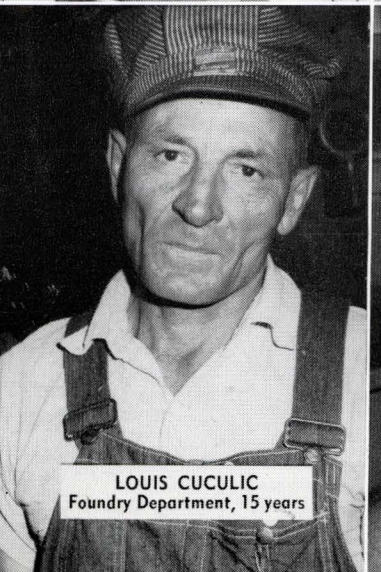
JOHN READ
Foundry Department, 15 years



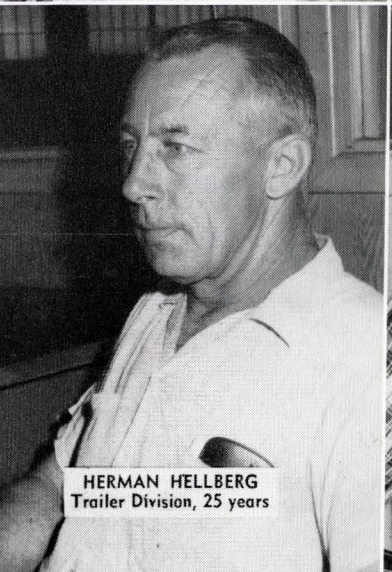
ISRAEL GARDNER
Trailer Division, 15 years



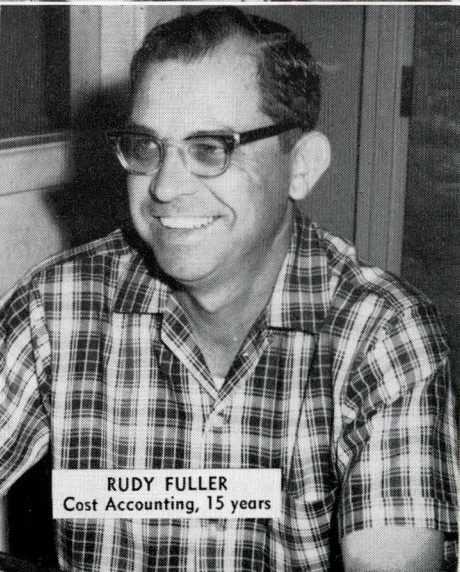
SAM MARK
Foundry Department, 15 years



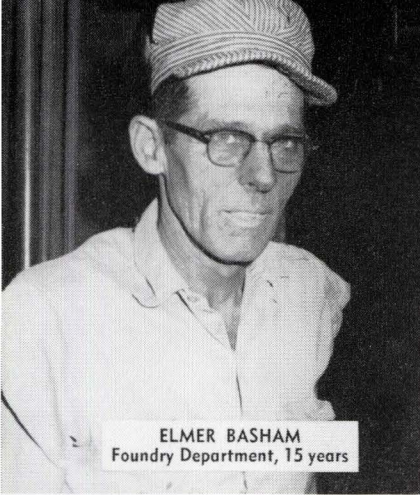
LOUIS CUCULIC
Foundry Department, 15 years



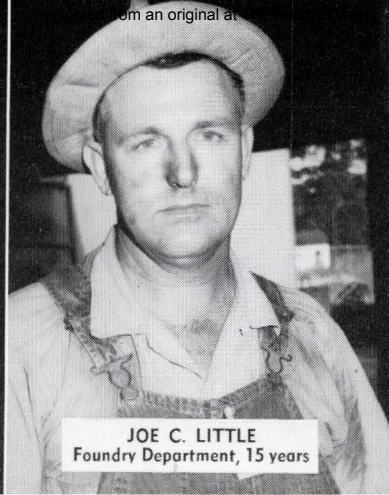
HERMAN HELLBERG
Trailer Division, 25 years



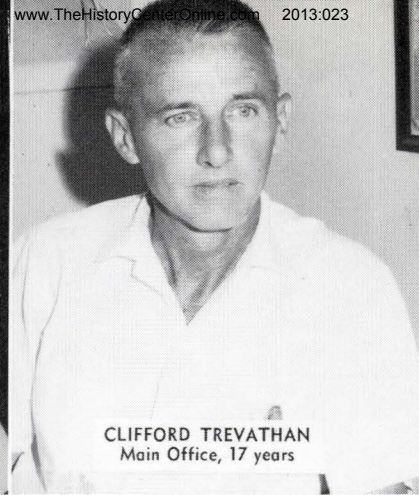
RUDY FULLER
Cost Accounting, 15 years



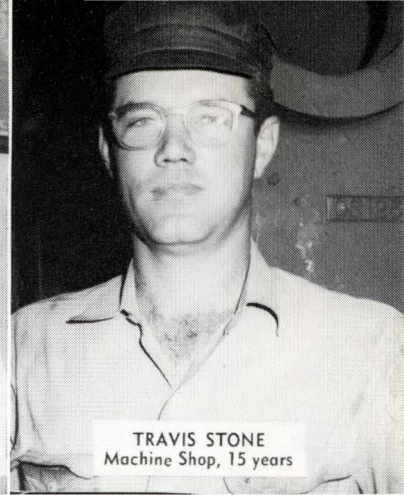
ELMER BASHAM
Foundry Department, 15 years



JOE C. LITTLE
Foundry Department, 15 years



CLIFFORD TREVATHAN
Main Office, 17 years



TRAVIS STONE
Machine Shop, 15 years



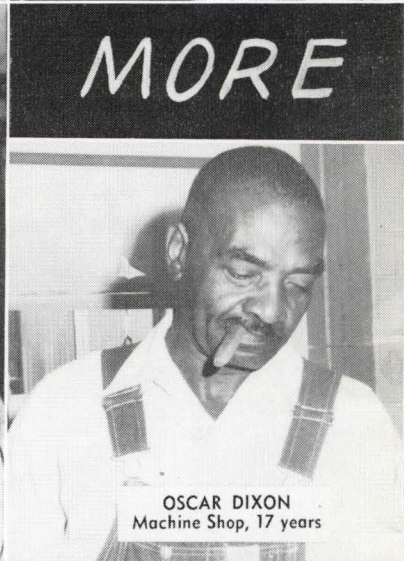
THOMAS LADD
Foundry Department, 15 years



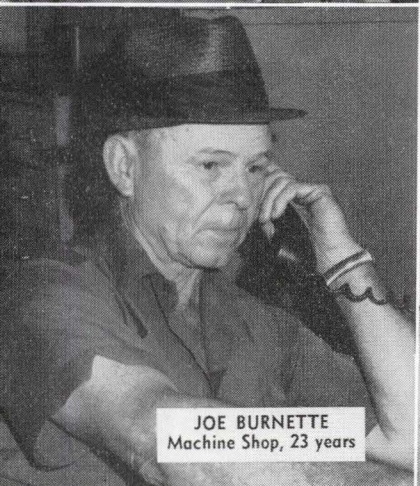
MORRIS MOORE
Trailer Division, 14 years



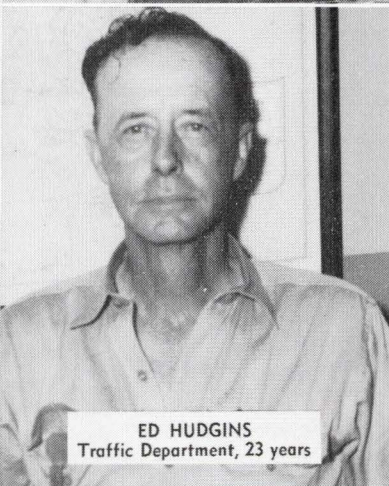
FRANK JOHNSON
Foundry Department, 15 years



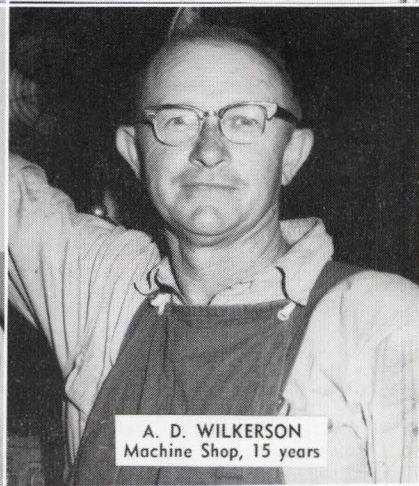
OSCAR DIXON
Machine Shop, 17 years



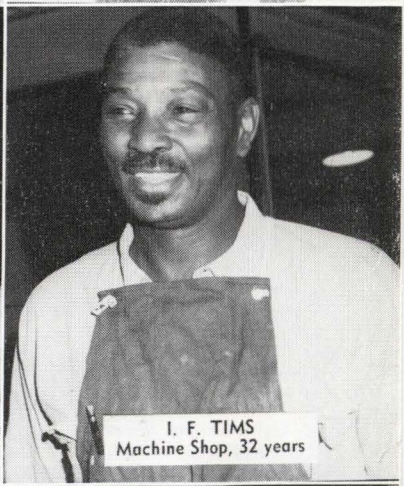
JOE BURNETTE
Machine Shop, 23 years



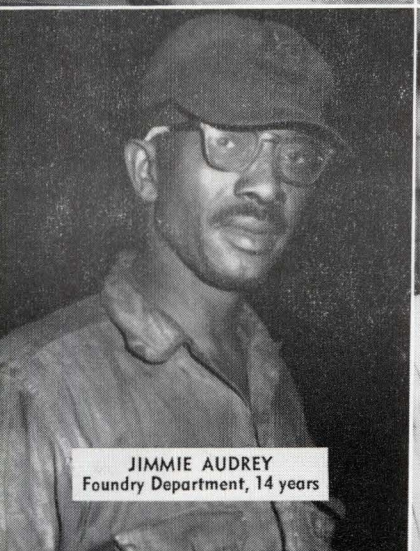
ED HUDGINS
Traffic Department, 23 years



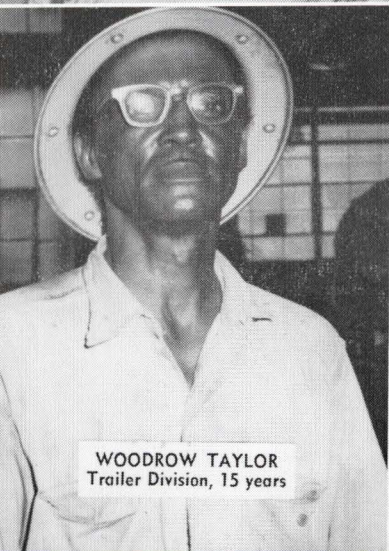
A. D. WILKERSON
Machine Shop, 15 years



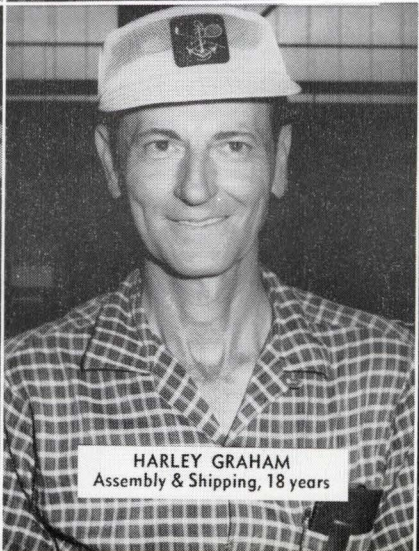
I. F. TIMS
Machine Shop, 32 years



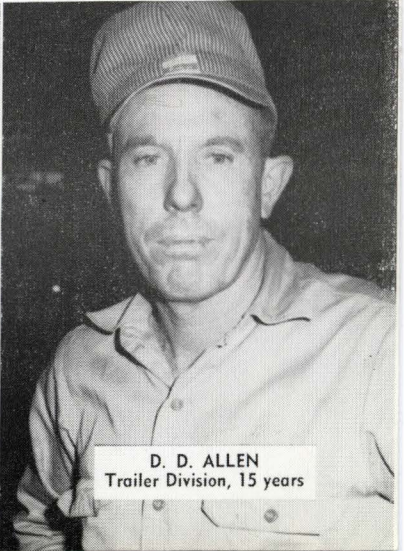
JIMMIE AUDREY
Foundry Department, 14 years



WOODROW TAYLOR
Trailer Division, 15 years



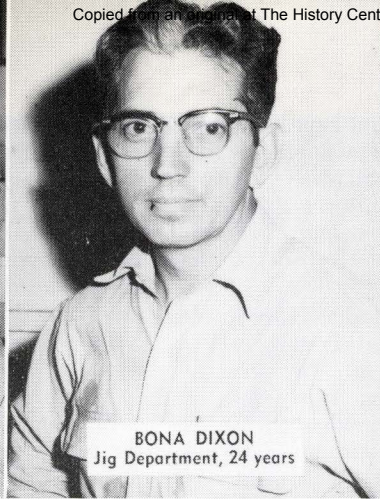
HARLEY GRAHAM
Assembly & Shipping, 18 years



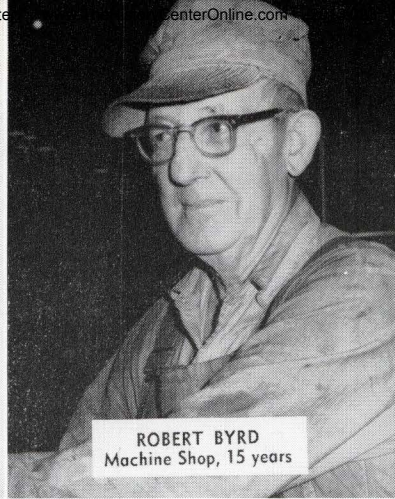
D. D. ALLEN
Trailer Division, 15 years



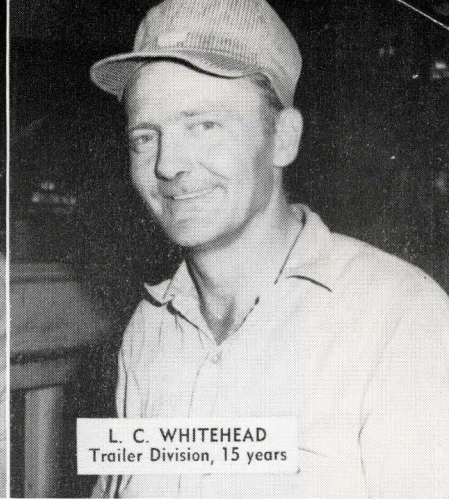
CALVIN CRAIN
Lathe Shop, 22 years



BONA DIXON
Jig Department, 24 years



ROBERT BYRD
Machine Shop, 15 years

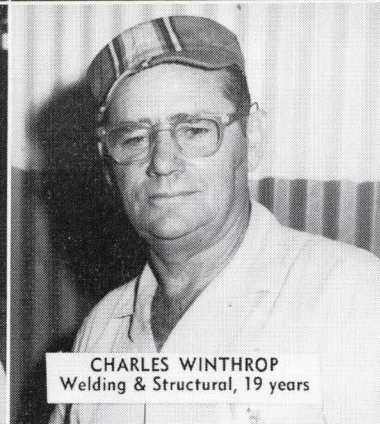


L. C. WHITEHEAD
Trailer Division, 15 years

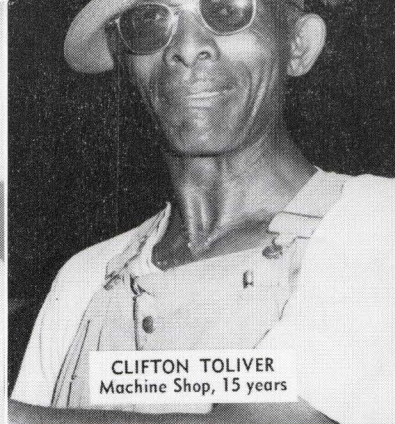
ANNIVERSARIES



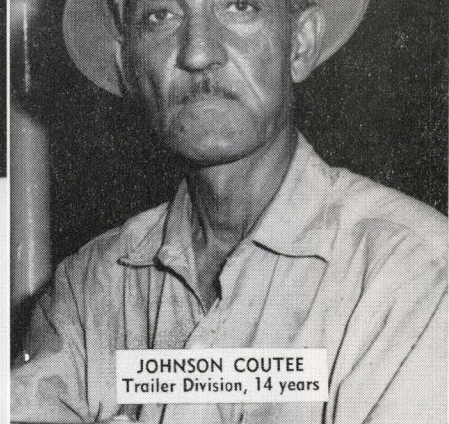
TRUBON LEE
Trailer Division, 14 years



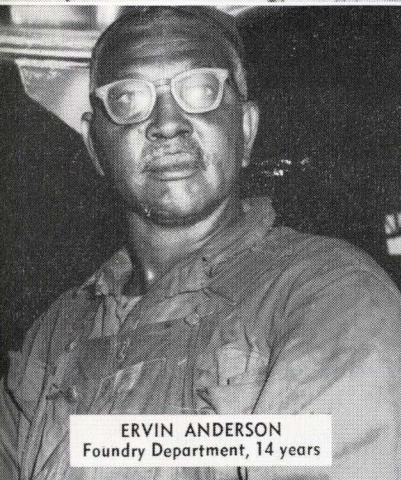
CHARLES WINTHROP
Welding & Structural, 19 years



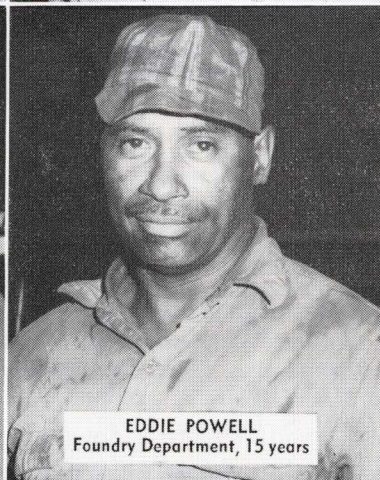
CLIFTON TOLIVER
Machine Shop, 15 years



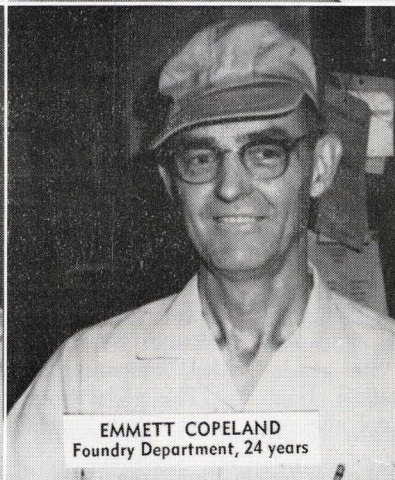
JOHNSON COUTEE
Trailer Division, 14 years



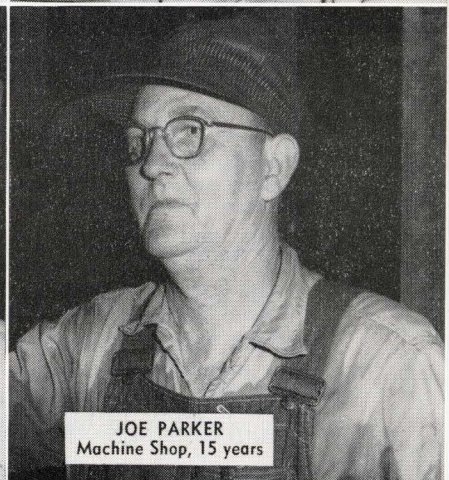
ERVIN ANDERSON
Foundry Department, 14 years



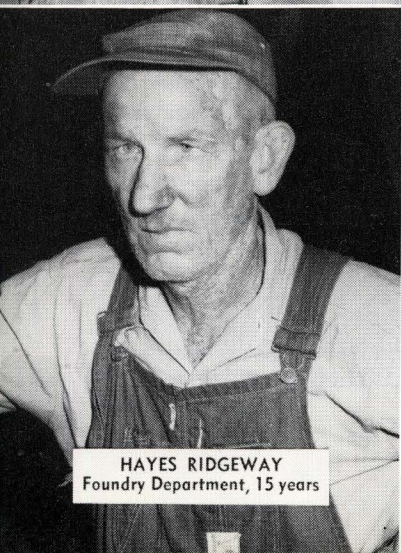
EDDIE POWELL
Foundry Department, 15 years



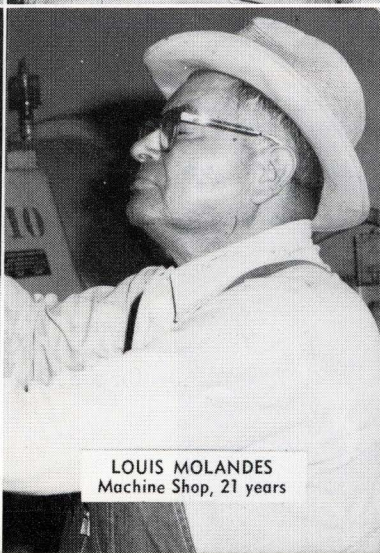
EMMETT COPELAND
Foundry Department, 24 years



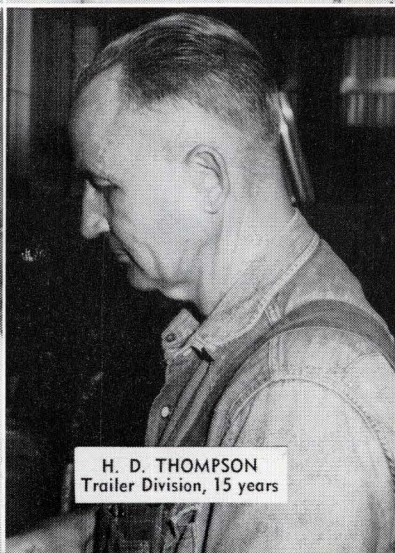
JOE PARKER
Machine Shop, 15 years



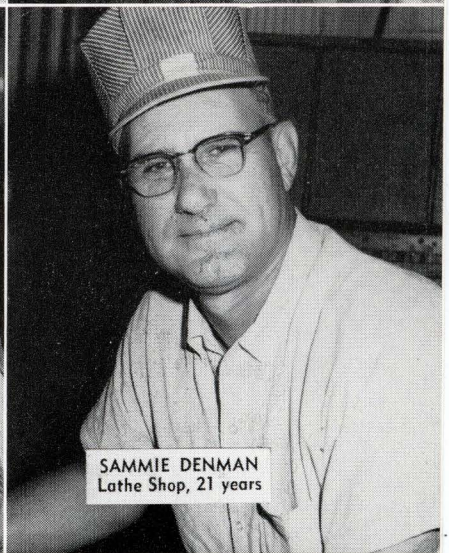
HAYES RIDGEWAY
Foundry Department, 15 years



LOUIS MOLANDES
Machine Shop, 21 years



H. D. THOMPSON
Trailer Division, 15 years



SAMMIE DENMAN
Lathe Shop, 21 years

Shop Talk

BUCK HUFF and CLIFF DEAL caught 277 catfish on a recent fishing trip of eight days on "B" Dam. Buck is foreman in the Trailer Division, and Cliff is foreman of the Utility Maintenance department.

Congratulations to Mr. and Mrs. C. C. OLDS on the arrival of a baby girl, Tammy Jeanette. She was born June 23, and weighed seven pounds and two ounces. Her daddy is employed in the Trailed Division, first shift.

Wedding bells rang on July 3, for JOE FRANK McMULLEN and Leah Jane Horn. Joe Frank works in the Machine Shop, second shift.

We were sorry to learn of the death of CHARLIE DOUGLASS' father-in-law, Mr. Richburg. Charlie is chief inspector in the Machine Shop.

CHARLES STONE, Material Control, is the proud owner of a new parrot. We understand it was a real bargain.

It will be goodbye to the good old bowling days for JAMES CARLILE in October. James, who works in the Welding Shop, will marry Miss Shaila Smith of Port Arthur.

It's good to see M. I. GOLDEN back at work following a long illness. M. I. works in the Welding & Structural Shop.

Mr. and Mrs. CHARLIE V. McLAIN have three good reasons to be happy—Judy Carolyn, Charlene, and Charlie Wayne. Judy Carolyn married Michael Cloyd, August 7, 1964, and continued her high school education. She graduated this spring from Lufkin High School. While in high school she not

only went to school, but kept house and worked at a job half a day. Her husband is a student at Stephen F. Austin State College where he is a junior business administration major. He and Judy recently enjoyed a vacation to Six Flags over Texas.

Charlene, the McLain's 15-year-old daughter, graduated from Lufkin Junior High School in May. She recently returned from two weeks at Camp Manison at Friendswood, Texas, where she enjoyed swimming, hiking, and horseback riding.

Charlie Wayne is an airman second class in the United States Air Force. He is presently stationed at Keesler Air Force Base in Biloxi, Mississippi. After completing the first phase of 36 weeks of Electronics School, he visited his family here for a few weeks. He stays busy with church work in Biloxi and also participates in soft ball, swimming and tennis.

Congratulations to the LEROY PATTON's on the arrival of a new baby born June 23. Leroy works in the Foundry Department, first shift.

J. M. HUTSON and Mrs. Hutson celebrated their fifth wedding anniversary June 28, by taking a tour of the eastern states and visiting New York, Washington, D. C. and the World's Fair. J. M. is inspector in the Machine Shop.

CAROLYN PEACOCK, SHIRLEY RAY and CAROLYN CRAIN will be talking about their vacation this year for a long time.

Shirley, who is employed in the Accounting Department, is the daughter of OLEN RAY, Trailer Division. Carolyn Crain is the daughter of CALVIN CRAIN who works in the Machine Shop. Carolyn Peacock is also employed in the Accounting Department.

The girls drove to Miami, Florida, where they boarded the S. S. Bahama

Star for a three day cruise to Nassau. They spent their time in Nassau shopping, sightseeing and swimming. After the return trip to Miami, they toured Florida visiting Silver Springs, Miami Beach, Cypress Gardens, Ft. Lauderdale, Lake Wales and other cities. They also visited New Orleans, Louisiana; Mobile Alabama; and Biloxi, Mississippi.

Mr. and Mrs. FRANK ARNOLD are the proud parents of a baby boy born June 23. The new arrival weighed seven pounds and one ounce and was named Michael Leslie. Frank works in the Jig Department, second shift.

We learned by way of the reliable grape vine that L. C. WHITEHEAD has given up water skiing for skin diving. His favorite diving place is Lake Murvall where he lost the lower plate of his false teeth while water skiing. His fellow workers in the Trailer Division wish him luck.

As far as BUCK BARRINGTON is concerned you can have all the tiring, long vacation trips. He confesses that his vacation will be spent at Cedar Springs loafing. Buck is a foreman in the Trailer Division, first shift.

Our very best wishes to HARRY MEWBURN and his new bride Patsy. They were married in Grapeland, Texas, July 3, and are living in Lufkin now. Harry is employed in the Maintenance Department, first shift.

TOM MODISETTE is the proud owner of a new Ford Mustang. Tom works in the Pattern Shop, first shift.

The stork brought Mr. and Mrs. JOHNNY KENDRICK a baby boy. Johnny works in the Machine Shop, third shift. The proud grandfather is R. O. KENDRICK, Welding Shop.

HURLEY BROWN recently returned from Mexico where he saw his first bull fight. Hurley works in the Trailer Division, first shift.

Several Lufkin Foundry employees were recently elected officers of the Lufkin Jaycees. CARL (BRUCE) GARNER, Mill Supplies, was elected First Vice President; JIM MEWBURN, Engineering was elected Secretary; and RODNEY BRAZIL, Material Control, and DANNY MARTIN, Engineering, were elected to the Board of Directors. Danny and Jim served as co-chairmen for the Miss Lufkin Pageant last month.

CHARLENE McLAIN (left), will enter Lufkin High School next September; vacationed at Camp Manison. JUDY CAROLYN McLAIN (center), finished her education after marriage last summer to Mike Cloyd. CHARLIE W. McLAIN (right), is an Airman at Keesler Air Force Base in Biloxi, Mississippi.





CAROLYN CRAIN, left, SHIRLEY RAY, center, CAROLYN PEACOCK, Accounting department employees, enjoyed a 3-day cruise to Nassau.

We hope ELMER ANDERSON is feeling much better after being hospitalized. Elmer works in the Machine Shop, second shift.

JAMES DENMAN, a school boy working in the Foundry Department, was injured in a car wreck recently.

LEE BISHOP retired security guard, got a 42-pound cat fish on the Neches River recently. The fish was to be fried on July the Fourth.

Mr. and Mrs. LARRY BRAZIL have a new baby boy born June 26, and weighing seven pounds and nine ounces. The new arrival was named Charles Dewain. His Daddy works in the Trailer Division, first shift. Grandparents are Mr. and Mrs. C. I. Brazil and Mr. and Mrs. B. A. Snider.

GEORGE ASHLEY, retired Division employee, dropped by the office with a stalk of "strawberry" popcorn. The stalk looks like an ordinary corn stalk, but it bears an ear of corn that looks like a strawberry in color and shape. He says he enjoys eating "strawberry popcorn."

It's good to see JOSH DUNCAN back at work after being off because of illness. Josh works in the Foundry Department, Main Bay, first shift.

Congratulations to the newly-weds CULLEN REYNOLDS and his new bride, the former Miss Shirley Smith. Cullen works in the Machine Shop, first shift.

We extend our sympathy to JAMES SIMMS, Welding and Structural Shop, whose son, Harold Scott Simms was killed in a car accident. Harold was a former employee in the Shipping Department.

The JOHN COPELAND's happily announce the arrival of a new grandson,

David Copeland Hughes, born June 29. He weighed seven pounds and five and one-half ounces and his parents are Mr. and Mrs. Mike Hughes of Corpus Christi. John is a foreman in the Trailer Division.

MAURICE MALONE took off a whole day of his vacation last week, much to the surprise of the boys in the Welding and Structural Shop. According to them, the longest Maurice has ever dared to leave has been for two hours. The reason for his "short" vacations is that he doesn't want anybody over there to find out that they can do without him for too long.

We were sorry to learn of the death of MAXIE MURRAY's mother. Maxie works in the Cleaning Room of the Foundry Department.

EARL THOMPSON was presented a watch upon his retirement from Lufkin Foundry. He came to work at the Foundry August 9, 1943, and first worked in the gear shop in the Trailer Division. He was later transferred to the Foundry Department, Mr. Thompson says that he will miss all the people here. He and his wife, Doffie, live at Pollock where he has a small farm. He now has 15 calves on the farm. The Thompsons have 11 children and 23 grandchildren.

We hope J. D. PINNER's daughter is doing fine now after being injured. J. D. works in the Welding Shop, second shift.

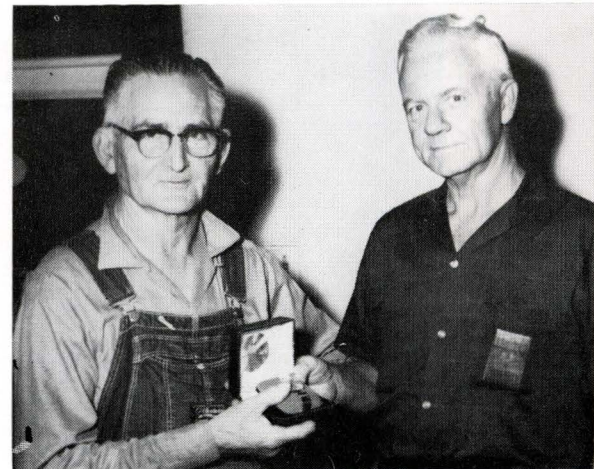
We express our sympathy to BARNER DAVIS who lost his brother. Barner works in the Welding Shop, second shift.

ROBERT FERGUSON, Foundry Department, third shift, spent three weeks in Maryland on Naval Reserve duty.

We hope to see CHARLIE PHILLIPS back soon. Charlie who works in the Welding Shop, first shift, has been ill.

W. T. HALL and W. G. BARNETT are back at work after being off and in the hospital with injuries suffered in a car wreck. W. T. and W. G. both work in the Welding Shop, second shift.

Daughters of two Lufkin employees will be among the 10,000 Girl Scouts from all over the world attending the Girl Scout Roundup in Idaho the latter part of July. Margaret Weeks, 16-year-old daughter of HAROLD WEEKS, Gas Engine department, and Lisa Breazeale, 16-year-old daughter of H. W. BREA-



EARL THOMPSON, left, was presented gold-inscribed watch by ROBERT LANG, Foundry superintendent, upon his retirement after 22 years with Company

ZEALE, Machine Shop, started their trip July 11.

To make the trip, the girls were judged on their scouting skills and their personality. They will attend the Roundup with six other Lufkin Scouts. Lisa and Margaret are members of Girl Scout Troop 179. Margaret is patrol leader of this troop.

The girls attending were required to make their own money to finance the trip. Margaret did some baby-sitting for part of the money. The rest of the money came from the sale of three of her cows which she raised. Her parents gave Margaret and her brother and sister a cow each when they were younger. They were to raise and care for them and if they sold them the money was to go for their education. According to Margaret, her parents decided that this was indeed a cause worthy of her education money.

Margaret and Lisa took "Swaps" with them. These are things that each girl takes along to swap with other scouts. They are characteristic of this area. Margaret made little cow's tails from hair she "swiped" from her cows. She also made miniature chaps of leather. Lisa made rose jelly from real roses and she also took along pine seeds.

The scouts from East Texas will make the rose jelly at the Roundup as a demonstration to all the other scouts. The roses were sent from Tyler by the Tyler scouts.

Peter Pan School presented its graduation exercises and spring recital on May 27, with a program in the fellowship hall of the First Christian Church. Children of Lufkin Foundry employees who participated in the program were: Patrick and Kembel Brazil, sons of



WAYNE HOLT . . . won all-expense trip to compete in Astros Baseball Contest for Little Leaguers.

RODNEY BRAZIL, Material Control; Jon Pennington, son of BILL PENNINGTON, Welding & Structural Shop; Melissa Ann Mitchell, daughter of ROBERT G. MITCHELL, Welding Shop; Kathleen Garner, daughter of CARL BRUCE GARNER, Mill Supplies; Paula Ford, daughter of BILL FORD, Trailer Division; Lee Pittman son of E. G. PITTMAN, Engineering; Cynthia Carpenter, daughter of LYLE CARPENTER, Oilfield Sales Department; Jayme and Janece Partridge, daughters of JIM PARTRIDGE, Engineering; and Joe Reed Branton, son of GEORGE BRANTON, Welding Shop. Mrs. R. W. Wimp, Jr., whose husband is a Trailer Division employee, is one of the teachers.

Congratulations to Mr. and Mrs. O'NEAL DAVIS on the arrival of Ricky Alan, born July 7, and weighing nine pounds and nine ounces. O'Neal works in the Jig Department, first shift.

We would like to express our sympathy to the family of J. P. MORGAN. J. P. who died July 8, was employed in the Mill Supplies Division and had worked there for 13 years.

The boys in the Welding Shop hope to have GENE SHOEMAKER back with them soon. Gene has been hospitalized and is now at home recuperating from an illness.

The BURVAL HOLT family enjoyed a memorable week-end in Houston June 26, compliments of the Houston Astros ball club. The real one to get credit for the week-end is Wayne Holt, Burval's 12-year-old son. Wayne was the "A" squad winner in the area of the Houston Astros Baseball Contest for Little Leaguers. He competed with many other little leaguers in various skill

contests. He was required to run bases and compete in distance throwing and accuracy throwing contest. Wayne is a pitcher and short stop for the East Side Giants team. His daddy is employed in the Electrical Department.

As winner he received for him and his family an all expense paid trip to Houston and a week end at the Shamrock-Hilton. He was also given a complete Astro baseball suit. The Holts were treated to three games at the Astrodome and a first class tour of the dome. Wayne probably will remember for a long time that Casey Stengel autographed his baseball glove and Nellie Fox and Bob Lillis took him out on the field and gave him some pointers on how to handle the baseball.

Insurance Reminder

TO INSURE proper insurance coverage at all times, employees are reminded to notify the Insurance Department of any changes in the number of dependents. Joe R. Perkins, insurance officer, says that the addition or loss of dependents will result in a change from one to another of the following classifications: Employee without dependents; Employee with one dependent; and Employee with two or more dependents.

When changing from one of these classifications, the employee should note after the first month an increase or decrease in the premium which is deducted from his pay check. If there is no change in the premium, notify the Insurance Department immediately. Also, when making a change from one classification to another, the employee should go by the Insurance Department and sign a new card which will reflect this change.

On hourly employees insurance, unmarried, dependent children from 14 days of age to their 19th birthday are covered. There is no coverage for the employee's dependent children after they reach their 19 birthday.

Those employees who wish to change their beneficiary because of marriage, death, or divorce, or any other reason, should in all cases notify the Insurance Department and sign a new card reflecting such a change.

Changes in the insurance coverage for the employee can be affected only when the employee signs a new insurance card reflecting the change. It is the responsibility of the employee to advise the insurance department of circumstances that will affect his coverage.



STEEL columns reach toward the sky as the Utility Maintenance crew erect

New Home for a New

THE Lufkin Foundry and Machine Company has purchased through Lufkin Pine Lumber Company of Lufkin a building from Mes-Tex Steel Buildings of Houston for the expansion of the Gear Cutting Department.

This building is 75 feet wide, 120 feet long and has an eave height of 38 feet-five inches. It will increase the under-roof area of the plant by 8,850 square feet.

This building will have a crane capacity of 100 tons which will be capable of handling the tremendously heavy loads that will come as the Company continues to make bigger and heavier gears and gear boxes. At the present, a 50-ton crane will be installed temporarily and replaced with a full 100-ton crane in the future.

Construction of the foundation and erection of the building is being done by the Utility Maintenance crew under the direction of the Industrial Engineering department. Some 1300 cubic yards of dirt were excavated from the building site so that the floor levels of the old and new buildings will coincide.

Almost 500 cubic yards of concrete were used in the foundation which extends some 15 feet into the ground under the building columns. Floor level will be nearly six feet below ground level outside the building.

Excavation was begun June 11. The foundation was designed, excavated and poured complete in three weeks. The beginning of this job was delayed considerably because a Southern Pacific spur line had to be removed and some Western Union telegraph lines had to be relocated.

Partial shipment of the new building was received the first week in July and according to the schedule, is to be



a home for the giant new Schiess gear machine which will arrive in late summer

GIANT Gear Machine

completely erected in four weeks. This is quite an ambitious feat. Some credit for being able to do the job so quickly must be given to the high school and college boys (many of whose fathers are employees of the Company) who were hired to work for the summer. Their hard work and diligence helped tremendously in getting the job done on time.

The urgency in getting the building erected is caused by the impending arrival of a Schiess RF30E Gear Hobbing machine on or before September 1, 1965.

Construction on this machine was begun a year ago in Dusseldorf, Germany. It is approximately 12 feet wide, 36 feet long, 14 feet tall and extends more than 10 feet into the ground.

This machine will cut gears with a diameter of 16 feet and a face width of 47 inches. The foundation for the machine is 43 feet long, 25 feet wide, 11 feet deep and will contain nearly 150 cubic yards of concrete.

Quite a stir was caused when the foundation and erection blueprints came in. They were printed in German and all dimensions were in the metric system. Complete translation was required before construction could begin on the foundation and installation.

Even before the machine has arrived and is in service, we have been asked to give quotations to prospective customers for gears of 14-foot diameter. By owning one of the larger gear cutters in the country, the Company should get a lot of business it has not been able to do before. Until the purchase of this machine, we could cut gears of a maximum 10 feet in diameter.

The Machine Shop is unable to do any machine work on a 16-foot gear.

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years With Co.
J. C. O'Quinn	July 27, 1923	42
I. F. Tims	July 2, 1933	32
Bona Dixon	July 31, 1941	24
Judge Hutson	July 31, 1941	24
Joe Burnette	July 9, 1942	23
James Boyd	July 19, 1943	22
Calvin Crain	July 29, 1943	22
Sammie Denman	July 18, 1944	21
Louis Molandes	July 21, 1944	21
Oscar Dixon	July 7, 1948	17
Robert Byrd	July 5, 1950	15
Woodrow Wilson	July 5, 1950	15
Clifton Toliver	July 13, 1950	15
James Gainer	July 25, 1950	15
Travis Stone	July 27, 1950	15
A. D. Wilkerson	July 28, 1950	15
Joe Parker	July 31, 1950	15
Charlie V. McLain	July 21, 1951	14
Lee Gibbs	July 19, 1954	11
Marion Ferguson	July 26, 1954	11
A. D. Jumper	July 30, 1954	11
William Redd	July 19, 1962	3
Robert Harris	July 23, 1962	3
John Armstrong	July 11, 1963	2
James Humphries	July 22, 1963	2
Daryl Gibson	July 25, 1963	2
Billy Gardner	July 29, 1963	2
Dennis Flowers	July 15, 1964	1
Joe Don Davis	July 20, 1964	1
Reggie Modisette	July 22, 1964	1
Larry Arnold	July 27, 1964	1
Howard Shook	July 29, 1964	1

FOUNDRY DEPARTMENT

	Employment Date	Years With Co.
Seymour Curtis	July 23, 1935	30
Emmett Copeland	July 7, 1941	24
James Day	July 10, 1941	24
J. G. Merriman	July 16, 1943	22
Woodie Wallace	July 29, 1946	19
R. V. Turner	July 31, 1946	19
C. O. Forrest	July 30, 1947	18
Thomas Ladd	July 3, 1950	15
Hayes Ridgeway	July 3, 1950	15
Joe C. Little	July 5, 1950	15
Willie Birden	July 6, 1950	15
William Kirksey	July 6, 1950	15
Elmer Basham	July 10, 1950	15
John Read	July 17, 1950	15
Frank Johnson	July 17, 1950	15
Sam Mark	July 20, 1950	15
Louis Cuelie	July 24, 1950	15
M. R. Foster	July 28, 1950	15
Eddie Powell	July 31, 1950	15
James Basham	July 20, 1951	14
Jimmie Audrey	July 20, 1951	14
Ervin Anderson	July 23, 1951	14
Vernon Range	July 12, 1954	11
James Larue	July 19, 1954	11
Early Mathis	July 28, 1954	11
James Steed	July 11, 1955	10
Jewel Swint	July 13, 1959	6
Richard Rhodes	July 31, 1961	4
John Norman	July 16, 1962	3
Leroy Patton	July 23, 1962	3
Leonard Garcia	July 30, 1962	3

WELDING & STRUCTURAL

	Employment Date	Years With Co.
Edgar Barnes	July 12, 1934	31
Charles Winthrop	July 1, 1946	19
John McCarty	July 19, 1950	15
Johannie Jones	July 21, 1950	15
Marion Warner	July 21, 1950	15
Thomas Alexander	July 19, 1956	9
Robbie Mitchell	July 30, 1963	2

There is a distinct possibility that we will purchase a vertical boring mill with sufficient capacity to handle any gear we could cut on this Schiess Gear Hobber. It probably will be located in the new building where there will be adequate crane capacity for handling such huge loads. Future plans also include a keyseater for the large gears and other miscellaneous equipment necessary for expanding our gear cutting department.

ASSEMBLY & SHIPPING

	Employment Date	Years With Co.
Harley Graham	July 14, 1947	18
Kenneth Vann	July 17, 1962	3
Phillip Lowery, Jr.	July 20, 1964	1

TRAILER DIVISION

	Employment Date	Years With Co.
Herman Hellberg	July 24, 1940	25
Eulon Page	July 1, 1946	19
Louis Johnson	July 8, 1946	19
William Walton	July 9, 1946	19
Hobby Thompson	July 5, 1950	15
L. C. Whitehead	July 6, 1950	15
D. D. Allen	July 18, 1950	15
Woodrow Taylor	July 25, 1950	15
Ovid Harrison	July 26, 1950	15
Israel Gardner	July 26, 1950	15
Bill Miles	July 16, 1951	14
Johnson Coutee	July 26, 1951	14
Wilson Green	July 27, 1951	14
Jay Lee	July 27, 1951	14
Harold Newsom	July 6, 1954	11
Charlie Hodge	July 12, 1956	9
Elvin Allen	July 13, 1959	6
Ruby Hunter	July 3, 1961	4
Ray Kuehl	July 19, 1961	4
Joe Tip Jumper	July 19, 1961	4
James Hodges	July 19, 1961	4
Charles Chamblee	July 19, 1961	4
Jake Holland	July 19, 1961	4
W. D. Matchett	July 19, 1961	4
Winfred Molandes	July 19, 1961	4
John Bridges	July 16, 1963	2
Thurman Patrick	July 13, 1964	1
John Taylor	July 13, 1964	1

MAIL CARRIER

	Employment Date	Years With Co.
Linwood Havard	July 16, 1964	1

TRAFFIC DEPARTMENT

	Employment Date	Years With Co.
Ed Hudgins	July 28, 1942	23

MILL SUPPLIES

	Employment Date	Years With Co.
Blanche Culbertson	July 16, 1951	14
Howard Richards	July 20, 1954	11

INDUSTRIAL ENGINEERING

	Employment Date	Years With Co.
Frank Stevenson	July 30, 1956	9

MAIN OFFICE

	Employment Date	Years With Co.
Clifford Trevathan	July 16, 1948	17
Rudy Fuller	July 6, 1950	15
Jimmy Huntress	July 24, 1950	15
Harold Davis	July 16, 1956	9
Carolyn Peacock	July 1, 1963	2

OILFIELD SALES & SERVICE

	Employment Date	Years With Co.
Newell Lynch	July 9, 1934	31
Gene Nixon	July 16, 1956	9
Eldon Hudson	July 16, 1956	9
W. W. Trout, Jr.	July 25, 1957	8
Polly A. Robertson	July 28, 1964	1

TRAILER SALES & SERVICE

	Employment Date	Years With Co.
J. C. Lowe	July 1, 1949	16
Emmitt Burns	July 20, 1954	11
Elie Smith, Jr.	July 13, 1955	10
Charles Fryar	July 3, 1959	6
Bobbie McCullough	July 19, 1960	5
Embra Lee Self	July 2, 1962	3
Walter Reeder	July 10, 1963	2
Ray Butler	July 22, 1963	2
Larry Futrell	July 1, 1964	1
Ronald Berglan	July 16, 1964	1
Ronald E. Watkins	July 20, 1964	1
Milton Stricklen	July 27, 1964	1
Travis W. Lacy	July 27, 1964	1
Doyle W. Watts	July 27, 1964	1

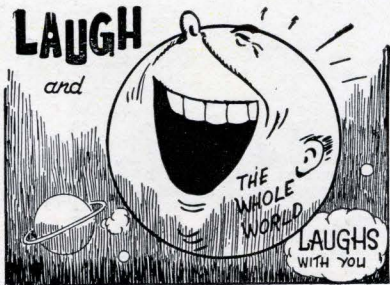
The Foundry Roundup

Lufkin Foundry & Machine Co.

P. O. Box 849
LUFKIN, TEXAS 75902

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A machinist was handed a pay envelope which, by error, contained a blank check. The astonished employee looked at it and moaned, "Just what I thought would happen," he said, "My deductions finally caught up with my salary."

A Texan and an Oklahoman got into an argument concerning the relative importance of their respective states. "Oklahoma," drawled the Texan, "is for the birds. In fact, it's nothing but an outlying province of Texas."

"That can't be," shot back the Oklahoman, "because no one has ever heard of a state yet that could out lie Texas."

Beauty parlor: Where the talk alone is enough to curl your hair.

A man and his dog were sitting on a park bench when the man found that he was out of cigarettes. He turned to the dog and said, "Hey, Charles, do you have a cigarette?"

"No," said the dog, "but there's a place down the street where they sell them."

"Fine" said the man, "here's a quarter. Go get me a pack."

An hour later the dog hadn't returned so the man went to look for him and finally found him in a drug store casually sipping a soda. "What's all this?" asked the man. "Here I've always been able to depend on you and now you pull a trick like this. What's the big idea?"

"Well," said the dog sheepishly, "you never gave me any money before."

Then there was the folk singer who was caught fighting with a friend.

"The fink broke one of my guitar strings," the beatnik explained. "And he won't tell me which one."

Young son: "Father, what's the difference between a gun and a machine gun?"

Dad: "There's a big difference. It's just like I spoke and then your mother spoke."

An immaculately groomed and attractive woman called for her car at the garage, paid the bill and drove off. She circled the block, come back and demanded the manager. When he appeared she held up her hands for inspection. The once spotless gloves were no longer spotless. "Tell me," she said sweetly, "what do your mechanics use for towels when they run out of steering wheels?"

Feeling pretty discouraged with the work his new secretary was turning out, the boss decided to test her intelligence. "Did you ever hear of Harding?" he asked. "No." "Hoover?" "No." "Lincoln?" "Is his last name Nebraska?"

Mothers are wonderful people. They can get up in the morning before they smell the bacon frying.

"These musical horns scare me half to death."

"Why?"

"Well, the guy who ran off with my wife had one on his car and every time I hear one I think he's bringing her back."

The preacher said, "Brothers, my sermon this morning will be about liars. Now, has everyone read the 35th chapter of Matthew?" Half the hands in the congregation went up. "You're just the people I want to talk to," the minister said, "there is no such chapter."

Small boy to his father: "I'm supposed to tell you that there's going to be a small P-TA meeting tomorrow night."

"Well, if it's going to be a small one, do I have to go?" asked the father.

"Oh, yes," answered the son. "It's just you, me and the principal."

An astronaut set his rocket down on a strange planet. The moment he stepped off the rocket a number of

little furry animals came running to him. "Take me to your leader," the astronaut requested. A little furry took him by the hand and led him to a large glass building. Sitting majestically on a throne was a large furry with a long pointed needle on his head.

"Why do you have the needle on your head?" asked the puzzled astronaut.

"Why, I'm the furry with the syringe on top!" was the reply.

A brisk winter wind caught the feather-decked hat of a woman and whirled it high into the air.

"Oh, dear," she wailed, "run and see if you can get it back for me, George."

"I think that would be tampering with nature," her husband said. "The poor thing is probably trying to go south."


An Arkansas hillbilly built a house for his wife in which he fashioned windows, but no doors. "Where are the doors?" asked the bride.


He drew himself up to his full height and replied: "Doors? Are you going anywhere?"

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