



LAPOVEN S.A.
PO BOX 100
CARACAS VENEZUELA
MADE IN USA

4249064
100 KILOS
220 LBS

LUFKIN

LUFKIN

LUFKIN APRIL, 1980
ROUNDUP



FROM THE PRESIDENT'S DESK ...

FELLOW EMPLOYEES:

I have just finished filing my income tax return for 1979, and I noted that I worked half the year for my family and myself, and the other half for Uncle Sam.

When I stop to think, inflation is eating my half away, and Uncle Sam's is getting bigger year by year. Therefore, we are all getting a double-barreled assault from the government. This double-barreled assault on our standard of living, from both inflation and taxation, is directly attributable to defective government taxing and deficient spending by government of our tax dollars.

The fact is that during the past ten years, taxes have gone up almost twice as fast as consumer prices. There has been an 87 per cent increase in consumer prices and a 155 per cent rise in federal, local and state taxes. But federal taxes take the biggest income bite.

If you review your spending, you may find that you are paying more for taxes than for basic necessities such as food, clothing and housing. Most Americans do.

Inflation hits working people from two sides. First their earnings go up, but inflation lowers their real income. Then they are pushed into higher income tax brackets that can leave them with less after-tax buying power than they had before their raise.

The result is that the buying power of the average taxpayer is less than it was ten years ago.

A ten per cent increase in this year's income will now raise a family's income tax bracket by 15 per cent (50 per cent more by proportion than his raise), and may leave them with less buying power than they had last year.

The real basic cause is excessive and deficit spending by our federal government, and until this is restrained the taxpayer will continue to be in a terrible bind.

We cannot expect any reduction in spending by federal agencies, who are dedicated to the idea that the more they spend, the more useful they are, and the longer they are likely to stay in existence.

In spite of all this, I'm glad that I am able to pay my taxes, and live in a country where I can freely express my views. I would not change my place of living for any other country in the world. Neither would I change our form of government where every person has the right to better himself with a little initiative and hard work.

Even though we may complain about our high taxes, we are still the most fortunate people in the world.

A handwritten signature in dark ink, which appears to be "Gerald R. Ford". The signature is fluid and cursive, with a large, stylized "G" and "F".

First Company Picnic in 50 Years Set April 13 at Ellen Trout Park

The last time LUFKIN employees gathered for an old-fashion company picnic was in the midst of the Roaring Twenties. Lufkin Foundry & Machine Company, as it was named then, had just entered the oilfield equipment business. The adjustable counter-balanced pumping unit was still but an idea and the acquisition of the Martin Wagon Company was several years away.

Today, the LUFKIN trademark can be seen on pumping units, industrial and marine gears, and trailers in every corner of the world. During those years, Lufkin Industries has grown from a small company with fewer than 200 employees to a major corporation employing more than 3200 persons.

And once again, LUFKIN employees and their families are invited to gather for an old-fashioned company picnic at 1:30 p.m. Sunday, April 13, at Ellen Trout Park & Zoo. Festivities for the picnic include free hot dogs and Cokes, free train rides for the children and 15 door prizes. Each door prize winner will receive 35 green stamp books valued at \$105. Music will be provided by local radio station KLUF.

Another highlight of the picnic will be the drawings for the attendance program prizes. To qualify for the drawings, a production unit employee must have perfect attendance for six to 12 months. A 1980 Chevrolet pickup, fishing boat, motor and trailer, home entertainment center, color console television and shotgun will be awarded.

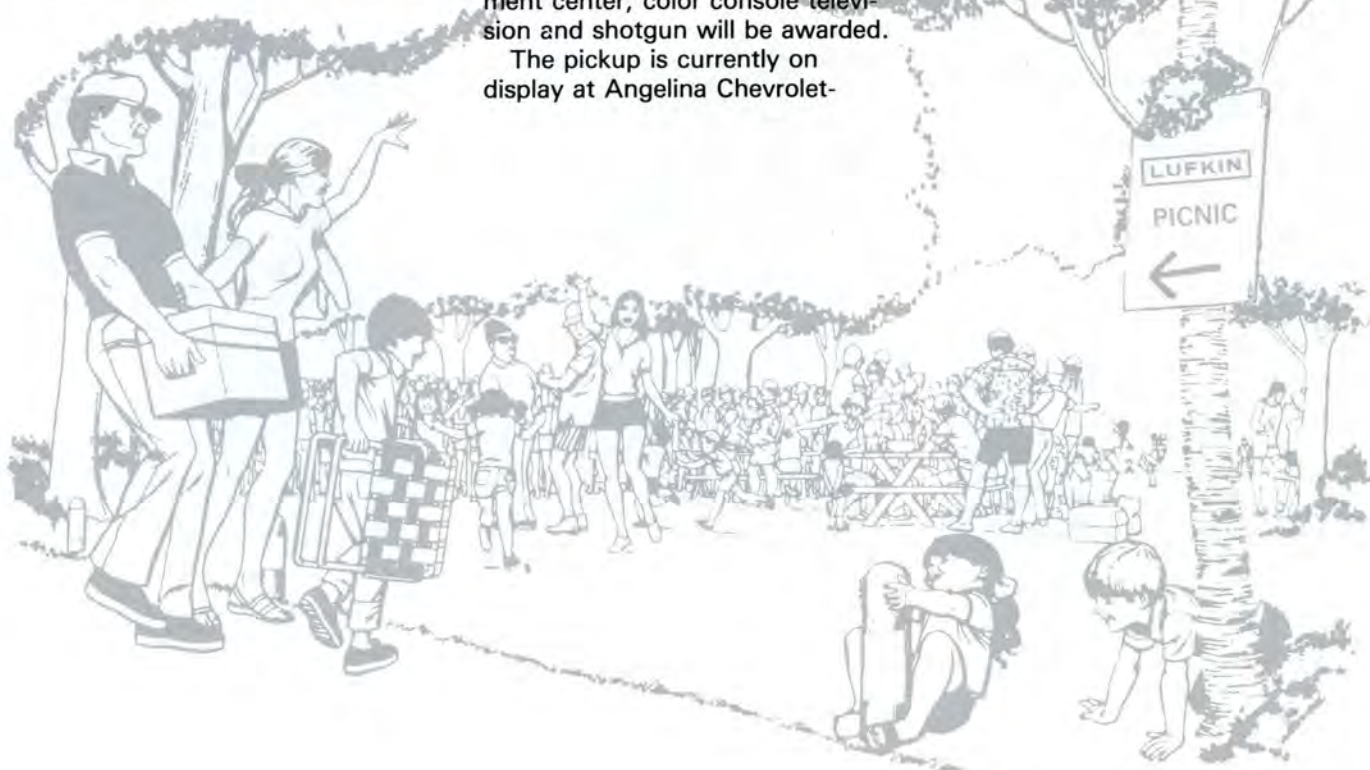
The pickup is currently on display at Angelina Chevrolet-

Cadillac Company at 1710 South First, Lufkin. The boat, motor, and trailer are on display at Ellis Marine at 509 South First, Lufkin.

Supervisors will distribute tickets for the picnic the week of April 7. To be eligible to win the door prizes, tickets must be placed in the drawing box located at the entrance of the park. Employees must be present to win.

Employees are welcome to bring their own picnic lunches or join with other employees in bringing a group lunch. Alcoholic beverages are not allowed in the park. Employees also may wish to bring lawn chairs or outdoor games.

In case of bad weather, the picnic will be held the following Sunday, April 20. □





To keep a company of 3200 employees on the move requires constant maintenance of the company's vehicles. The truck shop is one of the busiest areas of LUFKIN, servicing 211 vehicles that travel some 250,000 miles a month.



(l-r) James Joshua and John Knaus change a tire on one of LUFKIN's road trucks. The truck shop offers a complete tire service for all company vehicles. Tires are kept in stock.



(l-r) Ray Steele and Mac Mitchell inspect their progress on an engine overhaul. The department overhauls the company's gasoline-powered smaller engines but overhauls on the larger diesel truck-tractor engines must be done outside the plant.



Willie Jones knocks the lock ring off a tire in for repair. If he does not correctly lock the ring back into place after fixing the tire, the air pressure can blow the ring off causing serious injury.

Keeping LUFKIN On The Road

THE TRUCK SHOP

Flat tires, oil changes, engine overhauls, gasoline fillups—it reads like a yellow page ad for a local garage. Actually, it is only part of a list of services performed daily by LUFKIN's truck shop.

"The name 'truck shop' can be misleading," says Ray Steele, truck foreman. "At one time, we serviced only trucks but not any more. If it has an engine and wheels, chances are we service it."

Ray and his seven-man crew keep LUFKIN personnel and products moving by providing engine repair, tire service, paint and body work and general maintenance for the company's 211 vehicles. Currently, LUFKIN has 106 automobiles, 40 truck-tractors and 65 miscellaneous vehicles for company use. The truck shop also services the countless number of utility vehicles in the plant.

"In my job, I never have to worry about finding anyone," laughs Ray. "They find me. Sooner or later, every department in the plant needs our services."

The importance of the truck shop to LUFKIN's day-to-day operation is best shown by a look at the department's routine records. The shop pumps from 25,000 to 28,000 gallons of gasoline and diesel each month. They also fix an average of 40 flat tires each day and wash from eight to ten cars and trucks daily. The department also changes the oil and filters on more than 100 vehicles a month and overhauls and tunes up the engines on 120 vehicles a year.

"Those figures do not reflect the number of miscellaneous jobs we do," says Ray. "Somedays you might catch us washing and painting gearboxes."

Most of the truck shop's repair and maintenance duties were assumed after rising costs made it too expensive to contract the increasing volume of work to local mechanics. The move has been a money-saver for the company.

"The cost of fixing a flat tire on one of our 18-wheeler rigs runs as high as \$40 at some service stations," adds Ray. "Price any type of automotive repair today and it's easy to see why doing it ourselves is saving money."

The shop also offers a service truck for emergencies. It is not unusual for a company vehicle to break down inside the plant. The service truck eliminates costly towing.

One of the truck shop's primary responsibilities is maintaining the company's fleet of 19 road trucks. LUFKIN delivers approximately 15 per cent of its machinery products and contracts the other 85 per cent out to independent trucking firms. To deliver every LUFKIN product to its final destination would take an army of 200 trucks.

"The independent firms handle our long distance hauling," explains Ray. "On one of the longer trips, say to Canada or Wyoming, a truck could be tied up for as long as two weeks. We need our trucks closer to home."

However, the company does handle all its own export delivery.

LUFKIN trucks are a common sight on Highway 59 leading to Houston. Trucks run from four to five times a week to the export shipping docks at the Port of Houston. The trucks can be seen also on highways in West Texas, New Mexico and Oklahoma. In addition, regular shipments to LUFKIN plants in Little Rock and Cushing are made by company trucks.

"During the last few years, we have made an effort to update our fleet of road trucks," continues Ray. "Since 1972, every road truck has been replaced at quite a cost to the company."

A truck-tractor for road use costs the company almost \$50,000. A float adds another \$11,000 to the price tag and accessories push the final cost up an additional \$6,000. Registration and taxes alone on a single rig are \$1,800.

"We are thankful the company realizes the value of buying the best trucks," says Ray. "They have been very cooperative. The drivers appreciate the company's concern for their safety on the road and it makes my job a whole lot easier."

Mac Mitchell heads up the shop's service department with the assistance of Elton Hendry, Robert Lewis, Johnny Knaus and John Nelson. James Joshua and Willie Jones handle the growing tire business.

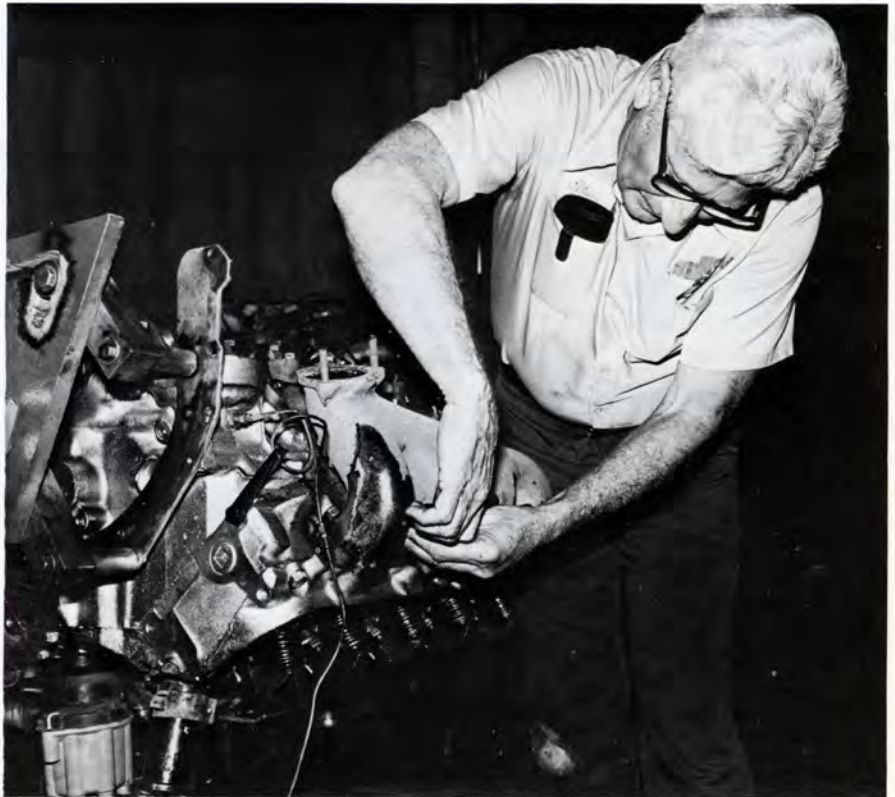
"We have a good crew," adds Ray. "With the volume of work we do each day, we have to work closely together as a team."

...TRUCK SHOP

And, there seems to be no end in sight to the truck shop's ever-increasing list of duties. A company growing as rapidly as LUFKIN is constantly on the move.

"Just think about it for a minute," asks Ray. "First, the salesman has to travel by car to contact the customer and get the order. Then, trucks have to bring in the raw materials to fill that order. Utility vehicles are necessary during the production of that order and finally, trucks have to deliver the completed order to the customer.

"It takes more traveling to keep LUFKIN running than most people ever imagine and that is where the truck shop comes into the picture." □



Elton Hendry is shown rebuilding an engine of a pickup truck for the Oklahoma City trailers sales branch office. Most overhauling jobs take from two to three days. The department will overhaul and tune up some 120 engines this year.



Robert Lewis adds a quart of oil to one of the company's trucks. Many of the truck-tractors can hold from 42 to 48 quarts of oil. Oil is bought in bulk from a local oil company and from LUFKIN's Automotive-Industrial Supplies Division.



A busy area of the truck shop is the car wash. John Nelson will wash and clean from eight to ten vehicles a day. The shop also assist in washing pumping unit gear boxes.

E.W. Chapmon

A Truck-Driving Man

There's no 8 to 5 schedule for him. There's no timeclock to punch. His day is not measured in hours or minutes, his only timetable is the miles of open road.

His best friend is a machine; his home is the highways; his family is that special breed known as the truckers.

For E.W. Chapmon, a LUFKIN truck driver, trucking is a way of life. In the past 30 years, he has delivered LUFKIN products to almost every part of the northern hemisphere.

"People ask me if truck driving gets in a man's blood. I tell 'em, heck no, truck drivers don't have no blood." E.W. laughs and adds, "But I guess trucking does get in a man's system."

"There's no one to answer to on the road. If there's a decision to be made, you are the only one there to make it. Maybe, that's the appeal of trucking. In a way, you are your own boss."

E.W. says he has driven almost every kind of truck built, hauled almost everything that can be hauled, and gone almost everywhere a truck can travel—and even a few places trucks weren't meant to go. He started his career as a truck driver for log trucks at a local sawmill.

"I was working out in the mill and I asked them if I could try driving a truck," recalls E.W. "I thought it looked a sight easier than what I was doing. I've been on a truck ever since. I don't know if it's any easier but it agrees with me."



While most of Lufkin still sleeps, E.W. Chapmon heads for the Houston export docks with a load of pumping unit bases. E.W. and other truckers usually leave for Houston by 3 a.m. to avoid the heavy morning traffic.

“People ask me if truck driving gets in a man’s blood. I tell ’em, heck no, truck drivers don’t have no blood.”



There is no such thing as a typical working day for E.W. He never knows where he’ll be one day to the next. It is not unusual for him to spend one morning at the Houston export docks, the next night in Oklahoma and two days later wind up in New Mexico.

“LUFKIN trucks don’t haul the long trips like they used to,” says E.W., “and I can’t say as I miss them. Every once in a while we’ll get a load for Canada or Wyoming but it’s rare. A trip that far might keep you on the road for two weeks.”

E.W.’s wife, Jackie, and his two children long ago accepted the absences from home and the odd hours a truck driving job demands. E.W. says the time away from home was never really questioned.

“It was rough on my wife when the kids were young but I never felt I missed watching the kids grow up. We always had some time together. I reckon the whole family is an independent lot. The kids are grown with kids of their own and my wife always has her foot into something.”

Since 1978, E.W. has driven a 1977 General 5-Star GMC 18-wheeler. The truck has more than 150,000 miles on it in less than two years. Each driver is assigned his own truck and is responsible for its upkeep.

“You depend on your truck,” explains E.W. “And it’s only natural if you drive the same truck everyday, you will take better care of it. I check mine out before and after every trip. If it needs any repairs, I report it to the truck shop.”

E.W.’s main source of company on the road is his citizens band radio. He says he does more listening than talking on his CB.

(above) E.W. makes the trip to Houston frequently since LUFKIN handles its export delivery. He also travels to West Texas, Oklahoma and New Mexico.

(left) Upon arrival at the docks, E.W. picks up a shipping approval from the Port of Houston. No cargo can be loaded for export without authorization.

"They'll get to hollering back and forth at each other on the CB and it can be plumb entertaining," laughs E.W. "There's more discussin' and cussin' on that thing. Why, I've even heard a few fights and romances."

The monotony of the trip is broken up with an occasional stop for a cup of coffee or a meal at a favorite truck stop. E.W. travels the same roads so often he is known on a first name basis at many stops. He confirms the tale that truckers know the best places to eat.

(right) Their loads delivered, E.W. and LUFKIN drivers Jimmy Cummings and Shorty Steele stop for coffee and breakfast before heading back to LUFKIN. They usually arrive at the plant around 1 p.m. to prepare for the next day's trip.

(below) After his shipment is approved for unloading, E.W. parks his truck on the dock where the cargo is scheduled to leave. On busy mornings, a driver may have to wait up to three hours for a forklift truck to unload his truck.

(below right) His cargo unloaded, E.W. readies his truck for the drive home. Although the pumping unit bases weigh some 23,000 pounds, the actual unloading process takes only a few minutes. One forklift truck can pick up loads up to 50,000 pounds.

"A trucker gets burned only once. If the food or service is bad the first time, there isn't a second time. Most of the truck stops are run by good people. After stopping a few times, you feel they're your friends and you look forward to stopping again."

The comradery between truckers is true according to E.W. The trucker's best friend may be his truck but his next best friend is another trucker.

"If a trucker is broke down, I'll stop. I'd expect him to do the

same for me. Usually you wind up making a friend you'll stop and have coffee with the next time you meet on the road."

E.W.'s years on the road have been good years and he has no regrets. "I've seen and done most everything. I've never been a mother and I've never had a pocketfull of money, but who knows? On the road, most anything can happen." □



Never Too L

Roller skating has bridged the generation gap. Once considered a pastime only for children, roller skating has grown up. Today, all ages are donning skates for fun and exercise.

Roller skating has taken on a new look and a new style. Skating has become dancing on wheels to the latest rock beats under revolving lights. It's no longer just skating; it's roller disco or roller boogie.

But even with the changes, roller skating still remains an old-fashion good time. Terry and Leelana Orr, Colbert Rittgers and Tracy Cartwright are four LUFKIN employees who have rediscovered the pleasure of skating.

Terry and Leelana Orr began skating with their two children, Tamara, 10, and Jeremy, 6, one year ago. The family learned skating together.

"Terry and I had skated when we were dating," says Leelana, chief insurance clerk in the personnel department, "but we had not put on a pair of skates in years."

"It was something we could do as a family," adds husband Terry, a LUFKIN design engineer. "Instead of dropping our children off at the skating rink, we share in the fun."

For Terry and Leelana, their first skating outing was a re-learning process. For the children, it was a new experience.

"Parents miss out when they don't skate with their children," says Leelana. "We were there to help Tamara and Jeremy with the first falls and the first bumps and



Skating can be fun for the whole family. (l-r) Jeremy, Tamara, Leelana and Terry Orr join hands for a few circles around the roller rink together.

(right) Colbert Rittgers and Tracy Cartwright practice one of the new skating turns. The pair believe skating to music is more fun than dancing to music.



bruises. That's what makes family skating so rewarding."

"We call Jeremy 'Kamikaze'," laughs Terry. "When he is on a pair of skates, everyone else had better watch out."

Although Terry and Leelana do not consider their skating the new roller disco, they do feel the music and lights add a new dimension to skating.

"We enjoy pair skating," says

ate To Skate

Leelana, "and it is such good exercise. Believe me, after a few hours at the roller rink, you have had some kind of workout."

Terry agrees that skating is excellent exercise but also sees another benefit to family skating.

"The price is right," he explains. "Tickets are only one dollar each for two hours of skating on Saturday mornings. What else can a family do for four dollars these days?"

Like Terry and Leelana, Colbert Rittgers and Tracy Cartwright, both employees in the drafting department of engineering, had not roller skated in years when they decided to try it again. Both now wonder why they ever quit skating.

"Roller skating used to be identified as something only kids did,"



Leelana helps son Jeremy with his pair skating. The most difficult part of pair skating is having to skate backwards.

(left) There are ups and downs to skating as Colbert discovers. Luckily here, the only injury was damaged pride.



says Colbert. "That is not true today. It doesn't matter your age, skating is fun."

"Most of our friends are reluctant to try skating again," says Tracy. "I think they fear that first time being on skates again."

Skating comes back to you quickly though," explains Colbert. "It is just like riding a bicycle. Once you learn, it's something you always remember."

Colbert and Tracy have mastered the simple mechanics of

skating and are now learning some of the more difficult moves.

"Tracy and I have only pair-skated together five or six times," says Colbert, "but Tracy is such a good skater she makes me look better than I am."

Tracy's expertise on skates comes from hours of practice. She has skated at least once a week for the past year.

"I can't dance but I can skate," adds Tracy. "To me, it's not roller disco or dancing on skates, it's fun."

For those still wary of roller skating as a new form of amusement, the four skaters offer a few suggestions.

"Pace yourself and relax," advises Leelana. "When you are tired, stop."

Tracy suggests beginning skaters skate during the week when the roller rinks are not as crowded. "It's easier to learn when you're not worried about getting in someone else's way."

Terry urges new skaters not to make skating difficult. It's as hard as you make it," he comments.

Colbert echoes Terry's sentiments and reminds skaters to keep their sense of humor. "Half the fun of skating is laughing at each other." □



REMINISCENCES by Guy Croom

Sawmill towns I can remember

Sahran. I recently attended a meeting of retired employees of the company. I was surprised at the number in attendance. I enjoyed very much meeting old friends—just coffee and fellowship and that was enough. Several of the boys seem to read my stores about old sawmills.

Bill Spitler came over and sat by me. Bill told me he was born in old Carmona and later the family moved to Sahran. He says the hum of the planer mill there had lulled him to sleep many nights.

I knew Bill's father for many years and played golf with him regularly until he died. Allow me to say that no better man ever graced the land of the tall pines than Marion Spitler.

I knew there was a sawmill town called Sahran and was tempted to say something about it but didn't know where it was until Bill told me it was between Corrigan and Trinity on the M.K.&T. Railroad.

Thanks, Bill, for the reminder!

Durant. Jim Fenley told me I was dead wrong about where Durant was located. I said it was north of Pollok but Jim said it was south of Pollok. Thanks, Jim, for the correction.

Steep Creek. I also said in a previous article that I did not know the location of Steep Creek. A fellow at the meeting told me it was in the vicinity of Bronson—I guess in Sabine County.

Onalaska. In the early days before I came to Lufkin, I heard a lot about a big sawmill at Onalaska but I had never been there and did not know any of the personnel. But if you travel the highway from Livingston to Huntsville, just this

side of Lake Livingston, you may see a turn off and a sign pointing to Onalaska. So the place is still on the map but there is no sawmill.

Richards Mill. There was a man named Richards that owned and operated a small sawmill about three miles south of New Waverly, right close to the line that divided Walker and Montgomery County.

Montgomery County was wet and Walker County was dry. Of course, there were saloons right close to the county line and people from Walker County frequented the saloons there. They named the place Rough Edge.

The kids that lived at Richards Mill walked to New Waverly to school. Mr. Richards had two children that made the trip daily—one a teenage girl named Sady Mae (pretty) and a younger son named Stewart. Stewart had lost one of his eyes and was puny looking. My sister and I were walking about the same distance from Elminia which was north of New Waverly.

There was a regular passenger train on the I.&G.N. Railroad headed south toward Houston about 2 a.m. It did not stop at any of those places unless flagged.

One night someone at Richards Mill threw the switch from the main line onto the side track. The engineer on the passenger train did not notice it in time to bring the train under control so the engine took the side track and rammed into some box cars loaded with lumber. It was quite a wreck but the engineer had slowed down enough that no one was hurt.

Bessie May and Eva Dale. I

don't know anything about these sawmills except they belonged to Kirby Lumber Company.

John Henry Kirby was a poor boy that started out in Tyler County. I think he was born in Chester, located between Corrigan and Woodville. Before he died, he was the head of a company that owned several sawmills and Kirbyville is his namesake.

The company finally concentrated their efforts at Silsbee where they built a very large modern sawmill.

Wiergate and Bon Weir. I think these sawmills were in Newton County near the Sabine River. Both were big mills at one time. Buna was also a large sawmill in that vicinity.

Oakhurst. In my last article on sawmills, I wrote about the Oakhurst mill owned by the Palmeto Lumber Company.

In 1917, when they organized the voluntary infantry company at Huntsville, we got some good old boys out of Oakhurst. We had two boys named DeOlive (pronounced Do'lieve) and another named Bowen. I don't remember his first name but we nicknamed him "Smiley" because he was always grinning and smiling. There was another named Bob Williams and Frank Tabor. There may be others I don't remember.

At any rate, Oakhurst ceased operation about 50 years ago. If you travel the highway from Livingston to Huntsville, you will see a marker and road intersection that says Oakhurst. I see a few houses there and a little store so Oakhurst is still on the map.

LUFKIN RETIREES

Maurice Malone—39 years

Since 1941, Maurice Malone had reported to work each day at LUFKIN's welding & structural shop. It was a habit he found difficult to break. Two years after his 65th birthday, Maurice decided to give retirement a try.

"It's hard to give up the routine you have known all your life," explains Maurice. "I do enjoy retirement but I miss the friends I associated with all those years."

Maurice started as a welding shop helper and advanced to the department's office supervisor. During his 39 years with LUFKIN, he worked under only two men: M.M. Fontenot and Bill Pennington. He says he could not have

had better bosses.

"When I first came to work, Mr. Fontenot told me LUFKIN was a growing company, owned and controlled by good people. I took him at his word, stayed aboard ship and never jumped overboard."

Maurice's retirement plans include hunting, fishing, gardening and yard work. He also hopes to spend more time with his family, especially his daughter and two sons.

"If I ever get lonely for the shop, I can always visit. In the meantime, I'm going to spend my time growing the best tomatoes in Lufkin." □



Steve Shirey—10 years

Steve Shirey had tried a bit of everything before he decided to cast his lot with LUFKIN Trailers ten years ago. He had owned and operated a produce and nursery business, had cooked at a local restaurant and worked as a handyman.

"There is too much risk in operating your own business. I wanted the security a large company had to offer. I wasn't a young man when I came to LUFKIN but the people didn't seem to mind. They were very good to me."

Steve worked as a box builder for trailer vans. He also worked as a rover in the trailer plant, per-

forming different jobs when needed. Although he enjoyed his years with LUFKIN, he felt it was time to retire.

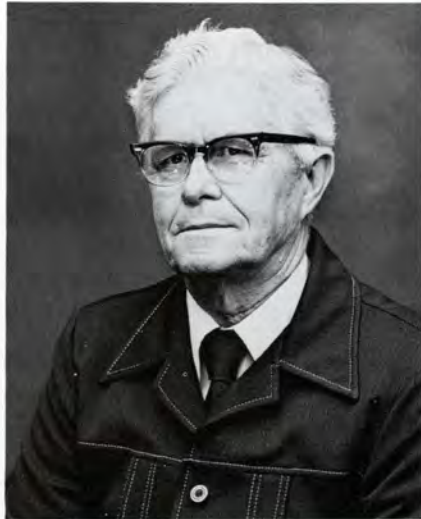
"You never know what tomorrow will bring. This time of your life is a time to slow down and enjoy each day as it comes."

Steve's retirement plans might call for a slowing down but he still plans to stay busy. He enjoys gardening and he hopes to make it profitable this spring with a large truck garden. He also is going to work as a handyman.

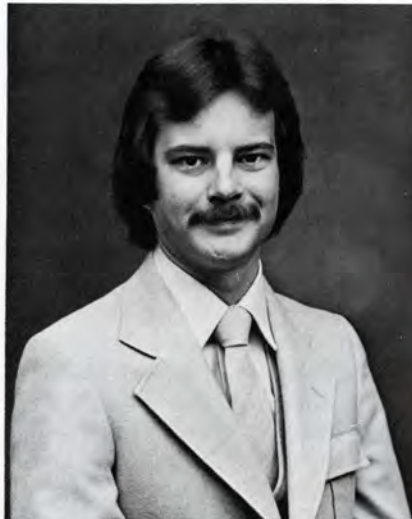
"I just want to be able to give a little of myself and my time to help others." □



WHO'S WHO AT LUFKIN



Burnice Scarborough has been promoted to Foreman of Machines, 2nd shift, in the Trailer Division. Burnice was employed by Lufkin Industries in 1950.



Chuck Stevenson has assumed the duties of Audio-Visual Coordinator in the Public Relations department. Chuck has been employed by LUFKIN since 1976, and was formerly in Plant Engineering.



Doug Hudson has been promoted to Programmer in the Data Processing Department. Doug was employed by LUFKIN in 1977.



Julius Cox has been promoted to Melting Technician in the Counterweight Foundry, 3rd shift. Julius has been an employee of Lufkin Industries since 1974.

Fishing Tournament Set For April 5

LUFKIN's fourth annual fishing tournament is scheduled for Saturday, April 5, at Hank's Creek Marina on Lake Sam Rayburn. All LUFKIN employees are eligible to participate in the tournament and entry forms are available at any security gate.

The winning two-man teams in the bass and crappie divisions will receive a trophy and \$60. Trophies and \$40 cash prizes also will be awarded for the biggest bass and biggest crappie of the day.



Six-month-old **Tanner Jay Brooks** is the pride and joy of grandpapa Jack Brooks, gear cutters, 1st shift. Tanner's parents are Arnel and Ada Brooks.



A new addition to the Gayland Wallace household is **Gayland Foy Wallace, Jr.** born August 30. Gayland's father works in the lathe shop, 1st shift.

CELEBRATING AN ANNIVERSARY 10 YEARS OR MORE

OTIS BRADFORD
Foundry—Cleaning Room
10 years



C.E. YOUNGBLOOD
Final Assembly & Shipping
28 years



RAY STEELE
Traffic
18 years



PERRY GRISHAM
Material Control
33 years



MILTON MARTIN
Utility Maintenance
18 years



CULLEN MALONE
Welding & Structural
10 years



JAMES DURHAM
Foundry—Side Bay
25 years



F.J. HEATON
Welding & Structural
12 years



LUDA BELLE WALKER
Corporate Offices
42 years



ROGER WILLIAMS
Welding & Structural
18 years



LEO CRANFORD
Foundry—Cleaning Room
14 years



CHARLES HAMILTON
Trailer Parts
18 years



JAMES LAMONT
Traffic
29 years



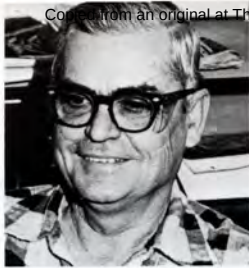
JAMES ALEXANDER
Foundry—Melting
13 years



T.H. LEFTWICH
Trailer—Brake & Axle
24 years



PHILLIP SHARP
Foundry Offices
29 years



JOAN GRIFFIN
Personnel
25 years



C.E. GRISHAM
Foundry—Core Room
36 years



GEORGE YARBROUGH
Foundry—Cleaning Room
15 years



ALLEN REPP
Trailer—Painthouse
34 years



JERRY SWEARINGEN
Trailer—Doors
12 years



LEON DENNING
Foundry—Cleaning Room
16 years



ANDY WILLIAMS
Trailer Maintenance
34 years



C.B. STANLEY
Trailer—Floats
11 years



A.G. COLBURN, JR.
Trailer Engineering
34 years



WILLIAM JONES
Trailer—Vans
18 years



JIM SINGLETARY
Foundry—Side Bay
28 years



DONALD STRINGER
Welding & Structural
15 years



BILLY DEAL
Trailer—Inspections
29 years



SAM TURNER
Industrial Gears
18 years



J.R. WILLIAMS
Machine Shop
12 years



JAMES EDDINGS
Gear Cutters
14 years



TROY EDWARDS
Industrial Gears
25 years



R.E. BARR
Executive Vice-President
45 years



DONALD SMITH
Machine Shop
12 years



GORDON THOMAS
Machine Shop
18 years





KELLEY GRIFFIN
Automotive-Industrial
25 years

M.A. NICHOLS
Welding & Structural
24 years



WILLIAM McCALLISTER
Gear Cutters
15 years



SMITH MALONE, JR.
Final Assembly & Shipping
18 years

A.G. WILKINS
Shaft Shop
26 years



C.C. HORNBUCKLE
Industrial Gears
26 years



LEROY GARNER
Gear Cutters
16 years

J.F. BURROUS
Trailer—Van Finish-Off
34 years



WALLACE LANKFORD
Final Assembly & Shipping
16 years



HOMER SMITH
Traffic
16 years

LESLIE DURHAM
Pumping Unit Gear
Box Assembly
15 years



EDDIE SOWELL
Foundry—Main Bay
18 years



JEFFERSON KEE
Final Assembly & Shipping
15 years

DONALD JONES
Production Control
25 years



JERRY CORTINES
Material Control
12 years



R.O. LEWIS
Welding & Structural
15 years

F.J. BERRY
Foundry—Main Bay
28 years



DOYLE ROBERTSON
Industrial Gears
13 years



DAVID JINKINS
Shaft Shop
14 years

GRADY HOPKINS
Machine Shop
15 years



JAMES PATE
Machine Shop
10 years

MARKING AN ANNIVERSARY

TRAILER DIVISION

	Employment Date	Years with Co.
Bennie Spivey	April 1, 1946	34
A.G. Colburn, Jr.	April 12, 1946	34
J.F. Burrous	April 15, 1946	34
Andy Williams	April 15, 1946	34
Allen Repp	April 26, 1946	34
Billy Deal	April 9, 1951	29
T.H. Leftwich	April 13, 1956	24
Charles Hamilton	April 10, 1961	18
William Jones	April 3, 1962	18
Arthur Davis	April 17, 1964	16
Jerry Swearingen	April 15, 1968	12
C.B. Stanley	April 7, 1969	11
Prentice Brooks	April 12, 1972	8
Linda Scarborough	April 17, 1972	8
Ewell Jackson	April 2, 1973	7
James Randolph	April 19, 1973	7
Linley Ham	April 5, 1974	6
Tommie Fox	April 11, 1977	3
Anthony Niosi	April 27, 1977	3
Dennis Vestal	April 27, 1978	2
Delcie Epperly	April 2, 1979	1
Tracy Arnold	April 18, 1979	1
John Oliver	April 30, 1979	1

Gary Reppond	April 6, 1979	1
Joy Simms	April 16, 1979	1
Robert Huizar	April 16, 1979	1
Ronnie Sanders	April 19, 1979	1
Donald Brooks	April 20, 1979	1
Chester Read	April 20, 1979	1
Luvert Siglar	April 24, 1979	1
Kenneth Sand	April 25, 1979	1
Mark Dearing	April 30, 1979	1
William Poe	April 30, 1979	1

Mart Hughes	April 17, 1978	2
Charlie Sanders	April 21, 1978	2
Rebecca Johnson	April 2, 1979	1
Judy Parker	April 3, 1979	1
Dana Jones	April 9, 1979	1
Margaret Sowell	April 10, 1979	1
Brent Husband	April 12, 1979	1
Loretta Davis	April 23, 1979	1
Larry Buford	April 24, 1979	1

MACHINERY SALES & SERVICES

	Employment Date	Years with Co.
Ben Elliott	April 16, 1946	34
Lee Stevens	April 25, 1962	18
Darvin Dominey	April 18, 1965	15
Gary Seaton	April 4, 1966	14
Betty Bardwell	April 4, 1969	11
Doris Jones	April 24, 1969	11
Joyce Powers	April 29, 1975	5
Bob Burrelli	April 16, 1976	4
Paula O'Grizek	April 1, 1977	3
Inocencio Reyes	April 25, 1977	3
Anna Ballew	April 27, 1977	3
Lorraine Gregory	April 17, 1978	2

CUSHING PLANT

	Employment Date	Years with Co.
Alan Baker	April 30, 1979	1

PERSONNEL

	Employment Date	Years with Co.
Joan Griffin	April 14, 1955	25

MATERIAL CONTROL

	Employment Date	Years with Co.
Perry Grisham	April 8, 1947	33
Jerry Cortines	April 29, 1968	12
Reggie Cotton	April 20, 1978	2
Michael Burley	April 2, 1979	1

TRAILER SALES

	Employment Date	Years with Co.
Jim Alexander	April 20, 1965	15
Johnny Rhodes	April 11, 1972	8
James Holton	April 16, 1973	7
Mary Guerra	April 15, 1974	6
L.P. Adair	April 22, 1974	6
Walter Shaw	April 5, 1976	4
Sue Massingill	April 15, 1976	4
Ethel Boyles	April 15, 1976	4
Jimmy Martin	April 6, 1978	2
Doug Polk	April 10, 1978	2
Juan Cobio	April 17, 1979	1

FINAL ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
C.E. Youngblood	April 8, 1952	28
Smith Malone, Jr.	April 3, 1962	18
Wallace Lankford	April 20, 1964	16
Jefferson Kee	April 26, 1965	15
Rolland Hall	April 7, 1975	5
John H. Gyger	April 12, 1978	2
Bobby Polk	April 12, 1978	2
Ray Montgomery	April 19, 1978	2
Vallirie Harris	April 6, 1979	1
Calvin Walker	April 18, 1979	1
Donald Murray	April 23, 1979	1
Kenneth Clark	April 24, 1979	1
Albert Larabell	April 25, 1979	1
Roy Traweck	April 30, 1979	1

AUTOMOTIVE-INDUSTRIAL

	Employment Date	Years with Co.
Kelley Griffin	April 18, 1955	25
Virginia Baker	April 2, 1973	7

TRAFFIC

	Employment Date	Years with Co.
James Lamont	April 2, 1951	29
Ray Steele	April 10, 1962	18
Talmdage Smith	April 8, 1964	16
Lonnie Tubbe	April 21, 1971	9

ENGINEERING

	Employment Date	Years with Co.
Orpha McCall	April 4, 1973	7
Molly Avery	April 23, 1973	7
Bobby Hambrick, Sr.	April 3, 1978	2
Cathy Salagaj	April 24, 1978	2

FOUNDRY OPERATIONS

	Employment Date	Years with Co.
C.E. Grisham	April 17, 1944	36
Phillip Sharp	April 3, 1951	29
Jim Singletary	April 17, 1952	28
F.J. Berry	April 23, 1952	28
James Durham	April 4, 1955	25
Eddie Sowell	April 17, 1962	18
Leon Denning	April 20, 1964	16
George Yarbrough	April 16, 1965	15
Leo Cranford	April 12, 1966	14
John Alexander	April 11, 1967	13
Otis Bradford	April 3, 1970	10
Samuel Johnson, Jr.	April 20, 1972	8
Lester Gilder	April 24, 1972	8
Johnny Miller	April 27, 1973	7
Mac Hatten	April 10, 1974	6
Roger Horace	April 23, 1975	5
Charles Polk	April 25, 1975	5
Dudley Flenoy	April 21, 1976	4
Donald Lemelle	April 28, 1976	4
Rulmaldo Villaral	April 4, 1977	3
Loy Williams	April 4, 1977	3
Jimmy Suell	April 19, 1977	3
Perry Davis	April 26, 1978	2
Enrique Padilla	April 26, 1978	2
Jose Ramirez	April 2, 1979	1
Jose Rodriguez, Jr.	April 9, 1979	1
Roy Clifton	April 11, 1979	1
Armando Rocha	April 12, 1979	1
Jose I. Garcia	April 12, 1979	1
Jesus Garcia	April 16, 1979	1
Benny Saenz	April 16, 1979	1
Andres Martinez	April 18, 1979	1
Jackie Johnson	April 19, 1979	1
Jose F. Garcia	April 25, 1979	1
Wilbur Painter	April 26, 1979	1
Pedro Gomez	April 27, 1979	1

MACHINE SHOP

	Employment Date	Years with Co.
A.G. Wilkins	April 16, 1954	26
C.C. Hornbuckle	April 20, 1954	26
Troy Edwards	April 25, 1955	25
Milton Martin	April 11, 1962	18
Gordon Thomas	April 11, 1962	18
Leroy Garner	April 24, 1963	17
Robert McNeely	April 13, 1964	16
Leslie Durham	April 15, 1965	15
Grady Hopkins	April 19, 1965	15
William McCalister	April 26, 1965	15
James Eddings	April 11, 1966	14
David Jinkins	April 12, 1966	14
Doyle Robertson	April 24, 1967	13
Donald Smith	April 15, 1968	12
J.R. Williams, Sr.	April 15, 1968	12
James Pate	April 13, 1970	10
Don Allen	April 18, 1972	8
Michael Doss	April 4, 1973	7
Bobby Smith	April 16, 1974	6
Dal Johnson	April 29, 1974	6
E.W. Ditsworth, Jr.	April 14, 1975	5
Bobby Barber	April 4, 1977	3
Donald Jackson	April 5, 1977	3
Temple Farr	April 21, 1977	3
Troy Looper	April 25, 1977	3
Johnny White	April 29, 1977	3
Elton Hendry	April 5, 1978	2
Tom Spencer	April 7, 1978	2
Larry Jackson	April 7, 1978	2
Edward Roberts	April 20, 1978	2
Judie Walters	April 3, 1979	1
Juan Moreno	April 3, 1979	1
Steven Gray	April 4, 1979	1

CORPORATE OFFICES

	Employment Date	Years with Co.
R.E. Barr	April 30, 1935	45
Luda Belle Walker	April 7, 1938	42
John Cantrell	April 29, 1974	6
Leah Johnston	April 12, 1976	4
Tim Coker	April 26, 1976	4
Judy Paulette	April 1, 1977	3
Louise Teal	April 23, 1979	1

WELDING & STRUCTURAL

	Employment Date	Years with Co.
George Little	April 15, 1947	33
A.L. Holiday	April 4, 1956	24
M.A. Nichols	April 25, 1956	24
Roger Williams	April 4, 1962	18
R.O. Lewis	April 4, 1965	15
Donald Stringer	April 20, 1965	15
Benny Wilson	April 1, 1966	14
F.J. Heaton	April 29, 1968	12
Cullen Malone	April 2, 1970	10
A.D. Whisenant	April 6, 1972	8
W.E. Jones	April 29, 1974	6
Harold Woods	April 8, 1975	5
Jesus Compean	April 18, 1975	5
Alfonso Compean	April 18, 1975	5
Martin Walden	April 28, 1975	5
Hershel Ragsdale	April 26, 1976	4

roundup laffs

The secret to success is a secret to many people.

A diplomat is one who thinks twice before saying nothing.

Mrs. McKee was teaching her small child the alphabet so that he'd be smarter than anyone else when he started kindergarten. "Now," she said, "what comes after O?" "Yeah!"

Nowadays, a couple marries and the first thing you know they have a little divorce.

There was a millionaire who, when he discovered he was dying, asked his three sons what they wanted most in the world.

The first son asked his father to buy him the Queen Mary so he could sail around the world, and the father gladly complied.

The second son wanted a jet just like Hugh Hefner's, complete with beautiful women. Again the father bought him one without hesitation.

The third son, who was somewhat of an unusual lad, asked his father for a Mickey Mouse Outfit. The father thought about it for awhile and finally decided what to do — he bought his son the Post Office.

"Did you hear Robinson snoring in church this morning? It was simply awful."

"Yes, I did — he woke me up."

Joint Account: An account where one person does the depositing and the other the withdrawing.

Sign at a local service station: "Don't smoke around the tank! If your life isn't worth anything, gasoline is!"

"Are you looking for work, my man?"

"Not necessarily — but I'd like a job."

McGinniss the Irishman lay dying. The lawyer was called to his bedside to write his last will and testament. His wife, Bridget, saw to it she was present at this important moment.

"State your debts as quickly as possible," said the lawyer.

"Tim Reilly owes me \$40," moaned the man.

"Good!" said the prospective widow.

"Jawn O'Neill owes me \$37."

"Sensible to the last," beamed the wife.

"To Michael Callahan I owe \$200."

"Blessed mother of God!" screamed the wife. "Hear the man rave!"

A flying rumor never has any trouble making a landing.

The quickest way for a parent to get a child's attention is to sit down and look comfortable.

Some people are like blisters. They don't show up till the work is finished.

Foreman: "Do you think you're fit for hard labor?"

Applicant: "Well, some of the best judges in the country have thought so."

The owner of a firm walked through his shipping department one day and saw a boy leaning against the wall, reading a comic book.

"How much do you get a week?" the boss asked.

"A hundred dollars," the boy said.

The boss reached for his billfold and pulled out two fifty-dollar bills. "Here's a week's pay. Now get out of here and don't come back."

Then the boss went looking for the shipping department foreman. "When did you hire that lazy kid?"

"Never," said the foreman. "He just made a delivery and was waiting for a receipt."

LUFKIN ROUNDUP

Volume 37, Number 3, 1980

Published monthly by Lufkin Industries, Inc., for active and retired employees and their families. Produced by the Public Relations Department: Virginia Allen, Director, P.O. Box 849, Lufkin, Texas 75901.

Public Relations Staff:

David Willmon, Assistant Director

Janice Aston, Associate Editor

Chuck Stevenson, Audio-Visual Coordinator

David Freeze, Photographer

Tom Johnston, Photographer

Jan Smith, Administrative Assistant

IABC

Member of International Association of Business Communicators

The Cover

LUFKIN pumping units are waiting shipment from docks of the Port of Houston. The company exports most of its units for foreign installations through Houston, and LUFKIN trucks deliver the units to the city's docks.

—Photo by David Freeze

The Back Cover

Usually seen on highways throughout West Texas, New Mexico and Oklahoma, LUFKIN's fleet of road trucks are rarely seen in such numbers at the home plant. The truck shop not only maintains the company's fleet of 19 road trucks but also services a variety of company cars, trucks and vehicles.

—Photo by Chuck Stevenson

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

Address Correction Requested

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

