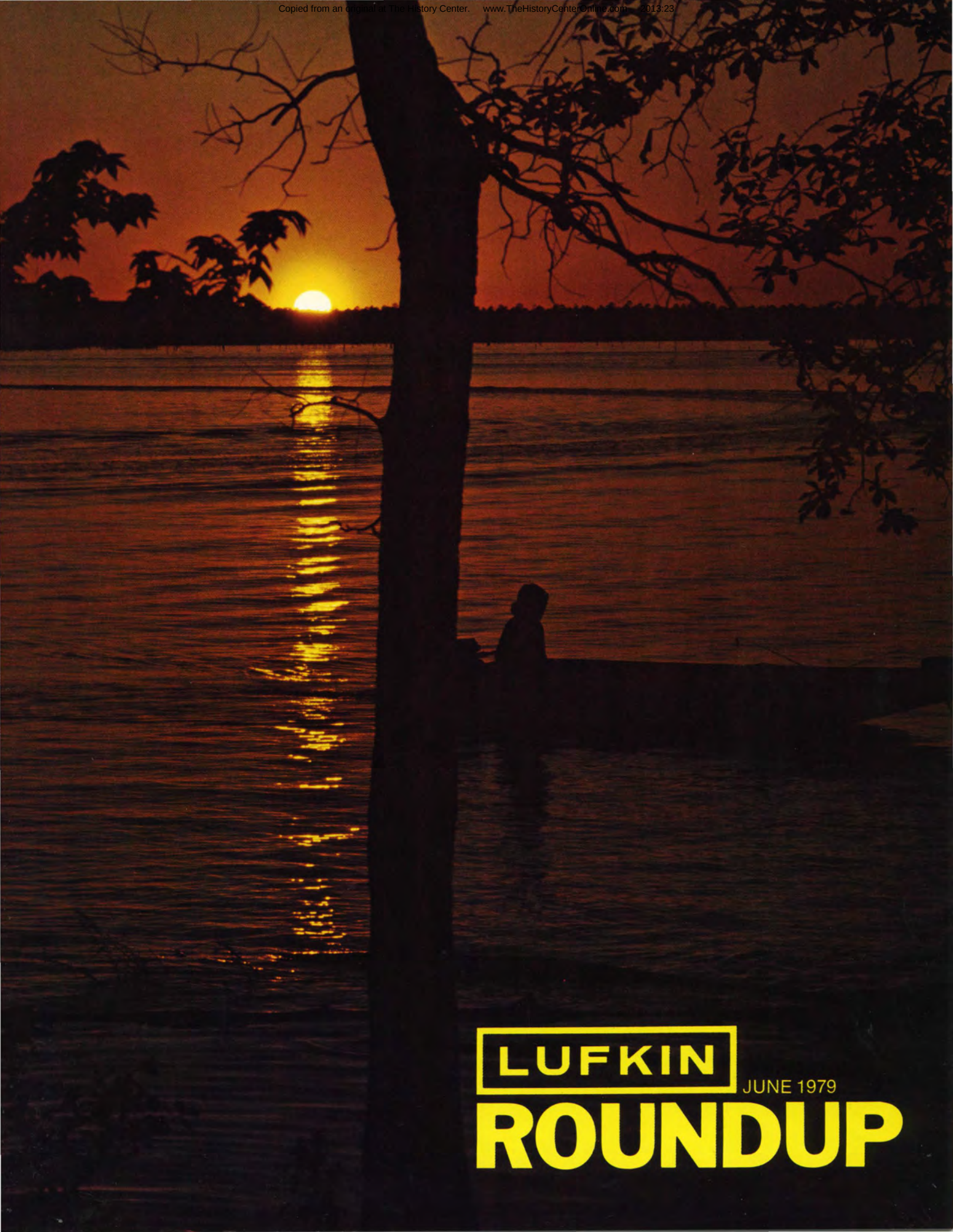




LUFKIN JUNE 1979
ROUNDUP



FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

There is an old saying that we all must face two things in life, "death and taxes." Our biggest tax is on income for those of us who work for wages. However, there are many other taxes that we don't see every day which are hidden, but they are just as real. The state and city sales tax are somewhat of a nuisance but they are peanuts compared to those imposed by the federal government.

Now the government is considering a new tax that will be the granddaddy of them all if adopted. It is called a value-added tax (VAT), and it presently is used throughout Europe by all major countries.

VAT is a tax levied on the value added to goods and services by each business entity at various levels in the production and distribution chain. It is an indirect tax levied on consumption and borne by the final consumer. It is included in the price that the ultimate customer pays. Thus it differs from a direct tax such as an income or inheritance tax.

Let's see how it would affect you as a consumer if you bought a product like an automobile from General Motors. There would first be a VAT on the iron ore from the miner to the steel company. There would be a VAT on the steel when sold by the steel company to G.M., or any other metals or materials in the automobile. Then there would be a VAT on the automobile when G.M. delivered it to the dealer, and a final VAT on the automobile when you bought it from the dealer. And remember that you, the consumer, will pay for all of those taxes, for they merely will be passed on as increased cost.

In the normal situation, each business in the process collects the VAT on its sales, takes credit for any VAT it has paid on purchases, and remits the net amount to the government. Only the retail consumer is not entitled to a refund or credit for VAT paid. Ultimately, the full weight of the tax falls on the final consumer.

Some of our congressmen favor it because they advocate that it will be simple to administer, give a better tax mix, give potential for larger revenue, and have a more stable revenue base.

There are many unfavorable aspects, but the main objection is that it will be taking the lid off in taxing the consumer and even create more taxes for the government to spend.

It is about time our congressmen realized that the American people need less taxes and less government spending, rather than loosening the strings on the tax purse.

Nellie Belle plows cheaper ...and better

Talk of energy and energy-saving devices has prompted some people to realize that some of the old ways of doing things might not be so bad after all.

R. O. Kendrick, LUFKIN retiree, seems to think plowing a garden with his mule, Nellie Belle, is the only way to go.

"She's a good plowing jenny," he says. "I wouldn't trade her for all the tillers in the country."

R. O. enjoys working in his garden. "I still use the tractor to mow around the place but I've never found anything that will compare to a mule in a garden.

"I've used mules before and I even plowed with an old mare

I had once. I've always enjoyed plowing behind a mule."

R. O. says Nellie Belle was broken to the plow when he bought her last year so he didn't spend any time training her. "She went right to the garden and started plowing."

He uses several different types of plows during the year but his favorite is his Georgia Stock Plow.

"I don't know why, but I've always enjoyed plowing with it," he said.

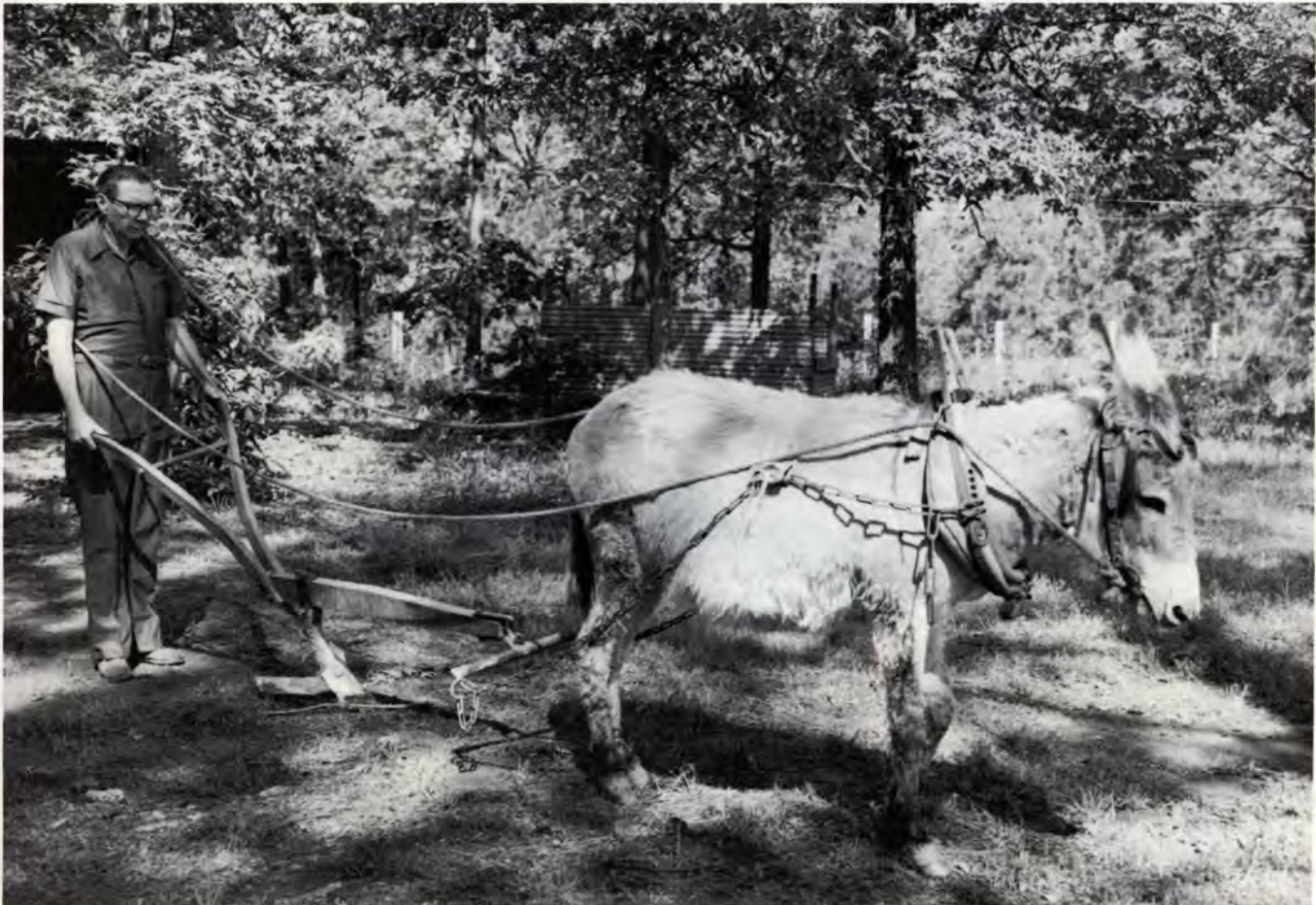
R. O. has been feeding Nellie Belle a little more than she normally would need. He hopes to put extra weight on her by

feeding her horse and mule feed. Otherwise, he says she costs him practically nothing while her energy output is tremendous.

□ □ □

Compared to the tractor, she costs less to maintain and operate and she's easier to work in the garden. His neatly laid out garden is proof of that.

But the way Nellie comes to him without being called and the obvious affection he has for the old jenny would seem to indicate that energy conservation would be way down the list of Nellie's advantages over the tractor. □



THIRD ANNUAL FISHING TOURNAMENT

The Bass Liked



Art Nelson (left) and Charles Teutsch, both of Engineering, show off their First Place trophies in the Bass Division

LUFKIN'S third annual fishing tournament was held Saturday, April 14 and once again a sudden change of weather produced some early morning numb fingers and generally poor fishing.

Thirty-three two-man teams braved the early morning cold hoping to carry home a trophy and cash or at least beat Travis Stone, Machine Shop General Foreman, and Phillip Lowery, Machine Shop, last year's winners.

And several did beat them. In fact, Travis and Phillip were a lowly fifth in the bass division which prompted Travis to comment, "If I don't place first, it's just as bad as losing."

"We caught three real fast that morning and I was beginning to think 'This is going to be no contest.' After that, it was three hours before we even got another strike. And we were fishing hard."

"I didn't even stop to eat. I grabbed a sandwich while we were going to another spot."

art Nelson and Charles Teutsch, both of Engineering, carried home first place trophies and split the \$60 cash prize for their 22-pound, 6-ounce string of bass. Art also caught a 3-pound, 9-ounce bass which was the second largest bass caught.

"We caught most of ours on grape Mr. Twister worms in about six feet of water," Art said. "We were fishing on the old Carter Farm around a clump of

Grape Mr. Twisters

bushes I found nearly two weeks ago."

Art said he thought he caught a few more fish than Charles, which might cast a doubt if he was telling the truth. But Charles agreed, "... this time he's telling the truth. But he caught his biggest bass out of one of my old spots. Did he tell you that?"

Lyndell Phillips, Security Guard, Trailer plant, and Michael Haney, Trailer parts department, won the Crappie Division with a 9-pound, 1-ounce catch. Lyndell also won the Big Crappie contest with a 1-pound, 9-ounce catch, barely beating Johnny Arnold, Machine Shop, who caught a 1-pound, 7½-ounce crappie.

Lyndell and Mike were strictly fishing for crappie, which is all Lyndell ever fishes for.

"I'm not a bass fisherman but I can catch white perch," he said, even though his luck the day of the tournament was off his normal pace.

"When we started in, I told Mike, 'We haven't won anything,' but nobody else had caught anything either."

Lyndell was born and raised just a few hundred yards from Hanks Creek Marina, the official weigh-in station for the tournament, and has been an avid white perch fisherman for many years.

His method of finding white perch is very simple. "I just troll along real slow, throwing a minnow out in front of the boat

until one hits it. That's where I fish because there will be a mess of them there." The method worked, he says, because they caught all their fish in one spot.

although Robert McBride and Truitt Dixon, both of Trailer engineering, placed third in last year's bass division, only Bob made any money this year. He won \$40 with his 4-pound, 12½-ounce bass, the winner of the Big Bass Competition.

He says the big bass hit right at the boat and he had it netted before he had time to think about losing it. But he didn't take any chances after that.

"Just to be safe, we put it in the ice chest instead of on the stringer with the others," he said.

Kenneth Waldrop and Jarrell Willson, both of the Machine Shop, won second place in the bass division with a 12-pound, ½-ounce catch.

Peyton Page and J. B. Johnson, also of the Machine Shop, took third place with a 9-pound, 13-ounce stringer.

A team from Material Control, Mark Wright and Jonny Eoff, placed fourth with a 9-pound, 13-ounce stringer.

Travis Stone and Phillip Lowery, both Machine Shop had an 8-pound, 10½-ounce catch, good enough for fifth place.

Von Lowery, Jr. and Johnny Arnold, both of Machine Shop, took sixth place with a 6-pound, 5½-ounce string of bass.

In the crappie division, W. L. Bullard and Charles Johnson, both Machine Shop, were only one pound short of first place with an 8-pound, 1-ounce string of crappie.

Von Lowery and Johnny Arnold also placed in the crappie division. Their 5-pound, 14-ounce catch of crappie was good enough for third place.

Robert McQuilkin and James Bell, both of the Machine Shop, placed fourth with a catch of 3-pounds, 7½-ounces.

despite the early morning chill, the bright sunshine soon warmed things up and by the 4 p.m. weigh-in, there were lots of red noses and arms. In all, it was a fun day for everyone, even Travis Stone, who flatly denied reports that he spent a whole week of vacation the week of the tournament scouting the lake for the hot spots.

"That's not true. I didn't even get to go till Wednesday and the weather was so bad I was the only one on the lake. But I caught a mess of fish Friday."

Sounds like another one of Travis' fishing tales.

**For more winners
turn page...**





Lyndell Phillips (left) and Mike Haney, First Place, Crappie Division



John Havard (left) with Robert McBride, Winner of Big Bass Prize



John Havard congratulates Charles Johnson (left) and W. L. Bullard (center), Second Place winners in Crappie Division



Johnny Arnold (left) and Von Lowery, Third, Crappie Division; Sixth, Bass Division



Peyton Page (left) and J. B. Johnson, Third Place, Bass Division



Mark Wright (left) and Jonny Eoff, Winners of Fourth Place, Bass Division



James Bell (left) and Robert McQuilkin, Fourth Place, Crappie Division



Travis Stone (left) and Phillip Lowery, Fifth Place, Bass Division □



Planned Boat Trips and Just Common Sense

Getting away to the lake for a weekend or afternoon of fishing or skiing is a refreshing way to relax and forget problems.

Unfortunately, the wind and spray in the face tend to wash away problems—as well as to push aside boating safety practices.

Most boating accidents are the results of gross violations of very basic, common sense boating safety: overloading, improper loading, careless movement of passengers and horseplay.

Hasty, poorly-planned boating trips often are spoiled by accidents. Boaters should check weather forecasts, number of passengers expected, fuel supply, and number of personal flotation devices before every trip.

It is also a good policy to leave information about your trip with someone: where you are going, how many are going and when to expect you back.

Also, avoid foolish horseplay. It's not necessary and is a very common cause of boating accidents. And boating is no place for excessive alcohol consumption. It can impair judgment and control whether you are on the water or the highway.

Take time to plan your boating trips this summer and don't forget to use just plain common sense safety precautions. □

Shop Class Graduates



(Top) Blueprint Reading Class—Front Row (l-r) Tracy Bemelman, engineering; Hilda Meshell, Trailer Division, 1st shift; Pattie Smith, Trailer Division, 1st shift; Louise Melton, manufacturing engineering; Patty Scott, welding & structural, 2nd shift; Dave McMahan, welding & structural, 2nd shift. Back Row (l-r) Rudy Fudge, utility maintenance, 1st shift; C. W. Williams, machine shop, 3rd shift; Jeff Aversa, machinery sales; Bill Walker, manufacturing engineering, instructor; Chris Skelton; Charles Morgan, shipping, 2nd shift



(Bottom left) Trigonometry Class—Charles Shattuck, cleaning room, 1st shift, left, and Gary Long, manufacturing engineering

(Bottom right) Welding Class—(l-r) Elton Fenley, Main Office; Marvin Free, foundry maintenance, 1st shift; Jess Honeycutt, utility maintenance, 1st shift; Mitchell O'Neill, plant engineering, instructor □

Scout David Riggs receives Eagle Badge

Scout David Riggs, son of Jim Riggs, Trailer Industrial Engineering, was presented the Eagle Badge at a special ceremony April 16 at the Troop 136 Scout hut.

Presenting the award was Robert Putnam, Scoutmaster for Troop 136. Others on the program included: Ernest Bartlett, Jr., Committee Chairman in charge of the Eagle Court of Honor; Curtis Keith,

Jr., pastor of First Christian Church; Louis Bronaugh, Troop 136 Committeeman.

As his Eagle project, David served voluntarily as a live-in counselor for underprivileged children at his church camp.

His achievements include: served as Patrol Leader and Senior Patrol Leader of Troop 136; served in the Troop's Leadership Corps; attended the Council's Troop Leader

Development Course at George W. Pirtle Scout Reservation; attended the Brown Sea Island Camping Experience for Senior Patrol Leaders; elected to the Scouting Camping Service Organization, The Tejas Lodge Order of the Arrow; and received the Fifty Miler and Honor Camper awards as a result of his active participation in various summer and winter troop tours. □



C. E. Hicks recalls the early days of the trailer i

The change “seasoned high stress was gradu

During the early 1900s, the Martin Wagon Company did a thriving business, supplying log wagons and other equipment to the hundreds of sawmills in East Texas.

The lumber industry depended heavily on Martin wagons and carts in logging operations and at the sawmill. The Martin eight-wheel log wagon was a favorite choice for logging due to its easy handling around tight corners in the forest. The Martin two-wheel lumber carts were also popular around the hundreds of sawmills in East Texas at that time.

But by the late 1930s, most of the small sawmills were gone and the Martin Wagon Company was struggling to survive. It had become a small operation, employing little more than twenty people, including the general manager and his assistant, when it was purchased by Lufkin Foundry and Machine Company in 1939.

Now forty years later, C. E. Hicks, Trailer Accounting, is the only remaining member of the Martin organization in 1939. He remembers his job as assistant to the general manager as a mixture of salesman, buyer, parts-man and secretary for the small wagon company that would eventually become a \$36 million operation in 1978.

The office and plant of the Martin Wagon Company were

located along the Southern Pacific Railroad, between the railroad and Abney Street, where Transit Mix Concrete Supply is today. Hicks says the company's office was roughly where Transit Mix has its large pile of gravel.

About all that's left of the Martin Wagon Company era are the memories, various old photos and an occasional old wagon that has managed to weather the years. Hicks guards closely a rather large collection of old photos of Martin products and early LUFKIN Trailer products.

Among his collection is a 1926 Martin Wagon Company Catalog and Price List which shows most of the Martin products and prices. The most expensive product, the Flexible High-Speed Eight-Wheel "Speed Wagon" featuring Martin Floating Bearing Axles, sold for \$775, F.O.B. Lufkin, Texas. The Two-Wheel Standard Lumber cart, featuring "thoroughly seasoned Oak Wheel Hubs" and constructed of the best grade oak and hickory, sold for \$33.

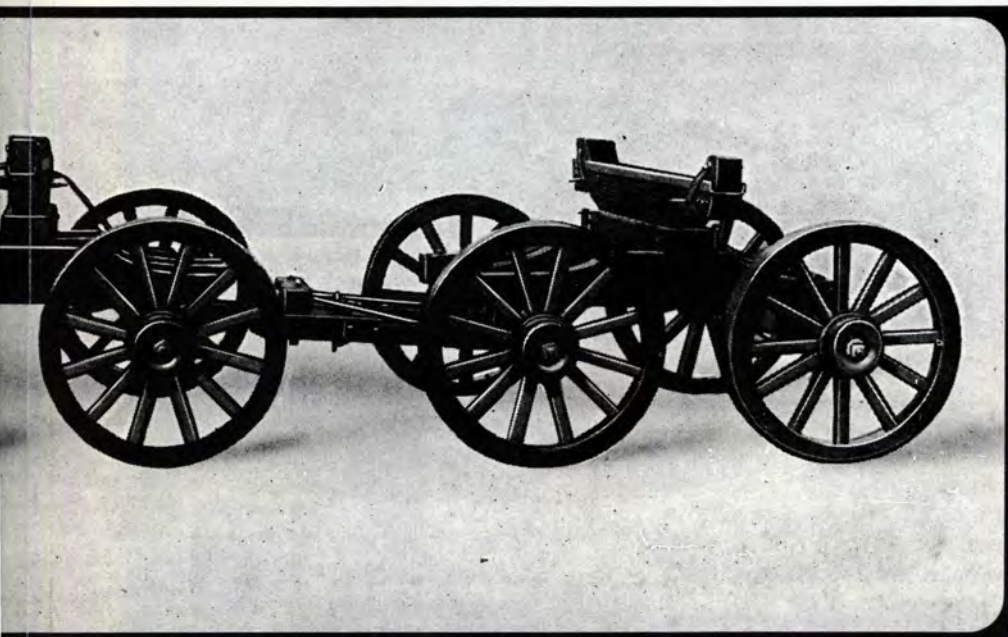
Even at those prices, the future was grim by 1939. "We were on pretty weak footing at the time," Hicks recalled. "Most of the guys were relieved when LUFKIN bought us out. They were at least assured that they would have a job."

Hicks went to work for Martin



r industry

e from oak hubs" to s steel al



Wagon Company in 1938 to replace Raymond Willmon who would later go to work for Lufkin Foundry and Machine Company in the accounting department.

"I did everything except actually build trailers," he says. "I took orders, bought materials, wrote letters, took care of accounting and was the parts-man.

"Of course, they were building only two or three trailers a month then so there wasn't that much to do."

Although he never built the trailers, Hicks was familiar with the construction process which he says was slow and crude by today's standards.

"We built trailers for many years with little more than a welding machine, a cutting torch, a shear to cut sheet metal and a brake to bend it," he said.

"Until we moved from the main plant in town, we had very few jigs and fixtures. Everything

(Top) The Martin Eight-Wheel "Speed Wagon" designed for heavy hauling, primarily in the oil field, was built along the same lines as the log wagons. It was outfitted with Martin Floating Bearing Axles that permitted the wagon to run "hundreds of miles at high speed without renewing axle grease."
(Bottom) Martin Wagon Company was building all types of wagons and trailers by the late 1930's including dump trailers, floats, and this dry freight van

“When I went to work for Martin Wagon Company, the highest paid man was making 50¢ an hour. I went to work for \$87.50 a month.”

was done more or less by hand. We built very few things on any type of assembly-line basis.”

Purchasing material for the Martin Wagon Company was a simple operation in 1938. The days of market surveys and material forecasting were still decades away. “When we sold a trailer, I would pick up the phone and order enough steel to build it,” Hicks said.

Suppliers located in Dallas and Houston would usually deliver the necessary material in two or three days. Tires were usually bought from local dealers.

Trailers remained fairly simple for many years. “Brakes weren’t even required then, so maybe one out of ten actually had brakes on them,” he said smiling. “Of course, the legal (weight) limit was only 6000 pounds then.”

Today’s trailer with high-stress steel and anti-skid brakes is a sharp contrast to those early trailers. Hicks says the growth and change of the Trailer division was slow and gradual and he rarely even noticed how it was changing. Now as he looks back the changes seem drastic and unbelievable.

“When I went to work for Martin Wagon Company, the highest paid man was making 50¢ an hour. I went to work for \$87.50 a month.

“Of course, everything else was cheap, too. I was renting a two-bedroom furnished apartment for \$37.50 a month. Not long after that, my wife and I moved into an unfurnished brick duplex. It was \$25 a month and very nice,” he said.



This was the first trailer manufactured after the LUFKIN Trailer employees moved from the old Martin Wagon Company plant on Abney to the new building at the Lufkin Foundry plant. Hicks thinks this trailer was later sold to Beall Brothers Department stores in Jacksonville

“Not long after I hired on, LUFKIN bought us out. They started adding a few people. I finally got a girl to help me in the office and they moved a few of the LUFKIN engineers over to the Trailer division.”

Two years after the purchase, the company moved all the trailer employees to a new building, now the Material Control offices and warehouse.

War contracts for various types of trailers kept the new division of the Lufkin Foundry and Machine Company busy. “We built low-boys for hauling tanks, mobile laundry units and trailers for portable generators,” Hicks recalled.

After the war, the trailer division continued to grow. The new trailer plant completed in 1969 is still one of the most modern facilities in the nation. The plant covers eight acres and features modern assembly-line techniques, automatic welding machines and a computer-controlled rivet

machine that can rivet together the side for a 40-foot van in minutes.

There have been bad times for the trailer industry and LUFKIN Trailers. A sharp decline in the trailer industry in 1975 forced trailer employees to build pumping units at the trailer plant. And in 1972, a destructive tornado struck the new plant, causing nearly a million dollars in damage.

Hicks can give a first-hand account of almost anything in the division’s forty-year history except the tornado. He says he left early that day to go to the dentist. The tornado hit about 4:30 p.m. about the time he got out of the dentist office.

“I remember looking at the clouds in that direction and thinking they sure looked bad,” he said.

“After I heard about it, I went right down there. It was really a mess. I’m not sorry I missed that.” □

WHO'S WHO AT LUFKIN



James W. Allen

JAMES W. ALLEN was promoted to Supervisor in charge of second shift export crating operations in the Export Department, Final Assembly & Shipping. He was employed by LUFKIN in 1962.



Ide Russell

IDE RUSSELL has been promoted to Foreman of the Pumping Unit Sub-Assembly department due to the announced retirement of Edd Terrill. Ide was employed by LUFKIN in 1961. Edd Terrill will serve as consultant and assistant to Ide until his retirement later this year.

NESTER GOSHKO has been promoted to District Manager of Machinery Sales, Canadian Division. He will be manager of the LUFKIN sales office at Edmonton, Alberta, Canada. Nester was employed by LUFKIN in 1974.



Alfred Navarro

ALFRED NAVARRO was promoted to Assistant Foreman in the Foundry Cleaning Room, second shift. He was employed by Lufkin Industries in 1976.



Kenneth Hanks

KENNETH HANKS was promoted to Supervisor in the Machine Shop. He will be in charge of the Lathe Shop operations on the second shift. Kenneth was employed by LUFKIN in 1977.



Charles D. Winthrop, Jr.

CHARLES D. WINTHROP, JR. has been promoted to Foundry Materials Manager. He will continue to work with the Purchasing Department to coordinate material purchases as well as be responsible for incoming or outgoing materials and yard maintenance. He was employed by LUFKIN in 1977.



James Scott

JAMES SCOTT has been promoted to Assistant Foreman in the Foundry Cleaning Room, first shift. James was employed by Lufkin Industries in 1946.

CELEBRATING AN ANNIVERSARY 3~9 YEARS

SUZY BARKER
Engineering
6 years



DAVID BOWERS
Manufacturing Engineering
7 years



W. L. BULLARD, JR.
Machine Shop
7 years



DAVID BLANTON
Shaft Shop
6 years



JAMES BOWMAN
Engineering
5 years



CHARLES BURSE
Jig Shop
6 years



AARON BLUFORD
Welding & Structural
4 years



R. W. BOYD, SR.
Machine Shop
6 years



BOBBY CAULEY
Foundry—Main Bay
6 years



JOHN BONHAM, SR.
Welding & Structural
3 years



DONNELL BRADLEY
Automotive & Industrial
3 years



ARCHIE CHATMAN
Machine Shop
4 years





JIMMY COOK
Machine Shop
7 years



CLYDE GILMORE
Foundry—Cleaning Room
4 years



HOMER KROEKER
Counterweight Foundry
3 years



DAVID DAVIS
Shaft Shop
4 years



DAVID HERNANDEZ
Foundry—Melting
8 years



JAMES LAMBERT
Brass Foundry
4 years



HARMON DAVIS
Shaft Shop
4 years



GENE HILL
Welding & Structural
5 Years



LOUIS LLOYD
Engineering
9 Years



DONALD DIXON
Trailer—Warehouse
5 years



LAWRENCE HUNT
Machine Shop
5 years



JOHN MADDEN
Commercial Gears
5 years



JOHN DOSS
Gear Cutters
7 years



JERRY JACKSON
Welding & Structural
6 years



ROGER MAYS
Machine Shop
4 years



JAMES DUIRDEN, JR.
Foundry—Side Bay
4 years



JIMMY JOHNSON
Foundry—Cleaning Room
5 years



LARRY MAYO
Tool Room
5 years



DEAN DURHAM
Machine Shop—Yard Crew
3 years



VERNON JOHNSON
Brass Foundry
4 years



ARCHIA MCDUGALD
Heat Treat
4 years

ROBIN MCMULLEN
Automotive & Industrial
3 years



JAMES PORTER
Gear Cutters
4 years



PAUL VANEMAN
Welding & Structural
4 years



RONNIE MCMULLEN
Quality Control
7 years



ARTHUR PREJEAN
Machine Shop
3 years



ROBERT WALSH
Assembly & Shipping
3 years



TONY MODISETTE
Automotive & Industrial
3 Years



LINDA ROBB
Foundry—Office
3 years



ALBERT WEATHERS
Machine Shop
3 Years



ROBERT NEWTON
Welding & Structural
4 years



CHARLES STEVENSON
Plant Engineering
3 years



THOMAS WILLIAMS
Assembly & Shipping
5 years



JACKIE NICHOLS
Trailer—Floats
6 years



JOHNNY STOTT
Foundry—Office
5 years



BETTY WILSON
Trailer—Offices
5 years



FRANK PHILLIPS
Electrical
6 years



WILLIE STURGIS
Foundry—Cleaning Room
7 years



RAE WILSON
Material Control
4 years



WAYNE POLLOCK
Gear Cutters
4 years



JAMES THOMPSON
Welding & Structural
7 years



JAMES YOUNT
Tool Room
6 years



MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
H. H. Parrish, Jr.	June 23, 1950	29
V. W. Busselle	June 26, 1950	29
John O'Quinn	June 26, 1950	29
James R. Watson	June 7, 1951	28
James Sharp	June 9, 1951	28
Norman Green	June 11, 1951	28
Bill Cantrell	June 11, 1957	22
Betty Havard	June 23, 1959	20
Jimmy Hathorn	June 19, 1963	16
Roger Russell	June 29, 1965	14
T. L. Williams, Sr.	June 1, 1966	13
Clarence E. Smith	June 30, 1966	13
W. C. Bryson	June 19, 1969	10
Jimmy W. Cook	June 6, 1972	7
John B. Doss	June 19, 1972	7
Ronnie McMullen	June 20, 1972	7
W. L. Bullard, Jr.	June 28, 1972	7
David A. Blanton	June 5, 1973	6
R. W. Boyd, Sr.	June 7, 1973	6
James Yount	June 12, 1973	6
Charles C. Burse	June 13, 1973	6
Lawrence E. Hunt	June 3, 1974	5
Larry J. Mayo	June 10, 1974	5
John W. Madden	June 10, 1974	5
Charles W. Dailey	June 17, 1974	5
Archie L. Chatman	June 2, 1975	4
James L. Porter	June 3, 1975	4
Harmon E. Davis	June 4, 1975	4
David W. Davis	June 4, 1975	4
Archie McDougald	June 10, 1975	4
Raymond Hollis	June 11, 1975	4
Roger Mayes	June 23, 1975	4
Wayne J. Pollock	June 30, 1975	4
Dean Durham	June 1, 1976	3
Arthur T. Prejean	June 21, 1976	3
Albert N. Weathers	June 21, 1976	3
Darrell G. Allen	June 9, 1977	2
Joann Dixon	June 7, 1977	2
Kenneth Hanks	June 10, 1977	2
Curt A. James	June 13, 1977	2
Ricky W. Alvis	June 14, 1977	2
James Weatherly	June 27, 1977	2
Charles McAdams	June 1, 1978	1
Little J. Burrell	June 2, 1978	1
John E. Buschman	June 8, 1978	1
Ralph Alaniz, Jr.	June 9, 1978	1
Jacky C. Collins	June 16, 1978	1
William H. Havard	June 20, 1978	1
Earlene Wallace	June 29, 1978	1

FOUNDRY OPERATIONS

	Employment Date	Years with Co.
Franklin Weeks	June 16, 1941	38
L. W. Dubose	June 7, 1944	35
Joe Thomas	June 26, 1944	35
M. L. Thompson	June 28, 1948	31
Frank Martin	June 12, 1951	28
Wilson Sparks	June 9, 1952	27
Charles Collins	June 17, 1955	24
James Kegler	June 2, 1961	18
James Wiley	June 28, 1966	13
James Thompson	June 8, 1967	12
Artis Teal	June 17, 1969	10
David Hernandez	June 8, 1971	8
Willie Sturgis	June 16, 1972	7
Bobby Cauley	June 5, 1973	6
Johnny Stott	June 3, 1974	5
Jimmy W. Johnson	June 13, 1974	5
James B. Lambert	June 11, 1975	4
Clyde P. Gilmore	June 16, 1975	4
Vernon Johnson	June 23, 1975	4
James Dairden, Jr.	June 27, 1975	4
Linda Robb	June 7, 1976	3
Homer Kroeker	June 23, 1976	3
Jimmy R. Evans	June 6, 1977	2
Billy Richardson	June 10, 1977	2
Jimmy L. Brooks	June 20, 1977	2
Tony King	June 29, 1977	2
Bernadino Acevedo	June 30, 1977	2
Bhabanath Chatterjee	June 1, 1978	1
Jeffrey Audrey	June 1, 1978	1
Calvin A. Jones	June 1, 1978	1
Gary L. McKinney	June 2, 1978	1
J. W. Fenley II	June 12, 1978	1
Jessie S. Lopez	June 13, 1978	1
Rolando Dorado	June 13, 1978	1
David L. Ayers	June 15, 1978	1
Francisco Moyeda	June 23, 1978	1
Carlton Bryan	June 28, 1978	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Omah Hayes	June 6, 1978	1
Jerry W. Davis	June 13, 1978	1

PATTERN SHOP

	Employment Date	Years with Co.
Wayne O. McMullen	June 16, 1959	20
Billy R. McClendon	June 3, 1965	14
Tommy G. Maxie	June 6, 1977	2

WELDING AND STRUCTURAL

	Employment Date	Years with Co.
C. E. Mangus	June 8, 1951	28
Perry McKnight	June 18, 1968	11
Thomas E. Jones	June 2, 1969	10
James C. Thompson	June 13, 1972	7
Jerry Jackson	June 29, 1973	6
Gene A. Hill	June 3, 1974	5
Robert E. Newton	June 10, 1975	4
Aaron Bluford	June 12, 1975	4
John N. Bonham, Sr.	June 3, 1976	3
Richard W. Nash	June 14, 1976	3
Tracy G. King	June 6, 1977	2
Calvin T. Evans	June 9, 1977	2
Janie Mott	June 27, 1977	2
Patrick P. Malone	June 1, 1978	1
Thomas T. Murphy	June 14, 1978	1
James E. Johnson	June 21, 1978	1
Patrick Higgenbotham	June 21, 1978	1

TRAILER OFFICES

	Employment Date	Years with Co.
Betty R. Wilson	June 17, 1974	5
Nancy Greusel	June 1, 1977	2
Vickie E. Jones	June 2, 1978	1

TRAILER PLANT

	Employment Date	Years with Co.
Billy Holcomb	June 18, 1946	33
Arden Jenkins	June 5, 1950	29
John Modisette	June 9, 1950	29
Hubert L. Murrah	June 26, 1950	29
C. B. Kendrick	June 20, 1956	23
Donnie W. Chandler	June 14, 1966	13
Augusta Jones	June 27, 1968	11
Jackie D. Nichols	June 4, 1973	6
Donald E. Dixon	June 12, 1974	5
John M. Graham	June 1, 1977	2
Bennie Chisenhall	June 2, 1977	2
William Cole, Jr.	June 9, 1977	2
Glen C. Loftin	June 13, 1977	2
Israel Del Toro	June 13, 1977	2
Robert Lambright	June 30, 1977	2
Lester Brown	June 5, 1978	1
David Ivy	June 5, 1978	1
Harold B. Butler	June 5, 1978	1
Larry W. Krc	June 7, 1978	1
Jessie Toomer	June 13, 1978	1
Hilda R. Meshell	June 16, 1978	1
Jerry L. Landrum	June 19, 1978	1
Archie L. Overshine	June 20, 1978	1
David E. Dixon	June 21, 1978	1
Gladwyn McDaniel	June 27, 1978	1
Jimmy T. Vann	June 29, 1978	1

MANUFACTURING ENGINEERING

	Employment Date	Years with Co.
Joe Simmons	June 1, 1965	14
David Bowers	June 29, 1972	7

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
Marshall Dailey	June 25, 1946	33
Bobby Christopher	June 8, 1955	24
James Crawford	June 2, 1969	10
Kenneth Massey	June 1, 1973	6
Ruben Cantu	June 19, 1973	6

MATERIAL CONTROL

	Employment Date	Years with Co.
Jack Blackburn	June 3, 1947	32
Raema J. Wilson	June 30, 1975	4
Fred R. Kramer	June 1, 1978	1
Phyllis Ford	June 19, 1978	1
Kenneth R. Estes	June 30, 1978	1

CORPORATE OFFICES

	Employment Date	Years with Co.
Genevieve Pruitt	June 8, 1962	17
Shirley Williamson	June 10, 1963	16

Gary Day	June 11, 1963	16
Beryl Brevell	June 1, 1969	10
James Blanton	June 17, 1969	10

TRAFFIC

	Employment Date	Years with Co.
Elmo Hightower	June 26, 1969	10
James Glover	June 12, 1978	1

ENGINEERING

	Employment Date	Years with Co.
Milton Walther	June 2, 1954	25
Jim Partridge	June 2, 1958	21
Charles Vinson	June 1, 1965	14
Jerry Crofford	June 1, 1966	13
Jerry Vann	June 3, 1966	13
Phillip Kee	June 6, 1966	13
John Ramey	June 10, 1968	11
Richard Jones	June 2, 1969	10
Louis Lloyd	June 10, 1970	9
Suzy Barker	June 21, 1973	6
James Bowman	June 24, 1974	5
Colbert A. Rittgers	June 5, 1978	1
Curtis W. Havard	June 8, 1978	1

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Billy Collmorgen	June 19, 1950	29
David M. Card	June 23, 1954	25
Frank Phillips	June 11, 1973	6
Roy Crawford	June 12, 1978	1
Wayne Harbuck	June 30, 1978	1

PLANT ENGINEERING

	Employment Date	Years with Co.
Malcolm Barclay	June 3, 1968	11
Charles Stevenson	June 2, 1976	3

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
David Massingill	June 9, 1951	28
Bob Butler	June 14, 1951	28
Len Ruzicki	June 15, 1953	26
John Finney	June 6, 1955	24
Don McCarn	June 15, 1959	20
Bob Nicholas	June 7, 1965	14
Dave Remick	June 1, 1970	9
George Adda	June 3, 1974	5
Karen Demeter	June 26, 1974	5
Scott Hunsinger	June 1, 1977	2
May Eileen Zieche	June 26, 1978	1

PERSONNEL

	Employment Date	Years with Co.
Johnny Long	June 1, 1953	26
John E. Willson	June 14, 1954	25
Raymond McCollum	June 17, 1959	20
Jared Satterwhite	June 1, 1977	2
Sam O. Blair, Jr.	June 15, 1977	2
Diana J. Bunch	June 15, 1978	1

MAINTENANCE

	Employment Date	Years with Co.
H. L. Bridges	June 5, 1963	16
Larry Cloudy	June 11, 1968	11
Paul VanEman	June 23, 1975	4

FINAL ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
F. K. McKinney	June 27, 1950	29
David Cobb	June 21, 1951	28
Jerry Jackson	June 1, 1962	17
Jerome Stubblefield	June 13, 1973	6
Thomas Williams	June 25, 1974	5
Robert Walsh	June 2, 1976	3
John King	June 1, 1978	1
Charles McAdams	June 1, 1978	1

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Tony Modisette	June 1, 1976	3
Robin E. McMullen	June 1, 1976	3
Donnell Bradley	June 8, 1976	3

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roundup laffs

"I'm looking for adventure, excitement, beautiful women," cried the young man to his father as he prepared to leave home. "Don't try to stop me. I'm on my way."

"Who's trying to stop you?" shouted his father. "Take me along."

Hereditv: The talents a child inherits from your side of the family and the handicaps he inherits from the other side.

A very, very ancient jalopy wheezed up to the toll gate of a new superhighway.

"Fifty cents," said the attendant.

"Sold," cried the driver.

A parking meter is an automatic device that bets a buck to your dime that you can't get back before the red flag pops up.

Some girls get a lot out of a dress, and leave it out.

A human being is a guy who'll laugh over a family album, then look in a mirror and never crack a smile.

Mother . . . to small son: "I don't care if the basement wall is cracking. Stop telling everyone that you come from a broken home."

Jimmy Wong has a new Chinese diet—eat all you want but use one chopstick.

Today's gentleman is the fellow who holds the door open for his wife while she carries in the groceries.

A man will laugh at a woman trying to put on eye makeup and yet he will take 10 minutes trying to make three hairs look like six.

Wife to husband with hangover: "I don't see why your head hurts this morning. You certainly didn't use it last night."

Conference: A meeting at which people talk about things they ought to be doing.

History records only one indispensable man; Adam.

Spinster: "I can't decide between the easy chair and the couch."

Furniture salesman: "Lady, I don't think you can go wrong with a comfortable chair like this one."

Spinster: "Then I think I'll take the couch."

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About the Cover

LUFKIN photographer David Freeze captured this striking reflection of the evening sun, silhouetting boat and passenger on Sam Rayburn Lake.