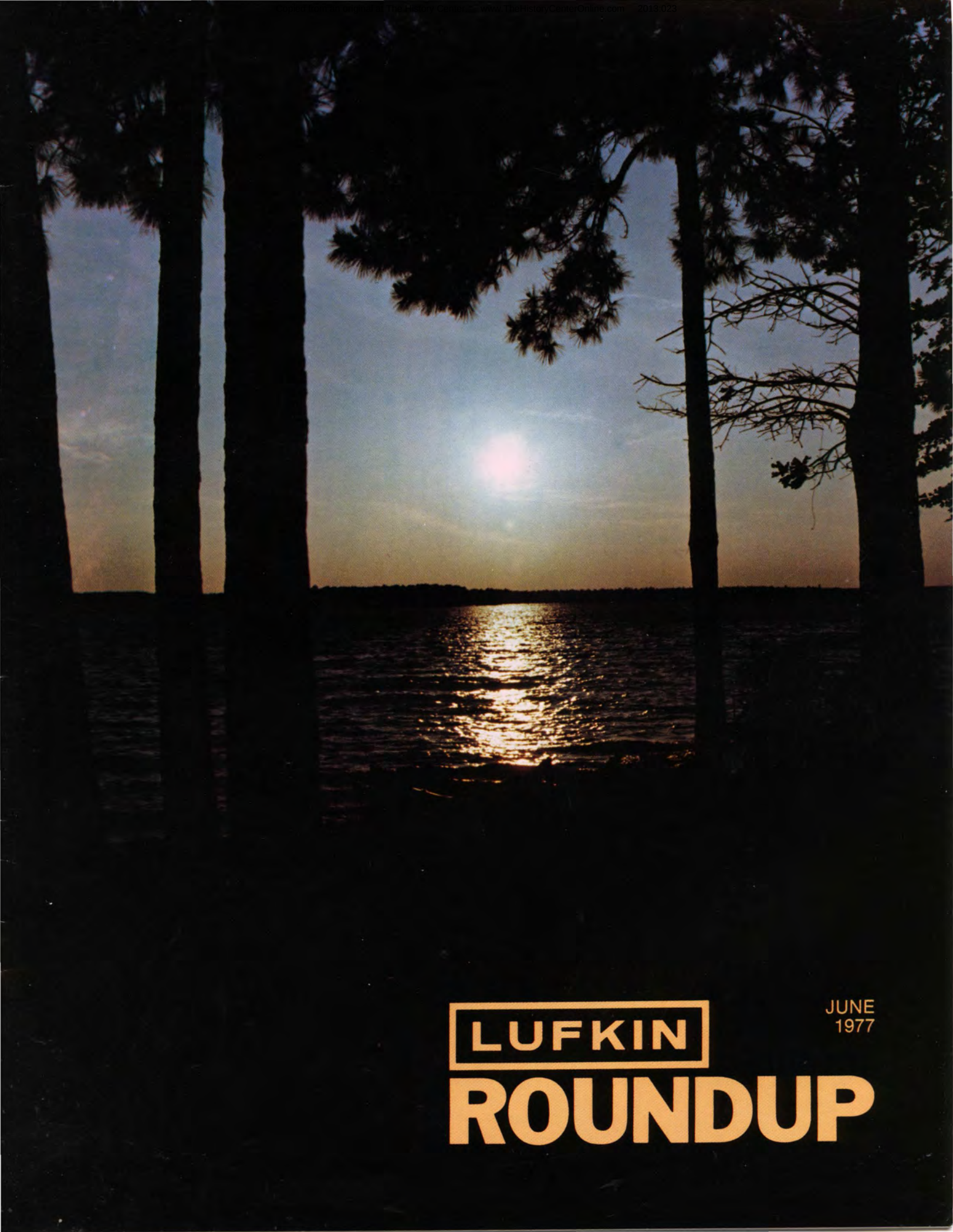




LUFKIN

ROUNDUP

JUNE
1977

FELLOW EMPLOYEES AND FRIENDS OF LUFKIN INDUSTRIES:

This year in 1977 we commemorate our 75th year in business. We have increased the ownership substantially from the original five we had back in 1902 when we were chartered to the more than 600 stockholders at the present time.

Lufkin Industries has come a long way in the last 75 years, starting with a small mill supply warehouse, a foundry, and a machine shop on a two-acre plot of ground in 1902, to our vast complex of 80 acres of shops and grounds in downtown Lufkin and our new trailer plant at Homer.

The depression of the 30's, the war years, and the struggling years our company has continued to grow by plowing back into its facilities virtually all the profits it ever made except for a modest dividend to stockholders.

We have many fellows who have been with the company 40 years or more, such as Guy Croom, Louis Fincher, Mutt Barr, Joe Storey, Ghent Smelley, Charlie Dyer, Preston Weatherly, Bennie Wallace, Edmund Winston, V. V. Largent, George Freeman, Pat Johnson, Carl Wilkinson, Rayford Harbuck, H. W. Breazeale, H. L. Westbrook, and Calvin Stevens.

These old-timers can tell some interesting stories about the early days at Lufkin Foundry. Jesse Belote's badger fights have passed with the ages, but they left a lasting impression on those who fought the badger.

We have made it possible for many of our employees to become shareholders over the years by offering stock option plans for employees to buy company stock. Several of our directors and all of our officers have grown with the company in this manner.

We are planning an open house for Friday, June 17 so that the families of our employees can visit our shops and see where their parent, husband or wife works. We believe this will give you a better insight of Lufkin Industries, and we are looking forward to a good turnout.

As we enter our 75th year of operation, we want to thank our loyal customers, dedicated employees, and good stockholders who have patronized our company through the years, and made it economically strong.

R. L. POLAND



...from
**The President's
Desk**

Group effort stressed

"We're very proud of all of you who have completed these classes," said Frank Stevenson, vice president; "we believe it will prove beneficial to each of you."

Frank was addressing graduates of the LUFKIN industrial education classes at a party held at Angelina Hotel, April 26. At the graduation party, a slide show of the company's progress and plant expansion was shown to the 23 graduates.

After the slide presentation, Frank said the slides show the diversity of LUFKIN and its products. However, the important thing to remember was the group effort it required to build such products.

"Group effort is hard to place into a film but we must have this kind of effort in order to continue our progress."

The two-hour classes in shop math, blueprint reading and introductory welding were held twice a week. To graduate from a course, 48 classroom hours must be completed. The series of classes will be offered next fall.

Bill Cantrell, manufacturing engineering, Mitchell O'Neill, and David Bowers, both plant engineering, are the instructors.



The graduates of the industrial education classes are: front row, l-r, Ray Baxter, machine shop, 1st shift; Chester Mitchell, machine shop, 1st shift; Andy Modisette, machine shop, 2nd shift; Ken Crawford, machine shop, 2nd shift; Glenn McGilberry, welding shop, 1st shift; and Cathy Pullen, machine shop, 1st shift. Second row, l-r: Mike Curry, traffic department; Hubert Pittmon, foundry department, 1st shift; M. P. Mathen, shaft shop, 1st shift; Varghese Moses, shaft shop, 1st shift; Enicasio Perez, Jr., welding shop, 1st shift; Glenn Cummings, foundry, 1st shift; T. T. Thomas, machine shop, 2nd shift; and David Calahan, machine shop, 1st shift. Back row, l-r: Mike Modisette, machine shop, 2nd shift; P. K. Joseph, machine shop, 1st shift; James King, engineering; William Walker, manufacturing engineering; Bobby Allen, foundry, 1st shift; and D. E. Steel, welding shop, 2nd shift



Not only did Hubert Pittmon, foundry, 1st shift, receive a diploma but he also won one of the door prizes given at the graduation party. David Bowers, plant engineering, was one of the instructors of shop math classes



Bobby Allen, foundry, 1st shift, was happy to receive his diploma from his industrial education class



Cathy Pullen, machine shop, 1st shift, was the only woman to graduate from the industrial education classes. Her boss, Frank Stevenson, vice president, hands her the diploma

All's not quiet on the waterfront



Fishing is not an ordinary past time; it's the American way of leisure.

One Saturday morning, in the Easter month of April, the personnel department sponsored a LUFKIN Bass Tournament, which brought over 48 entries of two-man teams and one two-woman team. That's the fishing ladies to the left: Edith Arnold, Automotive & Industrial Division, signing the official rostrum and Liz McDonald, main office.



A quick survey of one group standing around the Hanks Creek Marina, at 5 a.m., shows these employees in the mingled crowd: Sam Turner, commercial gears, 1st shift; Roy Myers, main office; Billy Ray Harris, foundry, 1st shift; Jerry Vann, production control; Dennis Hopper, machine shop, 1st shift; and Travis Stone, foreman, 2nd shift, machine shop.

It is hard to believe people honor such an early morning schedule just to please a fish. Then, they work hard all morning to fool a fish into thinking he's getting a meal instead of becoming a meal.



"Buddy" Cantrell, main office, checking his watch reveals the impatient mood of the early morning crowd. Since most of the anxious contestants had spent the night near the marina, the line-and-hook gang were waiting for the tournament officials. Although ahead of "take-off time," the officials still received a rather warm, bombastic welcome.

While these dedicated contestants leave to fish their hopes away, a few observations about fishing need to be discussed.

Apparently, just fishing, whether a fish is caught or not, is a pleasure in itself. One poet said: "Fishing is the chance to wash one's soul with pure air. It brings meekness and inspiration, reduces our egotism, soothes our troubles and shames our wickedness."



Obviously the poet is a fisherman for only a poet-fisherman would say fishing reduces the ego.

Also, fishing brings reverence from Americans that approaches the patriotic salute of the flag. An American president once said: "There are only two occasions when Americans respect privacy. Those are prayer and fishing."

The "meek" fishermen and fishing ladies have returned for the weigh-in ceremony. Glenn Bridges, working foreman, brass foundry, 1st shift, finally retrieved his boat out of the water with help from his partner, Rayford Harbuck, core room, 1st shift.

Each of the tired, exhausted contestants, quickly turned a critical eye upon the other's fish.

"Where did you catch 'em'?"

"Yep, I sure did."

Why one fisherman asks another fisherman "where" he catches his fish is a mystery. It is a well-known practice among fishermen to never reveal the location of the well-stocked fishing spot. If the military could match the secrecy of the favorite fishing spot, they would never have to worry about "information leaks."

At the weigh-in scale, not all the "fishing" sportsmen submitted their fish for critical review. As the observer can see, most stood around to see if their fish qualified for the contest.

Gamblers Gary Long, manufacturing engineering, and Arnold Cole, machine shop, 3rd shift, took a chance and placed their fish in the basket. Others claimed they cared for the feelings of the fish and did not wish to embarrass them in front of such a crowd.

In any case, these are the winners of the tournament. Since the other fishermen claim they had larger fish which they threw away, the natural assumption is that these participants won by default.

Bill Bardwell, engineering, caught the largest bass which weighed 3 pounds, 15 ounces. Arnold Cole had the largest crappie which weighed 1 pound, 12 ounces.

Teams that placed in the bass category were: Buddy Pullen, foreman, mechanical maintenance,



and "Pat" Watson, machine shop, 1st shift; Travis Stone, foreman, 2nd shift, machine shop, and Phillip Lowery, machine shop, 2nd shift, 2nd place; and "Buddy" Cantrell, cost accounting, and Roy Myers, main office, 3rd place.

Teams that placed in the crappie category were: Gary Long and Arnold Cole, 1st place; Preston Westbrook and Donald Kuehl, both from pattern shop, 2nd place; and Travis Stone and Phillip Lowery, 3rd place.

Putting big effort into a little time



According to Cecil Primrose, electrical department, a person had to jump over things to get any place in the air compressor building



After three months of carrying out a clean-up project, the air compressor building had its material and battery motors tagged, and placed on shelves

"Just barely give employees the chance to clean-up the place and they jump at the opportunity," said a convinced Gene Hargis, foreman, electrical department.

Gene and his department have started a clean-up program which they volunteered to undertake in their spare time. Unfortunately, the department has not been able to salvage much spare time.

Actually, the department has only just begun with their self-imposed assignment. They chose the air compressor building as a starting point. It was a good selection since it looked like a Chinese junkyard before they began their clean-up activities.

The spic and span crew assigned to clean, organize, paint and remodel the building included: Andy Modisette, electrical department, 1st shift; Lee Dunaway, electrical department, 1st shift; and Mathew Mathen, shaft shop, 1st shift.

After three months of squeezing in a lot of big effort into a little time, the crew managed to add two electrical doors to one wall; installed an overhead roof; completely re-wired the building;

placed 6' x 6' wall vents in conjunction with an overhead fan; and added an air dryer to the building.

After all these additions were made, the crew tagged all motors and material, put up safety signs, added a coat of paint and poured cement driveways.

"The air dryer was needed to take the moisture out of the air which was detrimental to the pneumatic tools," Gene said. "We installed the overhead ventilator to take the heat out of the building."

Gene said to clean up a facility takes everybody's talent and time. He hoped that if their department could make some progress in this direction, others would follow the example.

"I believe it's something the guys want. We want a nice place to work; after all, we spend a lot of time here."

Cecil Primrose, electrical department, is in charge of the air compressor building. Cecil keeps the building spotless proving Gene and his theories correct.

"There's a lot of work the guys did that you can't see," Cecil said, "but I notice it because I

remember what it used to be like."

After the electrical department cleaned the compressor building, they sold \$3,000 worth of material to scrap dealers.

"So, you see," Gene said, "it is profitable to have a clean-up program."



Gene Hargis, foreman, electrical department, believes the men want a clean place to work. Apparently, he is correct because a look at any of the air compressors in the air compressor building reflects a clean, shining surface

All in the family

"Every guy out there kept asking me when is 'she' coming home?", said Rae Wilson, material control.

Although the recognized adopted mother of "Sweet Thing," all 13 employees of the heat treat building are self-appointed fathers.

"Sweet Thing" looks like the ordinary "run-of-the-mill" black cat but not to all of those who give her tender, loving care. Mention her name, the fellows take a casual or indifferent air. However, a quick glance reveals that "Sweet Thing" is an important member of the family in the heat treat building. All a person has to do is look at the elaborate meals she receives and the comfortable palatial box she has for a home.

Ask any of the crew members about her, and they will tell a visitor she is a very "unusual and gifted cat." After listening to the



Although quiet friendly, "Sweet Thing" does not like for her kittens to be disturbed. She tried to hide them from the flash of the camera and she expressed her disdain for the invasion of privacy

many and various adopted members of her family, one would think she is the animal kingdom's

answer to wonder woman.

Now, this wonder cat lives behind the Holcroft oven with the recent additions to her family. Actually, her kittens is what created great concern from her over-protective fathers. Apparently, "Sweet Thing" could not bring her kittens into this world without a little assistance. Like all expectant and nervous fathers, they turned to the appointed mother of the cat, Rae, and instructed her to do something.

Rae escorted the cat to the veterinarian who helped "Sweet Thing" deliver her kittens. Now "Sweet Thing" and the three kittens live happily together in the heat treat building where they receive more than enough attention.

"Don't let those guys fool you," Rae said, "I feed her every morning but she wouldn't stay around that heat treat building unless she was getting a lot of love."



Rae always receives a warm welcome. Sometimes, "Sweet Thing" goes to the trailer office in the casting yard to remind Rae that she is waiting for breakfast



The 2nd shift crew especially enjoys the company of their new additions. These proud members of the crew include: standing, l-r, Archia McDougald, Phillip Smith, and Frank Kegler. Front row, l-r, Jessie McDougald and Harvey Ramey.

The Great Escape

No escape is complete without people.

This is the magic offer of the canoe — the great escape from all the trappings of civilization.

With the sleekness of a missile shot into orbit, a canoe shimmies up, down and around shallow capillary streams that feed hidden coves, hollows and lagoon-like retreats.

"The canoe can go places no other boat can go," said Gary Long, manufacturing engineering; "that's what I like best about it."

To Gary's way of thinking, his 17-foot canoe excels any other type of boat on the market. He describes it as the "best boat designed for cutting through water." Since only a paddle is required to operate the boat, it definitely is an economical one to own.

"Of course, it's personal preference but for the person who wants to get away from the rat race, this is the answer."

And which one of us is not trying to get away from the rat race? For all the celebrations of progress, it still does not tell us who we are, where we come from, or where we are going.

Now the canoe can not give an individual a definition of himself but it can offer the simplicity of



The main advantage of the canoe is its offer of a quiet escape. As Gary Long, manufacturing engineering, said, "the canoe can go places no other boat can go"

nature in its full bloom, away from the roar of technology. For if there's a remote hideaway in the East Texas lake region, the canoe easily can slip into and out of the secluded region with the ease of a natural habitant.

Gary says the canoe takes a person to places where he can appreciate nature and the canoe never disturbs its natural surroundings. It does not pollute the waters nor does it break the silence of a morning, day or evening.

"Also, it's safe," Gary said. "I have not turned it over and it meets the challenge of motor boats in the water. It's not dangerous even if you turn it over for it's not like a boat going 40 m.p.h."

Still the quiet escape is the canoe's rainbow offer of happiness.

"Mostly, that's what's in my mind when I take my canoe out — getting away from it all. The quiet helps you learn about yourself and your feelings. There's no price tag on this."



If a person wants to get away from it all, the canoe can venture into any shallow stream to a secluded spot



Gary easily handles his 17-foot canoe when it's out of water. No trailer is needed, he simply ties the canoe across the top of his car

REMINISCENCES

Part II

The Sawmill Commissary

by Guy Croom



We did not have vegetable oil for cooking and frying. All we had was hog lard which came in three, to five and 10-lb. tin buckets. A 10-pound lard bucket would hold little over a gallon of fluid and they were good well-made buckets, too. The lard was perfectly white and was not fluid. When you bought the lard, it was sealed with an inside lid. This lid was not hard to remove and was thin.

We kids would sail them through the air for amusement. Once in school, the subject was something about seamen or sailors. The teacher asked the class "what is a sailor?" and one of my younger brothers said it is the inside lid of a 10-pound lard bucket.

Lard was one of the more expensive items that we used in the kitchen. It may be interesting to note that animal fat has a tendency to adhere or cling to any hot surface—while mineral oil has a tendency to run off it. In the early days of the steam engine, they used melted tallow to lubricate the steam cylinders.

They did this until refineries developed a mineral oil that would do the job. You boys in the shop, if you tried a mineral oil as a cutting lubricant, you found it was not good. When I first went to work in a machine shop, we made our own cutting lubricants by mixing hog lard and kerosene oil.

I got "a way off" from groceries, didn't I? If you are mad about it, I will say that the five-pound lard bucket served well as a lunch kit for school kids and for papa when he had to take his lunch with him. Also, I am told that some people used melted tallow as a

substitute for butter.

We could buy a substance out of the commissary that they called butter but it could not have been a dairy product. It came to the store in miniature wooden barrels or kegs. This so called butter was a soft, yellow substance that the clerk dipped up with a paddle and put in a small, real thin, wooden tray shaped something like a boat. It taste pretty good if you were hungry and there was not any real butter available.

Salt came to the store in small sacks shaped like the flour sack but just big enough to hold a pound of salt. We had a stone jar shaped like a churn except it was only big enough to hold a one-pound sack of salt. Mama would empty the sacks of salt into this jar and set it on the shelf.

This little salt jar had a nitch broken out of the rim. One of my younger brothers was running with the salt jar in his hands when he tripped and fell. His chin struck this broken place and it cut a half moon in his chin that made a scar that he carried to his grave.

Most men chewed tobacco. It came in plugs about three-quarter inch thick and about two-and-one-half inches wide and probably 10 inches to one-foot long. It was marked off in 10-cent cuts; so when you bought 10 cents worth of chewing tobacco, the clerk cut you off a piece as marked. It's hard to describe a tobacco cutter. However, a lever, about 18 inches long, operated a blade in an iron frame. It was not easy to force that blade through a plug of tobacco.

There were several brands of tobacco: Star Navy, Horseshoe,

Natural Leaf, etc. Star Navy and Horseshoe were pretty close to the same. They had a lot of sugar mixed into the tobacco while Natural Leaf was dry or had very little sugar. For a long time, papa chewed Star Navy or Horseshoe but he later used the Natural Leaf brand. Drummond Natural Leaf was the dryest. It came in a thin plug about one-quarter inch thick and three-and-one-half inches wide and at four-and-one-half inches long and did not have to be cut.

Learning to chew tobacco is not easy. The first chew makes you so sick you think you will never do it again; but, you have to grow up and be like papa and Mr. "So and So" and for that reason, you think you have to learn to chew tobacco.

If mama wanted vinegar, she gave me a quart fruit jar and the clerk drew the vinegar out of a wooden barrel. If we needed kerosene oil (we called it coal oil), I carried a gallon can and the clerk pumped the oil out of a barrel. If the cap was gone off the spout, and it usually was, he would stick a small irish potato on the spout to keep the oil from splashing out.

A little side line on the Arbuckle coffee mentioned in the last article.

During the silent motion picture era, Fatty Arbuckle was quite a popular comedian. However, owing to his part at a Hollywood drunken party, at which an actress named Virginia Pope lost her life, Fatty came into public disgrace. The picture industry discontinued his pictures and they also took Arbuckle coffee off the market.

LUFKIN IN FOCUS

Material Control Promotions



Mike Champion has been named Head Material Planner of Oil Field Division of Material Control.

Mike schedules all the inventory activities for pumping unit and some commercial gear parts. This section also controls the inventory of service parts including gas engine and Bethlehem pumping unit parts.



Frank Grimes is the Head Material Planner of the Industrial and Commercial Gear division of Material Control.

Frank is responsible for the inventory activities for all commercial and industrial gear parts.



William Ballow is in charge of Completion Reporting and is the Cycle Counting Supervisor.

William supervises five shop stations which report finished material and daily audit material in the shop.



James Carlile is Inventory Transaction Reporting Supervisor of Structural and Final Assembly Area.

James monitors raw material being processed through welding and structural plant and maintains running inventory of finished material and items assembled in final shipping area.

A Winning Combination

LUFKIN provides the 13 acres as a practice field for the Dixie League players, and W. Z. Hudson, welding shop, 1st shift, provides the coaching time. That's what you call a winning combination.

"W. Z." measures one of his 14-year-old players for a uniform. He has been coaching a team in the Dixie League for quite awhile; in fact, he has a reputation as a "winning" coach.



LUFKIN IN FOCUS



The LeBlond test

Glenn Wilkins, shaft shop, 1st shift, put the LeBlond tape machine to task as he placed the 19-inch shaft on the machine. This is the largest shaft the machine has handled; in fact, it is the maximum size for this type of turret lathe.

Any problems? None whatsoever. With the guidance of Glenn, the LeBlond tape machine passed the test of capability.



The Credit Union makes a LUFKIN loan

The officials of the LFM Credit Union asked for a loan of help from company officials.

Since the LFM credit union is one of the vital non-organizations of LUFKIN, the company offered the services of its crews to help clear the land for its new building. The new building will be located on Ellis Street.

Robert Harris, utility maintenance, 1st shift, seems to enjoy racking up the trees. However, all was not so sweet a few minutes earlier. The bulldozer decided to pull an "ostrich" trick and bury itself in the ground.

Pulling a bulldozer out of a well-cemented bog is not an easy task but one that was completed.

The Best-Dressed list



If there were a fashion minded sports columnist around East Texas, surely such an expert would choose the LUFKIN Tigers for the best-dressed list.

However, the Lufkin Tigers are not all show for their softball record, at publication time, was two wins, no losses. It's a great beginning.

Oh! For those interested in sports apparel, the new uniforms are in a blue-white color scheme. The well-dressed team includes:

I-r, back row, Shelton Pendland, O.C. Smith, Arthur Ray Coleman, David Horace, machine shop, 1st shift, Harold Walker, counterweight foundry, 1st shift, and Gerald Coutee, main bay, 1st shift. Front row: I-r, Lester Gilder, foundry, 1st shift, Kenneth Kurvin, main bay, 1st shift, Kenneth LaRue, counterweight foundry, 1st shift, Robert Harper, main bay, 1st shift, Ray McCollister, main bay, 1st shift, and Marvin Hartsfield, machine shop, 1st shift.

The Maintenance Whale

Maintenance is the "wailing job" of a homeowner and a whale of job here at the LUFKIN home plant.

What looks like a hockey team is actually the utility maintenance crew smoothing out a concrete slab in front of the truck shed. This agile crew includes: I-r, W. H. Redd, "Red" Martin, W. K. Tidwell, and Marvin Sowell.

Taking a truck through the shed to be washed or repaired was not a problem. Leaving the shed was not so easy; there was a slight downhill slump, appropriately named "bog-down pass". No outsider could accuse LUFKIN employees of not having originality.

In any case, the concrete slab provides a smooth, easy departure from the shed.



LUFKIN IN FOCUS

A blanket for a furnace

"I did not expect that lining to last one week," commented Jesse McDougald, heat treat, 2nd shift.

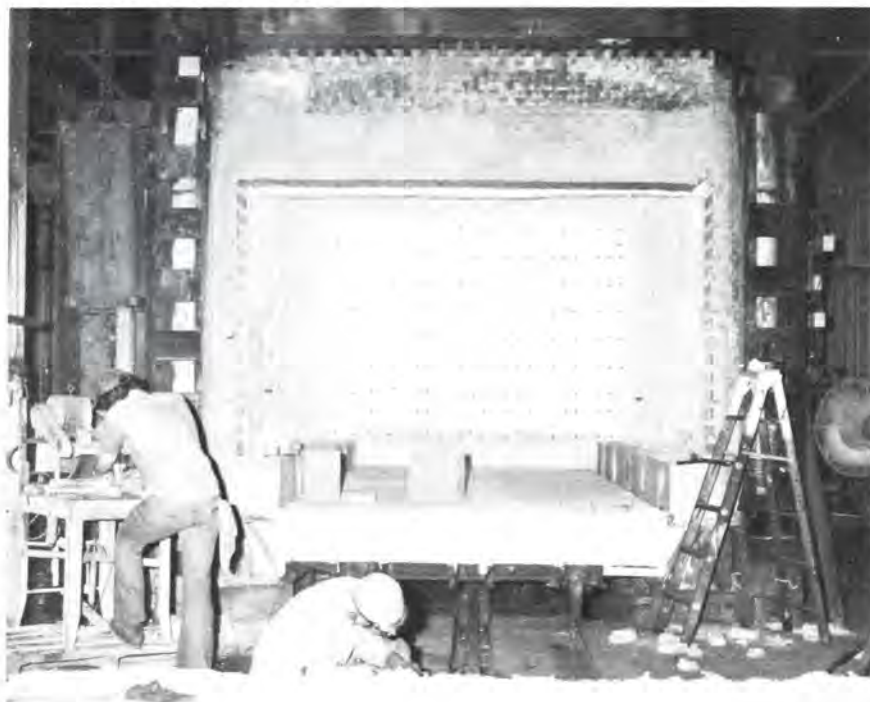
Jesse is referring to a light-weight blanket, called Fiberwall, which was installed in the Holcroft furnace located in the heat treat building.

For the first time, LUFKIN engineers chose the Fiberwall lining instead of the usual firebrick lining for an annealing furnace. Because of the constant exposure of intense temperature, spalling and cracking of the brick occurs within the lining of furnace walls.

"Not only is the blanket easier to install than brick," said Mitchell O'Neil, "but it will be easier to maintain. This lining will save on fuel consumption because lining is uniform and its low thermal conductivity greatly reduces heat loss."

Less fuel is required because there is greater heat reflection and less heat storage with the blanket lining. Besides reducing the amount of fuel required to fire the furnace, lower heat storage means the furnace can be brought up to temperature faster and cooled faster. This allows faster cycling and quicker access to the furnace if it must be repaired.

"But, the main advantage of the blanket lining is that it requires minimum maintenance," Mitchell said.



To repair the blanket would require 30 minutes while repairing firebrick would require eight to 10 hours.

"It sure was easy to install," said Peter Mancill, utility maintenance, 1st shift. Peter is adding a blanket seal to furnace door.

A stud welding gun was used to attach studs to the wall. Billy Addison, standing, utility maintenance, and Peter cut the blanket to size of the furnace walls.



Mad dog Joe?

Giving a careful manicure to a bed of irises is none other than Joe Little, foreman of the main bay, foundry department.

This is the man who pops alka seltzer into his mouth to frighten others into thinking he's a "mad dog" type foreman. It is hard to believe; indeed, appearances are deceiving.

At home, Joe is a calm, gentle soul who grows beautiful irises, many resemble delicate orchids.



He also is a "doting father" to his animal menagerie that consists of three dogs, two poodles and one long-hair chihuahua, and one authoritative cat.

Although this extraordinary bit of information exposes another side of Joe, a warning is still extended to watch Joe carefully on the foundry grounds. Rumor says that Joe has a slight tendency to acquire a "mad dog" attitude. Maybe that's not alka seltzer?

LUFKIN IN FOCUS

A "Cougar" and Farrah, too



Now that's what you call a happy man. But then, why shouldn't he be?

Lyle Carpenter, main office, decided it was time to take actress Farrah Fawcett-Majors advice and buy a "Cougar." Lyle now is driving his new "Cougar," wearing a Farrah T-shirt.

When Lyle's secretary, Betty Bardwell, heard of his decision to buy a "Cougar," she and the number one prankster in the main office, Bill Ford, began their plot of conspiracy.

Betty's daughter, Judy Bardwell, won the Miss Lufkin title in 1976. Farrah was the hostess of

the pageant so Betty and her family met her. This acquaintance would build the basis for their mischievous prank.

Betty asked Bill to buy a Farrah T-shirt, which he quickly did, and Betty wrote a note to Lyle from Farrah.

Now that's sets the scene; here's what happen.

The day the new cougar arrived. Lyle's wife, also named Betty, came to the office with the T-shirt wrapped in decorative paper with a heavily perfumed card attached.

A flattered Lyle agreed that we could publish this very personal note from Farrah:

"Lyle baby,

I wanted so badly to deliver this car in person but previous engagements made this impossible.

I am sending you this shirt for you to wear me next to your heart and know 'I love you'.

Farrah
purrr—"

There is no explanation for the "purrr." Maybe it doesn't need one?

Most Wanted: Safecrackers

Although these safecrackers would never make the most wanted list of the F.B.I.—primarily because they could never become that accomplished—they did manage to crack a safe.

An old safe was removed out of an office. Half the machine shop personnel kept a constant vigil over the safecracking operations. When the safe was opened, these four self-appointed security guards quickly took a glance into the empty vault: I-r, W. H. Tullos, utility maintenance, 1st shift; Mike Penn, quality control, 1st shift; John Brittain, and Larry Cloudy, utility maintenance, 1st shift.

Also in the grab for millions were Leonard Grimes, foreman, utility maintenance, and Troy Edwards, utility maintenance, 1st shift. The reader can not see either Leonard or Troy because they threw themselves into their jobs of looking for gold.



How to mail a 140,000-pound gear



There is no easy three-step procedure. William Redd, utility maintenance, 1st shift, can tell anyone that fact in three quick seconds.

"Redd" should know because he crates most of the "extra" export gears and pumping units.

"Redd" is the one perched atop the giant skeleton crate while Leonard Grimes, center, and Roe Brock, commercial gears, 1st shift, stand below.

"Redd" and his crew had to build a crate that would protect and cover this gear which was 61-and-one-half feet across the front. It was seven-foot and ten-inches wide and eleven-foot tall.

The double reduction final drive gear is for a sugar mill plant in Nicaragua, a republic in Central America.

A Tomato Tree

A.G. Black, order department, told Jimmy Huntress, order department, that there was such a thing as a tomato tree.

"A.G." even provided Jimmy with five tomato seeds and informed him that each seed was capable of producing an 8-foot to 10-foot tree. Jimmy said only one seed has survived the Texas soil.

All native Texans are interested in seeing this tomato tree. Jimmy told everyone they will have to wait until the fall, that is, if "A.G." is not giving us a little New Mexico exaggeration.

LUFKIN IN FOCUS

Dee Russell



Willie Walker, right, gave Dee his retirement gifts from fellow employees

In commenting upon his retirement party, Dee Russell said:

"I thought I had all that down real pat. I guess I thought that because I had always done it—take up money for people who retire. Then it happen to me and I'll have to say it kind of got to me."

From Huntington, Dee has worked at LUFKIN for 31 years. Except for six months of that time, he worked in the assembly and shipping department.

Dee and his wife, Audrie, have planned numerous trips to fill their retirement schedule. Canada is their first destination.

"We've got big plans. I hope they work out."



Dee Russell and his wife, Audrie, enjoyed talking to Bill Carter as they visited the department in which Dee had worked for 31 years

Another plan includes planting a large rose garden.

"I love roses, they are my favorite flowers. I've always wanted to plant a large garden of roses. Now I have the time."

"However," said a definite Dee, "the main thing I'm going to do—until I get tired of it—is do what I want to do."

About retirement, Dee was positive.

"You've got to make up your mind to do it. It's pretty hard to quit. After I made up my mind, got settled down over the idea, I was as happy as a man could be."

W. W. Lee



"Cowboy" Starrett, right, told W. W. Lee that he and the others thought he would need "some traveling money". "W. W." said he was right because that was the first thing he was going to do

"Well, I tell you, said W. W. Lee, my wife and I got married during the depression. We really had to rough it. Now, we're going to have a good time, enjoying ourselves."

"W. W.", who retired from the machine shop, has been with the company for 35 years. The last six years, he was an inspector working under Winford Schuller, foreman.

Burke is his home town. He and his wife intend



Mr. and Mrs. W. W. Lee talk to Carolyn Young, shaft shop, 1st shift, as "W. W." and his wife visit the plant. "W. W." had received his retirement watch earlier that day

to "fix up an old home place which his wife's grandfather built."

"I wanted to tear it down but the wife and my two sons wanted to keep it. So, it's been a family project to restore the place."

Besides this activity, "W. W." intends to "fish and truck patch a little."

"I'll miss the boys in the shop," he said, "it's like leaving part of your family."

Celebrating an Anniversary

2-11 years



LIZ MODISETTE
Main Office
4 years



ARCHIE CHATMAN
Machine Shop
2 years



LAWRENCE HUNT
Machine Shop
3 years



JAMES BLANTON
Main Office
8 years



CHARLES BURSE
Jig Shop
4 years



A. C. HUNT, JR.
Shaft Shop
11 years



LARRY MAYO
Tool Room
3 years



JAMES BOWMAN
Engineering
3 years



R. W. BOYD, SR.
Lathe Shop
4 years



LOUIS LLOYD
Engineering
7 years



ELLIS GORMAN
Engineering
5 years



ELMO HIGHTOWER
Yard Crew
8 years



JIM LEWIS
Heat Treat
9 years



LARRY CLOUDY
Utility Maintenance
9 years



HARMON DAVIS
Shaft Shop
2 years



DAVID DAVIS
Shaft Shop
2 years



JOHN MADDEN
Assembly & Shipping
3 years



JOHN GILCREASE
Assembly & Shipping
4 years



JAMES YOUNT, JR.
Tool Room
4 years



RAE WILSON
Material Control
2 years



"BO" SMITH
Lathe Shop
11 years



RAYMOND HOLLIS
Heat Treat
2 years



DAVID BLANTON
Shaft Shop
4 years



DEAN McMAHON
Security Guard
3 years



W. L. BULLARD, JR.
Machine Shop
5 years



ROGER MAYES
Machine Shop
2 years



R. L. HENSARLING
Machine Shop
3 years



T. L. WILLIAMS
Commercial Gears
11 years



LARRY CRAFT
Machine Shop
2 years



JAMES BERRY
Gear Cutters
2 years



ARCHIA McDOUGALD
Heat Treat
2 years



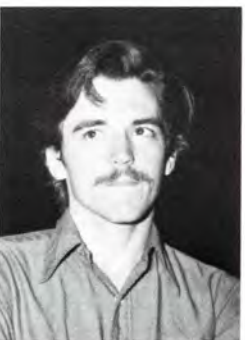
MELVIN MITCHELL
Machine Shop
3 years



DARRELL PITTS
Machine Shop
2 years



WILLIAM BOLES
Gear Cutters
8 years



JIMMY COOK
Lathe Shop
5 years



WILLIAM BRYSON
Gear Cutters
8 years



JAMES PORTER
Machine Shop
2 years



WAYNE POLLOCK
Machine Shop
2 years



MELVIN WHITE
Foundry Department
2 years



DONNIE CHANDLER
Trailer Plant
11 years



JACKIE NICHOLS
Trailer Plant
4 years



DAVID HERNANDEZ
Melting Department
6 years



DONALD DIXON
Trailer Plant
3 years



FRANK PHILLIPS
Electrical Department
4 years



BOBBY TUCKER
Trailer Plant
3 years



WILLIAM PORTER
Trailer Plant
9 years



JAMES LAMBERT
Brass Foundry
2 years



JAMES W. HOLIDAY
Electrical Department
5 years



AUGUSTA JONES
Trailer Plant
9 years



JAMES W. THOMPSON
Main Bay
10 years



BERYL BREVELL
Main Office
8 years



CLYDE GILMORE
Cleaning Room
2 years



JIMMY W. JOHNSON
Cleaning Room
3 years



SUZY BARKER
Engineering
4 years



JERRY VANN
Production Control
11 years



DAVID BOWERS
Plant Engineering
5 years



RONALD McMULLEN
Ultrasonic Lab
5 years



JAMES DUIDEN, JR.
Side Bay
2 years



BOBBY CAULEY
Main Bay
4 years



ARTIS TEAL
Cleaning Room
8 years



MICHAEL READ
Engineering
4 years



VERNON JOHNSON
Counterweight Foundry
2 years



JOHNNY STOTT
Foundry Department
3 years



BOOKER SIMMONS
Machine Shop
6 years



ARON BLUFORD
Welding & Structural
2 years



JOHN DOSS
Shaft Shop
5 years



MICHAEL KUEHL
Welding & Structural
3 years



BILLY EDWARDS
Assembly & Shipping
2 years



ROBERT NEWTON
Welding & Structural
2 years



JAMES WILEY
Cleaning Room
11 years



JERRY JACKSON
Welding & Structural
4 years



PAUL EMAN
Welding & Structural
2 years



RANDY MARSHALL
Welding & Structural
2 years



THOMAS WILLIAMS
Material Control
3 years



MURLIN GRAHAM
Welding & Structural
3 years



WILLIE STURGIS
Cleaning Room
5 years



JAMES THOMPSON
Welding & Structural
4 years



GENE HILL
Welding & Structural
3 years

MARKING AN ANNIVERSARY

WELDING & STRUCTURAL PLANT

	Employment Date	Years with Co.
C. E. Mangus	June 8, 1951	26
Perry McKnight	June 18, 1968	9
Thomas E. Jones	June 2, 1969	8
Bubba Thompson	June 13, 1973	4
Jerry Jackson	June 29, 1973	4
Murlin Graham	June 3, 1974	3
Michael Kuehl	June 18, 1974	3
Gene A. Hill	June 3, 1974	3
Robert E. Newton	June 10, 1975	2
Aaron Bluford	June 12, 1975	2
Randy O. Marshall	June 23, 1975	2
Paul Eman	June 23, 1975	2
John N. Bonham, Sr.	June 3, 1976	1
Richard W. Nash	June 14, 1976	1
James M. Randall	June 21, 1976	1
Ernest C. Moye	June 23, 1976	1

TRAILER DIVISION

	Employment Date	Years with Co.
Marshall Dailey	June 25, 1946	31
John Modisette	June 9, 1950	27
Arden Jinkins	June 5, 1950	27
Hubert Murrah	June 26, 1950	27
A. A. Foster	June 2, 1951	26
C. B. Kendrick	June 20, 1956	21
Donnie Chandler	June 14, 1966	11
William Porter	June 10, 1968	9
Augusta Jones	June 27, 1968	9
Robert Nicholson, Jr.	June 7, 1972	5
Jackie Nichols	June 4, 1973	4
Donald Dixon	June 12, 1974	3
Bobby Tucker	June 24, 1974	3

MACHINE SHOP

	Employment Date	Years with Co.
H. H. Parrish, Jr.	June 23, 1950	27
V. W. Busselle	June 26, 1950	27
John R. O'Quinn	June 26, 1950	27
James R. Watson	June 7, 1951	26
James Sharp	June 9, 1951	26
David Massingill	June 9, 1951	26
Norman Green	June 11, 1951	26
David Cobb	June 21, 1951	26
Hubert Bridges	June 5, 1963	14
Betty Martin	June 23, 1959	18
Jimmy Hathorn	June 19, 1963	14
Roger Russell	June 29, 1965	12
T. L. Williams	June 1, 1966	11
A. C. Hunt, Jr.	June 7, 1966	11
Bo Smith	June 30, 1966	11
Jim Lewis	June 5, 1968	9
William Bryson	June 19, 1969	8
William Boles	June 25, 1969	8
Elmo Hightower	June 26, 1969	8
Booker Simmons	June 10, 1971	6
Jimmy Cook	June 6, 1972	5
John Doss	June 19, 1972	5
Ronald McMullen	June 20, 1972	5
W. L. Bullard, Jr.	June 28, 1972	5
David Blanton	June 5, 1973	4
R. W. Boyd, Sr.	June 7, 1973	4
James Yount	June 12, 1973	4
Charles Burse	June 13, 1973	4
Lawrence Hunt	June 3, 1974	3
R. L. Hensarling	June 4, 1974	3
Larry Mayo	June 10, 1974	3
Charles Dailey	June 17, 1974	3
Melvin Mitchell	June 18, 1974	3
Thomas Williams	June 25, 1974	3
Archie Chatman	June 2, 1975	2
James Porter	June 3, 1975	2
Larry Craft	June 4, 1975	2
Harmon Davis	June 4, 1975	2
David Davis	June 4, 1975	2
Archia McDougald	June 10, 1975	2
Raymond Hollis	June 11, 1975	2
James Berry	June 16, 1975	2
Darrell Pitts	June 18, 1975	2
Roger Mayes	June 23, 1975	2
Wayne Pollock	June 30, 1975	2
Dean Durham	June 1, 1976	1
Michael Sparks	June 1, 1976	1
Robert Walsh	June 2, 1976	1
Arthur Prejean	June 21, 1976	1
Albert Weathers	June 21, 1976	1
Richard Miller	June 22, 1976	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Franklin Weeks	June 16, 1941	36
L. W. Dubose	June 7, 1944	33
Felton Purvis	June 7, 1942	35
Joe Thomas	June 26, 1944	33
Thomas Battles	June 1, 1944	33
Dudley Flenoy	June 29, 1946	31
M. L. Thompson	June 28, 1948	29
Frank Martin	June 12, 1951	26
Wilson Sparks	June 9, 1952	25
James Kegler	June 2, 1961	16
James Wiley	June 28, 1966	11
James Thompson	June 8, 1967	10
Artis Teal	June 17, 1969	8
David Hernandez	June 8, 1971	6
Willie Sturgis	June 16, 1972	5
Bobby Cauley	June 5, 1973	4
Johnny Stott	June 3, 1974	3
Claude Jones	June 10, 1974	3
Jimmy Johnson	June 13, 1974	3
James Lambert	June 11, 1975	2
Clyde Gilmore	June 16, 1975	2
Vernon Johnson	June 23, 1975	2
James Nickerson	June 25, 1975	2
James Dairden, Jr.	June 27, 1975	2
Melvin White	June 27, 1975	2
Jesse Amie	June 1, 1976	1
Linda Robb	June 7, 1976	1
Homer Kroeker	June 23, 1976	1

PATTERN SHOP

	Employment Date	Years with Co.
Wayne McMullen	June 16, 1959	18
Billy McClendon	June 3, 1965	12

TRAILER SALES

	Employment Date	Years with Co.
C. V. Wilkinson	June 1, 1935	42
Bobby Christopher	June 8, 1955	22
James Crawford	June 2, 1969	8
Kenneth Massey	June 1, 1973	4
Robert Bower	June 11, 1973	4
Ruben Rodriguez	June 19, 1973	4
Bobby Christopher	June 3, 1976	1

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Ernest Thornton	June 1, 1976	1
Tony Modisette	June 1, 1976	1
Robin McMullen	June 1, 1976	1
Randy Watson	June 1, 1976	1
Donnell Bradley	June 8, 1976	1

MACHINERY SALES

	Employment Date	Years with Co.
Jack Harbottle	June 6, 1947	30
Thomas Butler	June 14, 1951	26
Leonard Ruzicki	June 15, 1953	24
Joe Randol	June 21, 1954	23
John Finney	June 6, 1955	22
Bill Champion	June 16, 1958	19
Don McCarn	June 15, 1959	18
R. W. Nicholas	June 7, 1965	12
David Remick	June 1, 1970	7
Frederick Morrow	June 1, 1972	5
George Adda	June 3, 1974	3
Karen Dementer	June 26, 1974	3

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Billy Collmorgen	June 19, 1950	27
David Card	June 23, 1954	23
James Holiday	June 26, 1972	5
Frank Phillips	June 11, 1973	4

INDUSTRIAL ENGINEERING

	Employment Date	Years with Co.
W. A. Cantrell	June 11, 1957	20
Joe Simmons	June 1, 1965	12
David Bowers	June 29, 1972	5

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Johnny Long	June 1, 1953	24

ENGINEERING DEPARTMENT

	Employment Date	Years with Co.
Milton Walther	June 2, 1954	23
James R. Partridge	June 2, 1958	19
Phillip Kee	June 6, 1966	11
Jerry Crofford	June 1, 1966	11
John C. Ramey	June 10, 1968	9
Richard Jones	June 2, 1969	8
Louis Lloyd	June 10, 1970	7
Michael Read	June 1, 1972	5
Ellis P. Gorman	June 28, 1972	5
Suzy Barker	June 21, 1973	4
James Bowman	June 24, 1974	3

SECURITY GUARD

	Employment Date	Years with Co.
John Willson	June 14, 1954	23
Raymond McCollum	June 17, 1959	18
Dean McMahon	June 11, 1974	3

ORDER DEPARTMENT

	Employment Date	Years with Co.
Maxine Basing	June 22, 1959	18
Charles Vinson	June 1, 1965	12

MAIN OFFICE

	Employment Date	Years with Co.
Laura Pruitt	June 8, 1962	15
Shirley Williamson	June 10, 1963	14
Gary Day	June 11, 1963	14
Beryl Brevell	June 1, 1969	8
James Blanton	June 17, 1969	8
Liz Modisette	June 18, 1973	4

PRODUCTION CONTROL

	Employment Date	Years with Co.
Jerry Vann	June 3, 1966	11

MECHANICAL MAINTENANCE

	Employment Date	Years with Co.
J. H. Pullen	June 18, 1963	14

UTILITY MAINTENANCE

	Employment Date	Years with Co.
Larry Cloudy	June 11, 1968	9

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
F. K. McKinney	June 17, 1950	27
Jerry Jackson	June 1, 1962	15
John Gilcrease	June 4, 1973	4
John Madden	June 10, 1974	3
Billy Edwards	June 25, 1975	2

MATERIAL CONTROL

	Employment Date	Years with Co.
Jack Blackburn	June 3, 1947	30
Rae Wilson	June 30, 1975	2

PLANT ENGINEERING

	Employment Date	Years with Co.
Malcolm Barclay	June 3, 1968	9

LUFKIN INDUSTRIES, INC.
P.O. Box 849 Lufkin, Texas 75901

Address Correction Requested

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ROUNDUP LAFFS

Foreman: "Why is it that you're carrying only two bricks and all the other men are carrying four?"

Worker: "I guess they're just too lazy to make two trips."

A young lady down our street slipped and fell on the ice yesterday. It bruised her somewhat, and slightly injured her otherwise.

Joe: "Say, Jack, how did your wife get so mangled up?"

Kelley: "Well, you know that new camping trailer I bought?"

Joe: "Sure."

Kelley: "Well, we were coming down highway 59 and she stepped out back to hang up the clothes."

"What happened when the canary flew into the lawn mower?"

"He came out shredded tweet."

Actress Edie Adams dropped in at Delaware Park race track one summer and had a chat with Diane Crump, the first woman to receive a jockey's license in the United States.

"You weren't the first woman to ride," said Edie to Diane. "Lady Godiva did it many years ago, but you ride to win, and she only rode to show."

After several hours of fishing, the little girl suddenly threw down her pole and cried, "I quit!"

"What's the matter?" her father asked.

"Nothing" said the child, "except I can't seem to get waited on."

Customer to topless waitress: "A dozen oysters, please—one at a time."

One wife to another: "Reincarnation?"

Dear me, no. My husband doesn't even believe in life after dinner."



The collection letter began, "We are surprised that we have not received anything from you . . ."

One was sent out, and returned a few days later with the following written across the bottom: "There's no reason to be surprised. I didn't send anything."

"Some plants," said the biology teacher, "have the prefix 'dog.' For instance, there is the dogrose, the dogwood, the dogviolet. Who can name another plant prefixed by 'dog?'"

"I can," shouted a little boy in the back row. "Collie flower."

LUFKIN ROUNDUP

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Michael Mark Staff Photographer

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About the Cover

The majestic sunrise spreads a calm over the Sam Rayburn Lake that demands a quiet reverence. Now is the season that many employees enjoy the rich benefits of the East Texas lake region.