

The Foundry Roundup

APRIL 1970



from THE PRESIDENT'S DESK...



FELLOW EMPLOYEES:

THERE can be a lot of meaning in a name if it is made descriptive enough to tell a brief story of your business.

The Lufkin Foundry & Machine Company is a name that long will be remembered by a lot of our employees who have spent a lifetime of work here. Our Company has made great strides in many areas in past years, and our name never has been changed since the origin of our Company about 70 years ago.

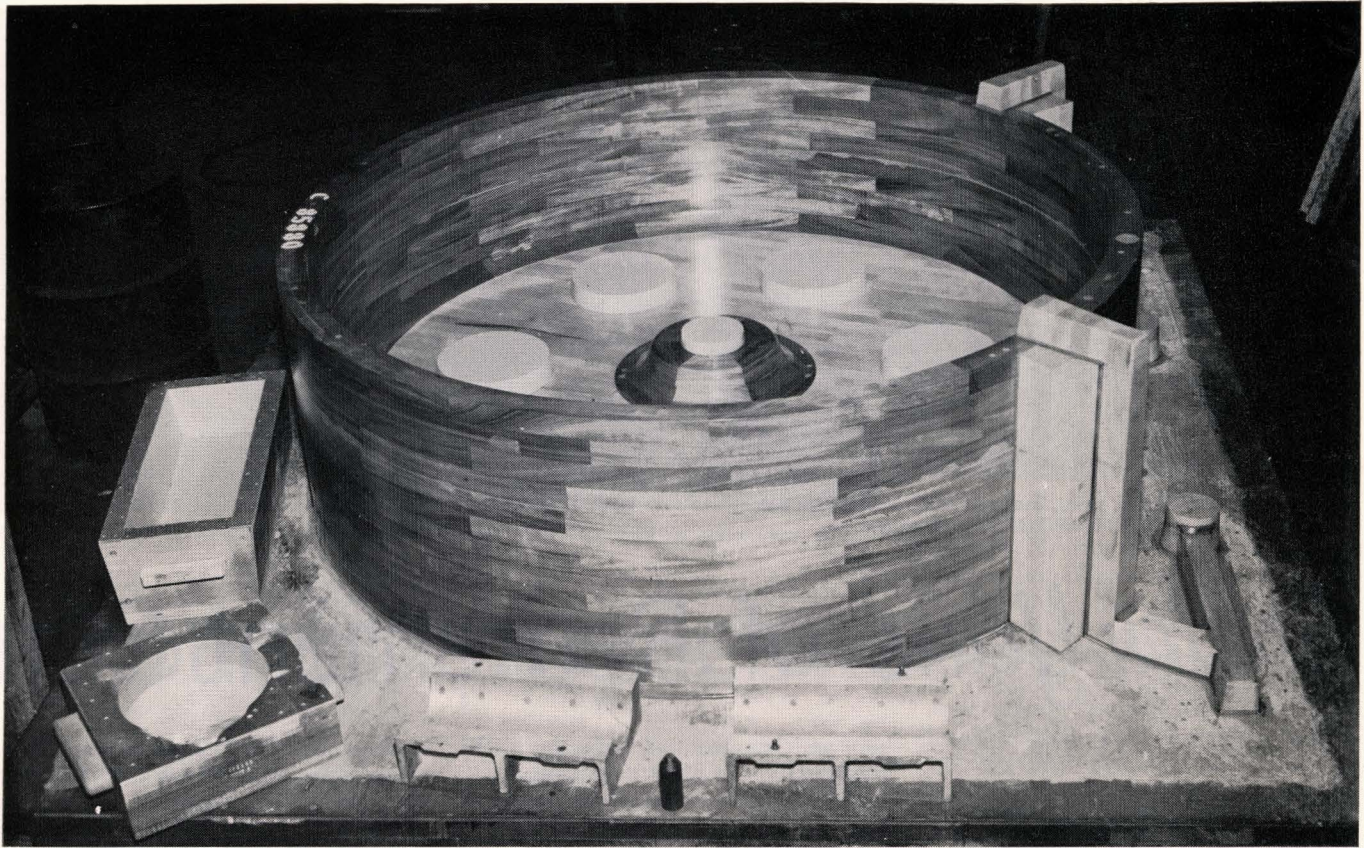
The name "Lufkin" is recognized the world over for excellence in pumping units, gears, castings and trailers. It will remain our trademark.

Our older name, the Lufkin Foundry & Machine Company, no longer describes the Company's capabilities but limits the description of our products. Today we make the finest pumping units in the world, but we also make good trailers and power transmission gears that bear little significance to the foundry.

The change in our name to Lufkin Industries, Inc. primarily is a move to strengthen our marketing and service functions by bringing all our operations under a stronger, more descriptive corporate name which will be recognizable wherever we do business.

I am most enthusiastic about our new name, Lufkin Industries, Inc., and I think it creates a very good image of a progressive company. We must continue to build and market a product worthy of the name.

R. L. POLAND



ARTISTRY Flourishes in PATTERN SHOP

OCCASIONALLY, the Pattern Shop turns out a pattern that, at a glance, could be mistaken for a fine piece of furniture.

But it almost requires being on top of production every minute to get a glimpse of one of these masterpieces of craftsmanship for its life is brief as a smoothly-finished piece of mahogany yet unsoiled by foundry molding sand during the interim between its infancy in the Pattern Shop and the molding process in the foundry department.

One day recently, as the last strokes of coating brought a v-belt sheave pattern to its lush mirror finish, foreman Ernest Lord admired the handiwork of pattern maker John Carrell and helpers Jackie Rogers and J. C. Higgins and called photographer Ben Hooker, who captured the pattern's sheen in the picture above.

"I just wish you could see how rich this mahogany can look when it is sanded and finished with the plastic

coating. The light strips of wood are taken from the edge of the tree, the area where the sap is, and the rest is a dark, rich red color," Ernest said, pointing to the darker wood with a protractor, with which he painstakingly measures the angle of the arcs to be cut from board lengths, a method used among pattern makers to combat material waste. In the case of this pattern, each arc forms one-twelfth of the circumference.

The 16 "D" groove 68" P.D. sheave pattern has a 69-inch diameter, a 24-inch face width and its casting weighed 5800 pounds. Approximately 1140 board feet of mahogany were used, bringing the cost of the pattern to an estimated \$2200.

"Mahogany runs 66 cents a board foot and Lufkin uses only 20,000 feet of it per year as compared to 70,000 board feet of sugar pine," Ernest added that the mahogany is ordered from a supply house in Houston, but the grade used is grown in Honduras.

Why use expensive mahogany instead of the less expensive lumber?

Simple. Mahogany is a denser wood, which means it will not absorb moisture as readily as sugar pine during the many months of storage before the pattern is used again. The sheave cast from this pattern will go on an A-2560D-240-47 air-balanced pumping unit, which was ordered by Colpet and will be shipped to a Colombian oil field. This is Lufkin's largest pumping unit.

H. P. Collins, chief draftsman, further explained. "There's a good possibility we will need this pattern over a long period of time. The trend in our pumping unit orders is indicating that our larger equipment is more and more in demand."

Meanwhile the pattern will not be idle.

"It's what we call a composite pattern. We can remove 7-5/6 inches from the top of the pattern and convert it from a 16 "D" groove sheave to an 11 "D" groove sheave," Ernest said. He then indicated the one-eighth of an inch thick metal rim inserted between the boards to assure proper parting of the two sections and added that with the simple removal of six half-inch bolts the 16 "D" groove sheave becomes an 11 "D" groove sheave.



JIMMIE WOOTEN, right, Inspection, Trailer Division;
C. J. (DUDE) SCHULLER, vice president



OSCAR DIXON, right, Material Handling, Machine Shop
R. E. (MUTT) BARR, vice president

Golden Years of Retirement Come

By CAROLYN CURTIS

JIMMIE WOOTEN'S wanderlust has taken him on theater circuits from coast to coast, on cargo ships and tankers around the globe including stops in Europe, Scandinavia, Russia and China, and back to the Personnel Office of Lufkin Foundry three different times.

The son of a minister, Jimmie lived in a dozen or more Texas towns before he began playing juvenile roles in summer theater stock companies at the age of 12.

"These were known as tent theaters in those days. Later I went on vaudeville circuits and played all the Palace Theaters from New York City to San Francisco," he explained.

Jimmie's flair for the stage led to TV parts, radio announcing and a musical career during which time he formed a five-piece dance band which accompanied a man and wife dance team. As recently as four years ago he was on televised night club shows in Houston with his musician friends.

He has travelled abroad several times and once worked his way on tankers completely around the world.

During World War II Jimmie utilized his training and experience as a pilot by conducting flying schools for the Civil Aeronautics Administration. He continued his aviation career through 1949 and pioneered several major airports in East Texas. He has even been a stunt pilot.

On Feb. 27, 1950, he came to work

here and has been an inspector in the Trailer Division Float department.

"My aviation career kept me away from home too much and by then I had a wife and two sons who needed me at home." He met her when he was a flight instructor and she was a college student in Commerce. She was one of the few women at the outbreak of the war who wrote to Washington requesting admittance to the flight training program.

"In those days girls were not considered very good prospects for pilots, and I was the only instructor willing to teach her," he reminisced.

Jimmie Jr. played a part in NASA's Apollo program. He works for Collins, which was under contract for supplying communication equipment and tracking stations for the Apollo I mission.

The younger son, Roy, is a sociology major at The University of Texas at Austin.

Before breaks in service, Jimmie worked in 1925 in the Machine Shop and returned in 1930 to work in the Structural Shop and Blacksmith Shop.

"My stay at the foundry has been wonderful because of all the time with my family it has afforded me. As a pilot flying 14 hours a day, I missed a lot of family life," Jimmie added.

OSCAR DIXON has retired from Lufkin Foundry after nearly 21½ years of employment, but says he will continue to utilize his knack for keeping yards beautiful and grounds manicured as he has for the company.

"I've promised lots of people yard

work and I don't want to let any of them down, even if I have retired from the foundry," Oscar said.

His work motto has been to "always finish the things I start." Prior to his employment here July 7, 1948, Oscar was a porter in a Lufkin nightclub and a steel worker in Houston.

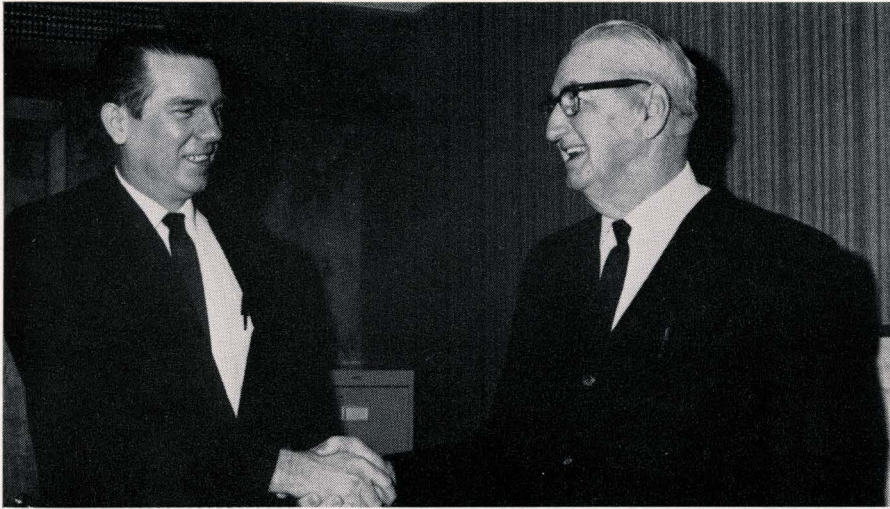
At home he is busying himself with plumbing work and other improvements around the house. Oscar has four children, and he and his wife spend much of their new spare time with his 15 grandchildren. His son, Perry Lynn, is an employee of the Welding and Structural Shop, first shift.

Being the oldest of eight boys, Oscar went to work at an early age.

"That's how my father got out of the army. When he tried to enlist, they told him, 'We're going to let you go home and raise those eight boys for us.'"

CLARENCE MILLIGAN, right, Assembly and Shipping R. E. (MUTT) BARR, vice president and plant superintendent





M. A. (TOM) WATSON, right, Security Guard; JOHNNY LONG, personnel director

Insurance Tips

FREQUENTLY, employees come by the Personnel Department and talk with Insurance Officer Joe Perkins regarding their life insurance. Some suggest canceling their Group Life and Hospitalization policy or other policies they are carrying for which the Company deducts premiums through payroll deductions in order to take a new policy with another company.

Management feels that the group insurance program is adequate, and it is true that employees have an advantage of being insured at lower premiums because of the group plan. Comparable insurance coverage would cost an individual employee more.

Aside from this, the Company pays approximately one-half the cost of the group insurance. Of the total premium an employee pays toward group insurance, about one-half the cost is for hospitalization and the other half is for life insurance, and, in the case of hourly-paid employees, weekly benefits are figured in, Perkins explains.

From this, it easily is seen that employees have hospitalization coverage at a reasonable price.

In cases where an employee drops life insurance policies to become insured with other companies, almost invariably it is to the employee's disadvantage. Employees are building certain cash equities which will increase more rapidly as the years go by. Also, new insurance will cost more than when the employee took his present policy.

Some people find to their dismay after dropping their present policies, they are uninsurable and this results in their having lost protection that cannot be replaced.

New employees are given a chance to sign for insurance when they go to work for the Company, and they become insured after completion of three-months' service.

However, if they later cancel their group insurance, it is necessary to submit evidence of insurability to the insurance company before the employee can be covered once again. If the employee (or dependents) has had quite a lot of illness, it is the insurance company's option to refuse coverage.

Employees should take these facts into consideration when thinking about canceling their insurance, Perkins stated.

to Four Employees...

Oscar added, "I'm enjoying my retirement, but, you know, a man doesn't realize how lazy he can get until he retires and starts sleeping late every morning!"

CLARENCE "Catfish" Milligan is retiring from the Assembly and Shipping department after nearly 25 years at Lufkin Foundry, 20 years of which he worked on the night shift. When he was first employed March 3, 1945, he worked in the Machine Shop. He later transferred to the Shipping department.

"I remember when the welding shop was located where the present lathe shop is. I helped move into the new building," he reminisced.

He says his wife loves flowers and, after retiring, he will help her with the gardening.

He also looks forward to more time for his favorite pastimes, hunting, fishing, and visiting with his nine grandchildren, the youngest of which was born Dec. 17. Little Carrie Page is the daughter of Oscar Milligan, Trailer Plant, and she weighed 7 pounds, 8 ounces when she arrived.

The Milligans' other children are Jerry, who worked here about 14 years in the Engineering department; William, a draftsman in California; and Clarkie Mae Brown, Lufkin.

"I've enjoyed working for this company these many years," he added. "I've learned that you can make do with whatever you have if you want to

badly enough. I hate to hear a man say you can starve working for a company, because I know that's not true. Since I've worked here, I've bought a couple of new cars, paid for three new houses and put four children through college. I'm proud that I've been a company man."

DURING M. A. (Tom) Watson's 16 years with Lufkin Foundry, he has worked on all three shifts, including jobs in the Machine Shop and as a Security Guard, from which he retired this year. He was hired Jan. 11, 1954.

"Working third shift was the hardest, because I just never could sleep as well during the day," Tom said.

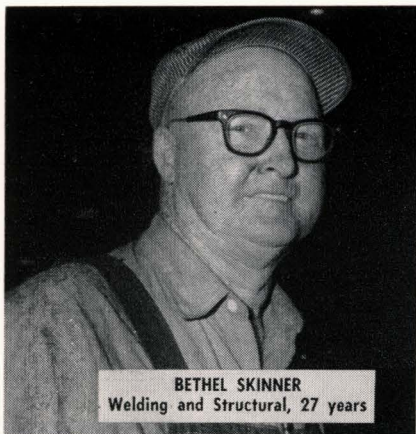
This summer he plans to go to Dallas to visit his son, Bert Allen. Two other sons, Winfred and Jim, live in Apple Springs, near Tom and his wife. They have five grandchildren.

Tom grew up in Apple Springs, where he was the youngest of seven children. One other is living, a brother, who soon will be 94. Tom and his wife, who is from a community near Apple Springs, met at a singing convention and he says they still enjoy singing together.

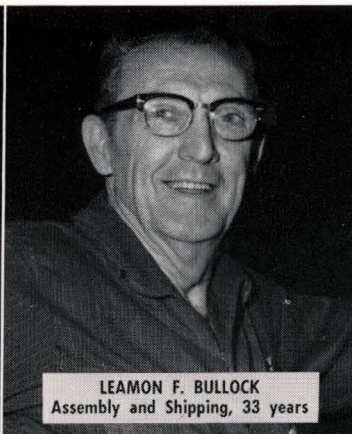
They also raise a vegetable garden and tend to the 17 head of cattle he keeps on his 40 acres.

Now that he has retired Tom has time for one of his favorite pastimes, deer hunting.

"Just because I've retired, I can't let myself just sit still or I'll get where I can't go," he added.



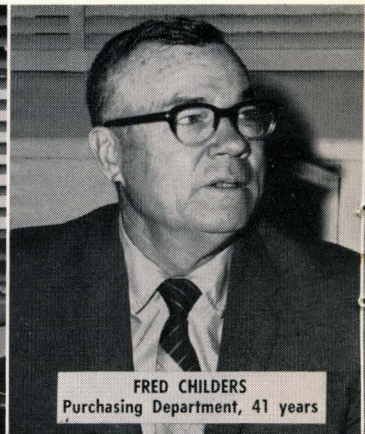
BETHEL SKINNER
Welding and Structural, 27 years



LEAMON F. BULLOCK
Assembly and Shipping, 33 years



LUDA BELLE WALKER
Main Office, 32 years



FRED CHILDERS
Purchasing Department, 41 years

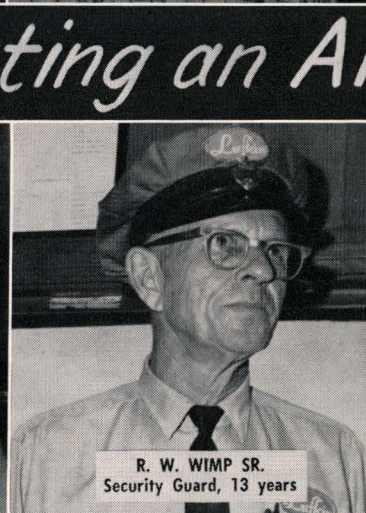
Celebrating an Anniversary



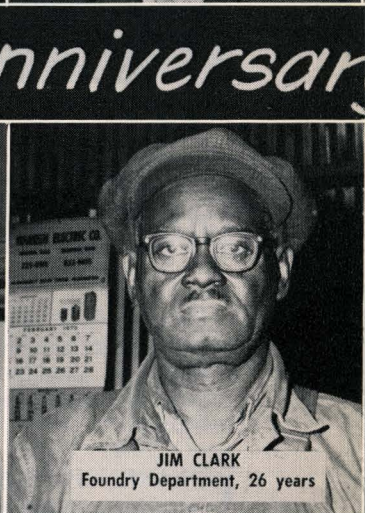
CALVIN STEVENS
Machine Shop, 33 years



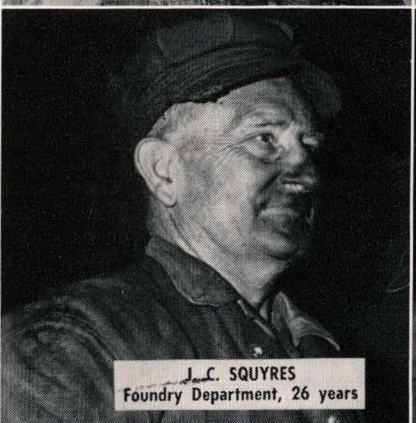
JOAN GRIFFIN
Personnel Department, 15 years



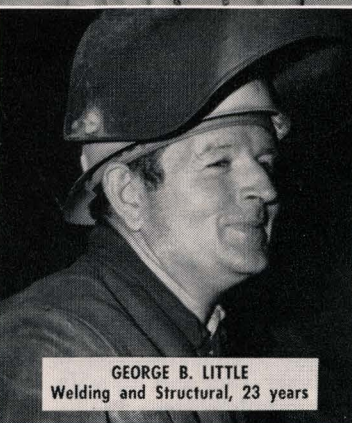
R. W. WIMP SR.
Security Guard, 13 years



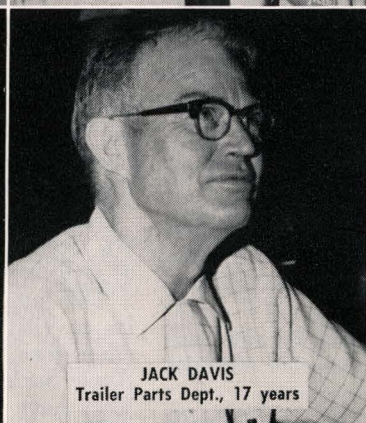
JIM CLARK
Foundry Department, 26 years



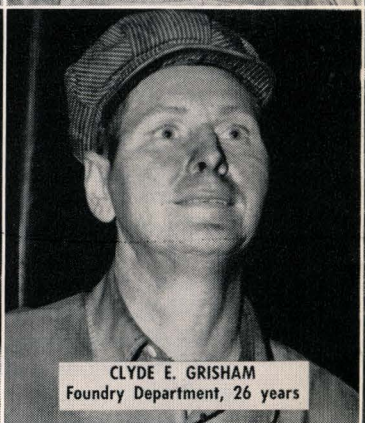
J.C. SQUYRES
Foundry Department, 26 years



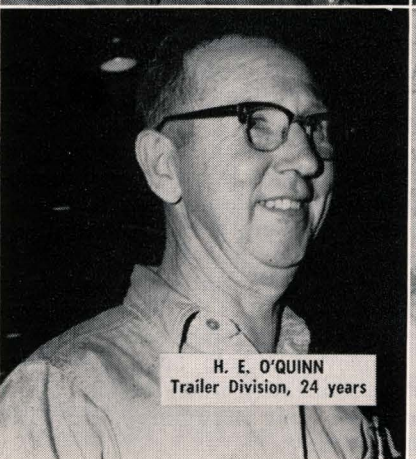
GEORGE B. LITTLE
Welding and Structural, 23 years



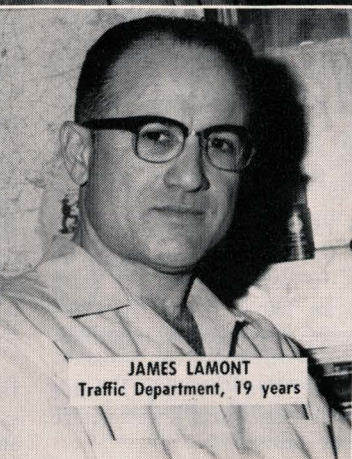
JACK DAVIS
Trailer Parts Dept., 17 years



CLYDE E. GRISHAM
Foundry Department, 26 years



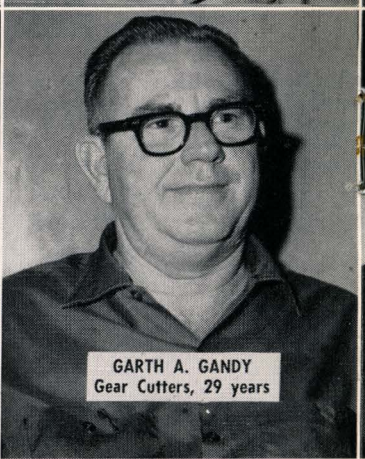
H. E. O'QUINN
Trailer Division, 24 years



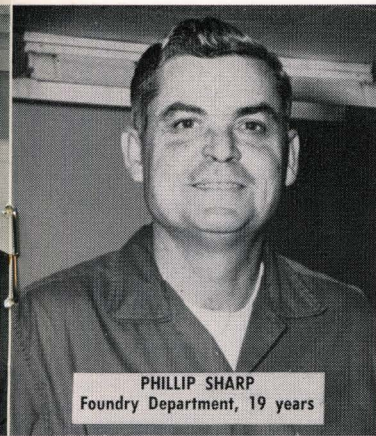
JAMES LAMONT
Traffic Department, 19 years



A. G. COLBURN JR.
Trailer Division, 24 years



GARTH A. GANDY
Gear Cutters, 29 years



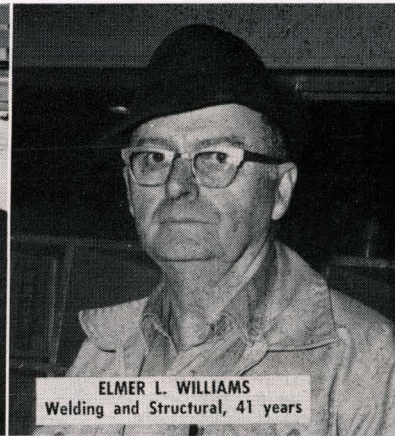
PHILLIP SHARP
Foundry Department, 19 years



KELLEY GRIFFIN
Mill Supplies, 15 years

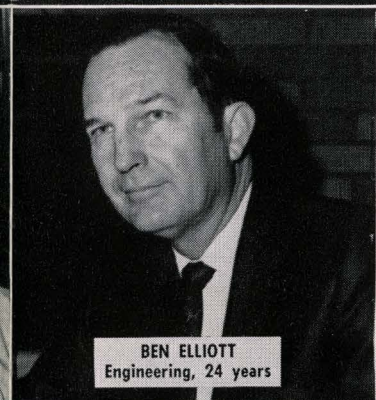


R. E. (MUTT) BARR
Vice President & Plant Supt., 35 years

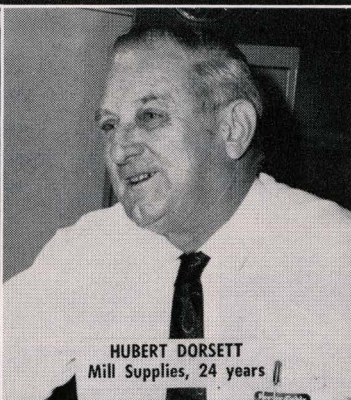


ELMER L. WILLIAMS
Welding and Structural, 41 years

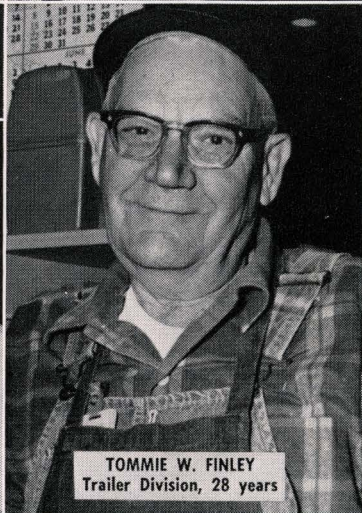
y...12 Years or More



BEN ELLIOTT
Engineering, 24 years



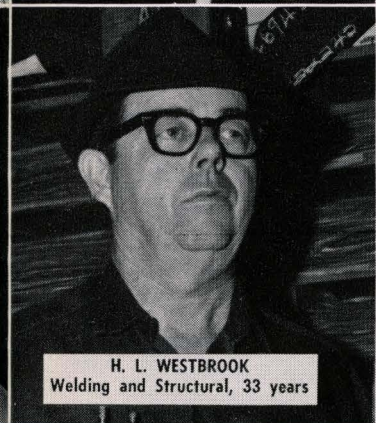
HUBERT DORSETT
Mill Supplies, 24 years



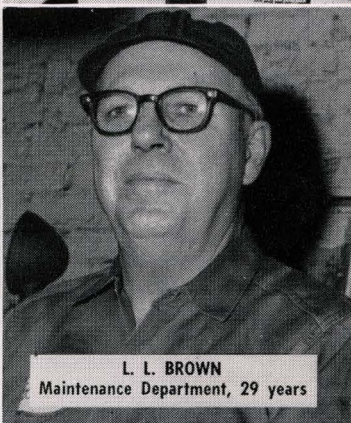
TOMMIE W. FINLEY
Trailer Division, 28 years



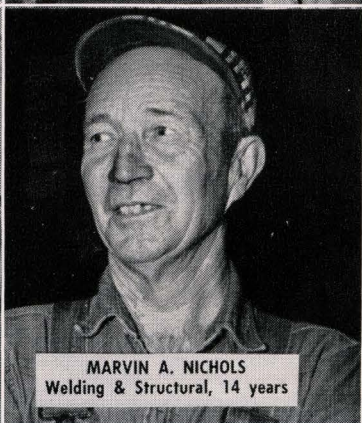
E. D. LATHAM
Machine Shop, 26 years



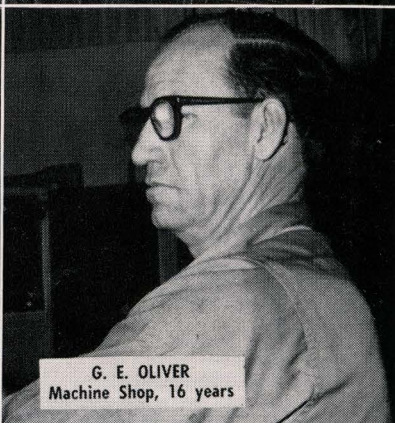
H. L. WESTBROOK
Welding and Structural, 33 years



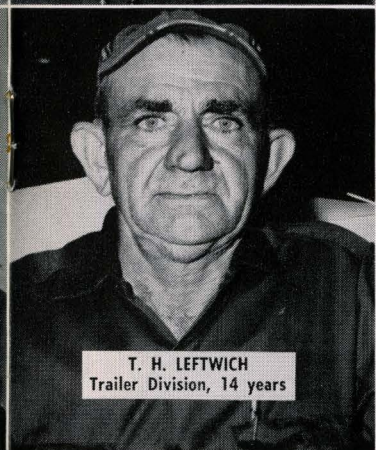
L. L. BROWN
Maintenance Department, 29 years



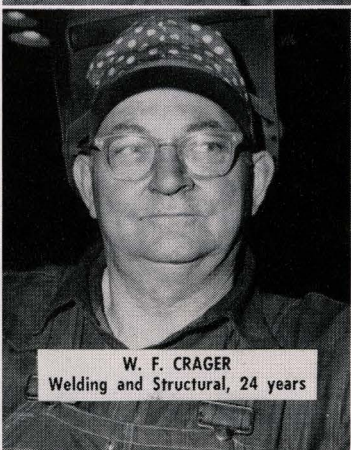
MARVIN A. NICHOLS
Welding & Structural, 14 years



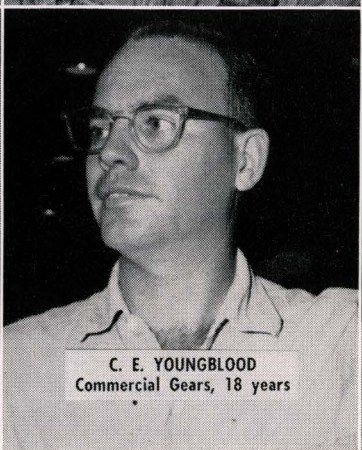
G. E. OLIVER
Machine Shop, 16 years



T. H. LEFTWICH
Trailer Division, 14 years



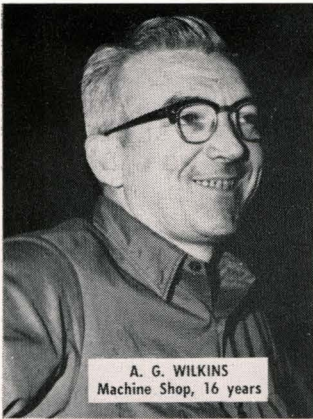
W. F. CRAGER
Welding and Structural, 24 years



C. E. YOUNGBLOOD
Commercial Gears, 18 years



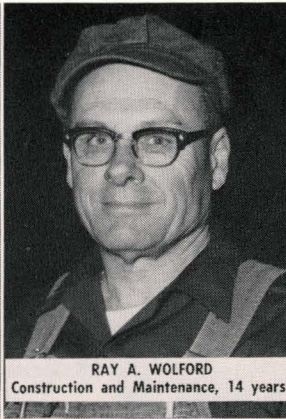
A. W. MIDGLEY
Commercial Gears, 33 years



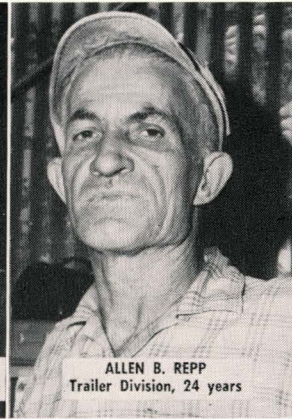
A. G. WILKINS
Machine Shop, 16 years



PERRY GRISHAM
Material Control, 23 years



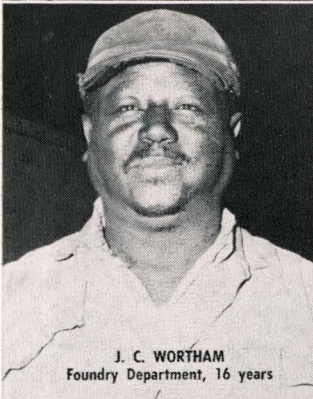
RAY A. WOLFORD
Construction and Maintenance, 14 years



ALLEN B. REPP
Trailer Division, 24 years



B. F. SPIVEY
Trailer Division, 24 years



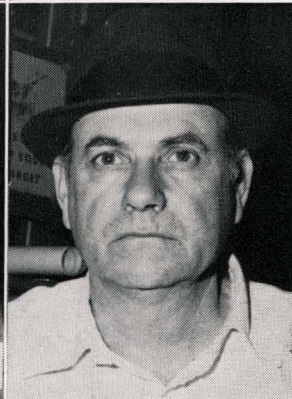
J. C. WORTHAM
Foundry Department, 16 years



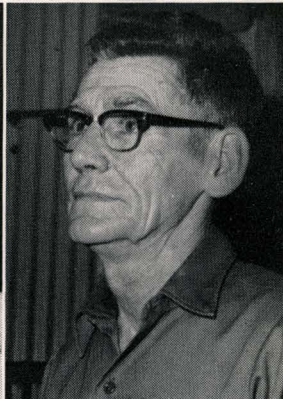
HENRY BURNS
Foundry Department, 29 years



TROY L. EDWARDS
Construction and Maintenance, 15 years

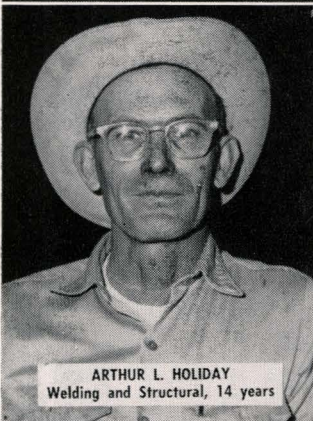


ANDY WILLIAMS
Trailer Division, 24 years

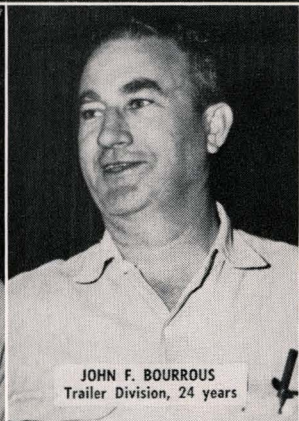


MARLIN HARRIS
Lathe Shop, 29 years

More Anniversaries



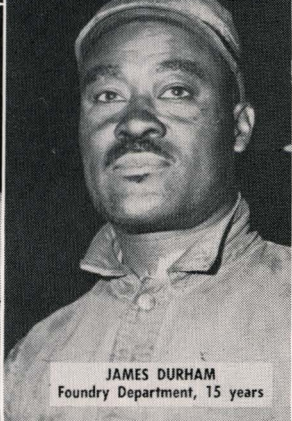
ARTHUR L. HOLIDAY
Welding and Structural, 14 years



JOHN F. BOURROUS
Trailer Division, 24 years



TOM PEAVY
Material Control, 26 years



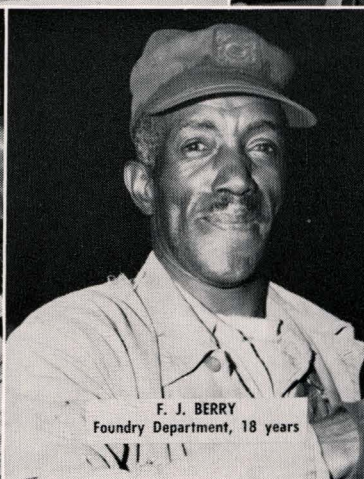
JAMES DURHAM
Foundry Department, 15 years



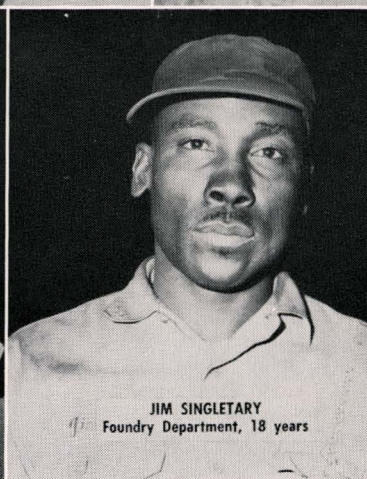
GUY RICHARDS
Foundry Department, 16 years



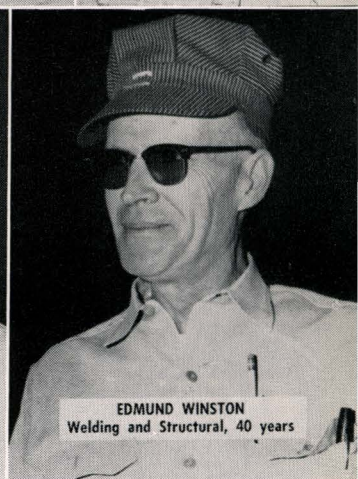
BILLY M. DEAL
Trailer Division, 19 years



F. J. BERRY
Foundry Department, 18 years



JIM SINGLETARY
Foundry Department, 18 years



EDMUND WINSTON
Welding and Structural, 40 years

Shop Talk

TOMMY Parker, son of RED PARKER, Material Control Warehouse foreman, has been invited to enter the honors program in Liberal Arts at Stephen F. Austin State University where he is a freshman political science major.

He also was one of 30 outstanding students invited to enroll in an accelerated zoology class.

A letter from the dean of the School of Liberal Arts said, "Your cumulative grade point average at the end of Fall 1969 indicates that you are a superior student and that you ought seriously to consider the Liberal Arts Honors Program as part of your degree objectives . . ."

Tommy's grade point average for the first semester was 3.9 out of 4.0 possible points. In 1969 he was a recipient of the Lufkin Foundry scholarship.

Coast Guard Ensign Martin J. Harris III is serving aboard the U. S. Coast Guard Cutter Fir, which is homeported at Seattle, Washington. His father is MARTIN J. HARRIS JR., Lathe Shop, first shift.

When JOHNNY STEWART, foreman of the Cleaning Room, second shift, retired, the fellows in the Foundry department surprised him with a tackle box.

Johnny retired after 25 years with the foundry.

DELBERT WILLIFORD, Machine Shop Office, and RAY RUSSELL, Traffic department, are having a good-natured difference of opinion about the '64 Comet Ray recently sold to Delbert.



PRESENT at Johnny Stewart's going away party were, left to right, Clayton Jircik, Henry Mantooth, Glenn Bridges, Frank Martin, Johnny McAdams, Seymore Curtis, Johnny Stewart, Craft Fenley, Robert Brevell, James Ritchie and Ralph Jones. Not shown are Bill Gilbert and Woodie Wallace. The boys surprised Johnny with a tackle box

Ray says it was a steal, and Delbert says he got a lemon.

To support his point, Delbert has compiled a list of his complaints about the car. For the record, they are:

1. Dash lights don't work.
2. Signal lights blink the wrong way.
3. No tire holder.
4. Trunk lid won't work.
5. Heater works on only one side of the car. (Mrs. Williford's complaint)
6. Not enough space between the front seat and steering wheel.
7. Muffler broken.
8. Only one side of seat moves back.
9. Horn won't blow.
10. Gas tank leaks.
11. Dome light won't work.
12. Carburetor floods.
13. Wheels out of balance.
14. Gets only 12 miles to the gallon.
15. Cost \$90 to replace clutch and transmission.
16. Ventilator was stopped up with leaves.
17. And to top it off, when Delbert got the car, it was a quart low on oil and had an empty gas tank!

We hear that the last time GHENT SMELLEY and MUTT BARR went fishing, more fish were biting on Mutt's side of the boat. They brought home an even dozen, but Mutt caught 11 of them.

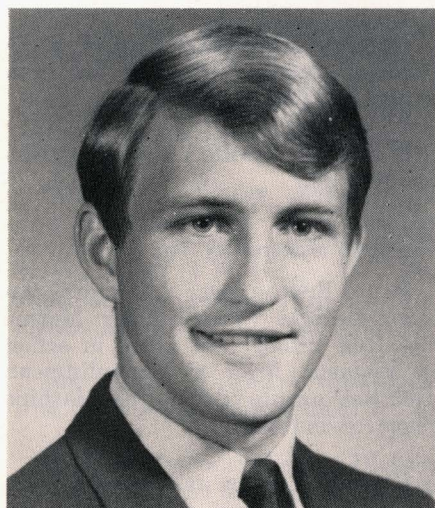
Here's one for the statistic buffs.

JERRY VANN, Machine Shop office, first shift, is one of nine children, seven girls and two boys. Each of the six married children has two daughters and one son, and in all six families, the two girls are the oldest children. On top of that, three of Jerry's nieces were born on the same day, the same year and in the same hospital in Houston!

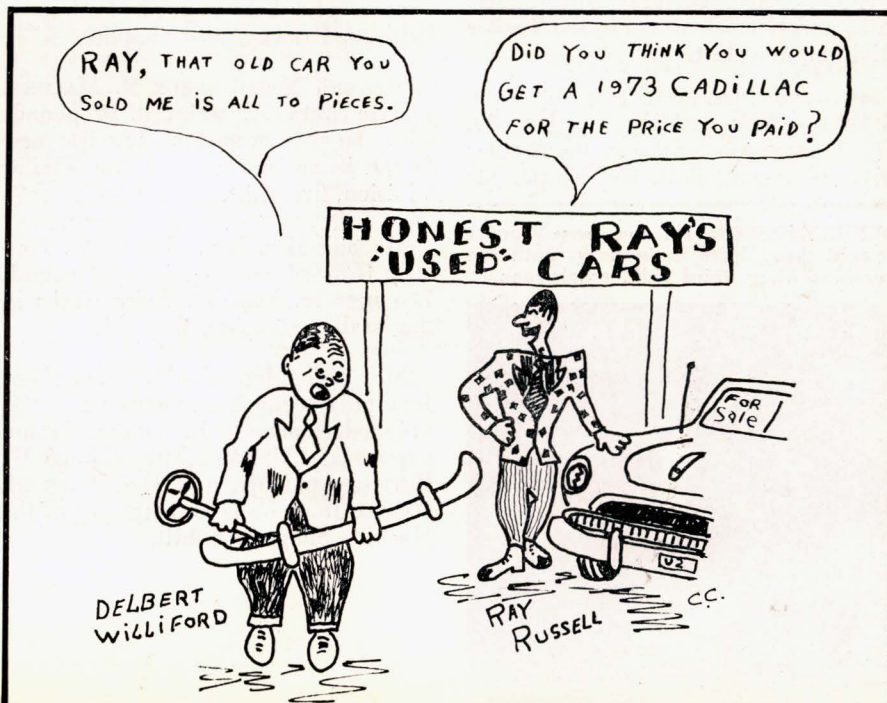
(By the way, Jerry's father, grandfather and only brother all married when they were 27 years old, and Jerry says he is not one to break family tradition.)

The fellows in the Welding and Structural Shop, are glad to have CECIL OATES, a second shift employee, back at work. He has been ill for several months.

Mr. and Mrs. Wayne Wimp Jr. of Irving, formerly of Lufkin, announce



TOMMY PARKER . . . 3.9 average at SFA





MRS. B. F. LATHAM SR. shows part of her recent catch to her grandson, Rodney. Her husband works in the inspection department, first shift. Rodney is also the grandson of Bill Love, Machine Shop timekeeper, first shift.

the engagement of their daughter, Lynda Suzanne, to John Mark Thomas, son of Mr. and Mrs. J. G. Thomas of Ft. Worth. The wedding is scheduled for May 20 in Ft. Worth.

The bride-elect is the granddaughter of WAYNE WIMP SR., Trailer Plant Security Guard, and her father is a former employee of the Trailer Division.

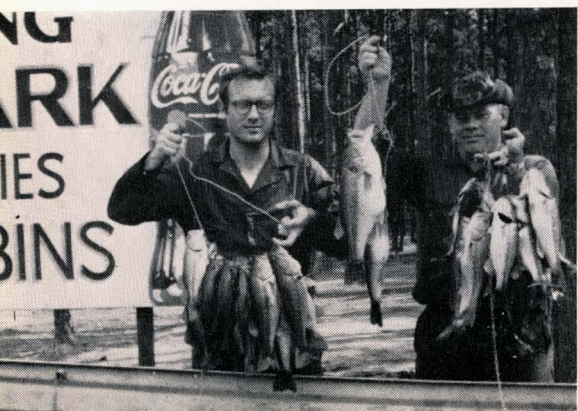
Greetings to Mrs. JIMMY HERRINGTON, who recently had surgery. Her husband is an employee of the Machine Shop Assembly Floor, first shift.

Congratulations to newlyweds:

Mr. and Mrs. PHIL HELLBERG, who were married Feb. 7 in the bride's hometown of Port Arthur. Their parents are Mr. and Mrs. D. E. Willis and Mr. and Mrs. HERMAN HELLBERG. The new bridegroom is employed in the Welding and Structural Shop, first shift, and Herman works in the Trailer Division, first shift.

Mr. and Mrs. WILLIAM MICHAEL REIHLE, whose wedding was Jan. 30. The bridegroom works in the Trailer Division, second shift, and his parents

DENNIE HOPPER, left, and Jerry Warren caught these bass in January. Both are Machine Shop, third shift, employees



MRS. AUBREY ALAN FULLER . . .
and Latitia Marie

are Mr. and Mrs. Walter Nicholas Reihle. Lynda Suzanne is the daughter of Mr. and Mrs. J. C. BOYD and her father is foreman of the Gas Engine department.

WADE GOSS, Welding and Structural Shop, first shift, and the former Paula Karen Wells, daughter of Mr. and Mrs. Ben Wells of Apple Springs. His parents are Mr. and Mrs. Jesse Goss Jr. of Apple Springs. Their wedding was Feb. 14.

Mr. and Mrs. Kenneth Wayne Mears who were married Jan. 30. She is the former Martha Mathis, daughter of Mr. and Mrs. K. P. Mathis, and he is the stepson of PAT JOHNSON, Machine Shop, first shift.

Mr. and Mrs. Thomas G. Flournoy who were married in Barbara Lynn's hometown of Lubbock Feb. 14. Their parents are Mr. and Mrs. Ralph M. Durham and Mr. and Mrs. M. M. Flournoy. The bridegroom's brother is MORGAN FLOURNOY, Industrial Engineering.

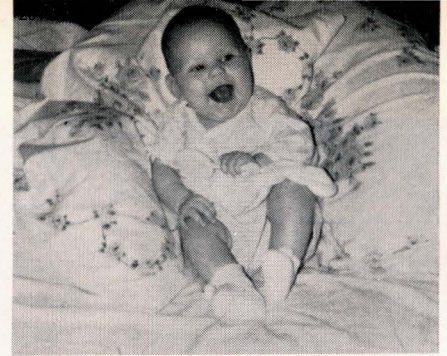
There are new arrivals in the homes of:

Mr. and Mrs. Jesse Claude Parker. Sharon Elizabeth was born Feb. 15 in El Paso and weighed 6 pounds 2 ounces. The baby's grandfather is HOWARD PARKER, Mill Supplies.

Mr. and Mrs. GEORGE R. MALONE. Tyrone Anthony, weighed 10 pounds when he was born Jan. 15. The new father is an employee of the Trailer Division, first shift.

Mr. and Mrs. JERRY PALMORE. Timothy Howard weighed in at 8 pounds 7 ounces on Feb. 12. Jerry works in the Trailer Division, first shift.

Mr. and Mrs. Paul E. Harrison. Jennipher Joelle, born October 2, 1969, weighed 9 pounds 12 ounces. Grandparents are Mr. and Mrs. Horace W. Harrison and Mr. and Mrs. JOHN M. DANIEL JR. John is an employee of the Machine Shop, first shift.



JENNIPHER JOELLE HARRISON . . .
at four months

Mr. and Mrs. Aubrey Alan Fuller. Latitia Marie was born Feb. 3, weighing 8 pounds 12 ounces. Paternal grandparents are MARY FULLER, Mail Room, and AUBREY FULLER, Trailer Division, first shift.

Best wishes to following employees:

BILL CATER, Assembly and Shipping department, first shift, who had an operation.

JAMES KEGLER, Foundry department, first shift, who was in in a car wreck.

ED HUDGINS, Traffic department, who has been in the hospital.

DOROTHY HAVARD, Mill Supplies, who was in the hospital. Her husband is A. J. HAVARD, Machine Shop Assembly Floor foreman, first shift.

A. J. MODISSETTE, Foundry department, first shift, who has returned to work after an injury.

JOHN LAIRD, Material Control Warehouse, first shift, who had surgery.

CAMPBELL TULLOS, Traffic department, who has been sick.

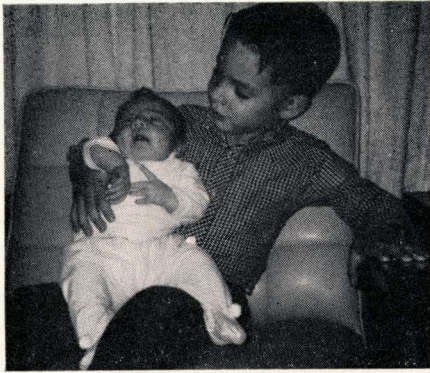
HOUSTON CHAPPELL, Foundry department, second shift, who has been in the hospital.

DON EEDS, Traffic department, who has been ill.

Deepest Sympathy to:

DAVID BISHOP, gear salesman, Atlanta, Georgia, whose brother, Marine Cpl. Ted Bishop, was killed in action in Vietnam. Prior to his enlistment, Ted was employed in the Machine Shop, second shift.

GEORGE TAYLOR and JOSEPH TAYLOR, both Foundry department, first shift, whose mother died:



TIMOTHY HOWARD Palmore . . .
and brother Randall

L. R. CLARK, Welding and Structural Shop, first shift, whose sister-in-law died.

LEONARD ANDERS, Foundry department, second shift, whose father-in-law died.

JAKE ROSS, Machine Shop Assembly Floor, first shift, upon the death of his sister.

SAM WALL, Foundry department, first shift, whose mother-in-law died.

ARTIS TEAL, Foundry department, first shift, upon the death of his aunt.

E. E. EDWARDS, Foundry department, first shift, whose stepfather died.

WILLIE MITCHELL, Pattern Shop, upon the death of his uncle.

OWEN ALLSBROOK, Foundry department, first shift, upon the death of his mother.

The family of **JOE MARKUS**, Trailer Division, first shift, who died Feb. 7.

DARELL BROCKINGTON, Foundry department, first shift, upon the death in his family.

BILLY RAY SAXON, Foundry department, first shift, whose uncle died.

LUTHER A. YOUNT, Assembly and Shipping, first shift, whose son and daughter-in-law, Sgt. and Mrs. Gary Wayne Yount of Ft. Bragg, N.C., died from injuries sustained in an automobile accident.

JOE LITTLE, Foundry department, first shift, whose mother died.

H. R. WOODCOCK, Trailer Division, second shift, upon the death of his wife.

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
R. E. Barr	April 30, 1935	35
A. W. Midgley	April 7, 1937	33
Calvin Stevens	April 20, 1937	33
L. L. Brown	April 14, 1941	29
Garth A. Gandy	April 14, 1941	29
Marlin Harris	April 16, 1941	29
E. D. Latham	April 24, 1944	26
C. E. Youngblood	April 8, 1952	18
A. G. Wilkins	April 16, 1954	16
G. E. Oliver	April 26, 1954	16
Troy L. Edwards	April 25, 1955	15
Ray A. Wolford	April 30, 1956	14
Elvin Hardee	April 13, 1959	11
Smith Malone Jr.	April 3, 1962	8
Gordon L. Thomas	April 11, 1962	8
Milton J. Martin	April 11, 1962	8
Leroy Garner	April 24, 1963	7
R. H. McNeely	April 13, 1964	6
W. W. Lankford	April 20, 1964	6
Leslie Durham	April 15, 1965	5
G. E. Hopkins	April 19, 1965	5
W. R. McCalister	April 26, 1965	5
J. D. Kee	April 26, 1965	5
D. G. Dominey	April 28, 1965	5
James Eddings	April 11, 1966	4
D. L. Jenkins	April 12, 1966	4
D. E. Robertson	April 24, 1967	3
Benjamin Coaston	April 1, 1968	2
L. T. Balderas	April 4, 1968	2
Donald R. Smith	April 15, 1968	2
J. R. Williams Sr.	April 15, 1968	2
J. A. Cortines	April 29, 1968	2
R. C. Lawrence	April 21, 1969	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Henry Burns	April 3, 1941	29
J. C. Squyres	April 7, 1944	26
Jim Clark	April 13, 1944	26
C. E. Grisham	April 17, 1944	26
Phillip Sharp	April 3, 1951	19
Jim Singletary	April 17, 1952	18
F. J. Berry	April 23, 1952	18
Guy Richards	April 14, 1954	16
J. C. Wortham	April 26, 1954	16
James Durham	April 4, 1955	15
E. R. Sowell	April 17, 1962	8
G. W. Taylor	April 15, 1963	7
L. D. Denning	April 20, 1964	6
George Yarbrough	April 26, 1965	5
Leo Canford	April 12, 1966	4
L. M. Mack	April 13, 1966	4
J. E. Alexander	April 11, 1967	3
C. L. Davis	April 11, 1967	3
F. D. Lewis	April 10, 1969	1

TRAILER DIVISION

	Employment Date	Years with Co.
Tommie Finley	April 22, 1942	28
B. F. Spivey	April 1, 1946	24
J. F. Bourrous	April 15, 1946	24
Allen Repp	April 26, 1946	24
A. G. Colburn Jr.	April 12, 1946	24
Andy Williams	April 15, 1946	24
Hubert O'Quinn	April 19, 1946	24
Billy M. Deal	April 9, 1951	19
Jack Davis	April 14, 1953	17
T. H. Leftwich	April 13, 1956	14
C. C. Hamilton	April 10, 1961	9
W. E. Jones	April 3, 1962	8
Arthur Davis	April 27, 1964	6
S. F. Montes	April 28, 1964	6
J. O. Swearingen	April 15, 1968	2
B. G. Miller	April 1, 1969	1
H. L. Foster	April 1, 1969	1
C. B. Stanley	April 7, 1969	1
R. L. Grimes	April 7, 1969	1
J. J. Graves	April 7, 1969	1
L. C. Havard	April 14, 1969	1
R. J. Coleman	April 17, 1969	1
A. A. Hayes	April 23, 1969	1
D. E. Solly	April 8, 1969	1

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Elmer Williams	April 22, 1929	41
Edmund Winston	April 28, 1930	40
H. L. Westbrook	April 7, 1937	33
Bethel Skinner	April 8, 1943	27
W. F. Crager	April 27, 1946	24
G. B. Little	April 15, 1947	23
Arthur Holiday	April 4, 1956	14
M. A. Nichols	April 25, 1956	14
R. M. Williams	April 4, 1962	8

R. M. Sittton	April 16, 1962	8
R. O. Lewis	April 5, 1965	5
T. R. Hyde	April 13, 1965	5
W. E. Johnson	April 16, 1965	5
D. C. Stringer	April 20, 1965	5
B. J. Wilson	April 1, 1966	4
E. M. Randolph	April 13, 1966	4
H. D. Cheney	April 26, 1967	3
F. J. Heaton	April 29, 1968	2
D. T. Crawford	April 8, 1969	1

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Leamon Bullock	April 27, 1937	33

MAIN OFFICE

	Employment Date	Years with Co.
Fred Childers	April 16, 1929	41
Luda Belle Walker	April 7, 1938	32
Linda C. Smith	April 4, 1968	2
Betty Bardwell	April 4, 1969	1

PERSONNEL

	Employment Date	Years with Co.
Joan Griffin	April 14, 1955	15

ENGINEERING

	Employment Date	Years with Co.
Ben Elliott	April 16, 1946	24

MATERIAL CONTROL

	Employment Date	Years with Co.
Tom Peavy	April 5, 1944	26
Perry Grisham	April 8, 1947	23

MILL SUPPLIES

	Employment Date	Years with Co.
Hubert Dorsett	April 25, 1946	24
Kelley Griffin	April 18, 1955	15
Jimmy Singleton	April 4, 1960	10
B. H. Mooney	April 1, 1965	5
J. M. Mire	April 1, 1968	2
J. W. Morris	April 15, 1968	2
L. R. Goodson	April 24, 1969	1

TRAFFIC

	Employment Date	Years with Co.
James Lamont	April 2, 1951	19
D. R. Steele	April 10, 1962	8
H. T. Smith	April 8, 1964	6
D. L. Eeds	April 14, 1969	1

SECURITY GUARD

	Employment Date	Years with Co.
R. W. Wimp Sr.	April 20, 1957	13
Albert Arnold	April 25, 1969	1

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
C. W. Alexander	April 24, 1946	24
Neill Morris	April 1, 1952	18
Luciano Mascorro	April 1, 1964	6
J. E. Moore	April 28, 1964	6
J. B. Alexander	April 20, 1965	5
J. A. Moore	April 11, 1966	4
M. G. Limon	April 18, 1966	4
H. P. Ouzts	April 11, 1967	3
L. L. Lowe	April 18, 1968	2
R. J. Doan	April 2, 1969	1
Dell Morehead	April 24, 1969	1

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
Jim Roe	April 23, 1953	17
C. C. Hornbuckle	April 20, 1954	16
Lee Stevens	April 25, 1962	8
G. A. Seaton	April 4, 1966	4
R. W. Hail	April 6, 1967	3
R. D. Christian	April 9, 1969	1
Patsy Clark	April 17, 1969	1

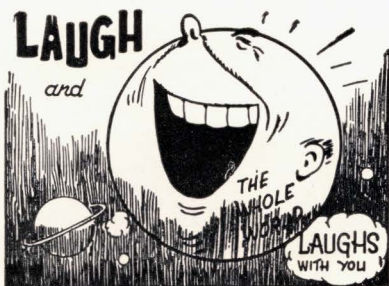
The Foundry Roundup

Lufkin Industries, Inc.

P. O. Box 849
LUFKIN, TEXAS 75901

ADDRESS CORRECTION REQUESTED

BULK RATE
U. S. POSTAGE
PAID
Permit No. 5340
HOUSTON, TEXAS



An editor told a reporter he should be more brief in his articles. The next day the reporter wrote a story on a car blowing up. "Mr. Jones lit a match to see if there was any gas in the tank. There was. Age 65."

Then there's the girl who says she's crazy about diamonds because she understands carats are good for the eyes.

Poise is the ability to talk fluently while the other fellow is paying the check.

Wife: "I saw you winking at the girls down at the corner the other day."

Husband: "I wasn't winking, that's a busy corner and something got in my eye."

Wife: "She got into your car, too."

A certain country girl was very near-sighted and her boy friend was constantly kidding her about it. One night she decided she would really show him that she wasn't quite as near-sighted as he thought.

Taking a needle from her sewing basket she craftily stuck it in the huge pine tree standing next to the porch. That night as they were sitting on the porch swing she asked, "Why, honey, isn't there a needle sticking in that huge tree?"

"Needle! What needle?" asked he.

"Just a minute, I'll get it for you," she replied. So she rushed down the steps and tripped over a cow.

"Papa, I have to bring to the class tomorrow a simple explanation of inflation and also of Einstein's theory of relativity. I wish you'd help me."

"Okay, son. Suppose we begin with the easiest—Einstein's theory."

A man, filling out a job application, came to the question: "Have you ever been arrested?" His answer was, "No." The next question was "Why" and was meant for those who answered in the affirmative. Nevertheless he answered it with, "Never got caught."

Travel agency sign: "Please go away!"

Judge: "Seems to me you've been coming up before me in this court for the past 20 years."

Prisoner: "Yes, Judge, and you've been a big disappointment to me. I thought by now you'd be governor."

A serious impediment to marriage is the difficulty of supporting the government and a wife on one income.

Wife who nag too much may have husband who horses around.

Department store sign: "Bath towels for the whole damp family."

A child's question: "If the Lord gives us our daily bread, and Santa brings the Christmas presents, and the stork brings the babies, then what's the use of having Daddy around?"

"I'm sorry you didn't like my new short skirt, Grandma," said the coed. "But when you were a girl, didn't you have to set your cap for the right man?"

"Not my knee cap," snorted Grandma.

"Have you ever been called as a witness before?"

"Yes, your honor."

"In what suit?"

"My blue serge."

Dear Internal Revenue Service: "I dislike everything about your service. Therefore, this is to inform you that I wish to cancel all future services expressed or implied."

"If our car gets much older," the long-suffering motorist declared, "they'll start issuing it upper and lower plates."

The first thing a child learns when he gets a drum is that he's never going to get another one.

Middle age spread: Too many nights round the table.

More accidents are caused by pickled drivers than by traffic jams.

Conversation had somehow turned to the subject of babies at the dinner table and mother had just made mention that Susy, the nine-year-old, had arrived a day later than she was expected.

Older brother Paul, hoping to put one over on his sister, derided, "Just like a girl, always late. Why didn't you show up on time?"

Susy gave his remark not the slightest mind as she quipped: "I would've arrived earlier . . . but I didn't have a thing to wear."

Why is it that shipments go by car and cargo goes by ship?

In the old days, if you wanted to know if a girl had knock-knees you had to listen.

The Foundry Roundup

Vol. 28

No. 4

Published Monthly for
Employees and Their Families

by

LUFKIN INDUSTRIES, INC.
VIRGINIA R. ALLEN, Editor
CAROLYN CURTIS, Ass't. Editor



Member of

AMERICAN **IOIE** ASSOCIATION
OF INDUSTRIAL EDITORS