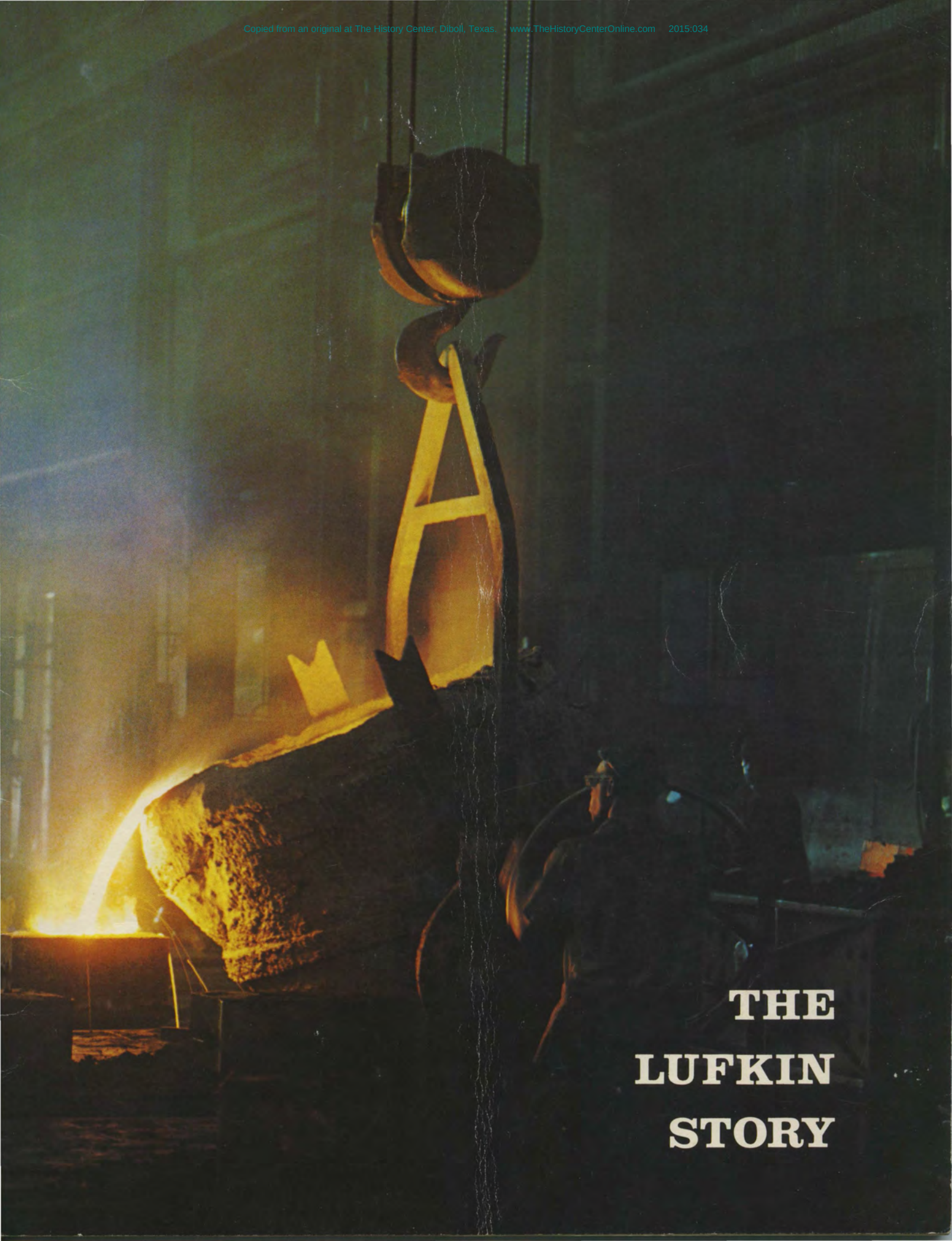
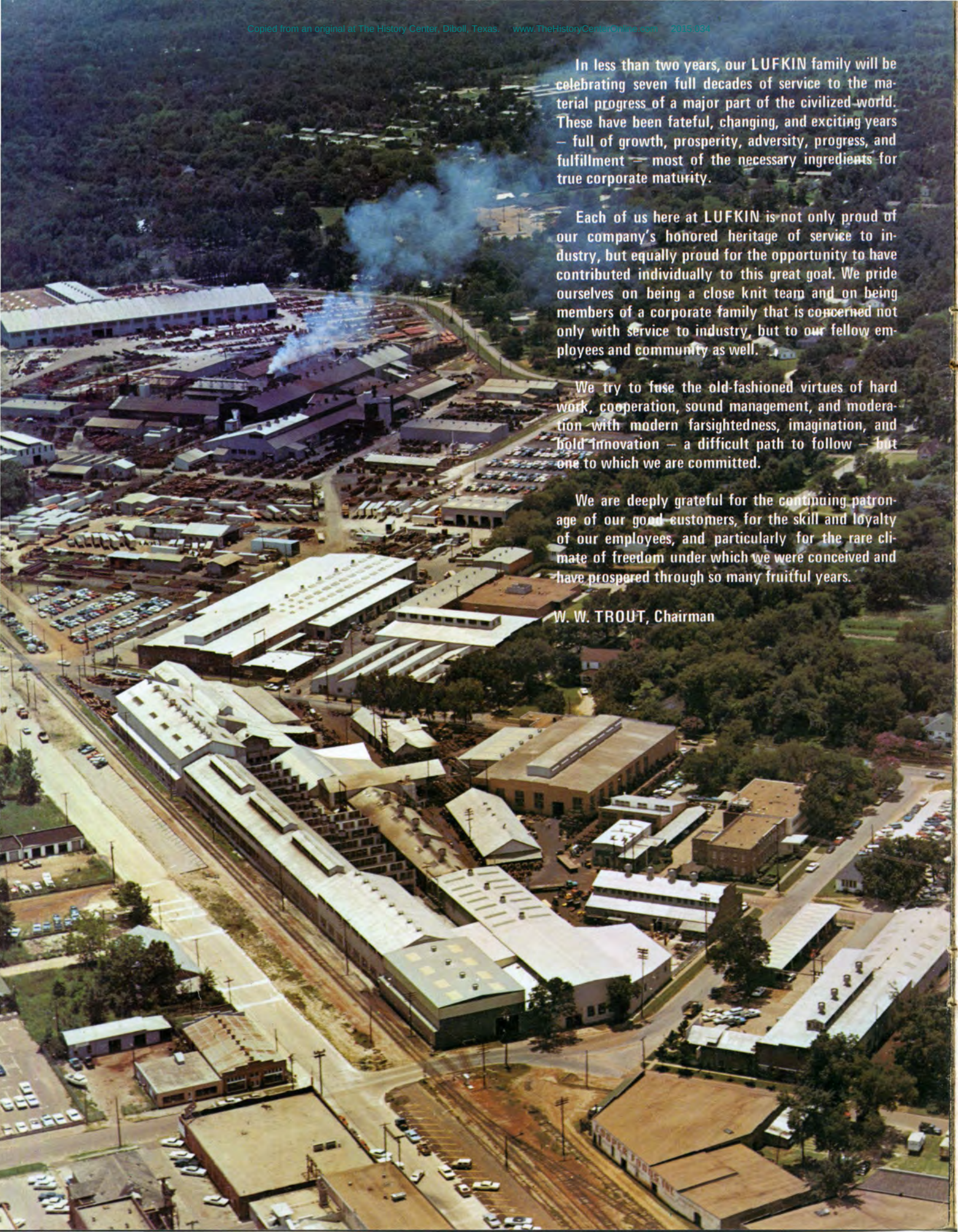
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THE LUFKIN STORY

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In less than two years, our LUFKIN family will be celebrating seven full decades of service to the material progress of a major part of the civilized world. These have been fateful, changing, and exciting years – full of growth, prosperity, adversity, progress, and fulfillment — most of the necessary ingredients for true corporate maturity.

Each of us here at LUFKIN is not only proud of our company's honored heritage of service to industry, but equally proud for the opportunity to have contributed individually to this great goal. We pride ourselves on being a close knit team and on being members of a corporate family that is concerned not only with service to industry, but to our fellow employees and community as well.

We try to fuse the old-fashioned virtues of hard work, cooperation, sound management, and moderation with modern farsightedness, imagination, and bold innovation – a difficult path to follow – but one to which we are committed.

We are deeply grateful for the continuing patronage of our good customers, for the skill and loyalty of our employees, and particularly for the rare climate of freedom under which we were conceived and have prospered through so many fruitful years.

W. W. TROUT, Chairman

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LUFKIN.... seven decades of service and experience

Teddy Roosevelt was President of the United States and negotiating to have a canal dug across the Isthmus of Panama when five men in the sleepy little East Texas town of Lufkin got together to organize the Lufkin Foundry & Machine Company early in 1902. Since Lufkin was located in the heart of the long leaf yellow pine belt, saw mills, the area's chief industry in the early days of the century, covered the East Texas forest lands. When the saw mill machinery broke down, the nearest repair shop was over 100 miles from Lufkin — quite a distance in those early days. For major repairs, St. Louis, Missouri, was the closest city with facilities to meet the emergencies, and five men, Messrs. Kurth, Henderson, Wiener, and two Kavanaugh's — father and son — decided to do something about it.

By issuing 300 shares of stock at $100 per share, money was raised to build Lufkin Foundry's first machine shop — shown here about 1905 —



at a cost of $21,500 — and to hire a handful of employees. For the next twenty years Lufkin Foundry flourished as a saw mill machinery and locomotive boiler repair shop.

Today, nearly 70 years later, the original plant area has increased in size from a small downtown lot to over 80 acres, and the handful of employees has grown to over 2100. Even with this large manufacturing area, Lufkin Foundry is still bursting at the seams, and, recently, a new 400-acre plant site on the outskirts of the city was purchased which, in the years ahead, will become LUFKIN'S new home.



From serving an area, near the turn of the century, which was bounded by a one-hundred mile radius, LUFKIN now effectively serves all the oil producing areas of the world — from Africa and the middle east to Australia and the Indies — and from Northern Canada to Southern Argentina. Starting in a one room wooden office, Lufkin Foundry's representation has spread to the far corners of the world, with offices in such distant and exotic places as Anaco and Maracaibo in Venezuela; Benghazi and Tripoli, Libya; Bogota, Columbia; Buenos Aires, Argentina; La Paz, Bolivia; Rio de Janeiro, Brazil; Talara, Peru; Kuwait and Turkey; as well as many others.

Much of this outstanding growth can be attributed to the wisdom and far-sightedness of one man — W. C. Trout. Shortly after the turn of the century, W. C. Trout was a representative of Allis-Chalmers Company of Milwaukee, Wisconsin, and one of his customers was the struggling little machine and repair shop located in Lufkin. After several trips to Texas, he was so taken by the potential of this area that he left Allis-Chalmers and assumed duties as manager of this tiny new enterprise. From that day, until his death in 1947, he was the strong, far-visioned spark plug of the company, who shaped its policies and established the solid foundation for its spectacular growth.

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Oilfield Machinery



Left, a new M-128OD-427-192 Mark II pumping unit being installed. This machine is the largest crank-balanced unit ever manufactured.

Above, a conventional unit application employing four identical machines producing four different zones from the same well.

By the early 20's many of East Texas' large sawmills had been constructed, and the timber industry had seemingly reached a plateau. It was about this time that the discovery of oil in South and East Texas became a popular topic of conversation. With the presumed bright future of the petroleum industry, W. C. Trout began to explore its various phases, discovering that little or no improvement had been made in pumping equipment since the industry's beginning. It was shortly after this that LUFKIN pioneered and developed the application of reduction gears to oil well pumping. From this humble beginning the manufacture of LUFKIN pumping units has progressed until today its machines have become the standard of the petroleum industry.

The original pumping unit was conceived from the worm drive of a tractor's differential gear, replacing the wooden band wheel of the antiquated rig front which had seen almost universal service since the oil industry began in 1859. In 1922, the first primitive LUFKIN geared pumping unit was installed at Goose Creek, Texas, now known as Baytown. Today, nearly 50 years later, LUFKIN has shipped 97,500 pumping units to every major oil field throughout the world.

Currently, LUFKIN ranks as the world's foremost pumping unit manufacturer. The sizes of these units range from miniature conventional models with 16" strokes, and less than two horsepower capacity, to giant air balance units having a stroke length of 240" and a horsepower capacity of nearly 600. LUFKIN builds several types of sucker rod pumping units — the regular conventional unit which has been the work horse of the oilfields since their very beginning, the air balanced unit, and the Mark II line, a revolutionary new type of pumping machine that has achieved spectacular success over the past decade.

Below is a massive air balance pumping unit having a 240 inch stroke and a speed reducer capacity of 2,560,000 inch pounds. This unit can produce large fluid volumes from the deepest wells.



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A typical LUFKIN conventional pumping unit, long the industry standard, operating in West Texas.

The LUFKIN Mark II, a revolutionary type of unit providing one of the most advanced and trouble free systems of rod pumping currently available.



The LUFKIN air balance, one of a series of unique, compact, sucker rod units, in use in many of the far corners of the petroleum producing world.



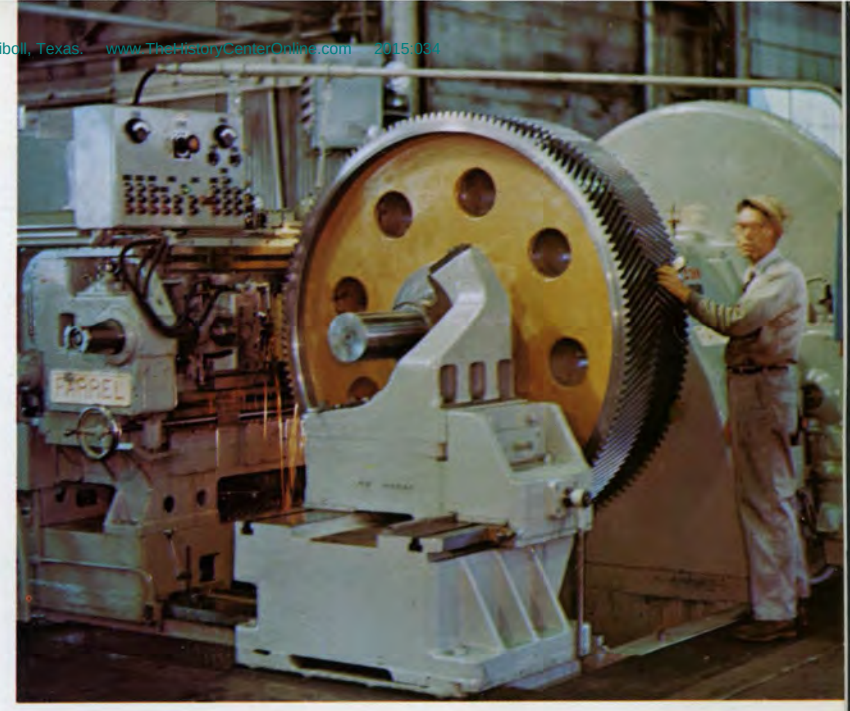
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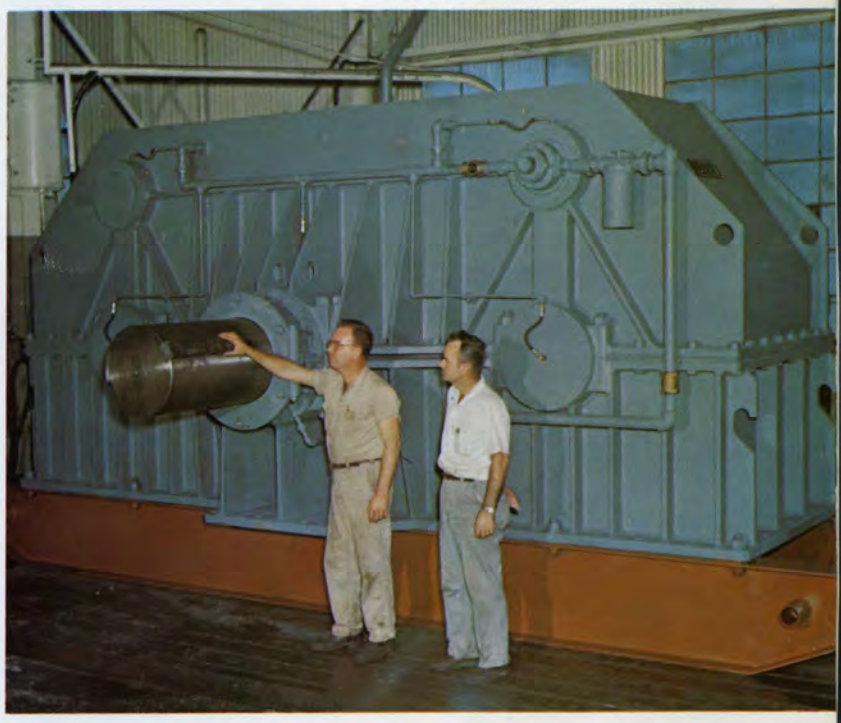
Industrial and Commercial Gears

It was in 1939 that one of LUFKIN's most important products was born. Quite naturally, since the gear reducer is the heart of the pumping unit, LUFKIN's machine shop facilities had been built around the production of pumping unit gears — and when it was found that no manufacturer of heavy industrial gears was closer to East Texas than Chicago, it wasn't long before Lufkin Foundry and Machine Company was in the commercial gear business.

One of LUFKIN's first industrial gear applications was a series of speed reducers to drive the paper machines at Southland Paper Mills, Inc., an industry that was just in its infancy in Lufkin at that time. The LUFKIN gears installed at Southland proved so successful that before long other mills followed suit. A large paper mill at Savannah, Georgia also decided to try LUFKIN gearing and ordered several large speed reducers. A third paper manufacturer, also located in Georgia, followed shortly by installing a number of sizeable gear reducers. Soon other manufacturers learned of these commercially applied time-tested speed reducers which, for years, had been a standard of the petroleum industry — and began using them in ever increasing sizes and quantities. Several months later, one of the major oil company refineries at Baytown, Texas, ordered a number of LUFKIN gears, and thus began the history of one of the commercial gear industry's most successful ventures.

Recently, Southland Paper Mills decided to build a second plant near Sheldon, Texas, and after some 30 years of exemplary gear performance at their first mill, the designers once again selected LUFKIN gearing for their new application.





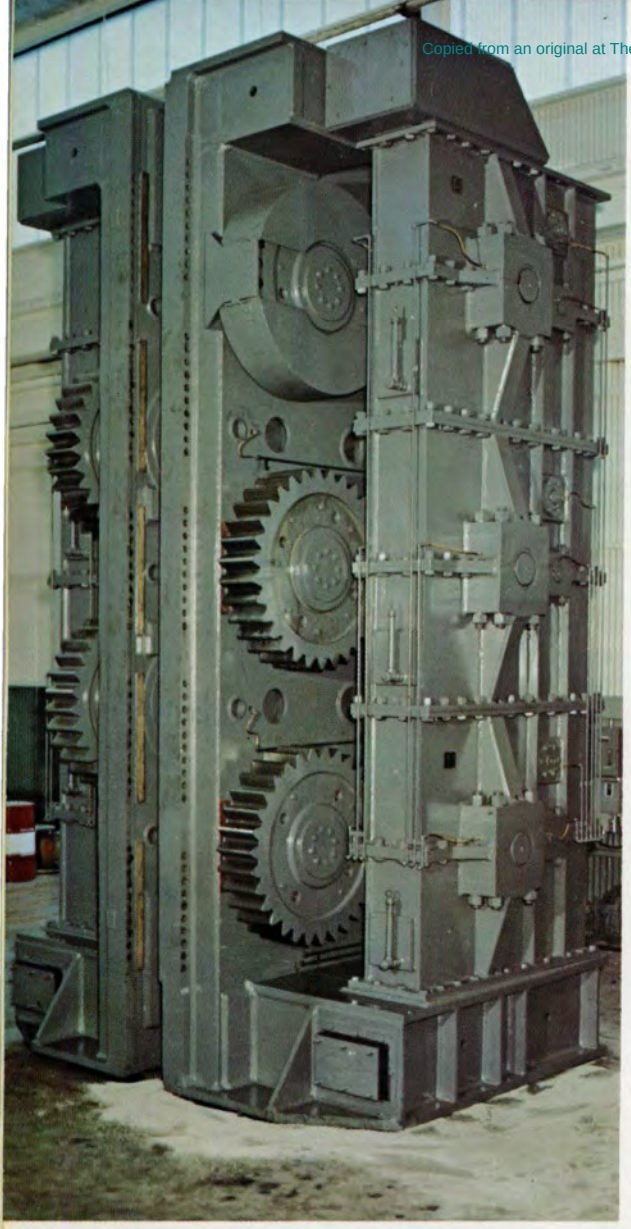


One of twenty-four herringbone gear cutting machines, the largest battery of such machines in the world.

Dredge pump gear drive, weighs 70,000 lbs., delivers 2,000 horsepower.

A custom-designed reducer assembly for use in a steel mill in Mexico.

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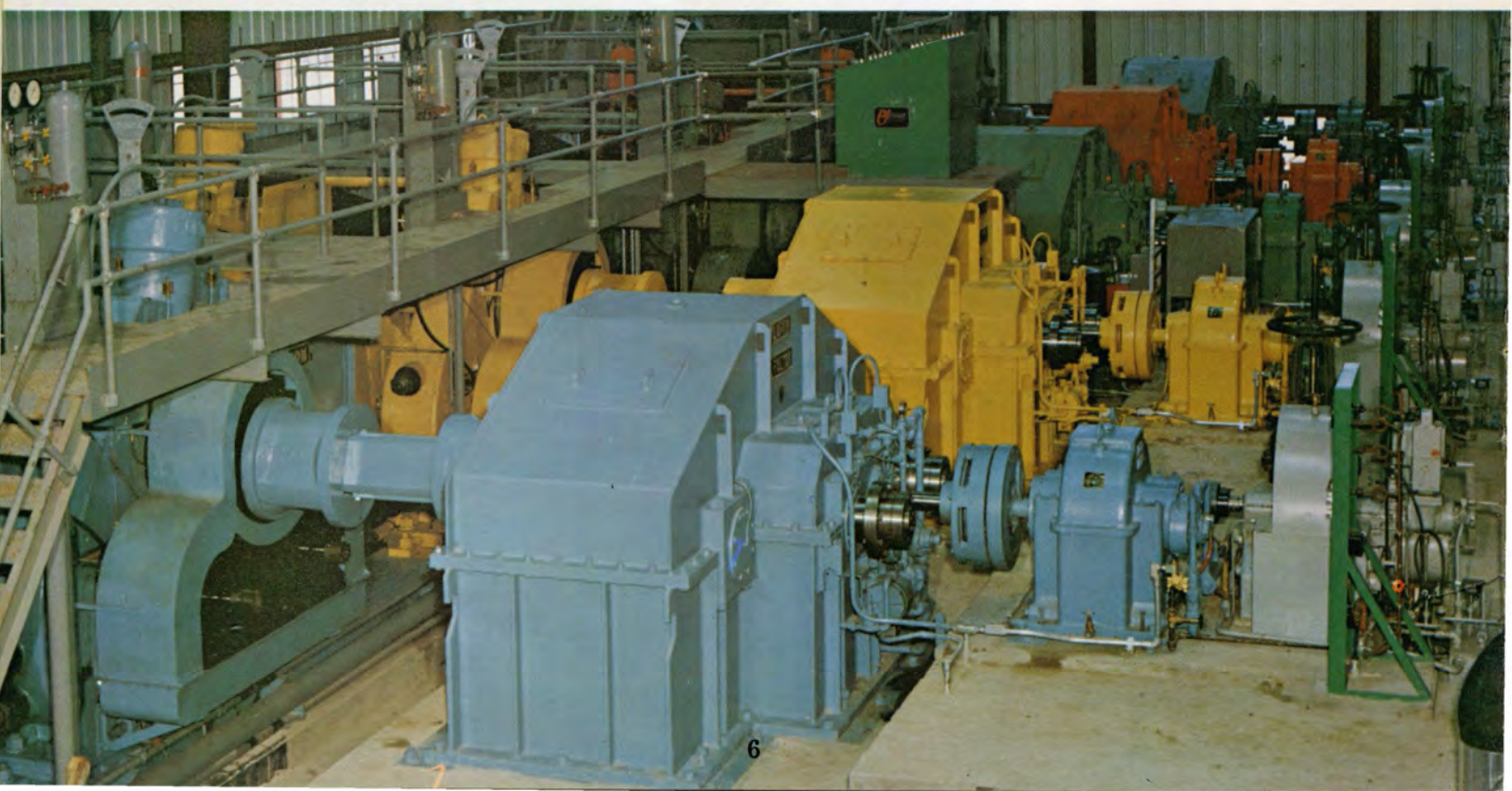


Not long ago, LUFKIN received an order for twelve elevating gears for a trans-ocean drilling platform to be operated by a major oil company in the blustery North Sea between England and the Scandinavian countries. These specially built gear boxes raise and lower a drilling platform whose gross weight is approximately 8,000 tons. LUFKIN welders put some 4,000 lbs. of welding rod on each of the twelve elevating assemblies. The pinion stand itself weighs about 73 tons. When this job was completed, LUFKIN had shipped 1½ million lbs. of commercial gearing to England.

LUFKIN offers a complete line of parallel shaft and right angle commercial speed reducers and speed increasers. These are built in single, double, triple, and multiple reduction units, and are offered in low, medium, and high speed combinations. These commercial gear reducers and increasers both large and small, are used in steel mills, refineries, pipelines, chemical plants, sugar refineries, rubber plants, drilling platforms, and in many other applications.

Left, one of twelve elevating gear assemblies for the Trans-Ocean Drilling Platform now operating in the North Sea.

Multiple battery of LUFKIN reducers in a sugar mill. New Iberia, Louisiana.

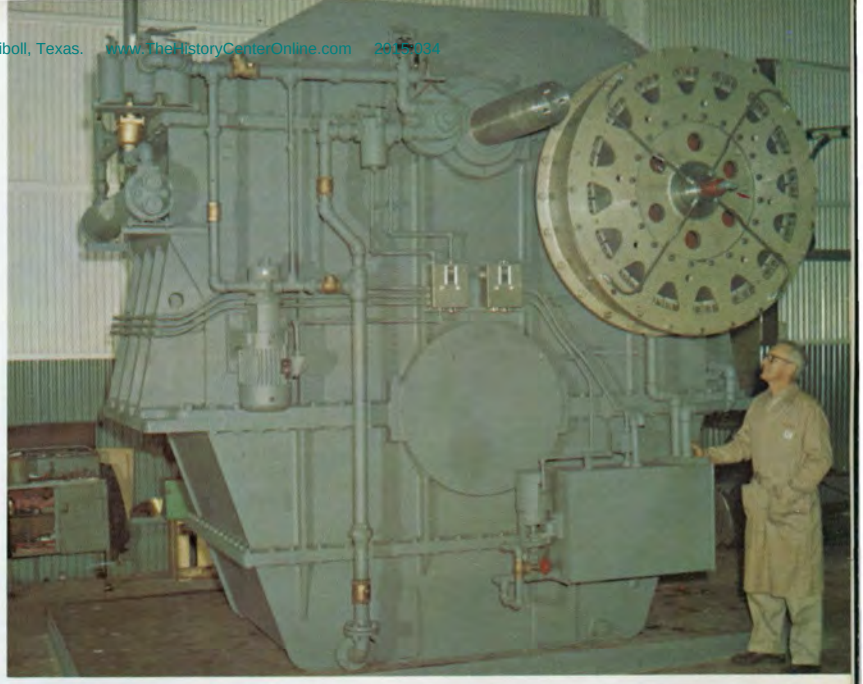


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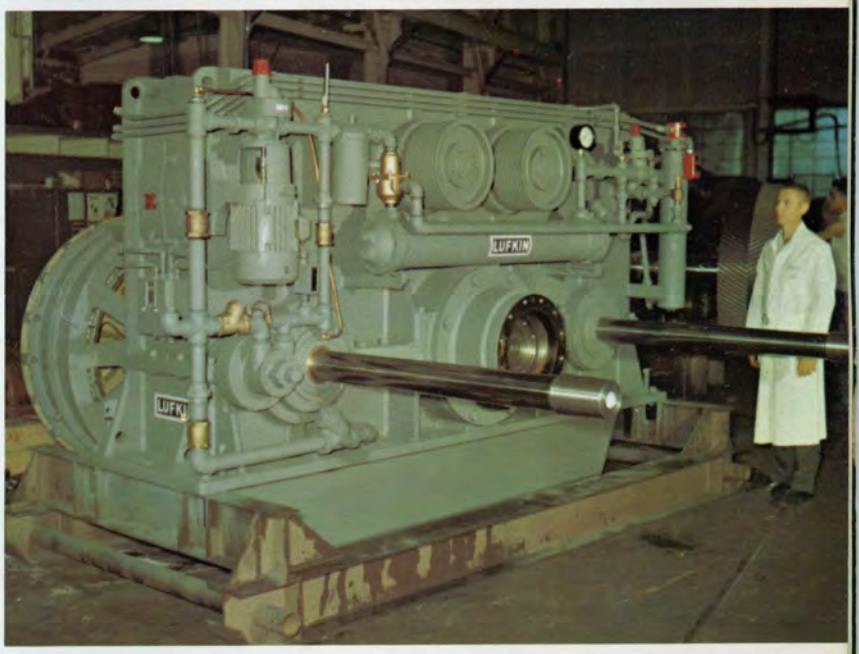
Marine Gears

One of LUFKIN's contributions to the defense effort during World War II was construction of propulsion gears for LST landing craft and army cargo vessels. Immediately following the war, the company's efforts were chiefly placed on manufacturing oilfield pumping equipment and expanding its commercial gear line, and it was not until 1952 that a real effort was made to enter the marine field. The period between 1952 and 1956 was spent in developing a design for a line of marine propulsion equipment. In 1956 LUFKIN received its first order for 5 sets of gears to be installed in a bulk carrier being constructed in Japan. Since 1957, the marine gear division has become a major supplier to the marine transportation industry and has furnished equipment to all major engine manufacturers in this country as well as many abroad. These installations range from small 500 HP tugs to Great Lakes ore boats of 8000 HP capacity. Recently LUFKIN built a series of main propulsion gears for tankers in the 15,000 HP range.

LUFKIN manufactures a complete line of diesel and diesel-electric marine propulsion gear drives. These drives include reverse-reduction units as well as reduction units for reversing engines. They are available in vertical offset, horizontal offset, semi-vertical-horizontal offset and in-line arrangements, as well as many other custom applications.



Reversing and reduction propulsion gear for Great Lakes Ore Boat.



Large Marine Propulsion Gear for combining power from two diesel engines. Included are four auxiliary drives for generators and controllable pitch propeller actuators.



U. S. Corps of Engineers' suction dredge McFARLAND propelled by four diesel engines through two LUFKIN compound gears.

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LUFKIN Trailers

Always on the lookout for new and profitable products, and appreciating the bright future of the trucking industry, the Lufkin Foundry in 1939 purchased the old Martin Wagon Company in order to expand LUFKIN's scope of operations and deversify its products. The Martin Company's small wood-working shop produced an eight-wheel wagon principally for the saw mills of East Texas and Louisiana. Martin soon discovered that this heavy duty wagon could be used by other industries, where heavy loads were to be transported, so they developed even larger sizes with greater capacities for use in the oil fields where steam boilers and other heavy machinery had to be moved over rough and troublesome terrain. At the time of purchase, the Martin Company was producing only pole and pipe trailers.

On entering the trailer field, LUFKIN not only absorbed the employees of the Martin Company, but built a new and modern trailer factory equipped with the finest tools and machinery then available.

In December, 1961, a new 12,000 sq. ft. Trailer Division office building was completed and extensive modernization of production and warehousing facilities was effected. Shortly thereafter a new 10,000 sq. ft. warehouse was also constructed for this division.

Realizing that the industry's growth was overtaking the Trailer Division's capacities, LUFKIN began seeking a new plant site. In 1967, the company purchased 400 acres of land on the outskirts of Lufkin.

Concurrently, an intensive study was made to investigate and evaluate the most modern trailer manufacturing equipment available. Using Lufkin Trailer's own plant Engineering Department, as well as outside consultants, a revolutionary new automated production system was evolved for the new trailer facility. And once again the wheels were set in motion to build one of the nation's most modern and efficient trailer plants.

In August, 1967, the Board of Directors met to approve a resolution calling for a multi-million dollar expansion of the company's Trailer Division. In March, 1969, less than two years later, trailer production was begun on a partial basis in the new plant, with office and warehousing facilities being relocated the last week in August.

LUFKIN's Trailer Division now has sales and service facilities in Dallas, Houston, Lubbock, San Antonio, Oklahoma City, Memphis, Birmingham, Atlanta, Shreveport, Jackson, New Orleans, Nashville and Kansas City.

The American Trucking Industry is big business, and during these past 30 eventful years, the Trailer Division has risen from its modest beginning to one of the nation's major trailer manufacturers. The new multi-million dollar expansion has again catapulted the LUFKIN Trailer Division into the forefront of this progressive and important industry.

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With the trend toward lighter but bulkier freight shipments, trailer trains such as the "doubles" above provide significant increases in usable inside space over a single trailer of maximum legal length.

Ruggedly designed for maximum utility, Lufkin frameless dump trailers are available in both single and tandem axle models.

Standing taller than a man and stretching over 40 feet in length the giant flatbed and dolly shown below will move over 100,000 pounds of payload over unimproved desert trails in Egypt.





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The modern freight van above, is the mainstay of the American highway transportation system. Virtually all consumer goods produced in this country, as well as imported goods, move chiefly in the closed freight van. Often products move in trains of 2 or 3 vans, but more frequently in single semi-trailers like the one above.

Trailers of all types, freight vans, insulated vans, open tops, such as those below and even flat beds and tankers are moving in endless streams across the nation as "piggy backs" on our railroads. Of the several million trailers involved in "piggy back" service, Lufkin continues to contribute an ever increasing share.



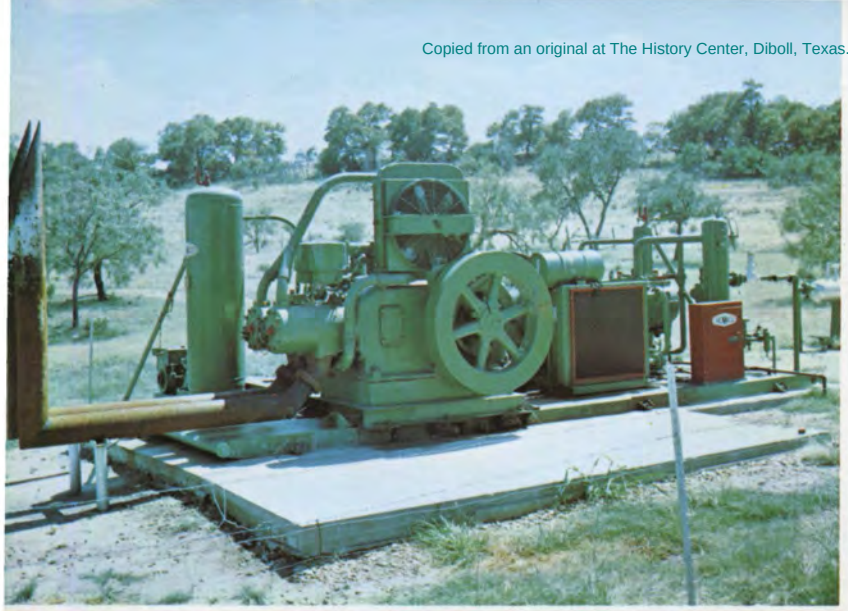
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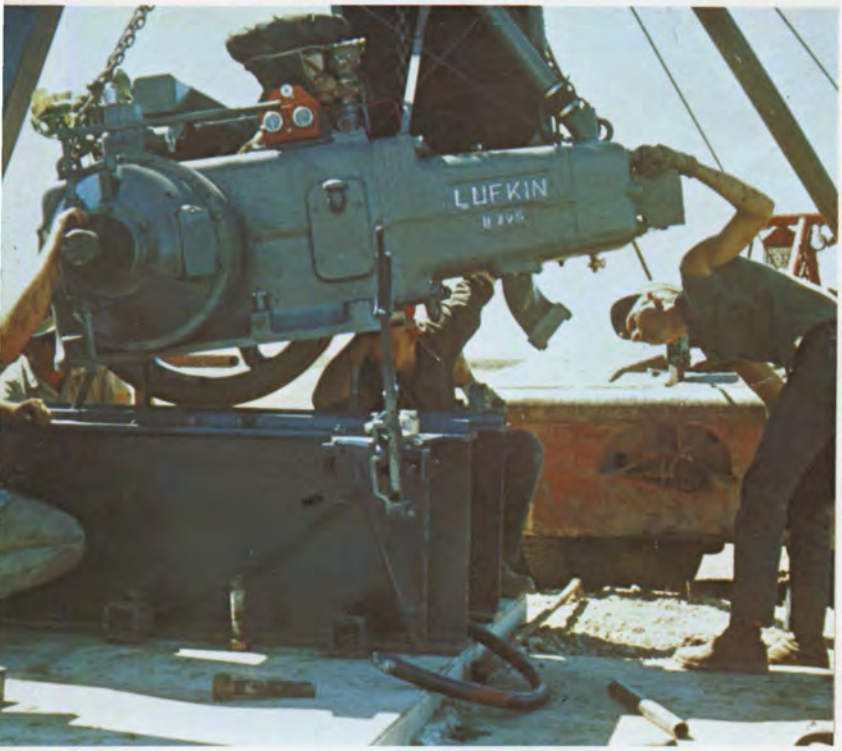
Mill Supplies

The Mill Supplies Division was originally created as a retail outlet for the Foundry's first function—that of repairing saw mills, locomotive boilers and light industrial equipment. One of the oldest divisions of our company, Mill Supplies offers a complete line of saw mill and related industrial supplies. This department expanded and diversified its line to meet the needs of a growing East Texas industrialization. Light metal and wood-working machinery, utilities hardware, plumbing supplies, and automotive equipment were added to the inventory, and with this increased diversification came a corresponding growth in the physical plant. Since 1960, Mill Supplies has more than doubled in size and, today, it services three neighboring states, and is considered one of the largest industrial equipment suppliers in the South.



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Engines

In 1943, LUFKIN purchased the rights to a line of heavy duty oilfield pumping engines from the Cooper-Bessemer Corporation. On that date, a dream of W. C. Trout's was realized—to have an integral line of engines to economically and effectively power the LUFKIN pumping unit. Over the years, LUFKIN modified and refined the basic engine design into today's outstanding product—a horizontal, two-cyclinder, two-cycle gas engine.

These heavy-duty, slow speed engines, available in sizes from 30 to 160 horsepower, have seen service throughout all the oil-producing areas of the world. On pumping units, pipelines, and compressor stations, LUFKIN engines have been steadily performing for twenty-seven years. Every LUFKIN engine is precision built by master craftsmen with the same concern for excellence given to the manufacture of a Rolls Royce.

LUFKIN standardized such industrial engine features as integral starter assemblies, full pressure lubrication, condenser cooling, and the practice of every engine being thoroughly run-in at the factory and shipped as a completely self-contained assembly. Such a record of dependability in the oil industry is the reason why—when a gas engine is the prime mover, the odds are it's a LUFKIN.



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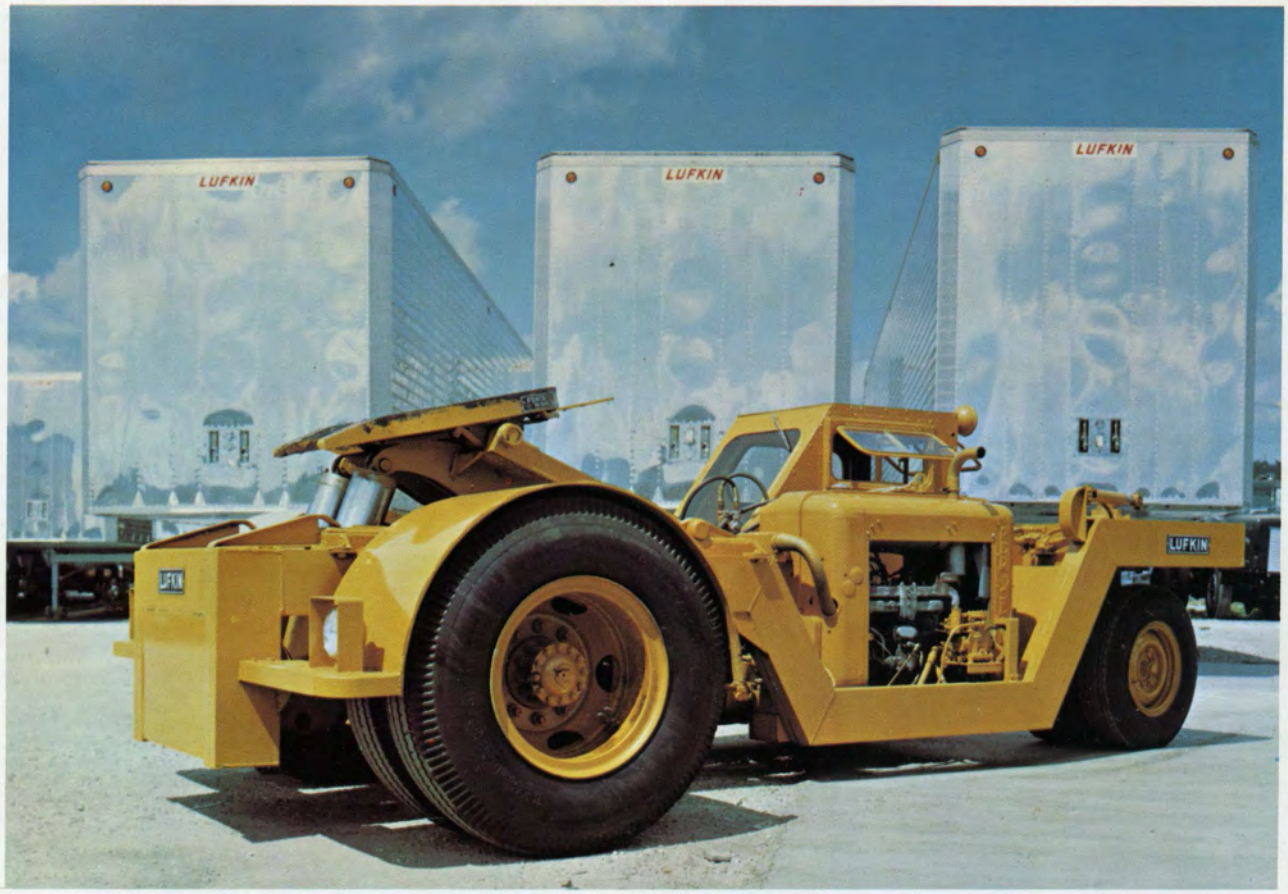
Foundry

When the Foundry Department was installed in 1902, it occupied a small, dingy one-room building at one end of the present machine shop. All work was done by hand. There was one primitive cupola, and it took seven men working in a hand-to-hand, fire-bucket brigade system to charge it at the rate of five tons per hour. Sand was mixed, handled, and packed in the loose wooden flasks with a square-faced shovel. Ramming, gating, rolling the flasks, and drawing the patterns were all back-breaking manual labor operations. But times have changed.

Our modern foundry—one of the area's largest—now sprawls over 25 acres and is capable of producing 170 tons of gray and nodular iron per day. In addition, the Foundry Department operates a non-ferrous department for the custom casting of aluminum and brass pieces. Our two mechanically-charged cupolas are capable of melting 30 tons of iron per hour.

Throughout the casting process, close inspection is maintained by our sand and metallurgical laboratories. Over thirty different sand mixes are used daily to meet the variety of requirements, and constant sampling and testing insures that the proper sand is always used. Our metallurgical lab conducts physical and chemical tests on samples drawn from each ladle of iron before it is poured into the molds. This close attention to detail and constant testing is followed in every facet of the foundry operations. From the pattern shop, where craftsmen create the wood, metal, and plastic patterns from engineering drawings, to the cleaning department where the castings are ground and cleaned to their final rough dimensions, no short-cut is taken. The quality of LUFKIN castings has brought the Foundry many custom orders for a wide variety of products. In addition to our regular line, we produce castings of such diversified products as: sailboat keels, evaporating tower components, astronomical telescope bases, press dies for railroad tank car ends, valve actuator parts, and discharge housings for chemical plants. LUFKIN castings range in size from 1" to 20 feet in length; in weight from a few ounces to 15,000 pounds. Each piece receives the close attention that is the hallmark of this company—where the most modern techniques have been combined with time honored craftsmanship to produce castings worthy to bear the name LUFKIN.

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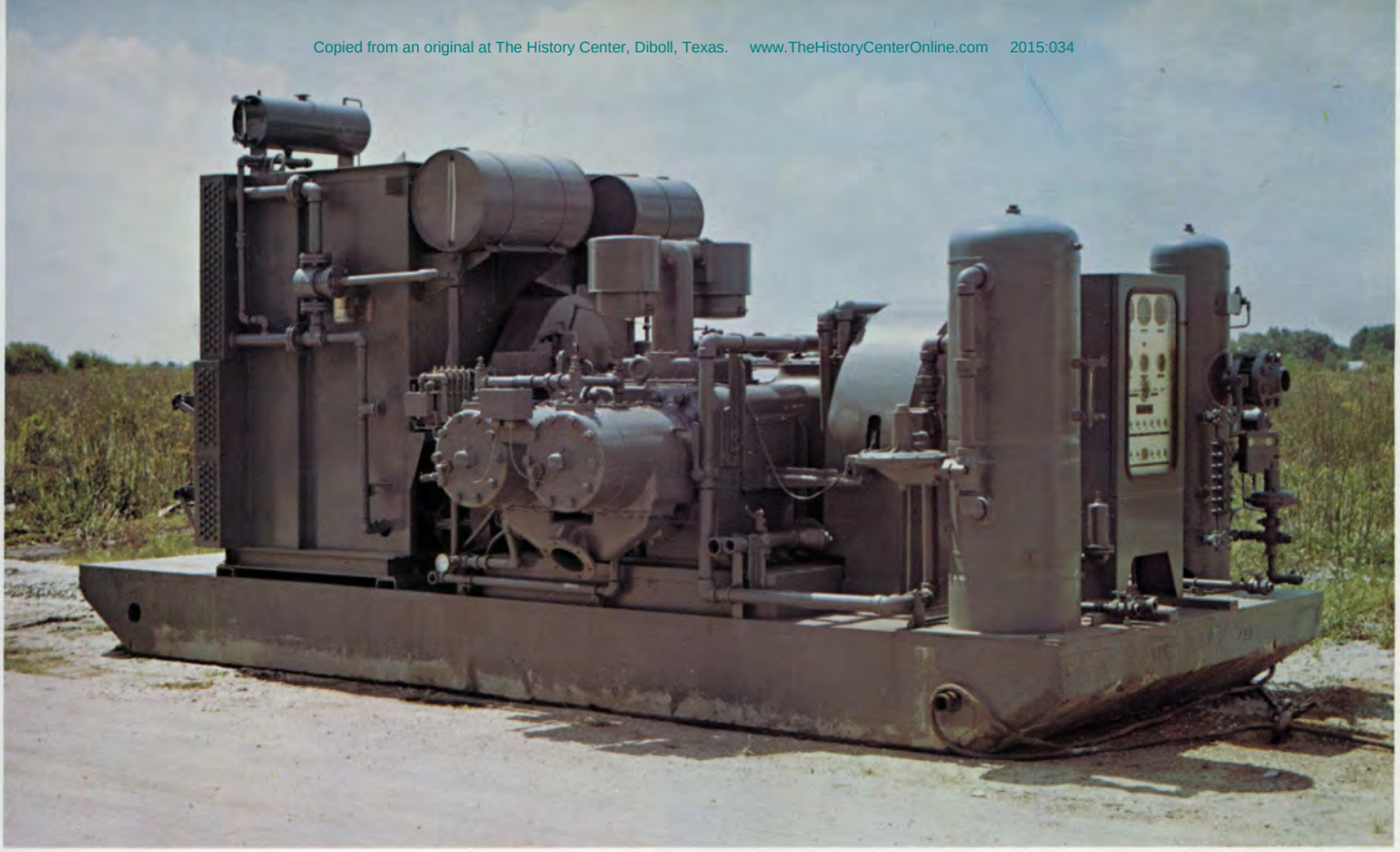


This revolutionary, "see under", trailer tug was designed and built by LUFKIN as an experimental model, for fast, effective trailer spotting and handling.

Shown below is a typical West Texas installation showing the famous "Trout Counterbalance" crank on a LUFKIN pumping unit being driven by a LUFKIN gas engine.



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Shown above is the new, advanced design LUFKIN Engine-Compressor Unit, compact and portably mounted for minimizing foundation and transportation costs.

Engineering

At LUFKIN, more than seventy-five people combine their energies, educational training, and years of practical experience to design, develop, test, and co-ordinate production of our company's ever widening spectrum of products. Most of these skilled and dedicated technicians are graduate engineers, who work under the guidance of our two Chief Engineers (Machinery and Trailers). While computers and innovative systems-approaches have been incorporated as standard design tools, we at LUFKIN have been careful to avoid substituting an impersonal, "computerized" atmosphere for the human interplay that stimulates imagination and creativity.

Not only do our engineers cooperate closely with every other department but also maintain an exceptional rapport with our customers. This intimate contact is vital because in addition to our standard equipment requirements, our engineers are constantly called on to design and produce extremes in mechanical products: either very big or very slow or very fast, often a combination of all these. These special design problems are frequently at the very edge of current manufacturing capability and general design knowledge and everything possible is done to insure that we arrive at the correct solution.

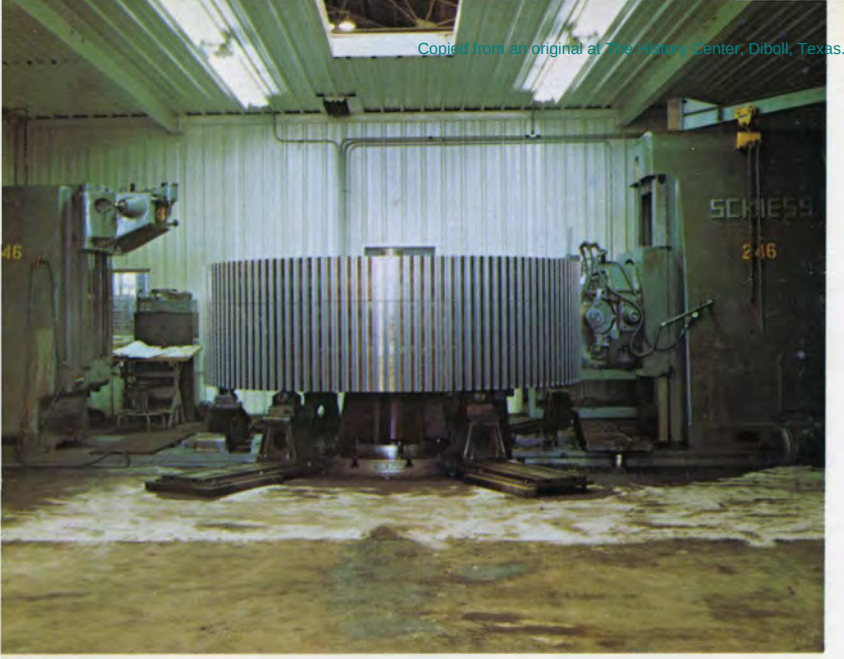
We have found that only the closest personal communication between our customers and our engineering personnel will assure the standard of quality for which LUFKIN has been known for almost seventy years.



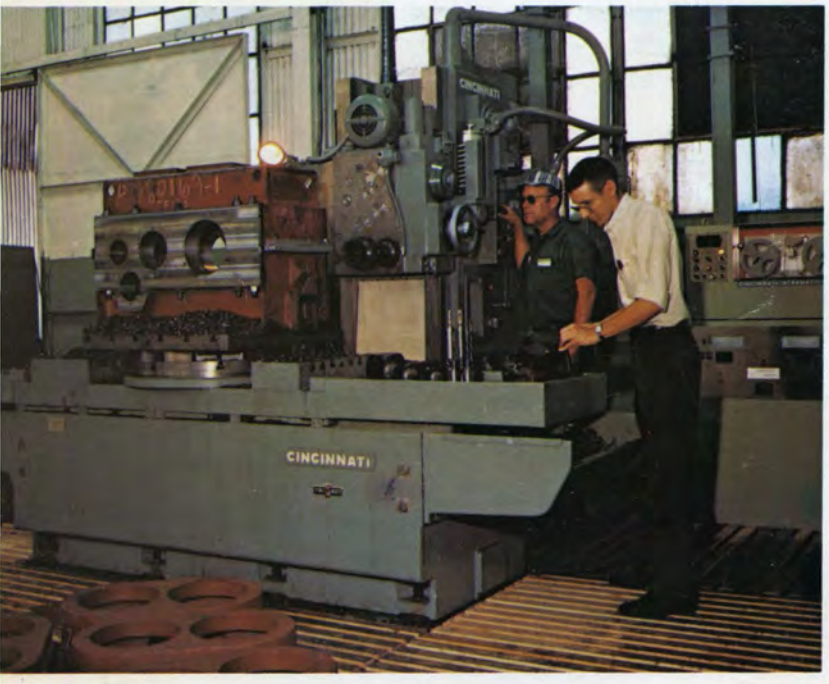
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Manufacturing Facilities

When asked to explain LUFKIN's ever widening success pattern through the years, a top official once explained, we actually have a "secret weapon" the most efficient, modern and effective machine tools that money can buy, and the unmatched craftsmen to operate them. Thirty-five, forty-five, and even fifty year's service with "the foundry" is not uncommon. Today, second, third, and fourth generation families help sustain the father-to-son type of skill that has been the keystone of LUFKIN's manufacturing success through the years.



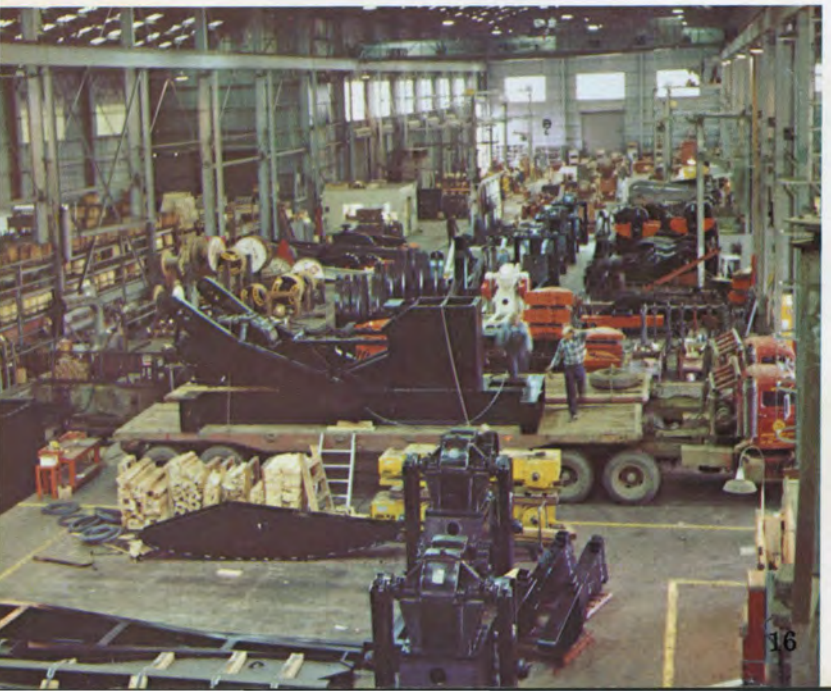
Large Schiess Hobbing Machine custom built for Lufkin will produce gears to 197" in diameter.

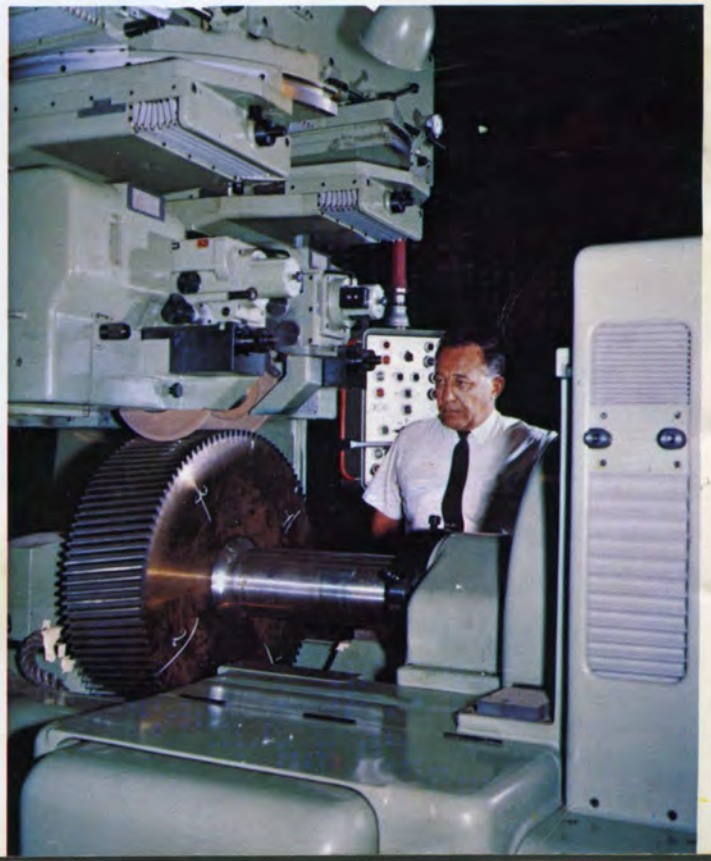


Horizontal Machine Center with 3-Axis Numerical Control. This machine has a built-in rotary table and will perform all of the milling, boring, drilling and tapping of machine gear boxes to extremely close tolerances.

Oil Field Equipment Assembly Building. This is a modern assembly area built around a 250' long power conveyor. Components are added and quality checks made as the unit moves down the assembly line. The unit stays on the line through the paint booth and then moves on to the shipping area.

Maag HSP80 Gear Grinding Machine – the ultimate in precision – will produce gears to 32" diameter and 12" face width with extremely precise tooth spacing, involute profile, lead and crown.





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This massive LUFKIN designed welding positioner handles a 65,000 lb. weldment at a maximum 14 ft. reach, with complete safety. The turning plate has two-plane, 360 degree rotation.

Horizontal Boring Mill for precision boring and facing gear boxes. Workpiece capacity 10' long, 7' high.

Numerically Controlled Openside Drilling Machine. The numerical control positions the drill very accurately and eliminates the need for drilling jigs or templates.

Electronic Eye Controlled Pantograph Torch Burning Machine. The electronic eye follows a drawing to direct the torches which accurately burn parts from plate. Capacity 20'' thickness, 20' long and 8' wide.

Maag SP60 Gear Tooth Inspection Machine, equipped with a recording device for recording involute profile, lead and surface finish characteristics.





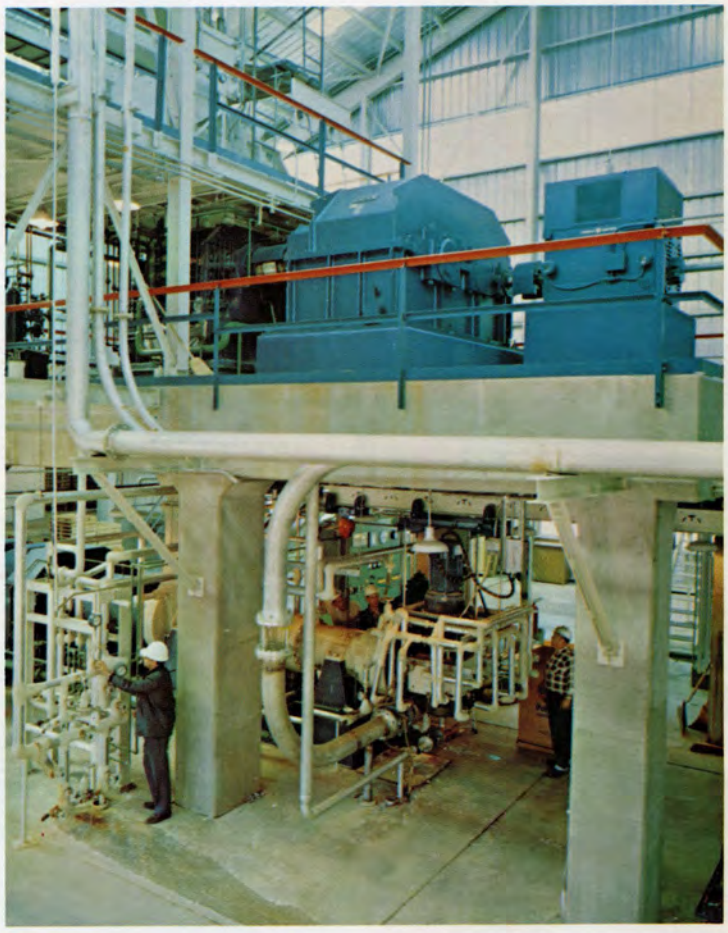


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Sales & Service

The LUFKIN sales organization, through its various divisions, has branches throughout the world. This sales force is divided within the company into four major divisions, Oilfield, Gears (commercial and marine), Trailers and Mill Supplies. The Mill Supplies serves all of Texas, Oklahoma, Louisiana, and Arkansas while the Trailer sales division effectively covers the Southern, Midwestern, and Western part of the United States as well as portions of the eastern seaboard. Lufkin Gear Representatives (both marine and industrial) office in the principal manufacturing centers of the nation and in many foreign countries, while our Oilfield division has representation in every major oil-producing area in the world.

The men who represent LUFKIN have undergone a thorough training course in the home office, but beyond that they have served an apprenticeship in the various manufacturing divisions of our plant. Each LUFKIN representative has a practical, working knowledge of every component in our product lines because he helped build them himself. Further, each LUFKIN representative must work his way up in the field, from serviceman to salesman. The training is rigorous because LUFKIN knows this is the only way its man in the field can properly be "a man who knows what he's talking about".





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FRONT ROW: J. L. Wiener, S. W. Henderson, Jr., L. A. Little, W. W. Trout, E. P. Trout, Samson Wiener

SECOND ROW: W. W. Kirkland, J. G. Kurth, W. T. Little, M. E. Kurth, Jr., R. L. Poland, H. L. Dyer, J. L. Wiener, Jr., W. W. Trout, Jr.

Officers

W. W. TROUT
Chairman of the Board

R. L. POLAND
President and Chief Executive

C. W. ALEXANDER
Vice-President

R. E. BARR
Vice-President

J. B. HOPPER
Vice-President

R. H. LANG
Vice-President

C. D. RICHARDS
Vice-President

C. J. SCHULLER
Vice-President

W. A. KIRKLAND
Secretary

H. L. DYER
Treasurer

Directors

S. W. HENDERSON, JR.
Investments, Lufkin

J. G. KURTH
Secretary-Treasurer,
Walker-Kurth Lumber Company, Houston

M. E. KURTH, JR.
Senior Vice-President—Manufacturing,
Southland Paper Mills, Inc., Lufkin

L. A. LITTLE
Investments; formerly Executive Vice-President

W. T. LITTLE
Gear Sales Engineer

R. L. POLAND
President and Chief Executive

E. P. TROUT
Investments; formerly Executive Vice-President

W. W. TROUT
Chairman of the Board

W. W. TROUT, JR.
Assistant Sales Manager

J. L. WIENER
Partner, Wiener, Weiss & Wiener, Shreveport

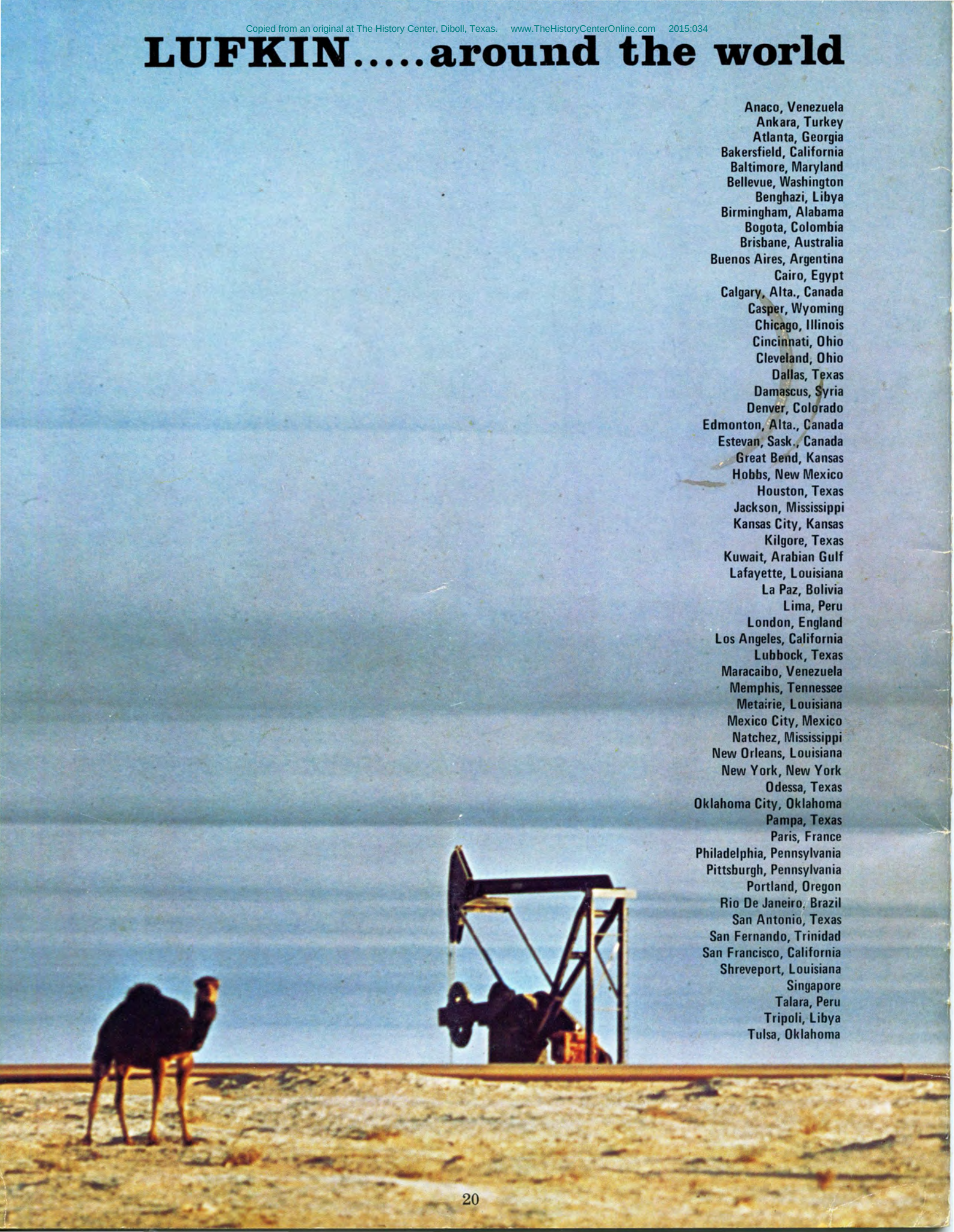
J. L. WIENER, JR.
Partner, Wiener, Weiss & Wiener, Shreveport

SAMSON WIENER
President, Wiener Lumber Company, Dallas

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LUFKIN.....around the world

Anaco, Venezuela
Ankara, Turkey
Atlanta, Georgia
Bakersfield, California
Baltimore, Maryland
Bellevue, Washington
Benghazi, Libya
Birmingham, Alabama
Bogota, Colombia
Brisbane, Australia
Buenos Aires, Argentina
Cairo, Egypt
Calgary, Alta., Canada
Casper, Wyoming
Chicago, Illinois
Cincinnati, Ohio
Cleveland, Ohio
Dallas, Texas
Damascus, Syria
Denver, Colorado
Edmonton, Alta., Canada
Estevan, Sask., Canada
Great Bend, Kansas
Hobbs, New Mexico
Houston, Texas
Jackson, Mississippi
Kansas City, Kansas
Kilgore, Texas
Kuwait, Arabian Gulf
Lafayette, Louisiana
La Paz, Bolivia
Lima, Peru
London, England
Los Angeles, California
Lubbock, Texas
Maracaibo, Venezuela
Memphis, Tennessee
Metairie, Louisiana
Mexico City, Mexico
Natchez, Mississippi
New Orleans, Louisiana
New York, New York
Odessa, Texas
Oklahoma City, Oklahoma
Pampa, Texas
Paris, France
Philadelphia, Pennsylvania
Pittsburgh, Pennsylvania
Portland, Oregon
Rio De Janeiro, Brazil
San Antonio, Texas
San Fernando, Trinidad
San Francisco, California
Shreveport, Louisiana
Singapore
Talara, Peru
Tripoli, Libya
Tulsa, Oklahoma



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New Directions of Growth

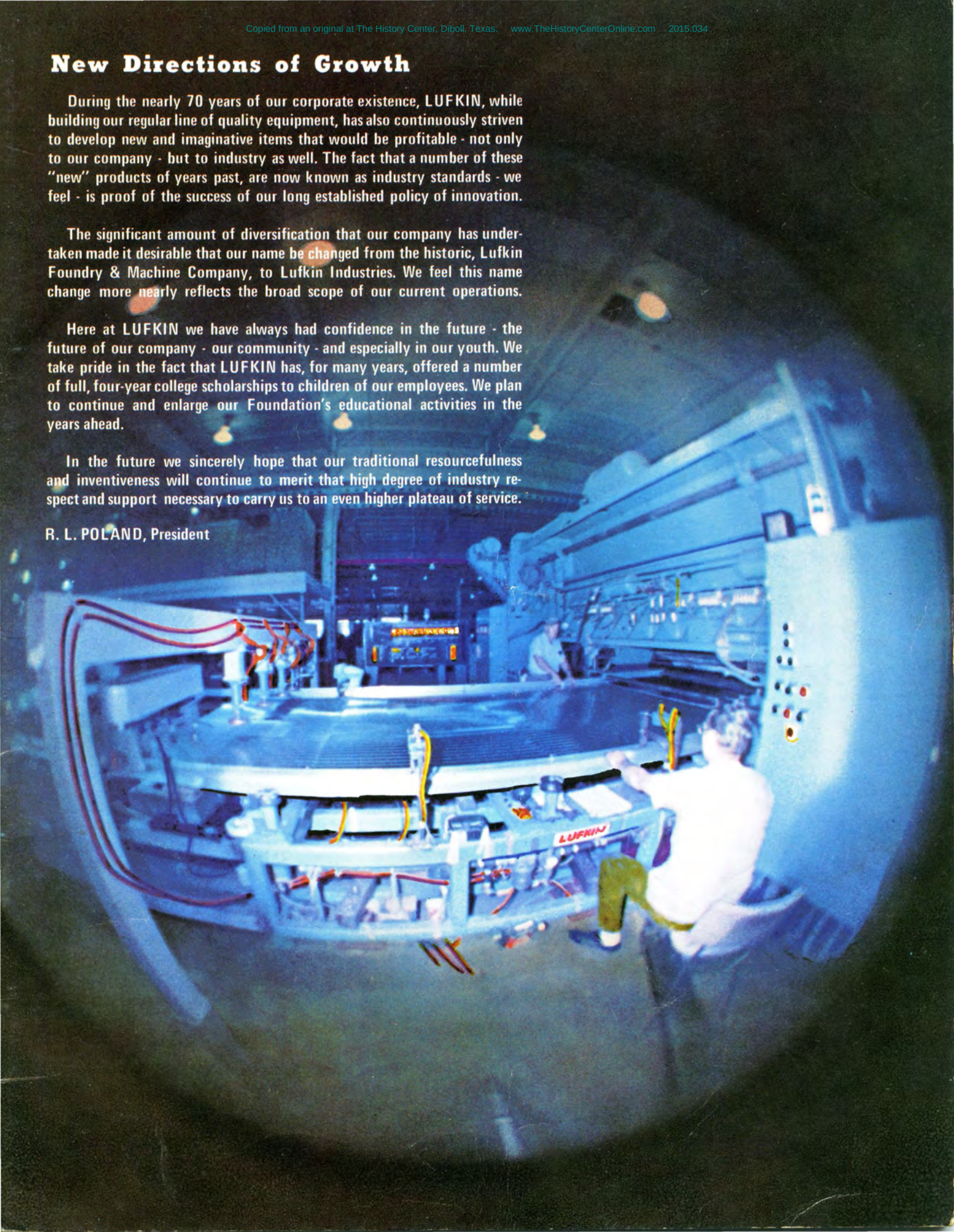
During the nearly 70 years of our corporate existence, LUFKIN, while building our regular line of quality equipment, has also continuously striven to develop new and imaginative items that would be profitable - not only to our company - but to industry as well. The fact that a number of these "new" products of years past, are now known as industry standards - we feel - is proof of the success of our long established policy of innovation.

The significant amount of diversification that our company has undertaken made it desirable that our name be changed from the historic, Lufkin Foundry & Machine Company, to Lufkin Industries. We feel this name change more nearly reflects the broad scope of our current operations.

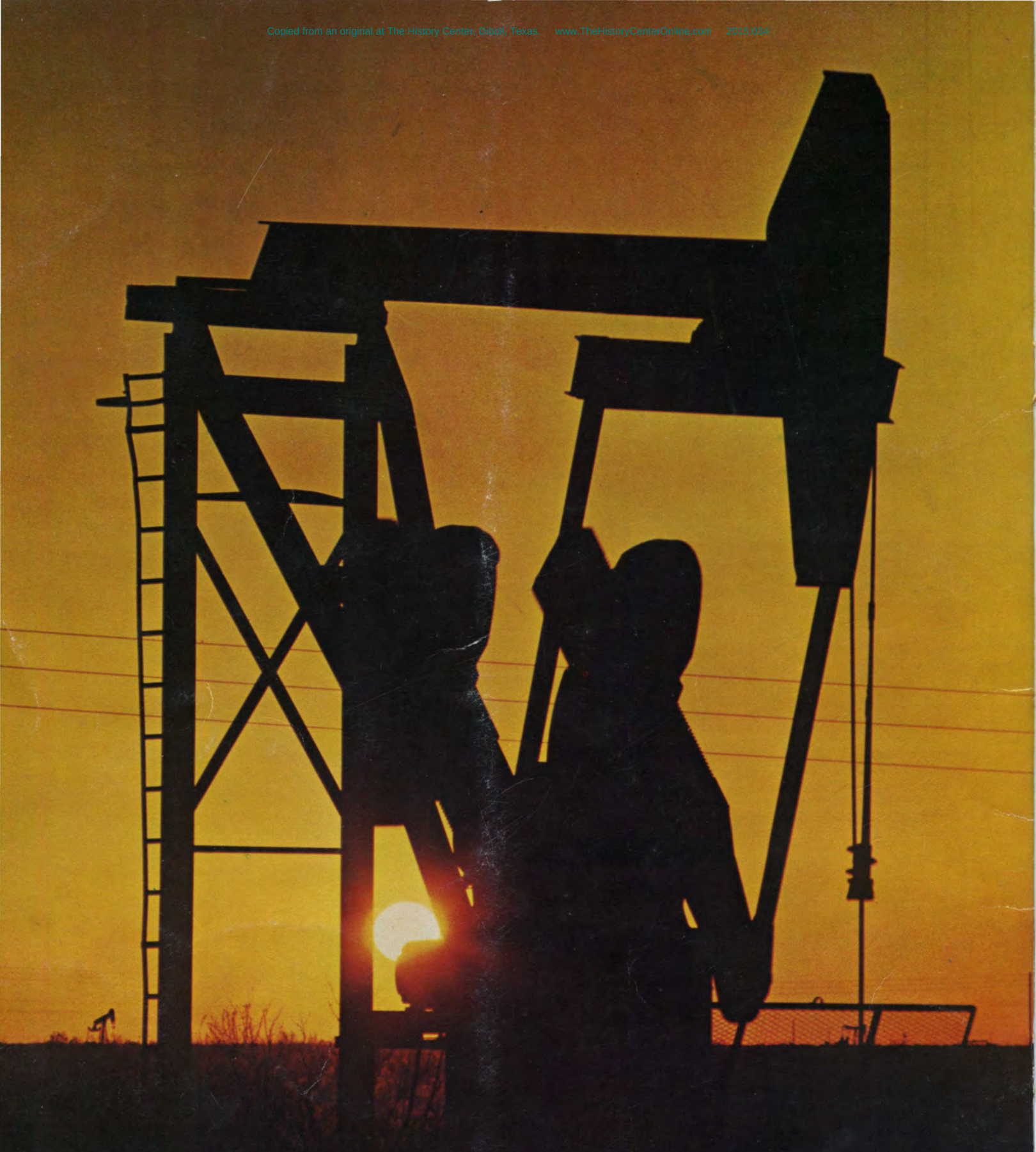
Here at LUFKIN we have always had confidence in the future - the future of our company - our community - and especially in our youth. We take pride in the fact that LUFKIN has, for many years, offered a number of full, four-year college scholarships to children of our employees. We plan to continue and enlarge our Foundation's educational activities in the years ahead.

In the future we sincerely hope that our traditional resourcefulness and inventiveness will continue to merit that high degree of industry respect and support necessary to carry us to an even higher plateau of service.

R. L. POLAND, President



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LUFKIN

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