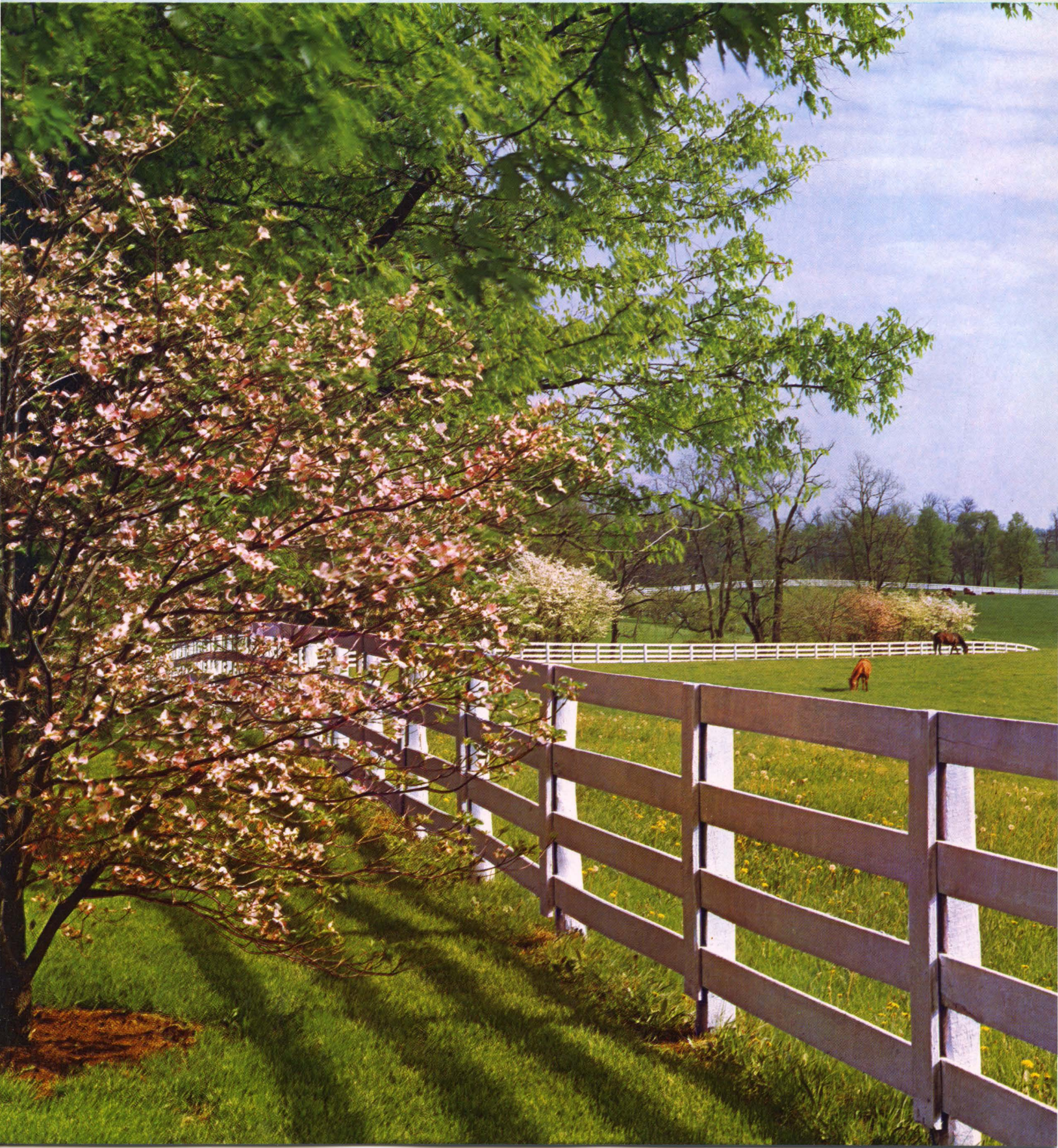


The Foundry Roundup

MARCH, 1969



from the PRESIDENT'S DESK...



CHARLIE GAULT'S retirement marks the end of 41 years with Lufkin Foundry. Charlie, left, receives his watch from Mutt Barr on behalf of the company.

FELLOW EMPLOYEES:

No doubt you have noticed the increased activity around the Trailer Division lately, even on weekends. We are in the process of moving our Dump and Float sections to the new plant.

The Van department will require more time and planning in order to coordinate our production with customer orders and delivery. Our new trailer office should be ready for occupancy by May 1.

Many of you are wondering just how the old trailer facility will be utilized after the Trailer Division is moved. A considerable amount of thought is being devoted to this with our plans for future growth in the Machinery Division.

We plan to move the Machinery Engineering and Order departments to the old trailer offices on Jefferson Street. We will move the Material Control to the old trailer facility, along with the majority of their warehouse storage. The pumping unit reducer assembly, Bethlehem pump, and engine assembly will be moved to the old trailer buildings. The present large material storage warehouse will be used for machine shop expansion. Our Accounting department will expand to the second floor of the Main Office, and our data processing center will overflow into our present Accounting department area.

These moves will relieve many crowded conditions which have existed for several years. We do this to keep pace with changes that occur and make room for our future growth.

Lufkin has a good future. We have enough diversification going to overcome any single adverse industry-wide factor which may arise from time to time. It will require the best efforts of us all to make the most of our many earning sources of production. Our greatest challenge will be to produce and sell the very most we can at a competitive and profitable price.

R. L. POLAND

For Retirees: *the*

ONE of the first things CHARLIE GAULT did after retiring was to treat himself to a tour of the entire plant and office area.

"You know," he said, "I saw places I never had noticed before."

The former Assembly and Shipping foreman was first employed at Lufkin Foundry in 1918, but, due to a break in service, his total years of employment are decreased to 41.

"That's still a lot of years to look back on," Charlie noted.

In 1918 he worked with the Foundry department's molding crew. When he returned in 1927, he was employed in the Machine Shop. He had been in the Assembly and Shipping department since about 1940.

Charlie and his wife enjoy their 12 grandchildren, including one grandson and 11 granddaughters.

JOSH DUNCAN gives his wife credit, saying, "I couldn't have done what I did without Nina to help me. She had to get up early every morning for 24 years to fix my breakfast and pack my lunch."

He was first hired in 1929 as a molding helper, but a break in service causes his official employment date to be 1944. He worked in the Foundry department.

Josh hopes to spend some time with his three grandchildren now that he is retired. He also plans to buy a camper and take a vacation near the coast, when the weather becomes more predictable.

He also plans to take more advantage of the fishing opportunities near his clubhouse, which is located on his six acres near Angelina College.



JOSH DUNCAN'S inscribed watch is presented to him by **Robert Lang**, right. Josh's retirement followed 24 years at Lufkin Foundry.



CURTIS "FIDDLER" STEPHENS, left, receives his gold watch from **Bill Pennington** to mark 26 years with the company.



DAN MARTIN, right, presents **HENRY FINLEY** with his gold watch. Henry retired after 23 years of employment.

Best is Yet to Come

CURTIS STEPHENS has long been known to his fellow employees in the Welding and Structural shop as "Fiddler." He started fiddling at age 17, and now he heads the group known as Fiddler Stephens and the Lone Star Playboys.

"I'm partial to the styles of Hank Williams and Bob Wills," he said.

Besides fiddling, he has been gardening and keeping up his yard since his retirement, which followed 26 years of employment.

He says that his five grandchildren also keep him busy.

THE 1968 Christmas Party given by the Material Control Warehouse was a nostalgic occasion for **HENRY FINLEY**, who retired at the end of the year after 23 years of employment in that department.



PETE LARGENT, left, and **Ghent Smelley** admire Pete's watch, which marks his 39 years with the company.

"For such a small place they put on the greatest Christmas party in the plant," Henry said.

He added that he will miss his co-workers a great deal, because he made so many friends at Lufkin Foundry.

The reason for his close ties may be partly attributable to one of his philosophies of life and work.

Henry explained, "Man can't get along if he's got a chip on his shoulder. I always believed in talking things out with my fellow employees."

Besides catching up on his hunting and fishing, he plans to spend more time with his nine grandchildren.

FLOYD CARSON is enlarging his garden and making improvements on his 40 acres near Pollok. He also plans to take up hunting and fishing again now that his retirement after 26 years of employment is affording him more leisure time.

He recalls, "Grady Campbell broke me in on that old engine lathe machine I worked during the war. Later I worked on the small engine lathe in the 'boogie woogie shop'."

Since World War II, he has worked turret lathe machine number 165 in the Lathe Shop.

Floyd has two daughters, one of whom lives with the Carsons while her husband is in Vietnam. The other daughter lives next door to the Carsons. He is the grandfather of three boys and two girls.

PETE LARGENT was surprised at the amount of work he found waiting for him after retirement.

"I've got more to do around my

place than I can ever get done," he said. Pete explained that he has 40 acres of partly improved land near Diboll where he keeps his ten cows.

He is waiting for the weather to warm up for his fishing trips, but the cold season hasn't kept him from using the new rifle given to him by the fellows in the Maintenance department.

His last day at work was the Monday before Christmas, but they gave him the rifle before deer season opened.

He worked on the small engine lathe with Jim Odom beginning in 1952 and continued even after Jim retired. Pete worked at Lufkin Foundry for 39 years.

The company wishes for all six loyal employees many happy, healthy years of retirement.



The retirement of **FLOYD CARSON**, left, was marked when **Ghent Smelley** presented his gold watch. He was employed here 26 years.

Shop Talk

DURING the height of the flu siege in January, one fellow we know in the Foundry department had the worst luck of all.

When R. C. PROCTER boarded a jet for California on Dec. 19, the flu bug had bit him before the plane even touched ground. His daughter met him at the airport, only to find him already complaining of fever and aching muscles.

As many of us know only too well, flu seems to linger forever. R. C., who says he didn't see any of the sunshine state during his "vacation," was still sick when he returned to Lufkin on Jan. 14—nearly a month later!

We hope R. C. and all other unfortunate flu victims are feeling better and are back to their old routines.

Sympathy is extended to FRANK JOHNSON, Foundry department, third shift, upon the loss of his brother.

The son of Assembly and Shipping foreman TOM TREADWELL was graduated from Lamar Tech in Beaumont during January.

Steve, a 1965 graduate of Lufkin High School, majored in welding.

There's a new baby in the home of Mr. and Mrs. CARTER OLDS. Congratulations to the new father, who is employed in the Trailer division, second shift.

The fellows in the Tool Room have been kidding PHILLIP (SHORTY) LOWERY about his recent hospital confinement while he had pneumonia. Some of his co-workers, after visiting him in the hospital, reported back at the

shop that Shorty was strapped in a bulldog harness.

The story grew so much that, the last time anyone heard, Shorty had been moved to the hospital's fourth floor. (Because of crowded conditions, of course.)

Machine Shop employees have noticed quite a change in JERRY JACKSON. In fact, it was rumored that the barber received a nice pay off from Jerry's fellow workers.

Sympathy is extended to C. M. RUBY, Machine Shop, first shift, whose brother died.

R. D. WILLIAMS has been in Houston for an operation. He is employed in the Assembly and Shipping department, second shift.

We extend sympathy to BILL WOODWARD, whose grandmother recently died. He works in the Trailer Industrial Engineering department.

Congratulations to Mr. and Mrs. DANNY BEAUCHAMP upon the birth of a son. Danny is an employee of the Trailer division, second shift.

P. R. McKNIGHT has returned to work in the Welding and Structural shop. He has been recuperating from his car wreck in November.

Two former employees who were inducted into the armed services simultaneously are now receiving basic training in the same company at Ft. Bliss, Texas.

The two army draftees are RONNIE DOYLE ALLSBROOK, who worked in the Trailer division, and MIKE HALES, a former Machine Shop employee.

Mike's wife, JUDY, works in the Personnel Office.



Mike Hales . . . completing basic training

Congratulations to Mr. and Mrs. CHARLES H. JOHNSON upon the birth of a 7 pound 2 ounce baby. The boy was named after his father, who works in the Commercial Gear department, first shift.

DELBERT WILLIFORD is one of those hot natured people. When everyone else in the Plant Office is shivering, Delbert is fanning himself and wiping his brow.

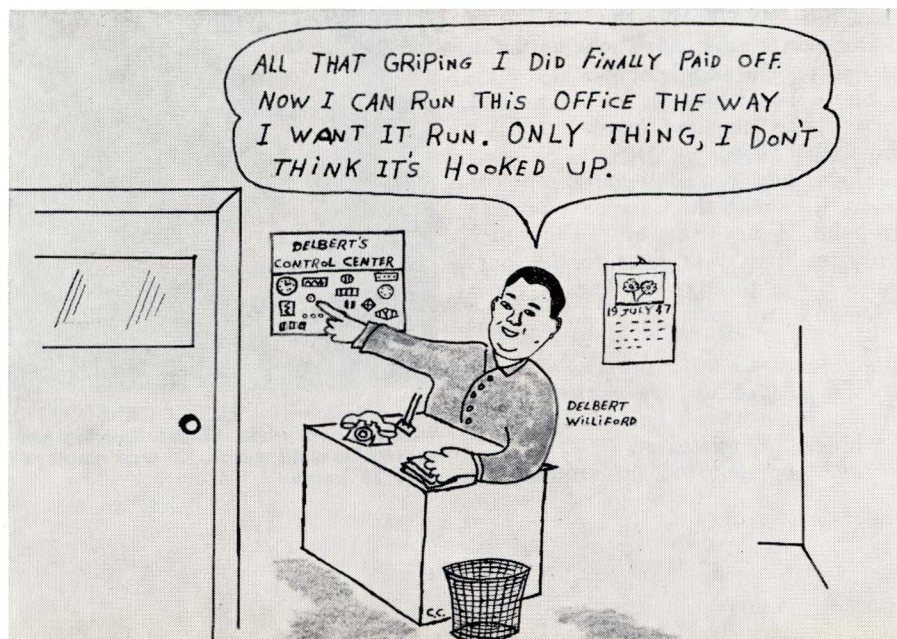
Right around the corner from his office is the Traffic department, where the office thermostat is located and where RAY RUSSELL and JIMMY LAMONT have access to the controls.

Since Delbert has nearly worn a path between his desk and the temperature controls, Ray and Jimmy thought it would be appropriate for him to have a set of his own. When their controls were replaced with a new set, the old control panel was retrieved from the trash can and presented to the new owner, complete with the words, "Delbert's Control Board," across the top.

Ray and Jimmy and the rest of the jokers who were in on the gag were even thoughtful enough to add some other handy gimmicks to the board, such as a coat rack, the thermometer from a calendar and a bright red panic button.

EDDIE SMELLEY, foreman, Gear Cutters, took a week's vacation late in January to move into a new home. Also at the same time, PAT PARRISH, Gear Cutters, took a week's vacation. Pat's co-workers feel pretty sure that he took that time off to help Eddie with his move.

What they are wondering now is if Pat was being just a "good Joe" to help out, or if he had ulterior motives.



We are glad to hear that R. O. PALMORE, Tool Room, first shift, is still recuperating from his heart attack. We hope his condition continues to improve.

Sympathy is extended to the family of A. A. Beck, who died in January. His son is STANLEY BECK, Industrial Engineering, and Stanley's wife, ADA, works in the Trailer Sales Office.

There's a new baby in the home of JERRY BOB TAYLOR, Machine Shop, third shift.

CHRIS RODDAM, now working in the Tool Room, second shift, recently returned from Korea where he was stationed with the army. He received his basic training at Ft. Polk and later achieved the rank of E5. Chris was also stationed at Key West, Florida.

A 1965 graduate of Lufkin High School, he is now attending Angelina College.

His father is FORD RODDAM, Commercial Gears, first shift, who became a grandfather when Dusty Wayne Miller was born on Jan. 1 at 2:40 p.m. Dusty, who weighed 6 pounds 10 ounces at birth, is child number two for CLARENCE MILLER, Commercial Gears, second shift.

You may have noticed what an adamant waterskiier JERRY VANN, Plant Office, is. In fact, one chilly day in January he was cranking up the motor on his boat (his lavender boat, that is; it matches his car) when the rope broke and Jerry landed in Rayburn Lake.

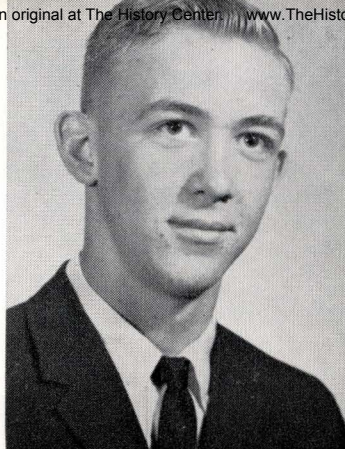
He is receiving a lot of teasing about his tumble, especially from GEORGE DYER, Commercial Gears, who warned him that the water was too cold for skiing.

We are sorry to learn that ERNEST LORD's father-in-law, Dank Sturrock, died Jan. 16.

Ernest is foreman of the Pattern Shop.

Anyone who writes a letter to ROBERT GRIFFITH may be exposing personality secrets and character traits never before revealed. A graduate of McNeese State College in Leesville, Louisiana, where he earned a degree in criminal technology, Robert is a handwriting expert.

He has been working in the Commercial Gear department, third shift, since his discharge from the army. As a sergeant, he was stationed in France, Germany and Vietnam.



Gary Walters . . . pre-law at Tyler Junior College



Mrs. Steve Smith



Keith Walters . . . pre-vet at Texas A&M

When asked which of the three assignments he liked best, Robert said, "Vietnam. Better pay!"

Congratulations to Mr. and Mrs. MITCHELL O'NEILL, who are the parents of little Rebecca Lynn. She was born Jan. 18 and weighed 8 pounds 1/2 ounce.

Her father works in the Industrial Engineering department.

We hear that PREACHER WEEMS, Tool Room foreman, already is talking about summer vacations to COWBOY STARRETT, Machine Shop. Cowboy always brings a load of oranges back from his vacations to the valley, and Preacher usually gets a share of the fruit.

However, we understand that BOB BUTLER, Machine Shop foreman, didn't get his usual share of the oranges last year. Is Cowboy playing favorites?

We extend sympathy to GEORGE YARBROUGH, Foundry department, first shift, upon the loss of his brother.

COY LYNN DUBOSE is still sick with pneumonia. He has been off from his job in the Welding and Structural Shop since Oct. 23.

Sympathy is extended to W. M. BOATMAN, Assembly and Shipping, first shift, whose brother died.

Congratulations to newlyweds Mr. and Mrs. STEVE SMITH, who were married Jan. 18 at Hudson's Providence Baptist Church, where the bride's father performed the ceremony. She is the former Pam Callaway.

Steve works in Welding and Structural, first shift.

Keith Walters has just completed his first semester at Texas A&M University, where he is majoring in pre-veterinary medicine.

His brother, Gary, is a sophomore at Tyler Junior College. Gary is a pre-law major and plans to attend The University of Texas Law School. He is married to the former Brenda Wade, and they have an 18-month-old daughter named Johanna.

Keith and Gary are the sons of QUINTON WALTERS, Mill Supplies division.

Sympathy is extended to C. C. DE-LA-FOSSE, Construction and Maintenance, first shift, upon the recent death of his father.

We are also sorry to hear that Coke and his wife were injured in a car accident Jan. 29. We wish them a speedy recovery.

GAYLAND WALLACE was missed during his hospital confinement in January. He is employed in the Machine Shop, first shift.

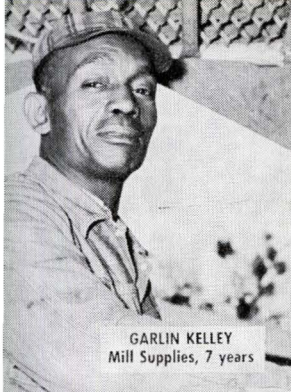
Rachelle Leigh Miller was born Jan. 22 weighing 7 pounds 12 ounces. Her father is TOMMIE MILLER, Trailer Engineering department, and EMMETT COPELAND, Foundry department, is the maternal grandfather.

Lufkin Foundry's two bowling teams traveled to Wichita Falls Feb. 22 for the Great Southwest Tournament. Their next competition will be the Texas State Tournament April 12 in Amarillo.

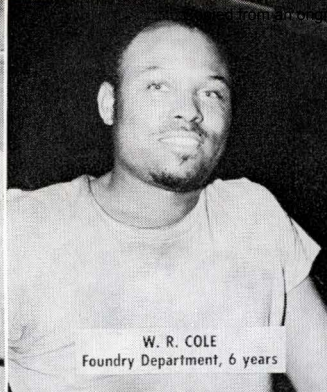
Members of the Mark V team are RONNIE SMITH and JAMES CARLILE, both Welding and Structural employees; MIKE CLOYD, Material Control; AL MALLONEE, Engineering department; and GEORGE GIBBS, Accounting department.

The Kingpin team includes LEE BURNETT, Accounting department; BOBBY SPELLS, Engineering Lab; GEORGE HAYGOOD, Machine Shop;

continued on page 11



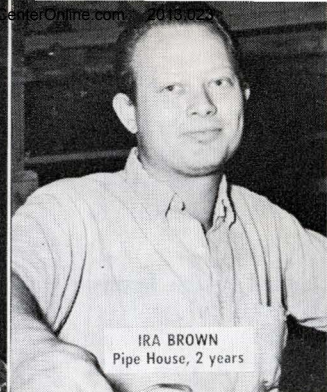
GARLIN KELLEY
Mill Supplies, 7 years



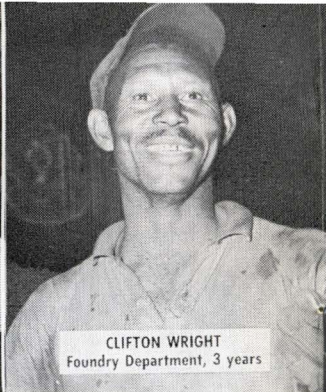
W. R. COLE
Foundry Department, 6 years



SAM TURNER
Material Control, 7 years



IRA BROWN
Pipe House, 2 years



CLIFTON WRIGHT
Foundry Department, 3 years

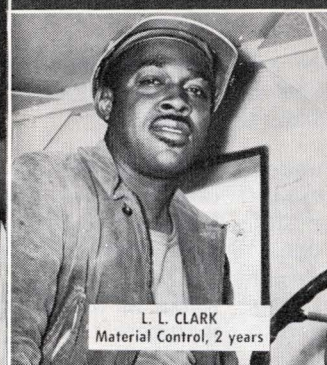


RICHARD ENGLISH
Trailer Division, 7 years

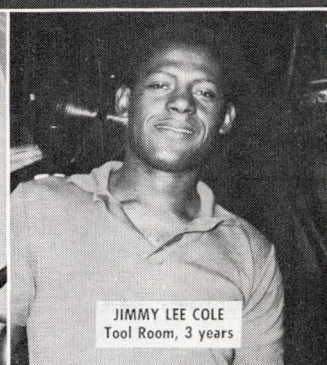


HUBERT LANKFORD
Gear Cutters, 6 years

Celebrating an Anniversary



L. L. CLARK
Material Control, 2 years



JIMMY LEE COLE
Tool Room, 3 years



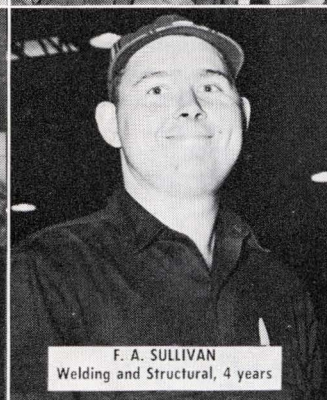
CECIL DANIEL
Machine Shop, 4 years



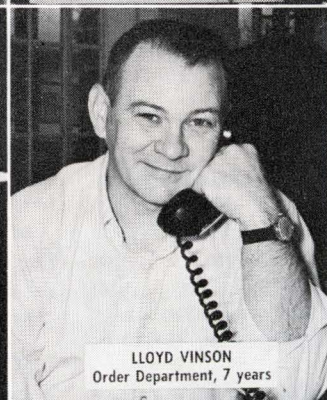
GRADY E. DUE
Assembly and Shipping, 3 years



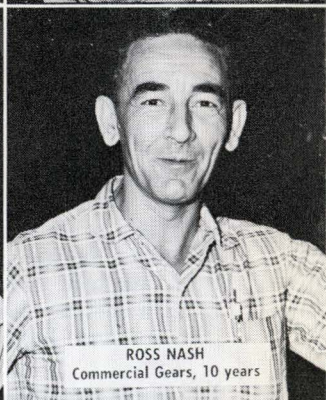
MARTIN CORTINES
Payroll Department, 10 years



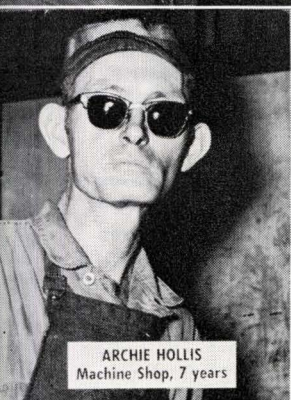
F. A. SULLIVAN
Welding and Structural, 4 years



LYDD VINSON
Order Department, 7 years



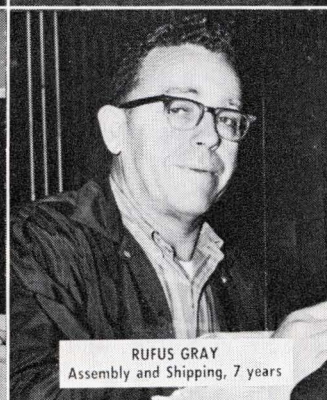
ROSS NASH
Commercial Gears, 10 years



ARCHIE HOLLIS
Machine Shop, 7 years



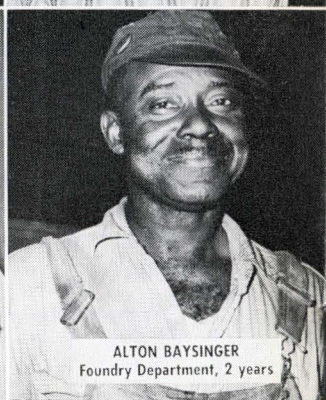
MIKE CHAMPION
Material Control, 2 years



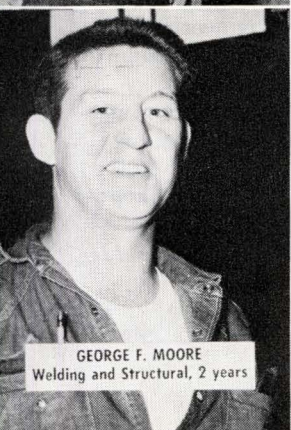
RUFUS GRAY
Assembly and Shipping, 7 years



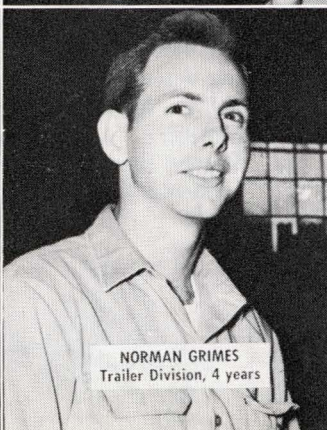
ELVIN BURRIS
Security Guard, 6 years



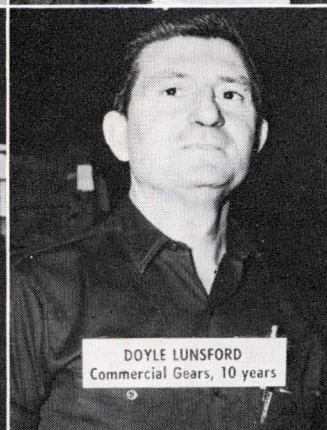
ALTON BAYSINGER
Foundry Department, 2 years



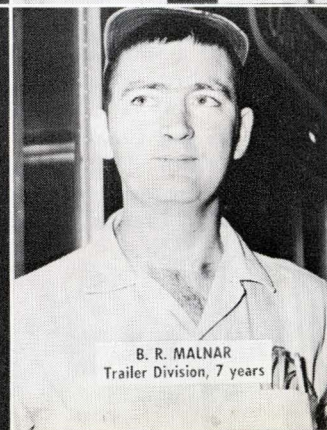
GEORGE F. MOORE
Welding and Structural, 2 years



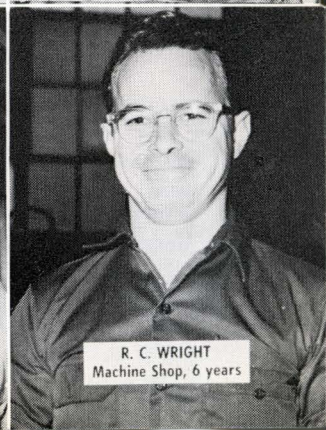
NORMAN GRIMES
Trailer Division, 4 years



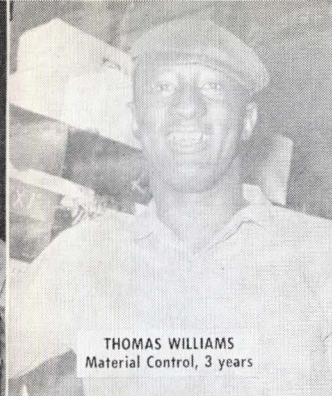
DOYLE LUNSFORD
Commercial Gears, 10 years



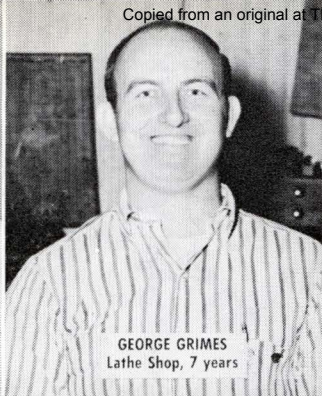
B. R. MALNAR
Trailer Division, 7 years



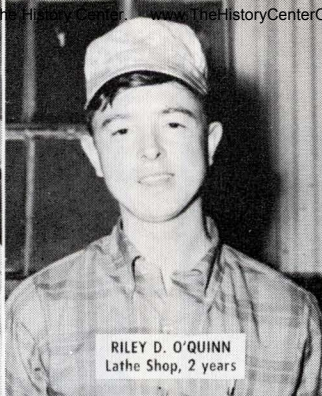
R. C. WRIGHT
Machine Shop, 6 years



THOMAS WILLIAMS
Material Control, 3 years



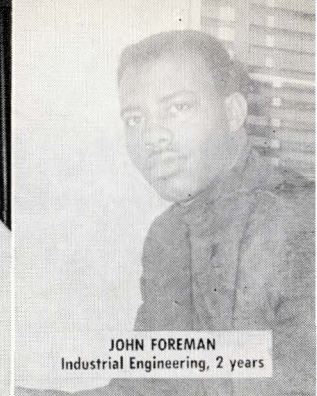
GEORGE GRIMES
Lathe Shop, 7 years



RILEY D. O'QUINN
Lathe Shop, 2 years

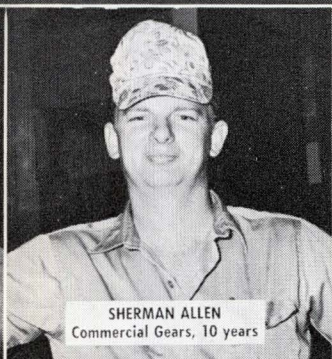


LUVALL HILL
Commercial Gears, 3 years

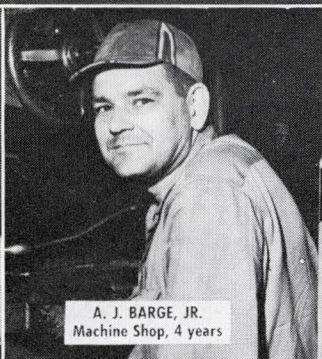


JOHN FOREMAN
Industrial Engineering, 2 years

ry...2to12 Years



SHERMAN ALLEN
Commercial Gears, 10 years



A. J. BARGE, JR.
Machine Shop, 4 years



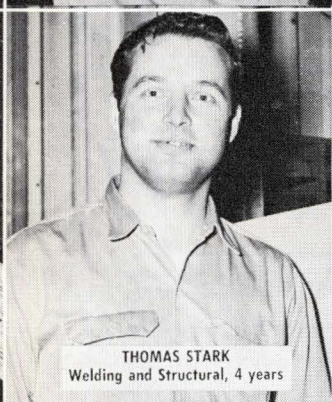
J. V. WALKER
Machine Shop, 3 years



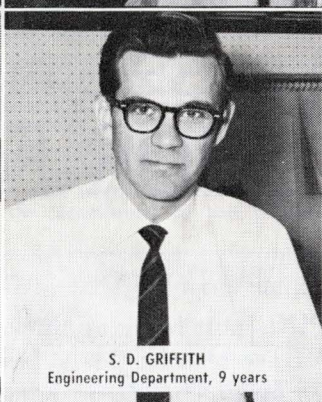
ROBERT BOWERS
Accounting Department, 5 years



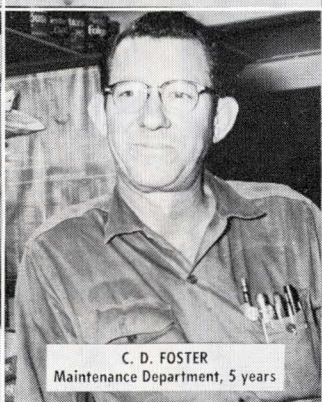
LINWOOD BOWERS
Trailer Parts Department, 2 years



THOMAS STARK
Welding and Structural, 4 years



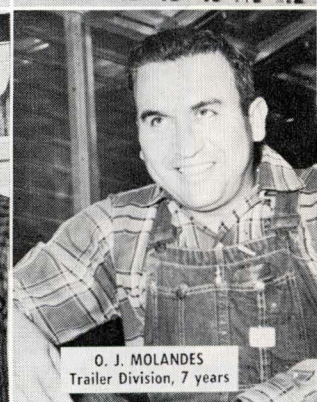
S. D. GRIFFITH
Engineering Department, 9 years



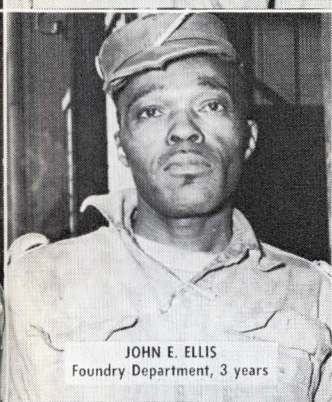
C. D. FOSTER
Maintenance Department, 5 years



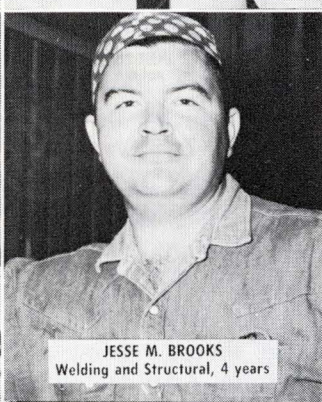
C. E. STEELE
Traffic Department, 6 years



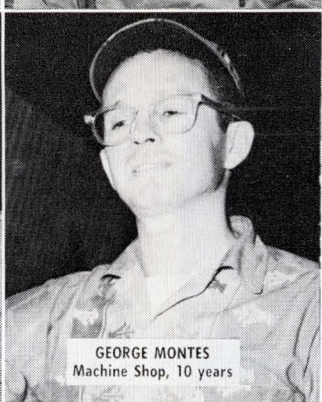
O. J. MOLANDES
Trailer Division, 7 years



JOHN E. ELLIS
Foundry Department, 3 years



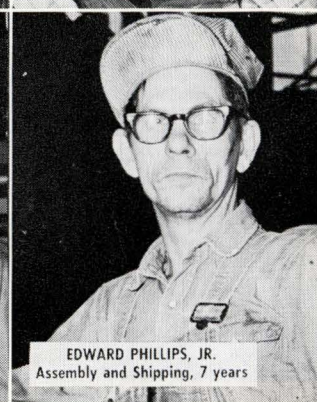
JESSE M. BROOKS
Welding and Structural, 4 years



GEORGE MONTES
Machine Shop, 10 years



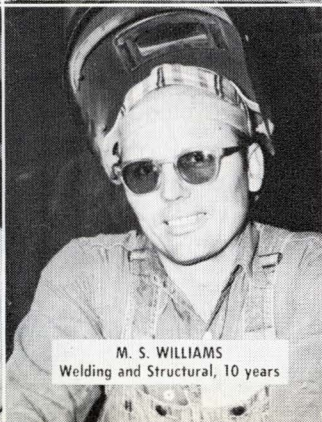
L. B. SANDLIN
Machine Shop, 6 years



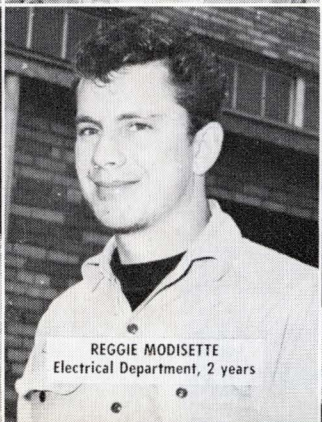
EDWARD PHILLIPS, JR.
Assembly and Shipping, 7 years



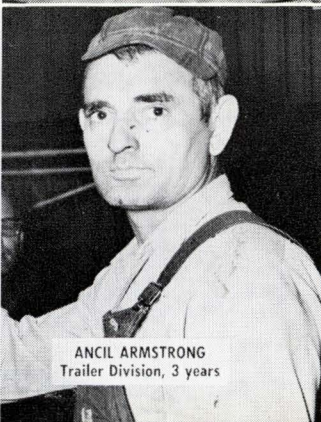
P. C. PAGE
Lathe Shop, 6 years



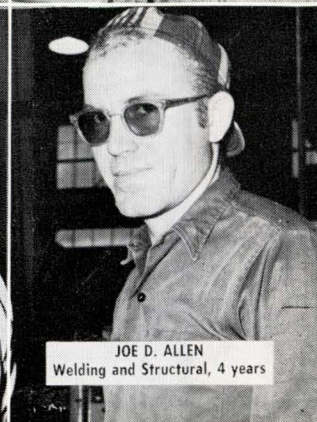
M. S. WILLIAMS
Welding and Structural, 10 years



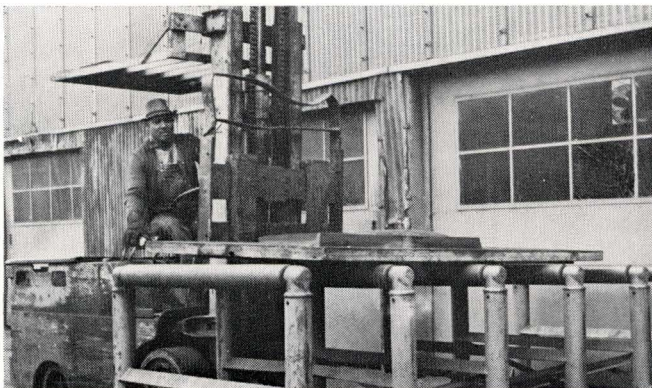
REGGIE MODISETTE
Electrical Department, 2 years



ANCIL ARMSTRONG
Trailer Division, 3 years



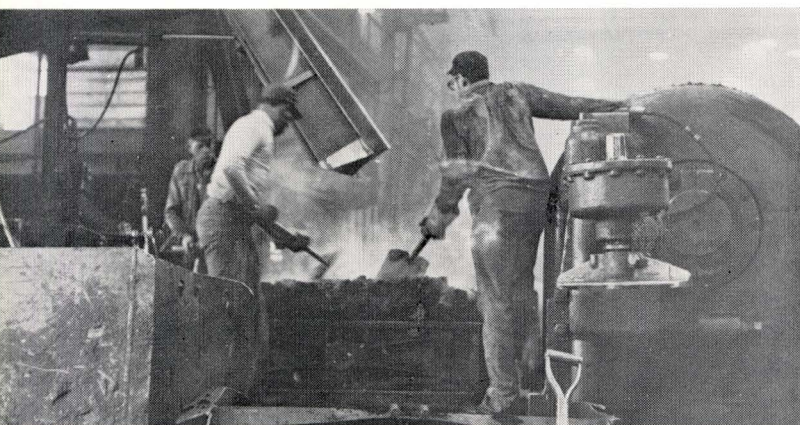
JOE D. ALLEN
Welding and Structural, 4 years



1. THE PATTERN SHOP is the cradle of any Lufkin product. For the sailboat keel, a fiberglass pattern is made, one of which is being transported by Carl Ross from the pattern storage to the foundry via fork lift truck. The doors on the right will raise and the pattern rollers will move the pattern inside the foundry to the molding machine.



2. IN THE meantime, prepared molding sand is being transported from mullors (sand mixers) to the molding machine. The basic contents of sand used for the keel molds are silica sand, pitch, clay, wood flour and water.



3. THE FOUNDRY department takes great pride in the giant molding machine at the left, a Davenport, which represented the first step toward mechanization of the department when it was purchased in 1938. Still the largest model made by that company, there are no other molding machines like it in the United States, although two are in operation in France. Its function is to "ram the mold," meaning to pack the sand around the pattern. Helping in the operation are, left to right, Sam Mark, W. E. Fields and Melvin McFarland.

There is approximately a day's lapse between the formation of the mold and the pouring of the metal, during which time the mold dries in a 500-degree oven.



4. METAL for the keels first must be melted in the cupola, a huge furnace which is supplied with tons of scrap metal collected from the yard by this electro-magnet.



SAILING A SOLING... BEGINS IN OUR Foundry

By CAROLYN CURTIS

A PUMPING unit bringing thick, black energy to the surface of oil fields at every corner of the globe, gears up to 16 feet in diameter meshing for industries on the land areas and seas of the world, custom-made trailers and stock models rolling across the highways of the nation . . . all bear the familiar LUFKIN brand of quality and craftsmanship.

But few of us are aware of the small, obscure products which daily roll off our assembly lines. For maximum diversification and use of our manufacturing facilities, Lufkin also produces castings of fork lift truck attachments, winch parts, valves, highway bridge shoes, welding positioners and parts for a machine that extrudes pellets from cottonseed cake. Also major frame castings to support and actuate an astronomical telescope at the University of Illinois bear the Lufkin name as well as a variety of castings for the chemical industry.

Among the most interesting of these are the 1250-pound sailboat keels which we have been turning out at a rate of nearly 20 per month since September. They are sent to PlasTrend Corporation in Fort



5. **MOLTEN** iron emerges from the cupola at a temperature of 2600 degrees. During this "tapping out" process, the liquid metal runs down a trough to the holding ladle. Seamon Rigsby taps the hole.



6. **FROM** the holding ladle the metal is transferred to the pouring ladle, which has a capacity of 11,000 pounds. At this point in the process, magnesium alloys are added to convert the base iron to ductile iron, a stronger, more durable material.

The properties of iron and magnesium are meshed during this addition creating a light show to challenge any fireworks display. Pink smoke and purple sparks burst from the ladle and disperse into the blackness of the foundry.

Worth and attached to a line of racing sailboats, the Solings.

Adopted by the International Yacht Racing Union as an official olympic sailboat, the three-man Soling is 40 feet long. It was designed in Oslo, Norway, where a prototype was made on a trial basis. Besides PlasTrend, two other manufacturers of sailboats were sanctioned by the Union to make the Solings, one in Canada and one in Norway.

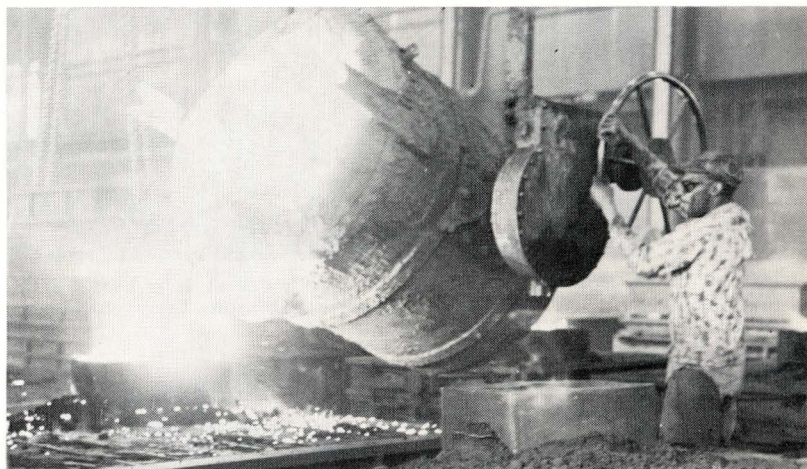
The keels' total manufacturing process represents the dependence of each department within the company upon another department involved in the final goal of assembly and delivery of the product.

The keel's actual manufacture begins in the Pattern Shop before the Foundry department takes over. Before a pattern is even formed, however, the order has been placed by PlasTrend, processed by our Order department and placed on the production board of schedules.

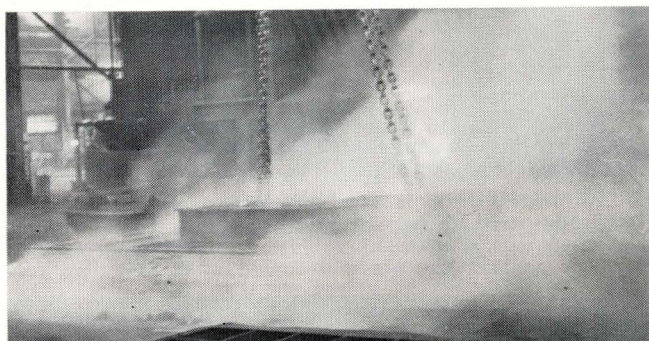
After the casting leaves our production line, job cards are sent to the Cost Accounting department where the cost is determined.

As do our marine gears, another Lufkin product takes to the seas.

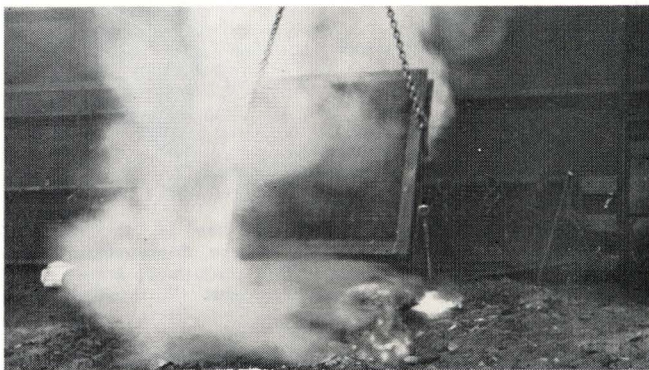
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7. **THE LADLE** is transported by a 10-ton electrically-operated overhead crane. Here Raymond Hulett tips it by a hand wheel to pour the ductile iron into the keel sand mold.

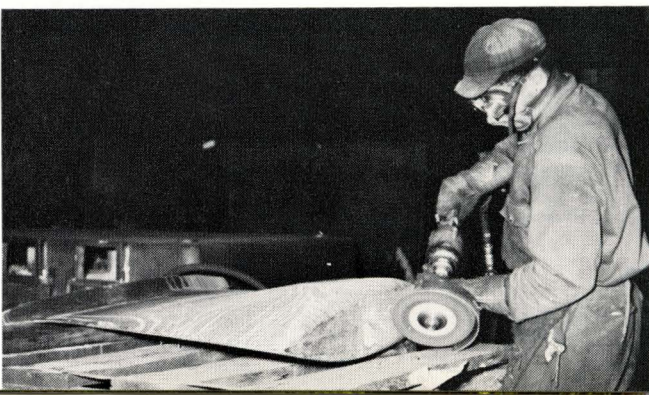


8. **SIX HOURS** later, after the metal has solidified, the mold is placed on the "shakeout machine," a vibrating table, which separates the sand from the casting and scatters plenty of dust in the process. The sand then is returned to the sand storage area for re-processing and eventual re-use.



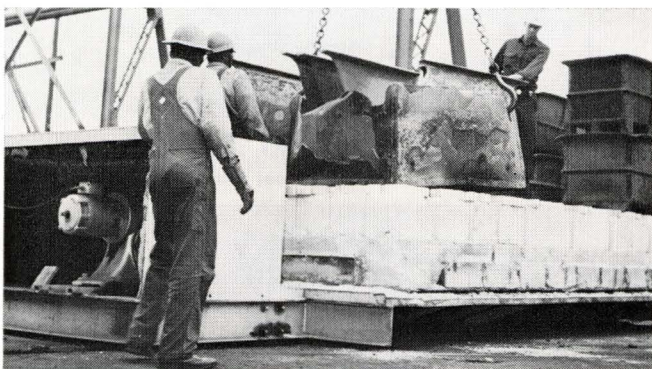
9. **NEXT** the keel is dumped from its mold for additional cooling. From here the casting will move to the cleaning room.

10. **MELVIN MITCHELL** demonstrates the process known as the "chipping and grinding" operation, where all rough areas and sharp fins are removed from the surface of the keel by an air-powered grinder.

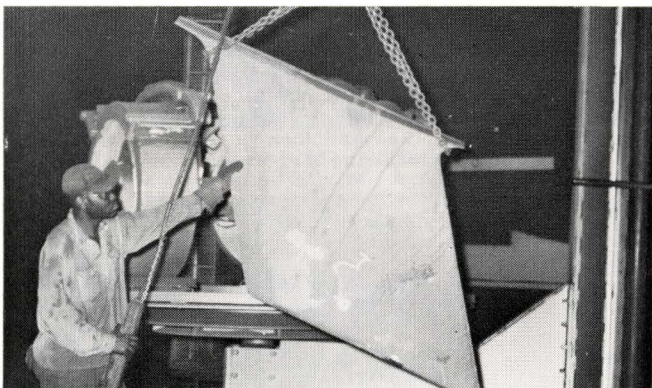




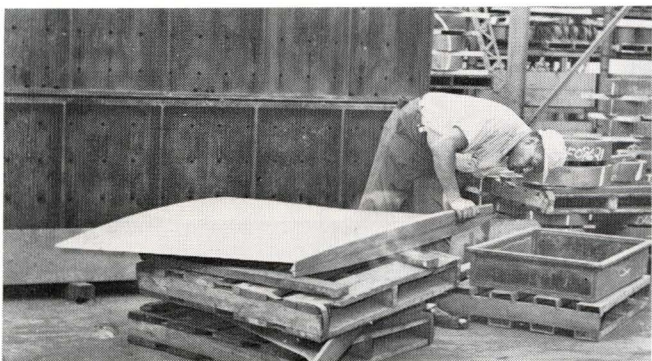
11. HERE the keel is packed with gravel in a heat treating pan. Left to right are Chester Robinson, Early Mathis and Ralph Jones.



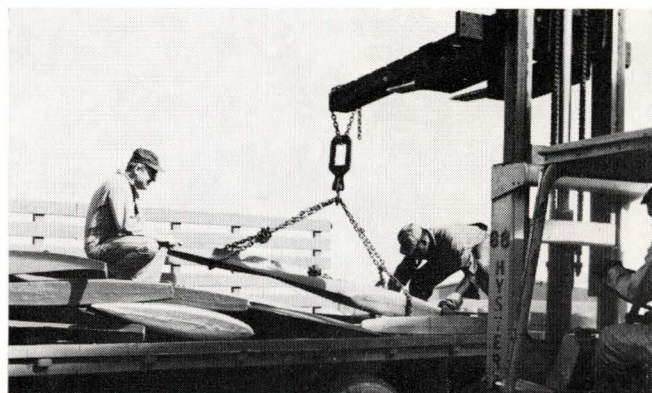
12. THE SAME crew is shown loading the keels on an electrically-powered heat-treating car. The keels will be pushed into an oven to be subjected to a treating cycle of 12 hours at 1650 degrees and cooled at a controlled rate.



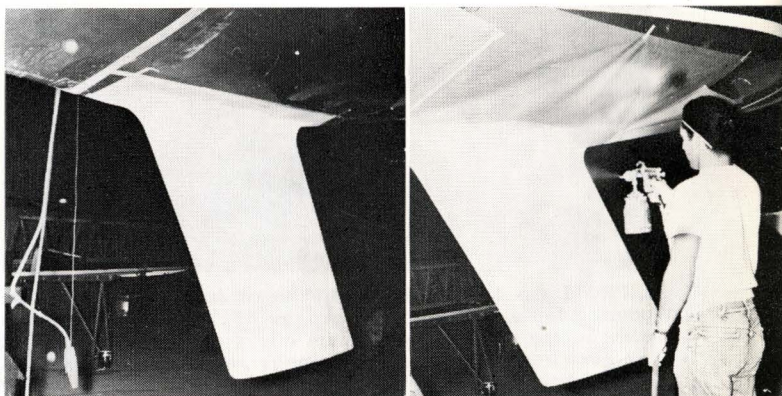
13. AFTER removal from the oven, the keel is "shot-blasted" to remove scale from the casting's surface, demonstrated here by L. C. Deason. Every minute 1600 pounds of small metal pellets are thrown mechanically against the casting at a velocity of 125 miles per hour.



14. PRECEDING delivery is a final, thorough inspection of the keel to assure that the casting is sound and properly cleaned. Bill Gilbert inspects this finished keel.



15. FROM LEFT to right are Skip Frazer, PlasTrend; and A. C. Hunt and James Roberts, both with Lufkin. They are loading the finished keel on a PlasTrend truck. Destination: Fort Worth for assembly and the high seas for sailing.



16. AFTER the keel arrives in Fort Worth, it is sandblasted, metalized and the surface is smoothed with body putty. Then it is attached to the bottom of the sailboat.

17. A PLASTREND employee applies a gelcoat to protect the keel from salt water erosion.

18. BEFORE the racer is ready for olympic competition, it is tested on a lake near Fort Worth.



SHOP TALK *Continued*

CHARLIE HAMILTON, Trailer division; and HOLLIS TREVATHAN, Yard Crew.

JIM MEWBURN, Engineering department, is the substitute.

We extend sympathy to J. V. SHORT, Trailer division, first shift, whose sister-in-law died.

There's a new baby boy in the home of Mr. and Mrs. JIMMY COLE. Congratulations to the new papa, who works in the Tool Room, first shift.

Greetings to PRENTICE WALTERS, who has been in the hospital. He is an employee of the Mill Supplies Division.

Through sheer luck and coincidence EDD TERRILL was in Lufkin on Dec. 16, the day his fifth grandchild was born. With the exception of Dec. 16, Edd, who is a serviceman, spent every day in December, including Christmas, in the West Indies.

Little Kelly Jane is the daughter of Theta Jane and Allen Morris.

CLIFFORD GENE WILSON, who has been working in the Machine Shop, second shift, was graduated from Stephen F. Austin State College in January. He earned a BBA with a major in business.

Gene entered the company's Industrial Engineering training program Feb. 1.

We extend sympathy to LEE BURNETT, Accounting department, whose father died.

Congratulations to Mr. and Mrs. M. K. LOWERY, whose daughter, Robin Marie, was born Jan. 19 and weighed 8 pounds 12 ounces. It was the first child for M. K., who is employed in the Welding and Structural Shop, first shift.

The paternal grandfather is PHILLIP (SHORTY) LOWERY, Tool Room.



Robin Marie Lowery at 12-days-old

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
Ellis Johnson	March 1, 1936	33
Charlie Douglass	March 11, 1937	32
V. P. Johnson	March 11, 1937	32
Grady M. Campbell	March 12, 1941	28
Jimmie E. Thompson	March 20, 1941	28
June Mainer	March 29, 1951	18
J. V. Nash	March 20, 1952	17
John Monday	March 15, 1954	15
Rex K. Berry	March 22, 1954	15
Gayland Wallace	March 22, 1954	15
Jewel Kolb	March 29, 1954	15
Howard C. Smith	March 28, 1955	14
George R. Montes	March 2, 1959	10
Sherman Allen	March 4, 1959	10
Ross Nash	March 6, 1959	10
Doyle Lunsford	March 2, 1959	10
Archie G. Hollis	March 30, 1962	7
George L. Grimes	March 21, 1962	7
L. B. Sandlin	March 15, 1963	6
R. C. Wright	March 20, 1963	6
P. C. Page	March 25, 1963	6
Hubert Lankford	March 4, 1963	6
C. D. Foster	March 2, 1964	5
Cecil Daniel	March 4, 1965	4
A. J. Barge, Jr.	March 5, 1965	4
Luvall Hill	March 8, 1966	3
Jimmy Lee Cole	March 22, 1966	3
J. V. Walker	March 25, 1966	3
Ira M. Brown	March 14, 1967	2
Marvin Simon, Jr.	March 20, 1967	2
Riley D. O'Quinn	March 28, 1967	2
J. B. Taylor	March 18, 1968	1
Royce Modisette	March 20, 1968	1
H. R. Emerick	March 26, 1968	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Johnnie Stewart, Sr.	March 23, 1944	25
Jim Mark	March 10, 1945	24
A. B. Young	March 14, 1945	24
N. L. Stringer	March 20, 1947	22
Houston Davidson	March 18, 1947	22
Chester Roberson	March 21, 1952	17
Lessie Roberson	March 3, 1953	16
W. R. Cole	March 18, 1963	6
Clifton Wright	March 22, 1966	3
John E. Ellis	March 24, 1966	3
Alton Baysinger	March 27, 1967	2
B. G. Reynolds, Sr.	March 11, 1968	1
C. R. Jenkins	March 20, 1968	1

WELDING AND STRUCTURAL

	Employment Date	Years with Co.
B. R. Wallace	March 17, 1937	32
J. C. Covington	March 15, 1945	24
W. A. Drake	March 23, 1946	23
Barner Davis	March 8, 1954	15
Robert Molandes	March 30, 1954	15
D. H. Jones	March 28, 1955	14
J. D. Whitaker	March 5, 1956	13
M. S. Williams	March 3, 1959	10
R. G. Mitchell	March 16, 1959	10
F. A. Sullivan	March 11, 1965	4
Jesse M. Brooks	March 29, 1965	4
Thomas E. Stark	March 29, 1965	4
Joe D. Allen	March 30, 1965	4
George F. Moore	March 1, 1967	2
Cyril W. Tanner	March 19, 1968	1

TRAILER DIVISION

	Employment Date	Years with Co.
Robert H. Davis	March 1, 1943	26
W. G. Thompson	March 8, 1944	25
John E. Moreland	March 11, 1946	23
Carl Liese	March 27, 1946	23
Elbert R. Bailey	March 2, 1950	19
Coy Oliver	March 2, 1950	19
Fred Nash	March 20, 1952	17
James D. Mainer	March 25, 1952	17
Fred J. Strait	March 1, 1954	15
Otto Pickett	March 18, 1955	14
G. J. Brown	March 14, 1956	13
B. R. Malnar	March 7, 1962	7
O. J. Molandes	March 8, 1962	7
R. P. English	March 8, 1962	7
Norman G. Grimes	March 1, 1965	4
D. W. Beauchamp	March 17, 1965	4
John Lee Slaughter	March 1, 1966	3
George J. Johnson	March 18, 1966	3
Ancil Armstrong	March 31, 1966	3
Linwood Bowers	March 22, 1967	2
F. L. Sturrock	March 12, 1968	1

ASSEMBLY AND SHIPPING

	Employment Date	Years with Co.
L. G. Rusk, Sr.	March 5, 1943	26
C. M. Milligan	March 3, 1945	24
Dee Russell	March 31, 1946	23
Tom S. Treadwell	March 3, 1947	22
Luther A. Yount	March 5, 1951	18
Edward Phillips, Jr.	March 30, 1962	7
Rufus Gray	March 8, 1962	7
Grady E. Due	March 23, 1966	3

PATTERN SHOP

	Employment Date	Years with Co.
Steve McKinney, Jr.	March 22, 1954	15

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Garland N. Jones	March 9, 1945	24
A. J. Modisette, Jr.	March 1, 1948	21
Reggie Modisette	March 29, 1967	2
Charles R. Havard	March 7, 1968	1
T. L. Harris	March 19, 1968	1

SECURITY GUARD

	Employment Date	Years with Co.
Austin Freeman	March 1, 1950	19
Elvin Burris	March 30, 1963	6

TRAFFIC DEPARTMENT

	Employment Date	Years with Co.
Robert Chapmon	March 19, 1951	18
C. E. Steele	March 27, 1963	6

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Martha Hopson	March 25, 1953	16
Joe Perkins	March 16, 1954	15

MILL SUPPLIES

	Employment Date	Years with Co.
Garlin Kelley	March 2, 1962	7
Shaila Carlile	March 28, 1966	3
J. F. Stokman	March 25, 1968	1

INDUSTRIAL ENGINEERING

	Employment Date	Years with Co.
Bill Temple	March 16, 1954	15
John H. Foreman	March 14, 1967	2

MATERIAL CONTROL

	Employment Date	Years with Co.
Sam C. Turner	March 23, 1962	7
Thomas Williams	March 15, 1966	3
Mike Champion	March 6, 1967	2
L. L. Clark	March 30, 1967	2
Chester Robinson	March 21, 1968	1

MAIN OFFICE

	Employment Date	Years with Co.
C. R. Willmon	March 15, 1943	26
M. E. Parrish	March 3, 1947	22
Martin Cortines	March 23, 1959	10
S. D. Griffith	March 16, 1960	9
Lloyd E. Vinson	March 26, 1962	7
Pat Merriwether	March 10, 1964	5
Robert H. Bowers	March 26, 1964	5

MACHINERY SALES AND SERVICE

	Employment Date	Years with Co.
L. C. Frazer, Jr.	March 10, 1947	22
Jack Gissler	March 24, 1947	22
A. L. Christina	March 2, 1953	16
G. H. Dunham	March 1, 1965	4
W. F. Herbert	March 1, 1965	4
Diann L. Harrison	March 1, 1967	2
W. G. Hanover	March 16, 1967	2
Ann S. Barnett	March 28, 1967	2
David R. Lindsay	March 1, 1968	1

TRAILER SALES AND SERVICE

	Employment Date	Years with Co.
J. H. Horn	March 18, 1957	12
E. H. Fuller	March 1, 1958	11
R. D. Fryar	March 24, 1959	10
Jimmie C. Monroe	March 16, 1964	5
Joe F. Wade	March 29, 1965	4
B. H. Brewer	March 6, 1967	2

The Foundry Roundup

Lufkin Foundry & Machine Co.

P. O. Box 849
LUFKIN, TEXAS 75901

ADDRESS CORRECTION REQUESTED

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



A man owes it to himself to become successful. Once successful, he owes it to the Bureau of Internal Revenue.

An elderly man, applying for admission to the hospital, looked puzzled at the Admissions Clerk's question.

"What was your state of birth?" she repeated.

The old-timer scratched his head and answered, "Nude, I guess."

Sign appearing over a shoe repair shop: We doctor shoes, heel them, attend their dyeing and save their soles.

An Australian was trying to impress a Texan with the wonders of his country but then the Texan saw a kangaroo.

Drawled the man from the Lone Star State, "Ah'll grant you one thing, that's for sure. Your grasshoppers are bigger than ours."

An Oklahoma bank received the following note with a final payment on an auto contract, "Dear Sirs: This should make us even. Sincerely but no longer yours."

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

"Anything this morning?" he asked the clerk.

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

Bobby shifted uneasily from one foot to another.

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

"Now, son," said MacPherson, "just double up your fists like this—verra tightly."

"Shame on ye, Sandy," interrupted his wife, "teaching the wee bairn to fight and him only five years old."

"I wasna teaching him to fight. I was just showing the laddie how to carry a penny safely."

Two ship-wrecked sailors were cast upon a deserted island.

After they had regained their breath and wrung themselves out, one of them said, "If ever there was a time to pray, this is it!"

"You're right, pal, but I'm not a church man, therefore, I don't know how to pray."

"Me either," said the first. "But I used to live next door to a church and heard them pray."

"That's good enough for me," said the second. "Go ahead and pray."

They bowed their heads. "Seven under the B, 25 under the I, 46 under the N . . ." chanted the first sailor.

Passerby: "I see you are putting up a new building."

Workman: "Yes, sir. That's the only kind we ever put up."

Glowing Wife: "And what's the reason for your coming in at 4:00 in the morning?"

Ole Slush: "Breakfast."

Long-haired youth: "Are you the barber who cut my hair last time?"

Barber: "Not me. I've only been here 6 months."

A rich Texan, attracted by a crowd on the beach, rushed over and discovered that his wife was being revived after nearly drowning.

"What are you doing to her?" he asked.

"Giving her artificial respiration," replied the lifeguard.

"Artificial, heck," retorted the Texan angrily. "Give her the real thing. I can afford it."

This was the first time he had taken his girl fishing. After they had their lines in the water a few minutes, she asked, "What did that red thing on my line cost?"

"The float? Oh, about 25 cents. Why?"

"Well, I owe you 25 cents, because mine just sank."

Johnny: "Mother, here's a green snake!"

Mother: "Leave it alone, it's probably just as dangerous as a ripe one."

When a man was hauled into court for non-support of his wife, he explained to the judge, "I was hoping her father would re-possess her."

A gorilla walked into a drugstore and ordered a 50 cent sundae. He put down a \$10 bill to pay for it.

The clerk thought, "Gorillas don't know much about money," and handed the animal a \$1 bill in change.

Finally, the clerk's curiosity got the best of him, and he said, "We don't get too many gorillas in here."

The gorilla replied, "No wonder, at nine dollars a sundae."

A man was introduced to a circus sword swallower. Not having seen a sword swallower before, the man asked him to demonstrate his act, whereupon the fellow ate some pins and needles.

"But," protested the man, "those aren't swords."

"I know," was the reply. "I'm on a diet."

The Foundry Roundup

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No. 3

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by

LUFKIN FOUNDRY & MACHINE CO.

VIRGINIA R. ALLEN, Editor
CAROLYN CURTIS, Ass't. Editor



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