

The Foundry Roundup

MAY, 1969



from THE PRESIDENT'S DESK...



FELLOW EMPLOYEES:

LAST YEAR I traveled throughout most of the United States and part of Canada, visiting our sales offices and many of our customers.

It always gave me a feeling of pride to pass a Lufkin trailer on the highway as far away as Chicago, to board a towboat on the Mississippi powered by a Lufkin marine gear, or to visit an oilfield in California with Lufkin pumping units as far as the eye can see, moving up and down in constant motion. In our backyard, the gates of Farney and Livingston dams are raised and lowered by Lufkin gears, and most of the major industry in East Texas depends on the Lufkin Mill Supplies Division for their power transmission equipment.

It's a great feeling to see our equipment performing well, and it helps our sales effort if it gives no trouble. It is pleasing to hear an old pumper in the North Burbank Field of Oklahoma brag that his whole lease is equipped with nothing but Lufkin units and how well they work. But it also can be embarrassing to inspect a pipeline pump station which is spotless except for the oil leak from a Lufkin gear box.

It is very important to our reputation for building quality equipment that we do the job right in the first place. There is no substitute for quality; it will re-sell our product time and again. On the other hand, we need to put quality only where it is needed; otherwise, the cost would not justify it, and our selling price would be out of the market range.

Every day that I am in Lufkin, I make it a point to visit some part of our plant, if possible, in order to get to know you better and to keep abreast of our operations.

We have a good team of employees who sell and build a tremendous amount of fine machinery each year. It requires the best efforts of all working together to keep this a successful business.

R. L. POLAND



1. IN THE WELDING and Structural Shop, the first step is burning angles and curves into plates of rolled steel with the shape burner's torch, an automatic burner controlled by an electronic eye which follows the desired pattern on a penciled drawing. Operator is J. D. Edwards, first shift.

LUFKIN'S LARGEST *Heads to the Sea...*

2. HERE L. R. CLARK, Welding Shop, first shift, utilizes the Lufkin Welding Positioner, a semi-automatic welding machine for large, heavy jobs. This is the final welding procedure completing the gear box; each part has been individually cut and welded before its final assembly on this positioner.

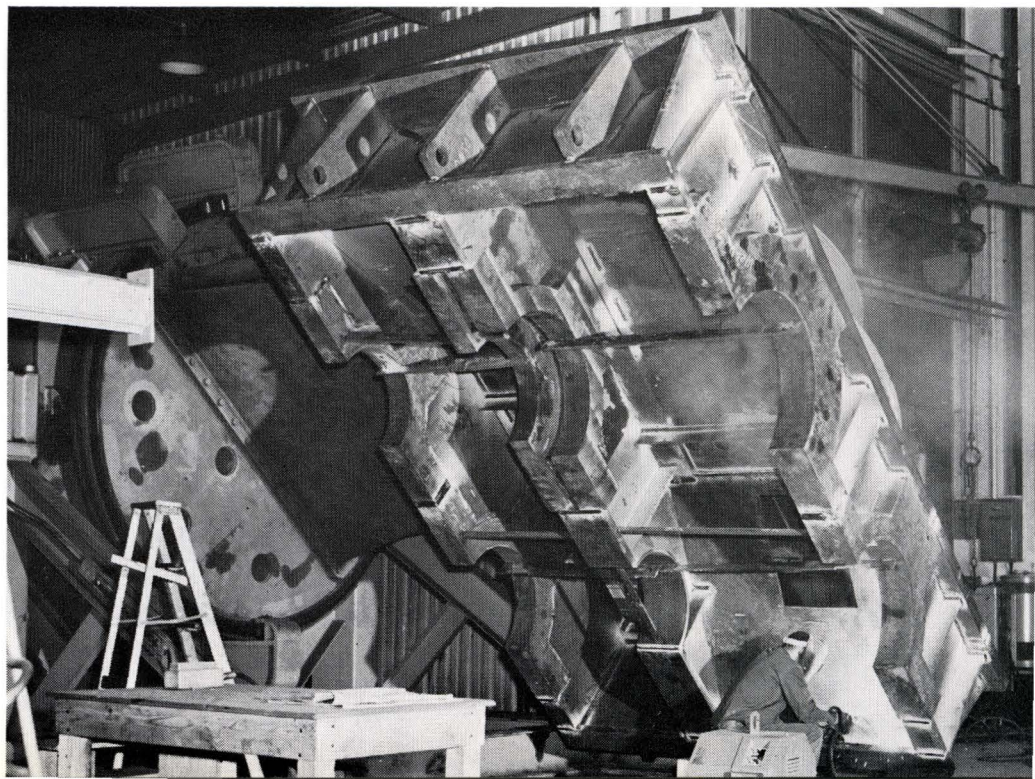
By CAROLYN CURTIS

THE commotion and excitement in the Commercial Gear department one afternoon in late February was over the completion of Lufkin's largest gear unit to date, the 15,000 horsepower LUFKIN Model HDL 6640 marine reduction gear.

The main propulsion gear unit for a 669-foot ocean going tanker, it eventually will be coupled with a diesel engine, the power of which exceeds the output of any diesel now made in the United States.

The size of the gear unit is both newsworthy and a problem factor. Weighing a total 196,000 pounds when installed in its 16x16x9-foot box, the unit consists of a high speed gear unit and a low speed gear unit. The bull gear alone weighs 32,000 pounds.

But its bulk also presented difficul-

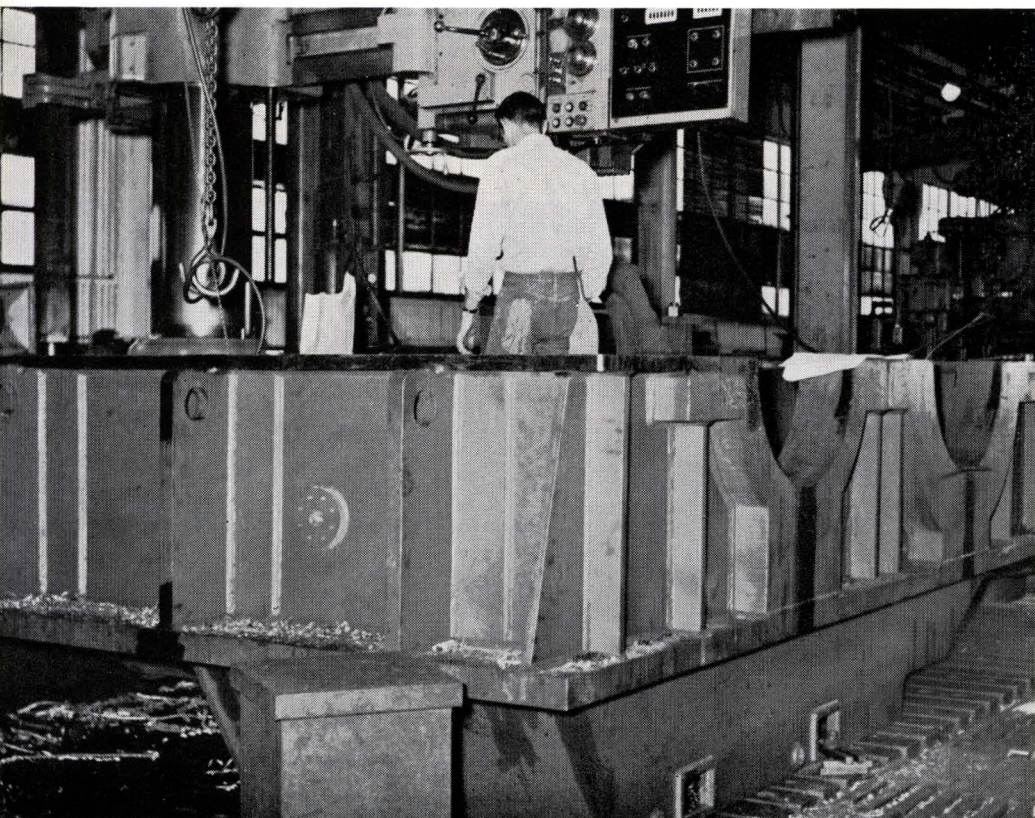




3. MEANWHILE, the procedure is underway of welding the gear "blank," the name for a gear without the teeth cut. Here the spherical "hub" has been welded to the "webs," round discs which, when welded inside the gear blank's outer rim, will provide internal stress for strength. Pictured is Ronnie Hunt, Welding Shop, first shift.

4. Right. The hub and webs have been inserted into the gear blank after it has been expanded by heat and later shrunk around the inner section to assure a tight fit. The ticklish part about this procedure is keeping the hub hot enough; a constant temperature of 400 degrees must be maintained by the use of extra torches.

5. Below: CHARLES MINSHEW, Machine Shop, second shift, runs the American Openside Tape Drilling Machine, controlled by a computerized tape which "tells" the machine where to drill holes. Although it has the capacity to drill a 20x7-foot piece, the gear box for Model HDL 6640 created a special problem; larger than 7 feet wide, the box had to be rotated in the machine. Without this machine, a job of this size would have been almost impossible for Lufkin.

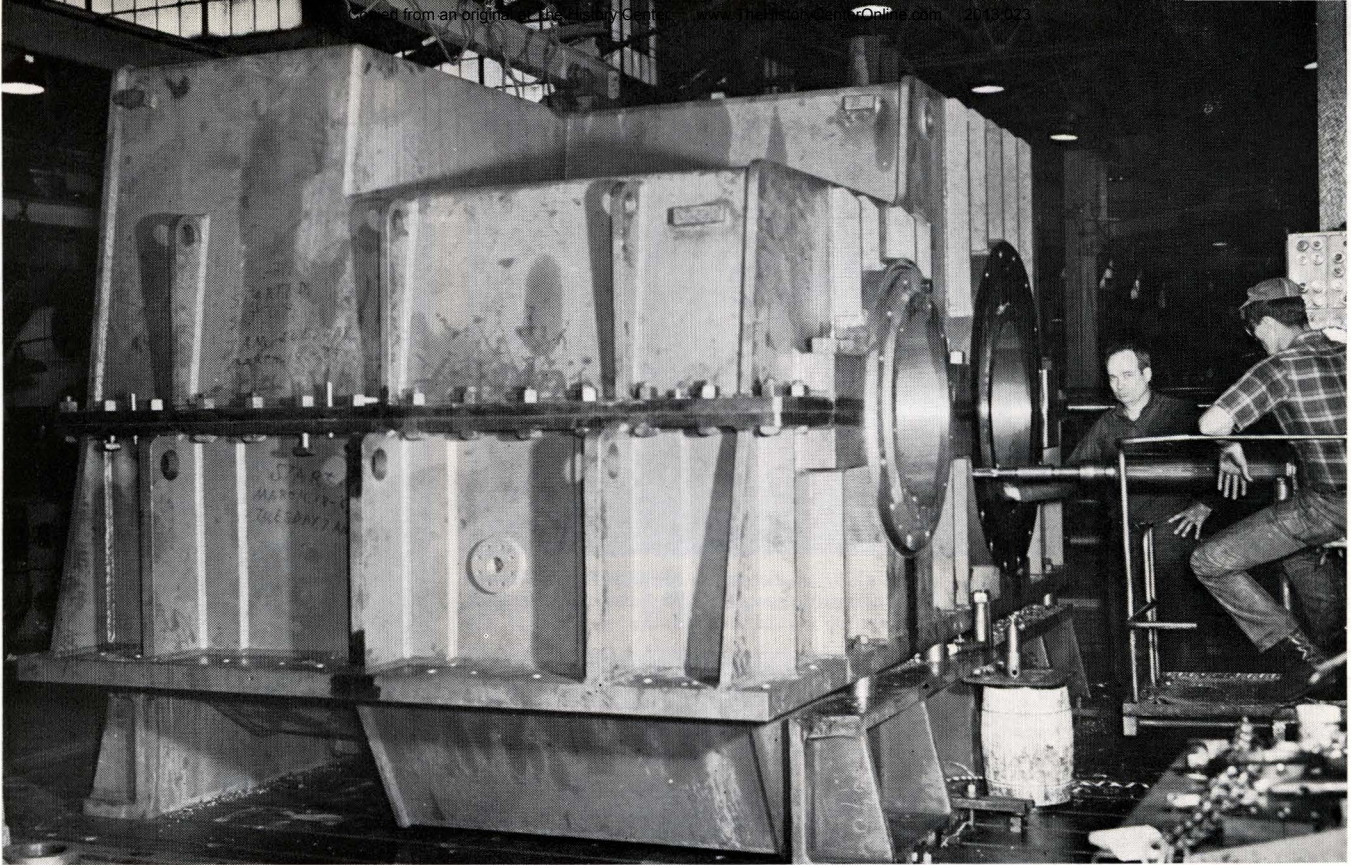


ties. Because of its length, the 8-axle delivery truck and trailer required to transport that much weight would not turn the corner at the west entrance to the Commercial Gear Building, the usual route for shipment of gear orders. So the smaller door at the north end was enlarged to 20 feet high and 18 feet wide to accommodate the trailer and its enormous load.

Also, backing the trailer under the gear box for loading meant raising the unit several feet off the floor of the assembly room. Since the crane did not have that lifting capacity, each corner of the gear was lifted separately while crewmen slid wooden blocks underneath.

The birth of Model HDL 6640 involved Lufkin salesmen and engineers. After the idea was sold and the order placed by Fairbanks Morse, Inc., a division of Colt Industries with home offices in Beloit, Wisconsin, design work began on the engineering drawing tables.

Less than a year later (and several weeks before the deadline, thanks to the speed of the gear production line) the huge unit rolled out the plant on



6. HAROLD ROGERS, left, and Jim Sharp, Machine Shop, first shift, employees demonstrate the operation of boring, drilling and tapping the gear box on the horizontal boring mill. "Tapping" refers to the process by which internal threads are cut for the insertion of huge screw-shaped shafts.

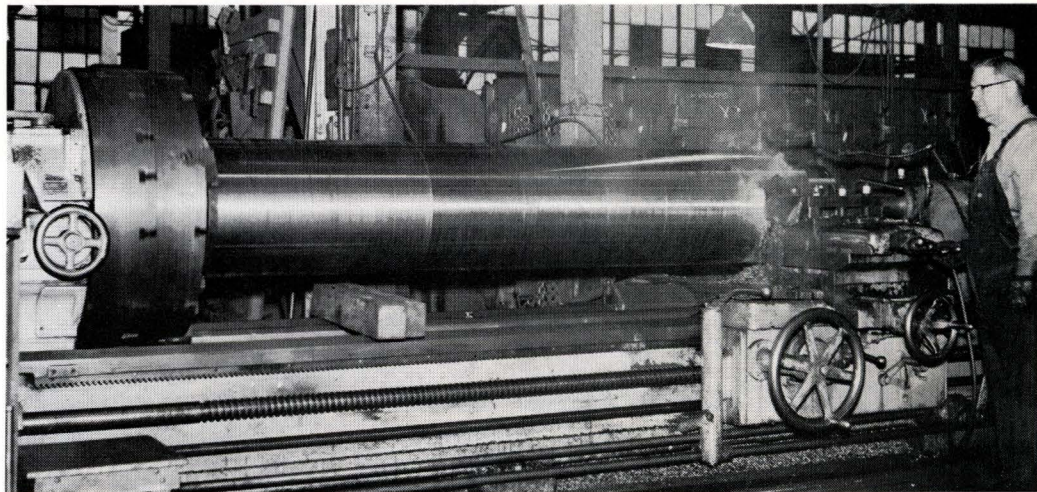
the 300-ton low-boy trailer to be taken to Pascagoula, Mississippi, for assemblage with the engine.

The event drew a crowd of office and shop personnel. Like a thoroughbred animal groomed and manicured for show, the giant gear was given last minute touches of paint and oil and grease wiped off by employees even as the truck's 56 huge tires began to roll it away.

After its dramatic farewell, work began on the second of the order for four such gear units. A fifth gear of that size, with slight modifications such as the deletion of clutches, will be built for U.S. Steel Corporation.

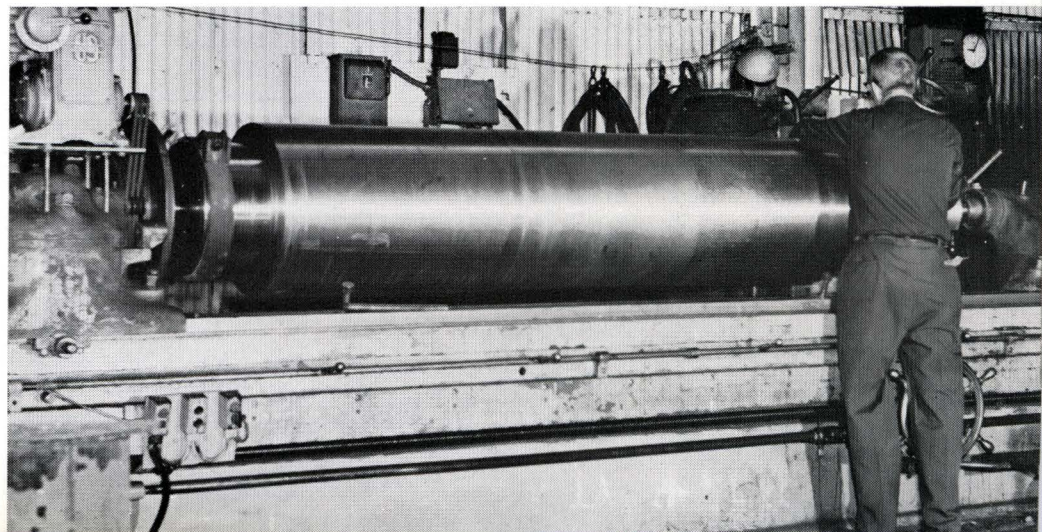
Model HDL 6640 represented 610 hours of gear cutting time, the most ever required for a gear order. Lufkin's Schiess, a German-built gear cutter having a 16-foot capacity, the largest owned by a manufacturer south of Chicago, cut the slow speed gear and pinion. This gear had a 46-inch face width and a 92-inch OD and its pinion had a 46-inch face width and a 43-inch OD.

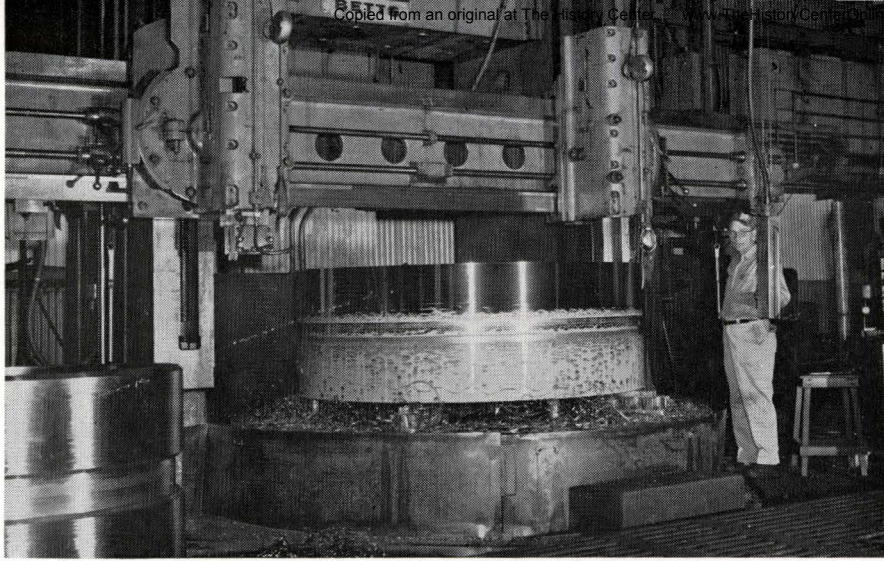
Another gear cutter from Germany, the Pfauter, which has a 10-foot capacity, was utilized for the high speed gear set. The gear measured 30 inches



7. ROTATING the main shaft, Jesse Neal, Machine Shop, first shift, machines down rough forging to precise dimensions, preparing the shaft for the final grinding operation shown in the following picture.

8. HERE THE GEAR fit dimensions and the bearing journals, the areas on the shaft which rotate in the bearings, are ground to extremely close tolerances. F. E. Null, Machine Shop, first shift, is the operator.

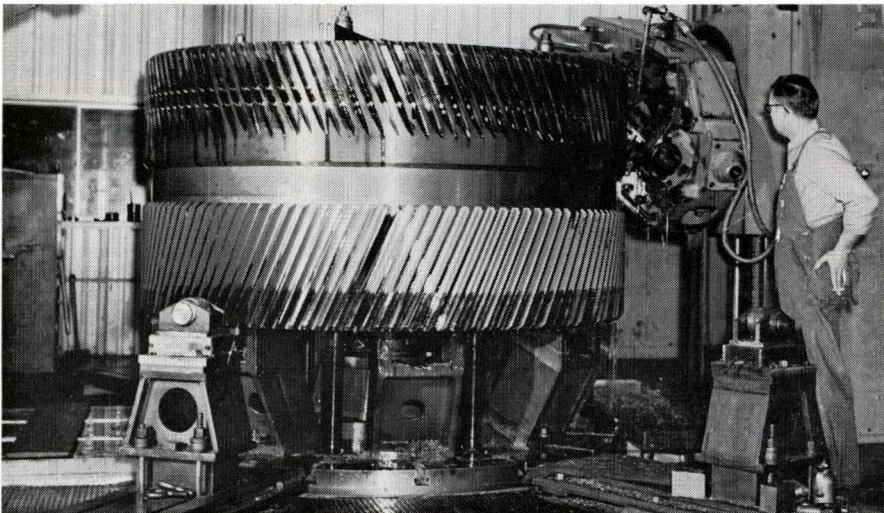
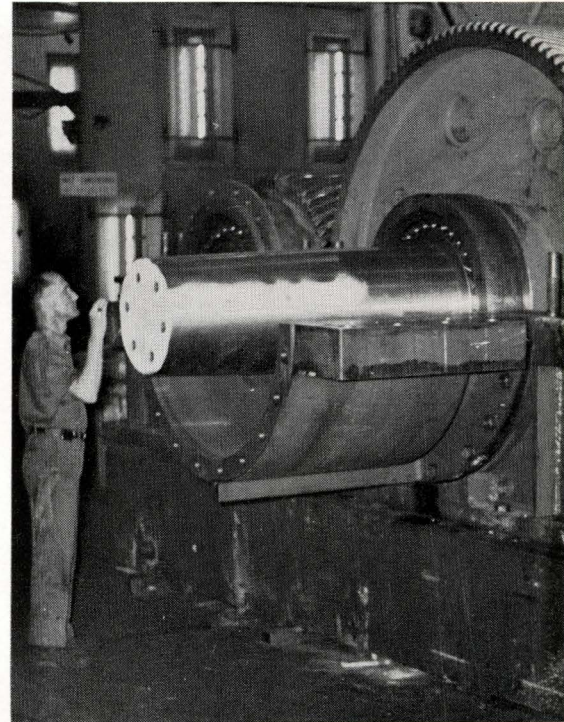




9. WAYNE WALLACE, Machine Shop, second shift, operates the machine which bores and smooths the blank in preparation for the cutting process. Because heat is generated during this operation, a constant flow of liquid bathes the surface of the gear blank.

Composed of a special high alloy material, it requires precise temperature control during the welding cycle. Before and after being welded, the blank is heat-treated in controlled ovens to eliminate welding stresses on the metal and to protect the alloy, which requires cooling at a slow rate.

This blank was welded on the positioner shown in picture four.



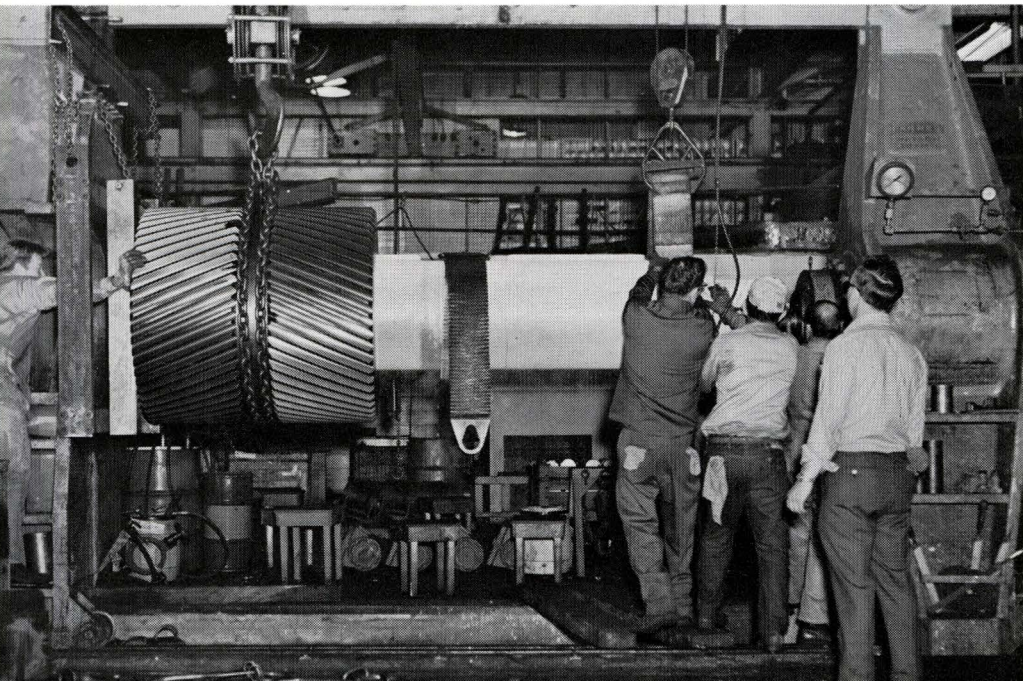
10. J. C. WOOD, Machine Shop, first shift, operates the Schiess, Lufkin's giant hobbing machine housed in a temperature-controlled room in the Gear Cutters department. A worm wheel inside the machine automatically spaces the teeth as the cutter moves around the blank.

in face width with a 91-inch OD and its pinion had a 36-inch face width with a 46-inch OD.

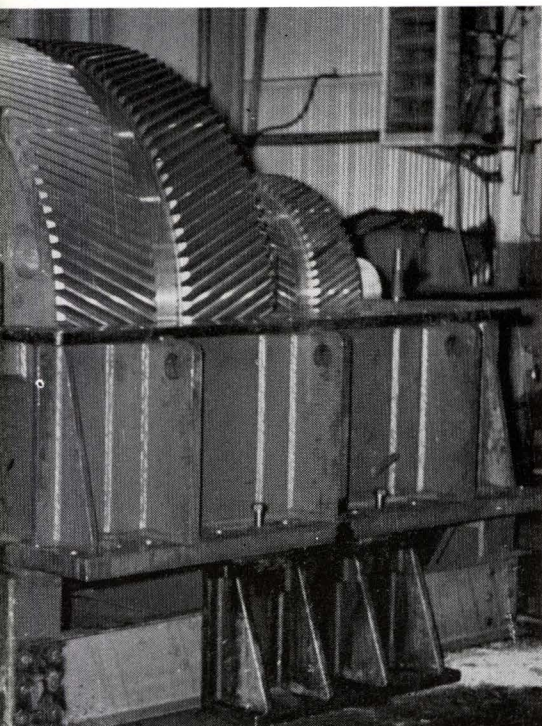
Halfway through production, hydrogen flakes were discovered in the steel gear shafts furnished us by a supplier. The shafts then were drilled out and replaced, throwing production slightly off schedule. Even with this delay, the order beat its deadline by several weeks.

The gears will pass through a lot of hands before being sent to the high seas in tankers. Ingalls Shipbuilding Corporation will build the vessels in which the engine packages will set. Then they will go to Falcon Tankers Company, New York, owners of the ships, who will charter the vessels to the Military Sea Transportation Service.

Lufkin Foundry's Gear Division has broken its own record for size and complexity of gear units, proving that Lufkin's ingenuity of design and manufacturing craftsmanship almost eliminates any thought of production limitations.



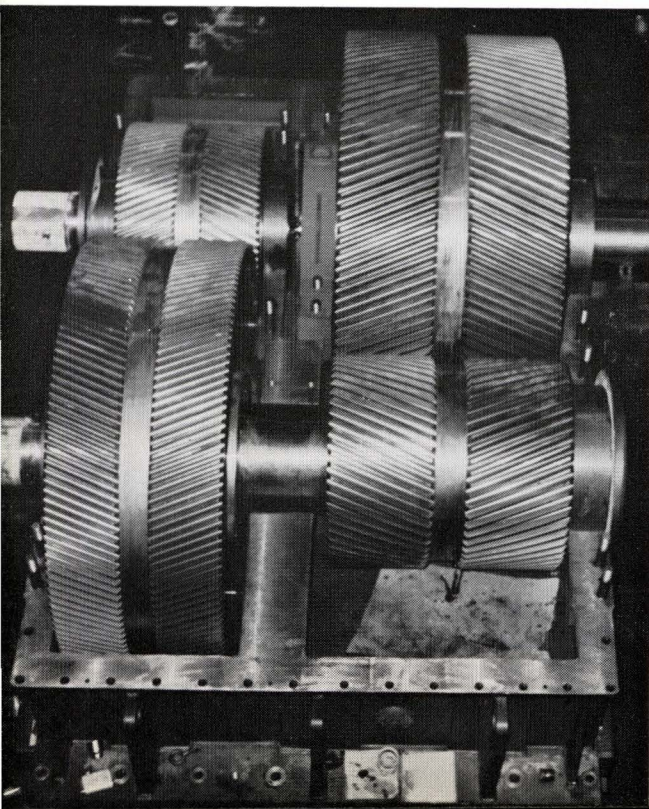
11. LEFT TO RIGHT are Sammy Kirkland, Lee Nerren, Glen Lofton, Yank Williams and A. J. Havard, Machine Shop, first shift, employees. This shaft, which is being pressed into the slow speed pinion, has been in dry ice overnight to shrink it for insertion into the pinion. As the frosty coating melts and the shaft heats to room temperature, it will expand for a tight fit.



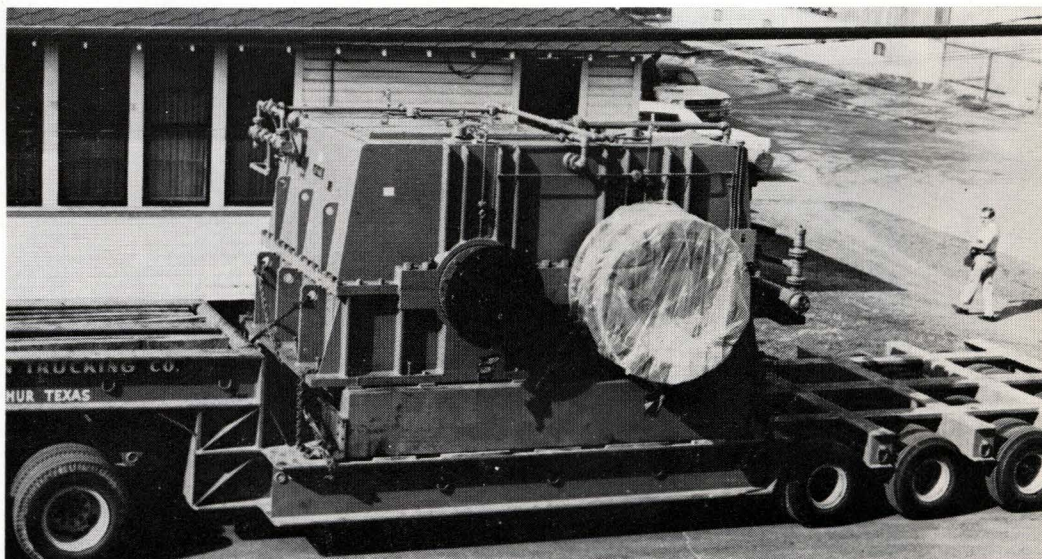
12. DARWIN DOMINEY, Machine Shop, second shift, assists with the assembly of the high speed and low speed gear sets. This unit was so large that it required a specially-made base which sat on the floor for its assemblage.

The units are tested with Lufkin's 600-horsepower motor to check tooth alignment and tooth contacts. Painted on the gear's teeth, a liquid bluing rubs off on the pinion with which it meshes, making it possible to tell where contact is made.

13. Below: THIS VIEW from above shows the gear units before the top of the gear box was added.



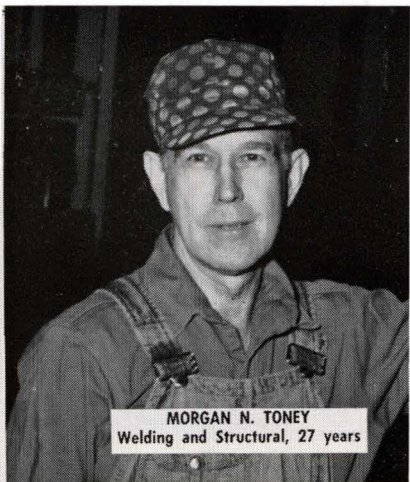
14. THE COMPLETED gear was lifted corner-by-corner and wooden blocks were placed underneath for support. Then the low-boy was backed under the raised unit.



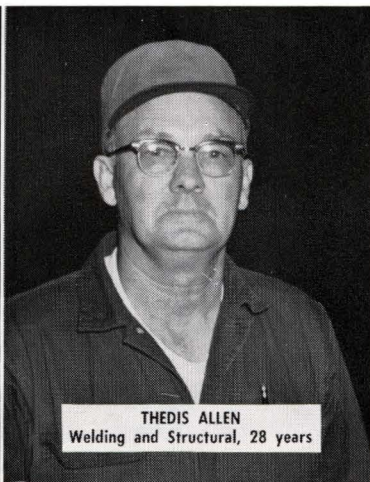
15. AFTER LOADING on the 8-axle trailer, the clutch was covered with a protective cellophane covering to keep the linings dry and clean.



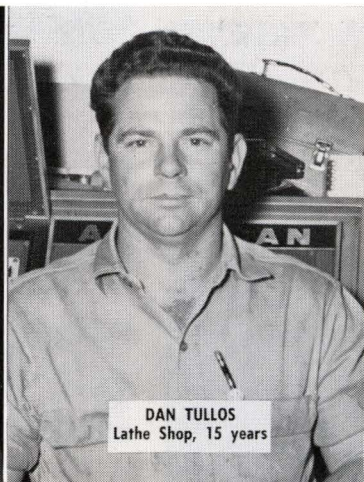
16. THIS UNIQUE 300-ton low-boy trailer was required to transfer the gear unit to Pascagoula, Mississippi, for assemblage with the ship's engine. The trailer's 56 huge tires rolled the gear down Kiln Street where a crowd of office and shop employees gathered for one last look.



MORGAN N. TONEY
Welding and Structural, 27 years



THEDIS ALLEN
Welding and Structural, 28 years



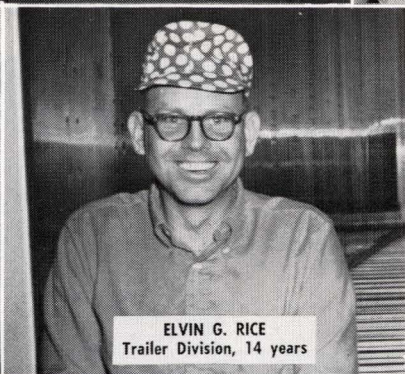
DAN TULLOS
Lathe Shop, 15 years



BILLY R. HARRIS
Pattern Shop, 13 years



W. A. KIRKLAND
Accounting, 25 years

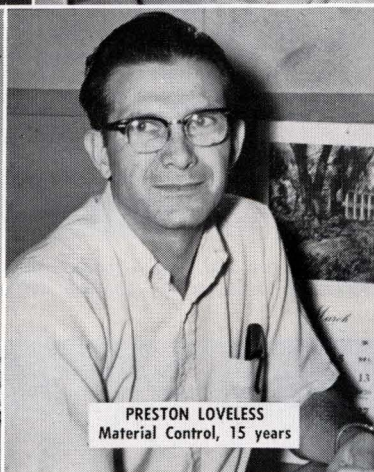


ELVIN G. RICE
Trailer Division, 14 years

*Celebrating a
Anniversary
... 12 YEARS OR MORE*



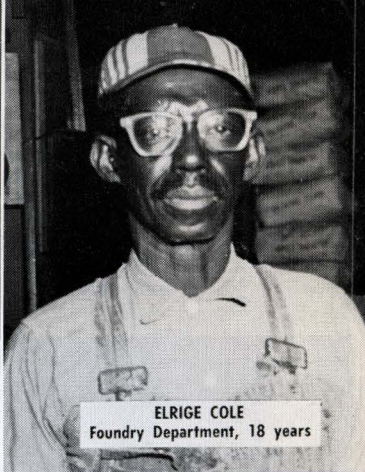
BETTY STEWART
Main Office, 11 years



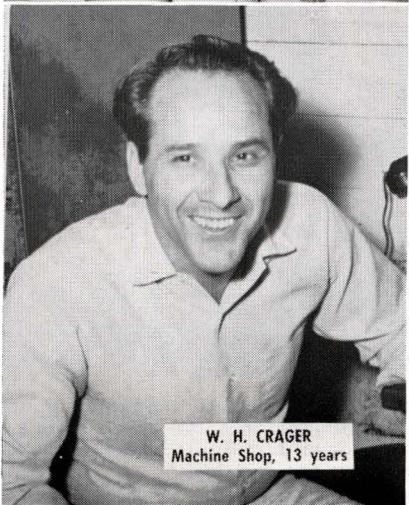
PRESTON LOVELESS
Material Control, 15 years



DONALD R. STEELE
Traffic Department, 7 years



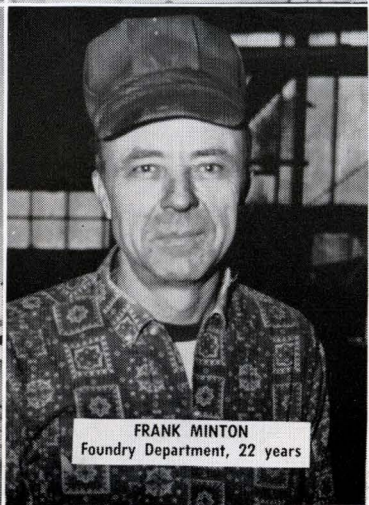
ELRIGE COLE
Foundry Department, 18 years



W. H. CRAGER
Machine Shop, 13 years



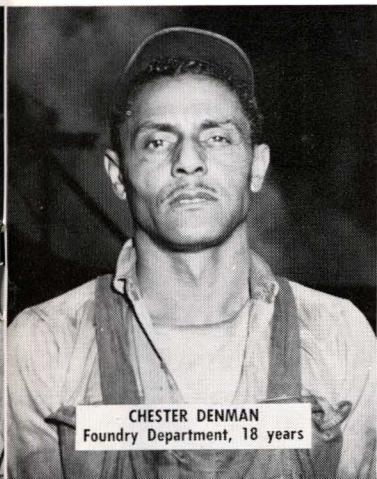
NOVELLA JARVIS
Mill Supplies, 22 years



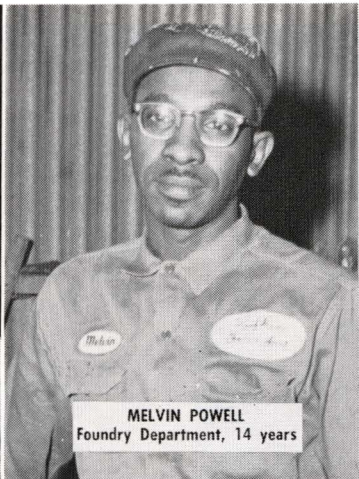
FRANK MINTON
Foundry Department, 22 years



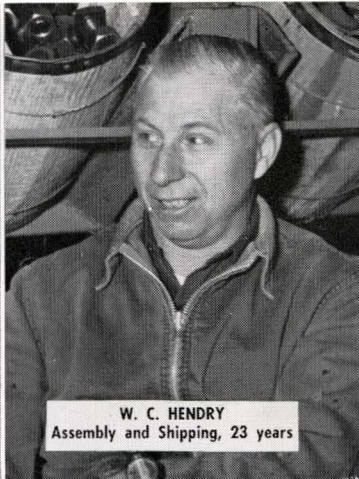
O. M. MILLIGAN
Trailer Division, 19 years



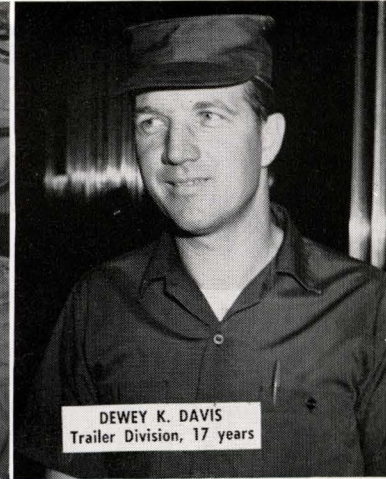
CHESTER DENMAN
Foundry Department, 18 years



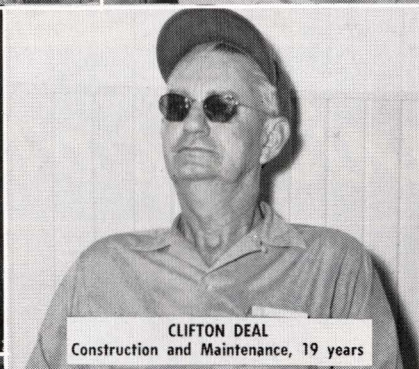
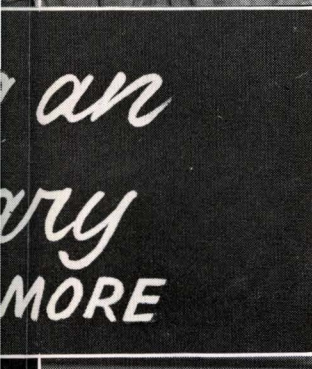
MELVIN POWELL
Foundry Department, 14 years



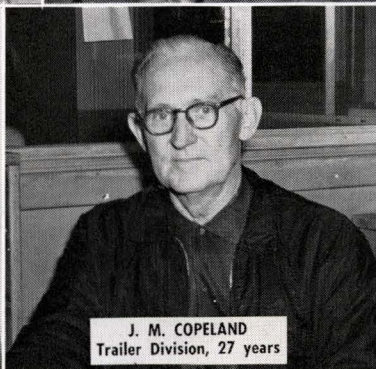
W. C. HENDRY
Assembly and Shipping, 23 years



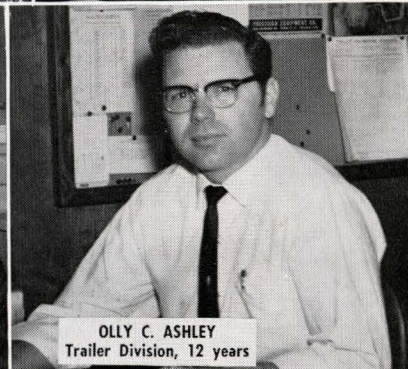
DEWEY K. DAVIS
Trailer Division, 17 years



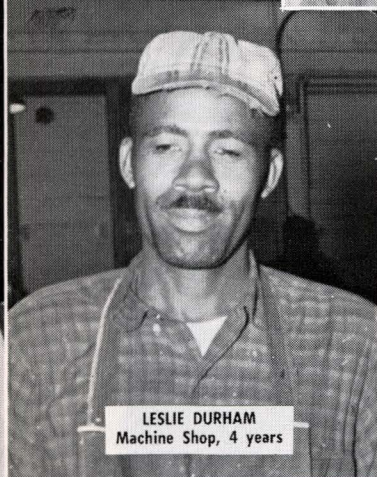
CLIFTON DEAL
Construction and Maintenance, 19 years



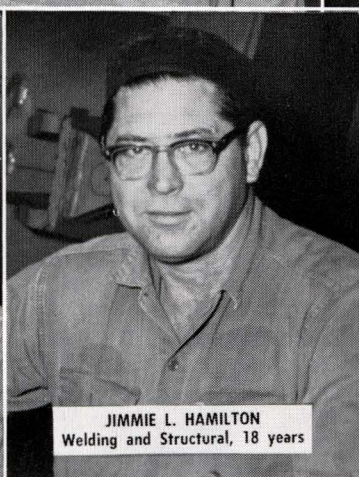
J. M. COPELAND
Trailer Division, 27 years



OLLY C. ASHLEY
Trailer Division, 12 years



LESLIE DURHAM
Machine Shop, 4 years



JIMMIE L. HAMILTON
Welding and Structural, 18 years



T. J. SELMAN
Lathe Shop, 40 years



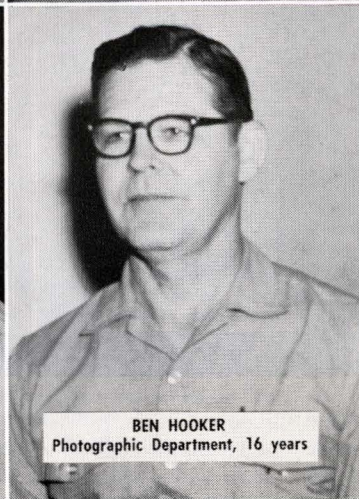
VERDELL JOHNSON
Foundry Department, 25 years



HENRY HEFLIN
Welding and Structural, 14 years



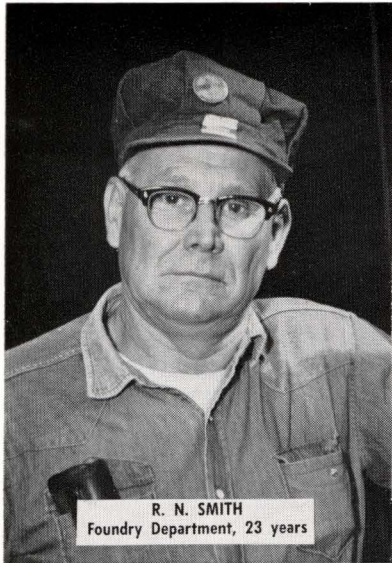
JESSIE GARCIA
Foundry Department, 23 years



BEN HOOKER
Photographic Department, 16 years



EDWARD O. TAYLOR
Welding and Structural, 18 years



R. N. SMITH
Foundry Department, 23 years



H. P. COLLINS
Engineering, 25 years

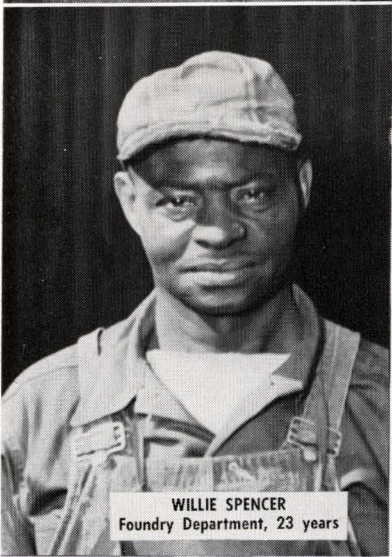


WILL H. CRAIN
Foundry Department, 22 years



TENNY BRADEN
Engineering, 23 years

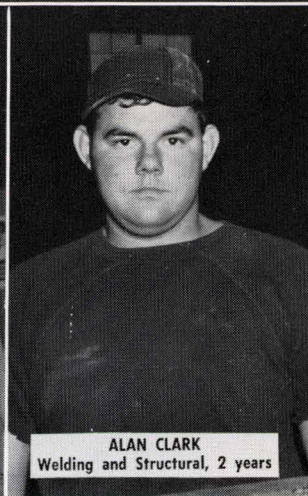
More Anniversaries



WILLIE SPENCER
Foundry Department, 23 years



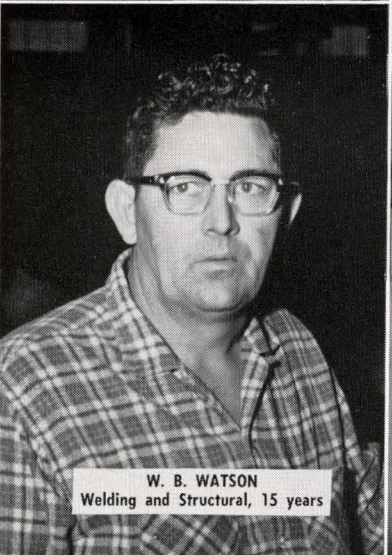
BRADLEY KING
Welding and Structural, 14 years



ALAN CLARK
Welding and Structural, 2 years



FRED GRIFFIN
Engineering, 22 years



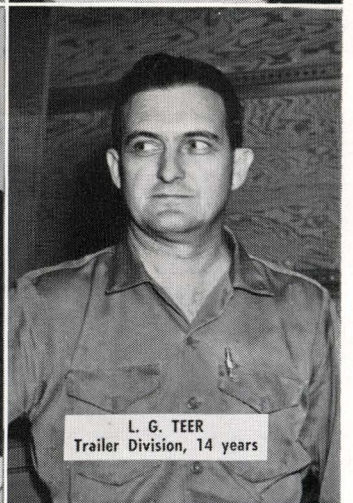
W. B. WATSON
Welding and Structural, 15 years



C. E. McFARLAND
Machine Shop, 14 years



BOB THOMPSON
Machinery Sales, 23 years



L. G. TEER
Trailer Division, 14 years

Shop Talk

CONGRATULATIONS to Mr. and Mrs. JIMMY LITTLE who were married March 15 in the bride's hometown of Hemphill. She is the former Vivian Purtell and Jimmy is employed in the Welding and Structural department, first shift.

Sympathy is extended to CARROL EASTEPP, Assembly and Shipping, first shift, upon the death of his uncle.

E4 Gary Wayne Yount, 503rd Infantry, 173rd Airborne Division, has completed a year of duty in Vietnam. He returned to Lufkin in March.

Wayne is the son of Mr. and Mrs. LUTHER A. YOUNT and the brother of Sue, Linda and Leah Karen. Luther is an employee of the Assembly and Shipping department, first shift.

We are sorry to hear that OTIS JENKINS has been sick. He works in the Welding and Structural department, first shift.

Mr. and Mrs. AL MALLONEE announce the arrival of their grandson, Stephen Todd, who was born March 16. His parents are Lt. and Mrs. Jerry M. Bate of Fairbanks, Alaska, where Jerry is stationed with the U.S. Army.

Al works in the Engineering department.

Sympathy is extended to WILLIE BURNS, Foundry department, first shift, upon the death of his grandfather.

The daughter of HARVEY GRAHAM, Welding and Structural, first shift, is graduating from high school this spring. Wanda attends Central High.

DELBERT ELLISON was missed by co-workers in the Trailer Division, first shift, during his hospital visit.

Sympathetic messages go to E. L. TULLOS, Trailer Division, first shift, whose mother-in-law died.

Congratulations to newlyweds, Mr. and Mrs. CHRIS RODDAM. She is the former Charlene Sexton of Crockett.

Chris returned from an 18-month army tour of Korea last November and now is working in the Tool Room, first shift, as well as attending classes at Angelina College. His father is FORD RODDAM, Commercial Gears, first shift.



GARY WAYNE YOUNT . . .
home from Vietnam

JUDGE M. HUTSON has returned to work after his operation. He works in the Inspection department, first shift.

We are sorry to learn of the death of FRED CONWAY's mother. Fred is employed in the Machine Shop, third shift.

Mr. and Mrs. I. D. HAYES announce the birth of their second son, Richard Wayne, who weighed 8 pounds 2 ounces when he was born March 10. His brother and three sisters are I. D. Jr., Mary Ann, Barbara Ann and Patricia Lee.

I. D. is an employee of the Mill Supplies Division.

BILL PENNINGTON was missed during his bout with the flu. He is foreman of the Welding and Structural department.

Frank Davis, Jr. is completing his freshman year at Angelina College. He was graduated from Dunbar High School last spring where he was a member of the track team and played the big drum in the school band.

His father is FRANK DAVIS, Pipe House.

We are sorry to learn of the death of Mrs. J. S. Lawrence, Sr. She was the mother-in-law of BILL LOVE, Machine Shop timekeeper.

LESLIE DURHAM has returned to his job in the Machine Shop since his accident in November. Leslie was trying to retrieve a squirrel he had shot when he fell out of a tree and broke his leg.



WANDA GRAHAM . . .
graduating from Central High

JEWEL DRAKE's son-in-law, David Laman, has been promoted to the rank of Specialist, Fourth Class. A member of the Transportation Squadron at Ft. Bragg, North Carolina, he spent nine months in Germany with the army. His wife is the former Teresa Ann Drake.

Jewel works in the Electrical department, first shift.

Five members of the foundry bowling teams recently brought home honors from the Seventh Annual City Tournament in Nacogdoches.

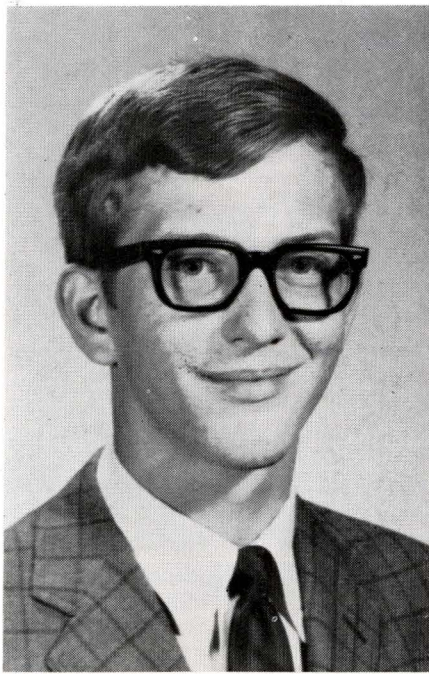
CHARLIE HAMILTON, Trailer Division, added two more trophies to his collection for taking first place in the singles event with a three-game score of 678 and for winning the high game scratch with 246 points.

MIKE CLOYD, Material Control, was awarded a trophy for his first place combined score of 1843 in all events.

Three others were given cash prizes for their high scores at the tournament. HOLLIS CLIFTON, Machine Shop, scored 1842 points in all events for second place. RONNIE SMITH, Welding Shop, placed fourth in all events with 1823 points. In the singles event, Ronnie took third place with a score of 649 points, and GEORGE HAYWOOD, Machine Shop, was close behind in the same event with his fourth place score of 644 points.

Congratulations to all five champs!

RED PARKER's son, Tommy, will attend Stephen F. Austin State College next fall, after his spring graduation from Lufkin High School. As majors, he is considering the fields of law, engineering and science.



LESLIE COLBURN . . .
to attend Texas A&M

At LHS, Tommy is a member of two class councils and the Pan American Student Forum. An A-average student, he is in the National Honor Society. For two years he has been a lab assistant for biology and chemistry courses.

Red is foreman of the Material Control Warehouse.

The foundry shares the deep grief of Mr. and Mrs. R. E. (MUTT) BARR upon the loss of their daughter, Bette.



WANDA GURGANUS . . .
engaged to Elvis Fuller

Leslie Colburn plans to enter Texas A&M University next fall to study engineering. A spring graduate of Lufkin High School, he has been active on the school golf team this year.

His father is A. G. COLBURN, Trailer Division.

The brother of JAMES THOMAS, Machine Shop, first shift, is recovering from wounds he received in Vietnam.

Back in the United States after an 18-month tour of Vietnam, Sgt. Earl Thomas now is stationed at Ft. Belvoir, Virginia. This was his second tour of Vietnam. An army career man, he has served twice in Europe and once in Korea.

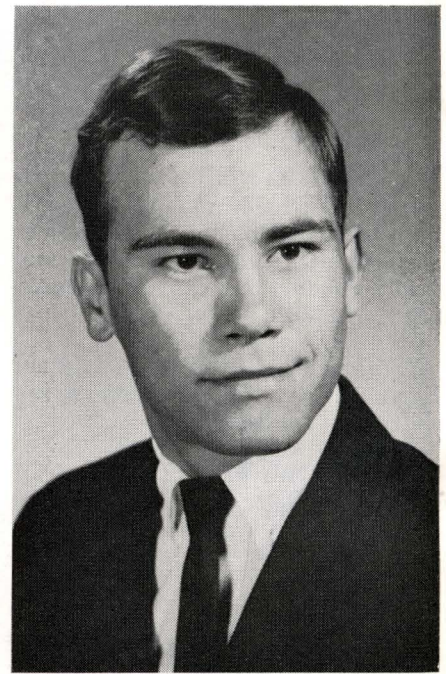
Best wishes to Elvis Fuller and Wanda Gurganus, who will be married on August 8. Wanda will be graduated from Lufkin High School this year and her fiance attends Angelina College.

He is the son of AUBREY FULLER, Van Sub-Assembly, first shift, and MARY FULLER, Mailroom.

Andy Williams, Jr., a May graduate of Lufkin High School, will enter The University of Texas in the fall.

His father is ANDY WILLIAMS, Trailer Division.

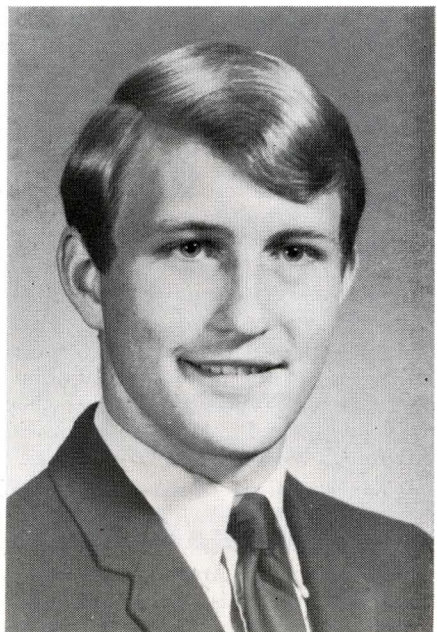
Congratulations to newlyweds Mr. and Mrs. J. A. THOMAS. He is an employee of the Foundry department, first shift.



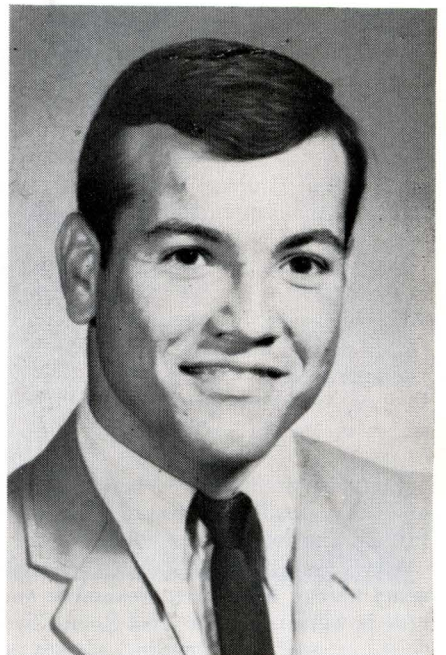
ELVIS FULLER . . .
to be married August 8

Texas A&M trackster Curtis Mills, Jr., competing in the Border Olympics at Laredo on March 8, defeated Dave Morton of The University of Texas in the open quarter in one of the olympic's best times, 47 seconds.

However, Texas got revenge later in the mile relay with a time of 3:10.1 to the Aggies' 3:12.6. Both Mills and Morton were at the anchor positions for this one.



TOMMY PARKER . . .
an A-average student at Lufkin High



ANDY WILLIAMS, JR. . . .
enters The University of Texas next fall



RONNIE CHASTAIN . . .
stationed in San Diego

Father of the former Dunbar High School track star is CURTIS MILLS, Mill Supplies Division.

By the way, Texas is not the only state with sports enthusiasts.

THE ROUNDUP office received a note from JIM ROE, division manager, Denver Oilfield Sales, bragging on another salesman, DON STANLEY, who plays basketball on a Williston, North Dakota, local team.

Attached to the note was a newspaper clipping, which reported, "Stanley hit the amazing total of 60 points to lead the Montgomery Ward team past station KEYZ, plotting 27 field goals and six free throws."

Don's team was vying for the Williston Men's City League Tournament crown when they chalked up this semi-final victory. It sounds like Don was the star player!

Sympathy is extended to CLARENCE MORRISON, Foundry department, first shift, upon the death of his brother.

We extend sympathy to DAN WIER, Trailer Division, whose father-in-law recently died.

Frank Hardy, son of FRED HARDY, Traffic department, has started his Air Force basic training program. Prior to his enlistment, he attended Stephen F. Austin State College and worked at KTRE radio.



CURTIS THOMAS, Machine Shop, left; JIMMIE LEE COLE, Tool Room, center; RAYMOND FORNEY, Shipping department . . . a helping hand in a time of tragedy

WAYNE H. WALLACE, Machine Shop, second shift, is back at work after his recent illness.

We extend sympathy to A. D. WILKERSON, Machine Shop, first shift, upon the death of his brother.

Ronnie Chastain was sworn into the Navy on Feb. 19 and flew to San Diego in March to begin his eight to ten weeks of basic training.

Last year Ronnie attended Lon Morris Junior College.

His father is JACK CHASTAIN, Maintenance department, first shift.

Congratulations to Mr. and Mrs. DANNY STANBERRY upon the birth of their first child, Dena Jill, who arrived March 29 at 10:40 a.m. She weighed 7 pounds, 8½ ounces and was 20½ inches long. Her proud father works in the Trailer Division.

Deepest sympathy is extended to JIMMY LEE COLE, Tool Room, first shift, who lost his wife and two of his children in a fire which destroyed his home and all personal belongings.

To help Jimmy replace the clothes

and furniture he lost, fellow employees throughout the plant contributed money to a fund for him. A total of \$573.23 was collected and presented to him.

Hearty good wishes are sent to Mr. and Mrs. CECIL HUNT upon the birth of their first child, a girl born March 30, at 7:19 p.m. She weighed 4 pounds, 14 ounces and was named Jennifer Elizabeth. Cecil is employed in the Engineering department, Main Office.

Sincere sympathy goes to the family of Lisa Havard, 2, who died Sunday, March 30, after a brief illness. Her father, LINWOOD HAVARD, JR., is employed in the Machine Shop, second shift, and her grandfather, LINWOOD HAVARD, SR., is the company mailman.

Sympathy is extended to EARL DAVIS, Mill Supplies Division, upon the death of his sister.

JOHN GREGORY, Lathe Shop, first shift, was missed during his recent illness.

RILEY D. O'QUINN, who has been working in the Machine Shop, second



DAN TULLOS and his "friend," Duke

FRANKLIN WEEKS, III . . . "Paperboy of the Month"

shift, recently began his army stint.

His father is J. R. O'QUINN, Machine Shop, first shift, and his uncle is HUBERT O'QUINN, Trailer Van Sub-Assembly.

RAY HOLCOMB recently spent a few days visiting his father and other relatives in Muskogee, Oklahoma. Ray went home to be with his father, who was undergoing surgery.

Ray is employed in the Electrical department, first shift.

Foundry department employee FRANKLIN WEEKS has reported to us the latest details of his niece's tour of U.S. military bases in Vietnam, where she is traveling with a USO entertainment group.

Sue Graham has gained so much from her experiences in the war-torn country that she has signed a contract to make Vietnam her home for another 18 months. This will be a total of three years that she has devoted to the cause. Prior to her work with the USO, she lived in Austin, where she earned a degree at The University of Texas.

Her mother has visited Sue this year, including in her travels to Vietnam a tour of Europe and Asia. Sue's only return to the United States in her last 18-month tour was a sad occasion, her father's funeral.

We know the Weeks are proud of

their niece's contribution to the effort.

By the way, Franklin's 13-year-old son, Franklin III, a student at Lufkin Junior High School, was the first recipient of the "Paperboy of the Month" award. The Lufkin News presented him with a trophy, which he won by delivering his papers every day of the month without missing anyone on his route.

Besides this 100 percent delivery record, the News said that young Franklin pays his bill by check unusually early every month, which is a great help to the newspaper's accounting department.

We admire the boy's enterprising spirit!

There's a new baby in the home of J. L. OPPENHAMMER. Congratulations to the new father, who is employed in the Foundry department, second shift.

We extend sympathy to J. L. BURNS, Foundry department, first shift, upon the death in his family.

Pvt. MIKE HALES, a former employee of the Machine Shop, has completed army basic training at Ft. Bliss near El Paso. He is stationed now at Ft. Ord, California, near Monterrey, where he is taking advanced infantry training.

His wife is JUDY HALES, Personnel department.

We understand that DAN TULLOS, Machine Shop, first shift, gets a little nervous around bulldogs. A picture appears on these pages showing Dan cautiously eying one of the harmless little hounds. Apparently the photographer caught his subjects off guard or maybe Dan took off runnin' after the picture was snapped. At any rate, a photo of Dan this close to a bulldog is a good one for posterity!

Mrs. Mary Foster Matchett has written a poem in memory of her late mother, Mrs. Eyra Foster, which she wishes to share with other Lufkin Foundry employees and their families. Mary's father, A. A. FOSTER, and her husband, DAVID MATCHETT, are employees of the Trailer Division, first shift.

A New Flower in Heaven

By MARY FOSTER MATCHETT

I walked quietly down a hidden path

Tucked far away in my memories of yesterday,

And surprised a violet,

Drenched in late winter sunrays.

But this cannot be!

Time must stand still.

How can robins fly wild and free,

How can jasmine cover the pines on the hill

When you are gone?

Chilly winter breezes touch my face,

Making me feel so cold and alone.

Silently I turn to go,

My mind screaming your name,

Searching every familiar trail

For a glimpse of you,

All the while knowing you'll never walk this way again.

Dear God, as spring emerges from the ground,

And the earth turns green and new,

Everywhere the flowers bloom and birds sing.

Dear God, there is something I must ask of you.

Throw open the clouds of Heaven,

Take my mother's hand

And walk slowly over this childhood path,

And let her smile at newly found blooms,

To be a flower with sacred roots.

Let it be Springtime in Heaven,

God, I pray,

Until we all join together

Our family circle whole again

On your great Judgment Day.

Another poem was turned in by WINFRED TULLOS, Welding and Structural Shop, third shift, written by his 12-year-old daughter, Vicky Rena. Although Easter was last month, her message is worthwhile any time of the year.

Calvary

By VICKY RENA TULLOS

Three crosses stood on Calvary high
Outlined against a darkened sky.

Two thieves hung on each side
Of one for us He cried.

Father, forgive them for they know not what they do,
They crucify me, but truly it's you.

My God, My God, why hast thou forsaken me
Here on this dogwood tree?

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
T. J. Selman	May 29, 1929	40
A. J. Havard	May 6, 1952	17
Dan Tullos	May 25, 1954	15
C. E. McFarland	May 18, 1955	14
W. H. Crager	May 1, 1956	13
Loyd M. Davis	May 21, 1959	10
Cleo Hale	May 20, 1963	6
C. K. Mathews	May 14, 1965	4
C. L. Minshew	May 9, 1966	3
W. D. Bryant	May 3, 1967	2
Phillip L. Smith	May 7, 1968	1
A. L. Hambrick	May 15, 1968	1
H. B. Bennett	May 28, 1968	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
G. C. Bridges	May 1, 1944	25
Verdell Johnson	May 29, 1944	25
Willie Spencer	May 7, 1946	23
Jessie Garcia	May 8, 1946	23
R. N. Smith	May 17, 1946	23
Frank Minton	May 16, 1947	22
Will H. Crain	May 30, 1947	22
Chester Denman	May 4, 1951	18
Elrige Cole	May 28, 1951	18
Melvin Powell	May 11, 1955	14
Prentice Flanagan	May 19, 1955	14
Jack Bresie	May 1, 1961	8
Elvis L. Grimes	May 28, 1963	6
Billy E. Summers	May 20, 1965	4
Melvin J. Mitchell	May 28, 1965	4
Thomas E. Russell	May 13, 1967	2
Joe E. Walker	May 14, 1968	1

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Thedis Allen	May 23, 1941	28
M. N. Toney	May 5, 1942	27
H. H. Smith	May 22, 1947	22
J. L. Hamilton	May 26, 1951	18
E. O. Taylor	May 26, 1951	18
W. B. Watson	May 19, 1954	15
Henry Heffin	May 30, 1955	14
Bradley King	May 30, 1955	14
C. E. Yann	May 21, 1962	7
S. L. Johnson	May 24, 1965	4
J. E. Wiggins	May 15, 1967	2
E. R. Humphries	May 23, 1967	2
K. M. Hopson	May 29, 1968	1

TRAILER DIVISION

	Employment Date	Years with Co.
J. M. Copeland	May 26, 1942	27
O. M. Milligan	May 1, 1950	19
L. C. Butler	May 19, 1951	18
M. E. Martin	May 29, 1951	18
D. K. Davis	May 12, 1952	17
E. G. Rice	May 4, 1955	14
L. G. Teer	May 23, 1955	14
Olly Ashley	May 27, 1957	12
Jim B. Riggs	May 28, 1959	10
Thomas Bass	May 1, 1962	7
Fred Basey	May 14, 1964	5
J. P. Thomas	May 14, 1964	5
Luke G. Rouse	May 25, 1964	5
R. B. McGee	May 1, 1967	2
Betty Coleman	May 1, 1967	2
T. E. Coutee	May 1, 1967	2
M. L. Parish	May 3, 1967	2
W. D. Michael	May 2, 1968	1
Obie Parrott	May 13, 1968	1

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
W. C. Hendry	May 8, 1946	23

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Judy Hales	May 27, 1966	3

I thirst, I thirst, but still they err
For on a sponge they give me vinegar.

Father, I come; I yield up the ghost
To join Thee, the mightiest host.

PATTERN SHOP

	Employment Date	Years with Co.
Billy Harris	May 29, 1956	13
R. D. McClendon	May 1, 1963	6
J. W. Carroll	May 3, 1966	3
V. A. Nixon	May 23, 1966	3

MATERIAL CONTROL

	Employment Date	Years with Co.
Preston Loveless	May 6, 1954	15
C. R. Brazil	May 9, 1961	8
G. D. Stewart, Sr.	May 12, 1966	3
M. E. Cloyd	May 8, 1967	2

PHOTOGRAPHIC DEPARTMENT

	Employment Date	Years with Co.
Ben Hooker	May 28, 1953	16

CONSTRUCTION & MAINTENANCE

	Employment Date	Years with Co.
R. C. Deal	May 22, 1950	19
Oscar Bridges	May 28, 1962	9

MILL SUPPLIES

	Employment Date	Years with Co.
Novella Jarvis	May 13, 1947	22
R. M. Jones	May 16, 1966	3
C. R. Roberts	May 10, 1967	2
I. D. Hayes	May 23, 1968	1

MAIN OFFICE

	Employment Date	Years with Co.
H. P. Collins	May 1, 1944	25
W. A. Kirkland	May 2, 1944	25
Tenny Braden	May 15, 1946	23
Bob Thompson	May 15, 1946	23
Fred Griffin	May 13, 1947	22
J. S. McGough	May 25, 1964	5
Lesley Brooks	May 26, 1965	4
Richard Faviell	May 29, 1967	2

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
R. P. Weaver	May 15, 1951	18
Bartola Morena	May 11, 1954	15
Johnny Chavarria	May 22, 1956	13
Paul Demeter	May 16, 1958	11
W. O. Jordon	May 31, 1962	7
C. R. Lofton	May 18, 1964	5
J. P. Brooke	May 26, 1965	4
Clarence Green	May 1, 1968	1
G. A. Lewis	May 2, 1968	1
D. B. Jordon	May 6, 1968	1
Doris Young	May 13, 1968	1
J. R. Jones	May 15, 1968	1
C. F. Walker	May 20, 1968	1

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
B. C. Burnette	May 31, 1943	26
B. M. Queen	May 16, 1958	11
Luther Tackett	May 8, 1961	8
W. L. Chappell	May 31, 1963	6
Victor Halwa	May 23, 1967	2

Our Cover Picture

Cairo, at the southern tip of Illinois, is situated at the confluence of the Ohio and the Mississippi Rivers, which separate the states of Illinois, Missouri and Kentucky. Early settlers nicknamed this region "Little Egypt," probably because it looks like the broad Nile River delta in Egypt.

Illinois is a beautiful state where broad rivers and fertile farmlands are intermingled with woods and lakes. Fine duck hunting is found in season, especially in the Illinois Valley and the Chain-O-Lakes area. Our cover picture was made in this region.

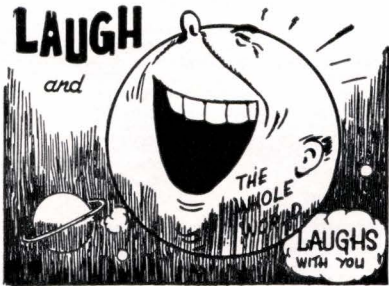
The Foundry Roundup

Lufkin Foundry & Machine Co.

P. O. Box 849
LUFKIN, TEXAS 75901

ADDRESS CORRECTION REQUESTED

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A government tax expert received a call from a woman who asked, "How much tax is due on \$75,000 income?" About \$41,180, not counting deductions, she was told.

"Well, what about \$150,000?" she asked. The bill jumped to \$101,980.

"Thanks for your help," said the caller. "I'm just trying to decide whether to buy one or two tickets on the Irish Sweepstakes."

Little Boy: "Dad, when I grow up, I'm going to marry grandma."

Father: "You can't do that, son. She's my mother."

Little Boy: "Well, you married mine."

A pedestrian is a husband who didn't think the family needed two cars.

"How do you know you weren't speeding?" the judge asked the driver accused of speeding.

"I was on my way to the dentist!"

When the announcer on the Armed Forces radio network finished the newscast, he closed with the correct time. "For you Navy men," he said, "it's now eight bells. For you men in the Army, it's now 0800. And for all you officers, the little hand's on eight and the big hand's on twelve."

Then there was the karate expert who rolled down his car window to signal for a left turn and chopped a Volkswagen in half.

Have you heard about the psychiatrist who gave his son a set of mental blocks for Christmas?

Freedom is doing what you please without considering anyone but your wife, relatives, neighbors, boss and government.

Halfway down a steep winding hill the carload of men stopped to ask an old woman at her gate if the hill were dangerous.

"Not here it isn't," she told them. "It's down at the bottom where they all kill themselves."

Husband consoling wife at daughter's wedding: "Don't think of it as losing a daughter; think of it as gaining a bathroom."

Any mother can state her role sardonically enough in a sentence: it is to deliver children—obstetrically once and by car forever after.

Vacations are great levelers. The person who takes one returns home just as broke as the person who stayed home because he couldn't afford to go away.

A woman testifying at a prayer meeting: "I ain't what I ought to be; and I ain't what I'm going to be; but, anyway, I ain't what I was."

At breakfast in a southern Texas hotel the stranger ordered hot cakes smothered in melted butter.

"We serve only margarine here," said the waitress.

"I can't understand it," said the man with some annoyance. "Here we've driven hundreds of miles across wonderful grazing land and have been told time and again that the finest cattle in the world are raised right here. Why don't you serve butter?"

"Sir," she said, "here in Texas we ride em and we eat 'em . . . we don't milk 'em!"

Epitaph on the grave of a hypochondriac: "I told you I was sick!"

Woman to friends: "I have the most marvelous recipe for goulash—all I have to do is mention it to my husband and he says, 'Let's eat out.'"

"Your Honor," said the distraught woman, pointing to her husband. "He won't give me enough money to feed and clothe our seven children."

"Young lady," the judge announced. "I'm going to see to it that you get at least a hundred dollars a week."

At this, the husband jumped up and exclaimed, "That's mighty kind of you, your Honor. And I'll try to give her a couple of bucks myself."

Sign in a post office: unzipped mail is indecent.

Washington bureaucrats have finally figured out how to balance the budget. They're going to tilt the country.

You can tell a child is growing up when he stops asking where he came from and starts refusing to tell where he's going.

Judge: "What is your name, occupation and what are you charged with?"

Prisoner: "My name is Sparks, I am an electrician and I am charged with battery and assault."

Judge: "Officer, put this man in a dry cell."

The Foundry Roundup

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Employees and Their Families

by

LUFKIN FOUNDRY & MACHINE CO.

VIRGINIA R. ALLEN, Editor

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