

LUFKIN

OCTOBER 1978

ROUNDUP





FROM THE PRESIDENT'S DESK...

FELLOW EMPLOYEES:

Several years ago a man named John Luther proposed a theory that "Every organization had a natural tendency to become less efficient."

Luther's law is the reason many executives say an occasional recession is a necessary thing. It sometimes takes a recession to force business organizations to take a good look at themselves.

Hard times make them cut out the fat that has infiltrated their operations, and get back to performing vital functions at the least possible cost.

A successful business can easily accumulate fat, and it isn't apparent at first. It has the sweet smell of growth, progress and success. It isn't until the going gets tough that management realizes a lot of that weight is unnecessary and must be shed in a hurry.

The more successful the company, the less the inefficiencies seem to be noticed. Managers at all levels tend to increase their staffs beyond the point of actual need, and some desire to build empires to make their jobs seem more important.

There is another law, more potent to inefficiency than Luther's, and it creeps into every business that is not watched closely. It is called Parkinson's Law, and its theory is that "Work expands so as to fill the time available for its completion." It has no regard for efficiency, and uses all the time allowed to complete a job. It does not provide incentive for a worker to do better, and is the basic reason why businesses fail.

These laws can be combined into a common law that all business leaders fear, and work hard to keep under control, to wit:

"Expenditure rises to meet income."

There is another unseen enemy that can make a good company go bad in a hurry. It is complacency, which is a crippling disease. It affects a business very much like arthritis affects the body.

There are ways to beat both Luther and Parkinson's laws, but it takes the dedicated efforts of both workers and management pulling together to keep efficiency up and costs down.

A good, successful company must keep its attention focused on ways of saving time and cutting costs. Otherwise, it cannot exist successfully for long. I hope every employee at Lufkin Industries will think about how much more secure his job is when he gives a day's work for a day's wages.

R. L. POLAND

LUFKIN OPENS CUSHING WELDING PLANT

Lufkin Industries, Inc. purchased a welding plant in Cushing, Texas, and began operation there in August, it was announced by R. L. Poland, president.

To be known as Lufkin Industries, Inc.—Cushing Plant, the 7500-square-foot metal building is expected to provide employment for from 35 to 40 persons in a short time.

Although Larry Baker and Marvin Malnar have been promoted and transferred from the home plant in Lufkin to Cushing as supervisors, all other employees will be hired locally, according to Bill Pennington, vice president—steel fabrication, machinery division.

Temple Associates of Diboll, Texas, has contracted to remodel and air condition the

office space and install all new electrical service, compressed air, gas and oxygen in the shop.

Production has already begun, utilizing the existing equipment, including a five-ton crane, seven welding machines, an iron worker, burning equipment, small tools and grinders. New machinery being brought in to extend the shop's capacity will include eight 600-amp wire-fed welding machines and a new iron cutting saw.

The plant will manufacture easily transportable structures for the LUFKIN oilfield pumping unit.

Production has already begun at the 7500 square-foot metal building at Cushing

LUFKIN has manufactured oilfield pumping units for over 50 years. LUFKIN units can be found virtually in every oil field in the world.

"We're proud to have this additional production plant, and the people of Cushing seem very happy to have us as a new employer in town. We have been warmly greeted and encouraged by the city fathers, the business people and especially the local citizenry," Poland said.

"Were looking forward to a long and mutually beneficial association in Cushing," he added.—**MICHAEL MARK**



LUFKIN
INDUSTRIES, INC.
CUSHING PLANT

☆ THE HORSE ☆ MOST LIKELY TO SUCCEED

LaVan definitely follows the beat of Horner's rhythmic trot.

The sound of hoofs hitting the ground in a regulated canter is not only music to his ears, but the stallion's trot, like a phonetic code, tells LaVan his dream has arrived.

After circling the corral, the high-stepping Morgan stallion, flaunting a prideful style, prances toward LaVan for approval and affection.

"Most people think he's a larger horse than he is," LaVan said. "It's his attitude. Like most Morgans, he carries his head high. Morgans have a style all their own."

LaVan Watts, who heads design engineering at the trailer plant, has had a long-standing dream about mix-breeding the Morgan with Arabian and quarter horse breeds to get a good-natured pleasure horse.

All members of the Watts family have been working toward the reality of that dream, except maybe Aran, who recently celebrated her first birthday. LaVan's wife, Wanda, and his two older daughters, sixteen-year-old Ana and twelve-year-old Amy, are as excited about the arrival of Horner's first offspring as LaVan.

Wanda and LaVan are not going into the horse breeding business with the idea of making a profit. They both believe too many horses are pawned off on people just to make a dollar.

LaVan says what's worse, those horses usually require a professional to ride them. "Consequently, too many

people become disillusioned about owning or riding a horse. Kids especially become discouraged and mark it off as something else that didn't turn out."

Wanting kids to own a good horse fed the Watts dream of breeding an affectionate and gentle pleasure horse.

"Kids can learn so many things from owning and taking care of a horse," Wanda said. "They can learn gentleness, responsibility, and good judgment from raising a good horse that responds to people."

Both Ana and Amy prove Wanda's conviction. With ease, the girls handle, ride and take care of not only their own horses but 13 others the Watts board on their 40-acre farm.

Do the girls only fulfill a necessary duty? Not according to Ana who describes the responsibility as a enjoyment to her.

"When you care for someone, you are responsible for that person," she said. "The only way you're not going to have a responsibility is not to care for anything. That's not for me."

Both Ana and Amy, under LaVan's supervision, are learning how to train a horse.

"We handle all of our own training," LaVan said. "I believe in starting a young horse with gentle handling and bringing it along slowly. If that colt has been handled correctly, when it comes of riding age, just about all the rider needs to do is get on."

Wanda pointed out another favorable characteristic the Morgan has.

"It's an economical breed to own," she said. "Most people

could afford to keep one."

The Morgan maintains its weight on pasture without much supplementary feed. Also, it has a reputation of being a hardy breed, having a strong resistance to disease and having a life span that exceeds other breeds by ten years or more.

All these features persuaded LaVan and Wanda to choose the Morgan as a foundation sire; however, the fact that the Morgan always throws its gentle disposition convinced them of their choice.

"I know we sound like dyed-in-the-wool Morgan advocates," LaVan said. "It's just that besides being such a gentle breed, the Morgan is a versatile horse that adapts to any purpose."

"I honestly don't believe a Morgan will disappoint any owner."

Once someone called the Watts house to ask about the Morgan breed, having heard that LaVan and Wanda were trying to stir up interest in the breed.

With unbounded enthusiasm, Wanda delivered her Morgan pitch to the man. When she finished, he exclaimed: "Lady, you should work for the Chamber of Commerce."

Justifying her Morgan zeal, Wanda laughed and said: "I feel just like LaVan. I know people will love the Morgan breed as well as we do when they become familiar with it."

—LIZ NORMAN



(Clockwise, from upper left) Although only one year old, Aran shows the same love for horses that her mother, Wanda, and the rest of the family have.

Ana, an accomplished horsewoman, is posting with her horse, Cookie. Sue Garcia, who works at the trailer plant, hopes to show Funquest Hardrock, son of Morgan champion and grandson of Morgan grand champion. Twelve-year-old Amy may look like she needs help but not so. Within minutes, she can saddle and mount her horse

★ THE MORGAN BREED

The Morgan is one of America's oldest light horse breeds.

The original Morgan was a small bay stallion, standing barely 14 hands and having an ancestry predominately Arabian and Thoroughbred.

The stamina of the small horse earned him a reputation among the new England area.

He pulled a load of logs that a good draft team could not pull. The small bay also out-ran the fastest quarter mile race horse Vermont had; soon, he became known as that Morgan horse, being named after his owner Justin Morgan, a Vermont schoolteacher.

The bay stallion set the pace for the Morgan conformation. Today, the Morgan's height ranges from only 14 to 15 hands and the weight from 900 to 1100 pounds.

The body conformation of the Morgan is the most distinguishing characteristic. From shoulder to buttock point is considerably longer than

his height, showing tremendous angulation of the shoulder and the deep chest.

As the Morgan spread across the country, it became a popular breed because the horse could adapt to any purpose or use. It became known as a breed that learns more quickly than any other horse.

Consequently, today, no other breed has had such a wide range of uses as the Morgan. The breed has won awards in equitation competitions. The Morgan also has excelled as stock, pleasure, or harness horse.

Happiness is finding a job in your own town—or so say LUFKIN employees at Cushing.

"I really was excited when I heard LUFKIN was opening a welding plant here," said Donnie Penney, Cushing employee.

"To be able to stay home and find a good job, that's



*Donnie Penney
Cushing
employee*



*Huey Williamson
Cushing
employee*

really something for us and Cushing."

Huey Williamson was the second man to be hired. Already he is looking forward to the future.

"I'm looking forward to the day when buildings will be added," he said. "I consider this job as a future home for me and I want to see it grow."



*Terry Strong
Cushing
employee*



*Larry Baker
supervisor*

Unlike Donnie and Huey who have always been Cushing residents, Terry Strong moved to the town after he was hired.

"I've worked just about everywhere around this area but never really liked where I was or what I was doing," he said. "This I like. There's a real friendly and relaxed

feeling at work and in the community."

Although the welding plant at Cushing has been built for two years, it was used for only three months.

"That's why it has such a new look about it," said supervisor Larry Baker who shares the same enthusiasm about the Cushing plant operation as his employees.

WHAT THEY'RE SAYING IN CUSHING



*Marvin Malnar
shop
superintendent*



*Conrad Alexander
President
of local bank*

"I believe we have a very good program for this area. We can't do anything but grow and the people here sense we're going to grow."

Shop Foreman Marvin Malnar considers himself the luckiest guy of them all.

"Few foremen can say they have a crew working for them like I have. These men have a great attitude. They want to work."

What does the community have to say about all of this?

Conrad Alexander, president of Cushing's bank, described the plant as "being something really good for the community."

"We're really proud of it. We've been trying to get some industry here to keep some



*Linda Pitman
Tobe
Hardware*



*Martha Williams
Williams
Grocery*

of the younger people in town. We're glad to have you up here."

Linda Pitman and her husband recently opened their own business, a hardware store.

"My husband is from Cushing," she said. "We wanted to return here to live and work so we decided to open up our own business. I believe a lot of young couples would move back to Cushing if they could make a living here. That's why we were so thrilled to hear about LUFKIN coming here. We knew it meant more jobs for the area."

Martha Williams works part-time at Williams Grocery which is owned by her father-in-law.

"I know he's pleased that the plant has been opened," she said. "When I first heard about it I said, 'golly, that's really a big company.'"

Just about everyday some LUFKIN employees come to the store to buy lunch.

"And when they come in, we ask all kinds of questions about what they're building," Martha said. "We're really interested in the plant. Everybody I've talked to is happy about it."

—LIZ NORMAN

Reminiscences

THOSE WERE THE DAYS

by Guy Croom



In October 1919, World War I had been over nearly a year when I went to work for Lufkin Foundry & Machine Co. Why I came to be here has been related in previous articles. Of course, I was on the night shift which was twelve hours, five nights a week, time and one-half for all overtime, except double time for Sundays and holidays.

A little fellow that wore a derby hat named Johnnie Gaines was acting night foreman. Regular foreman Eph Atkinson was in Madison, Wisconsin, at a special school put on by Gisholt Tool Co.

Johnnie was very cordial and introduced me to some of the men on the night shift. I guess about ten but I can recall only four: F. C. (BoBo) Hays, his younger brother Otis, Luke Parrish and E. B. (Jake) Parrish (no kin.)

That was in October and BoBo married the following Christmas. He and his wife, now live on Southwood Drive.

Otis Hays was killed years later in an automobile wreck.

Luke Parrish lives in the Dam B area and has a little shop of his own at his home.

Jake Parrish, who later became night foreman, was killed in a motorcycle wreck. Jake was the father of Eulen Parrish who now works in the main office.

Jack Dillworth was plant superintendent and a typical "bull of the woods" except for the way he dressed. He came out every morning looking like a Beau Brummel, wearing suit, bow tie, silk socks, and shined shoes. I liked him very much.

When Eph Atkinson came back and took over his duties as night foreman, I found him to be a gentleman of the old school.

All the buildings were of wood construction with three cranes of I-beam construction (home-made) spanning the main bay. Each one had a hand-operated chain block under slung and the crane was hand-propelled up and down the track. These cranes were of riveted construction because the electric welder was something for the future.

Most of the machine tools had their individual drive, all flat belts. The "V" belts had not come into popular use at that time. However, there were still some overhead shafting and pulleys that drove some of the machine tools.

There was not a gear head machine in the shop. To change speed, you had to shift the drive belt from one stop of the cone to the next, up or down, whichever was wanted. All machine tools were secondhand except a 36-inch open side planer and an American lathe with 30-inch swing and 20-foot bed,—which was flat-belt driven too.

There were two lathes in the shop that were rather unique. Built by Brigford Consolidated Machine Tool Co., these machines were built special for shell turning. The bed was so short you could hardly get anything between centers longer than 30 inches. However, both machines were rugged and powerful for chuck work and I was fortunate enough to get one of these as a regular job and I liked it.

Aside from our regular line of sawmill machinery, we were making cast iron flanged and pipe fittings for Gulf Refinery, Co. at Port Arthur, Tx. This was a good job for us and I assume lucrative. If you have or have seen the picture of the day crew made in 1920, you can see some of these fittings through the door of a boxcar in the background.

I now was working on the day shift and the company got an order for two sawmills at the same time. One for Peavy Wilson at Peason, La. and one for Peavy Moore at Deweyville, Tx., and I got a raise of 2½¢ per hour.

But by and large, the demand for sawmill machinery was fast playing out. So the company bought a steam twin engine. This was a reversible job made for powering oilwell drilling rigs. We dismantled this engine, copied it, made drawings, patterns, and jugged up the machines for manufacturing.

This was a good job for us and we made a few but the company discovered we were infringing on someone else's rights and they had to drop it. In the meantime, Jack Dillworth, the plant superintendent became dissatisfied and quit. He took a job with W. K. Henderson Iron Works at Shreveport.

When Eph returned and took his night foreman's job. Johnnie Gaines went to work on day shift and his helper was Mac Bardwell, the father of our company pilot Walt Bardwell.

CELEBRATING AN ANNIVERSARY

12 YEARS OR MORE



J. W. (BUD) ALLEN
Final Assembly &
Shipping
16 years



LENARD ANDERS
Side Bay
16 years



ZEPHANIAH ATKINSON
Cleaning Room
24 years



ROY H. BROWN, JR.
Trailer-Engineering
26 years



HOLLIS BURNETT
Trailer-Vans
28 years



LEE BURNETT
Accounting Department
27 years



CHARLIE BECK
Commercial Gears
37 years



W. R. BURROUGHS
Automotive & Industrial
26 years



WESLEY CLOUDY
Utility Maintenance
15 years



JAMES E. COLE
Yard Crew
14 years



EARL DOVER
Trailer-Vans
23 years



LLOYD ELKINS
Gear Cutters
16 years



JOHN ELIJAH
Foundry Department
33 years



JAMES ELLIOTT
Machine Shop
23 years



STEVE ENGLISH
Main Bay
22 years



SHERMAN FARR
Final Assembly &
Shipping
16 years



JOHN FORNEY
Aluminum & Bronze
Foundry
33 years



C. W. (CLIFF) FOSTER
Quality Assurance
17 years



CLETIS FULLER
Engineering Department
36 years



EDWARD GARDNER
Commercial Gears
17 years



ODIS GARNER
Side Bay
28 years



CHARLES P. GAULT
Trailer-Warehouse
14 years



JODIE GLEEN
Welding & Structural
22 years



HARVEY GRAHAM
Automotive & Industrial
17 years



GARY GREENING
Material Control
17 years



LONNIE GREER
Main Bay
24 years



LEONARD GRIMES
Utility Maintenance
26 years



GEORGE HAYGOOD
Shaft Shop
39 years



BROWN HAYS
Trailer-Vans
24 years



C. E. HICKS
Trailer-Office
40 years



WILLIAM M. HIGDON
Gear Cutters
31 years



CHESTER HODGE
Trailer-Yard Crew
12 years

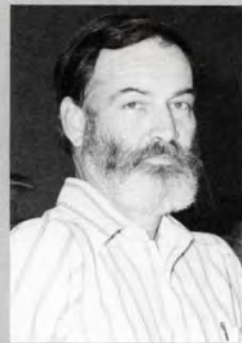


W. A. HOPSON
Welding & Structural
34 years

MORE ANNIVERSARIES



A. C. HUNT
Yard Crew
24 years



RONALD JACKSON
Trailer-Material Control
23 years



JIMMY JONES
Foundry Department
12 years



DAVID KELSEY
Welding & Structural
13 years



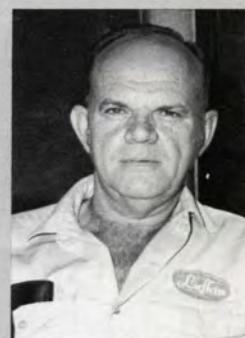
ELBERT J. KIRK
Trailer Division
27 years



JOHN LAIRD
Material Control
22 years



JACK LEWIS
Final Assembly &
Shipping
27 years



M. L. LIGHTFOOT
Security Guard
12 years



LEE LOWERY
Trailer-Vans
33 years



BILL LUCE
Shaft Shop
28 years



JAMES McDUFFIE
Trailer-Machines
23 years



T. C. McMULLEN, JR.
Print Shop
21 years



KENNETH MURRELL
Main Bay
28 years



BILL MYERS
Automotive & Industrial
21 years



THOMAS NERREN
Machine Shop
22 years



FRED PHILLIPS
Machine Shop
23 years



BARBARA PLETCHER
Automotive & Industrial
29 years



R. C. "DOC" PROCTOR
Main Bay
36 years



BILLY C. RICE
Shaft Shop
17 years



WINSTON RICHARD
Trailer-Machines
32 years



CALVIN SCARBROUGH
Manufacturing
Engineering
14 years



BURNICE SCARBOROUGH
Trailer-Machines
28 years



ELMO SCOTT
Cleaning Room
14 years



MICHAEL SHUELL
Quality Assurance
14 years



VICTOR STEPHANO
Tool Room
27 years



JIMMY STEPPERSON
Welding & Structural
14 years



LARRY STRINGER
Pattern Shop
12 years



SAM SWINDLE
Welding & Structural
13 years



JUDY TALTON
Material Control
12 years



BOB TAYLOR
Automotive & Industrial
37 years



FLOYD VANN
Machine Shop
32 years



A. L. WHITE
Material Control
17 years



J. D. WHITE
Yard Crew
14 years



WILLIAM WILLIAMS
Sub Assembly
12 years



ROY WILLMON
Accounting Department
31 years



M. T. WILSON
Yard Crew
13 years



JIMMY YOUNGBLOOD
Machine Shop
14 years



PETE YOUNT
Sub Assembly
27 years

SHOP TALK...



WALKER RECEIVES AWS REGISTRATION

In the welding field, the American Welding Society (AWS) Registration is the most valuable symbol of professional standing.

In the two years the registration has been offered, only 1403 welding inspectors have received the AWS certification in the U.S., as of April, 1978.

Leon Walker, who is the welding technician for the Trailer Division, was awarded the AWS Registration last spring.

James Haney, Trailer-Engineering pointed out that Leon's AWS registration is a big plus for the company, too.

"More and more contracts for welding products are being given to those manufacturing plants which guarantee an AWS certified welding inspector does the inspection of weld."

Even with 38 years of welding experience, Leon had studied over two years for the test. Leon, who himself is a welding instructor and a director of a vocational program at Lufkin High School and Angelina College, described the test as difficult.

"The test is divided up into three sections, all of which you have to take and pass," he said. "The five-hour examination has 245 questions and problems which gives you less than a minute to answer each question."

To qualify for the test, a welding inspector must have five years of inspection experience plus pass an eye examination. However, these are only the basic requirements. The applicant also must know theory, application, knowledge of drawings and specification, welding testing methods, and has to have training in engineering and metallurgy.

There is no other way a welding inspector can be certified by the AWS than to pass this examination.

The Welding Committee that qualifies and certifies welding personnel consists of members representing industry, consultants, educators, testing laboratories, and representatives from other technical societies.

JEWEL KOLB RETIRES FROM MACHINE SHOP



Jewel Kolb with Bill Trout, vice president

Giving his health some serious thought, Jewel has set up a program of exercise and rest.

"I get up before dawn to begin walking, right now I've worked myself up to a four-mile walk."

If his health had permitted, Jewel said he would still be working today, operating his engine lathe located in the old foundry part of the machine shop.

Jewel had been a machine operator for 27 years before he retired last August.

"Like anything else, work has its ups and downs but for the most part, I enjoyed it and have good memories."

Doctor's order to limit physical exercise has not kept Jewel from being busy. He's building a new home and decided to coordinate all building activities.

"This calls for a lot of phone work; sometimes, I think I've opened my own business," he laughed.

Still, he looks forward to the day when he can work outside and plant a garden.

Jewel and his wife, Doris, have two sons and in Jewel's words, "one gorgeous granddaughter."



BOURROUS SETS CHURCH ATTENDANCE RECORD

In 20 years, Jeff Bourrous, foreman, Trailer Division, has never missed a Sunday school class.

At the end of each year, those members of New Bethel Baptist Church who have had perfect attendance receive an award. Jeff, who himself is a Sunday school teacher, has set the record attendance for the congregation.

"It's important to me," Jeff said. "I don't see how anyone could not go to church. I especially believe adults should take their children to church. However, while I'm proud of my attendance, I don't preach to my fellow man but I always try to be an example of what I believe."

AN ENGLISH VISITOR

"Well, actually, I don't think Americans like to get out of their car," said the petite five-

foot Sarah Burton whose home is in Eastbourne, England.

Sarah was participating in the foreign exchange program sponsored by the Lufkin Rotary Club. She visited the homes of two LUFKIN employees, Joe Byrd, main office, and Fred Griffin, vice president and director of engineering. Both are members of the Rotary Club.

"It amazes me how this country has drive-in banks, drive-in restaurants, and you even drive up to a mailbox to post a letter," continued Sarah who toured Texas for six weeks.

Although Sarah had been well-informed about the state of Texas, she admitted the heat was more severe than she had imagined. In spite of Texas temperatures, she had enjoyed her



Rod Pittman, vice president of Foundry Department, caps Sarah Burton with a safety helmet for her tour through the foundry. Sarah, a twenty-four-year old blonde from Eastbourne, England, was selected as an exchange visitor from one of Britain's Rotary Clubs to the state of Texas. Fred Griffin, vice president of engineering, and his secretary Linda Barnes explained the operations of the foundry as they took Sarah on a tour of the plant

visits to San Antonio, Woodville where she saw a rodeo, to the campuses of Stephen F. Austin, at Nacogdoches, and Texas A&M, at Bryan, and a visit to Dallas and Six Flags Over Texas.

As for her tour of LUFKIN, she enjoyed watching the pouring of the metal.

"We don't have any industry around Eastbourne. It's primarily a tourist area so I've enjoyed seeing the industry of East Texas."

Asked what she would remember about her trip to Texas, she answered: "the people."

"Everyone has been so warm and friendly. They've really made me feel welcomed."

NEW ARRIVALS



Elaine Stuckey holds the newest member of the family, Aaron Stuckey. Three-year-old Jason welcomed his brother June 16, 1978. Aaron weighed 8 lbs., 13 ounces. Father Wayne Stuckey works in the order department and grandfather Norman Green works first shift, tool room.



Charles and Vera Burse welcomed Casey Lynn Burse August 18. Casey weighed 9 pounds 4 ounces. Charles works first shift, jig shop.



James Bryant, left, and Albert Johnson, both lathe shop, 1st shift, operate the new drill presses

TWO NEW DRILL PRESSES

Out with the old model, in with the new one.

Since everyday maintenance was becoming necessary for two drill presses located in the lathe shop, the decision was made to replace the machines instead of continuing to rebuild them.

Although the new Clearman single-head spindle drill press does not offer any additional machining feature over the older model, the newer version has been technically improved to give closer tolerances and to yield better quality work.

However, the big advantage of the new drill presses over the older versions is that these machines do not require constant maintenance.

Primarily, the drill presses machine pumping unit and industrial gear parts.

LUFKIN PROMOTIONS



R. N. (Rip) Smith



Houston Davidson

In the foundry department, the following promotions were announced last August.

R. N. (Rip) Smith was promoted to first shift foreman of main bay shakeout and shot blast operations.

Houston Davidson was promoted to second shift foreman and was placed in charge of both the aluminum & bronze foundry and the core room.



LUFKIN BOWLING TEAM CAPTURES FIRST PLACE

The Ten-Pins Bowling Team, which was sponsored by LUFKIN, won 1st place in the Pine Tree League for the 1977-1978 season. Presenting the first place trophy to R. L. Poland, president, are members of the team which include: (l-r) Preston

Westbrook, pattern shop; Keith Humbert, material control, 1st shift; Donald Kuehl, pattern shop; R. L. Poland; Robert McNeely, mechanical maintenance, foreman, 1st shift; Cliff Marze, and Robert Harris, both utility maintenance.

MARKING AN ANNIVERSARY

MACHINERY DIVISION

	Employment Date	Years with Co.
George W. Haygood	Oct. 14, 1939	39
Floyd R. Vann	Oct. 14, 1946	32
William M. Higdon	Oct. 13, 1947	31
Bill Luce	Oct. 26, 1950	28
Pete Yount	Oct. 11, 1951	27
Victor Stephano	Oct. 30, 1951	27
Leonard Grimes	Oct. 28, 1952	26
A. C. Hunt	Oct. 27, 1954	24
Fred Phillips	Oct. 27, 1955	23
Thomas L. Nerren	Oct. 25, 1956	22
James Elliott	Oct. 28, 1955	23
C. W. Foster	Oct. 10, 1961	17
Edward Gardner	Oct. 11, 1961	17
Johnny Arnold	Oct. 16, 1961	17
Billy C. Rice	Oct. 24, 1961	17
Bud Allen	Oct. 17, 1962	16
Lloyd Elkins	Oct. 17, 1962	16
Wesley Cloudy	Oct. 7, 1963	15
James T. Cates	Oct. 28, 1963	15
J. E. Youngblood	Oct. 2, 1964	14
John D. White	Oct. 14, 1964	14
James E. Cole	Oct. 22, 1964	14
Michael W. Shuell	Oct. 27, 1964	14
M. T. Wilson	Oct. 1, 1965	13
Richard Biven	Oct. 1, 1966	12
William Williams	Oct. 4, 1966	12
Robert G. Barbe	Oct. 10, 1967	11
Paul F. Crawford	Oct. 16, 1967	11
Willie E. Holcombe	Oct. 30, 1967	11
Charles E. Jones	Oct. 2, 1969	9
Sugia R. Greer	Oct. 7, 1969	9
M. E. Atkinson	Oct. 8, 1969	9
Homer L. Smith	Oct. 28, 1969	9
Hail Hawkins	Oct. 26, 1971	7
Ronald G. Smith	Oct. 10, 1972	6
Bobby Epperly, Sr.	Oct. 11, 1972	6
Norman Baird	Oct. 16, 1972	6
Sandra McMullen	Oct. 16, 1972	6
Fred R. Peterson	Oct. 1, 1974	4
James R. Glass	Oct. 2, 1974	4
Jimmy D. Foster	Oct. 7, 1974	4
Joe B. Burch	Oct. 16, 1974	4
Larry J. Moreland	Oct. 24, 1974	4
James A. Lunsford	Oct. 29, 1974	4
Thomas G. Loving	Oct. 5, 1975	3
Wilmer Poole	Oct. 6, 1975	3
A. E. Ricks, Jr.	Oct. 7, 1975	3
John P. Greenwell	Oct. 21, 1975	3
Floyd C. Hamilton	Oct. 29, 1975	3
Teresa Luce	Oct. 3, 1977	1
Terry L. Bollinger	Oct. 5, 1977	1
Joe L. Moore	Oct. 6, 1977	1
Gary R. Currie	Oct. 9, 1977	1
Randy L. Draper	Oct. 12, 1977	1
Dan H. Ferguson	Oct. 18, 1977	1
Leon Amie	Oct. 25, 1977	1
Julian L. Cummings	Oct. 31, 1977	1

PATTERN SHOP

	Employment Date	Years with Co.
Larry Stringer	Oct. 13, 1966	12
James Lord	Oct. 6, 1971	7

TRAILER DIVISION

	Employment Date	Years with Co.
C. E. Hicks	Oct. 19, 1938	40
Lee Lowery	Oct. 17, 1945	33
Winston Richard	Oct. 14, 1946	32
Burnice Scarborough	Oct. 3, 1950	28
Hollis Burnett	Oct. 3, 1950	28
Robert D. Clark	Oct. 4, 1950	28
Elbert J. Kirk	Oct. 4, 1951	27
Oren G. Rice	Oct. 15, 1952	26
Roy Brown, Jr.	Oct. 27, 1952	26
Brown H. Hays	Oct. 11, 1954	24
Ronald Jackson	Oct. 5, 1955	23
James R. McDuffie	Oct. 6, 1955	23
E. E. Dover	Oct. 24, 1955	23
Charles P. Gault	Oct. 26, 1964	14
Chester Hodge	Oct. 24, 1966	12
Ernest R. Jenkins	Oct. 14, 1968	10
R. B. Hensarling	Oct. 16, 1969	9
Kirby L. McAdams	Oct. 9, 1972	6
Carl C. Gooding	Oct. 4, 1973	5
Howard C. Price	Oct. 18, 1973	5
Willie M. Smith	Oct. 22, 1973	5
Willie J. Smith	Oct. 15, 1975	3
Arnie L. Adkins	Oct. 6, 1977	1
Lema J. Thompson	Oct. 17, 1977	1
Mark D. Oliver	Oct. 20, 1977	1
Gerald W. Walker	Oct. 26, 1977	1
John W. Layton	Oct. 31, 1977	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
R. C. Proctor	Oct. 12, 1942	36
John Forney	Oct. 22, 1945	33
John Elijah	Oct. 22, 1945	33
Odis Garner	Oct. 24, 1950	28
Kenneth Murrell	Oct. 25, 1950	28
Haywood Henderson	Oct. 14, 1952	26
Delmer McGaughey	Oct. 13, 1953	25
Zephaniah Atkinson	Oct. 8, 1954	24
Lonnie Greer	Oct. 11, 1954	24
Steve English	Oct. 9, 1956	22
Lenard Anders	Oct. 22, 1962	16
Elmo Scott	Oct. 7, 1964	14
Jimmy E. Jones	Oct. 11, 1966	12
Calvin L. Davis	Oct. 13, 1971	7
Harold I. Walker	Oct. 17, 1972	6
Jim Bowden	Oct. 26, 1973	5
Donald Criswell	Oct. 2, 1974	4
Michael G. Parrish	Oct. 7, 1974	4
Willie R. Hartsfield	Oct. 14, 1974	4
Julius Lee Cox	Oct. 14, 1974	4
Curtis R. Bryant	Oct. 16, 1974	4
Dan J. Wade	Oct. 16, 1974	4
Robert E. Harper	Oct. 2, 1975	3
Jimmy D. Smith	Oct. 2, 1975	3
Chester Benton, Jr.	Oct. 2, 1975	3
Lonnie L. Johnson	Oct. 7, 1975	3
Oliver Dairden	Oct. 7, 1975	3
Lease Blackshire	Oct. 7, 1975	3
James L. Davis, Jr.	Oct. 8, 1975	3
Bonner Davis	Oct. 14, 1975	3
Noble Johnson	Oct. 15, 1975	3
Leanell Blake	Oct. 7, 1977	1
Gussie L. McCray	Oct. 7, 1977	1
Savannah Hughes	Oct. 14, 1977	1
Karla K. McIntosh	Oct. 25, 1977	1

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Bob F. Taylor	Oct. 27, 1941	37
Barbara Pletcher	Oct. 18, 1949	29
Robert Burroughs	Oct. 15, 1952	26
Bill Myers	Oct. 1, 1957	21
Harvey Graham	Oct. 5, 1961	17
Nora J. Smith	Oct. 2, 1967	11
S. L. Mackey	Oct. 5, 1970	8
Robert A. Thompson	Oct. 20, 1971	7

PRINT SHOP

	Employment Date	Years with Co.
T. C. McMullen, Jr.	Oct. 25, 1957	21

ENGINEERING DEPARTMENT

	Employment Date	Years with Co.
Cletis Fuller	Oct. 12, 1942	36
Jerry Taylor	Oct. 3, 1977	1

TRAILER SALES

	Employment Date	Years with Co.
James E. Walker	Oct. 7, 1954	24
Ernest L. Dailey	Oct. 22, 1956	22
Billie F. Mayfield	Oct. 26, 1964	14
R. L. Watkins	Oct. 26, 1970	8

MAIN OFFICE

	Employment Date	Years with Co.
Roy Willmon	Oct. 27, 1947	31
Lee Burnett	Oct. 25, 1951	27
Dollie L. Green	Oct. 7, 1974	4
Donna Stewart	Oct. 10, 1977	1

MANUFACTURING ENGINEERING

	Employment Date	Years with Co.
Calvin Scarbrough	Oct. 27, 1964	14

MATERIAL CONTROL

	Employment Date	Years with Co.
John Laird	Oct. 17, 1956	22
A. L. White	Oct. 9, 1961	17
Gary Greening	Oct. 24, 1961	17
Judy A. Talton	Oct. 10, 1966	12
Craig E. Curry	Oct. 12, 1967	11
Jacob P. Marquez	Oct. 10, 1977	1

SECURITY GUARD

	Employment Date	Years with Co.
M. L. Lightfoot	Oct. 11, 1968	12
Paul A. Crye	Oct. 2, 1973	5
Stewart L. Tankersley	Oct. 20, 1975	3
William N. Smith	Oct. 18, 1976	2

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Richard Dennie	Oct. 2, 1972	6
Jewel D. Drake	Oct. 15, 1973	5
J. A. Satterwhite	Oct. 7, 1974	4
Earl G. Towers	Oct. 11, 1976	2
David L. Henry	Oct. 13, 1976	2
George W. Edwards	Oct. 24, 1977	1

MACHINERY SALES

	Employment Date	Years with Co.
Jerry L. Mullen	Oct. 14, 1963	15
Harold R. Stevens	Oct. 7, 1974	4
Hester W. Goshko	Oct. 28, 1974	4
Regina A. Meyers	Oct. 1, 1977	1
Randy R. Padleshy	Oct. 3, 1977	1
Dorothy E. Wright	Oct. 24, 1977	1
Michael L. Wagner	Oct. 26, 1977	1

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Jack Lewis	Oct. 10, 1951	27
Sherman Farr	Oct. 15, 1962	16
W. H. Lambert	Oct. 28, 1968	10
James R. McCroan	Oct. 3, 1974	4
Collis Modisette	Oct. 7, 1974	4
Raymond Adams	Oct. 28, 1975	3
John Ferguson	Oct. 11, 1977	1
David W. Bowman	Oct. 13, 1977	1
Gary Martz	Oct. 24, 1977	1
Linda J. Hall	Oct. 31, 1977	1

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Janice R. McLaughlin	Oct. 17, 1977	1

PRODUCTION CONTROL

	Employment Date	Years with Co.
Gale Cook	Oct. 10, 1977	1

WELDING AND STRUCTURAL PLANT

	Employment Date	Years with Co.
W. A. Hopson	Oct. 18, 1944	34
Jodie Gleen	Oct. 23, 1956	22
J. G. Stephenson	Oct. 6, 1964	14
David L. Kelsey	Oct. 1, 1965	13
Sam D. Swindle	Oct. 25, 1965	13
Jerry E. Williams	Oct. 29, 1969	9
Johnny L. Burrell	Oct. 10, 1972	6
Paul E. Smith	Oct. 19, 1973	5
Bobby Ward	Oct. 29, 1973	5
Eddie L. Loche	Oct. 30, 1973	5
Thomas J. Horn	Oct. 14, 1974	4
Prudencio Flores	Oct. 16, 1974	4
Douglas P. Stanley	Oct. 23, 1974	4
Barbara J. Smith	Oct. 28, 1976	2
Lawrence G. Flournoy	Oct. 11, 1977	1
Thurman O. Davis	Oct. 31, 1977	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Marion L. Robinson	Oct. 2, 1977	1
Robert L. Griffin	Oct. 3, 1977	1
Charlie Miles, Jr.	Oct. 3, 1977	1
David M. Agee	Oct. 3, 1977	1
Thomas A. Winfree	Oct. 3, 1977	1
Harry N. Hayes	Oct. 3, 1977	1
King D. Acker	Oct. 4, 1977	1
Ray E. McGehee	Oct. 4, 1977	1
Dallas M. Fairchild	Oct. 5, 1977	1
Phillip R. Holderfield	Oct. 5, 1977	1
Marshall Barnhart	Oct. 12, 1977	1
Doug E. Kennedy	Oct. 13, 1977	1
John M. Wildmon	Oct. 18, 1977	1
Herbert J. Mitchell	Oct. 19, 1977	1
Floyd Andrews	Oct. 24, 1977	1
Sadie G. Denham	Oct. 27, 1977	1
Johnnie B. Denham	Oct. 17, 1977	1
Eric H. Logan	Oct. 31, 1977	1

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Address Correction Requested

BULK RATE
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Get revenge. Live long enough to be a problem to your children.

"Daddy, who is Zsa Zsa?
"She's a movie star, son, who made marriage into a series."

Oil man: "I opened my hotel room door and saw one of the most beautiful girls I've even seen in the bed."

Engineer: "What did you do?"

Oil man: "The only thing I could do—I called the manager and had her thrown out. What would you do?"

Engineer: "The same thing you did—only I wouldn't lie about it."

The minister called at the Jones' home on Sunday afternoon and little Willie answered the bell.

"Pa ain't home," he announced. "He went over to the golf club."

The minister's brow darkened and Willie hastened to explain: "Oh, he ain't gonna play golf. Not on Sunday. He just went over for a few highballs and a little stud poker."

Life is funny. It is never the coldest girl who gets the mink coat.

Many a man keeps his nose to the grindstone so his wife can turn hers up at the neighbors.

roundup laffs

Husband to a friend: "It's terrible to grow old alone—my wife hasn't had a birthday in six years."

A young couple broke the news to their 3-year-old son that they were expecting the arrival of a second child and that they were going to have to move to a bigger house.

"That won't work," he announced. "He'd only follow us."

If your wife is no longer suspicious when you come home late, it's later than you think.

The struggling stenographer is no longer with us. When she quit struggling, she found she didn't have to be a stenographer.

A young man worried his mother terribly, for he said as he left the house—"Tonight I am going to kiss my girl on the lips or bust!"

One radical to another: "One thing bothers me, man. What happens to our unemployment checks when we overthrow the government?"

After siring five daughters in a row, the new father happily announced that the latest offspring was a boy. As he was passing the cigars around, one of his friends asked him if the infant looked like him or its mother.

"I really don't know," said the beaming father. "We haven't looked at his face yet."

A friend: "My wife can talk her way out of anything except a phone booth."

"Daddy, did you see the stork that brought me?"

"Only his bill, son, only his bill."

LUFKIN ROUNDUP

Volume 35, Number 10, 1978

Published monthly by Lufkin Industries, Inc., for active and retired employees and their families. Produced by the Public Relations Department: Virginia Allen, Director. P. O. Box 849, Lufkin, Texas 75901.

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About the Cover

That's LaVan Watts, Trailer Division, riding Hornet, a Morgan stallion he is leasing from a Houston owner.

For many years, LaVan and his wife, Wanda, have shared a dream about mix-breeding the Morgan with other breeds to get a good-natured pleasure horse.

However, this is only part of the dream. See story on page 2.

Cover Photo: David Freeze