

LUFKIN ROUNDUP

MAY
1978





FROM THE PRESIDENT'S DESK...

I had the good fortune to visit with a group of our supervisors at a fish fry recently at Piney Point. Those fellows have devoted a considerable amount of their own time attending the various training sessions our shop has conducted, preparing themselves to be better supervisors.

I really was impressed by the caliber of men who are our supervisors. But the thing that impressed me most was the attitude these fellows have toward their job. Their general overall attitude—toward each other and their company—is outstanding.

A company like LUFKIN is successful because of its people. The difference between a good company and a poor one, an effective department and an efficient one, is often reflected in the cooperation, or lack of it, among the people who work there.

Every employee of a company, every member of each department, must work together in order to achieve the best results. We benefit one another by lending a helping hand. We do things better and produce more and we live better, simply by a cooperative effort and having a good positive attitude.

We like to think of Lufkin Industries as a large family working together for a common goal, and we are proud of this group spirit. We take great pride in our company, its product, and its reputation throughout the world. So long as we continue with this family spirit of working together, we can continue to grow and prosper.

Our business is one of people and of their combined skills and integrity. We all have one interest in common: to perpetuate our jobs and make Lufkin Industries a better place to work, and Lufkin a better place in which to live.

R. L. Poland

WHERE ARE LUFKIN UNITS PUMPING?

Almost twice as many LUFKIN pumping units have been sold in Texas than California, which is the second leading state in domestic sales.

LUFKIN pumping units have been sold and shipped to 22 U.S. States. (Only nine had significant percentages that could be represented on a chart)

Probably, many LUFKIN employees have seen a LUFKIN unit in operation right here in our own state.

Can you imagine how one of our units looks standing among the Rockies in Wyoming?

Well, it's a sight to see according to Charles Davis, LUFKIN salesman in Casper, Wyoming.

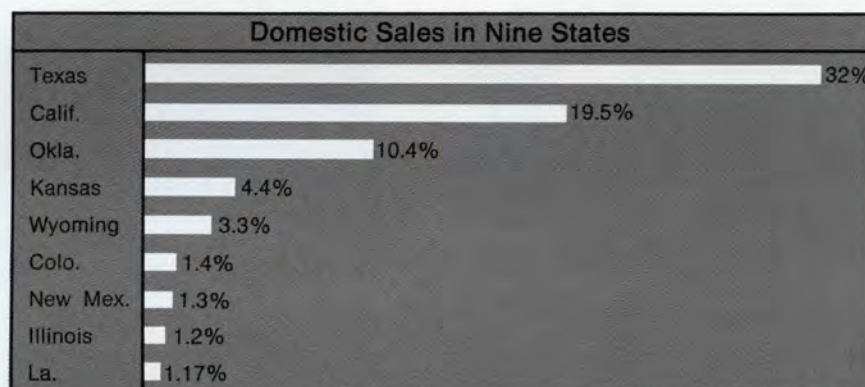
This is the first time an air balanced unit this large has been installed in the Wyoming area.

Without the use of this large equipment, the well could produce only 60 barrels of oil per day.

Using this gigantic unit, there is a projected production of 438,000 barrels of fluid in one year. Of this amount, 87,000 barrels will be oil. The balance is water which has to be pumped back into the producing zone.

The well, which is more than a mile-and-a-half deep, pumps 50,400 gallons of fluid each day, or 1200 barrels from an 8,000-foot depth.

Charles did some figuring on the projected amount. He claims it works out to 35 gallons per 240-inch stroke or 280 gallons



Continental Oil Company installed a LUFKIN air-balanced unit, A-2560D-470-240, on their Sussex-Tensleep B Well #192 the last week of December, 1977. This is the first time an air balanced unit of this size has been delivered to the Rocky Mountain area. The unit requires a 200-hp prime mover and has a maximum load on the wireline hanger of 40,000 pounds.

per minute at eight 240-inch strokes per minute.

That's just what one of our units is doing in producing oil for this country.

Surely, with these facts about one unit, employees can see that LUFKIN equipment is

responsible for a major portion of domestic oil production.

Each day, a LUFKIN employee comes to work, he or she is working toward solving this country's energy problem.—
LIZ NORMAN

THE BIG POUR



The concrete trucks were ready before dawn that cool, early spring morning in March. They were lined up to pour more than 2,750,000 pounds of concrete before the warm sun had hardly passed noon.

It was the big pour March 18 at Lufkin Industries and will be remembered by the small crew from Utility Maintenance who put in long hours and a lot of hard work preparing for that Saturday.

It all began months before when the management of LUFKIN decided to expand the production capability of the Machine Shop so that more and larger gear housings could be milled.

This brought the decision to buy the huge Ingersoll milling machine.

And a huge machine must have a very firm foundation.

The construction of this "very firm foundation" would be the prime project of Utility Maintenance, Plant Engineering and many others over the plant for the next several months.

"They wanted to do this job rather than let it to an outside contractor," explained Stanley Beck, head of Plant Engineering and general supervisor of the project.

"They worked 10-hour days and didn't complain about the cold weather. We're really proud of the job they did. Give them a deadline, show them the necessity of it, and they'll get it done."

Leonard Grimes, foreman of Utility Maintenance, was the on-site supervisor and coordinator. William Redd and his crew built the intricate forms for the

foundation, and Wesley Cloudy and his men put together the reinforcing steel. The whole crew, about 30 in all, participated in the pour.

The foundation for Machine 359 is located just out the back door at the south end of the main bay of the Machine Shop.

Workers began in early February, digging the huge hole that eventually would be filled with concrete. It measured a spacious 23,730 millimeters (mm) long (77 ft., 10 ins.), 10,410 mm wide at its widest point (34 ft., 2 ins.), and 3,942 mm deep (12 ft., 11 ins.)

William Redd led the chorus of objectors when the crew first learned the job was to be done strictly by metric measurements with no converting back and forth between metric and English.



(Opposite Page) The men must work continuously without a break once the pouring begins. (Upper Left) Over 1,000 feet of electrical conduit tubing lace the interior of the foundation. Only a portion of the conduits cross at this angle in the upper half of the photograph. Above it are some of the 93 vertical grout tubes, placed where anchor bolts will attach the machine when it is installed. (Left) William Redd, left, and members of his crew, Roger McClure and Marvin Sowell, go over final check points before the concrete trucks arrive. (Upper Right) Wesley Cloudy and his crew assembled and welded the more than 50,000 pounds of reinforcing steel that went into the foundation. (Above) William Redd supervised building of the forms which were built to withstand tons of pressure during the pour.

However, as the construction progressed, the ease of dealing with the metric system was clear to the men and they are now firm believers.

While the hole was being dug, workers began welding together the 50,000 pounds of reinforcing steel in the south end of Building 12 that later would be carried to the site and lowered into the hole.

Welders fitted vertical grout tubes along the surface of the steel, centering the tubes just under where the mounting bolts for the machine are called for in the plans.

These grout tubes are nothing more than common drain pipes which Stanley and his crew adapted to their needs. The tubes measure about eight inches across and several feet long, or deep, as in this case.

There were 93 of them placed in the foundation, located at four different elevations or levels.

Once the machine has arrived, the men can pour grout into the holes left by the tubes and sink the anchor bolts precisely.

The bolts should hold. The grout tubes have raised ribs around the outside, causing the tubes to be firmly planted in the concrete like giant screws.

Before laying in the steel, the crew poured a 6-inch-deep mud sill along the bottom of the hole with steel runners implanted to be attached later to the steel structure.

This was the first of many precautions to prevent what all associated with the project feared most: that the whole structure—steel, wooden forms and electrical conduits—would float up like a battleship when the first concrete was poured in around it.

Heavy I-beams were laid across the top once the reinforcing steel was in place. Then, cast iron cranks and gear blanks were placed at either end of the I-beams to help weight it down.

The critical time came about 8 a.m. when enough concrete had been poured to anchor the structure down permanently.

The next critical time came about mid-morning when the level of freshly poured concrete was about two-thirds to the top.

Even thick, heavy concrete acts like water in seeking a common level, and the fear was that in seeking this level, the mostly plywood framing structure would be split and broken apart.

As any backyard handyman knows, the trick is to get the concrete where you want it to go and to keep it out of places you don't want it to go.

This was the problem with the foundation project, and doubly so because of the precise location of the machine that would eventually be installed atop it.

"We braced it in every direction we could think of," Stanley said. "Everything was triple checked and checked again right up to the time of the pour."

He said that once the pouring began, there would be little that could be done to prevent disaster if the bracing failed or a stress point was overlooked.

The Quality Assurance department of LUFKIN, managed by Bill Cantrell, spent three days checking the structure a week before the pour.

His assistants in the project were Grady Campbell, machine inspector, and Bobby Allen and Gary Boyd, ultrasonic inspectors.

The first of the concrete trucks were on site at 6 a.m. to begin a marathon pouring of what eventually would amount to 558 cubic yards of concrete.

The night before, barricades were put up on Kiln, Denman and Harrell Streets to control the traffic the next day as the



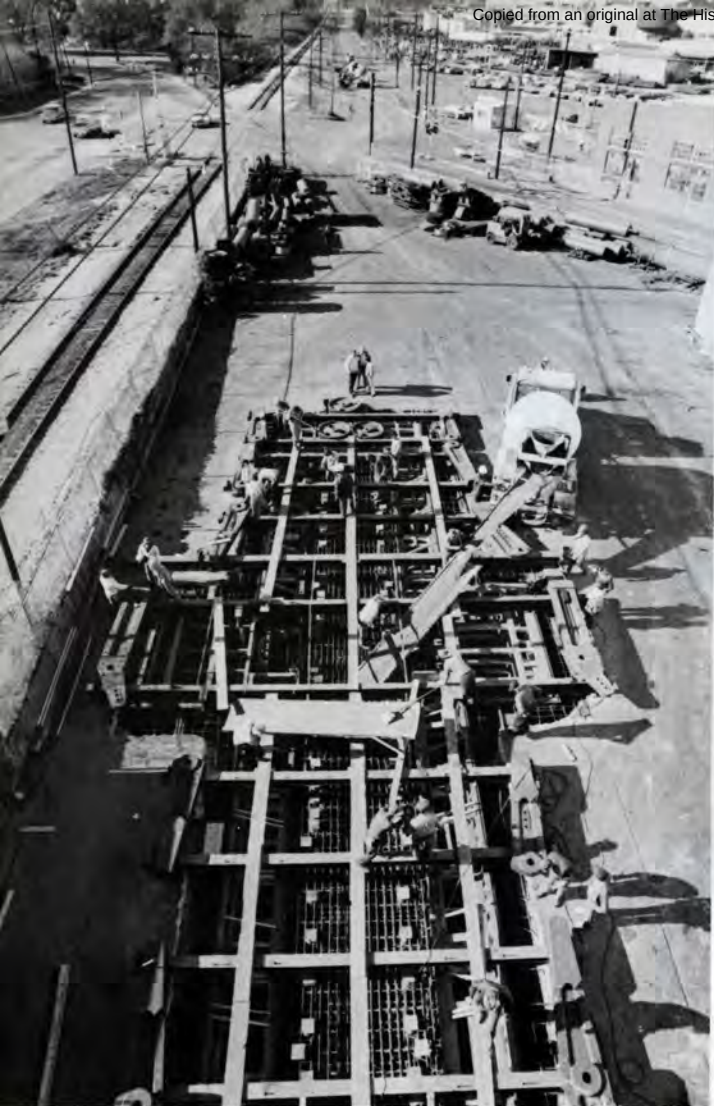
concrete trucks made their trips back and forth from the foundation site to the supply point.

Lufkin Redi-Mix Inc. supplied the concrete. Their plant operated at capacity for this project that day.

R. M. (Bull) Hicks, Redi-Mix sales manager, coordinated the pour. Redi-Mix Engineer Gene Toigo made on-site, quality checks of the concrete throughout the pour.

Frank Dooley is Redi-Mix president and Sam Pirtle is Lufkin general manager.

"We worked closely with them before, during and after the pour," Mr. Dooley commented, "and because of this close cooperation we were able to finish it about three hours early."



(Top, Opposite Page) Every step of the construction process was monitored by Leonard Grimes, foreman of Utility Maintenance; Stanley Beck, head of Plant Engineering, was overall supervisor of the project. (Right) The early morning sun casts long shadows during the first hours of the pour as this view from the roof of the south end of the machine shop main bay shows. (Above) A tired but justly proud crew gathers before the concrete truck which ended the big pour, Saturday, March 18. This truck was loaded with the last eight yards of concrete which brought the final amount to 558 cubic yards for the whole project. Among the Utility Maintenance crew not pictured are Robert Harris and Cliff Marze.

"They were really helpful in getting all the problems worked out," added Stanley.

The crew stood ready with shovels, trowels and seven electrical vibrators to channel and shape the concrete into the solid, rectangular cube it would be.

As the heat of the day increased, so did the heat of the concrete. Because of a chemical catalyst in the mixture, the concrete came off the truck a cool 70 degrees, but eventually reached as high as 115 degrees in the heart of the mass.

Spirits of the men, always high throughout the pour, lifted as the level of the concrete neared the top.

It was 1 p.m. and only one or two more loads were needed to finish off the low spots.

The men had finished the pour several hours earlier than scheduled and all that remained was the final floating off and

troweling. They then spread burlap bags over the top of the freshly poured concrete and wet the whole thing down with water.

With all the critical times behind them, the men could relax and look at the work they had done.

A tired but justly proud group gathered for a picture among the forms they had built. Not an error, nor a miscalculation marred their pride in a tremendous job finished.

Other members of the Utility Maintenance crew on this job were Don Allen, Oscar Bridges, John Brittain, Wayne Chamblee and Jimmy Chmielewski.

Also, Larry Cloudy, Troy Edwards, Delbert Ellison and Robert Foley.

Others were Johnny Grimes, Robert Harris, Pete Mancill,

Milton Martin and Cliff Marze.

In addition, A. A. May, Roger McClure, W. H. Oldham, Jack Palmer and Larry Parnell.

And Marvin Sowell, W. L. Tidwell, W. H. Tullos and Tim Turner.

Joe Simmons in the Manufacturing Engineering department coordinated plans and specifications between Plant Engineering and the milling machine manufacturer.

Assisting Stanley in the Plant Engineering department were Mitchell O'Neill, engineering technician; Morgan Flournoy, facilities engineer; and Malcolm Barclay, electrical engineer.

—JOE McCULLEY



THOMAS' BIG ACRE OF ART

Thomas Reynolds believes he has whittled, at least, an acre of pine.

Thomas set a cardboard carton at the foot of his favorite chair.

Sitting down, he picked up a knife, a piece of wood, and soon a downpour of shavings fell.

"Whittling is just something I started doing when I was six or seven years old," said Thomas, an inspector for the machine shop, 3rd shift. "No one in my family whittled so I didn't see anyone doing it."

Most of the time, he doesn't have anything in mind when he begins, saying "I just keep whittling until I get the feel of the wood; then something comes to me."

Since the knife was man's second tool, whittling and woodcarving were the first practiced crafts of man.

Thomas, who is an ordained minister, claims Jesus of Nazareth was a woodcarver, not a carpenter.

"The original Greek word which has been interpreted as 'carpenter' means 'smith or artisan,'" said the pastor of a Baptist church. "Also, wood was too scarce in the city of the Nazarene to use for anything besides decoration and carving."

Thomas uses all kinds of wood from white pine to walnut and believes he has whittled at least an acre of it.

Name anything—from pipes, puzzles, chains, ball-in-a-chain, knives, spoons, forks, bowls or

toys—and Thomas has made it.

What's amazing is that each piece is made from one piece of wood.

One of the men in the shop brought a picture which had an old turning plow and asked him to make it.

"Almost all the guys I work with have taken home a wooden fork and spoon salad set to their wives."

He pointed to a tripod, saying this was one of the most difficult pieces he has made.

"It took several weeks, and quite a few cut fingers to make it."

A tripod, which usually supports a bowl, requires three links to be carved in one piece of wood.

"I read that carving a tripod is an Old East Indian trick, and I figured if an Old East Indian could make one, an Old East Texan could."

He has made numerous anniversary gifts for his wife. The one he especially enjoyed making was a wood heart on which he carved the number 24.

Since whittling is a natural talent for him, it's a form of relaxation. Consequently, he doesn't have any trade secrets so rarely gives advice on how to take up the craft.

However, after hesitating for a moment, he smiled and said, "I guess an important thing to remember is always to whittle from you, not toward you."—LIZ NORMAN

A COLD CATCH

Numb fingers and relatively small catches seemed to be the rule of the day, March 25, at Hank's Creek Marina for the second annual LUFKIN Industries fishing tournament.

Continuing the cold ways of the past winter, the dawn rose cold and clear . . . especially cold.

Twenty-four teams, with two per team, braved the pre-dawn chill to sign up at Hank's Creek Marina before roaring away into the cold blackness hovering over the lake.

Tournament rules allowed only bass and crappie to be used for weighing in purposes.

Travis Stone, machine shop general foreman, and Phillip Lowery, machine shop foreman, 1st shift, brought in the greatest total weight of bass—19 pounds, 10½ ounces.

N.J. Willson, machine shop, 2nd shift, and W.L. Bullard, Jr. machine shop, 3rd shift, walked away with the trophy and top money in the crappie category with a haul totalling three pounds, six ounces.

Also placing in the bass competition were:

Second Place: Buddy Pullen, mechanical maintenance foreman, and Pat Watson, machine shop, 2nd shift.

Third Place: Truitt Dixon and Bob McBride, both industrial engineering, Trailer Division.

Fourth Place: Art Nelson and Charles Teutsch, engineering.

Fifth Place: Roy Myers and John Cantrell, accounting.

Sixth Place: Sam Turner, commercial gears, 1st shift; and Billy Ray Harris, foundry quality control.

In addition to placing in the bass competition, Art Nelson and Charles Teutsch brought in enough crappie to take second place honors in that category.

Prize money was awarded to the winning fishermen, while the top finishers in both categories also received trophies.

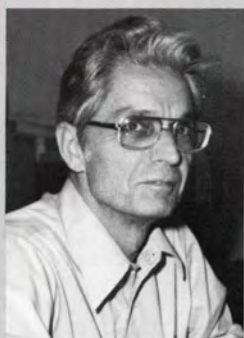
—MICKEY MARK

(Above) Truitt Dixon carefully places his 6th place winning catch in the basket. Travis Stone, left, and Angus Skelton, right, gave somewhat encouraging remarks (Upper Left) Travis Stone, left, and Phillip Lowery, brought in the greatest total weight of bass, 19 pounds, 10½ ounces. (Upper Right) N. J. Willson, left, and W. L. Bullard, Jr. won cash money and received 1st place trophy in crappie category; (Lower Left) Pat Wilson, left, and Buddy Pullen, placed 2nd in bass competition. (Lower Right) Bob McBride, left, and Truitt Dixon, won 3rd place in bass competition.



CELEBRATING AN ANNIVERSARY

12 YEARS OR MORE



TENNEY BRADEN
Engineering
32 years



RODNEY BRAZIL
Material Control
17 years



GLENN BRIDGES
Brass Foundry
34 years



OSCAR BRIDGES
Utility Maintenance
16 years



LESLEY BROOKS
Manufacturing
Engineering
13 years



H. P. COLLINS
Engineering
34 years



WILL CRAIN
Foundry Department
31 years



LOYD DAVIS
Assembly & Shipping
19 years



CHESTER DENMAN
Foundry Department
27 years



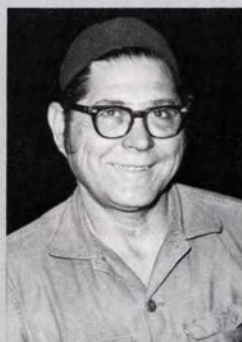
FRED GRIFFIN
Vice President
Engineering
31 years



GEORGE FREEMAN
Machine Shop
42 years



CLEO HALE
Machine Shop
15 years



J. L. HAMILTON
Welding Shop
27 years



A. J. HAVARD
Assembly & Shipping
26 years



HENRY HEFLIN
Welding Shop
23 years



BEN HOOKER
Machine Shop
25 years



PRESTON LOVELESS
Material Control
24 years



R. D. McCLENDON
Pattern Shop
15 years



C. E. McFARLAND
Machine Shop
23 years



OSCAR MILLIGAN
Trailer Division
28 years



CHARLES MINSHEW
Machine Shop
12 years



FRANK MINTON
Counterweight
Foundry
31 years



VERNON NIXON
Pattern Shop
31 years



BEN QUEEN
Vice President
Machinery Sales
20 years



ELVIN RICE
Trailer Division
23 years



JIM RIGGS
Trailer-Industrial
Engineering
19 years



R. N. SMITH
Cleaning Room
32 years



BILLY SUMMERS
Core Room
13 years



LUM TEER
Trailer-Vans
23 years



DAN TULLOS
Mechanical
Maintenance
24 years



CHARLES VANN
Commercial Gears
16 years



BOB WATSON
Welding Shop
24 years



BILLY RAY HARRIS
Foundry-Quality
Control
22 years



GENE STEWART
Structural Storage
12 years



BRADLEY KING
Welding Shop
23 years



WOMEN TODAY & YESTERYEAR'S

by Guy Croom

In the days of my mother's girlhood, about the most a girl had to look forward to was a good husband and a family.

By the time a housewife scrubbed the bare floors, did the family wash out of a washpot and over a rub board, hung out the clothes to dry and then ironed them, it was time to cook a meal.

After dinner, she cared for the chickens, worked some in the garden, milked the cow and churned the milk for butter and buttermilk.

While she was doing all these chores, she was tending to the kids, to say nothing of doing the sewing for all the family.

To buy cloth for the girls' dresses, etc., mama would send me to the store for samples of cloth. The clerk would cut a sample off a corner of cloth big enough for mama to tell what it would look like. Mama would look at the different samples then send me back to get what she needed.

By the time she got all these things done (if she ever did), she did not have time to go grocery shopping. Also, it was not a popular practice for a woman to be out in a public place except at church.

If a woman lost her husband and was lucky enough to get another one, the problem was solved at least temporarily. Otherwise, a widow had few avenues open to her for making a living. I know some that did home laundry, took in washing, if you please.

The ones who took in men boarders could make a living on just about a break-even basis. Also, widows did sewing for other people, others baked cakes and pies for sale, raised chickens, sold eggs and fryers, milked cows, sold milk and butter, and lived on the bare necessities of life.

I doubt if mama bought a nickel's worth of groceries in her life; the rest I did for her.

When you went into a store, you were not met by some sweet thing offering to help you. Most of the time, she did not know what you were talking about, nor where to find it.

Believe me, mama sure knew the meaning of the phrase, "a man's work is from sun to sun but a woman's work is never done. . . ."

But electric power and modern appliances have changed all that.

A washer and dryer has taken, I think, the biggest load off the housewife.

Home refrigeration is a must in the household. With it, food can be prepared and kept fresh for days whereas food was like mana from heaven, one day at a time.

Houses now have floor coverings that saves the scrubbing and scouring and the vacuum cleaner practically has eliminated the laborious job of sweeping.

The electric or gas stove has eliminated the chore of getting in stove wood and keeping the stove hot by putting in more stove wood.

And we don't have to wait 30 or 40 minutes to an hour for the stove to get hot. The dishwasher, though not used universally, also is a time-saver.

And we don't have to heat water in a tea kettle to wash dishes. Water both hot and cold is available by simply opening a valve. So, a woman is no longer pinned down to the unending chores at home.

The electric iron just beats the tar out of heating an iron on wood stove or charcoal pot.

So, the sky is the limit for a girl and she doesn't have to depend on a man for a livelihood.

A girl can choose a career in almost any field. Today, there are more women in stores, hospitals and offices than there are men.

There is a sour note to all this progress woman has made over the years.

When a man and a woman both work, it is not conducive to happiness. When a man comes home from work and the beds are not made up from the night before and she is out looking for a frozen T.V. dinner, or something else easy, like scrambled eggs, Campbell's soup, or a peanut butter sandwich, this causes a strain between husband and wife.

So, you've come a long way, baby?



cartoon by
Bob McBride

To the machine operator, this is becoming as famous a battle cry as the Alamo yell was to Texas troops.

Machine operators must write a stock order number on each job card. However, a few operators are forgetting to include the number that follows the dash in a stock order number.

This very important number is called the dash number.

Why is it so important?

The labor it takes to manufacture a LUFKIN unit is an important cost factor—in fact, it represents one-fourth of the selling price—and this cost factor plus other expenses make up the final selling price of a LUFKIN unit.

A job card with the correct stock order number identifies the part being machined, tells how many parts are being machined, and how long it takes to machine these parts or part.

With this information, the company can determine the average cost of machining a part.

What's a job card?

It's a time card the machine operator punches when he begins and ends a machining job for a specified number of parts.

What's a stock number?

Well, let's start at the beginning so all employees can understand how important this numbers game is.

There's a new system in the company called the MAC PAC

the other part of the stock order number, the part called the dash number, which tells how many parts are being machined.

For example, let's say a sales order calls for the machining of 10 pinions. Material control employee places the characters BM0-08056 into the computer. These characters identify the part to be machined which is a slow speed pinion.

The computer adds 320 to complete the stock order number. These characters tell the computer that 10 pinions are being machined for that particular sales order.

So the stock order number for this sales order is #BM0-08056-320.

Machine operators, in transferring the stock order number from the route card to the job card, need to include the dash number.

Without the dash number, the computer will not know how many parts were machined.

One other thing.

Don't try to figure out the meaning of each dash number. Its meaning always changes. One time a dash number will mean 20 parts need machining, another time, four parts.

The number and the meaning changes with each sales order.

Only one person, or thing, knows the meaning of a dash number for a sales order—that's the computer.—LIZ NORMAN

system. With this system comes a computer. A lot of information must be fed into the computer throughout all stages of manufacturing a product for a customer.

When the order department receives a sales order from a LUFKIN salesman, that order is placed into the computer. At this time, the sales order is assigned a code number which identifies that particular sale.

Next, the sales order is given to the engineering department and a blueprint for a LUFKIN product is made.

Then, the blueprint or drawing goes to the material control department where employees list all component parts needed to fill that sales order.

Each part is given a stock order number. The material control employee gives the computer that part of the stock order that identifies the part being machined. The computer adds

LUFKIN IN FOCUS

NEW SWEEPERS AT LUFKIN INDUSTRIES

"We're serious about keeping a clean, attractive environment in and around our manufacturing areas," comments Lufkin Industries Vice President E. G. Pittman as he examines the company's new FMC Wayne 973 Road Sweeper.

The huge, 198 h.p. sweeper looks like a cross between a Sherman tank and the monster that devoured Brooklyn as it cuts an eight and one-half-foot path through the sand and litter that inevitably accumulates on the plant roads and parking lots.

The sweeper has one main broom measuring 58 inches across. Then there is a 45-inch gutter broom on the side.

One operator, sitting atop the sweeper, can control the engine's four forward speeds, the workings of the brooms, and the dumping of the sweeper's 88-cubic-foot storage hopper.

It cruises along at about eight miles per hour as it cleans all the plant's paved roads and parking lots.

As a small companion to the Wayne 973, Lufkin Industries also has purchased recently a Tennant 92 Sweeper, intended primarily for the foundry area.

The Tennant can pick up a 66-inch-wide path at about 10 m.p.h. with its 46 h.p. diesel engine.

"The Tennant goes where the big one can't," Pittman explains. "And this model can lift its accumulated waste and dump it directly into a refuse hopper."

With these latest purchases, Lufkin Industries now has a fleet of seven such sweepers.

Pittman said both these major purchases are in keeping with Lufkin Industries' pledge to be a good neighbor, "and good neighbors try as best they can to keep things picked up and attractive."



MIGHTY MOE AND LITTLE JOE—Lufkin Industries has added to its arsenal of litter fighters with these two major purchases. With its two rotary brooms, the Wayne 973 Road Sweeper on the right, driven here by Elmo Hightower, can cut an eight and one-half-foot path through litter that inevitably accumulates on the plant roads and parking lots. Left is its smaller companion, the Tennant 92, operated here by I. V. Christopher. The Tennant is intended for use in and around the foundry.

New Arrivals

Christopher Demond Calvin decided to sleep through the picture-taking commotion. The four-month-old Christopher just couldn't be bothered.

His four-year-old brother, Willie Calvin, Jr., decided to sit in on the session.

Christopher arrived Christmas Day, December 25, 1977. He weighed 8 pounds, 7 ounces.

His father Willie Calvin works the 2nd shift, machine shop.



Christopher Calvin

Shelly Jean Doss is the daughter of Mr. and Mrs. John Doss. Shelly was born December 7, 1977, weighing in at 7 pounds, 10 ounces. John works in gear cutters department, 1st shift.



Shelly Jean Doss

MARKING AN ANNIVERSARY

MAIN OFFICE

	Employment Date	Years with Co.
Ben Queen	May 16, 1958	20
Jim Haley, Jr.	May 14, 1973	5
Judy Hill	May 21, 1974	4
Roger Saunders	May 24, 1976	2
Anita Denman	May 16, 1977	1
Chanale Ehrhardt	May 24, 1977	1
Karen Barringer	May 31, 1977	1

MATERIAL CONTROL

	Employment Date	Years with Co.
Preston Loveless	May 6, 1954	24
Rodney Brazil	May 9, 1961	17
Gene Stewart, Sr.	May 12, 1966	12
Mike Cloyd	May 8, 1967	11
James Duggan	May 21, 1969	9
LaWanna Gainer	May 21, 1973	5
Manuel Basham	May 29, 1973	5
Mike Maddox	May 20, 1974	4
Gregory Back	May 28, 1974	4
Randel Luce	May 26, 1975	3
Loy Scoggins	May 25, 1976	2
Charles Sanford	May 27, 1976	2
Rebecca Carlile	May 2, 1977	1
Gene Williams	May 9, 1977	1
Roy Perkins	May 19, 1977	1

MACHINERY SALES

	Employment Date	Years with Co.
Billy Burnette	May 31, 1943	35
Willard Chappell	May 31, 1963	15
Victor Halwa	May 23, 1967	11
Debra Smith	May 23, 1977	1

ENGINEERING DEPARTMENT

	Employment Date	Years with Co.
H. P. Collins	May 1, 1944	34
Tenney Braden	May 15, 1946	32
Fred Griffin	May 13, 1947	31
Wesley S. Davis	May 17, 1976	2
Ricky Masters	May 23, 1977	1
Robert A. Stowe	May 31, 1977	1

PUBLIC RELATIONS

	Employment Date	Years with Co.
Jan Smith	May 17, 1976	2

TRAILER DIVISION

	Employment Date	Years with Co.
Oscar Milligan	May 1, 1950	28
Dewey Davis	May 12, 1952	26
Elvin Rice	May 4, 1955	23
Lum Teer	May 23, 1955	23
Jim Riggs	May 28, 1959	19
Betty Coleman	May 1, 1967	11
Thomas Coutee	May 1, 1967	11
Morris Parish	May 3, 1967	11
H. L. Lawson, Jr.	May 29, 1967	11
Willie S. Burgess	May 12, 1969	9
Charles W. White	May 27, 1969	9
Joe Bills	May 18, 1970	8
Mondorfe Hadnot	May 2, 1972	6
Gary L. Latham	May 25, 1972	6
Terry Taylor	May 9, 1972	6
Gene Hallmark	May 9, 1972	6
Sammie Davis	May 1, 1973	5
Wayne Bell	May 7, 1973	5
Lester E. Golden	May 2, 1977	1
Justin H. McElroy	May 16, 1977	1
Richard B. Hays	May 25, 1977	1

TRAILER SALES

	Employment Date	Years with Co.
R. P. Weaver	May 15, 1951	27
W. O. Jordan	May 31, 1962	16
John Seeman, Jr.	May 24, 1971	7
Charles G. Patton	May 28, 1974	4
Jerry R. Elder	May 21, 1975	3
Luis Aguirre	May 19, 1976	2
Ricardo M. Ramirez	May 10, 1977	1
Roy Nolen	May 16, 1977	1

SECURITY GUARD

	Employment Date	Years with Co.
Lyndell Phillips	May 1, 1972	6
David Sessions	May 26, 1972	6

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Kaye Williams	May 16, 1977	1

MECHANICAL MAINTENANCE

	Employment Date	Years with Co.
Dan Tullos	May 25, 1954	24

UTILITY MAINTENANCE

	Employment Date	Years with Co.
Oscar L. Bridges	May 28, 1962	16
Peter P. Mancill	May 27, 1975	3
Ray Montes	May 31, 1977	1

ASSEMBLY FLOOR

	Employment Date	Years with Co.
James H. Watson	May 28, 1975	3

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Howard Bennett	May 28, 1968	10
Kenneth Faries	May 24, 1976	2
Keith Moody	May 16, 1977	1
David W. Evans	May 31, 1977	1

MACHINE SHOP

	Employment Date	Years with Co.
George Freeman	May 9, 1936	42
Ben Hooker	May 28, 1953	25
C. E. McFarland	May 18, 1955	23
Charles E. Vann	May 21, 1962	16
Cleo Hale	May 20, 1963	15
Charles L. Minshaw	May 9, 1966	12
Larry T. Lunsford	May 25, 1967	11
Phillip L. Smith	May 7, 1968	10
Jimmy R. Johnson	May 7, 1970	8
Myrtle Powers	May 14, 1970	8
Tommy J. Davis	May 25, 1970	8
Jimmie C. Sandlin	May 2, 1972	6
Fred Curbow	May 23, 1972	6
Fremon Bryant	May 30, 1972	6
Albert Gilder	May 7, 1973	5
C. E. Youngblood	May 29, 1973	5
Jimmy D. Lunsford	May 13, 1974	4
Wayne A. Burgess	May 15, 1974	4
Steve Cortines	May 20, 1974	4
James Headrick	May 21, 1974	4
Gary Montes	May 28, 1974	4
Larance Coutee	May 1, 1975	3
Gene White	May 4, 1975	3
Melvin McFarland	May 6, 1975	3
Wayne Bynum	May 8, 1975	3
Ray G. Manley	May 11, 1975	3
Delbert E. Floyd	May 12, 1975	3
Peyton C. Page	May 12, 1975	3
Doris L. Parish	May 19, 1975	3
Kara Porter	May 21, 1975	3
Manuel Luna	May 22, 1975	3
Calvin L. Jackson	May 27, 1975	3
Bobby J. Landrum	May 27, 1975	3
J. B. Johnson, Jr.	May 27, 1975	3
Mike McGraw	May 3, 1976	2
Larry M. Faulkner	May 17, 1976	2
Kenneth Clifton	May 20, 1976	2
Sydney G. Alvers	May 25, 1976	2
Jim D. Ashley	May 25, 1976	2
Thomas V. Miller	May 2, 1977	1
Oswald C. Adams	May 5, 1977	1
George A. Bryant	May 9, 1977	1
Joe Nerran	May 10, 1977	1
Charles Grissom	May 10, 1977	1
John Seale	May 12, 1977	1
Kim Maxie	May 17, 1977	1
James A. Sumrall	May 19, 1977	1

Mike Whitten	May 23, 1977	1
Larry Mathews	May 25, 1977	1
W. A. Cantrell, Jr.	May 30, 1977	1
Clyde Marze	May 31, 1977	1
Liz Cooper	May 31, 1977	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Glenn Bridges	May 1, 1944	34
Jessie Garcia	May 8, 1946	32
R. N. Smith	May 17, 1946	32
Will Crain	May 30, 1947	31
Frank Minton	May 16, 1947	31
Chester Denman	May 4, 1951	27
Prentice Flanagan	May 19, 1955	23
Billy Ray Harris	May 29, 1956	22
Billy Summers	May 20, 1965	13
Robert Lucas	May 20, 1970	8
Bill Fincher	May 17, 1971	7
Simmie Moffett, Jr.	May 5, 1972	6
Charles N. Shattuck	May 21, 1973	5
Moses Davis	May 6, 1975	3
Michael Hulett	May 9, 1975	3
John Brown	May 14, 1975	3
James A. Wiley	May 27, 1975	3
Jimmy Hamilton	May 29, 1975	3
Kathi Jordan	May 24, 1976	2
Virgil Farrell	May 25, 1977	1

MANUFACTURING ENGINEERING

	Employment Date	Years with Co.
Lesley A. Brooks	May 26, 1965	13
Gary Long	May 17, 1976	2
Charles Griffiths	May 17, 1976	2

TRAFFIC DEPARTMENT

	Employment Date	Years with Co.
Billy Noel	May 19, 1969	9
Floyd Cartwright	May 10, 1972	6

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Charles R. Roberts	May 10, 1967	11
I. D. Hayes	May 23, 1968	10
Robert W. Baker	May 15, 1972	6

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
A. J. Havard	May 6, 1952	26
Loyd Davis	May 21, 1959	19
James E. Davis	May 19, 1975	3
Oren D. Davis	May 20, 1975	3
Robert L. Burrell	May 31, 1977	1

WELDING SHOP

	Employment Date	Years with Co.
J. L. Hamilton	May 26, 1951	27
William B. Watson	May 19, 1954	24
Henry J. Hefflin	May 30, 1955	23
Bradley King	May 30, 1955	23
Kenneth Lorentz	May 9, 1974	4
Sherman Thomas	May 13, 1974	4
Jim Taylor	May 29, 1974	4
William M. Simcoe	May 6, 1975	3
Raymond D. Wofford	May 16, 1975	3
Rene Esteves	May 19, 1975	3
Ronnie A. Smith	May 21, 1975	3
Ronnie L. Frederick	May 28, 1975	3
Donald E. Baker	May 5, 1976	2
Harry O. Armstrong	May 6, 1976	2
Donald E. Deckard	May 12, 1976	2
Henry B. Lee	May 18, 1976	2
Joe J. Walker	May 4, 1977	1
Rickey L. Smith	May 18, 1977	1
Oscar Vasquez	May 23, 1977	1

PATTERN SHOP

	Employment Date	Years with Co.
R. D. McClendon	May 1, 1963	15
Vernon A. Nixon	May 23, 1966	12
Larry Thigpen	May 17, 1972	6

LUFKIN INDUSTRIES, INC.
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Address Correction Requested

BULK RATE
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Lawyer: What's to be different about this will?

Mr. Henpecked: I'm leaving everything to my wife, providing she marries again within the year. I want someone to be sorry I died.

A guest at a banquet took pains to make himself agreeable to a Chinese sitting next to him. Somewhat at a loss for small talk, he ventured, after the first course, to inquire, "Likee soupee?"

There was no reply, except a genial beam. After the next course, he followed up his first opening with, "Likee fishee?" This evoked a more genial beam.

Later in the evening the visitor from the Far East responded to a toast in perfect English. On resuming his seat, he asked his discomfited neighbor, "Likee speechee?"

By the time a man understands women, he's no longer interested.

The nervous young father registered his wife at the hospital for immediate entrance to the maternity ward and then with deep concern turned to her and asked: "Darling, are you sure now that you want to go through with this?"



A young coed brought charges against an elderly professor and had him sentenced to jail for a long term. As he was led away, a friend approached him.

"I know you are innocent. Why did you plead guilty?"

"Well," admitted the professor, "the complaint was so flattering I just couldn't resist."

On one of his recent trips on a railroad, the sales manager of a large company entered the diner for breakfast. When the waiter came to take his order, the executive said: "I'd like to try that six dollar breakfast my men report on their expense account whenever they ride this train."

The bank robber shoved a note across the counter to the teller. It read: "Put all the money in a bag, Stupid, and keep quiet." The teller scribbled another note and pushed it back to the thief. It read: "Straighten your tie, Idiot, we're taking your picture."

The most disappointed people in the world are those who get what is coming to them.

Wife to husband rummaging through the freezer, "If you're looking for the fish you caught, I froze it in an ice cube."

One of the great labor saving inventions of today is tomorrow.

LUFKIN ROUNDUP

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IABC Member of International Association of Business Communicators

About the Cover

LUFKIN's William Redd, Roger McClure and Marvin Sowell stand in the crisscross shadows of 50,000 pounds of reinforcing steel as they prepare for the pouring of more than 2,750,000 pounds of concrete. Today, there is a solid block of concrete where they are standing in this photo. It was a tremendous project for LUFKIN's Utility Maintenance crew, and will be remembered as the big pour of '78.