

LUFKIN

MAY 1979

ROUNDUP





FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

A sound, profit-making business provides steady, secure jobs, a good return to investors and good products for its customers. An unprofitable business is a loser for everyone.

Yet, when corporations report a profit, it is fashionable in some circles to blame the corporations and their "gross" profits for all the ills of our economy.

With gasoline prices soaring, more and more people are pointing an accusing finger at the oil companies and their "gross" profits.

But about half of a company's profit goes for taxes which will eventually benefit everyone. About forty per cent of what's left goes to the stockholders, just people like you and me, as dividends. The rest is put into the company to buy new machines and improve facilities.

If oil companies cannot report a profit, their stockholders will find something better to do with their investments and the company will fold.

The only alternative, then, would be a government operated oil industry, without competition and rife with sloppy management. Gasoline prices would soar upward like the postage stamp prices while service to you and me would get worse and worse.

If there's anything "gross" about profits, it is the notion that somehow people don't benefit from them.

A healthy, profit-making company is a good thing for everyone—it's stockholders, it's employees and the people in the community around it. We should all do our best to keep it that way.

A handwritten signature in dark ink, appearing to read "J. Edgar Hoover". The signature is fluid and cursive, with a long horizontal stroke at the end.

A WELL-GROOMED 780-POUND PRINCE

Some 200 area students, accompanied by parents and agriculture teachers, plus an assortment of county agriculture extension agents, ranchers and businessmen gathered at the Angelina County rodeo arena Tuesday, March 13 for the 23rd Annual Angelina County Chamber of Commerce Junior Livestock Show.

The students led well-groomed, generally well-behaved 1000-pound steers to and from judging events and patiently waited hour after hour until the judging was completed. It would be a long day and the auction for the first and second-place winners would stretch into the night. But it was the last day for these students and their ag projects they began in the fall.

Dwight Arnold, son of Johnny Arnold, Machine Shop, third shift, and Nell Arnold, Trailer Division, was pleased with his Hereford steer, although it placed third and would not be included in the auction where prices would be much higher.

"He just wasn't heavy enough to place higher. Some of the Hereford-cross steers were a lot heavier and placed higher. There are some beautiful calves out there this year," he said.

"But I'm going to have the grand champion next year." Many of this year's students may have the same idea though. The grand champion sold for \$9045 and the reserve champion sold for \$4675 later that night in the auction.

Dwight, a ninth-grade student at Huntington High School, says he learned a lot from his ag project this year and plans to save the nice profit he made to use on his calf next year.

"I made about a hundred



dollars, but I'm not counting some of my halters and things that I can use again next year," he said. His 780-pound Hereford steer named "Prince" was purchased by Lufkin Industries.

Dwight says his father bought the calf from David Card, electrical department, and his first problem was finding a place to keep it.

"I had to build a pen in the back of my aunt's barn. I put up a couple of boards, that's about all," he said.

Dwight explained the daily care involved in raising a calf for show. The calf is fed twice a day and exercised daily. Each feeding consists of two buckets of corn, two buckets of horse-and-mule feed and two buckets of calf finisher, a powdered protein to make the calf gain weight.

"I had to walk him every day to keep him from getting fat. You

want him to gain muscle-weight, not fat-fat.

"And, I had to teach him to stand right, with his head up and back straight. Scratching him on the belly with a show stick makes him hold his back up," he explained.

Working third shift allowed his father to help him quite a lot with the calf. "One of the biggest things he accomplished was teaching Prince to lead. He got drug all over the pasture trying to teach him to lead."

Dwight says he learned a lot raising Prince and thinks he can handle everything by himself with the next calf, even teaching him to lead.

He didn't say whether he had learned an easier way. "I'm just going to try not to get drug all over the pasture," he said, grinning.

His father probably was very relieved to hear that. □

NEW PATTERN SHOP

A NEW HOME FOR AN OLD ART

Although most foundry departments will be doing things differently after the conversion to no-bake molding, LUFKIN's pattern shop employees will be doing basically the same thing, but in a new building.

Normal operations were begun in the new pattern shop in February after a year of construction on the new facility.

Although pattern-making itself will not be drastically changed due to the no-bake operation, foundry engineers had other plans for the old pattern shop building.

According to Rod Pittman, vice-president in charge of foundry operations, the old pattern shop's location—along side the main bay foundry—made it very valuable to the new no-bake system.

"We didn't build the new pattern shop just to have a new building. It was necessary for our plans for the no-bake system to use the old pattern shop for no-bake pattern storage," he explained.

"We needed the building for a pattern staging area so we built a new pattern shop." The most popular patterns for the main bay foundry will be stored in the old



Willie Mitchell, left, and Floyd Boozer combine their talents to finish off a pattern. Patterns must be extremely accurate to make sure the molds and castings are up to LUFKIN quality

pattern shop.

A newly-designed and constructed transfer car will transport the patterns from the staging area, or old pattern shop, to the main bay conveyor system.

The old pattern shop was built in 1947, at the same time the main bay was built, and even though two additions have been built over the years, there still was not adequate storage area for the expensive woods used in

patterns. Much of the wood was stored in other buildings near the pattern shop.

In addition to much larger work areas, the new pattern shop will have 8160 cubic feet of lumber storage space for the seasonal wood, which is usually ordered in large quantities.

According to Bill Fincher, project engineer for the new facility, "Another feature of our lumber storage is that most of the lumber is stacked no higher than a man can reach. This is a great improvement over what



The new pattern shop is 2800-square-feet larger than the old building. In addition, the new building has two overhead cranes, a 2-ton and 3-ton, and larger work areas between machines which should improve work flow

we had in the past."

Work areas are much larger in the new building allowing more space between machines which have been located in a way to handle the work load better. "This should allow a better work flow," says Bill.

"And we've got a much better heating system in the new building. With the building shut and the heating system in operation, it is putting a little extra air pressure in the building. This eliminates cold drafts."

As in any area where wood work is done, there is an over-abundance of wood chips, shavings and sawdust. A new sawdust collector has been installed to remove these from the work area.

"This new 'cyclone' collector is much more efficient than the one in the old pattern shop. This collector can move 19,600 cubic feet of chips or dust per minute," Bill said.

Just like the rest of the work done by LUFKIN employees throughout the plant, patterns are made to exacting specifications. The pattern is made slightly larger than the finished part will be. The pattern-maker will allow for shrinkage (the hot casting will shrink slightly as it cools) and an excess for machining on the part.

Patterns are built out of mahogany and sugar pine, expensive woods that are dense

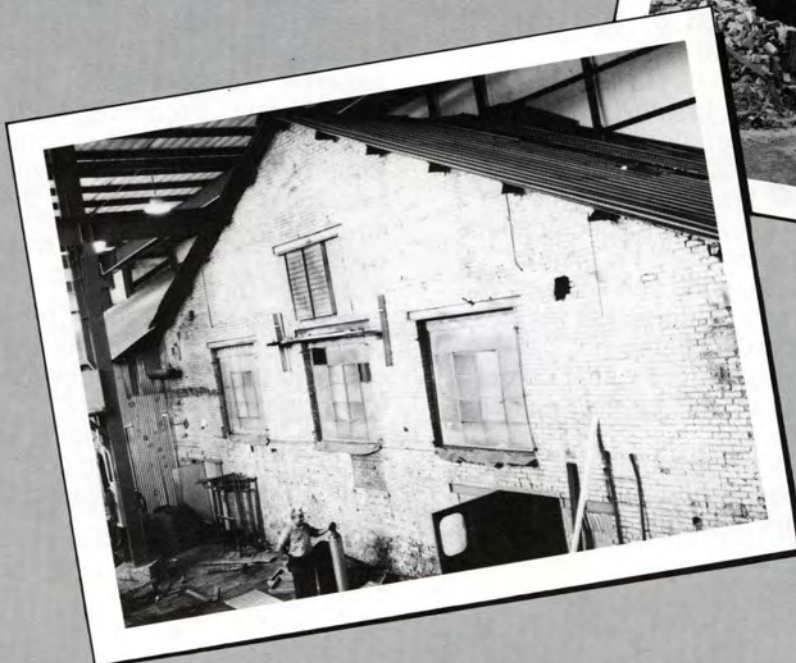
enough to withstand the extreme pressures necessary for molding.

However, foundry engineers expect the no-bake process to increase the wear and tear on patterns. No-bake molds set-up immediately, becoming hard and rigid in a matter of seconds. Patterns may need reworking or rebuilding more often after the no-bake system is in full operation.

But the precise art of pattern-making will likely remain unchanged in spite of all the changes the no-bake conversion will bring to the foundry. Pattern-making still remains one of the few crafts that modern technology has not replaced and probably never will. □



(Above) The way it looked in 1910 when it was still the boiler repair shop and power house. (Right) The crumbled ruins of the old brick wall are a stark contrast to the new structure behind it. (Below) Surrounded by metal buildings that were added during more than three-quarters of a century of expansion, the south wall of the old boiler repair shop is barely visible as construction crews prepare to demolish it



Guy Croom and Bill Harris

Recalling the days of steam hammers and steel billets

The new construction on the south end of the Machine Shop will replace some of the oldest buildings in the plant. A new structure has been erected over all the old buildings and now construction crews are starting to remove some of the old walls.

The south wall of the old boiler repair shop, presently used by the mechanical maintenance crews, was partially removed in March.

Few people still living remember when it was the boiler repair shop. Guy Croom, who went to work for Lufkin Foundry and Machine Company in 1919, and Bill Harris, who started in 1937, were able to recall the days when the building was still the blacksmith shop as it was called later on.

Guy says it may have been one of the original buildings or built shortly after the company started because the main business then was repairing steam boilers for locomotives and sawmills.

"It was there when I started in

1919 but I think they had abandoned the steam power by then. They used to have a big boiler in that building that supplied steam power for the big steam engine that powered all the machines in the shop," he said.

"There were two air compressors in that shed on the side and that big boiler. But I think all they used that big boiler for was heating the plant.

"They had two big steam hammers in the blacksmith's shop (the boiler repair shop was called the blacksmith's shop or forge shop in later years) and Martin Wagon Company used to have some of their steel parts made there because they didn't have a steam hammer."

Bill Harris went to work for the Lufkin Foundry and Machine Company in 1937 and he started out in the blacksmith's shop and worked there for many years.

"Back in those days everything that was made out of steel came out of the forge shop. We forged lots of things—crank pins, pinions, shafts and even high speed tool bits for machine tools," he said. "That was before they invented carbide tips

for machine tools," Bill remembered.

"Everything started out as a square piece of steel called a billet. When we wanted to make a shaft, we'd decide how much material we needed and stick the billet in the forge and heat it up to about 2000°. Then we'd take it out and cut off how much we needed.

"We didn't have cutting torches in those days. We kinda sliced it in two with a hot-cutter, something like a boat paddle," he explained. "It's kinda hard to describe where you would understand."

There are a lot of things that are hard to understand today, like why was the wall 14 inches thick? Bill seems to think that was just the way they built things then.

"The mortar wasn't so good back in those days. They had to have a 14 or 15-inch wall so it would stand up."□



Safe Practices for Changing a Flat Tire

Unfortunately, it always seems that blow-outs or flats happen at the worst possible time and in the worst possible place. Misuse of a bumper jack combined with hasty, unsafe methods can cause serious accidents.

Regardless of how late you may already be for work, school or appointments, take time to collect your thoughts and try to remember some of the following safe practices.

1. Do not hurry.
2. If possible drive the car to a level spot out of the way of traffic. Then set the emergency brake and shift to "Park" on automatic transmissions or "Reverse" on manual transmissions.
3. Take children and pets to a safe place away from the car and traffic.
4. Position the jack according to the owner's manual. Make sure the shaft of the jack is perpendicular to the ground and the lock in the full-up position.
5. Before you jack the wheel off the ground, break loose the lug nuts on the wheel. This will require a hard pull on the lug wrench and could cause the vehicle to fall off the jack if it was jacked up.
6. Replace the tire, being careful not to push or shake the car. Tighten the lug nuts up snug.
7. Release the lock on the jack and lower the car. Now finish tightening the lug nuts.

LUFKIN RETIREES



H. L. Westbrook 42 years

H. L. Westbrook says he came to work as a young boy and leaves a senior citizen. "But that's okay. The good Lord made it that way.

"I started to work for LUFKIN in the Welding Shop at four o'clock April 7, 1937 and my last day was April 7, 1979, making an even 42 years," he said.

This was the only job he ever had so he says he couldn't compare Lufkin Industries to any other place. "But under the same circumstances, I would do it all over again."

He says he isn't sure about retirement yet. "I'm going to make a detailed study of it and if there is anything good about it, and I think there is, we are going to excel in it."

He says he punched the clock several thousand times in his 42-year career and "my wife Dorothy helped me with every punch.

"I am tempted to reminisce and call names, but for fear I would miss someone, I will just say that I have worked with and for some of the finest."



Barner Davis 27 years

During his nearly 27 years in the Welding and Structural shop, Barner Davis has seen change and growth. "When we moved into the present structural shop in 1956, Mr. Fontenot (structural shop foreman) remarked to me that he didn't think we'd ever fill that big old building. I agreed with him, but since then we've added three or four new bays."

Barner found the second shift to his liking and never moved to the first shift. "I worked days only about a year. I always liked working the second shift better. If I had any business to tend to, I could get it taken care of during the day. It was just more convenient for my family and me.

"I've got three boys working for Lufkin Industries now. Lloyd and Rayford work in shipping and O'Neal works in the jig shop.

"I'll miss the people I've worked with. After all of these years it's hard to go."



R. O. Kendrick 37 years

When R. O. Kendrick first went on the 2nd shift in the structural shop, there were only four or five men on it. Of course, that was over 37 years ago.

R. O. recalled many memories but the one he remembered best took place January 31, 1956. That day R. O. took the first crew to work in the "new" structural building.

"We worked in Bay 5 building "Z" bases. We did a lot of special work then, too. We built jib cranes and I remember we built an asphalt heater for someone once.

"That's one of the things I liked best about my job; we were always working on something different."

Since retiring, R. O. has been concerned with his garden and planting flowers.

"My wife really likes flowers, so we've been busy setting out flowers and fixing up around the ones we already have out," he said.

"I work when I want to; rest when I want to; and go when I want to. I'm not worried with an alarm clock any more."



V. W. Busselle 29 years

V. W. "Rip" Busselle came to work for LUFKIN June 26, 1950. "I ran a milling machine in the machine shop for 17 years and when they moved my machine to the lathe shop, I went with it. Not long after that, I went to work on a turret lathe and that's what I did from then on," he said.

"I always believed you should put in a day's work. I always took interest in my work and tried my best at whatever I did, and I have the same plans for my retirement."

Besides gardening and working around the house, Rip has some definite fishing plans.

"I promised Pam Curry in the personnel office that I would show her a 20 to 30-pound catfish. She says she has never seen one that big.

"I caught a 64-pound cat in the Trinity River once and have pulled 54 and 56 pounders out of the lakes. I guess I'm known as a pretty good cat-fisherman."

A Wife's Promise

I hereby authorize my husband to work without safety glasses, safety shoes, hard hat or other equipment. I hereby promise that I, without complaint, will perform the following duties for him if he's crippled or blinded.

- I will help him eat and dress.
- I will describe the scenery to him when we go on our vacations.
- I will faithfully read to him every night instead of his usual TV.
- I will faithfully describe to him the way the children's eyes light up at Christmas and tell him all about their graduations and weddings.
- I will teach him to do the housework so I can be free to work during the day to support him and the children.
- I will do my best to teach our little boy how to catch a ball, how to build model airplanes and how to fish and hunt.

(Taken from A Safety Director Safety Newsletter, National Safety Council)



Five-month old **Tara Nicole Barringer** has a large interest in Lufkin Industries. Her mother, **Karen Barringer**, works in the main office in data processing, and her grandfather, **Oscar Bridges**, works for utility maintenance.

CELEBRATING AN ANNIVERSARY 3~9 YEARS

HARRY ARMSTRONG
Maintenance
3 years



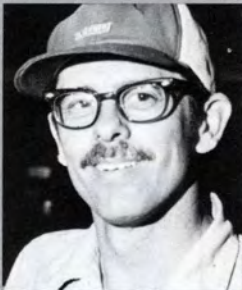
ROBERT BAKER
Automotive & Industrial
7 years



FREMONT BRYANT
Commercial Gears
7 years



JIM ASHLEY
Shaft Shop
3 years



MANUEL BASHAM
Machine Shop
6 years



WAYNE BURGESS
Commercial Gears
5 years



DONALD BAKER
Welding & Structural
3 years



WAYNE BELL
Trailer—Sales
6 years



WAYNE BYNUM
Machine Shop
4 years



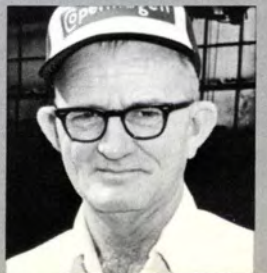
GREGORY BACK
Machine Shop
5 years



JOHN BROWN
Foundry—Main Bay
4 years



FLOYD CARTRIGHT
Traffic
7 years





STEVE CORTINES
Quality Control
5 years



SAMMIE DAVIS
Trailer—Yard Crew
6 years



DELBERT FLOYD
Commercial Gears
4 years



LARANCE COUTEE
Gear Cutters
4 years



TOMMY DAVIS
Lathe Shop
9 years



RONNIE FREDERICK
Welding & Structural
4 years



WAYNE CURBOW
Commercial Gears
7 years



WESLEY DAVIS
Engineering
3 years



LAWANNA GAINER
Material Control
6 years



BILLY DAVIS
Foundry—Cleaning Room
3 years



DONALD DECKARD
Welding & Structural
3 years



ALBERT GILDER
Machine Shop
6 years



JAMES DAVIS
Assembly & Shipping
4 years



RENE ESTEVES
Welding & Structural
4 years



CHARLES GRIFFIS
Data Processing
3 years



MOSES DAVIS
Foundry—Main Bay
4 years



KENNETH FARIES
Electrical Department
3 years



MONDORFE HADNOT
Trailer—Floats
7 years



OREN DAVIS
Assembly & Shipping
4 years



WILLIAM FINCHER
Foundry—Engineering
8 years



JIM HALEY
Secretary-Treasurer
6 years

GENE HALLMARK
Trailer—Purchasing
7 years



KATHI JORDAN
Foundry—Office
3 years



MANUEL LUNA, JR.
Lathe Shop
4 years



JAMES HEADRICK
Shaft Shop
5 years



BOBBY LANDRUM
Machine Shop
4 years



JIMMY LUNS福德
Pipe House
5 years



CHARLES HOLMAN
Counterweight Foundry
3 years



HENRY LEE
Welding & Structural
3 years



MIKE MADDUX
Material Control
5 years



MICHAEL HULETT
Brass Foundry
4 years



GARY LONG
Manufacturing Engineering
3 years



PETER MANCILL
Utility Maintenance
4 years



GENE HUNZIKER
Foundry—Office
9 years



KENNETH LORENTZ
Welding & Structural
5 years



MELVIN McFARLAND
Machine Shop
4 years



J. B. JOHNSON, JR.
Shaft Shop
4 years



ROBERT LUCAS
Foundry—Core Room
9 years



SIMMIE MOFFETT, JR.
Foundry—Main Bay
7 years



JIMMY JOHNSON
Gear Cutters
9 years



RANDAL LUCE
Assembly & Shipping
4 years



GARY MONTES
Lathe Shop
5 years





PEYTON PAGE
Shaft Shop
4 years

WILLIAM SIMCOE
Welding & Structural
4 years



GENE WHITE
Machine Shop
4 years



LYNDELL PHILLIPS
Security Guard
7 years

JAN SMITH
Public Relations
3 years



JAMES WILEY
Foundry—Cleaning Room
4 years



MYRLE POWERS
Machine Shop
9 years

RONNIE SMITH
Welding & Structural
4 years



RAYMOND WOFFORD
Welding & Structural
4 years



JIMMIE SANDLIN
Machine Shop
7 years

TERRY TAYLOR
Trailer—Purchasing
7 years



G. E. YOUNGBLOOD
Machine Shop
6 years



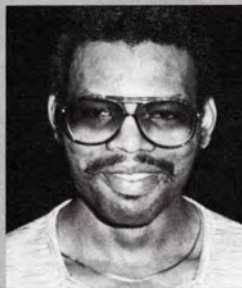
MIKE SANFORD
Material Control
3 years

LARRY THIGPEN
Foundry—Pattern Shop
7 years



DAVID SESSIONS
Security Guard
7 years

SHERMAN THOMAS
Welding & Structural
5 years



CHARLES SHATTUCK
Foundry—Cleaning Room
6 years

JAMES WATSON
Sub-Assembly
4 years



WHO'S WHO AT LUFKIN



James Allen, Jr.

James Allen, Jr. has completed the sales training program for LUFKIN Trailers and assumed duties in the Shreveport Trailer sales office. James was employed by LUFKIN in 1978.



Doyle Robertson

Doyle Robertson has been promoted to working foreman in the Machine Shop, second shift. Doyle came to work for LUFKIN in 1967.



Frank Martin

Frank Martin has been promoted to Foundry Technical Director. He will be in charge

of the Melting Department, Metallurgical Laboratory and Quality Control in the Foundry. He will also serve as staff consultant in these areas for the Little Rock foundry. Frank was employed by LUFKIN in 1951.



John R. Skillern

John R. Skillern has completed LUFKIN's machinery sales training program and assumed duties in LUFKIN's Houston sales office. He was employed by Lufkin Industries in 1978.



Jimmy Little

Jimmy Little was promoted to Inventory Reporting Transaction Supervisor for the Structural Shop and Final Assembly area. Jimmy will inventory raw material being processed through the Structural Shop and finished material assembled in the Final Assembly area. Jimmy was employed by LUFKIN in 1972.



Smith Malone, Jr.

Smith Malone, Jr. has been promoted to working foreman in charge of Welding and Structural yard operations, second shift. Smith was employed by LUFKIN in 1962.



David Thompson

David Thompson has been promoted to supervisor in the Welding and Structural Shop, second shift. David was employed by Lufkin Industries in 1950.



Wayne Hodges

Wayne Hodges has been promoted to supervisor in the Welding and Structural Shop, first shift. Wayne was employed by LUFKIN in 1956.

MARKING AN ANNIVERSARY

WELDING AND STRUCTURAL

	Employment Date	Years with Co.
J. L. Hamilton	May 26, 1951	28
A. J. Havard	May 6, 1952	27
William B. Watson	May 19, 1954	25
Henry J. Hefflin	May 30, 1955	23
Bradley King	May 30, 1955	23
Loyd Davis	May 21, 1959	20
Kenneth Lorentz	May 9, 1974	5
Sherman Thomas	May 13, 1974	5
William Simcoe	May 6, 1975	4
Raymond Wofford	May 16, 1975	4
James Davis	May 19, 1975	4
Rene Esteves	May 19, 1975	4
Oren Davis	May 20, 1975	4
Ronnie Smith	May 21, 1975	4
Ronnie Frederick	May 28, 1975	4
Donald Baker	May 5, 1976	3
Harry Armstrong	May 6, 1976	3
Donald Deckard	May 12, 1976	3
Henry Lee	May 18, 1976	3
Oscar Vasquez	May 23, 1976	2
Robert Burrell	May 31, 1977	2
Charles Wortham	May 5, 1978	1
Inez Holman	May 15, 1978	1
Bobby Cole	May 17, 1978	1
Olivo H. Lopez	May 19, 1978	1
Ronall Swint	May 30, 1978	1
Steven Sowell	May 30, 1978	1

PERSONNEL

	Employment Date	Years with Co.
Lyndell Phillips	May 1, 1972	7
David Sessions	May 26, 1972	7
Paulette Forrest	May 8, 1978	1

TRAFFIC

	Employment Date	Years with Co.
Billy Noel	May 19, 1969	10
Floyd Cartright	May 10, 1972	7

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Charles Roberts	May 10, 1967	12
I. D. Hayes	May 23, 1968	11
Robert Baker	May 15, 1972	7
John Temple, Jr.	May 22, 1978	1
Andy Mangus	May 30, 1978	1
Lesa Harris	May 30, 1978	1

MATERIAL CONTROL

	Employment Date	Years with Co.
Preston Loveless	May 6, 1954	25
Rodney Brazil	May 9, 1961	18
Gene Stewart, Sr.	May 12, 1966	13
Mike Cloyd	May 8, 1967	12
James Duggan	May 21, 1969	10
LaWanna Gainer	May 21, 1973	6
Manuel Basham	May 29, 1973	6
Mike Maddux	May 20, 1974	5
Gregory Back	May 28, 1974	5
Randel Luce	May 26, 1975	4
Mike Sanford	May 27, 1976	3
Becky Carlile	May 2, 1977	2
Roy Perkins	May 19, 1977	2
James Hartfield	May 3, 1978	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Keith Laffoon	May 2, 1978	1

PATTERN SHOP

	Employment Date	Years with Co.
R. D. McClendon	May 1, 1963	16
Vernon Nixon	May 23, 1966	13
Larry Thigpen	May 17, 1972	7

FOUNDRY OPERATIONS

	Employment Date	Years with Co.
Glenn Bridges	May 1, 1944	35
Jessie Garcia	May 8, 1946	33

R. N. Smith	May 17, 1946	33
Frank Minton	May 16, 1947	32
Will Crain	May 30, 1947	32
Chester Denman	May 4, 1951	28
Prentice Flanagan	May 19, 1955	24
Billy Ray Harris	May 29, 1956	23
Billy Summers	May 20, 1965	14
Gene Hunziker	May 13, 1970	9
Robert Lucas	May 20, 1970	9
Bill Fincher	May 17, 1971	8
Simmie Moffett, Jr.	May 5, 1972	7
Charles Shattuck	May 21, 1973	6
Moses Davis	May 6, 1975	4
Michael Hulet	May 9, 1975	4
John Brown	May 14, 1975	4
James Wiley	May 27, 1975	4
Billy Davis	May 17, 1976	3
Charles Holman	May 18, 1976	3
Kathi Jordan	May 24, 1976	3
Joe Grimes	May 9, 1977	2
Carl Canino	May 16, 1977	2
Virginia Sumrall	May 17, 1977	2
Basilio Morales	May 25, 1977	2
Wade Brooks	May 16, 1978	1
Joe Polk	May 18, 1978	1
Willis Blackshire	May 22, 1978	1
Morris Little	May 23, 1978	1
Manuel Davila	May 23, 1978	1
Pedro Rodriguez	May 24, 1978	1
James Davis	May 31, 1978	1
Lance Dickens	May 31, 1978	1

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Howard Bennett	May 28, 1968	11
Kenneth Faries	May 24, 1976	3
Keith Moody	May 16, 1977	2
David Evans	May 31, 1977	2
James McEntire	May 18, 1978	1
John LaForge	May 30, 1978	1

MANUFACTURING ENGINEERING

	Employment Date	Years with Co.
Lesley Brooks	May 26, 1965	14
Gary Long	May 17, 1976	3

ENGINEERING

	Employment Date	Years with Co.
H. P. Collins	May 1, 1944	35
Tenny Braden	May 15, 1946	33
Fred Griffin	May 13, 1947	32
Wesley Davis	May 17, 1976	3
Ricky Masters	May 23, 1977	2
Robert Stowe	May 31, 1977	2
Gladys Grossman	May 8, 1978	1
Linda Barnes	May 10, 1978	1

TRAILER OFFICES

	Employment Date	Years with Co.
Jim Riggs	May 28, 1959	20
Betty Coleman	May 1, 1967	12
Terry Taylor	May 9, 1972	7
Gene Hallmark	May 9, 1972	7

TRAILER PLANT

	Employment Date	Years with Co.
Oscar Milligan	May 1, 1950	29
Lum Teer	May 23, 1955	24
Thomas Coutee	May 1, 1967	12
H. L. Lawson, Jr.	May 29, 1967	12
Willie Burgess	May 12, 1969	10
Charles White	May 27, 1969	10
Mondorfe Hadnot	May 2, 1972	7
Sammie Davis	May 1, 1973	6
Justin McElroy	May 16, 1977	2
Leroy Gallier	May 15, 1978	1
Nancy Mitchell	May 30, 1978	1
Carla Crawford	May 30, 1978	1
Kenneth Taylor	May 31, 1978	1

PUBLIC RELATIONS

	Employment Date	Years with Co.
Jan Smith	May 17, 1976	3

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
R. P. Weaver	May 15, 1951	28
W. O. Jordan	May 31, 1962	17
John Seeman, Jr.	May 24, 1971	8
Wayne Bell	May 7, 1973	6
Charles Patton	May 28, 1974	5
Jerry Elder	May 21, 1975	4
Luis Aguirre	May 19, 1976	3
Ricardo Ramirez	May 10, 1977	2
Roy Nolen	May 16, 1978	1
Rogelio Gonzalez	May 16, 1978	1
James Allen	May 26, 1978	1

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
B. C. Burnette	May 31, 1943	36
Ben Queen	May 16, 1958	21
Willard Chappell	May 31, 1963	16
Victor Halwa	May 23, 1967	11
Debra Rogers	May 23, 1977	2

CORPORATE OFFICES

	Employment Date	Years with Co.
Jim Haley	May 14, 1973	6
Charles Griffith	May 17, 1976	3
Anita Denman	May 16, 1977	2
Chanæ Ehrhardt	May 24, 1977	2
Karen Barringer	May 31, 1977	2
Patricia Grimes	May 15, 1978	1
Carol Chrisman	May 15, 1978	1

OFFICE SERVICES

	Employment Date	Years with Co.
Judy Hill	May 21, 1974	5

MACHINE SHOP

	Employment Date	Years with Co.
Ben Hooker	May 28, 1953	26
John Tullos	May 25, 1954	25
C. E. McFarland	May 18, 1955	24
Charles Vann	May 21, 1962	17
Cleo Hale	May 20, 1963	16
Charles Minshaw	May 9, 1966	13
Phillip Smith	May 7, 1968	11
Jimmy Johnson	May 7, 1970	9
Myrtle Powers	May 14, 1970	9
Tommy Davis	May 25, 1970	9
Jimmie Sandlin	May 2, 1972	7
Fred Curbow	May 23, 1972	7
Fremont Bryant	May 30, 1972	7
Albert Gilder	May 7, 1973	6
Glenn Youngblood	May 29, 1973	6
Jimmy Lunsford	May 13, 1974	5
Wayne Burgess	May 15, 1974	5
Steve Cortines	May 20, 1974	5
James Headrick	May 21, 1974	5
Gary Montes	May 28, 1974	5
Larance Coutee	May 1, 1975	4
Gene White	May 4, 1975	4
Melvin McFarland	May 6, 1975	4
Wayne Bynum	May 8, 1975	4
Delbert Floyd	May 12, 1975	4
Payton Page	May 12, 1975	4
Manuel Luna, Jr.	May 22, 1975	4
Bobby Landrum	May 27, 1975	4
J. B. Johnson, Jr.	May 27, 1975	4
James Watson	May 28, 1975	4
Michael McGraw	May 3, 1976	3
Jim Ashley	May 25, 1976	3
James Sumrall	May 19, 1977	2
Michael Whitten	May 23, 1977	2
Larry Mathews	May 25, 1977	2
W. A. Cantrell, Jr.	May 30, 1977	2
Clyde Marze	May 31, 1977	2
Marilyn Jackson	May 16, 1978	1
Clarence Collins	May 17, 1978	1
Rodney Blanton	May 23, 1978	1
James Patton	May 23, 1978	1
Lawrence Dove	May 30, 1978	1
William Yount	May 30, 1978	1

MAINTENANCE

	Employment Date	Years with Co.
Oscar Bridges	May 29, 1962	17
Peter Mancill	May 27, 1975	4
Harry Armstrong	May 6, 1976	3

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

Address Correction Requested

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roundup laffs

A touring Texan stopped in an Alberta roadside market. He put his finger on a large watermelon and asked, "Son, what's the price of this cantaloupe?"

The clerk took a quick look at the license tag on the Texan's car and replied, "Take your finger off that olive."

A girl's conscience doesn't really keep her from doing anything wrong—it merely keeps her from enjoying it.

Imagine the girl's surprise when she walked into the playboy's apartment and discovered he had no chairs, no table, no bed, no furniture at all. She was floored!

We know a man who thinks marriage is a fifty-fifty percent proposition, which convinces us that he doesn't know women or percentages.

Behind every successful man stands a surprised wife.

A husband is a man who wishes he had as much fun when he is out as his wife thinks he does.

We overheard an Indian matron explaining the facts of life to her daughter. She pointed out: "Stork not bring papoose, it came by beau and error."

The guy who first said "you can't take it with you" had probably never met an old maid.

The difference between a northern girl and a southern girl is that one says you can and the other, you all can.

They were watching an attractive rhumba dancer and the businessman followed her movements as if entranced.

"Well," said his wife, "I'm glad to see that something can take your mind off business."

"Quiet," growled the executive, still watching the shapely hip-twister. "I've got an idea for a new type of agitator in our washing machine."

Every man has a secret wish: To outsmart racehorses, women and fish.

A navy man on a long tour of sea duty received from his fiancée a snapshot showing two happy couples on a beach while his girl sat alone to one side. The sailor showed it proudly to his shipmates as proof of his girl's constancy—until one buddy asked, "I wonder who took that picture?"

LUFKIN ROUNDUP

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About the Cover

LUFKIN photographer Tom Johnston captured this beautiful glimpse of East Texas dogwoods in bloom a few miles south of Tyler. Warm weather and an abundance of April showers should produce plenty of May flowers if the old saying is true.