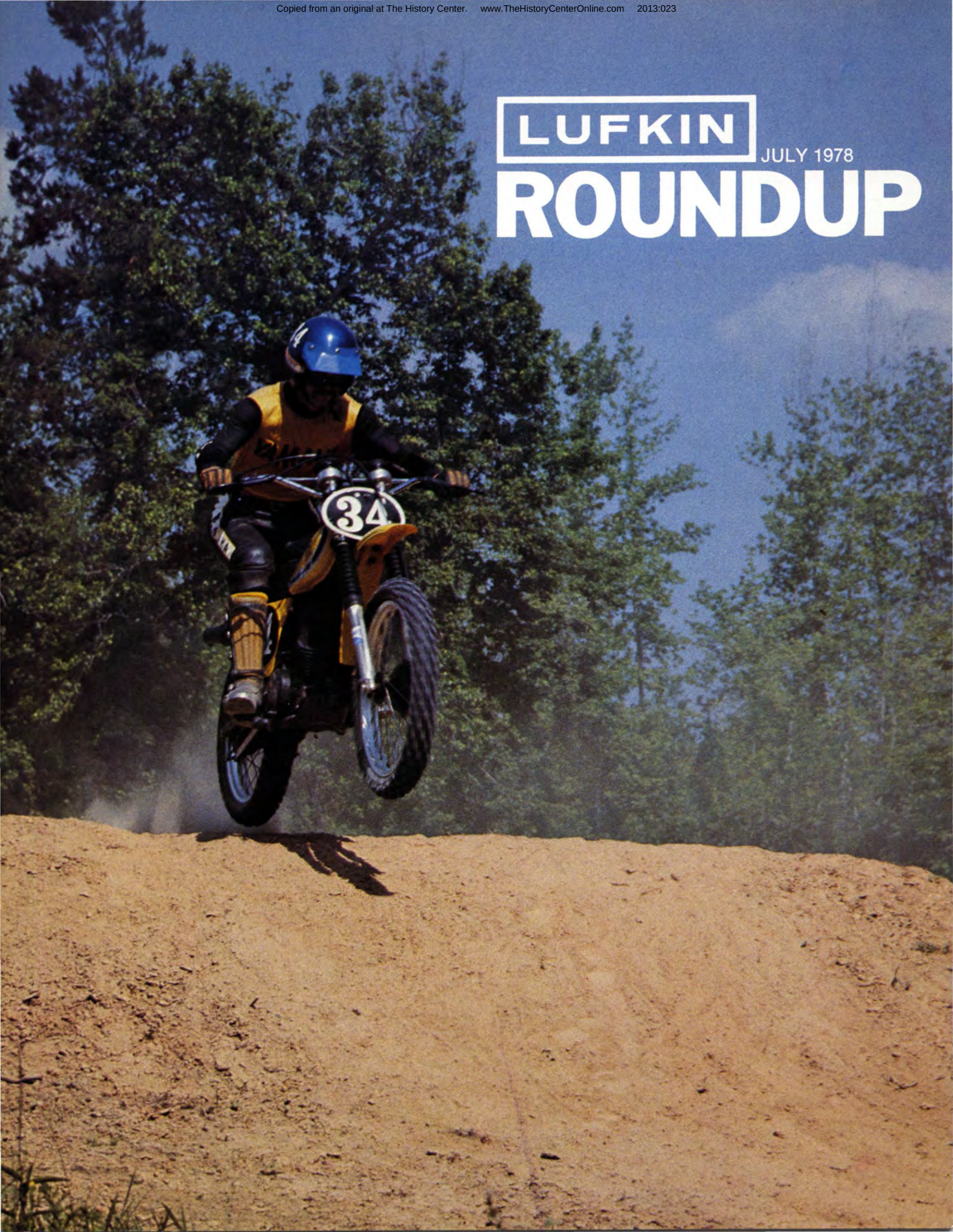


LUFKIN

JULY 1978

ROUNDUP





FROM THE PRESIDENT'S DESK...

FELLOW EMPLOYEES:

As we pause to think about and celebrate the 202nd independence day of our great country, we should be mindful of the vision, planning, and hard work of countless men and women who struggled to help obtain and preserve the liberty and freedom that we enjoy in these United States today.

There is no other country on the face of the earth where its people enjoy as much individual freedom. This makes it easier for us to maintain a free economic and political system of government and a free enterprise system of business. However, it is strange that those who succeed in this society, praise the system; those who don't, condemn it.

The main point to consider is that everyone has the opportunity to achieve the highest goal he can set. The laborer's son can become an engineer. The clerk's daughter can be a chemist. Blacks can become millionaires, and children of the lowest social level can become corporation presidents.

The ingredient of freedom has made our way of life the envy of every other country in the world, and none other can compare with it. If you have any doubts about it, just look around you. Then look at the rest of the world.

Last month almost half a million young Americans graduated from college, and I am enthusiastic about the attitude of our present group of young adults. More than eight out of 10 of these youngsters, in a nationwide survey, believe that free enterprise is the best of all economic systems, that the worker is better off under the American system than under the system of any other country, and that the profit motive is essential for the survival of America.

But, at the same time, a similar survey of adults shows that many of them believe businessmen cheat customers, fix prices, and get ahead by bribery.

In a sense this may sound hopeless, but I believe it is hopeful. The first survey was among the smartest brightest youngsters who will be running our country tomorrow; the second was among the tired and frustrated who only see the dark side of things.

Education is the most powerful weapon of culture, and it seems to be winning out where it counts. Ever so often I get concerned about our country, but when I discuss this with our young adults today, I become enthusiastic and hopeful about our future. I believe it will be in good hands.

R. L. Poland

All Is Not What It Seems To Be

Let's take a financial look at this new \$400,000 Bullard vertical turret lathe the company recently purchased.

The vertical turret lathe it replaced cost \$28,000 in 1943. The company can resell this machine for \$100,000.

Since the government allows the company to depreciate a machine at a rate of so much a year, we can add \$28,000 to that \$100,000. (The depreciation amount can never exceed the original cost of the machine.)

So, when it came time to replace this machine, the company had \$128,000 to do a \$400,000 job.

The difference of \$272,000 had to come out of profits.

In order to get that amount in 1978, the company had to earn a profit of more than \$523,000 before taxes.

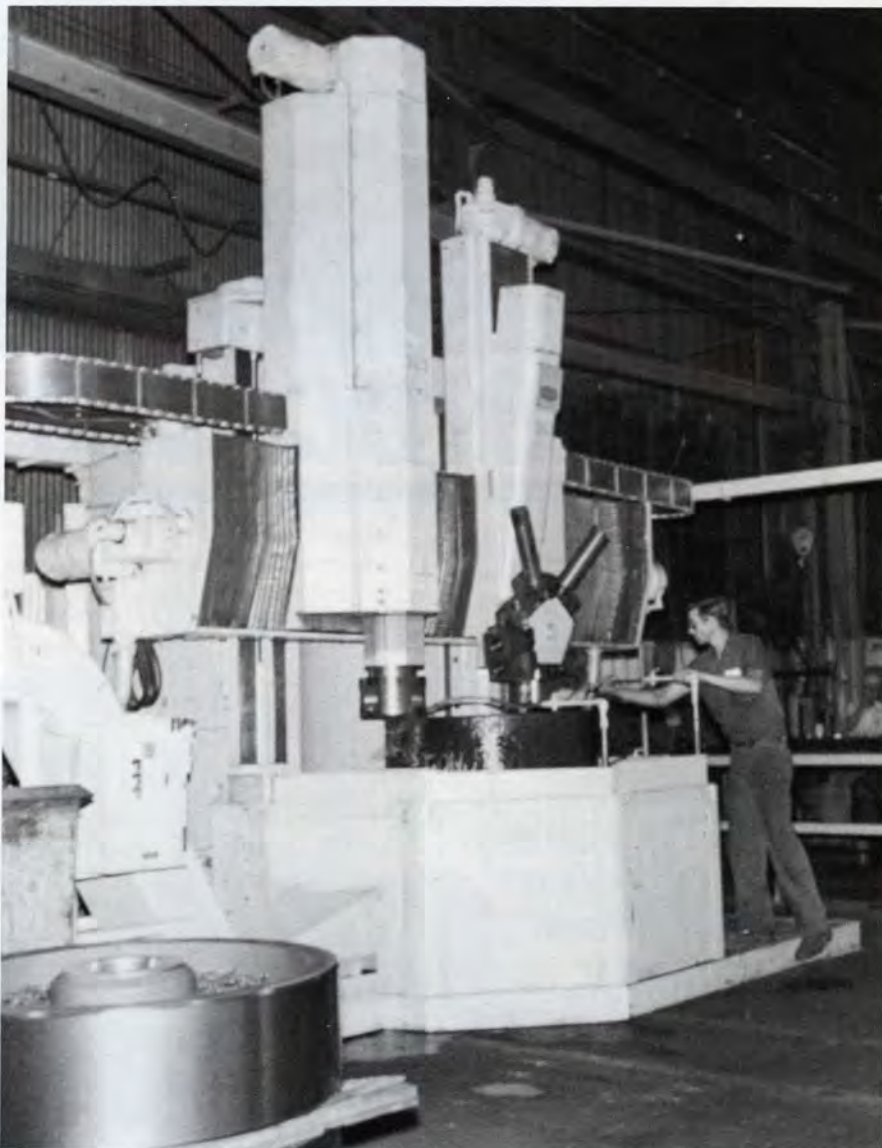
Why? The company has to pay a corporate profit tax of 48%. So, after paying the government its share of 48% of \$523,000, \$272,000 is the profit that's left.

And to earn that amount of profit (\$523,000), this company has to sell more than one million, seven hundred fifty thousand dollars worth of products to customers.

It took more than \$1,750,000 of sales to buy just one machine!

When you hear the company made \$512,000 profit, it sounds like a lot of profit. As you can see, the stockholders got none of this \$512,000 profit.

The government took half of it and the rest went to replace a machine, a Bullard vertical turret lathe, so three LUFKIN employees—one per shift—could continue to work.



The new Bullard vertical turret lathe is the first 4-axis numerically controlled (NC) machine the company has purchased. With the 4-axis control, the machine has two separate cutting heads which can be programmed for operations simultaneously.

The machine is equipped with two rail heads that contain cutting tools. Boring bars and cutting tools are mounted in the pentagon indexing turret of the right head and the four-position indexing turret of the left ram head.

The NC vertical turret lathe can machine work pieces from approximately 36 inches up to 66 inches in diameter. The turret lathe machines pumping unit gear blanks and sheaves as well as industrial and marine gear blanks, couplings, and various other large round parts.



MOTOCROSS RACING

Motorbikes are not street bikes. Just like a race car, these bikes can not be driven on the highway. They are run only on a dirt track or over rough terrain.

Doug calls it peer pressure, but many of us recognize it as "keeping up with the Jones" pressure.

Whatever it's called, it boils down to this: Doug wanted a motorbike because all his friends had one.

He traded his boat and motor for a 100cc Yamaha and took up his new hobby, motocross racing.

For three or four months, Doug and his friends rode up,

down, and over every dirt road they could find. Doug even built a dirt track behind his house so he could practice the turns and jumps of a track.

Five years later, Doug has won 70 trophies, most of them were won in the over-30 class.

Doug Landers, who works in the drafting department of Trailer Division, now owns three motorbikes, \$150 helmet, leathers, goggles, faceguard, cycle boots, gloves and other safety equipment.

All tracks require a helmet and most require the boots and leathers; the other safety equipment is the rider's choice.

"It's not as expensive a sport as some I know," Doug contends. "Some bass fisherman spend more money on their boats and tackle than I spend to buy and maintain a bike."

Doug believes many people have a bad impression about motorcycles because of the cycle gangs.

"Rarely, if at all, do you see any leather-clad gang types at a motocross track," he says. "Motocross is one of the few sports where the whole family can participate, from four years up."

Motocross racing is on a mile-and-a-half rough, hilly dirt track. The track has numerous turns, jumps and even gullies to test the ability of the rider to control the bike.

"You just don't sit atop a bike and ride it across rough terrain," Doug points out. "It requires a lot of body English."

A driver has to be in top physical condition to wrestle and control a 200-pound bike. The bike requires precision handling and delicate balance to make the various turns and jumps.

Many times, the fastest rider or racer doesn't win a race because he or she doesn't have the required stamina to endure the race.

The motos (heats) last from 15

minutes to 45 minutes; there are two motos per class on a race day.

"The driver constantly must shift the various gears as well as his weight to give the bike impetus needed to make a turn or jump," Doug said. "The winner is the rider with the proper combination of ability, stamina, power, and luck."

According to Doug, the biggest adrenalin outflow is during the few seconds from the start to the first turn of the track. Actually, it's a total drag race to the first turn, with 10 to 40 bikes all headed for the same place.

"The object is to be the first one to turn the corner," Doug

said. "If a rider leads the others in making this first turn, he'll probably be among the first to finish."

Concentration plays a tremendous part in whether a rider wins or not. When racing, the rider must think ahead to anticipate the jumps, corners, and moves of the other racers.

"The driver must be confident not only in his own skill but also of his bike," Doug said. "The smallest breakdown can result in a crash and/or not finishing a moto."

Participating in motocross competition is a major reason for Doug's interest in motorcycling but it's not the only reason.

"I just enjoy riding the bike,"

Doug says. "Racing gives riding that extra zest; it forces me to challenge myself both physically and mentally in what I can accomplish on the bike."

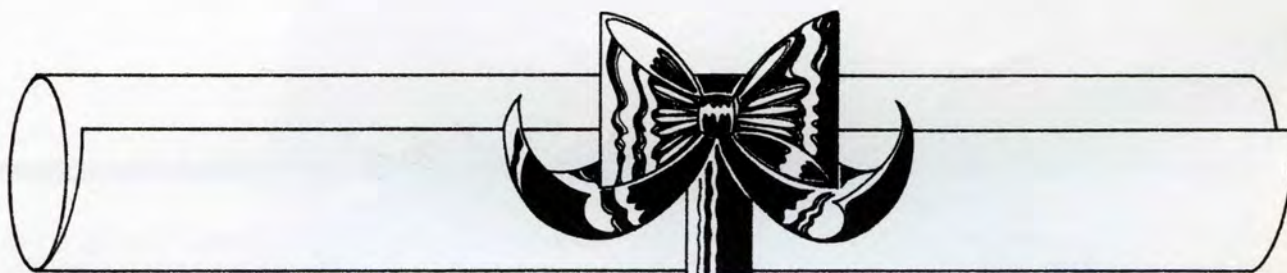
"However, riding the bike over rough terrain just for the fun of it gives me just that—enjoyment and fun."—**LIZ NORMAN**

(Opposite page) In motocross racing, bikes run on a mile and a half dirt track

(This page, left) It's essential that a rider know how to maintain a bike
(Top right) By entering local competitions, Doug has won over 70 trophies

(Bottom right) In making a turn, the rider slides one foot along the ground to help maintain balance.





'78 SCHOLARSHIP WINNERS

Eight \$4,000 4-year and four \$1,000 2-year scholarships were awarded by Lufkin Industries Foundation to graduating seniors who are children of employees of LUFKIN.

According to R. E. Barr, president of the Foundation, a total of 108 scholarships amounting to \$230,800 have

been awarded since the Foundation was founded in 1965.

Students receiving 4-year scholarships were: Nikki Sheba Bailey, Daryl Audean Christie, Susan Danette Gainer, Melinda Frances Garrett, Scott Douglas Griffith, Deborah Lynn Newsom, Jayme Partridge, and Karen

Elaine Watson.

Nikki Sheba Bailey is the daughter of Mr. and Mrs. Robert Vernon Bailey. Her father was employed by LUFKIN in 1972 in the main bay of the foundry.

Daryl Audean Christie is the son of Mr. and Mrs. Audie Ray Christie. His father is 2nd shift foreman of the welding and



Scholarship winners from Lufkin High school are: (l-r) Terry Jack Kirkland, Jayme Partridge, Scott Douglas Griffith, W. W. Trout, Jr., vice president; Nikki Bailey, Ricky Hampton, and Deborah Newsom



Danette Gainer, Huntington High school, won a four-year scholarship. R. L. Poland, president, presented the award at Huntington graduation ceremonies

structural plant. He has been employed with LUFKIN since 1962.

Susan Danette Gainer is the daughter of Mr. and Mrs. Joe Gainer. Susan's mother, LaWanna, is a 4-year employee of the material control department.

Melinda Frances Garrett is the daughter of Mrs. Marilyn Garrett. Her mother has been employed since 1962 in the Dallas branch of the Trailer Division.

Scott Douglas Griffith is the son of Mr. and Mrs. Selman Griffith. Selman has been an employee of the engineering department since 1960.

Deborah Lynn Newsom is the daughter of Mr. and Mrs. Harold Newsom. Her father is a 24-year employee of the Trailer Division.

Jayne Partridge is the daughter of Mr. and Mrs. James



Debra Skinner, Kennard High school, was presented a two year scholarship by Johnny Long, Foundation Trustee

Partridge. Her father is industrial gears chief engineer and has been employed with the company since 1962.

Karen Elaine Watson is the daughter of Mr. and Mrs. J. R. (Pat) Watson. Pat has been an employee of the machine shop since 1951.

Two year scholarships to Angelina College were presented to: Ricky V. Hampton, Terry Jack Kirkland, Debra Skinner, and Michael Williams.

Ricky V. Hampton is the son of Mr. and Mrs. J. D. Hampton. J. D. works in the mechanical maintenance of the machine shop, and has been employed with LUFKIN since January, 1974.

Terry Jack Kirkland is the son of Mr. and Mrs. Billy Jack Kirkland. His father has been employed with LUFKIN since 1961 in the welding and structural plant.

Debra Skinner is the daughter of Mr. and Mrs. Jefferson D.



Johnny Long presented scholarships to Hudson High school graduates (l-r) Michael Williams, Karen Watson, and Daryl Christie



Jim Alexander, Trailer Division, Dallas Branch, presented Melinda Garrett her 4-year scholarship with her mother, Marilyn Garrett

Skinner. Jefferson has been employed by the company since 1965 in the welding and structural shop.

Michael Williams is the son of Mr. and Mrs. Henry E. Williams. Henry, warehouse foreman of the Trailer Division, has been employed since 1962.



LIVING WITH THE



Mike's notes to Delna serve as communication lines between them during the week. Three-year-old Patrick waits patiently for his daddy to finish



Mike, an excellent and versatile cook, has helped make the Doss' present lifestyle a success



Delna and Mike Doss try to save the weekend for themselves and their son, Patrick

David and Janet Havard, Jr. were married while David was working nights in the gear cutter department. A few months after Mike and Delna Doss were married, Mike began working nights in shaft shop.

So, in the past five years, both couples have built their lives and marriages around a night shift schedule.

According to them, planning is the key to successful adaptation to living the night shift.

Both couples credit frank discussions as having built a strong marital relationship between husband and wife.

"You learn to appreciate the time you have with each other and you keep petty gripes out of the conversation," Janet says.

During the week, handwritten notes become the channels of communication between husband and wife. Mike confesses that their notes often turn into six or 10-page letters.

Janet, a nurse, works the day shift at a local hospital and Delna, who intends to teach this fall, attends classes during the

day. So when the wives come home, the husbands are at work, and vice versa.

"Occasionally, I try to go to the hospital to eat lunch with Janet," David says. "That way, we can brief each other on what needs to be done."

At the Doss household, Delna tries to come home to have lunch with Mike and their three-year-old son Patrick.

With these conflicting schedules, both couples try to get all household chores and other jobs done during the week so work will not pile up for the weekend.

To make this time available, each husband is an equal partner in household chores and child care.

Sharing child care duties brings some surprising benefits to Mike and David. Both believe they know their children much better by taking care of them during the day.

"I know I'm closer to Kristi," David says. Rocking his chair while he bottle-feeds his three-month-old daughter, he continues: "Before I was married, I held the viewpoint that the woman should take care of the children but I've changed my mind now."

As for night work, both Mike and David believe the shop atmosphere at night is much more relaxed.

"You just don't have as many interruptions because there are not as many people," David says. "It's just not as tense as it

NIGHT SHIFT

is on the day shift."

Mike agrees there are not as many pressures. He also likes not having to wake up to an alarm clock or the pressure of fighting traffic to and from work.

"Also, shopping is easier during the day; the stores are not crowded," he explains.

David points out that there is more opportunity for advancement on the second shift. Mike also believes he would not have stepped up to his present classification if he had been working days.

Still, both couples have the common complaint of night workers for which apparently there is no corresponding benefit.

The night worker rarely has time for his family and a couple can not socialize with the majority of their friends.

"When we do go out, it's usually with someone who also works the night shift," Delna says.

Both couples believe the next few years will test whether they can continue to live the night shift lifestyle. With their children not being of school age, Mike and David spend more time with their children than most fathers. Yet, both fathers know that in a few years, they will be seeing their children only on the weekends.

"I don't know if I can be a weekend father," Mike says. "I know a lot of guys who have been doing this but I don't know if I can. I don't think there is

a greater failure in life than that of failing as a parent."

When asked what incentives would motivate them to continue working the second shift, neither one could give a definite answer or come up with a suggestion.

"I just don't know what would influence our thinking on that matter or whether really, I'll ever have that choice," David says. "A man has to provide for his family. What I do in the future will depend on what options Janet and I have."

Whatever the problems, all four said succeeding as a partner in marriage and as parents are top priorities in their lives.

The job is only a means to achieving that goal.

"I'm not saying my job is not important to me, because it is," Mike points out. "All I guess any of us are saying is that we would give up our jobs to keep our family together but we would not give up our families for our jobs."—LIZ NORMAN

photos by Joe McCulley



Janet, a registered nurse, works the dayshift at a local hospital



Taking care of Kristi during the day has brought a close relationship between David and his daughter



David brings Kristi to the hospital to join Janet for lunch

CHANGE IN MEN'S ATTIRE AND WEARING APPAREL DURING MY LIFETIME

by Guy Croom



When I was a little boy, all men my grandfather's age wore a full beard and a mustache. Some of them kept their beards and mustaches groomed with scissors, while others just let it go. Grandpa Bledsoe did not bother to trim his beard but grandpa Croom did. All of them kept their hair cut short.

The next generation, which was my father's age, began to be clean shaven except about half of them wore a mustache. Most working men did not bother to shave but once a week.

Breeches that were popular in that day were the bell-bottom trousers. The pant legs were straight but shaped like a bell down past the knee. Pockets were vertical like we wear now, darn it!

There were no belt loops on trousers, instead there were buttons for suspenders which all men wore. Men continued to wear suspenders until I was a teenager, then they started wearing belts. Trousers had four suspender buttons in the front and two in the back. Some manufacturers put them inside the trousers and some on the outside. Men my father's age never did wear belts.

There were only two colors for shirts, white for dress and blue for work.

No dress shirt had the collar attached. The collar was a separate garment that had to be buttoned to the shirt front and back. There were two kinds of collars, the standing collar and the turned down collar. The standing collar was simply a plain vertical one with the two front corners turned down to make room for one's "Adam apple." Only professional men wore standing collars.

The turned down variety was shaped like the ones we wear now except it was detached. Both standing and turned down were white and stiffly starched. Those turned down creations were standard equipment until about 1930.

About 1910 was the era of the stiff bosomed shirt for the well-dressed man. These shirts from

neck to waist and across chest were stiffly starched as hard as a flat board. These shirts had no button holes, instead there were small round holes for gold studs. So, you can see it took time and sometimes help to harness up one of these babies.

Some of the more affluent men may have had one or maybe two diamond studs.

These were the days of the Derby for fall and winter and hard sailor straws or panamas for spring and summer. When the Derby was in vogue, I was not old enough to wear one but I always wanted one.

Boys wore knee pants until they were teenagers. These knee pants had three or four buttons sewed on the bottom on the outside for ornament.

By the time I had put on long pants, peg top trousers were the style. There was the half peg, full peg, and extreme peg trouser. I like that trouser style because there was plenty of room around the top for pockets. From the belt to almost the knees, they were bloused out but tight down to the shoe tops but were no longer. World War I wiped out the peg top breeches.

The bell-bottom breeches, mentioned earlier, had no cuff at the bottom. After that, all trousers had a cuff at the bottom until present day style. We have the same trouser style as the bell-bottom style except that they are straight with the bothersome vertical pockets.

I almost forgot the cuffs that went with the flat-bosomed shirts. The shirts had no cuffs as such, rather the cuffs like the collars, were separate garments. The ends were fastened together with cuff links and held up with cuff holders. The cuff holder was a little bar with a serrated clamp on each end. One end clamped to the cuff and the other to the shirt sleeve. I never wore one of these but I imagine they were worrisome.

LADY CAMPERS

how they learned to kick the Household Habit

There's no better cure for city ailments than an escape into East Texas Pineywoods.

Usually, camping rates as a favorite outdoor outing for all members of the family.

Unfortunately, some camper-wives, who also are mothers, find the cure is worse than the condition. Instead of joining in the fun and relaxation, they are doing the same chores they do at home—only under worse conditions.

THE ROUNDUP asked four camper-wives, all experienced campers, how they kick the household-routine habit?

All four replied each family member should have assigned duties. These ladies also offered some other time-saving suggestions.

"When we camp," says Betty Wilson, Trailer Division, purchasing, "housekeeping and cooking are jobs everyone has."

A ten-year veteran of weekend camping, Betty has learned to stock their camper during

February with all necessary food, clothing, and medical items.

"Then, when the first nice weekend comes in Spring, we're ready to go," she says.

She has found that placing soda crackers in staples such as flour, sugar, etc, keep moisture

out so items stay fresh longer. Also she uses baking soda as a detergent in cleaning and bleaching the latrines in the camper's holding tank.

"We keep our camper hooked up at the lake because we've found it cost \$30 to \$40 a month



(Left) With so many lakes surrounding the area, camping is a favorite relaxation many LUFKIN families enjoy. Robert Brevell and 15-year-old Mike Brevell are ready for a weekend of fishing and fun
(Right) In preparing a grocery list for camping, Beryl Brevell tries to think of items that do not need refrigeration

*(Left) Cletis gathers everything she thinks she needs, then packs about half of it
(Right) Edith goes camping to go fishing*



less than to drive it back and forth," she says.

Beryl Brevell, main office, and her family usually rent a screened shelter for one week around the B-dam area.

In preparing a grocery list, she tries to think of items that do not need refrigeration, usually choosing canned or packaged meats and canned milk.

She freezes milk cartons full of water which she places in an ice chest. After the ice melts, they have cool water to drink.

"My favorite meal while on vacation is breakfast because I never have time to enjoy it while working," Beryl says. "So this is our big meal and the rest of the day, I let everybody fix their own meals."

Cletis Fuller, engineering, says she gathers everything she thinks she needs, then packs about half of it.

"I take a pad and pencil and keep it in a handy place to jot down needed items that were left behind," she says. "When I'm back home, I scratch out the things I took that I didn't need."

Cletis counts these handy items as necessary: fly swatter, an old broom, a plastic table cover, a clothes line, and a bottle of Lysol.

Edith Arnold, automotive and industrial, goes camping to go fishing. She enters Bass'N Gal and the monthly "His and Hers" Bass Club Fishing Tournaments.

"I definitely don't spend time cooking," she says. "I'm too busy hunting for good fishing spots. Usually, I stock the camper with canned goods but any cooking is done before I leave home, such as preparing a roast or beans in the crock pot."

The camper is Edith's responsibility while maintaining and equipping the boat is her husband's.

Frying a day's catch is the all-time favorite meal among the



Betty and her family keep their camper at the lake

camping ladies. A few of the ladies offered a favorite recipe that they found easy to prepare and one enjoyed by all members of the family.

Other outdoor recipes have been included.

RECIPES

BETTY'S HASH

- 1 lb. hamburger
- 1 can stew tomatoes
- 1 can English peas with carrots
- 1 can of corn, creamed or regular
- 1 c. of noodles (more if desired)
- 2 or more onions (green or white)
- 1 can of water
- ½ lb. cheese (may use packaged cheese)
- salt and pepper to taste

In a dutch oven, brown hamburger then add all above ingredients. Let it simmer down, then add grated or sandwich cheese. Take off fire and let cheese melt. (Any meat may be substituted for ground meat or hamburger, such as chicken.)

—Betty Wilson

BERYL'S CAMP STEW

- 1 lb. ground beef
- ½ c. green pepper strips
- ½ c. onions
- 2 T. chili powder
- 2 cans chili beef soup
- ½ c. water
- 1 can tomatoes cut up
- 1 can kidney beans, undrained

Brown beef. Cook onions, pepper and chili powder until tender. Stir to separate meat, add remaining ingredients. Simmer about 15 minutes.

—Beryl Brevell

CLETIS' PIMIENTO CHEESE

- 1 lb. Velveeta cheese
- 1 can pimientos (or more)
- 4 sweet pickles
- 4 T. milk
- ½ c. of mayonnaise

Melt Velveeta cheese in double boiler. Afterwards, add pimientos, finely grated sweet pickles, add milk. Mix together and add mayonnaise.

—Cletis Fuller

FISH IN BEER BATTER

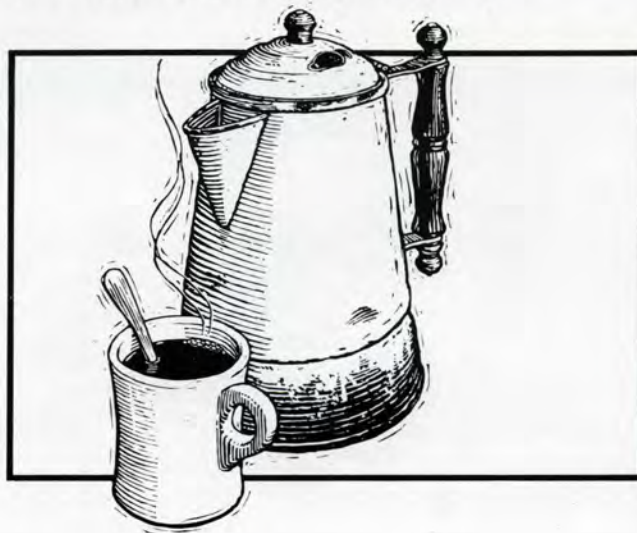
- 1 c. flour
- 1 c. beer
- 1 egg, beaten
- 1 tsp. salt
- 1 tsp. baking powder
- Fish
- Shortening or butter

Combine flour, beer, egg, salt and baking powder in bowl; beat lightly. Dip fish into batter to coat well. Fry in hot shortening until brown.

HUSH PUPPIES

- 1 c. cornmeal
- ½ c. all-purpose flour
- 1½ tsp. baking powder
- 1 tsp. garlic salt
- ½ tsp. salt
- 1 egg, beaten
- 1 c. milk
- Oil

Sift cornmeal, flour, baking powder, garlic salt and salt together in bowl. Add egg and milk to cornmeal mixture; stir until well mixed. Let stand for 5 minutes; add more milk, if needed. Drop by small spoonfuls into hot oil in skillet. Fry until golden brown; drain on paper toweling.



CELEBRATING AN ANNIVERSARY

12 YEARS OR MORE



THOMAS B. ALEXANDER
Welding Shop
22 years



D. D. ALLEN
Trailer-Floats
28 years



LARRY ARNOLD
Sub-Assembly
14 years



JIMMIE AUDREY
Foundry—Cleaning Room
27 years



JAMES C. BASHAM
Foundry—Cleaning Room
27 years



WILLIE B. BIRDEN
Foundry—Cleaning Room
28 years



JERRY F. CARR
Electrical Department
13 years



WAYNE CHAMBLEE
Utility Maintenance
17 years



HAROLD DAVIS
Cost Accounting
22 years



MARION FERGUSON
Machine Shop
24 years



M. P. FLOURNOY
Plant Engineering
13 years



DENNIS FLOWERS
Gear Cutters
14 years



RUDY FULLER
Cost Accounting
28 years



BILLY E. GARDNER
Sub-Assembly
15 years



RUBY GILBERT
Trailer Office
17 years



JAMES C. GILCREASE
Foundry-Main Bay
12 years



HARLEY GRAHAM
Assembly & Shipping
31 years



W. C. GREEN
Trailer Maintenance
27 years



ROBERT HARRIS
Utility Maintenance
16 years



O. A. HARRISON
Trailer-Maintenance
28 years



LINWOOD HAVARD
Mail Carrier
14 years



HERMAN HELLBERG
Trailer-Box Fixtures
38 years



CHARLIE HODGE
Trailer-Yard Crew
22 years



JIMMY HUNTRESS
Order Department
28 years



JOHNNIE JONES
Welding Shop
28 years



A. D. JUMPER
Lathe Shop
24 years



JOE JUMPER
Trailer Maintenance
17 years



CECIL KUEHL
Trailer-Box Fixtures
17 years



JAMES LARUE
Foundry-Main Bay
24 years



JOE LITTLE
Foundry-Main Bay
28 years



PHILLIP LOWERY, JR.
Machine Shop
14 years



JOHN A. McCARTY
Welding Shop
28 years



CHARLIE McLAIN
Commercial Gears
27 years



BILL MILES
Trailer-Engineering
27 years



W. P. MOLANDES
Trailer-Loading Dock
17 years



HAROLD L. NEWSOM
Trailer-Office
24 years



JOHN NORMAN
Foundry-Side Bay
16 years



LEROY PATTON
Foundry-Cleaning Room
16 years



MIKE PENN
Machine Shop
13 years



JOHN READ
Foundry-Side Bay
28 years



HOWARD R. RICHARDS
Automotive & Industrial
24 years



BILLY R. SAXON
Foundry-Side Bay
12 years



ELIE SMITH
Personnel
23 years



RONALD W. SMITH
Welding Shop
13 years



FRANK STEVENSON
Vice-President
Manufacturing
22 years



TRAVIS STONE
Machine Shop
General Foreman
28 years



CLIFFORD TREVATHAN
Assistant Treasurer
30 years



W. W. TROUT, JR.
Vice President
21 years



LARRY VANN
Pattern Shop
12 years



WOODIE WALLACE
Foundry-Main Bay
32 years



W. E. WALTON
Trailer-Floats
32 years



L. C. WHITEHEAD
Trailer-Floats
28 years



DUB WILSON
Pipe House
28 years



CHARLES D. WINTHROP
Welding Shop
32 years

SHOP TALK...

COWBOY STARRETT OPERATED ENGINE LATHE OVER 30 YEARS

"You don't spend 37 years working with men and for a company and not learn to love both," said G. C. (Cowboy) Starrett who retired from the Machinery Division, shaft shop, after 37 years.

After passing a written exam, Cowboy left his home town of New Boston to attend a government sponsored trade school in Marshall. In 1940, he was one of six industrial trade students hired by Guy Croom, then plant superintendent of the company.

Half of his years with the company were spent working the night shift. Over the years, he has operated numerous machines in the shop but for 30 or more years, he has been operating the engine lathe.

Cowboy describes this lathe as the most "complete machine in the shop."

"By that, I mean it can almost do the complete tooling job any piece of equipment or part might require," he explained.

Cowboy never tired of taking a piece of iron and transforming it into the part the blueprint called for.

"It always was quite a challenge to me to machine a part," he admitted. "There always is something different about each part you machine."

His work motto is to do a better job the next day than you did the day before.

"When I put a finished part on the floor, I didn't expect it to return," he said. "And very few did in the 37 years I worked as a machinist."

Cowboy and his wife of 30 years, Cassie Lou, have three daughters, one grandson and one granddaughter. "Since my grand-

son lives here, I'll probably be spending some time with him." Other plans include working around the house and clearing some land he has outside the city limits.

"My feeling is that any kindness I might show my fellow men, I have to do it now because I

shall not pass this way again," said Cowboy, son of a Baptist preacher.

"I also try to remember what I think Abe Lincoln said," he continued. "If you don't like a man, become better acquainted with him."



With his hat atop his head wearing a white shirt and a "cut-off" tie, Cowboy stands among the shaft shop crew and in front of the engine lathe he operated for over 30 years.



Jerry Sandlin

SANDLIN RECEIVES APPRECIATION PLAQUE

Helping others deserves recognition.

So, members of the Junior Bowling League decided to recognize Jerry Sandlin, lathe shop, 1st shift.

To his surprise, the junior bowlers gave him an appreciation plaque to thank him for his help in teaching the youngsters how to bowl.

"I really didn't expect anything," Jerry said. "This means as much to me as my bowling trophies."



David Calahan, lathe shop, 3rd shift

SAFETY AGAINST THE UNEXPECTED

David Calahan, lathe shop, 3rd shift, was operating an automatic turret lathe when a tool broke and hit the right lens of his safety glasses.

David has been operating the turret lathe for four years and this type of mishap has never happened. He still doesn't know what caused the tool to break.

"I guess it was just what you call a 'freak accident'," he said.

The unexpected accident is one reason this company provides safety equipment to its employees.

LUFKIN PROMOTIONS



Jim Mewbourn



Phillip Smith

In the Engineering Department, Jim Mewbourn has been promoted to Project Coordinator.

Jim and the project coordination group he heads are under Jim Partridge. Working for Mewbourn are Glen McDaniel and Gladys Grossman. Gladys replaced Bill Bardwell who returned to college.

In the Machinery Division, Phillip L. Smith was promoted to Supervisor of the Heat Treat Shop on the second shift.

Phillip replaced Jesse McDougald who retired last May.



L-r: Maxine Besing, order department; Ethel English, office services; Suzy Barker, Melba Parker, Lil Etheridge, Orpha McCall, Molly Jo Avery, Jane Green, and Cletis Fuller, all engineering department.

A SPECIAL-MADE QUILT SURPRISES ROSIE GRAHAM

A surprised and tearful Rosie Graham thanked the ladies in the engineering and order departments for making the baby quilt.

Using trichem paints, each lady in the two departments had appliqued two squares for the quilt. At the luncheon-baby shower affair, which was held in a conference room of the engineering

department, Rosie was handed \$45, a gift from everyone in the two departments.

It was Rosie's last day to work for LUFKIN.

For 11 years, she has been the secretary to Fred Griffin, vice president. For the present, Rosie plans to stay home to take care of her new baby.

MARKING AN ANNIVERSARY

TRAILER DIVISION

	Employment Date	Years with Co.
Herman Hellberg	July 24, 1940	38
William E. Walton	July 9, 1946	32
L. C. Whitehead	July 6, 1950	28
D. D. Allen	July 18, 1950	28
O. A. Harrison	July 26, 1950	28
William E. Miles	July 21, 1951	27
Wilson C. Green	July 27, 1951	27
Harold L. Newsom	July 6, 1954	24
Charlie Hodge	July 12, 1956	22
Ray C. Kuehl	July 19, 1961	17
Joe T. Jumper	July 19, 1961	17
Ruby Gilbert	July 13, 1961	17
W. P. Molandes	July 19, 1961	17
Robert E. Adams	July 17, 1967	11
Donald Wier	July 16, 1968	10
Samuel D. Alfred	July 7, 1969	9
Charles Warrick	July 16, 1969	9
Martha Calcote	July 9, 1973	5
Buck Huff	July 29, 1974	4
James M. Hodges	July 7, 1977	1
Jeffery L. Brandon	July 13, 1977	1
Jose M. Bocanegra	July 25, 1977	1
Cecil D. Malone	July 25, 1977	1
Ray A. Young	July 28, 1977	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Woodie Wallace	July 29, 1946	32
Willie B. Birden	July 6, 1950	28
Joe Little	July 5, 1950	28
John H. Read	July 17, 1950	28
M. R. Foster	July 28, 1950	28
James C. Basham	July 20, 1951	27
Jimmie Audrey	July 20, 1951	27
Ervin Anderson	July 23, 1951	27
James Larue	July 19, 1954	24
Early Mathis	July 28, 1954	24
John W. Norman	July 16, 1962	16
Leroy Patton	July 23, 1962	16
Billy R. Saxon	July 14, 1966	12
James C. Gilcrease	July 18, 1966	12
Ralph R. Jones	July 17, 1967	11
Jerome Thompson	July 14, 1970	8
William R. Austin	July 14, 1970	8
George W. Martin	July 14, 1970	8
Richard S. Rusher	July 17, 1972	6
Troy G. Smith	July 9, 1973	5
Dorothy Luman	July 9, 1974	4
Mattie M. Wilson	July 9, 1974	4
Josephine Patton	July 18, 1974	4
Georgia L. Bryan	July 18, 1974	4
Evelyn Burney	July 29, 1974	4
Jesse M. Brooks	July 2, 1975	3
Gerald Coutee	July 28, 1975	3
Odis G. Hamilton	July 6, 1976	2
Ray C. Bryant	July 8, 1976	2
Jewell V. Davis	July 21, 1976	2
Rudy C. Huerta	July 14, 1977	1
Willie T. Deekard	July 20, 1977	1
Michael D. Bellamy	July 20, 1977	1
Donald L. Harrison	July 22, 1977	1
Wanda S. Wells	July 22, 1977	1
Don W. Price	July 27, 1977	1
Leonard E. Sweat	July 27, 1977	1
Timmy C. Montgomery	July 28, 1977	1

MAIN OFFICE

	Employment Date	Years with Co.
Clifford Trevathan	July 16, 1948	30
Rudy Fuller	July 6, 1950	28
Harold Davis	July 16, 1956	22
W. W. Trout, Jr.	July 25, 1957	21

TRAILER SALES

	Employment Date	Years with Co.
J. C. Lowe	July 1, 1949	29
Floyd V. Bailey	July 14, 1969	9
Freddie Joe Drury	July 20, 1970	8
Ernest R. Watkins	July 17, 1972	6
Olney A. Dupeire	July 16, 1973	5
Bobby G. Watkins	July 22, 1974	4
Henry Apkins, Jr.	July 3, 1975	3
James H. Curry	July 6, 1976	2

MACHINE SHOP

	Employment Date	Years with Co.
Bona Dixon, Jr.	July 31, 1941	37
W. J. Wilson	July 5, 1950	28
James W. Gainer	July 25, 1950	28
Travis E. Stone	July 27, 1950	28
C. V. McLain	July 21, 1951	27
Marion F. Ferguson	July 26, 1954	24
Albert D. Jumper	July 30, 1954	24
Frank Stevenson	July 30, 1956	22
Billy E. Gardner	July 29, 1963	15
Dennis Flowers	July 15, 1964	14
Phillip J. Lowery, Jr.	July 20, 1964	14
Larry E. Arnold	July 24, 1964	14
Mike Penn	July 27, 1965	13
Charles R. Smith	July 18, 1967	11
Chester Mitchell	July 19, 1967	11
W. E. Curl	July 10, 1968	10
Harold W. Rogers	July 11, 1968	10
Eddie T. Kirkwood	July 29, 1968	10
Charles R. Cole	July 8, 1970	8
Joe W. Grimes	July 13, 1970	8
Tanseal Yarbrough	July 17, 1970	8
Jerry Sandlin	July 19, 1971	7
Robert D. McQuilkin	July 26, 1971	7
Milton W. Brock	July 11, 1972	6
Douglas W. Cook	July 18, 1972	6
Jerry A. Wigley	July 31, 1972	6
James A. Bell	July 3, 1973	5
Glenn Brock	July 9, 1973	5
Arron L. Clinton	July 16, 1973	5
Travis Amie	July 18, 1973	5
Ronald W. Brown	July 19, 1973	5
Edward J. Butler	July 19, 1973	5
Jack B. Gaston	July 30, 1973	5
Linda J. Musgrove	July 8, 1974	4
Kenneth R. Spivey	July 8, 1974	4
Harry Mewbourn	July 15, 1974	4
Jerry C. Forrest	July 16, 1974	4
Charles R. Anderson	July 21, 1974	4
Margie F. Ross	July 24, 1974	4
Elbert L. Maiden	July 7, 1975	3
Wyatt H. Hight	July 8, 1975	3
Jimmy T. Marshburn	July 10, 1975	3
David Lee	July 21, 1975	3
John T. Halsell	July 21, 1975	3
Bobby M. Hunziker	July 27, 1975	3
William H. Bolyer	July 30, 1975	3
P. K. Joseph	July 8, 1976	2
Billy Kittrell	July 12, 1976	2
Gary C. Murdock	July 13, 1976	2
Eddie Fowler	July 20, 1976	2
Kermit Edwards	July 27, 1976	2
David J. Frederick	July 10, 1977	1
Ricky W. Patrick	July 12, 1977	1

PATTERN SHOP

	Employment Date	Years with Co.
Larry W. Vann	July 21, 1966	12
Jerry P. Palmore	July 17, 1968	10
Gary D. Selman	July 25, 1973	5

WELDING SHOP

	Employment Date	Years with Co.
Charles D. Winthrop	July 1, 1946	32
John A. McCarty	July 19, 1950	28
Johnnie Jones	July 21, 1950	28
Thomas B. Alexander	July 19, 1956	22
Ronald W. Smith	July 20, 1965	13
C. E. Owens	July 29, 1971	7
David G. Hopson	July 5, 1973	5
Lester G. Ener	July 29, 1974	4
Stephen W. Simcoe	July 29, 1974	4
Lenoscar Lockhart	July 1, 1975	3
Don E. Baker	July 1, 1975	3
Noel T. Marshall	July 14, 1975	3
J. R. Burrell	July 21, 1975	3
Enicasico Perez	July 22, 1975	3
Charles O. Calhoun	July 31, 1975	3
L. D. Patton, Jr.	July 19, 1976	2
James E. Goolsby, Jr.	July 5, 1977	1
Ricky L. Lovette	July 6, 1977	1
Rogelio Reyes	July 20, 1977	1
Theophilus James	July 20, 1977	1
Ronald A. McCreary	July 21, 1977	1
John Hall	July 21, 1977	1

MAIL CARRIER

	Employment Date	Years with Co.
Linwood Havard	July 16, 1964	14

ORDER DEPARTMENT

	Employment Date	Years with Co.
Jimmy R. Huntress	July 24, 1950	28

PLANT ENGINEERING

	Employment Date	Years with Co.
Morgan Flournoy	July 27, 1965	13

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Howard R. Richards	July 20, 1954	24
William H. Morgan	July 16, 1970	8
Betty Cortines	July 8, 1972	6
Scott V. Smith	July 6, 1976	2
L. J. Loving	July 5, 1977	1

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Elie J. Smith, Jr.	July 13, 1955	23

PUBLIC RELATIONS

	Employment Date	Years with Co.
David L. Willmon	July 6, 1976	2
Joe McCulley	July 18, 1977	1

SECURITY GUARD

	Employment Date	Years with Co.
Ardie P. Brown	July 22, 1968	10
George Roach	July 1, 1977	1

MATERIAL CONTROL

	Employment Date	Years with Co.
Jimmy Ramey	July 26, 1967	11
Chester D. Attaway	July 30, 1973	5
William A. Massingill	July 6, 1977	1
Levale V. Roberts	July 14, 1977	1
Felton J. Gleen	July 14, 1977	1
Bennie D. Morrison	July 28, 1977	1

ENGINEERING

	Employment Date	Years with Co.
Kenneth O. Beckman	July 17, 1972	6
Melba R. Parker	July 26, 1977	1

MACHINERY SALES

	Employment Date	Years with Co.
John W. Rouse	July 8, 1974	4

FINAL ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Harley Graham	July 14, 1947	31
David Rivers	July 15, 1969	9
Bobby Colbert	July 5, 1972	6
Gary D. Murdock	July 13, 1976	2
Eolisa L. Beck	July 7, 1977	1
Donald E. Wilson	July 18, 1977	1

UTILITY MAINTENANCE

	Employment Date	Years with Co.
R. L. Harris	July 23, 1962	16
Wayne Chamblee	July 19, 1961	17
Robert N. Foley	July 11, 1977	1

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Jerry Carr	July 29, 1965	13

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

Address Correction Requested

BULK RATE
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Teacher: "Billy, what are the four seasons?"

"Football, basketball, track, and baseball."

Two darling old ladies were having lunch in the dining room of a residential hotel.

"I've forgotten the name of it," one of them told the waitress, "but we both want one of those appetizers my nephew bought me here last week. In a little glass, you get a green olive, covered by a perfectly delightful crystal-clear sauce."

A young applicant for a job as truck driver for a dairy was asked if he was married. "No," he replied. "I'm not but I can take orders, if that's what you mean."

When Abraham Lincoln was looking for votes among his Illinois neighbors, he encountered an old farmer who was violently opposed to him.

"Vote for you?" shouted the old man. "Why I'd sooner vote for the devil!"

"I am sure you would" replied Lincoln calmly, "but in case your friend doesn't run, maybe you would give your vote to me."

Only men call a 5-mile hike physical fitness; women call it shopping.

If you want your wife to listen to what you have to say—just talk in your sleep.

roundup laffs

Indians captured the wagon train and one of the young women asked the chief, "You're not holding me for ransom are you, big boy?"

"Not me," replied the chief. "Let Ransom get his own women."

If the safety pin had been invented this year instead of long ago, it probably would have six moving parts, two transistors and require a serviceman twice a year.

Lady: "I want an inexpensive pair of shoes."

Salesman: "To go with what?"

Lady: "A cheap husband."

A small boy was seated on the rear seat of a school bus alongside a pretty little girl. He was all aglow, and he whispered, "Helen, you're the only girl I've ever loved."

"Humph," snorted the pretty little girl. "That's all I ever get—beginners."

Sentry: Halt, who's there?

Voice: American.

Sentry: Advance and recite the second verse of 'The Star Spangled Banner.'

Voice: I don't know it.

Sentry: Proceed, American.

About the time you convince your youngsters they can't put more in a container than it will hold, along comes a woman in stretch pants.

Little Boy: "We've got a new baby down at our house."

Neighbor: "How nice. Did the stork bring him?"

Boy: "No, he developed from a unicellular amoeba."

America is the only country where it takes more brains to make out the income tax return than it does to make the income.

Little Oliver was attending his first Sunday school class. "Do you say your prayers before eating?" he was asked.

"I don't have to," he replied. "My mother is a good cook."

LUFKIN ROUNDUP

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About the Cover

Motor bikes are not street bikes. Just like a race car, these bikes can not be driven on the highway. They are run only on a dirt track or over rough terrain. See story on page 2.

Cover Photo: Joe McCulley