

The Foundry Roundup

MAY, 1964



the TRIALS and TRIBULATIONS of Mr. Khrushchev...



NOT long ago we wrote an editorial to the effect that if Mr. Khrushchev buried anybody it probably would be himself; that he was up to his neck in internal economic trouble.

It has been suggested that these troubles be outlined more specifically, so here goes.

The Russian economy has three problems: (1) meeting the military budget, (2) raising enough food, and (3) supplying enough comfort goods to give its people at least the illusion of progress.

Everything the bureaucrats do to improve *one* of those programs must be done at the expense of the other two.

The resulting failures have been made more embarrassing by the false propaganda concerning Russia's "magnificent economic growth" which was accepted as truth, thus raising great expectations which cannot be fulfilled.

Journalists, who should know, report "growing troubles and a kind of stirring" among the Russian people which could be fatal to the politicians in power—including Mr. Khrushchev.

If a storm of public opinion appeared on the horizon, there are three things the Russian rulers could do: (1) start a limited war (perhaps with China) to get the people's minds off economics, (2) launch another reign of terror against dissatisfied citizens, or (3) inject individual initiative into the Communist economy so that the people would

have the "capitalistic" freedom to produce the goods they so ardently desire.

Were the government to take either of the first two steps, Mr. Khrushchev could probably remain in power—which, after all, is the purpose of dictatorship.

But if he were to give the people economic freedom, the administration would have destroyed the "ideal" on which Communism is based and upon which rests the *reason* for their authority.

In other words, they would be solving their problem by destroying faith in Communism—an unlikely choice unless it were forced upon them.

There is a fourth and far more attractive choice—get the capitalistic nations to bail them out with economic aid and conceal from the people the nature and extent of that aid.

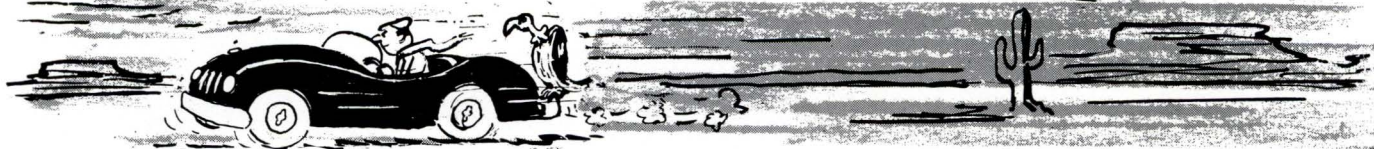
The "bait" for this aid could be either payment in gold (of which they probably still have a good supply) or payment in "cold war concessions" in return for loans which would, in all likelihood, never be repaid.

The Russian purchase of foreign wheat is evidence that this avenue of escape is being studied.

If they can buy on credit, they "have it made," at least for the immediate future.

But if the choice must be granting of "capitalistic" economic initiative, the myth of the Marxist paradise will vanish into thin air.

The Bloody Slaughter Keeps On!



OF ALL the grim records of violence and death down through mankind's long history, perhaps the strangest and most tragic is the story of the automobile and its annual army of victims.

Since the first horseless carriage chugged noisily down cobblestone streets, more than 60,000,000 Americans—killed, crippled and maimed—have inscribed their names on what has been aptly referred to as "the dishonor roll." By whatever name, the yearly casualty count continues its shameful, senseless growth.

Last year was no exception. In fact, 1963 claimed the dubious distinction of being the worst single year in the history of highway safety. During its twelve months, automobile accidents were responsible for more deaths than the U.S. armed forces suffered in the entire Korean War.

According to an authoritative report by The Travelers Insurance Companies, the nation's traffic death toll surged to an all-time high as a total of 42,700 men, women and children died on our streets and highways. The annual country-wide survey based on information provided by state motor vehicle departments revealed that the 1963 carnage topped the figure of nearly 40,000 persons killed in 1941—a record high which stood for 20 years—and even surpassed the new record of 40,500 deaths established in 1962.

Incredibly, more persons have died on the highways than on our nation's battlefields; more have been injured in auto accidents than in all the world's wars combined.

This roll call of highway fatalities is no secret document hidden from the public gaze. In newspapers and bulletins, legal and police reports, in courtrooms and judges' chambers, the names on the dishonor roll and their innocent victims are made known to all. And not the names alone, but the catalogue of their deeds; driving while drunk, speeding, violating the rules of the road, failure to dim lights, driving on the wrong side of the road, etc.

These are a few of their offenses. In an endless roll call the names are read, and the judgments given. Then, all too often, the dishonored heedlessly

proceed to emblazon their names again on the shameful record.

What is the solution to this national disgrace? Obviously, no one has found it to date. Statistics, pledges and slogans have seemingly had little effect on the American public. None of these have brought about lasting improvement in any segment of the basic problem. None of them have sparked that dead-serious personal commitment to greater care behind the wheel which is necessary if we are to reduce the spreading epidemic of traffic slaughter.

When will we succeed in bringing the scourge of needless casualties under some degree of control? Frankly, no one really knows the complete answer...

Perhaps no significant improvement can be expected until the great majority of us learn to look upon the problem as a *personal* challenge rather than one which is primarily up to the other fellow!





THESE three men work together in the educational program of the Company. They determine the educational needs of the plant, select the courses and instructors and work together to provide classrooms, instructional materials and books. All are proud of the employees who take advantage of this program. Left to right are: R. E. (MUTT) BARR, Plant Superintendent; JOE RICH, Personnel Director; and GHENT SMELLEY, Plant Foreman



THESE are the instructors of the In-Service courses offered employees. Left to right: FRANK STEVENSON, BILL TEMPLE, STANLEY BECK, AL MAL-LONEE, BILL CANTRELL, BILL PENNINGTON. Not shown in the picture is CHARLES DONAHOE, a former employee who served as an instructor

EMPLOYEES GET MORE



THESE are graduates of the Blue Print Reading Problems class who attended the fish fry. Front row, left to right: LEROY GARNER, LENORD EARL CARROLL, CHARLES DONAHOE, instructor, J. H. COLE, JERRY CONWAY, BILLY GARDNER. Back row, left to right: JAMES THOMAS, WILLIAM GILBERT, R. E. BARR, Plant Superintendent, JAMES ALLEN and INEZ TIMS



MORE Blue Print graduates include front row, left to right: JERRY MILLIGAN, JOHN-NIE JONES, W. D. THOMPSON, M. M. FONTENOT, Foreman, Welding & Structural Shop, DARWIN MODISETTE. Back row, left to right: CHARLEY GAULT, Foreman, Assembly & Shipping, R. S. NUNN, BILL PENNINGTON, Instructor, JOE RICH, Personnel Director

ADDITIONAL Lufkin Foundry and Machine Company employees have received certificates for their attendance and accomplishments in the In-Service courses in Shop Mathematics and Blue Print Reading Problems.

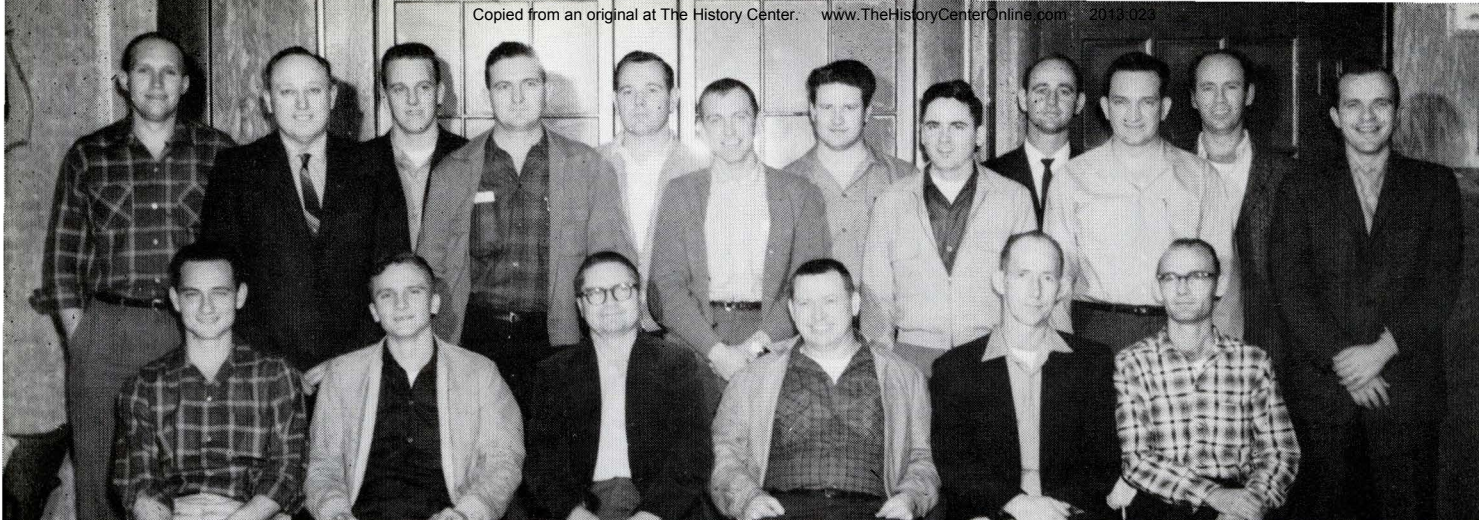
In the Fall of 1963, 175 men registered for the classes and 140 men completed the courses. These 140 were divided into eight classes. Upon completion of the courses in February of this year, the Company had four fish fry parties to mark the occasion. The pictures on these pages are of the graduates who attended the parties.

There were two classes whose pictures were not made due to unavoidable circumstances. They were classes taught by Bill Temple and Frank Stevenson, Industrial Engineering Dept.

Those enrolled in these classes included Elmer Anderson, Frank Arnold, John Arnold, Rex Berry, Bill Bonney, David Cobb, Clifton Foster, Earnest Midgley, Ide Russell and Travis Stone in the class taught by Frank Stevenson. Those enrolled in Bill Temple's class were Ed Dominey, Floyd Jones, B. C. Preckwinkle, Carol Rhodes, John Smith, Lonnie Wallace, and Jasper Wilson.

The In-Service school program was begun in the Fall of 1962 with one Blue Print Reading Problems class. Two additional classes were taught in the Winter of 1963, and three classes were taught in the Spring of 1963.

Since the program began, a total of 228 employees have enrolled in the classes. Most of the students who took the Shop Mathematics course were graduates of the Blue Print Reading



FEBRUARY graduates include, top row, left to right: DAVID MASSINGILL, CALVIN STEVENS, GEORGE MERRIWEATHER, L. G. TEER, JAMES H. WILLIAMS, JAMES BRASUELL, BOBBY LAYTON, A. D. JUMPER, ROBERT BREVELL, A. G. COLBURN,

JR., Trailer Division Shop Foreman, TOM MODISETTE, BILL TEMPLE, Instructor. Seated, left to right: GAYLAND WALLACE, JOE TIP JUMPER, STEVE McKINNEY, CHARLES DANIEL, VANCE TURNER, E. D. McADAMS

Readin', 'Ritin', and 'Rithmetic...

Problems classes.

At the present time, there is a class of 13 taking Blue Print Reading Problems, and they will graduate this month.

Next Fall there will be offered more courses in these same two subjects. Any employee who is interested in bettering himself in his job is welcome to attend these classes. A notice will be posted on the Bulletin Board concerning the new Fall classes. Those interested are urged to sign their name to the notice and discuss the matter with their foreman.

Lufkin Foundry and Machine Company furnishes the meeting place, instructors and books and supplies for these courses. The employee furnishes his own time and energy.

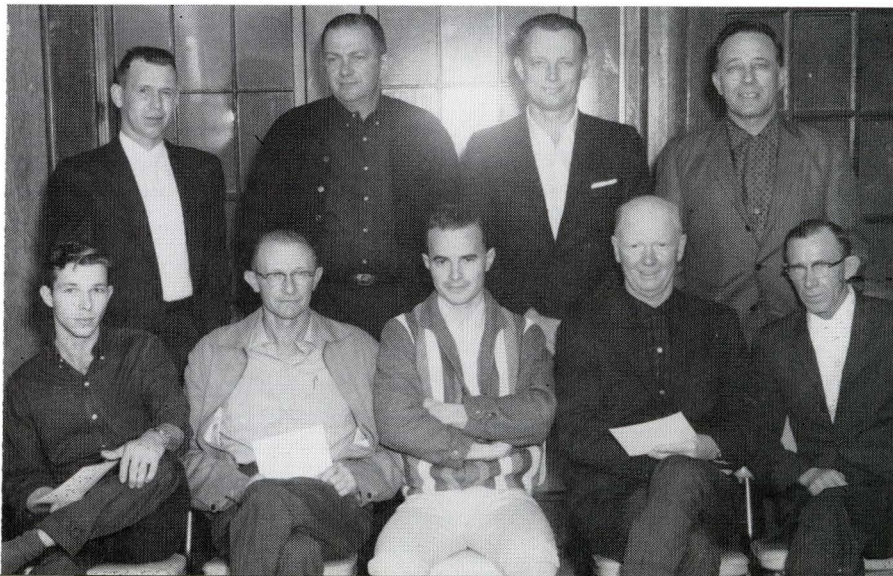
The class instructors have said the employees who have taken the courses are enthusiastic and interested in furthering their education. They are equipped to handle problems that occur in their jobs and they have a fuller understanding of their responsibility to their employer, to themselves, to their families and a greater desire to stay abreast of new ideas.

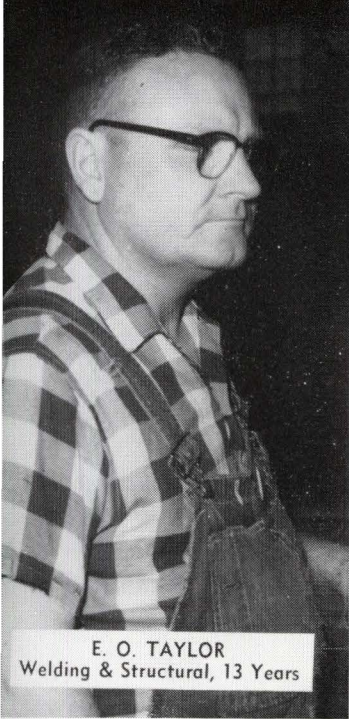
R. E. (Mutt) Barr, plant superintendent, says "We salute these men for their ambitious interest in their jobs. We cannot compliment them too highly. These classes have been responsible for our discovering much talent among our shop personnel. In the years to come, the bulk of our shop management will be drawn from such employees. We are proud of them for taking this opportunity to prepare themselves for the jobs of the future."



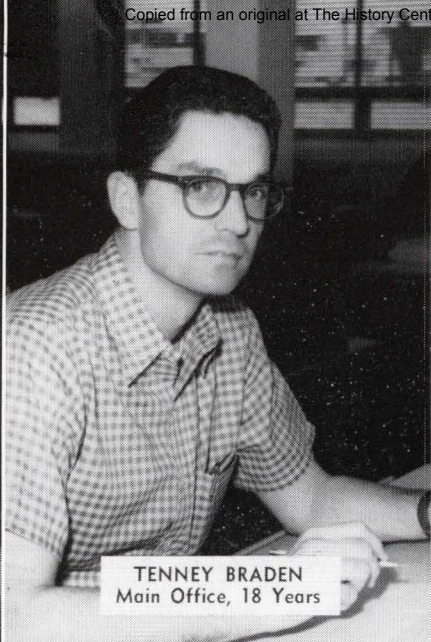
MORE graduates of Blue Print classes. Standing, left to right: CARROL EASTEPP, DON TRAYLOR, D. O. SMITH, FRANK MINTON, CARTER OLDS, BILL CANTRELL, Instructor. Seated, left to right: W. A. SIDES, E. A. TULLOS, W. C. HENDRY, MORRIS W. HODGES, JOHN E. JACKSON

THIS is part of another Blue Print class. Front row, left to right: GARY DAY, A. D. WILKERSON, RAYFORD WRIGHT, CRAFT FENLEY, CARL WILLIAMS. Back row, left to right: ARDEN JENKINS, GHENT SMELLEY, Plant Foreman, A. D. MALLONEE, Instructor, R. E. BARR, Plant Superintendent





E. O. TAYLOR
Welding & Structural, 13 Years



TENNEY BRADEN
Main Office, 18 Years



JOHN M. COPELAND
Trailer Division, 22 Years



R. N. SMITH
Foundry Department, 18 Years

Celebrating an Anniversary



A. E. CUDLIPP
Vice President, 45 Years



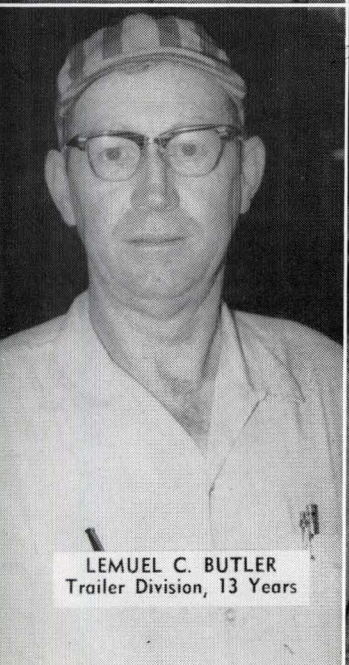
A. J. HAVARD
Machine Shop, 12 Years



DEWEY K. DAVIS
Trailer Division, 12 Years



NOVELLA JARVIS
Mill Supplies, 17 Years



LEMUEL C. BUTLER
Trailer Division, 13 Years



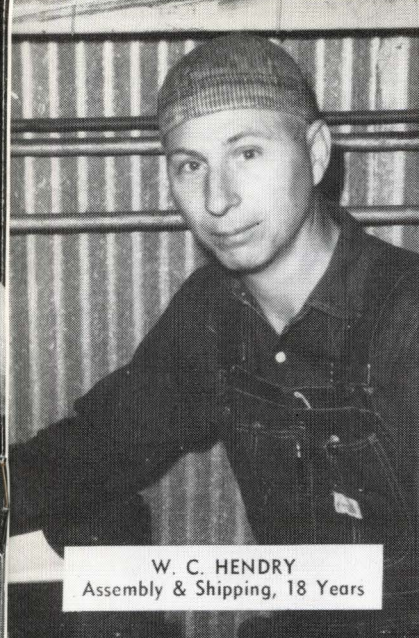
THOMAS J. SELMAN
Lathe Shop, 35 Years



H. P. COLLINS
Main Office, 20 Years



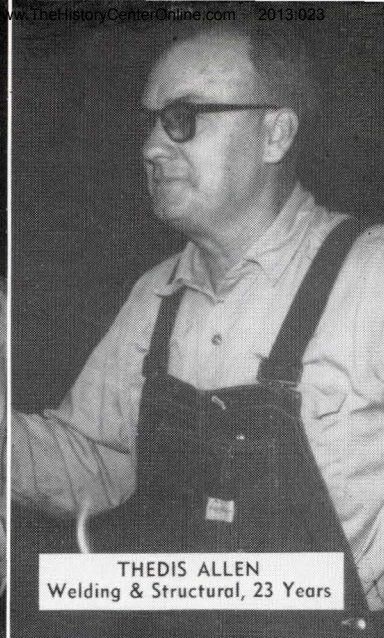
GLEN C. BRIDGES
Foundry Department, 20 Years



W. C. HENDRY
Assembly & Shipping, 18 Years



MICHAEL E. SCOTT
Welding & Structural, 13 Years

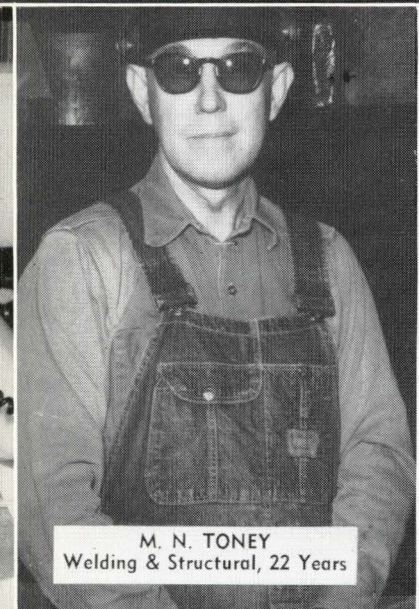


THEDIS ALLEN
Welding & Structural, 23 Years



CONNER E. BELL
Machine Shop, 29 Years

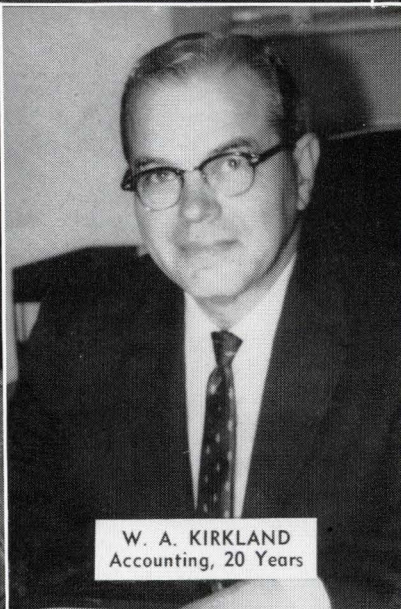
ary... 12 Years or More



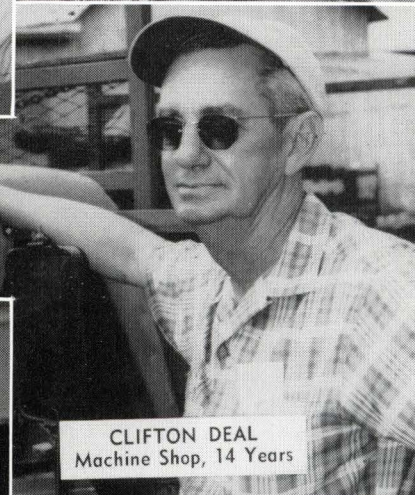
M. N. TONEY
Welding & Structural, 22 Years



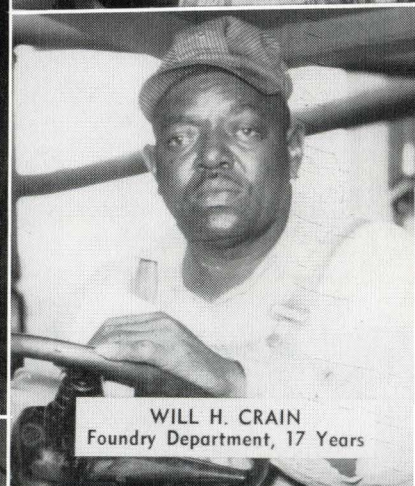
R. S. NUNN
Welding & Structural, 17 Years



W. A. KIRKLAND
Accounting, 20 Years



CLIFTON DEAL
Machine Shop, 14 Years



WILL H. CRAIN
Foundry Department, 17 Years



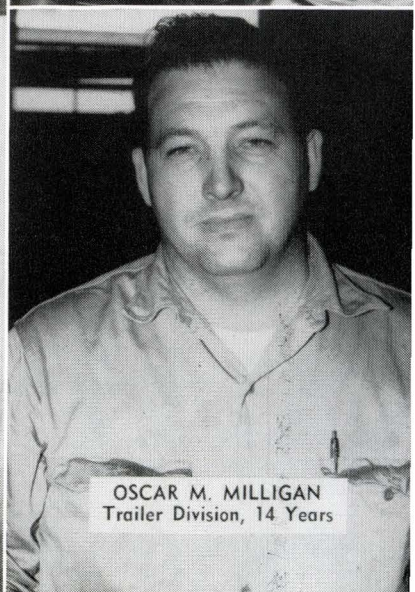
VERDELL JOHNSON
Foundry Department, 20 Years



H. H. SMITH
Welding & Structural, 17 Years



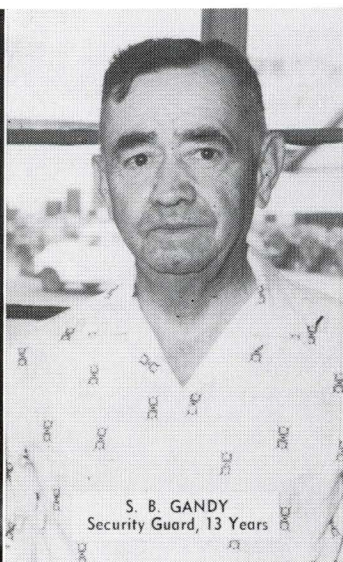
CHESTER DENMAN
Foundry Department, 13 Years



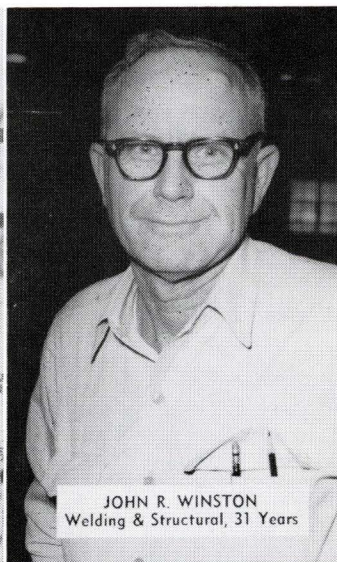
OSCAR M. MILLIGAN
Trailer Division, 14 Years



J. P. MORGAN
Mill Supplies, 12 Years



S. B. GANDY
Security Guard, 13 Years



JOHN R. WINSTON
Welding & Structural, 31 Years

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years With Co.
Thomas J. Selman	May 29, 1929	35
Conner E. Bell	May 14, 1935	29
William C. Hendry	May 8, 1946	18
R. C. Deal	May 22, 1950	14
A. J. Havard	May 6, 1952	12
John D. Tullos	May 25, 1954	10
John E. Berry	May 2, 1955	9
C. E. McFarland	May 18, 1955	9
W. H. Crager	May 1, 1956	8
Paul F. Crawford	May 13, 1959	5
Lloyd M. Davis	May 21, 1959	5
Oscar L. Bridges	May 28, 1962	2
James H. Allen	May 31, 1962	2
Cleo Hale	May 20, 1963	1
William K. Kirkland	May 27, 1963	1

TRAILER DIVISION

	Employment Date	Years With Co.
John M. Copeland	May 26, 1942	22
Oscar M. Milligan	May 1, 1950	14
Lemuel C. Butler	May 19, 1951	13
Marvin H. Lucas	May 21, 1951	13
Manuel E. Martin	May 29, 1961	13
Dewey K. Davis	May 12, 1952	12
Elvin G. Rice	May 4, 1955	9
Lum General Teer	May 23, 1955	9
Olly C. Ashley	May 27, 1957	7
Thomas E. Bass	May 1, 1962	2
Cary A. Modisette	May 7, 1962	2
Bobby J. Layton	May 14, 1962	2

WELDING & STRUCTURAL

	Employment Date	Years With Co.
John R. Winston	May 24, 1933	31
Thedis Allen	May 23, 1941	23
Morgan N. Toney	May 5, 1942	22
Richard S. Nunn	May 3, 1947	17
Hubert H. Smith	May 22, 1947	17
Michael E. Scott	May 26, 1951	13
Jimmie Lee Hamilton	May 26, 1951	13
Edward O. Taylor	May 26, 1951	13
W. B. Watson	May 19, 1954	10
Henry J. Hefflin	May 30, 1955	9
Bradley King	May 30, 1955	9
James E. Wallace	May 24, 1956	8
Willie M. Jones	May 3, 1962	2
Charles E. Vann	May 21, 1962	2
Sammy C. Greenville	May 29, 1963	1

PATTERN SHOP

	Employment Date	Years With Co.
Billy R. Harris	May 29, 1956	8
R. D. McClendon	May 1, 1963	1

MILL SUPPLIES

	Employment Date	Years With Co.
Novella Jarvis	May 28, 1947	17
J. P. Morgan	May 26, 1952	12

MATERIAL CONTROL

	Employment Date	Years With Co.
Preston A. Loveless	May 6, 1954	10
Clarence R. Brazil	May 9, 1961	3

MAIN OFFICE

	Employment Date	Years With Co.
A. E. Cudlipp	May 1, 1919	45
H. P. Collins	May 1, 1914	20
W. A. Kirkland	May 2, 1944	20
E. T. Braden	May 15, 1946	18
B. R. Hooker, Jr.	May 28, 1953	11

SECURITY GUARD

	Employment Date	Years With Co.
S. B. Gandy	May 29, 1951	13

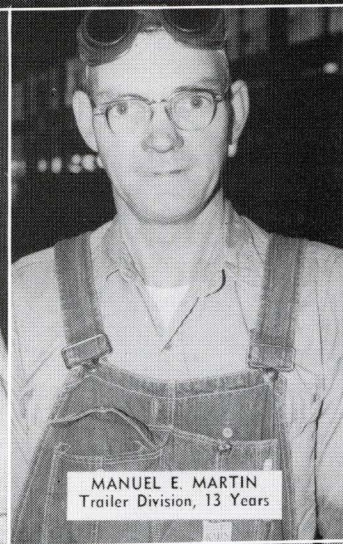
TRAILER SALES & SERVICES

	Employment Date	Years With Co.
R. P. Weaver	May 15, 1951	13
Bartolo Moreno	May 11, 1954	10
Johnny Chavarria	May 22, 1956	8
Paul Demeter	May 16, 1958	6
Raymond Dale Fryar	May 28, 1959	5
Wilmer O. Jordan	May 31, 1962	2

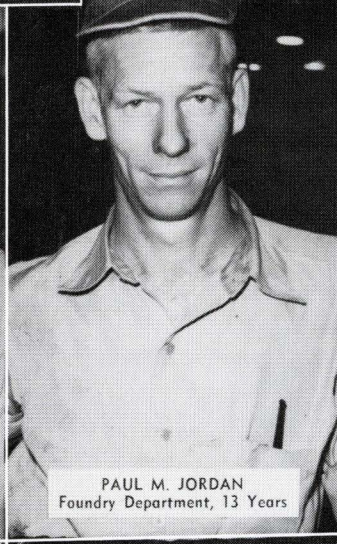
MORE ANNIVERSARIES



JESSIE GARCIA
Foundry Department, 18 Years



MANUEL E. MARTIN
Trailer Division, 13 Years



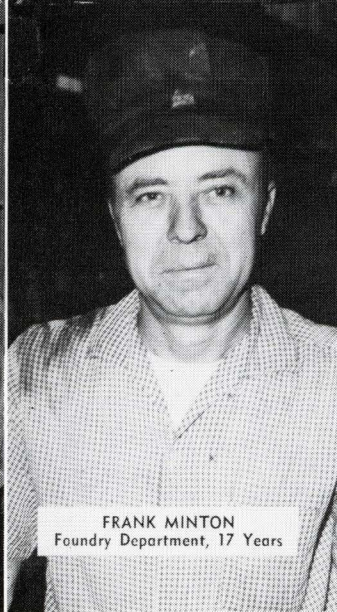
PAUL M. JORDAN
Foundry Department, 13 Years



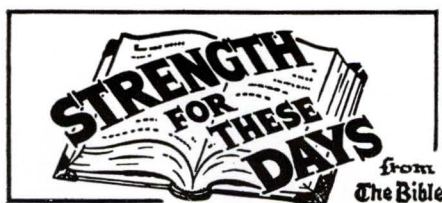
WILLIE SPENCER
Foundry Department, 18 Years



JIMMIE LEE HAMILTON
Welding & Structural, 13 Years



FRANK MINTON
Foundry Department, 17 Years



Let us press on unto perfection—(Heb. 6:1)

Through the power of the indwelling Christ we can attain a perfection—physically and mentally—that would otherwise be well beyond reach. But we must give that power full reign and acceptance.

INSURANCE TIPS

ATTENTION of hourly employees subject to collective bargaining is called to the recent changes in the Group Insurance Plan which were in effect with the new contract.

Hospital room benefit was raised from \$10.00 to \$12.00.

Miscellaneous hospital benefit was raised from \$200.00 to \$240.00.

Each of the four classifications of Life Insurance were raised \$10.00 in weekly disability income with a minimum of \$35.00 and a maximum of \$50.00 per week.

Any questions concerning employee insurance should be directed to Joe Perkins, insurance officer, Personnel Department.

From information received from the National Industrial Conference Board, we learned that American manufacturers as a whole have \$20,000 invested for each production worker they employ.

FOUNDRY DEPARTMENT

	Employment Date	Years With Co.
Glen C. Bridges	May 1, 1944	20
Verdell Johnson	May 29, 1944	20
Gilmer Ransburg	May 9, 1945	19
Willie Spencer	May 7, 1946	18
Jessie Garcia	May 8, 1946	18
R. N. Smith	May 17, 1946	18
Frank Minton	May 16, 1947	17
Will H. Crain	May 30, 1947	17
Chester Denman	May 4, 1951	13
Elrige Cole	May 28, 1951	13
Paul M. Jordan	May 30, 1951	13
Melvin Powell	May 11, 1955	9
Eddie Flanagan	May 19, 1955	9
Jack C. Bresie	May 1, 1961	3
Roy P. Wilcox	May 21, 1962	2
Lott Myers, Jr.	May 1, 1963	1
Elvis L. Grimes	May 28, 1963	1

OILFIELD SALES & SERVICES

	Employment Date	Years With Co.
Billy C. Burnette	May 31, 1943	21
R. C. Thompson	May 15, 1946	18
Fred D. Griffin	May 13, 1947	17
George F. Henson	May 7, 1954	10
Bennie M. Queen	May 16, 1958	6
Luther C. Tackett	May 8, 1961	3

The Editor's Corner

WE MENTIONED in last month's FOUNDRY ROUNDUP that some employees were striving to give up the cigarette habit. This month our attention was called to something else that seems just as difficult to give up—and that's eating. But one of our employees has been successful. DELBERT WILLIFORD, Machine Shop, has lost 40 pounds! He did it in a three-month period.

His secret? To quote him, "It's easy; just quit eating!" He says riding his bicycle helped also. But Delbert claims that his biggest victory is that the boys in the Traffic Department are having to buy his coffee every day, and he takes special pleasure in reminding them of this each day. He's not worried about his wardrobe. He says there is enough material in his old trousers to get another pair out of them.

His goal is to lose 10 more pounds so he can sit down occasionally and really enjoy a meal. Well, here we go again.

One of our correspondents sent us the following which is entitled "A Fisherman's Prayer."

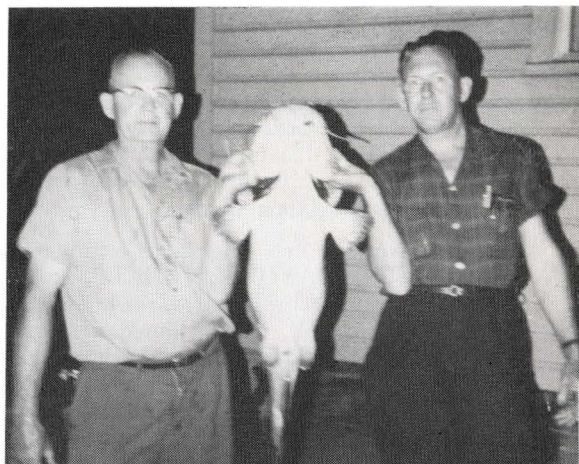
"Dear Father, give me strength to fish for many years to come. Help me to use good sportsmanship and also to have fun. And when the final cast is

made and the Fishing pole laid down, I'll say thank you with a smile, dear God, and never with a frown. Please catch me in your landing net to take my final sleep, and then, Oh God, may I be judged as big enough to keep."

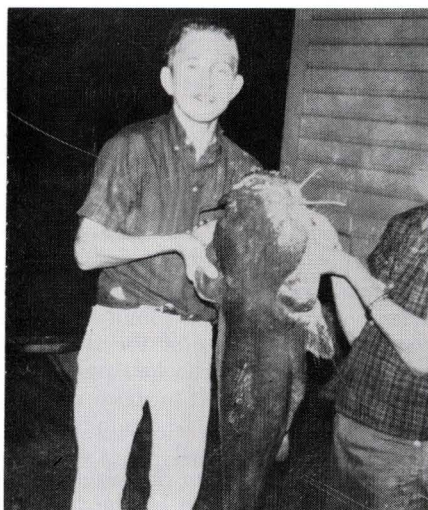
RED PARKER, Material Control Warehouse, and PETE ALLBRITTON, former employee, brought home a "big one" last month. They hauled in a 37-pound catfish from the Neches River below the bridge off Highway 94.

The fish was caught in a hoop net and had been the object of the fishermen's search for about two months.

"We just kept moving the net until we hit the right spot at the right time

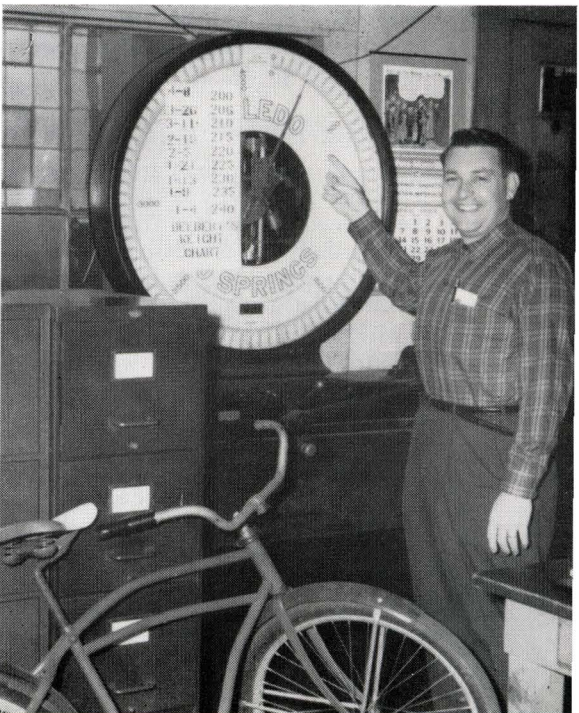


PETE ALLBRITTON, left, and RED PARKER, Material Control Warehouse, show off the 37-pound catfish they caught last month in the Neches River below the bridge on 94



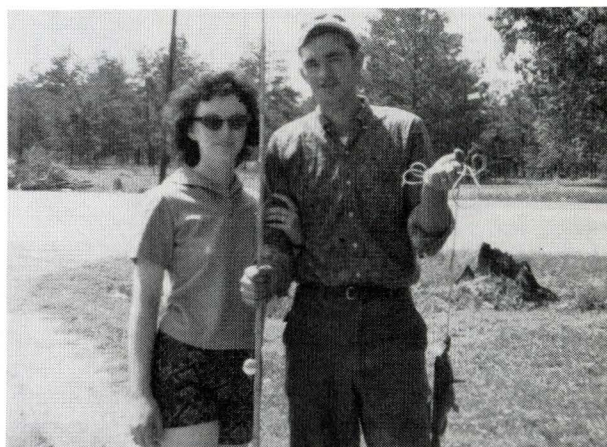
TOMMY PARKER, son of RED PARKER, Material Control Warehouse, exhibits his thrill over the catfish his Dad caught

Right: HERE is a happy DELBERT WILLIFORD pointing to his weight chart showing that he has shed 40 pounds in three months. The bicycle helped, but the secret lay in "just not eating"





R. E. (MUTT) BARR, left, presents JOHN (HOP) BURKS with a gold inscribed watch upon his retirement. Any employee who retires after 20 years of service with the company receives a similar watch. Hop had 26 years seniority when he retired last month.



MR. & MRS. DAVID MATCHETT display a catch they made in a pond owned by A. A. FOSTER, Trailer Division. David works in the Van Department and Mrs. Matchett is the daughter of Foster.

when the big ones were feeding," Red explained.

But what makes Red happiest of all is that SEYMOUR CURTIS, Foundry Department, hasn't brought home anything to compare with this catfish. Red says Seymour is feeding a pet catfish in his lake trying to get him to grow to this size, so he can stay in the same class as Red is.

Now we go from one extreme to another. DAVID MATCHETT, Trailer Division Van Department, and his wife, MARY, who is the daughter of A. A. FOSTER, Trailer Division, had their picture made with their catch. The big cat was caught in Foster's pond. REBA FOSTER, Mary's sister, suggests they throw it back and feed it awhile before trying to make a meal from it.

In last month's magazine, the story about JOHN (HOP) BURK'S retirement noted that his gold inscribed watch had not arrived from the factory. It has come now and Hop's wearing it with pride.

In a recent issue of "Just Between Us Office Girls," a publication directed to women employees, a problem was posed by a secretary who complained about her "finicky" boss, saying that she dreaded to give him letters to sign because he was always spotting the smallest error.

MILDRED A. WENDT, secretary in our New York office, won the first prize of \$10 with her answer to the problem. Her answer was the following:

"Your question of 'How can I get my boss to be more reasonable?' should be turned around to the thought of 'How can I improve my work so

that the boss will have no reason to shout?'

"Every boss expects his secretary to do his work satisfactorily. Even if he does not have time to read his mail, he wants to be able to send out the letters with the knowledge that they have no errors.

"My suggestion to you, June: Start improving yourself by reviewing the rules of English construction and letter writing; try to improve your spelling; look up words in the dictionary if you are not familiar with them; brush up on your shorthand so there is no chance of a mistake in your notes. Then you will have more confidence in yourself . . ."

This same tone of advice might be worth using in all fields of work. Self-improvement is not old-fashioned and out-of-style. All of us could put this in practice.

We came across an interesting article in SUNSHINE MAGAZINE which illustrates the fallacy of communism. It was entitled "An Impractical Theory" and it reads as follows:

When the teacher in a high school class in economics found that his pupils were in favor of the theory of taking from those who had more than enough, and giving it to those in need, he announced that beginning immediately, he would put the system in operation in the class. He would subtract from the grades of the top students, and add it to the grades of the poorest students, so all would get an average grade.

The first month the system worked pretty well. The grades of the best students were high enough to offset the deficiency of the lower ones, and the class average was above the passing

mark. Then the situation changed.

The top students saw no reason to put forth extra effort required to get good grades, with which they would not be credited.

The medium students put forth less effort for they were assured passing grades.

The dullards did not work at all, since they would pass with the aid of the grades from the others.

So, while at first the system provided passing grades for all, within a very short time the entire class was failing. They then realized that this socialistic-communist theory was impractical.

Ever seen highway signs saying that the construction is being paid for by "federal funds"? Surely you've read in the newspapers that a bridge, dam, or public building is to be built with "federal funds."

The people who make these statements are of course innocent of any intent to abuse the truth. Nevertheless, they are quite wrong. The highways, the bridge, the dam and the public building are being paid for not with "federal funds"—because there's no such animal—but with "taxpayers' funds."

In recognition of this truth, the United States Senate recently approved a proposal to write into spending measures a reminder that the money appropriated, for whatever purpose, comes out of the taxpayers' pockets.

If taxpayers were more alert to what happens to their money, maybe we wouldn't be reading about \$2 billion going to Tito and another billion or so going to Nehru, or some other anti-American.



A MAN'S LIVELIHOOD

A man without tools is a man without the means to earn a livelihood, in today's industrialized world.

No seaman would abuse or neglect the ship or gear that means his living—or even could mean his life.

The fisherman takes good care of his nets and lines.

The farmer doesn't let his implements rust away.

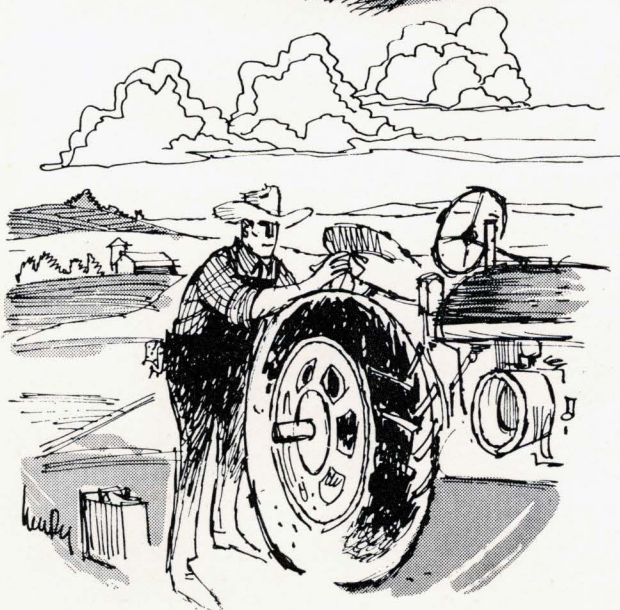
But when "the company" provides the tools, the personal feeling a man has for the equipment that he depends on for his living is often lacking.

Too often the employee feels the tools do not belong to him but to a remote body called "the company." So he may become careless in their use.

Yet the tools *are his*, in the most practical sense of all. He uses them, and earns his high standard of living by them.

Actually, he has a bigger stake in taking care of his tools, in keeping their efficiency sharp and their maintenance costs low, than the average stockholder—who is technically the owner of a fractional part of each tool.

Your tools take care of you. Take care of them.



The Foundry Roundup

Lufkin Foundry & Machine Co.

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The owner of a car repair shop jumped in the air with joy and yelled, "Hooray."

"What's up?" his employee asked. "Remember last winter when my water pipes froze?"

"Yes."
"Well," cried the proprietor, "the plumber who fixed them just brought his car in for an overhaul!"

By the time the flowers wake up in the spring, the beetles, bugs, and worms are waiting for breakfast.

There are too many hydromatic people—shiftless and easy going.

At a wedding reception in Charlotte, N.C., a friend of the groom decided to find out whether anyone in the receiving line knew what the hundreds of people filing past were saying. As he moved along he purred, "My grandmother just died today."

"How nice!" "Thank you so much!" "How sweet of you to say so!" were the responses to his announcement. No one had the slightest idea what he said, least of all the groom, who exclaimed jovially, "It's about time you took the same step, old man!"

Paddy, who was eager to obtain work, went to the employment exchange.

"Anything this morning?" he asked the clerk.

"Yes," said the clerk, after consulting his books, "there's a job at the Eagle Laundry. Do you want it?"

Paddy shifted uneasily, "it's like this. I really want to work mighty bad, but the fact is I ain't never washed an eagle."

People will buy anything that's one to the customer.

On the first day of school, the little boy was telling the teacher about his new dog.

"What kind of dog is he?" asked the teacher.

"Well, he's a mixed-up kind," the boy answered. "Sort of a cocker scandal."

Be careful about calling yourself an expert. After all, an "ex" is a has been, and a "spurt" is a drip under pressure."

"Mama," said the little girl, "I never saw a picture of an angel with a beard or mustache. Do men ever go to heaven?"

"Oh, yes," replied the mother, "men go to heaven, but it's always by a close shave."

When tempted to gossip, breathe through your nose.

Oh would some power the giftie give us to make others see us as we see ourselves.

A marine officer and his family were on a bus in San Francisco, en route home to Minneapolis. He was reading a newspaper. His wife was tending the baby and their rowdy small son was cavorting in the aisle. Just than an earthquake hit.

Without even looking up from his paper, the Marine yelled at the kid, "All right, you cut that out!"

During the latter years of his life, Albert Einstein was one of the most lionized of men. Once at a party, the hostess led him to the window and pointing to the heavens, said, "I can spot Venus. It always shines like a beautiful woman."

"I'm sorry," said Einstein, "but the star you're pointing at is Jupiter."

"Oh, Dr. Einstein," exclaimed the hostess, "you're just wonderful! You can tell the sex of a star that far away!"

Wanting to borrow some money to make a six-month tour of Europe, a man went to the bank where he had done business for years. The bank refused the loan.

He went to another bank and obtained the loan without any difficulty. Then he bought a 5-pound redfish, had it wrapped, and put it in his safety deposit box at the first bank as he joyfully left town for six months.

Sammy (after hooking a shot into the creek): "I'm certainly not playing the game I usually play."

Caddy: "What game is that, sir?"

The latest fashion wonder from Paris is a versatile, four-piece creation. Remove the bodice and you have a playsuit. Remove the skirt and you have a swimsuit. Remove anything else and you have a lawsuit.

A woman telephoned an airline in New York and asked: How long does it take to fly to Los Angeles?"

The clerk said, "Just a minute."

"Thank you," said the woman, and hung up.

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