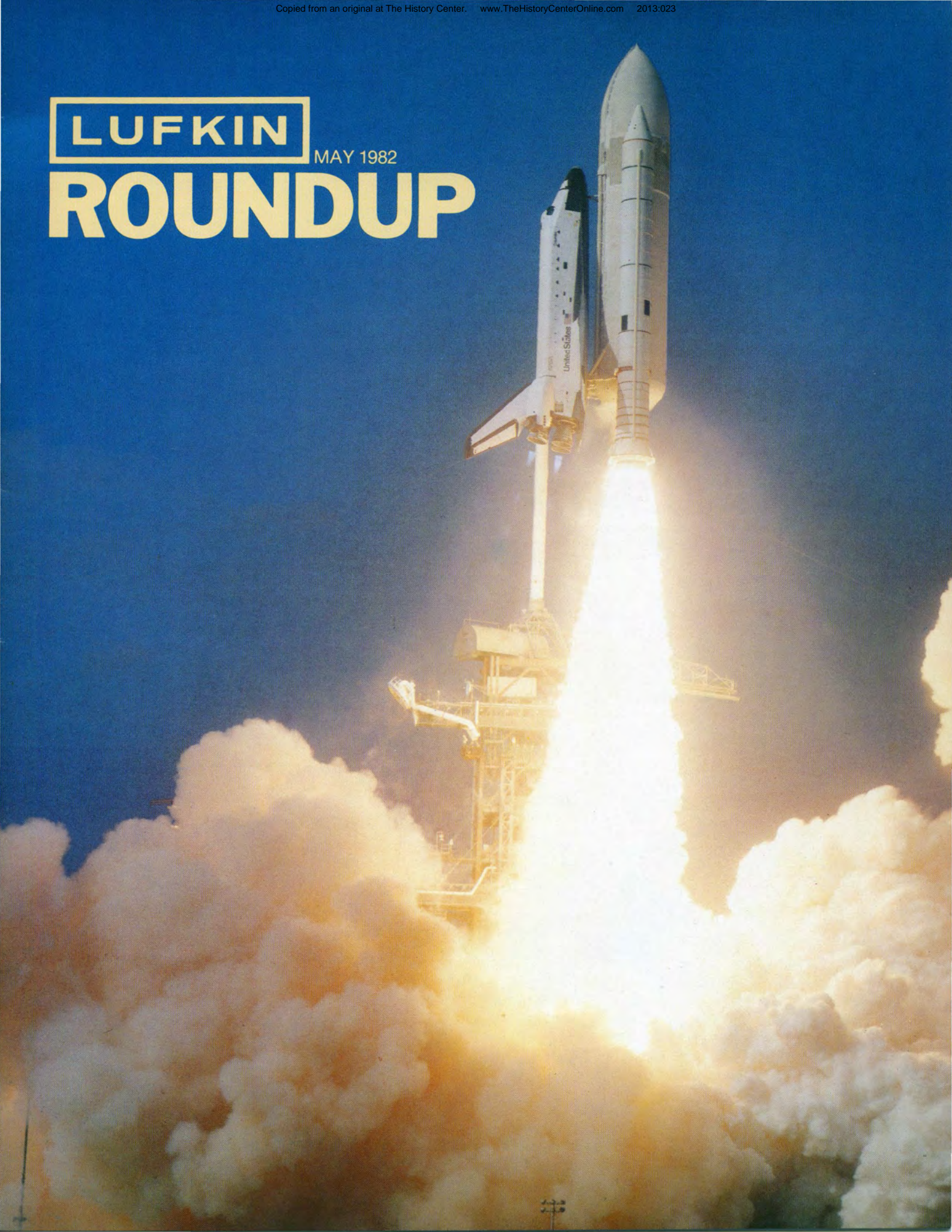


**LUFKIN** MAY 1982  
**ROUNDUP**





## FROM THE PRESIDENT'S DESK...

### FELLOW EMPLOYEES:

It seems that everything I read these days is about the recession that exists in the United States because of the Reagan administration. The news media is playing it to the hilt. If you look at the real basics of economics, the administration's program makes sense, if we ever expect to recover from runaway inflation and high interest rates.

Sometimes the image of a depression is ignited by the news media and general public, when in reality we may be only in a slight recession. Consider the following story from the Clarkson letter:

A man lived by the side of the road and sold hot dogs. He was hard of hearing so he had no radio. He had trouble with his eyes so he read no newspapers.

But he sold good hot dogs. He put signs on the highways telling how good they were.

He stood by the side of the road and cried: "Buy a hot dog, Mister." And the people bought. He increased his meat and bun orders.

He bought a bigger stove to take care of his trade. He got his son home from college to help him. But then something happened . . .

His son said, "Father, haven't you been listening to the radio?"

There's a depression on. The European situation is terrible.

The Domestic situation is worse."

Whereupon the father thought, "Well, my son's been to college.

He reads the papers and he listens to the radio, and he ought to know."

So the father cut down on his meat and bun orders, Took down his advertising signs,

And no longer bothered to stand out on the highway to sell hot dogs.

And his hot dog sales fell almost overnight.

"You're right son," the father said to the boy,

"We certainly are in the middle of a great depression."

Our economic system allows for "X" amount of money to be borrowed. After the government gets its share, whatever is left is the amount available for individuals and corporations to borrow. Whoever is willing to pay the highest interest rate will get the remaining funds. This is why interest rates are so high. The only way to lower them is for the government to cut the deficit and borrow less money, allowing more to be borrowed by individuals.

We now have an over-abundant supply of oil. The prices are going down, creating a small recession in oil-field equipment. This is a prime example of supply and demand, as is also the case in borrowing money.

Most of our problems are created by our violating the basic principles of economics. Anything offered by the government is paid for by you and me. There are no free rides.

**LUFKIN**

## From Sawdust to Oil

To commemorate the 80th anniversary of Lufkin Industries, a comprehensive history of the company has been compiled. The book is available to employees at a special price

Lufkinites often refer to the sprawling plant of Lufkin Industries as simply The Foundry. Until 1970, its name was Lufkin Foundry and Machine Company.

During the past 80 years, the business has grown from a small foundry and machine shop where sawmill and locomotive equipment was repaired to a major industry in Angelina County.

Worldwide customers in the oil, gear and trailer industries have come to know LUFKIN as a manufacturer of sturdy, well-built pumping units, gears and trailers, among other products.

To celebrate the 80th birthday of Lufkin Industries and the centennial of the City of Lufkin, a comprehensive history of the company, *LUFKIN... From Sawdust to Oil*, was written by Elaine Jackson, public relations special projects editor. After almost two years of research and writing, this hardback book, a product of the public relations department, will be published this summer.

To document the history, the papers of J. H. Kurth, Sr., which are housed in the Special Collections of Steen Library on the Stephen F. Austin State University campus in Nacogdoches, were researched. More than 100 retired and current employees

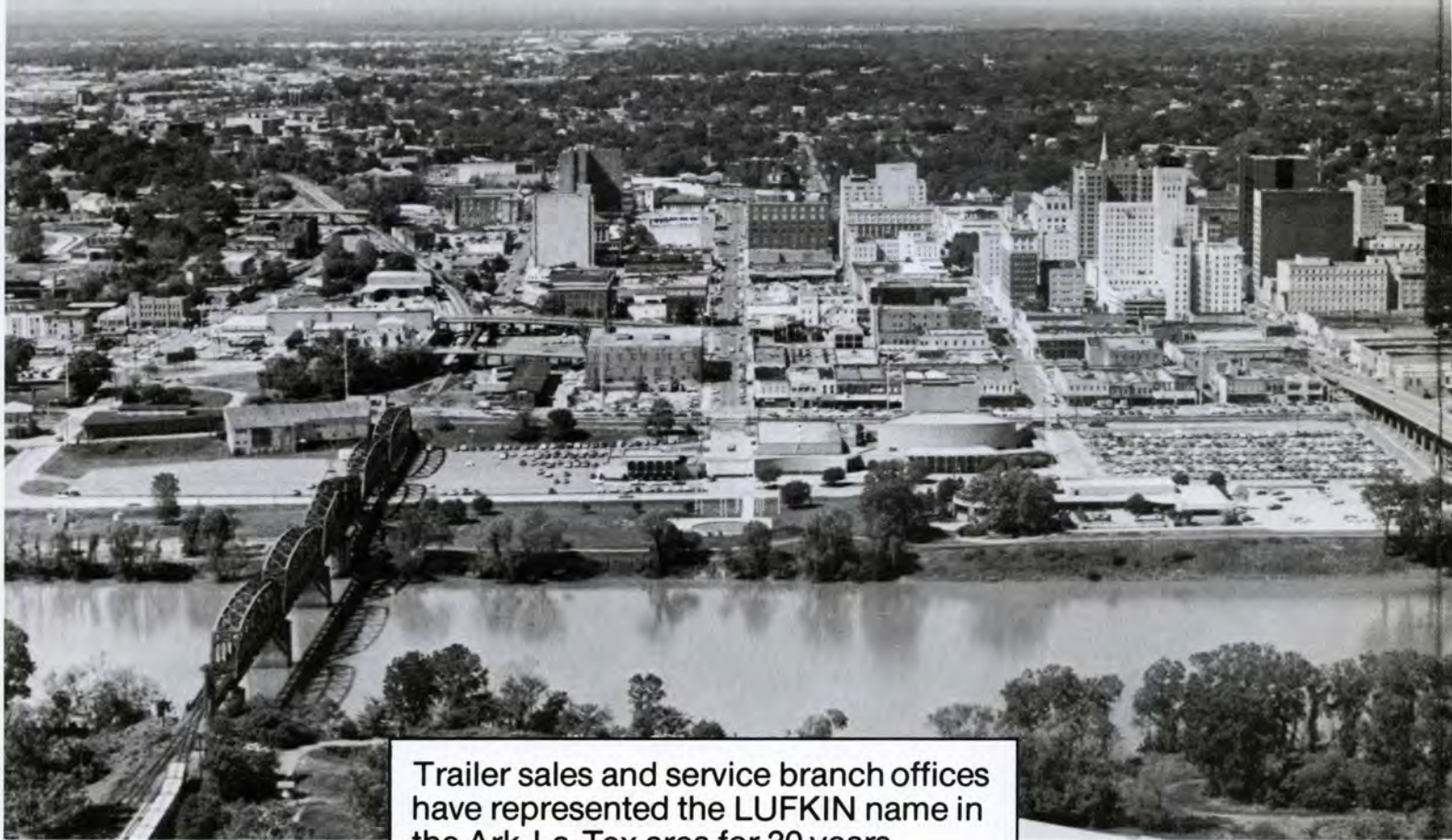
were interviewed. The minutes of the stockholders and directors meetings since 1902 were researched.

The book features many employees who have made this company what it is today. More than 300 photos, many of them in full color, document the growth of the company during the past 80 years. While telling the story of the company and the people who worked for it, the book also describes many of the products that were manufactured by the company.

The history of Lufkin Industries traces 80 years of growth and progress as well as the struggles and perseverance of the people who started the small repair shop in Lufkin in 1902. Since the company has always played a major role in Lufkin and Angelina County, the community is interwoven into the historical account.

*LUFKIN... From Sawdust to Oil* is offered to employees and retirees at a special price of \$4.76 plus 24 cents tax for a total of \$5.00. The book is also available to the general public at the retail price of \$24.95.

**Look for a coupon for ordering *LUFKIN... From Sawdust to Oil* in the June issue of the Roundup. The book is scheduled for publication in late summer.**



Trailer sales and service branch offices have represented the LUFKIN name in the Ark-La-Tex area for 30 years

# Shreveport-Bossier

When people think of Louisiana, they usually think in terms of Mardi Gras, Cajun cooking and cypress trees dripping with Spanish moss. But there is another Louisiana, which is filled with clear lakes and pineywoods. It lies in the northeast corner of the state in the area known as the Ark-La-Tex, centered on the banks of the Red River in the twin cities of Shreveport and Bossier.

Once a prosperous river community, before the river's outlet to the Mississippi had to be diverted, Shreveport remains firmly established as the trade center for northern Louisiana. Today, the second largest city in the state, it is a hub of commerce for the agricultural, lumber and oil and gas industry. It is also the headquarters for the American Rose Society, one

of the largest parks in the U.S. devoted to culture and display of roses.

Its twin city, Bossier, has become home to the internationally-famous country-western Louisiana Hayride, nicknamed "The Cradle of the Stars," and Louisiana Downs, the ultimate facility for thoroughbred horse racing.

LUFKIN Trailers opened its sales and service branch in the Shreveport-Bossier area 30 years ago. Originally located in downtown Shreveport, the branch was moved to a site in Bossier in 1957. Three years ago, the sales offices and service department were remodeled and expanded. Since that time, the branch has become a leader in trailer sales and service for the Ark-La-Tex.

Mike Stringer has served as

branch manager for eight years, after five years as a salesman and assistant branch manager in Oklahoma City. He describes the Ark-La-Tex trailer market as "difficult" because most customers are owner-operators. "We do have a few fine fleets in our area, but more owner-operators. They are individuals who own and operate the truck that pulls the trailer. They are shopping for a quality trailer at a competitive price, and they are looking for a product that will provide years of worry-free service."

In the past, the majority of the branch's customers were associated with either forestry-related or agricultural industries. In 1979, when housing construction dropped and farmers were faced with a grain embargo, the branch



(Far left) The city of Shreveport is named for Captain Henry Miller Shreve, who undertook the task of clearing the Great Raft, a 214-mile log jam, from the Red River. In 1839, he succeeded in making the river navigable, and Shreveport began to prosper. (Top left) Every fall visitors to Shreveport-Bossier experience the ultimate in thoroughbred horse racing at Louisiana Downs. (Bottom left) The Memorial Rose Garden, a mass planting of roses, is dedicated to living and deceased friends of the American Rose Society, which is headquartered in Shreveport.

# ier "The Other Louisiana"

looked into a new direction for sales—the booming oil and gas industry. The following year sales hit a record-high, exceeding \$3 million in new trailer sales alone.

“Although sales were off a bit in 1981,” continues Stringer, “we are extremely optimistic about this year. In the first quarter of 1982, our sales have reached almost \$1.5 million. Even with all the talk of recession, our customers seem confident about the future of the economy. I believe that is because we do deal with more individuals than companies. They have more faith in their ability to support themselves.”

Salesmen for the Shreveport-Bossier branch are Jim Allen and Larry Grimes. Allen joined the branch in 1979, after one year as a warehouseman at the trailer plant



The Shreveport-Bossier trailer sales and service branch is located on Highway 80 east between Industrial Road and the Louisiana Downs Race Track.



Customers look for long service of their LUFKIN trailers. Service manager Kenny Coleman (right) and his assistant Terry Blake (center) discuss the repairs they have just completed on Paul Morledge's trailer.



The Shreveport-Bossier branch had a record year in 1980. Mike Stringer, branch manager (right), and Larry Grimes, salesman (center), visit with John Hastings, a customer, about his trailer needs.



For the last two years, the branch has been number one in parts sales and service. Gary Hobson, office manager (left), and Steve Hazard, assistant parts manager, check an invoice while Clovis Craig, parts manager, assists a customer on the phone.



Branch personnel work closely with the Lufkin trailer plant. LaVan Watts, chief trailer engineer (left), and Jim Allen, salesman (right), measure a fifth wheel for customer Ralph Adams.

in Lufkin. In 1980, his first full year as a salesman, he was number two man in sales for the Trailer Division. Grimes has been with the branch since September, 1980, working closely in developing and learning the Ark-La-Tex and Mississippi trailer market.

"Both men are becoming super salesmen," says Stringer, "We believe that LUFKIN builds the finest trailer on the market, and our job in sales is to sell that quality. We can only do that by knowing our customer and his needs."

Office manager for the branch, Gary Hobson, has been with the company since 1963. He coordi-

nates operations between the office management staff and the service and parts departments. Kenny Coleman is service manager, and he is assisted by shop foreman Terry Blake. A shop crew of 13 employees performs repairs and maintenance on all types of trailers. Clovis Craig heads up the parts department. He is assisted by Steve Hazard.

"I cannot say enough good things about our personnel," continues Stringer. "The past two years, our branch has ranked number one in service and parts sales. That record is a tribute to their hard work. Last year was ex-

tremely tough. There was no backlog of service work. We had to push for every job we quoted. We had to do the best job possible at the most competitive price."

The branch manager is quick to add that the success of the Shreveport-Bossier branch is a result of the team spirit among employees — the same spirit he feels is evident at the Lufkin trailer plant. "LUFKIN stands behind what it sells. We build a quality product and back it with the best in sales and service. We are only as good as our team, and fortunately, our team is number one." □



## REMINISCENCES *by Guy Croom*

### More About Sawmill Towns

When I was writing in the ROUNDUP on the subject of sawmills, there were several mills I could not get information on. But my daughter, Mrs. Wilson, found an interesting book in the library that has dates, populations and other facts about all of them. The book is called THE HANDBOOK OF TEXAS.

Our neighboring city to the north of us, Clawson, was first started in 1885 as a sawmill center with a population of less than 100. Later, the company built a church house, school house and commissary. It became a shipping center on the Cotton Belt Railroad, and by 1910, the population rose to about 250. A post office was granted in 1900 and maintained until 1926, when it was replaced by rural delivery from Lufkin. Clawson's first mill was owned by T. R. Bonner & Co. and managed by T. W. Clawson from whom the town got its name.

Bessmay is in southeast Jasper County on the Santa Fe Railroad. It was established in 1903 by Kirby Lumber Company and named for Bessmay Kirby. In 1947, the Bessmay plant was the largest sawmill in the county and shipped an average 2,750,000 board feet of lumber per month.

Eva Dale, located in southwest Jasper County on the east bank of the Neches River and Santa Fe Railroad, was established in 1904 when Kirby Lumber Company changed its shingle mill at Ford's Bluff to a sawmill. John Henry Kirby renamed the community to honor Eva Dale who was a music teacher at the male and female college at Jasper. The mill operated until 1931, and had the capacity to cut 65,000 board feet of lumber per day. The mill was dismantled and the site abandoned. But since then the site has been occupied by Champion Paper and Fiber Company.

Joaquin, Texas was located in northern Shelby County, originally on the H. E. & W. T. Railroad, now the Southern Pacific. Established in about 1885, it was named for Joaquin Morris whose father, B. F. Morris,

had given H. E. & W. T. 100 acres of land, provided the depot was built on his land. The handbook says it was an important shipping point for timber. I had thought there was a sawmill there but the Texas handbook does not mention it. The town in 1946 had 18 business houses and a population of 500. (A footnote here—The handbook says the H. E. & W. T. was not made into Standard Gauge Railroad in 1894.)

I had some facts and dates on the Haslem sawmill but lost them. At any rate, it was a sizable mill just across the Sabine River from Logansport, Louisiana, and it was in business until around 1930.

A lady once asked me to write something about Remlig. At that time, I could find no information on the mill. I did know that my father worked there for a while in about 1920. Since then I have learned that Remlig was located on the northern line of Jasper County about two miles east of the Santa Fe Railroad. The town's name was the reverse spelling of the company's name that owned the mill—Alexander Gilmer Lumber Company. He established the place in 1904. The mill had a capacity of 160,000 board feet of lumber per day. It operated until 1925 when the timber supply was depleted. Afterwards, the plant and buildings were dismantled and the site abandoned. The town at its zenith had a population of about 900.

Wiergate in north central Newton County was established in 1917 by Weir Longleaf Lumber Company. The sawmill had an hourly capacity of 20,000 board feet. It began operations on September 2, 1918, and operated until November 25, 1942.

Here is one sawmill that I doubt any of you have heard of—Plank, Texas in north central Hardin County. The mill was owned by Noble and Sheldon, and was built in 1882. The place was rather short-lived because the timber supply was exhausted in 1890. A rural community remained at the site until about 1949.



Soon after the Columbia has disappeared into space, the UTC Liberty and her sister ship, the UTC Freedom, are at work reclaiming the rocket boosters from waters off the east coast of Florida. On board are 24 crewmen and retrieval specialists. (Photo courtesy of United Space Boosters)

# The Rocket Retrievers

The ships responsible for recovering the discarded solid-rocket boosters of the space shuttle are powered by two propulsion systems — one which features LUFKIN marine gears

When LUFKIN employees gathered around their television sets in March to watch the space shuttle thunder into space for the third time, they probably did not realize that many of them had played an important role in the historical occasion.

The UTC Liberty and the UTC Freedom, the ships designed to locate and retrieve the solid rocket boosters that are discarded from the spacecraft's orbiter after take-off, feature two propulsion systems. One of the systems includes two LUFKIN marine gears.

The 1,052-ton vessels, operated by the United Space Boosters, a subsidiary of United Technologies Corporation, navigate in both open sea and in inland waterways. For open ocean travel, each ship is powered by twin diesel engines that generate 2,900 horsepower, and are equipped with two LUFKIN HSQ2120 marine reduction gears and two huge controllable pitch propellers. The gear units move forward and reverse by use of the controllable pitch propellers which change the angle and direction of the propeller blades.

"The 2120 frame is one of our most popular marine units," says Art Nelson, marine gear project engineer, "but the majority of the units we sell have built-in reversing gears for use with fixed pitch propellers. The units used in the retrieval ships have only three major rotating parts — the pinion, the gear and the clutch. However, they did create challenges for engineering and our shop personnel."

The controllable pitch propellers were purchased from a firm in Holland, so engineers had to interface with metric dimensions while machinists had to hold extremely close tolerances over long distances. "On top of that," adds Nelson, "a very fine finish was re-

quired on the low-speed shaft bores. Overall, we did an excellent job in meeting the engineering and production demands."

These feelings were reinforced when Nelson visited with Atlantic Marine Service, the ship builders for this project. "In the course of our conversation, they commented that from their experience with LUFKIN marine gears, our company builds the best quality units of any other American gear manufacturer."

LUFKIN marine gears have certainly passed the test in the space shuttle recovery program. The shuttle's twin boosters are the most powerful rocket engines ever built, and the two booster retrieval ships have recovered each of the booster's elements after every shuttle launch. By refurbishing the 150-foot long boosters and flying them as many as 20 times each, NASA hopes to reduce their pre-flight costs from about \$25 million to \$7 million dollars each, a 70 percent savings.

As the boosters propel the orbiter Columbia toward space, they generate six million pounds of thrust during a two-minute burn time. At an altitude of 31 miles, they separate from the orbiter, which uses its own engines for the last bit of boost into space, and plummet back toward earth. All parts of the boosters, except their nose caps, descend into the ocean on a series of parachutes, hitting the water at a little over 60 miles per hour.

The two booster retrieval ships are waiting within 12 miles of the predicted impact area. Both vessels feature sophisticated electronic communication and navigation equipment for tracking and locating the returning boosters. Each ship also carries a ballast aerating retrieval boom (BARB) and diver-operated plug (DOP). As the



For open ocean travel, the vessels are powered by twin diesel engines and are equipped with two LUFKIN HSQ2120 marine reduction gears. The LUFKIN HSQ1616 marine gear (pictured) is similar to the HSQ2120 marine gears used in the ships.

booster casing bobs vertically in the ocean, divers insert the BARB into the nozzle and air is pumped into the casing to drain and seal it. As the sea water is expelled, the casing drops to a horizontal position for towing.

After the spent casings, frustums and parachutes are recovered, the ships return to Port Canaveral where final booster dewatering is accomplished with DOPs. Then the ships proceed to the Disassembly Facility for booster disassembly and cleaning. Motor segments are sent to the Utah manufacturer for reloading while the remaining booster elements are refurbished at Kennedy Space Center for future shuttle flights.

The work of the UTC Liberty and UTC Freedom with their LUFKIN marine gears is again complete — but not for long. The Columbia is scheduled to lift off into space for a fourth time in late June. That flight is the last test flight before the space shuttle transportational system is declared operational, and it begins to carry satellites and other payloads into space. □

# THE COMPUTER AGE

... saving space, time and manpower ... increasing efficiency and reducing errors

The age of electronics has arrived. Jobs that once required hours of work are programmed quickly at computer terminals. Engineering drawings, business letters, payroll checks... computers speed up the process.

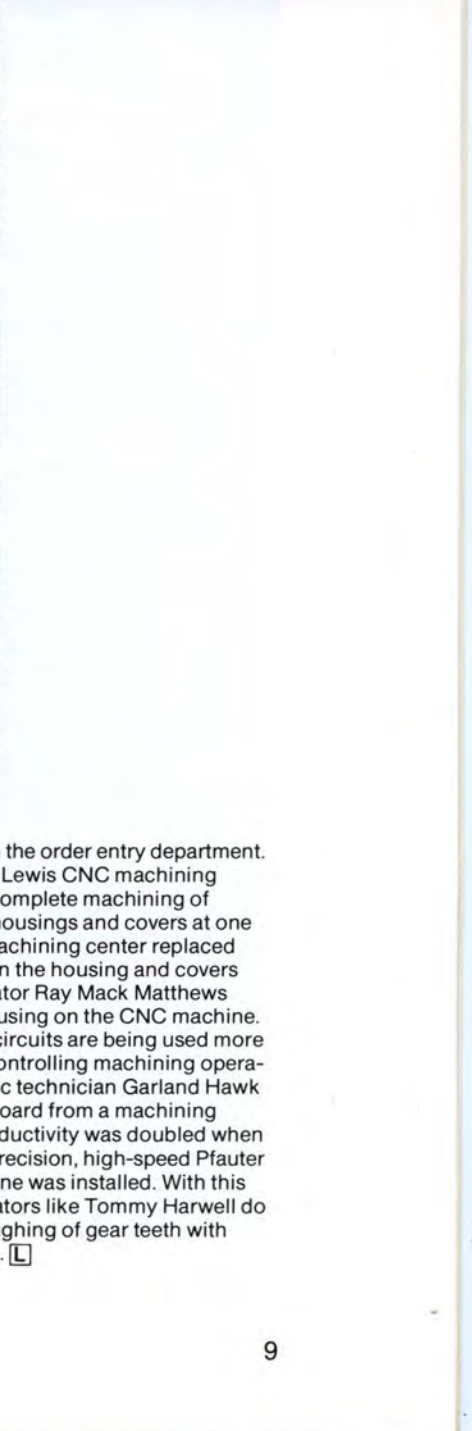
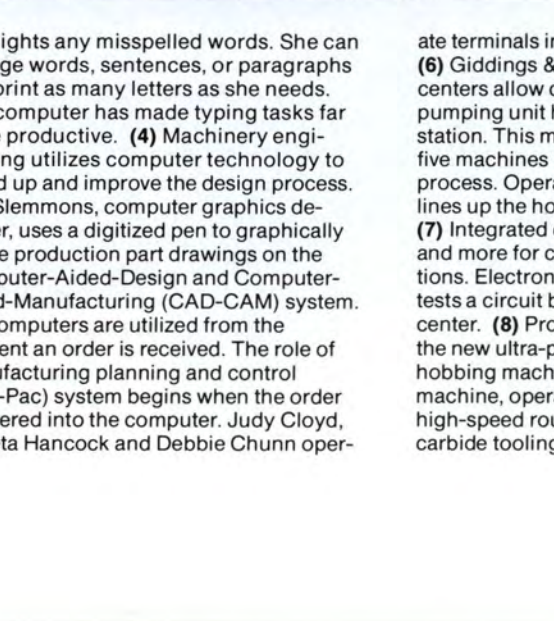
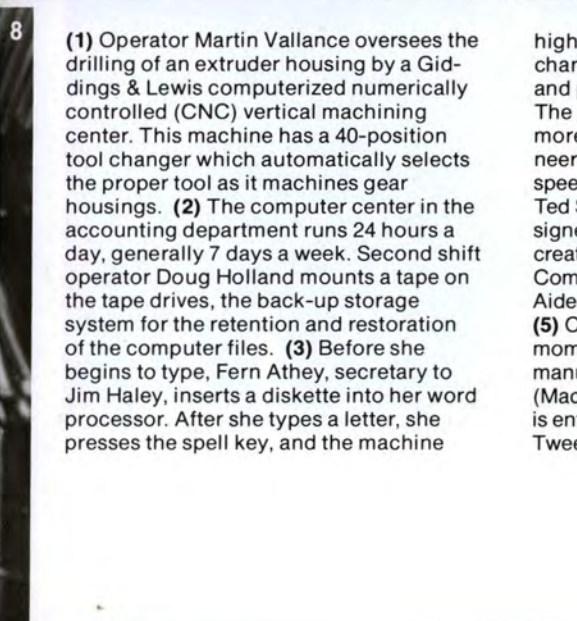
Nowhere at Lufkin Industries is the computer age more apparent than in the manufacturing facilities.

When an order is received for a pumping unit or gear, it is entered into the computer. Throughout the complex series of steps in the manufacturing process, the computer directs materials and work flow. New manufacturing procedures utilize high technology machines to perform multi-function, precision-machining tasks while saving

labor and time.

Whatever their functions, computers are performing many specialized jobs throughout the plant. These electronic aids are proving to be efficient tools for communicating, scheduling and manufacturing.





**(1)** Operator Martin Vallance oversees the drilling of an extruder housing by a Giddings & Lewis computerized numerically controlled (CNC) vertical machining center. This machine has a 40-position tool changer which automatically selects the proper tool as it machines gear housings. **(2)** The computer center in the accounting department runs 24 hours a day, generally 7 days a week. Second shift operator Doug Holland mounts a tape on the tape drives, the back-up storage system for the retention and restoration of the computer files. **(3)** Before she begins to type, Fern Athey, secretary to Jim Haley, inserts a diskette into her word processor. After she types a letter, she presses the spell key, and the machine

highlights any misspelled words. She can change words, sentences, or paragraphs and print as many letters as she needs. The computer has made typing tasks far more productive. **(4)** Machinery engineering utilizes computer technology to speed up and improve the design process. Ted Slemmons, computer graphics designer, uses a digitized pen to graphically create production part drawings on the Computer-Aided-Design and Computer-Aided-Manufacturing (CAD-CAM) system. **(5)** Computers are utilized from the moment an order is received. The role of manufacturing planning and control (Mac-Pac) system begins when the order is entered into the computer. Judy Cloyd, Tweeta Hancock and Debbie Chunn oper-

ate terminals in the order entry department. **(6)** Giddings & Lewis CNC machining centers allow complete machining of pumping unit housings and covers at one station. This machining center replaced five machines in the housing and covers process. Operator Ray Mack Matthews lines up the housing on the CNC machine. **(7)** Integrated circuits are being used more and more for controlling machining operations. Electronic technician Garland Hawk tests a circuit board from a machining center. **(8)** Productivity was doubled when the new ultra-precision, high-speed Pfauter hobbing machine was installed. With this machine, operators like Tommy Harwell do high-speed roughing of gear teeth with carbide tooling. □

# IN FOCUS

## Company Promotes Ten Employees

Company officials have announced the promotions of ten employees in various areas of the Machinery Division.

**Gene McGallion, John Bridges** and **Alexander Koshy** have been promoted to supervisors in the final assembly and shipping department.

**McGallion** joined the company four years ago, and had risen to the classification of class A assembler. He holds an associate of applied science degree from Angelina College. He and his wife, Theresa, reside in Lufkin.

Employed by the company in 1976, **Bridges** attended Lufkin High School, and previously served as a class A assembler in the department. He and his wife, Brenda, reside in Lufkin.

**Koshy**, a native of India, attended the University of Uoaiapur, India, and was employed by the company in 1977. Prior to his promotion, he was classified a machine operator. He and his wife, Mariamma Alexander, are the parents of two children, Koshy Alexander and Mathews Alexander.

In the machine shop, **Jack Anderson, Jr.** has been promoted to second shift assistant general foreman. **Wes Lavin** has been promoted to second shift supervisor in industrial gear manufacturing, and **Tony Ellington** has been promoted to third shift supervisor in industrial gear manufacturing.

A graduate of Westbury High School in Houston, **Anderson** attended Stephen F. Austin State University. He previously worked as a second shift supervisor in industrial gear manufacturing. He and his wife, Justine, are the parents of two children, Erin and Jack.

**Lavin** graduated from Spring Branch High School, and holds an associate of science degree

from Angelina College. Formerly a technical trainee, he joined the company last year. He and his wife, Jimmie, are the parents of four sons, Steve, Robby, Kevin and Derrick.

Employed by the company five years ago, **Ellington** formerly was classified as a machinist. A graduate of Huntington High School, he attended Angelina College. He and his wife, Michelle, are the parents of one daughter, April.

**Karen Allen** has been promoted to shop floor controller reporter in the foundry. Previously a molder's helper, she attended Hudson High School and was employed by the company last year. She and her husband, Ottis, are the parents of three children, Tammy, Ottis Earl, and Jeanne.

In the structural steel plant, **Glenn Edwards** has been promoted to second shift supervisor. Employed by the company in 1964, he was formerly an inspector for the department. He attended Central High School. He and his wife, Betty, are the parents of two children, Malisa and Jeffery.

**Sandra DiStephano** has been promoted to supervisor of engineering reproduction in the product design engineering department. She attended Central High School, and joined the company in 1977. She previously served as an engineering clerk. Her husband, Charles, is foreman of float-finish off in the trailer plant. They are the parents of one son, Scott.

In the material control department, **Greg Fair** has been promoted to receiving clerk. He was employed by the company last year as a storekeeper. A graduate of Central High School, he is currently attending Angelina College. He and his wife, Cindy, reside in Lufkin.



**Gene McGallion**



**John Bridges**



**Alexander Koshy**



**Jack Anderson, Jr.**



**Wes Lavin**



**Tony Ellington**



**Karen Allen**



**Glenn Edwards**



**Sandra DiStephano**



**Greg Fair**

## Company Participates in Livestock Show

Lufkin Industries purchased several animals during the Angelina Chamber of Commerce's 26th Annual Junior Livestock Show held March 16 at the Angelina County Rodeo Arena.

During the steer auction, the company purchased the steers of Anne and Jay Squyres, the daughter and son of industrial supplies employee, Tom Squyres, and the steer of Debbie Tullos, a member of the Hudson 4-H Club. It also purchased a steer belonging to Shawn Penn, son of Mike Penn, vice president and manager of machining and assembling operations—Machinery Division.

In the lamb division, LUFKIN purchased a lamb from Brent Kartye and Dwayne Turner. Kartye is the son of Mike Kartye, machinery sales, and Turner is the son of Sam Turner, industrial gears.

A hog shown by Jennifer Penn, daughter of Mike Penn, was purchased during the market hog sale, and a broiler raised by David Wilson of the Pineywoods 4-H Club was bought by the company.

Following the sale, the lamb and broiler were returned to their owners.



The 900-pound steer of Anne Squyres (above) and the 920-pound steer of Jay Squyres (top right) were two of the four steers that were purchased by Lufkin Industries during the recent junior livestock show. The company also purchased a lamb from Brent Kartye (bottom right) during the market lamb auction.

## Retirements Mark 150 Years of Service



**Henry Havard**



**Harvey (Shorty) Jackson**



**Sugia Greer**



**J. B. Perkins**



**J. B. Whitehead**

Five employees representing almost a century and a half of service with the company have retired in April. Machine shop employees **Henry Havard**, **Harvey (Shorty) Jackson** and **Sugia Greer** have retired. **J. B. Perkins** has retired from the foundry, and **J. B. Whitehead** has retired from the trailer plant.

**Henry Havard** began his career with the company in the gear or "boogie woogie" department in 1943. The department got its unusual nickname because of the number of women who worked in the area during the war.

After the fighting ended, Havard was transferred to the assembly department, and then later moved to the pipe house and to the production control department. At his retirement, he was running a class A turret lathe in the lathe shop.

"I have mixed emotions about retirement," he says. "I was the number two man in seniority in the machine shop, and I had not intended to retire for another few years. But when I began having health problems, I thought I better opt for early retirement."

Havard retires to his 63-acre farm in the Fairview community. He plans to ranch, garden, hunt and fish. "I guess you could say I am going to do those things I have always wanted to do but just haven't had the time to."

His son, David Havard, is employed by the company in the machine shop production control department. His wife, Melba, is

employed in the county clerk's office, and his daughter, Elaine, works at one of the Nacogdoches banks.

"We have had a good life here in East Texas," Havard concludes, "and the company has played an important part in it. It has been a good place to work. I am going to miss it and the people I have worked with through the years."

**Harvey Jackson**, known as Shorty to his friends in the plant, joined the company 41 years ago, cleaning fabricated gear boxes in the machine shop. The pay was only 35 cents an hour.

"The company was small then," he recalls, "and everyone knew everyone else. Over the years, the company has grown, but I still believe a family atmosphere exists."

Jackson worked in a number of areas in the machine shop, and at his retirement, he was supervisor in the lathe shop. "I have always believed in giving eight hours of work for eight hours of pay. I worked just as hard my last day on the job as I did my first."

The father of one son and two daughters, Jackson looks forward to spending more time with his children and six grandchildren. His son, Jere, is employed in the final assembly and shipping department.

"I'm a family man, and I am happy to say, we have a close family. Much of my time will be spent with them, but I also plan to do some traveling. There are a lot of places I haven't seen in this country, and I want to tour them all."

**Sugia Greer** was at home recov-

ering from an accident when he was stricken with a heart attack more than three years ago. Since that time, the 13-year veteran of the machine shop has been in and out of hospitals. Although his health is gradually improving, doctors have decided it would be best for him to retire.

"I have missed my job as a class A specialist in the industrial gear department," he says. "This is a good company to work for, and I believe that it will treat you right if you treat it right."

Before Greer joined the company in 1969, he worked as a maintenance man in Nacogdoches for 20 years. "I had no industrial experience when I hired on with LUFKIN. I just had a mechanical mind and liked to work around machinery. I started out on the machine yard crew, and then moved to the lathe shop and the machine shop. I believe if you are willing to work, there is lot of room for advancement with LUFKIN."

Greer walks everyday, and if his health continues to improve, he hopes to be able to start a small garden. "In the meantime, I am going to concentrate on getting well."

**J. B. Perkins** spent his 30 years with LUFKIN as a crane operator in the main bay of the foundry. During those years, he witnessed many changes in the types of cranes used by the company.

"When I first went to work in the foundry, we used an open cab crane. There was a lot of dust and smoke. I would go home from the

job covered in dirt. The new cranes are completely enclosed and air-conditioned. They really have improved working conditions."

He does not believe that it is difficult to operate a crane, but he feels the operator must be safety conscious. "The trick is to stay alert and careful. You have to remember that there are people working under you all the time."

Perkins plans to spend most of the summer traveling through Colorado in his new travel trailer.

"I've got four acres of land in Huntington that I will garden, but I am looking forward to traveling more than anything else. I am going to put some miles on that motor home. This month you might just find me out in Big Bend country — enjoying retirement."

When **J. B. Whitehead** retired, he took more than 18 years of trailer welding experience with him. At his retirement, he was working in the trailer dump department.

"My last few months before retirement I spent most of my time building tailgates," he says, "but I have worked in almost every department. I've welded pumping units, too."

Whitehead joined the company in 1964 after moving from Houston back to his hometown of Lufkin. He owns four acres of land outside the city that he plans to garden during his retirement.

"My wife is still working so I guess I'll be in charge of things at home for awhile," he says. "We have two daughters and one son. One of our daughters lives in Florida, so I suppose we'll make a trip out there to see her. Our son works in Louisiana and visits every weekend. My youngest daughter lives near us. Much of my time will be spent with family."

Whitehead is not apprehensive about retirement. It is something that he has been looking forward to for a number of years. "I know retirement will agree with me. It is nice to plan your day around what you want to do and when you want to do it."

## New Trailer Branch Manager Named

Ben Raney has replaced R. P. Weaver as branch manager of the Lubbock trailer sales and service office. Weaver has retired after 30 years of service with the company and 19 years as Lubbock trailer branch manager.

Raney previously served as a salesman in the Memphis, Tennessee branch office. A graduate of Overton High School in Memphis, he attended Memphis State University for three years. He has four years of experience with the company.

Weaver joined the Trailer Division in 1951 as a salesman in the San Antonio trailer branch office. In 1955, the branch was enlarged

to include a sales, service and parts department, and a few years later, Weaver was named branch manager. In 1963, he was named manager of the Lubbock trailer branch, and remained there until his retirement in January.



**Ben Raney**



**R. P. Weaver**

## Machinery Division Announces Reorganization

Several changes in the organization of three departments of the Machinery Division have been announced.

**Bill Cantrell** has been promoted to manager of industrial engineering. He will be responsible for coordinating the activities of manufacturing engineering and plant engineering. A 25-year veteran of the company, he has worked in several areas of the plant including plant engineering and manufacturing engineering and as manager of quality assurance.

A member of the Society of Manufacturing Engineers and the American Society of Quality Control, he holds a bachelor of science degree from LeTourneau Technical Institute.

**Stanley Beck** has assumed the responsibilities of manager of quality assurance. Formerly manager of plant engineering, he has 27 years of experience with the company.

**Bill Temple** has been named

manager of a new department, numerical control and computer integrated manufacturing systems. The department was created because of the growing use of computers and computer systems in manufacturing areas of the plant. Temple previously served as manager of manufacturing engineering, and has 28 years of experience with the company.



(l-r) **Johnny Arnold**, first shift shaft shop foreman, and **Bill Cantrell**, newly appointed manager of industrial engineering, inspect the installation of new machinery in the shaft shop. In his new position, Cantrell is responsible for coordinating manufacturing and plant engineering.

# ANNIVERSARIES **10 Years or More**



**GENE HALLMARK**  
Trailer — Purchasing  
10 years



**BILLY RAY HARRIS**  
Foundry — Quality Control  
26 years



**BILLY SUMMERS**  
Foundry — Core Room  
17 years



**CLEO HALE**  
Gear Cutters  
19 years



**MYRLE POWERS**  
Machine Shop  
12 years



**LARRY THIGPEN**  
Pattern Shop  
10 years



**DAVID SESSIONS**  
Trailer — Security  
10 years



**R. D. McCLEENDON**  
Pattern Shop  
19 years



**LARRY LUNSFORD**  
Gear Cutters  
15 years



**HENRY LAWSON, JR.**  
Trailer — Brake & Axle  
15 years



**PRESTON LOVELESS**  
Material Control  
28 years



**ROBERT BAKER**  
Industrial Supplies  
10 years



**PHILLIP SMITH**  
Heat Treat  
14 years



**JIMMIE HAMILTON**  
Structural Steel Plant  
31 years



**BILLY NOEL**  
Truck Shop  
13 years



**WAYNE CURBOW**  
Industrial Gears  
10 years



**H. P. COLLINS**  
Engineering  
38 years



**BETTY COLEMAN**  
Trailer — Order Department  
15 years



**FRANK MINTON**  
Foundry — Cleaning Room  
35 years



**FRED GRIFFIN**  
Engineering  
35 years



**GENE STEWART, SR.**  
Material Control  
16 years



**GENE HUNZIKER**  
Foundry — Maintenance  
12 years



**ROBERT LUCAS**  
Foundry — Core Room  
12 years



**LYNDELL PHILLIPS**  
Trailer — Security  
10 years



**OSCAR MILLIGAN**  
Trailer — Dumps  
32 years



**MONDORFE HADNOT**  
Trailer — Dumps  
32 years



**JOHN TULLOS**  
Mechanical Maintenance  
28 years



**TENNEY BRADEN**  
Engineering  
36 years



**LOYD DAVIS**  
Final Assembly & Shipping  
23 years



**CHARLES MINSHEW**  
Machine Shop  
16 years



**BOB WATSON**  
Structural Steel Plant  
28 years



**JAMES DUGGAN**  
Material Control  
13 years



**BRADLEY KING**  
Structural Steel Plant  
27 years



**SIMMIE MOFFETT, JR.**  
Foundry — Main Bay  
10 years



**JIM RIGGS**  
Trailer —  
Plant Superintendent  
23 years



**BILL FINCHER**  
Foundry — Engineering  
11 years



**GLENN BRIDGES**  
Brass Foundry  
38 years



**TERRY TAYLOR**  
Trailer — Purchasing  
10 years



**C. E. McFARLAND**  
Machine Shop  
27 years



**FREMONT BRYANT**  
Industrial Gears  
10 years

# 10 Years or More



**RODNEY BRAZIL**  
Material Control  
21 years



**TOMMY DAVIS**  
Lathe Shop  
12 years



**LUM TEER**  
Trailer — Paint House  
27 years



**HOWARD BENNETT**  
Machine Shop — Electrical  
14 years



**MIKE CLOYD**  
Material Control  
15 years



**WILL CRAIN**  
Foundry — Warehouse  
35 years



**BEN HOOKER, Jr.**  
Machine Shop —  
Quality Control  
29 years



**BEN QUEEN**  
Machinery Sales  
24 years



**CHUCK WHITE**  
Trailer — Box Fixtures  
13 years



**JIMMY JOHNSON**  
Gear Cutters  
12 years



**HENRY HEFLIN, JR.**  
Structural Steel Plant  
27 years



**VERNON NIXON**  
Counterweight Foundry  
16 years



**THOMAS COUTEE**  
Trailer — Yard Crew  
15 years



**CHESTER DENMAN**  
Foundry — Maintenance  
31 years



**WILLIE BURGESS**  
Trailer — Van Finish-Off  
13 years

**FOUNDRY OPERATIONS**

Employment Date	Years With Co.
Glenn Bridges	38
Jesse Garcia	36
Frank Minton	35
William Crain	35
Chester Denman	31
Prentice Fianagan	27
Billy Ray Harris	26
R. D. McClendon	19
Billy Summers	17
Vernon Nixon	16
Gene Hunziker	12
Robert Lucas	12
Bill Fincher	11
Simmie Moffett	10
Larry Thigpen	10
Charles Shattuck	9
Moses Davis	7
Michael Hulett	7
John Brown	7
James Wiley	7
Billy Davis	6
Kathi Jordan	6
Carl Canino	5
Basilio Morales	5
Joe Polk	4
Sara Blackburn	3
Donald Williams	3
Jose Lopez	3
Roy Myers	3
Archie Corn	3
Vernon Austin	2
Ector Barnes	1
Manuel Ramos	1
Daryl Stringer	1
Patricia Duncan	1
Jose Garcia	1
Ricardo Martinez	1
Jose Vasquez	1
George Houston	1
Johnny Lovell	1
Xuan Nguyen	1
Hung Nguyen	1
Huonng Nguyen	1
James Harris	1
Karen Allen	1
Percy Davis	1
Billy Canada, Jr.	1

**LITTLE ROCK FOUNDRY**

Employment Date	Years With Co.
Bonnie Troutman	3
Junior Randall	3
Ricky Potts	3
Frank Brown	1

**MATERIAL CONTROL**

Employment Date	Years With Co.
Preston Loveless	28
Rodney Brazil	21
Gene Stewart, Sr.	16
Mike Cloyd	15
James Duggan	13
Lawana Gainer	9
Mike Maddux	8
Delbert Floyd	7
Charles Sanford	6
Becky Carlile	5
Roy Perkins	5
William Yount	4
Barbara Sumlin	3
Ben Bentsen	2

**ENGINEERING**

Employment Date	Years With Co.
H. P. Collins	38
Tenney Braden	36
Fred Griffin	35
Wesley Davis	6
Rick Masters	5
Robert Stowe	5
Gladys Grossman	4
Debbie Vann	4
Randal Havard	3
Robert Baker	3
Robert Callaway	2
Karen Roebuck	2

**MACHINERY OPERATIONS**

Employment Date	Years With Co.
Ben Hooker, Jr.	29
John Tullios	28
C. E. McFarland	27
Charlie Vann	20
Cleo Hale	19
Charles Minshew	16
Larry Lunsford	15
Phillip Smith	14
Howard Bennett	14
Billy Noel	13
Jimmy Johnson	12
Myrle Powers	12
Tommy Davis	12
Floyd Cartwright	10
Wayne Curbow	10
Fremont Bryant	10
Albert Gilder	9
Glenn Youngblood	9

Manuel Basham	May 29, 1973	9
Jimmy Lunsford	May 13, 1974	8
Steve Cortines	May 20, 1974	8
James Headrick	May 21, 1974	8
Gary Montes	May 28, 1974	8
Larance Coutee	May 1, 1975	7
Gene White	May 4, 1975	7
Melvin McFarland	May 6, 1975	7
Wayne Bynum	May 8, 1975	7
Peyton Page	May 12, 1975	7
Manuel Luna, Jr.	May 22, 1975	7
Randal Luce	May 26, 1975	7
Bobby Landrum	May 27, 1975	7
J. B. Johnson, Jr.	May 27, 1975	7
Peter Mancill	May 27, 1975	7
James Watson	May 28, 1975	7
Gary Long	May 17, 1976	6
James Sumrall	May 19, 1977	5
Michael Whitten	May 23, 1977	5
Larry Matthews	May 25, 1977	5
William Cantrell, Jr.	May 30, 1977	5
David Evans	May 31, 1977	5
Rodney Blanton	May 23, 1978	4
Larry Singleton	May 1, 1979	3
Phillip Mathews	May 2, 1979	3
Robert Tims	May 7, 1979	3
Jerry Wilson	May 21, 1979	3
Charles Collins	May 23, 1979	3
John Tyer	May 28, 1979	3
Michael Lightfoot	May 29, 1979	3
Timothy Stewart	May 29, 1979	3
Wendell Addington	May 2, 1980	2
Paul Graham	May 2, 1980	2
Roger Bivens	May 6, 1980	2
James Matthews	May 8, 1980	2
Willie Vann	May 9, 1980	2
David Young	May 12, 1980	2
Leland Ramsey	May 19, 1980	2
James Berger	May 21, 1980	2
David Pennington	May 27, 1980	2
Tony Kiel	May 4, 1981	1
Eally Smith, III	May 5, 1981	1
Leroy Wood	May 7, 1981	1
Jerry Davis	May 7, 1981	1
Steven Franks	May 7, 1981	1
Richard Willis	May 8, 1981	1
Lawrence Coutee	May 11, 1981	1
Peter Rita	May 13, 1981	1
Richard Childress	May 13, 1981	1
Alfred Fritz	May 14, 1981	1
Mansour Yazdabadi	May 15, 1981	1
Mark Havard	May 18, 1981	1
David Landrum	May 25, 1981	1
Jerald Fencil	May 25, 1981	1
Milton Foster	May 26, 1981	1
Elbert Fults	May 26, 1981	1
Michael Jones	May 26, 1981	1
David Cosme	May 29, 1981	1
Gregory Blaylock	May 31, 1981	1
Bruce Herrod	May 31, 1981	1
Robby Malone	May 31, 1981	1
Duane Fencil	May 31, 1981	1

**FINAL ASSEMBLY AND SHIPPING**

Employment Date	Years With Co.	
Loyd Davis	May 21, 1959	23
James Davis	May 19, 1975	7
Robert Burrell	May 31, 1977	5
Marilyn Jackson	May 16, 1978	4
Clarence Collins	May 17, 1978	4
Margaret Wade	May 7, 1979	3
David Edwards	May 1, 1980	2
Ricky Kee	May 5, 1980	2
Varghese Moses	May 9, 1980	2
Andrew Sherman	May 21, 1980	2
Victor Doggett	May 29, 1980	2
Juan Valdez	May 13, 1981	1
Leroy Palmer, Jr.	May 18, 1981	1

**INDUSTRIAL SUPPLIES**

Employment Date	Years With Co.	
Robert Baker	May 15, 1972	10
Lesa Harris	May 30, 1978	4

**CORPORATE OFFICES**

Employment Date	Years With Co.	
C. J. Haley, Jr.	May 14, 1973	9
Judy Hill	May 21, 1974	8
Charles Griffin	May 17, 1976	6
Charnae Ehrhardt	May 24, 1977	5
Karen Barringer	May 31, 1977	5
Patricia Grimes	May 15, 1978	4
George Nix	May 7, 1980	2
Donald Clark	May 19, 1980	2
Mary Kromer	May 28, 1980	2
William Brumfield	May 18, 1981	1
Rhonda Ellington	May 19, 1981	1

**PERSONNEL**

Employment Date	Years With Co.	
Lyndell Phillips	May 1, 1972	10
David Sessions	May 26, 1972	10
Karen Nelson	May 2, 1979	3
Judy Murphy	May 5, 1980	2

**MACHINERY SALES & SERVICE**

Employment Date	Years With Co.	
Billy Burnette	May 31, 1943	39
Ben Queen	May 16, 1958	24

Willard Chappell	May 31, 1963	19
Buford Thomas	May 21, 1979	3

**STRUCTURAL STEEL PLANT**

Employment Date	Years With Co.	
Jimmie Hamilton	May 26, 1951	31
Bob Watson	May 19, 1954	28
Henry Heflin, Jr.	May 30, 1955	27
Bradley King	May 30, 1955	27
Lesley Brooks	May 16, 1965	17
Aron Garner	May 2, 1968	14
Sherman Thomas	May 13, 1974	8
William Simcoe	May 6, 1975	7
Rene Esteves	May 19, 1975	7
Ronnie Smith	May 21, 1975	7
Ronnie Frederick	May 28, 1975	7
Don Baker	May 5, 1976	6
Harry Armstrong	May 6, 1976	6
Randall Havard	May 6, 1976	6
Donald Deckard	May 12, 1976	6
Henry Lee	May 18, 1976	6
Kenneth Faries	May 24, 1976	6
Oscar Vasquez	May 23, 1977	5
Inez Calhoun	May 15, 1978	4
Ronald Swint	May 30, 1978	4
Steven Sowell	May 30, 1978	4
John LaForge	May 30, 1978	4
James Colter	May 8, 1979	3
Lorenzo Reyes	May 16, 1979	3
Wayne Porter	May 24, 1979	3
Royce Hopson	May 25, 1979	3
Julia Hardin	May 19, 1979	3
Robert Jackson, Jr.	May 1, 1980	2
Tony Beck	May 5, 1980	2
William Salmoms, III	May 7, 1980	2
William Luckey	May 13, 1980	2
Valentine Reyes	May 14, 1980	2
Joseph Valentino	May 14, 1980	2
William Luce	May 4, 1981	1
Kim Harper	May 5, 1981	1
Maximiano Martinez	May 6, 1981	1
Felipe Lerma	May 7, 1981	1
Wallace Landrum	May 14, 1981	1
David White	May 14, 1981	1
Lonnice Stone	May 19, 1981	1
Artemio Puentes	May 20, 1981	1
Ronald Allen	May 22, 1981	1
Charles McAdams	May 26, 1981	1
Barbara Bradshaw	May 26, 1981	1
Luis Mandujano	May 27, 1981	1
Kenneth Toburen	May 28, 1981	1
Lawrence Carter	May 29, 1981	1
Bruce Shields	May 31, 1981	1
Ivan Hafford	May 31, 1981	1
Kevin Brumley	May 31, 1981	1
Robert Drinkard	May 31, 1981	1
Michael Fasske	May 31, 1981	1
Keith Crofford	May 31, 1981	1

**PUBLIC RELATIONS**

Employment Date	Years With Co.	
Janice Aston	May 14, 1979	3

**TRAILER PLANT**

Employment Date	Years With Co.	
Oscar Milligan	May 1, 1950	32
Lum Teer	May 23, 1955	27
James Riggs	May 28, 1959	23
Thomas Coutee	May 1, 1967	15
Betty Coleman	May 1, 1967	15
Henry Lawson, Jr.	May 29, 1967	15
Johnny Burgess	May 12, 1969	13
Charles White	May 27, 1969	13
Mondorfe Hadnot	May 2, 1972	10
Gene Hallmark	May 9, 1972	10
Terry Taylor	May 9, 1972	10
Sammie Davis	May 1, 1973	9
Wayne Bell	May 7, 1973	9
Justin McElroy	May 16, 1977	5
James Crawford	May 14, 1979	3
Evelyn Rice	May 15, 1979	3
Johnny Mote	May 29, 1979	3
Jerry Warren	May 13, 1980	2
Wiley Mott, Jr.	May 7, 1981	1
William Bynum, Jr.	May 13, 1981	1
Wanda Warren	May 18, 1981	1
James Coutee	May 26, 1981	1
Jimmie Dunn	May 26, 1981	1

**TRAILER SALES & SERVICE**

Employment Date	Years With Co.	
John Seeman, Jr.	May 24, 1971	11
Charles Patton	May 28, 1974	8
Jerry Elder	May 21, 1975	7
Luis Aguirre	May 19, 1976	6
James Allen	May 26, 1978	4
Sharon Sandlin	May 14, 1979	3
Jose Gutierrez	May 7, 1980	2
Leonard Hobbs	May 16, 1980	2
Robert Bower	May 21, 1980	2
Johnny Yeager	May 11, 1981	1
Martin Hernandez, Jr.	May 26, 1981	1
Nelson Sapia	May 26, 1981	1

**CUSHING STRUCTURAL PLANT**

Employment Date	Years With Co.	
James Bludworth	May 29, 1980	2

**LUFKIN INDUSTRIES, INC.**  
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**INSIDE**

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**COVERS**

Front: When the space shuttle roars into orbit, its solid-rocket boosters are discarded. The shuttle ships that retrieve the boosters from waters off the coast of Florida feature two propulsion systems—one which includes two LUFKIN marine gears. (Photo courtesy of National Aeronautics and Space Administration)

Back: The company is celebrating its 80th anniversary and the City of Lufkin's centennial with the publication of the history of the company. The hardback book will feature many old and current photographs of employees. This photo shows the interior of the original foundry and the men who worked there.

**LUFKIN ROUNDUP**

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