

The Lufkin Roundup

APRIL 1971



from THE PRESIDENT'S DESK...



FELLOW EMPLOYEES:

THE smartest thing an employee can do is to help his company make a profit. There is no percentage in working for a loser.

Many job holders do not see how their everyday work affects profits one way or the other. The fellow who can contribute the most in cutting waste and increasing profits, if he puts his mind to it, is the man actually involved in doing the job. Samuel Gompers, one of our early Union leaders stated that "The worst crime against the working man is the company which fails to earn a profit."

Everybody knows how hard it is to keep personal expenses in line. Your company has the same problem with its business expenses. Management cannot do the job, however, without the cooperation and help of the employees themselves.

The only reason for being on the payroll of an organization is to contribute to its objectives. By the same token, there is no reason for a man to be on a payroll if he fails to pay his way. His real value to the company is usually a measure of his determination, enthusiasm and initiative to get the job done.

In a way, we are only working for ourselves. We are a team of people pulling together trying to get ahead, and our accomplishment is a measure of how hard we work. Andrew Carnegie said many years ago: "Take away our factories, take away our trade, our avenues of transportation, our money. Leave us nothing but our organization and people, and in four years we shall have re-established ourselves."

The best way to get ahead is to work for a winner—a healthy, prosperous company. But each of us has to do our share. No company can grow otherwise.

R. L. POLAND



LEON CRAIN, right accepts retirement watch for almost 28 years service from R. E. (Mutt) Barr, vice president and plant superintendent.



TONY McCAULEY, right, receives engraved watch as appreciation for his service to the Company from R. E. (Mutt) Barr.

CRAIN and McCAULEY RETIRE...

LEON Crain, who says there's too much work in fishing, has a unique pastime which he spends as much time pursuing as any hobbyist.

He drops by the hospital at least twice a week to visit patients and cheer them up. Often they are friends or neighbors, but many times they are strangers when he enters the room and friends when he leaves.

Leon says it's the most satisfying "hobby" he knows of.

His compassion for the sick has nothing to do with his own health record. In fact, during his first two and a half years with the company, he lost only two and a half working days and one of those was due to his move into a new home rather than illness.

Leon has a fantastic memory for details such as these and even remembers the exact time he punched in for the first time on Jan. 11, 1943. In reference to this, he and Otto Smith, Lathe Shop, have a standing joke that Leon has eight hours more seniority than Otto.

Leon retired from the Gear Cutters department, but he worked on boring mills, drill presses and lathes before transferring.

He and his wife have a son and two grandchildren in Beaumont.

RETIREMENT for Thomas (Tony) McCauley means more time to work in his garden and help his wife fill their freezer with home-grown vegetables. Tony says his collards grow more than waist-high.

They have four children, all in Keltys or Pasadena, and nine grandchildren, eight boys and one girl. Tony

plans to spend more time with them, as well as getting in a lot of hunting and fishing.

Tony hunts deer and squirrel, but not birds.

"Too much walking," he explained.

He retired from the Gas Engines department, where he has been employed since Sept. 1, 1955.



Luke Rouse, center, Donald Kendrick, left, and James Carr look over a sheet of plywood to be cut into sections to line a trailer van.

Trailer Contest Winner

LUKE Rouse is the third monthly winner of the Trailer Division's Project 100/300 Cost Reduction Tournament.

He chose the Black and Decker drill as his prize for the winning entry.

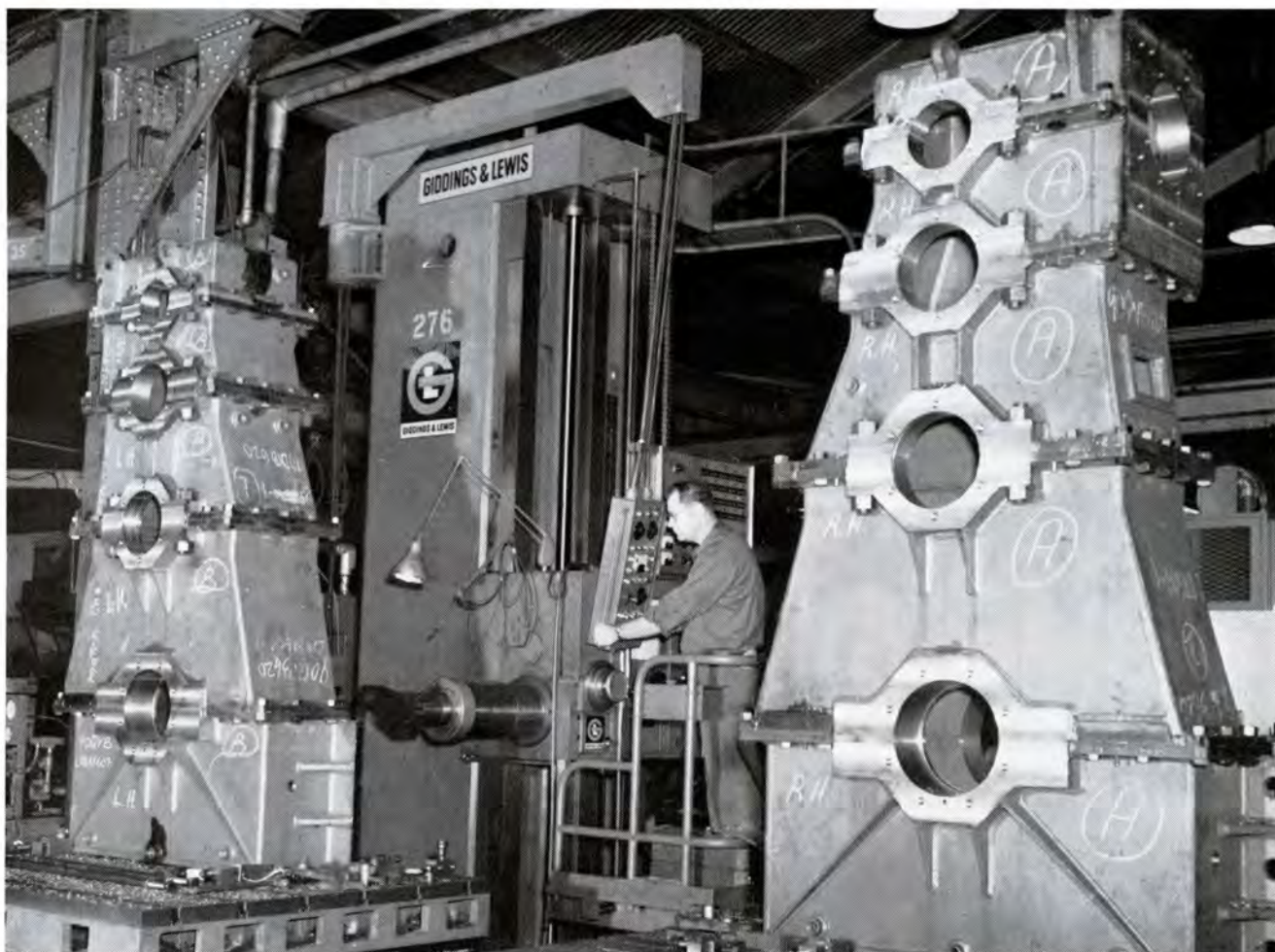
Employed in the Van Carpentry department, his suggestion involved changing the method of cutting plywood for the lining of vans.

He suggested a different arrangement of the pieces cut into the large sheets of plywood, which are cut to fit

the interiors of trailer vans.

The suggestion will save cutting two 4x8-foot pieces of plywood and the labor to cut them. This means a savings of \$9.20 per 40-foot van or \$4,075 per year based on the average annual van output figured over the last two years.

Trailer Division personnel wishing to enter are reminded that the deadline for monthly contests is 12 p.m. on the fifteenth of that month. The contest is open to all shop employees and foremen.



HOUSINGS for LUFKIN 90 QVB 620 gear units are being machined on newest manufacturing tool operated by James Elliott, first shift.

THE most recent addition to LUFKIN's numerically controlled machine tools is now in operation and is setting new records for accuracy and production.

This machine is another result of the company's efforts to reduce manufacturing costs of industrial gear units and to keep the plant competitive as well as to continue to produce high quality products.

Management and engineers began some five years ago investigating means to cut costs and increase quality, knowing that a company cannot rest on its laurels nor ignore its competition.

The first phase of this program was to purchase special accuracy hobbing and grinding equipment for producing gears.

The next step was the acquiring of numerically controlled lathes and vertical turret lathes for the production of shafting, bearing carriers, gears and pinions.

NEWEST MACHINE Sets Accuracy and Production Records

Now the latest link in the chain of improvements is the installation of the Horizontal, Boring, Milling, Drilling and Tapping Machine Center. This machine has been in production almost three months.

The basic purpose of the machine is to accomplish all the horizontal machining on industrial gear housings or any special work that might require horizontal machining.

This machine greatly improves accuracy of the



TAPE is being loaded in the "reader" of the control console by Charles Minshew, second shift operator.

THIRD shift operator Dennis Hopper finish bores a steel gear housing on the new machine.



finished product. Also it eliminates considerable lost time by combining several machining operations instead of the former method which meant moving the workpiece to different machines.

The results obtained on the finished parts are quite encouraging. The housings which have been produced have been extremely accurate. This means more reliable and better performance for the customer.

The size of the Numerically Controlled Machine Center is—in today's vernacular—"something else." It attracts attention of all who walk near it.

The table can travel 20 feet in the horizontal direction. The head can move in a vertical plane a maximum of eight feet while the column can travel seven feet and the spindle three feet.

When needed the table can be split to form two tables. On each of the two tables there is a rotary index table so that machining can be done on all four sides of a housing.

The two tables allow a new job to be "set up" on one table while the operator is completing a job on the other table.

This unique machine is tape controlled completely. This means all instructions for dimensions, speeds, feeds, etc. are fed into the machine on a roll of one-inch wide tape.

The tape is fed through a "reader" which translates the punched holes in the tape into commands

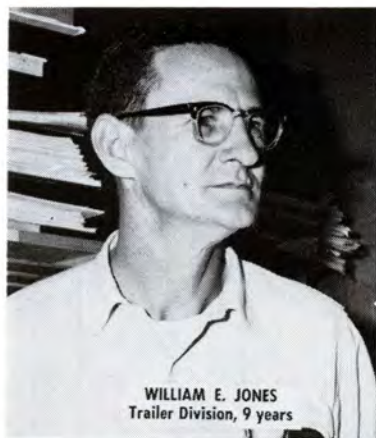
which cause the machine to move, change speeds or whatever operation is needed at a given time on a workpiece.

The advantage of this type control is that planning the machining sequences can be done before the job gets to the machine. Once the machine is started, the tape will instruct the machine to move rapidly from one position to another without hesitation or the need to stop for measurements or calculations.

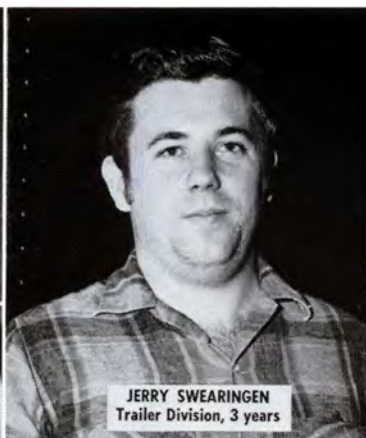
Designed and built to LUFKIN specifications by Giddings & Lewis Machine Tool Company of Fond du Lac, Wisconsin, the machine required about one year to manufacture and three months to install in this plant. It cost approximately \$400,000.

This is another instance of Management putting profits back into this company's manufacturing processes. It is part of a never-ending plan to keep the plant modern and up-to-date so that LUFKIN always will be competitive and the quality of its products beyond question.

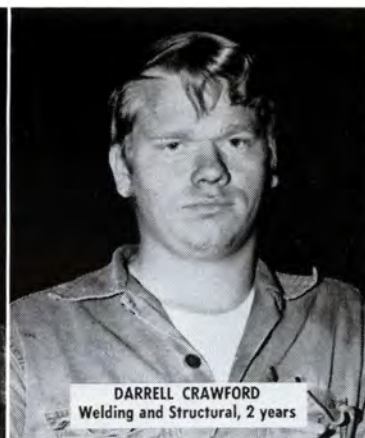
A new machine of this type also brings another fact to the forefront. Complicated machine tools necessitate skilled machinists to operate them. With more and more of these highly sophisticated tools being purchased for this plant, employees will have more opportunities for better jobs in all levels of this company.



WILLIAM E. JONES
Trailer Division, 9 years



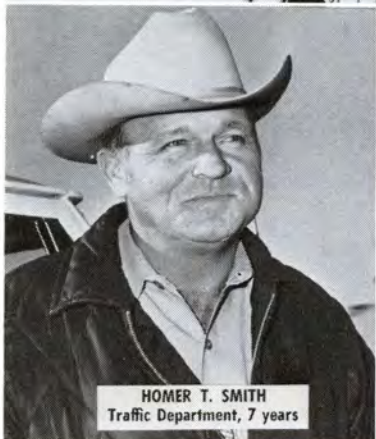
JERRY SWEARINGEN
Trailer Division, 3 years



DARRELL CRAWFORD
Welding and Structural, 2 years



DELL MOREHEAD
Trailer Division, 2 years



HOMER T. SMITH
Traffic Department, 7 years



WALLACE W. LANKFORD
Assembly and Shipping, 7 years



JEFFERSON D. KEE
Assembly and Shipping, 6 years



RANDALL LAWRENCE
Machine Shop, 2 years



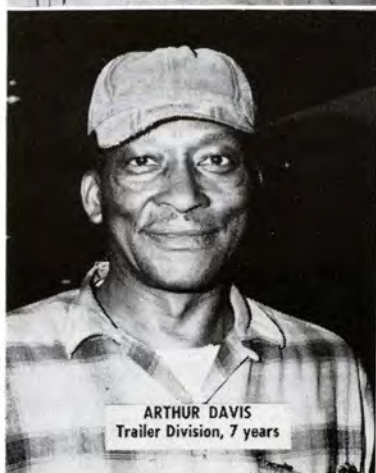
JOSEPH M. MIRE
Mill Supplies, 3 years



DAVID L. JINKINS
Gear Cutters, 5 years



DONALD R. SMITH
Machine Shop, 3 years



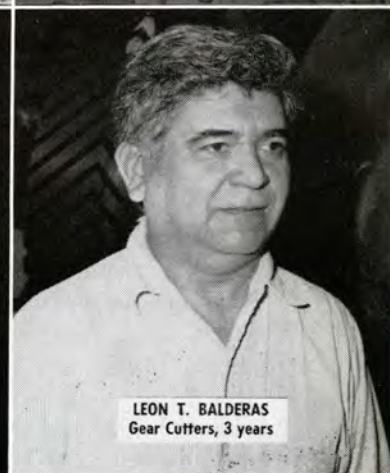
ARTHUR DAVIS
Trailer Division, 7 years



WINFRED E. JOHNSON
Welding and Structural, 6 years



GORDON L. THOMAS
Machine Shop, 9 years



LEON T. BALDERAS
Gear Cutters, 3 years



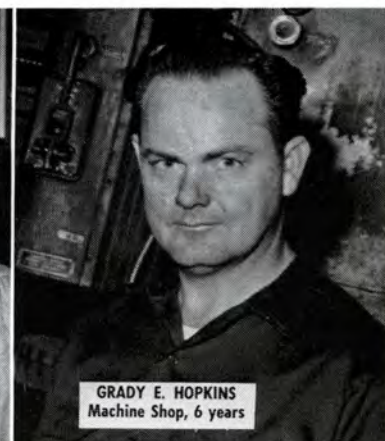
ALVIN A. HAYES
Trailer Division, 2 years



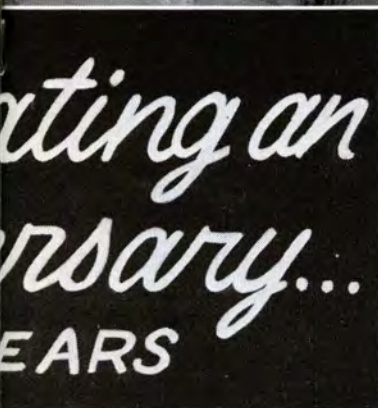
C. C. HAMILTON
Trailer Division, 10 years



GEORGE YARBROUGH
Foundry Department, 6 years



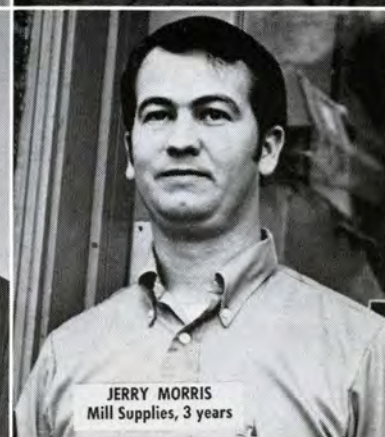
GRADY E. HOPKINS
Machine Shop, 6 years



LARRY GOODSON
Mill Supplies, 2 years



D. R. STEELE
Traffic Department, 9 years



JERRY MORRIS
Mill Supplies, 3 years



JERRY A. CORTINES
Material Control, 3 years



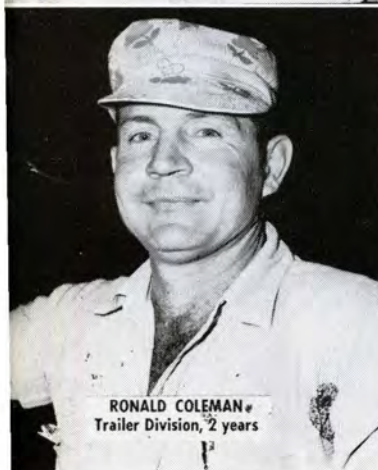
BUBBA SITTON
Welding and Structural, 9 years



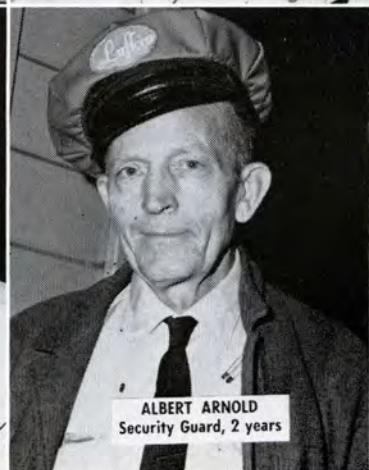
LEO CRANFORD
Foundry Department, 5 years



MILTON J. MARTIN
Construction and Maintenance, 8 years



RONALD COLEMAN
Trailer Division, 2 years



ALBERT ARNOLD
Security Guard, 2 years



FRANKIE J. HEATON
Welding and Structural, 3 years



SMITH MALONE JR.
Assembly and Shipping, 9 years



CALVIN L. DAVIS
Foundry Department, 4 years



DOYLE E. ROBERTSON
Gear Cutters, 4 years



W. R. McCALISTER
Gear Cutters, 6 years

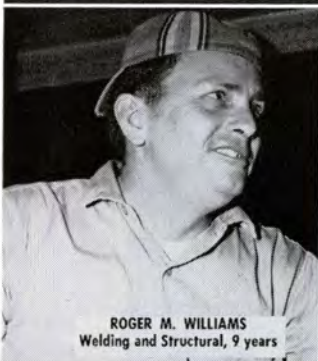


STEPHEN MONTES
Trailer Division, 7 years

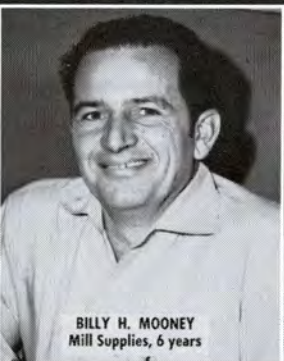


C. B. STANLEY
Trailer Division, 2 years

More Anniversaries...



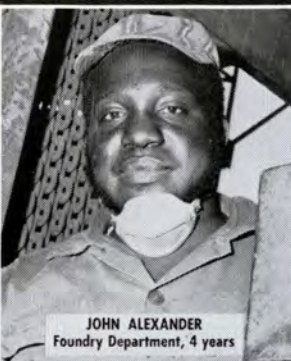
ROGER M. WILLIAMS
Welding and Structural, 9 years



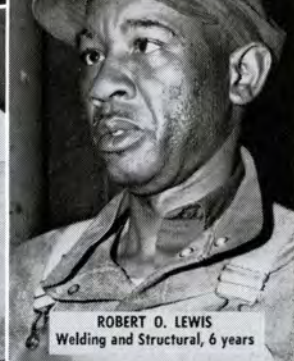
BILLY H. MOONEY
Mill Supplies, 6 years



GEORGE TAYLOR
Foundry Department, 8 years



JOHN ALEXANDER
Foundry Department, 4 years



ROBERT O. LEWIS
Welding and Structural, 6 years



HAROLD D. CHENEY
Welding and Structural, 4 years



DON STRINGER
Welding and Structural, 6 years



DARVIN G. DOMINEY
Commercial Gears, 6 years



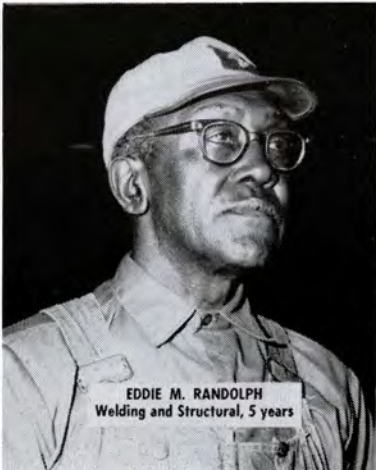
LEON D. DENNING
Foundry Department, 7 years



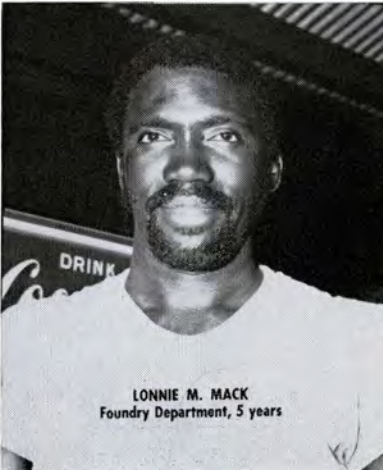
JAMES EDDINGS
Machine Shop, 5 years



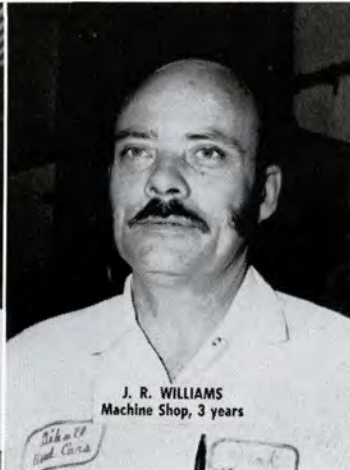
LESLIE DURHAM
Machine Shop, 6 years



EDDIE M. RANDOLPH
Welding and Structural, 5 years



LONNIE M. MACK
Foundry Department, 5 years



J. R. WILLIAMS
Machine Shop, 3 years

MARKING AN ANNIVERSARY

MACHINE SHOP

Employment Date	Years with Co.
A. W. Midgley	Apr. 7, 1937 34
Calvin Stevens	Apr. 20, 1937 34
L. L. Brown	Apr. 14, 1941 30
G. A. Gandy	Apr. 14, 1941 30
Marlin Harris	Apr. 16, 1941 30
E. D. Latham	Apr. 24, 1944 27
C. E. Youngblood	Apr. 8, 1952 19
A. G. Wilkins	Apr. 16, 1954 17
G. E. Oliver	Apr. 26, 1954 17
G. L. Thomas	Apr. 11, 1962 9
Leroy Garner	Apr. 24, 1963 8
R. H. McNeely Sr.	Apr. 13, 1964 7
Leslie Durham	Apr. 15, 1965 6
G. E. Hopkins	Apr. 19, 1965 6
W. R. McCallister	Apr. 26, 1965 6
D. G. Dominey	Apr. 28, 1965 6
James Eddings	Apr. 11, 1966 5
David Jinkins	Apr. 12, 1966 5
D. E. Robertson	Apr. 24, 1967 4
B. J. Coaston	Apr. 1, 1968 3
L. T. Balderas	Apr. 4, 1968 3
Donald R. Smith	Apr. 15, 1968 3
R. R. Williams Sr.	Apr. 15, 1968 3
J. C. Lawrence	Apr. 21, 1969 2
Hoyt B. Fox	Apr. 13, 1970 1
James K. Pate	Apr. 13, 1970 1
Joe G. Ellis	Apr. 13, 1970 1
R. F. Bridges	Apr. 20, 1970 1
J. T. Goss Sr.	Apr. 20, 1970 1
Mozelle Brooks	Apr. 27, 1970 1
Gary A. Barnes	Apr. 27, 1970 1
W. L. Riemenschneider	Apr. 29, 1970 1
Cecil D. Malone	Apr. 30, 1970 1
Billy E. Ratliff	Apr. 30, 1970 1

TRAILER DIVISION

Employment Date	Years with Co.
Bennie Spivey	Apr. 1, 1946 25
A. G. Colburn Jr.	Apr. 12, 1946 25
Andy Williams	Apr. 15, 1946 25
John Bourrous	Apr. 15, 1946 25
Hubert O'Quinn	Apr. 19, 1946 25
C. W. Alexander	Apr. 24, 1946 25
Allen B. Repp	Apr. 26, 1946 25
Billy M. Deal	Apr. 9, 1951 20
Jack Davis	Apr. 14, 1953 18
T. H. Leftwich	Apr. 13, 1956 15
C. C. Hamilton	Apr. 10, 1961 10
William E. Jones	Apr. 3, 1962 9
Arthur Davis	Apr. 27, 1964 7
Stephen Montes	Apr. 28, 1964 7
J. O. Swearingen	Apr. 15, 1968 3
C. B. Stanley	Apr. 7, 1969 2
Jesse Graves	Apr. 7, 1969 2
R. J. Coleman	Apr. 17, 1969 2
Alvin A. Hayes	Apr. 23, 1969 2
Dell Morehead	Apr. 24, 1969 2

FOUNDRY DEPARTMENT

Employment Date	Years with Co.
C. E. Grisham	Apr. 17, 1944 27
Phillip Sharp	Apr. 3, 1951 20
Jim Singletary	Apr. 17, 1952 19
F. J. Berry	Apr. 23, 1952 19
Guy Richards	Apr. 14, 1954 17
J. C. Wortham	Apr. 26, 1954 17
James Durham	Apr. 4, 1955 16
Eddie Sowell	Apr. 17, 1962 9
G. W. Taylor	Apr. 15, 1963 8
Leon Denning	Apr. 20, 1964 7
George Yarbrough	Apr. 26, 1965 6
Leo Cranford	Apr. 12, 1966 5
Lonnie M. Mack	Apr. 13, 1966 5
J. E. Alexander	Apr. 11, 1967 4
C. L. Davis	Apr. 11, 1967 4
Otis Bradford	Apr. 3, 1970 1
Guadalupe Gonzales	Apr. 14, 1970 1
Nolan Brown	Apr. 23, 1970 1

WELDING & STRUCTURAL

Employment Date	Years with Co.
Elmer Williams	Apr. 22, 1929 42
Edmund Winston	Apr. 28, 1930 41
H. L. Westbrook	Apr. 7, 1937 34
Bethel Skinner	Apr. 8, 1943 28
W. F. Crager	Apr. 27, 1946 25
G. B. Little	Apr. 15, 1947 24
A. L. Holiday	Apr. 4, 1956 15
Marvin Nichols	Apr. 25, 1956 15

R. M. Williams	Apr. 4, 1962	9
R. M. Sifton	Apr. 16, 1962	9
R. O. Lewis	Apr. 5, 1965	6
T. R. Hyde	Apr. 13, 1965	6
W. E. Johnson	Apr. 16, 1965	6
D. C. Stringer	Apr. 20, 1965	6
B. J. Wilson	Apr. 1, 1966	5
E. M. Randolph	Apr. 13, 1966	5
H. D. Cheney	Apr. 26, 1967	4
F. J. Heaton	Apr. 29, 1968	3
D. T. Crawford	Apr. 8, 1969	2
Cullen Malone	Apr. 2, 1970	1

MAIN OFFICE

Employment Date	Years with Co.
Fred Childers	Apr. 16, 1929 42
Luda Belle Walker	Apr. 7, 1938 33
Betty Bardwell	Apr. 4, 1969 2

ELECTRICAL

Employment Date	Years with Co.
T. D. Modisette	Apr. 27, 1970 1

MATERIAL CONTROL

Employment Date	Years with Co.
Tom Peavy	Apr. 5, 1944 27
Perry Grisham	Apr. 8, 1947 24
J. A. Cortines	Apr. 29, 1968 3
W. A. Johnson	Apr. 28, 1970 1

ENGINEERING

Employment Date	Years with Co.
Ben Elliott	Apr. 16, 1946 25

MILL SUPPLIES

Employment Date	Years with Co.
Hubert Dorsett	Apr. 25, 1946 25
Kelley Griffin	Apr. 18, 1955 16
Billy Mooney	Apr. 1, 1965 6
J. M. Mire	Apr. 1, 1968 3
Jerry Morris	Apr. 15, 1968 3
Larry Goodson	Apr. 24, 1969 2

TRAFFIC

Employment Date	Years with Co.
Jimmy Lamont	Apr. 2, 1951 20
D. R. Steele	Apr. 10, 1962 9
H. T. Smith	Apr. 8, 1964 7

PERSONNEL

Employment Date	Years with Co.
Joan Griffin	Apr. 14, 1955 16

SECURITY GUARD

Employment Date	Years with Co.
Albert Arnold	Apr. 25, 1969 2

ASSEMBLY & SHIPPING

Employment Date	Years with Co.
Leamon Bullock	Apr. 27, 1937 34
L. G. Rusk Sr.	Apr. 5, 1943 28
Smith Malone Jr.	Apr. 3, 1962 9
W. W. Lankford	Apr. 20, 1964 7
J. D. Kee	Apr. 26, 1965 6

CONSTRUCTION & MAINTENANCE

Employment Date	Years with Co.
Troy Edwards	Apr. 25, 1955 16
R. A. Wolford	Apr. 30, 1956 15
Elvin Hardee	Apr. 13, 1959 12
Milton Martin	Apr. 11, 1963 8

MACHINERY SALES & SERVICE

Employment Date	Years with Co.
Jim Roe	Apr. 23, 1953 18
C. C. Hornbuckle	Apr. 20, 1954 17
Lee E. Stevens	Apr. 25, 1962 9
Gary A. Seaton	Apr. 4, 1966 5
Robert W. Hail	Apr. 6, 1967 4
Patsy R. Clark	Apr. 17, 1969 2
Doris F. Jones	Apr. 24, 1969 2

TRAILER SALES & SERVICE

Employment Date	Years with Co.
Neill Morris	Apr. 1, 1952 19
Jim Alexander	Apr. 20, 1965 6
Mike Limon	Apr. 18, 1966 5
Huey P. Onzts	Apr. 11, 1967 4
L. L. Lowe	Apr. 18, 1968 3
C. I. Guinn	Apr. 1, 1970 1
R. R. Hale	Apr. 13, 1970 1

A SHORT COURSE IN HUMAN RELATIONS

THE 6 MOST IMPORTANT WORDS:

I admit I made a mistake

THE 5 MOST IMPORTANT WORDS:

You did a good job

THE 4 MOST IMPORTANT WORDS:

What is your opinion

THE 3 MOST IMPORTANT WORDS:

If you please

THE 2 MOST IMPORTANT WORDS:

Thank you

THE 1 MOST IMPORTANT WORD:

We

THE LEAST IMPORTANT WORD:

I



Shop Talk

THREE members of the WALLACE SHIELDS family placed high with their entries in the Junior Livestock Show in February.

They entered the beef stock division and Mrs. Shields said, "They made a little profit and had the experience of raising their calves."

Ronnie's and Dougie's calves graded "Good" and Donnie's rated a "Top Good."

They said that next year they would enter breeding stock and just show them as this year's entries had become pets and the boys hated to sell them.

Also, the sons of several Trailer Division employees entered the show and came out on top.

Tommy Crawford, son of J. C. CRAWFORD, and Marvin Stubblefield Jr., son of ROSE GARLINGTON, entered calves which were chosen as two of the twelve "Choice" entries in the show.

Tony Beck's Charolais won a "First Place" among the breeding stock. His parents are STANLEY, Industrial Engineering, and ADA, Trailer Division.

Mark Allen, Bobby Ray Williams and Kirby Brown entered steers which graded "Good." They are sons of D. D. ALLEN, ANDY WILLIAMS and ROY BROWN.

BILL WOODWARD's son, Howard, showed an Angus bull but didn't enter it in a contest awarding prizes.

Guess somebody will be offering JOHNNY ARNOLD a contract now that he's become a TV star. His co-workers in the Lathe Shop, second shift, re-



OTTO SMITH, left, was wished the best and given a token of appreciation by Bill Luce on behalf of the men in the Lathe Shop when Otto retired. Looking on, left to right, are Harvey Jackson, Gayland Wallace, Dan Tullios and Jack Landrum.

port that he was mighty anxious to get home one night to watch his performance on the fishing program.

Special congratulations go to Mr. and Mrs. EDD TERRILL JR. who became grandparents three times within the last few months. Two of the births were only 11 hours apart.

The first arrival was Robyn Annisa, who was born Dec. 11. Her parents are Mr. and Mrs. Roby Terrill of Fort Worth.

Next came another girl, Tressa Lynn, born Feb. 24 and daughter of Mr. and Mrs. EDD TERRILL III. They moved back to Lufkin when Edd completed his Navy duty and now he works in the Commercial Gears department.

Scott Wayne trailed his new cousin by only 11 hours, but his date of birth is Feb. 25. Parents are Mr. and Mrs. Ronald Davis.

Granddaddy Edd is a company serviceman.

JOHN PENA, Trailer Division, reports that his twin brother was home during his two week leave from the Air Force.

Airman First Class James Pena, a former employee, is stationed at Whiteman Air Force Base in Missouri.

Spec. 4 Charles W. Brooks was recently reassigned to the XXIV Corps H.H.C. stationed in Vietnam as a security policeman.

He arrived in Vietnam in August, 1970, and was an infantryman with the 25th Division "Manchu's." Brooks also

was a member of the last patrol that the 25th had in the field before pulling out of Vietnam.

He was awarded the Army Commendation medal for meritorious achievement.

He is a former employee of the Trailer Division. His father is JACK BROOKS, Machine Shop, first shift, and his brother, LESLEY, works in the Engineering department.

Sgt. Bob Root son of Ed Root, Trailer Division Warehouse, landed at Futema, Okinawa, on Feb. 14.

He has been with the U.S. Marines about three and a half years and expects his discharge Aug. 10.

We may have some news about LARRY SHIELDS, Assembly and Shipping, first shift, before long.

So far all we know is that his mother is referring to him as "Fuddy Duddy."

Anyone desiring further information on this may contact Larry's co-worker, SAMMY KIRKLAND, who seems to know the origin of the nickname.

Congratulations to newlyweds:

Mr. and Mrs. Kenneth Wayne Roach, whose wedding was Jan. 30. Thelma Ann is the daughter of Mr. and Mrs. ALVIE E. GREEN and her father works in the Welding and Structural Shop, first shift.

Mr. and Mrs. Royce Grimes, who were married Jan. 29. Rebecca Gail



TWIN SONS of Eddie Burns are Raymond, left, and Robert



**KRISTI LIN with father,
Ronnie Stanbery**

is the daughter of Mr. and Mrs. W. D. McWILLIAMS and her father works in the Machine Shop, first shift.

Mr. and Mrs. JOHN LAIRD, who were married Feb. 18. She is the former Elaine Conrad and John works in the Material Control Warehouse.

There are new arrivals in the homes of:

Mr. and Mrs. EDDIE BURNS, who deserve double congratulations! Their twin boys, Raymond and Robert, were born Feb. 11 and weighed 5 pounds 3 ounces and 5 pounds 12 ounces, respectively. Eddie works in the Trailer Division Float department.

Mr. and Mrs. RONNY D. PARKER. Rhonda Lynn was born Nov. 19, 1970, and weighed 7 pounds 8 ounces. Ronny works third shift in the Machine Shop and the baby's aunt, JUANITA RASBEARY, works in the Engineering department.

Mr. and Mrs. Ronnie Stanbery. Kristi Lin was born Dec. 3 and weighed 7 pounds 3 ounces. Her grandfather is A. J. STANBERY, Trailer Division Machine department.

Best wishes to:

LUVALL HILL, Commercial Gears, first shift, who has been in the hospital.



RHONDA LYNN, daughter of Ronny Parker and niece of Juanita Rasbeary.

WILL H. CRAIN, Foundry Department, second shift, who was in the hospital.

Mrs. NORRIS ALEXANDER, who has been in the hospital. Her husband works in the Foundry department, first shift.

MARTIN CORTINES, Accounting, who has been in the hospital.

MORRIS E. PARISH, Trailer Division Paint House, who has been ill.

JOHN GREGORY, Lathe Shop, first shift, who has been in the hospital.

J. W. SUMMERS, Foundry department, first shift, who had a car accident.

L. M. HODGES, Trailer Division Van department, who has been ill.

Mary Hayes, daughter of I. D. HAYES, Mill Supplies, who had an appendectomy.

J. R. NUTT, Machine Shop, who had surgery.

C. V. McLAIN, Commercial Gears, first shift, who has been in the hospital.

LOUIS JOHNSON, Trailer Division Float department, who had surgery.

Sympathy is extended to:

HILTON DIXON, Foundry department, second shift, upon the death in his family.

ARTHUR BURRIS, Machine Shop, first shift, upon the death of his father.



**HOME on leave from Vietnam was
Spec. 4 Charles Brooks**

ELMO RAY SCOTT, Foundry department, first shift, whose brother died.

ROWE BROCK, Commercial Gears, first shift, upon the death of his father-in-law.

W. Z. HUTSON, Welding and Structural Shop, first shift, upon the death in his family.

W. B. OLFORD, Foundry department, first shift, whose cousin died.

BOB TAYLOR, Mill Supplies, upon the death of his father.

RAYFORD HARBUCK, Foundry department, first shift, upon the death of his son.

G. W. WILSON, Trailer Division Warehouse, upon the death in his family.

OTIS BRADFORD, Foundry department, first shift, whose sister died.

J. L. BAKER, Welding and Structural Shop, second shift, upon the death in his family.

JAMES LARUE, Foundry department, second shift, upon the death of his grandmother.

The Lufkin Roundup

Lufkin Industries, Inc.

P. O. Box 849
LUFKIN, TEXAS 75901

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The young miss, who had no generation-gap problem, was having a heart-to-heart talk with her grandmother about her school work, her boy friends, her social life.

"Tell me, Grandma," she said suddenly, "at what age are men the most fun?"

"Men are like record players, honey," replied the elderly lady. "They play at different speeds according to age but they are nice to have around at 33, 45 or 78."

One radical to another: "One thing bugs me, man. What happens to our unemployment checks when we overthrow the government?"

British policemen (Bobbies) do not carry guns. Only whistles. Picture this. Bobbie chasing a thief. "Stop or I'll toot!"

The man who hid behind a woman's skirt used to be called a coward. Today he could qualify as a magician.

A welfare state is one run for the benefit of everyone but the taxpayer.

Locker room attendants in the nation's country clubs are a carefully trained lot.

One Saturday evening, about six, one answered the phone and a female voice said, "Is my husband still there?"

"No, ma'am," replied the boy promptly.

"How can you say he isn't there before I even tell you who I am?" asked the woman at the other end of the line.

"It don't make no difference, lady," said the boy. "They ain't never nobody's husband here!"

Placard on the rear of a house trailer on the freeway read: "You are keeping up with the Joneses."

A paratrooper is one who climbs down trees he never climbed up.

Two hippies went to an art gallery and one of them stared at a display and griped, "I hate this modern garbage."

"Get with it, man," the other replied. "That's a mirror."

Do you ever get the uncomfortable feeling that perhaps your gray hair isn't premature?

Then there was the farmer who was milking his cow along the edge of a cliff. He fell off the cliff and would have been killed if he hadn't had something to hang on to. People for miles around thought it was an air raid.

To find out what a poor loser you are, just start dieting.

It's too bad that our life problems don't hit us while we're in our teens and we know all the answers.

Money may not make a person happy but it keeps his creditors in a much better frame of mind.

A husband is a man who lost his liberty in the pursuit of happiness.

It was a delightful spring day and four high school girls skipped morning classes to go for a drive. After lunch, they reported to a teacher that their car had had a flat tire on the way to school that morning.

To their relief, she smiled understandingly and said: "Girls, you missed a test this morning. Please take seats apart from one another and get out your notebooks."

When the girls were settled and waiting expectantly, the teacher continued, "No talking. Now write the answer to this question. 'Which tire was flat?'"

One of the best bargains these days is parking on what is left of the other fellow's nickel.

Life is an everlasting struggle to keep money coming in and teeth and hair from coming out.

A motorist in Longview, Texas, parked his car in a "No Parking" area and left this note attached to the windshield:

"I have circled this block 10 times. I have an appointment and must keep it or lose my job. Forgive us our trespasses."

In reply, the traffic policeman wrote his note. It read: "I have circled this block for 20 years. If I don't give you a ticket, I will lose my job. Lead us not into temptation."

A puzzled small girl watched a party of fishermen putting off in their boat.

"But, Mummy," she asked, "do the fishes like all that beer?"

A telephone operator to new girl she was breaking in: "No, honey, you say, 'Just a minute, please.' Not, 'hang on to your pants, mister.'"

A drunken man walked into an elevator shaft, fell four floors to the bottom, stood up, brushed himself off and shouted, "I said UP!"

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