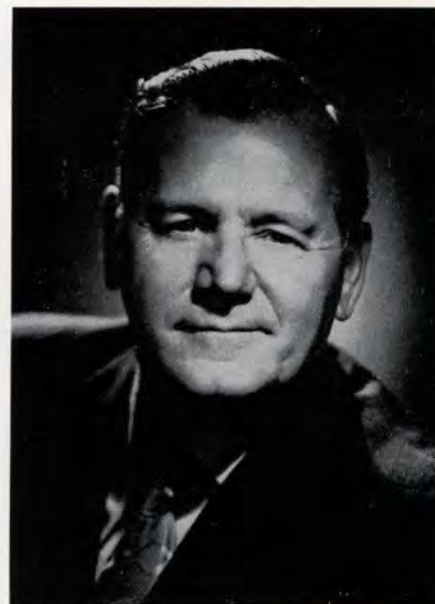


The Lufkin Roundup

JUNE 1971



from THE PRESIDENT'S DESK...



FELLOW EMPLOYEES:

EVERY one of us who works for this company gets criticized by his boss once in a while. This observation holds true whether we are the president or the lowest man on the totem pole.

It is also true that most of us resent criticism. We take it personally and sometimes react like a mule that has been stung by a wasp. Our immediate reaction is to hit back even when the criticism is justified, which it often is.

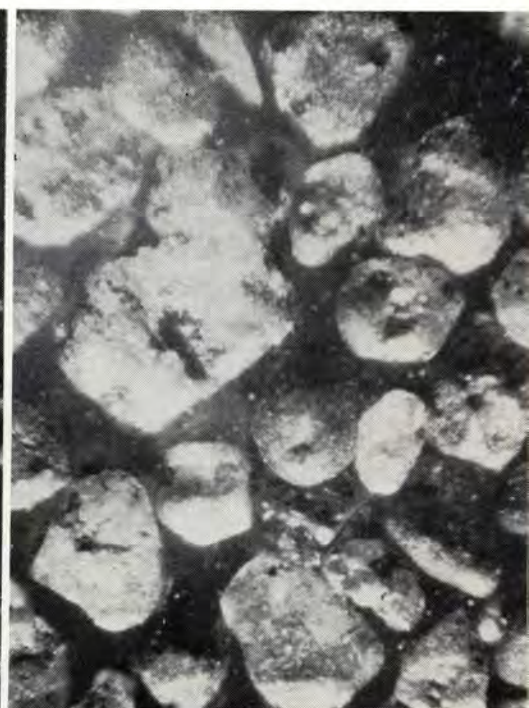
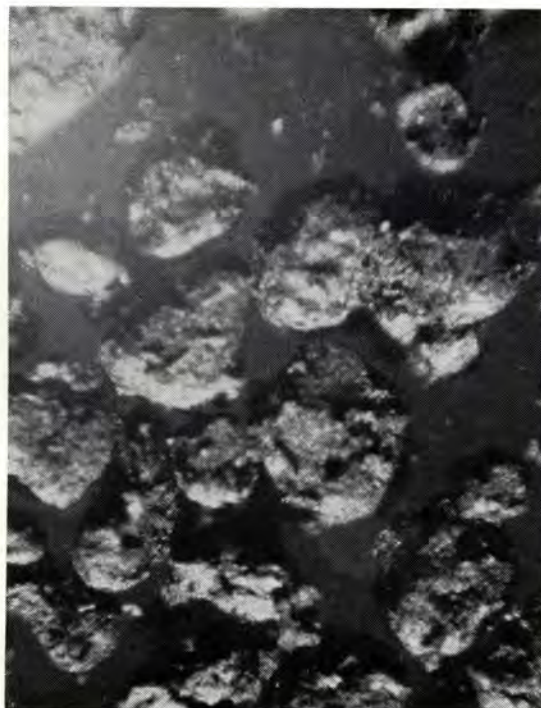
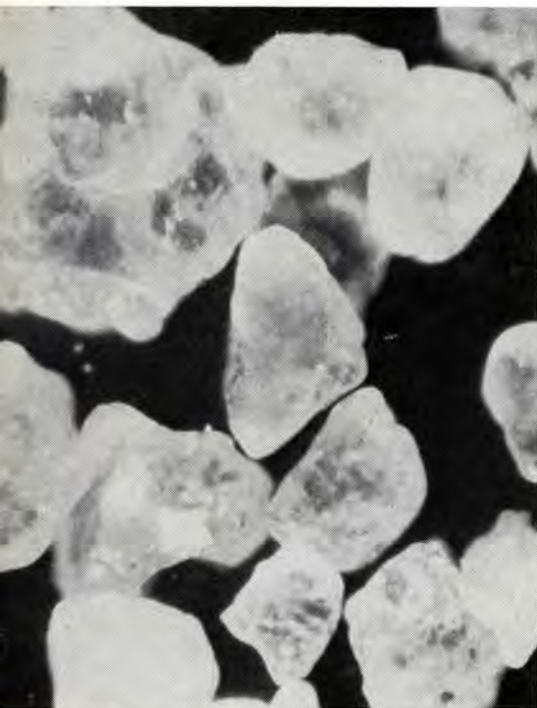
You will find criticism easier to take if you remember three important facts. The first is that the boss has to criticize sometimes; that is part of his job. He does not enjoy it any more than you do. However, if bosses never criticized, nothing would be done better. He would not be doing his best job of supervision when things go wrong without criticizing constructively.

The second is that the boss is not criticizing you personally. He is making suggestions concerning your actions as an employee. So take it as an employee and adjust your business conduct accordingly. Keep your emotions out of it, and do not take it personally.

The third is that a truly mature person—one who does not allow himself to be blinded by resentment—can sometimes find good even in the most severe criticism. If the supervisor points out some weakness of which you were not conscious, and you take action to correct it, you will have turned the criticism into a genuine benefit.

The more active and fruitful your life the more you will receive criticism. No one seems to criticize the actions of a person who does nothing. Criticisms are made to overcome or correct errors of judgment. If you are not big enough for criticism, you are really too small for praise.

R. L. POLAND



ABOVE, a micro photograph, taken through a microscope in the sand lab and enlarged 100 times, illustrates the condition of new sand particles.

BEFORE . . . AFTER. These pictures show used sand particles before and after scrubbing. In the before photo on the left, note the buildup of irregularities and the dark matter which has collected on the sand. The picture on the right shows the particles after they have been recycled through the sand reclaimer, which "scrubs" the dirt from the particles making garbage into reusable sand.

SAND RECLAIMER Is Likened To Garbage Reprocessor

By CAROLYN CURTIS

HOW would you like to reprocess your garbage and end up with a product better than you had originally?

This is essentially what the Foundry department is doing in a new process designed and developed in that department and with equipment manufactured by the company.

In this case, the "garbage" is used molding sand.

Besides saving a considerable amount of money, the new process gives the company the distinction of being the only foundry in the United States to use "scrubbed" sand in no-bake cores.

That's right—scrubbed sand.

On these pages are micro pictures of sand particles. The photos were taken through a microscope in the sand lab and enlarged to 100 times the actual size of the particles. They show the new sand before it has been used in a mold as well as the before and after pictures of the same sand both prior to and following its processing through the new unit, the "sand reclaimer."

Besides being a money saver, the sand reclaimer is part of the company's overall contribution to the issue of ecology, which is especially apparent in a company which must deal with industrial waste.

Because of the sand reclaimer, there are fewer problems with dust being

generated to foundry employees and to the City of Lufkin.

Prior to the project, sand had to be transported via open containers to dumping sites and the dust was generated by the moving process. Said one employee of the Foundry Engineering department, "All sources of pollution have been looked into and many have been eliminated. We are working on the others."

Now most of the dust is retained by the reclaimer, which includes a giant dust collector, and then deposited in a way that disturbs no one.

To describe the sand reclaimer, a word is in order about the sand used for castings.

The molding sand used by the Foundry department is composed of washed silica sand and binders which cause the tiny particles to cling to one another. The binders are seacoal, pitch, woodflour and bentonite. These bonding agents enable the muller operators to mix sand for the molders to use.

The silica sand, which looks much like beach sand, comes from a mine near Silsbee, Texas, and must meet precise specifications as to grain size.

Seacoal, which is powdered coal, is



DURING its installation and before the sides of the building were erected, photographs were made of the sand reclaimer. This view shows the 40-ton storage bins and the elevator shaft between them. The sand is cycled up the elevator to the bin on the left. From there the sand is fed slowly down into the reclaimer, a series of air-blasting tubes where the particles are blown clean of waste. The reclaimed sand is then cycled to the bin at right, ready for transport back to the foundry.



MEANWHILE, the waste material, which appeared in the micro photos as dark spots on the particles, is transferred to this giant dust collector pictured in the above early view of the building without sides. This operates on the same principle as a home vacuum cleaner; the powdery waste is collected in bags for disposal. Drawing power of collector is 10,500 cubic feet of air per minute.



added to the sand to give a better finish to the casting.

Pitch, also made from coal, is a bonding agent which holds the mold together after it is baked.

Woodflour is just that—flour made from wood. It is added to the sand to help break the molding sand down and facilitate removal of the casting from its mold.

Bentonite is a form of clay and gives the sand strength while the mold is being formed and transferred to a drying oven.

Water, added to the sand as well as the clay, also acts as a bonding agent to the other ingredients, all of which

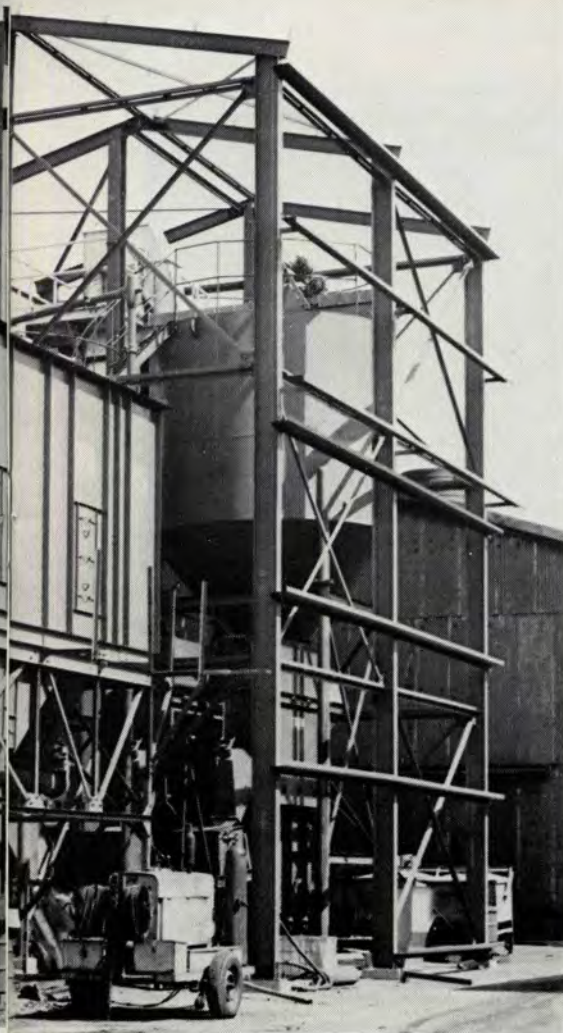
are added dry.

Keep in mind that these ingredients are hardly measured by the teaspoon as the foundry ordinarily has in its daily sand system 650 tons of molding sand, which are equivalent to the capacity of ten railroad cars.

The sand in direct contact with the castings breaks down into finer sand and then dust and this powdery element is referred to as "fines." The fines are separated each day from the still usable sand by a huge suction unit called a "dust collector."

To maintain a steady volume of sand needed each day, more sand must be added to replace this 20 to 25 tons of fine particles being eliminated. Either new sand is required or sand

Left: WILL CRAIN, second shift, dumps the used sand. At this point it moves through the elevator and begins the cleaning process.



JIMMY JONES, 1st shift, removes reclaimed sand now scrubbed and ready for re-use.

THIS VIEW shows the sand reclaimer as it appears today, enclosed in a building and constituting a self-contained plant in its own right. Except for the reclaimer tubes and the elevator, all equipment was manufactured by company employees.



of comparable quality to new sand.

Until the development of the sand reclaimer and scrubbing process, this discarded sand was the "garbage" of the Foundry department and was hauled off for disposal where sites needed to be filled around the plant. About two years ago, we ran out of holes to fill and had to pay for the sand to be hauled out of town.

The sand reclaimer has eased the disposal problem and cut the foundry's usage of new sand from three railroad cars per week to one car.

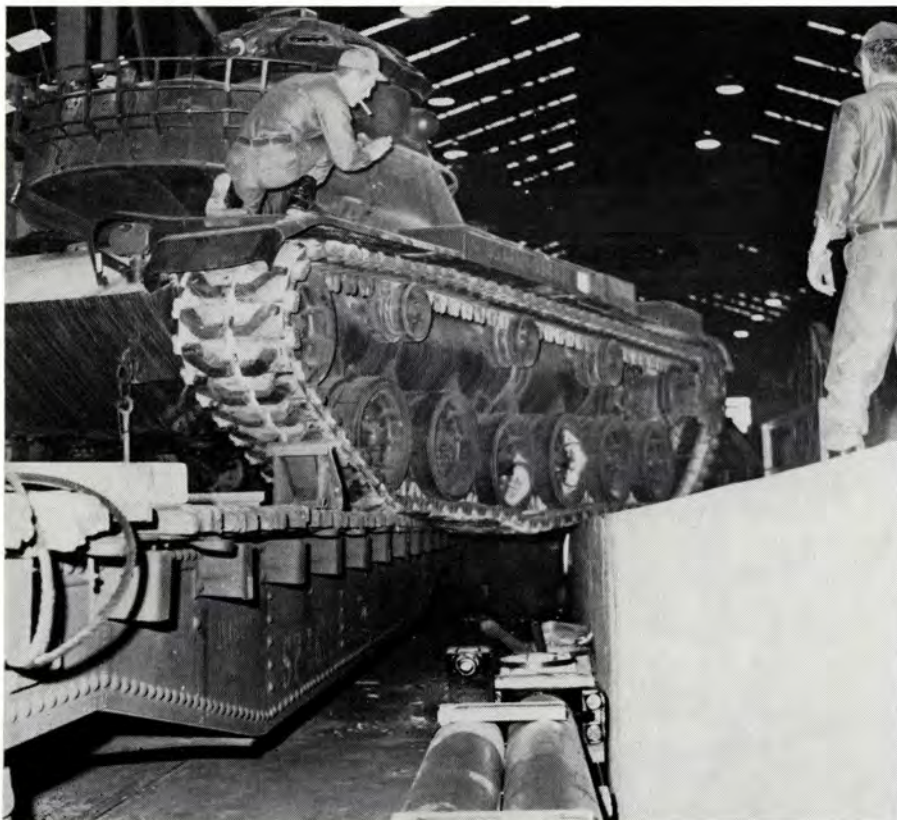
In dollars and cents this saves the company \$5.27 per ton of sand. A ton of new sand costs \$7.50 and a ton of used sand can be reclaimed and scrubbed for \$2.23.

Out of every 100 tons of the refuse sand that is recycled through the reclaimer come about 60 tons of reusable sand; that is, sand which meets the standards of quality for molding sand.

An additional feature is that the reclaimed sand, for some presently unexplainable reason, makes better castings than the new sand!



ASTRIDE the gap between the railroad car and the loading platform, the Guardsmen size up the situation.



A PIVOT is maneuvered and for a few precarious moments the tank's tread hugs the edge of the car as it swings around from railroad car to the platform.

ARMY TANK ROLLS in Assembly Shop

IF YOU saw the drab green of an Army tank make its way out of Gate 9 last April 13, rest assured; there's no land war going on at Lufkin Industries.

It was an M60 tank which has been rebuilt and made ready for training by the National Guard Company C 1/112th Armored Division headquartered in Dallas with local units at Lufkin and Nacogdoches, which will share the tank.

The first to arrive in an order of five such tanks, its port of entry was Beaumont, where it began its final journey by rail.



NOW at a 90 degree angle to the dock, the tank is driven off the car.

On the side of the tank was a sticker designating Bremerhaven, Germany, as its previous assignment, where it was last used and then rebuilt for orienting Guardsmen in preparation for summer camp at Ft. Hood.

The National Guardsmen already are trained for use of the M48A1 tanks, but, according to First Sgt. Otis Harbuck, a fulltime Guard technician stationed in Lufkin, the arrival of the newer tank is part of a general process of upgrading the National Guard's equipment, possibly as a result of "the cutback in Vietnam or the speculation of a voluntary army," Harbuck said.

He noted that, as an indicator of the trend to upgrade the equipment, more new equipment has been delivered to the Lufkin and Nacogdoches armories during the past year than he has seen delivered during his previous 14 years with the Guard.

Assisting in the delivery at the Assembly and Shipping building were First Lt. Joel Burk, who is company commander; Platoon Sgt. Kenneth Hill; Platoon Sgt. Phillip Jumper; Sp/5 Mike Harbuck; and Sgt. Harbuck.

Jumper is the son of E. W. Jumper, Machine Shop, first shift. His uncle is A. J. Jumper, Machine Shop, first shift.

The Harbuck men are related to retired Machine Shop employees Earl and Charlie Harbuck and a present employee of the Foundry department, first shift, Rayford Harbuck.

The monster M60 tank will weigh 50 tons when ready for combat and fully equipped with men and ammunition, including 60 rounds of 105 millimeter ammo, 6000 rounds of 7.62 millimeter, 900 rounds of .50 caliber and 400 rounds of .45 caliber.

It runs on a V12 turbo-charged air-cooled engine. The fuel required is 385 gallons of diesel. The crank capacity is 18 gallons of engine oil with 23 gallons in the transmission.

Its shipping weight was 93,000 pounds, which accounts for the Assembly and Shipping department's role in the delivery. The company's platform for loading and unloading pumping units onto flatcars at the spur line leading into the building was the only loading facility in Lufkin sturdy

enough to accommodate the heavy tank. Also, the platform is car level enabling the Guardsmen to drive the tank away from the car.

Being 24 feet long and spread out over 143 inches of the flatcar from tread to tread, the tank's massiveness created much difficulty and speculation as to how the move from car to platform would be made.

The Guardsmen decided to lock one tread and pivot the tank.

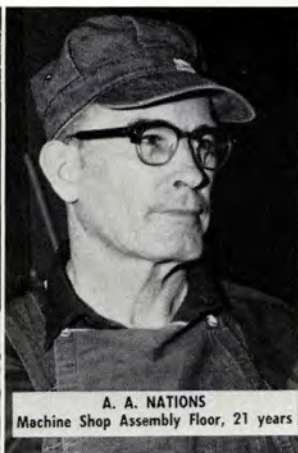
For a few perilous moments, everyone held his breath as the tank was laboriously turned at a 90 degree angle to the car with one tread dangerously close to the edge.

Someone remarked that the driver and the Guardsman perched on the tank directing the operation would receive quite a jolt if the tread fell between the car and the platform before the turn was made.

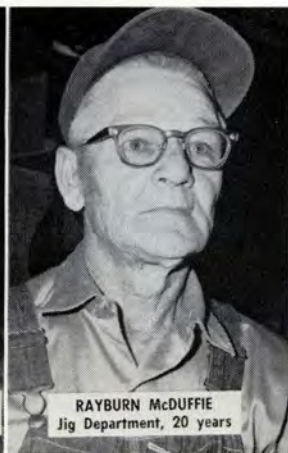
Finally, the driver and the soldier directing, who never missed a puff on his cigar nor appeared anxious about his precarious position atop the tottering tank, successfully completed the turn and everyone exhaled.



FELTON PURVIS
Foundry Department, 29 years



A. A. NATIONS
Machine Shop Assembly Floor, 21 years



RAYBURN McDUFFIE
Jig Department, 20 years



DAVID E. COBB
Machine Shop, 20 years



JOE C. POWELL
Lathe Shop, 16 years



DUDLEY FLENOY
Foundry Department, 25 years



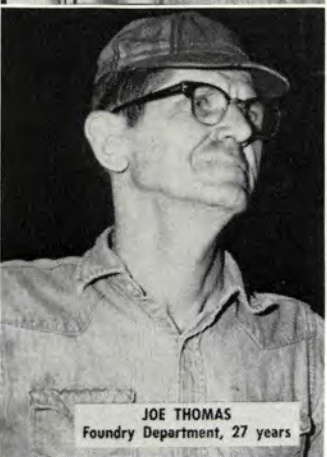
SHERWIN WOMACK
Construction and Maintenance, 16 years



JOHN E. WILLSON
Security Guard, 17 years



W. M. SPIDLER
Lathe Shop, 29 years



JOE THOMAS
Foundry Department, 27 years



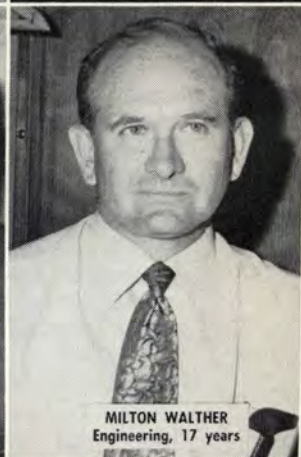
CORRY JONES
Material Control, 15 years



WILLIAM A. NEWBERN
Commercial Gears, 31 years



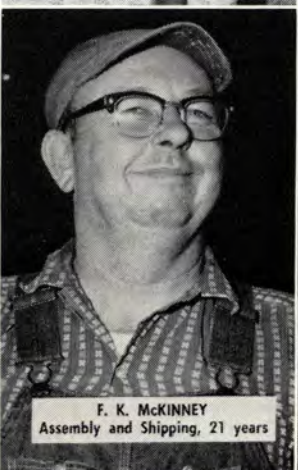
JOHNNY LONG
Personnel Director, 18 years



MILTON WALTHER
Engineering, 17 years



BAYO HOPPER
Vice President, 38 years



F. K. MCKINNEY
Assembly and Shipping, 21 years



R. E. MCCOLLUM
Welding and Structural, 12 years



C. J. WILSON
Machine Shop Inspection, 29 years



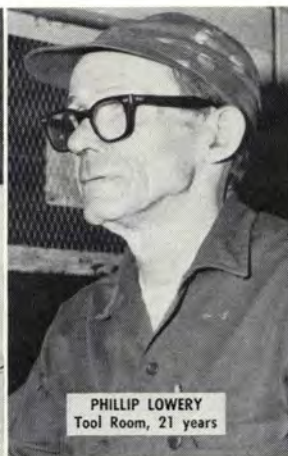
CHARLES COLLINS
Foundry Department, 16 years



FRANK MARTIN
Foundry Department, 20 years



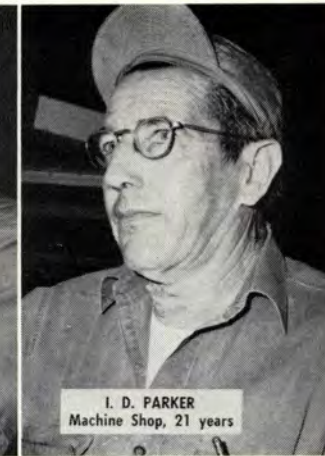
LEE E. RHODES
Maintenance, 16 years



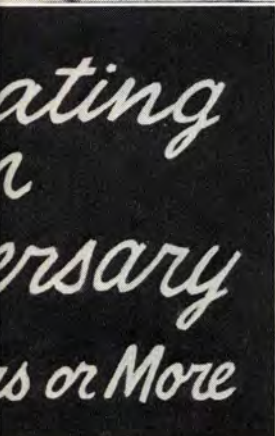
PHILLIP LOWERY
Tool Room, 21 years



DAVID MASSINGILL
Commercial Gears, 20 years



I. D. PARKER
Machine Shop, 21 years



FRANKLIN WEEKS
Foundry Department, 30 years



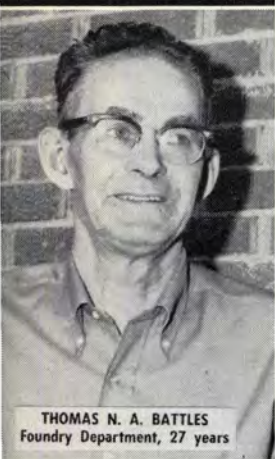
JAMES R. WATSON
Machine Shop, 20 years



PETE THOMPSON
Foundry Department, 23 years



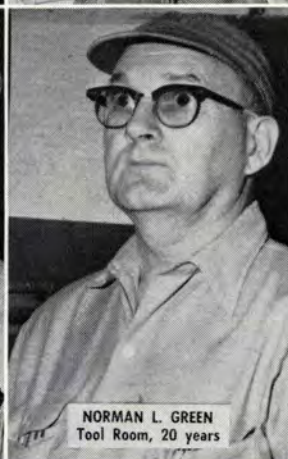
JOHN RILEY O'QUINN
Gear Cutters, 21 years



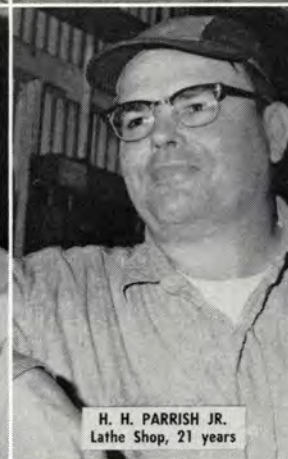
THOMAS N. A. BATTLES
Foundry Department, 27 years



BILLY COLLMORGEN
Electrical, 21 years



NORMAN L. GREEN
Tool Room, 20 years



H. H. PARRISH JR.
Lathe Shop, 21 years



JOHN W. SMELLEY
Welding and Structural, 37 years



WILSON SPARKS
Foundry Department, 19 years



DAVID M. CARD
Electrical, 17 years



JIM PARTRIDGE
Engineering, 13 years



ELLSWORTH PARKER
Maintenance, 20 years



A. A. FOSTER
Trailer Division, 20 years



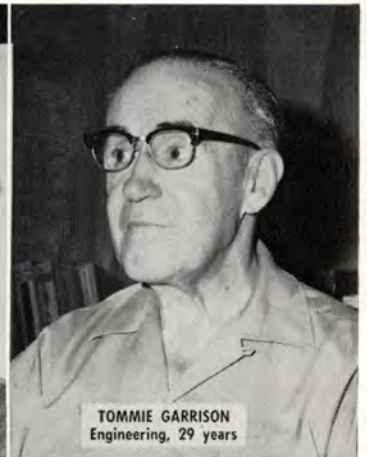
LEWIS M. HODGES
Trailer Division, 16 years



O. F. SKINNER
Welding and Structural, 36 years



HUBERT L. MURRAH
Trailer Division, 21 years



TOMMIE GARRISON
Engineering, 29 years

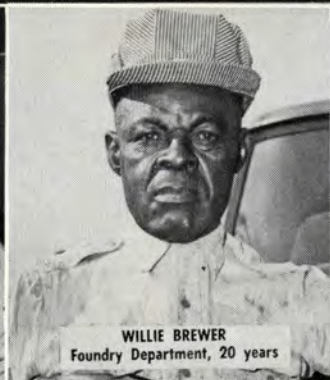
more Anniversaries



COOPER RICHARDS
Vice President, 35 years



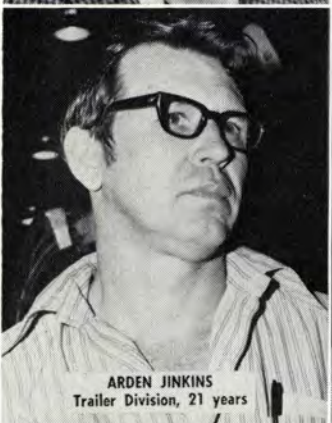
JACK BLACKBURN
Traffic, 24 years



WILLIE BREWER
Foundry Department, 20 years



BILL CANTRELL
Industrial Engineering, 14 years



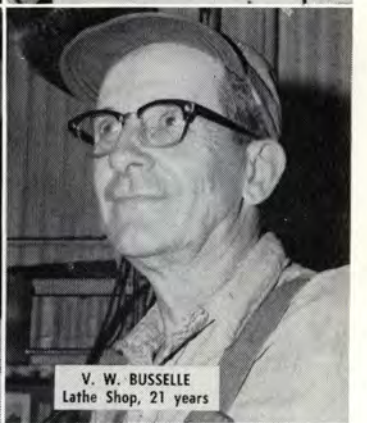
ARDEN JINKINS
Trailer Division, 21 years



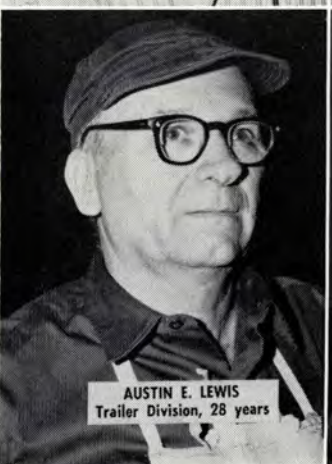
JOHN M. MODISETTE
Trailer Division, 21 years



WAYNE H. WALLACE
Machine Shop, 28 years



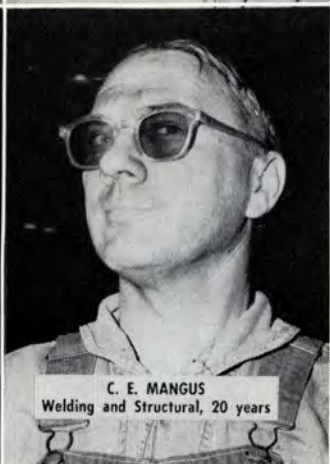
V. W. BUSELLE
Lathe Shop, 21 years



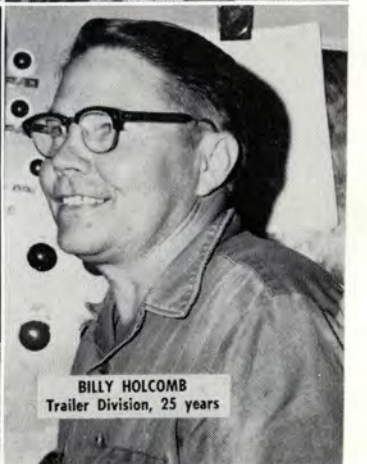
AUSTIN E. LEWIS
Trailer Division, 28 years



CHARLES B. KENDRICK
Trailer Division, 15 years



C. E. MANGUS
Welding and Structural, 20 years



BILLY HOLCOMB
Trailer Division, 25 years



LEFT to right are Eric Long, Gene Nelson and John Snyder inspecting a bit holder which has been modified according to Gene's winning suggestion. Gene and John are employees

of the Maintenance department, of which John is foreman, and Eric's job in the Industrial Engineering department involves time studies.

Nelson's Idea is a Winner

GENE NELSON is the fifth monthly winner in the Trailer Division's Project 100/300 Cost Reduction Tournament.

He is an employee of the Trailer Maintenance department.

His winning suggestion involves a modification to the bit holder on the plywood lining machines. The improvement would permit broken bits to be removed from the machine when they are lodged in the bit holder.

In the past it has been necessary to disassemble the holder from the machine to remove the broken fragment of bit.

Gene's suggestion was to drill a hole at an angle from the side of the bit holder to intersect with the recess at the top which holds the bit. A rod inserted into the hole drives out the broken bit.

Jim Riggs, head of the Industrial Engineering at the Trailer Plant, which reviews the contest entries each month, said the change will enable a three-way savings in cost and labor.

The deadline for monthly contests is 12 p.m. on the fifteenth of each month. The contest is open to all shop employees and foremen.



JUNE MAINER, Lathe Shop retiree, is congratulated by R. E. (Mutt) Barr, vice president and plant superintendent.

Retiree: JUNE MAINER

FISHING and squirrel hunting are at the top of June Mainer's list since his retirement.

He went to work here March 29, 1951, and was employed in the Lathe Shop. During those 19 years his foremen were Rhobie White, Pat Johnson, Slim Askins and Shorty Jackson.

Taking secondary positions on June's list since he retired are household tasks, but he says he got them out of the way first. They included repairing windows and working in his yard.

June has three children, 24 grandchildren and four great grandchildren. One son, James, works at the Trailer Plant.

Shop Talk

JOHN FINCHER, Lufkin Machinery Division sales representative in London and a native Lufkinite, found out in the African Congo just how small the world can seem.

The only thing that worried him when he left England for a recent trip to Pointe Noire, Congo, was the language barrier he expected to encounter.

The purpose of his trip was to install and assist in the testing of an offshore pumping unit installation, now operating eight miles off the West African coast, within sight of the mouth of the Congo River. It is believed to be the first pumping unit ever to be set on the rig floor of an offshore "jack-up" drill barge. The well is drilled in 200 feet of water, and the pumping unit sits seven stories (70 feet) above the water.

The "native" in charge of the crew turned out to be another native Lufkinite, Ulen Hodges, driller for Zapata Offshore, drill barge "Herron."

The language spoken there was pure East Texan.

John's parents are Mr. and Mrs. LOUIS FINCHER and Louis works in the Engineering department. John lives in London with his wife Mae and children Jeff, Annette and Clinton Albert. Mae's parents are Mr. and Mrs. Oscar Odegard of Minnesota.

Hodges now lives in Las Palmas,



LUFKINITEES MEET IN CONGO . . . Aboard the drill barge "Herron" in the Congo are former Lufkinites Ulen Hodges, left, and John Fincher. Lufkin A-320D-120-30.2 air balanced pumping unit is on the rig floor in the background. The unit was bought by a French-owned oil company, ELF-Congo.

Canary Islands, with his wife Catherine and children Judith and Ulen Jr. Both children were born in their mother's native Scotland. His brother, MILTON HODGES, is an employee of the Trailer Division.

Congratulations to Jonathan Simon, 16, a straight-A student at Mt. Enterprise High School. His father is MARVIN SIMON, Pipe House, first shift.

BILLY HARRIS, Pattern Shop, reports that he caught 98 white perch in only three hours. He was fishing in the Trinity River near Madisonville.

NORRIS ALLEN, Trailer Division Machine department, won a vacation to the Ozarks. He signed up for the drawing at Six Flags Over Texas and this is the second time he has won the drawing!

Tommy Parker, a winner of the company scholarship, has been named to the honor roll at SFA. His father is RED PARKER, Material Control Warehouse.

We are sorry to hear that WILLIE MITCHELL's house burned April 8. Willie works in the Pattern Shop.

were home in April. Both are married to servicemen stationed overseas.

Leonard works in the Trailer Division Machine department.

Engagements are announced by:

Mr. and Mrs. JACK ROBERTS, whose daughter, Nita, will marry Ben Wells



JONATHAN SIMON . . . Straight A's



SUSAN BYRD . . . to marry in June

LEONARD DONNELL's two daughters



JAKE ROSS, Machine Shop, first shift, retiree was honored by the fellows in the shop. Among his gifts was one pertaining to the hog business they claim Jake is going into.

of Houston Aug. 6. Jack is an employee of the Pipe House.

Mr. and Mrs. **J. P. BYRD**, whose daughter Susan Merrill will marry Dr. Lawrence Hampton June 26. Father of the bride-to-be is head of Research and Development.

Mr. and Mrs. **Norman W. Ross**, whose daughter, Nancy Ann, will marry Jimmy Frank Minton June 11. The prospective bridegroom's father is **FRANK C. MINTON**, Foundry department, first shift.

Mr. and Mrs. **V. J. Thraikill**, whose daughter Billie Jo will marry Billy Morris Modisette Aug. 6. Father of the prospective bridegroom is **JOHN MORRIS MODISETTE**, Trailer Division.

Congratulations to newlyweds:

Mr. and Mrs. **Gary Eugene Flowers** will be married May 28. She is the former Patricia Ann Ricks and his father is **HUBERT FLOWERS**, Assembly and Shipping, second shift.

There are new arrivals in the homes of:

Mr. and Mrs. **ROBERT STRICKLAND**. Elizabeth Dian was born April 2 and weighed 10 pounds. Her father works in the Gear Cutters department, second



ROBERT MATHEW, 4, holding new sister, Elizabeth Dian

BILLY MORRIS MODISETTE and fiancé, Billie Jo Thraikill

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
W. A. Newbern	June 1, 1940	31
C. J. Wilson	June 5, 1942	29
W. M. Spittler	June 24, 1942	29
Wayne Wallace	June 14, 1943	28
Phillip Lowery	June 12, 1950	21
Claude E. Bailey	June 13, 1950	21
J. F. Belote	June 19, 1950	21
H. H. Parrish Jr.	June 23, 1950	21
V. W. Busselle	June 26, 1950	21
A. A. Nations	June 26, 1950	21
J. R. O'Quinn	June 26, 1950	21
I. D. Parker	June 26, 1950	21
Ellsworth Parker	June 7, 1951	20
J. R. Watson	June 7, 1951	20
David Massingill	June 9, 1951	20
J. H. Sharp	June 9, 1951	20
Norman Green	June 11, 1951	20
Rayburn McDuffie	June 11, 1951	20
David Cobb	June 21, 1951	20
Joe C. Powell	June 9, 1955	16
Lee E. Rhodes	June 9, 1955	16
L. M. Wallace	June 8, 1962	9
H. L. Bridges	June 5, 1963	8
J. H. Pullen	June 18, 1963	8
J. R. Hathorn	June 19, 1963	8
R. A. Russell	June 29, 1965	6
Eddie Smelley	June 1, 1966	5
T. L. Williams Sr.	June 1, 1966	5
Jerry Vann	June 3, 1966	5
A. C. Hunt Jr.	June 7, 1966	5
T. A. Lankford	June 13, 1966	5
Clarence E. Smith	June 30, 1966	5
R. C. Strickland	June 20, 1968	3
W. C. Bryson	June 19, 1969	2
W. N. Boles	June 25, 1969	2
Elmo Hightower	June 26, 1969	2
A. L. Robert	June 11, 1970	1
J. E. Cochran	June 30, 1970	1

WELDING AND STRUCTURAL

	Employment Date	Years with Co.
J. W. Smelley	June 15, 1934	37
O. F. Skinner	June 24, 1935	36
C. E. Mangus	June 8, 1951	20
R. E. McCollum	June 17, 1959	12
K. R. Timmons	June 4, 1964	7
T. D. Edwards	June 13, 1966	5
P. R. McKnight	June 18, 1968	3
M. S. Russell	June 24, 1968	3
T. E. Jones	June 2, 1969	2
C. V. Click	June 12, 1969	2
P. L. Dixon	June 26, 1969	2

TRAILER DIVISION

	Employment Date	Years with Co.
Bayo Hopper	June 1, 1933	38
Austin Lewis	June 9, 1943	28
Billy Holcomb	June 18, 1946	25
Arden Jinks	June 5, 1950	21
John Modisette	June 9, 1950	21
Hubert Murrah	June 26, 1950	21
A. A. Foster	June 2, 1951	20
L. M. Hodges	June 22, 1955	16
C. B. Kendrick	June 20, 1956	15
John Boulware	June 15, 1965	6
R. J. Bentley	June 21, 1965	6
D. W. Chandler	June 14, 1966	5
C. L. McKnight	June 29, 1966	5
Augusta Jones	June 27, 1968	3
Lucy Richardson	June 26, 1969	2
Eric Long	June 15, 1970	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Robert Lang	June 6, 1929	42
Franklin Weeks	June 16, 1941	30
Felton Purvis	June 3, 1942	29
T. N. A. Battles	June 1, 1944	27
L. W. DuBose	June 7, 1944	27
Joe A. Thomas	June 13, 1944	27
Dudley Flenoy	June 29, 1946	25
Pete Thompson	June 28, 1948	23
Willie Brewer	June 2, 1951	20
Frank Martin	June 12, 1951	20
Wilson Sparks	June 9, 1952	19
Charles Collins	June 17, 1955	16
James Kegler	June 2, 1961	10
J. T. Wiley	June 28, 1966	5
J. W. Thompson	June 8, 1967	4
S. I. Benemon	June 12, 1967	4
A. R. Teal	June 17, 1969	2
A. J. Mosley Jr.	June 29, 1970	1

PERSONNEL

	Employment Date	Years with Co.
J. T. Long	June 1, 1953	18

MAIN OFFICE

	Employment Date	Years with Co.
Cooper Richards	June 17, 1936	35
Betty Martin	June 23, 1959	12
Genevieve Pruitt	June 8, 1962	9
Shirley Williamson	June 10, 1963	8
R. E. Jones	June 2, 1969	2
J. R. Blanton	June 17, 1969	2

ENGINEERING

	Employment Date	Years with Co.
Tommie Garrison	June 17, 1942	29
Milton Walther	June 2, 1954	17
Jim Partridge	June 2, 1958	13
Mack Frazier	June 1, 1962	9
C. R. Vinson	June 1, 1965	6
J. D. Crofford	June 1, 1966	5
P. R. Kee	June 6, 1966	5
J. C. Ramey	June 10, 1968	3
J. K. Chandler	June 3, 1969	2
W. L. Lloyd	June 10, 1970	1

ELECTRICAL

	Employment Date	Years with Co.
Billy Collmorgen	June 19, 1950	21
David Card	June 23, 1954	17
Malcolm Barclay	June 3, 1968	3

SECURITY GUARD

	Employment Date	Years with Co.
John Willson	June 14, 1954	17
S. P. Hartman	June 23, 1963	8

MATERIAL CONTROL

	Employment Date	Years with Co.
Corry Jones	June 19, 1956	15
Gary G. Day	June 11, 1963	8
Jim Lewis	June 20, 1968	3

MILL SUPPLIES

	Employment Date	Years with Co.
A. L. Loving	June 16, 1970	1

ORDER DEPARTMENT

	Employment Date	Years with Co.
Maxine Besing	June 22, 1959	12

TRAFFIC DEPARTMENT

	Employment Date	Years with Co.
Jack Blackburn	June 3, 1947	24

PUBLICATIONS

	Employment Date	Years with Co.
Carolyn Curtis	June 10, 1968	3

ASSEMBLY AND SHIPPING

	Employment Date	Years with Co.
F. K. McKinney	June 27, 1950	21
Jerry Jackson	June 1, 1962	9
Paul L. Owen	June 9, 1969	2

CONSTRUCTION AND MAINTENANCE

	Employment Date	Years with Co.
Sherwin Womack	June 13, 1955	16

INDUSTRIAL ENGINEERING

	Employment Date	Years with Co.
Bill Cantrell	June 11, 1957	14
Joe Simmons	June 1, 1965	6
L. C. Russell	June 25, 1968	3

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
Vie Fawcett	June 7, 1934	37
J. T. Harbottle	June 6, 1947	24
T. L. Butler	June 14, 1951	20
L. A. Ruzicki	June 15, 1953	18
Joe Randol	June 21, 1954	17
John Finney	June 6, 1955	16
Bill Champion	June 16, 1958	13
Don McCarn	June 15, 1959	12
R. W. Nicholas	June 7, 1965	6
Mary Homoly	June 16, 1967	4
Harriett Wentworth	June 6, 1968	3
Carmen Begany	June 23, 1969	2
David Remich	June 1, 1970	1

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
C. V. Wilkinson	June 1, 1935	36
Marshall Dailey	June 25, 1946	25
Kermit Gammill	June 1, 1948	23
Leroy Greene	June 15, 1948	23
B. G. Christopher	June 8, 1955	16
W. M. Wilson	June 1, 1967	4
D. W. Watts	June 12, 1967	4
A. L. Luna	June 24, 1968	3
James Crawford	June 2, 1969	2
Ronald Benus	June 13, 1969	2
F. L. Morgan	June 1, 1970	1

SHOP TALK continued

shift, and her grandfather is GRADY GRIMES, Welding and Structural Shop, second shift.

Mr. and Mrs. ROY DAVIS. Richard Patrick was born March 8 and weighed 4 pounds 10 ounces. The new father works in the Material Control department.

Mr. and Mrs. FREDDIE WILLIAMSON. Amy Lee arrived March 1 and weighed 8 pounds. Both Freddie and the baby's grandfather, OLEN RAY, are employees of the Trailer Division and mother SHIRLEY works in the Main Office, Accounting department.

Mr. and Mrs. JOHN MUSGROVE. Rhonda Kay was born Dec. 13 and weighed 6 pounds 3 ounces. John works in the Gear Cutters department, second shift.

Mr. and Mrs. RONNIE GATES. Anthony Ray weighed 8 pounds 13 ounces when he was born April 5. The new papa works at the Trailer Division Warehouse.



ANTHONY RAY . . . son of Ronnie Gates



MICKEY SHUELL . . . had third birthday

Mr. and Mrs. DON TRAYLOR. Eric Wayne was born April 14 and weighed 9 pounds 4 ounces. Don is an employee of the Industrial Engineering department.

Mr. and Mrs. John LeFlore of San Antonio. Jeanne Harrington was born April 12 and weighed 6 pounds 10 ounces. She is the granddaughter of TOM PEAVY, Material Control.

Mr. and Mrs. TED LANKFORD. Douglas Anthony weighed in at 7 pounds 12 ounces on April 24. His father works in the Gear Cutters department, second shift.

Mr. and Mrs. CHARLES SKINNER. Katherine Leigh weighed 8 pounds 9 ounces when she arrived Feb. 22. The new father works in the Accounting department.

Mr. and Mrs. DAVID W. SHARP. David Ray was born April 18 weighing 8 pounds 1 ounce. Both the proud father and the baby's grandfather, RAY YARBROUGH, are employed at the Trailer Division.

Mr. and Mrs. Rudy Wilkison. Robin Lynn was born March 16 and weighed 6 pounds 1 ounce. The baby's grandfather is EULEN PARRISH, Cost Accounting, and mother CYNDI is a PBX operator.

Mr. and Mrs. John Griffin of Houston. Stefanie Leigh weighed 7 pounds 8 ounces when she was born April 28.



DAVID RAY . . . son of David Sharp

Grandparents are JOAN and KELLEY GRIFFIN, Personnel department and Mill Supplies, respectively.

Mr. and Mrs. KENNETH PARROTT. Joseph Edward was born in April and weighed 6 pounds 6 ounces. The new father works in the Trailer Division.

Mr. and Mrs. MIKE SHUELL. Kenneth Wesley arrived April 5 weighing 10 pounds 2 ounces. Mike works in the Gear Cutters department, second shift.

Mr. and Mrs. DAVID RICHARDS. David Wayne was born March 29 and weighed 6 pounds 9 ounces. The new father is an employee of the Welding and Structural Shop, third shift.

Best wishes to:

EDITH ARNOLD, Mill Supplies, who has been in the hospital.

W. A. HOPSON, Welding and Structural Shop, first shift, who was in an accident.

T. E. RUSSELL, Foundry department, first shift, who was in the hospital.

D. W. OLIVER, Welding and Structural Shop, first shift, who has been ill.

CLAUDE BAILEY, Machine Shop, first shift, who was in the hospital.

FRANCIS CRAGER, Welding and Structural Shop, first shift, who was sick.

EDDIE SOWELL, Foundry department, third shift, who has been recuperating.



DAVID WAYNE . . . son of David Richard

J. D. PINNER, Welding and Structural Shop, second shift, who was ill.

Deepest sympathy is extended to:

The family of WILLIE JUMPER, former employee of the Maintenance department, who died. Sons are A. D., Lathe Shop, first shift; C. W., Construction and Maintenance, first shift; TIP, Trailer Division. Son-in-law is G. B. LANDRUM, Machine Shop, second shift.

JIMMY WALDRIP, Trailer Division, upon the death of his sister.

C. O. FOREST, Foundry department, first shift, whose niece died.

ERNEST LORD, Pattern Shop, upon the death of his mother.

CLAYTON JIRCIK, Foundry department, upon the death of his brother.

The family of EUGENE PERKINS, retired employee of the Machine Shop, who died.

G. W. MARTIN, Foundry department, first shift, whose father-in-law died.

A. J. HAVARD, Machine Shop Assembly Floor, first shift, upon the death of his sister. A. J.'s wife is DOROTHY, Mill Supplies.

E. L. TULLOS, Trailer Division, upon the death in his family.

RUDY FULLER, Cost Accounting, upon the death of his mother. Rudy's wife is CLETIS, Engineering.

The Lufkin Roundup

Lufkin Industries, Inc.

P. O. Box 849
LUFKIN, TEXAS 75901

ADDRESS CORRECTION REQUESTED

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



Henry: "What would you do, dear, if I should die?"

Mrs. Peck: "I should go nearly crazy."

Henry: "Would you marry again?"

Mrs. Peck: "I said *nearly* crazy."

A tourist, traveling through the Texas Panhandle, got into a conversation with an old settler and his son at a filling station.

"Looks like we might have rain," said the tourist.

"Well, I hope," replied the native. "Not so much for myself as for my boy here. I've seen rain."

Two youngsters were walking home from Sunday School after having been taught a lesson on the Devil. One little boy said to the other, "Johnny, what do you think about all this Devil business?"

The boy thought for a moment. "Well," he said, "you know how Santa Claus turned out. It's probably just your pop."

A Texas newspaper conducted a contest, with a prize offered for the best essay on "Why I Am Glad To Be a Texan"—in 25,000 words or less.

A newly hired traveling salesman wrote his first report to the home office. It stunned the brass in the sales department because it was obvious the new man was almost completely illiterate. Here is what he wrote:

"Dere Bos—

"I seen this outfit which ain't never bot a dimes worth of nothing from us and I sole them a couple hundred thousand dollars of guds. I am now going to Chicawgo."

Before this illiterate could be given

the old heave-ho by the sales manager, this letter came from Chicago:

"I cum hear and sole them a haff a millyon."

Fearful if he did and fearful if he didn't fire the illiterate, the sales manager dumped the problem in the lap of the president.

The following morning the ivory tower members were amazed to see the two letters posted on the bulletin board—and this memo from the president above:

"We ben spending too much time trying to spel instead of trying to sel. Let's watch those sails. I want everybody shud reed these letters from Gooch, who is on the rode doin a grate job for us, and you shud go out and do like he done."

"You saved my life," sputtered the middle-aged gentleman. "Is there any way I can reward you?"

"Yes," replied the coast guardsman promptly. "Marry my mother-in-law and move to Buenos Aires."

The eight-year-old didn't exactly dislike going to church; it was the excruciatingly long pastoral prayer. So he naturally was a little apprehensive when his father asked the visiting minister to say grace at dinner.

Surprisingly, the prayer was brief and to the point. Pleased, the youngster looked up and said: "You don't pray so long when you're hungry, do you?"

Mother and daughter were in the kitchen washing dishes while father and seven-year-old Johnny were in the living room. Suddenly, father and son heard a crash as a dish fell to the floor.

"It was Mom," said Johnny.

"How do you know?" asked his father.

"Because," answered Johnny, "Mom isn't saying anything."

The little boy came running to his mother holding a dry pressed leaf which was evidently a relic of days long ago.

"I found it in the big Bible, Mom," he cried excitedly. "Do you suppose it belonged to Eve?"

Sympathy is what one girl offers another in exchange for details.

They say TV really is still in its infancy, which helps explain why you have to get up so much to change it.

Four-year-old Don seemed afraid of the collie next door, but one day, in a spirit of adventure, he climbed the fence and went over to see the animal. The dog, with tail wagging, rushed to Don and, by way of a friendly greeting, licked his face. Don screamed and the neighbor came running out.

"Did he bite you, my boy?"

"No," answered Don. "But he tasted me."

Tommy had told a falsehood, so the shocked grandmother took him on her knee and explained the consequences of lying.

"A tall, mean man with red fiery eyes and sharp horns grabs little boys who tell lies," she said. "He takes them to Mars where they have to work hard in a deep hole for fifty years. Now, you won't tell any stories again, will you, Tommy?"

"No, Grandma," Tommy replied. "You tell 'em better than I do."

The Lufkin Roundup

Vol. 29

No. 6

Published Monthly for
Employees and Their Families
by

LUFKIN INDUSTRIES, INC.
VIRGINIA R. ALLEN, Editor
CAROLYN CURTIS, Ass't. Editor



Member of

INTERNATIONAL  ASSOCIATION
OF BUSINESS COMMUNICATORS