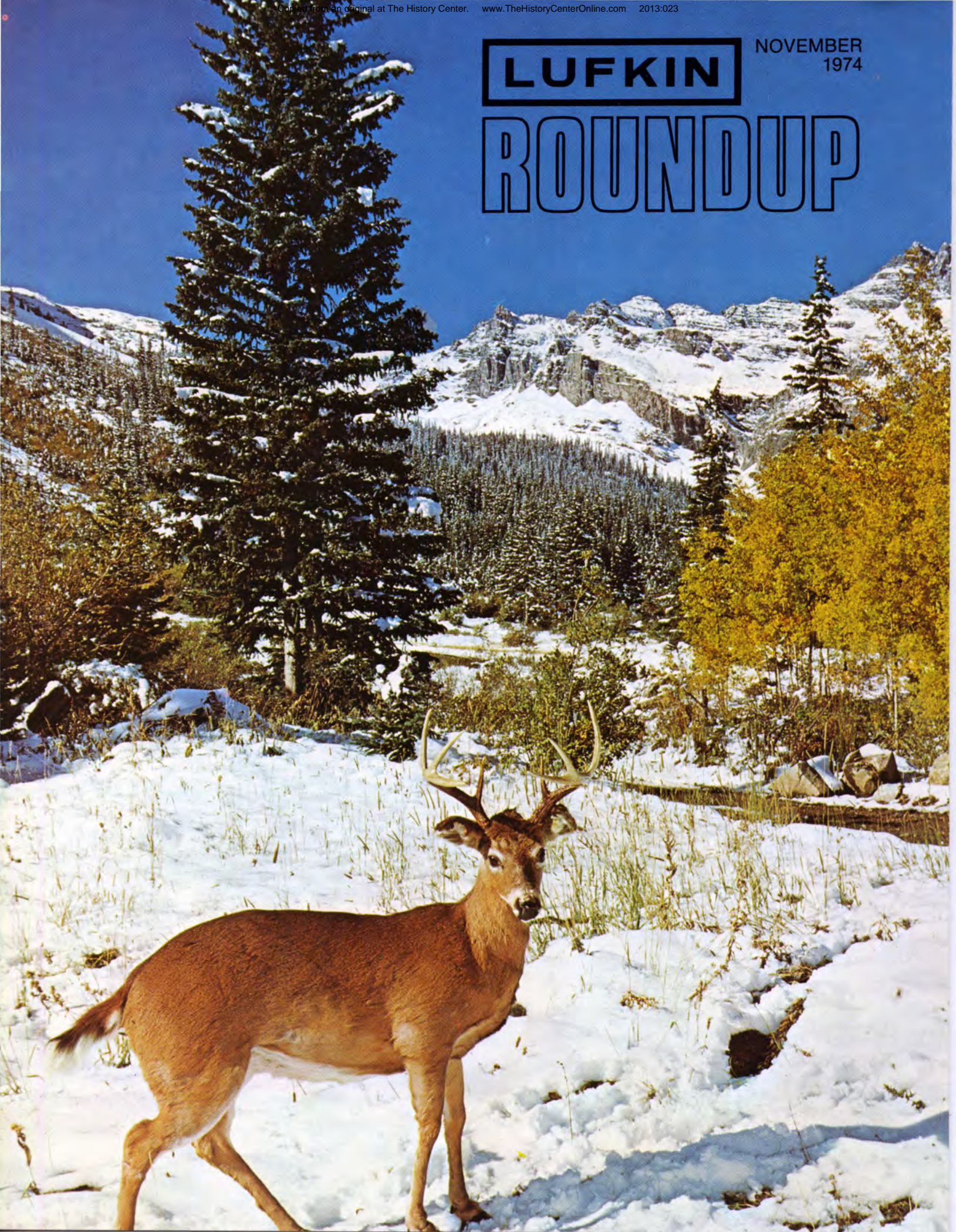


**LUFKIN**

NOVEMBER  
1974

# ROUNDUP





## from The President's Desk...

### FELLOW EMPLOYEES:

Last month I had an opportunity to spend four days behind the iron curtain in Czechoslovakia. Thirty years ago, I was in this same area from Pilsen to Prague as a soldier in the United States Armed Forces.

It is a different country today in contrast to what I saw in 1945. Then, the people were happy and alert even though they were in the midst of war. Today, the people are depressed and dour-faced.

It took us two hours each way to get through the mass of guards, barbed wire and customs inspection. They trust no one—not even a fellow Communist. The attitude and appearance of the people are proof enough that Communism is a failure.

We of the Western World cannot appreciate our priceless privilege of freedom and democracy until we see firsthand the life and work of these people under Communism. We are so fortunate, yet some of us question our system of free enterprise.

What the Communists fear most is that the western ideas, including the profit motive of America, will breed knowledge and erode the base of Communism. Consequently, they repress their people and respond to any revolt with Soviet troops and tanks. These Soviet troops and tanks were in evidence in the towns we visited.

We in America are blessed with a dynamic political and moral system which was established by our forefathers. It is our responsibility to protect, preserve and defend this great heritage of freedom and the free enterprise system.

Even thus, here in America, as we review this year on Thanksgiving Day 1974, we shall find good and bad, joy and sorrow, righteousness and evil. But also, we shall find more and more in it that challenges us to live at our highest and best, assured that the great Giver of every good and perfect gift will so reward our efforts that 1975 will show abundant reasons for Thanksgiving, as all the preceding years have shown.

As the traditional day approaches, we will do well to pause in our materialistic pursuits and ask again, "What hath God wrought?"

R. L. POLAND

# Like in the bank Blood Drive – November 19-22

Just think of the different ways the word "red" can be used. It can be a vibrant color, a sign of subversion or an expression—"in the red," "paint the town red," or to "see red."

When ancient man saw the color red, he associated it with life. He

knew that red was the color of blood and blood was essential to life; therefore, red represented life.

This concept colored many of early man's beliefs. Cavemen painted the sick red for life force.

Early Egyptians symbolically painted their nails and faces to

ward off disease. Red coverings were used to treat smallpox cases in Early England.

Research has discovered many things about blood: its method of circulation through the body, composition, types, and a step toward cures for the diseases which afflict it.

One fact is clear—there is never enough blood for those who need it. For those who can get it, the cost is extreme.

Stewart Blood Center, operated out of Tyler, was begun in 1951 as a service when the second hospital was built in Tyler. Demand for the blood service grew and now covers an 18 thousand-square-mile area.

The Blood Assurance Plan is a not-for-profit program which assures members and their families of unlimited blood replacement when and if a blood transfusion is needed.

A one pint donation is dues for membership and may be renewed annually with a blood donation.

This covers all blood needed by a member or his family at no cost for processing and replacement up to \$35 per unit.

Husband, wife and all dependent, unmarried children to age 23 are covered anywhere in the continental United States through the American Association of Blood Banks Clearinghouse System. (The process is similar to cashing a personal check.)

November 19, 20, 21 and 22 are the dates set for Lufkin Industries' blood drive. Last year 197 employees participated.

To give blood, several simple steps are followed:

- After temperature is taken, the donor's blood is typed (O, B, A, or AB) and a medical history is taken.
- Then the blood is tested for possible diseases which may or may not be apparent by the giver's appearance. This prevents future receivers from contracting diseases from the blood.
- Blood is then withdrawn



Before blood can be donated, temperatures are taken and histories recorded. L-r: nurse Betty Turnan; Bill Bardwell, Engineering; nurse Carolyn Partney; Gayla Sowell, Automotive & Industrial; Gail Schroeder, drive coordinator; Selman Griffith (back to camera), Engineering. Procedure takes about 30 minutes of donor's time



Donors are questioned, blood is typed, then a pint of blood is drawn. Elmo Bradley, Automotive & Industrial, participated in the 1973 drive as did other employees in these pictures. Nurse Charice Lee, from Stewart Blood Center, pictured here

Continued on page 13

# The **SHORT** and the **LONG** of It

**P**roducts in short supply with long deliveries scheduled far into the future is the story heard repeatedly in the business world today. During this era of items in short supply, we awaken daily to discover a new "shortage"—or so it seems.

The shortage concerning Lufkin Industries is the "material shortage." However, there seems to be some confusion about the source of the shortage problem.

Some raw materials are legitimately in short supply, but the overall consensus of our sales forces and purchasing agents is that the "shortage" of raw materials is not the major problem. They agree the problem is the surge of demand which has exceeded the capacity to supply.

In many instances, we depend on suppliers for component parts for products we manufacture. These have long deliveries, over which we have no control, resulting in delayed shipments of our products. So these problems have to be anticipated when a salesman gives a customer a delivery date.

One item in the foundry in short supply is pig iron (new iron) which is the most important material because of its mandatory use in making ductile iron.

"Other materials used in the foundry, such as scrap iron, are available if we're willing to pay the price. We have not curtailed production in any way due to short-



Marshall Dailey

ages," Robert Lang, vice president and foundry superintendent pointed out. "We're getting all the raw materials we have the facilities to use in this department," Lang said.

"Spare parts for our machinery and equipment in the foundry is a bigger problem than raw materials. Often, we have to substitute parts, manufacture spare parts or alter something which we have," continued Lang.

Steel was the first raw material in short supply. This resulted in the scarce availability of items such as forgings, couplings, clutches, pumps, filters and bearings for industrial and marine gears; and bearings for pumping units. Manufactured products bought outside the plant also involved distant delivery dates from suppliers.

The same situation of long deliveries on component parts faces the Trailer Division. The increased demand for trailers has been attributed to customers buying ahead to avoid the January 1 deadline requiring a new type of braking system. The new system will raise the price of each trailer several hundred dollars, according to Marshall Dailey, Trailer Division sales manager.

Tires, wheels, axles, rims, drums, hubs and of course, bearings and castings are examples of items in

short supply for trailers. The wood products shortage of the past two or three years is another area which has affected trailer building.

"Some relief in price as well as availability of forest products has been experienced recently," said Carl Liese, Trailer Division purchasing manager. "Suppliers have raised prices drastically on component parts due to their increased labor and material costs as well as the short supply.

"Management has continued to invest heavily in inventory, whenever available, at inflated prices in an attempt to maintain maximum production."

"Although the steel shortage has hurt us, we have maintained our supply by buying out of warehouses," explained Ed Dixon, Machinery Division purchasing agent. In many cases inventory has been high in order to bridge the gap between deliveries, such as gear hobs and other perishable tools."

**O**ne immediate solution to the shortage problem is to substitute materials. For instance, scrap iron is used as an alternate to pig iron, when making gray iron.

In cases where our suppliers have discontinued product lines, or have gone out of business, alternate sources have been located.

Redesigning is a last resort because it is expensive, but minor redesigning has been done to elimi-



Robert Lang



R. E. (Mutt) Barr

by **BARBARA CHAPMAN WHITE**



Carl Liese

nate the use of certain materials hard to obtain.

Mutt Barr, vice president and plant superintendent, told of a pumping unit which has been redesigned to save steel consumption.

"But," he emphasized, "we don't anticipate extreme redesigning by the Engineering department because that's false economy. We don't want to sacrifice quality for economy."

Another effort being made to meet deliveries, has been to make short runs in the foundry, making a few castings at a time to meet delivery dates.

Some fabrication (a process involving welding a product to specifications) has been done to eliminate the time-consuming process of pouring a casting in the foundry.

"We're having to go to extra measures to insure adequate supplies. For example, we have, on occasion, located items ranging from welding rods to steel sheets and plates for shipment to our suppliers so they can in turn manufacture products for us," Liese explained about the trailer plant.

As a result of shortages, Liese added that abnormal methods of assembly had been utilized to keep the shop employees working. Sometimes, if a certain item is not available at the time needed in the assembly of trailers, that stage will be skipped so all other work can be done and the delayed part can be added later. This method results in less efficiency and higher costs.

Production orders have been shifted to avoid those for which

materials were not available—this has resulted in changing the production schedules.

"There have been times when we couldn't get in equipment needed for an order, but we have built stock (or standard) products to keep the men working," said Dailey.

"When a particular wheel designated by a customer is not available, we have to persuade them to use an alternate type which is available," Dailey continued.

Also, according to Dailey, last July he told all trailer salesmen to discontinue taking orders on floats with special equipment due to the poor availability of specialized parts.



Ben Queen

A foundry expansion program, aimed at increasing production by 25 percent, is underway and should be completed in approximately 14 months. "Hopefully, our suppliers will increase their production capacity along with us," Dixon replied.

Of course, getting ahead by building more facilities to increase production involves securing supplies for the new facilities, considering the long deliveries. So, the process is a slow one.

No shut-downs or lay-offs are anticipated by any part of the company. But for insurance against the event of that happening, Dixon says the purchasing department is working with suppliers for improved deliveries. Liese also has traveled to suppliers to improve his material deliveries.

"With our new expansion, we will have the foundry capacity, and provided we can get scrap iron, coke,

steel forgings and steel plates, we anticipate no problems in obtaining increased production in 1975," remarked Ben Queen, Machinery Division sales manager.

He added, "Increased output of LUFKIN marine gear production beginning in 1975 is anticipated barring material shortages. It also is based on the expansion of manufacturing facilities and possibly gear material and design changes."

About the effects of the shortages, Barr replied, "Our deliveries have slipped in some cases due to late deliveries from our suppliers and customers who furnish some materials.

"However, in general, I feel that 80 to 90 percent of our machinery shipments are on schedule. I am proud of the progress our shop people are making while working under adverse conditions and long hours. August was our best month ever in business, so progress in the shop is evident."

Liese feels the Trailer Division has been fortunate also. "Some truck-trailer plants have had temporary lay-offs due to lack of material, which we've been able to avoid here."

Dailey added, "We can thank good, established customers who understand the problems we face, and are patient with us."

"Despite the material shortages, Lufkin Industries has had a good year in 1974 in sales from all departments. Our total shipments for this year are estimated at over \$90 million—a record figure for the company," R. L. Poland, president, proudly pointed out.



Ed Dixon

# LUFKIN

## in focus

It was a hole-in-one for CHARLIE HAMILTON, Trailer Div. Parts dept., on June 29 at Diboll's Municipal Golf Course. Charlie was playing a round with HERMAN HELLBERG, foreman of box fixtures, Trailer Div., and Paul McWilliams. The shot was sunk on the second hole.

"Been looking for a hole-in-one for 35 years. Really thought I would die before I got one," Charlie proclaimed.

The shot was made with a Titliest ball and the golf ball company sent him a trophy and a "hole-in-oner"

Bradly Kencade came into the Jimmy Jones family September 7. He weighed in at 8 pounds 1 ounce at birth. Jimmy works in Foundry Sand Lab, 1st shift



tag for his golf bag.

Charlie says he is sorry the information was reported so late, but he was hoping some of his buddies would brag on him. Since they didn't, he bragged on himself.

### Congratulations to newlyweds:

Mr. and Mrs. BUDDY WILLIFORD. She is the former SHARYN BRIDGES, welder, Trailer Div., 1st shift. The groom is in Gear Cutters, 1st shift.

### Deepest sympathy to:

The family and friends of O. P. REYNOLDS, Trailer Div. security



The Schullers welcomed Megan Ester to their family September 22 at 8 pounds. New daddy, Butch, is in Gear Cutters, 1st shift. Grandfather, Winford Schuller, is Quality Assurance & Control director (formerly was Inspection)

At left: Travis Matthew Barnes arrived July 13 to the Steve Barneses, totaling 9 pounds 12 ounces. Grandpa is E. W. Barnes, Welding & Structural, 1st shift

At right: Gary Willmon, Hudson High School senior, was named to Who's Who Among American High School Students, 1973-74. Gary also has been named recently as a Merit Program commended student by the National Merit Scholarship Corporation. He was named on the basis of his high performance on Preliminary Scholastic Aptitude Test. Upon graduation in June, Gary plans to attend Stephen F. Austin. Father, Raymond, is a cost accountant

guard, 3rd shift, who died recently.

The family of J. C. WORTHAM, Foundry department, 1st shift, upon his death.

The family and friends of BLUMER WILLIAMS upon his death. Blumer was a retired employee from Welding & Structural.

DOCK READ, retired Trailer Div. employee, upon the death of his mother, Sadie.

W. E. JONES and W. C. JONES, both Trailer Div., 1st shift, upon the death of their father and grandfather.

Delena Shay was born to Kenneth and Sherri Parker March 13 weighing 5 pounds 5 ounces. Proud daddy, Kenneth, works in the Lathe Shop, 3rd shift





Joe Little was pretty proud of his corn crop this year. The corn stands 10 feet high and Joe had to bend over the stalks almost double to pick it. He is in Foundry dept., 1st shift

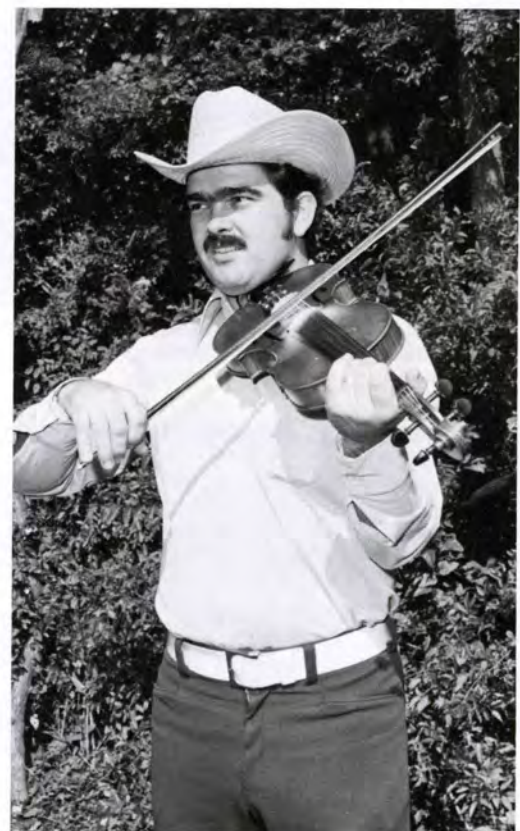


Essie Birden, wife of Willie Birden, Foundry dept., 2nd shift, had a wonderful time on her vacation recently. Essie went to Las Vegas, Nevada and visited Hoover Dam. A friend, Joyce Smith, went with her. Picture was taken at Horseshoe Casino



At left: Mr. and Mrs. Bobby Ward married August 31 at Lakeview Baptist Church in Diboll. She is the former Sandra Kee, daughter of Betty and J. D. Kee. Betty works in the Print Shop and J. D. is in Assembly & Shipping, 1st shift. The groom, Bobby, works in the Welding & Structural shop, 1st shift

At right: At the Diboll Day festivities recently, Tommy McBride, Industrial Engineering, was a winner in one of the fiddle contests. In the toughest category from age 15 to 50, he won first place





**JERRY TAYLOR**  
Machine Shop  
5 years



**DON LANGSTON**  
Main Office  
3 years



**JERRY BROCK**  
Commercial Gears  
4 years



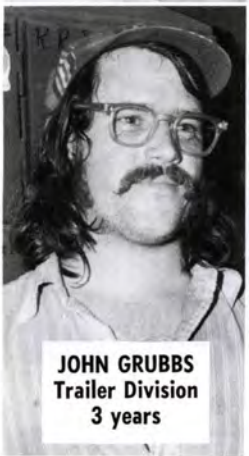
**FORREST McGAUGHEY**  
Security Guard  
4 years



**WAYNE HYDE**  
Tool Room  
4 years



**JOE NICK**  
Lathe Shop  
11 years



**JOHN GRUBBS**  
Trailer Division  
3 years

# CELEBRATING AN ANNIVERSARY— 2-11 YEARS



**CLARENCE MATCHETT**  
Gear Cutters  
7 years



**JERRY KIRKLAND**  
Assembly & Shipping  
8 years



**MANZEL CLARK**  
Machine Shop  
9 years



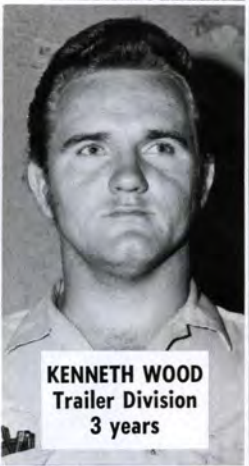
**CLARENCE THORN**  
Machine Shop  
9 years



**DOROTHY TAYLOR**  
Trailer Division  
2 years



**BEN RASBEARY**  
Engineering  
9 years



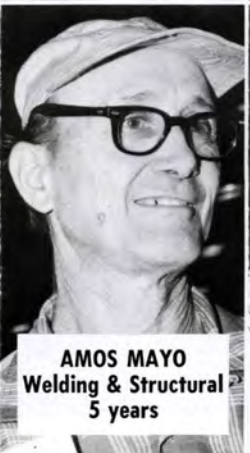
**KENNETH WOOD**  
Trailer Division  
3 years



**PATRICIA GRIMES**  
Main Office  
2 years



**ALTON BENNETT**  
Foundry Department  
3 years



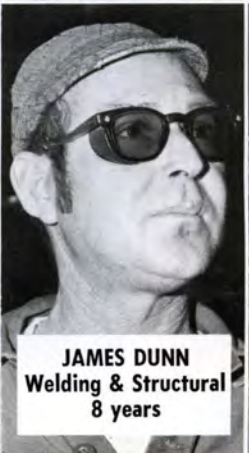
**AMOS MAYO**  
Welding & Structural  
5 years



**CHARLES SMITH**  
Mach. Shop Assembly Fl.  
3 years



**L. R. HARTSFIELD**  
Welding & Structural  
5 years



**JAMES DUNN**  
Welding & Structural  
8 years



**ROBERT COLD**  
Foundry Department  
4 years



**DON PLEDGER**  
Trailer Division  
2 years



**DENNIS RICE**  
Trailer Division  
8 years



**TROY TUCKER**  
Trailer Division  
4 years



**CLINTON POOL**  
Trailer Division  
2 years



**ROBERT MANNING**  
Machine Shop  
9 years



**FRANK MILLER**  
Security Guard  
6 years



**ROSEVELT THOMAS**  
Foundry Department  
4 years



**WILLIE POLK**  
Foundry Department  
6 years



**HUGH LAMBRIGHT**  
Trailer Division  
2 years



**ALVIE LUCE**  
Electrical  
8 years



**JOHN REECE**  
Inspection  
8 years



**AARON PIGG**  
Automotive & Industrial  
11 Years



**MICHAEL JOHNSON**  
Foundry Department  
2 years



**HOWARD PETTET**  
Lathe Shop  
4 years



**PRESTON CAULEY**  
Foundry Department  
8 years



**BILLY ALLEN**  
Material Control  
7 years



**GEORGE SAMPLETON**  
Foundry Department  
4 years



**ARTHUR CHATMAN**  
Welding & Structural  
2 years



**ROSIE GRAHAM**  
Engineering  
7 years



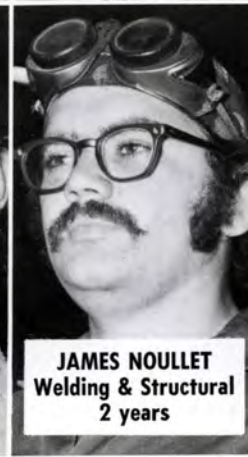
**CECIL AGENT, JR.**  
Welding & Structural  
2 years



**CURTIS ANTHONY**  
Foundry Department  
2 years



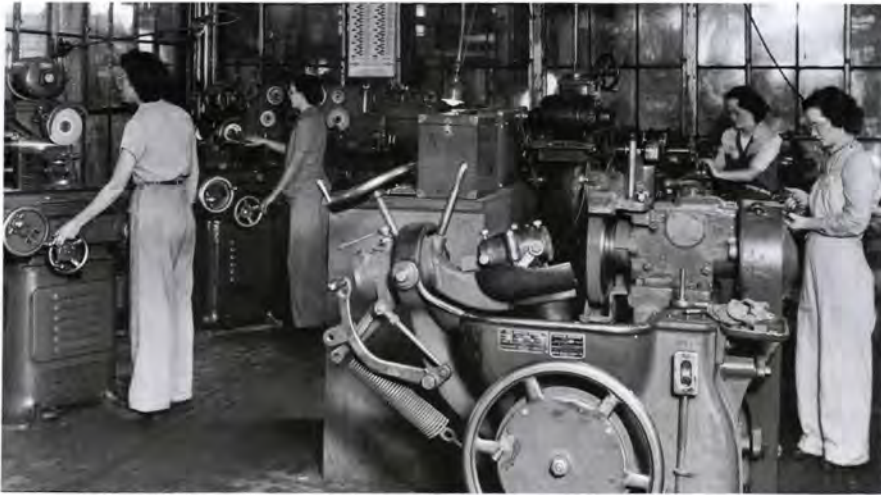
**JOHN M. JONES**  
Welding & Structural  
5 years



**JAMES NOULLET**  
Welding & Structural  
2 years



**CHESTER ROBINSON**  
Assembly & Shipping  
5 years



During W.W. II, 10 percent of the workforce in the Machine Shop were women. They learned from scratch mechanics of machining to keep wartime production up

## For Fairer Sex

# Machine Shop Career Opportunities Broadening

The forties brought Frank Sinatra, the jitterbug and World War II to the U.S. Along with the war came a new work force.

They wore long pants, short hair, hard toe shoes, safety glasses and . . . definitely were not male.

This was the first time women had worked in the Machine Shop. (The Lathe Shop was nicknamed the "boogie-woogie" shop for all the women that worked there.)

World War II brought employment problems to Lufkin Foundry & Machine Co. when men quit to serve the country in active duty. This was a common occurrence, not just in Lufkin, but in manufacturing plants all over the nation. Women then took their places.

At that time approximately 10 percent of the Machine Shop working force were of the feminine sex.

They helped keep wartime production high by operating gear cutting machines, turret lathes, Bullard boring mills and working in the tool room.

(These are some of the same jobs you will find women doing in the Machine Shop today.)

Then when the war ended, the men drifted back to their old jobs and the women gradually quit.

There are now nine women employed in the Machine Shop as

machine operators and cleanup personnel. The difference in these women and those of the forties is that they are not enduring wartime necessity, but are finding careers they can live with.

"These employees were not hired because they were women," Johnny Long, personnel director stated, "but because they were willing to work, seemed to have good attitudes and could fit into the job openings we had."

"They were started at the base wage for their classification, just like everyone else in the Machine Shop. Whether or not they progress is up to them," Long continued.

Since beginning their jobs, many have been reclassified and assigned to machines or have received further machine training.

They are trained to operate the machines efficiently to produce parts with certain specifications needed by our customers.

When asked how his female employees fit into their surroundings, Ghent Smelley, Machine Shop general foreman, replied, "These women seem to be dependable and accept the responsibility for their jobs more easily than most workers."

R. E. (Mutt) Barr, vice president  
*Continued on page 12*



Artha Boles, 3rd shift, operates this numerically controlled 311 lathe which machines crank pins and reducer shafts

by CAROL KAMAS

Machine tools lose their sharpness and Margie Ross, Tool Room, 1st shift, racks them so they can be resharpened





"Watering the machines" or running water on the cutting tool, as Mary Etta Patton, Lathe Shop, 2nd shift, does, keeps this lathe from overheating after prolonged use



Right: as a machinery operator, Marva Ruth Cooper, Lathe Shop, 3rd shift, runs a drill press used on pumping unit and commercial gear parts like oil seals or bearing covers

Trainee, Linda McDiffett receives instruction from Robert Barbe, 1st shift, on how gear teeth should look after being cut properly



As a machine operator trainee, Sadie Jones is learning to run this Turret lathe which bores and turns parts to precision dimensions



Right: Dora May Hight is training on a 244 drill press which positions, drills and taps parts as instructed by the computer tape which runs its cycles

Below: Carolyn Barnes knows that an important part of efficiency in the Machine Shop is cleanliness of the working areas around the machines



**WOMEN** .....continued  
and plant superintendent, believes that women are sometimes better at running machines than men. "Their fingers are smaller and more nimble," he explained.

"As soon as the idea of women in the shop is accepted by being an everyday happening, the change will be even more valuable. It's been a long time since women have worked out there and it is just an adjustment that's being made," he concluded.

The women interviewed seem satisfied with their work and find it challenging.

A machine shop may be like a foreign country to many new employees, men and women alike. But, the old adages which dictate the professions appropriate for a man and a woman seem to be disappearing.

Mamie Washington, Gear Cutters, 1st shift, takes parts which cut LUFKIN gears to Tool Room for sharpening

**BLOOD DRIVE.....continued**

from the arm and a blood services card is issued to the donor. The whole process takes about 30 minutes.

There are a few restrictions, however, which may prevent prospective donors from giving blood.

If any employee ever has had any of the following conditions, he is permanently disabled from giving blood: Hepatitis (Jaundice), Tuberculosis, Malaria, Rheumatic or other Heart Disease, Bleeding Abnormalities, Convulsions or Fainting (since childhood), Drug Addiction or Alcoholism, Diabetes requiring a doctor's prescription, Kidney or Liver disease, chronic Cough, Chest Pain

or Shortness of Breath, Chronic Lung Disease or Cancer.

If employees wishing to donate have had any of these ailments, a member of their immediate family between the ages of 18 and 65, weighing more than 110 pounds may donate blood in their place.

Minor disabilities, such as a cold or sore throat, prevent a possible donor from giving blood for only a few days.

The Stewart Blood Center coach with modern equipment for blood donation and storage will be at these locations from 11:00 a.m. to 1:00 p.m. and 3:00 p.m. to 6:00 p.m.:

Nov. 19: near White House across

from Main Office (for Machine Shop and office personnel)

Nov. 20: near new ultrasonic building (for employees in this work area)

Nov. 21: near Welding & Structural shop

Nov. 22: near entrance to Trailer Division shop

This is an opportunity for Lufkin Industries' employees to participate in a program which could save the life of a family member and provide blood for someone who needs it now.

The rarest type of blood is the kind you can't get when you need it.

# MARKING AN ANNIVERSARY

## MACHINE SHOP

Employment Date	Years with Co.
Curtis Hodges Nov. 19, 1941	33
R. W. Pinner Nov. 2, 1944	30
F. E. Null Nov. 6, 1946	28
Charles Weeks Nov. 20, 1950	24
Ford Roddam Nov. 15, 1954	20
A. W. Powell Nov. 21, 1955	19
C. W. Simmons, Jr. Nov. 22, 1961	13
Jerry Tullos Nov. 28, 1961	13
Joe H. Nick Nov. 18, 1963	11
Robert Manning Nov. 8, 1965	9
Clarence Thorn Nov. 10, 1965	9
Manzel Clark Nov. 12, 1965	9
John M. Reece Nov. 14, 1966	8
Clarence Matchett Nov. 21, 1967	7
Jerry B. Taylor Nov. 18, 1969	5
Howard Pettet Nov. 13, 1970	4
F. W. Hyde Nov. 16, 1970	4
Jerry Brock Nov. 23, 1970	4
Charles E. Smith Nov. 29, 1971	3
L. P. Griggs Nov. 1, 1973	1
Artha Boles Nov. 2, 1973	1
Marva Cooper Nov. 7, 1973	1
Dorman Boaz Nov. 7, 1973	1
Douglas Howell Nov. 12, 1973	1
Eugene Cox Nov. 19, 1973	1
Jimmie K. Jones Nov. 27, 1973	1

## TRAILER DIVISION

Employment Date	Years with Co.
Clyde Hall Nov. 23, 1942	32
J. W. Smith Nov. 14, 1944	30
C. V. Bishop Nov. 6, 1950	24
E. L. Tullos Nov. 27, 1951	23
Ed Root Nov. 13, 1956	18
Dennis Rice Nov. 21, 1966	8
Troy Tucker Nov. 24, 1970	4
Kenneth Wood Nov. 8, 1971	3
John P. Grubbs Nov. 8, 1971	3
Clinton Pool Nov. 20, 1972	2
Don E. Pledger Nov. 27, 1972	2
Dorothy Taylor Nov. 27, 1972	2
Hugh Lambright Nov. 29, 1972	2
Norma Jean Ward Nov. 15, 1973	1

## FOUNDRY DEPARTMENT

Employment Date	Years with Co.
James Grimes Nov. 2, 1944	30
E. E. Edwards Nov. 21, 1945	29
Judge Burrell Nov. 4, 1946	28
Seamon Riggsby Nov. 1, 1947	27
Dock Spencer Nov. 4, 1947	27
Arnold Wyatt Nov. 9, 1950	24
O. A. Allsbrooks Nov. 20, 1950	24
M. T. White Nov. 5, 1953	21
Levi Patton Nov. 2, 1955	19
Henry Jefferson Nov. 18, 1955	19
Clifford Johnson Nov. 18, 1958	16
C. L. Fussell Nov. 8, 1961	13
Maurice Patton Nov. 17, 1961	13
Norris Alexander Nov. 22, 1961	13

Preston Cauley Nov. 17, 1966	8
Willie Polk Nov. 26, 1968	6
George Sampleton Nov. 2, 1970	4
Robert Cold Nov. 9, 1970	4
Roosevelt Thomas Nov. 11, 1970	4
Alton Bennett Nov. 15, 1971	3
Curtis Anthony Nov. 2, 1972	2
Michael Johnson Nov. 24, 1972	2
Arthur Lewis Nov. 7, 1973	1
Robert Dickerson Nov. 19, 1973	1
Leslie Segrest Nov. 19, 1973	1

## ENGINEERING

Employment Date	Years with Co.
Louis Fincher Nov. 15, 1929	25
Gerry Kimmey Nov. 16, 1959	15
Bob Freeman Nov. 16, 1959	15
Ben Rasbeary Nov. 8, 1965	9
Rosie Graham Nov. 14, 1967	7

## MAIN OFFICE

Employment Date	Years with Co.
C. M. Wooten Nov. 1, 1936	38
Joe Floyd Nov. 22, 1948	26
Donald Langston Nov. 16, 1971	3
Patricia Grimes Nov. 20, 1972	2
Robert McCarrroll Nov. 1, 1973	1

## PUBLIC RELATIONS

Employment Date	Years with Co.
Virginia Allen Nov. 1, 1946	28

## AUTOMOTIVE & INDUSTRIAL

Employment Date	Years with Co.
Edwin Dietz Nov. 3, 1952	22
Arthur Nelson Nov. 16, 1961	13
Aaron Pigg Nov. 1, 1963	11

## ELECTRICAL

Employment Date	Years with Co.
Bob Beddingfield Nov. 12, 1952	22
Johnnie Carroll Nov. 24, 1952	22
Estill Holiday Nov. 15, 1954	20
Alvie Luce Nov. 22, 1966	8

## TRAFFIC

Employment Date	Years with Co.
Campbell Tullos Nov. 2, 1953	21

## WELDING & STRUCTURAL

Employment Date	Years with Co.
Arthur Martin Nov. 18, 1943	31
Henry Gibson Nov. 20, 1945	29
Grady Grimes Nov. 28, 1947	27
William D. Rogers Nov. 14, 1950	24

H. A. Mott Nov. 21, 1955	19
B. J. Kirkland Nov. 10, 1961	13
James Dunn Nov. 14, 1966	8
L. R. Hartsfield Nov. 4, 1969	5
Amos Mayo Nov. 19, 1969	5
John M. Jones Nov. 26, 1969	5
Cecil Agent, Jr. Nov. 15, 1972	2
James Noulett Nov. 16, 1972	2
Arthur Chatman Nov. 27, 1972	2
Henry Lorentz Nov. 2, 1973	1
Leonard Sullivan Nov. 5, 1973	1
Lenoscar Lockhart Nov. 12, 1973	1
Curtis Havard Nov. 19, 1973	1
Robert Pinkney Nov. 19, 1973	1

## PILOTS

Employment Date	Years with Co.
Ray Fisher Nov. 1, 1958	16
Walt Bardwell Nov. 21, 1962	12

## ASSEMBLY & SHIPPING

Employment Date	Years with Co.
Dee D. Teer Nov. 6, 1944	30
Jerry Kirkland Nov. 1, 1966	8
Chester Robinson Nov. 28, 1969	5

## UTILITY MAINTENANCE

Employment Date	Years with Co.
Clifton Marze Nov. 1, 1973	1

## SECURITY GUARD

Employment Date	Years with Co.
Frank Miller Nov. 11, 1968	6
F. H. McGaughey Nov. 9, 1970	4
Paul Wilson Nov. 13, 1973	1

## MACHINERY SALES & SERVICE

Employment Date	Years with Co.
H. H. Muller Nov. 29, 1949	25
Beulah Harris Nov. 3, 1953	21
Bob Gibbs Nov. 28, 1955	19
Don Stanley Nov. 9, 1965	9
Francisca Rodriguez Nov. 2, 1970	4
Linda Thomas Nov. 16, 1970	4
Jacqueline Campbell Nov. 8, 1971	3

## TRAILER SALES & SERVICE

Employment Date	Years with Co.
John Elliott Nov. 3, 1970	4
Robert Wigley Nov. 15, 1971	3
C. E. Craig Nov. 13, 1972	2

## MATERIAL CONTROL

Employment Date	Years with Co.
Billy J. Allen Nov. 6, 1967	7

# REMINISCENCES

by GUY CROOM



(Last in a series on Mr. W. C. Trout)

Somewhere along the line it became expedient for Mr. Trout to make a trip to Europe. When he applied for his passport, lo and behold, he was not a citizen of the U.S., having been born in Canada and never naturalized. One of Life's most embarrassing moments.

He loved good food and ate heartily. He called it "three squares."

He told this story on himself: Once he was in Houston at the Bender Hotel, at that time Houston's finest. For breakfast he had a serving of strawberries with whipped cream and then threw in a salt mackerel on top of that. And then he had to have a doctor.

At times when I was with him for breakfast, it would be corned beef hash with hash brown potatoes and if the hash was exceptional, he would get the waiter to go in the kitchen for the recipe then write it carefully in his notebook. Doubt if he ever used it, though.

It's a smart man that knows when

he has reached his zenith. This happened to Mr. Trout and he recognized it.

He turned over the plant management to son Walter.

By now we had outgrown our gray iron foundry so our subject donated his entire time to building a new one. No doubt in my mind but that he already had spent hours, even years before, planning the project.

The war was over and I venture there was as much war surplus in Houston as any city in America. And Mr. Trout dearly loved a bargain. He took me with him on many of his trips to Houston looking for material for the new foundry and good machine tools for the Machine Shop.

He hired a structural engineer by the name of Horton. It was Horton's job to put on paper Mr. W.C.'s ideas.

There was not a lot of structural steel on the surplus market but there was an ample supply of pipe. So he had Horton design a new

scrap yard crane way out of pipe.

This was quite a deviation from accepted construction practice but it worked. If you care to see more ingenuity and economy, have a look at the building commonly known as the Pipe House. You will note that the columns and crane way in this building are scrap railroad irons.

There were two new 5-ton cranes advertised as surplus for \$5 thousand. An ex-soldier or G.I. had preference so Mr. W.C. got Carl Wilkinson to go in and try to buy them.

Carl supposedly was going into the scrap business. He went into the surplus office armed with a certified check for \$5,000.

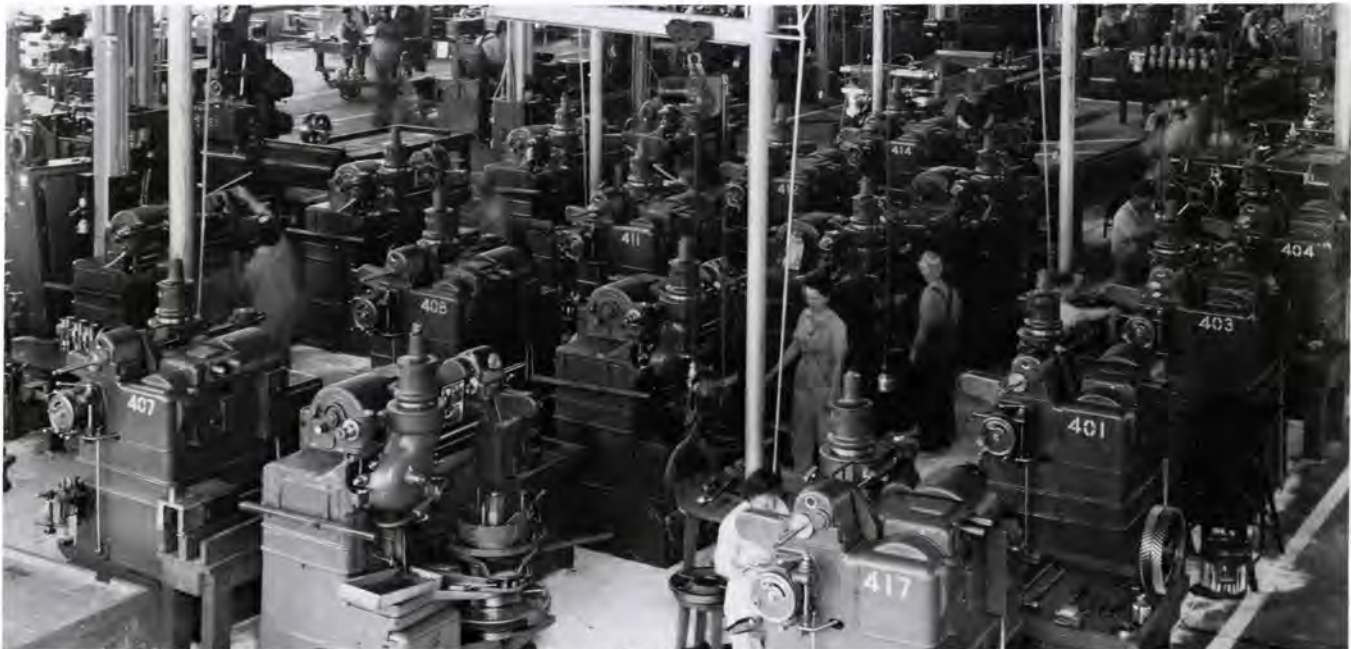
It was not long before he came out and told Mr. W.C. that those cranes were \$5 thousand each. The boss didn't do anything but tear up the check and tell Carl he was out of the scrap business. Actually, he would have been ahead to have paid the price.

At most places we visited, he told the people he was looking for "female puppies," something nobody else wanted.

Even though he had retired from active management, he was not through because he took a course in public speaking.

He was invited to address the Houston chapter of Society of Professional Tool Engineers which was held at the Golf Crest Country Club.

His subject was, "Why Plants Go



Building now housing Assembly & Shipping was occupied by Fellows gear shapers cutting final drives for tanks during W.W. II

to Seed," manufacturing plants, of course. And I believe this plant could have gone to seed after the sawmill days without his vision and energy.

Horton and I were with him when he made that address and they had a little floor show with dancing girls. On the way back to the hotel, Horton asked me if I noticed Mr. W.C. had slept through the performance.

That really got a rise from the boss. And he emphatically denied that he was nodding.

In April of 1946, the boss was 72 years old and not in very good health. But, the employees wanted to and did throw a party at the Lufkin Country Club celebrating his birthday, making known to him that they appreciated his long tenure of leadership and friendship.

We then numbered about 800 and I don't believe there was a man or woman among us that didn't have the highest regard for the boss.

The highlight of the party came when H. W. Ragland presented Mr. Trout with a beautiful bronze plaque on behalf of all employees.

The plaque had the inscription, "Presented to W. C. Trout April 6, by all employees of the Lufkin Foundry & Machine Co. in affectionate appreciation of his helpful, friendly and understanding leadership and in token of their great esteem."

Another presentation was the framed hinge from the first shop door, more than 50 years old, pre-



served by Jess Belote since the old plant's dismantlement more than 25 years before. With the framed hinge was a poetic evaluation of Mr. Trout's leadership by one of the Foundry employees.

In response, he expressed his appreciation for the fine party and presents and praised the loyalty of the workers.

"It is team work that gets the job done," he said, "Neither labor nor management can go it all alone. It is the combination of the two that counts."

H. W. Ragland, boiler maker;

C. B. Ragland, Trailer Division superintendent; and Jess Belote, machinist, all employees of 40 years, were on hand to honor "the boss."

A. E. Cudlipp, a vice president and with the company for over a quarter of a century, acted as master of ceremonies for the affair.

Mr. W.C. did not live to see the full fruits of his labors with the new foundry. April 24, 1947, ended a life well spent.

Work was the thing that he loved. Work to him was not hard nor boring. He went into it every day with a new zest. He down right loved it.

## Retiree Totals 29 Years

Clarence Morrison ended his 29-year association with LUFKIN September 1. After working in the Foundry department, first on the yard, and last, operating the big shakeout. Clarence is going to take a rest.

He plans to visit his sister in New Mexico and his brother in Dallas. He says he and his wife, Bernie, would like to move to New Mexico where the climate is better for his health.

Clarence has four stepchildren. One of them, James LaRue, works in the Foundry department, 1st shift.



**LUFKIN**

# ROUNDUP

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# Roundup Laughs

An elderly lady was quite shocked at the language used by workmen repairing a telephone line near her home, so she phoned the telephone company. The foreman was requested to make a report of exactly what had happened. Here's what he wrote:

Me and Joe Shmoe were on this job. I was up the pole and accidentally let the hot lead fall on Joe . . . right down his neck. Then Joe looked up at me and said, "Really Clarence, you must be more careful."

It was a bright fall morning and four high school boys decided to skip classes. Arriving after lunch, they explained to the teacher that their car had a flat tire along the way.

To their relief, the teacher smiled understandingly and said, "You boys missed a test this morning. Please take seats apart from one another and get out your paper and pencil."

When the boys were seated, she continued, "Answer this question, 'Which tire was flat?'"

Frazzled babysitter to parents returning later than the arranged time: Don't apologize—I wouldn't be in a hurry to come home either.

"I didn't come to be told I'm burning the candle at both ends," said the patient to his doctor, "I came for more wax."



If you look like your passport photo, you probably need the trip.

### ABOUT THE COVER

*The lone whitetail deer stands unconcerned by the intrusion of man. Foraging near the ghost town of Ashcroft, Colorado, the absence of humans seems to have given this buck a sense of undisturbed serenity.*

*Odocoileus Virginianus, better known as white tail deer, gets its name from the white underside of its 12-inch tail which is displayed like a flag when the deer is alarmed or dashes off. The top-side of the tail has a broad gray or brown stripe down the center and is bordered with white.*

*Shy and solitary during most of the year, the whitetail buck grows bold during the breeding season which starts in November. It readily locks its horns with rivals for the favors of the doe. The buck breeds at the age of two, usually with several does, though it does not gather a harem. About one-half of the does breed in their first year.*

Game Warden: What's the idea of hunting with a last year's license? You know better than that, don't you?

Farmer: Nothing wrong in that as far as I can see. I am only shooting at birds I missed last year.

One trouble with being a housewife is that when you don't feel well enough to go to work, staying home doesn't do any good.

Facing the jury, the judge asked angrily, "What possible excuse can you have for acquitting this man?"

"Insanity, your honor," replied the foreman of the jury.

"All 12 of you?" cried the judge.

While sitting in a bar, a big bully got up and walked over to a short, small man and chopped him across the neck. While the little fellow was getting up off the floor, the big man said, "That's karate, got it in Japan."

A little later, he returned and grabbed the small guy again and threw him over his shoulder and said, "That's judo, got it in Japan."

The little guy had had enough and left. He returned later, walked up behind the big guy, and cracked him over the head and said, "That's crowbar, got it at Sears."

**LUFKIN**

# ROUNDUP

November, 1974  
Volume 31 Number 11

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Published Monthly for  
Employees and Their Families by  
**LUFKIN INDUSTRIES, INC.**

