

LUFKIN

NOVEMBER
1975

ROUNDUP





from The President's Desk...

FELLOW EMPLOYEES:

Next year the United States of America will celebrate its 200th birthday. Actually some aspects of this celebration have begun already, pointing toward the capstone of this event which will be July 4, 1976.

We hope that the inevitable commercialism of this observance will not detract from the genuine meaning behind the marking of our country's 200th birthday.

Do you know that the republic formed by our forefathers has remained a democratic government longer than any other such government in the history of civilization?

This must have been a great form of government, otherwise it would not have endured so long. Nobody pretends it is perfect, but on the other hand, the vast majority of Americans would be quick to say they would not exchange our form of government for any other on this planet.

From now through July of next year, the ROUNDUP will feature on the opposite page a bit of nostalgia, taking us back in time to the early years of our Company. Some of the features will have photographs showing what it was like then as well as what it is today.

This will be somewhat of a preview of a special publication we will issue in 1977, marking the 75th anniversary of Lufkin Industries.

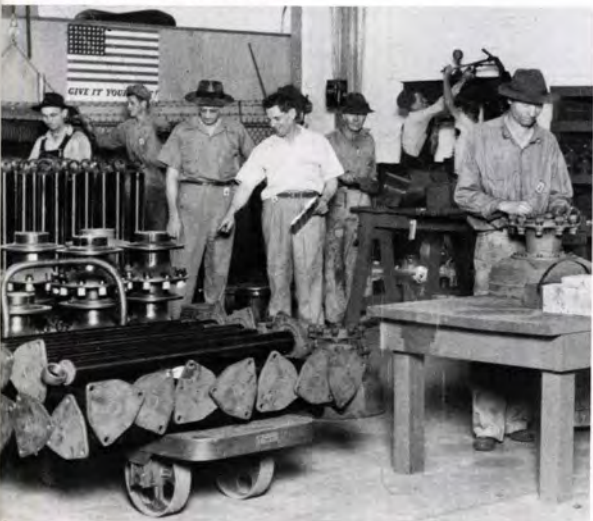
Should any of you have old photographs pertaining to the history of our company, we will be pleased to borrow them for use in our 75th anniversary publication.

In the meantime, we need to pause and give thanks during the Thanksgiving season for our great heritage, and for the abundant year that we have enjoyed at Lufkin Industries in 1975.

R. L. Poland



W. C. Trout, then president of LUFKIN, gave a war production report to LUFKIN's soldiers of industry



The numerous parts and wheel hubs of guns indicate LUFKIN's heavy load of war manufacturing



VOL. 1
LUFKIN, TEXAS
NO. 1

TO THE *Soldiers* OF INDUSTRY

Your bugle call to action is the factory whistle;

Your uniforms consist of overalls, leather aprons, asbestos gloves, welding shields, and rolled-up shirt sleeves;

Your salute is the roar of your machine, the glow from the blast furnace, the sparks from your chisel, the blows of your hammer, or the twist of the wrist by which you complete another operation;

Your badge-of-honor is the smudge of grease on your face; the callouses on your hands.

You do not march down the street with banners waving, but you are sending forth into the battle for freedom a growing parade of tanks, guns, trucks, planes and ships;

You have no gun on your shoulder, but your shoulder is to the wheel to keep industry rolling at an ever increasing speed;

You fly no plane, but you make production records zoom to new altitudes;

You are launching an all-out fight against delay, inertia, defeatism, friction and waste;

You are doing the "impossible" to make possible the perpetuation of the American Way of Life;

You are working miracles with minutes;

You have taken an oath, so help you God, to quickly put the tools of victory into the outstretched hands of our fighting men.

March, 1944, the first issue of the ROUNDUP

LUFKIN's corps of lady workers played an important role in meeting war production demands



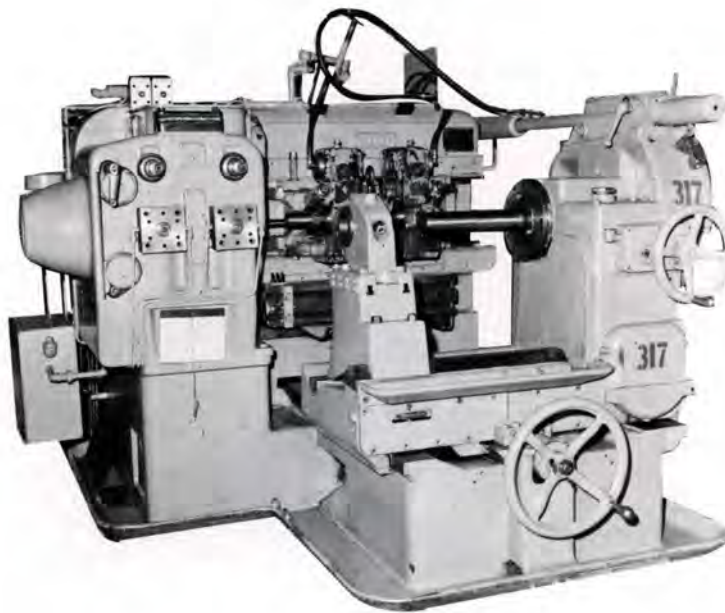
Don Anderson, top, and Fred Peterson are replacing a hydraulic hose on a cutter head. LUFKIN employees designed and built the cutter heads which can be used only on hydraulic machines. The heads were designed six inches shorter to improve the visibility for the machine operator.



Bill Sides, left, and Buddy Atkinson are handscraping the bedway of a 5B generator purchased in 1937 in order to make alignments and bearings fit



Jim Peavy is handscraping guides to correct lead. The guides place the helix angle on a part



Rebirth of 34 Gear Generators

"No doubt about it, these gear generators work better now," said a positive Don Anderson, gear cutter maintenance department, "we hand fit each part; it's just like a Rolls Royce."

Don, along with fellow workers Bill Sides, Jim Peavy, Buddy Atkinson, and Fred Peterson, are converting 34 gear generators from mechanical to hydraulic operation. Possibly LUFKIN has the world's largest concentration of SYKES and FARREL gear generators in the world which are used to cut herringbone gears for pumping units.

"There are only four model 10T (10 foot capacity) FARREL gear generators manufactured, and LUFKIN has three of them," said Harry Mewbourn, who heads the gear maintenance department.

The continuous need to replace obsolete parts sparked the idea to convert the machines to hydraulic operation. Harry explained that most of the gear generators range in age from 30 to 35 years and that FARREL has not produced this type of machine for many years.

Consequently, parts became ob-

solete and difficult to order. Once, FARREL supplied parts upon special request but discontinued this service about five years ago.

"What we have now is a lot of obsolete parts in the mechanical machines," Bill Sides said, "but with hydraulic conversion, we get a closer fit and at the same time, eliminate parts such as cams, gears, shafts."

Getting the closer fit and making a better running machine with less maintenance problems are the principal goals of the hydraulic conversion program.

"What we needed," Harry said, "was a system of rebuilding gear generators to maintain best operation with fewer mechanical problems in order to salvage a machine which was unable to hold gear tolerances."

Harry said hydraulic operation often eliminates many adjustments which a mechanical operation requires. When it was discovered that new hydraulic FARREL gear generators LUFKIN purchased had the same principle of operation as older mechanical machines, the decision

was made to try an experimental program of converting the old machines to hydraulic operation.

Harry outlined the basic problems in hydraulic conversion: adapting hydraulic operation to mechanical machine without altering original machine design; designing hydraulic components to perform in areas limited in size and accessibility; avoiding the machining of parts to accompany hydraulic components; and selecting purchased items readily available at lowest cost.

With all these problems acknowledged, LUFKIN began the program in October '74 on an experimental basis to see if it were practical. However, a confident Bill Sides said he "knew we could do it; didn't know how we were going to do it but knew we could."

The first machine converted was a 2C gear generator. Fred Peterson said on the original conversion, "there was a lot of trial and error but a lot was learned."

During the general rebuilding of

Continued on next page

GEAR GENERATORS . . . *continued*

the machine, hydraulics were applied to see if satisfactory operation was possible. The conversion slightly altered the original machine design. Also, if necessary, the rebuilding of the machine allowed a return to mechanical operation.

The program received acceptance as a profitable and successful venture. LUFKIN had begun its hydraulic conversion program and four additional machines have been converted. Fred Peterson said the job became a bit easier as they went along.

"Now, we build hydraulic tanks ahead of time whereas before we built them as we converted the machine," he said, "Few examples of work we do ahead is the building of hydraulic pistons, index heads, and other things."

Jim Peavy, a veteran of three wars, agrees it's easier but pointed out that there's always the unusual, the unexpected.

"Each machine is different; each day we come up against something that's a little bit different."

Buddy Atkinson, who recently joined the gear cutter maintenance department, agreed. Presently, Buddy and the department are converting a FARREL 5B gear generator purchased in 1937.



Harry Mewbourn heads the gear cutter maintenance department which is converting 34 gear generators from mechanical to hydraulic operation

"In straightening out the bed-way," he said, "we thought we would have to hand scrape two thousandths of an inch off in order to make it level. Come to find out, we needed to scrape 10 thousandths of an inch. Now that's the kind of a new problem you don't like to see come up."

Future goals of the program include: to convert all mechanical gear generators to hydraulic operation; to standardize duplicate parts to fit all machines in order to re-

place parts in stock; and to improve condition of machinery so downtime is limited to scheduled preventive maintenance inspections.

Harry said each man in the gear cutter maintenance department has participated in the rebuilding and conversion to hydraulics of these machines. He complimented them:

"Their ideas and experience have initiated and carried out the program. Different ways are continually being found to improve the appearance and performance of the completed job."

He added that the LUFKIN mechanic, machinist, foundryman and electrician outside his department gave success to the program. Most of the required new parts the foundry made and the shop machined.

Harry selected the electrical department as an example:

"They designed and installed central control panels as well as completely rewired many machines at time of rebuilding. We couldn't have done it without them."

The facelift of LUFKIN's 34 gear generators is not a cosmetic job; it's a rebirth. This transformation of a gear generator is producing a better machine because in actuality, it's a LUFKIN product.

As Don said, these machines are hand-fitted—like a Rolls Royce.

Scholarship Deadline

Deadline for filing applications for scholarships awarded by Lufkin Industries Foundation is March 31, 1976. In order to have the Scholastic Aptitude Test score for the application, each student must sign up by December 19 for the January 24 SAT testing date. The test must be taken by this time in order to have the results by LUFKIN's March 31 deadline.

A high school student whose parent has been an employee of Lufkin Industries for at least one year when the student registers for the senior year is eligible to apply for one of the nine scholarships awarded by the Foundation.

Applications are available in the principal's office at Lufkin High School, in the personnel department, and at the office of the Secretary of the Foundation located in the Trailer Division, or at any branch office.

Applications for the two-year Angelina College scholarships also are available at the Financial Aids office of the College.

A completed application should be accompanied by a transcript of 9th, 10th, 11th and first semester of the 12th year grades, and the results of the Scholastic Aptitude Test.

Before April 1, applications for the four-year scholarships should be filed with the Foundation's



secretary. Applications for the two-year Angelina College scholarships should be filed with the Financial Aids Office of the College.

The Foundation will award four four-year scholarships to children of employees of the home office, and one four-year scholarship to children of branch office employees. Also, four two-year Angelina College scholarships will be awarded.

Information about the scholarship program of the Foundation may be obtained from the Foundation's secretary or the Personnel department.

All applications must be filed before April 1, 1976.

Content In Relaxation

Pleasure Marks Retirement Years



Elvin Burris, a security guard for 12 years, receives his retirement watch from Bill Trout, vice president



Willie Wilhite and Bill Trout, vice president, admire his retirement watch. Willie worked for LUFKIN for 26 years

Both Elvin Burris and Willie Wilhite have enjoyed their first steps into the retirement years, with neither expressing any feelings of boredom.

For 12 years, Elvin was a LUFKIN security guard. Before joining the company, he worked for Cities Service Oil Co. and made frequent trips to the plant. He often met Red Gandy, who was LUFKIN's chief security guard, and they became friends.

"While talking one day, I told Gandy I would like to have a job as a security guard and the next day, he called me."

Elvin said he never had any trouble on his job but met many "interesting people while on duty."

"For the most part, everyone has been courteous and friendly. My job was an enjoyment."

Elvin and his wife, Pam, have two daughters: Mrs. John Davis, who lives in Lufkin; and Mrs. Gary Dominey, who lives in Alton.

If anyone knows the sheet metal trade, it's Willie Wilhite.

For 26 years, he has worked with sheet metal, turning it into minor accessories for LUFKIN pumping units and gears. First, he worked in the Trailer Division then he was transferred to the welding shop.

"I thoroughly enjoyed it," he said, "I always made it a point to find out as much as I could about my trade."

Willie also made it a habit to find out as much as he could about his co-workers. He said each person is different, no two people alike, and you have to know how to work with someone.

Asked if he missed his work, he said he missed the men which of course is the company. Then added;

"But I'm gradually catching up with my fishing. At first, I thought I had five years of work ahead of me but I've already added a year."

Willie and his wife, Evelyn, have a daughter, Mrs. Weeks, and one grandson.



CLYDE HALL
Trailer Division
33 years



RUBY PINNER
Mach. Shop Assem. Floor
31 years



JOHNNIE CARROLL
Electrical
23 years



EDWIN DIETZ
Automotive & Industrial
23 years



LEVI PATTON
Foundry Department
20 years



E. L. ROOT
Trailer Division
19 years

Celebrating an Anniversary 12 Years or More



VIRGINIA ALLEN
Public Relations
29 years



LOUIS FINCHER
Engineering
46 years



MAURICE PATTON
Foundry Department
14 years



CLIFFORD JOHNSON
Foundry Department
17 years



ARTHUR L. NELSON
Automotive & Industrial
14 years



E. E. EDWARDS
Foundry Department
30 years



BOB BEDDINGFIELD
Electrical
23 years



DOCK SPENCER
Foundry Department
28 years



O. A. ALLSBROOKS
Foundry Department
25 years



NORRIS ALEXANDER
Foundry Department
14 years



HENRY JEFFERSON
Foundry Department
20 years



JUDGE BURRELL
Foundry Department
29 years



WILLIAM ROGERS
Welding Shop
25 years



E. L. TULLOS
Trailer Division
24 years



B. J. KIRKLAND
Welding Shop
14 years



C. W. SIMMONS, JR.
Machine Shop
14 years



WALT BARDWELL
Pilot
13 years



GRADY GRIMES
Welding Shop
28 years



C. V. BISHOP
Trailer Division
25 years



HENRY GIBSON
Welding Shop
30 years



CHARLES WEEKS
Pipe House
25 years



H. A. MOTT
Welding Shop
20 years



BOB FREEMAN
Engineering
16 years



FORD RODDAM
Commercial Gears
21 years



SEAMON RIGSBY
Foundry Department
28 years



JOE FLOYD
Main Office
27 years



JOE NICK
Lathe Shop
12 years



ESTILL HOLIDAY
Electrical
23 years



A. W. POWELL
Gear Cutters
20 years



RAY FISHER
Pilot
17 years



J. W. SMITH
Trailer Division
31 years



FALCON NULL
Machine Shop
29 years



JERRY TULLOS
Gear Cutters
14 years



M. T. WHITE
Foundry Department
22 years



CAMPBELL TULLOS
Traffic
22 years



GERRY KIMMEY
Engineering
16 years

Environmental Study

LUFKIN Tests Plant's Climate

In a continual effort to provide a safe, clean environment for each employee, LUFKIN contracted with Betz Environmental Engineers to do a survey of the plant, according to Tommy Billingsley, safety director, who worked with the team of engineers.

The engineers were retained to make evaluations of our exhaust ventilation system and investigate the feasibility of noise reduction in the foundry department.

The evaluative efforts were divided into several projects among two Betz project engineers and one technician. The team worked with Bill Landry, foundry engineer, on an OSHA dust and fume sampling inventory of the foundry.

Other areas in the plant such as commercial gears, machine shop, lathe shop, and assembly and shipping were tested for the concentration level of dust and fumes. A hand pump, with a glass tube attached, was used to collect air samples. Chemicals in the tube tested for elements present in the air.

Also, a survey of noise conditions in the foundry area was conducted. Measurements of the decibel level were taken with the aid of a noise monitor.

Another study included examining our present exhaust systems in the foundry area. The team of engineers will determine from this inventory if our facilities are adequate. If additional facilities are needed, the Betz engineers will determine whether the present systems can be expanded or if new systems are required.

The second stage of evaluation, termed by Betz as "Concept Design Stage" is determining the exact future needs in exhaust ventilation in the foundry area.

After the data has been gathered, a feasibility study of reducing noise in certain areas will be initiated.

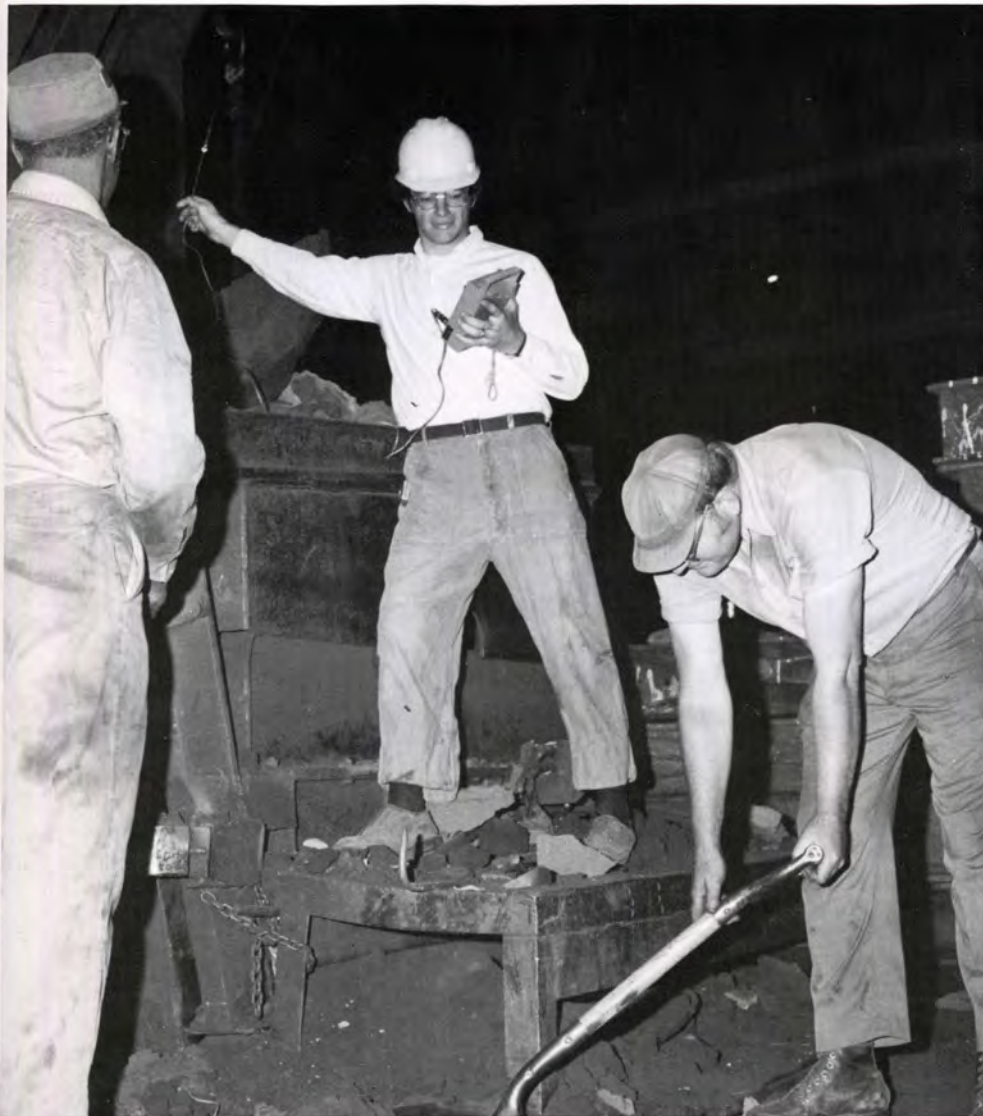
All information collected will be evaluated and the Betz engineers will make recommendations and alternatives to LUFKIN.



Using a hand pump with a glass tube attached, Magnus Leopold, Betz engineer, takes an air sample around the no-bake mixer in the foundry core room

Ford Roddam, commercial gears, listens as Magnus Leopold explains how the personnel air sampler works. Ford was one of several who wore a battery powered pump connected to a filter by tubing for collecting dust. Those tested were required to wear the device for one work day





Terry Beeker, Betz engineer, measures air flow in exhaust ventilator in the side bay shake-out, foundry department. Rex Jones, left, watches the testing as Billy Saxon, right, shovels sand

Bill Landry, foundry engineer, holds thermal tip over foundry roof ventilator. Terry Beeker reads air velocity on the indicator



As Jim Singletary, foundry side bay, right, rams a mold, Betz engineer records reading on noise monitor with microphone located nearby



R. D. Forney, assembly and shipping, spray paints pumping unit bases. As he paints, the shiny box structure in the background in the paint booth is measuring the fumes by drawing a high volume of air through a large filter



REMINISCENCES

by GUY CROOM



Life at A&M was pretty strenuous. We went there in September, had two weeks vacation at Christmas, went back the first of January and stayed 'til June.

Classes lasted 'til Saturday. If you wanted to see a picture show at Bryan you had to have a pass to leave campus. Going home over the weekend was unheard of.

Up at 6 a.m., sitting up exercises at 6:15 and they called roll too. Roll call at 7 a.m. for breakfast, classes from 8 a.m. to 12. Roll call for lunch at 12:15, classes from 1 to 5 p.m. Of course you attended only those classes on your schedule. Roll call for dinner at 6 p.m. Taps at 10 p.m. and they checked your room to see that you were there and lights were out.

We had Sunday morning inspection in our rooms. Everything had to be immaculate. Beds made, shoes shined, bayonets polished and placed just so in the middle of the room.

You and your roommate stood at attention with white gloves on. One on one side and one on the other. That over with, we marched to church at 11 a.m. Lunch at noon.

Also, there were two hours of military drill twice a week which was required for everyone.

Every year in the spring we had two-day field maneuvers. The corps marched to a campsite with full pack a distance I guess of about five miles. We pitched tents and ate food served from a field kitchen and spent the night. The next day we had a sham battle and went back to the campus.

According to George Sessions Perry's book, "The Story of Texas A&M," the original mess hall at College Station burned the night

of November 10, 1911.

They set up the field kitchen and by 10 a.m. Benard Sbisa (pronounced "spiza") served breakfast and that was the only time in his 37 years service as steward that he served a meal late.

They built a temporary mess hall and meals were served there till Sbisa Hall was opened late in the year of 1912.

As you will recall from the previous ROUNDUP, I was a freshman in the fall of 1912. We had class in manual training that was simple exercises in a blacksmith shop. There were possibly 20 in the class and each one had a forge (place for coal fire), an anvil and a hammer. The instructor's name was Shoppell.

On the first day he explained how to start a fire, then he gave each of us a piece of round steel about one inch in diameter and six inches long. Then he called us all together and explained what we were to do with the piece of steel. But one old boy took it upon himself to throw his piece in the fire and turned on the blast before he attended the lecture and of course when he got back, his piece of steel had melted.

Before Mr. Shoppell got through explaining to him the different kinds of "dodoes" he was, another old boy missed his work piece and hit the anvil a solid blow. The hammer bounced up and hit him in the forehead almost knocking him out. Blood was spurting and the instructor by this time was exasperated and said this was the worst class he had ever had for the first lesson. This course was easy for me

because I had been raised in a blacksmith and machine shop.

I got through with my exercises in less than half the allotted time. There was a junior in our company who had never been able to finish this course and he was the one that kept books on whose time it was to do guard duty. So we worked up a deal whereby I made his pieces and bootlegged them to him and in exchange I never had to do guard duty.

The governor of Texas got word of the excess hazing at A&M and wrote president R. T. Milner that something had to be done.

So the faculty disciplinary committee began gathering evidence again quoting from Perry on January 28, 1913: "The aforesaid committee, instead of picking them off one at a time, they dismissed 22 sophomores and juniors for hazing. This infuriated a majority of the junior and sophomore classes and the president of the junior class, a fellow named Beasley, called a meeting of the junior, sophomore and freshman classes. They issued an ultimatum to the president and the faculty stating that they would not attend academic classes until those 22 students that had been dismissed be reinstated and exonerated." The freshman class had very little to beef about, but we foolishly joined in and 466 of us signed the ultimatum.

Then the faculty issued their ultimatum to the effect that the 466 would be dismissed unless their names were removed within, I believe, three days.

By some miracle Papa got me on the phone and told me to take my name off, which I did. But about 200 never returned.

LUFKIN in focus



Lufkin Industries Golf Tournament Winners

R. L. Poland, president, gave trophies to the winners of the Lufkin Industries Golf Tournament held last month at the Diboll Country Club. The winners were: (top) Bill Bardwell, 1st place; (middle) Jimmy Little, 2nd place; and Stuart Rogers, 3rd place.



Wesley Cloudy, utility maintenance, 1st shift, set up 3AC automatic lathe LUFKIN recently purchased

A \$77,000 3AC Purchased

Because of the increased production in pumping units, LUFKIN has purchased another Warner Swasey 3AC automatic lathe. Primarily, this machine is used to make components for pumping units.

The automatic lathe manufactures parts such as gears, brake drums, bushings, and bearing carriers for pumping units. Buddy Pullen, foreman of mechanical maintenance, purchased the machine at an auction in Milwaukee for \$77,000.

"I looked at another machine in Detroit but decided this was the better one for the price," he said.



Mr. and Mrs. Billy Goodwin

Mr. and Mrs. Billy Goodwin were married August 8, at the Fuller Springs Baptist Church.

She is the former Glenda Bridges, daughter of Glen Bridges, foreman of the core room. Glenda works in material control; her brother Don, works in the engineering department

LUFKIN in focus continued



Amy Nicole Durham

New Arrivals

Mr. and Mrs. Billy Jack Durham welcomed Amy Nicole into the



Pamelo Jo Capps

household, June 6. She weighed in at 7 lbs., 15 oz. Billy Jack works in the Trailer Division, 2nd shift.

Pamelo Jo Capps was born May 16, weighing 7 lbs., 2 oz. Grandfather, Joe Allen Thomas, works in



Leah Carolynn Rogers

the core room of the foundry department, 1st shift.

Leah Carolynn was born June 28, weighing 8 lbs., 5 oz. Parents are Mr. and Mrs. Stewart Rogers. Stewart works in the main office.

Recent Graduates

Gary Bridges graduated from Stephen F. Austin State University with a bachelor in business administration degree. His father, Glen Bridges, works in the core room of the foundry department, 1st shift. His sister, Glenda, works in material control, 1st shift and his brother, Don, in engineering

department.

Byron Earl McCollum and wife, Ellen, are happy that graduation day marked the end of a five-year architecture major. Byron graduated with honors from the University of Houston.

His parents are Mr. and Mrs. Raymond McCollum; Raymond is a LUFKIN security guard.



Gary Bridges



Byron McCollum and Ellen

New 72-Foot Public Scale

LUFKIN installed a new public scale system which has been approved for public use.

Last year, commercial trucks paid LUFKIN an approximate total sum of \$18,000, according to Johnny Long, personnel director.

The 50-foot long scale was extended to provide the new 72-foot scale. The longer scale allows for long motor trucks and trailers to be weighed properly.

Providing a more efficient, faster method of weighing loads, the new scale's load capacity was increased to 400,000 pounds from the previous 200,000 pound capacity.

The full load cell digi-tronic duplex railroad track scale is fully electronic with a digital read-out and print-out. The electric scale allows for no moveable parts, using the strain gauge principle.



LUFKIN *in focus* continued

Welding Shop, Progress Report

Two new bays (#7 and #8) are being added to the welding shop which will house belt cover and air tank building operations.

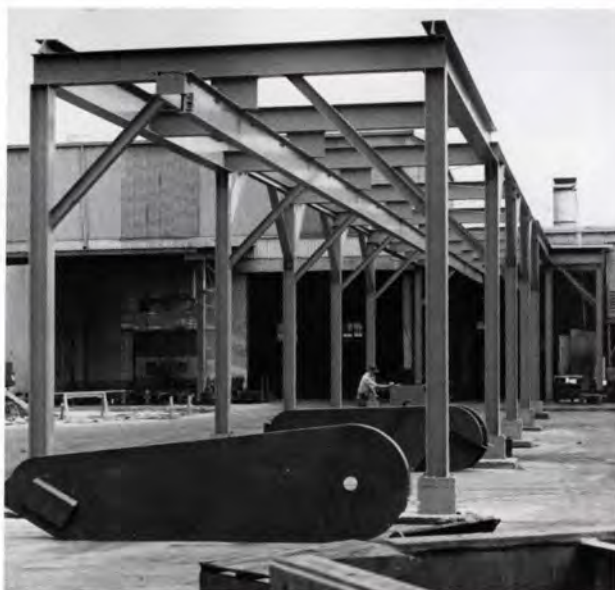
"The greatest advantage of this expansion will be the space it will relieve where the tanks and belt covers are presently being made," said Bill Pennington, superintendent.

The expansion will enlarge the present areas where pumping unit beams and bases are being

made. An extension to the "beams" aisle will be made and a complete new base aisle will be added. The present belt cover area will be used for a maintenance facility.

Supervisor John McCarty predicted the additional space will increase production capacity as much as 30 per cent in certain items.

Bill Pennington said he anticipated the expansion will be completed in December.



A \$900 Grass Burr

Jim Wolfe, who operates lathe, 438, on the first shift, left Houston and moved to Alto because the big city brought troubles into his life.

Of course, Jim was not aware of the troubles a country grass burr could bring into one's life.

While Jim was out in the pasture, he placed his coke near a gate while he closed the gap. He re-

turned to where the coke was, picked it up, and took a swallow. A grass burr had fallen into his coke. How it fell into the coke remains a mystery.

Jim's wife, Oma Mae, drove him to the Nan Travis hospital in Jacksonville but doctors could not remove the grass burr.

"They just couldn't find it," said Jim, so they took me to Tyler."

Jim spent two hours on the operating table in the Tyler hospital while doctors looked for the troublesome obstacle. Finally, they located the grass burr which they awarded to Jim.

Jim keeps the grass burr near his lathe in a test tube because it cost him \$900 in medical expenses.

"That's one grass burr that will never see land again," swore a determined Jim.





Smith



McMullen



Poland



Billingsley

Promotions

Ron Smith, who came to LUFKIN in 1965 has been promoted to supervisor, welding shop maintenance, first shift. Ron worked as a laborer when he joined the company and was welding shop clerk prior to his promotion.

Wayne McMullen, who joined

LUFKIN in 1959, has been promoted to pattern shop foreman. Wayne has served as assistant pattern shop foreman and most recently was foundry main bay supervisor, first shift.

John Poland, formerly safety director, has been promoted to the sales department as a trainee. John

came to LUFKIN in 1973. He will be in training for approximately nine months before he is assigned to one of the sales offices.

Tom Billingsley has been promoted to safety director. He was previously assistant personnel director. Tom joined the company in 1973.

Metal Support Tables

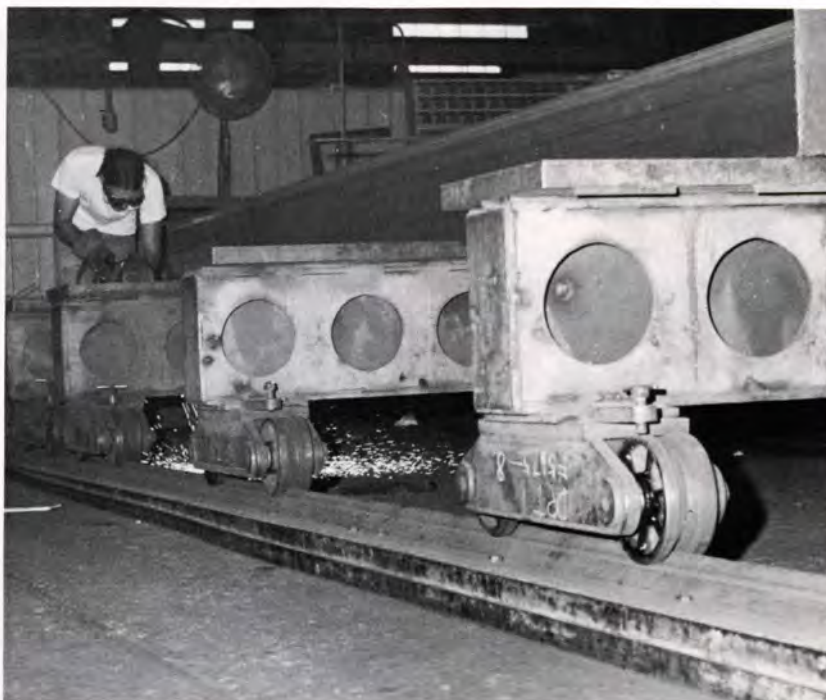
Supervisor John McCarty said the welding shop's metal support tables, used as setup bases, were "born out of necessity."

Riley Webb and Calvin Scarborough, industrial engineering, designed the tables that are mounted on rails. When the metal saw horses were used as setup bases, the leveling of a pumping unit consistently needed reworking.

The larger bases and closer tolerances of pumping units required a better method to allow accuracy and with rails permanently located on the floor, the tables can roll easily into place.

Jay Lee Tarver, 1st shift, said it's a definite improvement. "Before we had a hard time being accurate; not now."

"Now," said co-worker James Farrell, "we just move them where we need them."



Is That A Fact

The Trailer Division has quite a few CB radio enthusiasts. Listening to the code names they have assigned each other is like listening

to the roll call of the flim flam gang from Kalamazoo.

The bashful bunch did not want to match their names to the CB radio "code" names. So a reader's

game has emerged. See if you can match the names to the names of the CB radio operators.

These are the code names:

Continued on next page

IS THAT A FACT . . . *continued*

Tweety Bird, Hobby Horse, Rooter Shooter, Doodle Dasher, Firewagon, Meat Cleaver, Warehouse Rat, Wire Jerker, Pinto Bean, Gray Ghost, Van Man, Heavy Duty, and Texas Traveler.

The CB radio operators of the Trailer Division include: Tommy McMullen, Gary Latham, Donald Carroll, Roger Burges, Jimmy Hilton, Charles DiStefano, Charlie Gault, Carter Olds, Garner Brock, and Raymond Redd, all second shift; Pat Lewis, Billy Holcomb, and James Moore, all first shift.

Personnel changes include:

Bill Cantrell, from plant engineering to industrial engineering;

W. J. Wilson, from second shift of lathe shop to first shift as as-

sistant to Zack Fenley;

Jimmy Foster, from second shift to first shift—he was taken out of the bargaining unit to technical trainee.

Mike Champion, material control, 1st shift, is happy and proud about the selection of his wife, Shelia, as one of the 1975 Outstanding Young Women of America.

Shelia is Coordinator of Volunteer Services at the Lufkin State School. Other organizations in which she is involved include: Malear PTA; Assistant Leader for a Cadet Girl Scout Troop; Volunteer Services Council for Lufkin State School; a member of the First United Methodist Church; and Lufkin Art League.

After Gaylon Wallace, lathe shop, 2nd shift, bought a new \$700 color

television set, he issued an ultimatum to the Wallace household: If a James Bond movie comes on, turn it off.

The reason behind such a blunt ultimatum is as follows:

Last month, Gaylon and his wife decided to watch a Bond movie featured on television one night. At the exact second Bond blew up a nuclear warship in the film, the picture tube in Gaylon's set exploded.

A stunned and surprised Gaylon looked at the set a few seconds, then told his wife his critical and unfavorable review of James Bond action movies, in loud and no uncertain words.

Hence, today James Bond movies are banned from the Wallace household.

According to observers in the jig

Money Is His Hobby

Because Ivy Collins, machine shop, 1st shift, is more interested in money than anything else, he became a numismatist.

A numismatist collects or studies coins.

"Over 40 years ago," he said, "my father gave me my first coin. It was an 1850 dime called 'seated liberty.'"

Ivy explained that the four kinds of dimes are the Barber mercury dime, the seated liberty dime, the liberty dime, and the Roosevelt dime.

Quite a popular hobby, the number of numismatists have grown in number from 10,000 to 50,000 within the last ten years. An early supporter of the hobby, Ivy now has quite an extensive collection which he keeps in a safe deposit box at a local bank.

An example of one of his prized coins is a 1876 flying eagle penny. Ivy said the penny was distributed for only two years, then the government coined the Indian head penny.

"The Indian head penny is not as heavy as the flying eagle penny."

Ivy buys some of his coins but for the most part, he exchanges coins with other numismatists.

New collectors and widespread interest has brought quite a selection of numismatist magazines on the market. Within the magazine, classified ads list the

names of coins that can be bought or exchanged.

"However," he said, "quite a few of my best coins, I've just come upon by accident."



In looking over his coin collection, Ivy points out his Indian head penny and Morgan Liberty Head Silver dollar

shop, it never rains at the house of Shorty Lowery, 1st shift. It storms, hails, tornadoes circle his home but never does a simple shower sprinkle his home. In fact, each time there's a cloud in the Angelina County area, it empties its load of precipitation at the Lowery home.

Recently in Engineering, there's been a lot of measuring and weighing, adding and subtracting. The result is not a new LUFKIN product but a well cultivated canteloupe.

With confidence, Louis Fincher brought his 6 lbs. 11 ounces canteloupe into the engineering office only to lose to the Griffin monstrosity that weighed 8 lbs., 3 ounces.

Both Fred and Louis donated their prized pickins' to the girls in the office. Coffee break time came a little early that day and lasted a little longer.

Billy Eugene Burris was one of the first students to win one of the

Angelina College scholarships. He received both a drafting degree and an associate bachelor of science degree from the junior college.

After three years of working at LUFKIN in industrial engineering, he is returning to school, Texas A&M, to obtain a degree in architecture.

Billy is the son of Arthur Burris, Automotive & Industrial, and his wife Diana Lynn, is the daughter of W. J. Wilson, machine shop, 2nd shift.

MARKING AN ANNIVERSARY

TRAILER DIVISION

Employment Date	Years with Co.
Clyde Hall Nov. 23, 1942	33
J. W. Smith Nov. 14, 1944	31
C. V. Bishop Nov. 6, 1950	25
E. L. Tullos Nov. 27, 1951	24
E. L. Root Nov. 13, 1956	19
Dennis Rice Nov. 21, 1966	9
Kenneth Wood Nov. 8, 1971	4
John Grubbs Nov. 8, 1971	4
Don Pledger Nov. 27, 1972	3
Hugh Lambright Nov. 29, 1972	3
Norma J. Ward Nov. 15, 1973	2
Tommy Wells Nov. 11, 1974	1

WELDING SHOP

Employment Date	Years with Co.
Henry Gibson Nov. 20, 1945	30
Grady Grimes Nov. 28, 1947	28
William Rogers Nov. 14, 1950	25
H. A. Mott Nov. 21, 1955	20
B. J. Kirkland Nov. 10, 1961	14
James Dunn Nov. 14, 1966	9
L. R. Hartsfield Nov. 4, 1969	6
Amos May Nov. 19, 1969	6
John M. Jones Nov. 26, 1969	6
Cecil Agent, Jr. Nov. 15, 1972	3
James Noullet Nov. 16, 1972	3
Arthur Chatman Nov. 27, 1972	3
Henry Lorentz Nov. 2, 1973	2
Leonard Sullivan Nov. 5, 1973	2
Curtis Havard Nov. 19, 1973	2
Robert Pinkey Nov. 19, 1973	2
Tommie Lawson Nov. 11, 1974	1
Benny Barton Nov. 11, 1974	1
Roger Spann Nov. 11, 1974	1
Kenneth Hopson Nov. 21, 1974	1
Larry Martin Nov. 22, 1974	1
Owen Kendrick Nov. 26, 1974	1

FOUNDRY DEPARTMENT

Employment Date	Years with Co.
E. E. Edwards Nov. 21, 1945	30
Judge Burrell Nov. 4, 1946	29
Seamon Rigsby Nov. 1, 1947	28
Dock Spencer Nov. 4, 1947	28
Arnold Wyatt Nov. 9, 1950	25
O. A. Allsbrooks Nov. 20, 1950	25
M. T. White Nov. 5, 1953	22
Levi Patton Nov. 2, 1955	20
Henry Jefferson Nov. 18, 1955	20
Clifford Johnson Nov. 18, 1958	17
Cloyce Fussell Nov. 8, 1961	14
Maurice Patton Nov. 17, 1961	14
Norris Alexander Nov. 22, 1961	14
Preston Cauley Nov. 17, 1966	9
Willie Polk Nov. 26, 1968	7
Robert Cold Nov. 9, 1970	5
Rosevelt Thomas Nov. 11, 1970	5
Alton Bennett Nov. 15, 1971	4
Curtis Anthony Nov. 2, 1972	3
Michael Johnson Nov. 24, 1972	3

Arthur Lewis Nov. 7, 1973	2
Leslie Segrest Nov. 19, 1973	2
O'Neal Jones Nov. 21, 1974	1

TRAFFIC

Employment Date	Years with Co.
Campbell Tullos Nov. 2, 1953	22

ASSEMBLY & SHIPPING

Employment Date	Years with Co.
Jerry Kirkland Nov. 1, 1966	9
B. J. Allen Nov. 6, 1967	8
C. M. Robinson Nov. 28, 1969	6
Donald Stone Nov. 25, 1974	1
Earley Forney Nov. 26, 1974	1

TRAILER SALES & SERVICE

Employment Date	Years with Co.
Beulah Harris Nov. 3, 1953	22
John Elliott Nov. 3, 1970	5
James Tucker Nov. 24, 1970	5
Clovis Craig Nov. 13, 1972	3
James Maplecrest Nov. 5, 1974	1

UTILITY MAINTENANCE

Employment Date	Years with Co.
Clifton Marze Nov. 1, 1973	2

ENGINEERING

Employment Date	Years with Co.
Louis Fincher Nov. 15, 1929	46
Gerry Kimmey Nov. 16, 1959	16
Bob Freeman Nov. 16, 1959	16
Ben Rasbeary Nov. 8, 1965	10
Rosie Graham Nov. 14, 1967	8

PUBLIC RELATIONS

Employment Date	Years with Co.
Virginia Allen Nov. 1, 1946	29
Liz Norman Nov. 19, 1974	1

MAIN OFFICE

Employment Date	Years with Co.
Joe Floyd Nov. 22, 1948	27
Donald Langston Nov. 16, 1971	4

MACHINE SHOP

Employment Date	Years with Co.
Ruby Pinner Nov. 2, 1944	31
Falcon Null Nov. 6, 1946	29
Charles Weeks Nov. 20, 1950	25
Ford Roddam Nov. 15, 1954	21
A. W. Powell Nov. 21, 1955	20
C. W. Simmons, Jr. Nov. 22, 1961	14
Jerry Tullos Nov. 28, 1961	14
Joe Nick Nov. 18, 1963	12

Robert Manning Nov. 8, 1965	10
Clarence Thorn Nov. 10, 1965	10
Manzel Clark Nov. 12, 1965	10
Clarence Matchett Nov. 21, 1967	9
Jerry Taylor Nov. 18, 1969	6
Howard Pettet Nov. 13, 1970	5
Francis Hyde Nov. 16, 1970	5
Jerry Brock Nov. 23, 1970	5
Charles Smith Nov. 29, 1971	4
L. P. Griggs Nov. 1, 1973	2
Artha Boles Nov. 2, 1973	2
Dorman Boaz Nov. 7, 1973	2
Douglas Howell Nov. 12, 1973	2
Eugene Cox Nov. 19, 1973	2
Jimmie Jones Nov. 27, 1973	2
James Hutto Nov. 4, 1974	1
Ronald Chunn Nov. 12, 1974	1
Danny Blackburn Nov. 14, 1974	1
Harrell Reynolds Nov. 15, 1974	1
William West, Sr. Nov. 18, 1974	1
Kent Hodges Nov. 19, 1974	1
Richard Guevera Nov. 19, 1974	1
Billy Etheridge Nov. 20, 1974	1
Robert Boynton, Jr. Nov. 22, 1974	1
James E. Burrell Nov. 26, 1974	1

MACHINERY SALES & SERVICE

Employment Date	Years with Co.
H. H. Muller Nov. 29, 1949	26
Bob Gibbs Nov. 28, 1955	20
Don Stanley Nov. 9, 1965	10
Francisca Werner Nov. 2, 1970	5
Linda Thomas Nov. 16, 1970	5
Jacqueline Campbell Nov. 8, 1971	4
Agnes Kadatz Nov. 4, 1974	1

AUTOMOTIVE & INDUSTRIAL

Employment Date	Years with Co.
Edwin Dietz Nov. 3, 1952	23
Arthur Nelson Nov. 16, 1961	14
Aaron Pigg Nov. 1, 1963	12
Robert McCarroll Nov. 1, 1973	2

ELECTRICAL

Employment Date	Years with Co.
Bob Beddingfield Nov. 12, 1952	23
Johnnie Carroll Nov. 24, 1952	23
Estell Holiday Nov. 15, 1954	21
Alvie Luce Nov. 22, 1967	9
Larry Tompkins Nov. 13, 1967	8

PILOTS

Employment Date	Years with Co.
Ray Fisher Nov. 1, 1958	17
Walt Bardwell Nov. 21, 1962	13

SECURITY GUARDS

Employment Date	Years with Co.
Forrest McGaughey Nov. 9, 1970	5
Paul Wilson Nov. 13, 1973	2

LUFKIN ROUNDUP

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Roundup Laffs

A father was berating his daughter for her slovenly appearance. "You modern kids are so messy and unkempt, it boggles the mind," he stormed. "Why, just look at your hair! It looks like a mop!"

"Gee, Dad," said the girl innocently, "what's a mop?"

Perhaps it's a good thing you can't see yourself as others see you—you might get upset about it.

Swallow your pride. It's about the only thing that's non-fattening.

Nowadays two can live as cheaply as one if both are working.

Nothing is so sure to make a long story short as quitting time.

You can't fool all the people all of the time, but some of the new highway signs come pretty close.

The most frustrating occupation in the world must be an elevator operator. He never gets to hear the end of a good story.

Today the student who walks two blocks to school is the one who can't find a parking space.



Mr. Henpeck was deeply shaken when his first born turned out to be a girl.

"Why are you taking it so to heart?" he was asked.

"Confound it," grumbled Mr. Henpeck, "I was hoping for a boy to help me with the housework!"

ABOUT THE COVER

The original Mayflower, a merchant vessel, was built in 1610. Under the command of Master Christopher Jones, the Mayflower set sail on September 16, 1620 carrying 40 officers and crew and 102 passengers including 35 pilgrims.

The Mayflower sighted land 65 days later and dropped anchor off the Cape Cod Coast on November 21, 1620. The 35 Pilgrims aboard were about to establish the beginning of the United States of America.

William A. Baker designed the Mayflower II based on the detailed description found in Governor William Bradford's account of the Mayflower voyage to the New World. The reproduction was built in England in 1957 and is permanently docked at Plymouth, Massachusetts.

Reporter: "To what do you attribute your success?"

Millionaire: "I'm just trying to make an honest living, and there isn't much competition."

Keep frowning. Some people may give you credit for thinking.

It's easy to understand modern art. If it hangs on a wall, it's a painting; if you can walk around it, it's a sculpture.

Sign in a munitions plant: "If you insist on smoking here, please be prepared to leave the building through a hole that will appear in the ceiling."

Good supervision is the art of getting average people to do superior work.

You can't tell anything by looks—a thinker looks just like a loafer.

LUFKIN ROUNDUP

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Number 32 Number 11

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