

LUFKIN ROUNDUP

MARCH
1977



from The President's Desk...



FELLOW EMPLOYEES:

Within the last two years, petroleum has become a whole new industry because of the continuous pressure put on it by the worldwide energy crisis. It now is anticipated that hydrocarbons, mainly oil and gas, will remain the main fuel for the world's homes, cars and industry until the year 2000. By that time the world's daily consumption will be doubled. Can production keep up with this pace?

The most active area in new petroleum production today is offshore. Only one-fifth of the oil and gas presently used comes from offshore, but offshore deposits account for over one-half of the world's new petroleum reserves. This means that the greatest amount of exploration in the next ten years will be offshore.

While the Gulf Coast has been the testing ground for offshore drilling, the North Sea is now the hot spot, and it is spreading throughout the world.

The increased prices for crude have made the recovery of oil by waterflooding and other means of secondary recovery more attractive economically. Drilling in less productive areas has doubled within the last year, and many once-abandoned stripper wells are being revived.

Every means imaginable presently is being put to use to obtain more oil. The

big question remains as to what type energy will take its place when the demand far exceeds our ability to supply more oil.

Somehow American technology will find a way to produce the energy needed. The old slogan "Necessity is the mother of invention" is still as true today as it was during the industrial revolution.

We haven't begun to tap the sea, and it contains boundless forms of energy and minerals. General Motors laboratories have experimented with grain alcohol. It is reported that enough alcohol could be produced from an acre of corn to operate the automobile needs of a one-car family for a whole year and have enough left over for a Saturday night party. The field of agriculture and forestry are unlimited in producing energy materials. American scientists will find a way when the demand is required.

Lufkin Industries has been most fortunate over the years in being a supplier of oilfield equipment in almost every phase of exploration, production, transportation, and processing. We must always remain flexible enough in the future to change with the times to build equipment for producing new energy when needed. We will be prepared and be ready to "get the job done."

R. L. Poland

Ellis street, future location of LFM Federal Credit Union

"After we get in our new offices which will be located on Ellis St., we should grow by leaps and bounds," said Austin Freeman, secretary-treasurer of the LFM Federal Credit Union.

Officers and members of the LFM Federal Credit Union met Jan. 19 at the district courthouse for the credit union's annual meeting.

In his address to the meeting, Austin said the credit union purchased land in January to build a new credit union office. At the time of the meeting, he could not set a projected date for completion.

"However, I'm hoping we will be in the new facility by the end of this year," he said.

Austin said the credit union is the "second largest one in this area."

"If it had not been for the strike, the credit union would have hit the two million dollar mark in assets at the end of last year."

The credit union's financial report for 1976 showed current assets at \$1,729,176, with a total of \$1,360,574, in outstanding loans. Total shares on deposit as of Dec. 31 amounted to \$1,434,542.

Directors elected for two-year terms are A. C. Hunt, material control, 1st shift; Billy Ray Harris, foundry department, 1st shift; Hubert Lankford, gear cutters, 1st shift; and Jerry Jackson, final assembly and shipping, 1st shift.

Credit Union officers are Billy Ray Harris, president; Hubert Lankford, vice president; Austin Freeman, secretary-treasurer; and Leonard Avery, security officer.

Supervisory committee members are Elton Fenley, supervisor of machine billing; Roy Meyers, credit department; and David Jinkins, machine shop, 2nd shift.

Credit committee members are Ed Root, Trailer Division, 1st shift; James Thomas, final assembly & shipping, 1st shift; and R. N. Smith, foundry department, 1st shift.

Austin Freeman is office manager for the credit union which is located in the white building across the street from the main office building. Office hours are 12 p.m. to 5 p.m. Monday, Tuesday, Thursday and Friday.

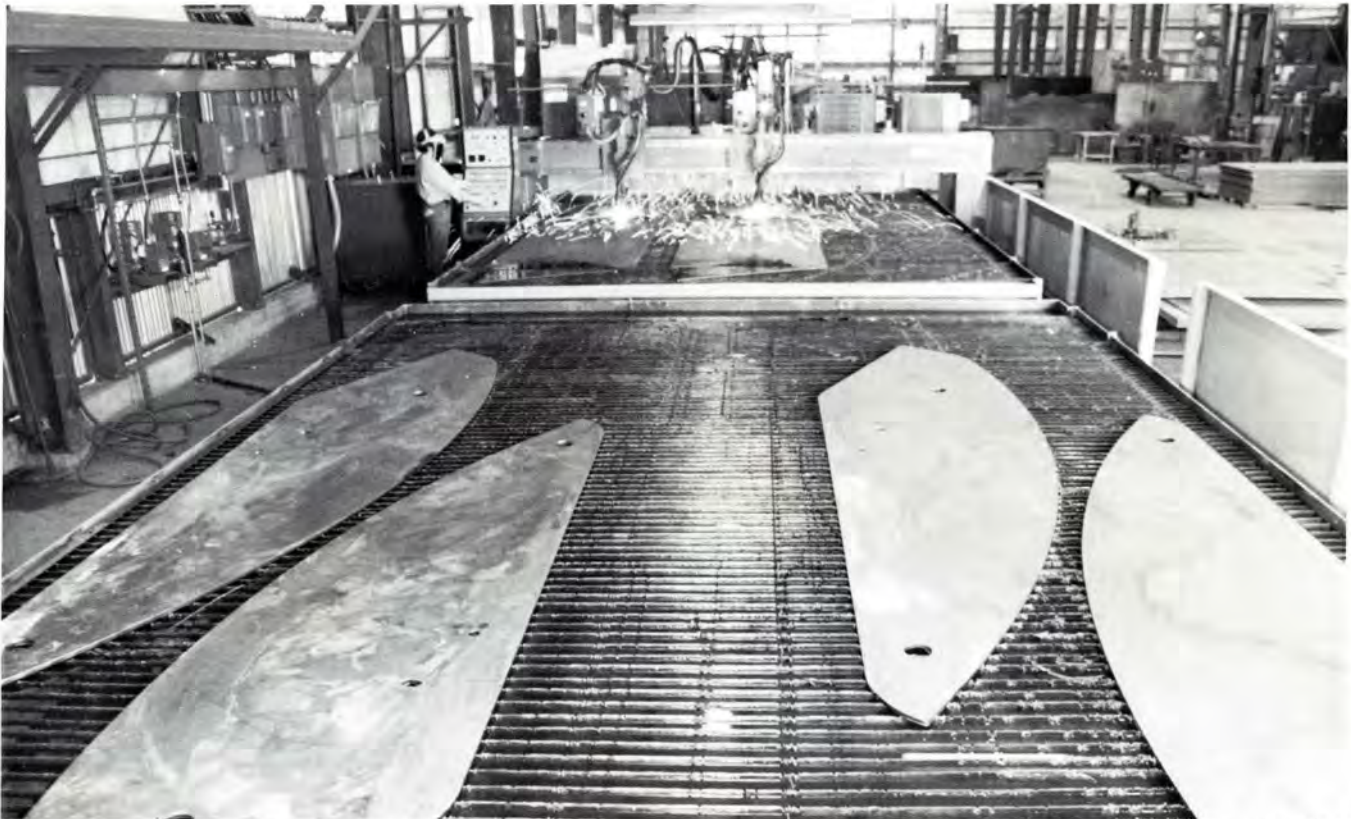


Winners of the door prizes at the LFM Federal Credit Union meeting were: (l-r) Charlie Hamilton, trailer parts, 1st shift, C.B. radio; Melissa Freeman, ladies' watch; Michael Baird, baker-broiler; and Jackie Rogers, pattern shop, 1st shift, man's watch



Winners of cash prizes were: back row (l-r) Katherine Freeman, \$25; Mrs. Melba Havard, \$50; Ben Hooker, machine shop, 1st shift, \$25; Vernon Nixon, pattern shop, 1st shift, \$25; and Rip Smith, foundry department, 1st shift, \$50. Front row: (l-r) Mrs. Ickey Baird, \$25; Mrs. Jackie Rogers, \$25; and Susan McKinney, \$25

Space: The problem & solution



Occupying about one-third of a new bay in the west extension of the welding and structural shop is the new tape-controlled plasma arc shape cutting machine. The "plasma-torch" method of cutting pumps unit parts out of metal is new to LUFKIN

Space was the problem and the solution in the welding and structural plant.

With every bay bulging and congestion filling the aisles, there was just one thing to do. Relieve the congestion and give employees better work areas.

That's what happened in the welding and structural shop.

A 110-foot by 190-foot extension was added to the west side of the plant. This extension now houses two bays, each 55 feet by 190 feet and a new tape-controlled plasma arc shape cutter.

Both bays are equipped with new overhead cranes: bay 7 has one 5-ton and two 3-ton cranes and bay 8 has two 5-ton cranes.

Occupying about one-third of one bay is this new remarkable machine, a tape-controlled plasma arc shape cutter.

This "plasma torch" method of cutting pumps unit parts out of metal is new to Lufkin Industries, Inc., and introduces water injection cutting to the welding and structural plant.



Jim Noullet, principal operator, performs all operator functions at this one location because the control unit is part of the main gantry. This new shape cutting machine is the first computer-operated machine in the welding and structural plant. The control system uses numerical programming similar to the ones used on the machines in the machine shop

Also, this is the first computer-operated machine in the welding and structural plant. This computer can be programmed with tapes which can tell the machine to cut up to 40 different shapes or parts for pumping unit parts.

The control system uses numerical programming similar to the ones used on the machines in the machine shop. This control unit is part of the main gantry—a steel bridge that extends over the work area. All operator functions are performed at this one location.

Mounted on the front of the gantry beam is a master carriage. The computerized control system generates steering signals that direct the carriage in making the correct layout of a part.

Mounted on the carriage are two plasma arc torches. Because of the higher concentration of heat, these torches cut five or six times faster than an oxy-gas torch.

Water being injected around the plasma jet further concentrates the cutting arc making it hotter and better defined. As the water strikes the plate, it contains the heat and prevents warpage. Also because of water injection cutting, less slag sticks to the plate.

The shape cutting machine eliminates template preparation and time consuming manual layout. It performs all operations in seconds, first layout and then burning the plate.

An air-operated marking device, located four inches behind the cutting torch, punch marks lines on the plate for hole and support locations. This marking device permits accurate, high-speed layout of plate.

After mark punching, the plasma arc torches burn at a cutting speed of 60 inches per minute on one-inch plate or 240 inches on 14 gauge plate.

The machine can cut steel plate up to three inches. It also can cut stainless steel and aluminum plate.

The basic machine has a cutting area of 14 feet by 50 feet. While material is being cut at one end, material is loaded at the other end.

Bill said the machine cuts a horsehead side plate within three minutes while an optical shape cutter requires 18 minutes to cut the same part.

"This greatly increases the production capacity of the company," Bill said.



Mounted on the carriage of the gantry are two plasma arc torches. Because of the higher concentration of heat, these torches cut five or six times faster than an oxy-gas torch. Water being injected around the plasma jet further concentrates the cutting arc making it hotter and better defined

Changes in Shop Layout

With the addition of two new bays, several changes had to be made in work stations and material storage.

First, the belt cover department was moved into bay 8 with the new plasma cutting machine. Next, fabrication of air tanks and walking beams were moved in the other new bay.

The mechanical and electrical maintenance department was re-located to an area between final assembly-shipping and the welding and structural plant. Above this department, a storage room was built. New storage bins and record files were placed in the room.

"This will be the first time we have had a centralized location for keeping a supply and record of parts," said John McCarty, general foreman, 1st shift. "With an accurate record of parts, we should have proper usage of parts."

Also, a paint dip operation for crank guards was placed into the extension of that department.

A dip tank, which holds 2,750 gallons of paint, was set into a pit five feet deep, 22 feet long, and four feet wide. The paint is a special one coat combination of primer and black paint which gives a durable protective coating to the crank guards.

After all parts to a set of crank guards are tied together, they are dipped into the tank and then set outside to dry. From there, they are moved into final assembly and shipping building to be loaded on a truck.

This is a quicker, more economical method than the older one. Previously, a set of crank guards were tied together in the welding shop, sent to final assembly and shipping where they were untied, and individually spray painted, tied together again, and then finally loaded on a truck.

"In dipping the set of crank guards, we don't have the loss of paint we had in spray painting each part," John said, "also, in this method, we have eliminated two steps of tying together a set of crank guards."

Also included in the shop improvement activities was the plan for a new office for foremen John McCarty and Bennie Wallace, 2nd shift. The new office was added above the one located in the middle of bay 4. John said the office also will be used to hold conferences

and safety meetings.

"Agreed, the extension has affected many areas within the shop," John said, "but it also improved the working conditions."

He added: "We needed the space. I believe these changes provide a more efficient and safer operation that benefits employees and the production schedule."



Since the basic machine has a cutting area of 14 feet by 50 feet, material can be loaded or unloaded at one end while material is being cut at the other end. Helpers Eisen Gregory Sanford, left, and Randy Allen, right, cut the scrap away from the horseheads that the shape cutter just finished cutting



Aaron Henderson, left, and Franklin Clark, both from assembly & shipping, 3rd shift, dip crank guards into a tank which holds 2,750 gallons of paint. The paint is a special one coat combination of primer and black paint which gives a durable protective coating to a set of crank guards

LUFKIN IN FOCUS

Scholarship deadline April 1

Deadline for filing applications for scholarships awarded by Lufkin Industries Foundation is March 31, 1977.

A high school student whose parent has been an employee of Lufkin Industries for at least one year when the student registers for the senior year is eligible to apply for one of the scholarships awarded by the Foundation.

Applications are available in the principal's office at Lufkin High School, in the personnel department, office of the Secretary of

the Foundation located in the Trailer Division, or at any branch office.

Applications for the 2-year Angelina College scholarships are available only at the Financial Aids Office of the College.

A completed application should be accompanied by a transcript of the 9th, 10th, 11th, and first semester of the 12th year grades, and the results of the Scholastic Aptitude Test (SAT). Only those applications accompanied by the results of the SAT test will be con-

sidered for one of the scholarships awarded by the Foundation.

Before April 1, applications for the 4-year scholarships should be filed with the foundation's secretary. Applications for the 2-year Angelina College's scholarships should be filed with the Financial Aids Office of the College.

Information about the scholarship program of the Foundation may be obtained from the Foundation's secretary or the personnel department.

All applications must be filed before April 1, 1977.



Bill Landry

Bill Landry has been promoted to Foundry Maintenance Engineer within the Foundry Department.

He is responsible for all mechanical and electrical maintenance in the Foundry Department as well as parts, maintenance inspection, and the new Preventive Maintenance Program.

Since joining LUFKIN in February, 1970, Bill has been project engineer in the Foundry Department. He received his bachelor degree from The University of Texas at Austin.



Ray Russell

Ray Russell has been promoted to Traffic Manager of the Traffic Department.

He is responsible for all shipments coming into and leaving the plant area; the audit of freight charges; and supervision of traffic personnel.

Ray joined LUFKIN in 1956 as receiving clerk. He was general clerk and export clerk of the Traffic Department before his recent promotion.

Ray attended Pineywood Business College.



Jimmy Lamont

Jimmy Lamont has been promoted to Assistant Traffic Manager of the Traffic Department.

Jimmy coordinates shipments of pumping units, verifies rates and processes loss and damage claims.

He was employed by LUFKIN in 1951 and was placed in the Traffic Department as shipping clerk.

Jimmy attended Satterwhite's Commercial College and Pineywood Business College.

J. D. Edwards Retires

"Every time someone put a torch down, I would pick it up," said J. D. Edwards who retired January from the welding shop. "Finally, I learned how to use it and the foreman turned me loose on it."

J. D. was employed by LUFKIN in 1941 and was placed in the welding and structural shop as a helper. After he learned how to use a torch, he began cutting out equalizers for pumping units.

Then a new shape cutting machine arrived in the shop capable of cutting heavy steel up to 1¼ inches. J. D. was asked to try "his hand" on that for awhile. "I liked it and apparently did good work because I operated it 21 of the 35 years I worked in the shop."

As for retirement, J. D. says he likes deer hunting and enjoys "piddling around the house."

Then he proudly announced that he and his wife, Helen Edwards, have been married for 39 years and added, "a better woman a man couldn't find."

J. D. concluded the interview saying: "I just would like to say—and I really mean it—Lufkin Industries is a wonderful place to work. I think the world of all the guys I know out there in the shop."



After putting his arm around Bill Trout, vice president, J. D. Edwards laughed and said he "was a good apprentice when he worked in the structural shop." Then added: "I have a lot of good memories—a whole lot."

Keeping Up with Castings

The casting yard office holds a position much like the second leg runner in a three man relay race. However, rather than passing a baton, this office passes information to material control concerning purchased steel castings and completed and uncompleted casting jobs from the foundry.

Gary Greening, casting yard working foreman, and Rae Wilson, clerk, are responsible for these daily records.

Castings poured in the foundry are received by four forklift drivers assigned to the casting yard. These men fill out material slips on each order and store the castings at a designated point in the yard.

Material slips are turned in to the casting yard office for processing.

The forklift drivers, Leo James Roberts, Paul Tuscan, Terry Sparks, and Allen Whitaker are the men who keep the castings properly located and moving toward their final destinations.

From reports of the casting yard office, material control keeps daily tabulation on the quantity of castings stockpiled in the yard, and knows when to replenish the stock.

Home for the castings yard office is the small trailer house located across from the northwest corner of the foundry, at the edge of the casting yard.



Pumping Unit Jigsaw Puzzle

Loading a LUFKIN pumping unit on a flatbed trailer is something like working a jigsaw puzzle. Each part has a place. Fitting the parts together to make a balanced legal load is the daily job of two teams of men in the assembly and shipping department.

Jack Allen, assembly and shipping, 1st shift, is the man who determines the placement of a unit or units on a trailer for shipping.

"Every time we load a unit, we have to know the approximate weight of the load and know how to place it to keep the truck legal," Jack said. "But every load is usually a little different, so we have to figure the placement for each order going out."

With many loads, a five-axle tractor-trailer is used, and these rigs must have the load distributed so that each axle will have a legal weight on it.

Parts like the gear box and the base have standard positions on the front and back of the trailer. However, the type of trailer used and the weight of the unit involved will determine which part will ride on front and back axles.

Jack determines mathematically how the weight will be distributed for each trailer. Then, the men who do the actual loading take his figures and put the mathematics to work on the final loading line.

David Rivers, 1st shift, and John Bridges, 2nd shift, are the two men who work the floor. These men hook each part by chain or strap to the overhead crane, a job that is not as easy as it might look to the casual onlooker. Each part hooked to the crane must be secure and level for the best handling and loading by the men working on the trucks.

David and John also are responsible for directing the final placement of each part, and listing each part to make sure the truck is carrying out an order. These men must make sure that the unit rolls out of assembly and shipping heading toward its proper destination.

The men who work the trucks or do the actual job of setting each piece in its proper spot on the trailer are: Jimmy Miller, 1st shift, and Eddie Mask, 2nd shift.

These are the men who actually put the puzzle together. They take measurements to make sure a large load is not extended off the trailer beyond the legal limits. They also work parts into tight places and secure the parts to insure a safe load.

The job of the men on the trucks is made easier, however, by the expertise of the men operating the overhead cranes.

Harley Graham, 1st shift, and Rudy Rios, 2nd shift, are the pre-

cise mechanics who overlook the giant puzzle. They position the piece where it must fit, and place it as close as possible in that position so the loader will have the least possible trouble fitting the part into the puzzle.

Teamwork is the key to loading a pumping unit quickly and efficiently. By working as a team, the men on the floor, the men on the trucks, and the men in the cranes make a difficult job look as simple as working a jigsaw puzzle.



The gear box usually has a standard position on the front of the truck. Jimmy Miller, 1st shift, is setting the motor base assembly in its proper spot on the trailer to insure a safe load. When all parts of the pumping unit have been placed on the trailer bed, a rig has a legal weight on it.



Each part of a pumping unit has a place on the truck bed. Fitting the parts together to make a balanced legal load is the daily job of two teams of men in the assembly and shipping department.

A Few New Walls

Recent renovations in the engineering building have created new work areas for older department employees.

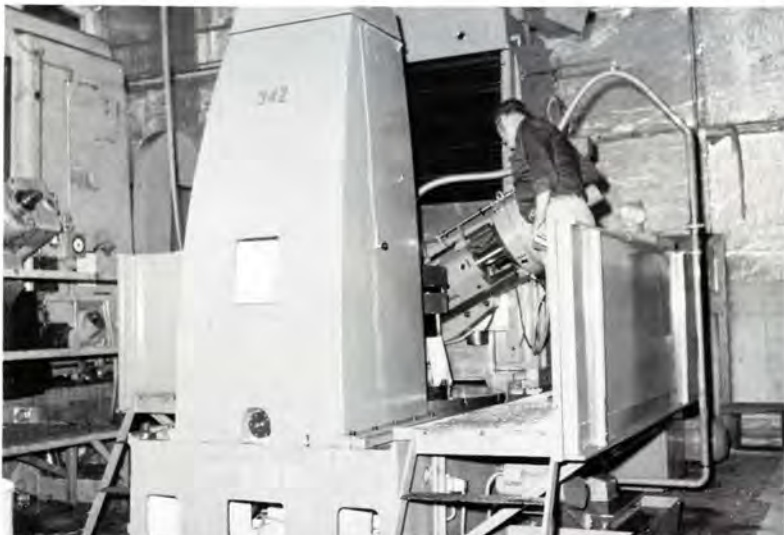
An office which was originally one large room has been walled off into four offices.

A. G. Black, order department manager, Jimmy Huntress, order department assistant manager, and Charles Vinson now have separate offices. Order department Secretaries Maxine Besing, Jane Green and Jackie Ford work in the other larger office.

Across the hall, order department employees Gene Vinson and Glen Goehring work in an office which was previously an open area adjoining the hall. It now has been walled off from the hall and made into an enclosed office.



Order department employees (l-r) Maxine Besing, A. G. Black, and Jane Green work in new offices



Bill Cantrell, industrial engineering, inspects the new hobbing machine recently put into production in the machine shop.

The Pfauter Hobbing Machine

A new Pfauter hobbing machine, No. 342, has gone into production in the gear cutting department of the machine shop to help increase production capacity and efficiency on high speed commercial gears.

This hobber has been manufactured to cut gears to extremely precise accuracy which is essential in Lufkins high speed gears.

Purchased from American Pfauter Company for approximately \$270,000, the new hobbing machine is manually operated and capable of hobbing gears up to 49.2 inches in diameter.

Amy McKay

Amy McKay, senior at Arapahoe High School, Littleton, Colorado, has been selected to appear in "Who's Who Among American High School Students—1975-1976."

She is the daughter of Mr. and Mrs. Oliver McKay, Jr., of Littleton, Co. Oliver is the division manager of Rocky Mountain Division of machinery sales.

Amy has participated in 4-H, Girl Scouts, Model U.N., and Inter-



Faith Task Force 25-Mile Walks. Currently she is an active member of Key Club and Fellowship of Christian Athletes.

An all-around sports enthusiast, she has five years of L.S.A. Girls Soccer League to her credit, 3 years of South Suburban Girls Softball, 1 year in the Englewood Women's Softball League, 2 years on the Girl's Ice Hockey Team and one year of High School Basketball. An avid skier for the past six years, Amy is now in training for the Colorado Ski Patrol, and will be based at Winter Park Colorado for the season.

Celebrating an Anniversary

2-11 Years



WILBUR BRUTON
Yard Crew
4 Years



GLENN NICHOLS
Foundry—Main Bay
6 Years



MARIE BLACKBURN
Trailer—Dumps
3 Years



EDWARD PILLOWS
Shaft Shop
8 Years



WILLIE WIGLEY
Machine Shop
7 Years



BOBBY ALLEN
Welding & Structural
4 Years



DALE WIGLEY
Machine Shop
7 Years



HENRY MACK
Foundry—Main Bay
2 Years



RAY YARBROUGH
Trailer—Truck Driver
8 Years



LEE ALEXANDER
Foundry—Main Bay
3 Years



X. L. RATCLIFF
Foundry—Yard Crew
2 Years



GLEN McDANIEL
Engineering Department
4 Years



DELOYCE COUTEE
Trailer—Float Subs
3 Years



RONALD FULFORD
Electrical Department
2 Years



IVY COLLINS
Machine Shop
8 Years



TOMMY NASH
Assembly & Shipping
4 Years



WILLIAM HOWARD
Assembly & Shipping
4 Years



BOBBY SHORT
Welding & Structural
7 Years



WILLIAM REDD
Utility Maintenance
3 Years



PALMER ARNOLD
Mechanical Maintenance
2 Years



JAMES BAKER
Welding & Structural
7 Years



FLOYD LEWIS
Foundry—Side Bay
2 Years



JOSEPH WALKER
Gear Cutters
11 Years



MELVIN BROCK
Welding & Structural
7 Years



SHARYN WILLIFORD
Trailer—Dumps
3 Years



NORMAN BARLOW
Trailer—Machines
4 Years



FERRIS STURROCK
Trailer—Repair
9 Years



BOB WESTBROOK
Trailer—Parts
8 Years



JERRY FERGUSON
Trailer—Carpenter
5 Years



EDNA WALLACE
Trailer—Van Subs
3 Years



CAROLYN YOUNG
Trailer—Van Subs
3 Years



SHIRLEY ADAMS
Trailer—Dumps
3 Years



JAMES ANDERS
Trailer—Yard Crew
4 Years



JAMES VANN
Welding & Structural
4 Years



JIMMY DAY
Machine Shop
2 Years



ALVIN BROOKS
Machine Shop
4 Years



J. C. COFFIELD
Material Control
7 Years



WINFRED WATSON
Machine Shop
2 Years



WALTER MODISSETTE
Automotive & Industrial
4 Years



JAMES SOWELL
Assembly & Shipping
5 Years



LOWELL CLARK
Material Control
10 Years



JAMES BURSE
Welding & Structural
4 Years



JAMES JOSHUA
Traffic Department
7 Years



GARY BOYD
Inspection Department
5 Years



EDDIE MASK
Assembly & Shipping
4 Years



KENNETH WALDROP
Shaft Shop
2 Years



BILLY SMITH
Machine Shop
8 Years



GILBERT GARCIA
Machine Shop
2 Years



MIKE CHAMPION
Material Control
10 Years



MARY SMITH
Purchasing Department
4 Years



TERRY BAIRD
Foundry Maintenance
6 Years



CURTIS WATTS
Foundry-Side Bay
2 Years



ROBERT LEWIS
Machine Shop
2 Years



JAMES HORACE
Foundry-Side Bay
7 Years



EUGENE HODGE
Foundry-Yard Crew
5 Years



DAVID FORSYTHE
Welding & Structural
3 Years



PAUL TUSCANA
Material Control
2 Years



TRUMAN FUSSELL
Electrical Department
2 Years



JIMMY BRISTER
Pattern Shop
6 Years



JAMES WOLFE
Gear Cutters
5 Years



CECIL PRIMROSE
Electrical Department
4 Years



RILEY O'QUINN
Gear Cutters
10 Years



WESLEY DUNSFORD
Assembly & Shipping
2 Years



JESSIE RAY, JR.
Security Guard
6 Years



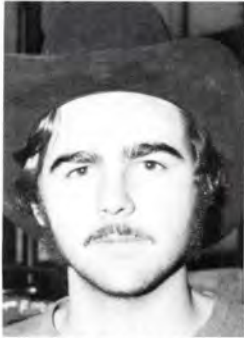
AUGUST KULMS
Machine Shop
4 Years



AUTRY TENNYSON
Foundry—Main Bay
2 Years



BILLY REYNOLDS
Foundry—Melting Lab
9 Years



RICKY PATRICK
Machine Shop
2 Years



IRA BROWN
Lathe Shop
10 Years



LEROY MOONEY, JR.
Machine Shop
2 Years



ROYCE MODISETTE
Machine Shop
9 Years



C. V. SCHOUBROEK
Welding & Structural
2 Years



ELTON MENEFFEE
Pattern Shop
4 Years



DAVID HENSARLING
Machine Shop
2 Years



DON WILLMON
Foundry—Melting Lab
8 Years



JIMMY COLE
Machine Shop
11 Years



LOYD FROR
Assembly & Shipping
2 Years



LOUIS BROCK
Assembly & Shipping
3 Years



M. D. HANCOCK
Gear Cutters
7 Years



GRADY DUE
Assembly & Shipping
11 Years



THOMAS FLOWERS
Welding & Structural
2 Years



CLYDE BURRELL
Machine Shop
2 Years

MARKING AN ANNIVERSARY

TRAILER DIVISION

Employment	Date	Years with Co.
John E. Moreland	Mar. 11, 1946	31
Carl Liese	Mar. 27, 1946	31
Elbert R. Bailey	Mar. 2, 1950	27
Coy Oliver	Mar. 2, 1950	27
Fred Nash	Mar. 20, 1952	25
James D. Mainer	Mar. 25, 1952	25
Fred J. Strait	Mar. 1, 1954	23
G. J. Brown	Mar. 14, 1956	21
Bobbie R. Malnar	Mar. 7, 1962	15
Orvell J. Molandes	Mar. 8, 1962	15
Richard P. English	Mar. 8, 1962	15
Anclie Armstrong	Mar. 31, 1966	11
Ferris Sturrock	Mar. 12, 1968	9
Bob Westbrook	Mar. 3, 1969	8
Ray Yarbrough	Mar. 25, 1969	8
Jerry Ferguson	Mar. 14, 1972	5
Norman Barlow	Mar. 20, 1973	4
James Anders	Mar. 28, 1973	4
Edna Wallace	Mar. 4, 1974	3
Carolyn Young	Mar. 4, 1974	3
Sharyn Williford	Mar. 4, 1974	3
Marie Blackburn	Mar. 4, 1974	3
DeLoyce Coutee	Mar. 4, 1974	3
Shirley Adams	Mar. 4, 1974	3
Johnny Burke	Mar. 1, 1976	1
John Jackson	Mar. 3, 1976	1
Earl Randolph	Mar. 8, 1976	1
Nathaniel Blackburn	Mar. 9, 1976	1

MACHINE SHOP

Employment	Date	Years with Co.
Pat Johnson	Mar. 11, 1937	40
Grady M. Campbell	Mar. 12, 1941	36
J. V. Nash	Mar. 20, 1952	25
A. L. Christina	Mar. 2, 1953	24
John Monday	Mar. 15, 1954	23
Rex Berry	Mar. 22, 1954	23
Gayland Wallace	Mar. 24, 1954	23
Jewel Kolb	Mar. 29, 1954	23
Doyle Lunsford	Mar. 2, 1959	18
George R. Montes	Mar. 2, 1959	18
Ross Nash	Mar. 6, 1959	18
R. G. Mitchell	Mar. 16, 1959	18
A. G. Hollis	Mar. 30, 1962	15
Hubert Lankford, Jr.	Mar. 4, 1963	14
Loyce Sandlin	Mar. 15, 1963	14
Rayford Wright	Mar. 20, 1963	14
Cecil Foster	Mar. 2, 1964	13
A. J. Barge, Jr.	Mar. 5, 1965	12
Jimmy L. Cole	Mar. 22, 1966	11
Joseph Walker	Mar. 25, 1966	11
Ira M. Brown	Mar. 14, 1967	10
Marvin Simons, Jr.	Mar. 20, 1967	10
Riley D. O'Quinn	Mar. 28, 1967	10
Royce Modisette	Mar. 20, 1968	9
Edward A. Pillows	Mar. 4, 1969	8
Billy J. Smith	Mar. 10, 1969	8
Ivy Collins	Mar. 11, 1969	8
Jesse R. Garcia, Jr.	Mar. 25, 1969	8
Dale Wigley	Mar. 26, 1970	7
Willie Wigley	Mar. 26, 1970	7
M. Doyle Hancock	Mar. 31, 1970	7
Gary Boyd	Mar. 28, 1972	5
James Wolfe	Mar. 30, 1972	5
William Walters	Mar. 1, 1973	4
August Kulms	Mar. 14, 1973	4
Alvin Brooks	Mar. 20, 1973	4
Wilbur L. Burton	Mar. 27, 1973	4
Kenneth Waldrop	Mar. 2, 1975	2
Robert Lewis	Mar. 10, 1975	2
David Hensarling	Mar. 11, 1975	2
Clyde J. Burrell	Mar. 21, 1975	2
Jimmy C. Day	Mar. 23, 1975	2
Gilbert Garcia	Mar. 25, 1975	2
Leroy Mooney, Jr.	Mar. 26, 1975	2
Winfred C. Watson	Mar. 30, 1975	2
Ricky W. Patrick	Mar. 31, 1975	2
Ernest E. Young	Mar. 15, 1976	1
Larry McClendon	Mar. 17, 1976	1
Mikel Horton	Mar. 17, 1976	1
Barry D. Caldwell	Mar. 21, 1976	1

WELDING AND STRUCTURAL PLANT

Employment	Date	Years with Co.
B. R. Wallace	Mar. 17, 1937	40
W. A. Drake	Mar. 23, 1946	31
Barner Davis	Mar. 8, 1954	23
Robert Molandes	Mar. 30, 1954	23

Donald Jones	Mar. 28, 1955	22
Marlin Williams	Mar. 3, 1959	18
Freddie Sullivan	Mar. 11, 1965	12
Jesse Brooks	Mar. 29, 1965	12
Joe Allen	Mar. 30, 1965	12
Melvin Brock, Jr.	Mar. 4, 1970	7
Bobby Short	Mar. 16, 1970	7
James Baker	Mar. 27, 1970	7
James Burse	Mar. 12, 1973	4
James Vann	Mar. 26, 1973	4
Bobby Allen	Mar. 26, 1973	4
William D. Forsythe	Mar. 11, 1974	3
Elmer Hall	Mar. 20, 1974	3
Thomas Flowers	Mar. 3, 1975	2
C. V. Van Schoubroek	Mar. 31, 1975	2

PATTERN SHOP

Employment	Date	Years with Co.
Steve McKinney, Jr.	Mar. 22, 1954	23
Jimmy Brister	Mar. 24, 1971	6
Elton Menefee	Mar. 8, 1973	4

FOUNDRY DEPARTMENT

Employment	Date	Years with Co.
N. L. Stringer	Mar. 20, 1947	30
Lessie Roberson	Mar. 3, 1953	24
William R. Cole	Mar. 18, 1963	14
Billy G. Reynolds, Sr.	Mar. 11, 1968	9
Don H. Willmon	Mar. 10, 1969	8
James R. Horace	Mar. 30, 1970	7
Terry P. Baird	Mar. 9, 1971	6
Glenn Nichols	Mar. 31, 1971	6
Eugene Hodge	Mar. 7, 1972	5
Lee E. Alexander	Mar. 25, 1974	3
Floyd Lewis	Mar. 3, 1975	2
Henry Mack	Mar. 5, 1975	2
Curtis J. Watts	Mar. 5, 1975	2
Autry G. Tennyson	Mar. 10, 1975	2
X. L. Ratcliff	Mar. 21, 1975	2

MAIN OFFICE

Employment	Date	Years with Co.
Raymond Willmon	Mar. 15, 1943	34
Eulen Parrish	Mar. 3, 1947	30
Janice Brooks	Mar. 29, 1971	6
Mary Smith	Mar. 19, 1973	4
James Holt	Mar. 22, 1976	1
Sue Joseph	Mar. 29, 1976	1

ENGINEERING DEPARTMENT

Employment	Date	Years with Co.
Selman Griffith	Mar. 16, 1960	17
Glen McDaniel	Mar. 6, 1973	4

ASSEMBLY FLOOR

Employment	Date	Years with Co.
Tom Treadwell	Mar. 3, 1947	30

TRAILER SALES

Employment	Date	Years with Co.
James H. Horn	Mar. 18, 1957	20
Elmer H. Fuller	Mar. 1, 1958	19
Joe F. Wade	Mar. 8, 1976	1
John Dennis	Mar. 8, 1976	1
Donald Hamilton	Mar. 17, 1976	1
Gregory Knies	Mar. 17, 1976	1
Jose Quintanilla	Mar. 30, 1976	1

MACHINERY SALES

Employment	Date	Years with Co.
L. G. Frazer, Jr.	Mar. 10, 1947	30
Jack Gissler	Mar. 24, 1947	30
Hugh N. McWilliams	Mar. 25, 1969	8
Margaret West	Mar. 4, 1976	1
Mark D. Scaif	Mar. 29, 1976	1

ORDER DEPARTMENT

Employment	Date	Years with Co.
Gene Vinson	Mar. 26, 1962	15

ELECTRICAL DEPARTMENT

Employment	Date	Years with Co.
A. J. Modisette, Jr.	Mar. 1, 1948	29
Cecil Primrose	Mar. 15, 1973	4
Truman E. Fussell	Mar. 3, 1975	2
Ronald Fulford	Mar. 3, 1975	2
Harold Pierce, Jr.	Mar. 4, 1976	1

SECURITY GUARD

Employment	Date	Years with Co.
Austin L. Freeman	Mar. 1, 1950	27
Jessie J. Ray, Jr.	Mar. 24, 1971	6

TRAFFIC DEPARTMENT

Employment	Date	Years with Co.
Robert Champon	Mar. 19, 1951	26
Charles Steele	Mar. 27, 1963	14
James Joshua	Mar. 12, 1970	7

PERSONNEL DEPARTMENT

Employment	Date	Years with Co.
Martha Hopson	Mar. 25, 1953	24
Joe Perkins	Mar. 16, 1954	23

INDUSTRIAL ENGINEERING

Employment	Date	Years with Co.
John W. Temple	Mar. 16, 1954	23

MATERIAL CONTROL

Employment	Date	Years with Co.
R. G. Gray	Mar. 8, 1962	15
Sam Turner	Mar. 23, 1962	15
Mike Champion	Mar. 6, 1967	10
Lowell Clark	Mar. 30, 1967	10
J. C. Coffield	Mar. 9, 1970	7
Paul Tuscana	Mar. 18, 1975	2
Winford Allen	Mar. 16, 1976	1

AUTOMOTIVE & INDUSTRIAL

Employment	Date	Years with Co.
Shaila Carlile	Mar. 28, 1966	11
Walter Modisette	Mar. 21, 1973	4

UTILITY MAINTENANCE

Employment	Date	Years with Co.
William H. Redd	Mar. 8, 1974	3

ASSEMBLY & SHIPPING

Employment	Date	Years with Co.
Luther Yount	Mar. 5, 1951	26
Grady Due	Mar. 23, 1966	11
James Sowell	Mar. 14, 1972	5
Eddie Mask	Mar. 6, 1973	4
Tommy Nash	Mar. 20, 1973	4
William Howard	Mar. 21, 1973	4
Louis Brock	Mar. 27, 1974	3
Wesley Dunsford	Mar. 5, 1975	2
Loyd Fror	Mar. 24, 1975	2
John Martin	Mar. 1, 1976	1
Sam H. Spinks	Mar. 15, 1976	1

MECHANICAL MAINTENANCE

Employment	Date	Years with Co.
Palmer Arnold	Mar. 3, 1975	2

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About the Front Cover

New to Lufkin is the "plasma-torch" method of cutting pumping unit parts out of metal. The new shape cutting machine eliminates template preparation and time consuming manual layout. It performs all operations in seconds, first layout and then burning the plate.

The new shape cutter is located in the last bay of the west extension to the welding and structural building. Standing is principal operator Jim Noullet, 1st shift. Helpers Randy Allen, left, and Eisen Sanford, cut the scrap away from the belt covers.

LUFKIN ROUNDUP

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