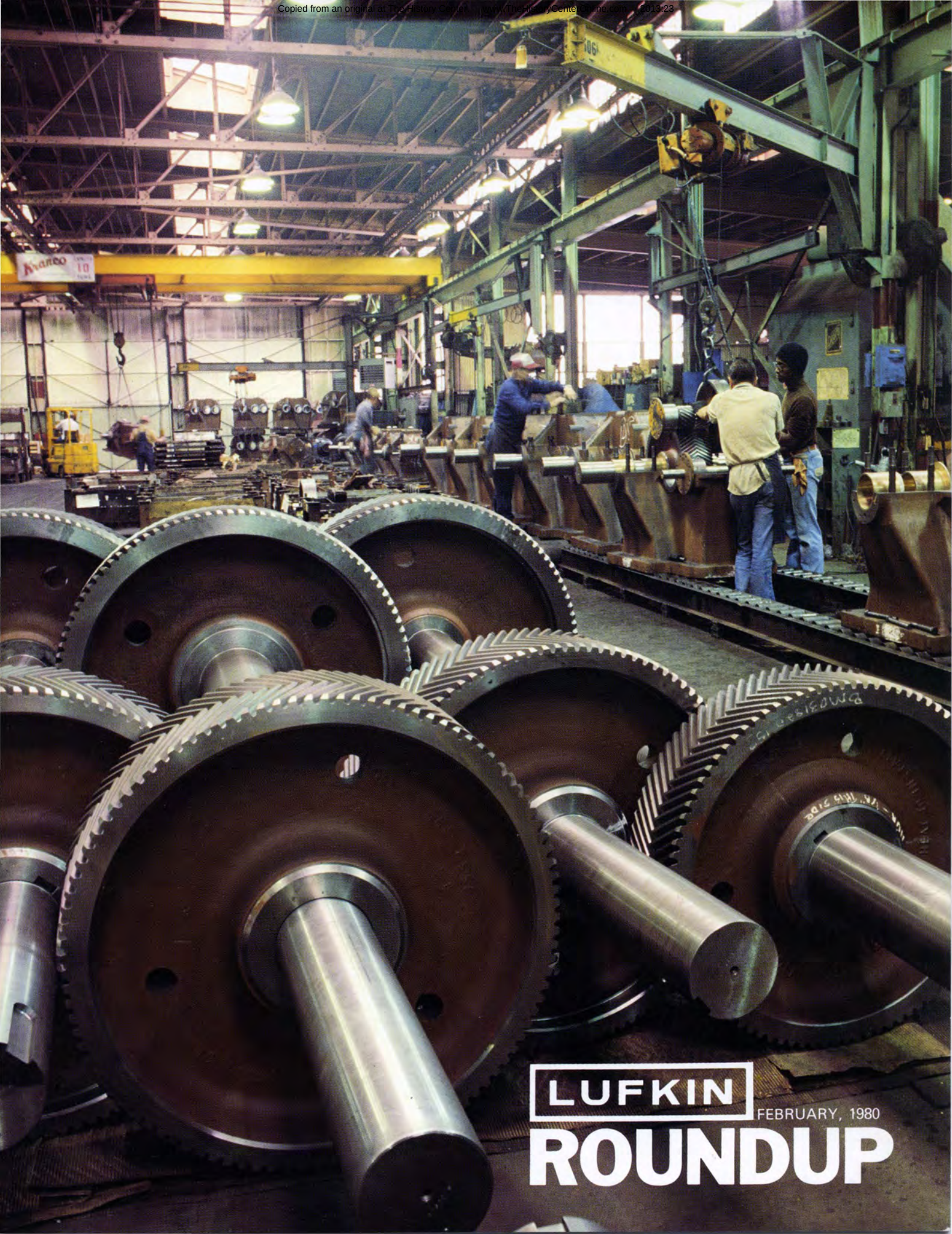




LUFKIN FEBRUARY, 1980
ROUNDUP



FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

We completed our Machinery Division Sales Conference on January 5, and our Trailer Division Sales Conference on January 15. These salesmen came to Lufkin from all over the Western World and spent several days in our offices and plants in conference with management, engineering and production.

Things were brought up-to-date on new products, designs and policies, and they gave us a forecast on the business in their area for the coming year, and for the future. They presented our design engineering department with new ideas and suggestions on making and keeping our equipment the best in the world.

Our salesmen are the people in Lufkin Industries who are closest to our customers and know their needs. They represent us in our marketing field, and are our direct contact with everyone who buys LUFKIN products. They are just as important to our business as the man who designs our products in engineering, who makes a mold in the foundry, who welds a bead in the structural shop, who operates a machine in the machine shop, or who builds a trailer in the Trailer Division.

These peddlers and servicemen comprise approximately 200 people in our Machinery, Trailer and Mill Supply divisions throughout the country.

An important cog in our sales organizations is our service personnel. These are the people who handle our warranty problems and keep our equipment maintained in the field. Actually, they are closer to the ultimate user than anyone in LUFKIN's organization, and they have a critical responsibility.

We have not lost any time in manufacturing for the last several years due to a shortage of orders, and we are going into the new year of 1980 with the greatest backlog of business this company has ever had at one time.

Lufkin Industries is blessed with the finest sales organization in the world, and they have been a big factor in our growth over the years.

A handwritten signature in dark ink, appearing to read "D. Land", written in a cursive style.

DIVERSIFICATION

Key to 1979 Success

While economists were predicting recession in most parts of the nation in 1979, Lufkin Industries was enjoying another record year of sales and growth.

Again in 1979, as in years past, the key to LUFKIN's success was diversification. Fuel costs skyrocketed as the energy crisis worsened, causing a decline in the trailer business. Meanwhile, the same energy crisis was encouraging exploration of new oil sources, and with heightened exploration came increased demand for oil field pumping units.

This offsetting chain of events led to one of LUFKIN's biggest years. Not only company sales exceeded \$200 million but also employment increased 16 percent over 1978 with 3267 persons on the payroll.

The year also saw the completion of various plant expansion and renovation projects and the addition of new production machines and equipment. All were part of a plant-wide modernization program that will continue and accelerate into the 80s.



For LUFKIN's Trailer Division, the year 1979 was a year of transition. The division built 2900 trailers, a decrease of 534 trailers from 1978. In late summer, the division

began assisting in pumping unit production.

"Historically, there is a decline in trailer manufacturing after an exceptionally good year like 1978,"

DIVERSIFICATION . . .



The Trailer Division shipped its first pumping unit January 8. The division is presently shipping ten units per week with future plans calling for 25 units to be shipped per week

explained Dick McKay, vice-president and manager of the Trailer Division. "We expected a drop in 1979 even without the unsettled economy.

"We are fortunate that the company's diversification allows us to substitute pumping unit production when there is a slack in trailer orders."

Trailer sales for the year topped \$34 million. As in 1978, vans repeated as the biggest seller followed by floats and dumps.

"We are currently employing 475 persons, including the 106 persons located in our branch offices," said McKay. "We are selectively increasing our work force when quality workmen become available."

Only 50 to 60 employees are now involved in pumping unit production but those numbers could change as the division begins assembling and shipping pumping units in 1980.

"Our goal for 1980 is to satisfy our trailer customers while assisting in pumping unit production,"

concluded McKay, "and do both with the same quality that has made the LUFKIN name famous."

The Machinery Division entered the 1980s with the largest number of back or-

ders in the company's history. The division broke records again in 1979 shipping 5796 pumping units and 725 commercial gears.

The year brought the greatest amount of change to the heart of the Machinery Division, the foundry. Renovation of the main bay foundry area was a unique construction of a complete new system within the confines of the existing foundry and yet maintaining production requirements.

"The renovation was very disruptive," commented Rod Pittman, vice-president of foundry operations, "because the main bay is one of our busiest areas. Construction was not completed until mid-year but we could see an immediate improvement in production and in quality."

Weekly production of gear boxes, their housings and covers, was averaging between 115 and 118 sets per week before the renovation. Since completion of the main bay, the foundry is now averaging 150 gear boxes per week.

"The capabilities of the new equipment, basically the no-bake molding, the shakeout, the additional cranes and the sand reclamation system, have been very



The foundry department saw an increase in production with the completion of the main bay renovation in late August. Future modernization plans call for purchase of a new cupola

satisfying," said Pittman. "It is also evident that the cleaner working conditions have improved morale among foundry employees."

A recent development in the foundry department was the addition of a second shift to the counterweight foundry. The first night this new shift began operations, they added 30 tons to the production of the company foundries in Lufkin and Little Rock for a record production in one day of 319 tons of iron poured.

"Since the majority of LUFKIN products are built around castings," Pittman added, "we must stay in a continuous state of remodeling and updating to maintain our foundry standards and meet the added demand for castings."

"We are now examining plans for a cupola that will have the immediate capacity to melt 35 tons of iron with future capabilities of 50 tons per hour, almost doubling our present capacity."



One of the year's largest expenditures in the structural shop was for a Pacific pressbreak machine. The machine reduces the time necessary to bend structural pieces by reducing the number of handlings

The structural and shipping areas of LUFKIN were also engaged in a number of modernizations projects in 1979. They, too, were in an effort to improve production efficiency.

"This past year was by far the busiest I can remember," remarked Bill Pennington, vice-president of steel fabrication and final assembly and shipping. "Any equipment purchases were made to save time

and enhance product quality."

The largest equipment expenditures included a crank boring machine, key seater and key grinder for the final assembly and shipping area, an automated identification machine and a Pacific pressbreak for the welding and structural shop.

"Construction is almost complete on Bay 9," continued Pennington, "and the space will allow us to add new cleaning and painting system facilities."

The 1978 acquisition of the Cushing Plant also proved to be invaluable in 1979.

"The Cushing Plant and the Trailer Division have been very helpful to our production this year and both should be commended."

"Overall, 1979 was an excellent year for our area," Pennington concluded. "Anytime your problems revolve around keeping pace with orders, you are fortunate."

Frank Stevenson, vice-president of manufacturing in the Machinery Division, echoed similar thoughts



Employees of the pumping unit gear box assembly area assembled a record 6031 gear boxes in 1979, an increase of 456 gear boxes over 1978.

DIVERSIFICATION ...

concerning the machine shop in 1979.

"It was a thrill for me to see our organization accomplish what it did during the past year. We produced an all-time record number of units while still continuing our modernization program."

Capital expenditures in the machine shop in 1979 totaled three-and-a-half million dollars. This included production machines, building expansion, vehicles and miscellaneous equipment.

"Our rate of assembly in the pumping unit gear box assembly area has increased 25 percent because of assembly line improvements and the installation of a vacuum cleaner that eliminates much of the hardwork on removal of shavings.

"We also improved gear cutting capacity with the purchase of a special accuracy hobbing machine.

By the addition of a machining center in the main machine shop, we combined the work of several machines." Stevenson reported.

In conjunction with the modernization program, work is currently underway on a new gear building that will house assembly and warehousing areas for the industrial gear department.

"We must provide a reliable product and good service to our customers," Stevenson added.

"These expenditures are evidence that LUFKIN is continually plowing back a major part of earnings to remain competitive and strong."

No division of LUFKIN is more sales oriented than the Automotive-Industrial Supplies Division. The only division that does not build its own products, A&I specializes in selling general mill supplies.

"Since 25 percent of our total sales is to the plant alone," said Ed Dietz, manager of the Automotive-Industrial Supplies Division,

"we were not adversely affected by the economy.

"October 1979 was our biggest sales month of the year; we went over a million dollars in one month alone. Total charge sales and cash sales for the year exceeded ten million dollars.

"We are working on the premise that 1980 will be as good or better than 1979. With more and more industry and business moving to the south because of the climate, we are optimistic that the new year will bring continued success."

So in a year that inflation, unemployment, gasoline shortages and soaring interest rates dominated the headlines, the LUFKIN story was one of growth and prosperity. Diversification kept the company healthy in an ailing national economy. Expansion and construction has prepared LUFKIN for the challenges of the 80s.



The Machinery Division entered the 80s with the greatest backlog of orders in the company's history

LUFKIN RETIREES

Ed Root—23 years

For Ed Root, the new year ushers in a new lifestyle. After 23 years in LUFKIN's Trailer Division, Ed retires January 1.

"My years at LUFKIN have been good years but I look forward to more free time. Although I still plan to work part-time in the mornings, I want to leave my afternoons open to play golf, help my wife garden and cure these confounded ulcers."

Ed began working for LUFKIN in 1956 as supervisor of the trailer warehouse. For the past six years, he has been supervisor of purchasing for material control.

"There have been so many changes at LUFKIN over the years.



Of course, production has increased with more and more automation, but there has also been an improvement in working conditions, both in the shops and in the offices."

Describing his family as "very close-knit," Ed said his retirement will give him an opportunity to spend more time with his five children and five grandchildren. One trip is planned to California to visit a son and then it's back home to LUFKIN to stay.

"I'm not much of a traveler and I hate the mountains. They'll have a time getting me on another trip anytime soon."

Charlie Hodge—23 years

In 1956, when Charlie Hodge came to work for LUFKIN Trailers, gasoline was only 18¢ a gallon and the 125-mile round-trip to work each day seemed only a minor inconvenience.

Today, 23 years and 600,000 miles later, a gallon of gasoline costs more than a dollar and Charlie decided it was time to retire.

Charlie's home is in the Concorde community, outside of Mount Enterprise. He grew up only one mile from his home today, a 200-acre farm.

"The distance never really became a problem until the energy crisis," says Charlie, "and then gasoline prices began to climb."

For years, the distance was almost an advantage. An enterprising Charlie formed his own miniature bus service, taking area residents to and from work in the Lufkin area. At one time, he had as many as 12 riders.

"I never thought about moving closer to Lufkin. My dad and I bought this land in 1939 and it's my home. I couldn't live anywhere else."

Charlie's retirement plans revolve around his home and farm. He hopes to expand his cattle business and begin truck farming this spring.

"I'm just going to enjoy being at home."



RETIREES (cont.)

Carl Liese—34 years

Since 1946, the Trailer Division's purchasing and inventory department and the name Carl Liese have been synonymous. This month that changes as Carl retires after 34 years as manager of the department.

"I started at LUFKIN doing essentially the same work I do today," Carl says. "As the company and the department grew so did my responsibilities."

Through the years, Carl has witnessed many significant strides in the trailer industry. Not only has the average size of a trailer grown from 24 to 45 feet, but the material used, the fabrication and assembly of trailers has improved.

Coupled with his job duties, Carl has also been active as a charter

trustee and secretary-treasurer of the Lufkin Industries Foundation.



The group is responsible for awarding the annual college scholarships to children of employees.

Opting for an early retirement, Carl is hoping to devote more time to traveling and one of his favorite hobbies, genealogy. His father came to this country in 1891 from Germany.

"We have already visited Germany several times during our genealogy investigations. We certainly plan to travel overseas again and in the states too."

An avid reader, Carl feels he will have no problem filling his retirement years.

"I want to enjoy myself while I am still healthy and young enough."

D.O. Smith—27 years

When it comes to building trailers, there's just not much that LUFKIN retiree D.O. Smith doesn't know. For 27 years, he has worked in almost every production capacity for LUFKIN Trailers.

"I hired on in 1953 as a carpenter's helper for \$1.05 an hour," recalls D.O. "Since that day the only job I haven't done is operate the pierce rivet machine."

Although D.O. describes himself as "spry as any 20-year-old," he made the decision to retire so he could spend more time with his family and his hobbies. D.O. is looking forward to doing what he wants to do when he wants to do it.

"I have a few cattle and, of course, I'm planning a big garden this spring," says D.O. "I also have a welding machine that I've used to build barbecue pits. I'm even considering that as a sideline for extra money."

One item that is definitely on D.O.'s retirement agenda is another hunting trip. On his last trip he bagged an eight-point buck.

"I've loved to hunt since I was a boy. There's no doubt where I'll be opening day of deer season from now on."





REMINISCENCES *by Guy Croom*

Sawmill towns I can remember

Cochran. My old friend Julius Colmorgen reminded me of the Cochran mill a few miles north of Lufkin on the HE & WT Railroad.

This was a small mill and depended on mule drawn wagons to haul its logs from around the vicinity. This was in 1915.

The reason I remember the date is because this was the year I tried my luck at farming and lost my shirt in the process. I had some fine corn just getting ripe when a tropical storm blew it down in the mud and we turned the hogs in on it.

I borrowed \$100 from Mr. G. Robert Thompson at the Lufkin National Bank and went back to the machine shop.

Thanks, Julius, for the reminder.

Steep Creek. I don't even know where the place was but I do know we at Lufkin Foundry & Machine Co. did some work for them on more than one occasion. Mr. John Blanton whom I knew many years ago also had a responsible job there.

At the time I knew Mr. Blanton, he had the reputation of being quite a battler. But he went to Cold Springs one day and a fellow by the name of Ellisor worked him over with a beer bottle after an argument in a saloon.

Someone told me this story: A stranger walked up to Mr. Blanton and handed him a nail and said, "I have been carrying this nail for being the ugliest man in Walker County but I believe you deserve it more than I do. Keep it till you find a worthy replacement."

Manton. A mill similar to Cochran's, they too depended on mule drawn wagons to log the mill. This business was operated by a man named Hooks and the place was somewhere between the present paper mill and the old Moffitt school and church house.

This company did own houses that rented to employees and operated a commissary. This outfit went out of business before 1915.

In a previous article about Manning, it will be of interest to some people to know that here is where the late Dr. L.H. Denman started his practice in medicine.

Bearing. John Winston, Sr. called to my attention a sawmill town in the vicinity of Moscow called Bearing. This mill closed down about 1915 but this is the place where John and one or more of his sisters were born. John's father, Captain Winston, was general manager there.

John remembers the time Mr. W.C. Trout took the Captain and his wife via passenger train to New Willard to observe the first Trout set works that were installed in this country.

For benefit of those of you who do not know the function of a set works, it is a mechanism on the carriage that the block setter uses to set the log out towards the saw to produce the right thickness of board that the sawyer signals for. Now you still don't know, do you?

In the early days, this was done manually and it was a laborious job. But with the Trout set works, the block setter could sit on a stool and produce the lumber the sawyer signaled for. Incidentally, this rig was not one of Mr. W.C. Trout's patents but one of his father's.

Captain Winston was one of the old school in that when he met one of his sons that he had not seen lately, he kissed him then and there.

CORRECTION: In an issue of the Roundup, I said Dr. Clem quit surgery several years ago.

An informant tells me I was in error and I quote, "Dr. Clem still operates all the time both alone and assisting other surgeons in their very intricate operations."

For the blunder, "Doc," I apologize. If I ever need surgery, I will come a'runnin' and you must give me room in your schedule. □

First Aid Department

The Cure For What Ails You



LUFKIN's first aid department located in Personnel lends a healing hand to 25 to 30 employees each working day.

A nurse was a welcome sight to James Joshua, truck shop. While adjusting a manifold on one of the company's trucks, his wrench slipped slicing his finger to the bone. Thirty minutes after the accident, James was bandaged and back on the job.

James is just one of the 25 to 30 patients seen each day in the first aid department of Personnel. Staffed by two full-time licensed vocational nurses, Janice McLaughlin and Joyce West, the department treats a variety of injuries and illnesses.

"Our purpose is to reduce the number of doctor visits an injured employee requires," Janice explains. "We treat any injury we can. If it is too serious for us to treat, we send the patient to the hospital's emergency room. In most cases, we will handle any follow-up care."

LUFKIN's most common on-the-job injury is a foreign body in the eye. It is followed by an assortment of contusions, lacerations, burns and abrasions. Back injuries are also prevalent and generally are the result of improper lifting. The majority of on-the-job injuries are caused by the human element in an industrial atmosphere.

There's never a typical day," Joyce comments. "Every injury is different and every illness is different. In addition to the injuries, we see every kind of virus imaginable—flu, cold and sore throat. We treat those chiefly with sympathy and motherly advice."

Another primary duty of the first aid department is administering

Each blood sample is tested in the department's lab. If the blood count is low, a person is anemic and cannot be employed. If there is glucose (sugar) in the blood, it could be a sign of sugar diabetes. In both cases, applicants are referred to their physician.



Before an applicant can be employed, he must have complete bloodwork on file. Joyce draws blood from Jerry Lane, welding shop, 2nd shift, during his physical.



physicals to prospective LUFKIN employees. The hiring process cannot be completed without a physical.

"Physicals take about 50 percent of our day," Janice continues. "They are designed to detect any health problems that might hinder a person's job performance.

"For example, we use a spirometer breathing test to detect any reduced lung capacity. If a person fails, he might be more susceptible to inhaling dusts from areas like the machine shop or foundry."

In addition to the breathing test, the physical includes blood, urine, vision and hearing tests. Back and chest x-rays are also

A foreign body in the eye is the number one injury reported to the first aid department. Janice examines the eye of Charles (Doc) Grimes, commercial gears, 1st shift





James Joshua, truck shop, receives treatment for a cut finger. Cuts that require stitches are referred to Lufkin Memorial Hospital's emergency room.



Two types of burns are treated by the first aid department, chemical and fire. Each type of burn must be dressed each day to keep the area clean and free of infection. Joyce dresses the fire burn of Larry Thompson, foundry-maintenance, 1st shift.



Pulled muscles and back strains are treated with a diathermy machine. The machine works basically like a microwave oven creating deep heat within the muscles.

taken to insure there are not congenital or previous back problems. An examination by local physician Dr. W.D. Thames concludes the physical.

After the physical, medical cards are kept on each person hired. Any injuries incurred on-the-job are then reported to the first aid department.

One unofficial duty of the department is serving as a source for free medical advice. Rarely does a day pass that someone doesn't drop by to inquire about an ache or ailment.

"For persons with a serious question about a health problem, we always find time to listen," Joyce says. "Sometimes just listening itself can be a part of the cure."

LUFKIN In FOCUS

Banquet Honors Shop Class Graduates

A total of 26 shop class graduates were honored at a graduation banquet Tuesday, December 18, at the Ramada Inn of Lufkin.

R.L. Poland, LUFKIN president, presented graduates with certificates for completion of industrial blueprint reading, trigonometry and shop math classes.

Spring shop classes are currently underway. The courses are offered to employees free of charge twice a year. The classes meet for two hours twice a week for 12 weeks. Both morning and night classes are available.

For additional information on shop classes, contact Mitchell O'Neil at extension 305.



Trigonometry and Shop Math Class—Front row (l-r) Gary Long, manufacturing engineering, instructor; Tracy Cartwright and Margaret Griffin, engineering. Back row (l-r) John Smith, machine shop, 2nd shift; Rudy Fudge, utility maintenance; Charles Shattuck, foundry-cleaning room, 2nd shift.



Industrial Blueprint Reading Class—Front row (l-r) Gladys Grossman, engineering; Myran Wise, material control; Pat Smith and Sherry Meaux, welding and structural, 2nd shift; Donna Parish and Carolyn Sherrer, material control. Back row (l-r) Charles Kleypas, plant engineering, instructor; Ron Camp, pattern shop; Willie Moreland, Jim Hohimer, Vicente Segura and Lemon Hamilton, machine shop, 1st shift; Don Wall, machine shop, 2nd shift; J. Arthur Wofford, Jr. and Archie Chatman, machine shop, 1st shift; Curtis Johnson, pattern shop; Elmer Heishman and Randall McMullen, machine shop, 1st shift; Bennett McMullen, pattern shop; Fred Kramer, material control. Not pictured, LaWanna Gainer and Becky Carlile, material control.

IN FOCUS (cont.)

Believe It Or Not It \$aves Gas too!

When Eddie Sowell, foundry—main bay, 2nd shift, decided to take up motorcycling, he decided to do it in a big way.

Eddie is the new owner of a "loaded" Harley-Davidson 1340 CC Classic motorcycle. The motorcycle features such extras as an AM-FM radio, tape player-cassette, CB radio, saddle bags and trunk.

"Although I'd never ridden a motorcycle in my life," Eddie says, "I knew this was the motorcyle I wanted. With gasoline prices so high, this was one way to save



money and do it in style."

Eddie estimates his gas mileage at 60 miles per gallon. The savings compensates for the lack of heat-

ing on these cold winter mornings.

"I guess you could say," Eddie laughs, "its a warm weather machine."

WHO'S WHO AT LUFKIN



Ken Beckman has been promoted to Project Engineer, Industrial Gears. Ken has been employed by Lufkin Industries since 1972.



Donna Stewart has been named Internal Auditor for LUFKIN. Donna was employed by the company in 1977.



Stewart Tankersley has entered LUFKIN's machinery sales training program. Stewart has been employed by LUFKIN since 1975.

CELEBRATING AN ANNIVERSARY

10 YEARS OR MORE

WALTER BUTLER
Trailer—Machines
12 years



PIETIER JANSEN
Machine Shop
18 years



J.P. WOMACK, JR.
Welding & Structural
13 years



JERRY WARREN
Machine Shop—Main Bay
18 years



J.L. TARVER
Welding & Structural
16 years



CHARLES KILGORE
Trailer—Van Doors
16 years



DONALD WALLACE
Tool Room
21 years



ARTHUR WARREN
Trailer-Floats
30 years



BOYCE HENDRY
Trailer—Van Set-Up
30 years



ROBBIE BARLEY
Final Assembly & Shipping
16 years



THOMAS BOULWARE
Foundry—Side Bay
25 years



JAMES GREEN
Trailer—Pierce Rivet
14 years



CELEBRATING AN ANNIVERSARY 10 YEARS OR MORE

SAM ADAMS
Trailer—Dumps
12 years



LARRY OLIVER
Trailer—Maintenance
15 years



STANLEY BECK
Plant Engineering
25 years

JOHN WHITEHEAD
Trailer—Dumps
16 years



CURTIS THOMAS
Machine Shop—Yard Crew
15 years

BETTY STEWART
Corporate Offices
22 years

JAMES JONES
Foundry—General Foreman
25 years



LUKE ROUSE
Trailer—Vans
30 years

MILTON WATSON
Trailer—Van Subs
30 years

ELMER LYNCH
Trailer—Machines
14 years



DELBERT ELLISON
Utility Maintenance
16 years

AUSTIN STEIN
Machine Shop—Yard Crew
12 years

TED HEARNSBERGER
Final Assembly & Shipping
12 years



EMMIE FORD
Material Control
14 years

E.G. PITTMAN
Foundry Offices—Vice-President
20 years

DOROTHY HAVARD
Automotive—Industrial
15 years



RAY RUSSELL
Traffic
24 years



WHITTAKER GARRETT
Trailer—Warehouse
11 years

W.P. WESTBROOK
Pattern Shop
24 years



REX JONES
Foundry—Side Bay
29 years



LEONARD DONNELL
Trailer—Machines
28 years

JAMES JONES
Foundry—Cleaning Room
18 years



PETE MINTON
Foundry—Main Bay
10 years



J.C. MALNAR
Trailer—Vans
14 years

JOE BYRD
Machinery Sales
19 years



CHARLES LEE
Welding & Structural
10 years



FREDDIE WILLIAMSON
Trailer—Repair Shop
16 years

FRED BENEMON
Foundry—Cleaning Room
34 years



EARL DAVIS
Automotive—Industrial
17 years



LEWIS FERGUSON
Foundry—Core Room
14 years

RONNIE PARKER
Machine Shop—Main Bay
14 years



JAMES SCOTT
Foundry—Cleaning Room
34 years



DONALD KUEHL
Pattern Shop
13 years

THERON WILLIAMS
Final Assembly & Shipping
14 years



LEANDRO VASQUEZ
Welding & Structural
13 years



KELLY HOPSON
Trailer—Van Subs
11 years

C.C. CLONTS
Trailer—Repair Shop
16 years



CLARENCE WILLIAMS
Foundry—Yard Crew
11 years

MALCHOM LOWERY
Welding & Structural
21 years



DEAN PRUITT
Trailer—Engineering
10 years

J.B. PERKINS
Foundry—Main Bay
28 years



M.G. POWELL, JR.
Lathe Shop
11 years



JACK LANDRUM
Shaft Shop
21 years

LEWIS STUBBLEFIELD
Heat Treat
13 years



CHARLIE JACKSON, JR.
Trailer—Van Set-Ups
14 years



TRACY SAXON
Automotive—Industrial
12 years

ARCHIE WILLIAMS
Foundry—Main Bay
14 years



MARCUS PATRICK
Welding & Structural
33 years



DAVID MERRITT
Welding & Structural
18 years

JAMES KING
Engineering
15 years



CARL ROSS
Pattern Shop
28 years



EARL BURCHFIELD
Welding & Structural
18 years

G.C. WRIGHT
Trailer—Box Fixtures
30 years



JEWEL HALE
Foundry—Cleaning Room
12 years

GEORGE WALDREP
Welding & Structural
11 years



CLAYTON JIRCIK
Foundry Offices
25 years

MARKING AN ANNIVERSARY

TRAILER PLANT

	Employment Date	Years with Co.
Arthur Warren	February 1, 1950	30
Luke Rouse	February 6, 1950	30
Boyce Hendry	February 9, 1950	30
G.C. Wright	February 20, 1950	30
Milton Watson	February 27, 1950	30
Leonard Donell	February 28, 1952	28
C.C. Clonts	February 6, 1964	16
John Whitehead	February 11, 1964	16
Charles Kilgore	February 14, 1964	16
Howard Coleman	February 17, 1964	16
F.L. Williamson	February 17, 1964	16
Larry Oliver	February 24, 1965	15
Charlie Jackson, Jr.	February 8, 1966	14
Elmer Lynch	February 8, 1966	14
J.C. Malnar	February 8, 1966	14
James Green	February 10, 1966	14
Sam Adams	February 6, 1968	12
Walter Butler	February 12, 1968	12
Whittaker Garrett	February 17, 1969	11
Kelly Hopson	February 26, 1979	11
Robert Brockett	February 7, 1972	9
Edward Williams	February 7, 1972	9
Sylvester McClain	February 16, 1972	9
Willie Davis	February 28, 1972	9
Delbert McGuire	February 28, 1972	9
Carnuto Rios	February 16, 1976	3
Kenneth Modisette	February 2, 1978	2
Robert Wallace	February 3, 1978	2
Herman Blake	February 28, 1978	2
Shelby Oden	February 16, 1979	1
Woodrow Lewis	February 21, 1979	1

Jewel Hale	February 14, 1968	12
C.S. Williams	February 4, 1969	11
James Johnson	February 7, 1972	8
Simon Benemon	February 8, 1974	6
Walter Cummings	February 4, 1975	5
Frank Davis	February 2, 1976	4
Eddie Wade	February 23, 1976	4
Ronnie Blackburn	February 2, 1977	3
Wilkin Mickey	February 3, 1977	3
John Salazar	February 7, 1977	3
Jessie Vaughn	February 17, 1977	3
Jack Bates	February 27, 1977	3
Clara Diets	February 2, 1978	2
William Davis	February 9, 1978	2
David Ramirez	February 13, 1978	2
Charles Loving	February 12, 1979	1
Carroll Brown, Sr.	February 13, 1979	1
John Runnels	February 13, 1979	1
Alfred Broussard	February 18, 1979	1

Carolyn Buchleiter	February 28, 1979	1
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ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Troy Allen	February 5, 1973	7

TRAFFIC

	Employment Date	Years with Co.
Ray Russell	February 7, 1956	24

PRINT SHOP

	Employment Date	Years with Co.
Ellen Lightfoot	February 16, 1976	4
Harvey Corder	February 8, 1978	2

MACHINERY SALES

	Employment Date	Years with Co.
Val Gallia, Jr.	February 5, 1947	33
Roy Lilley, Jr.	February 2, 1953	27
David Bishop	February 19, 1957	23
Joe Byrd	February 1, 1961	19
Jim Trout	February 12, 1968	12
Michael Bomboy	February 24, 1969	11
Robert Jeffs	February 15, 1972	8
Charles Mareschal	February 1, 1977	3
Cheryl Maitrejean	February 7, 1977	3
Ted Tuminowski	February 1, 1979	1

LITTLE ROCK FOUNDRY

	Employment Date	Years with Co.
Russell Lewis	February 7, 1978	2
James Patrick	February 6, 1978	2
John Brown	February 24, 1978	2

PATTERN SHOP

	Employment Date	Years with Co.
Carl Ross	February 13, 1952	28
W.P. Westbrook	February 1, 1956	24
Donald Kuehl	February 13, 1967	13
Everett Rhodes	February 16, 1967	13
Robert Holden	February 22, 1977	3

FINAL ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Robbie Barley	February 10, 1964	16
Theron Williams	February 10, 1966	14
Ted Hearnshberger	February 1, 1968	12
Curtis Clay	February 18, 1975	5
John Bridges, Jr.	February 2, 1976	4
Oscar Houston	February 3, 1976	4
Scott Stroble	February 7, 1978	2
Joe Foreman	February 9, 1978	2
Billie Lee	February 6, 1979	1
Billy Brown	February 12, 1979	1
Horace Brooks	February 14, 1979	1
LaVerne Thorn	February 15, 1979	1
Rudy Huerta	February 19, 1979	1

TRAILER OFFICES

	Employment Date	Years with Co
Dean Pruitt	February 17, 1970	10
Jerry Sudduth	February 7, 1972	8
Geraldine Korn	February 12, 1973	7

PLANT ENGINEERING

	Employment Date	Years with Co.
Stanley Beck	February 21, 1955	25

ENGINEERING

	Employment Date	Years with Co.
Bill Wagner	February 19, 1952	28
James King	February 8, 1965	15
Robert Estes, Jr.	February 2, 1970	10

CORPORATE OFFICES

	Employment Date	Years with Co.
Barbara Fowler	February 1, 1957	23
Betty Stewart	February 19, 1958	22
David Pustka	February 16, 1977	3
Douglas Hudson	February 28, 1977	3
Oretha Wolf	February 9, 1978	2
Jean Hohimer	February 5, 1979	1

MACHINE SHOP

	Employment Date	Years with Co.
Lloyd Parrish	February 12, 1947	33
Donald Wallace	February 2, 1959	21
Jack Landrum	February 2, 1959	11
H.J. Warren	February 14, 1962	18
Pieter Jansen	February 21, 1962	18
Curtis Thomas	February 2, 1965	15
Ronnie Parker	February 7, 1966	14
Lewis Stubblefield	February 8, 1967	13
Austin Stein	February 26, 1968	12
R.E. Solly	February 17, 1969	11
M.G. Powell, Jr.	February 19, 1969	11
Ben Newsom	February 1, 1970	10
Kenneth Brashear	February 8, 1971	9
Robert Gresham	February 21, 1972	8
Harold Lane	February 2, 1973	7
Kenneth Burke	February 7, 1973	7
Steven Langston	February 15, 1973	7
James Coleman, Jr.	February 4, 1974	6
William Barnett	February 4, 1975	5
Sydney Alvers	February 10, 1975	5
Robert McKind	February 11, 1975	5
Victor Reese, Jr.	February 16, 1975	5
Robert Lewis	February 24, 1975	5
Howard Calahan	February 24, 1975	5
Kenneth Williams	February 3, 1976	4
John White	February 16, 1976	4
Robert Stokes	February 16, 1976	4
Thomas Thomas	February 26, 1976	4
Robert Dunn	February 1, 1977	3
William Roach	February 15, 1977	3
Joy Ouseph	February 10, 1978	2
Jerry Hill	February 15, 1978	2
Lacy Ford	February 22, 1978	2
Anthony Hill	February 2, 1979	1
Peter Rita	February 4, 1979	1
Kerry Kendrick	February 6, 1979	1
Darrell Dipboye	February 6, 1979	1
Paul Taylor	February 8, 1979	1
Dennis Massey	February 12, 1979	1
Wanda Thompson	February 12, 1979	1
Gary Ritnour	February 19, 1979	1
LaDonna Blalock	February 21, 1979	1
George Shimer	February 21, 1979	1
Fred Sutton	February 22, 1979	1
Laura Hopper	February 22, 1979	1
William Reneau, Jr.	February 26, 1979	1

MATERIAL CONTROL

	Employment Date	Years with Co.
Emmie Ford	February 23, 1966	14
Henry Sumlin	February 13, 1973	7
Rex Whitaker	February 11, 1976	4
John Duke	February 13, 1978	2
Michael Medley	February 14, 1979	1
James Heath	February 19, 1979	1

PERSONNEL

	Employment Date	Years with Co.
Otis Alexander	February 16, 1978	2

UTILITY MAINTENANCE

	Employment Date	Years with Co.
Delbert Ellison	February 17, 1964	16
William Rushing	February 2, 1979	1
Rudy Fudge	February 9, 1979	1

FOUNDRY OPERATIONS

	Employment Date	Years with Co.
Fred Benemon	February 20, 1946	34
James Scott	February 20, 1946	34
Rex Jones	February 20, 1951	29
J.B. Perkins	February 22, 1952	28
James Jones	February 2, 1955	25
Clayton Jirick	February 21, 1955	25
Thomas Boulware	February 22, 1955	25
E.G. Pittman	February 1, 1960	20
James C. Jones	February 5, 1962	18
Pete Minton	February 5, 1962	18
Lewis Ferguson	February 7, 1966	14
Archie Williams	February 11, 1966	14

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Marcus Patrick	February 7, 1947	33
Malchom Lowery	February 27, 1959	21
David Merritt	February 9, 1962	18
Earl Burchfield	February 15, 1962	18
J.L. Tarver	February 10, 1964	16
James Matthews	February 7, 1966	14
J.P. Womack, Jr.	February 20, 1967	13
Leandro Vasquez	February 20, 1967	13
George Waldrep	February 1, 1979	11
Charles Lee	February 24, 1970	10
Lawrence Holt	February 19, 1974	6
George Dempsey	February 16, 1976	4
Sam Figueroa	February 7, 1977	3
Therman Davis	February 14, 1977	3
Nelson Reynolds	February 28, 1977	3
Millard Barge	February 13, 1978	2
John Jones	February 22, 1978	2
Verma Beck	February 1, 1979	1
Margaret Mathews	February 2, 1979	1
Billy Hoosier	February 19, 1979	1

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

Address Correction Requested

BULK RATE
U.S. POSTAGE
PAID
Lufkin, Texas
Permit No. 10

roundup laffs

DIET: The penalty for exceeding the feed limit.



Personnel Manager: "I'm sorry but we don't need any help. We just couldn't find enough work to keep you busy."

Job Applicant: "Oh, you'd be surprised how little it takes."



Money talks, but today's dollar doesn't have cents to say much.



An employment office was checking on an applicant's list of references.

"How long did this man work for you?" a former employer was asked.

"About four hours," was the quick reply.

"Why he told us he had been there a long time," said the astonished caller.

"Oh, yes," answered the ex-employer, "he was here two years."



To spend your money and have

something to show for it, try eating rich food.



Most of us would rather be ruined by praise than be saved by criticism.



Poverty—A state of mind induced by a neighbor's new car.



The only people who listen to both sides of a family argument are those in the next apartment.



Did you hear about the new soft drink in Iran? It's called the Ayatollah Cola.

It gives everyone gas but Americans!



Daffy Definition: A bigamist is one who loved not wisely but two well.



Customer to clerk at card counter: "Have you anything in the way of a sympathy card for April 15?"



"It's a recurring and rather disturbing dream," the patient told the psychiatrist. "It's 1996, and I go down to my cellar, unlock the massive padlock, swing open the heavy door, enter the small room, take down a bottle from a rack and shine my flashlight on its label. Then I say to myself, 'Ah, yes—1980. A great year for gasoline!'"

LUFKIN ROUNDUP

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IABC

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About the Cover

The year 1979 was one of the busiest production years in LUFKIN's 77-year history. The cover photograph was made in the pumping unit gear box assembly area during a typical production day. Employees of this department assembled a record 6031 gear boxes. For the story see page 1.

—Photo by David Freeze