

The Foundry Roundup

JANUARY, 1964



AN EDITORIAL

Please . . . don't Feed the Bears!

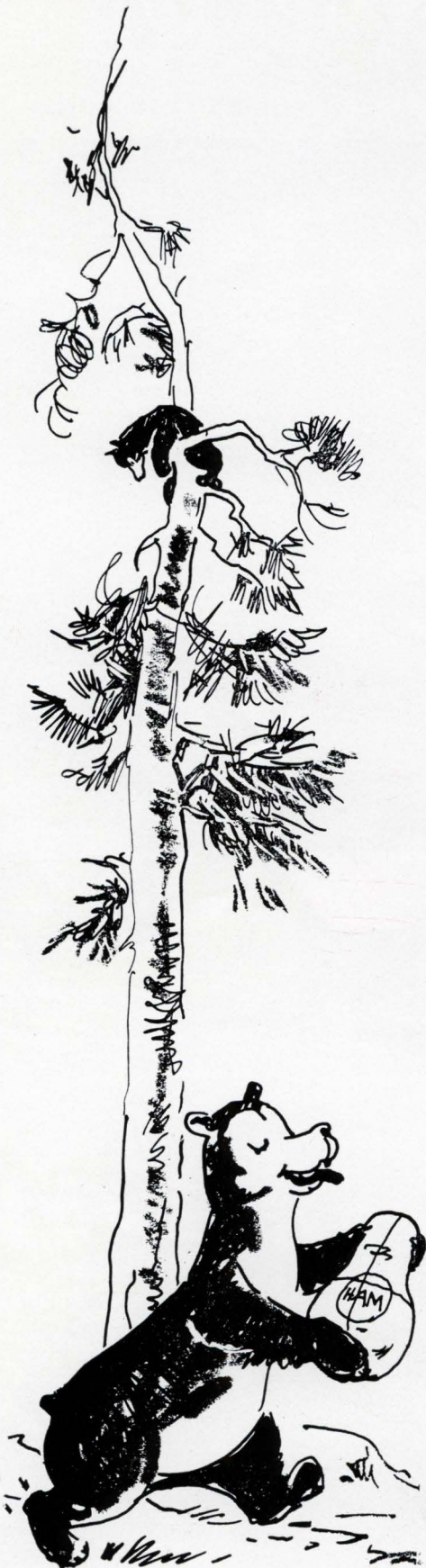
WE WERE reading an article recently in the Kimberly-Clark magazine COOPERATION with the same title as that above this editorial. It was an attempt by Park Rangers to explain to visitors of our National Parks why they should heed the signs placed throughout the parks which read: "Please Don't Feed the Bears."

Why? Because it's bad for the bears.

The Rangers have found that the bears that come to look on tourists' cars as rolling snack bars soon turn into tramps. The change is evident in the animals' appearance and in their disposition. Poor diet and lack of exercise make their coats turn shabby. After a bear successfully begs enough to fill his belly several times, he turns mean and can injure people and damage autos if he doesn't get the expected handout.

It has become necessary, the rangers say, to destroy bears that have become too dependent on the tourist. This dependence shows up either as meanness or incompetence—incompetence in the matter of finding their own natural food. And after the tourist season ends, many bears face death by starvation and have to be destroyed.

This story should cause us to stop and think. Bears and humans have some attitudes in common, and being attracted to "free" lunches is one of them. Another is the susceptibility to lessen self-reliance after depending for too long a time on someone else.



MAN OF THE MONTH

IT TAKES quite a man to hand-hew cross ties from pine trees. There is such a man employed by Lufkin Foundry and Machine Company. He is James Kirksey whose job it is now to keep the new Trailer Division offices clean.

Time was, however, when he used his muscles and know-how to split a pine tree into two or three railroad ties.

"Kirk," as he is known to his fellow employees, is an ambitious, clean and likeable fellow who isn't afraid to tackle any job no matter how rough or difficult it might be. This attitude comes in great measure from his parents who reared him to believe that work was honorable and the necessary ingredient for a good life.

When he was just a little fellow, Kirk would follow his father into the woods of Shelby County near Center, Texas, where he cut ties every day. Kirk's father was considered one of the best tie makers in the surrounding country. He was strong and quick.

"I can remember seeing him throw one 7 x 8 tie on his shoulder and put another under his arm and carry both to a wagon some distance away. Usually one tie was all an ordinary man could carry," Kirk recalls with pride.

Back in those days there were no power saws to fell the trees and cut the ties. A tie maker used a broad ax. This differs from the ordinary ax in that one side of the blade is beveled for sharpening while the other side is flat. Also the broad ax blade is between 12 and 14 inches long compared to the eight inches of the double-bit ax.

Normally it takes about 20 minutes to make a tie but Kirk can do it in about 15 minutes, and he's seen his father finish one in some 10 to 12 minutes.

Kirk got his lessons in tie making from his dad who bought him an ax before he was big enough to use it. When Kirk was 18, he went into tie making in earnest. During crop making and harvesting time, he worked in the fields, but the remaining



JAMES KIRKSEY tests the blade of his broad ax which he used to hand-hew these beams for a clubhouse

months in the year were spent in the woods with his broad ax cutting pine trees and making cross ties.

"After six long years of this, I had had enough of that job. I went to farming full time for the next three years. After that, I went to San Augustine to work for the cotton compress," Kirk explained.

In 1941, he went to work at the shipyards in Orange where he stayed five years. In 1946, he moved to Houston and worked for Hughes Tool Company. October 28, 1947, he came to work here in the Trailer Division for Willie Ricks. Some years later he was transferred to clean-up man for the Personnel and Trailer offices. When the new Trailer office was built, he was given that on a full time basis.

Kirk and his wife, Hannah, have one son, Lenard Earl, who is employed in the Machine Shop.

Recently Kirk used his old skill at making ties by hand-hewing some beams for a clubhouse belonging to Frank Ragland, chief engineer of the Trailer Division.

"It took me a little while to get back my swing, but soon it was just like it was 35 years ago when I was making ties out of East Texas pine trees," Kirk said with a grin.

Then he added, "But I don't want to go back to those days. I'd hate to have to earn a living today making ties."



THIS article is about makes of automobiles I can recall that are not on the market any more.

When I resigned from the military service in 1918, I tried my hand for a short time in the garage business here in Lufkin. I got fairly well acquainted with automobiles of various manufacturers.

There was a young fellow by the name of Clyde Edwards who was express messenger on the East Texas Railroad that operated a passenger train round trip from Lufkin to Ratcliff every day except Sunday. Clyde owned a little stripped-down racer made by Crow Elkhart and he left it at my garage during the time he was on his run. This was the only car of that make that I ever saw.

Mr. Jim Peavy, our own Tom Peavy's Dad, owned a very fine car made by Marion Hanley. This was a big heavy car and was in the upper bracket price-wise. It also was the only one of this make that I ever saw.

There was a man named Waters that owned a "Stutz Bearcat" and as the girl says on TV "it was a doozie." It was about the last word in elegance. This man Waters was a lease buyer and oil promoter. He was always in a hurry and pretended that money was no object; service was what he wanted.

Studebaker, of course, has had its ups and downs but in the early days, they made a car sort of in the upper price bracket. It was a big out-sized job and had the transmission case mounted integral with the rear axle housing and it really took a beating back there.

Mr. R. J. Behannon owned one of these Studebakers and one of the forward and reverse gears got enmeshed with the drive gear all at the same time. This happened on Third Street right in front of the old Post Office building, then Sam Kerr's Tin Shop was there, in the middle of summer and there was no paving. How I got

this baby unlocked is another story.

The King Eight was in the high-priced field. If memory serves me correctly, Darwin Singleton bought one of these and turned it over at the underpass just beyond Keltys.

"Hudson Super Six" was the most popular car in the upper price bracket. In July, 1917, Captain Kit McConico of Lufkin, Captain Allen T. Smither of Huntsville and Col. J. S. Hoover of Houston drove up in front of our house in one of these Super Sixes that had red wire wheels. They were not on a social call either, because before they left they had enlisted my services as First Sergeant of Company I of the Third Texas Infantry. Guess they sort of overwhelmed me with their splendor.

Another car that was quite popular here in Lufkin and sort of out-of-reach of most "po" folks was the Nash. Of course, the Nash like Studebaker has been in and out more than once.

Milton Mantooth came up with a sport-model Chandler and it was a "doozie" too—wire wheels, long wheel base, seats both front and back just wide enough for two people, and it had the zip.

Thelma's Dad, Mr. W. M. Scarborough, bought this car and loaned it to us for a trip to visit my Dad who was then living about 16 miles east of Huntsville. We went via Wells and Ratcliff and Crockett. The highway was under construction between Wells and Ratcliff and the spare tire stuck out so far behind that we drug it off negotiating a dip in the road. We didn't realize this until we stopped for gas about 15 miles away. Yes, we went back and found it; no one had come along while we were gone.

Franklin made a car with an air-cooled motor. This being the case, they had no need for a radiator. Franklin was a very fine car but it really looked odd even in those days. Now it would be a freak. Believe it or not,

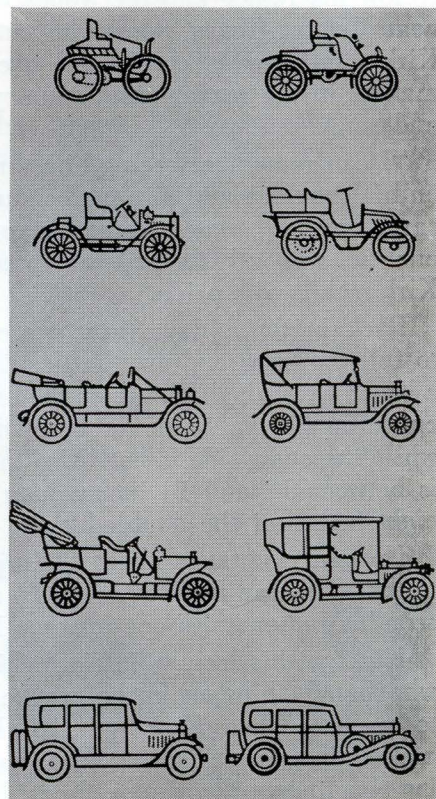
there were many of these cars among the well-to-do city folks.

I remember seeing the Morman, a high-priced car, but I don't think there was one in this country.

There were two autos in Lufkin about 1920, called the "Auburn Beauty." Mr. W. M. Scarborough owned one and Johnnie Gaines the other. Johnnie had a collision with a Ford at the corner of North First and Paul. People had not learned to stop and look before driving out on a busy street and there were no stop signs nor signal lights.

The city placed a sign at the corner of First Street and Lufkin Avenue which read: "Drive carefully; you may meet a fool."

You need not remind Mrs. Croom,



but she backed their "Auburn Beauty" into the public watering trough at a place about where the World War I statue is located on the Courthouse lawn. It didn't hurt it much; just wrinkled the back fender a little. Cars then did not have bumpers.

Jack Dillworth, the man who was our Superintendent in 1919, bought an "Apperson Jack Rabbit," a medium-priced car that never gained any popularity.

Hupmobile was probably the best car at that time in the medium-priced range. Dr. D. M. Childers had one, as did A. G. "Bull Puncher" Perry.

Reo was another medium-priced car that didn't stay on the market long.

Several people in Lufkin bought an Oakland—Doctors Dunn and Bledsoe to name two. These cars didn't stand the test.

Willys Knight built the quietest operating motor of them all. They accomplished this quietness with a sleeve instead of the conventional poppet valve. It probably was too expensive. At any rate, they gave up the idea pretty quick.

Mr. Sam H. Kerr, Sr., was agent for the Willys Knight and the Overland. Overland was a pretty fair automobile and outlasted most of the makes we are talking about.

And there was the LaSalle for the upper crust only.

Several people tried to compete with Ford in price, such as Briscoe. My Dad tied into one of these in 1917.

Maxwell was another. Maxwell stayed around longer than the Briscoe.

Dick Philen about 1920 was agent for the Essex, which was a pretty fair car for the time.

We had in those days the Texan. This job was assembled in Fort Worth.

Several people around here bought stock in the project. This Texan was a poor excuse for transportation.

Although I never saw one, there was a car built called the "White Steamer" powered by a steam engine. This was a very expensive machine but was the last word in dependability. The only trouble, as you can imagine, was the time it took to raise steam.

I am told that the first auto in Lufkin was owned by Dr. Matt Denman. This car had big wheels like a buggy and was chain driven. It had no steering wheel but was steered with a lever. Horses were deathly afraid of autos and this particular car caused plenty of excitement on the streets and public roads.

Dr. Denman lost his life in a collision with a local switch engine.

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years With Co.
I. M. Bullock	Jan. 28, 1929	35
Ghent Smelley	Jan. 19, 1936	28
Melton Campbell	Jan. 26, 1936	28
V. V. Largent	Jan. 28, 1936	28
J. W. Chastain	Jan. 1, 1942	22
E. W. Jumper	Jan. 14, 1942	22
Thomas E. Brewer	Jan. 7, 1943	21
Leon Crain	Jan. 11, 1943	21
Otto Smith	Jan. 11, 1943	21
H. D. Havard	Jan. 21, 1943	21
Guy A. Powell	Jan. 10, 1944	20
J. L. Freeman	Jan. 27, 1944	20
Raymond Forney	Jan. 4, 1945	19
James E. Moore	Jan. 11, 1945	19
C. C. Berry	Jan. 10, 1946	18
J. T. Odom	Jan. 2, 1947	17
Claude E. Robertson	Jan. 8, 1947	17
L. L. Denman	Jan. 9, 1947	17
Cleatus Russell	Jan. 14, 1947	17
I. D. Curry	Jan. 20, 1947	17
Arthur Ward	Jan. 21, 1947	17
H. B. Weeks	Jan. 27, 1947	17
Robert K. Berry	Jan. 8, 1951	13
Linwood Johnson	Jan. 11, 1951	13
J. B. Temple	Jan. 12, 1951	13
H. B. Tucker	Jan. 15, 1951	13
J. C. Watson	Jan. 22, 1951	13
V. J. Scarborough	Jan. 24, 1952	12
Marlin Tullos	Jan. 13, 1953	11
Mingo Molandes	Jan. 4, 1954	10
Thomas Bone	Jan. 12, 1954	10
H. J. Whitten	Jan. 25, 1954	10
Odus Johnson	Jan. 13, 1955	9
Arvil Johnson	Jan. 18, 1955	9
W. B. McCullough	Jan. 19, 1955	9
Charlie DeLaFosse	Jan. 25, 1955	9
Richard Collmorgen	Jan. 3, 1956	8
C. E. Stokes	Jan. 9, 1956	8
Roy C. Benge	Jan. 10, 1956	8
Lannas Bryant	Jan. 23, 1959	5
J. N. Horton	Jan. 26, 1959	5
C. F. Brooks	Jan. 26, 1959	5
A. D. Mallonee	Jan. 1, 1962	2
J. H. Cole	Jan. 2, 1962	2
B. M. Hunziker	Jan. 2, 1962	2
H. C. Jacobs	Jan. 3, 1962	2
H. L. Page	Jan. 4, 1962	2
C. R. Crawford	Jan. 5, 1962	2
J. W. Johnson	Jan. 5, 1962	2
J. T. Winthrop	Jan. 8, 1962	2
P. E. Rhodes	Jan. 8, 1962	2
B. M. Warner	Jan. 12, 1962	2
E. M. Fancher	Jan. 15, 1962	2
G. H. Simien	Jan. 15, 1962	2
B. H. Williford	Jan. 15, 1962	2
R. J. Ray	Jan. 16, 1962	2
R. D. Smith	Jan. 17, 1962	2
Walter Estes	Jan. 18, 1962	2
H. W. Clifton	Jan. 22, 1962	2
C. E. Read	Jan. 22, 1962	2
C. R. Suggs	Jan. 22, 1962	2
T. D. Reynolds	Jan. 22, 1962	2
E. V. Dominey	Jan. 24, 1962	2
E. L. Brown	Jan. 25, 1962	2
L. D. Jackson	Jan. 30, 1962	2
J. U. Mitchell	Jan. 2, 1963	1
L. E. Carroll	Jan. 3, 1963	1
J. W. Smitherman	Jan. 9, 1963	1
J. H. Parker	Jan. 14, 1963	1
A. R. Midgeley	Jan. 15, 1963	1

PATTERN SHOP

	Employment Date	Years With Co.
Ernest Lord	Jan. 23, 1945	19
W. L. Woodard	Jan. 22, 1962	2

SECURITY GUARD

	Employment Date	Years With Co.
Horace Stubblefield	Jan. 6, 1942	22
I. D. Berry	Jan. 21, 1943	21
G. A. Boardman	Jan. 26, 1952	12
M. A. Watson	Jan. 11, 1954	10

WELDING & STRUCTURAL

	Employment Date	Years With Co.
M. M. Fontenot	Jan. 8, 1929	35
C. E. Phillips	Jan. 11, 1943	21
Eddie Lowe	Jan. 21, 1943	21
J. W. Lee	Jan. 4, 1945	19
B. E. Thornton	Jan. 5, 1945	19
W. M. Hartnett	Jan. 16, 1945	19
J. C. Havard	Jan. 9, 1951	13
B. F. Williams	Jan. 24, 1951	13
Jerry Milligan	Jan. 4, 1956	8
C. H. Petree	Jan. 2, 1962	2
J. D. Calhoun	Jan. 8, 1962	2
G. N. Smith	Jan. 15, 1962	2
K. D. Bivin	Jan. 31, 1962	2

TRAILER DIVISION

	Employment Date	Years With Co.
R. B. Smith	Jan. 9, 1940	24
O. H. Huff	Jan. 8, 1951	13
O. R. Due	Jan. 11, 1951	13
A. L. Fuller	Jan. 24, 1952	12
D. O. Smith	Jan. 8, 1953	11
Frank O. Ragland	Jan. 19, 1953	11
Otis Alexander	Jan. 30, 1956	8
J. J. Graves	Jan. 16, 1957	7
Frank Gibson	Jan. 28, 1957	7
James Haney	Jan. 20, 1958	6
J. D. Terry	Jan. 2, 1962	2
B. H. Berry	Jan. 3, 1962	2
W. G. Williams	Jan. 15, 1962	2
D. R. Block	Jan. 15, 1962	2
A. R. Christie	Jan. 15, 1962	2
Maurice Kendle	Jan. 23, 1962	2
Martha Ann Horn	Jan. 17, 1963	1

FOUNDRY DEPARTMENT

	Employment Date	Years With Co.
Elmer Ashley	Jan. 17, 1918	46
Craft Fenley	Jan. 26, 1930	34
Rayford Harbuck	Jan. 18, 1937	27
Jessie Dodd	Jan. 26, 1944	20
Sam Eaton	Jan. 12, 1945	19
Roy V. Chappell	Jan. 3, 1946	18
Howard Coleman	Jan. 3, 1946	16
Will Goolsby	Jan. 3, 1947	17
O. L. Monroe	Jan. 13, 1947	17
Loniell Sovell	Jan. 2, 1948	16
James Davis	Jan. 17, 1951	13
John Jones	Jan. 3, 1955	9
J. A. Ritchie	Jan. 8, 1962	2
Ferdinand Guillory	Jan. 15, 1962	2
Luther Jenkins, Jr.	Jan. 17, 1962	2
M. T. Murray	Jan. 18, 1962	2
W. D. Castle	Jan. 2, 1963	1
Dickey Morgan	Jan. 2, 1963	1
Tommy L. Pinner	Jan. 11, 1963	1

TRAFFIC DEPARTMENT

	Employment Date	Years With Co.
G. R. Nerren	Jan. 16, 1951	13
Marcus Ballenger	Jan. 20, 1953	11

MAIN OFFICE

	Employment Date	Years With Co.
W. W. Trout	Jan. 1, 1925	39
Winnie Berry	Jan. 16, 1939	25
A. E. Caraway	Jan. 16, 1939	25
Weldon Largent	Jan. 31, 1941	22
LaVelle Glenn	Jan. 26, 1955	9
Acacia McMullen	Jan. 16, 1956	8
Mary Fuller	Jan. 16, 1957	7
Max Cruse Turner	Jan. 28, 1957	7
Wayne Rushton	Jan. 29, 1962	2

MILL SUPPLIES

	Employment Date	Years With Co.
J. P. Walters	Jan. 2, 1952	12
Edith M. Arnold	Jan. 3, 1963	1

PERSONNEL

	Employment Date	Years With Co.
Joe E. Rich	Jan. 4, 1954	10

OILFIELD SALES & SERVICE

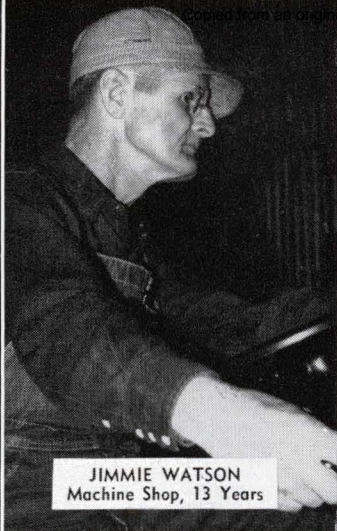
	Employment Date	Years With Co.
Al McConville	Jan. 1, 1939	25
W. T. Crowder, Jr.	Jan. 1, 1946	18
T. L. Bowers	Jan. 16, 1947	17
G. W. Nichols	Jan. 23, 1950	14
John L. Fincher	Jan. 24, 1955	9
Mary Schmidt	Jan. 14, 1957	7
E. E. Johnson	Jan. 1, 1958	6
Alice M. Mann	Jan. 1, 1959	5
Mildred A. Wendt	Jan. 1, 1959	5

TRAILER SALES & SERVICE

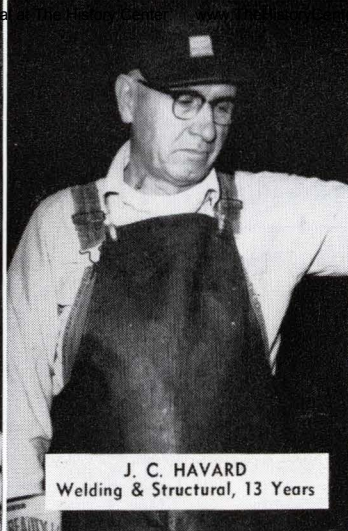
	Employment Date	Years With Co.
Glen A. Foy, Jr.	Jan. 10, 1949	15
J. D. Kendrick	Jan. 28, 1954	10
T. B. Friday	Jan. 20, 1959	5
N. K. Coleman	Jan. 22, 1959	5
R. N. Vincent	Jan. 11, 1961	3
D. D. Lewis	Jan. 23, 1961	3
H. W. Johns	Jan. 10, 1962	2
D. R. Coffey	Jan. 29, 1962	2
T. J. Wilson, Jr.	Jan. 29, 1962	2
A. H. Powers	Jan. 9, 1963	1
J. E. Baker	Jan. 17, 1963	1



ROY V. CHAPPELL
Foundry Dept., 18 Years



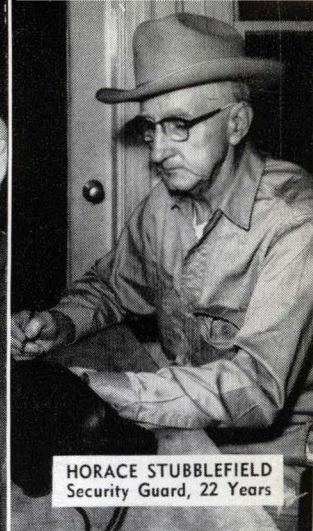
JIMMIE WATSON
Machine Shop, 13 Years



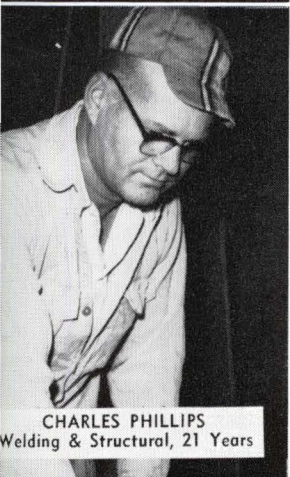
J. C. HAVARD
Welding & Structural, 13 Years



A. L. FULLER
Trailer Division, 12 Years



HORACE STUBBLEFIELD
Security Guard, 22 Years

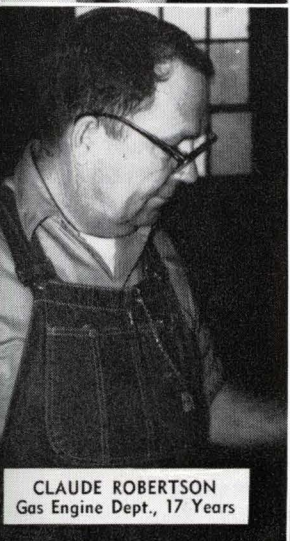


CHARLES PHILLIPS
Welding & Structural, 21 Years

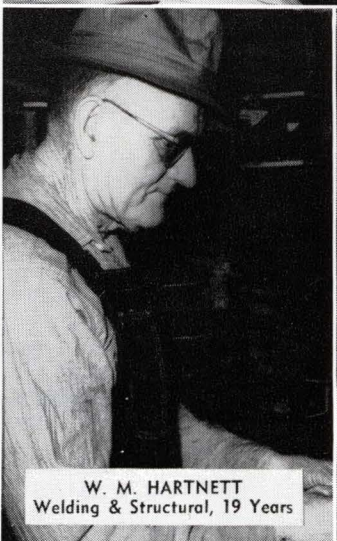


WINNIE BERRY
Main Office, 25 Years

Celebrating an Anniversary 12 Years or More



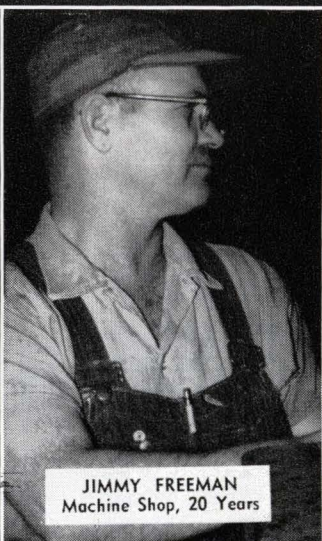
CLAUDE ROBERTSON
Gas Engine Dept., 17 Years



W. M. HARTNETT
Welding & Structural, 19 Years



LEON CRAIN
Machine Shop, 21 Years



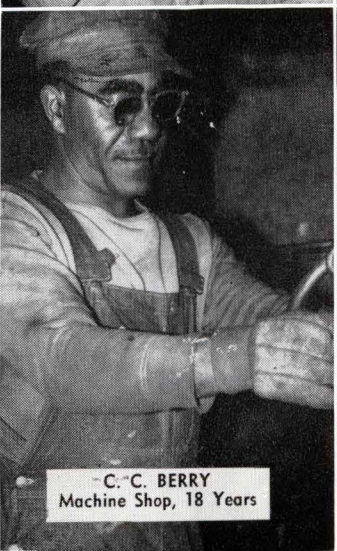
JIMMY FREEMAN
Machine Shop, 20 Years



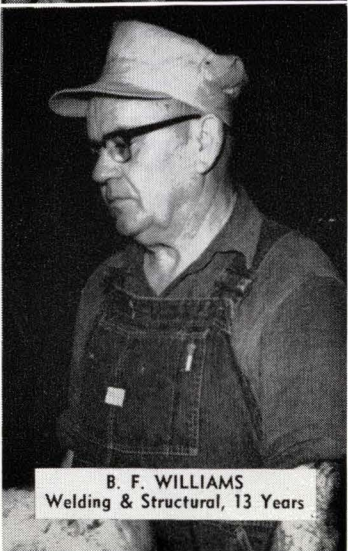
CLEATUS RUSSELL
Assembly & Shipping, 17 Years



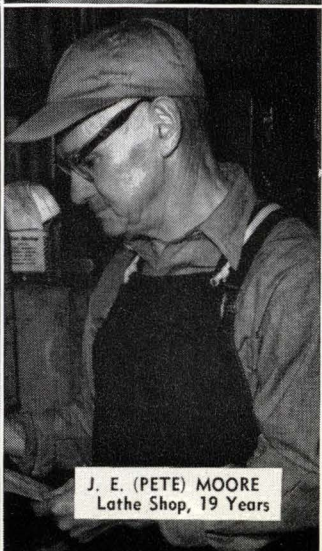
THOMAS E. BREWER
Machine Shop, 21 Years



C. C. BERRY
Machine Shop, 18 Years



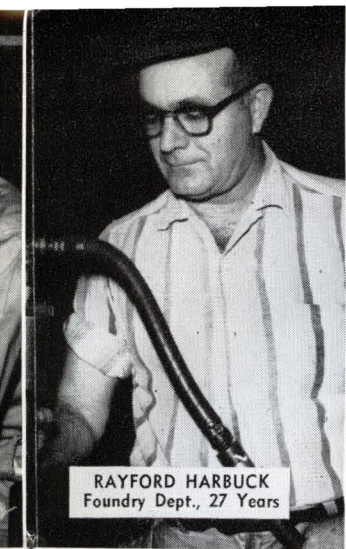
B. F. WILLIAMS
Welding & Structural, 13 Years



J. E. (PETE) MOORE
Lathe Shop, 19 Years



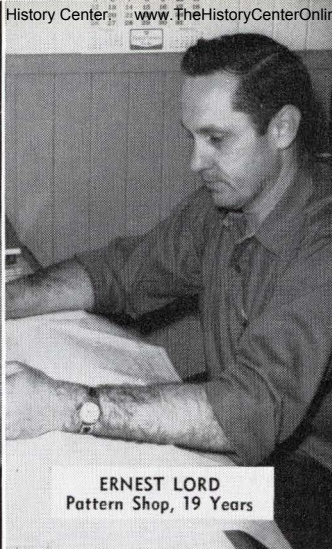
JACK LEE
Welding & Structural, 19 Years



RAYFORD HARBUCK
Foundry Dept., 27 Years



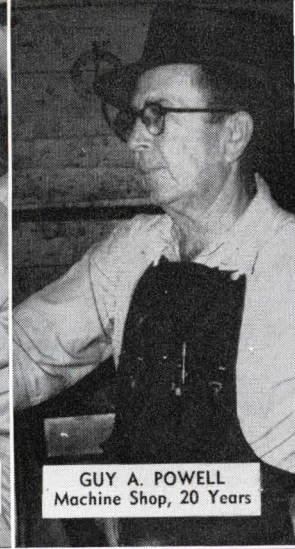
OTTO SMITH
Lathe Shop, 21 Years



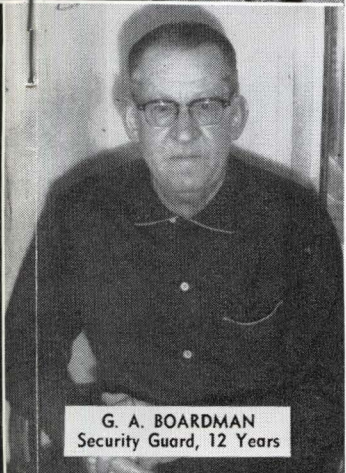
ERNEST LORD
Pattern Shop, 19 Years



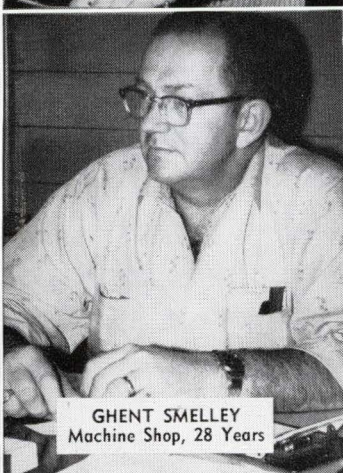
LINWOOD JOHNSON
Assembly & Shipping, 13 Years



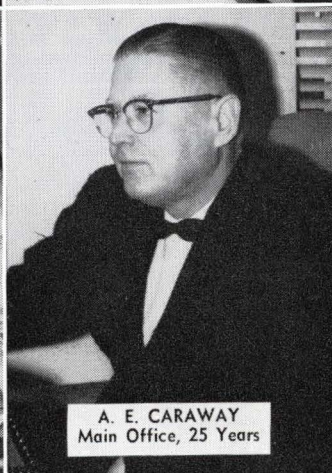
GUY A. POWELL
Machine Shop, 20 Years



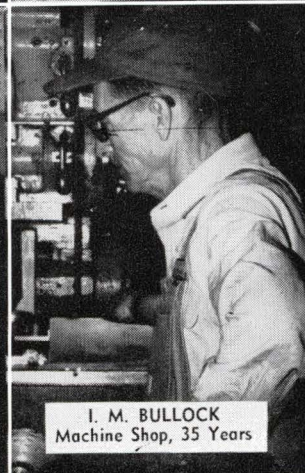
G. A. BOARDMAN
Security Guard, 12 Years



GHENT SMELLEY
Machine Shop, 28 Years



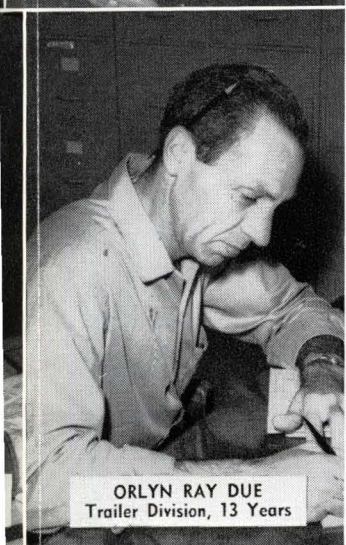
A. E. CARAWAY
Main Office, 25 Years



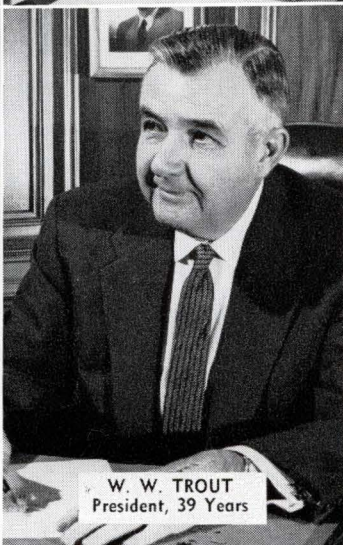
I. M. BULLOCK
Machine Shop, 35 Years



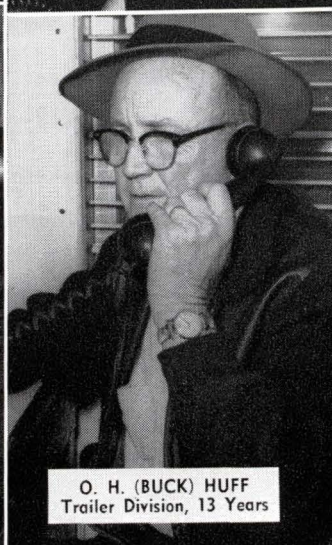
H. D. HAVARD
Lathe Shop, 21 Years



ORLYN RAY DUE
Trailer Division, 13 Years



W. W. TROUT
President, 39 Years



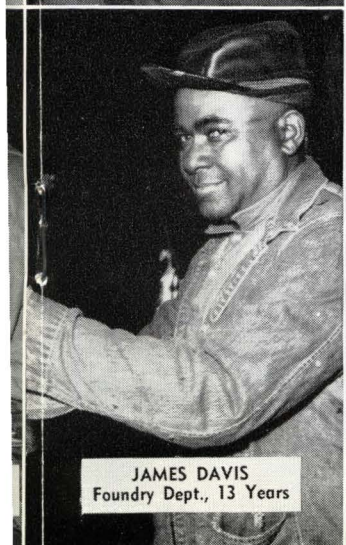
O. H. (BUCK) HUFF
Trailer Division, 13 Years



MELTON CAMPBELL
Machine Shop, 28 Years



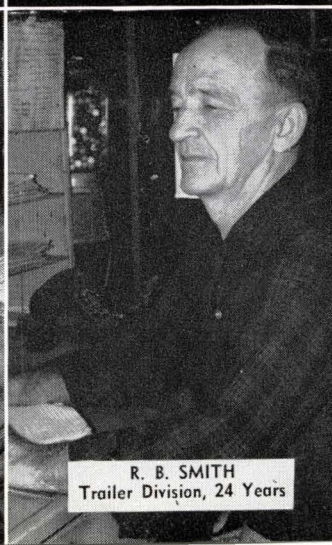
I. D. BERRY
Security Guard, 21 Years



JAMES DAVIS
Foundry Dept., 13 Years



JESSIE DODD
Foundry Dept., 20 Years



R. B. SMITH
Trailer Division, 24 Years



HENRY TUCKER
Machine Shop, 13 Years



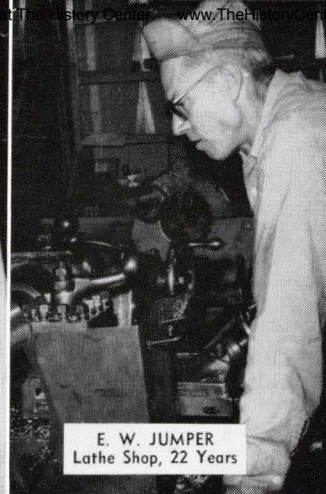
L. L. DENMAN
Machine Shop, 17 Years



HAROLD WEEKS
Gas Engine Dept., 17 Years



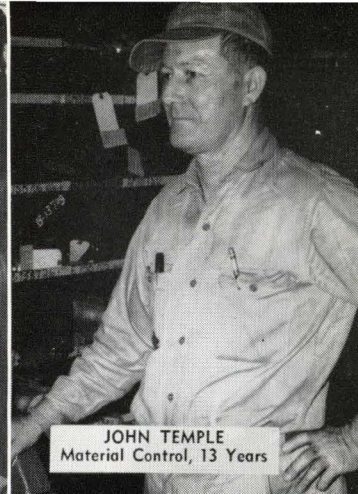
EDDIE LOWE
Welding & Structural, 21 Years



E. W. JUMPER
Lathe Shop, 22 Years

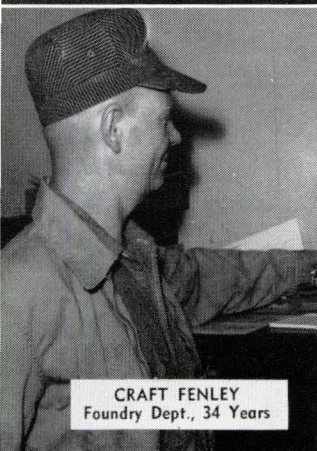


I. D. CURRY
Machine Shop, 17 Years

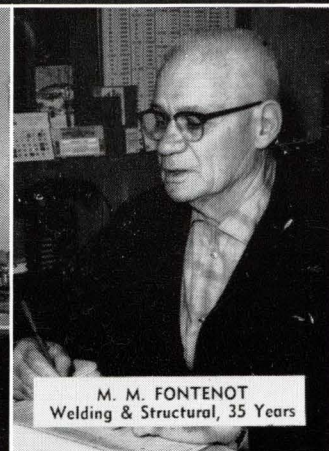


JOHN TEMPLE
Material Control, 13 Years

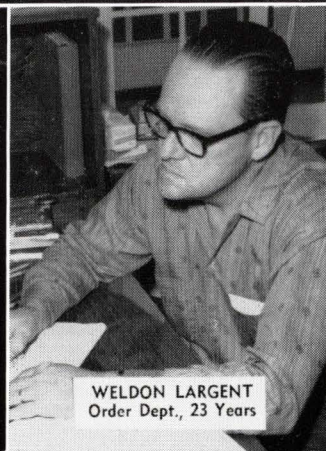
MORE ANNIVERSARIES



CRAFT FENLEY
Foundry Dept., 34 Years



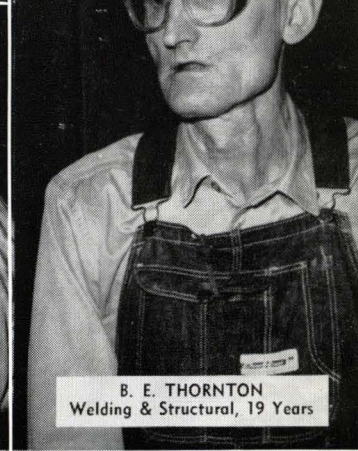
M. M. FONTENOT
Welding & Structural, 35 Years



WELDON LARGENT
Order Dept., 23 Years



ARTHUR WARD
Machine Shop, 17 Years



B. E. THORNTON
Welding & Structural, 19 Years



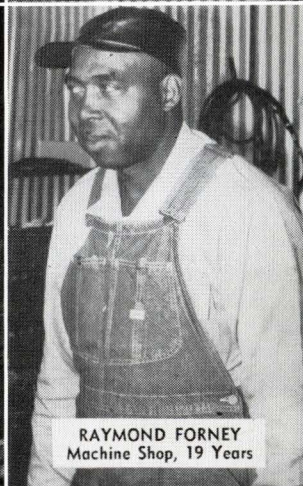
G. R. NERREN
Traffic Dept., 13 Years



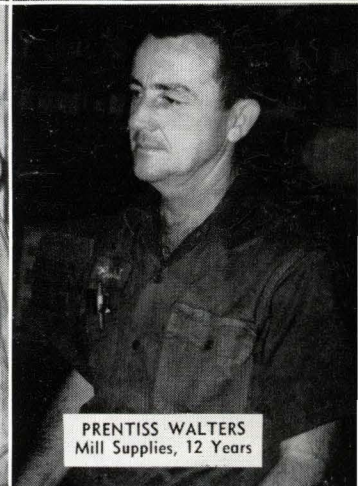
LONIELL SOWELL
Foundry Dept., 16 Years



SAM EATON
Foundry Dept., 19 Years



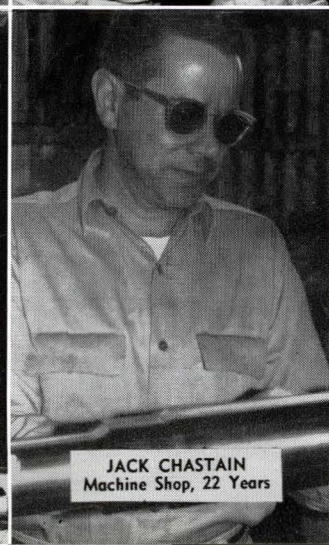
RAYMOND FORNEY
Machine Shop, 19 Years



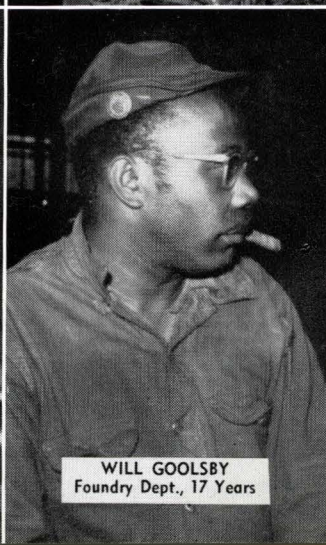
PRENTISS WALTERS
Mill Supplies, 12 Years



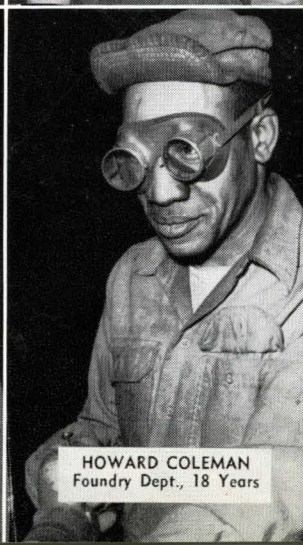
V. J. SCARBOROUGH
Electrical Dept., 12 Years



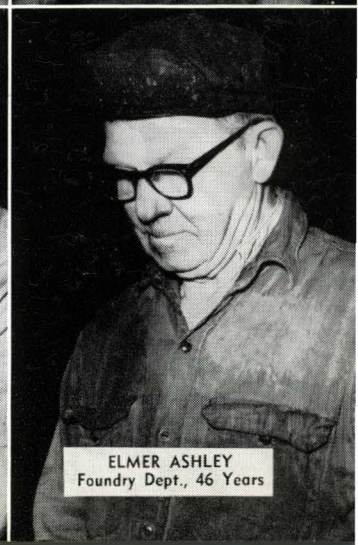
JACK CHASTAIN
Machine Shop, 22 Years



WILL GOOLSBY
Foundry Dept., 17 Years



HOWARD COLEMAN
Foundry Dept., 18 Years



ELMER ASHLEY
Foundry Dept., 46 Years

The Editor's Corner

CONGRATULATIONS to BILL CHAMPION, our Sales Representative in the Odessa area, on the birth of Kyle Milton who was born Friday, December 20, in Commerce, Texas. Bill may have set some sort of record since little Kyle was his second boy in seven months!

Last month we mentioned the daughters of two employees who were engaged in Homemaking projects in school. SUZY SCHULLER, 15-year-old daughter of Mr. and Mrs. WINFORD SCHULLER, is also a 9th grade student in Lufkin Junior High school and her Future Homemaker's project is consumer buying. The purpose of the project is to teach selecting and buying. Suzy is a member of the Junior High band, Junior High choir and the Order of Rainbow.

Her younger brother, WINFORD, JR. (BUTCH) is in the 6th grade at Trout Elementary school. He is a member of the 6th Grade Choir, Junior Choir of the First Methodist Church and is a Boy Scout.

Their father is Foreman, Gear Cutters, Machine Shop.

Next month, JERRY THOMAS DAVIS, will be two years old. His mother is JUDY DAVIS, Mill Supplies employee, while his father, JAMES E. DAVIS, is employed in the Engineering Department.

R. E. HOLCOMB, an employee in the Foundry Department for 23 years, retired December 23, 1963. He was presented with a gold inscribed wristwatch on behalf of the Company by ROBERT LANG, Foundry Superintendent. All his friends wish for Mr. Holcomb many years of happy retirement.

Miss FANNIE MOLANDES, daughter of Mr. and Mrs. MINGO MOLANDES of Nacogdoches, has been awarded a scholarship by the Baptist General Convention of Texas. Miss Molandes, 20, a graduate of Nacogdoches High school, plans to attend East Texas Baptist College in Marshall, where she will be studying in the field of education.



SUZY and BUTCH SCHULLER are interested and active in music circles



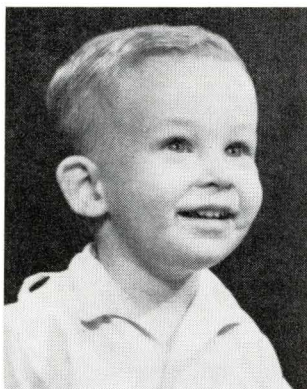
ROBERT LANG, left, presents watch to R. E. HOLCOMB upon his retirement December 23

Students that are invited to appear before the scholarship committee in Dallas are highly recommended by teachers, pastors and other community leaders, said Dr. Charles McLaughlin, director of the Texas Baptist Mission division.

Mingo is employed in the Machine Shop. Congratulations go to both Mingo and his daughter.

We hear about many birthdays all throughout the year, but we have a picture on this page of a birthday party which is not too common. The honoree of this party was Mrs. MARY DAVIS who celebrated her 100th birthday on January 2, 1964. She is the mother of FRANK DAVIS, Pipe House employee.

Her children honored her with a party on Sunday, January 5, in her home on Lake Street. She was presented with a corsage made of different denomination money bills. Six of her ten children are living and were present at her birthday celebration.



JERRY THOMAS DAVIS
... almost 2



FANNIE MOLANDES
... wins scholarship

The occasion of this picture was the 100th birthday celebration for Mrs. MARY DAVIS, center. Her children, clockwise, are TIM DAVIS, Galveston; MORRIS DAVIS, an employee of Mrs. E. L. Kurth; Mrs. LAURA BANKS, Dallas; Mrs. ELLA PEARSON who lives with her Mother and is employed by Miss Mary Emma Binion; FRANK DAVIS, Pipe House employee; and GEORGE DAVIS, Lufkin Creosoting Company employee





Try Helping Yourself to Better Health

(EDITOR'S NOTE: This is the second of a two-part article prepared by the American Medical Association. The first part of the article was carried in the December issue of THE ROUNDUP.)

ACCORDING to TODAY'S HEALTH, a publication of the American Medical Association, many muscles respond to emotional stimuli particularly the muscles of the blood vessels. Many people who have headaches severe enough to cause them to go to a doctor find they have the headaches because some blood vessels inside or outside their skull are squeezing down too hard from nervous excitement and this produces the pain.

Furthermore, a third of all skin diseases treated by dermatologists are produced by blood vessels in the skin reacting to tension, anxiety, worry, disgust, the feeling of neglect, and the like.

Muscle tension is only one way in which the symptoms are produced in psychosomatic illness. Another way is the effect that the emotion has on the endocrine system. Suppose you were alone in your home at night and you were awakened by a noise in another room and quickly you imagined it was a prowler, although actually it was only the wind blowing the curtain. Your heart would react as though it was a genuine prowler. It would pound as you breathed more deeply and felt faint. The acute fear in your mind was responsible for your sudden bodily changes.

It worked something like this: an impulse was sent to the adrenal glands, which squeezed adrenaline into the blood stream. When the adrenaline reached the heart, the heart started to thump. When it hit the respiratory center in the brain, it made you gasp. And when it reached the blood vessels going into your brain, they narrowed down, causing a woozy feeling.

Another organic effect of psychoso-

matic illness is that it can cause the coronary arteries of your heart to literally squeeze down tightly when you get extremely angry or unusually excited. This can be serious. A severe fit of anger can produce serious contraction of the blood vessels on the heart. Such episodes have proved fatal in countless cases.

Psychosomatic illness can arise in other curious, indirect ways. Three cases illustrate this fact. The first is that of a man who complained for years of eye-trouble which he referred to as "granulated eyelids"; the second showed the tremor, nervousness, and prominent eyes that suggest thyroid disease; the third had to be hospitalized because of severe breathlessness and swelling of the feet. In each case the cause was purely mental. The first man had developed an aversion to butter, tomatoes, and liver in childhood, and had lived most of his life on a diet deficient in vitamin A. The second refused to eat any seafoods and, since this was in the days before iodized salt, had a long-standing iodine deficiency. The third was an extreme vegetarian who not only had refused to eat meat but also refused bread or anything else if he found it contained milk products; he had thus deprived himself of vitamin B₁₂ and had a well-advanced case of megaloblastic anemia. In all three cases, then, a purely mental situation led to a truly physical ailment.

To avoid psychosomatic illness and its serious effects we must learn to control our thoughts, and to think right. We need to school ourselves in the salubrious art of thinking and acting as pleasant and as cheerful as often as possible. We must acquire and demonstrate an attitude of gratitude for our many blessings.

It would be very foolish to suggest that a person smile, bubble over with happiness and act pleasant all the time. Such actions would not only ap-

pear idiotic but arouse suspicion. Yet most of us fail to be and to act as pleasant and happy as we should.

Consider some of Dr. Schindler's recommendations and suggestions.

First, quit looking for a knock in your motor. Don't be analyzing your own feelings all the time. Try to think about the other fellow. Remember those who look for ailments and for troubles usually find them.

Second, learn to like your work. To get any place in this world, you must work. Learning to genuinely like the work you must do can relieve many tensions. Don't go about your work with the attitude that it is your duty or that you are making a sacrifice. Do it in the spirit of contributing.

Third, have at least one hobby. Work at it seriously as it can be an important element in getting your mind off of your tensions. When you feel depressed, weary, or worried, try relaxing for 60 seconds by thinking specifically about your hobby or a project you could make or do.

Fourth, learn to like people. Carrying a grudge or disliking others is not only a waste of precious time—it can have disastrous physical effects. In order to live, you must work and you must associate with some people. So why not learn to like them? Develop the needed capacity to forgive and forget affronts, slurs and insults. Carrying a grudge can be a very heavy load.

Fifth, learn to be satisfied when the situations you find yourself in are such that you can't easily change them. Or, as Lucius Seneca said, "learn to accept with courage that which is not in your power to change." Most of us, learn too late, that it is just about as easy, under most conditions, to be satisfied as it is to be dissatisfied. And it is much more pleasurable—and more healthful.

Sixth, learn to accept adversity. If

you live enough, you are sure to meet with it. Maybe a lot. Prepare yourself to accept it when it comes and try not to let it bowl you over. You would be surprised at the large number who start a psychosomatic illness after a severe adversity.

Seventh, school yourself to learn to say the cheerful helpful and humorous thing. Why say hurtful mean things even if you feel it is justified? Remember: it does no one any good. Acquire the habit of "passing on the good." In the morning, look at your wife or your husband and (even if you have to stretch the point a bit), say "My dear, you look wonderful this morning." It will doubtless surprise them but it will make you both feel better.

Finally, learn to face your challenges and your problems with confidence and decision. About the worst thing you can do is to mull them over and over in your mind and continue to put off making a decision. When problems arise, face them. Take the necessary time to decide what you are going to do, then do it. Then dismiss them from your mind.

These are the type of things Dr. Schindler asks us to learn to do if we want to escape the most common disease of all. He says, "the secret is—determine to keep your attitude and your thinking as cheerful and as pleasant as possible. These things are felt throughout your entire body—and I don't know of any better rules for happiness."



JOHN drops his time card in the clock to punch out for the last time. **JIMMY THOMPSON**, left, watches

John Murray Retires

AFTER 17 years with Lufkin Foundry and Machine Company, John Murray, Machine Shop, retired December 20, 1963.

John was well known throughout the plant and the office force. Especially was he known for the barbecue he cooked and sold to fellow employees. He also substituted during vacation time in the Main coffee bar, and he helped cook many meals from time to

time at the Company's clubhouse, Pineyridge, where customers are entertained.

All John's friends wish him many happy and healthy days of leisure.



BILL LOVE, left, Machine Shop timekeeper, hands **JOHN** his last regular paycheck while **JOE BURNETTE**, right, Yard Foreman, stands by

FRIENDS gave **JOHN** the necessary fishing equipment to spend his retirement "dragging 'em in." Left to right: **LANNAS BRYANT**, **FRANK DAVIS**, **DAVID JONES**, **JOHN MURRAY**, **INEZ TIMS**, **JERRY CONWAY**



The Foundry Roundup

Lufkin Foundry & Machine Co.

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Two hillbillies who had never been on a train were drafted and on their way to camp. A food butcher came through the train selling bananas which neither mountaineer had ever seen. Each bought one. As one of them bit into his banana, the train entered a tunnel. His voice came to his companion in the darkness. "Have you et yours yet?"

"Not yet. Why?"

"Well, don't touch it. I've et one bite and gone blind."

A Russian was convicted by a Soviet court of having called the Minister of Culture a fool. He got 20 years: five years for slander and 15 years for revealing a state secret.

When a bride is walking down the aisle of the church, she is concentrating on three words: "Aisle, Altar, Hymn."

Married man to good-looking bachelor: "How in the world have you stayed single so long?"

Bachelor: "It's easy. Every time I look at TV I know at least 180,000,000 women are anemic, have stringy hair, large pores, are overweight and have rough hands!"

A farmer whose elderly mother was in a nursing home bought her a fresh bottle of milk every time he visited her, always adding a little brandy to it. She never made any comment about the milk, but one day when her son visited she said, "Albert, could I ask a favor?"

"Certainly, Mother," he responded.

"Please, Albert," she said, "don't ever sell that cow."

At Fort Benning, Georgia, 200 recruits turned out for training as parachutists and were greeted by their commanding officer. He said, "Your jump training will be conducted in three stages. The first week we separate the men from the boys. The second week we separate the boys from the idiots. And the third week we let all the idiots jump."

Lawyer's secretary to boy friend: "Stop and/or I'll slap your face."

Father, reading son's report card: "He excels in initiative, group integration, and responsiveness. Now if he'd only learn to read and write."

Young Henry: Father, what's the difference between a gun and a machine gun.

Dad: There's a big difference. It's just like I spoke and then your mother spoke.

Wanting to outdo the lavish presents of his brothers, he gave his mother on her birthday a \$50,000 mynah bird with a 4,000-word vocabulary in several languages.

"What did you think of the bird, Mother?" he asked after her birthday.

"Delicious," was the mother's reply.

The late Josef Stalin was touring Hungary and stopped at a factory to make a speech. "Dear Comrades," he said, "in Russia we believe that the most valuable thing in the world is a man's life."

From the thousands assembled, there was not a sound. Then someone coughed. "Who coughed?" he asked. There was no reply. Stalin grew angry. "Whoever coughed," he said, "step forward."

Still no reply. Secret police ran out with tommy guns. "Shoot them down," cried Stalin. "We'll find out who coughed." After the bullets stopped flying, only seven persons still stood up-

right. "No. 2," said Stalin, "who coughed?"

A worker moved forward. "I coughed, comrade Stalin."

Said the Russian dictator, "As I said, in Russia we believe that the most precious thing in the world is a man's life. That's a terrible cold you have. Take my car and go to the hospital."

Millie: My room is decorated in early French Provincial.

Tillie: Mine is done in Japanese Modern.

Silly: Mine is in temporary disorder.

Daughter (learning to drive): What should I do if the brakes give way?

Father: Hang on to the wheel and steer into something cheap.

"Guess you're wondering why I always wear this one suit," a man said to his friend. "Well, my wife and I finally took that cruise we'd been saving for, and you know the two port-holes in the state room? She thought they were the washer and dryer!"

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