

LUFKIN

APRIL
1976

ROUNDUP





from The President's Desk...

In recent years, many manufacturers have expended the greater part of their capital, time, energy and effort of their corporate structure in trying to comply with federal rules and regulations rather than increased production and efficiency.

Both industry and business face dilemma and frustration trying to comply with regulations of the EEOC, OSHA and countless other agencies. The regulations of OSHA alone fill more volumes than the Encyclopedia Britannica and more are added regularly.

Industry can not operate efficiently under the constant harassment of multiple government agencies who make their own regulations.

These regulations often are far removed from the intent of congress and usually are administered by high salaried bureaucrats who could care less whether a particular industry survives as a taxpayer.

Yet, in spite of all these seemingly impossible obstacles of government which hinder business, we in the U.S.A. still enjoy one of the best industrial climates in the world.

We are told that the United States has the highest standard of living in the world because we took advantage of the resources of others. This definitely is not true. Look at the riches of resources around the world that have lain idle for countless centuries. The difference is that the U.S. developed its and the rest of the world's resources through the only system that harnesses the energy and genius of the individual—the free enterprise system.

We must continue to dedicate our efforts to the survival of the free enterprise system. I don't need to tell you that when the government takes over the operation of a business, the costs spiral and efficiency plummets.

Did you know that Exxon, a free enterprise company, can ship a gallon of gasoline, which is highly volatile and weighs approximately ten pounds, from its huge refinery at Baytown, Texas, to New York City, a distance of 1,600 miles, for less cost than the United States government can transport a half-ounce letter from Dallas to Fort Worth, a distance of 30 miles?

In spite of what may seem best, we have reached a period in our history when it is imperative that government, industry and labor work together rather than war with each other. Together, nothing can stop us; apart, we flounder.

R. L. Poland

The **LUFKIN** Gear

The year was 1957.

The job was a gear drive for the cutter head on a dredge for the Bauer-Smith Dredging Co. of Port Lavaca.

When the gear drive was completed, it had a rated 1200 hp at 1200 rpm, was 12 feet long and 8 feet wide, and weighed 42,000 pounds. It was twice as big as the largest gear box for pumping units that LUFKIN had ever built. The housing was the largest fabrication job ever made in the welding shop.

This was not the first gear LUFKIN manufactured but its completion finalized a decision that management had under consideration.

LUFKIN now would enter into the gear industry field as a major contender.

In 1959, the south end of the machine shop experienced a major expansion resulting in the installation of a whole group of new machines for making gears. So, the year 1959 goes down in the history of LUFKIN as the one in which the company took a giant step into new markets and therefore into new plant equipment.

With this additional heavy machine tool capacity and the related supporting equipment, LUFKIN stepped into a broad new field of growth in the heavy industrial and marine gear field.

An article in the July 1959 issue of THE ROUNDUP, stated:

"One day atom power will dethrone oil as king. When and if that happens, Lufkin Foundry wants to be ready to serve the new age just as it did many years ago. Today, they are thinking and planning toward a day that may finally come, when the demand for pumping units will dwindle. They believe the new field will lie in the gear industry."

The photographs on this page depict the years of growth LUFKIN has made in the manufacturing of gears. The photographs also prove that the LUFKIN gear era has arrived.



After much ingenuity, the 40-ton gear, DC6024, was winched onto a lowboy for final weighing and shipping. The year was 1964 and this gear was the biggest gear manufactured by LUFKIN. When it started out of the building, the load was too high to go through the door; consequently, the door to Charlie Beck's department was increased in height. B. M. Anderson, engineer, smiles proudly at the successful conclusion of loading

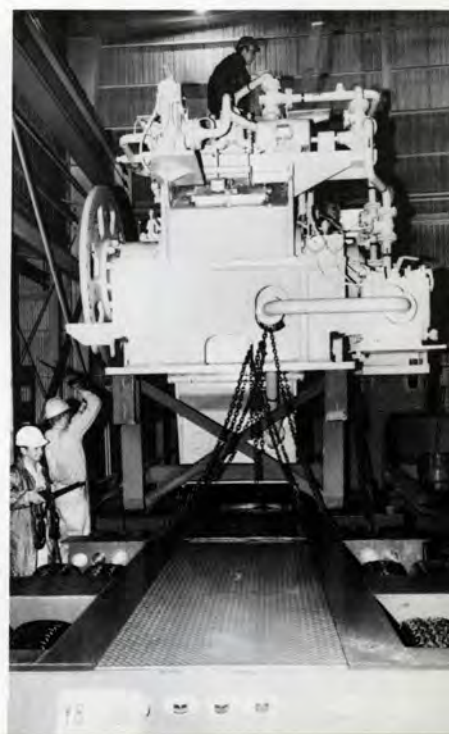


It took 3½ hours to load the gear housing for a dredge cutter head, manufactured in 1957, onto the truck bed. The housing was the largest fabrication job ever done by the welding shop. After being put on skids, it was pulled by truck winch over steel pipe



After the bull gear was loaded onto the lowboy, a winch was used to pull the truck with its 150,000 pound load from the gear building which now has a wide door to accommodate LUFKIN's large gears

Bull gear for CSQ16222S is the biggest marine gear manufactured by LUFKIN. The unit was loaded on a lowboy trailer for shipment to Seattle, Washington, where it was installed in a \$15 million sugar boat. The outside diameter of the gear, shipped in 1972, was approximately 11 feet





THE PATTERN MAKERS

"Skilled" best describes the men of the pattern shop.

A precise and select group, only 24 men make up the pattern shop crew. Their jobs range from working on newly designed patterns and reworking and rebuilding old, worn-out or damaged patterns to "hustling" patterns between the pattern shop and the foundry.

It takes a great deal of skilled knowledge to build a pattern, from the time the order and blueprint arrive at the shop, until the completed pattern is taken to the core room.

Most of the men who work in the pattern shop have taken the course offered by plant engineering in blueprint reading. Wayne McMullen, pattern shop foreman, said it is helpful for a man starting in the pattern shop to have some knowledge of blueprint reading and even a little training in drafting.

Steve McKinney, class "A" pattern maker, said he did not consider himself or the men he works with as carpenters.

"It takes more skill because it's much closer work than what most carpenters do," Steve said.

He pointed out on a blueprint several measurements that carried a pattern measurement to a thousandth of an inch. Pattern makers must cut and build the pattern exactly to that thousandth, and Steve believes few carpenters have to worry about such exact measurements.

There are also rather complex problems that are a part of each pattern such as draft, extra metal for machining, and shrinkage.



Larry Vann puts finishing touches on pattern for a spoke of a sheave for a pumping unit

He gave for example a recent pattern made for the foundry. The bottom of one of the charger buckets had been wrecked and a new bucket was needed quickly. The pattern shop made its own design and built the pattern for this rush job in a short time.

Patterns are made of two types of wood, white pine and mahogany. These woods are used because of their strength and durability. Some patterns are finished with either a sealer or a primer and a coat of paint.

The production of any product poured in the foundry begins in the pattern shop. It is the first vital step in manufacturing many LUF-KIN products.

With the skill and patience of true craftsmen, the men of the pattern shop work each day to lay the groundwork for the rest of the production line to build upon.

When a pattern maker receives a drawing showing finished dimensions, he must allow for the draft which is the angle of a finished

pattern which makes it easily removable from the sand cavity. This draft is not shown on the blueprint, and is something the pattern maker must know and provide for on his own.

He must also allow for the extra metal which will be needed for machining and for shrinkage. When metal is poured hot, it expands. As it cools, it contracts and the pattern must allow for this.

Wayne explains that the most essential quality of a pattern maker is pride, because in the pattern shop, a small mistake can cause big problems. A pattern which is off as little as one-sixteenth of an inch often cannot be used and must be rebuilt or altered to fit the required specifications.

"There is little room for error in the pattern shop, so a man must do his job well," Wayne said. "If he takes pride in doing something right the first time, he will be well on his way to becoming a good pattern maker."

Wayne says his crew stays pretty busy and the work seldom slacks off. All the patterns for molds used in the foundry are made in the pattern shop. These include patterns for pumping unit parts, gears, gear boxes and covers, and any other equipment needed by the foundry, machine shop, or other departments of the plant.

At times, Wayne explains, the machine shop or foundry might need a pattern for some special piece of equipment or parts. The pattern shop can fill these orders also.

Continued on next page

Jackie Rogers, left, Larry Thigpen, center, and Don Kuehl work together on a set of patterns



Preston Westbrook bores a pattern piece



Gary Selmon, kneeling, works out a minor repair on a pattern while pattern hustlers Willie Mitchell and Elton Menefee, right, wait to take the pattern back to the foundry



Vernon Nixon files and cleans a master pattern



Jerry Palmore, left, cuts wood to size while Ken Ramsey, center, and Billy McClendon check measurements of a new multiple pattern for weights



Stan Anderson, left, and Everett Rhodes check out a completed pattern

Chile Mask, left, and J. C. Higgins cut a piece of metal





REMINISCENCES

by GUY CROOM

At times, mama would get so exasperated with me she would say you will never amount to a hill of beans or she might say you are not worth the salt that goes in your bread. Of course, she did not mean that.

Did this ever happen to you?

I'm sure you remember that if there were only two of you, you played "ante-over" with one on one side of the house and one on the other and you threw the ball over the house one to the other. When it was your time to throw the ball, you shouted "ante-over" so your partner would know the ball was coming.

Do you remember when a man wore a wrist watch he was considered to be a "sissy" at that stage in history? It was fashionable for ladies to wear a watch suspended by a chain or ribbon around their neck like a necklace.

How long has it been since you had some crackling bread? Remember that little song, I'm so glad the old sow's dead, mama's going to make some crackling bread.

Also, it was fairly common practice for folks to sit on the floor. This was especially true of young folks.

If we were going to have cabbage for lunch, mama put it on to boil early in the morning and kept it going till lunch time. Now we cook it about 10 to 15 minutes.

It was once customary in cold weather for old people to wrap a hot brick in a bath towel or something and put it in bed so as to get their feet good and warm before going to sleep.

There was an old saying that in the spring when you heard the first whippoorwill, it was time to plant corn.

I'm sure I am taking most of you a long way back but do you remember the house to house peddlers that carried their wares on their backs? I do.

There was the tin peddler that had a sort of harness over his



shoulders that had hooks in it. On these hooks, he hung sauce pans, wash pans, dish pans, kitchen spoons, tin dippers, baking pans, pie pans, coffee pots, etc. We did not know what a percolator was. This sort of stuff was light but he carried a heap of it.

And then there were the dry goods peddlers that carried his wares strapped to a harness that fit over his shoulders. His wares consisted of bolts of cloth such as

calico, bleached domestic, cotton flannel, etc.

Of course, this was heavy and he had to protect it from a shower of rain with a waterproof curtain. So if he could find a housewife that would allow him to display his goods in her home, he would pay her with a piece of cloth of her choosing and then they would invite the neighbors in to see the display and buy what they needed. This fellow would take sawmill checks for his pay, otherwise he would not sell much because sawmill housewives seldom had any cash money.

One of the most unique of these peddlers was the spectacle peddler. I remember one of these fellows that made the rounds at Village Mills, Warren and Hyatt. He was named "Scotty." In addition to his spectacles, he had soap and liniment. One brand of soap that was especially popular among working men was Grandpa's Wonder Tar Soap. It came in a box with grandpa's picture on it. The soap was a large bar, dark brown almost black, and had a sort of creosote smell. It lathered easily and was good for sensitive skin in winter when hands were prone to chap.

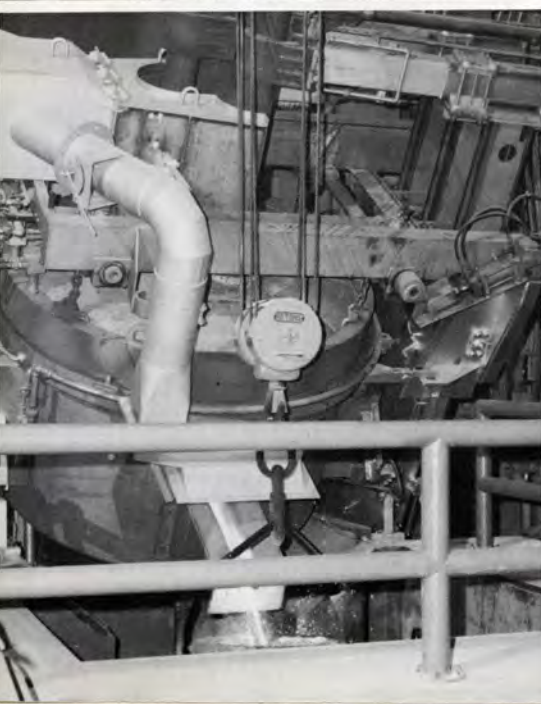
Papa thought there was no substitute for Grandpa's Wonder Soaps. The way papa and other men in the shop washed up was to take a two gallon bucket almost full of water and then heat a piece of iron or steel in the blacksmith shop and throw it in the bucket of water. Then they had warm water for washing sooty hands and face. Maybe two or three men would "wash up" from the same bucket and use the same towel. Is it any wonder that when one got the itch or pink eye, they all had it?

These peddlers later changed over from walking to hauling their wares in a horse drawn covered wagon. Now in addition to the sawmills, they called on farmers and they had a wider variety of inventory.



Beginning top left, clockwise. Borings from a machine fall to the floor where they are collected and sent to the compactor in the machine shop. The compactor sends the scrap up into a hopper where it is dumped into a waiting truck. The scrap is dumped in the foundry scrap yard and picked up by a magnet crane. The crane mixes the turnings and borings with heavier cast iron scrap in a charger bucket. The charger bucket dumps the scrap into the furnace, and after melting, the molten iron is poured from the furnace. The iron is then poured into counter-weight molds and after the processes of cleaning, machining, and building take place the finished product is ready for a LUFKIN pumping unit (center photo).

Savings, \$1,132.50 per day



CYCLE OF SAVINGS

The story of scrap at LUFKIN resembles the tale of the "ugly duckling" for waste on one product often becomes a valuable part for another product.

As waste is transformed into valuable materials, the ugly becomes the beautiful but whatever description is applied, the re-use of material kicks off a cycle of savings in materials, time, and money.

In the machine shop, over a total of one million pounds of borings and turnings are produced each month. Previously, the scrap was sold because the cupola in the gray iron foundry could not melt this type of scrap. However, the two electric arc furnaces in the new counter-weight foundry are capable of handling this type of scrap.

By melting and using these borings and turnings, the company reduces its outside purchases of cast iron scrap by 15 gross tons.

Raymond Willmon, cost accounting, said the use of this scrap material saves \$1,132.50 per working day. In a month of 22 working days, a total savings of approximately \$24,915 is made.

The foundry also uses heavy steel scrap from the structural shop and the trailer plant. Using figures for January, Raymond said a savings of \$5,192 was made.

By recycling and reclaiming sand, the foundry adds another savings. Using 175 tons of reclaimed sand for its no-bake system and 650 tons

of recycled sand for green sand molding, the foundry re-uses a total of 825 tons of sand each day.

One carload of sand, approximately 60 tons, is added each day so the foundry actually saves 765 tons of sand. This amounts to a savings of \$3,335 per working day.

The foundry continues to recycle bronze turnings and borings in the bronze foundry. Also all water used for cooling and cleaning is either re-used or evaporated.

The trailer plant not only contributes cast iron and heavy steel scrap to the foundry or for market sale but has a market for its scrap or damaged aluminum.

According to Carl Liese, manager of purchasing and inventory, Trailer

Division, aluminum scrap is accumulated and held until a suitable price is offered.

Arthur Warren, supervisor, Trailer Division, said not all damaged aluminum scrap is discarded. Some sides, which are slightly damaged, are used for repair jobs.

The trailer plant, like the foundry, saves water used for industrial purposes. Before the recent installation of a new water recycling tower on the roof of the trailer plant, thousands of gallons of water used to run the air compressors in the plant, were discharged as waste.

The new system recycles and re-uses 375,000 gallons of water each month.

The structural shop has a new machine which offers a major savings in heavy steel scrap for that department.

The new Hobart Porta-slag welding machine welds two steel scraps into one solid piece of steel ready for re-use.

One of the first welds run with the new equipment was a six-foot weld between two five-and-one-half inch thick plates of steel. Weld time was approximately 90 minutes. An estimate of the savings on this job was \$122.

Bill Pennington, superintendent of the structural shop, said the completion of the first three welds amounted to a savings of about \$871.

Continued on next page



A new Hobart porta-slag welding machine joins two slabs into one solid piece of steel. The savings on one job amounted to \$122

... continued

Through experience, the structural shop has found additional methods to save material and money.

The structural shop also increases savings by using falloff materials. By increasing the pipe diameter needed for compressor tanks from five-inch pipe diameter to six-inch diameter, the structural shop can use scrap falloff from six-inch pipe side members to make some of the compressor tanks.

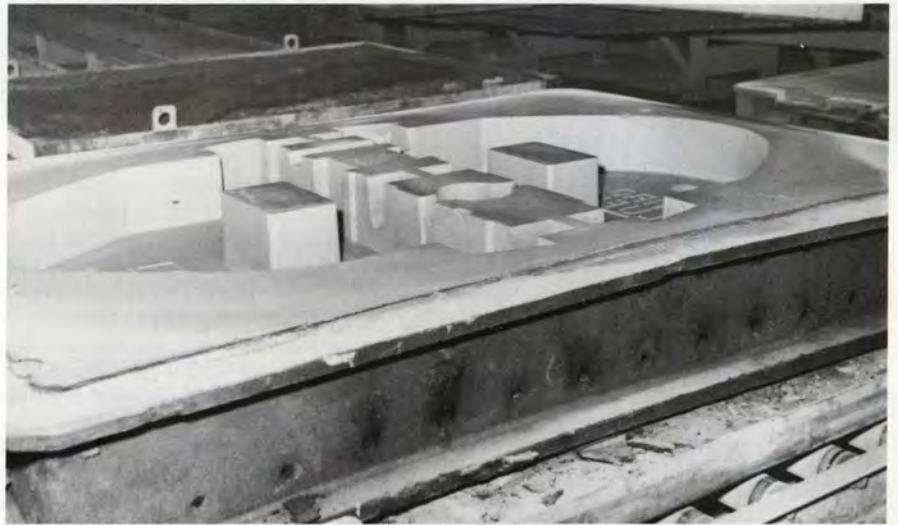
This eliminates the need to buy and cut the five-inch pipe and allows the structural shop to work on both products with the same size pipe.

The structural shop also uses falloff cuttings from a side member of a side plate, which are the right size and shape, to make stiffeners for set-up subbases. On one order of 40 subbases, a structural shop foreman figured the savings on bar stock, which is needed to cut stiffeners, to be approximately \$126.

Considering the number of subbases manufactured in a month or a year, the value of such materials and labor saving ideas in the structural shop is obvious.

Top to bottom: Sand is poured from the 50-ton sand silo into molds. As the sand moves down the conveyor, it is packed and sprayed with a water-based solution. The second picture is a mold which has been packed and sprayed with the solution and is ready to enter the dryer. After drying, the mold is poured with iron, allowed to cool, and then reaches the shakeout station. After the sand comes from shakeout, it goes through the reclaimer being cooled and cleaned before returning to the sand silo for re-use.

Savings, \$3,335 per day



LUFKIN IN FOCUS



Isaac Herring



John Elijah



Kenneth Waldrop



Herman Parrish

LUFKIN Promotions

Isaac Herring has been promoted to 3rd shift Working Foreman of Machine Shop.

Isaac began work for LUFKIN in 1970 as class "A" machine operator. He was promoted to setup man, then working foreman of the machine shop, 3rd shift.

John Elijah has been promoted to 3rd shift Working Foreman of Melting Department in the Foundry.

John joined LUFKIN in 1945 as

cupola charger in the melting department, 1st shift. He was transferred to the 3rd shift and was promoted to cupola tender.

Kenneth Waldrop has been promoted to Supervisor of the Shaft Shop, 3rd shift.

Kenneth became an employee of LUFKIN in 1975. He began work as a machine operator, and worked up through several classifications before his promotion to supervisor of

the shaft shop.

Herman Parrish has been promoted to supervisor, Lathe Shop, 1st shift.

Herman began work in 1950 for LUFKIN as a machine operator, class "B", in the lathe shop. He was promoted to machine operator, class "A", and then became an inspector.



Maurice Akin, district examiner of the National Credit Union Administration, presents the "Thrift Honor Award" to Billy Ray Harris, president.

Credit Union Wins "Thrift" Award

For the fourth consecutive year, the LFM Federal Credit Union has won the National Federal Credit Union's "Thrift Honor Award" with over one-and-a-half million dollars in assets.

"It's more than doubled in three years," said Maurice Akin, district examiner of the National Credit Union Administration.

The thrift award is given to the top 10 per cent of the credit unions for their growth in savings.

"This is such a well run credit union, it is difficult to verbalize how well they do," Akin said. "But I believe attitude is the key factor; this credit union has a positive dedicated attitude."

Billy Ray Harris, president, said he was proud of the credit union's growth. "It took the effort of each employee here."

A Word of Approval

Occasionally a letter should be shared, this is one:

Dear Mr. Poland:

I want to show my sincere appreciation for Lufkin Industries increasing my retirement income. I am just so grateful that the Board of Directors think enough of the men who helped build the Foundry that they would help us to live out our retirement years in comfort and dignity.

And to you personally, I send my heart-felt thanks.

Sincerely,
William G. Thompson
Trailer Division, 1970

Bob Boyd Retires

At an award dinner in Houston, Bob Boyd, parts manager, LUFKIN Trailers, Houston, received his retirement watch, which recognized his 20 years with the company, from Marshall Dailey, sales manager, Trailer Division



PERFECT ATTENDANCE



Foundry department, 1-r: Floyd Wiley, 3rd shift; Bobby Cauley, 1st shift; and John Elijah, 3rd shift.



Trailer Division, 1st shift, 1-r: John Short, Joe Jumper, J. C. Malnar, Luke Rouse, Lee Lowery, and Arthur Davis



Foundry department, 2nd shift, kneeling, 1-r: Costronia Lacy, Willie Cole, and Calvin Cooper. Sitting, 1-r: Ellison Perry, Izere Murphy, Judge Burrell, F. J. Berry, and James T. Wiley



Foundry department, 1st shift, front row, 1-r: Fred Benemon, Odis Garner, George Yarbrough, Elmo Scott, Leo Cranford. Back row, 1-r: Vernon Nixon, James Scott, James Gilcrease, and Edward Flemon

The Saga of the "Missing Melon"

Attacking this watermelon with knife and fork won't prove too successful, but the utility maintenance cardboard replica of "The Missing Melon" symbolizes the end of a saga.

The story of "The Missing Melon," as told by J. J. McDougald, heat treat, 2nd shift, began late last summer.

The 1st shift utility maintenance crew under A. A. May, (working foreman,) brought a large watermelon to work one hot summer day, and left it in the refrigerator at heat treat.

When the maintenance crew prepared to refresh themselves with their melon the next day, it had gone amiss.

"I decided to try and find a melon to give the maintenance crew for Christmas. I must have spent \$25 or more running around East Texas two different weekends looking for a watermelon in December."

Finally, on a farm outside of Alto, J. J. found a melon "just about like the one that went amiss."

So when Christmas arrived, A. A. May and his crew got quite a surprise when the "Missing Melon," or at least a replacement for it, found its way home.

J. J.'s effort did not go unappreciated. He received a Christmas card from the utility maintenance crew thanking him for the return of the melon.



Symbolizing the "Saga of the Missing Melon" and its happy ending, Phillip Smith and Archia McDougald, both heat treat, 2nd shift, standing; C. V. Marge, A. A. May, Jack Palmer, all utility maintenance, 1st shift, and J. J. McDougald, heat treat, 2nd shift, all kneeling, prepare to cut open the make-believe cardboard replica of the much disputed "Missing Melon."



Clarence Miller, commercial gears, 1st shift, shows the cake his wife Paula made for his birthday. Paula has taken cake decorating courses at Stephen F. Austin University in Nacogdoches. She outlined his profile with decorative frosting, then added carrots, bell peppers, potatoes and other vegetables to depict his gardening hobby. Fellow employees demanded that Clarence cut the beautiful cake at break time so they could celebrate his 30th birthday.

Color Coding

"The primary reason we coded utility piping is for emergency situation when we need to find a valve . . . and the right one. For the most part, we are concerned with natural gas and oxygen but obviously, we don't want water or compressed air all over the machines either," said David Bowers, plant engineering.

A standard color coding system now identifies all utility piping, including all cut off valves. Color stripping indicates the direction of flow.

In the process of color coding all utility piping, an access to all main valves was provided, such as

ladders, or platforms. If a valve was not in an accessible position, it was relocated.

Utility pipes were indicated by the following color scheme:

- | | |
|---------------------|--------|
| 1. Water | red |
| 2. Natural gas | yellow |
| 3. Manufactured gas | yellow |
| 4. Oxygen | orange |
| 5. Air | green |
| 6. Water | white |

All utility lines and valve locations have been recorded on a plant map or layout drawing. The map has been placed in the shop offices along with a listing of emergency phone numbers.



Harold Oldham, utility maintenance, 1st shift, checks to see that the main gas valve located in front of the utility maintenance shop has been cut off

A Shop Saving System

A new fire detection sprinkler system has been installed in some areas of the pattern and machine shops.

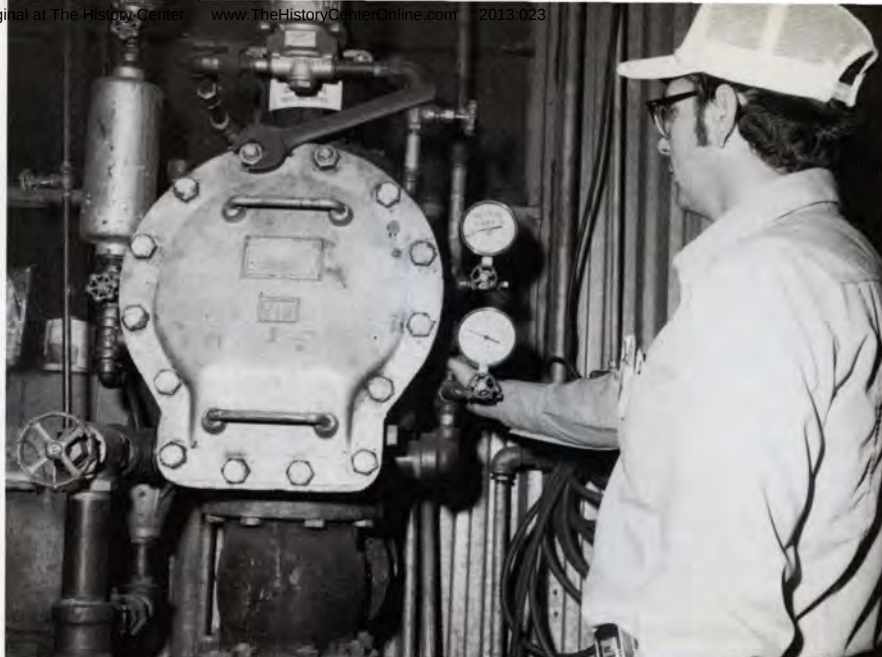
The \$190,000 sprinkler system was installed under the supervision of plant engineering.

The design of the sprinklers and installation met with approval from the Factory Mutual System and the State Board of Insurance. This approval will help lower insurance rates.

According to Mitchell O'Neill, plant engineering, the primary reason for installation of the system was to increase job protection. He gave an example of the patterns in the storage areas. "If we lost any of our patterns due to fire," he said, "it would be a very costly loss in materials and man-hours."

Three dry systems (systems that hold air in the pipes) were installed in the pattern shop and in pattern storage buildings 25, 24, 34, 46, and 46A. Four wet systems (systems which hold water in the pipes) were installed in the machine shop.

In the dry system, air pressure in the pipes holds back the water at a dry-pipe valve in a heated location. When a sprinkler operates and releases air, the drop in air pres-



Mitchell O'Neill, plant engineering, checks the emergency alarm valve of the new sprinkler system installed in the pattern shop.

sure automatically opens the dry-pipe valve. This system is used most commonly in unheated buildings where water in piping would freeze such as in the pattern storage buildings.

The wet systems, installed in the machine shop, are among the most common type of sprinkler systems used. Pipes are filled with water under pressure, and when a sprinkler activates, water is immediately discharged.

Effective sprinkler systems such

as those installed in the pattern and machine shops act in three ways to control fire damage.

First, water from the sprinkler cools the building structure, preventing collapse and complete wreckage. Second, water from the sprinklers reduces the intensity of the fire by cooling the burning surface and preventing the spread of fire to nearby combustibles. Third, water wets surfaces immediately beyond the fire area, preventing flame spread.

Offices Relocated In Main Building

Some recent moves in the main office building has brought about some changes in the location of personnel.

The purchasing department has moved upstairs into room 121. Ed Dixon's new office is room 125, and Joe Floyd, assistant secretary, has moved into Ed's former office on the first floor.



Purchasing personnel also have moved into room 125 on the second floor of the main office building, l-r, Mary Smith, Laverne Basey and Gary Day "keep up the good work" in their new location

Ed Dixon and Genevieve Pruitt, purchasing department, are now working at their new location in room 121 of the main office building

Machine Adds Punch

An additional 343 Ingersoll milling machine has begun operation in the assembly and shipping building.

The Ingersoll, bought and installed at an approximate cost of \$125,000, machines cranks and counter-weights.

According to Frank Stevenson, vice president—manufacturing, Machinery Division, the machine will boost production capacity in assembly and shipping. He said the addition of the machine is necessary to keep up with increasing production and for expansion.

A. J. Havard, foreman, assembly and shipping, explained that before the machine was added to the production line, many parts had to be sent to the machine shop for milling, then returned to assembly and shipping.

The new machine eliminates this which "saves us time and money," A. J. said.



Jerry Day, assembly and shipping, 1st shift, operates the new Ingersoll 343

Volunteers for Justice

Mike Curry, a clerk in the machine shop office, 1st shift, is also a reserve deputy for the sheriff's department of Angelina County.

Mike said he first took an interest in the reserve deputies when he was working for KLUF as news director.

"I saw how understaffed they were, and I felt there was a greater need for help there than in the civic clubs I was in at that time."

So, Mike applied to be a reserve deputy. He has served in this volunteer organization for "right at two years."

He explained what a reserve deputy is. "Our main purpose," he said, "is to assist the deputy. We go with him on potentially dangerous calls so he won't have to go alone."

A reserve deputy must take 70 hours of classroom law enforcement instruction before he is certified by the Law Enforcement Standard Education Board of Texas.

The courses each reserve must pass include instruction in basic law enforcement, first aid, and weapons instruction. Each applicant for a reserve position must have an overall passing score in all of these



Mike Curry, machine shop office, 1st shift (seated in car) and Dale Frels, structural shop, 1st shift (standing), are two of four LUFKIN employees who serve as volunteer reserve deputies

divisions.

According to Mike, reserve deputies are used throughout the state but the group here is more active than in most areas. Local reserves are required to ride patrol at least twice a month and attend a monthly meeting.

Reserve deputies are strictly a voluntary group. They ride patrol and carry a gun on duty, but have no more authority off duty than an

ordinary citizen. Each reserve pays for his schooling and all required equipment. The reserve deputy organization is no expense to the county.

Mike Curry is not the only LUFKIN employee who is a reserve deputy. Don Willmon, metallurgy lab; Dale Frels, structural shop, 1st shift; and Leroy Garner, gear cutters, 1st shift, are also reserve deputies.

WORK PORTRAIT

a man's work...is always
a portrait of himself

— Samuel Butler



MARKING AN ANNIVERSARY

MACHINE SHOP

Employment Date	Years with Co.
R. E. Barr	April 30, 1935 41
Calvin Stevens	April 21, 1937 39
Garth Gandy	April 14, 1941 35
C. E. Youngblood	April 8, 1952 24
C. C. Hornbuckle	April 20, 1954 22
G. E. Oliver	April 26, 1954 22
A. G. Wilkins	April 16, 1954 22
Gordon Thomas	April 11, 1962 14
Leroy Garner	April 24, 1963 13
Robert McNeely	April 13, 1964 12
Leslie Durham	April 19, 1965 11
Grady Hopkins	April 19, 1965 11
William McCalister	April 26, 1965 11
Darvin Dominey	April 28, 1965 11
James Eddings	April 11, 1966 10
David Jinkins	April 12, 1966 10
Doyle Robertson	April 24, 1967 9
Leon Balderas	April 4, 1968 8
Donald Smith	April 15, 1968 8
J. R. Williams, Sr.	April 15, 1968 8
Randall Lawrence	April 21, 1969 7
Hoyt Fox	April 13, 1970 6
James Pate	April 13, 1970 6
Gary Barnes	April 27, 1970 6
J. R. Williams, Jr.	April 3, 1973 3
Michael Doss	April 4, 1973 3
Billy Cole	April 10, 1973 3
Isaac Sowell	April 2, 1974 2
Bobby Smith	April 16, 1974 2
Harley Johnson	April 29, 1974 2
Garland Adams	April 2, 1975 1
Roland Hall	April 7, 1975 1
Robert Squire	April 7, 1975 1
James Howell	April 8, 1975 1
Bruce Hornbuckle	April 8, 1975 1
Arthur Williams	April 9, 1975 1
James Landrum	April 14, 1975 1
E. W. Ditsworth, Jr.	April 14, 1975 1
Paul Spivey	April 14, 1975 1
John Prestidge	April 23, 1975 1
Johnny Read	April 28, 1975 1
Harold Brown	April 30, 1975 1

STRUCTURAL SHOP

Employment Date	Years with Co.
Edmund Winston	April 28, 1930 46
H. L. Westbrook	April 7, 1937 39
W. F. Crager	April 27, 1946 30
George Little, Sr.	April 15, 1947 29
A. L. Holiday	April 4, 1956 20
M. A. Nichols	April 25, 1956 20
Roger Williams	April 4, 1962 14
Bubba Sitton	April 16, 1962 14
Robert Lewis	April 5, 1965 11
Don Stringer	April 20, 1965 11
Benny Wilson	April 1, 1966 10
Eddie Randolph	April 13, 1966 10
Harold Cheney	April 26, 1967 9
Frankie Heaton	April 29, 1968 8
Cullen Malone	April 2, 1970 6
A. D. Whisenant, Jr.	April 6, 1972 4
Winford Jones	April 29, 1974 2
John Gibson	April 2, 1975 1
Harold Woods	April 8, 1975 1
Raymond Whitehead	April 9, 1975 1
Norman Irvine	April 16, 1975 1
Jesus Compean	April 18, 1975 1
Alfonso Compean	April 18, 1975 1
W. Dalahite, Jr.	April 21, 1975 1
James Thomas	April 23, 1975 1
Martin Walden	April 28, 1975 1

MAIN OFFICE

Employment Date	Years with Co.
Luda Belle Walker	April 7, 1938 38
Benjamin Coaston	April 1, 1968 8
Betty Bardwell	April 4, 1969 7
James Davis	April 7, 1971 5
John Cantrell	April 29, 1974 2
Joyce Powers	April 29, 1975 1

TRAILER DIVISION

Employment Date	Years with Co.
Bennie Spivey	April 1, 1946 30
A. G. Colburn, Jr.	April 12, 1946 30
John Bourrous	April 15, 1946 30
Andy Williams	April 15, 1946 30
Hubert O'Quinn	April 19, 1946 30
Allen Repp	April 26, 1946 30
Billv Deal	April 9, 1951 25
Jack Davis	April 14, 1953 23
T. H. Leftwich	April 18, 1956 20
C. C. Hamilton	April 10, 1961 15
William Jones	April 3, 1962 14
Arthur Davis	April 27, 1964 12
Jerry Swearingen	April 15, 1968 8
C. B. Stanley	April 7, 1969 7
Jesse Graves	April 7, 1969 7
Prentice Brooks	April 12, 1972 4
Linda Scarborough	April 17, 1972 4
Limmy Miley	April 17, 1972 4
Ewell Jackson	April 2, 1973 3
Jimmie Goodson	April 11, 1973 3
L. W. Randolph	April 17, 1973 3
James Randolph	April 19, 1973 3

FOUNDRY DEPARTMENT

Employment Date	Years with Co.
C. E. Grisham	April 17, 1944 32
Phillip Sharp	April 3, 1951 25
Jim Singletary	April 17, 1952 24
F. J. Berry	April 23, 1952 24
Guy Richards	April 14, 1954 22
James Durham	April 4, 1955 21
Eddie Sowell	April 17, 1962 14
Leon Denning	April 20, 1964 12
George Yarbrough	April 26, 1965 11
Leo Cranford	April 12, 1966 10
John Alexander	April 11, 1967 9
Otis Bradford	April 3, 1970 6
Samuel Johnson, Jr.	April 20, 1972 4
Lester Gilder	April 24, 1972 4
Johnny Miller	April 27, 1973 3
McArthur Hatton	April 10, 1974 2
James White	April 1, 1975 1
Paul Cole	April 3, 1975 1
Harland White	April 8, 1975 1
Joe E. Perkins	April 10, 1975 1
Milton Coleman	April 10, 1975 1
Roger Horace	April 23, 1975 1
Larry McGrew	April 24, 1975 1
Leroy McGrew	April 24, 1975 1
Charles Polk	April 25, 1975 1

PATTERN SHOP

Employment Date	Years with Co.
Robert Ramsey	April 30, 1975 1

ASSEMBLY & SHIPPING

Employment Date	Years with Co.
Wallace Lankford	April 20, 1964 12
Jefferson Kee	April 26, 1965 11

MACHINERY SALES & SERVICE

Employment Date	Years with Co.
Ben Elliott, Jr.	April 16, 1946 30
Lee Stevens	April 25, 1962 14
Gary Seaton	April 4, 1966 10
Doris Jones	April 24, 1969 7
Karen Meler	April 1, 1975 1
James Copeland	April 14, 1975 1

PERSONNEL

Employment Date	Years with Co.
Joan Griffin	April 14, 1955 21

AUTOMOTIVE & INDUSTRIAL

Employment Date	Years with Co.
Hubert Dorsett	April 25, 1946 30
Kelley Griffin	April 18, 1955 21
Joseph Mire	April 1, 1968 8
Jerry Morris	April 15, 1968 8
Larry Goodson	April 24, 1969 7
Virginia Baker	April 2, 1973 3
Gayla Sowell	April 2, 1973 3
Selma Shambaugh	April 18, 1973 3

TRAFFIC

Employment Date	Years with Co.
Jimmy Lamont	April 2, 1951 25
Ray Steele	April 10, 1962 14
Homer Smith	April 8, 1964 12
Lonnie Tubbe	April 12, 1971 5

SECURITY GUARD

Employment Date	Years with Co.
Alton Bradford	April 16, 1975 1

TRAILER SALES & SERVICE

Employment Date	Years with Co.
Jim Alexander	April 20, 1965 11
Johnny Clark	April 3, 1972 4
Johnny Rhodes	April 11, 1972 4
James Holton	April 16, 1973 3
Mary Guerro	April 15, 1974 2
L. P. Adair	April 22, 1974 2
Bill Gene Burleson	April 7, 1975 1
Raul Villarreal	April 30, 1975 1

ENGINEERING

Employment Date	Years with Co.
Orpha McCall	April 4, 1973 3
Molly Jo Avery	April 23, 1973 3

MATERIAL CONTROL

Employment Date	Years with Co.
Thomas Peavy	April 5, 1944 32
Perry Grisham	April 8, 1947 29
Smith Malone, Jr.	April 3, 1962 14
Jerry Cortines	April 29, 1968 8
Lonnie Ethridge	April 2, 1974 2
Larry Caples	April 3, 1974 2
Gary Underwood	April 21, 1975 1

UTILITY MAINTENANCE

Employment Date	Years with Co.
Troy Edwards	April 25, 1955 21
Milton Martin	April 11, 1962 14
Don Allen	April 18, 1972 4

About the Cover

Monarch of the Cascade range, Mt. Ranier is the fifth highest mountain in the continental United States. Rising to a majestic height of 14,410 feet, Mt. Ranier covers almost 380 square miles. Volcanic erup-

tions flowed lava on lava, cinder upon ash. The land was then sculpted to its present awe-inspiring size by glacial erosion.

Because Mt. Ranier is a dormant volcano, subterranean fires heat

rocks and release steam near the summit which, in turn, melts more snow and ice and form the Mt. Ranier Ice Caves around the crater's rim.

Celebrating an Anniversary

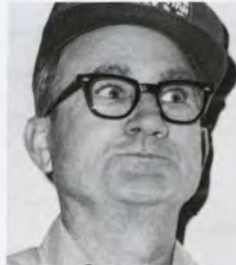
12 years or more



ARTHUR DAVIS
Trailer Division
12 years



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



JOHN BOURROUS
Trailer Division
30 years



C. E. GRISHAM
Foundry Department
32 years



GUY RICHARDS
Foundry Department
22 years



JIM SINGLETARY
Foundry Department
24 years



JAMES DURHAM
Foundry Department
21 years



WALLACE LANKFORD
Assembly and Shipping
12 years



ROGER WILLIAMS
Structural Shop
14 years



M. A. NICHOLS
Structural Shop
20 years



W. F. CRAGER
Structural Shop
30 years



BENNIE SPIVEY
Trailer Division
30 years



SMITH MALONE, JR.
Assembly and Shipping
14 years



LEON DENNING
Foundry Department
12 years



C. E. YOUNGBLOOD
Machine Shop
24 years



GARTH (RED) GANDY
Machine Shop
35 years



ROBERT BARR
Vice President
41 years



PERRY GRISHAM
Material Control
29 years



LUDA BELLE WALKER
Main Office
38 years



G. E. OLIVER
Machine Shop
22 years



THOMAS PEAVY
Material Control
32 years



CALVIN STEVENS
Machine Shop
39 years



A. G. WILKINS
Machine Shop
22 years



GORDON THOMAS
Machine Shop
14 years



A. L. HOLIDAY
Structural Shop
20 years



EDMUND WINSTON
Structural Shop
46 years



C. C. HAMILTON
Trailer Division
15 years



JOAN GRIFFIN
Personnel
21 years



BILLY DEAL
Trailer Division
25 years



HUBERT O'QUINN
Trailer Division
30 years



ANDY WILLIAMS
Trailer Division
30 years



T. H. LEFTWICH
Trailer Division
20 years



EDDIE SOWELL
Foundry Department
14 years



JIMMY LAMONT
Traffic
25 years



GEORGE LITTLE
Structural Shop
29 years



ALLEN REPP
Trailer Division
30 years



KELLEY GRIFFIN
Automotive & Industrial
21 years



F. J. BERRY
Foundry Department
24 years



H. L. WESTBROOK
Structural Shop
39 years



RAY STEELE
Traffic
14 years



TROY EDWARDS
Machine Shop
21 years



MILTON MARTIN
Machine Shop
14 years



BUBBA SITTON
Structural Shop
14 years



HUBERT DORSETT
Automotive & Industrial
30 years

LUFKIN
ROUNDUP
LUFKIN INDUSTRIES, INC.
 P.O.Box 849 Lufkin, Texas 75901

Address Correction Requested

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

ROUNDUP LAFFS

Motorist: "How far is it to the next town?"

Farmer: "About 12 miles as the crow flies."

Motorist: "How far is it if the crow has to walk and roll a flat tire?"

A minister's daughter returned home at 3 o'clock in the morning from a dance. Her father greeted her sternly, "Good morning, child of the Devil."

Respectfully and demurely she replied, "Good morning, father."

Wife: "Why don't you play golf with George any more?"

Husband: "Would you play with a fellow that puts down the wrong score and moves the ball when you aren't looking?"

Wife: "No."

Husband: "Neither will George."

It's too bad that future generations can't see the wonderful things we are doing with their money.

City limit sign: Help Clean Our Air. Take a Deep Breath Before Leaving Town.

The farmer's son was home from college and told his father that scientists had been able to get a milk-like substance from peanuts.

"Well," replied his pa, "all I kin say is . . . they must use a mighty low stool."

Sign over a drinking fountain: Old Faceful.

An older sister was warning her little brother that he could not talk in church.

"Why won't they let me?" he asked.

She pointed to the men at the back of the church and said, "Do you see those men back there? They are hushers."

A small girl visiting her grandparents' farm was quite fascinated when a peacock spread his tail and began to strut. Running into the house she called, "Grandma, one of your chickens just bloomed!"

Little five-year-old Betty was taken to church for the first time. As she walked out of the church with her parents, the preacher stopped her, leaned over and asked her how she liked church.

"I liked the music okay," said Betty, "but the commercial was too long."

The only one who ever got all his work done by Friday was Robinson Crusoe.

Dog is man's best friend. This alone is depressing.

Buzzing around the supermarket one hot summer's day the fly alighted near the insecticides and read the labels with horror. As he flew away he shook his head sadly. "Alas!" he muttered, "there's so much hatred in the world today."

The quickest way for a parent to get a child's attention is to sit down and look comfortable.

The executive, trying to impress the visitor from a rival company, flipped on his intercom and barked at his secretary, "Get me my

broker!"

Indeed, the visitor was much impressed until the secretary innocently replied, "Yes, sir. Stock or pawn?"

Don't tell other people your troubles. Half of them aren't interested and the other half are glad you got what you had coming to you.

To be a successful politician, find out where the public is going, take a short cut across the field, get out in front and make them think you're leading the way.

Not too long ago, Americans were happy, made an easy living, and all without welfare or government aid. Then white man came.

LUFKIN
ROUNDUP

April, 1976

Volume 33

Number 4

EDITOR

Virginia R. Allen

ASSISTANT EDITOR

Liz Norman

EDITORIAL ASSISTANT

Kathy Love

CHIEF PHOTOGRAPHER

Jim Walsh

STAFF PHOTOGRAPHER

Carolyn Cockrell

Published Monthly for
 Employees and Their Families by
 Lufkin Industries, Inc.