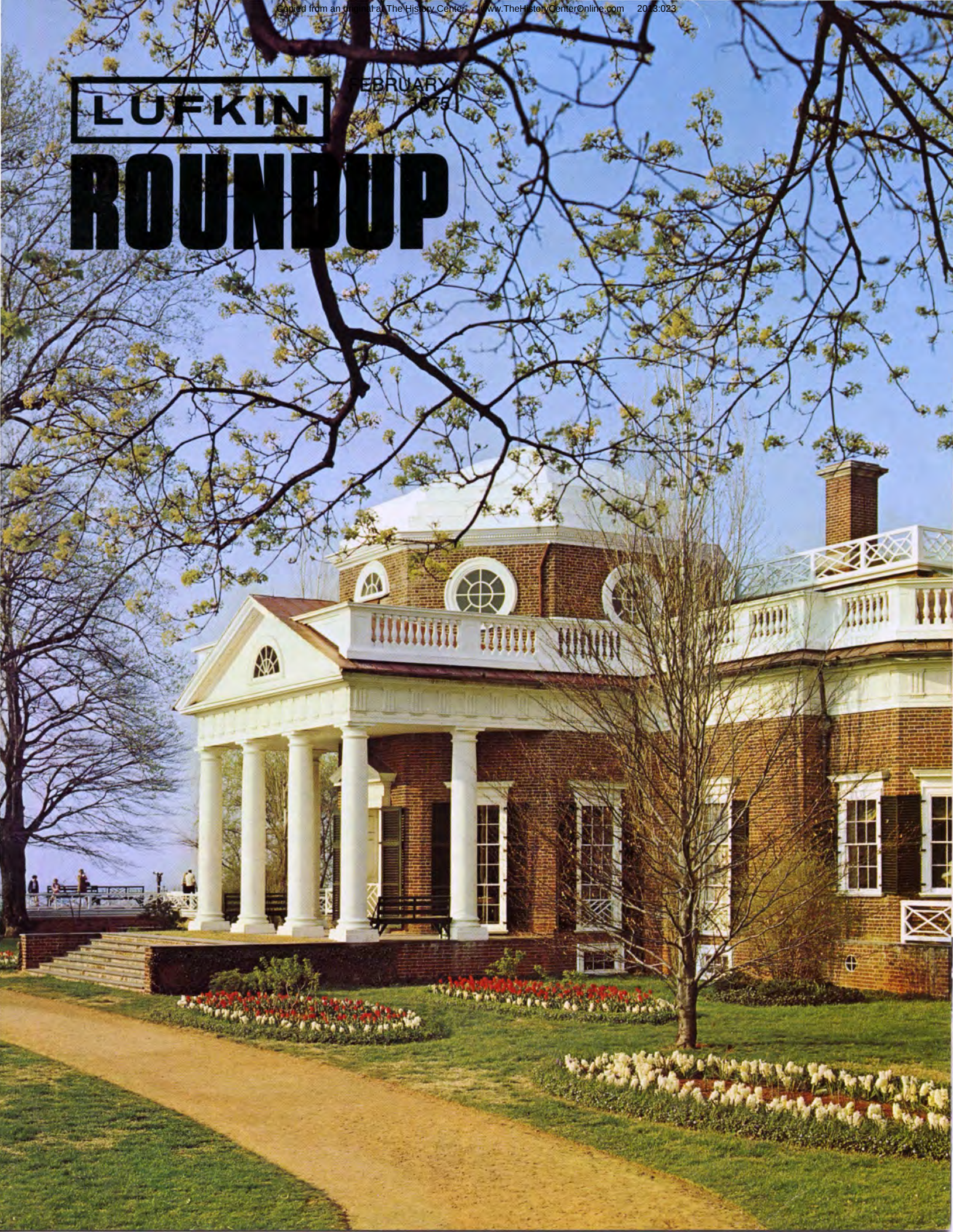


LUFKIN ROUNDUP

FEBRUARY
1975





from The President's Desk...

FELLOW EMPLOYEES:

There is an interesting story about a man who took a new job and the whole world changed.

He was a big sturdy man, no longer young, and he was tired by six hard years of war. Now they were offering him a new job.

The work was exhausting. The hours were endless. The future was uncertain. The pay was small.

But the boss—you couldn't say "no" to that boss.

So the man whose name was George Washington took the new job called the presidency of the United States.

And for the first time in the history of the world, a whole people became their own boss.

A farmer in Virginia, a schoolmaster in Connecticut, and a merchant in New York stood a little straighter. They were free men and George Washington was working for them.

All over the world, wherever the news spread, men stopped to wonder at this new American thing, a people who had taken the love of independence that is in all men, and made it work as a way of life.

There is another incident in American history which required the job of a unique man. Abraham Lincoln accepted this job, and the world was changed again for the better.

What these two men stood for has made independence work for Americans for nearly two hundred years. This month all Americans will celebrate the birthdays of these two great Americans who took new jobs and changed the world.

There are always special jobs that need special men. There may not be a presidency of the United States waiting for LUFKIN employees, but the presidency of the United States is not the only unique job that needs filling by unique persons.

Every job that needs doing requires an employee who will tackle it with enthusiasm and give it his very best. If one is dedicated to doing the best one knows, there is an indefinable satisfaction of having been faithful to the responsibility that God gave each of us.

Even if we here at Lufkin Industries don't change the world as Lincoln and Washington did, we can change our own jobs, our homes and our lives. We need only the ambition to do so.

R. L. POLAND



Betty Martin hands A. W. Midgley his gift, a bright yellow chain saw that not only co-workers from the commercial gear department gave him but others from around the plant who have worked with him. He retired in December after working LUFKIN for 37 years

Fellow workers around assembly and shipping took a break to watch D. D. Teer, who had worked for 30 years, unwrap his retirement gift. He was happy to receive money because retirement always demands that one keep "extra cash" on hand



Their Last Farewell



After a short speech, Edgar Barnes hands retirement gift to Arthur Martin from welding & structural co-workers



W. A. Kirkland and his wife, Addie, show approval of the new suede coat that he received at a banquet held in his honor



Modeling his new boots, sport coat, and a bright tie, John Copeland shows his delight with the new apparel he received from his friends in the Trailer Division

The engineering department decided to surprise Mack Frazier the final hour of his employment. Fred Griffin presented him with an AM-FM radio with a tape recorder attachment. After thanking them, Mack said he had enjoyed working for LUFKIN these past years; because his fellow employees were such fine people

To help A. J. Modisette, and foreman Craft Fenley enjoy their retirement, the foundry crew gave A. J. a fishing pole and Craft, a spotlight to help him in his coon hunting. Both said they intended to use their gifts on a full-time basis. Craft has worked for LUFKIN 44 years; A. J. has been employed for 23 years





Engineering



Machine Shop

Christmas at the Plant

"King of the Year"

*Decked in gala attire, Christmas arrived
at Lufkin Industries.*

*Merry Old Christmas,
Gift-bearing
heart-touching,
Joy-bringing Christmas.*

*As Washington Irving said, it's a "day
of grand memories, King of the year!"*



Mach. Shop Assembly Fl.



Trailer Division

Lathe Shop

Assembly & Shipping





Pattern Shop

Utility Maintenance and Industrial Engineering



Automotive & Industrial

Maintenance



Electrical



Foundry Department



SHAFT SHOP

Labor Saving Device Installed

UPON first hearing about the new harpoon conveyor in the shaft shop, one might visualize a massive, barbed, spear-like missile used for killing whales. However, the only resemblance it bares to the barbed missile is in its basic shape.

Actually, it is part of the first automated chip handling system installed at LUFKIN. The system is named for the harpoon-shaped pusher bar, used in conveying chips and shavings from the lathes out the northeast end of the shaft shop.

This automated collection system eliminates the shutdown time of a machine while the operator cleans chips and shavings from his lathe. It updates the older method of shoveling the shavings and carrying them out, according to Joe

Simmons, Industrial Engineering, overseer of the project.

Basically, this coolant and chip collection system consists of an underground pit positioned at a right angle to the machines. The pit accommodates a metal horse-shoe-shaped trough which supports and guides the harpoon pusher bar. The trough collects the chips, shavings and coolant which empties from each machine.

The coolant from the machines flows through the 206-foot long trough where it is recycled through a clarifier filter and stored in clean tanks to be used again.

To accomplish reuse of the cleaned coolant, each lathe is plumbed into an outlet protruding from an underground pipe con-

nected to the auxiliary and primary tanks.

The harpoon pusher bar, with barbs placed 40 inches apart, is driven by a hydraulic cylinder which in turn is driven by a hydraulic power unit placed at the opposite end of the shop from the dumping area.

To convey the chips, the harpoon bar strokes with a forward and backward motion. This action advances the chips with each stroke, at 30-second intervals, until they reach the exit belt conveyor in the dump area. This belt conveyor carries the chips above ground level and ultimately dumps them into a chip container.

These shavings are emptied along with those from the machine shop into a hydraulic dump truck which hauls 20 tons of these shavings to Houston daily. The shavings will be used in our own foundry upon completion of its new facilities in the near future.

This collection system has the capacity to move 1,000 pounds per hour. However, with the seven machines currently in the shop, only 500 pounds of chips and shavings are conveyed each hour. Upon completion of the lathe line, with five additional machines, the conveyor will be moving 950 pounds per hour.

As a safety measure, the harpoon conveyor is equipped with a warning device in case some obstruction gets in the conveyor system that it cannot convey. If this happens, the unit will shut off automatically.

The advantage of this system, in addition to being a labor saving device, is in maintaining the desired coolant concentration. This is done by taking a sampling from the coolant storage tanks and testing it daily. Adjustments then are made in the mixture accordingly. Also, by recycling the coolant, the amount of concentrate needed is reduced. This reduction is quite a money saver also.

This new system is an example of another effort being made to update LUFKIN's production methods, therefore operating at a greater level of efficiency.



Each of the seven lathes, positioned directly above the underground automated chip handling system, is equipped with an opening in the chip collecting pan. This allows chips and shavings to fall into the conveyor, eliminating shutdown time of the machine

At northeast end of shaft shop, shavings are pushed out of trough onto the belt conveyor. This device carries the shavings above ground level to be dumped into a chip container. Directly below the trough is the drainage pipe for the recycled coolant which, after collected, is filtered and piped back to each machine operator for reuse





Foreman Glen Bridges, middle, decides to interrupt "Rattler" Johnson, left, and "Bear" Basham, right, on how to ram sand

into core box. Both men have worked in the core room for 30 years. "Rattler" began his employment at the early age of 16

Core Room Gang - 30 years of notoriety

"BEAR," Glen, "Rattler," Joe, and Clyde have a combined total of 150 years invested in the core room of the foundry department.

Each of the five men—Glen

Bridges, Clyde Grisham, E. Verdell (Rattler) Johnson, Joe Thomas, and Henry (Bear) Basham—began work in the core room in 1944, where they have stayed and worked together the last 30 years.

Yet, not one would cite a solid reason for these years of work, each just shrugged it off as to say "I did what I had to do." Usually, such behavior indicates an indifferent "work for work's sake" attitude, an outlook that pinches satisfaction and enjoyment out of a man's job.

However, engaging the five into conversation and listening to the banter that developed between them, insight indicated this coterie makes work and fun synonymous.

"They don't make men like they used to," said "Rattler" who after receiving a minor release from his father, began work at the age of 16.

He said when he and "Bear" began to work, the core room did not have the machinery it has now.

"Back then, that was a day of work."

"Bear" said he and "Rattler" make cores for housing covers. "We used to make three cores for three pumping units a day; now, we easily make 20 a day."

Clyde and Joe who have been partners for the last ten years agree that they've seen many workers come and go. "But we always stayed," Clyde said, "and we get along, work as a team and depend on each other."

"Of course," Joe said, "if you had told me I'd be here six months when I signed up, I would not have believed it."

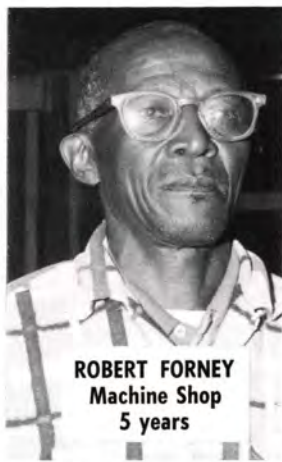
"I guess he believes it now," Clyde said.

Foreman Glen Bridges said there are not too many men around like these. He pointed out that these men voluntarily perform good work, then said, "We all have a good working relationship and I believe we enjoy working together and enjoy our work."

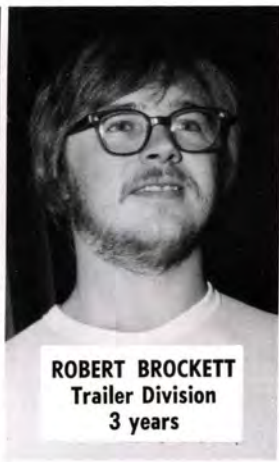


Partners for the last ten years, Clyde Grisham, left, and Joe Thomas, right agree that they can depend on each other

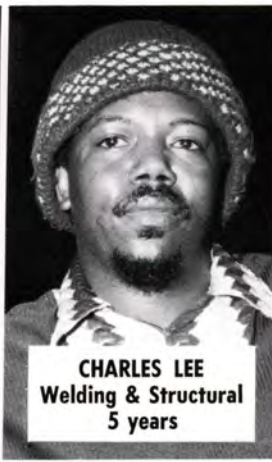
CELEBRATING AN ANNIVERSARY... 2-11 Years



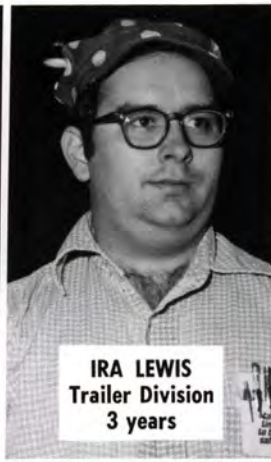
ROBERT FORNEY
Machine Shop
5 years



ROBERT BROCKETT
Trailer Division
3 years



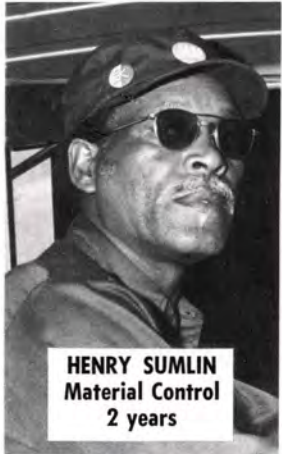
CHARLES LEE
Welding & Structural
5 years



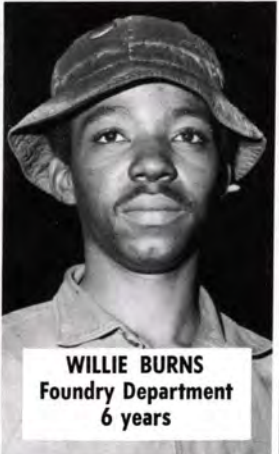
IRA LEWIS
Trailer Division
3 years



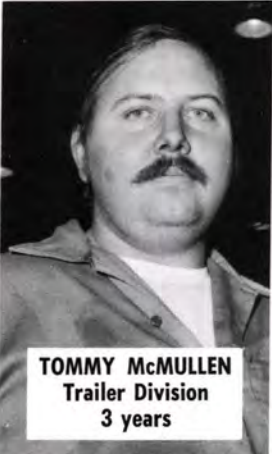
JERRY SUDDUTH
Trailer Division
3 years



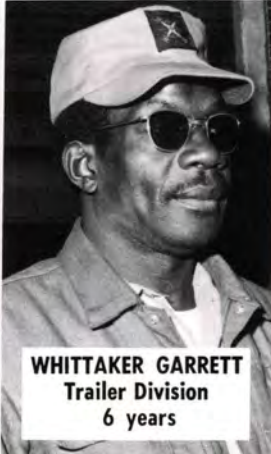
HENRY SUMLIN
Material Control
2 years



WILLIE BURNS
Foundry Department
6 years



TOMMY McMULLEN
Trailer Division
3 years



WHITTAKER GARRETT
Trailer Division
6 years



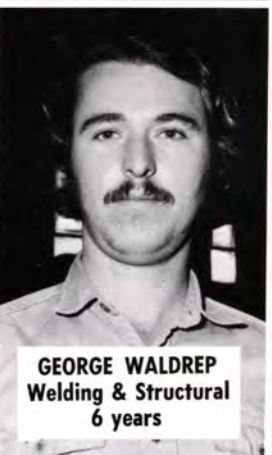
McKINLEY JOHNSON
Foundry Department
5 years



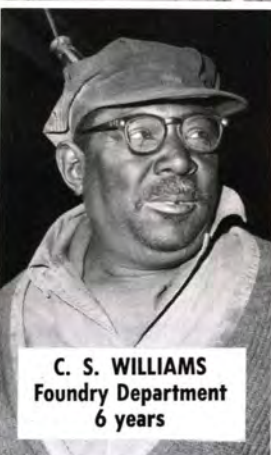
LINDA KING
Automotive & Industrial
3 years



LEE SAXON
Automotive & Industrial
7 years



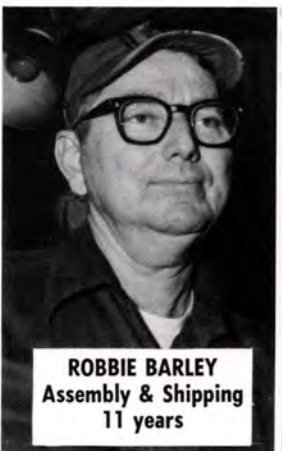
GEORGE WALDREP
Welding & Structural
6 years



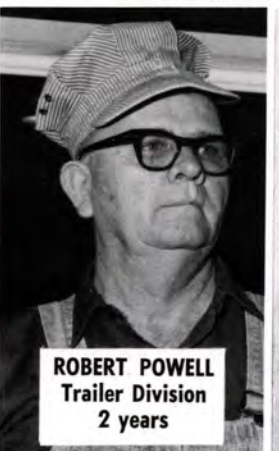
C. S. WILLIAMS
Foundry Department
6 years



KENNETH BURKE
Machine Shop
2 years



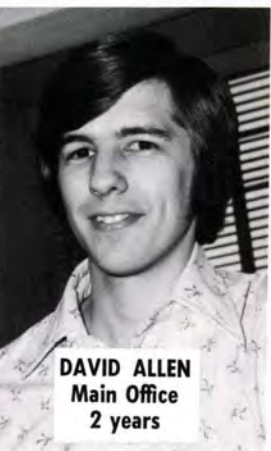
ROBBIE BARLEY
Assembly & Shipping
11 years



ROBERT POWELL
Trailer Division
2 years



SYLVESTER McCLAIN
Trailer Division
3 years



DAVID ALLEN
Main Office
2 years



BILLY ADDISON
Trailer Division
3 years



STEVEN LANGSTON
Machine Shop
2 years



CORNELIUS MITCHELL
Machine Shop
2 years



EDWARD WILLIAMS
Trailer Division
3 years



ROGER BARTON
Trailer Division
3 years



JAMES HILTON
Trailer Division
3 years



DELBERT McGUIRE
Trailer Division
3 years



MARVIN POWELL, JR.
Machine Shop
6 years



WILLIAM GARY
Trailer Division
2 years



THOMAS LITTLE
Trailer Division
6 years



BILL LANDRY
Foundry Department
5 years



GERALDINE KORN
Trailer Division
2 years



HAROLD LANE
Machine Shop
2 years



TED HEARNSBERGER
Material Control
7 years



JUAN REYES
Foundry Department
5 years



JACKIE ROGERS
Pattern Shop
7 years



JEWEL HALE
Foundry Department
7 years



SAM ADAMS
Trailer Division
7 years



KELLY HOPSON
Trailer Division
6 years



CALVIN KIRK
Trailer Division
3 years



EVARISTO GARZA
Foundry Department
5 years



RONNIE PARKER
Machine Shop
9 years



CHARLIE JACKSON, JR.
Trailer Division
9 years



J. C. MALNAR
Trailer Division
9 years



ELMER LYNCH
Trailer Division
9 years

MORE ANNIVERSARIES



TERON WILLIAMS
Assembly & Shipping
9 years



GEORGE OLIVER
Trailer Division
10 years



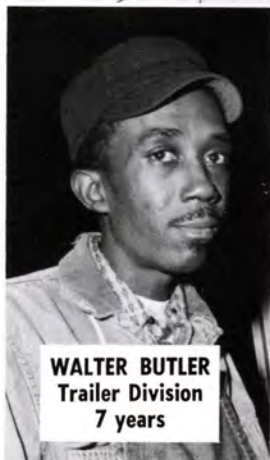
WILLIE DAVIS
Trailer Division
3 years



DELBERT ELLISON
Utility Maintenance
11 years



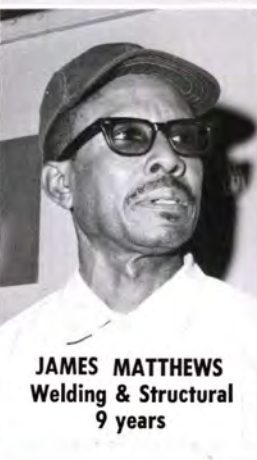
C. C. CLONTS
Trailer Division
11 years



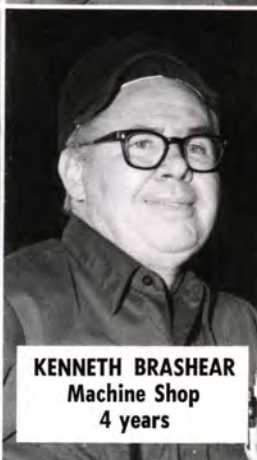
WALTER BUTLER
Trailer Division
7 years



KENDALL MOSELY
Automotive & Industrial
3 years



JAMES MATTHEWS
Welding & Structural
9 years



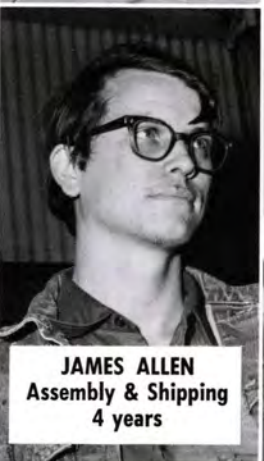
KENNETH BRASHEAR
Machine Shop
4 years



L. C. DEASON
Foundry Department
10 years



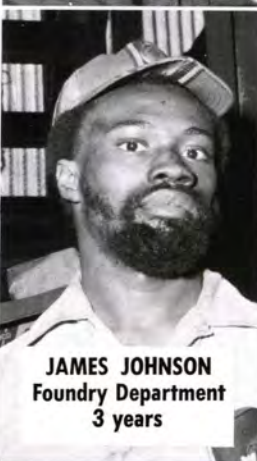
DOROTHY HAVARD
Automotive & Industrial
10 years



JAMES ALLEN
Assembly & Shipping
4 years



LARRY BURFORD
Utility Maintenance
3 years



JAMES JOHNSON
Foundry Department
3 years



ROBERT GRESHAM
Machine Shop
3 years



PERVIN HILL
Machine Shop
9 years



BILLY RICHARDSON
Foundry Department
3 years



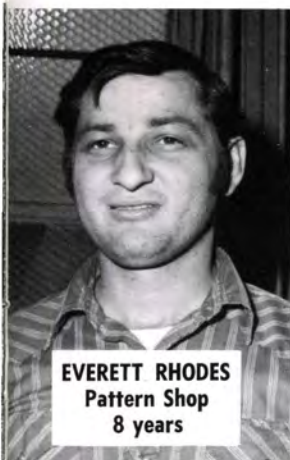
TROY ALLEN
Electrical
2 years



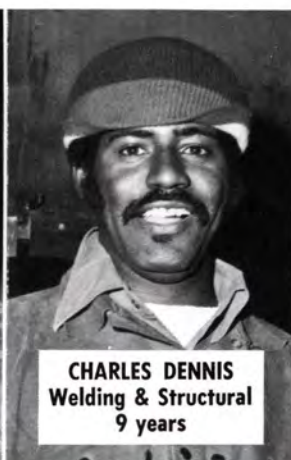
LLOYD PRUITT
Trailer Division
5 years



AUSTIN STEIN
Machine Shop
7 years



EVERETT RHODES
Pattern Shop
8 years



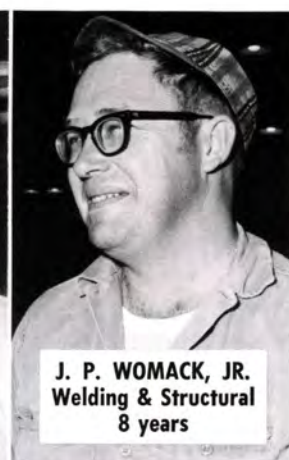
CHARLES DENNIS
Welding & Structural
9 years



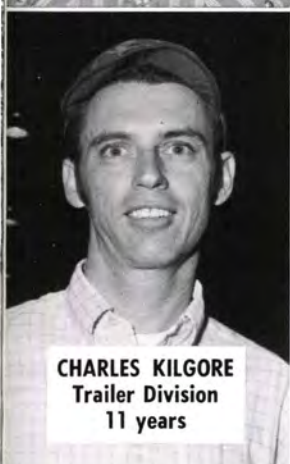
F. L. WILLIAMSON
Trailer Division
11 years



JAMES GREEN
Trailer Division
9 years



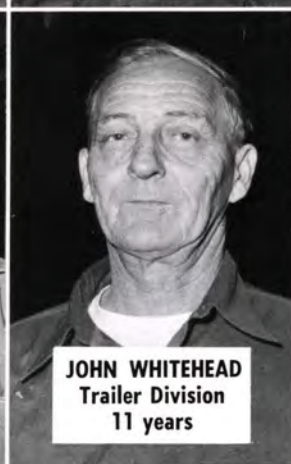
J. P. WOMACK, JR.
Welding & Structural
8 years



CHARLES KILGORE
Trailer Division
11 years



HERMAN CHAMBLISS
Material Control
2 years



JOHN WHITEHEAD
Trailer Division
11 years



DONALD KUEHL
Pattern Shop
8 years



JAMES LUCE
Machine Shop
10 years



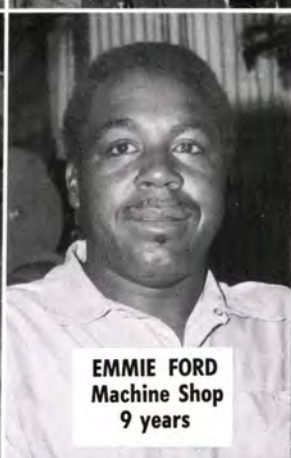
JAMES KING
Engineering
10 years



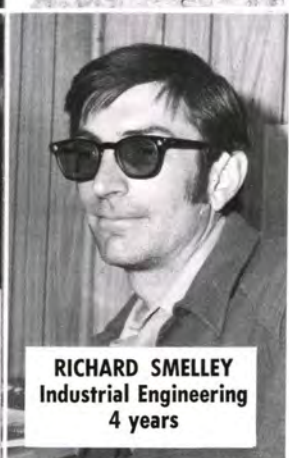
ROBERT ESTES, JR.
Engineering
5 years



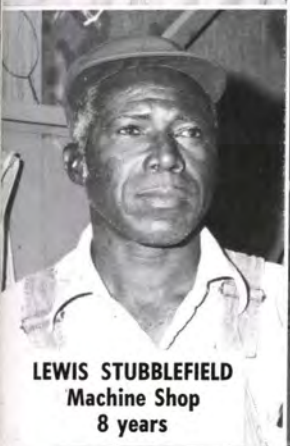
CURTIS THOMAS
Machine Shop
10 years



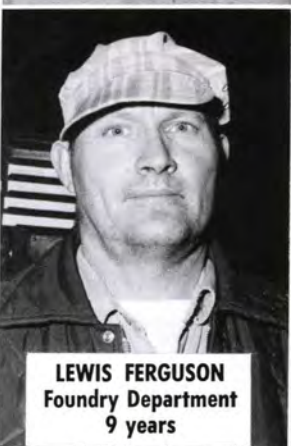
EMMIE FORD
Machine Shop
9 years



RICHARD SMELLEY
Industrial Engineering
4 years



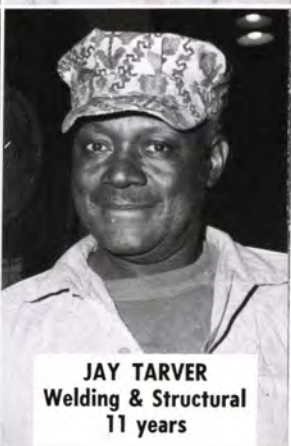
LEWIS STUBBLEFIELD
Machine Shop
8 years



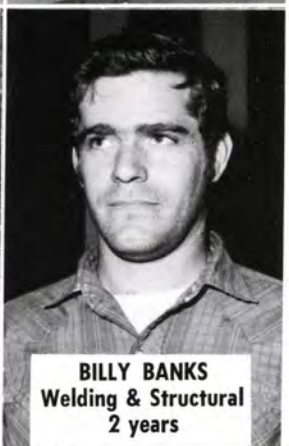
LEWIS FERGUSON
Foundry Department
9 years



LEANDRO VASQUEZ
Welding & Structural
8 years



JAY TARVER
Welding & Structural
11 years



BILLY BANKS
Welding & Structural
2 years

MARKING AN ANNIVERSARY

MACHINE SHOP

Employment	Date	Years with Co.
H. W. Breazeale	Feb. 4, 1937	38
Pat Parrish	Feb. 12, 1947	28
J. A. Lovett	Feb. 14, 1941	34
Bobby Tucker	Feb. 12, 1951	24
Jack Mangham	Feb. 13, 1952	23
R. C. Roberts	Feb. 19, 1952	23
Chester B. Jones	Feb. 3, 1955	20
Ray Russell	Feb. 7, 1956	19
Barbara Fowler	Feb. 1, 1957	18
Donald Wallace	Feb. 2, 1959	16
Jack A. Landrum	Feb. 2, 1959	16
H. J. Warren	Feb. 14, 1962	13
Pieter Jansen	Feb. 21, 1962	13
Curtis Thomas	Feb. 2, 1965	10
James E. Luce	Feb. 8, 1965	10
Ronnie Parker	Feb. 7, 1966	9
Pervin Hill	Feb. 12, 1966	9
Emmie Ford	Feb. 23, 1966	9
Lewis Stubblefield	Feb. 8, 1967	8
Austin Stein	Feb. 26, 1968	7
Raymond E. Solly	Feb. 17, 1969	6
Marvin Powell, Jr.	Feb. 19, 1969	6
Robert Forney	Feb. 5, 1970	5
Kenneth Brashear	Feb. 8, 1971	4
Robert Gresham	Feb. 21, 1972	3
Harold Lane	Feb. 2, 1973	2
Kenneth Burke	Feb. 7, 1973	2
Steven Langston	Feb. 15, 1973	2
Cornelius Mitchell	Feb. 16, 1973	2
James Coleman, Jr.	Feb. 4, 1974	1
Arless Hunt	Feb. 11, 1974	1
Robert Willett	Feb. 14, 1974	1

WELDING & STRUCTURAL

Employment	Date	Years with Co.
Mark Patrick	Feb. 7, 1947	28
James Laird	Feb. 12, 1951	24
Malcolm Lowery	Feb. 27, 1959	16
David Merritt	Feb. 9, 1962	13
Earl Burchfield	Feb. 15, 1962	13
Jay L. Tarver	Feb. 10, 1964	11
James Matthews	Feb. 7, 1966	9
Charles Dennis	Feb. 11, 1966	9
J. P. Womack, Jr.	Feb. 20, 1967	8
Leandro Vasquez	Feb. 20, 1967	8
George Waldrep	Feb. 12, 1969	6
Charles Lee	Feb. 24, 1970	5
Billy Banks	Feb. 2, 1973	2
Thomas Watson	Feb. 4, 1974	1
Jack Kelley	Feb. 11, 1974	1
David Chunn	Feb. 14, 1974	1
Lawrence Holt	Feb. 19, 1974	1

PATTERN SHOP

Employment	Date	Years with Co.
Carl Ross	Feb. 13, 1952	23
W. P. Westbrook	Feb. 1, 1956	19
Donald Kuehl	Feb. 13, 1967	8
Everett Rhodes	Feb. 15, 1967	8
Jackie Rogers	Feb. 12, 1968	7

TRAILER DIVISION

Employment	Date	Years with Co.
Arthur Warren	Feb. 1, 1950	25
Granville Wright	Feb. 2, 1950	25
Luke Rouse	Feb. 6, 1950	25
Boyce Hendry	Feb. 9, 1950	25
Milton Watson	Feb. 27, 1950	25
Leonard Donnell	Feb. 28, 1952	23
Bill Little	Feb. 18, 1957	18
C. C. Clonts	Feb. 6, 1964	11
John B. Whitehead	Feb. 11, 1964	11

Charles Kilgore	Feb. 14, 1964	11
Howard K. Coleman	Feb. 17, 1964	11
F. L. Williamson	Feb. 17, 1964	11
George Oliver	Feb. 24, 1965	10
Charlie Jackson, Jr.	Feb. 8, 1966	9
Elmer Lynch	Feb. 8, 1966	9
J. C. Malnar	Feb. 8, 1966	9
James A. Green	Feb. 10, 1966	9
Sam V. Adams	Feb. 6, 1968	7
Walter Butler	Feb. 12, 1968	7
Whittaker Garrett	Feb. 17, 1969	6
Thomas Little	Feb. 24, 1969	6
Kelly W. Hopson	Feb. 26, 1969	6
Dean Pruitt	Feb. 17, 1970	5
Robert Brockett	Feb. 7, 1972	3
Jerry W. Sudduth	Feb. 7, 1972	3
Edward Williams	Feb. 7, 1972	3
Billy Addison	Feb. 14, 1972	3
James R. Hilton	Feb. 14, 1972	3
Ira P. Lewis	Feb. 14, 1972	3
Sylvester McClain	Feb. 16, 1972	3
Ronald Phipps	Feb. 16, 1972	3
Roger D. Barton	Feb. 21, 1972	3
Tommy McMullen	Feb. 28, 1972	3
Willie M. Davis	Feb. 28, 1972	3
Calvin W. Kirk	Feb. 28, 1972	3
Delbert McGuire	Feb. 28, 1972	3
Geraldine Korn	Feb. 12, 1973	2
Robert Powell	Feb. 20, 1973	2
William Cary	Feb. 21, 1973	2
Danny Bell	Feb. 4, 1974	1
Jimmy Knight	Feb. 13, 1974	1
Kirby M. Knight	Feb. 13, 1974	1
Marvin O. Sowell	Feb. 13, 1974	1
Dennis Brookshire	Feb. 18, 1974	1

MAIN OFFICE

Employment	Date	Years with Co.
C. B. Burris	Feb. 11, 1953	22
Betty Stewart	Feb. 19, 1958	17
Joe Byrd	Feb. 1, 1965	14
Ben Newsom	Feb. 1, 1970	5
David K. Allen	Feb. 2, 1973	2

TRAILER SALES & SERVICE

Employment	Date	Years with Co.
Carl Peppard	Feb. 26, 1960	15
W. M. Wilson	Feb. 4, 1963	12
Gary Hobson	Feb. 25, 1963	12
Hoyt Rogers	Feb. 17, 1964	11
Jose Betancourt	Feb. 16, 1970	5
James Caldwell	Feb. 25, 1971	4
Irmel Coleman	Feb. 28, 1972	3
William Drobeck	Feb. 5, 1973	2
James Parks	Feb. 22, 1973	2
Lee Freeman	Feb. 11, 1974	1
Leroy Lockridge	Feb. 19, 1974	1

FOUNDRY DEPARTMENT

Employment	Date	Years with Co.
Fred Benemon	Feb. 20, 1946	29
James Scott	Feb. 20, 1946	29
Rex Jones	Feb. 20, 1951	24
J. B. Perkins	Feb. 12, 1952	23
Fred Jenkins	Feb. 1, 1956	19
Clayton Jircik	Feb. 21, 1955	20
Thomas Boulware	Feb. 22, 1955	20
James R. Jones	Feb. 2, 1955	20
Rod Pittman	Feb. 1, 1960	15
James C. Jones	Feb. 5, 1962	13
Pete Minton	Feb. 5, 1962	13
L. C. Deason	Feb. 17, 1965	10
Lewis Ferguson	Feb. 7, 1966	9
Archie Williams	Feb. 11, 1966	9

Jewel Hale	Feb. 14, 1968	7
C. S. Williams	Feb. 4, 1969	6
Willie Burns	Feb. 20, 1969	6
Bill Landry	Feb. 2, 1970	5
Evaristo Garza	Feb. 4, 1970	5
Juan Reyes	Feb. 5, 1970	5
McKinley Johnson	Feb. 9, 1970	5
Billy Richardson	Feb. 7, 1972	3
James Johnson	Feb. 7, 1972	3
Simon Benemon	Feb. 8, 1974	1
Teuthus Love	Feb. 11, 1974	1

INDUSTRIAL ENGINEERING

Employment	Date	Years with Co.
Stanley Beck	Feb. 21, 1955	20
Richard Smelley	Feb. 2, 1971	4

AUTOMOTIVE & INDUSTRIAL

Employment	Date	Years with Co.
Earl E. Davis	Feb. 1, 1963	12
Dorothy Havard	Feb. 1, 1965	10
Lee T. Saxon	Feb. 5, 1968	7
Millie Conner	Feb. 23, 1970	5
Kendall Moseley	Feb. 10, 1972	3
Linda King	Feb. 15, 1972	3

MACHINERY SALES & SERVICE

Employment	Date	Years with Co.
V. L. Gallia, Jr.	Feb. 5, 1947	28
Roy Lilley, Jr.	Feb. 2, 1953	22
W. O. McKay, Jr.	Feb. 1, 1951	24
David Bishop	Feb. 19, 1957	18
O. L. Hill	Feb. 12, 1964	11
Howard Trout	Feb. 12, 1968	7
Michael Bomboy	Feb. 24, 1969	6
Robert Jeffs	Feb. 15, 1972	3
Jesus Fuenmayor	Feb. 1, 1974	1

ENGINEERING

Employment	Date	Years with Co.
T. D. Lashly	Feb. 2, 1948	27
William Wagner	Feb. 19, 1952	23
James E. King	Feb. 8, 1965	10
Robert Estes, Jr.	Feb. 2, 1970	5

MATERIAL CONTROL

Employment	Date	Years with Co.
William Counts	Feb. 6, 1952	23
Ted Hearnberger	Feb. 1, 1968	7

ASSEMBLY & SHIPPING

Employment	Date	Years with Co.
G. R. Beavers	Feb. 8, 1929	46
Robbie Barley	Feb. 10, 1964	11
Theron Williams	Feb. 10, 1966	9
James Allen	Feb. 10, 1971	4
Jimmy Hinz	Feb. 7, 1974	1
Tom Wesley	Feb. 25, 1974	1
Gayle Adams	Feb. 1, 1974	1

ELECTRICAL

Employment	Date	Years with Co.
Troy Allen	Feb. 5, 1973	2

UTILITY MAINTENANCE

Employment	Date	Years with Co.
Delbert Ellison	Feb. 17, 1964	11
Larry Burford	Feb. 14, 1972	3

ABOUT THE COVER

Cradled in the foothills of the Blue Ridge Mountains, this hill-top mansion reflects the special genius of its designer, Thomas Jefferson.

Jefferson, born in 1743, attended Virginia's famed William and Mary College where he studied law and was admitted to the bar in 1767. In 1770, Jefferson decided to build a home on a small mountain rising 857 feet

above sea level. He chose to call it Monticello—Italian for "little mountain." He had the top of the mountain leveled off and the work began.

Jefferson was his own architect, contractor and general overseer. He made his own plans and laid out bridle paths and planted gardens. He built a saw mill, nail factory, grist mill and made his own bricks. It took Jefferson 30 years to complete Monticello.

Unlike other mansions of that period, Jefferson decided against a huge circular staircase. He expressed his feelings to friends that too many times after a social function, people would linger on the staircase to chat instead of leaving for home! Instead, he had narrow (two feet wide) stairs ascending to the second floor. One can only guess how the hoop-skirted ladies of that day managed under such circumstances.

REMINISCENCES

by GUY CROOM



Life and Times of My Ancestors

FROM what I've heard, read and discerned, my great grandfather, Jesse H. Croom was a prosperous Alabama planter before the Civil War. He had two families, his first wife having died leaving two children, Jesse Jr. and Belle. The girl died as a teenager. By his second wife were two boys, Franklin and Richard, and a girl—don't know her name.

In 1860, the Civil War broke out. Jesse Jr. inherited the greater portion of the family estate. By some means lost to posterity, the younger brothers obtained a formal education. One became a doctor and the other a lawyer.

After a few years of bitter struggle, Jesse Jr. returned to his home to find a ravaged run-down ghost of a place.

True to life, he married. The girl's name was Mary Sullivan and together they tried to pick up the pieces.

Some or most of the slaves stayed on because there was no place for them to go. It meant food and shelter that was not available anywhere else.

Now let's take a quick look at what life was like on the farm in those days. Houses were built with the kitchen a separate unit—some-

times as much as 50 yards from the main house, reason for this being the kitchen was more vulnerable to fire. With no effective way of fighting a fire, the kitchen could burn and not set fire to the main house.

In most cases the kitchen was a log house with the cracks plastered with mud like the mud used in a stick and dirt chimney. Very likely, there were no window sashes as we know them, but rather shutters, boards nailed together to cover the opening and they probably had leather or cowhide hinges. And too these boards were probably split or "rived out" from blocks of wood sawed for this purpose.

IT may be too that this kitchen had a dirt floor and open fireplace to cook on. For baking, they used a Dutch oven (just a cast iron pan with a lid on which you put live coals top and bottom). Biscuits cooked in a Dutch oven taste better than those baked in an electric oven.

These kitchens usually were run entirely by slaves and "Ole Miss" (the mistress of the house) seldom went there unless something turned up wrong.

The common kitchen match was a scarce article. People banked their fires at night; that is, after the fire had burned down to live coals they covered the coals with ashes. The next morning, they could rake away the ashes and easily start a live fire. Sometimes they failed to do this properly and the fire would go out, then they would have to go to a neighbor for a coal of fire. Of course, the borrower was always in a hurry and there was an old adage about someone that made a short visit. One would say he acted as though "he came for a coal of fire."

Some people may not know where the word hush puppy originated. Well, it happened this way: in the process of carrying food from the kitchen to the main house, the dogs, smelling the odor, would set up a howl. The cooks started making hot water corn bread to throw out to the dogs to stop the howling, hence, the name hush puppy.

The scarcest of all things in these days was money. Therefore all work clothes were "home spun." I have no conception of how a spinning wheel worked; all I know is that it was a foot treadle operated machine with which a woman wove cloth.

This was tedious time-consuming work, but time was of little value. No bridge games, no television, no radio, no telephone, no newspaper and few books to read, so why not spin?

I am too lazy to research the date that Eli Whitney invented the cotton gin, but I do know that people in this day had a way of ginning cotton. Could be that farmers hauled their cotton to a gin powered by a steam engine because the internal combustion engine was yet a long way off.

The value of cotton seed had not been discovered and I've been told firsthand that great mounds of cotton seed were left out exposed to the elements to rot.



LUFKIN

in focus

STEVEN Milton Walther was named to Who's Who among students in American Universities and Colleges, 1974-75. Steven received a B.S. in chemistry and natural sciences from the University of Texas in May, 1974. While attending the University of Texas, he was named to Phi Beta Kappa, Phi Kappa Phi, and Phi Lambda Upsilon honorary fraternities. Presently, Steven is attending Southwestern Medical School in Dallas.

Steven is the son of Mr. and Mrs. MILTON WALTHER, Milton is chief engineer, oil field division.

Deepest sympathy to:

SHORTY and JERRY JACKSON upon the death of Evelyn Jackson. Shorty is foreman of the Lathe Shop, 1st shift, and son, Jerry, works in assembly and shipping, 1st shift.

The family and friends of JOE BEN GOODSON, Trailer Division, 1st shift, upon his death.

The family and friends of CLARENCE GREEN, Atlanta Trailer office, who died recently.



Allen and Linda Repp welcomed John Garland to their family November 29 at 6 pounds 15 ounces. John is the grandson of Allen Repp, foreman of the paint dept., Trailer Div., 1st shift



Mr. and Mrs. Bobby Frank Allen were married November 27 in the home of Mr. and Mrs. E. D. Melancon, Jr., parents of the bride. Bobby Frank works in the ultrasonic lab and the bride, formerly Rebecca Stephens, is in the engineering dept.



Jennifer Marie came into the Leonard Garcia family November 15, weighing 7 pounds. Father is asst. foreman in the foundry department, 1st shift



James C. Johnson II was born to James and Regina Johnson November 18. He weighed 8 pounds, 2 ounces. James is in the foundry dept., 1st shift



Left: R. E. (Mutt) Barr recently has been elevated from vice president and plant superintendent to corporate management as vice president and director of manufacturing, Machinery Div. He has named persons below to new positions



Whitney Leigh White came into the world December 6 weighing 8 pounds 4 ounces. Whitney is the daughter of Pam and Bud White. The proud grandparents are Bill Ford, chief expeditor, and Jackie Ford, engineering department



Far left: Stanley Beck has been named manager of plant engineering. Stanley was employed by LUFKIN in 1956 as manufacturing engineer and in 1960 was made chief industrial engineer

Left: Bill Pennington has been promoted to superintendent of the structural shop. With LUFKIN since 1957, Bill was project engineer in 1958 and named general foreman of structural in 1965



Far left: Bill Temple has been named manager of manufacturing engineering. Bill came with LUFKIN in 1954 as a manufacturing engineer

Left: Frank Stevenson has been promoted to superintendent of the machine shop. Frank was employed by LUFKIN in 1956 as a manufacturing engineer and was made chief industrial engineer in 1960

LUFKIN **ROUNDUP**

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Roundup Laughs



There's one thing about baldness
—it's neat.

All too often a clear conscience
is merely the result of a bad mem-
ory.

Man's capacity for justice makes
democracy possible; but man's incli-
nation to injustice makes democracy
necessary.

"How come the hotel burned
down? Weren't the firemen on the
job?"

"Yes, they were, but they couldn't
get the hose through the revolving
door."

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

Think how smart we'd all be if we
retained as much of what we read
as of what we ate.

The sad thing about ulcers is that
you can have them and still not be
a success.

Language is a wonderful thing.
It can be used to express our
thoughts, to conceal our thoughts
or to replace thinking.

Civilization is a state of affairs
where nothing can be done without
first being financed.

The accent today may be wholly
on youth but all the stress is defi-
nitely on the parents.

Kneeling to say his evening pray-
ers, a little boy asked his mother
wistfully: "Mom, do you suppose it
will be all right if I put in a com-
mercial about a new bike?"

A farmer came into a big air con-
ditioning plant and said, "I want an
estimate on the cost of installing an
air conditioning unit in my chicken
coop. My chicks lay twice as many
eggs in cool weather and I aim to
eliminate that midsummer slump."

An alert salesman said, "How
about figuring on a unit for your
home at the same time?"

"What good would that do?" coun-
tered the farmer. "My wife doesn't
lay eggs."

Small boy to his playmate as a
pretty girl passes by: "If I ever stop
hating girls, she's the one I'll stop
hating first."

It was April and the father of the
household called the telephone com-
pany and ordered a 5-foot extension
cord put on the phone. He ex-
plained: "now that spring is here
and the weather is nice, I want my
daughter to stay outdoors more."

While serving in a remote area of
Southeast Asia, I wrote my wife of
the long evenings, the shortage of
books and music, and the abun-
dance of winsome lasses. I mused
that I might fill the lonely hours
learning to play a harmonica, if I
had one. By return mail came a
harmonica.

When I finally returned home, I
was met at the airport by my wife,
who said, "All right, first things first,
let's hear you play that harmonica!"

A suburban mother of five small
girls was earnestly studying the
"Domestic Help Wanted" ads in the
local paper. When asked if she had
finally decided to get a maid, she
replied, "Not exactly. What I'd really
like is a chauffeur who can iron."

LUFKIN **ROUNDUP**

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