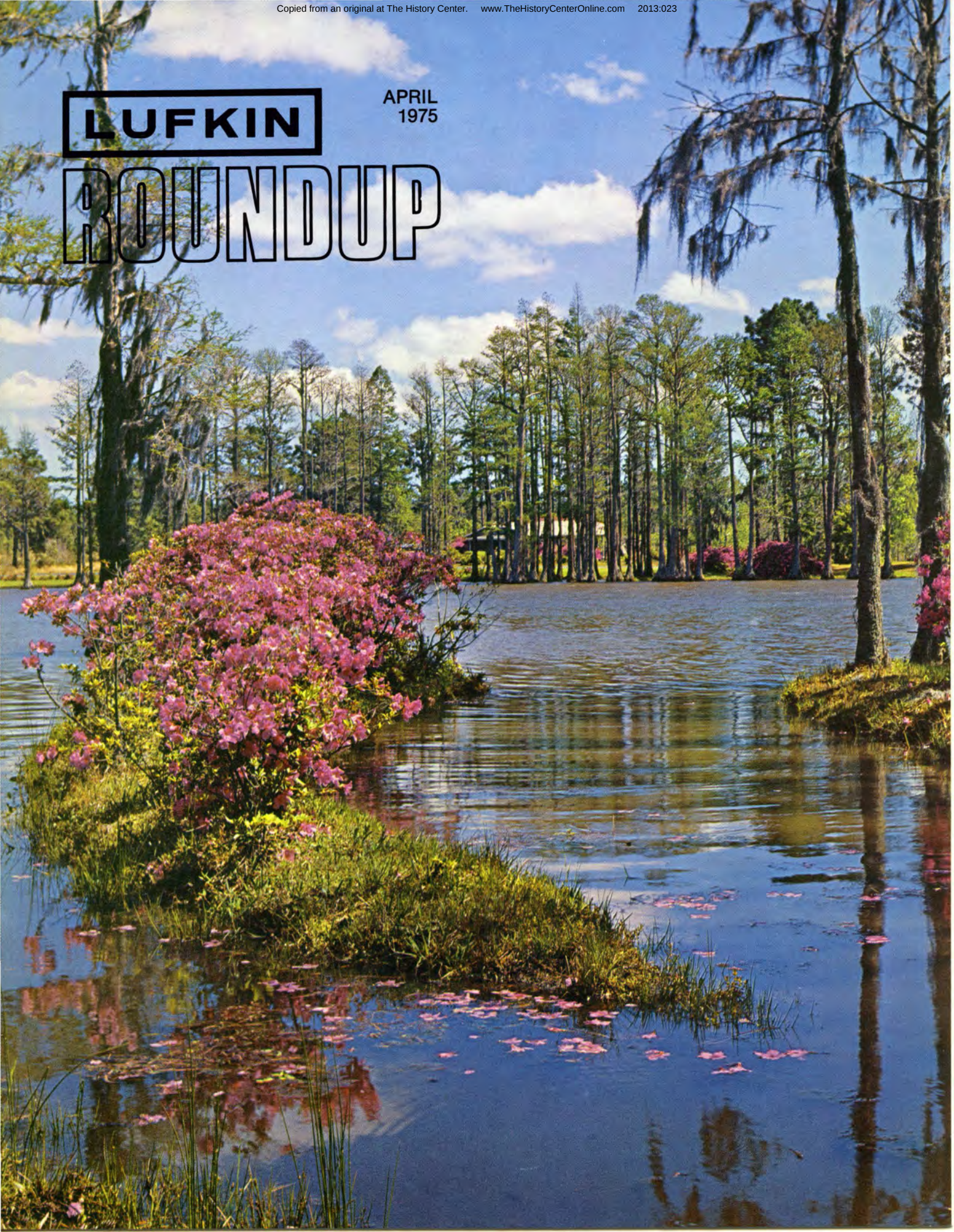


LUFKIN

APRIL
1975

ROUNDUP





from The President's Desk...

FELLOW EMPLOYEES:

The following editorial was written by Walter J. Campbell of STEEL magazine. It has some good thoughts for an aggressive company.

"Meet the guy whose associates in industry call the tiger.

"He is the man who attacks his job with both zeal and impatience. He despises shoddy performance and is intolerant of mediocrity. He recognizes that productivity has dimensions of both quantity and quality.

"Likely, he will be a maverick. He may not honor all the protocol and procedures. He may challenge the establishment. Maybe the establishment boys won't like him; he makes them uneasy. He's the guy who may work on Saturdays even though the boss is out of town. Generally, he will not be aware of where the boss is.

"He may be called hard to manage. He will not be awed by 'that's the way we do things,' or 'that's the type of organization we are.'

"He may even ask 'why?'

"His superiors may shake their heads

and say, 'We'll never be able to keep him happy.

"He doesn't blow in the boss' ear to further his personal ambitions. He expects to grow. But he expects to grow on performance.

"If he is assigned to build 50 machines in a month, he will expect to build 50 machines. He will expect to do it at the minimum feasible cost. And he will expect those machines to be the highest possible quality.

"His motivations are objectives, goals and accomplishments.

"That's the guy his associates refer to as a tiger.

"He is the type of man that makes a great manager. He gets things done.

"Congratulate the company that has several. Pity the organization that has none; it will ho-hum right out of existence. If you find a company that has a full complement of tigers, buy its stock.

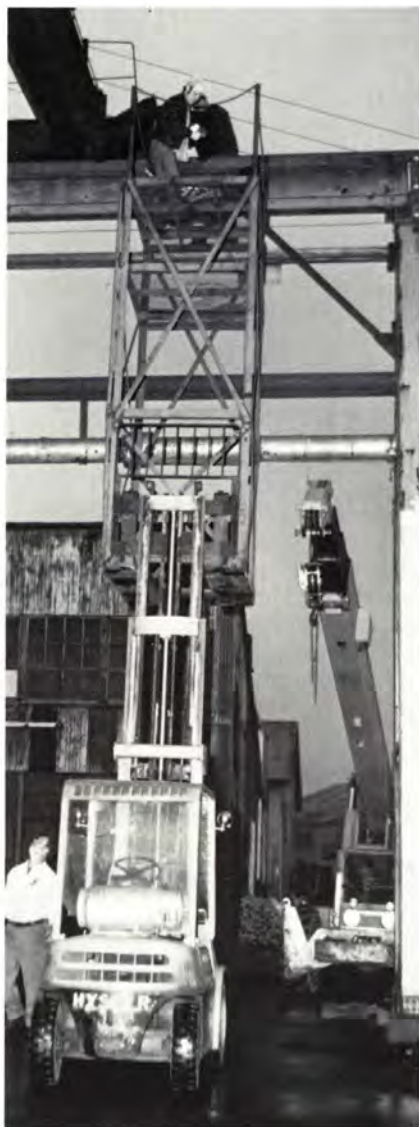
"May God grant top management the wisdom to save the tigers.

"They may save us."

R. L. Poland

Weekend Warrior

by LIZ NORMAN



Each weekend finds this man at LUFKIN.

He is honest, reliable, and always does his part. This man accepts his responsibilities. Never does he expect something for nothing; yet, he is the one who always chips in when the hat is passed.

This man is self-supporting, self-starting, and self-sufficient. When LUFKIN finds itself in the dreaded "downtime" condition—be it electrical or mechanical, in the machine shop, foundry, or trailer plant—he is there. If something is washed out, blown out or "just out," he patches, mends, and fixes till operation begins.

This man works in the maintenance crew. He's the one who works overtime so the plant can continue its production during the week; the one LUFKIN depends upon in the bad times to do the necessary.

Ask one of these five foremen—Leonard Grimes, utility maintenance; Buddy Pullen, mechanical maintenance; Pete Thompson, foundry maintenance; Bob Beddingfield, electrical department; or John Snider, trailer maintenance—about this man. Each of the five could tell you about this weekend warrior who eliminates LUFKIN's most costly enemy, "downtime."

He submerges himself under heavy equipment, walks within crevices of massive steel structures, or stands atop a crane. He builds, welds, digs, and wires until the plant is ready to greet the first day of each week.

Talk to this man; he will tell you he is the "common man" or the "average man"; yet LUFKIN has never believed these terms to be appropriate. In this opinion, he is both "uncommon" and "above average"; but, sometimes it seems he is the forgotten man.

Why? Because he is the quiet man.

Pogo once said: "We have met the enemy and he is us," pointing out the fallibility of human nature with its common guilt consequences. Because it is human nature to give attention to those who make the most noise—such as kooks, sophisticates, pseudo-intellects, deadbeats, and fourflushers—we are guilty of overlooking the man who simply does his job without fanfare.

So here and now to this weekend warrior, LUFKIN, proud that so many of his kind flourish here, sa-

Continued on next page

Weekend Warrior...

lutes this man, often times the forgotten man who is anything but common.

Maintenance Schedule

Saving money is what maintenance is all about. A maintenance crew tries to service a machine in time to prevent a breakdown and service equipment when it's not in use.

Maintenance departments schedule their work according to production and production bases its work schedule on the quota it has to meet for that week. Therefore, the maintenance foreman never knows until Thursday what men, if any, or how many, he will assign for the weekend.

As a rule of thumb, the foreman tries to schedule a crew to work every other weekend but this is an idealistic goal that rarely is attained. A one-month survey showed that four departments had a complete or partial crew at the plant each Sunday.



L-r: Joe Powell, Robert Manning, and Kenneth Brashear work on table gib of a crank boring machine

Mechanical Maintenance

Buddy Pullen says he never sets a definite schedule for his crew but he tries to split the overtime. Then, he thumbed through a well-worn "time" book that listed the hours of

his men. After a quick check, he said, "as it stands now, for the month of February, we've worked every Sunday."

Pullen explained that his crew spent about 50 percent of the time on repairs and about 50 percent on preventive maintenance.



L-r: Gary Luce, Ed Cox, and Norman Arnold replace rail, elevating nuts



Richard Brashear, (forefront), and James Warren repair tracer lathes, working on carriage and tracer attachments



Counter clockwise: Buddy Jones, Mike Kizer, and Jim Bowman, foundry electrician, pull the oven fan to replace belts and hubs in the foundry mold oven



L-r: Roy Tullos and Louis Dunham replace the bearing on magnet of shakeout belt

Foundry Maintenance

Generally the foundry's maintenance schedule is to work on break-downs during the week and to return on the weekends for preventive

maintenance when the plant is down.

Foreman Pete Thompson said the foundry pours iron every other Saturday, so the maintenance crew work schedule is every other Sunday.

The foundry maintenance is an in-line maintenance, which means each machine is dependent upon another machine. Therefore, if a machine breaks down, it usually requires the crew to stay overtime to repair it.

Utility Maintenance

Each Thursday, foreman Leonard Grimes receives work orders from Bill Cantrell of industrial engineer-

ing. Because of the diversification of utility maintenance, each week-end usually finds one of the six crews at the plant.

Their jobs vary from operating heavy equipment to digging a pit

for a giant gear cutter, from pouring cement to carpentry work. Grimes oversees his crew by truck because they are needed from the far end of the welding shop to the other end of the machine shop.



Putting up a chain rack is l-r: Clifton Marze, Terry Allen, and A. A. May



L-r: Alford Hambrick and Terry Allen mix cement for the hopper in foundry

Continued on next page

Weekend Warrior...

Trailer Maintenance

Foreman John Snider explained that most of the equipment at the

trailer plant is relatively new so his crews work on preventive maintenance.

On the average, the trailer maintenance crews work every other Saturday. "Our schedule depends upon the work required. Most of

the time, if we can't do something during the day, I put on a third shift which helps eliminate week-end work."

He said he tries to service a machine when it's not in use, which means no downtime.



Pulling what they call a P.M. (preventive maintenance) on the drill press is l-r: W. C. Green, and Slim Sturrock, trailer maintenance



Cleaning out the shot blast is L. W. Randolph and Major Harvill

Electrical Department

Bob Beddingfield said his scheduling is like a congressman, it "drifts the way the wind blows."

He has four electrical crews which

he tries to alternate. If one department of the plant is shut down, like the machine shop, the entire crew comes out so they can work on the power mains. Otherwise, he schedules one crew a weekend.



Repairing a pendant on a 201 crank boring mill are l-r: Al Luce, and Gene Hargis



L-r: Estill Holiday, Bill Cantrell, industrial engineering, and Tom Mote install a dust collector, 40 hp, at main bay cupola

CELEBRATING AN ANNIVERSARY 2-11 YEARS



EDGAR BUTLER
Trailer Division
2 years



MOLLY JO AVERY
Engineering
2 years



LEO CRANFORD
Foundry Department
9 years



MICHAEL DOSS
Machine Shop
2 years



GARY BARNES
Gear Cutters
5 years



GAYLA SOWELL
Automotive & Industrial
2 years



HAROLD CHENEY
Welding & Structural
8 years



J. R. WILLIAMS
Machine Shop
7 years



B. J. COASTON
Main Office
4 years



LESLIE DURHAM
Mach. Shop Assem. Flr.
10 years



JERRY SWEARINGEN
Trailer Division
7 years



ROBERT LEWIS
Welding & Structural
10 years



LEON BALDERAS
Gear Cutters
7 years



HOYT FOX
Mach. Shop Assem. Flr.
5 years



LESTER GILDER
Foundry Department
3 years



SELMA SHAMBAUGH
Automotive & Industrial
2 years



SAMUEL JOHNSON, JR.
Foundry Department
3 years



JERRY MORRIS
Automotive & Industrial
7 years

MORE ANNIVERSARIES...



PRENTICE BROOKS
Trailer Division
3 years



JOHN ALEXANDER
Foundry Department
5 years



WALLACE LANKFORD
Assembly & Shipping
11 years



CULLEN MALONE
Welding & Structural
5 years



JERRY CORTINES
Material Control
7 years



DAVID JINKINS
Gear Cutters
9 years



JIMMY MILEY
Trailer Division
3 years



OTIS BRADFORD
Foundry Department
5 years



RANDALL LAWRENCE
Machine Shop
6 years



JAMES RANDOLPH
Trailer Division
2 years



GEORGE YARBROUGH
Foundry Department
10 years



JEFFERSON KEE
Assembly & Shipping
10 years



JOSEPH MIRE
Automotive & Industrial
7 years



JAMES EDDINGS
Machine Shop
9 years



EDDIE RANDOLPH
Welding & Structural
9 years



C. B. STANLEY
Trailer Division
6 years



GREG BADKE
Engineering
2 years



VIRGINIA BAKER
Automotive & Industrial
2 years



LEON DENNING
Foundry Department
11 years



DONALD SMITH
Gear Cutters
7 years



L. W. RANDOLPH
Trailer Division
2 years



DON STRINGER
Welding & Structural
10 years



LANCE DICKENS
Machine Shop
2 years



FRANKIE HEATON
Welding & Structural
7 years



BILLY COLE
Gear Cutters
2 years



ARTHUR DAVIS
Trailer Division
11 years



LINDA SCARBOROUGH
Trailer Division
3 years



DON ALLEN
Utility Maintenance
2 years



J. R. WILLIAMS, JR.
Mach. Shop Assem. Flr.
2 years



EWELL JACKSON
Trailer Division
2 years



DOYLE ROBERTSON
Commercial Gears
8 years



LARRY GOODSON
Automotive & Industrial
6 years



JAMES PATE
Lathe Shop
5 years



DARVIN DOMINEY
Commercial Gears
10 years



ORPHA McCALL
Engineering
2 years



JAMES DAVIS
Main Office
4 years



WILLIAM McCALISTER
Gear Cutters
10 years



JOHNNY MILLER
Foundry Department
2 years



HOMER SMITH
Traffic
11 years



JIMMIE GOODSON
Trailer Division
2 years



EARNEST RUDISILL
Trailer Division
2 years



LUFKIN's secretaries are among those being honored during National Secretary's Week April 21-25

(EDITOR'S NOTE: *Comments were asked from those secretaries who have been with LUFKIN for 10 years or more. The participation was on a voluntary basis.*)

It is a common statement that behind every successful man there is a woman. Usually, it is assumed that this is his wife. However, it could be his secretary.

Filing, typing, taking dictation, opening mail . . . these are the standard duties that go along with most secretarial jobs. These duties are no less important today than they were when Katherine Gibbs opened a school for secretaries in 1911.

According to Ruby Hunter, Trailer Division, "A secretary is a dependable, trustworthy assistant to her employer—one who feels that she is challenged to put forth her best effort to do each assignment in a manner whereby she can take pride in its completion. She also meets each day with renewed interest in her company's products and services."

With today's women's liberation movement advocating more job op-

portunities for women, many would believe that secretaries, in their background role, would be ideal recruits for the movement. However, few so far have joined the cause.

Perhaps Betty Roach, main office, had the best reason for this non-participation. She said, "As a secre-

tary I am not in competition with anyone except maybe another female secretary; so the 'women libbers' have affected me very little."

"Hogwash!" That's what Edith Arnold, Automotive & Industrial, said about the women's liberation movement. She went on to explain, "As long as you are satisfied with your job, that's what is important—not a title or prestige. I feel that if you don't like your job, you can always quit and find another one."

A so-called common complaint among all secretaries in general is that they are not recognized for their work. After talking to several LUFKIN secretaries, however, one readily could be convinced that they are not the source of this complaint.

"I feel I'm recognized for my work and I feel my boss appreciates the work I do. This in turn makes me want to help in every way I can to lighten the burden of his job," commented Betty Martin, commercial gears office.

The same attitude was expressed by Joan Griffin, personnel. "I have always thought that my boss considered me a hard working, dedicated secretary, who enjoys her

The Lufkin Desk Set

by BARBARA CHAPMAN WHITE

work and feels that there is a challenge to her position. He has always treated me with respect and makes me feel that I am important to him in my work.

"I have always been glad to do my work the best that I can and feel that by doing so, I am helping my boss, my company and in the long run, certainly myself," she continued.

Edith says she loves her secretarial work and it has always come easy to her. Edith, as well as most of the other secretaries, got her basic secretarial training in high school.

"Shorthand was always my best subject in high school and in college—I guess that was because I have always enjoyed shorthand as well as other office work," said Shirley Williamson, main office, "So I am perfectly happy in my job."

"I was in the right place at the right time," says Judy Eldridge, Trailer Division, "I had my basic training in high school, but most of my skills were developed at my first job. I was given a chance to train for a job I've always enjoyed. There have been things I have had the opportunity to do because of my job—and I'm thankful for that."

Through their years at LUFKIN, these secretaries have seen electric typewriters replace manual ones, have watched expansions and personnel changes, have seen a company become incorporated, have gone from ledgers to a computer and have witnessed other improvements too numerous to list.

But despite machinery and automation at its best, no type of cost-cutting, time-saving system can run a company. People do. It takes people with a sense of responsibility to make any system work—hence the importance of the secretary.

Betty Roach shared some of her observations in her years with LUFKIN. She has seen the dress styles go from the mid-calf length skirts in the 50's to the mini-skirts in the 60's to the pantsuits in the 70's. One thing though, that has remained the same in her 18-and-a-half years with Lufkin Industries is a five-cent cup of coffee.

More importantly, the loyalty and dedication of these secretaries have not changed throughout the years.

Secretaries throughout the nation are being recognized and honored during National Secretary's Week April 21-25.

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
R. E. Barr	April 30, 1935	40
Calvin Stevens	April 21, 1937	38
Garth Gandy	April 14, 1941	34
Marlin Harris	April 16, 1941	34
Clint Youngblood	April 8, 1952	23
A. G. Wilkins	April 16, 1954	21
C. C. Hornbuckle, Jr.	April 20, 1954	21
G. E. Oliver	April 26, 1954	21
Gordon Thomas	April 11, 1962	13
Leroy Garner	April 24, 1963	12
Robert McNeely	April 13, 1964	11
Leslie Durham	April 15, 1965	10
Grady Hopkins	April 19, 1965	10
W. R. McCalister	April 26, 1965	10
Darvin Dominey	April 28, 1965	10
James Eddings	April 11, 1966	9
David Jinkins	April 12, 1966	9
D. E. Robertson	April 24, 1967	8
Leon Balderas	April 4, 1968	7
Donald Smith	April 15, 1968	7
J. R. Williams, Sr.	April 15, 1968	7
R. C. Lawrence	April 21, 1969	6
Hoyt Fox	April 13, 1970	5
James Pate	April 13, 1970	5
Gary Barnes	April 27, 1970	5
J. R. Williams, Jr.	April 3, 1973	2
Michael Doss	April 4, 1973	2
Billy Cole	April 10, 1973	2
Lance Dickens	April 23, 1973	2
Isaac Sowell	April 2, 1974	1
Gary Wilson	April 8, 1974	1
Bobby W. Smith	April 16, 1974	1

TRAILER DIVISION

	Employment Date	Years with Co.
Bennie Spivey	April 1, 1946	29
A. G. Colburn, Jr.	April 12, 1946	29
John Bourrous	April 15, 1946	29
Andy Williams	April 15, 1946	29
Hubert O'Quinn	April 19, 1946	29
Allen Repp	April 26, 1946	29
Billy Deal	April 9, 1951	24
Jack Davis	April 14, 1953	22
T. H. Leftwich	April 13, 1956	19
C. C. Hamilton	April 10, 1961	14
W. E. Jones	April 3, 1962	13
Arthur Davis	April 27, 1964	11
Jerry Swearingen	April 15, 1968	7
C. B. Stanley	April 7, 1969	6
Jesse Graves	April 7, 1969	6
Prentice Brooks	April 12, 1972	3
Linda Scarborough	April 17, 1972	3
Jimmy Miley	April 17, 1972	3
Ewell Jackson	April 2, 1973	2
Edgar Butler	April 9, 1973	2
Earnest Rudisill	April 10, 1973	2
Jimmie Goodson	April 11, 1973	2
L. W. Randolph	April 17, 1973	2
James Randolph	April 19, 1973	2
Linley Ham	April 5, 1974	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
C. E. Grisham	April 17, 1944	31
Phillip Sharp	April 3, 1951	24
Jim Singletary	April 17, 1952	23
F. J. Berry	April 23, 1952	23
Guy Richards	April 14, 1954	21
James Durham	April 4, 1955	20
Eddie Sowell	April 17, 1962	13
Leon Denning	April 20, 1964	11
George Yarbrough	April 26, 1965	10
Leo Cranford	April 12, 1966	9
John Alexander	April 11, 1967	8
Otis Bradford	April 3, 1970	5
Samuel Johnson, Jr.	April 20, 1972	3
Lester Gilder	April 24, 1972	3
Johnny Miller	April 27, 1973	2
MacArthur Hatton	April 10, 1974	1
Melvin Simmons	April 24, 1974	1
A. J. Mosley, Jr.	April 30, 1974	1

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Edmund Winston	April 28, 1930	45
H. L. Westbrook	April 7, 1937	38
W. F. Crager	April 27, 1946	29
G. B. Little, Sr.	April 15, 1947	28
A. L. Holiday	April 4, 1956	19
M. A. Nichols	April 25, 1956	19
Roger Williams	April 4, 1962	13
R. M. Sitton	April 16, 1962	13

R. O. Lewis	April 5, 1965	10
Don Stringer	April 20, 1965	10
Benny Wilson	April 1, 1966	9
Eddie Randolph	April 13, 1966	9
Harold Cheney	April 26, 1967	8
Frankie Heaton	April 29, 1968	7
Cullen Malone	April 2, 1970	5
A. D. Whisenant, Jr.	April 6, 1972	3
Michael Lorentz	April 16, 1974	1
Winford Jones	April 29, 1974	1

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
Jim Alexander	April 20, 1965	10
Johnny Clark	April 3, 1972	3
Johnny Rhodes	April 11, 1972	3
James Holton	April 16, 1973	2
Tommie Bell	April 8, 1974	1
Garland Perkey	April 8, 1974	1
Mary Guerra	April 15, 1974	1
L. P. Adair	April 22, 1974	1

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Hubert Dorsett	April 25, 1946	29
Kelley Griffin	April 18, 1955	20
Billy Mooney	April 1, 1965	10
Joseph Mire	April 1, 1968	7
Jerry Morris	April 15, 1968	7
Larry Goodson	April 24, 1969	6
Virginia Baker	April 2, 1973	2
Gayla Sowell	April 2, 1973	2
Selma Shambaugh	April 18, 1973	2

MAIN OFFICE

	Employment Date	Years with Co.
Luda Belle Walker	April 7, 1938	37
B. J. Coaston	April 1, 1968	7
Betty Bardwell	April 4, 1969	6
James Davis	April 7, 1971	4
John Cantrell	April 29, 1974	1

PERSONNEL

	Employment Date	Years with Co.
Joan Griffin	April 14, 1955	20

MATERIAL CONTROL

	Employment Date	Years with Co.
Tom Peavy	April 5, 1944	31
Perry Grisham	April 8, 1947	28
Smith Malone, Jr.	April 3, 1962	13
Jerry Cortines	April 29, 1968	7
Lonnie Ethridge	April 2, 1974	1
Larry Caples	April 3, 1974	1

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
Ben Elliot	April 16, 1946	29
Lee Stevens	April 25, 1962	13
Gary Seaton	April 4, 1966	9
Doris Jones	April 24, 1969	6

TRAFFIC

	Employment Date	Years with Co.
Jim Lamont	April 2, 1951	24
Ray Steele	April 10, 1962	13
Homer Smith	April 8, 1964	11
Lonnie Tubbe	April 12, 1971	4

ENGINEERING

	Employment Date	Years with Co.
Orpha McCall	April 4, 1973	2
Greg Badke	April 4, 1973	2
Molly Jo Avery	April 23, 1973	2

UTILITY MAINTENANCE

	Employment Date	Years with Co.
Troy Edwards	April 25, 1955	20
Milton Martin	April 11, 1962	13
Don Allen	April 18, 1972	3

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Wallace Lankford	April 20, 1964	11
Jefferson Kee	April 26, 1965	10

LUFKIN in focus



Salesmen who received service awards were front row, l-r: Vic Fawcett, Ed Patterson, Dick Couch, Hugh McWilliams, John Swanson, and Rick Muller. Back row, l-r: Don McCarn, Ernest Slaughter, and Jack Hill

Sales Conference

Highlighting the 1974 Machinery Division sales conference was a banquet at Angelina Hotel.

Guest speaker Mayor Pitser Garrison saluted the contributions of Lufkin Industries by saying his hat was off to the employees and the "community has a debt to LUFKIN that we'll never be able to repay."

Garrison attributed the tremendous growth and progress of the city of Lufkin during the years from 1900 to 1970 to the people at LUFKIN.

Then, BEN QUEEN, vice president and Machinery Division sales manager, recognized those salesmen who had received service awards last year.

The highest award went to VIC FAWCETT, of Los Angeles, California, who had 40 years of service.

Awards for 25 years went to JOHN SWANSON, Cleveland city area; RICK MULLER, Dallas city area; and ERNEST SLAUGHTER, Oklahoma city area.

Awards for 15 years went to DICK COUCH, Bakersfield; ED PATTERSON, Houston; and DON McCARN, Houston.

JACK HILL of Odessa, Texas, re-

ceived an award for 10 years of service.

Award for five years went to HUGH McWILLIAMS, Baltimore area.

Is That A Fact

Art for art's sake is a good axiom but bathing beaus for art's sake is questionable.

The Service League's Follies brought forth the "talents" of LUFKIN's ROD PITTMAN, foundry department, and CHARLES TEUTSCH, engineering department, on stage. Decked in various costumes, the outstanding performance occurred when the frightless twosome appeared in 1920 red stripped bathing attires for some high-kicking antics.

Hullabaloo! Van Gogh would have cut off another ear, and Mona Lisa would have broken into hysterics to see such demonstrations in the name of art. But who cares, it was all for a good cause—to bring an art museum to the community.

LUFKIN appreciates the efforts of its spirit-minded employees and happy to find out that its em-

ployees participate in community endeavors.

GOING fishing ranks as the number one pastime for most of LUFKIN's populace, but still, dangling a pole and hooking a good 'un takes same savvy.

Now pros JIMMY LEE COLE and his wife Jacqueline brought the Roundup office a picture that reflected such "savvy." Alas, we could not print the color photo that shows their fishing expertise. If questioning their fishing know-how, ask Jimmy to show proof. You will find him in the machine shop, 1st shift.

APPLAUSE! Applause! for the Angelina Junior College production of

Safety Banquets

Witnessing the domino playing at Piney Point would never convince a doubting Thomas that the men were safety-minded. In order to play the game, one must lift arm high in air, then slam domino with herculean force on the table, and shout in loudest pitch possible whatever needs to be shouted. Now that's what you call playing dominoes with abandon.

But whatever recklessness appeared in the domino playing, the card playing or the eating of catfish, it did not appear in the work of these foundry crews that came to Piney Point in February.

The company-sponsored dinners are the first in a series that began last August 5. Each time a department goes six months without a lost-time accident, they will be



"Fiddler on the Roof."

Because the musical requires numerous on-cast scenes, it is a difficult undertaking for any theater. However, director J. L. Tinkle, and music director Gene Philley, overcame the limitations, size of stage and lack of orchestra, to produce an enjoyable musical with numerous professional overtones.

Stand-out scenes include the Jewish passover in which director Tinkle punctuated the stage with candlelight scenes, and Tevye's nightmare that brought colorful dramatics and audience laughter.

Appearing in the play as a convincing Yente, the matchmaker, was Pat Hammer, niece of JUDY TALTON, main office.



Tara Linette Youngblood



Louis Dunham, Jr., with new baby sister, Farrah Lee

treated to a dinner at Piney Point.

What's the reaction to this new eating policy? One man said it was the first time he had seen Piney Point and he intended to see it again. Another said it was the best evening he has had in a long time. LUFKIN likes to hear they are pleasing such a deserving crowd.

At each dinner, door prizes were given and each foremen received a gift. Crews and foremen honored during the month of February were: side bay, with JAMES JONES foreman; cleaning room, 1st shift, with FRED JENKINS foreman; main bay, 2nd shift, with THOMAS LADD foreman; shakeout, with WOODIE WALLACE foreman; pattern shop, with BILLY RAY HARRIS, foreman and RED McMULLEN, asst. foreman; and sand lab, with PHILLIP SHARP, foreman.



SueAnn Smelley

New Arrivals

Mr. and Mrs. RICHARD SMELLEY welcomed SueAnn Smelley January 20, at 8 pounds 14 ounces. Proud father works in production control, and grandfather GHENT SMELLEY works in machine shop, 1st shift.

Tara Linette Youngblood was born January 18, weighing in at 8 pounds. Parents are Mr. and Mrs. JIMMY YOUNGBLOOD. Jimmy works in the tool room, 1st shift.

Louis, Jr., welcomed his sister, Farrah Lee, to the LOUIS DUNHAM family December 31. She weighed in at 6 pounds, one ounce. Proud father works in the foundry department, 1st shift.

Piney Point Maitre'd

Here's our gang. That prince of a man at the top right is Piney Point's maitre'd, GUY CROOM, who cusses and fusses at all of us but treats us like queens and kings.

The other three, (circle left to right), are Candiest Beamon, Priss Davis, and Dan Toliber. These three prepare the Piney Point specialties that are becoming renown in the East Texas area. If Louis XIV could have seen the hors d'oeuvre plate of these chefs, he would have left Versailles behind and joined the piney wood lodge court.

Such a prize they are for LUFKIN. With appreciation, big thanks to the four, and special thanks to the three who tolerate that feisty gent.



With Retirement, Comes Change

WHEN men who have worked 20 or 30 years for LUFKIN retire, their departure makes a profound impression on those who remain.

For sure, all four men—"Pee Wee" Hambrick, Ray Wolford, Ellis Johnson, Joe J. Parker—helped LUFKIN to grow and become a better place in which to work.

Charles "Pee Wee" Hambrick

"Pee Wee" and his wife, Ella Louise, believe in showing folks a

good time. Inviting over 50 to come to their river "camp house" for dinner is a routine gesture, as is having 13 or more to spend the night.

"When we built that house on the Neches River, I told Pee Wee I didn't want any carpet so people wouldn't have to clean their feet to come in," Ella said.

Easy to see that both enjoy people and good times. "We have no regrets at all," said "Pee Wee" who retired from the Trailer Divi-

sion after 29 years. "I like to build trailers; I enjoy it. The years have rushed by, but the people have been wonderful to work for."

"Pee Wee" and his wife have five children, their daughter Leah was one of the first to win a LUFKIN scholarship. With prideful insistence, both said to mention their one grandson, Britton Eugene Mills.

As for retirement plans, "Pee Wee" who had open-heart surgery



Pee Wee Hambrick—29 years Trailer Division



Ray Wolford—19 years Utility Maintenance



Ellis Johnson—39 years Jig Department



Joe J. Parker—24 years Machine Shop

a few months ago, said he intended to stay home, do nothing and get well. Ella said she likewise intends to make sure he does.

Ellis Johnson

"I don't like publicity," said Ellis who retired from the jig department of the machine shop after 39 years.

As he walked into the lobby of the main office, he commented that he cut the windows for the display gear unit. Upon seeing the fact being jotted down, he gave a groan. "I can't say anything without it being written down."

Ellis began work in 1936 without filling out an application or taking a physical, as was the custom in those days. He first was placed in the mills supply then later changed to the machine shop where he worked on the assembly floor. A few years later he was found working the machines, first a milling machine, and then a boring mill. Then, he went over to the jig de-

partment where he stayed for 23 years.

"In 23 years, I have made lots of jigs; the woods are full of them."

He and his wife, Ruby, have two children, Edward and Laura, and five grandchildren. Ellis said the nicest thing about retirement is that it requires no plans, so he hasn't made any. "For right now, I plan to pick up my tools and leave; that's all."

Ray Wolford

Ray said he has worked in every building and office LUFKIN has. And as he began to cite his construction activities for the past 19 years, too numerous to list, he verified that he literally has helped make LUFKIN what it is today.

Since 1956, he has been in utility maintenance and as he said, "has set many a machine and built many a building." Even as he accepted the retirement watch, he noted that he cut the glass for the desk top in the office.

Ray and his wife, Leah, have a

son and a daughter, and three grandchildren. Being in maintenance, he rarely saw a weekend holiday, so his retirement plans include "staying home, which is the unusual for me."

Joe J. Parker

A smile never left his face from the beginning of the retirement party to the end of the interview.

Joe has been a machinist for 24 years. Machines he has operated include the 301 Bullard, crank boring machine, mill drill press, gear generator and the horizontal drill. The only machine he missed operating was the Ingersol.

"They didn't ask me to run that one. I've enjoyed working the machines, but then I enjoy work. It keeps you healthy."

Three years ago, Joe bought "a little acreage" in Zavalla. He said both he and his wife, Annie, were raised there. "We have returned to our home town where we plan to stay."

REMINISCENCES

by GUY CROOM



PAPA was born in Alabama in 1868. Those were the reconstruction days, remember? His name was Molton. Grandpa called him Mote; Grandma called him Motie. His brother and sisters called him Buddie and on account of his coal black hair and dark complexion, Mama affectionately called him "Nig," but when she got mad at him, she called him Mister Mote.

He had very little education—maybe the blue back speller, McGuffey's reader and a little simple arithmetic. But he was above average in intelligence. He had the patience of Job, and a high standard of morals not addicted to strong drink nor bad language. A sweeter character you will never meet and the best Santa Claus a child ever had.

All of Papa's playmates were

black and all his life he was a friend to the black man even in the days when it was unpopular.

As a child, you loved to hear Papa and Mama tell about things that happened when they were children. One thing I remember real well was papa telling about the great flocks of wild pigeons that literally darkened the earth in their flight and how when they lit in trees, they were so numerous they broke off the limbs. When I got older I said to myself—well, Papa may have been exaggerating a little.

But I recently mentioned this thing to my daughter, who is somewhat of a naturalist. She sent me some excerpts from a natural history book and Papa was not exaggerating a bit.

Early in the nineteenth century

there was an estimated 5 billion passenger pigeons in the U.S. They nested in the forests of the New England states and in Michigan, then came south for the winter. In 1810, an observer estimated a flight 240 miles long.

People killed them for food and sometimes just for the lust of killing. To be sure, in some cases they were a pest to farmers.

There, too, was the professional hunter who furnished restaurants and fashionable hotels with this delicious meat. I heard a story that in some places you could get an order of pigeon tongues.

What happened to the now extinct passenger pigeon? Well, there was the myth that they became confused and flew out to sea and perished, but actually the destruction of their nesting forests was the primary cause of their extinction.

And too, it is a natural phenomenon that when a wild species is depleted below a certain level, they automatically perish to extinction. The last known wild pigeon was killed in 1900 and the last species died in a zoo in Cincinnati in 1914 at age 29. Her name was Martha. Her stuffed body is now in the National Museum in Washington, D.C.

LUFKIN ROUNDUP

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Roundup Laughs

During the evening meal, there was a lengthy discussion on the right kinds of food for children to eat. When little Betty knelt to pray at bedtime, she ended her prayer with this request: Lord, please, if You don't mind, from now on put the vitamins we need in pie, ice cream cones, and candy—instead of spinach, beans, and liver.



The easiest way to get your wife's attention is by looking comfortable.

Marriage entitles women to the protection of strong men who steady the stepladder for them while they paint the kitchen ceiling.

One teenage boy to another: "I had a long talk with my father about girls. He doesn't know anything about them either."

At a party recently several young couples were discussing the present prosperity, its attendant high prices and the difficulties of the family budget.

"I really don't want an awful lot of money," said one young matron. "I just wish we could afford to live the way we are living now."

Real estate man to couple in his office: "I do have something for five thousand—would you like to ride out and see if it's still standing?"

"Pop I have great news for you."
"What's that?"
"Remember the \$10 you promised me if I passed history?"
"Well, you can keep it."

Overheard: Thanks to the gas shortage, I now own a stationary wagon.

"I don't like school," declared the seven-year-old, "and I have to stay until I'm 18."

"You should complain," countered his teacher. "I have to stay until I'm 65."

A jet liner was on a routine flight, but had run into a sudden, violent thunderstorm and an elderly lady appealed to the minister sitting next to her. "Please," she said, "I think we're going to crash. Can't you do something to save us?"

"I'm terribly sorry," said the minister, calmly, "but there's not much I can do. You see, I'm in sales, not management."

On the gate of a pasture evidently used as a lovers' lane:

"Please close the gate. The heifer you're chasing is easier to catch than mine."

Education is something you get when your father sends you to college. But it isn't complete until you send your son there.

Marriage is like the Army: Everybody complains, but you'd be surprised how many re-enlist.

WIRE TAPPINGS: Two kids with braces kissing.

ABOUT THE COVER

Towering cypress trees, draped with moss, stand like silent sentinels at the banks of the reflective waters of Greenfield Lake in North Carolina. Millions of azaleas blanket the banks of the lake and islands. Famous for its 5-mile "Azalea Drive" around the lake, Greenfield Gardens reaches its peak beauty in the spring when the various species of azaleas display their rainbow splendor. The area also provides a habitat for the Venus Flytrap, a beautiful flowering plant that devours insects.

Greenfield Lake and Gardens, part of North Carolina's coastal beauty spots, is one more area in America where man can relate to nature and, at least for a short time, let the waves of serenity wash over him.

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