

The Foundry Roundup

MARCH, 1968





From the PRESIDENT'S DESK...

FELLOW EMPLOYEES:

The old-time religion left no doubt in a person's mind that there is a Divine God and that life is eternal.

This fire and brimstone religion has given way to a more modern type of thinking and preaching. Now there is a growing tendency, even among some of our learned philosophers, to teach that God does not exist. This is the Communist belief and certainly has no place in our way of life as Christians.

There is greater proof today than ever before that there is a living God. If one will stop to consider the perfect Universe, the laws of nature, the essence of atomic energy, and the perfection of animal and plant life, one cannot possibly believe that these things happen by chance.

Abraham Lincoln once said, "I can see how it might be possible for a man to look down upon the earth and be an atheist, but I cannot conceive how he could look up into the heavens and say there is no God."

Nothing we do is completely on our own. "Show me a truly successful man in his work or his profession and I will show you a man with a deep and abiding faith in God."

There was once an unknown preacher who could scarcely read or write, but he had a lot of faith in God. Elder Johnson gave his congregation something to think about in this short sermon:

"If you don't believe in God, you ain't a whole man; you just a number in the book. A lot of smart people claim they don't believe nothin' unless they can see it. Look friend, you can't see electricity in that high tension wire up yonder, but I dare you to touch it! No, you can't see that electricity, but you can see the light."

Our belief in God is the most important thing to us in our life and in our work. It is the basis of our very being; nothing else can justify our existence. We are at our best when we are on His team.

ROBERT L. POLAND



MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years With Co.
P. B. Largent	Feb. 1, 1929	39
H. W. Breazeale	Feb. 4, 1937	31
Charlie Douglass	Feb. 11, 1937	31
M. R. Ross	Feb. 25, 1937	31
J. A. Lovett	Feb. 14, 1941	27
D. H. Matchett	Feb. 26, 1945	23
L. D. Parrish	Feb. 12, 1947	21
Frank Davis	Feb. 24, 1947	21
Bobby Tucker	Feb. 12, 1951	17
W. G. Mangham	Feb. 13, 1952	16
R. C. Roberts	Feb. 19, 1952	16
Fred Hopson	Feb. 24, 1954	14
Chester B. Jones	Feb. 3, 1955	13
Barbara Fowler	Feb. 1, 1957	11
D. L. Wallace	Feb. 2, 1959	9
J. A. Landrum	Feb. 2, 1959	9
C. E. Gipson	Feb. 2, 1962	6
W. A. Hendricks, Jr.	Feb. 2, 1962	6
H. J. Warren	Feb. 14, 1962	6
P. A. Jansen	Feb. 21, 1962	6
C. M. Brookshire	Feb. 27, 1962	6
W. E. Ivey	Feb. 18, 1963	5
H. J. Mewbourn	Feb. 1, 1965	3
G. L. Thomas	Feb. 2, 1965	3
R. D. Parker	Feb. 7, 1966	2
Emmie Ford	Feb. 23, 1966	2
J. M. Caddell	Feb. 1, 1967	1
Lewis Stubblefield	Feb. 8, 1967	1
J. D. Middleton	Feb. 14, 1967	1

FOUNDRY DEPARTMENT

	Employment Date	Years With Co.
W. J. Buschmann	Feb. 9, 1939	29
Robert Burns	Feb. 24, 1942	26
Josh Duncan	Feb. 28, 1944	24
Fred Benemon	Feb. 20, 1946	22
James Scott	Feb. 20, 1946	22
W. T. Bailey	Feb. 13, 1951	17
Rex Jones	Feb. 20, 1951	17
J. B. Perkins	Feb. 12, 1952	16
James R. Jones	Feb. 2, 1955	13
Clayton Jireik	Feb. 21, 1955	13
Thomas Boulware	Feb. 22, 1955	13
Fred Jenkins	Feb. 1, 1956	13
Ernest Pittman	Feb. 1, 1960	8
James C. Jones	Feb. 5, 1962	6
Charles T. Minton	Feb. 5, 1962	6
Charles H. Adams	Feb. 5, 1965	3
L. C. Deason	Feb. 17, 1965	3
Howard Taylor	Feb. 1, 1966	2
Lewis Ferguson	Feb. 7, 1966	2
Archie Williams	Feb. 11, 1966	2
W. D. Castle	Feb. 15, 1966	2
Oliver C. Myers, Jr.	Feb. 9, 1967	1

TRAILER DIVISION

	Employment Date	Years With Co.
C. J. Schuller	Feb. 1, 1942	26
L. J. Glaze	Feb. 8, 1943	25
T. F. Ladd	Feb. 8, 1943	25
L. D. Elliott	Feb. 13, 1943	25
Al Walton	Feb. 2, 1948	20
Arthur Warren	Feb. 1, 1950	18

G. C. Wright	Feb. 2, 1950	18
Luke Rouse	Feb. 6, 1950	18
James Fuller	Feb. 6, 1950	18
Boyce Hendry	Feb. 9, 1950	18
Milton Watson	Feb. 27, 1950	18
Jimmie Wooten	Feb. 27, 1950	18
Sidney Smith	Feb. 28, 1950	18
Leonard Donnell	Feb. 28, 1952	16
Cabe Clonts	Feb. 6, 1964	4
H. M. Kirtley	Feb. 10, 1964	4
Willie Vann	Feb. 10, 1964	4
John Whitehead	Feb. 11, 1964	4
J. A. Littlejohn	Feb. 13, 1964	4
J. T. Gilbert	Feb. 14, 1964	4
C. D. Kilgore	Feb. 14, 1964	4
Alcide Thiboutot	Feb. 17, 1964	4
O. D. Antley	Feb. 17, 1964	4
Howard K. Coleman	Feb. 17, 1964	4
F. L. Williamson	Feb. 17, 1964	4
Acie Clark	Feb. 17, 1964	4
F. L. Taylor	Feb. 17, 1964	4
D. G. Ellison	Feb. 17, 1964	4
Leo Terrell	Feb. 17, 1964	4
G. L. Oliver	Feb. 24, 1965	3
Joe Matchett	Feb. 2, 1966	2
C. L. Baker	Feb. 4, 1966	2
Charlie Jackson, Jr.	Feb. 8, 1966	2
Elmer Lynch	Feb. 8, 1966	2
J. C. Malnar	Feb. 8, 1966	2
J. A. Green	Feb. 10, 1966	2
L. P. Gibson	Feb. 11, 1966	2
Pervin Hill	Feb. 12, 1966	2
H. W. Potts	Feb. 17, 1966	2
C. D. Mayes	Feb. 24, 1966	2
R. A. Shaw	Feb. 14, 1967	1

WELDING & STRUCTURAL

	Employment Date	Years With Co.
Stephen Warren	Feb. 18, 1943	25
Taylor Martin	Feb. 22, 1943	25
L. S. Neyland	Feb. 22, 1943	25
M. H. Patrick	Feb. 7, 1947	21
J. P. Laird	Feb. 12, 1951	17
E. J. Childers	Feb. 24, 1955	13
M. K. Lowery	Feb. 27, 1959	9
D. E. Merritt	Feb. 9, 1962	6
E. D. Burchfield	Feb. 15, 1962	6
J. D. Pinner	Feb. 19, 1962	6
J. L. Tarver	Feb. 10, 1964	4
F. E. Martines	Feb. 24, 1965	3
J. F. Matthews	Feb. 7, 1966	2
J. E. Vann	Feb. 10, 1966	2
C. E. Dennis	Feb. 11, 1966	2
B. G. Griffin	Feb. 14, 1966	2
W. D. Conner	Feb. 21, 1966	2
J. B. Kerby	Feb. 8, 1967	1
Acy Bluford, Jr.	Feb. 8, 1967	1
J. P. Womack, Jr.	Feb. 20, 1967	1
G. L. Jones	Feb. 20, 1967	1
Leandro Vasquez	Feb. 20, 1967	1

ASSEMBLY & SHIPPING

	Employment Date	Years With Co.
G. R. Beavers	Feb. 8, 1929	39
William Counts	Feb. 6, 1952	16
R. N. Barley	Feb. 10, 1964	4
R. D. Williams	Feb. 5, 1966	2
Theron Willimas	Feb. 10, 1966	2

OFFICERS of the LFM Federal Credit Union are, left to right: Clovis Hendry, Assembly and Shipping department, director; Billy Ray Harris, Pattern Shop, director; Austin Freeman, Trailer division, secretary-treasurer; Jack Chastain, Maintenance, vice president; Jim Clark, Foundry department, director; Hubert Lankford, Machine Shop, director. Not in the picture are: Ernest (Rod) Pittman, Foundry Department, president; E. O. Taylor, Welding & Structural shop, director; and Paul Rhoden, Machine Shop, director.

PATTERN SHOP

	Employment Date	Years With Co.
Carl D. Ross	Feb. 13, 1952	16
W. P. Westbrook	Feb. 1, 1956	12
D. W. Kuehl	Feb. 13, 1967	1
E. L. Rhodes	Feb. 15, 1967	1

SECURITY GUARD

	Employment Date	Years With Co.
R. B. Lollar	Feb. 26, 1965	3

TRAFFIC DEPARTMENT

	Employment Date	Years With Co.
Gordon Brashear	Feb. 17, 1955	13
Ray Russell	Feb. 7, 1956	12

INDUSTRIAL ENGINEERING

	Employment Date	Years With Co.
Stanley Beck	Feb. 21, 1955	13

MAIN OFFICE

	Employment Date	Years With Co.
E. P. Trout	Feb. 25, 1926	42
Homer Thrash	Feb. 2, 1942	26
T. D. Lashly	Feb. 2, 1948	20
Delbert Jones	Feb. 2, 1950	18
W. M. L. Wagner	Feb. 19, 1952	16
C. B. Burris	Feb. 11, 1953	15
W. T. Little	Feb. 18, 1957	11
Betty Stewart	Feb. 19, 1958	10
J. P. Byrd, III	Feb. 1, 1961	7
J. E. King	Feb. 8, 1965	3
B. E. Bryan	Feb. 13, 1967	1

MILL SUPPLIES

	Employment Date	Years With Co.
Harley Baker	Feb. 21, 1955	13
C. B. Garner	Feb. 1, 1960	8
E. E. Davis	Feb. 1, 1963	5
Trina Skinner	Feb. 5, 1964	4
Dorothy Havard	Feb. 1, 1965	3
H. A. Black	Feb. 13, 1967	1

OILFIELD SALES & SERVICE

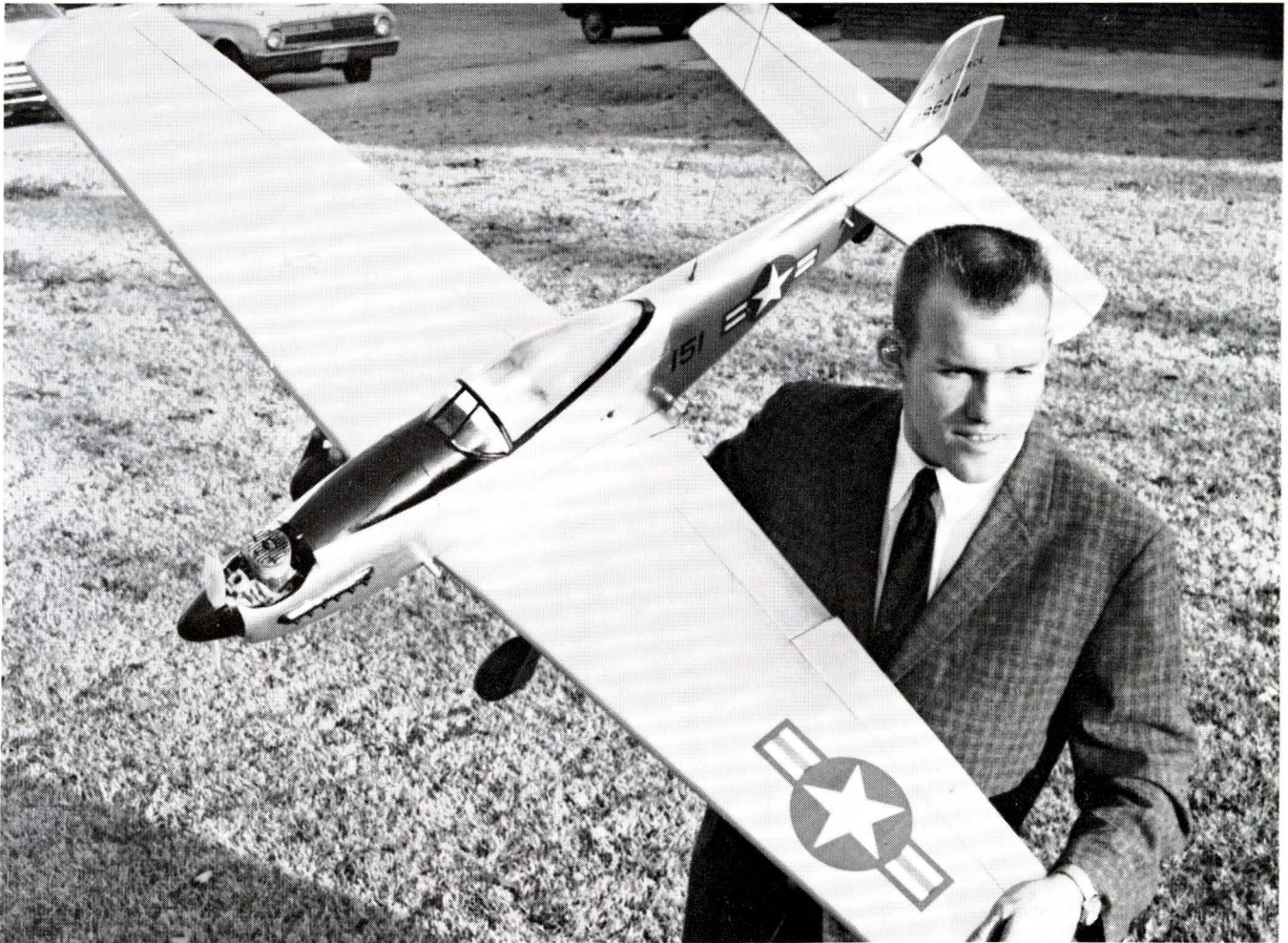
	Employment Date	Years With Co.
Val Gallia	Feb. 5, 1947	21
Oliver McKay, Jr.	Feb. 1, 1951	17
Roy Lilley	Feb. 2, 1953	15
David Bishop	Feb. 19, 1957	11
Rome Beaulieu	Feb. 2, 1959	9
Jack Hill	Feb. 12, 1964	4
J. W. Miller	Feb. 6, 1967	1

TRAILER SALES & SERVICE

	Employment Date	Years With Co.
R. L. Hamilton, Jr.	Feb. 3, 1954	14
Carl Peppard	Feb. 26, 1960	8
W. M. Wilson	Feb. 4, 1963	5
G. N. Hobson	Feb. 25, 1963	5
Billie McCray	Feb. 28, 1963	5
D. Hoyt Rogers	Feb. 17, 1964	4
G. D. Anthony	Feb. 11, 1964	4
F. J. Fyffe	Feb. 8, 1965	3
Jack Hughes	Feb. 8, 1967	1

CONSTRUCTION & MAINTENANCE

	Employment Date	Years With Co.
E. O. Deal	Feb. 7, 1955	13



THIS P-51 Mustang is the latest radio controlled model airplane built by George Dyer, Commercial Gears. It has a wingspan of 65½", is 50 inches long and weighs 9½ pounds

WHEN it comes to hobbies, the variety of leisure activities participated in by Lufkin employees number about as many as there are employees. At least so far as the extent of their participation.

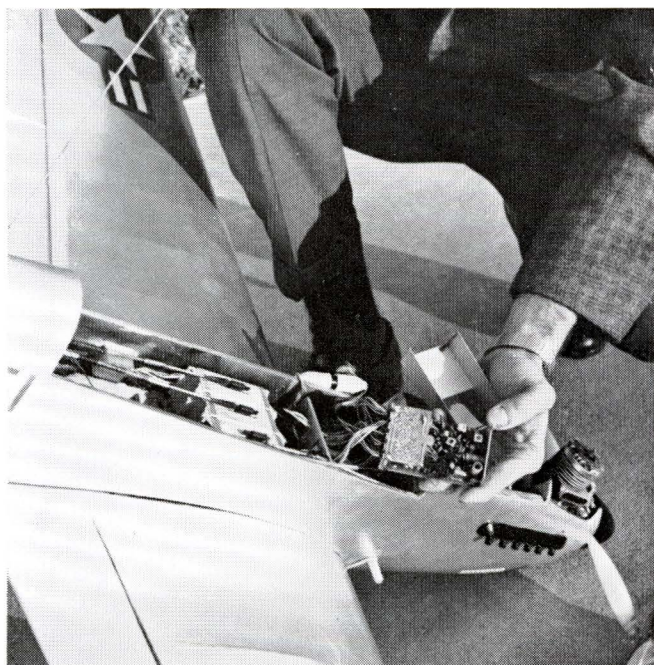
One of the most unusual or unique hobbies is the one George Dyer, Commercial Gears, has. He builds and flies radio controlled model airplanes.

Before you scoff at what might appear to be just another simple model airplane craze, read on to discover the intricacies and complexities that go along with the digital computer system of flying radio controlled model planes.

In an article in *Radio Control Modeler*, a magazine devoted to this rapidly increasing hobby, the author says, "First off, I would like to say that without a doubt the enjoyment I receive from all aspects of the model airplane hobby is more than you would imagine. I truly feel sorry for the hundreds of fellows in this country who might feel

George Dyer... *flyer of* RADIO CONTROLLED Model Planes

that model airplanes are toys and those that offer condescending remarks about our hobby. The enjoyment in the actual flying of the model is only a very small part of the overall picture—the construction of a special control stick, the rewiring of a receiver, a servo, a modification here, the testing and flying a new model, are only a few of the many different thrills you receive."



THE electronic equipment in this model plane is of the same principle as that used for flying missiles; it's just not as powerful or as long range. This equipment plus the digital computer activator represents an investment of approximately \$400

To engage in this hobby, one has to be willing to spend some money, have more than a basic knowledge of electronics, know how to read blueprints and schematic drawings and have the patience and dexterity to build one of these model planes.

George received a medical discharge from the Air Force in 1961. In 1966, he underwent heart surgery and was told not to engage in his then hobby of auto racing.

Knowing that he would need something to keep him busy during his long recuperation after the surgery, he bought his first model kit in Houston after leaving the hospital. This turned out to be a fascinating way to spend his time.

The first plane he built was a Tauris, a low wing plane that is noted for its maneuverability. At that time, he was using the Reed system which is a remote control unit that sends various commands to the plane while it is in the air.

This system is the one plane hobbyists usually start out with, although it is not as smooth to operate as the digital computer system. The Reed system, in laymen's language, utilizes an "off-on" actuator. It's like a light switch—either off or on. There is no in-between. The digital computer system allows the multi-control to be varied, making the flying much smoother as well as decidedly more interesting because of the many maneuvers and stunting the operator can do.



MRS. Cookie Dyer holds the sensitive control equipment which George operates to fly his planes. She is as interested and active in his hobby as he is

Since February, 1966, George has built eight planes and has three on the drawing board now. He has wrecked six planes, two of which he says were caused by inexperience and carelessness in flying, while the other four were due to mechanical failures.

Recently, he completed a P-51 Mustang. His planes are powered by two-cycle engines using a combination of castor oil and wood alcohol as fuel.

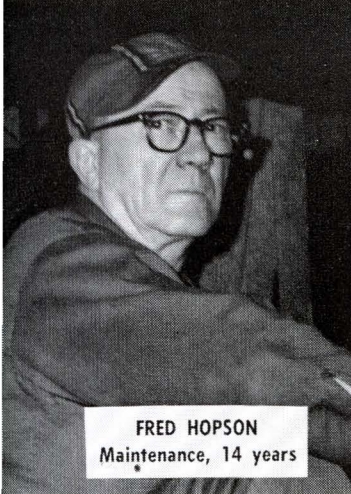
He took up flying real planes so that he would be more proficient in flying his model planes. He has his private pilot license and has 185 hours of flying time, lacking only 15 hours to get his commercial license.

The last three model planes he has built have been flown some 200 flights per plane, with each flight lasting about 10 minutes.

"Flying radio controlled model planes takes about 15 to 20 hours flying before you can solo, while it takes only about eight hours flying to solo in a real airplane," George explained.

He has been taught much of what he knows about flying radio controlled model planes by Charles (Chili) Pruitt of Lufkin, who has engaged in this hobby for many years.

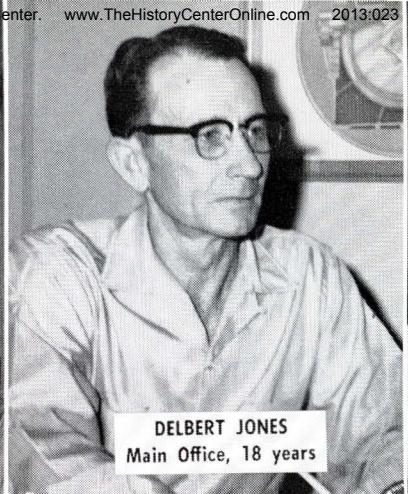
Each weekend when the weather is good, George and Chili fly their planes out at Teener Park. Anyone is welcome to come see the scale model planes doing their acrobatics at speeds surpassing 80 miles per hour.



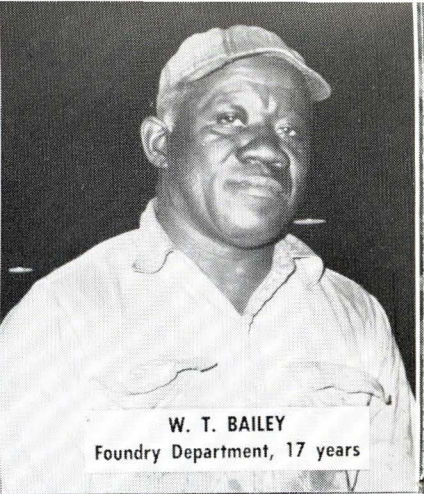
FRED HOPSON
Maintenance, 14 years



PRICE LARGENT
Maintenance, 39 years



DELBERT JONES
Main Office, 18 years



W. T. BAILEY
Foundry Department, 17 years



RAY RUSSELL
Traffic Department, 12 years

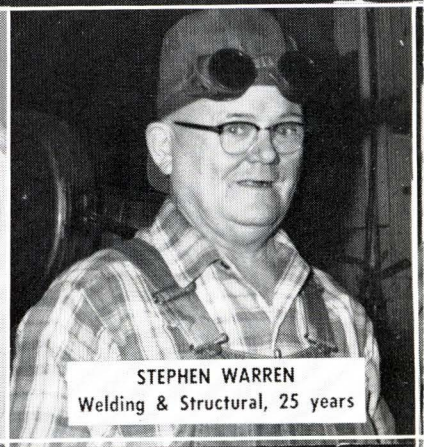


HOMER THRASH
Main Office, 26 years



WM. M. L. WAGNER
Engineering, 16 years

Celebrating



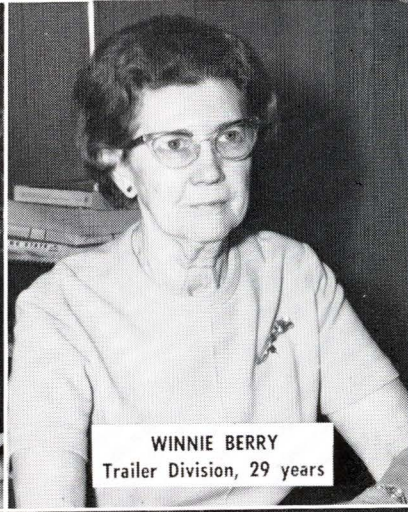
STEPHEN WARREN
Welding & Structural, 25 years



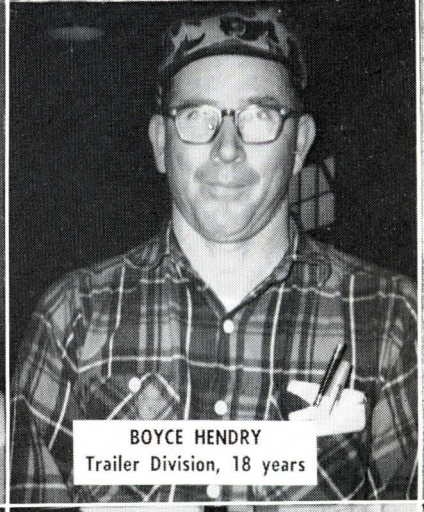
GORDON BRASHEAR
Traffic Department, 13 years



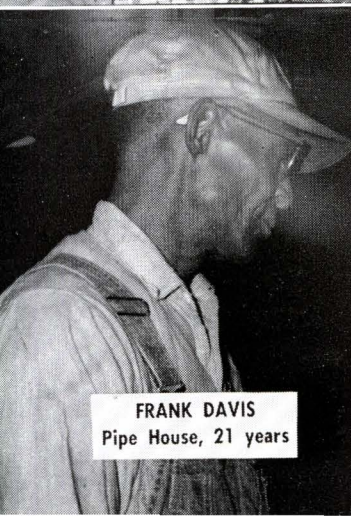
E. P. TROUT
Executive Vice-President, 42 years



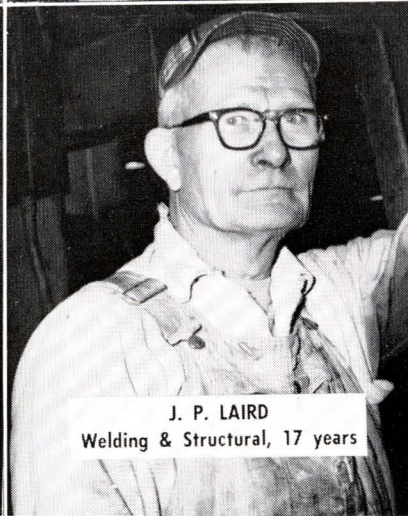
WINNIE BERRY
Trailer Division, 29 years



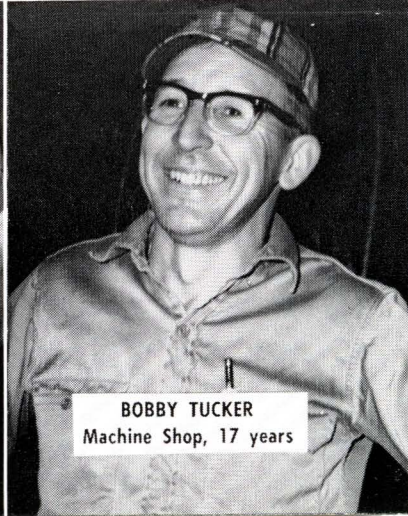
BOYCE HENDRY
Trailer Division, 18 years



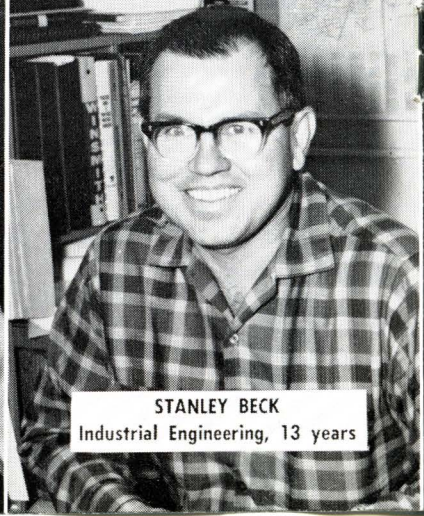
FRANK DAVIS
Pipe House, 21 years



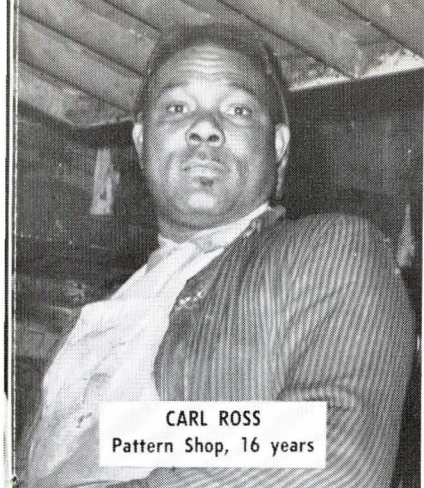
J. P. LAIRD
Welding & Structural, 17 years



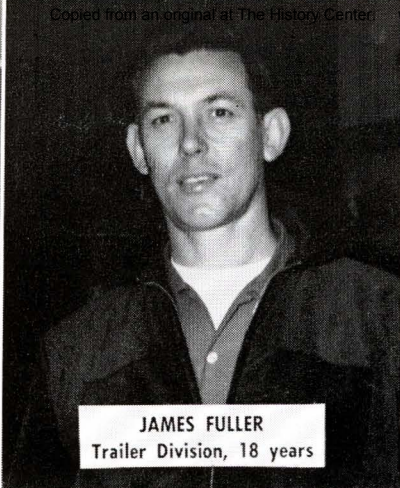
BOBBY TUCKER
Machine Shop, 17 years



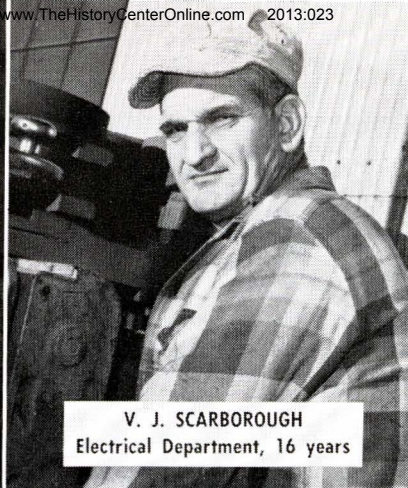
STANLEY BECK
Industrial Engineering, 13 years



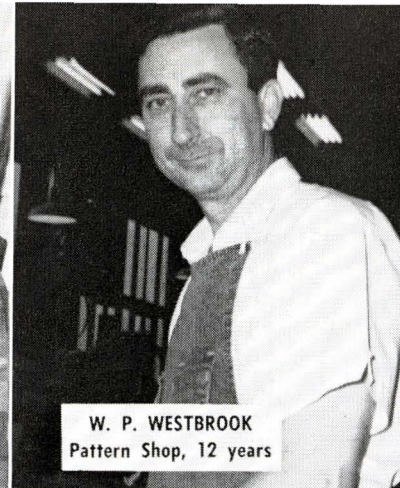
CARL ROSS
Pattern Shop, 16 years



JAMES FULLER
Trailer Division, 18 years



V. J. SCARBOROUGH
Electrical Department, 16 years

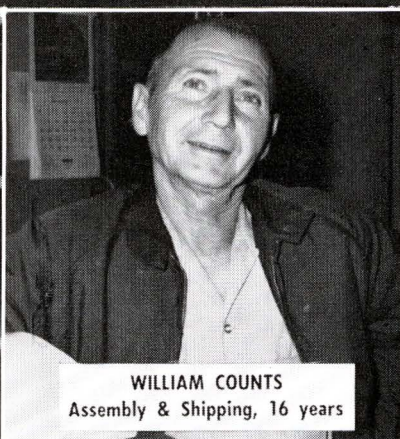


W. P. WESTBROOK
Pattern Shop, 12 years

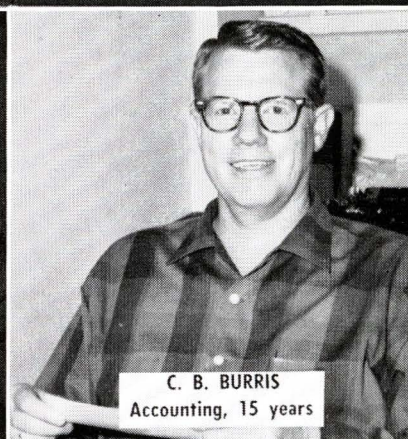
an Anniversary... 12 years or more



M. R. ROSS
Machine Shop, 31 years



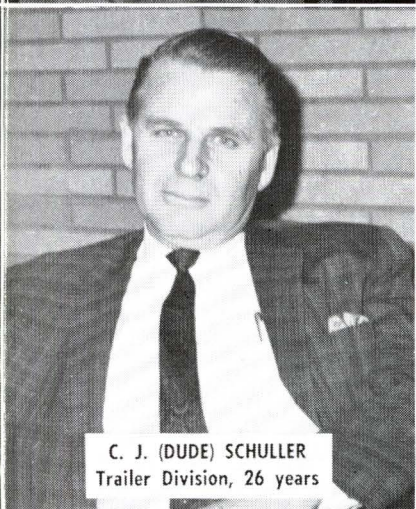
WILLIAM COUNTS
Assembly & Shipping, 16 years



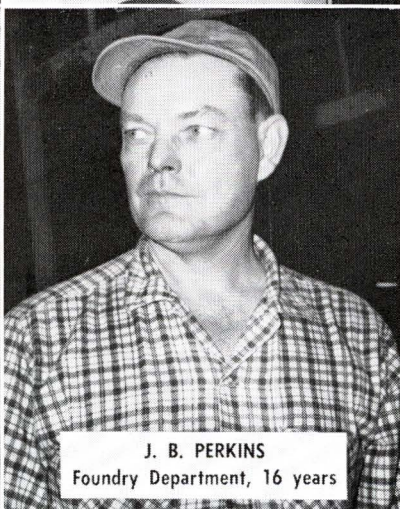
C. B. BURRIS
Accounting, 15 years



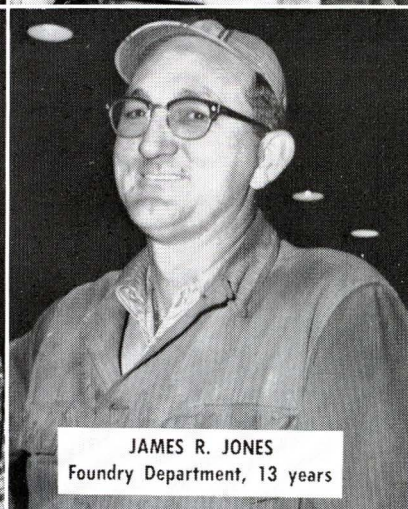
T. D. LASHLY
Main Office, 20 years



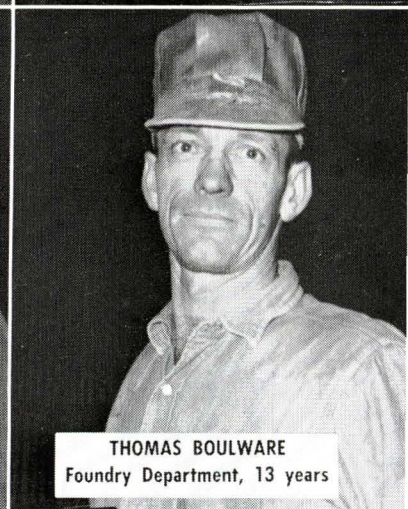
C. J. (DUDE) SCHULLER
Trailer Division, 26 years



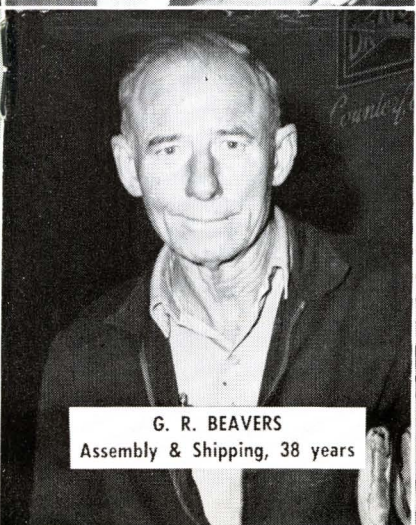
J. B. PERKINS
Foundry Department, 16 years



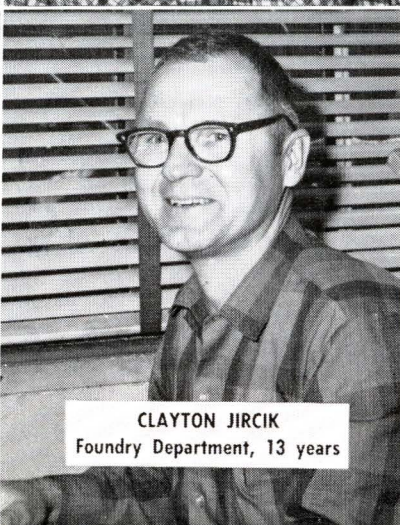
JAMES R. JONES
Foundry Department, 13 years



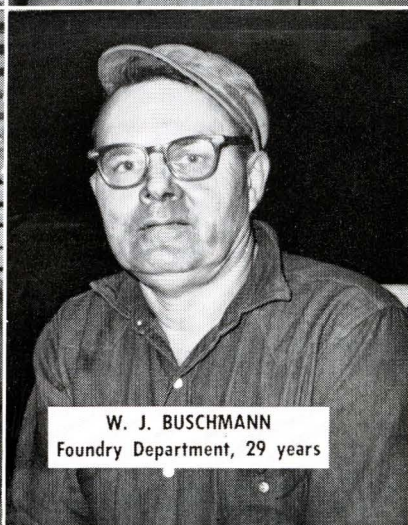
THOMAS BOULWARE
Foundry Department, 13 years



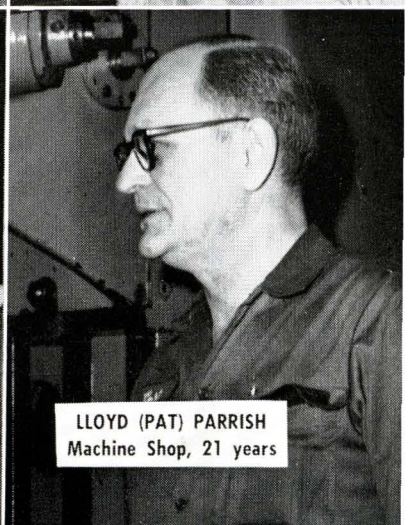
G. R. BEAVERS
Assembly & Shipping, 38 years



CLAYTON JIRICK
Foundry Department, 13 years



W. J. BUSCHMANN
Foundry Department, 29 years



LLOYD (PAT) PARRISH
Machine Shop, 21 years



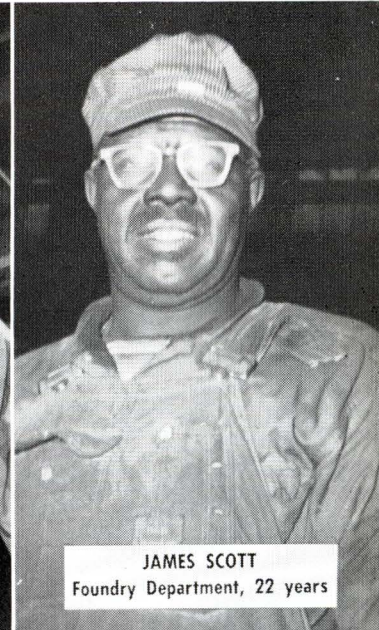
HARLEY BAKER
Mill Supplies, 13 years



LESTER GLAZE
Trailer Division, 25 years



ARTHUR WARREN
Trailer Division, 18 years



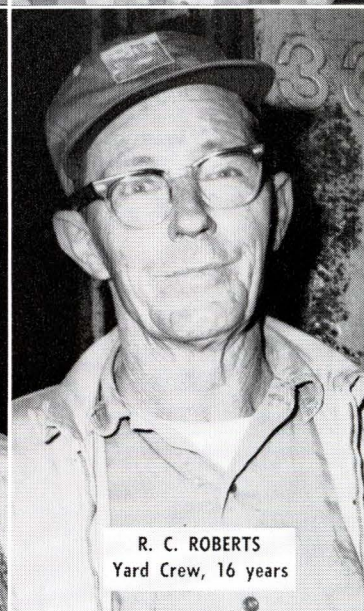
JAMES SCOTT
Foundry Department, 22 years



DELBERT MATCHETT
Machine Shop, 23 years



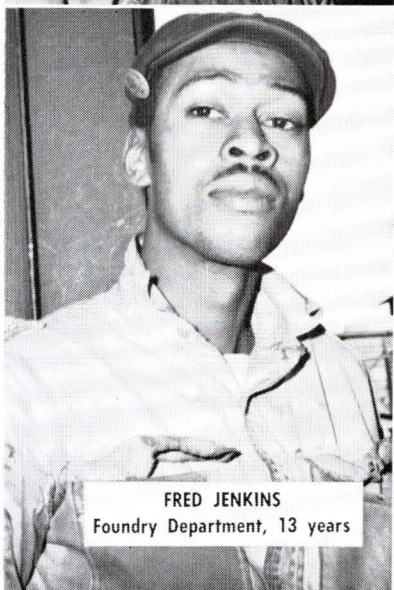
W. G. MANGHAM
Machine Shop, 16 years



R. C. ROBERTS
Yard Crew, 16 years



AL WALTON
Trailer Division, 20 years



FRED JENKINS
Foundry Department, 13 years



FRED BENEMON
Foundry Department, 22 years



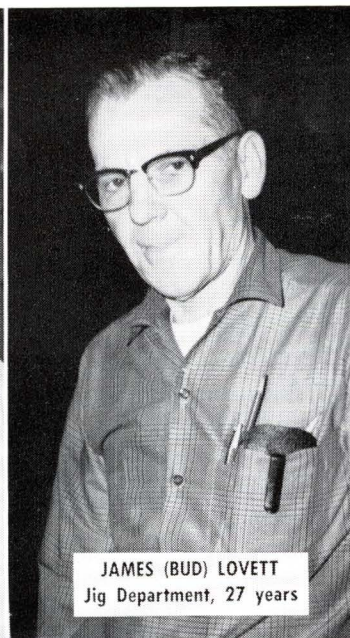
G. C. WRIGHT
Trailer Division, 18 years



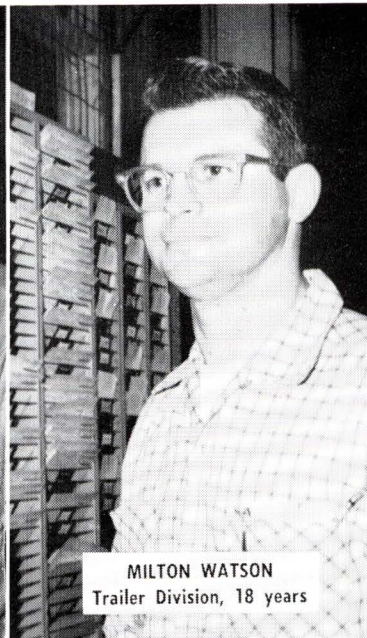
THOMAS LADD
Trailer Division, 25 years



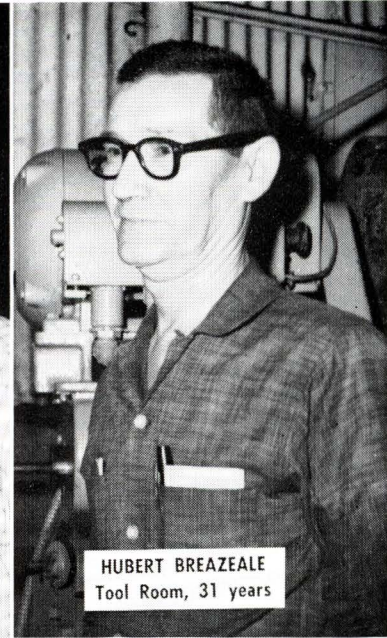
ROBERT BURNS
Foundry Department, 26 years



JAMES (BUD) LOVETT
Jig Department, 27 years

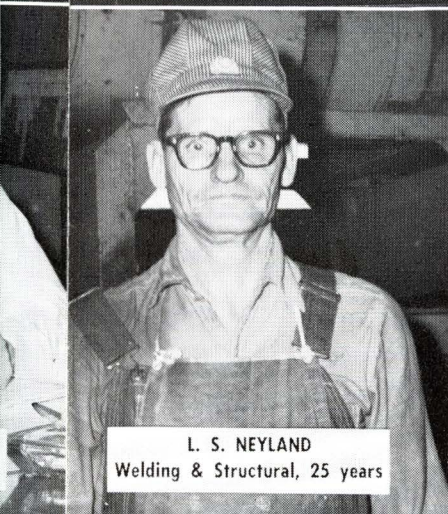


MILTON WATSON
Trailer Division, 18 years

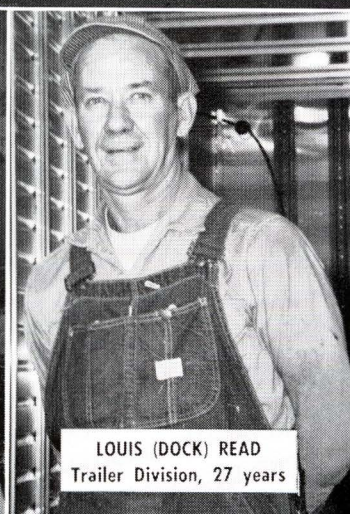


HUBERT BREAZEALE
Tool Room, 31 years

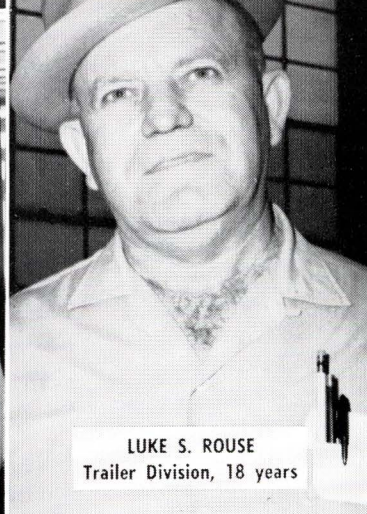
e anniversaries



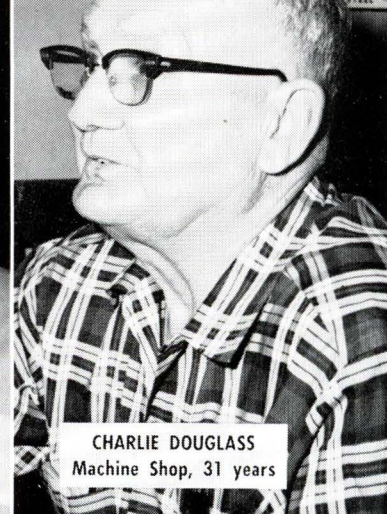
L. S. NEYLAND
Welding & Structural, 25 years



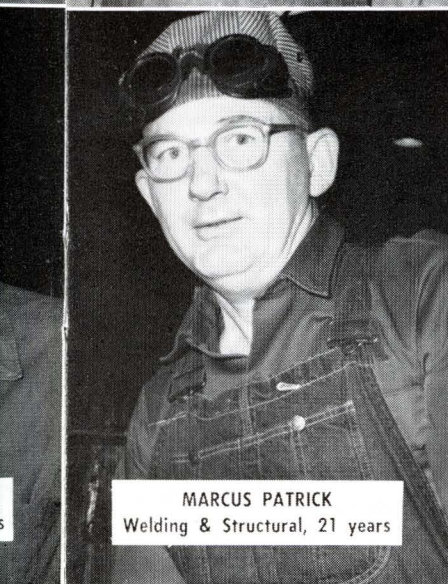
LOUIS (DOCK) READ
Trailer Division, 27 years



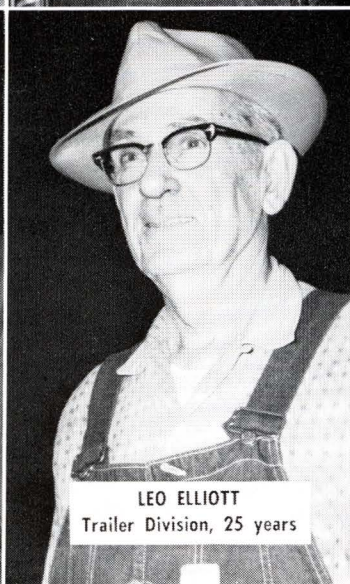
LUKE S. ROUSE
Trailer Division, 18 years



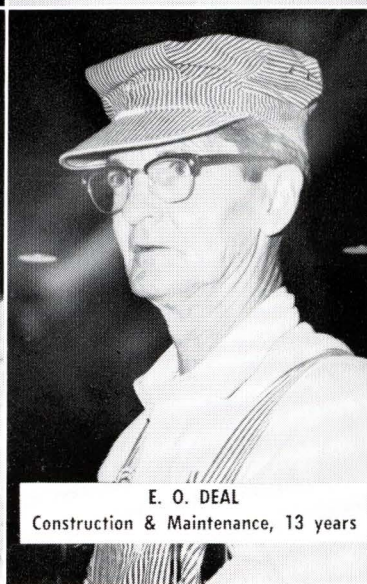
CHARLIE DOUGLASS
Machine Shop, 31 years



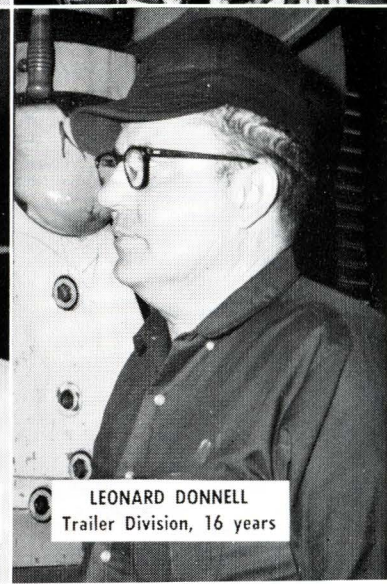
MARCUS PATRICK
Welding & Structural, 21 years



LEO ELLIOTT
Trailer Division, 25 years



E. O. DEAL
Construction & Maintenance, 13 years



LEONARD DONNELL
Trailer Division, 16 years

Shop Talk

JAMES Earl Davis and Christine Loden were married January 17. His father, EARL DAVIS, is employed in the Mill Supplies division. Our congratulations to the couple.

And our congratulations to Jerry Wayne Dale and Melba Jane Thompson who were married in January. She is the daughter of Mr. and Mrs. ALTON THOMPSON, and her father is employed in the Trailer division.

Our best wishes go to Janice Faye Glaze and MICHAEL ALLEN PENN who have announced their engagement to be married. Michael is a gear sales trainee.

The posthumous award of The Silver Star medal, third highest of the nation's military honors, was made to Mr. and Mrs. WEBB OVERSHINE, parents of the late Cpl. George E. Overshine, who was killed in Vietnam in September. He also was promoted to Corporal posthumously.

His father is employed in the Foundry department.

Some of his co-workers got together for a farewell party when OLIVER McKAY retired in January. They gave him a gift certificate and wished him many happy hours of retirement.

Oliver came by THE ROUNDUP office where he was given his gold-

inscribed watch by ROBERT LANG, vice president and Foundry superintendent, signifying 25 years of service with the Company. We're sorry he had to leave so quickly for another appointment and we didn't get to talk with him about his plans. Maybe he'll drop by again soon.

We extend our sympathy to the family of MORRIS CLEO MOORE, former Trailer division employee, who died in January.

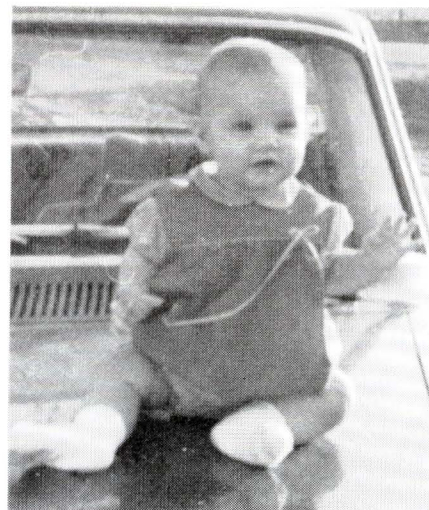
We had a nice visit with JOHN WINSTON who retired on December 29, 1967, after almost 35 years of service. He would have celebrated his 35th. year with the Company next May. He was foreman of the second shift, Welding and Structural Shop. He spent 13 years on the second shift.

John retired early at age 60, so that, in his words, "he could have time to do the things I want to while I'm still able, health-wise, to do so."

He has some cattle on a ranch northeast of Lufkin, and when he isn't working with them, he deals in acreage, either buying or selling.

Little Robbie Jean Ashworth, six-months old, is the star attraction in the home of Mr. and Mrs. ROBERT ASHWORTH of Diboll. She was born August 24, 1967, weighing in at 6 pounds, 13 ounces, claiming the honor of their first born.

Her father works in Trailer division.



ROBBIE JEAN ASHWORTH
... 6 months old

ACIE COBB wound up his service with the Company at the end of December, 1967, after almost 33 years of employment. His 33rd. year would have been observed this March. He was foreman of the Machine Shop, third shift.

Acie's first job with Lufkin Foundry was running a drill press for Charlie Gault on the first shift in 1935. After about a year, he started cutting gears on the second shift. He was made a working foreman in 1948 and put on the third shift. In 1951, he was promoted to foreman of the Machine Shop, third shift, the job he held until his retirement.

He didn't think working on the third shift was so bad.

"I had my routine worked out. I went to bed every morning about 7:30 and slept just as good as a man who sleeps eight hours at night."

His job was interesting, he pointed out, because he got all the young men on the third shift.

"The new ones just starting out would be on my third shift. It didn't take me long to know which ones were going to make the adjustment of working at night and sleeping during the day," he smiled knowingly.

"Too, it was interesting to watch the young ones get more and more skilled, and before long, you'd know they would be moving to another shift. Seems about the time I'd have a real good crew going, there'd be some transfers. But I liked working with the young ones; I liked trying to help them become machinists," he explained.

Things are going to be a lot quieter around this plant since JIM ODOM re-



OLIVER McKay, left, gets watch from ROBERT LANG, vice president and foundry superintendent

ACIE COBB, left, receives watch from GHENT SMELLEY, Machine Shop general foreman, denoting 32 years service to Lufkin

tired in December. If there was one who loved a good story or some practical joke to be pulled on a friend, it was Jim Odom.

Jim came to work for the Foundry April 2, 1929, and his first job was running an engine lathe on the second shift. He operated machines on the night shift until 1936, when he was made foreman of the Maintenance department while E. M. Tollefson was plant superintendent.

"I've worked under five plant superintendents during my time with the Foundry," Jim pointed out. "They were Charlie McLain, Tollefson, Bobby Schuller, Guy Croom and Mutt Barr."

He spent 31 years on one job, that of Maintenance foreman.

Now he's spending his time working in his gun repair shop, and has so much business, he's finding it hard to get away to fish. Also, he wants to complete his house boat and get it launched on Rayburn Lake.

"It doesn't look like I'm going to have too much time just to sit and twiddle my thumbs," he cracked, with his familiar grin spread across his face.

Our best wishes go to Theresa Neal and Jerry Burgess who have announced their engagement to be married. Theresa is the granddaughter of Mr. & Mrs. R. O. PALMORE. Her grandfather works in the Machine Shop, first shift.

Our congratulations to Mr. and Mrs. CARL EDWARD (SPARKY) GIPSON who were married December 30, 1967, at Providence Baptist church. Sparky works in the Machine Shop, first shift.

Congratulations to Mr. and Mrs. Carl Eidson who were married January 27, 1967, in the Fuller Springs Baptist church. Mrs. Eidson is the daughter of Mr. and Mrs. FRED DABBS. Fred works in the Machine Shop, first shift.

Spring can not be far away . . . the trees are budding and some already have begun leafing. And with spring comes Easter, when families get together and most of the time there is a camera around. If you take snapshots of your children during the Easter holidays, we'd like to use them in the magazine. We can use only black and white prints; no color photos. We



JIM ODOM, left, retires with ROBERT BARR, plant superintendent, presenting his watch

will return them to you when we've finished with them.

Bring or mail them to Editor. THE FOUNDRY ROUNDUP, Lufkin Foundry & Machine Company, Lufkin, Texas 75901. Be sure to include all the information for each photograph on a separate sheet of paper.

Don't forget. Anytime you have a good snapshot of some of your family, we are happy to publish it in THE ROUNDUP. Share your good fortune with your fellow workers; we're all interested.

Here's something to think about:

A table published by the Vermont Credit Union League gives a quick check on the true annual interest rate: When the loan is repaid in 12 equal monthly installments . . .

Stated interest:	Actually is:
4% per year	7.3% annually
6% per year	10.9% annually
8% per year	14.5% annually
10% per year	18.0% annually
1% per month	21.5% annually

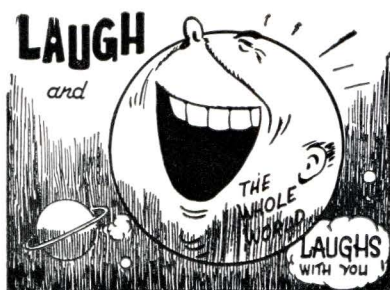
The Foundry Roundup

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The trouble with being a parent is that by the time you're experienced, you're unemployed.

The minister had reached the end of his sermon, and he gave this exhortation to the congregation before the collection: "And now, my friends, let us all give in accordance with what we reported on our income tax."

Wife to bragging husband: "Why do you always vary the size of the fish you've caught for different listeners?"

Husband: "Well, I never tell a man more than he'll believe."

Someone has asked aptly: "Will the taxpayer become America's first natural resource to be exhausted?"

"The weather here in Florida is so wonderful," said the tourist, "how do you tell summer from winter?"

"In winter," replied the hotel manager, "we get Cadillacs, Lincolns and stuffed shirts. In summer, we get Fords, Chevrolets, and stuffed shorts."

The trouble with bucket seats is that not everyone has the same size bucket.

An old Indian was standing on the top of a hill with his son looking over a beautiful valley below.

Said the old Indian: "Someday, my son, all this land will belong to the Indians again. Paleface all go to the moon."

While you are telling your son about the birds and bees, he's probably thinking about the car and keys.

A welder was speaking to his neighbor, saying: "My wife loves gardening. I don't think there's anything she'd rather see me do."

Then there was the eccentric who parted his hair from side to side, instead of from front to back.

A friend asked him: "I don't care how you part your hair, but don't other people give you a hard time about it?"

"The only time it bothers me," replied the eccentric, "is when people try to whisper in my nose."

All over America this is the time and place where boy meets girl—and no one knows the difference.

"Did you hear about the woman who calls her husband 'Hydromatic' because he's shiftless?"

A machinist had had poor luck on Sam Rayburn not long ago, and he thought of what his cronies would say when he came back empty-handed.

On his way home, he stopped at the fish market and spoke to the owner.

"Say, Zeke, just stand over by that fish counter and throw me a few of your biggest perch."

"Throw 'em," asked the owner in surprise. "Why can't I just wrap 'em up as usual?"

"Well," replied the machinist, "the boys at the plant are goin' to ask me how many fish I caught today. Maybe I ain't much good as a fisherman, but I ain't no liar!"

One of our bachelor welders almost got caught last month. He was courting a pretty young thing and it looked as if she were getting serious.

"I can't marry you," the welder explained, "because we don't have the same religion."

"Oh," she answered sweetly, "that's all right. You go to sleep in your church and I'll go to sleep in mine."

The times we live in are certainly different, so they say. Some say that many girls are now getting men's wages, but then, haven't they always?

The Census taker was making his rounds. The old farmer looked over the form and scratched his head.

Finally, he licked the stub of his pencil and under the heading "Age of Father, if living," he placed the figure 130, and under the words, "Age of Mother, if living" he put the figure 120.

The Census taker was goggle-eyed.

"Say, old-timer," he said, "You must be mistaken. Your parents aren't that old, are they?"

"Nope," replied the farmer slowly, "of course not; but they'd be the old, if living."

The old car bug finally got himself an ancient one-lung flivver and made the neighborhood hideous with its coughing chug.

He approached the toll-bridge one day on a cross country jaunt. The gatekeeper came out and scornfully looked over the relic. However, he wasn't there to pass judgment. He wanted his fee.

"A dollar for the car," he said.

The owner looked up and chuckled. "Sold!" he said.

Isn't it hard to believe that this nation was founded partly to avoid taxes?

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