

LUFKIN NOVEMBER 1979 **ROUNDUP**



LUFKIN TRAILERS—40 YEARS



FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

This year we celebrated the Fortieth Anniversary of our Trailer Division. We started out in 1939 by purchasing the assets of the old Martin Wagon Company which was then located up on Abney Avenue.

The Martin Wagon Company was chartered in February of 1910 by Daniel Webster Martin, the grandfather of our own Material Control Manager, D. W. Martin. He, like W. C. Trout, was an inventor, and he had several U. S. patents to his credit. One of these, the Martin Log Hook, is still made and sold today.

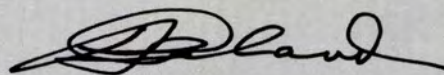
Although we received some tools and a few jigs for hand-building trailers, the biggest assets we got with the business were a dozen employees who stayed with us either until retirement or death. Those included S. B. Thompson who was the first Trailer Division shop foreman, Dock Boles, A. L. Wallace, Henry Harvey, Burnice Temple, Gordon Barrett, Elward Hicks, R. B. (Smitty) Smith, Earl Holcomb and R. L. Sheddon. Elward Hicks is the only full-time employee left, but Gordon Barrett has continued to work part-time for several years.

On Friday, September 21, Dick McKay, our new Trailer Division manager, called a meeting of the Lufkin Trailer Division employees to celebrate this occasion and enjoy some refreshments and fellowship. I think it was good for us to recognize the accomplishments of the Trailer Division for these 40 years, for it is now our second largest division. It did about a quarter of our total business last year. It is interesting to note that our Trailer Division alone is doing as much business now, with substantially the same earnings, as the whole company did 15 years ago.

In 1975, the Trailer Division produced 1490 structural assemblies for pumping units and is presently producing bases, walking beams, horseheads, and brake bands for pumping units in addition to its normal trailer production.

We produce the best trailer on the market, and I am very pleased to see our Trailer Division employees taking such pride in their work. I have seen greater improvement in the work pace of Trailer Division employees than anywhere else in the plant.

Over the years, we have seen bad times and good profitable times in the Trailer Division. I am sure we can always depend on them to be a part of the Lufkin Industries team regardless of the circumstances.



First time in many years

LUFKIN Employees Top United Way Goal

One of the most successful United Way drives held at Lufkin Industries has just concluded.

At Roundup press time, a total of \$16,951.48 has been contributed by employees, topping the goal of \$15,000.

This is the first year in a long time that employees have met their goal.

A total of 134 persons contributed a day's pay.

Employees contributions will be matched by the company, bringing the grand total at this date to \$33,902.96.

The goal for employees and company was \$30,000.

"We over-subscribed our goal by \$3,900," said Fred Griffin, vice president and director of engineer-

ing. Fred was drive chairman for Lufkin Industries. "I believe a lot of the credit should go to those volunteers who carried on the drive at Lufkin Industries," Fred pointed out.

R. L. Poland, president, said, "We each can be proud of this expression of caring for our fellowmen. Personally, I'm proud of the spirit that is prevailing at Lufkin Industries."

Five percent of the money contributed by the company and employees will remain here at the company to be used to assist employees who may suffer unfortunate circumstances and need help. This will be administered from the Personnel department.

The other 95 per cent of the

money will go to our United Way to be distributed among 16 agencies who help insure the quality of life for all of us.

These agencies are the Salvation Army, Boy Scouts, Lufkin Day Care Center, Girl Scouts, Kurth Memorial Library, Angelina Foster Home, Temple Day Care Center, Lufkin Council for Retarded Children, McMullen Memorial Library in Huntington, Red Cross, Wilson McKewen Treatment Center, T.L.L. Temple Memorial Library in Diboll, Emergency Relief, Lufkin Workshop and Opportunity Center, Angelina-Nacogdoches Senior Nutrition & Activities Program and Planned Parenthood Center. □



Employees volunteering their time and effort to the United Way funds drive were, front row from left, Doc Grimes, machine shop; Ruby Gilbert, trailer division; Cecil Berry, machine shop; Bobby Guthery, welding & structural; Dawn Hudnall, trailer division; Judy Ann Johnson, assembly & shipping; Betty Perkins, trailer division; Joan Griffin and Jana Bowers, personnel.

Second row from left, Edith Arnold, automotive & industrial; Sandy McMullen, machine shop; Betty Stewart, main office; Joe Grimes and Robert Stokes, machine shop; Archie Rice, trailer division.

Back row from left, L.L. Denman, machine shop; Rex Jones, foundry; Belton Havard, welding & structural; James King, engineering; John Madden, assembly & shipping; W.Z. Hutson and Willie Washington, welding & structural



Trailer Employees Celebrate Division's 40th Anniversary

When W. C. Trout announced in 1939 that Lufkin Foundry and Machine Company would begin building truck trailers, some people must have thought it was very poor timing.

There was little need for truck trailers because the Texas trucking industry was practically non-existent. Texas law restricted trucks to 7000-pound loads, unless the load was headed for the railroad in which case the truck could haul 14,000 pounds.

But even 14,000 pounds was ridiculously light compared to load limits in surrounding states which ranged from 45,000 to 65,000 pounds. And the railroads were fighting to keep it that way.

"The railroads naturally complain that increasing truck load limits will mean less freight for them," said W. C. Trout in an article in the LUFKIN WEEKLY NEWS, February 21, 1939.

"But they have become so involved in costly regulations and government control that the time has come for a decided change." But even with the help of the influential Trout, the change was slow coming.

Nevertheless, about eight months later on October 27, the newspaper carried the announcement "LUFKIN GAINS NEW FACTORY TO MAKE LINE OF TRAILERS—Foundry Announces Contracts Let For Buildings to

House New Division Absorbing Former Martin Wagon Company."

Last month, Trailer Division employees assembled in one of the trailer repair bays of the modern 8-acre LUFKIN trailer plant to celebrate the 40th anniversary of the Trailer Division.

Most of the 380 employees of the division's plant and offices in Lufkin listened to brief remarks from Dick McKay, vice president and manager of the Trailer Division, and R. L. Poland, LUFKIN president.

Although Poland briefly covered the early days of the division, his remarks concerned the Trailer Division's past contributions and its importance to the company today.

"There have been times in the history of our company when the Machinery Division's business was down and the Trailer Division was carrying a full share of work and it was a big benefit to our company. Diversity has been very healthy for LUFKIN," Poland said.

"We've also had a long tenure of good managers for the Trailer Division. We've done well over the years and we have nothing but good hope for the future.

"Last year the Trailer plant built approximately 3500 trailers. It was tough the first few years after we moved into this new plant, but last year's sales were about \$40 million. I don't think there's anywhere for us to go but straight forward.

"From the manager on down, you have pushed forward and this is really teamwork. And it is really appreciated. We're all on the same team and after the same goal," the president said.

For Herman Hellberg, LUFKIN Trailer retiree, the reception was a good chance to drop by and see some old friends and enjoy a Coke and a handful of cookies.

Herman remembers the first LUFKIN van built after the Trailer Division moved from the old Martin Wagon location to new facilities on the corner of Jefferson and Raguet. Herman helped build that first van, and thousands more until he retired last year.

C. E. Hicks, trailer offices, remembers it too. Hicks was working for Martin Wagon in 1939 and has been with LUFKIN ever since. Now that Herman Hellberg has retired, Hicks is the only one left of the original LUFKIN trailer crew.

Herman says it took nearly a month to build a trailer in those days. "Now we can build 14 or 15 in a day. One day last year we built 16 vans," he said.

Herman finished a cookie and thought about that first van. "Beall Brothers bought that first trailer. They had a store downtown then, and everybody called them the Three Beall Brothers. They would go pick up a load of clothes in Jacksonville with that van



(Top) In appreciation to the Trailer Division on its fortieth anniversary, the Coca-Cola Bottling Company donated free Cokes for the afternoon's reception. (Bottom) Office staff members served refreshments from eight tables in the trailer repair bay area

and run a big ad in the paper that said 'THE BIG RED VAN IS COMING TO LUFKIN' When it got here, they'd have a big sale. I will never forget that."

Fortunately for the new LUFKIN Trailer Division and Beall Brothers, a trailer load of "Beall-ringing spe-

cials" was under the 7000-pound limit in 1940. It was time for decided change, Mr. Trout had said, and now 40 years later whether or not the timing could have been better really doesn't matter. □

—David Willmon

Photos by LUFKIN photographers



THE TIN LIZZY DRIVES AGAIN

(Left) Although Gene has rebuilt several cars in the past, he has never attempted one as old as his 1930 Model A Ford. The conversion has taken five years and 600 hours of labor.

(Below) The exterior of the car was restored to its original state. Gene even painted the car a shade of yellow original to the Model A Ford



LUFKIN RETIREES

E. W. Jumper—37 Years

Henry Ford called his Model A "revolutionary." Gene Stewart, Jr., MACPAC coordinator, calls his Model A "my favorite toy."

Gene has spent the last five years rebuilding a 1930 Model A Ford four-door sedan. Although he is striving for authenticity, Gene is using some products of modern automotive technology.

"I am not restoring the car. Restoration means every part of the car must be original," Gene explains. "Actually my Model A is more of a conversion."

Because he was looking for dependability, Gene used a 302 cubic inch V-8 Ford engine as a substitute for the car's original engine. He also put together a new power train which required specially designed mounts to fit the original parts.

Gene estimates he has spent some 600 hours rebuilding the Model A. The car was disassembled, each component cleaned and painted, and then reassembled. Except for the engine and power train, most of the car is in its original state. Gene did all the labor on the car except for the painting and upholstery.

One luxury installed in the car, definitely not original to the Model A, is a stereo AM-FM radio and cassette tape deck. Gene considers this a "must."

With most of the conversion completed, Gene's "favorite toy" is now ready for an occasional spin around town. Gene admits that rebuilding the car was not as much fun, perhaps, as driving the finished product.

"People usually look twice when they see a yellow Model A driving their way," Gene laughs, "and that adds to the fun of driving it." □

—Janice Aston

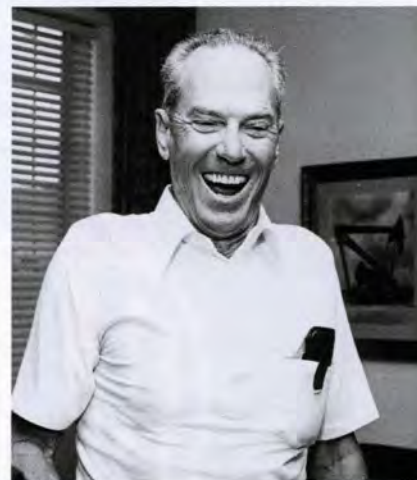
Photos by David Freeze

E. W. (Gene) Jumper took a "temporary" job in the Machine Shop in 1942 just to keep working until the drilling rig he had been working on was started up again. The rig started up later but E. W. stayed with LUFKIN. Even after a hitch in the army during World War II, he returned to his job in the Machine Shop.

Gene says he enjoys traveling and may do more, now that he's retired. "I just got back from New Mexico. We had been to the mountains before, but this is the first time we actually rented a cabin and stayed in the mountains for a while. It was really nice."

When he came back, the employees in the Machine Shop gave him a nice party and a can of "peanuts." Instead of peanuts, the can was filled with a large roll of money. Gene says the party was a big surprise.

Now he says he will have more



time to help his sons with their farms and cattle. "It's not work to me, I really enjoy it."

But there could be some more travel plans for later on. "I might take another cruise. I took one to the Bahamas a few years ago. I didn't think I'd like it but I enjoyed that more than anything I've done."

Delmer McGaughey—26 Years

Delmer McGaughey's retirement will mean the loss of over 30 years of foundry experience which will be hard to replace. Delmer worked for Texas Foundries many years before coming to work for Lufkin Industries in 1953.

After 26 years with LUFKIN, Delmer says he will miss his fellow workers most of all. "I will miss some of my old friends more than anything else—Robert Ridgeway, H. M. Basham, and Bert Humbert." Delmer says he will be able to do more hunting and fishing now. "I'm only about ten minutes from Sam Rayburn lake and I like to combine a little squirrel hunting with my morning walk."

He also plans to spend more time with his church work that he's been active in during recent years.



He has served as pastor for the Ora Missionary Baptist Church in Huntington for several years. He has been an ordained minister since 1961.



Man in the black and white stripes...

THE UNSUNG HERO OF FOOTBALL

He's the unsung hero of football. Without him, there would be no NFL, Southwest Conference or high school football games. And we're not talking about Howard Cosell.

He's the man in the black and white—the football official.

Football officials for local junior college, high school and junior high football games are supplied by the Stephen F. Austin Southwestern Football Officials Associations (SFOA). One of its most experienced officials is Billy Ray Harris, foundry offices, an 18-year veteran of the SFOA.

"I've called every kind of football game imaginable," says Billy Ray, "and they all have one thing in common. Every game is important to the two teams involved."

Billy Ray began officiating because of his interest in sports. "There's one thing you can be sure of," he says. "None of us is in officiating for the money."

"We get paid, yes, but it's nothing to compensate for the time and nights away from home. We just love the game."

(Left) Billy Ray pauses to catch his breath during football action at the Nacogdoches-Bryan game in Nacogdoches. The SFOA does not allow an official to call a game in his own hometown. Billy Ray calls games as far away as Tyler and as close as Diboll



Before each game, the officiating team meets with both coaches to discuss injury procedures. Billy Ray's team encourages coaches to come on the field in cases of injury rather than wait for an official's signal

A new football official must accumulate points by calling small junior high and Class B high school football games.

After 18 years, Billy Ray is one of the more trusted veterans and calls games between larger schools.

"I call 3-AAA and 4-AAAA ball games now. I've also called high school state playoffs and junior college games. The bigger the school,

the easier it is to call the game. The larger schools usually have better facilities, more coaches, and older, more experienced players."

Billy Ray and three other officials work together as a team during the season. Each member of the team has a designated position—referee, umpire, head linesman or field judge. Billy



(Above) As field judge, Billy Ray works on the line of scrimmage marking the ball, calling field goal and extra point attempts and watching for violations

(Below) The officiating team checks the time during the last half of the Nacogdoches-Bryan game. Because the scoreboard was not working, the officials also acted as timekeepers

Ray is usually the field judge, watching the line of scrimmage for illegal formations and procedures. He also calls field goal and extra point attempts.

"An official must constantly study the rules and mechanics of football," he explained. "This season alone, we had 42 rule changes. Often even a coach will not be aware of the changes."

And despite their occasional differences of opinion, Billy Ray says coaches and officials generally get along well. "Coaches have the option of scratching any official they do not want to call a particular game. Consequently, we have few problems with coaches. I've had to flag a few coaches for arguing about a call, but nothing more than that."

Football officials are probably the least abused official of all the major sports. "Unlike baseball, or basketball, the fans do not directly verbalize with the officials. I did have a friend that once had a woman come after him with an umbrella though," said Billy Ray with a chuckle.

Although Billy Ray says he enjoys every game, some games are more memorable than others.

The color and rivalry of the Kilgore Junior College and Tyler Junior College annual match makes it one of his favorites. He also remembers a Big Sandy game he called in which the Class B powerhouse broke state high school team and player scoring records.

Earl Campbell, former Texas Longhorn and now Houston Oiler running back, was the most exciting high school player Billy Ray has seen.

"When Earl was playing high school ball in Tyler, he was a stand-out. He has come a long way since those Friday nights."

Billy Ray's valuable experience will come in handy for five other LUFKIN employees who are also active members of the SFOA chapter: Bill Landry, foundry offices; Carl Ross and Tommy Maxie, both of the pattern shop; Bob McCarroll, data processing; Billy Joe Richards, foundry, first shift.

His advice to beginning football officials—"Don't get discouraged. Having played football in the past is surely an asset, but more importantly, just stay in there and keep on calling." □

—Janice Aston

Photos by Tom Johnston



CELEBRATING AN ANNIVERSARY 3~9 YEARS

LEONARD SULLIVAN
Welding & Structural
6 years



RICHARD GUEVERA
Tool Room
5 years



HUGH LAMBRIGHT
Trailer-Dumps
7 years



JOE HOLLIS
Welding & Structural
3 years



RICHARD RHODES
Foundry-Main Bay
3 years



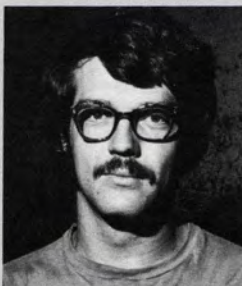
JAMES TUCKER
Trailer Offices
9 years



DAVID HOLT
Welding & Structural
3 years



ROY WEATHERS
Trailer-Machines
3 years



DONALD DAVIS
Final Assembly & Shipping
4 years



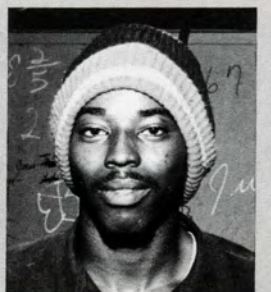
JERRY BROCK
Commercial Gears
9 years



JAMES BURRELL
Final Assembly & Shipping
5 years



DONIEL HORN
Welding & Structural
3 years





O'NEAL JONES
Foundry-Main Bay
5 years



BELTON HAVARD
Welding & Structural
3 years



DORMAN BOAZ
Lathe Shop
6 years



WAYNE PRESTIDGE
Trailer-Maintenance
3 years



HENRY WALKER
Gear Cutters
3 years



TRU DUC VU
Welding & Structural
3 years



T. L. THOMPSON, JR.
Gear Cutters
3 years



JOHN FOSTER
Welding & Structural
3 years



CLIFTON MARZE
Machine Shop
6 years



CURTIS ANTHONY
Foundry-Cleaning Room
7 years



CURTIS DUPREE
Foundry-Counterweight
3 years



CECIL AGENT, JR.
Welding & Structural
7 years



ROBERT BOYNTON
Material Control
5 years



M. C. OVERSHINE
Foundry-Cleaning Room
3 years



MIKE CURRY
Traffic
4 years



JOHNNIE HORACE
Foundry-Cleaning Room
4 years



BOBBY GREENVILLE
Welding & Structural
5 years



L. P. GRIGGS
Commercial Gears
6 years



CHARLES SMITH
Sub-Assembly
8 years



BOB MCCARROLL
Data Processing
6 years



A. J. MODISETTE III
Machine Shop
3 years

DONNY GARTON
Welding & Structural
4 years



ARTHUR CHATMAN
Welding & Structural
7 years



FRANCES HYDE
Gear Cutters
9 years



EUGENE COX
Mechanical Maintenance
6 years



MIKE JUSTUS
Foundry-Maintenance
4 years



ALTON BENNETT
Foundry-Maintenance
8 years



TOMMY WELLS
Trailer-Floats
5 years



MICHAEL MARK
Personnel
3 years



LESLIE SEGREST
Foundry-Cleaning Room
6 years



CHESTER SICKELS
Welding & Structural
4 years



PAUL WILSON
Security
6 years



(l-r) Two-year-old **Alaina Marie** and three-month-old **Joyce Elaine**, daughters of **John Jones**, welding and structural, 2nd shift, hold a big interest in LUFKIN. Grandfather **Johnnie Jones** and uncle **Thomas Jones** both work welding and structural, 1st shift. **Birdie Carlin**, truck shop, and **Linda Reynolds**, shipping, 2nd shift, are the girls' aunts.



There's been a grandbaby boom at the home of **H. R. Sargent**, shaft shop, 2nd shift. (l-r) **Belinda Denise Dumas** was born Thursday, September 20 at 5:01 p.m. while cousin **Zachary Keith Patrick** was born 21 hours, 39 minutes later, Friday, September 21, at 2:38 p.m.

WHO'S WHO AT LUFKIN



A. C. Hunt has been promoted to Supervisor in the Final Assembly and Shipping area, 2nd shift. He came to work for LUFKIN in 1954.



Larry Caples was promoted to Inventory Reporting Transaction Supervisor for the Structural Shop and Final Assembly area. Larry was employed by LUFKIN in 1976.



Milton Atkinson was promoted to Supervisor in the Mechanical Maintenance Department, 2nd shift. Milton was employed by LUFKIN in 1969.



Jerry Sudduth was promoted to Chief Industrial Engineer, Trailer Division. He was employed by Lufkin Industries in 1972.



Peter Mancill has been promoted to Supervisor in the Utility Maintenance Department, 1st shift. He was employed by Lufkin Industries in 1975.



Jim Riggs has been promoted to Plant Superintendent, Trailer Division. Jim is responsible for all phases of trailer production. He was employed by Lufkin Industries in 1959.

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years with Co.
Charles Weeks	November 20, 1950	29
A. W. Powell	November 21, 1955	24
C. W. Simmons, Jr.	November 22, 1961	18
Jerry Tullos	November 28, 1961	18
Robert Manning	November 8, 1965	14
C. J. Thorn	November 10, 1965	14
Manzel Clark	November 12, 1965	14
Clarence Matchett	November 21, 1967	12
John Reece	November 14, 1966	13
Jerry Taylor	November 18, 1969	10
Amos Mayo	November 19, 1969	10
Francis Hyde	November 16, 1970	9
Jerry Brock	November 23, 1970	9
Charles Smith	November 29, 1971	8
Clifton Marze	November 1, 1973	6
L. P. Griggs	November 1, 1973	6
Dorman Boaz	November 19, 1973	6
Eugene Cox	November 19, 1973	6
Richard Guevera	November 19, 1974	5
T. L. Thompson, Jr.	November 7, 1976	3
Henry Walker	November 8, 1976	3
A. J. Modisette III	November 8, 1976	3
Ronald Riggins	November 14, 1977	2
Mc S. Alexander	November 21, 1977	2
James Nerren	November 21, 1977	2
David Frizzell	November 28, 1977	2
Alvin Brooks	November 5, 1978	1
Samuel Price	November 7, 1978	1
Eugenio Aldava	November 10, 1978	1
Carlos Tovar	November 20, 1978	1
Melba Helton	November 20, 1978	1
Kara Porter	November 22, 1978	1
Lunell Potts	November 22, 1978	1
Carlos Trevino	November 27, 1978	1

FINAL ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Chester Robinson	November 28, 1976	10
James Burrell	November 26, 1974	5
Donald Davis	November 6, 1975	4
James Turner	November 7, 1977	2
John Richard	November 28, 1977	2
David Glover	November 2, 1978	1
Charles Morgan	November 2, 1978	1
Earl McGallion	November 2, 1978	1
Celestine Jones	November 9, 1978	1
Willie Settler	November 9, 1978	1
Israel Esparza	November 22, 1978	1

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Johnnie Carroll	November 24, 1952	27
James E. Holiday	November 15, 1954	25
A. L. Luce	November 22, 1966	13
Larry Tompkins	November 13, 1967	12
Albert Funderburk	November 21, 1977	2
Gary Hatlay	November 30, 1978	1
Richard Blake	November 16, 1978	1

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Henry Gibson	November 20, 1945	34
William Rogers	November 14, 1950	29
H. A. Mott	November 21, 1955	24
B. J. Kirkland	November 10, 1961	18
James Dunn	November 14, 1966	13
Amos Mayo	November 19, 1969	10
Cecil Agent, Jr.	November 15, 1972	7
Arthur Chatman	November 27, 1972	7
Leonard Sullivan	November 5, 1973	6
Bobby Greenville	November 5, 1974	5
Chester Sickels	November 10, 1975	4
Donny Garton	November 17, 1975	4
John Foster	November 4, 1976	3

Tru Duc Vu	November 11, 1976	3
Belton Havard	November 16, 1976	3
Doniel Horn	November 22, 1976	3
David Holt	November 23, 1976	3
Joe Hollis	November 30, 1976	3
Kenneth Black	November 28, 1977	2
Peggy Peters	November 1, 1978	1
Marie Ray	November 1, 1978	1
Carlton Maxie	November 6, 1978	1
Patricia Scott	November 9, 1978	1
Gayfer Jeffery	November 10, 1978	1
Brenda Taylor	November 10, 1978	1
Jewel Brewer	November 13, 1978	1
Judy Harrison	November 15, 1978	1
Nelda Scott	November 16, 1978	1
Olivia Thompson	November 16, 1978	1
Wesley Blackshire	November 20, 1978	1
Rita Caldwell	November 27, 1978	1
June Garton	November 27, 1978	1
Juanita Alexander	November 27, 1978	1

MATERIAL CONTROL

	Employment Date	Years with Co.
Robert Boynton, Jr.	November 22, 1974	5
Bobby Jarrell	November 10, 1977	2
David Bazar	November 21, 1977	2
J. L. Horace	November 21, 1978	1

PUBLIC RELATIONS

	Employment Date	Years with Co.
Virginia Allen	November 1, 1946	33

ENGINEERING

	Employment Date	Years with Co.
Louis Fincher	November 15, 1929	50
Bob Freeman	November 16, 1959	20
Gerry Kimmey	November 16, 1959	20

TRAILER PLANT

	Employment Date	Years with Co.
J. W. Smith	November 14, 1944	35
E. L. Tullos	November 27, 1951	28
Bob Beddingfield	November 12, 1952	27
Dennis Rice	November 21, 1966	13
Hugh Lambright	November 29, 1972	7
Tommy Wells	November 11, 1974	5
Wayne Prestidge	November 16, 1976	3
Roy Weathers	November 29, 1976	3
Cleveland Adams	November 7, 1977	2
Kenneth Faires	November 7, 1977	2
Adrian Goyen	November 13, 1978	1
Warren Steel	November 13, 1978	1
Patti Smith	November 14, 1978	1
Carolyn Gallier	November 17, 1978	1
James Roberts	November 21, 1978	1
Robert Nicholson, Jr.	November 29, 1978	1

TRAILER OFFICES

	Employment Date	Years with Co.
Ed Root	November 13, 1956	23
James Tucker	November 24, 1970	9
Alice Stanley	November 28, 1977	1

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
John Elliott	November 3, 1970	9
Clovis Craig	November 13, 1972	7
James Jones	November 8, 1976	3
Harley Steele, Jr.	November 16, 1977	2
David Lawson	November 14, 1977	2
James Haney	November 1, 1978	1
Willie Jones	November 14, 1978	1

AUTOMOTIVE-INDUSTRIAL

	Employment Date	Years with Co.
Ed Dietz	November 3, 1952	27
Aaron Pigg	November 1, 1963	16

PERSONNEL

	Employment Date	Years with Co.
Paul Wilson	November 13, 1973	6
Michael Mark	November 1, 1976	3

TRAFFIC

	Employment Date	Years with Co.
Campbell Tullos	November 18, 1975	4
Mike Curry	November 18, 1975	4

CUSHING PLANT

	Employment Date	Years with Co.
Dudley Matlock	November 21, 1978	1

MACHINERY SALES

	Employment Date	Years with Co.
H. H. Muller	November 29, 1949	30
Don Stanley	November 9, 1965	14
Jacqueline Campbell	November 8, 1971	8
Agnes Kadatz	November 4, 1974	5
Jeff Aversa	November 1, 1978	1

CORPORATE OFFICES

	Employment Date	Years with Co.
Joe Floyd	November 22, 1948	31
Ray Fisher	November 1, 1958	21
Walt Bardwell	November 21, 1962	17
Bob McCarroll	November 1, 1973	6
Martha Johnson	November 2, 1977	2

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Gene Harris	November 1, 1977	2
Cledell Hansberry	November 10, 1977	2
Royald Doss	November 18, 1977	2

FOUNDRY OPERATIONS

	Employment Date	Years with Co.
E. E. Edwards	November 21, 1945	34
Judge Burrell	November 4, 1946	33
Seamon Rigsby	November 1, 1947	32
Dock Spencer	November 4, 1947	32
O. A. Allsbrooms	November 20, 1950	29
Levi Patton	November 2, 1955	24
Henry Jefferson	November 18, 1955	24
Clifford Johnson	November 18, 1958	21
C. L. Fussell	November 8, 1961	18
Maurice Patton	November 17, 1961	18
Norris Alexander	November 22, 1961	18
Preston Cauley	November 17, 1966	13
Willie Polk	November 26, 1968	11
Alton Bennett	November 15, 1971	8
Curtis Anthony	November 2, 1972	7
Leslie Segrest	November 19, 1973	6
O'Neal Jones	November 21, 1974	5
Johnnie Horace	November 6, 1975	4
Mike Justus	November 24, 1975	4
Richard Rhodes	November 10, 1976	3
Curtis Dupree	November 17, 1976	3
M. C. Overshine	November 17, 1976	3
Joe Calhoun	November 8, 1977	2
Pat Molander	November 14, 1977	2
Mamie Polk	November 14, 1977	2
Willie Lewis	November 20, 1978	1

LUFKIN INDUSTRIES, INC.
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roundup laffs

The family was taking its first long train trip, and the little boy wandered up to his sleeping mother and asked her the name of the town they had just passed.

"I don't know, Johnny," the mother said curtly. "Can't you see I'm sleeping?"

"That's too bad that you don't know, Mommy," said the youngster, "because Billie got off there."

"It's two o'clock in the morning," the angry father yelled down to the teenager keeping his daughter company. "Do you think you can stay here all night?"

"I don't know," said the young man. "I'll have to call home and ask."

The kid next door tells us that the fattest kid in his club was voted Treasurer. "We wanted someone we could catch," he says.

An Army parachutist submitted to a T.V. interview.

"When did you get your greatest kick?" asked the reporter.

"That's easy," he answered. "Once I hesitated too long in the plane door."

Do fish go home at night and lie about the size of the worms they steal?

A cattle rancher was arrested for growing marijuana on his land. He stated firmly he wasn't growing it illegally.

"Then why do you grow it?" asked the judge. For his cows, said the rancher. And why would he feed marijuana to his cattle?

"Because," he explained, "when they are butchered they make such great pot roasts."

Sales people are so rude these days. I went into a haberdashery to buy a tie and the salesman held one up for \$20. I said, "Could you show me something cheaper?" So he held up a tie for \$15. I said, "Could you show me something cheaper?" He held a tie for \$5. I said, "You don't understand. I'd like to see something real cheap." So he held up a mirror.

At the funeral of a confirmed atheist, the preacher said, "There he lies—all dressed up and no place to go!"

A teacher asked her Sunday-school class to tell the story of Creation. Commented one little girl, "First God created Adam. Then He looked at him and said, 'I think I could do better if I tried again.' So he created Eve."

The guy who said there's no use crying over spilt milk said it in the days when milk was 7¢ a quart.

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About the Cover

The fortieth anniversary of the Trailer Division of Lufkin Industries, Inc. represents a milestone in the company's history. The cover exhibits the variety of trailers, standard and custom-designed, that have made the bright red LUFKIN trademark a common sight throughout our country and the world.

Photo by LUFKIN photographer, Tom Johnston.