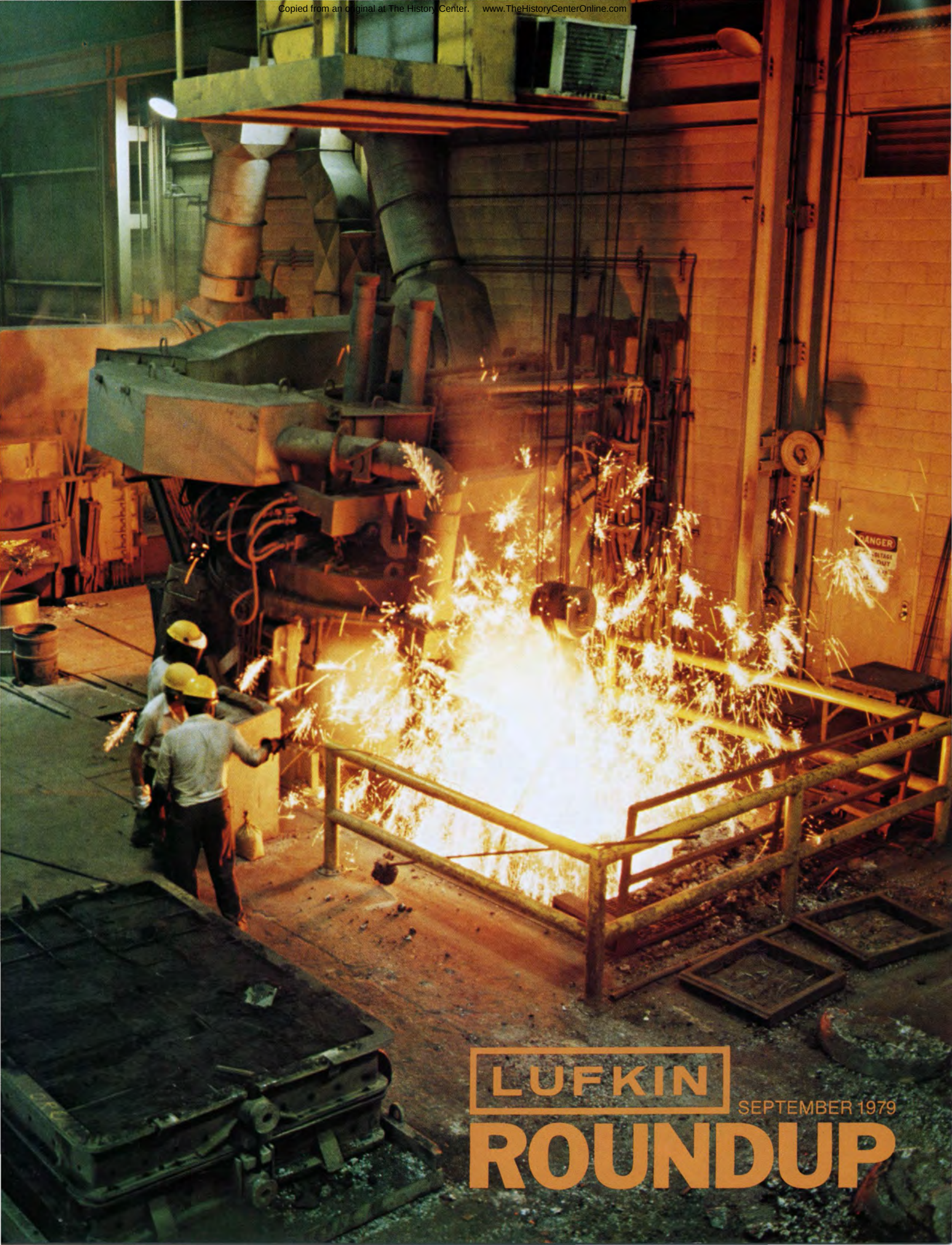


LUFKIN

SEPTEMBER 1979

ROUNDUP

FROM THE PRESIDENT'S DESK...

FELLOW EMPLOYEES:

The standard topics of discussion these days seem to be inflation, gas shortage, energy and recession.

In Lufkin, we have seen a sample of all of these except recession, so we have plenty to talk about with regard to energy and inflation.

Inflation, simply stated, means that there is more demand than there are goods and services. A very small shortage can make the price of anything go up. Conversely, a small surplus of anything can make prices go down.

But the real underlying cause of inflation stems from excessive government spending in an attempt to regulate it, or improve the economy. Government can be a good friend or our worst enemy, depending on how we use it. It can give us nothing but what it takes from somebody else. A government big enough to give us everything we want is big enough to take everything we've got, including our freedom. If we could control government hand-outs, we could control inflation.

The gasoline and diesel shortage is apparently for real, and all of us no doubt are going to have to learn to live with less fuel than we are now using. We might be asking ourselves, as we did in World War II, "Is this trip really necessary?"

The average American now consumes twice the energy of a European, yet lives in a much warmer climate. There is no question in my mind that the American people can adjust to the shortage, or find alternate sources of energy for their livelihood.

As a company commander in World War II, I remember many of our soldiers, who in civilian life were clerks or soda-jerks, but when under fire or pressure in a clinch, came through with flying colors on the battlefield and learned to "bite the bullet."

American technology and labor have always led the world in innovation and with our free enterprise system we'll find a way to whip the energy crisis.

Our business system has brought more benefits to more people for a longer period of time than any other economic system in history.

As long as the system is allowed to operate freely, subject to the watchdogs in our government regulatory and judicial agencies, it will continue to provide the better way of life.

•STAUB•THOMPSON'S• •GRISTMILL•

"You can't beat it for freshness"

Remember when food was food? Free of preservatives and additives?

At LUFKIN retiree H. E. (Staub) Thompson's home, food is still food. Not only are most of the family's vegetables grown in the family's acre garden, but corn is freshly ground on Staub's own gristmill.

"My corn grinder mills corn as silky as you'll find at any store." Staub says. "And you can't beat it for freshness."

Staub, a machine shop employee for 37 years, started milling corn in 1976. "I was looking for something to keep me busy. I saw this corn grinder in the Sears catalog and ordered it."

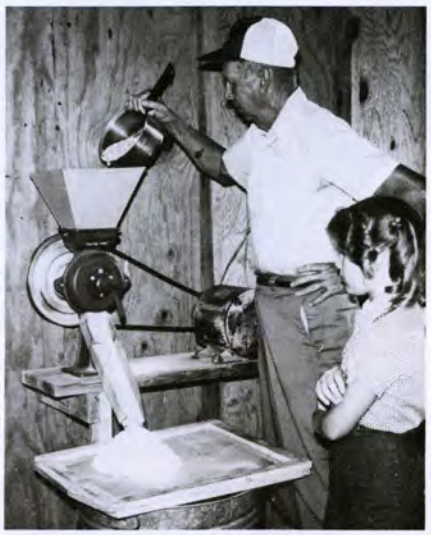
Unlike a larger gristmill, Staub's grinder only chops and grinds the corn. In order to eliminate kernels and other unusable parts of the corn, Staub sifts the meal by hand.

"I've seen some people who didn't bother to sift the meal and that's all right if you're using it for chicken feed. For good cornbread, however, the meal should always be sifted."

Powered by a one horsepower electric motor, the miniature gristmill churns out cornmeal for Staub's family and a few neighbors. They all agree it's delicious.

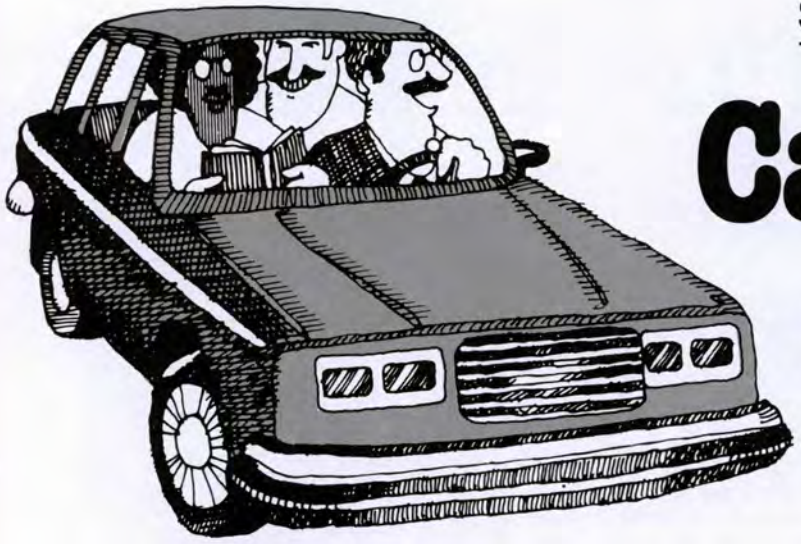
"It's a very simple machine to set up. Anyone could do it. The investment is minimal—just a little time and effort."

Staub has never stopped to figure if his corn grinder is saving him money or not. "I just know it makes good cornbread," he shrugs. "It's the best cornbread I've ever eaten and I've eaten a lot of cornbread in my time."—*JANICE ASTON*
Photos by TOM JOHNSTON



(Right) Staub raises his own corn, then meals it in his corn grinder. Most of the cornmeal is used for baking. Granddaughter Jamie is ready to sack the meal for storage (Below) Staub uses a makeshift sifter to remove any kernels and other unusable parts of the cornmeal. Granddaughters (left to right) Jamie Baker, Daveta Coleman and Jalene Baker look on

Carpoolers agree
Savings make it worth the effort



Carpooling: a coming trend

You've heard the advantages of carpooling time and time again.

Carpooling conserves gasoline.

Carpooling lessens traffic congestion and parking problems.

But most of all, carpooling saves money.

With gasoline prices soaring and gasoline shortages reported throughout the area, several groups of LUFKIN employees are taking advantage of carpooling's benefits.

"Carpooling is something we're all just going to have to get used to doing." says Jared Satterwhite, safety director, who commutes 80 miles to and from LUFKIN each day. "I started carpooling for one reason, and one reason alone, to save money."

Fellow carpoolers, Bo Satterwhite, electrical, 1st shift, and Chuck Kleypas, plant engineering, agree. The three make the 50-mile round-trip between LUFKIN and Nacogdoches together each day. Jared drives the additional 30-mile round-trip between Nacogdoches and his home in Cushing alone.

"Jared drove by my house every day on his way to work. It just didn't make sense for us not to start carpooling." Bo recalls. "I like the carpool, and there's no doubt we're all saving money."

Chuck, a two-month employee of LUFKIN, came to work with the idea of carpooling. "I had tried to carpool when I was working in Houston. There was always a lack of interest. The carpool here, however, is really helping me to save."

Since gas mileage varies from vehicle to vehicle, each carpooler reports a different amount of savings. Jared estimates a $50-a-month savings. Although Bo claims only a $35-a-month savings, Chuck, whose car is larger estimates that he saves a minimum of $60 a month.

"It is difficult to give an accurate figure on the savings," Jared adds, "since the price of gasoline is going up daily."

The group attributes their carpool's success to one ground rule: No one waits on anyone else. They have a specific meeting point and a specific time to meet. If someone is late, they're left.

The trio takes turns driving their cars. Each participant drives a week at a time. This saves wear and tear on their automobiles, and helps to keep mileage low.

"The condition of the road between Nacogdoches and Lufkin is so bad," complains Chuck, "the less you have to drive your car the better."

Carpooling definitely has some advantages. The group unanimously agrees that the biggest drawback to carpooling is the lack of independence. That's something most Americans were reluctant to give up before the days of gas lines and dollar-a-gallon gas prices.

(Left to right) Jared Satterwhite, Chuck Kleypas and Bo Satterwhite are carpooling the 50-mile round-trip from Nacogdoches to LUFKIN each day. The trio began carpooling when gasoline prices began to climb

Although Mike Beathard (left) and Gerald Germany (right) just recently began to carpool, Gerald has carpooled to and from LUFKIN for more than two years. Both report savings from $12 to $15 a week on their gasoline bill

"Someone is depending on you and you're depending on them when you carpool." Jared explains. "You can't run an errand here or there at lunch if you aren't in your own car, and you can't leave early or stay late if the need arises.

"Sometimes," Bo continues, "you can't avoid driving your own car if something comes up. However, the carpool is always open to you."

The same advantages and disadvantages of carpooling are echoed by another carpooling twosome, Gerald Germany and Mike Beathard, both heat treat, 1st shift.

The pair has just begun carpooling, although Gerald has carpooled with different persons in the plant for more than two years. He lives in Alto, a 64-mile round-trip from LUFKIN.

They meet at Mike's home in Wells and share the 35-mile round-trip together. Like the other carpooling group, the pair takes turns using their cars each week.

Gerald has always enjoyed carpooling even before it became a necessity. He likes the conversation and companionship it offers on the road.

"I've never liked the silent carpool. Talking with someone in the morning shortens the drive for me. The conversation varies, but we mostly discuss what's happening at the plant," he says.

Both carpoolers see no need for strict rules. "We'll wait on each other if for some reason one of us has to be late." Gerald says. "I've had to wake many a carpooler whose alarm didn't go off."

The routine of riding together helps both employees get to work on time. Each agrees carpooling requires discipline and there is a lack of independence.

"If someone gets tied up at work, you just have to sit and wait." Mike comments. "Hopefully, it doesn't happen that often."

The two calculate their savings between $12 and $15 a week. The savings, they feel, make carpooling defintely worth the effort.

Apparently others are coming to the same conclusion. Both carpool groups have noticed an increased interest in carpooling and more cars on the road with two or more persons.

"After you go back and forth on the same road everyday, you begin to recognize cars," Gerald observes. "There seem to be fewer cars on the road these days but with more persons riding in them. I guess it is a sign of the times."

With gasoline prices going up everyday and more fuel shortages promised for the future, more and more LUFKIN employees may eventually decide that the benefits of carpooling outweigh the inconveniences.—*JANICE ASTON*
Photos by DAVID FREEZE

EFFORTS TO CUT ENERGY COSTS PAYING OFF

What can a plant with over a million-and-a-half square feet of manufacturing and office space and thousands of machines do to cut energy costs?

It might seem like an overwhelming problem, but LUFKIN engineers are finding answers and some of them are saving thousands of dollars a month on the company's energy bill.

Although LUFKIN's efforts to cut energy costs hardly compare to the average American riding a bicycle to work, carpooling or watching TV in a 78-degree living room, LUFKIN and most average Americans are finding that while some energy conservation measures are expensive, they pay for themselves quickly and continue to produce savings year after year.

One of the simplest, but most effective measures designed to cut the company's electricity bill was changing the counterweight foundry operation to third shift.

Although LUFKIN is still using the same amount of eletricity as before the change in May, 1978, the savings are due to a substantial reduction in the company's charge for power demand.

According to Malcolm Barclay, plant electrical engineer, the company's electrical bill is two separate charges: a charge for the total amount of electricity used during a month, and a charge—called a demand charge—for using large amounts of electricity at any given time. The demand charge is based on the amount of power the plant uses in a 15-minute period.

Wanda Camp, plant engineering, looks over LUFKIN's new Energy Management System. The IBM computer, designed especially for monitoring large electrical systems, will save nearly $100,000 a year, paying for itself in only eleven months

But the demand charge, basically $4.28 for every kilowatt of power used in a 15-minute interval, is not based on the average rate of use, but the highest 15-minute period during a month.

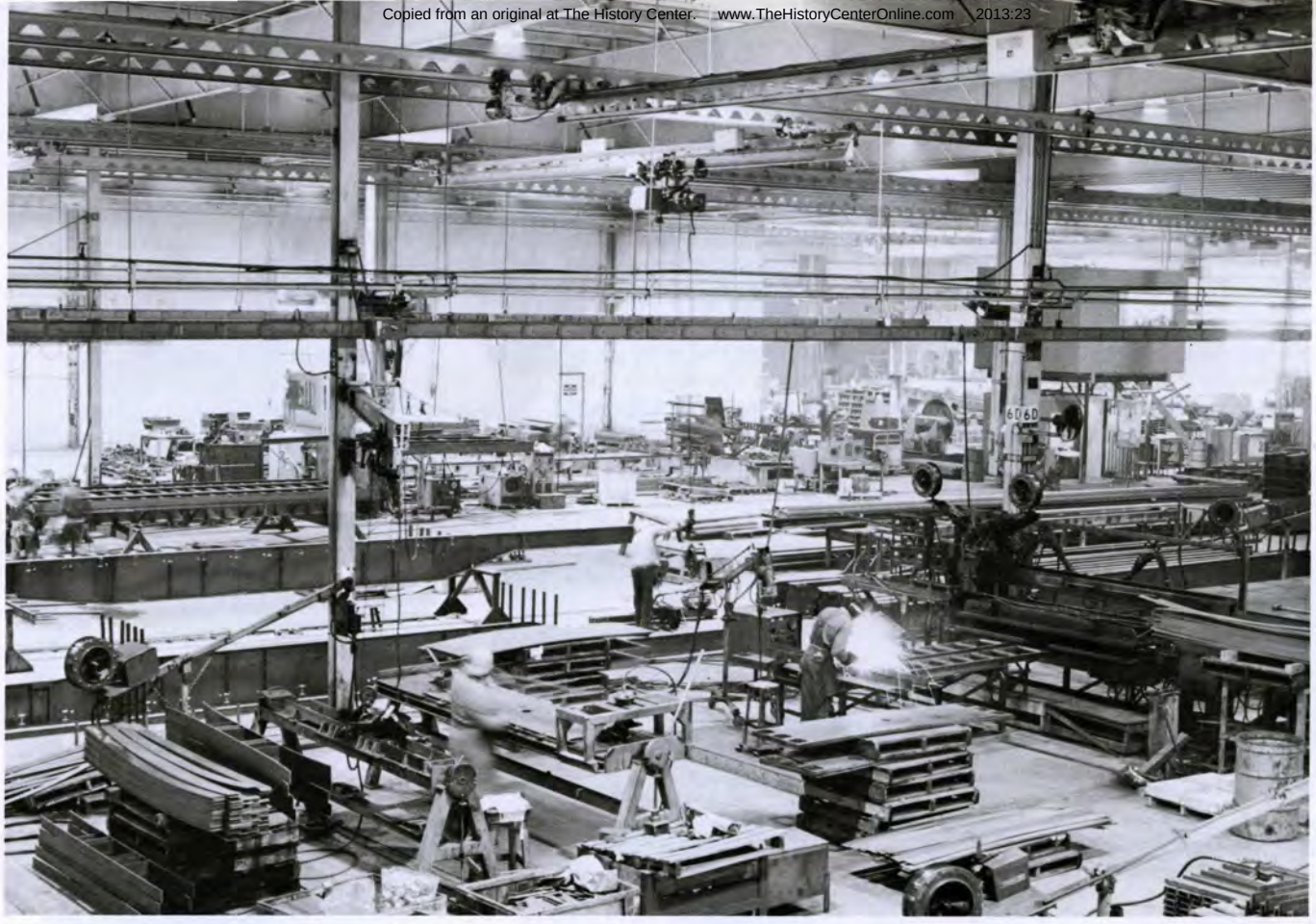
"Say our plant normally uses electricity at the rate of 9000 kilowatts every 15 minutes (12,000 times the demand of an all electric home during a hot summer month). But during one 15-minute period during the month, our demand jumps to 10,000 kilowatts," explained Barclay.

"Instead of being charged for our normal rate of use, 9000 kilowatts, we will be charged for our highest period which was 10,000 kilowatts. The added 1000 kilowatts will cost us $4,280."

The electric arc furnaces in the counterweight foundry use nearly 5000 kilowatts an hour, creating a large peak in the company's rate of power usage. Especially large peaks were common when the arc furnaces were run during the day, when the plant's rate of usage was already high.

However complicated it may sound, before the counterweight operation was moved to third shift, demand charges accounted for as much as 35 to 40 per cent of the company's electric bill which was running as high as $130,000 a month.

According to Rod Pittman,



(Above) High pressure sodium lighting increased lighting in the trailer plant but cost little more than half as much to operate as the mercury vapor lamps. High pressure sodium lights, installed in the trailer plant in 1978, will be installed soon in the main bay of the machine shop

vice president of foundry operations, the savings have been close to what the engineers expected.

"We originally estimated that we would save $140,000 a year, but I think we have actually saved about $130,000," Rod said. "But we certainly think that is great.

Although moving the counterweight operation substantially reduced the company's demand charges, the electric arc furnaces combined with other high horsepower electrical equipment around the plant continue to create peaks in the company's power demand.

A new computer-operated Energy Management System is being installed in an effort to monitor all major electrical operations and eliminate peaks in the plant's rate of power usage.

According the Barclay, the computer will be able to control the operation of several machines around the plant and the 400 tons of air conditioning systems in plant offices and manufacturing areas.

"The computer will be able to limit the operation of the arc furnaces, some large horsepower electric motors in the foundry area and the large motors used at the gear testing area.

By keeping these pieces of equipment from operating at full power or even shutting them down briefly, we can prevent our demand from exceeding a pre-selected level," Barclay explained.

The computer will monitor other operations but, according to Barclay, it will not be able to control them. It will provide him with a print-out of all the power these operations used and at what time they occurred. It will help Barclay determine if some operations could be done at another time during the day when plant power consumption is not so great.

The computer will shut down most of the plant's 400 tons of air conditioning systems during the hours when the building are not normally in use. This will cut the plant's use of electricity as well as lower the level of demand during nights and weekends.

"If the building is going to be used after regular hours, the departments will have to notify us and we will make sure their system is not shut down until they leave," Barclay added.

Although the computer has already arrived, Barclay expects it will be late August before the Energy Management System is completed.

Nearly three years ago, when foundry engineers began planning the costly construction project that would convert the main bay foundry to

EFFORTS TO CUT ENERGY COSTS PAYING OFF

a no-bake molding process, saving energy was just another of the favorable aspects of the new process.

Now, with the concern for energy conservation, the energy savings the new multi-million dollar project will bring make the project even more desirable.

In addition to improving production and working conditions in the main bay foundry, the no-bake process will eliminate seven gas-fired ovens that used more fuel in one hour than an average gas-heated home uses during a cold winter month.

The project was substantially completed by the end of August.

In 1978, even before most Americans were forced to accept the fact that there was an energy crisis, LUFKIN began installing more efficient plant lighting systems and additional insulation in new and old buldings.

New high pressure sodium lights were installed in the Trailer Plant during 1978. According to trailer electrician, Bob Beddingfield, the new lights should pay for themselves in less than two years.

Besides the energy savings, Bob says the high pressure sodium lights doubled the lighting level in the plant.

"The human eye is more sensitive to the yellow light of the high pressure sodium lights," Bob explained. "People can see better under these lights."

According to Malcolm Barclay, the light of the high pressure sodium lights works on the principle behind yellow hunting glass. "Under technically equal light levels, you can see better under the yellow sodium lights."

The new VTL building which is the old foundry renovation project adjacent to the main bay in the machine shop, is totally equipped with high pressure sodium lights as well as other new buildings constructed in the last two years.

"We are going to replace mercury vapor lighting everywhere eventually," said Barclay. "We will complete the replacement of mercury lighting in the main bay of the machine shop in the near future. That should really improve the lighting in this area."

Additional insulation for several older buildings has already been installed and plans call for insulation improvements in other existing buildings. New construction will have heavier insulation than in years past.

Conservative estimates place the yearly savings of all plant conservation efforts at "well over a quarter-of-a-million dollars" which is not so impressive when compared to the millions the company spends every year on electricity, natural gas and other sources of energy. Also, a quarter-of-a-million dollars in energy expense could be passed on to oil industry customers.

However, the savings will pay for energy conservation efforts quickly. And at least this amount won't be passed on and added to the inflation spiral.—*DAVID WILLMON*

Photos by DAVID FREEZE

Bicycles Cheap Transportation And Good Exercise

It's one way to solve the energy crisis. Larry Tompkins, electrical, 1st shift, has discovered what began as a way to trim his middle has become a way to trim his gasoline bill too.

Larry is riding his three-speed bicycle from Fuller Springs to Lufkin each day. The four-mile ride takes Larry just 18 minutes, only eight minutes longer than if he drove the distance by car.

"At first the traffic bothered me," Larry says, "but now I don't even notice it. The ride is easy in the mornings but the heat sometimes gets to me in the afternoons. It's one way to wake up in the morning though."

Other LUFKIN employees joining the ranks of bicycle riders are Kenneth Estes, material control; Philip Fenley, accounting; William Ramsey, foundry-yard crew; Wayne Stuckey, order entry; Robert Nunn, Randy Havard, Ted Slemmons, Richard Jones and Bobby Hambrick, engineering; and John Havard, personnel.

How are LUFKIN employees saving energy?

President Carter has asked the nation to make an overall effort to reduce energy consumption, and thus reduce the nation's dependency on foreign oil. However, in the wake of a dollar a gallon gasoline and steadily increasing utility bills, most LUFKIN employees are cutting back on energy consumption not out of patriotism but simply because of the high cost of energy.

W. C. GREEN
Trailer maintenance
"Well, I've parked the old school bus the family used to take camping. We just can't afford to buy gasoline for it. We've started turning off the air conditioning in the afternoons and sitting on the front porch. I've also installed locking gas caps on every vehicle I own. I mean to keep whatever gasoline I have."

RENEE TURNER
Electrical Department
"We've done many things, and as a result, our electric bill was only $26 last month. We keep the thermostat on 80 degrees during the day and on 78 degrees at night. We've shut off the vents in the rooms we don't go into often and we try never to leave lights on in a room we aren't in."

CHARLES DANIEL
Machine Shop
"I don't travel near as much. I've quit going on as many fishing and camping trips. I try to combine all my shopping into one trip instead of going back two or three times. We've also reduced our electric bill from $120 a month to $80 a month. We don't leave lights on like we used to do. I'm also thinking about buying a motorcycle."

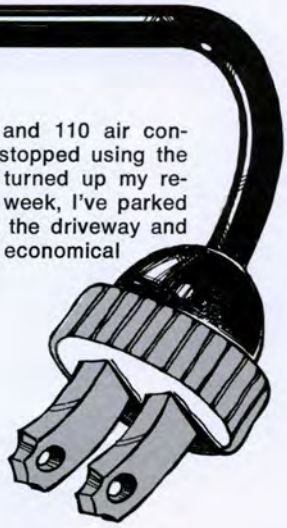
MIKE CHAMPION
Material Control
"I brown-bag it everyday at lunch instead of wasting gasoline driving home everyday. I'm trying to slow my driving speed although it's awfully difficult to do. It does save gasoline however. At home, I've put in more insulation in my ceilings and we're trying to be more conservative with the lights and air conditioning."

BOB McCARROLL
Data processing
"All my efforts to conserve energy are mainly to save money. We bought a VW Rabbit that gets around 30 miles a gallon. Also, we put up ceiling fans in our home. They help to keep the cool air circulating and we can keep the thermostat higher. In the winter, we cut heating costs by using our fireplace."

SANDY MOTT
Welding & Structural
"We're cutting back on our air conditioning at home. We are also carpooling even though we live in Lufkin. There are three of us taking turns driving to work each afternoon. It may not seem like that would save us much money but it has reduced my gasoline bill."

ODIS HAMILTON
Main Bay-Foundry
"I've always tried to conserve on the amount of electricity I use even though my electric bill is paid. I haven't run my air conditioning as much this summer and I've run it at a higher temperature. With the gas shortage, we don't travel as far away from home."

LUTHER PATTON
Welding & Structural
"I have both a 220 and 110 air conditioning unit. We've stopped using the larger unit. I've also turned up my refrigerator. During the week, I've parked my V-8 automobile in the driveway and I'm driving my more economical 6-cylinder car."



At July 4th Festivities

LUFKIN Repeats As Winner of 'Anything Goes' Competition

A dynasty may be in the making.

For the second year in a row, eight LUFKIN employees, representing Lufkin Industries, captured first place honors in the Lufkin Jaycees Annual July 4th "Almost Anything Goes."

The team demonstrated their expertise in four events—raft race, egg toss, water bucket relay and dunking booth—amassing a winning total of 70 points.

Challanging the champs were local teams from Lufkin National Bank, The East Texas Accent, Gerlands and KLUF Radio. Lufkin Bank defeated KLUF Radio in a tie-breaking tug-of-war to win the second place trophy.

(Right) LUFKIN improved on last year's raft race performance. Participants Gary Day, Gary Long, Louise Melton, and Debbie Webb finished a close second although they jumped out to a quick lead at the start.
(Below right) Running through tires was just one of the hazards on the water bucket relay obstacle course. Gary Long, and the other eight team members, had to cross a four-foot-deep water hole and jump several hurdles while carrying a bucket of water.
(Below center) Karen Watson and the LUFKIN team, managed to carry more water across the finish line for first place water bucket relay honors. The team also finished first in the dunking booth competition.
(Below left) Presenting the first place trophy to R. L. Poland, president, are (left to right) Gary Long, manufacturing engineering; Larry Caples, material control; Louise Melton, manufacturing engineering; Debbie Webb, office services; Karen Watson, public relations; Gary Day, purchasing; and Jimmy Little, material control. Not pictured, Glenda Goodwin, manufacturing engineering.

Photos by TOM JOHNSTON

Reminiscences by Guy Croom

Sawmill towns I can remember

Emporia. I doubt that there are many people now living that know there ever was such a place. At any rate, there was a sawmill town by that name about three miles south of Diboll on the H. E. & W. T. (Houston East and West) railroad. Now it is called the Southern Pacific.

A little over 60 years ago, I was driving a service car for Mr. Monroe Smith (incidentally, this was Mrs. R. B. Cousart's father). Mr. E. J. Conn, who evidently owned the Emporia property, hired the car and my services to carry a family of people to Emporia for a day's outing and fishing in the old mill pond there. That is how I know there was such a place.

Buck. For many years you could see the old brick engine foundation from the highway, a couple of miles from downtown Livingston. When I was in Texas A&M, there were a couple of boys there that lived at Buck. Their family probably owned all or part interest in the mill at Buck.

Hyatt. Now Hyatt was where I was born. This place was about 10 miles south of Woodville, where the railroad crosses Hickory Creek in Tyler County. The sawmill complex was owned by J. S. and W. M. Rice and they cut out in 1904 and moved the mill to Ward, Louisiana.

Village Mills. This sawmill town was in Hardin County about three miles south of Hyatt. Village Mills belonged to Kirby Lumber Company and I think they moved the mill to Silsbee. There is still a post office at Village Mills but no sawmill. My grandparents, little sister and other relatives are buried in the Village Mills cemetery.

Laurelia. This sawmill was located about three miles south of Corrigan. It was abandoned by the early 1900s, but it is still known to truck drivers as Laurelia Hill.

Carmona. Carmona was located about three miles west of Corrigan on the M. K. & T. railroad. The mill that was at Trinity spotted one of their locomotives on a switch at old Carmona while I was working here in the shop. They sent me down there to knock out the old crank pins in the locomotive.

I went down there, knocked out the old pins, took measurements and came back to Lufkin and made new ones. When I went back to install them, I had no way of pressing in the new pins. So I got a length of railroad iron and fixed a "slide" and had a crew of men ram the new pins home.

Mobile. This was another sawmill town on the M. K. & T. railroad that ran from Colmesneil to Trinity. When my aunt married Mr. J. M. Lewis, he was a mill manager at Mobile. In those days, he was making about $100 a month.

Clawson and Pollok. In the early days there was a sawmill at Clawson and also one at Pollok. Mr. Tom Hudgens left Elmina about 1906 and went to work at Pollok as a master mechanic. When the mill cut out he went to work for Lufkin Foundry and Machine Company. He later quit and started his own machine shop, now Jewell Hudgens Machine Company, that is run by his grandson, Ernest Hudgens.

To be continued next month.

WHO'S WHO AT LUFKIN

Cecil Hunt has been promoted to Manager of the Commercial Gear Testing and Services Department. He was employed by LUFKIN in 1966 and was previously serving as Marine Gear Project Engineer in the Engineering department.

Hugh McWilliams was promoted to General Foreman of second shift operations in the Machine Shop. He was employed by LUFKIN in 1969 and served several years in Gear sales before being named Manager of Commercial Gear Testing and Service in 1977.

H. P. Collins was assigned the duties of Manager of the Sales Order Entry department. He was employed by LUFKIN in 1944. He had served as Engineering Systems Manager and Office Manager since 1977.

Mike Penn has been assigned coordinating responsibilities for special production projects in the Machine Shop. Mike had served as general foreman for second shift Machine Shop operations since 1977. He was employed by LUFKIN in 1965.

Dick McKay was appointed to succeed Bill Little as Manager of LUFKIN's Trailer Division. McKay was promoted to Vice President and Manager of the Automotive and Industrial Supplies Division in 1973. He was employed by LUFKIN in 1956.

Ed Dietz has been promoted to Manager of the Automotive and Industrial Supplies Division. He has worked for Lufkin Industries since 1952, and was purchasing agent for Automotive & Industrial supplies before his promotion.

Billy Mack Anderson has been assigned to the Sales Department as Sales Coordinator for Industrial and Marine Gears. He has been employed for Lufkin Industries since 1955.

Dub Owens has assumed the duties of Project Coordinator in the Engineering Coordinating Group. He had previously served as sales coordinator in the Sales department. He was employed by LUFKIN in 1966.

Ide Russell was promoted to General Foreman of all Final Assembly and Shipping operations. He was employed in 1961 and has served as Foreman of the Final Assembly and Shipping department, second shift, for several years.

Dennis Hopper has been promoted to Assistant Foreman in the Machine Shop, third shift. He was employed in the Machine Shop for several years before being assigned to the Service Department in 1977. He was employed in 1964.

James Thomas has been promoted to Supervisor in the Pumping Unit Gear Box Assembly area, first shift. He has been working for Lufkin Industries since 1958. He had been working as a supervisor in the Final Assembly and Shipping Department.

Lisa King

Homecoming Queen

Lisa King, 16-year-old daughter of Mr. and Mrs. James King, was recently honored as the Zavalla High School Homecoming Queen. Lisa's father is employed in the engineering department.

Carl Yarbrough

Winner in VFW National Contest

Carl Yarbrough, son of Mr. and Mrs. George Yarbrough, Jr., was named the Angelina County winner in the Veterans of Foreign Wars' National Broadcast Scriptwriting Program earlier this year.

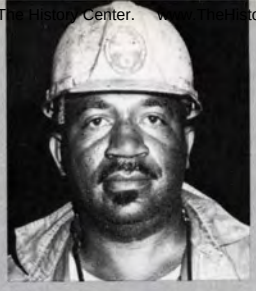
The theme for this year's contest was "Why I care about America" and Carl's script, dealing with the value of innovation to America's success and progress, was named the winner in the county competition. In addition to a trophy, Carl received a $50 cash award.

Carl was a 1979 graduate of Lufkin High School and plans to major in speech education in college. He plans to enroll at Angelina College this fall.

His father is an employee in the Foundry, cleaning room, first shift.

CELEBRATING AN ANNIVERSARY

3~9 YEARS



EARL MARK
Foundry—Main Bay
6 years

HENRY CREDIT
Foundry—Main Bay
4 years

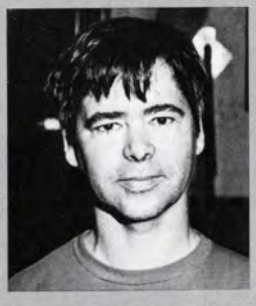
BILLY DAVIS
Pipe House
3 years

JOHN JOSEPH
Trailer—Yard Crew
6 years

ISSAC HERRING
Machine Shop
9 years

MARVIN DILL
Foundry—Main Bay
5 years

GARVIN BRIDGES
Electrical Department
4 years



WAYNE SPRATLEY
Welding & Structural
5 years

JIMMIE FENTON
Accounting
5 years

JERRY WATSON
Gear Cutters
6 years

WYMAN GREGORY
Foundry—Melting
5 years

LEE DUNAWAY
Electrical Department
5 years

WILLIAM FORD
Machine Shop
4 years

KENNETH BURNETT
Foundry Office
9 years

MITCHELL O'NEILL
Plant Engineering
4 years

SHIRLEY WARE
Trailer Offices
7 years

J. D. ROGERS
Foundry—Melting
8 years

THEO LOGGINS
Sub—Assembly
5 years

ROY FORD
Shaft Shop
5 years

GERALD KING
Counterweight Foundry
3 years

GERALDINE POULAN
Automotive & Industrial
3 years

A. J. PENNINGTON
Personnel
7 years

JAMES GOLDEN
Machine Shop
6 years

NORMAN WILSON
Machine Shop
5 years

JOY ARNOLD
Trailer Engineering
9 years

MARVIN McKNIGHT
Trailer—Painthouse
7 years

CHARL MOYE
Foundry—Core Room
3 years

HERBERT LOGAN
Gear Cutters
4 years

JESSE KITTRELL
Trailer—Repair Shop
5 years

JACKIE HEWITT
Trailer—Floats
6 years

RICKY SOWELL
Belt Covers
5 years

TERRY JOHNSON
Gear Cutters
9 years

RICKEY BUCHANAN
Welding & Structural
7 years

HARVEY RAINEY
Sub—Assembly
5 years

JESSE ROSS
Belt Covers
9 years

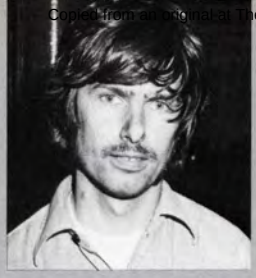
ROBERT BEERS
Welding & Structural
3 years

DOUGLAS STEEL
Belt Covers
5 years

CHARLES RIGGINS
Foundry—Side Bay
5 years

LINWOOD FENLEY
Trailer—Van Doors
7 years

LEON JONES
Foundry—Cleaning Room
4 years



CARL MOORE
Machine Shop
5 years

GUADALUPE SANCHEZ
Welding & Structural
4 years

TRUMAN BELROSE
Welding & Structural
3 years

OSCAR ARANT
Sub—Assembly
7 years

CHARLES BROWN
Counterweight Foundry
4 years

ELDON NEWTON
Machine Shop
5 years

GLENDA GOODWIN
Material Control
5 years

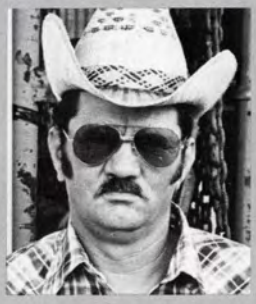
CLAUDE BROOKSHIRE
Machine Shop
8 years

LONNIE McDANIEL
Foundry—Cleaning Room
7 years

RONNIE HARRISON
Cost Accounting
3 years

DONNIE DUDLEY
Counterweight Foundry
5 years

SAM CRAIN
Foundry—Side Bay
5 years



FREDDIE RUDISILL
Traffic
6 years

JERRY SMOTHERMAN
Foundry—Main Bay
4 years

JERRY WAGSTAFF
Foundry—Maintenance
5 years

JOE AUDREY
Welding & Structural
5 years

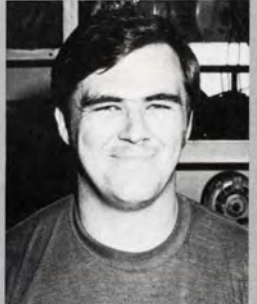
REX BAILEY
Trailer—Machines
7 years

LEONARD SHARP
Final Assembly & Shipping
4 years

ROBERT BAILEY
Foundry—Main Bay
7 years

JAMES CATER
Welding & Structural
8 years

CLAUDE WILLIAMS
Electrical Department
4 years



WILLIAM MOSELY
Machine Shop
7 years

LOVELL LEE
Machine Shop
3 years

EDWARD CLIFTON
Trailer—Van Subs
4 years

HENRY SARGENT
Shaft Shop
6 years

DAVID HAVARD
Production Control
5 years

ROY MYERS
Corporate Offices
7 years

Children Often Victims of Careless Disposal of Trash

Taking out the trash is rarely considered hazardous duty. However, careless disposal of rubbish can result in serious injuries.

Broken glass, sharp objects—If you dispose of garbage in plastic bags, jagged broken glass or sharp items can easily cut through the bag if someone brushes up against the bag, especially while carrying it. Place broken glass in newspapers and lids of cans in the empty can before discarding it.

Discarded TV sets can be another safety hazard. Kids may be tempted to break the glass which could cause the picture tube to explode and send sharp splinters of glass flying.

Burned-out flourescent tubes and large glass items such as storm windows are also a threat to young children. To prevent danger of breakage, set large glass articles out at the last possible moment.

Caustic chemicals—Drain cleaners, ammonia and other household chemicals can burn the skin if allowed to spill from containers. Rinse the container and replace the cap before you throw it out. There can be enough residue on the inside of a bottle to cause injury.

Saving old containers to use again can be dangerous. One man was blinded and burned when mixing chlorine in an old plastic antifreeze bottle.

Check the label for special instructions when disposing of hazardous chemicals such as pesticides.

Don't put old batteries in the trash where children might fish them out. Car batteries can cause serious acid burns. Most service stations and stores where batteries are sold will take them and even provide a small rebate.

Poisons—Poisonous containers are another threat to young children. They should be thrown only in trash cans with tight fitting lids. Never dispose of chemicals or poisons in cups, soft drinks or containers that normally hold food or drink.

Never throw old medicines into the wastebasket. Flush old drugs down the toilet and rinse the container before tossing.

Aerosols, other explosive items—Aerosol spray cans may explode when punctured or thrown into a fire. When burning paper trash, never burn aerosol cans, glass jars with lids, light bulbs or batteries. All may explode near intense heat.

Refrigerators—An old refrigerator sitting in the back alley or on the curb is an invitation to a playing child. Last year in only two incidents—six children died in abandoned refrigerators.

Anyone with an unused refrigerator should remove the door and then have the refrigerator carted away.

LUFKIN IN FOCUS

Automotive-Industrial Supplies Division employees bid Dick McKay, manager of the division for six years, a fond farewell with a surprise cake, especially baked for the occasion by Feazell's Party Time Bake Shop. Dick, a LUFKIN vice president since 1973, succeeds Bill Little as manager of LUFKIN's Trailer Division.

Getting into the swim of things during recent Red Cross swimming lessons at Winston Park were (left to right) Diane Farrior and Martha Shuell, purchasing; Paulette Forrest, personnel; Fern Basey, accounting; Mary Smith and Laverne Basey, purchasing; Betty Coleman, trailer offices; Jean Hohimer, credit; and Sue Donaldson, wife of Harold Donaldson, shipping, 1st shift.

A new addition to the **Randal Luce** household is **Lisa Marie** born March 13. Lisa's father works in final shipping and assembly.

Five-month-old **Terry Glen** keeps parents, **Mr. and Mrs. Bobby Colbert,** busy. Proud Papa works in final shipping and assembly.

MARKING AN ANNIVERSARY

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Lee Roy Clark	September 4, 1946	33
M. P. Christie	September 1, 1955	24
Coy Minshew	September 11, 1961	18
W. Z. Hutson	September 6, 1962	16
Marvin Tarver	September 16, 1963	16
R. E. Ashworth	September 30, 1963	16
Glenn Edwards	September 14, 1964	15
J. D. Skinner	September 29, 1965	14
Ronald Doss	September 15, 1966	13
Palmo Frels	September 25, 1967	12
Arthur Starling	September 5, 1968	11
James Brennan	September 23, 1968	11
Jeese Ross	September 22, 1970	9
James Cater	September 2, 1971	8
Rickey Buchanan	September 28, 1972	7
Wayne Spratley	September 10, 1974	5
Ricky Sowell	September 11, 1974	5
Douglas Steel	September 16, 1974	5
Joe Audrey	September 18, 1974	5
Guadalupe Sanchez	September 15, 1975	4
Truman Belrose	September 20, 1976	3
Robert Beers	September 27, 1976	3
Bobby Guthery	September 15, 1977	2
Ronald Dumas	September 11, 1978	1
Johnny Davis	September 13, 1978	1
Steve Joe Phelps	September 15, 1978	1
Calvin Owen Mass	September 21, 1978	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Fred Coulter	September 15, 1977	2
William Potts	September 19, 1977	2
Leonard Evans	September 20, 1977	2
Willie Freeman	September 21, 1977	2
Prentis Danberry	September 26, 1977	2
Harold Roberson	eSptember 26, 1977	2
Bill Shockley	September 26, 1977	2
Benny Doss, Jr.	September 26, 1977	2
Willie Hayes	September 26, 1977	2
Charles Spradlin	September 26, 1977	2
Roy Potts	September 26, 1977	2
William Carter	September 27, 1977	2
Albert Wyllia	September 27, 1977	2
Curtis Armstrong	September 29, 1977	2
John Williams	September 13, 1978	1
Bob Hope	September 18, 1978	1
Frank Ware, Jr.	September 28, 1978	1
Cathy Pogue	September 20, 1978	1

CUSHING PLANT

	Employment Date	Years with Co.
Robbie Glenn Lee	September 14, 1978	1
Billie Oliver	September 25, 1978	1

PATTERN SHOP

	Employment Date	Years with Co.
J. C. Higgins	September 11, 1969	10

MATERIAL CONTROL

	Employment Date	Years with Co.
Dan Martin	September 14, 1942	37
Red Parker	September 1, 1954	25
William Ballow	September 4, 1962	17
Larry Cloyd	September 6, 1966	13
James Weeks	September 19, 1966	13
Glenda Goodwin	September 1, 1974	5
Shirley Daddow	September 21, 1977	2

FOUNDRY OPERATIONS

	Employment Date	Years with Co.
Henry Basham	September 13, 1944	35
Bert Humbert	September 9, 1945	34
Colbert Purvis	September 9, 1945	34
I. V. Christopher	September 6, 1946	33
L. C. Richards	September 6, 1950	29
Ellison Perry	September 13, 1950	29
Harold Hicks	September 27, 1950	29
Willie Mitchell	September 17, 1952	17
Roosevelt Adams	September 29, 1955	24
James W. Summers	September 3, 1958	21
Edward Flemon	September 11, 1963	16
Maxie Richards	September 3, 1965	14
Joseph Arnold	September 20, 1966	13
Bobby Strange	September 22, 1966	13
Melvin Powell	September 29, 1969	10
Kenneth Burnett	September 21, 1970	9
J. D. Rodgers	September 23, 1971	8
Lonnie McDaniel	September 13, 1972	7
Robert Bailey	September 14, 1972	7
Earl Mark	September 28, 1973	6
Jerry Wagstaff	September 9, 1974	5
Wyman Gregory	September 17, 1974	5
Sam Crain	September 20, 1974	5
Charles Riggins	September 23, 1974	5
Marvin Dill	September 26, 1974	5
Donnie Dudley	September 27, 1974	5
Leon Jones	September 2, 1975	4
Jerry Smotherman	September 8, 1975	4
Henry Credit	September 11, 1975	4
Charles Brown	September 16, 1975	4
Gerald King	September 9, 1976	3
Charl Moye	September 16, 1976	3
Joe Penn	September 1, 1977	2
Mrytie Grubbs	September 7, 1977	2
Mark Phillips	September 7, 1977	2
Troy Cole	September 9, 1977	2
Mack Greer	September 14, 1977	2
Verlie Adair	September 15, 1977	2
Mary Lewis	September 15, 1977	2
Dewey Wells	September 20, 1977	2
William Monmouth	September 27, 1977	2
George Castillo	September 27, 1977	2
Robert Penson	September 29, 1977	2
Roger Sowell	September 29, 1977	2
Rickey Johnson	September 29, 1977	2
Ricardo Deltoro	September 19, 1978	1
Mitchell Ware	September 27, 1978	1

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
Charles Dyer	September 10, 1933	46
Billy Mack Anderson	September 26, 1955	24
Dick Couch	September 4, 1959	20
Ed Patterson	September 28, 1959	20
Rose Courtney	September 7, 1973	6
Ken Diana	September 1, 1977	2
David Corderman	September 15, 1977	2

CORPORATE OFFICES

	Employment Date	Years with Co.
Roy Myers, Jr.	September 6, 1972	7
Jimmie Ann Fenton	September 16, 1974	5
James Harrison, Jr.	September 20, 1976	3
Margaret Purke	September 11, 1978	1
Pam Lovett	September 11, 1978	1

TRAILER PLANT

	Employment Date	Years with Co.
Leon Walker	September 16, 1940	39
Allen Gann	September 9, 1946	33
Sam Taylor	September 28, 1951	28
Eli Coutee	September 4, 1952	27
T. L. Carroll	September 13, 1951	27
C. C. Grimes	September 20, 1952	27
Bill Woodward	September 3, 1955	24
J. C. Crawford	September 12, 1955	24
Kenneth White	September 4, 1962	17
Gary Jones	September 27, 1965	14
Albert Mills	September 12, 1966	13
Charles DiStephano	September 18, 1967	12
Billy Durham	September 3, 1968	11
John Pena	September 8, 1969	10
Oscar Malone, Jr.	September 11, 1969	10
Albert Stanberry	September 11, 1969	10
Santos Rodriguez	September 15, 1969	10
Rex Bailey	September 11, 1972	7
Linwood Fenley	September 18, 1972	7
Marvin McKnight	September 18, 1972	7
Jackie Hewitt	September 18, 1973	6
John Joseph	September 28, 1973	6
Jesse Kittrell	September 23, 1974	5
Edward Clifton	September 29, 1975	4
James Baldwin	September 7, 1977	2
Troy Lakey	September 19, 1977	2
Milton Greenville	September 27, 1977	2
Betty Perkins	September 5, 1978	1
Ruby Boyd	September 22, 1978	1
Paul Oliver	September 28, 1978	1

TRAILER OFFICES

	Employment Date	Years with Co.
Wallace Davison	September 4, 1951	27
Henry Williams	September 17, 1962	17
Darcey Faircloth	September 16, 1965	14
Ada Beck	September 17, 1965	14
Tommie Miller	September 5, 1967	12
Joy Arnold	September 28, 1970	9
Shirley Ware	September 12, 1972	7
Susie Phillips	September 16, 1974	5

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
Marilyn Garrett	September 12, 1962	17
Roy Dotson	September 4, 1973	6
William Adams, Jr.	September 8, 1976	3
Richard Wallace	September 27, 1976	3
Sylvester Wright	September 26, 1978	1

ENGINEERING

	Employment Date	Years with Co.
Bill Ford	September 4, 1951	27
Dub Owens	September 14, 1966	13
Robert Nunn	September 15, 1966	13
Sandra DiStephano	September 26, 1977	2
Paul Collins	September 9, 1978	1

TRAFFIC

	Employment Date	Years with Co.
Freddie Rudisill	September 4, 1973	6

PERSONNEL

	Employment Date	Years with Co.
A. J. Pennington	September 14, 1972	7
W. T. Pennington, Jr.	September 1, 1977	2
Pam Curry	September 12, 1977	2

AUTOMOTIVE-INDUSTRIAL

	Employment Date	Years with Co.
Elmo Bradley, Jr.	September 3, 1957	22
Geraldine Poulan	September 1, 1976	3
John Purvis	September 1, 1978	1
Bobbie Havard	September 6, 1978	1

FINAL ASSEMBLY AND SHIPPING

	Employment Date	Years with Co.
Jack Allen	September 1, 1950	29
W. H. Bonney	September 26, 1961	24
Bobby Wood	September 26, 1961	18
Willie Walker	September 21, 1970	9
Leonard Sharp	September 9, 1975	4

MANUFACTURING ENGINEERING

	Employment Date	Years with Co.
Joseph Behannon	September 4, 1962	17
Donald Traylor	September 23, 1963	16

PLANT ENGINEERING

	Employment Date	Years with Co.
Mitchell O'Neill	September 2, 1974	4

MACHINE SHOP

	Employment Date	Years with Co.
A. A. Lee	September 13, 1941	38
C. L. Beck	September 26, 1941	38
B. D. Williford	September 17, 1945	34
Caesar Singletary	September 8, 1950	29
E. R. Brock	September 22, 1950	29
Louis Davis	September 5, 1951	28
James Pierce	September 19, 1951	28
Charles Grimes	September 19, 1951	28
G. B. Landrum	September 21, 1955	24
E. L. Parks	September 23, 1955	24
A. C. Lunsford	September 16, 1957	22
Keith Strickland	September 5, 1962	17
Rayford Davis	September 5, 1962	17
C. E. Rhodes	September 17, 1962	17
Elmon Cross	September 17, 1962	17
William Sides	September 24, 1962	17
R. D. Forney	September 16, 1963	16
Edd Terrill, Jr.	September 21, 1964	15
Larry Cordova	September 28, 1964	15
Lee Montes	September 1, 1966	13
Hollis Barnhart	September 6, 1966	13
Arthur May	September 6, 1966	13
Samuel Barrow	September 6, 1966	13
Archie Taylor	September 12, 1966	13
Florida Pope	September 13, 1966	13
Betty Wood	September 19, 1966	13
Bobby Allen	September 19, 1966	13
Thomas Stricklin	September 3, 1968	11
Arthur Windsor	September 25, 1968	11
Michael Cummins	September 8, 1969	10
Noel Johnson	September 8, 1969	10
Willie Hector	September 23, 1969	10
Robert Adams	September 24, 1969	10
Issac Herring	September 8, 1970	9
Terry Johnson	September 22, 1970	9
C. M. Brookshire	September 13, 1971	8
Oscar Arant	September 1, 1972	7
John O'Connor	September 11, 1972	7
William Mosley	September 25, 1972	7
Jerry Watson	September 10, 1973	6
Henry Sargent	September 27, 1973	6
Dora Hight	September 3, 1974	5
Norman Wilson	September 11, 1974	5
Carl Moore	September 12, 1974	5
Roy Ford	September 15, 1974	5
Theo Loggins	September 16, 1974	5
David Havard	September 16, 1974	5
Eldon Newton	September 23, 1974	5
Harvey Rainey	September 25, 1974	5
Herbert Logan	September 22, 1975	4
William Ford	September 22, 1975	4
Claude Williams	September 24, 1975	4
Billy Davis	September 13, 1976	3
Lovell Lee	September 16, 1976	3
James Tudor	September 2, 1977	2
David Spainhour	September 19, 1977	2
Lemon Hamilton	September 5, 1978	1
Thomas Harris	September 6, 1978	1
Thomas Downey	September 10, 1978	1
Ross Taylor	September 12, 1978	1
Rose Mary Allen	September 25, 1978	1
Winifred Turner	September 26, 1979	1
Myran Wise	September 26, 1978	1
Dick Brooks	September 26, 1978	1
Vernon Woodson	September 26, 1978	1
Johnny Johnson	September 27, 1978	1
Robert Kelley	September 27, 1978	1
Harold Alexander	September 28, 1979	1

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Ira Dunaway	September 23, 1974	5
Garvin Bridges	September 10, 1975	4
James Price	September 26, 1977	2
Ronald Edwards	September 25, 1978	1
James Murphy	September 25, 1978	1

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

Address Correction Requested

roundup laffs

Child to visitor: "Mom hasn't been gone too long. The phone is still warm."

•

Some observers say that a synonym is just a word you use when you can't pronounce the other one.

•

A notice in a university cafeteria stated: "Shoes are required to eat in the cafeteria."

Someone wrote below: "Socks can eat wherever they want."

•

A young man walked breezily into the doctor's office and said, "I just stopped in to tell you how greatly I benefited from your treatment."

The doctor eyed him up and down.

"But I don't remember you. You're not one of my patients."

"I know," came the reply. "But my uncle was, and I'm his only heir."

•

Disorderly party: The one next door to which you have not been invited.

•

The drunk fell on his pocket flask, smashing it and cutting his backside. Upon arriving home, he was afraid to awaken his wife, so he got bandaids, went to the mirror and proceeded to apply first aid. In the morning his wife shook him and screamed, "Were you drunk last night?"

"Why, no," her somewhat soggy spouse assured her.

"Oh yeah," she yelled, "then what are those bandaids doing on the mirror."

•

A massage parlor in Cleveland is being closed down. They rubbed the city officials the wrong way.

•

The world's dumbest mugger: he robs tourists on their way home from Las Vegas.

•

Then there was the indignant father who knew somebody had been taking money out of the baby's bank, because the last time he counted it there was almost enough for a new spinning reel.

•

Upon concluding his sermon at a funeral, the minister asked the congregation; "Before sending this man's soul to rest, can we have a good word about him?"

The room was still.

Again he implored them; "Before sending this man's soul to rest, can someone say a good word about him?"

Absolute silence.

After a third plea for a good word, a man in the back finally stood up and shouted, "His brother was worse!"

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ABOUT THE COVER:
A dazzling shower of molten iron seems a fitting manifestation of the tremendous amount of electrical energy that is used by LUFKIN's electric arc furnaces to melt five tons of scrap iron in 55 minutes. Re-scheduling operations that demand large amounts of electricity, like the arc furnaces, at times when plant electrical demand is less than normal is the goal of LUFKIN's Energy Management System. Photo by LUFKIN photographer, David Freeze.