



LUFKIN FEBRUARY 1979
ROUNDUP



FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

Economists looking at their crystal ball have indicated a slowdown in the economy this year, and even some have predicted a slight recession in 1979.

High-cost money is supposed to curtail consumer buying, and slow down business spending. The anti-inflation effort is geared to shoot employment up and push income down.

About a year ago the economists were saying the same thing about 1978, but it didn't happen. The fact is the economy stayed so strong that it could shrug off the dollar crisis, disastrous trade deficits, soaring interest rates, and still show growth for the entire year.

The red flags are out again and flying higher, but from where we sit, it appears that Lufkin Industries will have another good year in 1979.

This month we celebrate the birthdays of our two greatest Americans.

One came from a wealthy family of great nobility, destined from birth to be a man of stature and leadership. The other came from a very poor family whose life was plagued with failure and tragedy.

But each had a very important part to play in establishing and preserving our great country during its most critical era of existence.

A strange series of unrelated events seemed to have conspired to place each in a position to become president of the United States at a time when no other man in history could have served so well with equal courage and credibility. Many historians consider it fate that two such men could possibly exist with such precise timing, but it is just possible that the hand of destiny rested on America during these grave crises.

The delegates of the Continental Congress of 1775 did not know how well they had chosen when they picked George Washington to command the American Army. He proved his worth, and thus left with our forefathers but one choice for the first president of the United States. He imparted to that office the dignity of his own character, and made it the highest in the world.

Lincoln's rise to success was directly opposite. Many who lived close to him in his day could not see his greatness, yet his contribution to the preservation of the United States was no less than the contribution that Washington made to its founding.

Today in the midst of so much strife and struggle within and without our country, we would each benefit by looking back to the patriotism of Washington and Lincoln—to uphold the greatness of the United States rather than to downgrade it. This is truly Our Country—right or wrong.

R. L. Poland

Trailer Employees Win National Contest

Two LUFKIN trailer employees were winners of cash awards in the 1978 Lincoln Arc Welding Foundation National Contest. Carla Crawford and Ray Brown, both 1978 graduates of Lufkin High School, now employed at the trailer plant, were part of a group of six winners from LHS in the national contest.

According to James Warren, vocational counselor at LHS, the school's welding students captured a third of the 18 awards given in Region II, roughly the old Confederate states, of the national contest.

A formal presentation of cash awards and commemorative plaques was made December 13, at the Lufkin Public School Administration Building with Warren, Jerry Taylor, LHS welding instructor, and Dr. Allan Cannon, superintendent of Lufkin Public Schools, congratulating the winners.

Commenting on the awards, Dr. Cannon said, "It makes us feel good to know that our 'products' can find such success in a national competition.

"But the gratification is even more rewarding when we realize that these same people are, or will be, contributing to the well being of our community as good, productive citizens, and it is for that reason that we, as a school district, exist."

Both Crawford and Brown have been LUFKIN employees since graduating last May. Both were able to pass LUFKIN's Class A welding exam upon completion of the LHS welding program.

Bill Woodward, LUFKIN trailer plant superintendent, and Leon Walker, LUFKIN trailer welding technician, were also on hand



(l-r) Bill Woodward, Trailer Plant Superintendent, Ray Brown, Carla Crawford, Leon Walker, Welding Inspector

to congratulate the winners.

"When one school wins six out of 18 awards in such a large region, that says a lot for the school," Woodward said.

"We think that the LHS welding program has been a big help to us and we are very proud for you."

The student projects involved more than just building the project. According to Warren, the students submitted detailed drawings of the project, written descriptions of costs, safety aspects, project usefulness and a step-by-step explanation of how it was done. The paperwork was as important as the project itself.

Ray Brown's barbeque pit won a \$150 cash award. When he heard that he had won an award, "the first thing I wanted to know was how much money I'd won," he said.

"We worked about 2 hours a day on our projects," he explained. "We have a three-hour welding class but we only spent about two hours a day working on our projects. It took a whole month to complete the project, drawings and

everything."

Carla Crawford's project, an 18-foot flat-bed trailer, was a joint effort with Lannell Crocker, another welding student. They will split a \$50 cash award.

Carla was introduced to welding in an agriculture class during her sophomore year at Timpson. When she transferred to LHS, she mentioned her interest to her counselor.

"The counselor recommended that I take the two-year welding program and I decided to take it," she said. She is a welder now at the trailer plant.

An experienced trailer builder by the time she graduated, it only seemed natural that she continue doing what she knew best; but LUFKIN's 40-foot trailers are much more complicated than her 18-foot flat-bed.

"I was really scared at first," she recalled. "But later, after I got used to it, it was easier than I thought."

EXPANSION AND CONSTRUCTION CHARACTERIZE 1978

Lufkin is proud once again to report that 1978 was a record year for the company in many ways.

It was a record year for sales in all three divisions of the company and significant milestones were accomplished in many departments.

Dollar figures aren't always the only or the best way to gauge

a year's accomplishments, especially with the present inflation problem. This isn't to say that dollar figures should be forgotten or that they are worthless as indicators. Dollar-wise LUFKIN will be well ahead of last year, but sometimes products can be more meaningful.

Such as:

Three thousand five hundred thirty-four trailers went out the back doors at the trailer plant in 1978. This is an increase of

(Below left) Over 3500 trailers had their beginnings in this assembly area of the trailer plant in 1978. (Below right) Automatic welding machines have greatly increased the daily output of the trailer plant



over 1200 trailers compared with 1977.

As good as that looks, it is actually even better than first imagined. According to Bill Little, vice-president and general manager of Trailer Division, "That's the number of trailers actually picked up and paid for."

In previous years trailers were produced much like automobiles, in that a certain number of each kind of trailer was built and then stock-piled until needed. This year the number produced and the number picked up were almost identical.

"Our biggest seller, as usual, was the dry freight vans. Nearly 1950 of them were built," Bill continued.

"Prior to 1978, the most dumps ever produced had been in 1973, when 325 came off the lines. Last year nearly 600 new LUFKIN dumps were built."

Along with the usual dumps, vans and flat-beds, numerous special orders included the new THT-70, the light-weight flat-bed, tri-axle dumps, chip trailers and the completion of the Navy missile trailers. In all,

70 missile trailers were built.

One of the bonus side-effects of producing this many trailers was the need for more manpower. Bill said, "the production manpower level averaged around 300 persons for the year as compared to an average of 260 for 1977. Also, those employees worked about four times as much overtime as they did in 1977.

"We also purchased our branch office facilities in Lubbock and Shreveport. These facilities were being leased. The Shreveport office was also enlarged and renovated, while Oklahoma City got a completely new building."

Throughout the year, the foundries, which include the main bay, the counterweight foundry and Mabelvale, averaged around 235 tons per day.

Is that good?

"Well, we're not sure," according to Rod Pittman, vice-president in charge of foundry operations, "we've never had this capacity before, and there is really no way to

tell how good this is."

One indication of how good this is though, is to check the tons of good castings produced. 1978 ran about 9 per cent ahead of the previous year's record of 39,722 net tons.

"We feel that we've done pretty well to stay at capacity output while re-building much of the foundry," Rod continued.

No-bake molding, the main goal of the majority of the foundry construction, is expected to be in operation early in March.

"The biggest thing, besides the no-bake giving us a new process, is the work we've done with our environmental conditions," Rod said.

No-bake is expected to be a major factor in the reduction of smoke and dust in the foundry working areas. With the

(Below left) No-bake is replacing these baking ovens and will save the 126,000 cubic feet of gas per day used to fire the ovens. (Below right) The old main bay shakeout, on the right, is dwarfed by the new no-bake shakeout and sand reclamation system



1978...

implementation of no-bake in the main bay, projections call for a 78 per cent reduction of smoke and sand in the air.

"Also, in May, we moved all counterweight operations to the 3rd shift to take advantage of a lower energy cost at those hours. This move will save us around \$140,000 a year. Not only is it a money-making move for us, but it also frees the system for others during the peak usage time," according to Rod.

"After installation of the heating system in early January, our pattern shop moved into its new building.

"We moved the maintenance department into a building used previously for pattern storage, and this gave us badly needed extra room for storing our spare parts. Spare parts are vitally important to us; if the cupola goes down and we don't have the part on hand, it shuts everything down.

"Also we had a major conversion in the bronze and aluminum foundry to pep set molding binder (November Roundup). This really helped us

out; the demand for the bronze bushings has dramatically increased. We wouldn't have been able to produce enough under the old system."

Pumping unit production, the backbone of LUFKIN for over 50 years, broke records again in 1978 with a total of 5685 units being shipped.

The machine shop year was similar to the foundry year.

"We continued the expansion and modernization program, while adding many new production machines and much equipment," said Frank Stevenson, vice-president of manufacturing in the Machinery Division.

"We expect the modernization program to continue and even accelerate during the coming years," Frank continued.

1978 saw the movement of the air balance cylinder and tank assembly area to the final assembly and shipping building, where the export crating area was also expanded.

The air balance cylinder and tank assembly move made room for the expansion of the machine

shop main bay southward to cover the area of the new million dollar Ingersoll.

In all, 15 new machines were added to the production lines, costing nearly three million dollars.

Frank said, "the expansion of the heat treat building puts all the bar stock in one area. It can be stored under the craneway brought in to the saw, cut off then moved directly to the heat treat furnaces."

Almost an historical landmark, the old foundry area will soon be a place of the past.

A new building has gone up over the top of the old foundry building. When the new building is finished, the old structure will be torn down. This new area will house vertical turret lathes and will be used primarily for the production of gear blanks and

(Below left) During the July shut-down a new water eliminator was added to the cupola scrubber to better clean the smoke and dust from the cupola. (Below right) Construction was begun on the building covering the old foundry area in mid-year



sheaves.

"We didn't have the capital expenditures you've seen around the rest of the plant. Other than building on to our steel yard craneway, most of our changes were refinements on our present processes," said Bill Pennington, vice-president in charge of steel fabrication of the Machinery Division.

"We worked hard last year to keep up with MACPAC in our inventory control. We renovated our storage areas so that now things are put in a proper location. We're making an effort to stack them more neatly and compactly. This makes it easier to keep up with what we have and to get to what we have.

"We're pleased with the refinements we have made on our craneway system. We now have three cranes that work on our steel yard craneway. This allows us to unload plates, rail cars and trucks at the same time.

"We didn't have this capability before and it often caused quite a problem when

we had to do a lot of unloading at the same time.

"The cost was minimal since our crews totally rebuilt one of the crane cabs now in use."

One major addition to the structural plant was the Cushing Plant.

"We're really proud of those people," Bill continued. "From August 21 through the end of the year, that plant produced 10,809 pieces; and that's with only 20 people in the whole place."

LUFKIN's only division that doesn't build its products is the Automotive & Industrial Supplies Division, but "1978 was a year of firsts for this Division," according to Dick McKay, vice-president and manager of the Automotive & Industrial Supplies Division.

"December 1978 was the largest sales month ever in the history of Mill Supplies; we went over a million dollars in sales in that one month alone.

"Another first in 1978, was that we went over \$8.5 million in sales. This figure includes all sales—charge sales and cash sales for the year. This

figure was helped greatly by three salesmen who passed the million dollar sales mark."

Expansion, construction, acquiring new, modern machinery, moving existing machinery and much, much more characterized 1978 for Lufkin Industries.

Frank Stevenson summed the whole year, "I'm sure everyone realizes that the thing that makes the expansion and modernization programs possible for LUFKIN providing the best possible equipment and service to its customers. When we take care of the customer, then we can provide better jobs and a better place to work for every employee."

(Below left) Standing proudly around their record pumping unit gear box is the 1978 sub-assembly crew and R. L. Poland. (Below right) W. A. Hopson, welding shop, V. P. Johnson, machine shop, F. K. McKinney, final assembly, J. M. Herrington, sub-assembly, R. L. Poland, president, and R. C. Proctor, foundry, are the senior men representing the departments responsible for the record pumping unit production



MILLION DOLLAR INGERSOLL NOW PART OF LUFKIN ARSENAL

Remember the "Big Pour" in the May Roundup?

At that time, the area just south of the machine shop main bay was a mass of wooden forms covered with wet concrete. Things have certainly changed in the months since.

What used to be outside the machine shop building is now the southern-most portion of the building. Temple Associates crews covered the area of the "Big Pour" with a new aluminum-sided building and connected this to the structures already there.

As soon as the building exterior was completed, boxes and crates to LUFKIN from Ingersoll began stacking up. These bits and pieces were the beginnings of the mammoth new Ingersoll Adjustable Rail Milling Machine.

When these boxes and crates were opened, their contents resembled a giant jigsaw puzzle. It took four months to assemble, wire, test and get into final running condition.

Forrest Clark, Ingersoll Service Representative, arrived August 22, 1978, and began to work that day with Palmer Arnold and Jerry Hampton, both of mechanical maintenance. Four months of work, sweat, skinned knuckles and frustration, followed by satisfaction, prompted Jerry to comment, "It went together real well."

"Forrest was here the first day and has worked very hard on this. He's one of the finest service men I've ever worked with," Jerry said.

After 15 years with Ingersoll, traveling around the country assembling milling machines, Forrest wasn't into anything new for him.

"I've assembled these machines all over the eastern portion of the United States. We build bigger machines, but this is the largest this side of the Mississippi River," according to Forrest.

After assembling and testing, LUFKIN personnel had to learn the intricacies of the machine. Rick Rusher, also with Ingersoll, came to Lufkin before Christmas to work with the operators of the machine and the maintenance department. Rick

answered technical questions about the machine and helped check it out in its final test runs.

After months of work and at least a year of planning, machine #359 was put into service December, 21, 1978.

Joe Simmons, manufacturing engineering and project coordinator for this job, said, "This Ingersoll will machine larger work pieces; one that is a foot wider, a foot taller and of comparable length to anything else we could machine before."

Joe continued, "This machine is the state of the art in milling machines. We already owned machines that would do portions of what this machine is doing, but this machine is doing it all better, is more productive—producing more parts at a quicker rate—and is less expensive. And on top of that, it is extremely accurate.

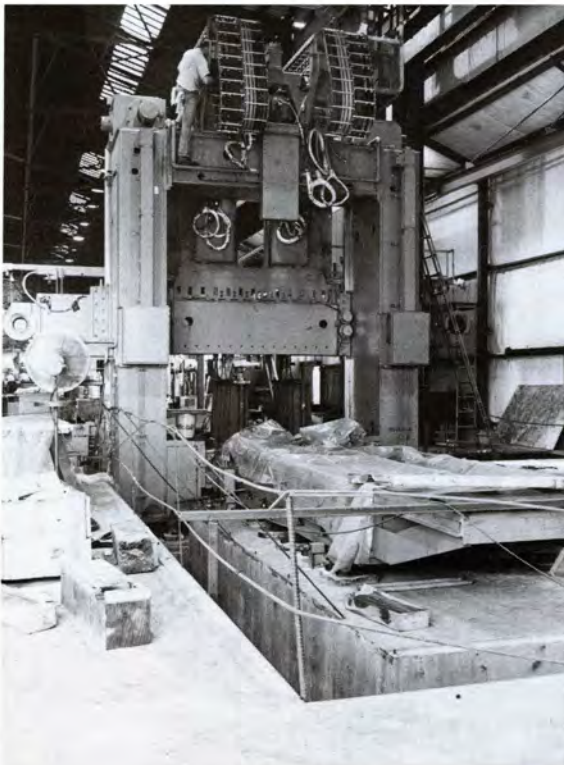
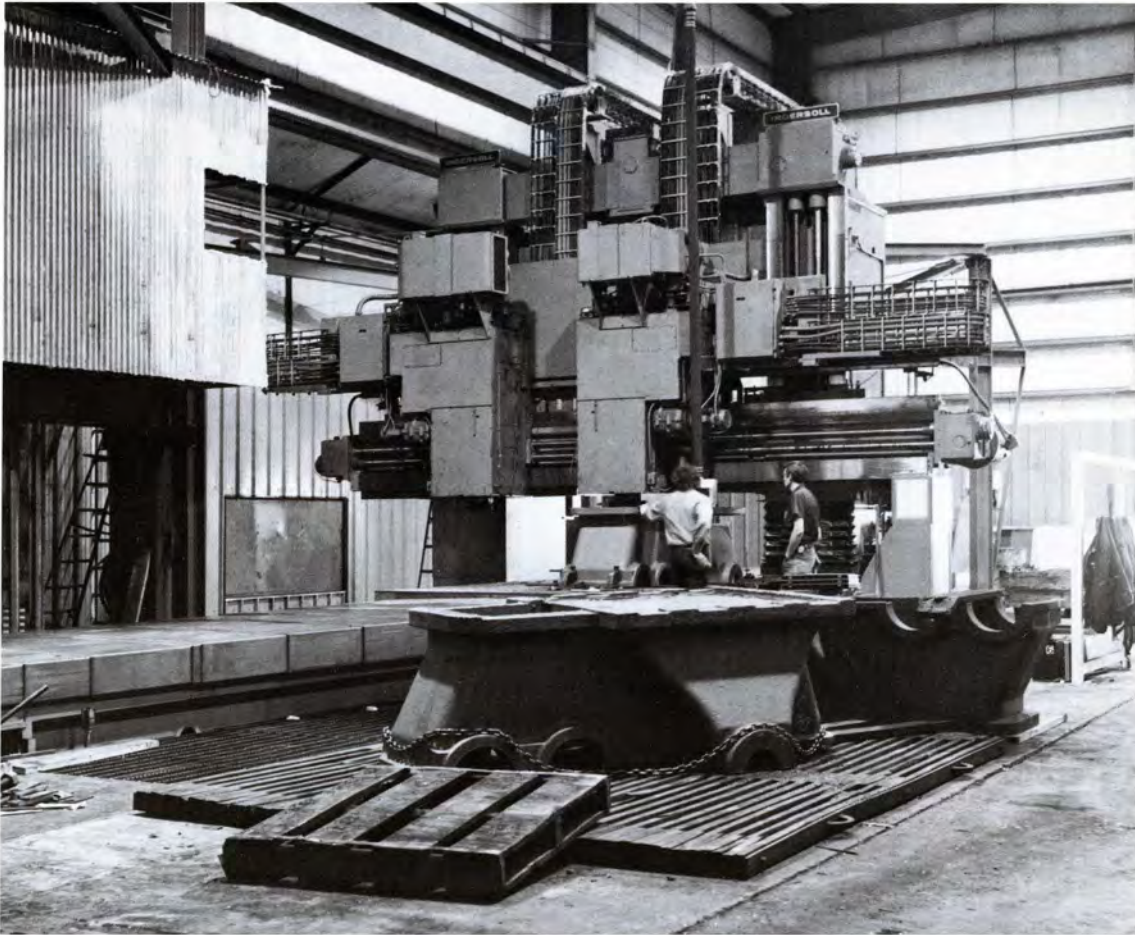
"What #359 has that we haven't had before is independently driven milling heads; two vertical and one horizontal. The independent heads allow many variations in such things as cutter and speeds. We're no longer limited to one common r.p.m."

"This new Ingersoll has improved the accuracy of our milling and will eventually improve the quality of our products," commented Frank Stevenson, vice-president in charge of the machine shop.

"This is just a portion of our over-all improvement program. In effect, this Ingersoll has replaced the oldest milling machine we had in service; machine #85 in the assembly building.

"Machine #85 was put into service in May, 1943, and cost only about \$43,000. Total cost for #359 runs close to a million dollars.

"This shows how LUFKIN continually invests money back into the plant for new facilities and tools to stay ahead of our competition, to provide secure jobs for our employees and open up new jobs for future employees, while providing the company with a profit."



(Top) Rick Rusher, Ingersoll, (left) showed Willie Wigley, machine shop, 1st shift, the finer points of milling a gear box on #359. (Left) Jerry Hampton, mechanical maintenance, was part of the LUFKIN team assigned to the construction of machine #359. (Above, l-r) Rick Rusher, Ingersoll, Jerry Hampton, mechanical maintenance, Palmer Arnold, mechanical maintenance, and Forrest Clark, Ingersoll, posed by machine #359, December, 21, 1978

WHO'S WHO AT **LUFKIN**

Mike Cloyd has been promoted to Material Planning Manager in the material control department. He will supervise the planning group and work out problems with material management and planning. He was formerly material control systems coordinator.

John Havard has been

promoted to Employment Manager in the personnel department. John was formerly a security guard. He graduated from Stephen F. Austin State University last year with a bachelor's degree in business administration.

Gerald Germany has been promoted to Supervisor of the

heat treat department and bar stock operations to replace Bill Harris who retired last year.

Pat Molandes has been promoted to Timekeeper in the foundry department. She was formerly secretary to Clayton Jircik, foundry engineering department.



Mike Cloyd



John Havard



Gerald Germany



Pat Molandes



LIFTING SAFELY



Marvin O. Sowell, utility maintenance, 1st shift, is seen lifting a box; the wrong way and the right way.

The single most important and simplest rule of lifting is to use the legs to lift while keeping the back straight. This simple rule can prevent crippling injuries.

SHOP CLASS GRADUATES



(Above) Welding Class (l-r) Mitchell O'Neill, Plant Engineering; Gary Freeman, machine shop, timekeeper; Inez Holman, welding shop, 1st shift; Jerry Wagstaff, foundry mechanic, 1st shift; Chester Denman, foundry mechanic, 2nd shift



(Left) Trigonometry Class—Front Row (l-r) David Hensarling, machine shop, 2nd shift; Brent Barge, welding shop, 2nd shift; Wayne Bynum, machine shop, 2nd shift; Gary Long, Industrial Engineering. Back Row (l-r) Richard Boyd, machine shop, 2nd shift; Sandra McMullen, machine shop office; Ronnie McMullen, quality assurance, 1st shift; Sue Massingill, trailer sales

(Right) Blue Print Class—Front Row (l-r) Bill Walker, Industrial Engineering; Billy Thomas, trailer plant, 2nd shift; Ronny Dumas, welding shop, 2nd shift; Algie Kilgore, shaft shop, 2nd shift; Dick Brooks, machine shop, 1st shift; Joe Bisby, material control, 1st shift. Back Row (l-r) Joe Holmes; Charles Shattuck, cleaning room, 2nd shift; Les Roland, heat treat, 1st shift; Allen Whitaker, material control, 1st shift; Joy Ouseph, machine shop 3rd shift; Lulu Traylor, shaft shop, 1st shift



CELEBRATING AN ANNIVERSARY 3~9 YEARS

BILLY J. ADDISON
Machine Shop
7 years



BILLY C. BANKS
Welding Shop
6 years



JOHN A. BRIDGES, JR.
Assembly & Shipping
3 years



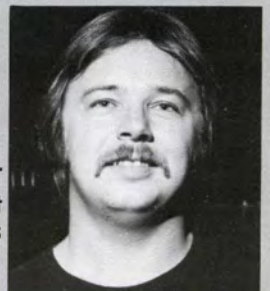
JAMES R. ALLEN
Assembly & Shipping
8 years



WILLIAM D. BARNETT
Machine Shop
4 years



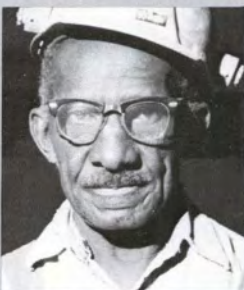
ROBERT D. BROCKETT
Trailer—Pierce Rivet
7 years



TROY A. ALLEN
Foundry—Electrical
6 years



SIMON I. BENEMON
Core Room
5 years



KENNETH D. BURKE
Sub-Assembly
6 years



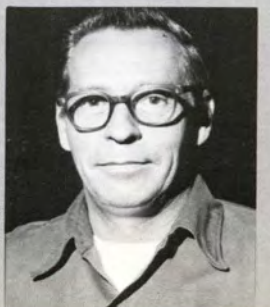
SYDNEY E. ALVERS
Shaft Shop
4 years



KENNETH R. BRASHEAR
Mechanical Maintenance
8 years



HOWARD B. CALAHAN
Mechanical Maintenance
4 years





CURTIS J. CLAY
Assembly & Shipping
4 years

BEN FULLER, JR.
Side Bay
4 years



WILLIAM H. LANDRY
Foundry Office
9 years



JAMES E. COLEMAN, JR.
Gear Cutters
5 years

ROBERT E. GRESHAM
Gear Cutters
7 years



HAROLD LANE
Gear Cutters
6 years



WALTER G. CUMMINGS
Foundry Office
4 years

LAWRENCE R. HOLT
Welding Shop
5 years



STEVEN D. LANGSTON
Tool Room
6 years



FRANK J. DAVIS
Melting Department
3 years

OSCAR J. HOUSTON
Assembly & Shipping
3 years



CHARLES E. LEE
Welding Shop
9 years



WILLIE M. DAVIS
Trailer—Vans
7 years

JAMES C. JOHNSON
Main Bay
7 years



ROBERT E. LEWIS
Yard Crew
4 years



GREGORY G. DEMPSEY
Welding Shop
3 years

CALVIN W. KIRK
Trailer—Floats
7 years



SYLVESTER McCLAIN
Trailer—Brake & Axle
7 years



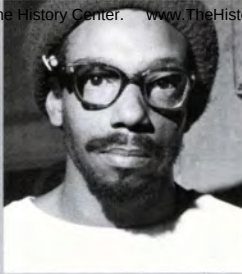
ROBERT F. ESTES, JR.
Engineering
9 years

GERALDINE KORN
Trailer Order Department
6 years



DELBERT M. McGUIRE
Trailer—Machine
7 years

ROBERT McKIND
Sub-Assembly
4 years



TOMMIE G. RICHARDS
Machine Shop
3 years

HENRY SUMLIN
Material Control
6 years



KENDALL V. MOSELEY
Automotive & Industrial
7 years



CARNUTO RIOS
Trailer—Floats
3 years

THOMAS T. THOMAS
Tool Room
3 years



GEORGE C. OLIVER
Gear Cutters
4 years



ELLIS W. SAUCIER
Automotive & Industrial
3 years

REX A. WHITAKER
Material Control
3 years



LLOYD D. PRUITT
Trailer Engineering
9 years



MARVIN D. SOWELL
Utility Maintenance
5 years

EDWARD P. WILLIAMS
Trailer—Brake & Axle
7 years



VICTOR R. REESE, JR.
Gear Cutters
4 years

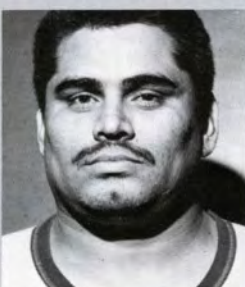


PAUL D. SQUIRES
Automotive & Industrial
3 years

JOHN E. WHITE
Tool Room
3 years



JUAN M. REYES
Foundry Electrical
9 years

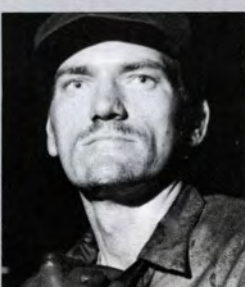


ROBERT J. STOKES
Machine Shop
3 years

KENNETH M. WILLIAMS
Shaft Shop
3 years



A. H. REYNOLDS, JR.
Assembly & Shipping
4 years



JERRY W. SUDDUTH
Trailer Engineering
7 years

MARKING AN ANNIVERSARY

TRAILER

	Employment Date	Years with Co.
Arthur Warren	Feb. 1, 1950	29
Granville C. Wright	Feb. 2, 1950	29
Luke S. Rouse	Feb. 6, 1950	29
Boyce S. Hendry	Feb. 9, 1950	29
Milton E. Watson	Feb. 17, 1950	29
Leonard F. Donnell	Feb. 28, 1952	27
William T. Little	Feb. 18, 1957	22
C. C. Clonts	Feb. 6, 1964	15
John B. Whitehead	Feb. 11, 1964	15
Charles D. Kilgore	Feb. 14, 1964	15
Howard K. Coleman	Feb. 17, 1964	15
F. K. Williamson	Feb. 17, 1964	15
G. L. Oliver	Feb. 24, 1965	14
Charlie Jackson, Jr.	Feb. 8, 1966	13
Elmer Lynch	Feb. 8, 1966	13
J. C. Malnar	Feb. 8, 1966	13
James A. Green	Feb. 10, 1966	13
Sam V. Adams	Feb. 6, 1968	11
Walter Butler	Feb. 12, 1968	11
Whittaker Garrett	Feb. 17, 1969	10
Kelly W. Hopson	Feb. 26, 1969	10
Lloyd D. Pruitt	Feb. 17, 1970	9
Robert D. Brockett	Feb. 7, 1972	7
Edward P. Williams	Feb. 7, 1972	7
Jerry W. Sudduth	Feb. 7, 1972	7
Sylvester McClain	Feb. 16, 1972	7
Willie M. Davis	Feb. 28, 1972	7
Calvin W. Kirk	Feb. 28, 1972	7
Delbert M. McGuire	Feb. 28, 1972	7
Geraldine Korn	Feb. 12, 1973	6
Carnuto Rios	Feb. 16, 1976	3
Kenneth R. Modisette	Feb. 2, 1978	1
Robert J. Wallace	Feb. 3, 1978	1
James T. Whittemore	Feb. 8, 1978	1
Robert M. Brashear	Feb. 13, 1978	1

TRAILER SALES

	Employment Date	Years with Co.
Carl S. Peppard	Feb. 26, 1960	19
Gary N. Hobson	Feb. 25, 1963	16
Hoyt Rogers	Feb. 17, 1964	15
James L. Caldwell	Feb. 25, 1971	8
Irmel G. Coleman	Feb. 28, 1972	7
Billy G. Eaton	Feb. 24, 1975	4
Ricky Elder	Feb. 14, 1977	2

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Marcus H. Patrick	Feb. 7, 1947	32
W. O. McKay, Jr.	Feb. 1, 1951	28
Malchom K. Lowery	Feb. 27, 1959	20
David E. Merritt	Feb. 9, 1962	17
Earl D. Burchfield	Feb. 15, 1962	17
J. L. Tarver	Feb. 10, 1964	15
James F. Matthews	Feb. 7, 1966	13
J. P. Womack, Jr.	Feb. 20, 1967	12
Leandro Vasquez	Feb. 20, 1967	12
George R. Waldrep	Feb. 12, 1969	10
Charles E. Lee	Feb. 24, 1970	9
Billy C. Banks	Feb. 2, 1973	6
Lawrence R. Holt	Feb. 19, 1974	5
Gregory G. Dempsey	Feb. 16, 1976	3
Sam C. Figueroa	Feb. 7, 1977	2
Therman Davis	Feb. 14, 1977	2
Nelson E. Reynolds	Feb. 28, 1977	2
Millard B. Barge	Feb. 13, 1978	1
John M. Jones	Feb. 22, 1978	1

SECURITY

	Employment Date	Years with Co.
Otis Alexander	Feb. 16, 1978	1

PLANT ENGINEERING

	Employment Date	Years with Co.
Stanley Beck	Feb. 21, 1955	24

MACHINE SHOP

	Employment Date	Years with Co.
Lloyd D. Parrish	Feb. 12, 1947	32
Donald L. Wallace	Feb. 2, 1959	20
Jack A. Landrum	Feb. 2, 1959	20
H. J. Warren	Feb. 14, 1962	17
Pieter A. Jansen	Feb. 21, 1962	17
Robbie Barley	Feb. 10, 1964	15
Delbert G. Ellison	Feb. 17, 1964	15
Curtis L. Thomas	Feb. 2, 1965	14
James E. Luce	Feb. 8, 1965	14
Ronnie D. Parker	Feb. 7, 1966	13
Theron Williams	Feb. 10, 1966	13
Emmie Ford	Feb. 23, 1966	13
Lewis Stubblefield	Feb. 8, 1967	12
Ted I. Hearnberger	Feb. 1, 1968	11
Austin Stein	Feb. 26, 1968	11
R. E. Solly	Feb. 17, 1969	10
M. G. Powell, Jr.	Feb. 19, 1969	10
Ben M. D. Newson	Feb. 1, 1970	9
Juan M. Reyes	Feb. 5, 1970	9
Kenneth R. Brashear	Feb. 8, 1971	8
James R. Allen	Feb. 10, 1971	8
Billy J. Addison	Feb. 14, 1972	7
Robert E. Gresham	Feb. 21, 1972	7
Harold Lane	Feb. 2, 1973	6
Kenneth D. Burke	Feb. 7, 1973	6
Steven D. Langston	Feb. 15, 1973	6
James E. Coleman, Jr.	Feb. 4, 1974	5
Marvin O. Sowell	Feb. 13, 1974	5
William D. Barnett	Feb. 4, 1975	4
Sydney E. Alvers	Feb. 10, 1975	4
Robert McKind	Feb. 11, 1975	4
George C. Oliver	Feb. 11, 1975	4
Victor R. Reese, Jr.	Feb. 16, 1975	4
Curtis J. Clay	Feb. 18, 1975	4
Robert E. Lewis	Feb. 24, 1975	4
Howard B. Calahan	Feb. 24, 1975	4
A. H. Reynolds, Jr.	Feb. 25, 1975	4
John A. Bridges, Jr.	Feb. 2, 1976	3
Oscar J. Houston	Feb. 3, 1976	3
Kenneth M. Williams	Feb. 3, 1976	3
John E. White	Feb. 16, 1976	3
Robert J. Stokes	Feb. 16, 1976	3
Tommie G. Richards	Feb. 18, 1976	3
Thomas T. Thomas	Feb. 16, 1976	3
Robert B. Dunn	Feb. 1, 1977	2
Ted W. Arriola	Feb. 1, 1977	2
William K. Roach	Feb. 15, 1977	2
Robert D. Smith	Feb. 24, 1977	2
Luvert Siglar	Feb. 1, 1978	1
Scott M. Strohle	Feb. 7, 1978	1
Joe N. Foreman	Feb. 9, 1978	1
Joy Ouseph	Feb. 10, 1978	1
Jerry D. Hill	Feb. 15, 1978	1
Randy L. Baker	Feb. 16, 1978	1
Lacy L. Ford	Feb. 22, 1978	1

PRINT SHOP

	Employment Date	Years with Co.
Ellen R. Lightfoot	Feb. 16, 1976	3

TRAFFIC

	Employment Date	Years with Co.
Ray Russell	Feb. 7, 1956	23
Harwellen Bobbie Corder	Feb. 8, 1978	1

MACHINERY SALES

	Employment Date	Years with Co.
Val L. Galfia, Jr.	Feb. 5, 1947	32
Roy Lilley, Jr.	Feb. 2, 1953	26
David Bishop	Feb. 19, 1957	22
Howard Jim Trout	Feb. 12, 1968	11
Michael C. Bomboy	Feb. 24, 1969	10
Robert W. Jeffs	Feb. 15, 1972	7
Cheryl A. Maitrejean	Feb. 7, 1977	2

MAIN OFFICE

	Employment Date	Years with Co.
Barbara Fowler	Feb. 1, 1957	22
Betty Stewart	Feb. 19, 1958	21
Joe B. Byrd	Feb. 1, 1961	18
David W. Pustka	Feb. 16, 1977	2
Douglas A. Hudson	Feb. 18, 1977	2

MATERIAL CONTROL

	Employment Date	Years with Co.
Henry Sumlin	Feb. 12, 1973	6
Rex A. Whitaker	Feb. 11, 1976	3
John V. Duke	Feb. 13, 1978	1

PATTERN SHOP

	Employment Date	Years with Co.
Carl Ross	Feb. 13, 1952	27
Preston Westbrook	Feb. 1, 1956	23
Donald W. Kuehl	Feb. 13, 1967	12
Everett L. Rhodes	Feb. 15, 1967	12
Robert Holden	Feb. 22, 1977	2

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Earl E. Davis	Feb. 1, 1963	16
Dorothy Havard	Feb. 1, 1965	14
Tracy Saxon	Feb. 5, 1968	11
Millie Reynolds	Feb. 23, 1970	9
Kendall V. Mosely	Feb. 10, 1972	7
Paul D. Squyres	Feb. 2, 1976	3
Bonnie L. Marshall	Feb. 2, 1976	3
Wayne Saucier	Feb. 3, 1976	3

ENGINEERING

	Employment Date	Years with Co.
William M. L. Wagner	Feb. 19, 1952	27
James E. King	Feb. 8, 1965	14
Robert F. Estes, Jr.	Feb. 2, 1970	9
Kenneth Leslie Douds	Feb. 20, 1978	1

FOUNDRY

	Employment Date	Years with Co.
Fred Benemori	Feb. 20, 1946	33
James Scott	Feb. 20, 1946	33
Rex Jones	Feb. 20, 1951	28
J. B. Perkins	Feb. 12, 1952	27
James R. Jones	Feb. 2, 1955	24
Clayton Jircik	Feb. 21, 1955	24
Thomas Boulware	Feb. 22, 1955	24
Fred Jenkins	Feb. 1, 1956	23
E. G. Pittman	Feb. 1, 1960	19
Charles T. Minton	Feb. 5, 1962	17
James C. Jones	Feb. 5, 1962	17
Louis E. Ferguson	Feb. 7, 1966	13
Archie A. Williams	Feb. 11, 1966	13
Jewel Hale	Feb. 14, 1968	11
C. S. Williams	Feb. 4, 1969	10
William H. Landry	Feb. 2, 1970	9
McKinley Johnson	Feb. 9, 1970	9
James C. Johnson	Feb. 7, 1972	7
Troy A. Allen	Feb. 5, 1973	6
Simon I. Benemon	Feb. 8, 1974	5
Walter G. Cummings	Feb. 4, 1975	4
Ben Fuller, Jr.	Feb. 25, 1975	4
Frank J. Davis	Feb. 2, 1976	3
Eddie R. Wade	Feb. 23, 1976	3
Ronnie C. Blackburn	Feb. 2, 1977	2
Wilkin Mickey	Feb. 3, 1977	2
John B. Salazar	Feb. 7, 1977	2
Jessie E. Vaughn	Feb. 17, 1977	2
Jack E. Bates	Feb. 27, 1977	2
Clara J. Diets	Feb. 2, 1978	1
William C. Davis	Feb. 9, 1978	1
David Ramirez	Feb. 13, 1978	1
Jose Luna	Feb. 22, 1978	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
James W. Patrick	Feb. 6, 1978	1
Dwight C. Brewer	Feb. 7, 1978	1
Russell Lewis	Feb. 13, 1978	1
John P. Brown	Feb. 24, 1978	1

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roundup laffs

"Dad, where did I come from?" asked the little boy. "The stork brought you," he answered.

"Where did you come from?" the little boy persisted, bringing the evasive answer, "The stork brought me too!"

"But what about granddad?" the boy asked. The father openly irritated, replied, "The stork brought him too. Now leave me alone!" The boy shrugged and walked away.

Next day at school, during a period when the teacher encourages each child to come to the front of the class and recite or sing something, the boy saw his chance to pass along some information. Facing his audience he announced, "It is a recorded fact that there has been no sexual relations in our family for three generations."

Volney Meece, Oklahoma City columnist:

"Patrick Henry ought to come back and see what taxation with representation is like."

When Abe Lemons was coaching basketball at Oklahoma City University, he was questioned about the scholastic requirements of his players.

"We aren't playing to see who is the smartest," answered Lemons.

Nurse: "There's a man in the waiting room with a case of hepatitis."

Doctor: "Buy it, I'm getting tired of that pink chablis."

A change of lipstick now and then is relished by the best of men.

A writer asked football coach, "who are you most pleased to see returning next season?"

"Me," answered the coach.

A drunk had been wandering around Yonge Street and finally went down into the subway at Dundas Street. About half an hour later he emerged at King Street and bumped into a friend who had been looking for him.

"Where on earth have you been all this time?" the friend asked. "Down in some guy's cellar," the drunk said. "And boy, you should see the set of trains he has!"

She laughed when I sat down to play. How did I know she was so ticklish?

A stunningly stacked blonde walked into a dress shop, and asked the manager, "I wonder if I might try on that blue dress in the window?"

"Go right ahead," he said. "It might help business."

LUFKIN ROUNDUP
Volume 36, Number 2, 1979

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

Winter invaded East Texas with its icy stillness recently, as can be seen by this winter scene captured in Fuller Springs.

Cover Photo: David Freeze