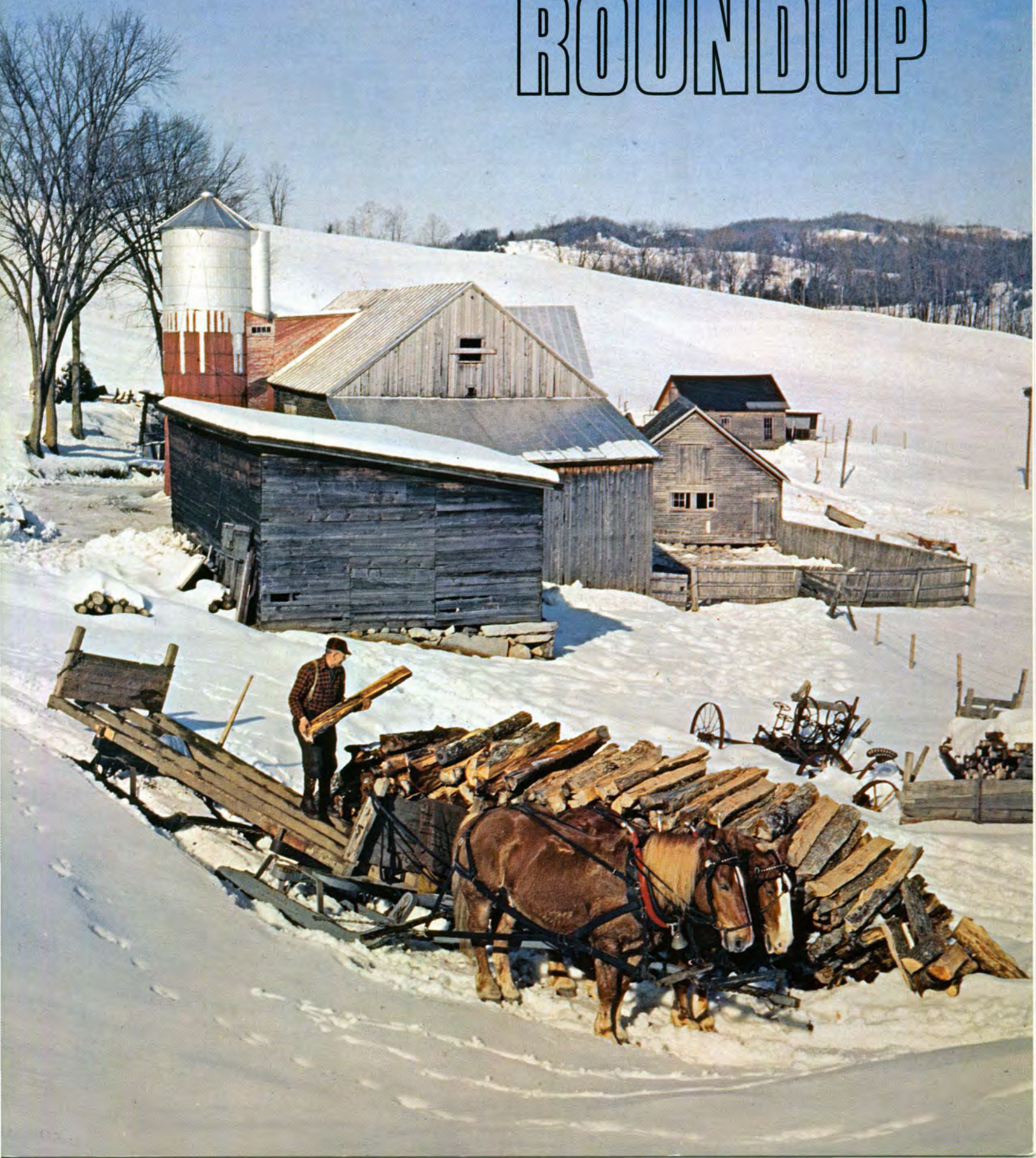


LUFKIN

JANUARY
1975

ROUNDUP



LUFKIN Hosts Employees

(EDITOR'S NOTE:) *The Fifth Annual Service Awards banquet was held Saturday, December 7, 1974, at Hotel Angelina. Honored were 234 employees who this year marked their 5th, 10th, 15th, 20th, 25th, 30th, 35th, 40th and 45th anniversaries with Lufkin Industries, Inc.*

President R. L. Poland discussed the past year's accomplishments and previewed what is hoped for in 1975.

The following are some of his remarks printed here for those unable to attend or who were not celebrating a service anniversary in a five-year increment.)

Lufkin Industries is now big business. This year we reached our \$100 million sales mark with 2,471 employees. Fifteen years ago, our annual sales were \$20 million. Five years ago our sales were \$48 million. We have more than doubled in the last five years.

Our total sales were distributed as follows: Machinery division, \$70 million; Trailer division, \$25 million; and Automotive and Industrial division, approximately \$5 million.

Most of this growth was due to increased pumping unit orders. Also production was helped by eliminating the gas engine and Bethlehem pump. We have consolidated our manufacturing and increased our pumping unit shipments from 50 to 70 per week.

The year 1974 has been a salesman's dream for we have secured more orders than we could ship.

Much of this has been brought about by the energy shortage and the race to get more oil from the ground. Yet, on the other hand, there are less sucker rod pumping units built today than there were 15 years ago.

In 1960, the industry produced 12,000 pumping units. In 1974, less than 8,000 pumping units were produced. We have maintained our position in the market by keeping a good sales and service department with worldwide coverage. We have sales and service outlets in all major oilfield areas of the free world—not only in pumping units but in commercial and marine gears as well.

Even though we have had tremendous raw material shortages this year, we have increased our shipments over 1973 by 20 percent. We have worked a vast amount of



The awards banquet was festive occasion for all. At head table were l-r: Robert Lang, vice president and foundry superintendent; Mrs. Robert Lang, Mrs. J. T. Long, J. T. Long,

personnel director and master of ceremonies; R. L. Poland, president; Mrs. R. L. Poland, Mrs. W. A. Kirkland, W. A. Kirkland, vice president-finance, secretary and asst. treasurer

For 5th Annual Banquet

overtime and made substitutions on materials to do this. In many instances, these shortages have increased our costs but our increased rate of production has offset this to a degree.

The price of coke and scrap iron has almost doubled within the last year, and basically this is the raw material for all our castings. Steel, bronze, nickel alloys for nodular iron, and alloy steel round and forgings have increased greatly this year, forcing us to raise our selling prices to offset these increased costs.

The Trailer division also had a good year as has the Automotive and Industrial division. However, there is a new safety law that requires all trailers built after January 1, 1975 to be equipped with an anti-skid device. This will increase the selling price of the trailer approximately \$700, and, together with a sagging economy, could drastically affect the trailer business next year.

As a result of this law, the majority of the trucking firms have ordered most of their trailer requirements to be shipped before January 1, 1975. This device consists of a computerized instrument for each axle that will monitor wheel rotation to prevent skidding when the brakes are applied. This is another government regulation and safety device required for the tractor and trailer similar to the present seat belt safety regulations on the automobile.

Our backlog of orders in the Trailer division is very small for 1975. However, we have plans to shift some of our oilfield machinery manufacturing to the Trailer division to help offset the shortage in trailer business. We have scheduled 200 Model 114D pumping units to be manufactured in the Trailer division beginning January 1. Hopefully, this will enable us to keep the majority of our Trailer division employees on the payroll and working for the company.

It will be necessary for us to manufacture the gear box and other machined parts in the machinery division, but much of the fabrication can be shifted to the Trailer division. This does not mean that

we will completely stop building trailers, but simply shift some of our production to keep as much of our work force with jobs as possible.

We have plans to increase our pumping unit production in 1975 by 20 percent with the additional help from the trailer plant and the added capacity we will obtain from the new foundry. Naturally, some of this increase must offset the decline in business that may occur in the Trailer division.

Our Board of Directors this year authorized the expenditure of capital funds to build a new foundry for production primarily of counterweights. The new foundry will have two 3000 KVA electric arc furnaces, a new no-bake molding system throughout and a complete new cleaning department with all related equipment.

This will enable us to melt the shavings from the machine shop. In the past, we have shipped about 20 tons of shavings per day to Houston because we could not melt them in our cupola. This will increase our foundry capacity by 25 percent and give us a total melting capacity of 250 tons per day.

Much of this incurred expense for the new foundry, however, covers safety and air pollution control equipment as required by the new OSHA regulations, and does not necessarily improve the efficiency of our operation.

Construction work is underway now on the new foundry, which is located between the shipping department and the old scrap yard. This is scheduled to be completed in late 1975, and we should be able to pour our first metal in the new foundry next year.

We have purchased several new machine tools this year, including two Sykes gear generators, three lathes, a new precision hobbing machine, a grinder, a milling machine, a tape controlled drill press for the machine shop, and an automatic chucking machine for the lathe shop.

We moved some of our present machines to the shipping department. This was done primarily for

two reasons. Our efficiency was increased considerably by not having to truck the heavy, massive castings from the foundry across Raguet street to the machine shop for machining and then haul the cranks and counterweights back to the Assembly & Shipping department for shipment with the finished unit.

Secondly, this released directly needed space in the machine shop for further expansion and production capacity. A new computer was put in operation this year. We have placed our payroll and all general accounting on this computer. We plan to include inventory and production scheduling on it in the future.

All of you will be interested in the new improvements in our retirement plan. Changes were made in both the hourly and non-hourly plans as follows: a death benefit on disability retirees was added. Also the reduction factor for early retirement was reduced from six and two-thirds percent per year to three percent per year down to age 62.

In addition, changes in the hourly plan include an easy formula to calculate your retirement monthly benefit. This is based on multiplying \$5 by the number of credited years of service to arrive at your monthly retirement check if retiring at 65 years of age.

Also, now with 15 years of credited service and retirement at 65, every one will receive a minimum of \$110 per month.

Beginning in 1975, each participant in our retirement plan will be presented an up-to-date pension profile of the amount each has accrued up to the date of evaluation. You will be receiving this in early Spring, 1975.

We have made a lot of improvements around the plant in 1974, such as additional parking facilities and new safety programs. We have kept our facilities in first-class condition in spite of the fact that we were working around the clock. We intend to make further improvements in 1975, including paving additional parking areas and insti-

ANNUAL BANQUET . . . continued

tuting a beautification program for our plant grounds.

Our facilities for the Automotive and Industrial and Trailer divisions are new and top-flight. We are striving real hard to get our machine shop, structural shop, foundry and material control warehouses in equally good shape.

We are going into 1975 with a good backlog of orders, and the general outlook is good for next year. It will be necessary for our machinery division to continue to work considerable overtime to meet our production schedules. We believe that some of the shortages will be eased, and that basic materials will become less critical, although we do not anticipate any reduction in material costs.

We are extremely proud of the people who work for Lufkin Industries, and we sincerely appreciate the fine team work that exists within the organization. Without your help, we could not have pro-

duced the amount of business that has been shipped from our plants this year. With the continued dedication and hard work, we believe that we will see another record year in 1975.

I think it is good that we can get together on occasions like this so we can know each other better, and particularly with the wives and husbands present. Our directors have been very flexible with us and have let your management pretty well run our business without worrying too much about the minor details of exactly how things should be done.

We have tried to be fair with all employees and treat everyone alike. Sometimes, however, it may be necessary to make a decision contrary to what some individual may feel is right. But you must remember that we have a lot of people and many departments to work with. We are only human, so our judgment is based on what we think is right.

In visiting with some of our employees as they retire, we gain bet-

ter understanding of how they really feel about Lufkin Industries. It is similar to a big family, and many of them will express their true feelings by a short visit or a letter.

This is one letter I just happened to pick up and would like to read so that you can see how some of them think.

In my 23 years' tenure at Lufkin Industries I have had a variety of experiences, some pleasant and some unpleasant. The most pleasing experiences included financial rewards that enabled me to purchase a home and put four children through school. One daughter is still in school.

Another pleasant experience was the satisfaction I received from knowing that my job was just as important as Bob Poland's because without teamwork, the final product is not realized.

Every assignment hasn't been pleasant, but knowing that I was part of a team with one goal in mind, I went along with the program.

During my employment I have met and made many friends whom I know I will miss. I also hope that I have helped to make Lufkin Industries a better place to work.

This letter was written by Willie Brewer who is retiring from the foundry department. It always makes us feel good to know that we have people who will take a few minutes to express themselves and we appreciate it. As he said, we are all on the same team and trying to accomplish the same thing. We all work together for a common goal.

In the face of some reported recessions, such as the wood industry in East Texas, I think we are very fortunate to have the business we now have at Lufkin Industries. I believe that, regardless of our future economic situation, so long as we work together and strive to do a good job we always will have some type of work to do at Lufkin Industries.

As always, this is a pleasant time of the year when we can be thankful for a good year and look with hope for a bright and prosperous new year.

The management of Lufkin Industries wishes for you and your family a most joyous holiday season.



Bob Poland, president, spoke to the honorees celebrating their years of service with the company in five-year increments. His speech topic was LUFKIN's progress

234 Employees Receive Service Awards

The Yuletide spirit of good cheer showered the 5th annual service awards banquet as Lufkin Industries, Inc., honoring 234 employees at its traditional banquet held at the Hotel Angelina.

Employees honored were celebrating their 5th, 10th, 15th, 20th, 25th, 30th, 35th, 40th, and 45th anniversaries with the company. Accompanying the honorees as special guests were the wives and husbands of the employees.

Also honored were employees who retired December 31. They are Craft Fenley, 44 years; Alfred Midgley, 37 years; Leo Brown, 33 years; John Copeland, 32 years; Eddie Lowe, 31 years; Arthur Martin, 31 years; and W. A. Kirkland, vice president of finance, secretary and assistant treasurer, 30 years.

Also D. D. Teer, 27 years; A. J. Modisette, 27 years; Frank Johnson, Jr., 24 years; Willie Brewer, 24 years; and Lee Rhodes, 19 years.

In his address to the banquet, president R. L. Poland outlined the fiscal year of 1974 and gave the business forecast for the upcoming year of 1975. He then presented service awards of jeweled tie tacks to the men and necklaces to the women denoting years of service. He also presented gold inscribed Accutron watches to each retiring employee.

Acting as master of ceremonies, J. T. Long, personnel director, introduced the featured entertainment

continued on next page

20 years—front row, l-r: Rex Berry, Gear Cutters; James Larue, Zephaniah Atkinson, both Foundry department; Robert Molandes, Paul Thompson, both Welding & Structural. Second row: Marlin Walker, Trailer Division; George Branton, Welding & Structural; G. E. Oliver, A. D. Jumper, both Lathe Shop; A. C. Hunt, Sr., Material Control. Back row: Jack Roberts, Pipehouse; Joe Perkins, Personnel; Guy Richards, Foundry; J. E. Watson, Welding & Structural; Harold Newsom, Trailer Division



Service years—front row, l-r: T. J. Selman (45), Lathe Shop; Bob Butler (45), Machine Shop; Louis Fincher (45), Engineering; Barbara Pletcher (25), Automotive & Industrial. Back row: Preston Weatherly (45), Welding & Structural; Robert Lang (45), vice president and foundry superintendent; James Herrington (35), Machine Shop; Edgar Barnes (40), Welding & Structural



30 years—front row, l-r: Evelyn Bell, Automotive & Industrial; Charles Daniel, Machine Shop; W. A. Hopson, Welding & Structural; J. W. Smith, Trailer Division; Verdell Johnson, Foundry department. Second row: C. E. Grisham, Glenn Bridges, both Foundry department; Zack Fenley, Pipehouse; Ruby Pinner, Gas Engines; W. A. Kirkland, vice president-finance, secretary and asst. treasurer. Back row: Tommy Battles, Joe Thomas, Henry Basham, all Foundry department; D. D. Teer, Assembly & Shipping



SERVICE AWARDS . . . continued

for the evening, the trio of Bonnie Eakin, Marie Reneau, and Janie Kirkpatrick. After the conclusion of the program and during the taking of service awards photographs, Danny Brevard provided entertainment by singing folk songs and playing his guitar.

20 years—front row, l-r: Fred Hopson, Mechanical Maintenance; Steve McKinney, Pattern Shop; James Wood, Gear Cutters; Henry Whitten, Mingo Molandes, both Machine Shop; Ford Roddam, Commercial Gears. Second row: Bill Temple, Industrial Engineering; Milton Walther, Engineering; John Wilson, Security Guard; Archie Rice, Brown Hays, both Trailer Division; Lonnie Greer, Foundry department. Back row: Preston Loveless, Material Control; Leo Gregory, Foundry department; W. B. Watson, Weld. & Struct.; Thomas Bone, Machine Shop Assembly Floor; Jewel Kolb, Machine Shop



15 years—front row, l-r: Lannas Bryant, Commercial Gears; Donald Wallace, Tool Room; Martin Cortines, Accounting; Maxine Besing, Order department; Betty Martin, Machine Shop. Second row: George Montes, Machine Shop; Marlin Williams, R. G. Mitchell, both Welding & Structural; Jim Riggs, Trailer Division; Wayne McMullen, Pattern Shop; Bob Freeman, Engineering. Back row: Jack Landrum, Jig department; Malcolm Lowery, Welding & Structural; Jimmie Horton, Jig department; R. E. McCollum, Welding & Structural; Doyle Lunsford, Commercial Gears; Charles Brooks, Gear Cutters



10 years—front row, l-r: Otis Jenkins, Welding & Structural; Michael Shuell, Gear Cutters. Second row: Dean Brown, C. C. Clonts, both Trailer Division; Jay Tarver, K. R. Timmons, Glenn Edwards, all Welding & Structural. Back row: Larry Arnold, Machine Shop Assembly Floor; Gary Hopper, Linwood Havard, Jr., both Machine Shop; Robbie Barley, Assembly & Shipping; Calvin Hammer, Trailer Division





10 years—front row, l-r: Talmadge Smith, Traffic; Phillip Lowery, Jr., Machine Shop; Arthur Davis, Billy J. White, both Trailer Division. Second row: Charles Gault, John Whitehead, Charles Kilgore, Robert Thigpen, all Trailer Division. Back row: Edd Terrill, Jr., Machinery Sales & Service; Carrol Hargis, Electrical; Calvin Scarbrough, Industrial Engineering; Freddy Williamson, Trailer Div.; Cecil Foster, Mech. Maintenance



5 years—front row, l-r: Lucy Richardson, Trailer Division; Fern Athey, Beryl Brevell, both Main Office; James Pena, Trailer Division; Robert Adams, Assembly & Shipping. Back row: Albert Duffield, Trailer Division; Chester Johnson, Yard Crew; Melvin Powell, Foundry department; Homer Smith, Lathe Shop; L. R. Hartsfield, Welding & Structural; Sugar Greer, Commercial Gears



5 years—front row, l-r: Edward Pillows, Lathe Shop; Marvin Powell, Machine Shop; Ben Salas, Foundry department. Second row: Richard E. Jones, Engineering; Oscar Malone, John Snider, John Pena, Larry Holcomb, all Trailer Division. Back row: Milton Houck, George Waldrep, both Welding & Structural; Randall Lawrence, Machine Shop; Elmo Hightower, Yard Crew; David Rivers, Assembly & Shipping

continued on next page

SERVICE AWARDS . . . continued



5 years—front row, l-r: Santos Rodrigues, Samuel Alfred, C. B. Stanley, all Trailer Division. Second row: James Moore, William Rogers, both Trailer Division; Ivy Collins, Machine Shop; Clarence Williams, Foundry department



5 years—front row, l-r: Tommy Reynolds, Welding & Structural; Chester Robinson, Material Control; Betty Bardwell, Main Office. Back row: Larry Powell, Production Control, James Fredregill, Commercial Gears; Milton Atkinson, Lathe Shop; David Richard, Welding & Structural; Billy Bryce, Foundry department

REMINISCENCES

by GUY CROOM

An Unusual Woman That I Knew



I first met this gal quite by accident in the fall of 1918. I was just out of the army and was up in Dr. Bledsoe's office. He had gotten a country call and we were fixing to leave when this young lady showed up wanting the doctor to do something for her sore throat. I was sitting there dressed in my officer's uniform putting on as good a front as I knew how and the doctor introduced us. The doctor mopped her throat, she gagged and went back to the First State Bank & Trust Company where she worked.

She didn't strike me as being very heavy because she really didn't weigh over 95 pounds, but there was something about her that I didn't forget.

Next thing I knew, she invited me to go auto riding with her first cousin and his date. We motored down to Manning, then a thriving sawmill town. The trip was uneventful except that I got better acquainted with this gal.

There was almost a year that our courtship did not improve. Never-

theless, she had made a deep impression on me and I could not shake it off. I now was working for the company on the night shift and she sent me a box of homemade candy by messenger boy one night. At that time I assumed she made it herself, but now I doubt it.

In a day or so, I saw her on the street and walked down to the bank with her. I didn't say too much in favor of the candy because I just simply didn't know how to be gracious, so when we got to the bank door, she scooted inside and slammed the door in my face. That set me way back, but I was not about to give that gal up. So I called her up and asked if she would have lunch with me the next day at the Ruby cafe.

Surprisingly, she said yes. So I went to Ed Holleman, proprietor of the Ruby, and told him to set out the best he had in the kitchen and he didn't let me down.

From then on, I was a pretty regular visitor up at the Scarborough

house. I was in no shape to get married and she was not either. We were having a good time as it was—she working at the bank and I for Lufkin Foundry.

But she was not giving me her undivided attention. One reason I guess is that I had never asked her to. She was dating Paul Boynton occasionally, who later became principal at Lufkin High School and was president of SFA until his death. He and I were taking meals at the same place and he made it convenient to let me know about his dates.

That was all right with her, but when she found out I was having a date of my own occasionally, then that was not all right and she let me know it, so we had some verbal fights on more than one occasion.

Ole Paul was taking advantage of her love for music by acting like he enjoyed her piano playing and was buying sheet music for her. I didn't have sense enough to see that opportunity, but he cooked his own goose. At Christmas, 1920, there was the biggest box of candy on display at Louis Markus cafe that I had ever seen or ever expected to see.

I believe it was a 20-pounder; that box was at least three feet long. He bought it for Thelma and that disgusted her with Professor Boynton. Well, we fought it out till there was no one left but me and her.



During the annual Trailer division sales conference held the first week of December, R. L. Poland, president, presented service awards of jeweled tie tacks to the following employees: left to right, Floyd Bailey, Dallas, 5 years; Darrell

Rhodes, Dallas, 5 years; Hoyt Rogers, Memphis, 10 years; R. L. Poland; J. C. Lowe, Houston, 25 years; Bill Mayfield, Houston, 10 years; Bob Burns, Shreveport, 20 years; and Jim Walker, Dallas, 20 years

On September 3, 1921, we loaded into the back seat of Matt Walker's model T Ford and along with Nell Franklin went out to Ford's Chapel where Mr. Bill McMullen was holding a meeting. Matt went in, called the preacher out and he performed the ceremony without us getting out of the car. The Reverend McMullen was Thelma's great uncle and had performed the wedding ceremony for her mother and father.

She tried to be a good housewife and let me say to her credit she did a good job, but her hands just didn't fit the job. It was something she did not like.

Long before we married, she had rather practice her music lesson than do her share of the household chores. This preference to practice, rather than do housework, her family wisely indulged her in.

What with a new baby, house notes, notes on furniture bought on credit and notes on a model T Ford, we could not afford domestic help. At first, she tried sewing to help out, but soon gave that up.

We did not have a piano and she dearly loved to entertain herself at the piano, but let me say she never attempted to play a piece without the music.

She found an old piano stored in a barn owned by a family named Wilson, so she bought it for \$50, cleaned it up and made it work.

We had a black lady working for us who had a little girl, Alice Fay, who came to work with her mother sometimes, so Thelma decided to teach that little girl piano. Allow me to say that Alice Fay went on to be pianist at her church and I think gave lessons herself after months and years of study. Alice was a lot of help to her people.

Then Thelma began picking up other pupils, children of our neighbors. Her music education was adequate thanks to her dedication and hard work, but she decided she needed some help in the art of teaching. So she went to Washington University at St. Louis for a summer course which did her worlds of good.

In 1927, when First Baptist built their new church and installed a pipe organ, she was determined to learn to play that organ. She spent hour after hour practicing and taking lessons from Guy Woods and another young fellow who was organist at Kilgore. She later became the church organist and continued as such for 37 years. Her music class expanded to a full time job and she was able to pay for domestic help and buy herself new clothes which she loved to a fault.

She never gave a lesson in her life that she didn't give it her undivided attention. Nothing short of serious illness or death in the family interfered with the music teaching or her duty as church organist.

Mrs. Croom was the only woman ever elected to the school board of Lufkin Independent School district. She won that on a write-in coup that she knew nothing about. The purpose of the coup was to fire the school superintendent, but she refused to do that.

Abe Martin was our football coach and Goose Creek made him an offer that he accepted.

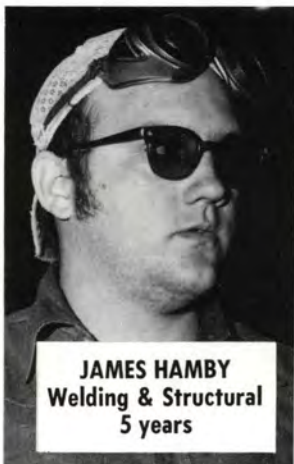
At the next board meeting, Mrs. Croom made a motion that Lufkin meet Goose Creek's offer, which created a split in the board, but her motion carried anyway. But Abe said he had already accepted the Goose Creek job and felt like he should take it. Then a few days later, ole Abe came over to our house with tears in his eyes and said, "Thelma, I can't leave those boys. Will you call the board and tell them I want to stay?"

She did and ole Abe stayed until he accepted a job as assistant coach at TCU and as you know was successful as head coach and is now athletic director at that institution.

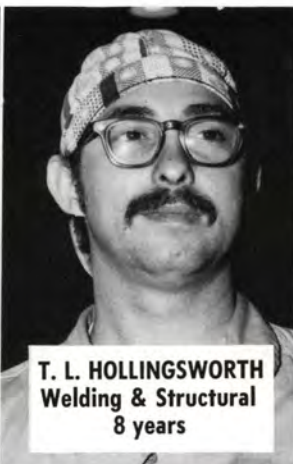
In September, 1965 Thelma had to give up the job as organist, but not her beloved music pupils. Then November, 1974 ended a romance that began in November, 1918. That is more than is allotted most couples.

(EDITOR'S NOTE: Mrs. Croom died unexpectedly Saturday, November 2, 1974.)

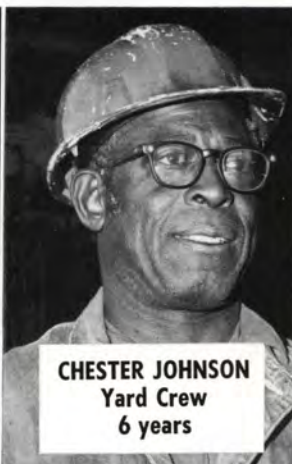
CELEBRATING AN ANNIVERSARY— 2-11 YEARS



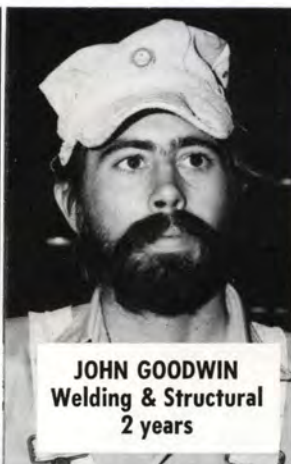
JAMES HAMBY
Welding & Structural
5 years



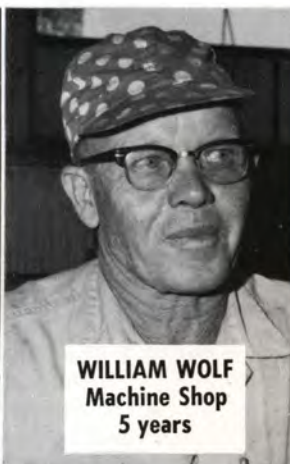
T. L. HOLLINGSWORTH
Welding & Structural
8 years



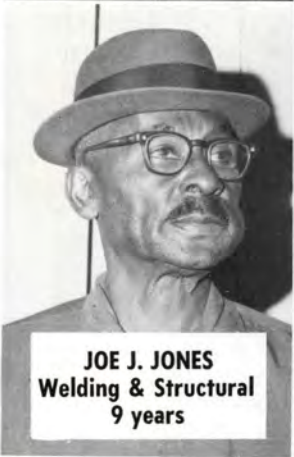
CHESTER JOHNSON
Yard Crew
6 years



JOHN GOODWIN
Welding & Structural
2 years



WILLIAM WOLF
Machine Shop
5 years



JOE J. JONES
Welding & Structural
9 years



CECIL HUNT, JR.
Engineering
9 years



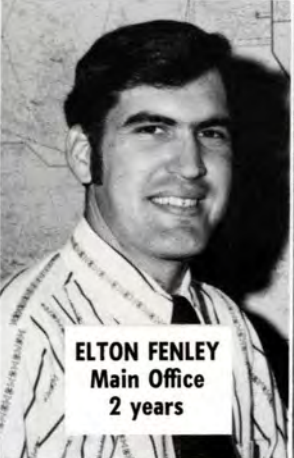
CAROLYN SHERRER
Material Control
7 years



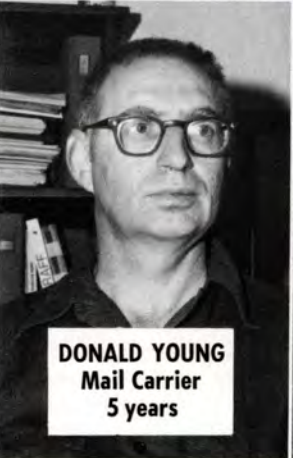
MAC MITCHELL
Traffic
8 years



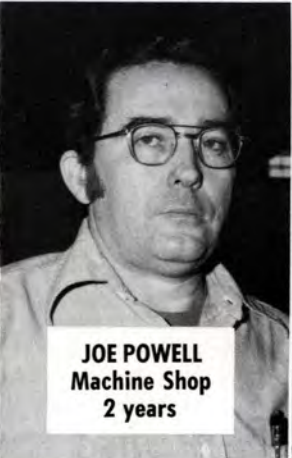
JAMES LOVING
Welding & Structural
7 years



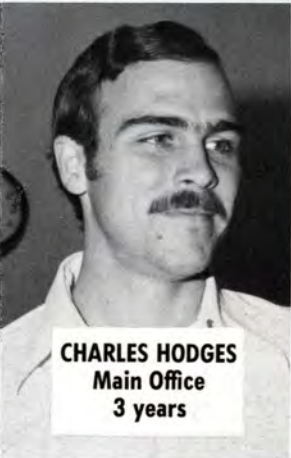
ELTON FENLEY
Main Office
2 years



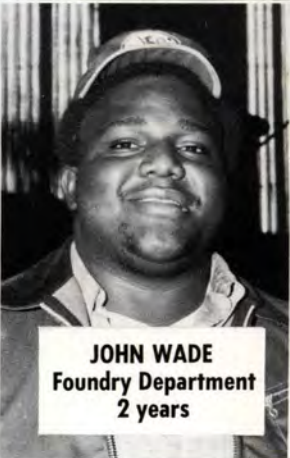
DONALD YOUNG
Mail Carrier
5 years



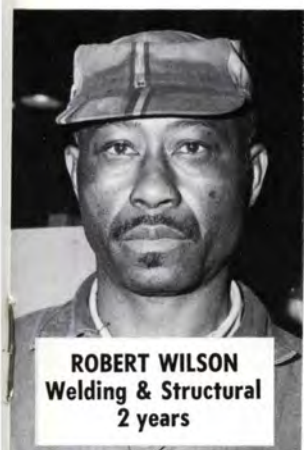
JOE POWELL
Machine Shop
2 years



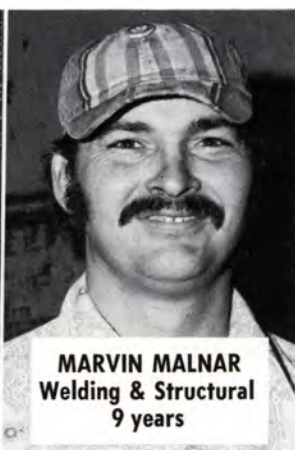
CHARLES HODGES
Main Office
3 years



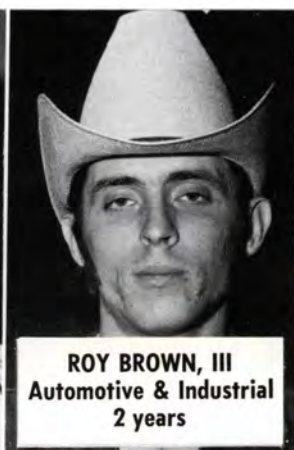
JOHN WADE
Foundry Department
2 years



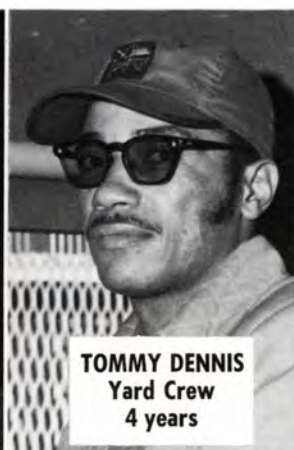
ROBERT WILSON
Welding & Structural
2 years



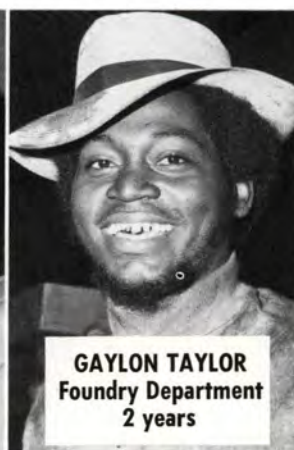
MARVIN MALNAR
Welding & Structural
9 years



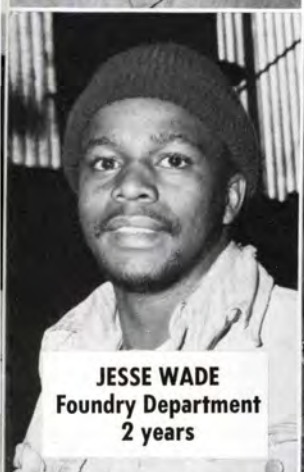
ROY BROWN, III
Automotive & Industrial
2 years



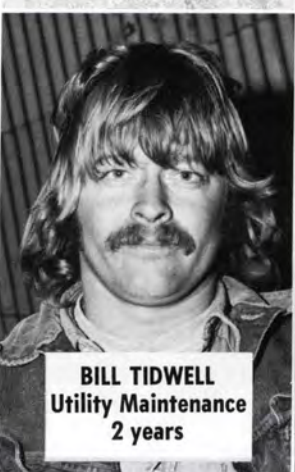
TOMMY DENNIS
Yard Crew
4 years



GAYLON TAYLOR
Foundry Department
2 years



JESSE WADE
Foundry Department
2 years



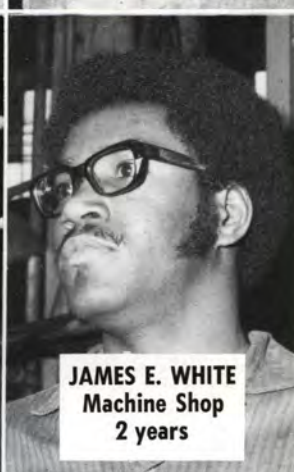
BILL TIDWELL
Utility Maintenance
2 years



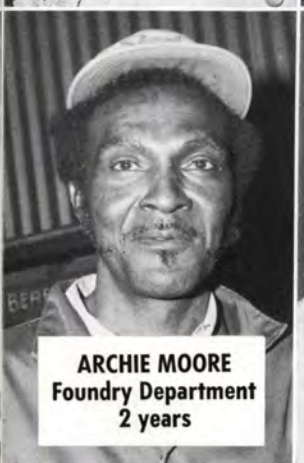
JACKIE FORD
Order Department
9 years



CLARENCE MILLER
Commercial Gears
9 years



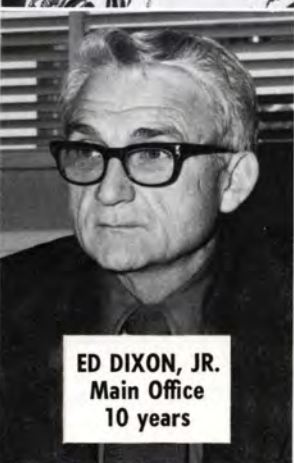
JAMES E. WHITE
Machine Shop
2 years



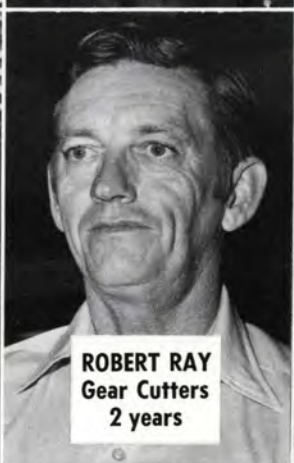
ARCHIE MOORE
Foundry Department
2 years



MAX ROTH
Engineering
5 years



ED DIXON, JR.
Main Office
10 years



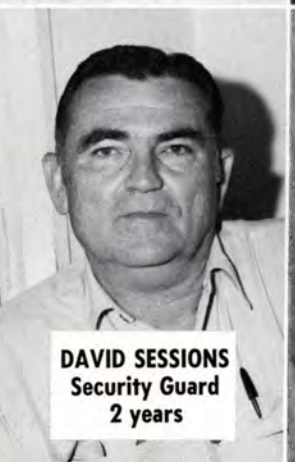
ROBERT RAY
Gear Cutters
2 years



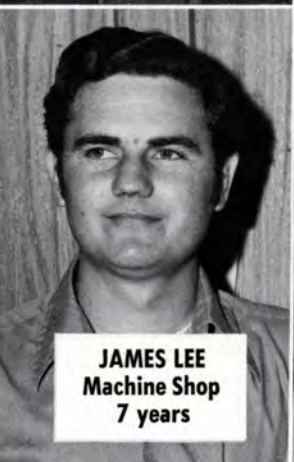
MARK LOVE
Engineering
2 years



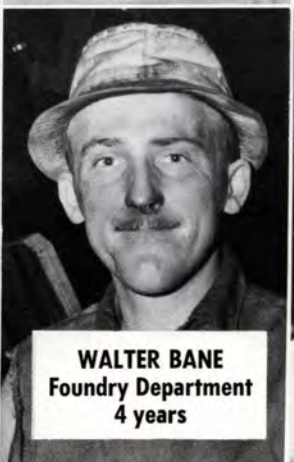
CHILE MASK
Pattern Shop
7 years



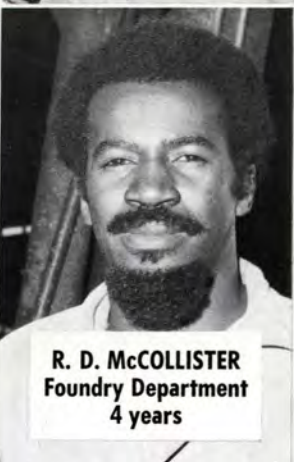
DAVID SESSIONS
Security Guard
2 years



JAMES LEE
Machine Shop
7 years

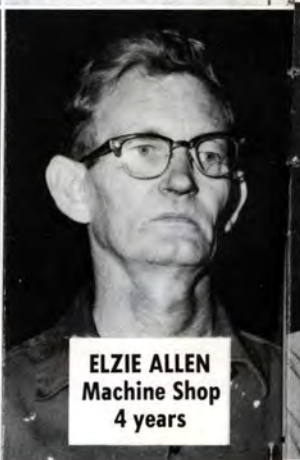
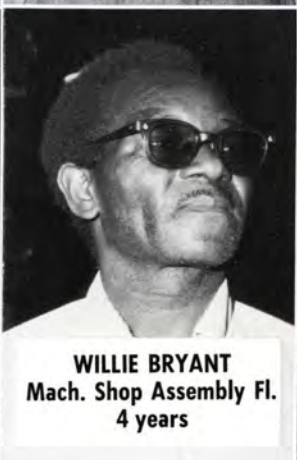
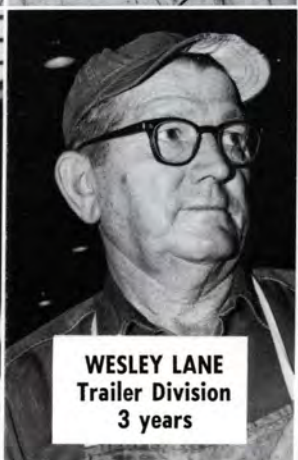
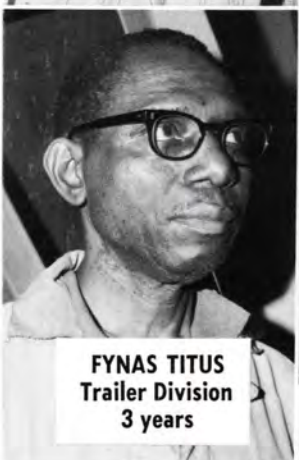
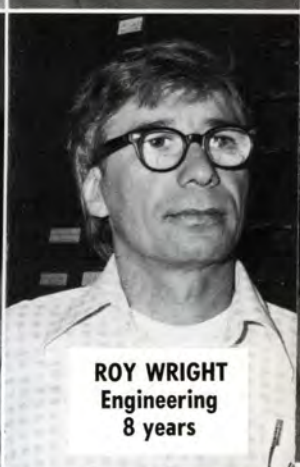
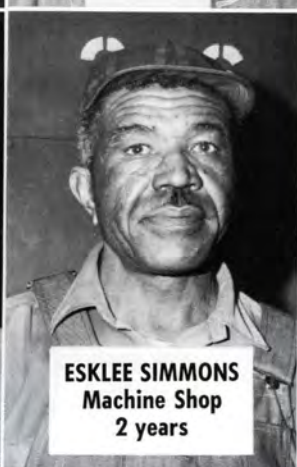
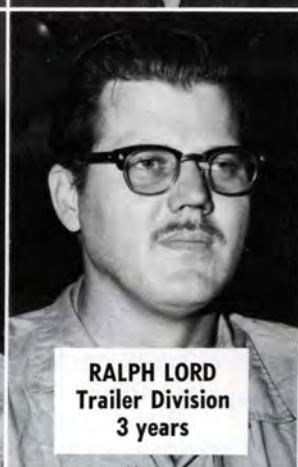
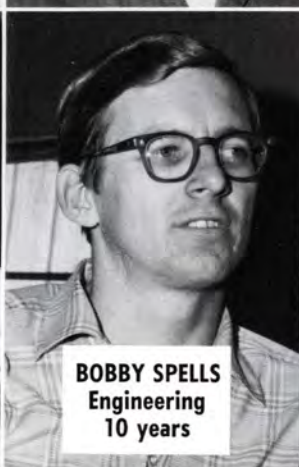
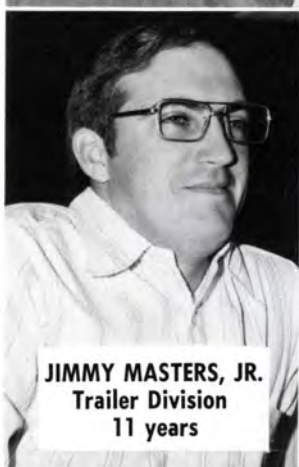
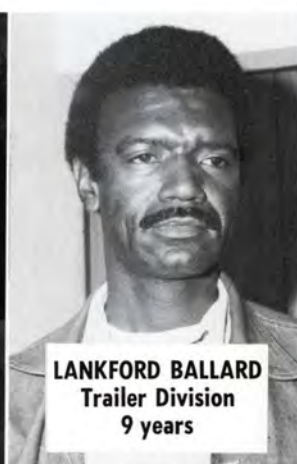
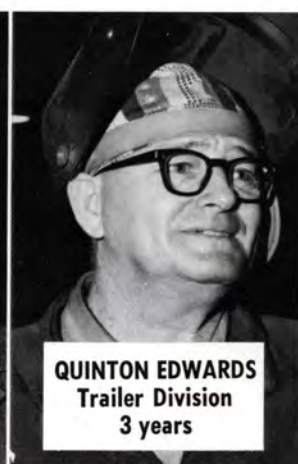
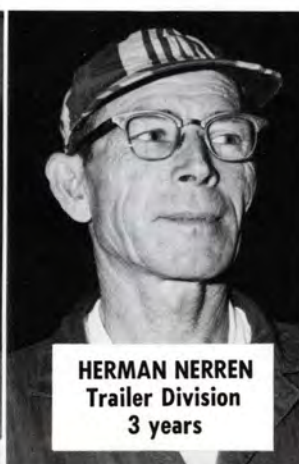
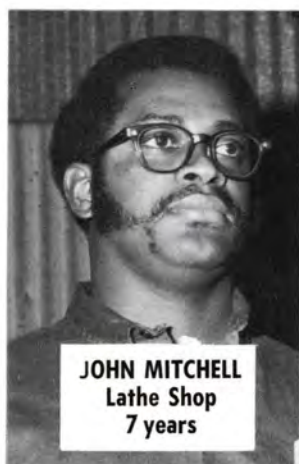
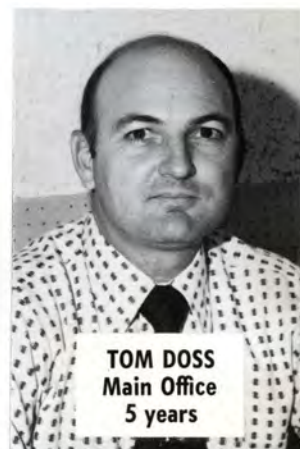


WALTER BANE
Foundry Department
4 years



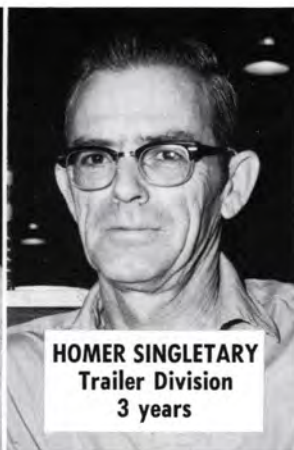
R. D. McCOLLISTER
Foundry Department
4 years

MORE ANNIVERSARIES...

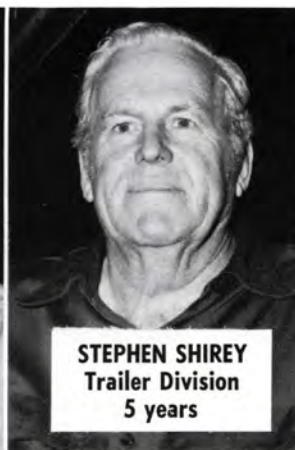




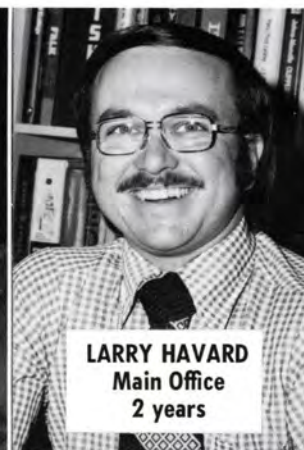
CALVIN HAMMER
Trailer Division
11 years



HOMER SINGLETARY
Trailer Division
3 years



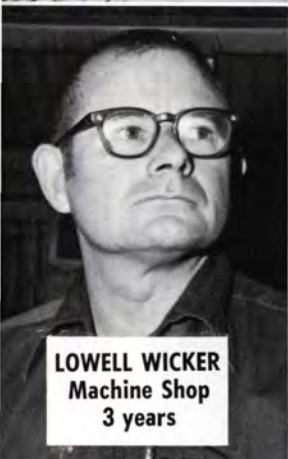
STEPHEN SHIREY
Trailer Division
5 years



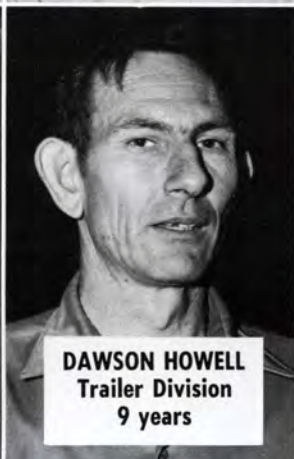
LARRY HAVARD
Main Office
2 years



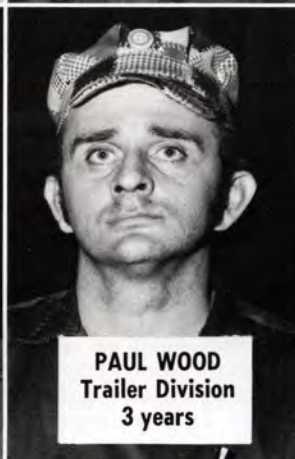
TYRE HENRY
Trailer Division
2 years



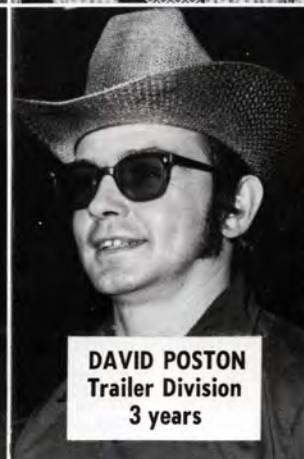
LOWELL WICKER
Machine Shop
3 years



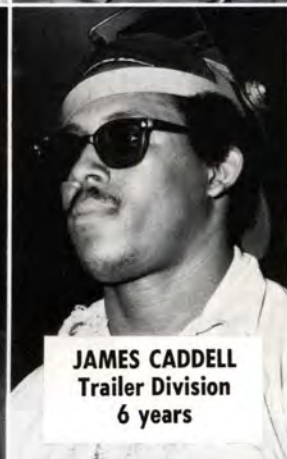
DAWSON HOWELL
Trailer Division
9 years



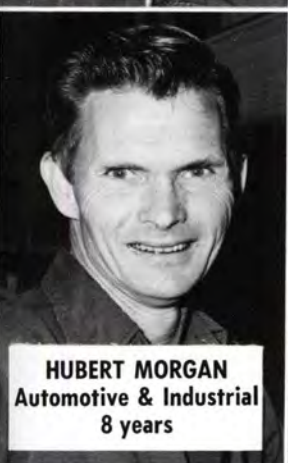
PAUL WOOD
Trailer Division
3 years



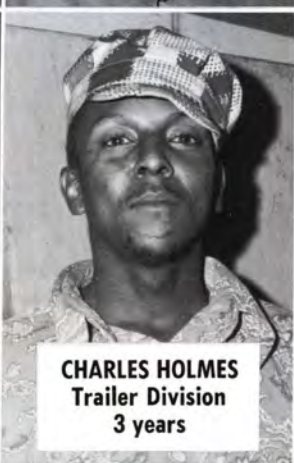
DAVID POSTON
Trailer Division
3 years



JAMES CADDELL
Trailer Division
6 years



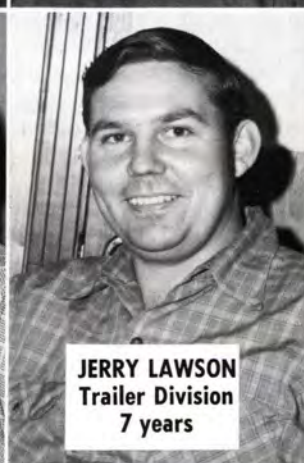
HUBERT MORGAN
Automotive & Industrial
8 years



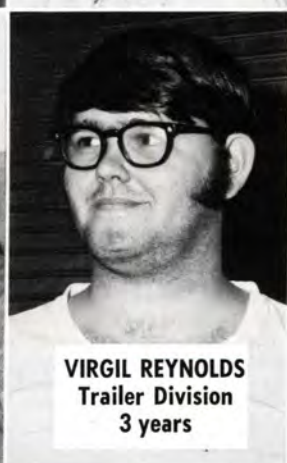
CHARLES HOLMES
Trailer Division
3 years



TRUITT DIXON, JR.
Trailer Division
6 years



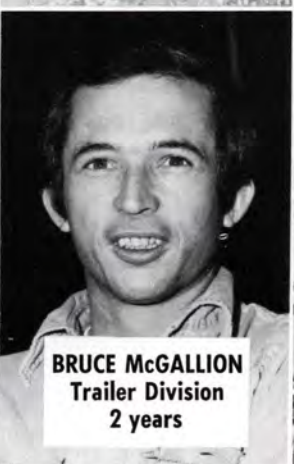
JERRY LAWSON
Trailer Division
7 years



VIRGIL REYNOLDS
Trailer Division
3 years



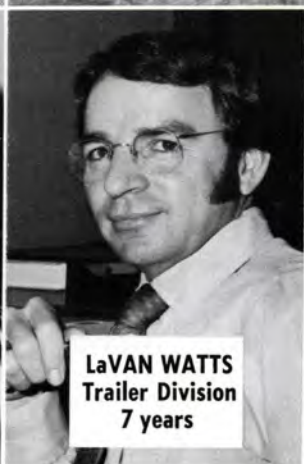
CORANDO FLORES
Welding & Structural
5 years



BRUCE MCGALLION
Trailer Division
2 years



ROSE GARLINGTON
Trailer Division
4 years



LaVAN WATTS
Trailer Division
7 years



EDDIE FUNDERBURK
Trailer Division
2 years



A. J. Modisette, Foundry department, 23 years



John Copeland, Trailer Division, 32 years

The Ultimate Achievement – **RETIREMENT**

R. L. Poland, president, presented all retirees with gold inscribed Accutron watches

A. J. MODISETTE

A.J. Modisette said he will catch all the white perch in Sam Rayburn lake since he is retired. "Lately, I've seen the Foundry increase its production as much as three times since I've been working here."

Modisette enjoyed the overtime pay during the World War II production years. He and his partner worked 10 or 12 hours each day in the main bay. Modisette said a fellow worker told them he wanted to get himself a new Ford so he would stay and work with them.

He said the first night they worked until 11 p.m., the second night until 11:30 p.m., and the third night until 1:30 a.m. On the fourth night, this worker told them he thought he could get along without that Ford.

"Yes sir," said an amused Modisette, "that Ford was getting less important as the days went along."

Modisette, and his wife Marion intend to visit his two sisters in Berkeley, California, and his home state of Arkansas before he returns to Texas and his perch fishing.

JOHN COPELAND

Choir director and Sunday school teacher of his church, ex-mayor of

Burke, former teacher, and a genuine "Jack of all Trades" took his leave from the Trailer Division after 32 years of service.

"Once I told my wife I would rather wear out than rust out," said John Copeland, supervisor of the van department of the Trailer Division.

Certainly the tempo he has maintained and intends to maintain in his retirement years verifies that he lives what he preaches.

For eleven years, Copeland taught school before he began work with Lufkin Industries where he was placed in the Machine Shop, on the assembly floor. Later he became an inspector in the Trailer Division; then within two years he became a supervisor.

"When I became supervisor, the usual output was four or five vans, now we average 12 a day. However, I told the shop manager that before I retired I hoped we could put out 16 in one day," Copeland said. "And last year, on two different days and at the peak of 1974, we put out 16 vans in one day."

As Copeland began to list activities which will fill his retirement years, it became obvious that work is his pleasure. However, he and his wife, Mary Alice, will visit their two daughters and their families.

One of his daughters lives in



Eddie Lowe, Welding & Structural, 31 years



Frank Johnson, Jr., Foundry department, 24 years

Montana and the other lives in Odessa. This has caused the Cope-lands to travel. "After my wife and I learned to travel, we decided we should do more of it. Often, I tell my friends that we intend to spend the summers in Montana, winters in Odessa, and springs at home."

FRANK JOHNSON, JR.

"I doubt if I'll be able to sleep at night after 24 years of working at night," said Frank Johnson, Jr., who retired from the Foundry department.

Johnson said he was asked to take the day shift but declined because he likes to work at night. "I don't have to get up early in the morning."

Often on Sunday, he would re-tire from church and go to bed at the noon hour, then wake up at midnight. "Of course, my wife Irene, did not care for these unusual hours," he said. So Johnson believes she looks forward to his retiring from the night shift.

Johnson has two acres of land which he thinks will keep him pretty busy. Asked if he intends to plant his crops at night, he laughed and said, "maybe so."

EDDIE LOWE

With gloves in pocket, Eddie Lowe approached Mr. Howard Trout in 1943 and told him he would like to work for the Lufkin Foundry.

"I told him I didn't have much education and he told me he was looking for healthy people who

didn't mind work," Eddie said.

After 31 years, Eddie retired from the Welding and Structural shop where he was classified a machine operator, class A. First placed in the boiler room, he worked last as a drill press operator, having worked the radial drill press.

Welding and structural general foreman Bill Pennington described Eddie as a conscientious worker who took care of his machinery. And Eddie said it was his work habit to make parts that fit, "rarely did I throw away material."

In the last hour of work, supervisor Benny Wallace told him he hated to see him go. "And I told him," Eddie said. "that I hated to go."

ARTHUR MARTIN

When first asked to be a welder, Arthur Martin told the foreman he would think about it.

"I figured it would be a good job in the winter but a poor one in the summer," Martin said. He described times as hard in 1943 when he joined LUFKIN with the single intention of becoming a good hand around the shop. However, when the foreman approached him a second time, he told him he would "try anything once."

After buying a hood for five dollars, Martin began his 50-cent-an-hour welding job that took him through 31 years of good and bad times. "In all those years, I have not missed a day of work and I have been late maybe two or three times," he said.

Born in Lufkin, Martin married

a Lufkinite, Gladys Faye, and both of them have spent their lives here in Lufkin.

"I have to admit it's hard to leave my job and friends, but when the time comes, one must go."

D. D. TEER

"In 30 years, I haven't lost more than three weeks of work because of sickness," said D. D. Teer who came to the Machine Shop in 1944.

Teer said he's seen the time when the assembly line has put out 100 units a week. "Of course, we were putting together smaller units, not these 456s or 640s we're now assembling."

Teer recalls the time when a new employee named D. Russell came to work. On his first day, Guy Croom, who was the general superintendent, came over to check out a pumping unit and told the men the unit was ready for the box.

"Russell picked up a wooden crate and placed it on top of the unit," laughed Teer, "and Croom just shook his head and walked off."

Teer said he and his wife, Mary, intend to work around the house and visit their three sons. "Generally, we intend to do just what we want to do, not what we have to do."

W. A. KIRKLAND

By personal invitation from the late W. C. Trout, W. A. Kirkland joined Lufkin Industries, in 1944.

"He had been a personal friend of mine for years before I began working for him," said Kirkland who retired after 30 years. "Indeed,

continued on next page



Arthur Martin, Welding & Structural, 31 years



W. A. Kirkland, vice president-finance, secretary and asst. treasurer, 30 years



D. D. Teer, Machine Shop, 30 years

RETIREMENTS . . . continued

he was a remarkable man, an inventor."

In 1949, Kirkland was named controller and in the ensuing years was elevated to treasurer, secretary and assistant treasurer and finally to vice president of finance, secretary and assistant treasurer.

"I've seen the remarkable growth this company has made," he said. "When I began, sales were under \$10 million; this year, we hit the \$100 million mark."

With pride, Kirkland pointed out that the company has expanded basically with internal funds. "Only once have we secured a major loan, which was used to build the Trailer Division."

Kirkland's love and admiration for this company is evident when he discusses the growth and diversification it has achieved.

"This company is contributing greatly to alleviate the energy crisis. Our pumping units and marine gears bearing our name plate has a destiny to fulfill somewhere in the search for energy," he remarked.

Then he added, "I could talk in poetic terms about this company; that's how much it means to me."

On their farm north of Lufkin where they have lived for 25 years, he and his wife, Addie, have a herd of registered Santa Gertrudis cattle which will keep him occupied during his retirement years. Both expect to enjoy what Kirkland describes as "the greatest institution of all," grandchildren.

LEE RHODES

"I'm going to get used to not

doing anything, and I plan to do a lot of nothing," said Lee Rhodes who retired after 19 years from the Machine Shop.

Rhodes flashed a big grin and said he might pick up the hoe and do a "little light gardening," but for the most part, he plans to rest.

Asked after all these years if he would miss the plant and his friends, he said, "Of course, I would even miss my enemies but I don't think I have any."

Rhodes said when he applied for his job in 1955, he knew he was there to stay. "I knew I had to teach myself a trade, so I took an interest in learning and made a place for myself."

One art he wants to learn during his retirement is fishing. "Actually, I've never had a lot of time to fish, but now I can spend more time on it," he said. After being told Modisette intends to drain Sam Rayburn of white perch, he said he would go to Lake Murvaul and take anything that's biting.

LEO BROWN

A "purely accidental" application turned into a 33-year work hitch for Leo Brown.

While in route to Lufkin back in the fall of 1941, Brown picked up a hitchhiker who intended to apply at the Lufkin Foundry.

"When we reached the front gate, the personnel man asked why didn't I apply, so I did," said Brown. That evening he was asked if he could come to work the next day.

"In particular, Brown recalls the World War II work load the Machine Shop carried through those years. He said the shop built tank and gun

parts as well as the trailers that were shipped to Russia. "And we still had pumping unit orders to fill; it was something," he added.

Of all the changes he has seen in his 33 years, he tags the change of labor as being the most significant. "As Lufkin Industries has expanded, so has its labor force, and I believe labor will continue to grow and expand."

In his retirement, Brown plans to repair small motors, such as lawn motors. "I'm gonna name my own hours and believe me, after 33 years, it will be nice to tell the clock what to do."

CRAFT FENLEY

As foreman Craft Fenley retired, the Foundry department saw one of its last floor molders go.

"When I signed up in 1930, we 'rammed up' by hand; it was hard work back then," Fenley said.

He saw the first molding machine, a Davenport, arrive in 1937, and hesitantly admitted that by making 97 molds, he set a record no one has beaten. However, when he was working the machine, men worked 10 hours a day, and often seven days a week.

Craft said last October the Foundry poured more iron than it ever has since he's been here. "We could have poured a lot more but the cupola couldn't take it."

Not only does Craft excel in his "on the job" profession, he also has received recognition among the professional sportsmen, especially the coon hunting variety. To date, Craft has decorated the shelves of his home with 75 coon hunting trophies. He and the best dog in these parts, Queen, placed



Craft Fenley, Foundry department, 44 years



Lee Rhodes, Machine Shop, 19 years



Leo Brown, Machine Shop, 33 years

ninth out of 186 dogs in the state contest two years ago.

Now that the two will have more time to hunt, the headlines probably will carry the Fenley and Queen nomenclatures across the world as Craft intends to enter the world contest in the upcoming years.

Craft and his wife, Willie Murle, have two children, a son, Perry, and a daughter, Gayle, who won the LUFKIN scholarship the second year it was awarded.

Still the question arises when one has worked 45 years, never missing a day in the last 19 years, isn't it difficult to retire? "No, not at all," Craft said, "when I retire, I intend to retire."

WILLIE BREWER

"In my 23 years tenure at Lufkin Industries, I have had a variety of experiences, some pleasant and some unpleasant," said Willie Brewer who retired from the Foundry department.

"And although every experience hasn't been pleasant, knowing that I was part of a team with one goal in mind, I went along with the program."

Brewer takes particular satisfaction in knowing that his years of dedication to his job provided educational opportunities to his children that he did not have. He and his wife, Jewel, have five children. One of the five has graduated from a Dallas junior college, three are attending college now, and the youngest is in junior high school.

Upon retirement, Brewer intends to "truck patch" a little; he explained that "truck patching" meant planting "a little corn here, a few

tomatoes there, and peas here and there."

Brewer said he surely will miss his friends around the Foundry—"Especially Mr. Robert Lang," he said, "for he really has been a backbone to me, a true personal friend."

ALFRED MIDGLEY

For years Alfred Midgley traveled for Lufkin Industries across various and sundry continents as its service engineer.

"Now, the company has expanded so much in the last few years, they have six service engineers," said Midgley who retired after 37 years.

In 1937, W. C. Trout interviewed Midgley. Mr. Trout commented upon his big shoulders, then asked Alfred, "Will you use them?" and Midgley told him he would "if given the chance."

The following morning he started to work in the Machine Shop, a place few know better than he does. "I've worked every type of machine that the shop has, and I helped set up all the machinery in the new trailer shop," he said.

Midgley said when he worked in the shop, a man only worked on one machine. "Now, they have these automatic machines where a man can work two machines at the same time," he said.

Asked if this new speed sacrifices quality, he quickly asserted that the shop puts out nothing except the quality material for which LUFKIN is known. "The company has to produce the same quality items we have produced in the past; the inspector won't approve it unless it does maintain these

standards."

About his leisure days ahead, Midgley said, "I have to keep myself busy; I'll find something to do."

MACK FRAZIER

A man of varied work experiences, Mack Frazier isn't about to trade his work for a rocking chair even if he is retiring from Lufkin Industries.

"I'll find some part time work to do, hopefully in the engineering field," he said after receiving his gold inscribed watch from Fred Griffin, vice president and director of engineering.

Mack worked first for LUFKIN in 1937, after which he came and went at intervals until coming back here in 1962 where he has stayed as a checker in the Engineering department until his retirement effective December 31, 1974.

Among his work experiences were time with Consolidated Steel during World War II, ALCO as chief designer, and Unit Rig & Equipment where he worked on defense equipment, designing piggy-back bridges to be transported atop Army tanks. Ten years later, his son was stationed in Germany in charge of maintenance work on these same bridges. "They're still working and in good shape," the son reported to his dad.

One of the times Mack came back here to work, there was no stool for him to sit on at his drafting board. The late W. W. Trout brought him a kitchen stool from his home until one could be purchased.

Mack and his wife Elaine look forward to visiting a daughter in Florida and their son in Houston.



Willie Brewer, Foundry department, 23 years



A. W. Midgley, Commercial Gears, 37 years



Mack Frazier, Engineering, 12 years

LUFKIN in focus



Instead of a deer, Jimmy Jones, and son, Ronny display a coyote wolf Ronny killed. They hunted at Billum Creek Hunting Club in Tyler County. Jimmy is in the Foundry, 1st shift



Grady Grimes, Welding & Structural, 2nd shift, and grandson, Robert Strickland, killed a 10-point buck at Old River Club



Left: Jean Weeks received a second place trophy in the women's division at annual coin hunt of the local treasure hunters club. She also received a \$25 check from Buck Foster, president of the Pasadena Treasure Hunters Association. Her husband, Harold, works in the Gas Engines, 1st shift

Right: Anett Blackburn, Trailer Div. new employee, 1st shift, got the last laugh this time. Traditionally, new employees are told to sign up for a drawing for a free Thanksgiving turkey (although there is no such list). However, Anett talked to Bill Woodward, plant superintendent and arranged for Jim Riggs, head of Trailer Industrial Engineering, to give her a box, making everyone believe she won a free turkey. Clyde Hall, Trailer Div., 1st shift, enjoys joke



Right: Jim Partridge was promoted from project engineer to chief engineer of gear division in November. He is responsible for most gear designing

Center: Milton Walther was promoted from project engineer to chief engineer, oil field division. He's responsible for pumping unit design, marine gearing

Far right: Board of directors recently approved promotion of Jim Haley to secretary and asst. treasurer, as of January 1. Formerly, he was asst. secretary and asst. treasurer, replacing W. A. Kirkland who retired December 31



MARKING AN ANNIVERSARY

MACHINE SHOP

Employment Date	Years with Co.
Ghent Smelley Jan. 19, 1936	39
Vernon Largent Jan. 28, 1936	39
Jack Chastain Jan. 1, 1942	33
Eugene Jumper Jan. 14, 1942	33
Thomas Brewer Jan. 7, 1943	32
Henry Havard Jan. 21, 1943	32
Jimmy Freeman Jan. 27, 1944	31
Cecil Berry Jan. 10, 1946	29
C. E. Robertson Jan. 8, 1947	28
Lewis Denman Jan. 9, 1947	28
Isic D. Curry Jan. 20, 1947	28
Harold Weeks Jan. 27, 1947	28
Mingo Molandes Jan. 4, 1954	21
Thomas Bone Jan. 12, 1954	21
Henry Whitten Jan. 25, 1954	21
Lannas Bryant Jan. 23, 1959	16
Jimmie Horton Jan. 26, 1959	16
Charles Brooks Jan. 26, 1959	16
John Cole Jan. 2, 1962	13
M. O. Davis Jan. 15, 1962	13
B. H. Williford Jan. 15, 1962	13
Walter Estes Jan. 18, 1962	13
Hollis Clifton Jan. 22, 1962	13
T. D. Reynolds Jan. 22, 1962	13
J. W. Smitherman Jan. 9, 1963	12
Clarence Miller Jan. 3, 1966	9
James Lee Jan. 11, 1968	7
John H. Mitchell Jan. 16, 1968	7
Chester Johnson Jan. 13, 1969	6
Donnie Anderson Jan. 19, 1970	5
W. B. Wolf Jan. 29, 1970	5
Tommy Dennis Jan. 18, 1971	4
Willie Bryant Jan. 18, 1971	4
E. M. Allen Jan. 28, 1971	4
Lowell Wicker Jan. 20, 1972	3
James White Jan. 2, 1973	2
Robert Ray Jan. 4, 1973	2
Esklee Simmons Jan. 5, 1973	2
B. B. Smith Jan. 5, 1973	2
Joe Powell Jan. 24, 1973	1
L. G. Dove Jan. 3, 1974	1
F. L. Oliveria Jan. 3, 1974	1
Earl Armstrong Jan. 10, 1974	1
Paul Birdwell Jan. 17, 1974	1
Michael May Jan. 21, 1974	1
Clarence Randolph Jan. 22, 1974	1
James Edwards Jan. 22, 1974	1
Roy Lomax Jan. 23, 1974	1
Jerry Hampton Jan. 31, 1974	1

TRAILER DIVISION

Employment Date	Years with Co.
R. B. Smith Jan. 9, 1940	35
Orlyn Due Jan. 11, 1951	24
Delbert Smith Jan. 8, 1953	22
Otis Alexander Jan. 30, 1956	19
James Haney Jan. 20, 1958	17
Don R. Block Jan. 15, 1962	13
Maurice Kinkle Jan. 23, 1962	13
Jimmy Masters, Jr. Jan. 16, 1964	11
Calvin Hammer Jan. 29, 1964	11
Dawson Howell Jan. 4, 1966	9
Lankford Ballard Jan. 19, 1966	9
LaVan Watts Jan. 22, 1968	7
Jerry Lawson Jan. 30, 1968	7
James Caddell Jan. 22, 1969	6
Truitt Dixon, Jr. Jan. 27, 1969	6
Stephen Shirey Jan. 19, 1970	5
Rose Garlington Jan. 13, 1971	4
Herman Nerran Jan. 3, 1972	3
Paul Wood Jan. 3, 1972	3
Quinton Edwards Jan. 5, 1972	3
Homer Singletary Jan. 10, 1972	3
Wesley Lane Jan. 10, 1972	3
Ralph Lord Jan. 10, 1972	3
Charles Holmes Jan. 17, 1972	3
Inocencio Flores, Jr. Jan. 17, 1972	3
V. R. Reynolds Jan. 17, 1972	3
David Poston Jan. 18, 1972	3
Fynas Titus Jan. 24, 1972	3
Tyre Henry Jan. 2, 1973	2
Conrad Ryals Jan. 5, 1973	2
Eddie Funderburk Jan. 15, 1973	2
Bruce McGallion Jan. 18, 1973	2
Michael Baker Jan. 8, 1974	1
Lester Woods Jan. 16, 1974	1
Ray Davis Jan. 18, 1974	1
Harley Crews Jan. 23, 1974	1
Danny Odom Jan. 29, 1974	1
Tommy Smith Jan. 31, 1974	1

FOUNDRY DEPARTMENT

Employment Date	Years with Co.
Craft Fenley Jan. 26, 1930	45
Rayford Harbuck Jan. 18, 1937	38
Ernest Lord Jan. 23, 1945	30
R. V. Chappell Jan. 3, 1946	29
Loniell Sowell Jan. 2, 1948	27
John Jones Jan. 3, 1955	20

Ferdinand Guillory Jan. 15, 1962	13
Calvin Cooper Jan. 8, 1963	12
Walter Bane Jan. 6, 1971	4
R. D. McCollister Jan. 27, 1971	4
Jessie Wade Jan. 5, 1973	2
John W. Wade Jan. 5, 1973	2
Archie Moore Jan. 17, 1973	2
Gaylon Taylor Jan. 22, 1973	2
Robert Hoosier Jan. 5, 1974	1
Ector Barnes Jan. 7, 1974	1
Morris M. Smith, Jr. Jan. 14, 1974	1

UTILITY MAINTENANCE

Employment Date	Years with Co.
Bill Tidwell Jan. 15, 1973	2
Billy Holiday Jan. 24, 1974	1

SECURITY GUARD

Employment Date	Years with Co.
Eldon Garrison Jan. 31, 1966	9
David Sessions Jan. 1, 1973	2
John N. Havard Jan. 7, 1974	1

PERSONNEL

Employment Date	Years with Co.
John S. Poland Jan. 29, 1973	2

ASSEMBLY & SHIPPING

Employment Date	Years with Co.
Cleatus Russell Jan. 14, 1947	28
Linwood Johnson Jan. 11, 1951	24
Odis Johnson Jan. 13, 1955	20
H. C. Jacobs Jan. 3, 1962	13
Harold Page Jan. 4, 1962	13
B. A. Killingsworth Jan. 8, 1974	1
Rudy Rios Jan. 23, 1974	1
W. D. Michael Jan. 28, 1974	1

MAIL CARRIER

Employment Date	Years with Co.
Donald Young Jan. 6, 1970	5

ENGINEERING

Employment Date	Years with Co.
Al Mallonee Jan. 1, 1962	13
Bobby Spells Jan. 4, 1965	10
Cecil Hunt, Jr. Jan. 31, 1966	9
Roy Wright Jan. 3, 1967	8
Max Roth Jan. 29, 1970	5
Mark Love Jan. 1, 1973	2

INDUSTRIAL ENGINEERING

Employment Date	Years with Co.
Edwin Dominey Jan. 24, 1962	13

MATERIAL CONTROL

Employment Date	Years with Co.
Carolyn Sherrer Jan. 22, 1968	7

AUTOMOTIVE & INDUSTRIAL

Employment Date	Years with Co.
James Walters Jan. 2, 1952	23
Aubrey Fuller Jan. 24, 1952	23
Edith Arnold Jan. 3, 1963	12
Hubert Morgan Jan. 3, 1967	8
Roy Brown, III Jan. 9, 1973	2

TRAFFIC

Employment Date	Years with Co.
C. C. DeLaFosse Jan. 24, 1955	20
Mac Mitchell Jan. 30, 1967	8
John Cooper Jan. 10, 1974	1

ELECTRICAL

Employment Date	Years with Co.
Richard Collmorgen Jan. 3, 1956	19
Billy Alvis Jan. 17, 1972	3
John Grier Jan. 7, 1974	1
R. L. McGuire, Jr. Jan. 14, 1974	1

MAIN OFFICE

Employment Date	Years with Co.
Acacia McMullen Jan. 16, 1956	19
Mary Fuller Jan. 16, 1957	18
Jonell Ashby Jan. 4, 1965	10
Laverne Basey Jan. 11, 1965	10
Ed Dixon, Jr. Jan. 11, 1965	10

Tom Doss Jan. 12, 1970	5
Charles Hodges Jan. 10, 1972	3
Larry Havard Jan. 9, 1973	2
Elton Fenley Jan. 15, 1973	2
Retha Shepherd Jan. 7, 1974	1

MACHINERY SALES & SERVICE

Employment Date	Years with Co.
T. L. Bowers Jan. 16, 1947	28
G. W. Nichols Jan. 23, 1950	25
J. L. Fincher Jan. 24, 1955	20
Guido Delgado Jan. 1, 1965	10
Donald Richey Jan. 27, 1966	9
Walfredo Finol Jan. 1, 1969	6
Ethel Sunday Jan. 2, 1969	6
Johnnie Bedsole Jan. 20, 1969	6
Wanda Ottmers Jan. 2, 1971	4
George Fort Jan. 25, 1972	3
Antonio Olivares Jan. 1, 1973	2
Johnny Bridges Jan. 29, 1973	2
Pat Siler Jan. 1, 1974	1
Robert Hail Jan. 1, 1974	1
Laurine Elsnor Jan. 15, 1974	1
Debra L. Childress Jan. 30, 1974	1

TRAILER SALES & SERVICE

Employment Date	Years with Co.
Henry W. Johns Jan. 10, 1962	13
M. D. Lopez Jan. 4, 1965	10
Kermit Gammill Jan. 30, 1967	8
Michael Stringer Jan. 4, 1971	4
W. C. Smith Jan. 12, 1971	4
Joseph Williams Jan. 1, 1972	3
Dennis Polasek Jan. 17, 1972	3
William Gray Jan. 2, 1973	2
Christine Mason Jan. 2, 1974	1
Gerald Johnson Jan. 7, 1974	1
Fred Garcia Jan. 15, 1974	1

WELDING & STRUCTURAL

Employment Date	Years with Co.
Jerry Calhoun Jan. 8, 1962	13
Audie Christie Jan. 15, 1962	13
James McKinney Jan. 19, 1965	10
Marvin Malnar Jan. 31, 1966	9
Joe J. Jones Jan. 31, 1966	9
T. L. Hollingsworth Jan. 9, 1967	8
James Loving Jan. 15, 1968	7
Corando Flores Jan. 12, 1970	5
James Hamby Jan. 28, 1970	5
Robert Wilson Jan. 8, 1973	2
John Goodwin Jan. 22, 1973	2
Ben R. Smith Jan. 2, 1974	1
Jerry Green Jan. 9, 1974	1
William Gann Jan. 16, 1974	1
Johnny Burke Jan. 29, 1974	1

PATTERN SHOP

Employment Date	Years with Co.
Chile Mask Jan. 22, 1968	7

ORDER DEPARTMENT

Employment Date	Years with Co.
Weldon Largent Jan. 31, 1941	34
Jackie Ford Jan. 10, 1966	9

Liz Norman Fills Position

Liz Norman, a June, 1968, and December 1973, graduate of North Texas University has joined the Public Relations staff as editorial assistant. She got her BA degree with a major in English and Journalism and her MA degree in Journalism and



French.

Upon graduation in 1968, Liz taught journalism in Dallas for two years. She was employed last by the Texas Water Quality Board in public information in Austin.

LUFKIN ROUNDUP

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Roundup Laughs

The golfer, a prominent minister, was having a terrible day on the links. When he wasn't slicing, he was hooking. Finally, on the 13th hole, he flubbed an easy two-foot putt. He picked up the ball, threw it as far as he could, cracked a club over his knee and sank to the green a picture of frustration.

"I've got to give it up!" he moaned, "I've just got to give it up."

"Give up golf?" asked his partner.

"No, the ministry," said the golfer.

Marriage is like a mousetrap. They that are out try to get in; and they that are in try to get out!

Lawyer: "Why do you want a divorce?"

Wife: "Because every time I sit on my hubby's lap he starts to dictate letters!"

ABOUT THE COVER

Looking at a rustic New England setting in which snow covers the ground brings to mind the poignant verse of Robert Frost's "Stopping By The Woods On A Snowy Evening." As this farmer returns home with his wagon full of wood, he will linger to capture the peace and serenity snow brings to the countryside. Then, as in the poem, duty will tap him on the shoulder to remind him he has "miles and miles to go."



One father, who takes a dim view of his teen-age daughter's laziness, complained to his wife, "She doesn't move, except to turn the transistor volume louder. Doesn't she play any games at all?"

"Not," he was advised, "unless they've made hair-spraying an Olympic event."

When a ten-year-old boy came home from Sunday school, his mother asked him what he had learned that day. "Well," said the boy, "our teacher told us about how God sent Moses behind the enemy lines to rescue the Israelites from the Egyptians. He brought them to the Red Sea, and then Moses ordered the engineers to build a pontoon bridge. After they all crossed over, they looked back and saw the Egyptian tanks coming. Quick as a flash, Moses grabbed his walkie-talkie and asked the Air Force to send bombers to blow up the bridge and save the Israelites."

"Bobby!" exclaimed his mother. "Is that really the way the teacher told the story?"

"Well, not exactly," Bobby admitted. "But if I told it her way, you'd never believe it!"

The candidates for an opening on the school board took advantage of the local weekly's offer of space in which to list the qualifications. They were quite windy about it—all except one man. He didn't say much at all. Just: "I know the value of the dollar. For many years we were strangers." He was elected.

On a snow-rutted Vermont road my jeep passed a farmer sitting in his truck, which was almost completely covered by snow.

"Are you stuck?" I called.

He shook his head. "Would be if I was trying to get out."

Wife: We'll have to eat out, dear, the electricity is off.

Husband: But we have a gas stove.

Wife: Yes, but we have an electric can opener.

He said he had taken a cold shower every morning for at least the last ten years.

"I would call that following a real physical fitness regimen."

"Yes, you'd think I'd cold-shower myself into shape after all these years and be able to overpower the kids and the wife one of these mornings and get to the shower before the hot water is exhausted."

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