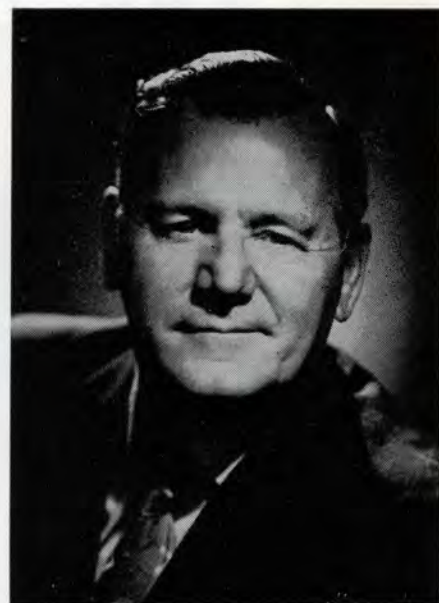


The Lufkin Roundup

NOVEMBER, 1971



from THE PRESIDENT'S DESK...



FELLOW EMPLOYEES:

NOVEMBER is a time when the beauty of fall ends and the bleakness of winter begins—when vacations are over and the fishing boat is put away. It is also a time when football is in the limelight and television is the thing for entertainment.

It is relaxing to watch a good game and to root for a certain team of your choice. But when there is a winner, there is also a loser. It's easy to accept and enjoy the fruits of victory, but it is sometimes hard to be pleasant as a loser. There usually is a thrill in victory and a certain agony in defeat.

Pride is a great asset, but it is nonsense to say that the will to win is all that matters. It is the battle—the contest—that counts, not always the score. If two good teams meet, one must win and one must lose, but they both can enjoy a great game.

Grantland Rice, the great sports writer, seemed to express it better with these immortal words: "When the one great scorer comes to write against your name, He writes, not that you won or lost, but how you played the game."

I am not inferring that a person should be satisfied to lose. He should make the most of his efforts and learn from his loss so that he can be a winner in the next engagement. Actually a loss may be a stepping stone to a final victory. If one does not quit after a loss but tries again, he may then become a winner and even a champion.

Our success in life and in our work also depends upon how we play the game. It has been said that the manner in which a man wins life's battles shows something of his character. The manner in which he loses, shows all. But the measure of a man's real character is what he would do if he were never found out.

R. L. POLAND



TOM SHOEMAKER, right, receives his gold retiree watch from **C. J. (Dude) Schuller**, vice president



ELRIGE COLE SR., right, receives his engraved Bulova "Accutron" watch on behalf of the company from **Robert Lang**, vice president

RETIREEES...

TOM SHOEMAKER

TOM SHOEMAKER has found a useful application for his knowledge and skill at building trailers.

Since his retirement from the Trailer Division he has been remodeling and improving a mobile home in which he and his wife lived until they decided to enjoy retirement years in a larger and newer one.

Since his purchase of the new one, he has spent every spare moment re-doing the old one to rent or sell. He's laid new floor covering, two-toned the outside, varnished the inside and added new plumbing. Now he says he almost hates to part with it.

Tom becomes attached to people as well as to things.

"When you work with men for 21 years, you get to know them real well and get attached to them," he said.

He was employed Aug. 29, 1950. He had earlier experience in the trailer manufacturing business while working for the Martin Wagon Company.

The Shoemakers have seven children, 17 grandchildren and four great-grandchildren. They live in Houston, La Porte, Baytown, California and two in Lufkin.

ELRIGE COLE

ELRIGE COLE's first project since retirement from the Foundry department was to repair the porch which connects their home with his wife's barber shop.

He says he's proud of his wife's business as a barber and wants to keep the entrance to her shop as inviting as possible. She attended barbering

school in Houston. In addition to barbering, she pastors two churches in Terrell and Mt. Enterprise.

Someday Elrige, who did house construction work before joining the company 20 years ago, plans to build a new home on their acre on Country Club Road. He says that construction is a hobby for him.

The Coles have two sons, both of whom are married, and one adopted daughter, Marionetta, 12. One son has a child and the other son, who is a part-time student at Angelina College, has 11 children, including a set of twins.

Elrige was employed May 25, 1951.

INSURANCE TIPS

WITH the end of the year approaching, Joe Perkins, insurance officer, advises that unless employees are sure all medical expenses for the year are in, they should not send them to the Insurance Office late in December.

Instead, they should be held until after the first of January, to make sure all bills have been mailed to employees from the doctor and drug store, closing out all medical expenses for the year.

He also advises that if the information listed below appears on all medical statements and receipts when they are brought in to file for insurance, there usually will be no trouble in getting reimbursement from the insurance company. This will save time and trouble for the employee, the doctor and the Insurance Office.

On all medical statements or receipts, please include:

1. name of patient
2. dates of treatment
3. charges for treatment
4. diagnosis or service rendered

Shop Talk

A FISHING tip was offered by **WILLIE EDWARD HOLCOMBE**, Machine Shop Assembly Floor, first shift, who said he got some fine catches near Hallettsville.

Also, **RIP BUSSELL**, Lathe Shop, first shift, caught 150 pounds of catfish at Dam B Lake.

JAMES GREEN reports that he caught a 12-pound bass. James works in the Trailer Division.

Mr. and Mrs. **C. B. STANLEY** announce the engagement and approaching marriage of their daughter, **Suzanne**, to **William E. Kinner**. Father of the bride-to-be is employed in the Trailer Division.

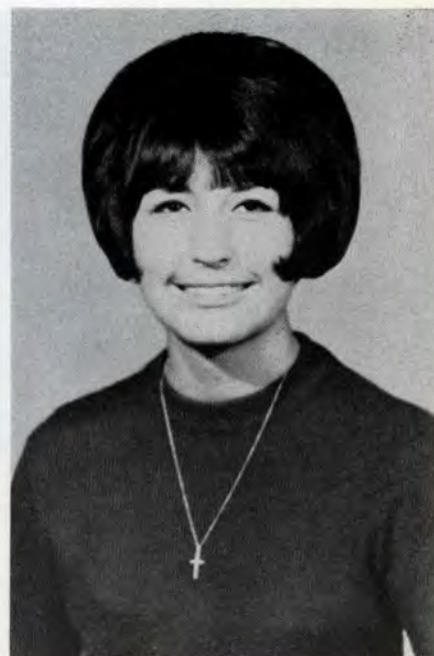
Special greetings to **H. R. (RED) LEWIS**, retired employee, who reports that he reads **THE ROUNDUP** from cover to cover each month.

Carolyn Love is renewing her piano study with Mrs. **GUY CROOM**, wife of our retired Plant Superintendent.

Carolyn and her husband, **BILL LOVE**, Machine Shop timekeeper, are



MRS. GROVER LYNN HOLLAS



MRS. CHARLES THOMAS FERGUSON

taking in their carport and building a studio for pupils she will teach after she brushes up on her years of piano study which was interrupted by the "slight task" of rearing their six children.

In the studio will be **Carolyn's** childhood piano, which she and **Bill** have refinished. They also have replaced several strings.

The **EDDIE POWELL** family took a two-week vacation to California. **Eddie** is an employee of the Foundry department, second shift.

Congratulations to newlyweds:

Mr. and Mrs. **Charles Thomas Ferguson**, who were married Aug. 14. She is the former **Karen Cheaquita Rod-**



SUZANNE STANLEY and WILLIAM E. KINNER

REV. AND MRS. MORTON R. WILKINSON



MRS. CHARLES RONALD WOMACK



MRS. JERRY WAYNE JOHNSON

riguez, daughter of Mr. and Mrs. SANTOS RODRIGUEZ. Her father works in the Trailer Division. The bridegroom is an employee of the Welding and Structural Shop.

Mr. and Mrs. Charles Ronald Womack, whose wedding was Aug. 21. She is the former Becky Ann Lovejoy. Parents of the bridegroom are Mr. and Mrs. SHERWIN WOMACK. Sherwin works in the Construction and Maintenance department, first shift.

Rev. and Mrs. Morton R. Wilkinson, who were married Oct. 1. Judy Ann is the daughter of Mr. and Mrs. CARROLL EASTEPP and her father is an employee of the Assembly and Shipping department, first shift.

Mr. and Mrs. Jerry Wayne Johnson, who were married Aug. 27. Joyce Kay is the daughter of Mr. and Mrs. AUSTIN FREEMAN and her father is a Security Guard.

Mr. and Mrs. Grover Lynn Hollas, whose wedding was Sept. 3. She is the former Margaret Kay Rodriguez, daughter of Mr. and Mrs. SANTOS RODRIGUEZ, and her father is employed at the Trailer Division. The bridegroom's parents are Mr. and Mrs. A. G. HOLLAS and his father works in the Heat Treat department.

Mr. and Mrs. Bob Root, whose wedding was Aug. 21. The bride is the former Regina Yurick. Bob's father is ED ROOT, Trailer Warehouse.

There are new arrivals in the homes of:

Mr. and Mrs. FRED BASEY. Chris Edward weighed 5 pounds 5 ounces when he was born July 12. Fred works in the Trailer Division.

Mr. and Mrs. DAVID JINKINS. Michael Dwayne weighed 7 pounds



CHRIS EDWARD . . . son of Fred Basey



THE LUFKIN EVENING LIONS CLUB met in the Trailer Division canteen Sept. 14 for their dinner meeting and afterward toured the Trailer Division plant and offices. Guides were, left to right, Bill Woodward, Bayo Hopper, Bobby Conner, Bob McBride, Mitchell O'Neill, Jim Riggs, Arden Jenkins and Eric Long.

4 ounces when he was born Sept. 16. The new father works in the Gear Cutters department, second shift.

Mr. and Mrs. **JOE NICK**. Lola Jo was born Sept. 12 weighing 7 pounds 9 ounces. Her father is an employee of the Lathe Shop, second shift.

Mr. and Mrs. **KENNETH RAY TIMMONS**. Kenneth Jr. was born Sept. 17 and weighed 6 pounds 3 ounces. The

father works in the Welding and Structural Shop, first shift.

Mr. and Mrs. **KEITH STRICKLAND**. Diane was born Sept. 15 and weighed 7 pounds 13 ounces. Keith is employed in the Machine Shop, first shift.

Mr. and Mrs. **JAMES FEW**. James Andrew arrived Sept. 23 and weighed 6 pounds 7 ounces. James works in the Commercial Gear department, second shift.

Mr. and Mrs. **WILLIAM WILLIAMS**. William Edward, was born July 10 and weighed 9 pounds 8 ounces. The new father works in the Machine Shop Assembly Floor, first shift.

Best wishes to:

BOB FREEMAN, Engineering, who had surgery.

IZIAH JOHNSON, Foundry department, first shift, who is recuperating from a heart attack.

W. C. (DUB) GREEN, Trailer Division, who has been ill.



DIANE STRICKLAND . . .
daughter of Keith Strickland

JAMES OATES, Welding and Structural Shop, first shift, whose arm was broken.

JAMES NICKERSON, Foundry department, first shift, who has been in the hospital.

EDDIE HARRELL, Gas Engines, first shift, who has been ill.

SMITHIE REEVES, Machine Shop, first shift, who had surgery.

CECIL COFFIELD, Material Control Warehouse, who was in a car wreck.



WILLIAM EDWARD . . .
son of William Williams

DEWEY DAVIS, Trailer Division, who has been ill.

A. L. ROBERT, Machine Shop, third shift, who is recuperating from a car accident.

JERRY CALHOUN, Welding and Structural Shop, second shift, who has been ill.

LEROY PATTON, Foundry department, first shift, who was in the hospital.

Sympathy is extended to:

The family of JOHN NIXON, retired employee of the Machine Shop, who died in September. Mr. Nixon was employed June 3, 1919, and worked on LUFKIN's first pumping unit. He retired March 16, 1962.

The family of WAYNE WALLACE, Machine Shop, first shift, who died in September.

JOE BEHANNON, Tool Room, first shift, upon the death of his mother.

HERBERT EMERICK, Commercial Gears, second shift, upon the death of his wife.

JAMES MCKINNEY, Welding and Structural Shop, first shift, upon the death of his father.

DAVID JONES, Lathe Shop, first shift, whose brother died.

FRANK GRIMES, Material Control, upon the death of his grandmother.

WILLIE OLFORD, Foundry department, first shift, whose father-in-law died.

MAURICE MALONE, Welding and Structural Shop, first shift, whose cousin died.

ELLISON PERRY, Foundry department, first shift, whose brother died.

R. C. ROBERTS, Yard Crew, first shift, whose father died.

LARRY and JERRY SANDLIN, both Machine Shop, first shift, upon the death of their grandmother, and L. B. SANDLIN, Machine Shop, second shift, upon the death of his mother-in-law.

BILL PENNINGTON, Welding and

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
Curtis Hodges	Nov. 19, 1941	30
M. M. King	Nov. 10, 1950	21
C. E. Weeks	Nov. 20, 1950	21
Ford Roddam	Nov. 15, 1954	17
A. W. Powell	Nov. 21, 1955	16
W. C. Fowler	Nov. 10, 1961	10
C. W. Simmons Jr.	Nov. 22, 1961	10
Jerry Tullos	Nov. 28, 1961	10
Joe H. Nick	Nov. 18, 1963	8
R. T. Manning	Nov. 8, 1965	6
C. J. Thorn	Nov. 10, 1965	6
Manzel Clark	Nov. 12, 1965	6
Byford D. Smith	Nov. 18, 1965	6
John M. Reece	Nov. 14, 1966	5
C. E. Matchett	Nov. 21, 1967	4
G. C. Lofton	Nov. 5, 1968	3
J. V. Weatherly	Nov. 5, 1968	3
L. A. Whitehead	Nov. 10, 1969	2
J. B. Taylor	Nov. 18, 1969	2
T. J. Zeagler	Nov. 2, 1970	1
H. D. Pettet	Nov. 13, 1970	1
F. W. Hyde	Nov. 16, 1970	1
J. D. Brock	Nov. 23, 1970	1
R. E. McClendon	Nov. 24, 1970	1

TRAILER DIVISION

	Employment Date	Years with Co.
Clyde Hall	Nov. 23, 1942	29
J. W. Smith	Nov. 14, 1944	27
C. V. Bishop	Nov. 6, 1950	21
E. L. Tullos	Nov. 27, 1951	20
E. L. Root	Nov. 13, 1956	15
D. A. Rice	Nov. 21, 1966	5
J. T. Tucker	Nov. 24, 1970	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
James Grimes	Nov. 2, 1944	27
E. E. Edwards	Nov. 21, 1945	26
Clarence Morrison	Nov. 27, 1945	26
Judge Burrell	Nov. 4, 1946	25
Seamon Riggsby	Nov. 1, 1947	24
Dock Spencer	Nov. 4, 1947	24
Elbert Deason	Nov. 15, 1947	24
Arnold Wyatt	Nov. 9, 1950	21
O. A. Allsbrooks	Nov. 20, 1950	21
M. T. White	Nov. 5, 1953	18
Levi Patton	Nov. 2, 1955	16
Henry Jefferson	Nov. 18, 1955	16
Clifford Johnson	Nov. 18, 1958	13
C. L. Fussell	Nov. 8, 1961	10
Maurice Patton	Nov. 17, 1961	10
Norris Alexander	Nov. 22, 1961	10
Leroy Durham	Nov. 7, 1962	9
P. E. Cauley	Nov. 17, 1966	5
W. E. Polk	Nov. 26, 1968	3
G. C. Sampleton	Nov. 2, 1970	1
J. D. Woods	Nov. 9, 1970	1
R. L. Cold	Nov. 9, 1970	1
Rosevelt Thomas	Nov. 11, 1970	1
Arvester Castle	Nov. 12, 1970	1
A. B. Iturralde	Nov. 23, 1970	1

WELDING & STRUCTURAL

	Employment Date	Years with Co.
A. C. Martin	Nov. 18, 1943	28
H. F. Gibson	Nov. 20, 1945	26
G. M. Grimes	Nov. 28, 1947	24
W. D. Rogers	Nov. 14, 1950	21
H. A. Mott	Nov. 21, 1955	16
B. J. Kirkland	Nov. 10, 1961	10
James E. Dunn	Nov. 14, 1966	5
L. R. Hartsfield	Nov. 4, 1969	2

Structural Shop, upon the death of his grandmother.

EDDIE FLETCHER, Foundry department, first shift, upon the death of his grandmother.

The family of CLAUDE GREEN, retiree of the Foundry Department, who died Oct. 8. He was employed Aug. 13, 1909, and retired after 51 years service on Oct. 31, 1960.

Amos E. Mayo	Nov. 19, 1969	2
B. R. Phillips	Nov. 26, 1969	2
John M. Jones	Nov. 26, 1969	2

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
D. D. Teer	Nov. 6, 1944	27
J. A. Kirkland	Nov. 1, 1966	5

SECURITY GUARD

	Employment Date	Years with Co.
F. H. Miller	Nov. 11, 1968	3
A. O. Dias	Nov. 21, 1968	3
F. H. McGaughey	Nov. 9, 1970	1

MILL SUPPLIES

	Employment Date	Years with Co.
Carl Garner	Nov. 15, 1939	32
Edwin C. Dietz	Nov. 3, 1952	19
Arthur Nelson	Nov. 16, 1961	10
A. B. Pigg	Nov. 1, 1963	8

PUBLICATIONS

	Employment Date	Years with Co.
Virginia Allen	Nov. 1, 1946	25

MATERIAL CONTROL

	Employment Date	Years with Co.
B. J. Allen	Nov. 6, 1967	4
C. M. Robinson	Nov. 28, 1969	2

GAS ENGINES

	Employment Date	Years with Co.
E. M. Harrel	Nov. 4, 1943	28
R. W. Pinner	Nov. 2, 1944	27

TRAFFIC

	Employment Date	Years with Co.
Campbell Tullos	Nov. 2, 1953	18

ELECTRICAL

	Employment Date	Years with Co.
Bob Beddingfield	Nov. 12, 1952	19
Johnnie Carroll	Nov. 24, 1952	19
J. D. Drake	Nov. 10, 1966	5
A. L. Luce	Nov. 22, 1966	5

PILOTS

	Employment Date	Years with Co.
Ray Fisher	Nov. 1, 1958	13
Walt Bardwell	Nov. 21, 1962	9

ENGINEERING

	Employment Date	Years with Co.
Louis Fincher	Nov. 15, 1929	42
J. D. Bradley	Nov. 20, 1956	15
M. G. Kimmey	Nov. 16, 1959	12
R. F. Freeman	Nov. 16, 1959	12
B. E. Rasberry	Nov. 8, 1965	6
Rosie Graham	Nov. 14, 1967	4

MAIN OFFICE

	Employment Date	Years with Co.
C. M. Wooten	Nov. 1, 1936	35
Joe Floyd	Nov. 22, 1948	23
J. G. Gipson	Nov. 17, 1969	2

MACHINERY SALES & SERVICE

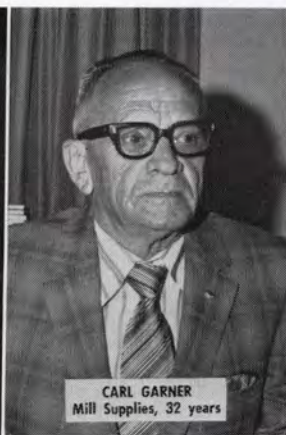
	Employment Date	Years with Co.
H. H. Muller	Nov. 29, 1949	22
R. B. Gibbs	Nov. 28, 1955	16
R. C. Pahl	Nov. 16, 1962	9
K. G. Larsen	Nov. 16, 1963	8
Don Stanley	Nov. 9, 1965	6
A. J. Valoff	Nov. 16, 1966	5
Francisca Rodriguez	Nov. 2, 1970	1
L. K. Thomas	Nov. 16, 1970	1

TRAILER SALES & SERVICE

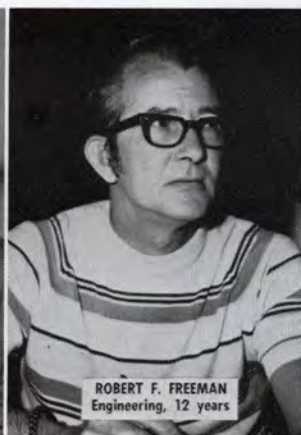
	Employment Date	Years with Co.
Beulah Harris	Nov. 3, 1953	18
J. C. Guidry Jr.	Nov. 6, 1963	8
John Elliott	Nov. 3, 1970	1
Luciano Mascorro	Nov. 3, 1970	1
B. R. Hall	Nov. 9, 1970	1



MALCOLM KING
Machine Shop Assembly Floor
21 years



CARL GARNER
Mill Supplies, 32 years



ROBERT F. FREEMAN
Engineering, 12 years



MARVIN G. KIMMEY
Engineering, 12 years



RAY FISHER
Pilot, 13 years



RUBY W. PINNER
Gas Engines, 27 years

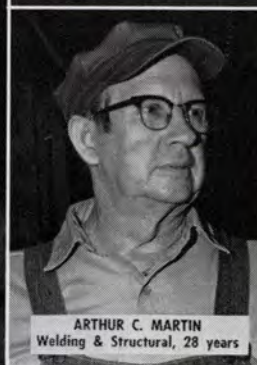


JOE T. FLOYD
Main Office, 23 years



A. W. POWELL
Gear Cutters, 16 years

Celebrating an Anniversary



ARTHUR C. MARTIN
Welding & Structural, 28 years



VIRGINIA R. ALLEN
Public Relations, 25 years



ARNOLD WYATT
Foundry, 21 years



DOCK SPENCER
Foundry, 24 years



ELBERT DEASON
Foundry, 24 years



CLIFFORD JOHNSON
Foundry, 13 years



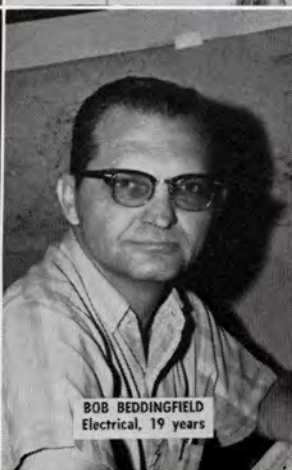
LOUIS FINCHER
Engineering, 42 years



DEE D. TEER
Assembly & Shipping, 27 years



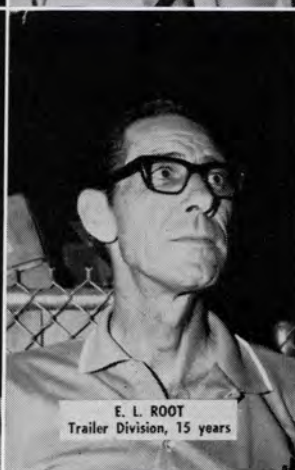
C. V. BISHOP
Trailer Division, 21 years



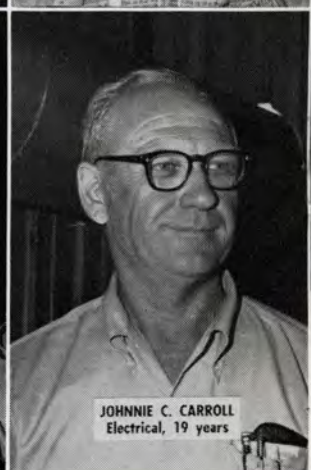
BOB BEDDINGFIELD
Electrical, 19 years



J. W. SMITH
Trailer Division, 27 years



E. L. ROOT
Trailer Division, 15 years



JOHNNIE C. CARROLL
Electrical, 19 years



H. A. MOTT
Welding & Structural, 16 years

JUDGE BURRELL
Foundry, 25 years

FORD J. RODDAM
Commercial Gears, 17 years

CURTIS HODGES
Machine Shop, 30 years

C. M. WOOTEN
Main Office, 35 years

Anniversary - 12 years or more



WYATT
21 years

HENRY JEFFERSON
Foundry, 16 years

LEVI PATTON
Foundry, 16 years

CAMPBELL TULLOS
Traffic, 18 years

HENRY F. GIBSON
Welding & Structural, 26 years

EDWIN C. DIETZ
Mill Supplies, 19 years



CLARENCE MORRISON
Foundry, 26 years

M. T. WHITE
Foundry, 18 years

A. O. ALLSBROOKS
Foundry, 21 years

GRADY GRIMES
Welding & Structural, 24 years

CHARLES E. WEEKS
Machine Shop, 21 years



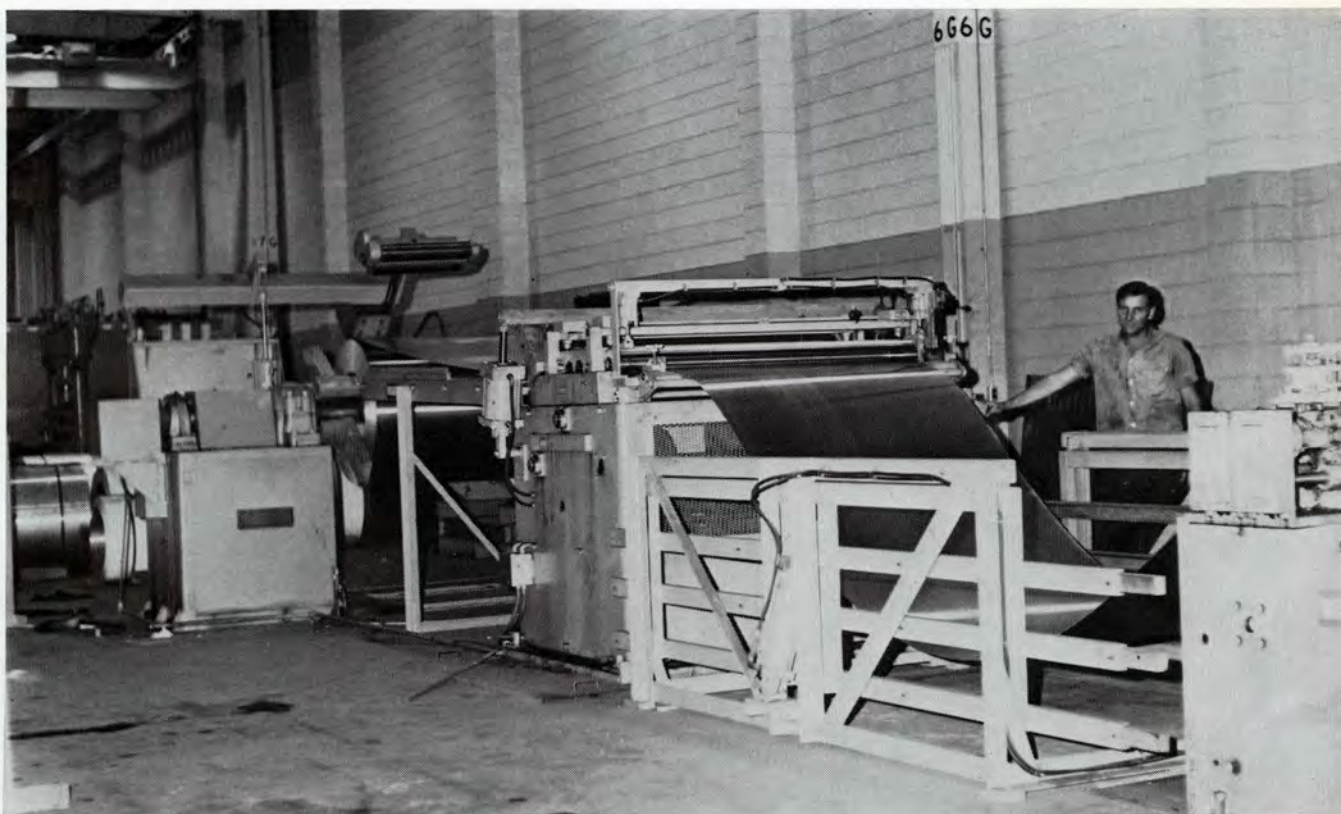
J. D. BRADLEY
Engineering, 15 years

E. L. TULLOS
Trailer Division, 20 years

SEAMON RIGSBY
Foundry, 24 years

CLYDE R. HALL
Trailer Division, 29 years

E. E. EDWARDS
Foundry, 26 years



1. A VAN SIDE begins here at the decoiling machine, operated by Coy Oliver. Rolls or coils of aluminum are unrolled and automatically cut to a measured length by an adjustable device. The trailer we will follow through production will be

a 40-foot van, but keep in mind that a side is made up of short sheets of aluminum siding laid end to end and overlapped slightly to form seams, which are covered by vertical posts and riveted.

2. BEFORE being cut into proper lengths, the continuous sheet of aluminum is crimped or corrugated to provide strength and to cut down on the glare. Each down stroke of the press at left forms a "crimp" on the sheet as it passes through.



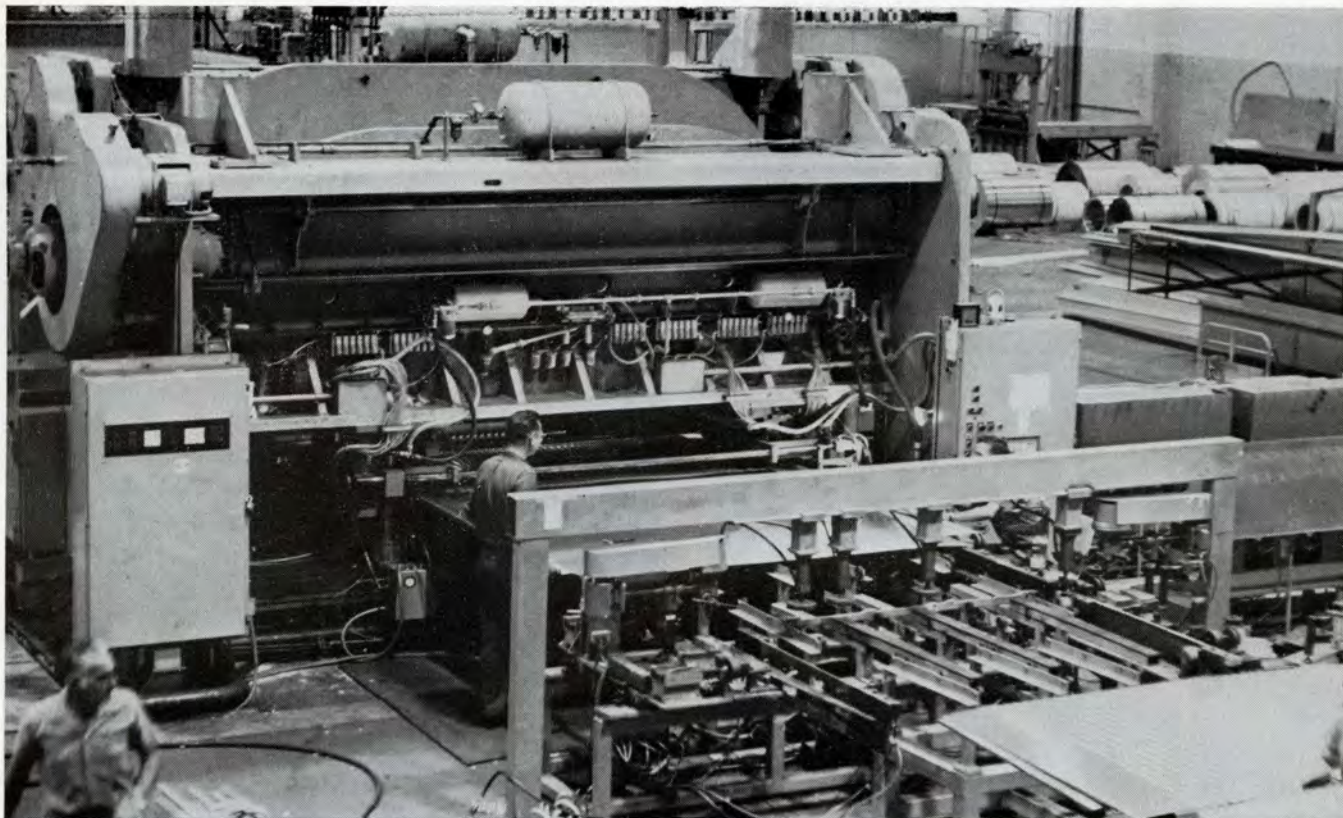
How We Build Trailer Vans

By CAROLYN CURTIS

WITHIN the 360,000-square-foot vastness of the fully automated Trailer Plant, which is said to be the most modern trailer manufacturing facility in the Southwest and the largest west of the Mississippi River, are the assembly lines for the Trailer Division's three lines of truck trailers—vans, dumps and floats.

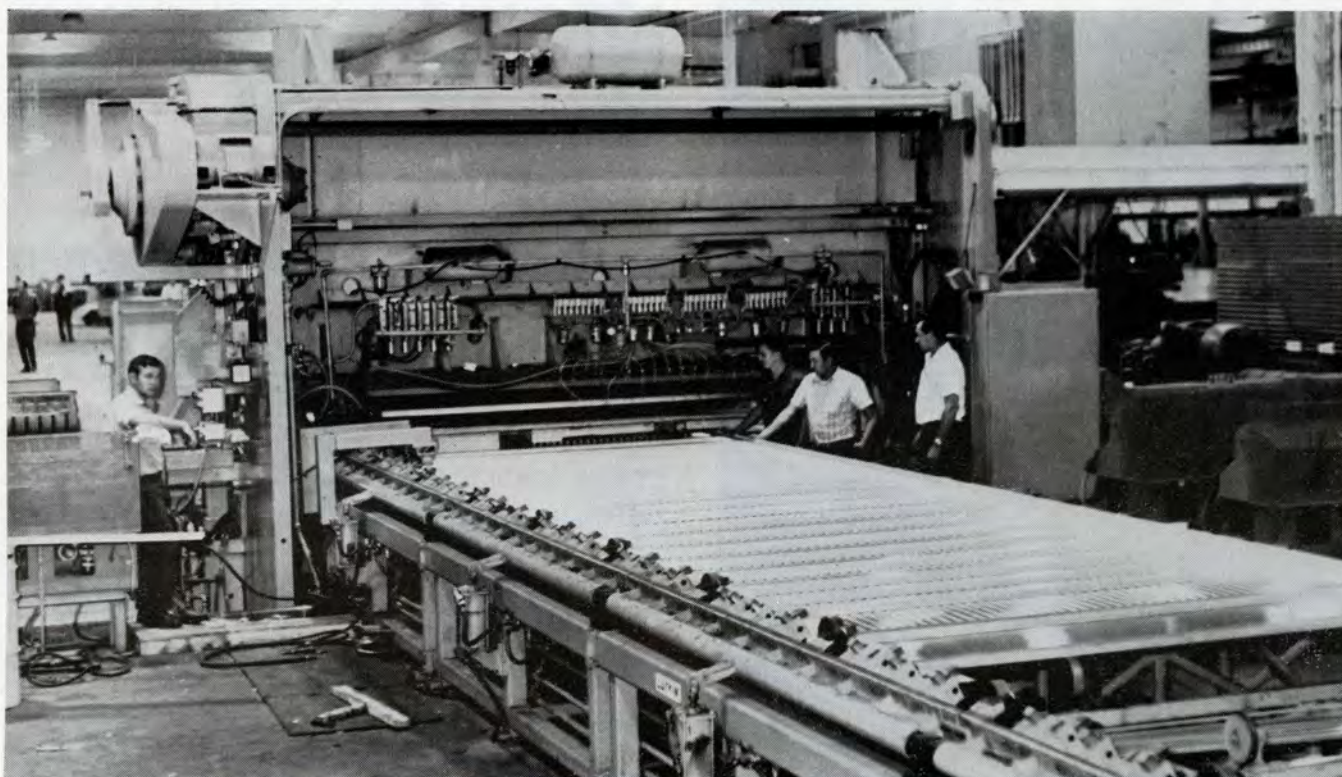
This month THE ROUNDUP presents a picture tour of the van assembly line as an introduction to the fascinating process of building trailers.

Trailer production involves a number of the company's most sophisticated machines and many skilled employees, who are responsible for LUF-



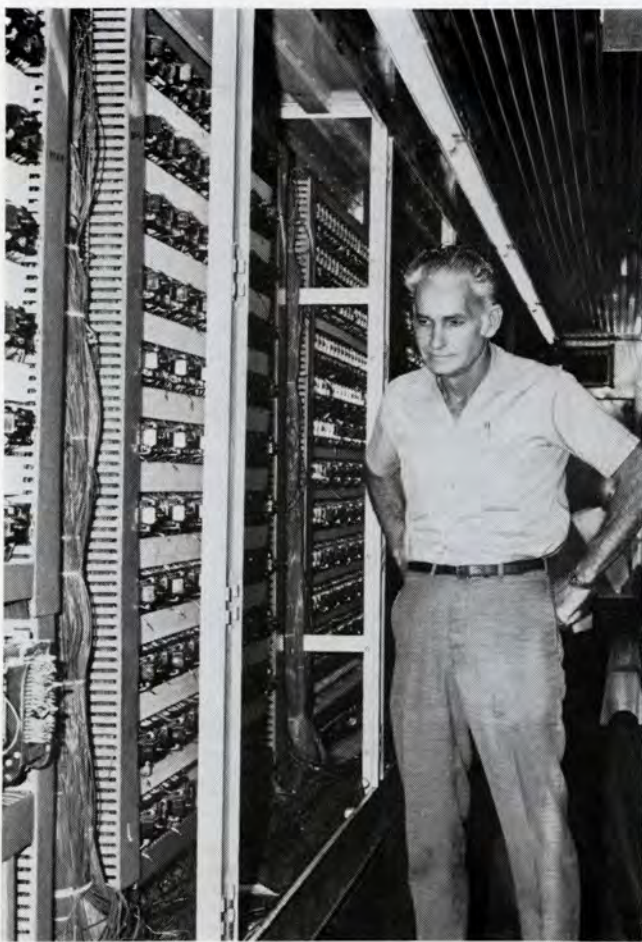
3. THE PIERCE-RIVET machine is the fantastic new machine capable of riveting together all the sections of trailer sides in a matter of minutes. With the push of a button, the die which holds the rivets is activated and three operations occur in a few seconds. The holes are punched through the overlapping parts of the side and through the post. The slugs are

knocked from the holes and caught in a trough. The rivets, which have been blown by compressed air into their individual collets through plastic tubes, are bradded or squeezed. The result is a neat row of rivets, inserted simultaneously and completely mechanically. Operator pictured is Robert Clark.

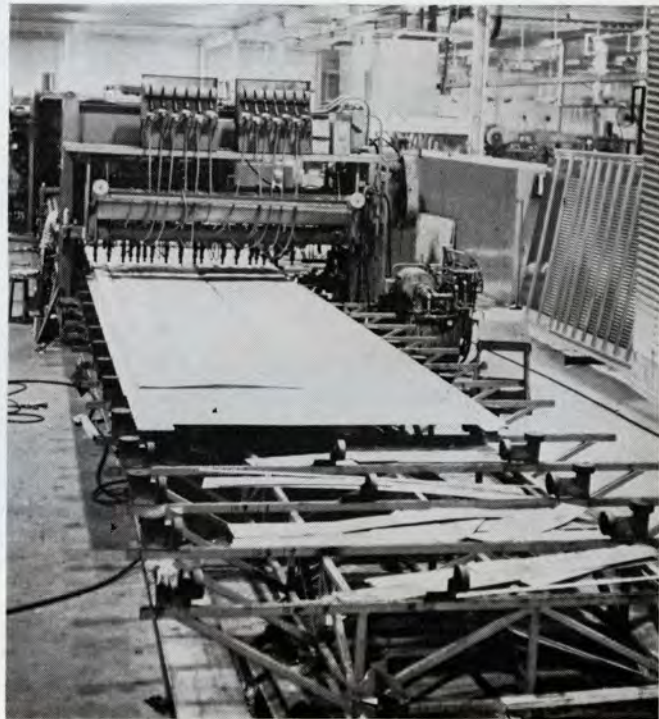


4. THIS VIEW of the Pierce-Rivet machine shows the section of a side which has already passed through the machine.

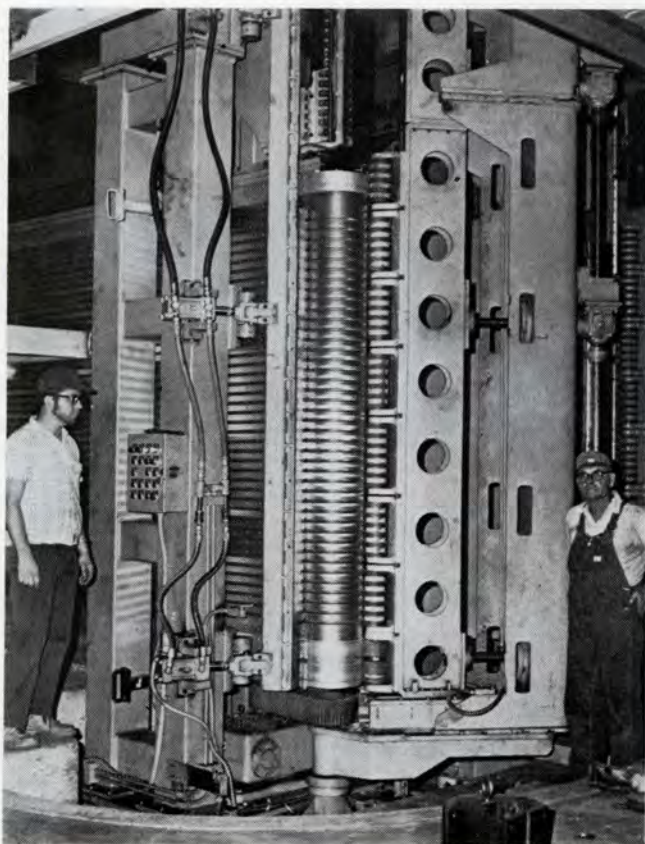
Left to right are Henry Lawson, Joe Jumper, Kenneth White and T. D. Lashly.



5. Left: THE "BRAINS" of the Pierce-Rivet machine are the computerized pegboards shown at the lower left of the picture. The combination of pegs plugged into the boards "tell" the machine what to do. They "communicate" with the machine via a network of more than 250 miles of wire and 975 relays, intricately entwined to fit the tiny compartment, which is air-conditioned to filter the air of dust and protect from malfunction this delicate wiring system. John Snyder programs the pegboards according to the riveting specifications of the trailer side being built.



6. FROM the Pierce-Rivet machine the side moves to the plywood machine where insulation is laid on the interior side, then covered with plywood and securely fastened by self-tapping screws. These screws operate under a principle similar to the automatic rivets with the exception that the threaded screws are screwed through the plywood and sides, cutting their own way in the process and earning their name, "self-tapping screws."

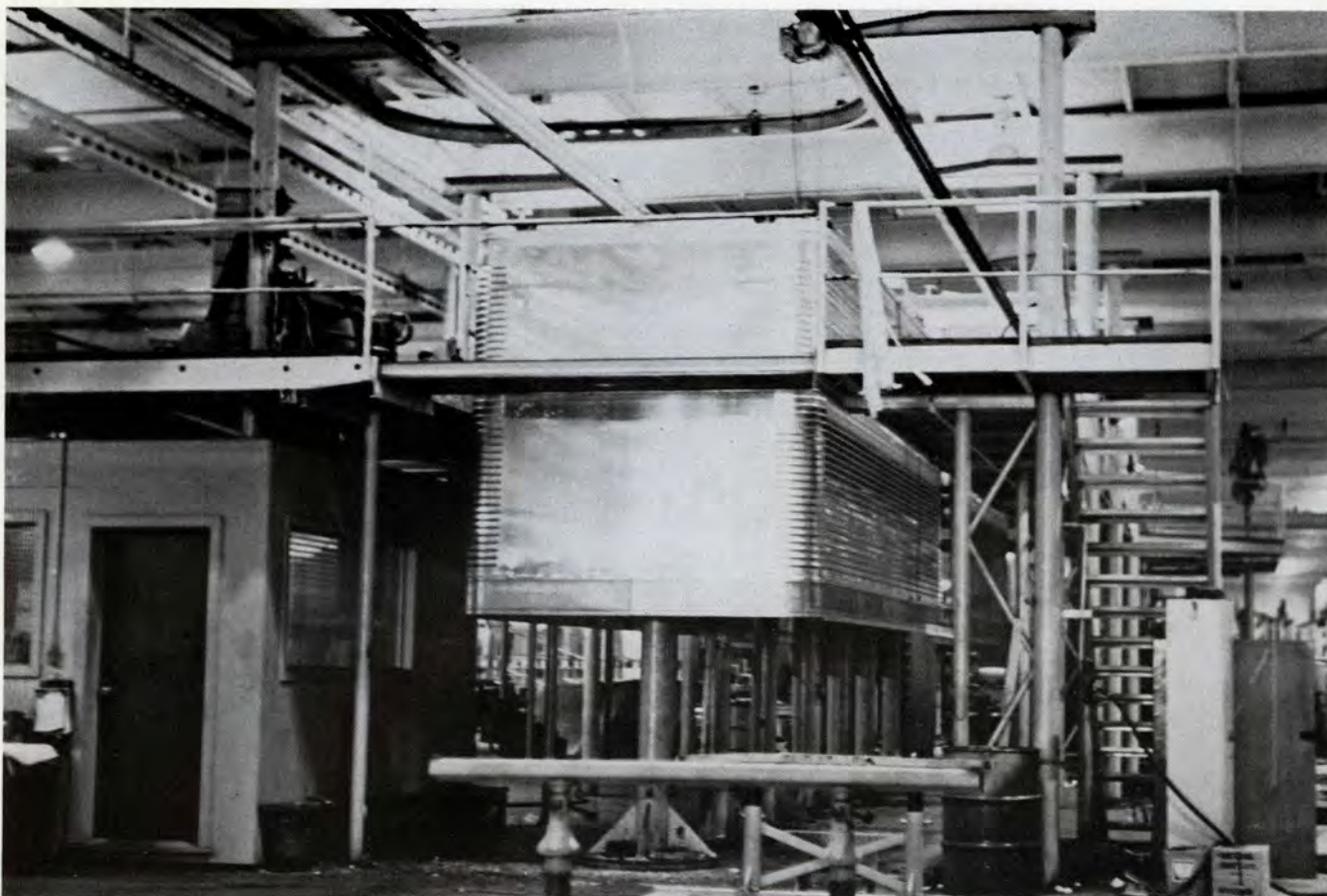


KIN'S impressive ranking as 12th among the 50 top trailer manufacturers in the nation.

This ranking is based on percentage of the trailer market which the manufacturer has cornered. LUFKIN's percentage of 1.8, based on production during only the first six months of 1971, shows a healthy increase over last year's volume.

To understand van assembly, keep in mind that LUFKIN builds both the box and the chassis on which the box is set. The two are manufactured simultaneously, and after they are joined, finish

7. Left: THE SIDE then is lifted to a vertical position and situated in the bending machine, which catches the end of the side and swivels it around to form a neat rounded corner. Another side is bent in the opposite direction and together the overlapping parts form the nose of the van. Later the seam will be hand riveted. Operating the mandril are Billy Joe White, left, and Andy Williams.



8. MOVING further down the assembly line to the roofing machines, the bent sides with the newly-formed nose are beginning to look more like a van. Here the sides are lifted and a sheet of aluminum is stretched taut across the top. Twelve to fifteen thousand pounds of pressure are applied by hydraulic jack to the roofing after the front edge has been hand-riveted to the flanges on the top front rail. The heavy aluminum corners are cast in our own aluminum foundry.

work is required such as hand riveting of the nose section's seam, the inside finish work on the lining, the addition of brake linings and the mounting of wheels. The final step is a shiny paint job.

The chassis is made up of four welded sub-assemblies, commonly called the kingpin, the landing gear assembly, the running gear assembly and the rear door frame assembly. The rest is cross beams and loose sub-assemblies on which the oak flooring is laid.

The box is made up of two aluminum sides, both bent to 90 degree angles to form the rounded corners of the nose and the aluminum roofing, which is riveted to the front rail, stretched toward the back of the trailer and then stitched to the side rails.

The captions with each picture should help to clarify the steps.

continued next page



9. IN THIS VIEW atop the platform shown in the previous picture, Billy Joe White is stitching the roof to the sides. The metal stitching, which is similar to a series of common office staples although many times stronger, has one-inch centers for maximum holding power. Only about a minute and a half are required to stitch both sides of a 40-foot van. After the stitching, the back edge of the roofing is cut from the coil and neatly trimmed later when the back doors are affixed. With three sides and a roof, the section now is referred to as a "box."

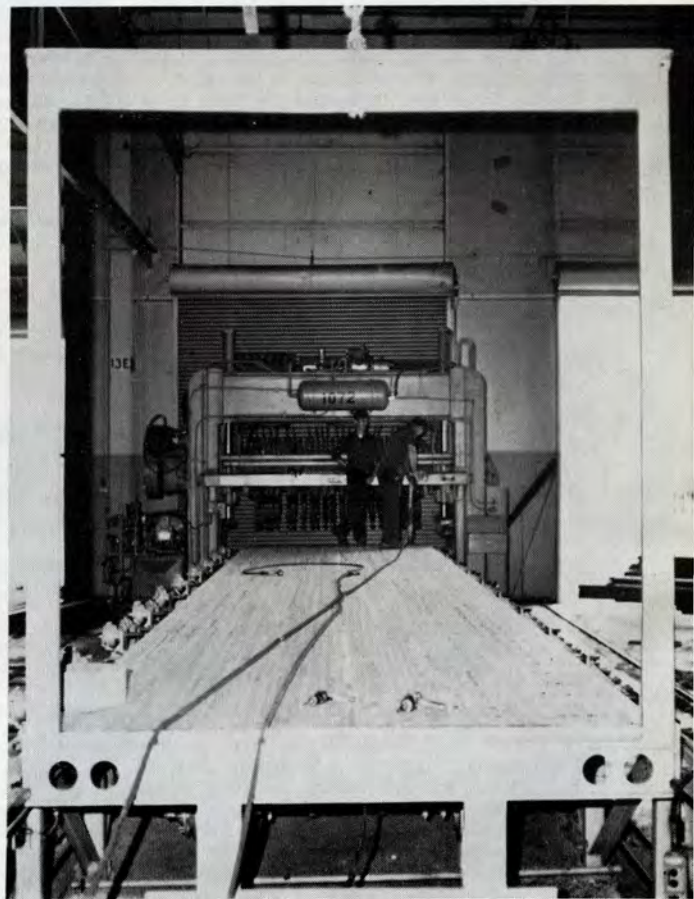


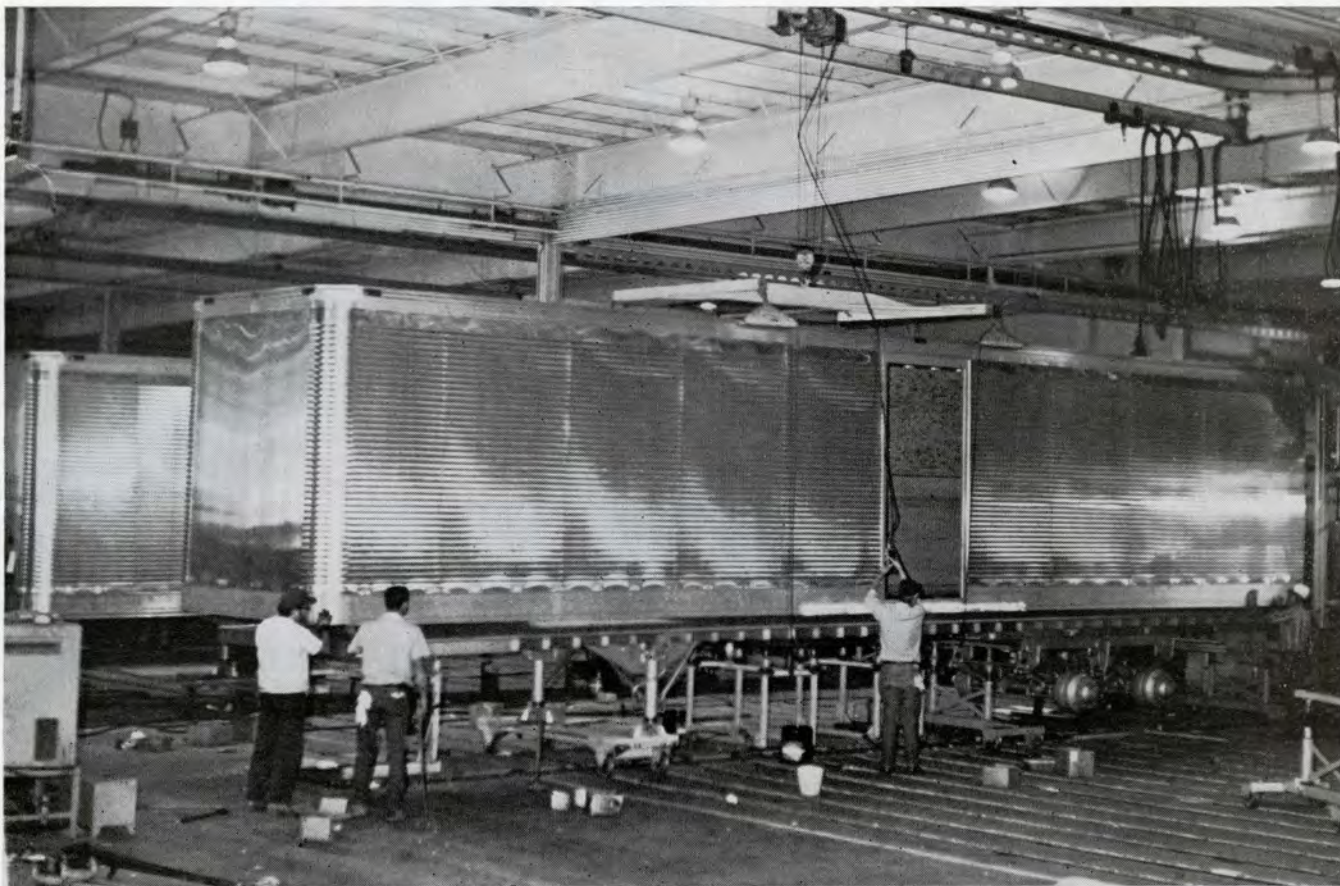
10. MEANWHILE, The Machine department is busy with the raw materials for building the chassis, the frame on which the box will be set.



11. NEXT STEP is welding together the parts of the chassis, known at this point as the sub-assembly. Here Edward Clifton, left, and Brown Hayes finish a running gear.

12. BUNDLES of laminated oak are laid across the chassis at the flooring machine. As in the plywood siding operation, self-tapping screws secure the wood to the chassis; however, in this operation the gantry—the section holding the screws—moves along a track the length of the van's floor. At left is Dean Jones. At right is C. B. Kendrick.

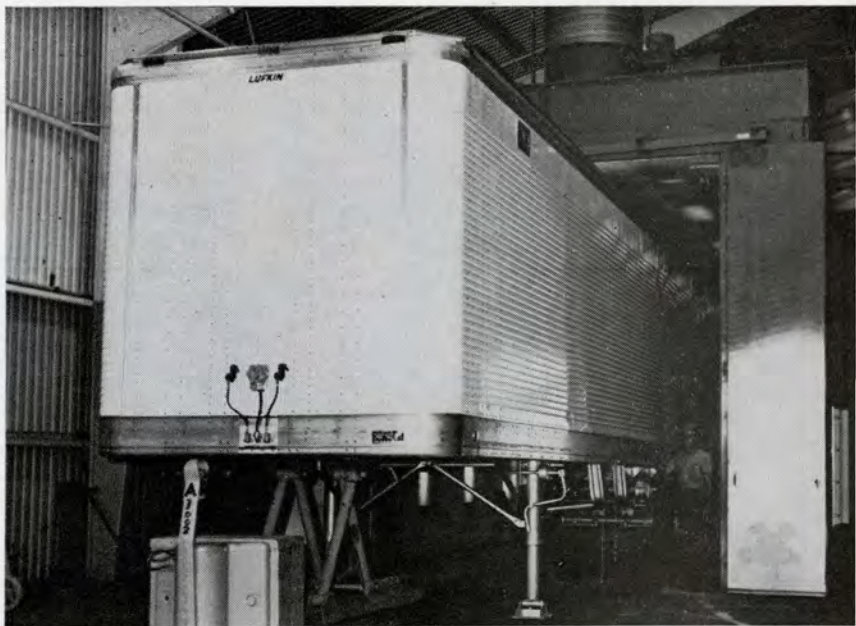




13. NOW the two assemblies are joined as the box is set on the chassis, which has been levelled prior to this. Flanges are fitted around the wood flooring on the chassis. Left to right are Billy Joe White, Curtis Grimes, Fred Nash and L. M. Hodges.



14. LEFT: the interior of a 40-foot van is surprisingly spacious. C. B. Redd, left, and J. C. Malnar finish off the interior woodwork.



15. LAST STOP before delivery is the Paint House, where the van is spray-painted a color of the customer's choice. In some cases, prepainted aluminum is used for the sides. Shown is Allen Repp.

The Lufkin Roundup

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The bachelor roomer called on his girlfriend every night. Finally the landlady asked him why he didn't marry her. He evidently had given the matter a lot of thought, because he replied instantly, "Why, if I married her, where'd I go every night? I'd be stuck at home!"

A young man was walking along a country road.

Along came a farmer driving a wagon. Without asking the farmer's permission, he jumped upon the wagon and said, "Hayseed, I'm going to ride along with you to Louisville."

The farmer just looked at him, but said nothing. They rode for ten miles. The young man began to feel uneasy. He turned to the farmer and said, "I say, old fellow, how much farther is it to Louisville?"

The farmer replied, "If you keep in the direction you are going, it's about twenty-five thousand miles, but if you want to get off and walk back the other way, it's sixteen miles—six miles from where you jumped on."

Radio and its general merits was the topic of conversation among several men.

"After listening to the radio now for some years," said Smith, "my family has decided to have a little orchestra of our own. My wife is learning to play the banjo. Willie is learning to play the flute. Ernest rather fancies himself as a drummer, and Doris and Mildred are learning the violin."

"And what are you learning?" Inquired Jones.

Replied Smith, "I'm learning to bear it!"

A shipwrecked sailor who had spent three years on a desert island was overjoyed one day to see a ship drop anchor in the bay. A small boat came ashore and an officer handed the sailor some newspapers.

Officer: "The captain suggests that you read what's going on in the world and let us know if you want to be rescued."

A third grade youngster asked to describe the taste of chocolate, thought a moment, then replied, "Chocolate tastes the opposite of vanilla."

Karen: "In most marriage ceremonies, they don't use the word 'obey' any more."

Bob: "Too bad, isn't it? It used to add a little humor to the occasion."

A man stood on the street corner waiting to cross while the traffic streamed by, swift and continuous. After a long wait, the man became impatient, but he dared not risk going out into the traffic. He spied another man on the other side of the street and called to him, "Hey, I say, how'd you get over there?"

The other man cupped his hands about his mouth and shouted back, "I was born over here!"

The man and his wife were doubtful about returning to the farm on which they had spent their previous summer vacation. They had been more than a little annoyed by the nearness of the pigsty to the house.

Finally the man wrote to the farmer and explained the objectionable feature. Several days later he got this reply: "You are welcome to come back. We haven't had any hogs on the place since you were here last summer."

A father said to his daughter, "Your boyfriend approached me and asked for your hand. I consented, dear."

"But, Father," cried the girl, "I don't wish to leave Mother."

"I understand, child," the father said. "Only don't let me stand in the way of your happiness. Take your mother with you."

The absent-minded professor had received a couple of tickets for the opera. Finding that he was unable to go, he rang up some friends and said, "An unfortunate dinner engagement keeps me from attending the opera tonight, so could you use the tickets?"

"We would be glad to," was the reply, "but we are your unfortunate hosts."

A young fellow was wanting to become a switchman and the union wasn't sure they should take him on the railroad so they gave him a little IQ test.

They asked him, "What would you do if you saw a train coming from the east at 60 miles an hour, and all at once you heard a noise and you looked over your shoulder and saw one coming from the west at 60 miles an hour and they were going to meet and were already less than a mile apart? What would be your reaction?"

The young fellow said, "I would go get my brother."

The railroad official asked, "Why?"
"Because he ain't never seen a train wreck."

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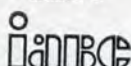
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