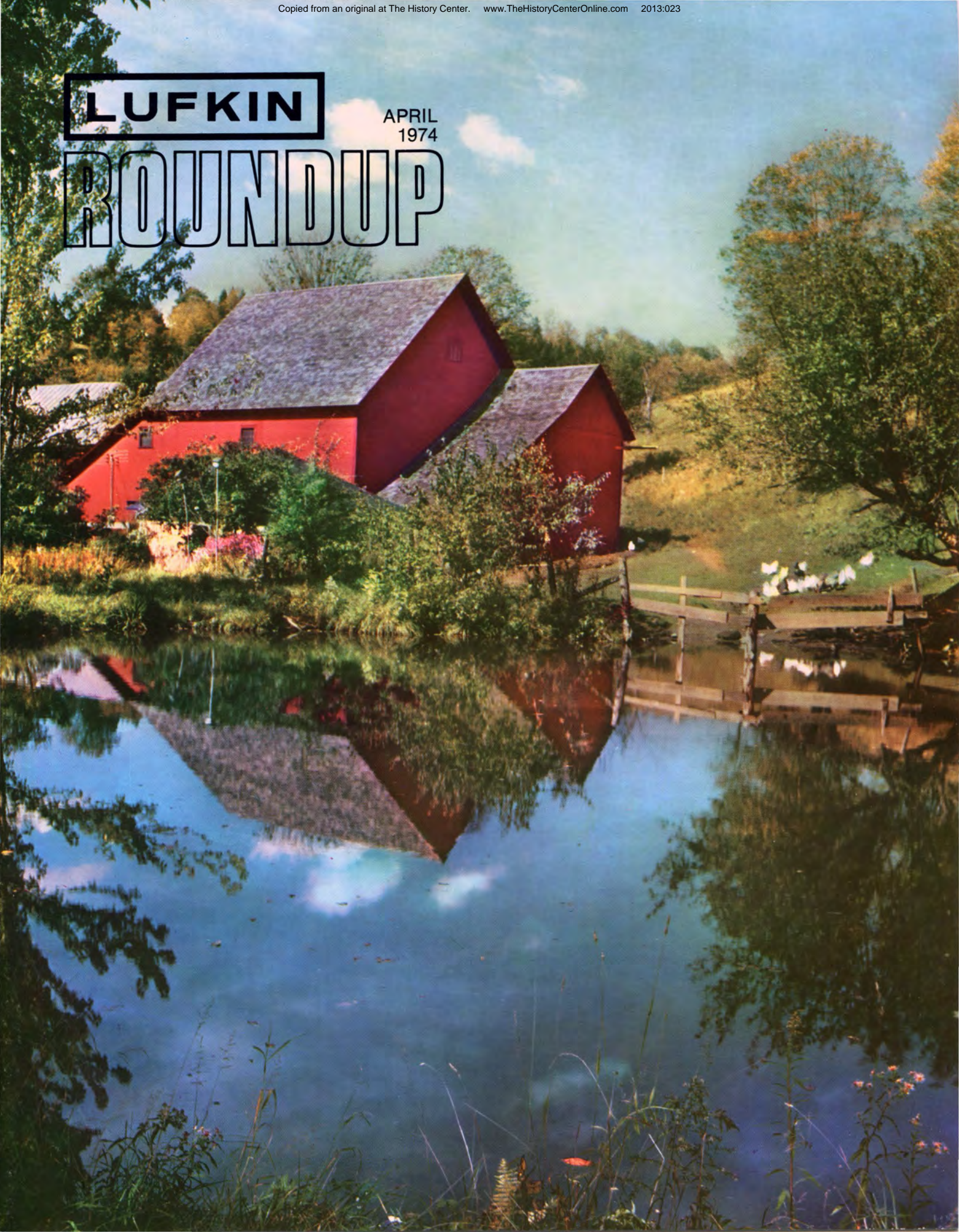


LUFKIN

APRIL
1974

ROUNDUP





from The President's Desk...

FELLOW EMPLOYEES:

Do you ever stop to think what advantages you have working at Lufkin Industries rather than at some large industry in a big city?

I visited one of the huge chemical plants on the Gulf Coast a few weeks ago. I had to park four blocks from the plant, which was one block closer than the parking lot of the employees. I noticed that all employees wore hard hats and identification and were not allowed inside the plant without them.

When the shifts changed, it seemed like herds of cattle being rushed through inspection gates by uniformed guards. Each employee was represented by a number and that was how he was identified.

I am glad we consider you a real part of Lufkin Industries, not just a number in a computer payroll. I am glad you can start at the lowest job here and work your way up to the highest positions in this company if you have enough ambition and ability.

I am glad we have confidence in our employees, enough that we entrust millions of dollars worth of equipment to their care and know that it will be taken care of properly and efficiently.

I am glad we are financially able and our directors give us freedom to provide our plant with the best tools in the trade. And I am proud that with these tools and dedicated employees like yourselves we can produce the best products in the world at a competitive price.

I hope we can sit down together around the negotiating table and reach an agreement on wages and working conditions that will enable us to continue with another good year of production.

I am employed here just like you, and I, like most of you, want to retire here. Believe me when I tell you that we can make our jobs and our future more secure by working together.

There will be times when you will wonder or question what we are doing. However, we must look into the future; you can rest assured that what we do long-range will be for the best interests of the employees of the company as a whole.

REMINISCENCES

In the early sawmill days when punchouts were used as money, the unused ones could be redeemed for cash at the end of the month.

You "rawsum" bellies" are going to tell me there were other methods of paying off and I know about them too, but it all adds up to the same thing. The exchange of checks and punchouts were a convenience for employees in trading at company owned businesses and saved the owners from having much real money in circulation.

In Lufkin at that early date (1905) and for years to come, cotton was king. A good crop and a good price meant prosperity and vice versa. For the average East Texas cotton farmer there was not much prosperity.

As a rule he borrowed money on which to make a crop and established credit for the necessities of life. Then in the fall he sold his cotton, which was just about enough to pay his debts and re-establish his credit.

To be sure, some farmers accumulated something from their efforts on the farm, while others, after their own crop was "laid by," hired out to more prosperous farmers or found some sort of employment on a part-time basis. Farm labor was a dollar a day and your dinner.

Saturday was a big day in Lufkin. Farmers came to town in wagons, buggies and on horseback, but mostly in wagons. Most of them "tied up" around the courthouse where there were hitching posts and a public watering trough.

These wagons usually had a "spring seat" for two people, but if more than two passengers made the trip, a straight dining room chair would suffice, but was awfully rough.

Some wagons had a giant umbrella attached to the floor of the wagon and to the spring seat. This umbrella protected passengers from the sun and rain. These were especially common to delivery wagons and there were business ads printed between each stay.

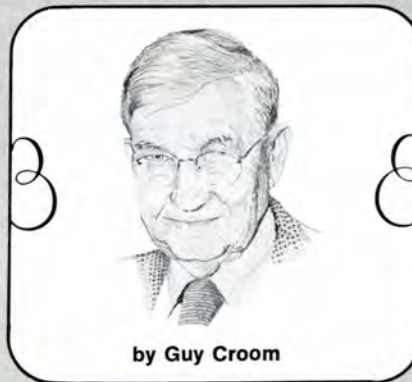
Places of business kept their doors open on Saturday night as long as there were people on the street and this usually meant 11:30 or 12:00 p.m. This included barber shops, grocery stores, hardware

and clothing stores.

The meat market was open on Sunday morning in case you forgot to get a piece of meat for Sunday dinner; then you were not in trouble. You could not buy ready-dressed chickens. They just were not available.

Farmers sold them on foot, 15 cents apiece or two for two bits.

An East Texas farmer's ambition, and some accomplished it too, was to visualize himself at the end of the year on a cold night, sitting with his wife in front of a good fire in the fireplace, he chewing his tobacco and she dipping her snuff and both spitting into the fire.



by Guy Croom

The children were parching peanuts, popping corn or maybe roasting a sweet potato over embers drawn from between the andirons. There would be sugar cane for chewing and those knots, peelings and chewings smelled good in the fire, too.

If one kid encroached on another's domain, there would be immediate retaliation and cause for civil war. If mama had to take a hand in the theatre of operations, someone might be ejected from the game.

In the smokehouse there would be pork hams, middlings, shoulders and stuffed homemade sausage all smoked and cured.

In the pantry, there would be syrup, lard, dried peas, jars of preserved fruit, figs, peaches, pears, etc.

In the potato bank there would be a bountiful supply of sweet potatoes. In the crib would be corn, fodder, pea vine and peanut hay for the livestock and cured peanuts to munch on. It was several years after 1905 before farmers baled hay.

In the bank would be money enough to buy coffee, flour, salt, sugar, matches, kerosene oil, plus enough for clothing, shoes and school supplies. Taxes were inconsequential but had to be paid.

Boy! How are you going to beat that? But, I'll have you know that represents some "blood, sweat and tears."

This fellow does have a little worry though. He knows those horses, mules and cattle are down in the field gleaning what was left after he gathered his corn. You see, he had planted peas alongside his corn the last time he plowed it. Also there were some nubbins left on the corn stalks.

One way to plant these peas and plow at the same time is to tie a sack of peas to the "hame" on the mule's harness, cut a small hole in the bottom of the sack and as the mule walks along, the peas spill out through the hole and the plow covers them up.

He can't gather all these peas nor can he cure all the vines for hay, so what is left is excellent forage for livestock. But, if the pea vines are not cured just right, they mold and ruin.

Now, almost all the forage is gone. This is a bad spell of weather and these animals are going to need additional feed tomorrow.

He won't have too much trouble with the horses and mules because they can eat corn off the cob, but he may have to buy some cottonseed meal and wheat bran for those cows.

For you city girls' information, cows don't have upper teeth. I didn't know this myself until some friends informed me of the fact.

If they are hungry enough, cows will eat corn shucks and fodder but there is not much value in that. There is food value in shelled corn, pea vine hay and peanut tops.

He gets a double gain when he plants peas and peanuts; aside from their food value, they are soil builders.

He knows those hogs are all right for a while yet. They are still rooting in the ground where he dug his potatoes and pulled up peanuts. They are finding cull potatoes, roots and peanuts that pulled off and stayed in the ground when he pulled up his vegetables.

And too, these hogs can pick up shelled peas off the ground, which cows and horses can't do.



Two successful carpools are in operation at the trailer plant. Left, l-r: A. G. Colburn, Engineering; Harold Newsom, Order Dept.; Terry Taylor, Roland McGee, both in Purchasing & Material Control, organized in January of this year. Right, clockwise from top: Jack Davis, Parts Department;



Ron Jackson, Purchasing & Material Control; Bobby Conner, Charlie Hamilton, both Parts Department. This foursome has been riding together for about four years, since before carpools were considered fashionable. Both carpools have proven economical and enjoyable for the employees involved

Coping with the



ENERGY CRISIS

by Carol Kamas

With so many contradictory facts and opinions bombarding the American public, it's hard to know what to believe about the energy crisis.

But one fact is clear—prices of all types of power have increased in the last year. Because of the fuel shortage, all power companies and the individual gasoline stations have had increases in their costs which have had to be passed on to the customer.

Gasoline has increased about 15 cents per gallon over the past year in this area and, as everyone knows, has gone up much more in other parts of the country.

The natural gas supplied to this area by United Gas has had an increase since January 1 of this year. Rates on natural gas are figured per

cubic foot of gas used by the customer. These are the price increases that were effective the first of the year:

prior rate	new rate
\$2.00	\$2.00
<i>for the first 800 cubic feet used</i>	
\$13.19	\$13.86
<i>per 100 cubic feet for next 2,200 cubic feet</i>	
\$10.19	\$10.86
<i>per 100 cubic feet for next 7,000 cubic feet</i>	
\$ 8.19	\$ 8.86
<i>per 100 cubic feet for all additional gas used</i>	

Texas Power & Light Company has increased its rates by 16 percent since April of 1973. A six per-

cent increase was effective last April and a 10 percent increase was effective in March of this year. This is a comparison of TP&L's residential rates:

prior rates	new rate
\$1.37	\$1.60
<i>for use of 18 KWH</i>	
4.77¢	4.95¢
<i>per KWH for next 52 KWH</i>	
3.07¢	3.22¢
<i>per KWH for next 110 KWH</i>	
1.86¢	2.05¢
<i>per KWH for next 395 KWH</i>	
1.32¢	1.58¢
<i>all additional KWH</i>	



Bill Counts (above), Material Control, does a lot of driving around the plant during his workday and his thrifty truck has saved him gas money since he got it a year ago. Many people have switched to smaller cars for gasoline economy and savings

Delbert Williford (at left), Machine Shop office, started riding his bicycle a couple of years ago upon his doctor's orders. He has ridden over 2,000 miles, saves \$12.00 a month on gas and doesn't need a third car for his family. If the thermometer dips below 40 degrees, he won't brave the weather and claims a car

For an average consumer who uses 2,000 KWH of electricity in a month, as in the summer, his power bill will go up about \$2.50, plus tax.

The majority of employees interviewed by the ROUNDUP are trying to save on energy consumed, thus saving money, by turning down thermostats, turning off unused lights and carpooling with other employees. Several have traded in their larger cars for more economical models.

The most innovative effort was made by LaVan Watts, Trailer Engineering, who rode his daughter's horse, Cookie, to work one afternoon (Shop Talk Feb.).

There are several general tips which are helpful in using the power in your home more efficiently. Most of the hints apply to both electric and gas utilities:

- Thermostatically controlled heat-

ing and cooling units use less power at a lower temperature in winter and a warmer temperature in summer.

A booklet published by TP&L states a 15 percent decrease in operating costs when cooling units are set at 80 degrees and a 29 percent decrease when heating is set at 70 degrees.

- Weather stripping is also important to insulate your doors and windows to prevent costly air leaks when heating and cooling units are operating.

- Inspect the filters in heating and cooling units at least once a month. Clean it if it is a permanent filter or replace every 90 days if it is a disposable one.

In the kitchen there are several ways to use less electricity or gas, whichever type fuel utilized:

- When cooking on the surface of your stove, cover pots and pans when possible and use as little liquid as possible. This will improve flavor, nutritional value and will use less fuel.

- Use flat-bottomed utensils that fit the surface burner. A six-inch pan on an eight-inch element wastes heat.

- Correct surface settings are:
high—for quick start of any surface cooking or to boil water quickly. When cooking tempera-

ture is reached, switch to a lower heat.

medium high—for quick browning of meats and deep-fat frying.

medium—for gentle frying or browning, also for eggs, cheese, and milk recipes.

low—to finish cooking foods which have been started on high, also for stews, candies and cream sauces requiring low-temperature settings.

warm—keeps food at proper serving temperature. Ideal for melting chocolate, shortening or butter.

- When baking, preheat oven to desired temperatures except when broiling. Utilize oven heat by planning complete meals which can be cooked in oven at the same time and temperature.

- When spacing pots in the oven, do not stack them above each other on racks, this prevents good heat circulation.

- Defrost your refrigerator regularly and replace worn gaskets on the door.

- Use a thermometer in the refrigerator to keep the temperature between 35 and 40 degrees. The freezer should be kept on zero.

- Check hot water heaters frequently for drips and leaks.

- Match the needs of your family to

Continued on next page



The Carlile's (left) and the Robersons (right) demonstrate a few energy saving hints for the kitchen. James Carlile, Material Control, is cooking supper in covered pots to preserve food flavor and nutrition while using less heat. His wife, Shaila, Automotive & Industrial, knows a full dishwasher



saves on electricity when properly loaded. Lois Roberson, Personnel, arranged her pots in the oven so that the heat can distribute well, while her husband, Ray, Assembly & Shipping, 1st shift, keeps DeJuan out of the rest of their dinner. It is too bad "baby energy" can't be harnessed for practical uses

ENERGY CRISIS Continued

the size of your hot water heater. Oversized water heaters require excessive energy.

There are also several pointers that a major oil company has published recently to help stretch gasoline mileage.

1. Keep your tires fully inflated. On under-inflated tires, your car



uses six percent more gas; this could cost you 50 gallons of gas a year.

2. Avoid high speeds. This is easier to do since the speed limits have been reduced, but your best gasoline mileage is between 45 and 55 m.p.h. Driving at 70 m.p.h. uses 22 percent more gas than driving at 50.

3. Get regular tune-ups. This will save the average driver 175 gal-

Credit Union Given Award



Hubert O'Quinn, credit union president, is presented "1974 Thrift Award" by Gilbert Edwards, National Federal Credit Union examiner. Directors looking on l-r: Austin Freeman, secretary-treasurer, Wayne Chamblee; Billy Ray Harris, vice president; J. C. Hunt, Ickey Baird, Bennie Spivey and Hubert Lankford at monthly meeting

The LFM Federal Credit Union has done it again. For the second year, consecutively, it has won the National Federal Credit Union's "Thrift Honor Award."

"It is very unusual," explained Gilbert Edwards, examiner presenting the award, "for a credit union to get two thrift awards, especially within two years.

"The LFM Federal Credit Union has every reason to be proud. Only 12 percent of the credit unions in the country ever get one award such as this," Edwards continued.

The award indicates an excellent growth rate in new savers and shows previous members are saving more.

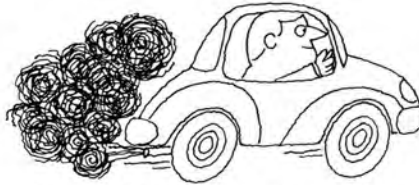
"Even if there is an indication of outstanding growth," Edwards said, "an award is not given unless there is good management. Your credit union has both."

lons of gas per year.

4. Replace filters and check all pollution control devices. A dirty carburetor air filter alone can cost you as much as 80 gallons of gasoline a year.

5. Don't gun your engine to warm it up. Instead, drive the car slowly at first.

6. Turn off the engine while stopping the car for any length of time. If you must stop for over one minute, you are using more gas idling your engine than you will use to restart the car.



7. Accelerate slowly when leaving a complete stop. "Jack rabbit" starts waste gas.

8. Don't use your air conditioner when it's not needed. It can take enough engine power to use almost a gallon and a half of gasoline in every tankful.

9. Drive with a steady foot. Many drivers unconsciously tap the gas pedal when they drive. Tests prove this can reduce fuel economy.

So, for a while it looks as though we are going to be conserving energy, not particularly for conservation's sake, but for the sake of our pocketbooks. Prices keep going up on fuel and until a self-generating source of power is perfected, the experts say, we will keep using our unrenewable resources to keep us going.

MARKING AN ANNIVERSARY

MACHINE SHOP

Employment Date	Years with Co.
R. E. Barr	April 30, 1935 39
A. W. Midgley	April 7, 1937 37
Calvin Stevens	April 21, 1937 37
Leo Brown	April 14, 1941 33
G. A. Gandy	April 14, 1941 33
Marlin Harris	April 16, 1941 33
Clint Youngblood	April 8, 1952 22
A. G. Wilkins	April 16, 1954 20
C. C. Hornbuckle, Jr.	April 20, 1954 20
G. E. Oliver	April 26, 1954 20
Gordon Thomas	April 11, 1962 12
Leroy Garner	April 24, 1963 11
Robert McNeely	April 13, 1964 10
Leslie Durham	April 15, 1965 9
Grady Hopkins	April 19, 1965 9
W. R. McCalister	April 26, 1965 9
Darvin Dominey	April 28, 1965 9
James Eddings	April 11, 1966 8
David Jinkins	April 12, 1966 8
Doyle Robertson	April 24, 1967 7
B. J. Coaston	April 1, 1968 6
Leon Balderas	April 4, 1968 6
Donald Smith	April 15, 1968 6
J. R. Williams, Sr.	April 15, 1968 6
Randall Lawrence	April 21, 1969 5
Hoyt Fox	April 13, 1970 4
James Pate	April 13, 1970 4
Gary Barnes	April 27, 1970 4
Elbert Jones	April 24, 1972 2
J. R. Williams, Jr.	April 3, 1973 1
Michael Doss	April 4, 1973 1
Billy Ray Cole	April 10, 1973 1
W. M. Haynes, Jr.	April 16, 1973 1
M. L. McGraw	April 16, 1973 1
O. C. Cartwright	April 19, 1973 1
Lance Dickens	April 23, 1973 1

TRAILER DIVISION

Employment Date	Years with Co.
Bennie Spivey	April 1, 1946 28
A. G. Colburn, Jr.	April 12, 1946 28
John Bourrous	April 15, 1946 28
Andy Williams	April 15, 1946 28
Hubert O'Quinn	April 19, 1946 28
Allen Repp	April 26, 1946 28
Billy Deal	April 9, 1951 23
Jack Davis	April 14, 1953 21
T. H. Leftwich	April 13, 1956 18
C. C. Hamilton	April 10, 1961 13
W. E. Jones	April 3, 1962 12
Arthur Davis	April 27, 1964 10
Stephen Montes	April 28, 1964 10
Jerry Swearingen	April 15, 1968 6
C. B. Stanley	April 7, 1969 5
Jesse Graves	April 7, 1969 5
Ronald Coleman	April 17, 1969 5
Robert Dossett	April 12, 1972 2
Prentice Brooks	April 12, 1972 2
Linda Scarborough	April 17, 1972 2
Jimmy Milley	April 17, 1972 2
Ewell Jackson	April 2, 1973 1
Arthur Roberts	April 9, 1973 1
Edgar Butler	April 9, 1973 1
Earnest Rudisill	April 10, 1973 1
Jimmie Goodson	April 11, 1973 1
Jerry Sims	April 16, 1973 1

L. W. Randolph	April 17, 1973 1
James Randolph	April 19, 1973 1
Kenneth Williams	April 23, 1973 1
Leslie Rooney	April 24, 1973 1
Donald Cubine	April 30, 1973 1
Douglas Rushing	April 30, 1973 1

FOUNDRY DEPARTMENT

Employment Date	Years with Co.
C. E. Grisham	April 17, 1944 30
Phillip Sharp	April 3, 1951 23
Jim Singletary	April 17, 1952 22
F. J. Berry	April 23, 1952 22
Guy Richards	April 13, 1954 20
J. C. Wortham	April 23, 1954 20
James Durham	April 4, 1955 19
Eddie Sowell	April 17, 1962 12
Leon Denning	April 20, 1964 10
George Yarbrough	April 26, 1965 9
Leo Cranford	April 12, 1966 8
J. E. Alexander	April 11, 1967 7
Otis Bradford	April 3, 1970 4
Donald Johnson	April 14, 1972 2
Samuel Johnson, Jr.	April 20, 1972 2
Lester Gilder	April 24, 1972 2
Richard Rhodes	April 25, 1972 2
Johnny Miller	April 27, 1973 1

WELDING & STRUCTURAL

Employment date	Years with Co.
Edmund Winston	April 28, 1930 44
H. L. Westbrook	April 7, 1937 37
W. F. Crager	April 27, 1946 28
G. B. Little, Sr.	April 15, 1947 27
A. L. Holiday	April 4, 1956 18
M. A. Nichols	April 25, 1956 18
R. M. Williams	April 4, 1962 12
R. M. Sittton	April 16, 1962 12
R. O. Lewis	April 5, 1965 9
Don Stringer	April 20, 1965 9
Benny Wilson	April 1, 1966 8
Eddie Randolph	April 13, 1966 8
Harold Cheney	April 26, 1967 7
Frankie Heaton	April 29, 1968 6
Cullen Malone	April 2, 1970 4
A. D. Whisenant, Jr.	April 6, 1972 2
Larry Shields	April 10, 1973 1

ELECTRICAL

Employment Date	Years with Co.
Dwight Modisette	April 27, 1970 4

PERSONNEL

Employment Date	Years with Co.
Joan Griffin	April 14, 1955 19

UTILITY MAINTENANCE

Employment Date	Years with Co.
Troy Edwards	April 25, 1955 19
R. A. Wolford	April 30, 1956 18
Milton Martin	April 11, 1962 12

ASSEMBLY & SHIPPING

Employment Date	Years with Co.
Wallace Lankford	April 20, 1964 10
Jefferson Kee	April 26, 1965 9

MAIN OFFICE

Employment Date	Years with Co.
Luda Belle Walker	April 7, 1938 36
Betty Bardwell	April 4, 1969 5
James Davis	April 7, 1971 3
William Bailey	April 30, 1973 1

MATERIAL CONTROL

Employment Date	Years with Co.
Tom Peavy	April 5, 1944 30
Perry Grisham	April 8, 1947 27
Smith Malone, Jr.	April 3, 1962 12
Jerry Cortines	April 29, 1968 6

ENGINEERING

Employment Date	Years with Co.
Orpha McCall	April 4, 1973 1
Greg Badke	April 4, 1973 1
Molly Jo Avery	April 23, 1973 1

MACHINERY SALES & SERVICE

Employment Date	Years with Co.
Ben Elliott, Jr.	April 16, 1946 28
Lee Stevens	April 25, 1962 12
Gary Seaton	April 4, 1966 8
Doris Jones	April 24, 1969 5

TRAILER SALES & SERVICE

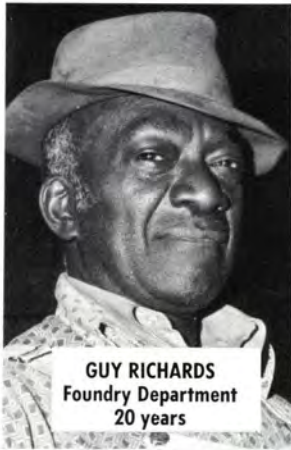
Employment Date	Years with Co.
Jim Alexander	April 20, 1965 9
Leonard Lowe	April 18, 1968 6
Ronald Hale	April 13, 1970 4
Johnny Clark	April 3, 1972 2
Johnny Rhodes	April 11, 1972 2
Sherman Hays	April 10, 1973 1
James Holton	April 16, 1973 1

AUTOMOTIVE & INDUSTRIAL

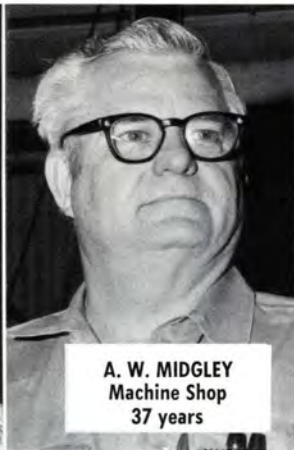
Employment Date	Years with Co.
Hubert Dorsett	April 25, 1946 28
Kelley Griffin	April 18, 1955 19
Billy Mooney	April 1, 1965 9
Joseph Mire	April 1, 1968 6
Jerry Morris	April 15, 1968 6
Larry Goodson	April 24, 1969 5
Virginia Baker	April 2, 1973 1
Gayla Sowell	April 2, 1973 1
Selma Shambough	April 18, 1973 1

TRAFFIC

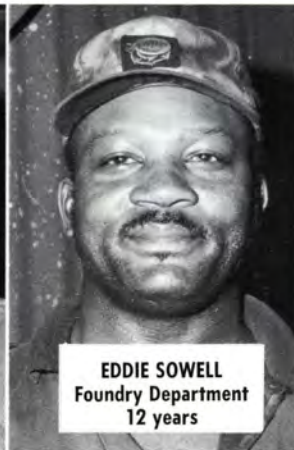
Employment Date	Years with Co.
Jim Lamont	April 2, 1951 23
Ray Steele	April 10, 1962 12
Homer Smith	April 8, 1964 10
Lonnie Tubbe	April 12, 1971 3



GUY RICHARDS
Foundry Department
20 years



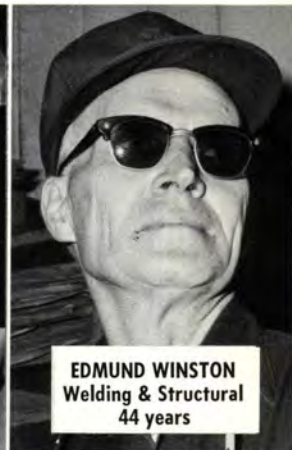
A. W. MIDGLEY
Machine Shop
37 years



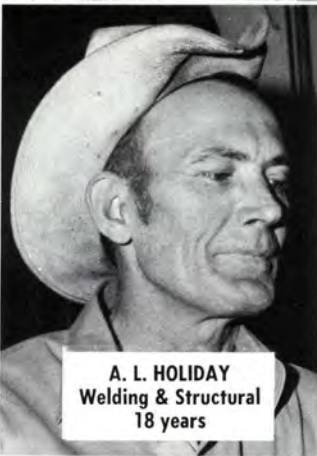
EDDIE SOWELL
Foundry Department
12 years



GEORGE B. LITTLE, Sr.
Welding & Structural
27 years

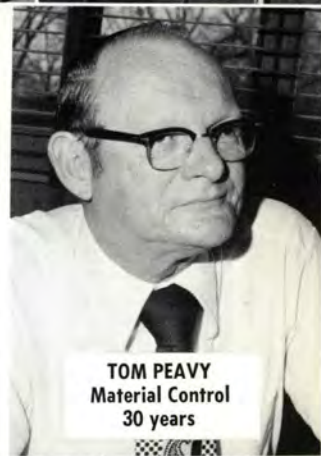


EDMUND WINSTON
Welding & Structural
44 years



A. L. HOLIDAY
Welding & Structural
18 years

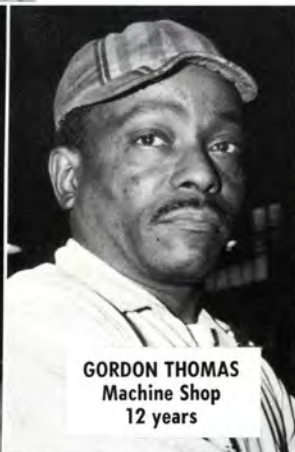
CELEBRATING AN ANNIVERSARY-- 12 Years or More



TOM PEAVY
Material Control
30 years



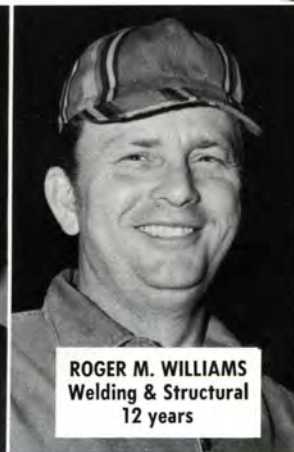
G. E. OLIVER
Lathe Shop
20 years



GORDON THOMAS
Machine Shop
12 years



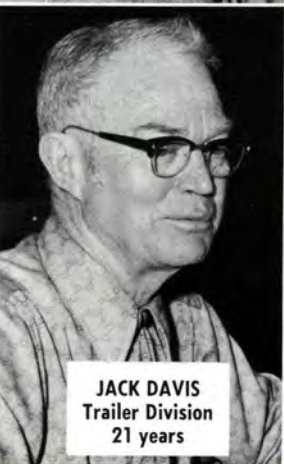
CALVIN STEVENS
Machine Shop
37 years



ROGER M. WILLIAMS
Welding & Structural
12 years



JOAN GRIFFIN
Personnel
19 years



JACK DAVIS
Trailer Division
21 years



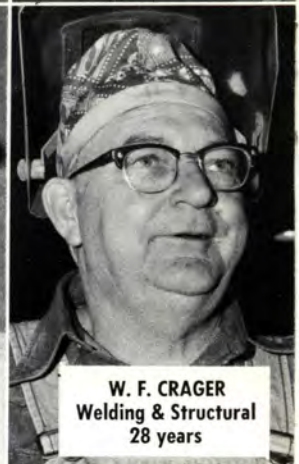
LUDA BELLE WALKER
Main Office
36 years



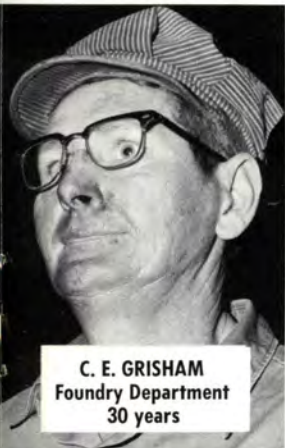
T. H. LEFTWICH
Trailer Division
18 years



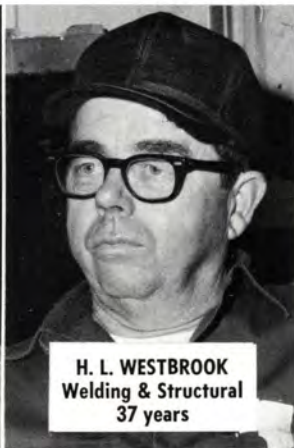
F. J. BERRY
Foundry Department
20 years



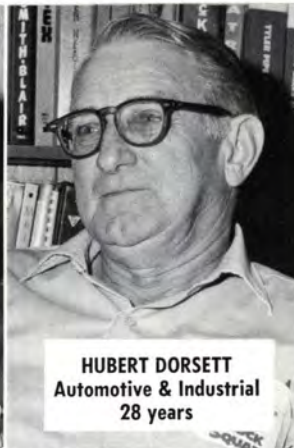
W. F. CRAGER
Welding & Structural
28 years



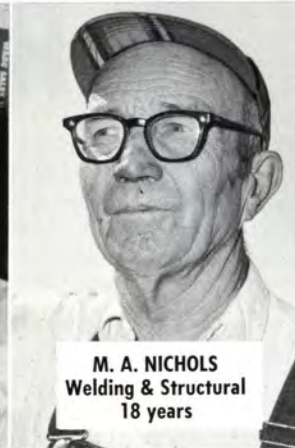
C. E. GRISHAM
Foundry Department
30 years



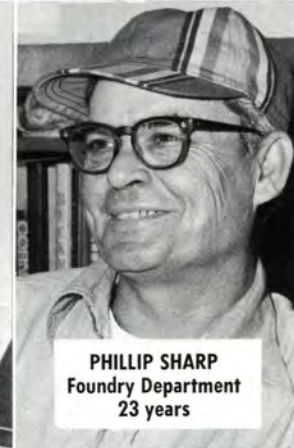
H. L. WESTBROOK
Welding & Structural
37 years



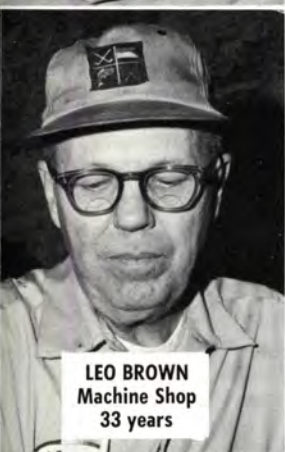
HUBERT DORSETT
Automotive & Industrial
28 years



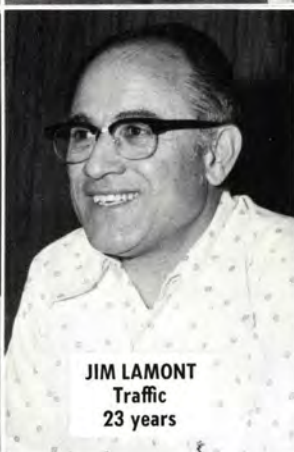
M. A. NICHOLS
Welding & Structural
18 years



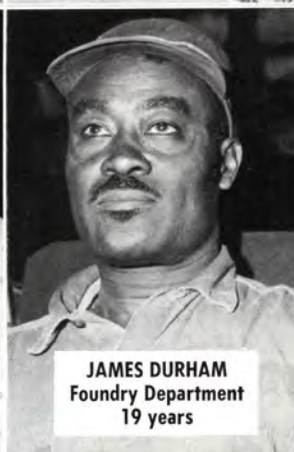
PHILLIP SHARP
Foundry Department
23 years



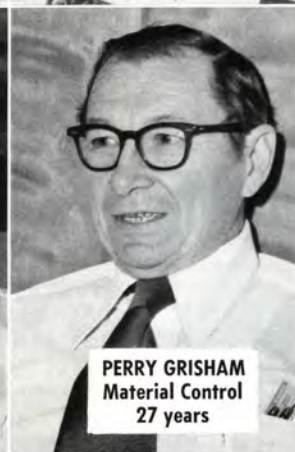
LEO BROWN
Machine Shop
33 years



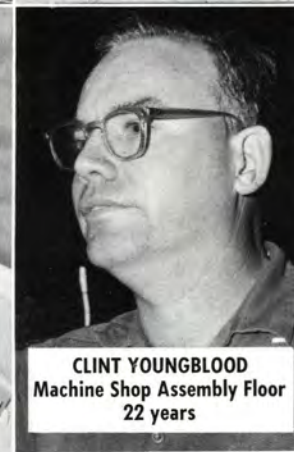
JIM LAMONT
Traffic
23 years



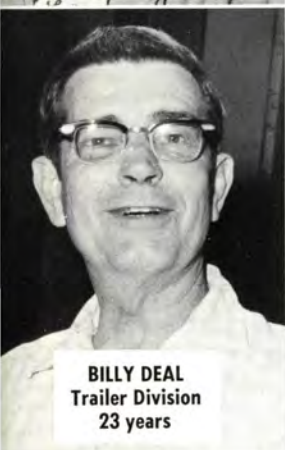
JAMES DURHAM
Foundry Department
19 years



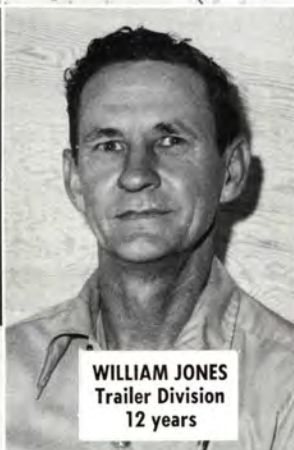
PERRY GRISHAM
Material Control
27 years



CLINT YOUNGBLOOD
Machine Shop Assembly Floor
22 years



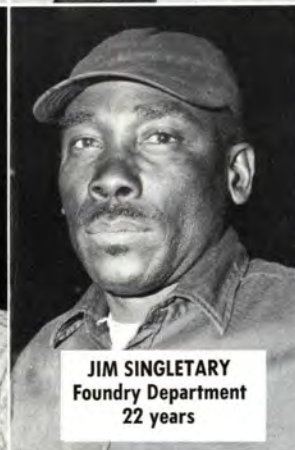
BILLY DEAL
Trailer Division
23 years



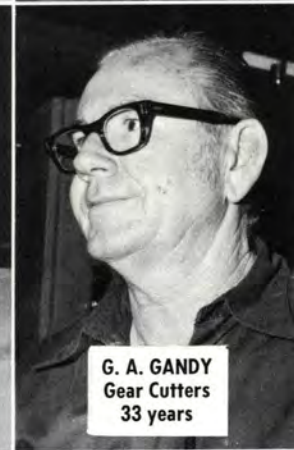
WILLIAM JONES
Trailer Division
12 years



HUBERT O'QUINN
Trailer Division
28 years



JIM SINGLETARY
Foundry Department
22 years



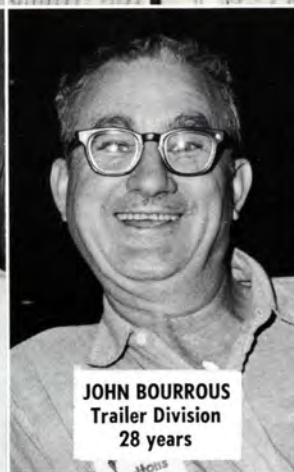
G. A. GANDY
Gear Cutters
33 years



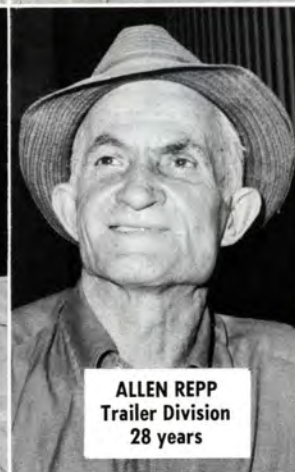
BENNIE SPIVEY
Trailer Division
28 years



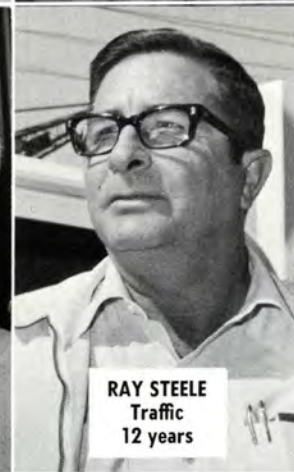
CHARLIE HAMILTON
Trailer Division
13 years



JOHN BOURROUS
Trailer Division
28 years



ALLEN REPP
Trailer Division
28 years



RAY STEELE
Traffic
12 years

Retirees' Years Total 95



RED MARTIN
Utility Maintenance
12 years

A. G. WILKINS
Lathe Shop
20 years

MORE ANNIVERSARIES.



KELLEY GRIFFIN
Automotive & Industrial
19 years

BUBBA SITTON
Welding & Structural
12 years



R. E. BARR
vice president
Machine Shop super.
39 years

J. C. WORTHAM
Foundry Department
20 years



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

TROY EDWARDS
Utility Maintenance
19 years



R. A. WOLFORD
Utility Maintenance
18 years

SMITH MALONE, JR.
Material Control
12 years

Bob Butler
44 years

"Bull gang" crews, a mule-driven wagon for freight and mail, cast iron pumping unit bases, pumping units with only one crank, one electric welding machine, one gear cutter, two drill presses, one big overhead crane . . . these are just some of a man's memories of LUFKIN'S facilities 44 years ago.

Bob Butler is the man who remembers how it was "back then." Employed by Lufkin Industries August 28, 1929, Bob began by cleaning and chipping gear boxes.

The Machine shop "back then" was different from what it is now. At that time, the Machine Shop extended only to the point where the Machine Shop offices are at present.

The machinery was not as advanced as it is now. "Nearly all machines were belt-driven with long flat belts opposed to the shorter, v-belts driven by gear reducers today," Bob points out.

For some time in Bob's early years, the shop's washing facilities consisted of a bucket of water at each man's machine.

After helping on the assembly floor, Bob operated several machines. During the time he operated a hacksaw, boring mill, milling ma-

chine, small Turret lathe and the only gear cutter LUFKIN had, he and Ghent Smelley, who then was set-up man, Machine Shop, worked together on problems.

"Although the government sent blueprints on most of the larger jigs, the smaller parts were left up to us. So, most of the time, Bob and I made the prints ourselves," Ghent, now general foreman, Machine Shop, recalls. He added, "When Bob worked out a problem he thought I needed to know about, on the first shift, he would leave me a note to pick up when I came in on third shift. Sometimes he would come by my house to eliminate any misunderstanding.

"I once heard the late W. C. Trout make the remark that a foreman should try to be the first man on a job and the last to leave. Bob, no doubt, must have heard this same remark, because in my 10 years on the day shift, I found it was hard to get in the shop before Bob," Ghent remembers.

Having been associated closely with Bob since 1935, Mutt Barr, vice president and plant superintendent, says, "Bob has contributed greatly to the growth of Lufkin Industries. His loyalty and dedication to his job have been surpassed by few, if any, other employee. If Bob wasn't on his job, you knew immediately he was home sick and in the bed."

Bob has a high opinion of the men he worked for and those who worked for him. "I've enjoyed all my foremen and good men have worked under me. The company has been awfully good to me, too," Bob remarked.

Bob has been associated personally with Mutt, hunting and fishing at Cypress Lake Hunting Club where they have been members for years.

After 44 years, Bob Butler receives watch from Mutt Barr



Mutt says when he stops and thinks of a good friend, he always remembers some amusing things. However, he says he can't mention all of them because Celie, Bob's wife, might want some explanations.

"However, I don't mind mentioning the time he chained and locked his boat and motor to the center support post in the back end of his garage," Mutt smiled. "He ran out before daylight one morning, hooked his trailer to his car and took off for Cypress. Needless to say, he didn't catch any fish that weekend because he spent the entire time rebuilding his garage."

Bob has managed to go fishing several times since then without damaging his garage and he and Celie (a real angler, Bob says) plan to go many more times in their retirement days ahead.

The Butler's have two sons, T. L. (Bobby) and Cary. Bobby, his wife, Helen and their son live in Natchez, Mississippi, where he is in Machinery Sales & Service for LUFKIN. Cary, his wife, Mary Alice and their two sons live in Mineola, Texas.

**Delbert Jones
23 years**

"If I had my years of work to do over, I wouldn't look anywhere but LUFKIN," said a retired employee after 23 years of service.

Those words were spoken by Delbert Jones, Engineering department, upon his retirement.

As a World War II veteran of the Army infantry, Delbert was among the first group to hit the beaches at Salerno. He continued on the front lines until he was wounded on a mountain outside Rome.

After that, he was sent back to the states. Describing himself as a "home bug," Delbert said he did all

the traveling he ever wanted to do while he was in the service. So, the gasoline crisis shouldn't affect him as much as those who do a lot of traveling.

In 1950, after Delbert had looked for a good job for some time, he was called back to LUFKIN where he had worked for a short time several years before. "I was glad to find this job, because jobs were hard to find then," he said.

On Delbert's first day at LUFKIN, he went to work in the Trailer Division. After a period of time, he moved to the Gas Engines department. Then from there, he went to the Gas Engines office. The next move was to the Order department with his same duties and in more recent years, he has been in the Engineering department.

Included in his tasks were ordering parts for gas engines and personally dealing with problems of gas engine customers.

"I've always been treated well here and I loved my work," Delbert pointed out.

Off the job, Delbert usually tends to his garden as well as hunting ducks, squirrels and deer.

Now that he has more leisure time, he says he may get back to fishing. He says that won't be too difficult to do.

Delbert and Mamie, his wife, both have been pruning their plum, peach and apple trees. Because they only have two apple trees, Delbert said he was going to "let" Mamie prune them (so, he won't be responsible if they don't bear fruit).

Although the Joneses have no children, they have a poodle, Feller. "Feller is really a lot of company but I'm afraid he sometimes thinks he's human," Delbert laughed.

"Several of our nieces and nephews stay with us in the summer,

who are just like our own," Delbert says proudly.

Delbert's brother, Garland, retired from the Electrical department last December. He has two sisters, Naomi Russell of Wells and Hazel Henry of Fort Worth.

As his final comment about LUFKIN, Delbert said, "This company is so accommodating, if you make a good show of effort, they'll meet you more than half-way."

**Joe W. Bailey
28 years**

"In my 28 years with Lufkin Industries," Joe W. Bailey recalled, "I never was responsible for anyone getting hurt on the job."

Joe came to work for LUFKIN on August 8, 1945 and spent the next 27 years running the 15-ton crane in the main shop of the Machine Shop.

Considering all the material that Joe handled up and down the shop, his safety record is remarkable.

Many people might think a crane operator's job is dull. But, the operator must keep an eye on the entire shop to prevent any possible accidents and this takes a lot of concentration, Joe explained.

"It was a very tedious job, but I enjoyed it," Joe emphasized, "or I wouldn't have stayed so long."

Joe liked the responsibility of the job. It was a challenge to him every day and he helped in the building of many pumping units and gears.

In January, Joe retired to the peace and quiet of Wells, where he and his wife, Ruth, own their home. Joe is tending to his garden and cows and tries to get in some fishing.

Since an accident about a year ago, Joe has been in bad health and was forced into retirement, after a recent operation.

Delbert Jones accepts his retirement watch from R. L. Poland



Retiree Joe Bailey is presented with watch by Mutt Barr



LUFKIN

in focus



Duane Murphy, son of Mr. and Mrs. A. T. Murphy, Jr., Houston, played offensive and defensive tackle for a city league team in Houston for 8- and 9-year olds. They won conference and the Sid Lasher Memorial Bowl. Duane was voted outstanding offensive lineman and received award for outstanding defensive play. His grandfather, Herman Parrish, works in Inspection, 1st shift



Bobby Tucker, Machine Shop, 3rd shift (left), and Jimmy Martin, Machine Shop, 2nd shift, hauled in a big load from fishing trip on Lake Rayburn using spinner baits



Lufkin Industries' basketball team undefeated in city league are front row (l to r): Lewis Hartsfield, Welding & Structural, 1st shift; Donald Mills, Charles Woodson. Second row: Charles Roberts, Automotive & Industrial; Charles Wright, Harold I. Walker, Foundry department, 1st shift; James Denmon, Machine Shop, 3rd shift; Charles Dennis, Welding & Structural, 1st shift. They won regional and went to state



At right: Mr. and Mrs. A. G. Black, Jr., were married December 1 in Portales, New Mexico. The bride is the former Jayne Ruth McCullough. The groom's father, A. G. Black, Sr., works in Machinery Sales and Service, in Hobbs, New Mexico



At annual Machinery Division sales conference, seven service awards were presented to LUFKIN sales representatives by R. L. Poland. L-r: Charles Dyer, 40 years, Mid-Continent Div. mgr., Tulsa; Ben Queen, sales mgr., Lufkin; and Bill

Champion, Odessa, both 15 years; Billy Burnette, 30 years, New Orleans Area; Len Ruzicki, Calgary, and Roy Lilley, res. mgr., Canadian Div., Edmonton, both employed 20 years; and Jimmy Trout, 5 years, New York City Area



Bill Little presents Andrew Luna, Trailer Div. mechanic, Houston branch (right), with 5-year service award at banquet



Gary Hobson, Trailer Div., Shreveport branch office (right), is presented with his 10-year service award by Bill Little



Kermit Gammill, Eastern Div. mgr., fleet sales, Charlotte, N.C., gets 25-year service award from Marshall Dailey



Mrs. Fuller stands with her husband, Elmer, Trailer Division service mgr., Oklahoma City, while Marshall Dailey, sales mgr., Trailer Division, presents him 15-year service award at banquet



Clarence Green, Trailer Div., Atlanta, was presented his 5-year service award by Bill Little, gen mgr., Trailer Div.



Bea Harris, Trailer Division, Houston (center), is presented with her 20-year service award by Bill Little (left). Her husband, Hugh, looks on. Award dinners were held for all at branch offices

LUFKIN in focus



Steven Daniel is a new addition to the Robert Nunn family. Born January 14, Steven weighed 9 pounds 10 ounces. He is welcomed by a sister, Denise, and a brother, Guy Allen. The proud daddy works in Engineering department.



At Bob Butler's retirement party, he was presented with an ax with a splintered handle and cardboard blade as his gift. After a good laugh was had, Denzel Harris (left) gave him his real gift, a chain saw. Slim Foster (background) is enjoying the joke



Pamela Cloyd, daughter of Mr. and Mrs. Mike Cloyd, won two 1st places and one 3rd place in Cougar Invitational Twirling Contest in Houston. Pam won 1st place in Beginners Solo division and rating class division. Her 3rd place win was in the Royal Court division. Mike works in Material Control. Pam's uncle, Larry Cloyd, is in Welding & Structural, 1st shift, while her grandfather, Charlie McLain, is in Machine Shop, 1st shift



Roy and Elaine Wright recently added a boy, Darrell Raymond, to their family. He was born January 25 weighing 8 pounds 13 oz. Roy is in Engineering



Tracy Lynn became an addition to the Larry Thigpen family on January 13. Tracy weighed 8 pounds at birth. New daddy is employed in the Pattern Shop



Don and Peggy Crager had a girl, Kelley Jeanette (left), born January 14 weighing 6 pounds 15 ounces. Three-year-old brother, Don Wayne, is with Kelley. Mr. and Mrs. Bill Crager welcomed their new arrival born January 17. William Bradley was 6 pounds 13 ounces at birth. With him is his two-year-old brother, Jason. Grandfather of both sets of grandchildren is W. F. Crager, Welding & Structural, 1st shift

Mr. and Mrs. John Halsell are proud parents of Anna Leah, born January 16, weighing 9 pounds 4 ounces. New father works in the Machine Shop, 3rd shift.



The Buck Creek Bombers, another LUFKIN basketball team are front row, (l to r): John Purvis; Bob McBride, Trailer Indust. Eng.; Arthur Lee Roberts, Float Sub-assembly; Jack McClain; Bobby McCarroll, Data Processing. Back row: Jim Herridge, Trailer Indust. Eng.; Tommy Billingsley, Personnel; Mitchell O'Neal, Trailer Indust. Eng.; John Poland, Personnel, coach; J. C. Crawford, Floats. Not in picture: Bill Slaughter, Lynn Poss and Sammy Polk, Brake and Axle

Below: January safety award winner was the Pipehouse. Zack Fenley, Pipehouse foreman (left); Ira Brown, safety committeeman, look at sign to remind vehicles to slow down



Don and Glenda Allen welcomed Todd Kevin into their family February 7. He weighed 7 pounds 11 ounces. Don works in Utility Maintenance, 1st shift



LUFKIN ROUNDUP

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Roundup Laughs



A wealthy contractor liked to know all about the employees who toiled in his vast business. One day he came upon a new young man who was dexterously counting out a large wad of the firm's cash into pay envelopes.

"Where did you get your financial training, young man?" he asked.

"Yale," replied the young man.

"Good, good!" exclaimed his boss, being a staunch advocate of higher learning. "What's your name?"

"Yackson."

ABOUT THE COVER

It was that particular period of spring which acts most powerfully upon the soul of man—the clear, full, brilliant but not hot sun, the brooks and snow-bare places, perfumed freshness in the air, and the tender blue sky, with its long transparent clouds.

—Tolstoy

Advice to college students: Be kind to your parents. After they get through paying to send you, you're all they'll have.

A young school teacher said to her best student, aged seven, "Tommy, if I lay one egg on the table and two on the chair, how many will I have altogether?"

"Personally," answered Tommy, "I don't think you can do it!"

Woman: "Are these eggs fresh?"

Grocer (to helper): "Fred, feel those eggs and see if they're cool enough to sell yet."

Small boy viewing a cage of green parakeets in pet shop window: "Look, Mommy, there are some canaries that aren't ripe yet."

Cheerful people, the doctors say, resist disease better than the glum ones. In other words, it's the surly bird that catches the germ.

Mike O'Flaherty from Belfast was visiting in New York and naturally the talk turned to the troubles in northern Ireland.

"Greatly overemphasized," said Mike. "Newspapers and television play up everything, way out of proportion. Actually, Catholics and Protestants generally get along. Of course, we have some riots and beatings—but here in New York I read about the same things."

"Surprising," said his host, "But Mike, tell us what your job is in Ireland."

"Not very good, I'm afraid," answered Mike. "Actually, I'm a tail gunner on a bakery wagon."

A salesman got hold of cousin Jeb the other day and told him, "Now that you have kids in school, you ought to buy them an encyclopedia."

"Nuthin' doin'," said Jeb, "Let 'em walk to skool lak I did!"

A man begins to cut his wisdom teeth the first time he bites off more than he can chew.

A man had ridden over a mile in a taxi before he realized he had no money with him. He tapped the window and told the driver, "Stop at this cigar store. I want to get some matches so I can look for a \$10 bill I've lost back here."

When he emerged from the cigar store, the taxi was gone.

The trouble with some people who don't have much to say is that you have to listen so long to find that out.

"When I was a girl two men fought with guns to see which one would get me," the senior citizen remembered to her great granddaughter.

"How exciting! What happened?" she asked.

"One got me in the leg, and the other in the shoulder."

"You're nothing but a quack," the irate patient shouted at the dentist. "For months you've had me come back for needless treatments. You have robbed me blind and my teeth are still falling out. You have gotten rich on my case alone."

The dentist shook his head sadly. "That's gratitude," he said, "and to think that I just named my new yacht for you!"

LUFKIN ROUNDUP

April, 1974
Volume 31 Number 4

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Published Monthly for
Employees and Their Families by
LUFKIN INDUSTRIES, INC.

