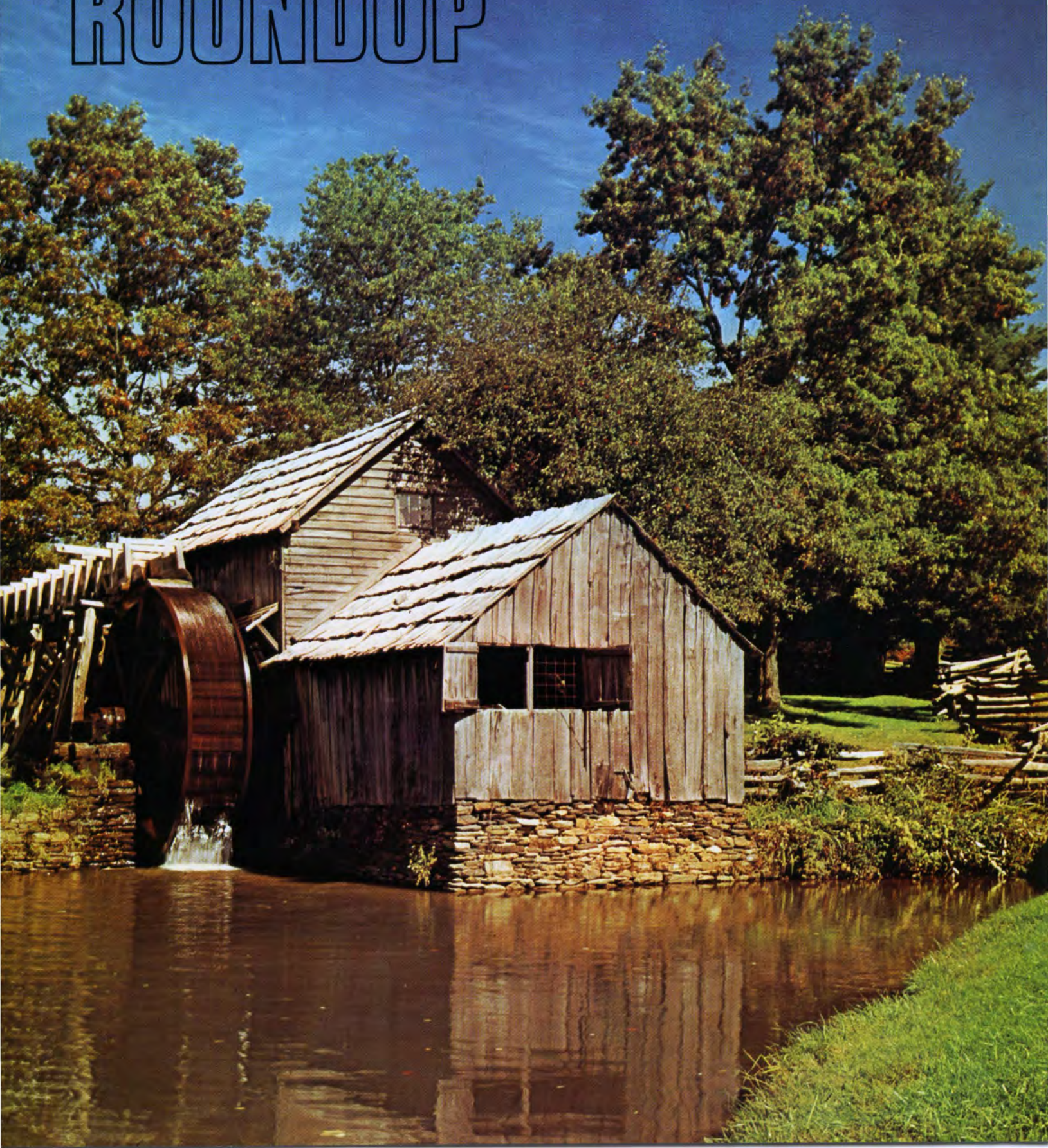


LUFKIN ROUNDUP

MAY
1975





from The President's Desk...

FELLOW EMPLOYEES:

Recently on several occasions, I have heard someone mention the good old days, and how they wish we could go back to them awhile.

Consider first the things you have now which you did not have then: garden fresh vegetables the year round; machines in the house and shop which do most of the back-breaking work; your own private transportation; better lighting to save your eyes; better sanitation and more of it to save your health; better education and more of it to prepare you for the future.

If you want a long evening's pastime, make a list of all the convenient things you have that your father did not have. Then put opposite each what you think it is worth to you.

Want to give them up—and go back?

Or, take a map of the world and find the country (if you can) where people like you have even half your luxuries and freedoms.

And while you are at it, give a thought to the fact these luxuries and conveniences were developed by manufacturers in search of a profit; a profit, by the way, that averages only a trifle more than a nickle out of each dollar of sales.

It is only too true that many people do not have all these luxuries. That's what education and ambitions are for, to help earn them. But in this free enterprise system, everyone has the opportunity to obtain these if he sets his goals high enough and works hard enough.

In my opinion, the so-called good old days are behind us. We must always look for better ones.

R. L. Poland



The Goodwill Ambassador

Like a chameleon lizard, the serviceman quickly adapts to the environment of his various work situations. Within the course of one day, he may change his professional hat from that of a mechanical expert to one of a lawyer, diplomat, salesman, negotiator or psychiatrist.

At first glance, the job of the traveling man has all the trappings of a magnificent adventure: glamor, excitement, suspense, and glory.

However, the LUFKIN marine & commercial gear serviceman, who averages 52 work hours a week and spends 50 per cent of the year out on the road, chooses the lyric "it ain't necessarily so" to sing a different version of the job description.

All five LUFKIN servicemen agree the work presents interesting and varied challenges, but like any other job, it has its own unique set of problems and pressures. In the first place, the customer who calls for a serviceman already is angry because of equipment problems.

Charlie Rhodes says the service assignment calls for a mental toughness not demanded in other jobs he has had. "Once you leave Lufkin, there is no relaxation. I only feel relief when I return home."

Mike Penn, who coordinates the commercial gear service program, believes many people do not realize the demands placed upon his five-man crew: David Massingill, George Dyer, Charlie Rhodes, Darvin Dominey, and Chester Hornbuckle.

Mike says these servicemen have to work under all kinds of conditions, as well as change professional hats from a mechanical expert to a lawyer, diplomat, salesman, negotiator, or psychiatrist.

The serviceman has to be knowledgeable in many areas. He has to know why the units are engineered the way they are; know what a warranty guarantees or does not guarantee; and know what approach to take to calm the usually irate customer.

The serviceman realizes the importance of his job, the responsibility that rests with him alone as he represents his company in adverse situations. His is a unique job. He does it with pride—pride in his company's products and pride in his knowledge and expertise to make the customer glad he specified LUFKIN when he purchased the equipment.

"The serviceman's role is a vital
Continued on next page

Goodwill Ambassador continued

and important one," says vice president of manufacturing of the Machinery Division, Frank Stevenson, "many times he's the only real link between the customer and each of us here at the plant."

Like the chameleon lizard, the serviceman adapts his talents and personality to the demands of the environment. Deep in the hold of a ship a hundred miles from port or perched atop a skyscraper—anywhere, everywhere that LUFKIN products are throughout the world—a LUFKIN serviceman can be found at work.

He works in dirty, greasy clothes for hours, then is due to report on his work to a customer dressed in a clean shirt, tie and suit. He converses with natives having only a vocabulary of a few English words, and within a matter of hours he is talking with graduate engineers or top executives.

By nature, he must possess patience ten fathoms deep and one mile high as he copes with seemingly impossible work situations far from his home plant as well as empathy for a disgruntled customer who may be losing thousands of dollars a day because of equipment breakdown.

Often, the serviceman has to work on a job without equipment or skilled laborers. David Massingill says many times the job is not twice as hard, but ten times as hard because the serviceman is out of the shop and does not have any backup in equipment or men.

David was in New Orleans on what should have been one of his simplest assignments, the mounting of two couplings. Because he did not have a crane to move the two units, he and a crew worked all day, nine hours, to move the two six-ton units with "comealongs." If he had been in the shop, it would have taken five minutes to move the two units.

George Dyer needed to rebuild a gear box and mill the surface between parting lines; but in all of Brazil, he could not find a milling machine. The customer had to wait until portable boring equipment arrived from the states.

Chester pointed out that a man cannot lose his temper or "cool" in these makeshift operations. He just does the best he can with what

he has or he will blow a job wide open.

However, the serviceman musters most of his patience and courage to face the continued struggle of arriving at his destination. Each of the five men look upon traveling as a necessary evil. All agree that arriving at the airport, getting tickets, making a plane and confirming a hotel reservation may be as frustrating as the job itself.

Also, traveling generally taxes the body. Flying through time changes requires adjustments of all the body functions. These adjustments can't always be made because the customer wants him on the job immediately.

"Believe me, there is nothing glamorous about a traveling job," said Charlie Rhodes who had arrived from Galveston at midnight and reported to work at 7 a.m.

According to the serviceman, no training could completely prepare them for all the unexpected complications which they encounter. As it stands now, a man usually begins as a helper on the assembly floor until his knowledge expands into various classes of machinery. After that, he is entrusted to build a unit on his own.

Prior to working on the assembly floor, each of the servicemen has had a solid background of work experience which qualifies him for the service program. As Darvin Dominey says, the serviceman needs all the experience he can receive in every facet of LUFKIN's production of units.

"Out in the field, you are on your own; you make the stand for the company so the serviceman has to know his product."

Listening to these problems and trying to solve them is Mike Penn. He realizes these men often work under adverse conditions and have adverse hours. He appreciates both their problems and pressures.

What makes Mike special to them is the fact that he was a serviceman. Chester says Mike is a very wise choice as coordinator. "We're very thankful to have someone like him who knows what we're going through and tries to make it easier."

Darvin says the service program is 100 per cent better under a coordinator. For a long time, the men believed the program needed a



In photo above Chester Hornbuckle inspects a LUFKIN unit at Southland Paper that has been in service for many years

Serviceman Charlie Rhodes inspects tooth contact of a high speed "N" unit which is on the High Speed Gear Test Stand





one-man control. It was February, 1973 when Mike was placed as co-ordinator of the service program. He knows the men, knows the speciality of each man, and fits the man to the job.

When a call comes in from a customer, Mike obtains as much information pertinent to that unit as he can. He also finds out the nature of the problem, the location of the equipment, and who to contact when the serviceman reports for his assignment.

"When the man picks up the work order, we try to have everything arranged for him."

Born out of necessity, the service

David Massingill, left photo, files a slow speed marine gear to check it for nicks or burrs before it is assembled



Darwin Dominey leaves for a service job on the company's Beechcraft Baron which is used for emergency trips or for areas not served by commercial airlines. Ray Fisher and Walt Bardwell are the pilots



At left, George Dyer holds clutch seal in checking parts he needs to take for a marine gear service job. Mike Penn, service coordinator, reviews the parts list to verify that all the equipment is ready for shipment

program began with the first delivery of a LUFKIN product. For many years, three men, A. W. Midgley, Edd Terrell, and C. V. McLain worked out of the home office as its primary servicemen. "Midge" retired last December. Presently, Edd and Charlie are full time plant supervisors; however, at any time, either one could leave for a service trip if no other serviceman was available.

Chester said a customer once told him that no other company has a service program that gives service as quickly as LUFKIN does and he added that our best customers are those who have received service on products.

Other benefits of the program include suggestions the serviceman can offer to engineers on what is needed to improve the quality of the LUFKIN product. Numerous small items have been improved through the suggestions of the serviceman.

Some of the changes the service department initiated include: special drill oil slingers on N-units; slots in clutch hubs to verify accurate torque shelf installation; addition of inspection access covers to permit better visual inspection of internal elements; and correlating of failure information to initiate improvement in design.

Obviously, as long as LUFKIN builds a gear unit, a serviceman will be needed. The gear unit and the serviceman go together like a bearing and a gear; LUFKIN can't have one without the other.

As LUFKIN builds more units, more service calls will be needed but the type of service call will change. Because of the present reduction in warranty calls, Frank Stevenson predicts the future will see for the most part installation calls instead of the warranty assignment. "This is proof," he said, "that we're doing a better job."

The five men realize there is no fast remedy for all the pressures or problems their jobs may present. Besides, each has learned how to cope with the majority of the problems.

However, despite all the hardships and frustrations he may experience, LUFKIN's servicemen greet each new assignment as a challenge to do the best he can for his company, the customer, and himself.



LUFKIN'S Junk, Snider's Treasure



Clockwise, begin top left photo, scrap material turned into useful products include the fence gate made from scrap aluminum and wood being treated in a barrel of thinner which Snider uses as fence posts. Bottom right photo, John checks scrap material before it is dumped into a truck bed and carried away. John also transformed a used trailer he bought for \$330 into a barn and advocates that it's the "best buy a farmer can make for a barn"

The John Snider family is a small entrepreneur enterprise that takes junk and turns it into a bonanza. Certainly not a novel undertaking but never before has it been done with such flair and zest nor with such love. The Sniders' shared love is the 50-acre farm six miles outside Huntington.

Fifteen years ago, Dorothy and John Snider, who is the maintenance supervisor of the trailer plant, left Port Arthur one weekend to look at some acreage for sale. Dorothy, a vivacious redhead from Mississippi, said she took one quick trip around the land, came back to the owner, and said "let's talk turkey."

Today finds them in a four-bedroom, three-bath home, decorated for the most part with junk. That's right, junk. Highly concealed junk, usually it's wrapped in imagination, creativity, and a professional touch

that turns it into a *piece d'art*.

After 3:30 p.m., John Snider becomes an odd-lot dealer who scans the trailer plant, looking into the scrap material to see if there is anything he can utilize. Usually, he finds something. He picks it up, pays Charlie Hamilton, parts department, and receives a pass. Then, he takes it home to his workshop where he welds, paints and hammers the leftovers into respectability and usefulness.

Within the trailer plant, there is a place to weigh the scrap metal and pay for it. Some of the material that John has picked up includes cable from cranes, apitong wood, oak wood, a barrel of thinner, wire, and broken light fixtures.

With the barrel of thinner, he treats wood to protect it from decay. The treated wood is used as fence posts; in fact, John has

By LIZ NORMAN

fenced in practically all of his farm with scrap wood. From the scrap metal, he has made two fence gates and a barbecue pit. The broken light fixtures he transformed into pots to hold plants.

He also made decorative pots to hold plants as well as shelf brackets from welding knock-outs. Discarded oak used as flooring for grain trailers became wood for the chopping block in the kitchen and empty nail kegs became kitchen bar stools.

Even one of the Snider ducks decided to participate in the creativity act so she chose to roost her 14 ducklings-to-be in an empty nail keg.

Now it's clear as a duck's down that LUFKIN's surplus material can become a big yield and gain for the innovative thinker. Of course, not everyone is a John or Dorothy Snider. This knack for the unusual

and making something out of nothing takes a creative blue blood.

Having eaten a Snider feast—that consisted of Snider vegetables grown on the Snider farm, Snider pork raised by the Snider household, and both cooked by the official Snider cook, Dorothy—we can testify that this group of people are an accomplished lot of pros that know how to make their own way. Just as certain is the fact that this family ranks as professionals in the innovative arts; they are not just the ordinary dabblers of the weekend do-it-yourself crowd.

For the amateur, the visit to the Snider household is reminiscent of Alice's trip to wonderland but no visitor would ever be late for a Snider date into their home.



John and Dorothy stand outside the entry of their house. On the front porch, both plant pots standing on each side of the pillar in the forefront, were made out of broken light fixtures from the trailer plant. Also, the pot plant holding the trees in front of the entry were made from welding knockouts



In the kitchen, the wood block just below the cabinets was made from a discarded oak, used as spacers to cushion the shipping of a trailer axle, and the kitchen bar stools were made from empty nail kegs. Up above Dorothy, on top shelves, are old bottles the Sniders found by using a metal detector



Rhonda, 13 year-old-daughter of the Sniders, sits atop her bed made from apitony wood and chains that John salvaged from scrap material



Outside in the backyard, John and his son Alan enjoy the barbecue pit made from scrap metal



A crank guard screen is used to cover this garden bed in which he is growing ginseng, a root used for acid indigestion and rheumatism

CELEBRATING AN ANNIVERSARY— 12 Years or More



BILLY RAY HARRIS
Pattern Shop
19 years



DAN TULLOS
Jig Department
21 years



A. J. HAVARD
Assembly & Shipping
23 years



EDDIE McFARLAND
Machine Shop
20 years



R. D. McCLENDON
Pattern Shop
12 years



BOB WATSON
Welding Shop
21 years



J. L. HAMILTON
Welding Shop
24 years



FRED GRIFFIN
V. P. & Director of
Engineering, 28 years



NOVELLA JARVIS
Automotive & Industrial
28 years



BEN HOOKER
Machine Shop
22 years



WILL CRAIN
Foundry Department
28 years



BEN QUEEN
Vice President
Mach. Div. Sales Mgr.
17 years



ELVIN RICE
Pumping Units
Trailer Div.
20 years



FRANK MINTON
Foundry Department
28 years



JIM RIGGS
Industrial Engineering
Trailer Div.
16 years



TENNEY BRADEN
Engineering
29 years



LOYD DAVIS
Traffic
16 years



OSCAR BRIDGES
Utility Maintenance
13 years



CLEO HALE
Machine Shop
12 years



E. O. TAYLOR
Utility Maintenance
24 years



GLEN BRIDGES
Foundry Department
31 years



BRADLEY KING
Welding Shop
20 years



MORGAN TONEY
Welding Shop
33 years



HENRY HEFLIN
Welding Shop
20 years



THOMAS J. SELMAN
Machine Shop
46 years



WILLIE SPENCER
Foundry Department
29 years



THEDIS ALLEN
Welding Shop
34 years



R. C. DEAL
Machine Shop
25 years



R. N. SMITH
Foundry Department
29 years



H. P. COLLINS
Engineering
31 years



E. V. JOHNSON
Foundry Department
31 years



CHESTER DENMAN
Foundry Department
24 years



OSCAR MILLIGAN
Dumps,
Trailer Div.
25 years



DEWEY DAVIS
Maintenance
Trailer Div.
23 years

LUFKIN Retirees

Strong Motivations Behind Work

Strong conviction, determination, and self-satisfaction characterize the motivations behind the work excellence of these three retirees: Curtis Hodges, Thomas Brewer and Ellsworth Parker.

Curtis Hodges

With slammerhead emphasis Curtis Hodges asserted, "I was raised to work. I have always believed that an idle mind is the devil's workshop."

The muscled raw-boned body physically expounded the puritan fundamentalism of the broad-grinned machinist who has practiced this work philosophy since he was nine. "In those days when I was a boy, it took an entire working family to feed a family."

In 1941, Curtis moved his wife and two children from Milan county to Lufkin. With no place to stay, they put their furniture under a tree until they could find a house. First, he worked for a mail carrier named W. T. Ryan, then he worked in a sugar cane mill for a dollar a day. LUFKIN offered him 40 cents an hour wages and a gun rod. He took both.

For a year, he busted core and knocked dirt off the castings before going over to the machine shop where he was assigned to both the keyway machine and boring machine. However, he says the boring machine is his "specialty."

The well-seasoned machinist had little to say about the tape operated machine. He only admitted it was a more complicated machine but easier to operate. He also said such a machine presents a lot of problems when it is down.

Then, proudly he pointed out that when a hand operated machine breaks down, the machinist can take it apart, fix it, put it in gear, and go ahead. The bearing and bolt expert said, "the good machinist keeps his machine rolling."

Curtis and his wife, Iva, have five children, and nine grandchildren. One of his sons, Wayne Hodges, works in the welding shop and his youngest son, Wesley Eugene Hodges, who was in the first tank company of the Marine Corps, was killed in action while serving duty in Viet Nam.

Inscribed upon the retirement watch was 34, the number of years

Curtis has worked in the machine shop. As Mutt Barr, executive vice president and director of manufacturing of the Machinery Division, handed him the watch, he asked, "What are we going to do when men like you are no longer here?"

Thomas Brewer

It's a near miracle that Thomas Brewer survived a railroad escape during the first quarter of his work life. At that time, he worked in material handling operating a crane in the yard. He unloaded cargo before an engine moved the empty railcars out of the yard. Once, a railcar did not couple to the engine and the force of the impact caused the car to start rolling. Thomas jumped onto the "run-away" and threw the brake before it reached a jumper which could have derailed the railcar out into the streets.

"Mutt (Barr) called me into his office to thank me," said an appreciative Thomas.

Probably other bizarre heroic deeds would have filled the life of this soft-spoken machinist if the opportunities had been presented.

Mutt Barr hands Curtis Hodges his retirement watch.



Retiree Thomas Brewer is presented with



Excellence

Without question, Thomas does what has to be done. Strong purpose reflected in the eyes of the broad faced man as he said, "I've accomplished my goals; I've built two homes and given my kids a chance at a better kind of life."

In his 32 years with LUFKIN, Thomas has worked under different foremen and has operated various machines. After operating a crane for a few years, he was placed on the bracer, then later on the endomatic and center machines.

Not one of his foremen ever complained or reprimanded him about his work. It's understandable. Thomas believes a man must prove himself. He said if a man does his job well, builds a good record, no foreman will complain.

"Walter Trout once said if any man has to ask for a raise, something is wrong, and I never had to ask for one."

Traveling enthusiasts, Thomas and his wife, Francis, intend to see more of the USA. Already, they have made two trips abroad, visiting Europe to tour countries such as Denmark, Germany and France.

Besides traveling, there are cabi-

nets to build, walls to paint, and gardens to plow. "Oh, I'll be working," Thomas said. "As my wife says, I'm too much of a 'Johnny on the spot' to sit around."

Ellsworth Parker

Mechanics is the name of the game to Ellsworth Parker. He excels in the game, outranks many of his peers in this category, but then he's been playing it since he was 12 years old.

But more than that, he enjoys it. Ellsworth believes you have to enjoy your work or you won't do a good job. "You've got to have the desire to do a job better than anyone else."

He said it just won't work for a mechanic to get slack on the job. Ellsworth should know; he's been repairing LUFKIN machines for 34 years. He began his job vocation as an electric welder. During World War II, he worked for Todd Shipping Yards in Houston where he helped build Liberty boats. After the war, he tried the lumber business before he came to Lufkin in 1951. Mutt Barr hired and placed him in mechanical maintenance. It turned out to be a good match for Ellsworth and LUFKIN.

If there was any machine that needed "fixin'," Ellsworth said he fixed it. "Any time they needed me

—whether it was nights, weekends, or whatever—I would come and fix it."

From the look in his eyes, he probably came with joy in his heart just to show that machine he could whip it into shape.

The bristly mechanic outlined a few rigid requirements the true craftsman must follow to conquer the machine. First, he believes it's a natural born talent. "You've gotta have a mechanical knack." With this talent established, according to Ellsworth, the mechanical artist must look at each machine differently, trying an approach that fits the machine. "This work calls for a calm person who does not give up on the first try. If it doesn't work, go back and try again; never get upset."

Ellsworth believes that a mechanic should finish each job he starts. His individual goal was to try to make a machine stand up so it would never come back again for repairs.

From Center, Texas, Ellsworth and his wife, Olga, who was reared in Shelby county, have three children and four grandchildren. Since the grandchildren are in Virginia, a visit to see them tops the list as one of their first retirement activities. After that, look for Ellsworth near any motor that needs repairing.

watch by Mutt Barr



After 34 years, Ellsworth Parker receives watch from Mutt Barr



LUFKIN

in focus

New Arrivals

Shannon Barrow welcomed her sister, Tammie Louise, January 4. She weighed in at 7 pounds, 2 ounces. Proud father, Sam Barrow, works in the machine shop, 1st shift.

Mr. and Mrs. T. K. Chapman welcomed Abbie Bess February 11. She weighed 7 pounds, one ounce. Father T. K. works in the foundry,

1st shift.

Kelly Wayne Hyde was born November 7, weighing in at 6 pounds, 15 ounces. Father Francis Wayne Hyde works in the machine shop, 2nd shift.

Mr. and Mrs. William C. Gann welcomed Audria Michelle February 15. She weighed in at 6 pounds, one ounce. Father works in the welding shop, 2nd shift.



Shannon Barrow holds her sister, Tammie Louise



Abbie Bess Chapman



Audria Michelle Gann



Kelly Wayne Hyde

James Grimes Retires

"I believe in work, and I like my work," said James Grimes who is retiring from LUFKIN after 30 years.

James began work in 1944 and was placed in the core room of the foundry as timekeeper, a job he held until 1967 when he was involved in an accident. For the past eight years, he has been in the process of rehabilitating from an injury.

Because of the injury, James has not made too many retirement plans. However, he said he hoped he could get outside, and enjoy his yard.





The Man and His Magnificent Machine

In the last few months, Lufkin has added new additions to its machinery line-up. Three of these additions are (clockwise from top left photo), a tracer lathe, electronic controlled grinder and engine lathe.

Located in the lathe shop are the electronic controlled grinder and tracer lathe. Sammy Denman, machine shop, 1st shift, operates the grinder. Basically, the machine grinds the outside diameter of shaft and pinion to a precise tolerance. Calvin Crain, machine shop, 1st shift, operates the tracer lathe which manufactures the pumping unit pinions.

The engine lathe which "Cowboy" Starret, machine shop, 1st shift, operates will be used to remake precision replacements parts for machine tools in the shop. The engine lathe is in the maintenance department of the machine shop.



Is That A Fact

The Lufkin Recreation Center sponsored a meet in competitive gymnastics. Events included vaulting, uneven parallel bars, balance

beams, and tumbling. Winners of events included Guesna Fowler, daughter of BARBARA FOWLER, main office, Mary Temple, daughter of BILL TEMPLE, industrial engineering; and Carole Burris, daughter of C. B. BURRIS, main office.

ter of C. B. BURRIS, main office.

Active in 4-H activities for seven years, Lenora Deal was named Gold Star of Madison 4-H Clubs for 1974. This is the highest 4-H achievement award.

Lenora is the daughter of Mr. and Mrs. Richard Deal and the granddaughter of Mr. and Mrs. Earl Deal. Earl retired from Lufkin two years ago; he worked in utility maintenance.

Oh dear, what can the matter be. The upset Roundup staff has to return too many of the photos that come into the office. How the staff likes to receive snapshots but how it distresses us when we can not print them. So, the official reminder from the Roundup staff is to send only black and white photos, no color photos please.

A note to all new parents, the staff photographer will take a picture of the new arrival in the household. Or, the parent may bring baby, diaper and all to the photo

Continued on next page

Safety Film

A movie, "Don't Push Your Luck," was featured at the March safety meetings. The story is true, based upon the life of Bill Frank, a mechanic blinded by a shop accident.



An interesting statistic of the film was that 90% of blindness could be prevented. The movie stressed, as in the incidence of Bill Frank, that the accident occurred while he was visiting a friend operating a machine.

Foremen present at the safety meeting agreed that most of the workers do not wear safety glasses when they sign in and out of the machine shop.

Billy Noel, utility maintenance, 1st shift, can tell LUFKIN employees his own story that illustrates the importance of wearing safety glasses. While knocking out concrete with an air hammer, material hit the safety glasses and shattered the lens but protected his eye.

LUFKIN *in focus* continued

lab. There is no charge for this service.

Deepest sympathy to:

RAY FISHER, pilot, upon the death of his mother.

SUE PHILLIPS, Trailer Division, whose mother, Mrs. Viole Beam, died.

Congratulations to newlyweds:

Mr. and Mrs. DELBERT McGUIRE who were married February 1 at O'Quinn Baptist Church. Delbert works at the Trailer Division, 1st

shift, and the bride is the daughter of Bobby G. Allen who works in the maintenance department in the foundry.

Jackie's Rose Garden

Poets say a rose is the flower of love but then the poet laureate need not convince Jackie Ford, order department, that this is a true statement. For her 25th wedding anniversary, Jackie received 25 red roses from husband Bill Ford, chief expeditor.

As to her husband's selection of an anniversary gift, Jackie says he could not have chosen a better gift. "What a joy to see that arrangement of roses come in the room."



REMINISCENCES

by GUY CROOM



By 1865, slaves were free and one by one they took advantage of their freedom and left the farm, thus it became harder and harder to make a living out of a cotton crop.

The stage was set for just what happened. As I get the story, one of Grandpa's half sisters got married and there was a great celebration.

Grandpa, feeling sorry for himself, imbibed too heavily and sold his possessions to his half brothers for \$1500. Now there he was, flat on his face with no way of making a living, and why he decided to come to Texas, I have no idea. But in 1882 he did.

First he tried farming on a small scale in Leon County close to Jewett. There, the oldest of the family, a girl named Belle, met and married a man named James Monroe.

The farming proved to be a failure. Malaria was rampant; quinine was a dollar a bottle and cotton was about four cents per pound. So Grandpa decided to go to the sawmills and work at common labor at Village Mills in Hardin County.

There was at that time, a seemingly inexhaustible supply of virgin longleaf pine timber in East Texas and the demand for lumber for re-

construction after the civil war was great. There was no trouble in getting a job. They hired you on sight with no questions asked and fired you the same way. But the demand for labor was great and they looked at the hole card before letting a reasonably good man go.

There were advantages and disadvantages in working at a sawmill. You practically belonged to the people you worked for. They paid you what they had to pay you and you bought your groceries and clothing at their commissary at a price they wanted to charge. Oh yes, you could quit and go to another mill, but it was the same old story.

On the other hand, if you were sick, there was the company doctor at no extra charge. You lived in a house with reasonable accommodations at a reasonable price. You did not have to pay taxes. You did not have to worry about what the weather was going to do to your income or worry about a crop failure that would make it necessary to borrow money to carry you over another year.

Life at sawmills in the early days was not a bed of roses. Ten hours was the standard workday and

there was no coffee break. There were three holidays per year: 19th of June, 4th of July and Christmas day and no vacations.

There was no workman's compensation; if the bread winner got sick, the loss time was just his hard luck.

Safety precautions were very poor and men did get hurt often and even got killed.

Then the widow was faced with a grim task of making a living. Men as a rule did not carry any insurance and there were no jobs available for women. I know some of them took in washing. We probably would say laundry, but then it was called washing and ironing.

Some of the doors had no hardware or locks. Instead, on the front door there was a latch on the inside with a string attached which was threaded through a small hole in the door. This latch string hung on the outside making it possible to pull the string and unlatch the door from the outside. At night, the string could be pulled back in making it impossible to unlatch the door from the outside.

To this day, "the latch string hangs on the outside of the door" is a salutation of welcome.

Some of you remember Jim Nabors' TV show and his finale was "Keep the latch string out and dogs tied up; I'm coming back."

There was some social life alright. The young adults had their dances or balls as they called them and the younger set had their socials. These socials usually were at some girl's home.



Career Day

LUFKIN industries participated in the Deep East Texas Career Day held March 21. The exhibits by business, industry, and education were set up in the Angelina College Student Center.

Students visiting the exhibits obtained information about job opportunities and requirements they need to qualify for a job.

Tommy Billingsley, personnel department, and Greg Badke, engineering, represented LUFKIN at the exhibit and answered questions students had concerning jobs at LUFKIN.

The LUFKIN booth displayed a gear, a pumping unit, and a model of a trailer. Also, a slide presentation gave a tour of the plant and a world map showed the LUFKIN headquarters around the world.

MARKING AN ANNIVERSARY

MACHINE SHOP

Employment	Date	Years with Co.
T. J. Selman	May 29, 1929	46
Ben Hooker	May 28, 1953	22
Dan Tullos	May 25, 1954	21
Eddie McFarland	May 18, 1955	20
Charles Vann	May 21, 1962	13
Cleo Hale	May 20, 1963	12
Charles Minshew	May 9, 1966	9
L. T. Lunsford	May 25, 1967	8
Phillip L. Smith	May 7, 1968	7
Billy Noel	May 19, 1969	6
James Duggan	May 21, 1969	6
Jimmy Johnson	May 7, 1970	5
Myrtle Powers	May 14, 1970	5
Tommy Davis	May 25, 1970	5
Jimmie Sandlin	May 2, 1972	3
Doug David	May 2, 1972	3
David Frederick	May 9, 1972	3
Wayne Curbow	May 23, 1972	3
Fremont Bryant	May 30, 1972	3
F. H. Hogan	May 16, 1973	2
Charles Foster	May 29, 1973	2
Manuel Basham	May 29, 1973	2
Glenn Youngblood	May 29, 1973	2
W. A. Schuller, Jr.	May 30, 1973	2
Jimmy Lunsford	May 13, 1974	1
Wayne Burgess	May 15, 1974	1
Lovell Lee	May 16, 1974	1
Michael Maddux	May 20, 1974	1
Steve Cortines	May 20, 1974	1
Robert Rockwell	May 20, 1974	1
James Headrick	May 21, 1974	1
John W. Luman	May 21, 1974	1
W. H. Redd, Jr.	May 27, 1974	1
Gregory Beck	May 28, 1974	1
Gary Montes	May 28, 1974	1
Christopher Love	May 28, 1974	1

TRAFFIC

Employment	Date	Years with Co.
Lloyd M. Davis	May 21, 1959	16
Floyd Cartright	May 10, 1972	3

AUTOMOTIVE & INDUSTRIAL

Employment	Date	Years with Co.
Novella Jarvis	May 28, 1947	28
C. R. Roberts	May 10, 1967	8
I. D. Hayes	May 23, 1968	7
R. W. Baker	May 15, 1972	3

TRAILER DIVISION

Employment	Date	Years with Co.
Oscar Milligan	May 1, 1950	25
Dewey Davis	May 12, 1950	25
Elvin Rice	May 4, 1955	20
L. G. Teer	May 23, 1955	20
Jim Riggs	May 28, 1959	16
Betty Coleman	May 1, 1967	8
Thomas Coutee	May 1, 1967	8
M. L. Parish, Jr.	May 3, 1967	8
H. L. Lawson, Jr.	May 29, 1967	8
Obie Parrott	May 13, 1968	7
Willie Burgess	May 12, 1969	6
Charles W. White	May 27, 1969	6
James W. Evans	May 28, 1969	6
Joe Bills	May 18, 1970	5
Bill Fincher	May 17, 1971	4
Mondorfe Hadnot	May 2, 1972	3
James Bryan	May 8, 1972	3

Terry Taylor	May 9, 1972	3
Gene Hallmark	May 9, 1972	3
Wayne S. Bell	May 7, 1973	2
Dan Taylor, Jr.	May 15, 1972	3
Gary Latham	May 25, 1972	3
S. E. Lightfoot	May 30, 1972	3
Sammie Davis	May 1, 1973	2
Adrain Goyens	May 8, 1973	2
Harold Stanbery	May 31, 1973	2
W. C. Hammond	May 7, 1974	1
Dell Morehead	May 28, 1974	1

WELDING SHOP

Employment	Date	Years with Co.
Thedis Allen	May 23, 1941	34
Morgan Toney	May 15, 1942	33
J. L. Hamilton	May 26, 1951	24
Bob Watson	May 19, 1954	21
Henry Hefflin	May 30, 1955	20
Bradley King	May 30, 1955	20
Aron Garner	May 2, 1968	7
Ray Boston	May 23, 1973	2
Kenneth Lorentz	May 9, 1974	1
Larry Strickland	May 13, 1974	1
Sherman Thomas	May 13, 1974	1
John Glover	May 16, 1974	1
Stephen Woodall	May 21, 1974	1
Jim L. Taylor	May 29, 1974	1
John Satterwhite	May 29, 1974	1

FOUNDRY DEPARTMENT

Employment	Date	Years with Co.
Glen Bridges	May 1, 1944	31
E. V. Johnson	May 29, 1944	31
Willie Spencer	May 7, 1946	29
Jessie Garcia	May 8, 1946	29
R. N. Smith	May 17, 1946	29
Frank Minton	May 16, 1947	28
Will H. Crain	May 30, 1947	28
Chester Denman	May 4, 1951	24
Prentice Flanagan	May 19, 1955	20
Billy Summers	May 20, 1965	10
Gene Hunziker	May 13, 1970	5
Robert Lucas	May 20, 1970	5
Simmie Moffett, Jr.	May 5, 1972	3
Craig Person	May 17, 1973	2
Charles Shattuck	May 21, 1973	2
Maurice Wyatt, Sr.	May 21, 1974	1

PATTERN SHOP

Employment	Date	Years with Co.
Billy Ray Harris	May 29, 1956	19
R. D. McClendon	May 1, 1963	12
John Carroll	May 3, 1966	9
Vernon Nixon	May 23, 1966	9
Larry Thigpen	May 17, 1972	3

INDUSTRIAL ENGINEERING

Employment	Date	Years with Co.
W. J. Davis, Jr.	May 4, 1970	5
Billy E. Burris	May 21, 1973	2

MACHINERY SALES & SERVICE

Employment	Date	Years with Co.
B. C. Burnette	May 31, 1943	32
Willard Chappell	May 31, 1963	12
Victor Halwa	May 23, 1967	8
L. E. Taylor	May 1, 1972	3

Douglas Orman	May 15, 1972	3
Ronnah Taylor	May 14, 1973	2

ENGINEERING

Employment	Date	Years with Co.
H. P. Collins	May 1, 1944	31
Tenney Braden	May 15, 1946	29
Fred Griffin	May 13, 1947	28
Lesley Brooks	May 26, 1965	10
Virginia Holcomb	May 2, 1974	1
Gloria Adams	May 20, 1974	1

TRAILER SALES & SERVICE

Employment	Date	Years with Co.
R. P. Weaver	May 15, 1951	24
W. O. Jordan	May 31, 1962	13
Freddie Jordan	May 18, 1971	4
W. B. Adams, Jr.	May 19, 1971	4
John Seeman, Jr.	May 24, 1971	4
Donald Boyd	May 14, 1974	1
Charles Patton	May 28, 1974	1

MATERIAL CONTROL

Employment	Date	Years with Co.
Preston Loveless	May 6, 1954	21
Rodney Brazil	May 9, 1961	14
Gene Stewart, Sr.	May 12, 1966	9
Mike Cloyd	May 8, 1967	8
LaWanna Gainer	May 21, 1973	2
Manuel Basham	May 29, 1973	2

SECURITY GUARD

Employment	Date	Years with Co.
Lyndell Phillips	May 1, 1972	3

MAIN OFFICE

Employment	Date	Years with Co.
Ben Queen	May 16, 1958	17
Gayle Nash	May 15, 1972	3
James Haley	May 14, 1973	2
Judy Hill	May 21, 1974	1
Billy Rash	May 28, 1974	1

PUBLIC RELATIONS

Employment	Date	Years with Co.
Barbara White	May 23, 1973	2

UTILITY MAINTENANCE

Employment	Date	Years with Co.
R. C. Deal	May 22, 1950	25
E. O. Taylor	May 26, 1951	24
Oscar Bridges	May 29, 1962	13
Alford Hambrick	May 15, 1968	7

ELECTRICAL

Employment	Date	Years with Co.
Howard Bennett	May 28, 1968	7
L. D. Lowe	May 2, 1974	1

ASSEMBLY & SHIPPING

Employment	Date	Years with Co.
A. J. Havard	May 6, 1952	23

LUFKIN ROUNDUP

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Roundup Laughs

When stopped for speeding by a patrol car, an unidentified motorist offered this excuse: "This highway is so dangerous that I was hurrying to get off of it."



Two old-timers were discussing the good old days when one exclaimed: "This is the dangbusted depression I've ever seen. Everybody's working and everybody's broke. At least we didn't have to work in the last one."

The late Irving Cobb is quoted as having once remarked that if he had to go crazy he hoped it would happen in Washington. There nobody would notice it.

About The Cover

Nestled in the western part of Virginia lies the rustic old Mabry Mill. This restored water-powered gristmill was busiest in the years between 1908 and 1925 when Ed Mabry, an industrial townsman, set up the mill to service local farmers. Today Mabry Mill still produces cornmeal and buckwheat flour, but under the auspices of the National Park Commission. The mill and its adjoining tannery form a colorful tribute to pioneer resourcefulness as part of the Blue Ridge Parkway, run by the United States Department of the Interior.

The man who steps into a cage with a dozen lions impresses everybody except the school bus driver.

A judge recently told a woman to speak as if she were at home. The case is still pending.

It's strange that so many people brag about being average. After all, average is the worst of the good and the best of the bad.

"Why don't you marry me?" he demanded. "There isn't anyone else is there?"

"Oh, Edgar," she sighed, "there must be."

With women becoming jockeys, let's be thankful horses don't have fenders.

Judging by the way the modern girl dresses, she obviously is a firm believer in "never leave off tomorrow what you can leave off today."

"It's lovely," said the girl looking at her friend's engagement ring. "And isn't it nice to know that you aren't marrying a spendthrift?"

Science has found a tranquilizer to combat car sickness. You take it just before the car payment is due.

Just about the time a woman thinks she has her work done, she becomes a grandmother.

A well-adjusted man is one who can enjoy the scenery even with the kids in the back seat.

By the time parents stop objecting because their children don't turn out the lights, they start objecting because they do.

In these days of equal opportunity many women are getting men's wages. But then, haven't they always?

Arriving home from his first day at school, Sammy announced, "I'm not going tomorrow."

"And why not?" challenged his mother.

"Well," he replied, "I can't read, can't write and they won't let you talk, so what's the use?"

Saying "Gesundheit" doesn't help a cold but it's about as good as anything the doctors have come up with.

The moment you get in the tub, the world starts beating a path to your door.

Definition of a perfect bore: A Texan who went to Harvard and spent four years in the Marine Corps.

It's too bad that people who really know how to run the country are busy driving cabs and cutting hair.

LUFKIN ROUNDUP

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