



LUFKIN NOVEMBER 1978
ROUNDUP



FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

With other grateful Americans, we at Lufkin Industries, Inc., can pause on the occasion of Thanksgiving and give thanks for the many blessings that we enjoy. Another eventful year is passing, and we can say with thanksgiving that "our cup runneth over."

In 1620 came the Mayflower Pilgrimage to America, a cargo of the oppressed, who crossed the stormy Atlantic seeking neither gold nor other earthly treasures, but freedom to worship God.

After a fierce struggle with the rigors of hostile climate and tough living, their first harvest was gathered and they held a Thanksgiving feast to mark the event.

Friendly Indians participated in the joyful celebration as the Pilgrims worshiped the good God who had preserved them through incredible hardships.

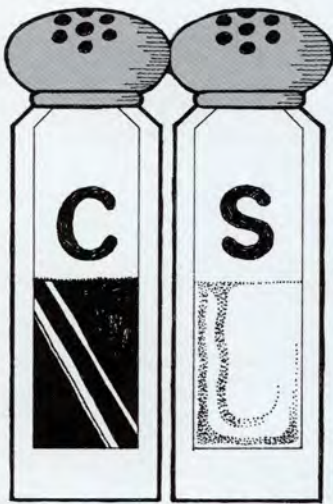
Now as the traditional day approaches, we do well to pause in our materialistic pursuits, and ask again: "What hath God wrought?"

As we look out upon glorious country—the greatest and richest on earth—every heart in America should overflow with gratitude. Surely God's goodness and mercy are once more revealed in the enormous abundance which we possess.

Yet, as we review this year of 1978, we shall find good and bad, joy and sorrow, right and evil. We shall find more and more in it which challenges us to live at our highest and best. Then we can be assured that the great and good Giver of every good and perfect gift will so reward our efforts that 1978 will show abundant reasons for Thanksgiving, as all the years before have shown.

As it is written in Psalms 50:14, "Offer unto God thanksgiving; and pay thy vows unto the most High."

R. L. Poland



JUST A PINCH OF C OR S MAKES A DIFFERENCE

Just a little bit may be too much of carbon or sulphur.

Of all chemicals or elements within material, the amount of carbon or sulphur often determines how well material will undergo the manufacturing process.

The carbon content in metallic material, such as steel, determines how well a piece can be processed, machined, welded, or treated with heat.

The sulphur pickup in non-metallic material, or in sand additives, has been causing problems in no-bake molding procedures.

To determine the carbon content of steel purchased outside the plant and the sulphur content of mixed-sand, a LECO Carbon Sulphur Determinator was purchased and placed in the foundry's metallurgy lab.

"The spectrometer, purchased six years ago for the lab, adequately analyzes the carbon content in ductile iron but does not provide the precise measurement needed for steel," said Don Willmon, chemist.

"Another advantage of this machine is that it analyzes both metallic and non-metallic material," said Frank Martin, chief metallurgist, "while the

spectrometer only tests samples that have a metal base."

To run a test on the LECO, chipped metal from a sample is weighed and recorded by the machine. In the next step, the sample disappears within the machine where it is analyzed.

Within one minute, a digital readout gives the percentage count of sulphur or carbon content.

The spectrometer measures the light waves given off by each chemical element within a sample. In measuring low percentages, which is often the case in carbon and sulphur content, a more accurate reading can be made by analyzing the gases coming off material.

This is the method of analysis the LECO performs.

Additional equipment to the metallurgy lab includes a microscope which shows a sample's image via a television screen and a Remelt machine.

"The microscope can magnify a sample 1500 times through the eye piece and camera, and 750 times through the television," said Don Willmon, who saw the neglected microscope at the Little Rock Foundry. He brought it to the lab, and after buying a few attachments, rebuilt the microscope which also takes a polaroid picture of the sample.

The Remelt machine was purchased to melt cast iron

samples previously sent to outside labs. To make an analysis of cast iron, a spectrometer requires a chilled surface. This machine melts the sample which later is water cooled.



Don Willmon flashes a sample via the television screen of microscope



Frank Martin, chief metallurgist, operates a LECO machine that analyzes small quantities of carbon and sulphur



A Profile: **LOUIS FINCHER**

Numerous trade journal ads line the office wall of Louis Fincher.

An appropriate backdrop for a man who for half a century has been developing and designing LUFKIN products as well as creating ads for those products.

Even today as Manager of Product Development, Louis helps in the development of our products.

“When I came to work, this company was still making drilling rigs, but after introducing the pumping unit in 1923, Mr. W. C. Trout was emphasizing this product. He could foresee the importance of this market in the days to come.”

Louis joined LUFKIN after gaining two years of drafting experience at DeSoto Foundry & Machine Company in Louisiana where he attended college.

He smiled as he described his first drafting assignment, a piece of sawmill equipment called a Harvey Hog. A Harvey Hog chipped up small logs to be used as fuel in a sawmill boiler.

“The only hog I knew anything about rooted in the pineywoods.

“Pretty soon, after the Harvey Hog era, most of my work centered upon drawings for pumping units and oilfield equipment.

“When I arrived, this company was just entering the herringbone geared unit

business. As I remember, they were designing the 5½ and 6½ single reduction herringbone geared unit. These numbers indicate the size of the crank shaft. The 5½ later became known as the No. 48 pumping unit and the 6½ became the No. 58.

“It was quite awhile before we began manufacturing a double reduction gear.”

From 1923 to about the mid-thirties, the first versions of the LUFKIN pumping unit were being developed. There was no engineering test lab—so each unit going out the door was given a field test only.

Louis said customer ideas and

opinions always have been valuable, but back then, they were essential.

"The people we had in our engineering department then, didn't have the field experience they do now. We had to depend on our customers to tell us what they needed.

"We developed the pumping unit by solving problems as they came up. And there were many problems, none major but some serious ones.

"For example, the gear reducer and the crank were set on one concrete block, the samson post on another block, and the prime mover still another separate block.

"Such a unit, as you can imagine, was very difficult to set up in the field since the bolts had to be set in perfect alignment before the concrete was poured.

"The customers pointed this out to W. C. Trout which resulted in our designing the unitized pumping unit. This unit is mounted on a single base, making the installation relatively simple.

"Our general rule of thumb for improving a unit was, if it failed, to make a part bigger or heavier. That is, we would use bigger shafts, bigger bolts, or whatever, if a part broke."

As Louis talked about the founder of this company, it became apparent the two men must have enjoyed a special friendship.

"Mr. W. C. Trout was very progressive, saw what others were doing and knew what needed to be done.

"He also was the one who looked for improved methods in manufacturing. In 1930, we were beginning to weld our products, primarily because Mr. W. C. Trout was convinced it was a better and more economical method.

"Back in those days, parts

were riveted together. Many people, including myself to some degree, did not believe a weld was strong enough to hold the parts together.

"One person who was not convinced that welding was a better way to fabricate was Bobo Hays (now retired who was chief inspector). He would take a 16-pound sledgehammer and slam the parts that M. M. Fontenot (now retired who was welding shop superintendent) and the welding shop crew had welded together.

"We developed the pumping unit by solving problems as they came up . . . A textbook designed pumping unit wouldn't last two weeks in the oil field."

"Needless to say, Mr. Fontenot didn't approve of his inspection methods."

For 17 years, LUFKIN was the only manufacturer of a geared pumping unit with counterbalanced cranks. The life of a patent is 17 years so after 1943, any company could copy the crank design.

However, even after 1943 and after other companies began using the Trout counterbalance crank, this company remains the leading manufacturer of oilfield pumping equipment.

Louis explains.

"Very few people knew what factors of safety to design into a unit to keep it operating in the field. Equipment out in the field is subjected to severe service, even abuse. We learned this during the years we were developing the unit.

"A textbook designed pumping unit wouldn't last two weeks in the oil field."

Having been with the company during the Depression, World War II and energy crisis years, he has seen this company face some of its most difficult times.

He also is a witness to the fact that an organization can work together and overcome its problems.

"Hundreds of companies fell by the wayside during the Depression.

"We didn't have any business for about three years but Mr. W. C. Trout kept all his employees on the payroll. Of course, for a few months, we had to take a cut in salary and for awhile, we were paid every other payday.

"During the big Depression, we used to play volleyball behind the office building, usually the game would last all day long. From shop superintendent on down, we played. With all the practice we got, we honestly could boast of having one of the best teams in East Texas."

During World War II, Louis spent much time out in the shop. He believes everybody in the organization got a good education on how to mass produce products during this time.

"During World War II, I was helping with problems of manufacturing, which were many. I guess I was doing what personnel in manufacturing engineering are doing now.

"For example, we bought a secondhand gear hobbing machine. However, we didn't have any literature on it. Without any charts, we didn't know what change gears to put in to cut a certain number of teeth in a gear.

"So I got out there with Jim Odom (retired as mechanical foreman); he would turn a shaft in the back of the machine while I would count the revolutions in the table to determine what ratios were built into the machine.

"After determining the ratios,



we would figure out what change gears to use to cut a given number of teeth in a gear.

"As far as design work, all draftsmen were turned into tool designers. During the war, we sold very few of our products. The government had given us the designs for tank gears, gun carriages, and marine propulsion gears for LST and army cargo vessels. All Marine gears were sub-contracted under Faulk Corporation.

"We never had used jigs and fixtures to any extent in manufacturing our products. Most parts we had manufactured were machined 'long-handed' as it was called. Of course, we had excellent machinists who could do this.

"Since we never had used many jigs and fixtures, designing these devices to fit our machines was a big job for us.

"What we learned is that not only do jigs make parts more accurate but these devices

also speed up manufacturing.

"Also, before using jigs, we didn't know for sure whether all parts would go together until a unit was assembled. With jigs, we were sure, and we knew that the parts would be interchangeable.

"So this company learned much about manufacturing during the war. This also was the period when we began to become a properly equipped machine shop because we really began to find out what we needed."

Louis described some of the new products that were introduced after the war production years.

After 1940, this company built a gas engine and added the air-balanced, hydraulic, beam-balanced and Mark II units to its manufacturing line.

"You can't carry all your eggs in one basket if you're going to grow and survive the ups and downs in the economic cycles.

"During the big Depression, we used to play volleyball behind the office building, usually the game would last all day long."

"LUFKIN had purchased the Cooper-Bessemer engine prior to 1943.

"Before that, we had designed our own engine. A man by the name of Shepherd had designed a vertical two cylinder two cycle engine in 1940. The engine ran all right but it was just too expensive to build. We might call that one of our semi-flops."

"So we chose to build the Cooper-Bessemer engine because these engines were a proven design.

"In 1953, we introduced the air-balanced unit.

"It does offer certain advantages over a conventional unit in some applications. It's

necessary to have a variety of unit types because we have a variety of customers, all of whom have different opinions and requirements.

"We bought the manufacturing rights on the air-balanced unit Lacey Oil & Tool company produced. For a long time, this California-based company, had used our gear reducers to use on their units.

"In 1953, Ed Trout, Guy Croom, Fred Griffin, Bobo Hays, Bayo Hopper and I went to California to close the deal, and to see their methods of manufacturing—how they were honing and boring the cylinders and other operations.

"We made that trip on a train. It took two days and one night to go from Los Angeles to Houston. We gathered together all the drawings and on the return trip, we went through them, talking about what changes were needed.

"We made quite a few changes. Lacey continued to make air-balanced units for five years and adopted some of our changes."

Around 1948, Louis was asked to help design a hydraulic unit. Other companies were offering such a unit and it was becoming popular.

"I looked at these units in Mississippi, Oklahoma, West Texas and California to learn about it, the weaknesses and good points of other makes.

"That's the way it's always been done when we look into the manufacturing of a new product.

"We got out of the hydraulic unit business about 15 years ago; about the same time everyone else did. The hydraulic unit is a more complicated mechanism than most other units. You can't go out in the pea patch and find someone capable of operating it. A

pumper had to be somewhat of a mechanic to keep it running. Also, it was expensive to make.”

In the early 1940s, a beam-balanced unit was added to the LUFKIN pumping unit line.

“Around 1970, there wasn’t much market for a beam-balanced unit and LUFKIN discontinued building it.

“This unit was used mainly on stripper wells which produced 10 barrels of oil or less per day. Due to the low price of oil at that time, it was uneconomical to operate them.

“After the price ceiling on stripper well oil was removed, it became more profitable to pump these small wells and of course, the demand for the beam balanced units has returned.”

The Mark II unit?

“The geometry of the Mark unit gives it certain advantages over other units. Its design produces a motion that reduces the polished rod load and the torque on the gears.

“It’s been a great thing for us.”

When did this company introduce the double reduction twin crank?

“The first double reduction unit was manufactured in 1934. As before, this development or design was made to solve a problem.

“You can’t carry all your eggs in one basket if you’re going to survive the ups and downs in the economic cycle.”

“The speed of the prime movers being used in oil fields had increased and the ratio of the single reduction gears wasn’t high enough to reduce the speed enough for normal pumping.

“We knew we had to handle speed prime movers if we wanted to be successful in

this field.”

Louis pointed out another major reason the company is the number one manufacturer of pumping units.

“We’ve always taken care of our customers. Most of our competitors became independent about furnishing spare parts, some of them informing their customers they would not furnish a spare part on a unit over ten years old.

“We’ve always taken care of our customers.”

“We’ve always supplied parts regardless of the age of the pumping unit. We’ve been honest with customers, and we’ve taken care of their needs.

“And of course, Mr. W. C. Trout gave this company the initial start that led the way to success.

“He wouldn’t recognize the place now if he were alive. We build units twice as big as he ever thought of building.”

Meeting customer demand has not been easy in the last two or three years. As the price of oil goes up, so does the demand for oilfield equipment.

Almost 85 percent of all wells are pumped with sucker rod units and today’s production schedule reflects the increasing demand for LUFKIN units.

Louis says this is not the first time such a situation has occurred.

“It’s been that way before. I’ve seen it that way back in the 1930s when we couldn’t produce very many units per week. It’s different now. The demand is much greater than it’s ever been, of course.”

How did you solve the problem in the ’30s?

“By doing the best we could. That’s all you can do.

“Back then, we shipped most of our pumping units by rail. Many times, we would load cars with pumping units and while en

route, one company would make a deal with another company for the shipment. So after units left the plant, the shipment would be re-routed to another destination.

“That’s how much the companies were needing units then. People were more or less fighting over them.”

In trying to meet such a demand, does that leave much time for research or development of new products?

“At this time, we don’t have anything on the drawing board in the way of a new product. We should have. I’ll put it this way. If you’re not going forward, you’re going backward. You can’t stand still.

“As it is now, we don’t have the engineering manpower to do any new development work. It’s all we can do just to keep up with the current routine work.”

Louis continued.

“This company should branch into various areas of manufacturing but I don’t see how it’s possible until the company has a larger staff of engineers.

“There always will be a demand for industrial gears. There’s a tremendous market in that area.

“The prime movers now used run at higher speeds. That kind is more economical to run so companies will always have to use gears to reduce speed to a useable one.

“The industrial gear field is an excellent field; the company should stay in there and develop it.

“And pumping units, well, this product will continue for quite awhile, at least another ten years.”—LIZ NORMAN

PEP SET

Pep set.

Sounds like a signal call for a football play.

Actually, pep set is a no-bake binder that sets up one mold per minute.

The regular line of no-bake binders the foundry uses requires approximately 15 minutes to set up one mold.

The pep set binder is being used in processing molds for bronze bushings. To date, production for these molds in the aluminum and bronze

foundry has increased from 60 to 125 molds per shift.

Glenn Bridges, foreman, believes he can increase production even more when a new no-bake machine is moved closer to production. Future plans call for the machine to be moved to the bronze and aluminum foundry if management continues to use the pep set binder.

The factor being considered is the cost. Pep set is more expensive than other molding

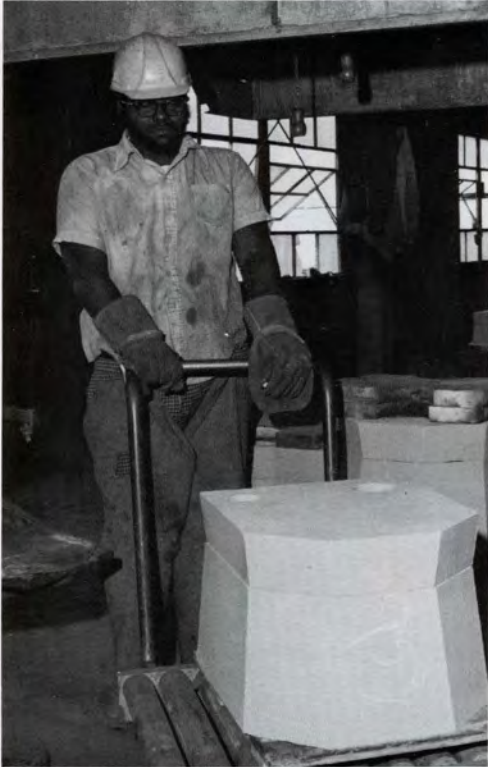
methods. Ralph Jones, foreman, core room, believes the production increase should offset price increase.

"The binder costs more but the increased production is setting off initial cost," he said. "It should prove less expensive to use in the long run.

"Right now pep set binder is getting us out of a tight situation by increasing production of bronze bushings. It should prove worthwhile."

Roger Herst (Left) and Yule Brown, both core room, 2nd shift, fill cope and drag using pep set process. (Right) Pedro Rodrigues is pasting drag so cope can be placed.





(Left) Don Price, aluminum and brass foundry, 1st shift, pushes completed mold made on pep set to assembly line to be poured. (Above) Calvin Jones, aluminum and brass foundry, 1st shift, charges the furnace with brass shavings. (Below left) Don Price, left, and Michael Hulett, both aluminum and brass foundry, 1st shift, bringing the ladle of metal to pouring line. (Below right, upper) Bronze bushing being poured. (Below right, lower) Foundry personnel built table to shake castings out of molds



Reminiscences

EARLY DAYS OF THE SHOP

by Guy Croom



After Jack Dillworth left, the company hired a fellow (don't remember his name). He did not strike me as being very "heavy." I assume Mr. Trout had about the same opinion because this fellow didn't last but a short while.

Then Mr. Trout decided to try his hand at running the shop. I liked that very much but he soon realized his service was worth more somewhere else.

Charlie McLane had worked here before and recently had come back and Mr. Trout gave Charlie the job as superintendent. Mr. McLane was a self-educated man, and had a wealth of experience and knew his business.

He was an excellent disciplinarian. I shall always remember the lecture he gave me. It happened this way.

It was winter time and my machine was close by the heater. I had pulled my coveralls on over my street clothes, changed shoes and put my dress shoes close by the heater. One day it was just a few minutes before the 12 o'clock whistle would blow. I had a cut going on my job so I sat down and changed shoes.

Charlie saw me. In fact, I was not trying to hide anything because I was not wasting any time. But Charlie came around and gently but firmly reprimanded me. I had not done anything wrong but I had set a bad example.

He said suppose the men in the assembly gang or the men on the floor would do what you have done. You can readily see the whole place would be down waiting for the whistle to blow.

It did not make me mad. I could see his point and he was right. It was not many weeks before he took me off the lathe as a regular diet and I worked wherever needed—wheel lathe, planer, etc., and at times, on a floor job. I liked the floor job.

I already have written a story about the Labor

Day picnics we had. Quite frequently, the boss would call a meeting of the crew where ever there was room. He would explain to us how business was going and what we might expect in the immediate future.

At one time, business fell off to where the company had to cut wages (not drastic) but everybody was sort of let down. Don't know why I did it but I took a piece of chalk and wrote on the heater (which was an abandoned small boiler), "smile damn you smile." It took hold and people began to laugh and repeat the words I had written on the heater.

The electrician we had quit and they told me I was it. Well, I didn't know any more about electric current or electrical equipment than a hog does a side saddle. Somehow we managed to keep things going.

We got an electrician later. When business got good, it was decided to put Eph Atkinson on days as shop foreman so McLane would have more time for planning. And I went on nights as night foreman.

Now a night foreman job was not a collar and tie job. I had to run a machine too. Usually it was a large one so it did not require all my attention. I think, though, it was a company mistake to ask a man to run a machine and supervise.

Charlie McLane had one visiting sin. He found it hard to get along with some people and especially interdepartmental heads. He was always in hot water with the design engineers and he did not cooperate with head management as well as he should. The honeymoon between McLane and Eph did not last very long. They still struggled along but there was friction underneath.

We were now making the pumping unit and the rod and tubing hoist so they took me off the night job, and made me full-time inspector.

LUFKIN Retirees Say:

"TOO BUSY TO RELAX"



Woodie Wallace, left, and Bill Trout

Woodie sat down, saying "whew, I'm tired."

Since retiring last September from the Foundry as foreman of shakeout bay department, Woodie Wallace has not had time to relax.

"I knew I would be busy—keeping up this farm."

Woodie joined the company in 1946 and most of his 32 years, he worked the second shift.

"The biggest change I saw was moving into the new foundry in 1949," he said. "We worked in a small place before the foundry was completed. And of course now, the no-bake molding process is the newest change. That process is a real time saver."

Since his retirement, Woodie hears from his fellow employees on a fairly regular basis.

"Just the other day, I got three or four calls from the guys just to see how I was getting along," he said. "It really made me feel good."

Woodie believes he has accomplished what he set out to do in life.

"And Lufkin Industries was responsible in helping me to do this," he said. "I enjoyed working there and miss seeing the fellows."

"RETIREMENT, A POT OF GOLD"



Maxine waves farewell to order department employees who gave her a broom with a headlight. Maxine says she can save a lot of gas flying this way

"Retirement is like finding the pot of gold at the end of a rainbow; it is that unreal and that much of a miracle to me," said Maxine Basing who retired from the order department after 19 years.

"I am ready to relax."

While Maxine says she always has enjoyed her job, she has found working with the microfilm project for the past six years the most rewarding work. This project required Maxine to go through all customer orders shipped since 1926 and place the manufacturing information on film.

"The contents of four-drawer metal filing cabinets are now contained in 4" x 4" cartridges, which solved the problem of space for records," she said.

Maxine has no specific plans for the future.

"But this is what makes retirement so different from past years, and so exciting to look forward to."

Maxine knows she'll enjoy visiting her family more often which includes four grandsons in Dallas, and one granddaughter in Roswell, New Mexico.

"Of course, I shall miss all my friends at LUFKIN," she added. "After sharing so much with them. Please accept my thanks for the many kindnesses shown me, and give everyone my very best wishes."

CELEBRATING AN ANNIVERSARY

12 YEARS OR MORE



NORRIS ALEXANDER
Side Bay
17 years



VIRGINIA ALLEN
Public Relations
Director
32 years



O. A. ALLSBROOKS
Main Bay
28 years



JOHNNY ARNOLD
Lathe Shop
17 years



JUDGE BURRELL
Cleaning Room
32 years



JOHNNIE CARROLL
Electrical Department
26 years



PRESTON E. CAULEY
Main Bay
12 years



MANZEL CLARK
Gear Cutters
13 years



EDWIN C. DIETZ
Automotive & Industrial
26 years



JAMES E. DUNN
Welding & Structural
12 years



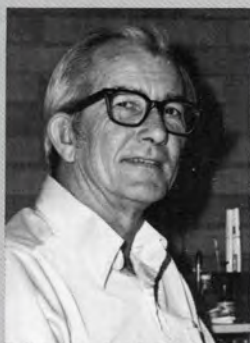
E. E. EDWARDS
Main Bay
33 years



LOUIS FINCHER, SR.
Engineering
49 years



RAY FISHER
Pilot
20 years



BOB FREEMAN
Engineering
19 years



C. L. FUSSELL
Core Room
17 years



HENRY F. GIBSON
Welding Shop
33 years



ESTILL HOLIDAY
Electrical Department
24 years



HENRY JEFFERSON
Core Room
23 years



CLIFFORD JOHNSON
Core Room
20 years



JERRY KIMMEY
Engineering
19 years



B. J. KIRKLAND
Welding Shop
17 years



AL LUCE
Electrical Department
12 years



ROBERT MANNING
Mechanical Maintenance
13 years



H. A. MOTT
Welding Shop
23 years



FALCON E. NULL
Machine Shop
32 years



LEVI PATTON
Cleaning Room
23 years



MAURICE PATTON
Cleaning Room
17 years



AARON PIGG
Automotive & Industrial
15 years



A. W. POWELL
Gear Cutters
23 years



JOHN M. REECE
Gear Cutters
12 years



DENNIS A. RICE
Trailer-Carpenters
12 years



OREN RICE
Trailer Division
26 years



SEAMON RIGGSBY
Melting Department
31 years

MORE ANNIVERSARIES



W. D. ROGERS
Welding Shop
28 years



ED ROOT
Trailer-Office
22 years



C. W. SIMMONS, JR.
Lathe Shop
17 years



J. W. SMITH
Trailer-Inspector
34 years



DOCK SPENCER
Cleaning Room
31 years



C. J. THORN
Machine Shop
13 years



E. L. TULLOS
Trailer-Machines
27 years



JERRY TULLOS
Quality Assurance
17 years



CHARLES WEEKS
Pipe House
28 years

LUFKIN Newsmakers



Mark Wright, standing behind Bill Harris who is checking out his new Winchester shotgun, and A. C. Lunsford, both heat treat, 1st shift, asked to go along with Bill on his squirrel hunting trips

Bill Harris, supervisor of heat treat department, doesn't retire till Christmas but fellow employees just couldn't wait that long to give him his gift.

They particularly wanted Bill to try out the new .12 gauge auto-

matic Winchester shotgun during squirrel season.

That he did.

First time out, Bill said he shot five squirrels but then, that's all he saw—or so he claims.

"It's real nice," Bill said about the gun. "I don't know how to thank them for such a nice gift."

John E. Forney, Jr., son of John E. Forney, cleaning room, married Patricia Ann Murphy last summer.

John was a '76 graduate of Rice University. He now attends University of Houston's Bate College of Law. He is employed at Woody McClellan's law office in Houston.

John was a recipient of a LUFKIN foundation scholarship in 1972.

The LUFKIN team captured second place in the tug-of-war contest at the Diboll Day activities.

The team, composed of

Foundry Division employees, defeated teams representing Cor-rigan Plyboard and Texas Foundries. They were defeated by the Diboll team who won first place.

The team consisted of James Larue, Willie Ed Jones, both foundry, main bay, 1st shift; Larry Stringer, pattern shop; Mack Hatton, John Alexander, and Calvin Davis, all foundry department, 1st shift. Gerald Coutee was team captain.



Come on guys, hold that line! LUFKIN team members are: (going from the front to back of rope) James Larue, Willie Edd Jones, Larry Stringer, Mac Hatton, John Alexander, and Calvin Davis

MARKING AN ANNIVERSARY

MACHINERY DIVISION

	Employment Date	Years with Co.
Falcon Null	Nov. 6, 1946	32
Charles Weeks	Nov. 20, 1950	28
A. W. Powell	Nov. 21, 1955	23
C. W. Simmons, Jr.	Nov. 22, 1961	17
Jerry Tullos	Nov. 28, 1961	17
Robert Manning	Nov. 8, 1965	13
C. J. Thorn	Nov. 10, 1965	13
Manzel Clark	Nov. 12, 1965	13
John Reece	Nov. 14, 1966	12
Billy Allen	Nov. 6, 1967	11
Clarence Matchett	Nov. 21, 1967	11
Jerry Taylor	Nov. 18, 1969	9
Francis Hyde	Nov. 16, 1970	8
Jerry Brock	Nov. 23, 1970	8
Charles E. Smith	Nov. 29, 1971	7
Clifton Marze	Nov. 1, 1973	5
L. P. Griggs	Nov. 1, 1973	5
Artha Boles	Nov. 2, 1973	5
Dorman O. Boaz	Nov. 7, 1973	5
Eugene Cox	Nov. 19, 1973	5
Richard Guevera	Nov. 19, 1974	4
Donald Stone	Nov. 25, 1974	4
James E. Burrell	Nov. 26, 1974	4
Donald Davis	Nov. 6, 1975	3
Mike Curry	Nov. 18, 1975	3
T. L. Thompson, Jr	Nov. 7, 1976	2
Henry Walker	Nov. 8, 1976	2
A. J. Modisette III	Nov. 16, 1976	2
Ronnie Bryan	Nov. 17, 1976	2
Chester Mitchell	Nov. 30, 1976	2
James A. Turner	Nov. 7, 1977	1
Randy D. Mann	Nov. 8, 1977	1
Robert W. Brooks	Nov. 10, 1977	1
Ronald J. Riggins	Nov. 14, 1977	1
M. Alexander	Nov. 21, 1977	1
James Nerren	Nov. 21, 1977	1
Paul Perkins	Nov. 28, 1977	1
John A. Richard	Nov. 28, 1977	1
David Frizzell	Nov. 28, 1977	1

WELDING & STRUCTURAL PLANT

	Employment Date	Years with Co.
Henry Gibson	Nov. 20, 1945	33
W. D. Rogers	Nov. 14, 1950	28
H. A. Mott	Nov. 21, 1955	23
B. J. Kirkland	Nov. 10, 1961	17
James Dunn	Nov. 14, 1966	12
Amos Mayo	Nov. 19, 1969	9
C. C. Agent, Jr.	Nov. 15, 1972	6
Arthur Chatman	Nov. 27, 1972	6
Leonard Sullivan	Nov. 5, 1973	5
K. M. Hopson	Nov. 21, 1974	4
Owen Kendrick	Nov. 26, 1974	4
Chester W. Sickels	Nov. 10, 1975	3
Donny J. Garton	Nov. 17, 1975	3
Ray E. Malone	Nov. 2, 1976	2
Virgile M. Pittman	Nov. 4, 1976	2
John E. Foster	Nov. 4, 1976	2
Tru Duc Vu	Nov. 11, 1976	2
B. W. Havard	Nov. 16, 1976	2
D. F. Horn	Nov. 22, 1976	2
D. L. Holt	Nov. 23, 1976	2
Ricky S. Mullan	Nov. 29, 1976	2
Joe B. Hollis	Nov. 30, 1976	2
Roy G. Morgan	Nov. 1, 1977	1
K. L. Black	Nov. 28, 1977	1
Martin Habecek, Jr	Nov. 28, 1977	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Verna L. Potts	Nov. 10, 1977	1
Cledell Hansberry	Nov. 10, 1977	1
Larry E. Jones	Nov. 14, 1977	1
Royald L. Doss	Nov. 18, 1977	1

TRAILER DIVISION

	Employment Date	Years with Co.
J. W. Smith	Nov. 14, 1944	34
E. L. Tullos	Nov. 27, 1951	27
E. L. Root	Nov. 13, 1956	22
Dennis A. Rice	Nov. 21, 1966	12
James Tucker	Nov. 24, 1970	8
Hugh A. Lambright	Nov. 29, 1972	6
Tommy J. Wells	Nov. 11, 1974	4
Lanus W. Prestidge	Nov. 16, 1976	2
Roy P. Weathers	Nov. 29, 1976	2
C. E. Adams	Nov. 7, 1977	1
Kenneth R. Faires	Nov. 7, 1977	1
Johnny G. Faires	Nov. 14, 1977	1
David Lawson	Nov. 14, 1977	1
Richard G. Flurry	Nov. 16, 1977	1
Rayford McKinney	Nov. 21, 1977	1
Alice R. Stanley	Nov. 28, 1977	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
E. E. Edwards	Nov. 21, 1945	33
Judge Burrell	Nov. 4, 1946	32
Seamon Rigsby	Nov. 1, 1947	31
Dock Spencer	Nov. 4, 1947	31
O. A. Allsbrooks	Nov. 20, 1950	28
Levi Patton	Nov. 2, 1955	23
Henry Jefferson	Nov. 18, 1955	23
Clifford Johnson	Nov. 18, 1958	20
C. L. Fussell	Nov. 8, 1961	17
Maurice Patton	Nov. 17, 1961	17
Norris Alexander	Nov. 22, 1961	17
Preston E. Cauley	Nov. 17, 1966	12
Willie E. Polk	Nov. 26, 1968	10
Alton E. Bennett	Nov. 15, 1971	7
Curtis P. Anthony	Nov. 2, 1972	6
Leslie M. Segrest	Nov. 19, 1973	5
O'Neal Jones	Nov. 21, 1974	4
Johnie Horace	Nov. 6, 1975	3
Mike D. Justus	Nov. 24, 1975	3
Richard S. Rhodes	Nov. 10, 1976	2
Ronald G. Sowell	Nov. 15, 1976	2
Curtis P. Dupress	Nov. 17, 1976	2
Marshall C. Overshine	Nov. 17, 1976	2
Joe H. Calhoun	Nov. 8, 1977	1
Robert O. Brooks	Nov. 8, 1977	1
Mamie N. Polk	Nov. 14, 1977	1

ENGINEERING DEPARTMENT

	Employment Date	Years with Co.
Louis Fincher	Nov. 15, 1929	49
Marvin Kimmey	Nov. 16, 1950	19
Bob Freeman	Nov. 16, 1950	19

MATERIAL CONTROL

	Employment Date	Years with Co.
Robert R. Boynton, Jr	Nov. 22, 1974	4
David M. Bazar	Nov. 21, 1977	1

MAIN OFFICE

	Employment Date	Years with Co.
Joe Floyd	Nov. 22, 1948	30
Bob McCarroll	Nov. 1, 1973	5
Peggy Sikes	Nov. 16, 1976	2
Martha Johnson	Nov. 2, 1977	1

PILOT

	Employment Date	Years with Co.
Ray Fisher	Nov. 1, 1958	20
Walt Bardwell	Nov. 21, 1962	16

MACHINERY SALES

	Employment Date	Years with Co.
H. H. Muller	Nov. 29, 1949	29
Beulah Harris	Nov. 3, 1953	25
Aaron Pigg	Nov. 1, 1963	15
Don Stanley	Nov. 9, 1965	13
Jacqueline Campbell	Nov. 8, 1971	7
Agnes Kadatz	Nov. 4, 1974	4

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Edwin Dietz	Nov. 3, 1952	26

SECURITY GUARD

	Employment Date	Years with Co.
Paul Wilson	Nov. 13, 1973	5

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Bob Beddingfield	Nov. 12, 1952	26
Johnnie Carroll	Nov. 24, 1952	26
Estill Holiday	Nov. 15, 1954	24
A. L. Luce	Nov. 22, 1966	12
Larry Tompkins	Nov. 13, 1967	11
Harold R. Pierce	Nov. 3, 1977	1
Albert Funderburk	Nov. 21, 1977	1

TRAFFIC

	Employment Date	Years with Co.
Campbell Tullos	Nov. 2, 1953	25

TRAILER SALES

	Employment Date	Years with Co.
John Elliott	Nov. 3, 1970	8
Clovis E. Craig	Nov. 13, 1972	6
Guadalupe D. Garcia	Nov. 12, 1975	3
James R. Jones	Nov. 8, 1977	1

PUBLIC RELATIONS

	Employment Date	Years with Co.
Virginia Allen	Nov. 1, 1946	32
Liz Norman	Nov. 19, 1974	4
Michael Mark	Nov. 1, 1976	2

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BULK RATE
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On a crowded street, a motorist stopped suddenly for a red light and had his rear bumper bashed by the car behind. The driver got out, looked over the damage, glared at the woman driving the other car and took off.

At the next light, the same thing happened. Finally, after the third bump, the woman got out of her car and came over holding out a driver's license and other credentials.

"Look, madam," said the victim helplessly, "never mind that stuff. All I want from you is a five-minute start."

Somebody figured it out: We have 35 million laws trying to enforce the Ten Commandments.

Overheard: "Golf is what men do when they are too tired to mow the lawn."

Doctor: "A hypochondriac is someone who takes different pills than you do."

There's a new organization called "Athletics Anonymous." When you get the urge to play golf, baseball, or anything else involving physical activity, they send someone over to drink with you until the urge passes.

Only a woman could ask, "Don't turn around, but tell me, who is that couple sitting behind you?"

roundup laffs

And there was the band leader who spent all week working on a new arrangement and then discovered that his wife wasn't going out of town after all.

Middle age is that 20-year gap in a man's life when he is too timid to wear a loud sports coat.

When a man puts his wife on a pedestal, it's so she can reach the ceiling with her paint roller.

The trouble with being the best man at the wedding is that you don't get a chance to prove it.

Many do not realize what a Billion Dollars is. One Billion Seconds ago, the first atomic bomb had not been exploded. One Billion minutes ago, Christ was still on earth. One Billion Hours ago, Man was still living in caves. But One Billion Dollars of Federal spending was only Yesterday.

Many Americans are in the middle income bracket. They make too much money to buy food stamps and not enough to buy postage stamps.

Little John was asked to write something with the word "adult" in it. Here's how he solved that.

"Adults don't have any fun. Adults just sit around and talk. Adults don't do nothing. There is nothing duller than adultery."

Two successful big-business executives met at a trade convention.

"Tell me," said one, "how's business?"

"Well, you know how it is," replied the other.

"My line is like sex. When it's good, it's wonderful—and when it's bad, it's still pretty good."

Never pour black coffee into an intoxicated person. If you do, you'll wind up with a wide-awake drunk on your hands.

LUFKIN ROUNDUP

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About the Cover

The pep set binder is being used in processing molds for bronze bushings. To date, production for these molds in the aluminum and bronze foundry has increased from 60 to 125 molds per shift. See story page 6.

Cover Photo: David Freeze