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Golden Anniversary

The Luffkin Line

VOLUME XXVIII NUMBER 2

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50th Anniversary

The Luffkin Line

VOLUME XXVIII NUMBER 2

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This is the extent of progress of the Lufkin Foundry & Machine Company in 1907, only 5 years after it was founded just after the turn of the century. The plant is still located on the Southern Pacific tracks near the very heart of Lufkin.

Half a Century Ago

HALF A CENTURY AGO, a group of five men met on February 17, 1902, to organize a little repair shop for railroad and sawmill machinery. That shop was the birthplace of an enterprise.

Today, that little company has grown to what is considered the largest manufacturer of oil field equipment in the South. Its products, in addition to oil field equipment, include truck trailers, commercial reduction gears and commercial castings, and are known the world over.

The story of an institution is the story of a man. And as the institution grows, it becomes the story

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These were the guideposts and key personnel back in the early days of the Company. Most of them have gone on for their reward, including W. C. Trout, standing fourth from left, who molded the future with loving hands and inspired wisdom.

of many men. So it is that the vision and courage of a few of the founding fathers of the Lufkin Foundry and Machine Company have been the guideposts by which this institution has prospered, expanded and developed into the industrial giant that it is today.

The story begins with the group of five. Because the nearest repair shop to Lufkin and the surrounding area was more than one hundred miles away (and that was quite a distance in 1902) these five —F. Kavanaugh, J. H. Kurth, Sr., S. W. Henderson, Sr., F. Kavanaugh, Jr., and Eli Wiener— believed that a repair shop located in Lufkin would be a successful business venture.

Lufkin was a thriving little populace, nestled in what was once the heart of some of the finest virgin longleaf yellow pine timber to be found anywhere. Quite naturally, the timber industry was the most flourishing at that time.

The capital stock of the newly formed company was set at $30,000 and was divided into 300 shares of $100 each. All of these original certificates, with the exception of Certificates 15 and 16 which are held today by Eli Wiener, have been redeemed.

The original machine shop was set up at a cost of $21,500. Today, the capital stock of the Lufkin Foundry and Machine Company is assessed at $5 million.

It was on July 10, 1905, that another character entered into our story. He was a tall, dynamic young man who hailed from Wisconsin, but who had an abiding love for Texas and her beautifully timbered sections. He was W. C. Trout, a traveling representative for the Allis-Chalmers Company.

On his frequent trips to Lufkin, he had noted the



The first bookkeeping department, with two employees, was considered to be one of the most modern anywhere.

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industrial possibilities afforded by a small town with plenty of room for expansion, an adequate supply of labor, and the abundant natural resources combined with the relative low cost of living which a small town affords.

He was interested indeed in the small repair shop that was only a little more than three years old, and he accepted the position of secretary of the company on July 10, 1905.

From that day until his passing on April 24, 1947, he was the "sparkplug," if you please, the strong, far-visioned, humanitarian who molded and shaped the policies of this company with loving hands and inspired wisdom.

When this bird's eye view was taken, Lufkin's population was about 5,000, and the Lufkin Foundry was growing rapidly.



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From these shops in 1923, Lufkin produced its first geared pumping unit, which was installed near Goose Creek, Texas.

In 1906

In 1906, the first Lufkin-equipped sawmill was in operation. Located in southern Arkansas, this mill was the proving ground for the machinery produced in Lufkin.

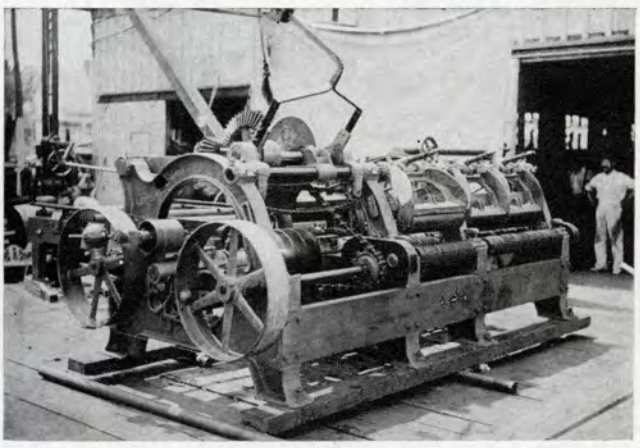
By 1920, Lufkin had cut its teeth on the lumber industry. Most of the big sawmills were constructed, and many, many giant trees had fallen beneath the ax. Then it was that major operators took charge of the woods and began to curb the wanton destruction of the fine forests.

But the Lufkin Foundry and Machine Company was not to be idle. Its leaders, fired by pioneering

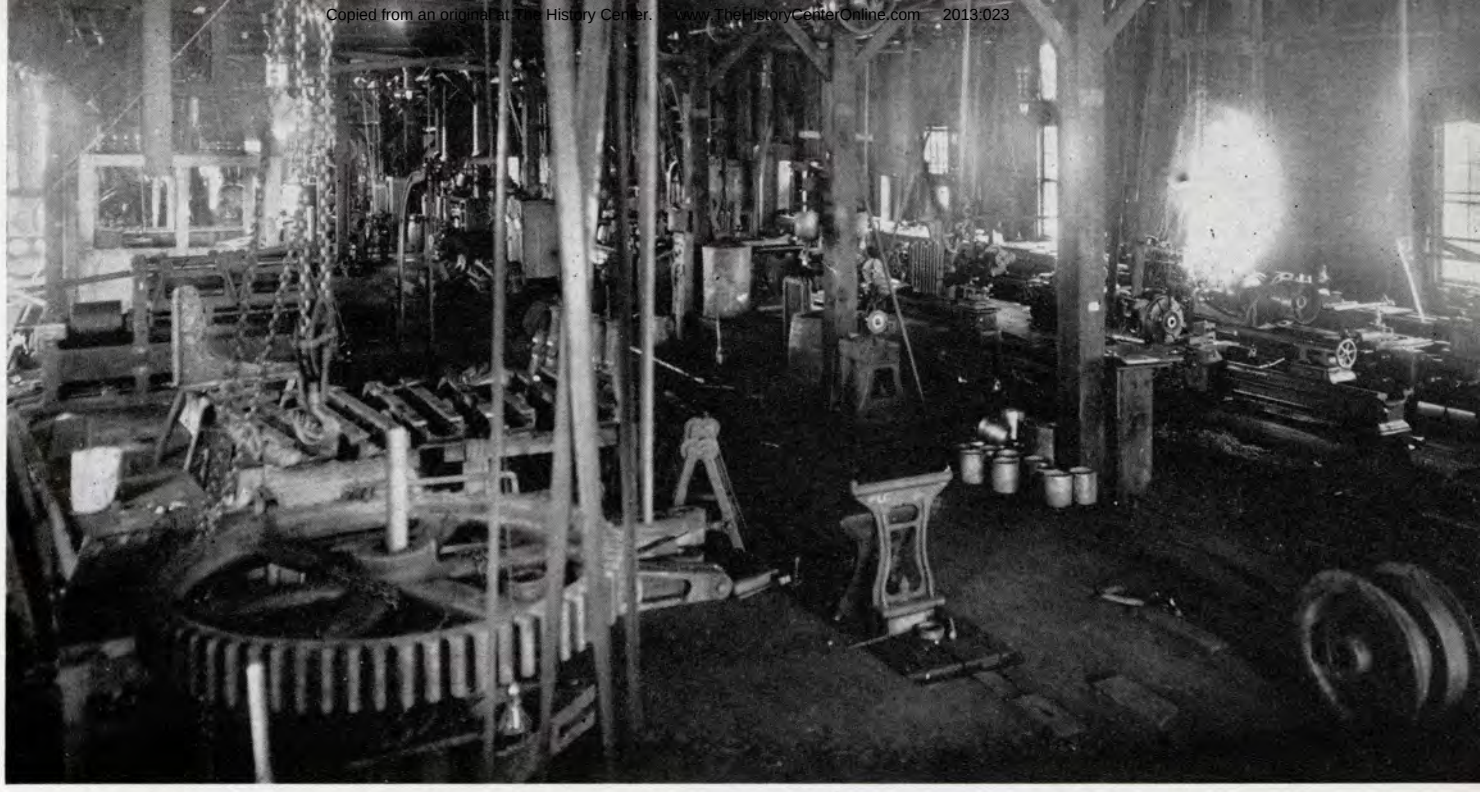
This was Lufkin's first pattern shop. Today the modern steel structure houses the finest precision machinery.



From just a small sawmill repair shop, Lufkin began to manufacture machinery such as this Edger for the mills.



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This is an interior view of the old machine shop before being replaced by a steel structure and before electric power.

spirits, exhibited further resourcefulness by turning their eyes to other fields.

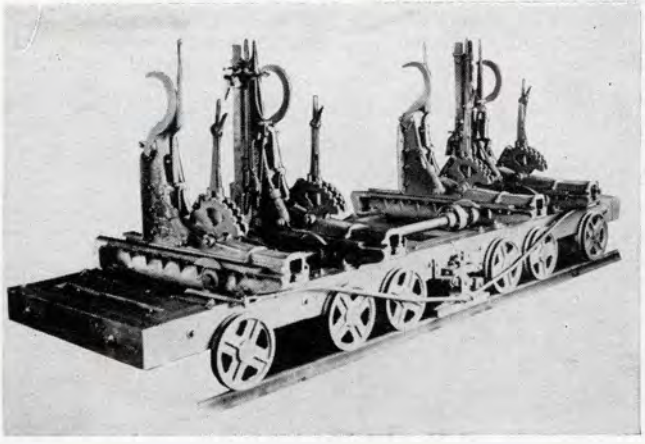
About this time, the discovery of oil in South and East Texas was the topic of conversation whenever two people met. With petroleum production destined to become a world factor, W. C. Trout began to explore and delve into the various phases of the oil industry. He conducted a survey of the refining and production divisions, discovering that little or no improvement had been made on the method by which oil was lifted to the surface since the beginning of the industry.

Immediately the Lufkin Foundry began to pioneer and develop the application of reduction gears to oil well pumping. The original Lufkin pumping unit was conceived from the worm gear of a truck's rear end, to be driven primarily by an electric motor replacing the old type wooden band wheel with its long belt house built of wood.

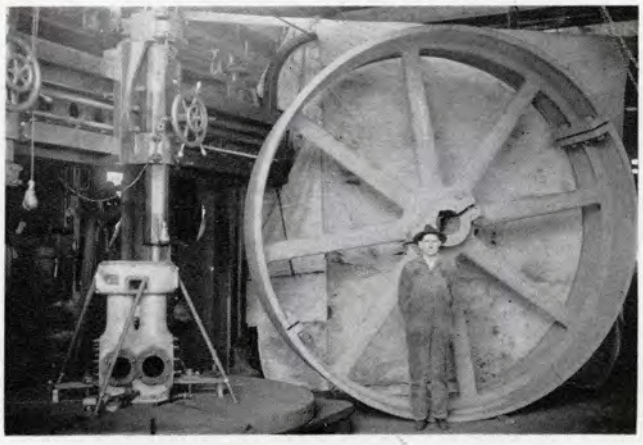
The unit was attractive to operators. It eliminated many fire hazards, reduced operating and production costs, and was considerably more convenient than other units then available.

In 1923, the first geared Lufkin pumping unit

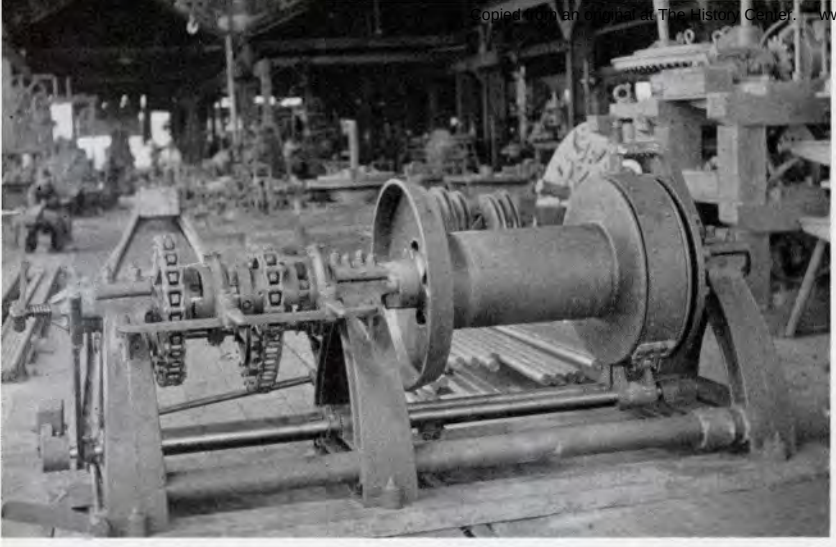
This modern log carriage with Trout set works was produced by Lufkin during its earlier years of operation.



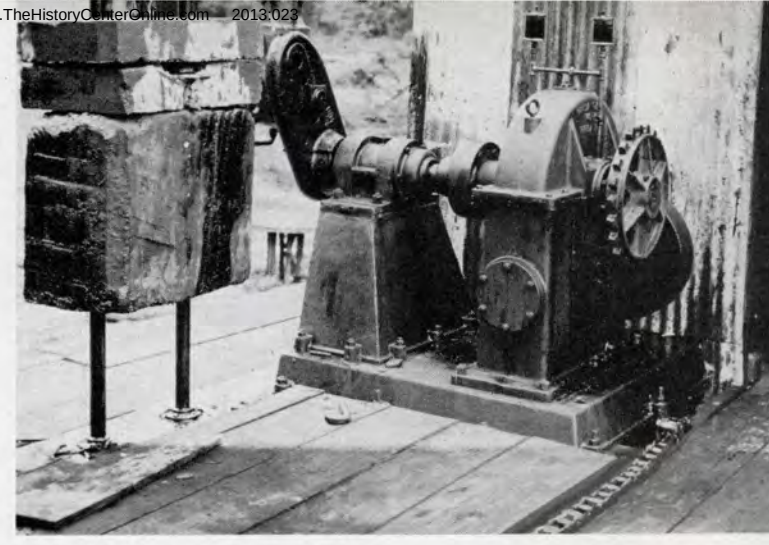
When this boring mill was installed at Lufkin, it was the largest south of St. Louis, Mo.; it is still operating.



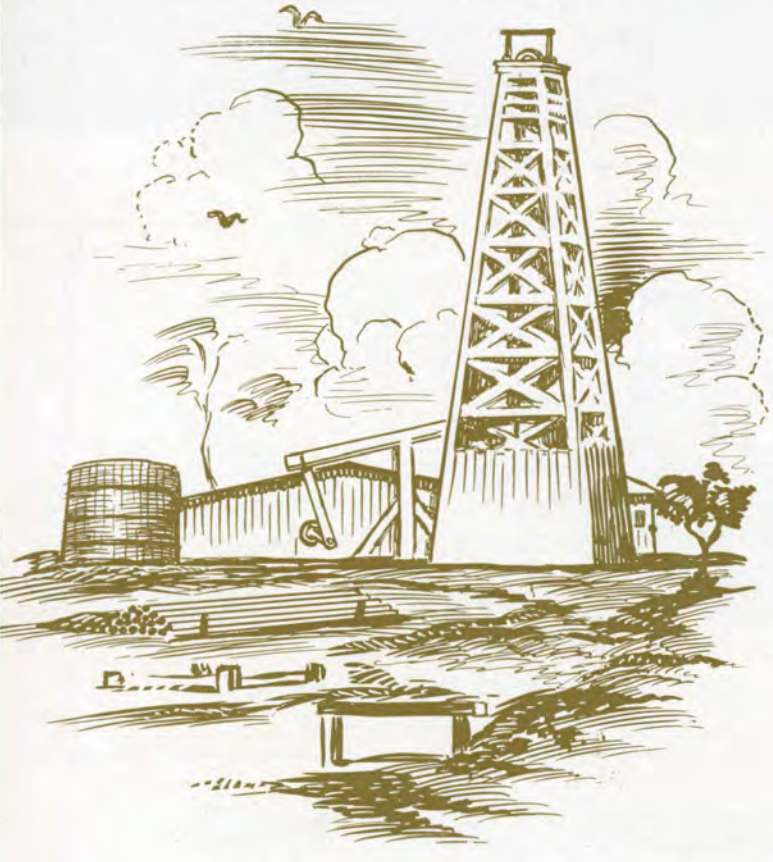
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This picture was made of the first section of the main bay of the new steel structure machine shop with first overhead crane. A Lufkin hoist sits in the foreground.



In 1923, this early type of Lufkin worm gear pumping unit with plain cranks and sprocket was installed at Goose Creek, Texas, to drive tubing hoist at a refinery.



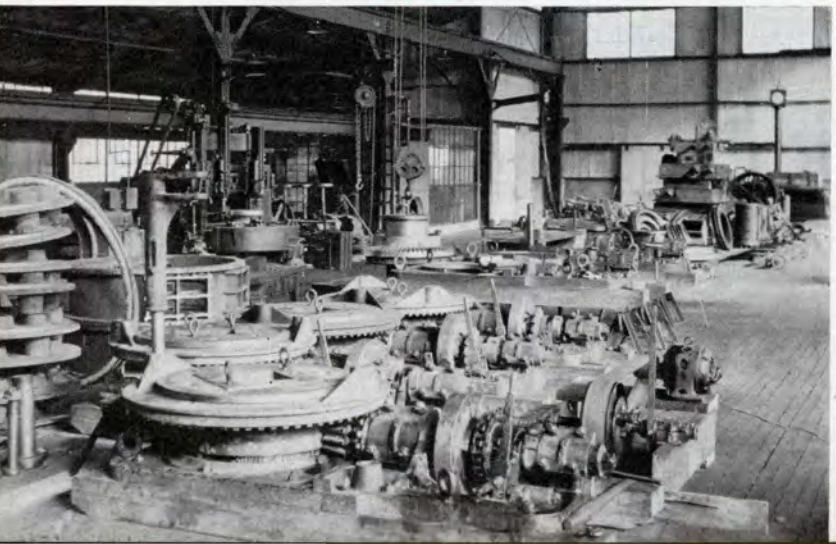
This rotary drilling rig was one of the early products of Lufkin after entering the oil field equipment business.

was installed at Goose Creek, Texas.

Besides the producing of this pumping unit, the Company was manufacturing at this time steam drilling engines, draw works, refinery castings, and screwed and flanged pipe fittings for refinery purposes. These products invaded world markets, products which bore the Lufkin name plate wherever oil was being produced. It was truthfully said, "The sun never sets on Lufkin products."

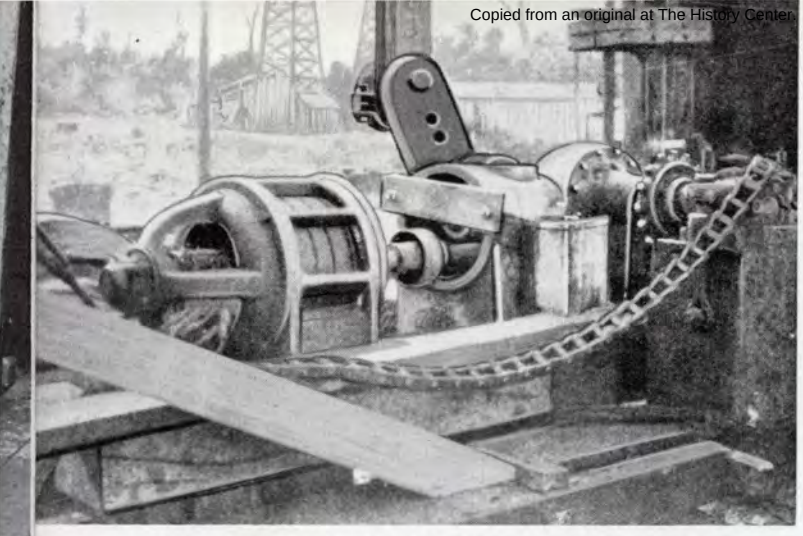
It was not all easy. This Company, as did all others throughout the nation, felt the impact when the upsweep of prosperity in the early twenties took a devastating plunge in 1929. But through this chaotic period, the leadership of W. C. Trout never faltered. He loved his employees. He believed that the human element is the most important factor in any business. He searched and ferreted out any kind of work for the shop so that his crew could be held together, most of the time without profit for the stockholders.

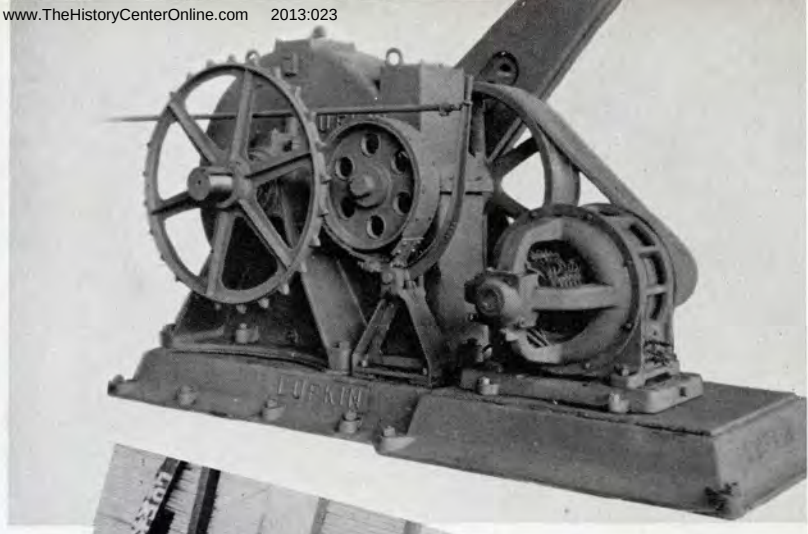
Lufkin was seen early in the famous oil fields of the nation. Here at Saratoga a worm gear unit and hoist.





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Above: The idea out of which grew today's Lufkin unit.

Right: Lufkin's first Sykes herringbone geared pumping unit, built in two sizes for both pulling and pumping.

His wisdom was manifest in one of his statements to his employees when he called them together one day during the darkest hours of the depression. He said, "The great assets of this nation are not its raw materials or its manufactured products, but it is the initiative, the energy, the self-reliance, and the character of its people."

During those perilous years of the twenties, the Company continued to improve its products. In 1925, Mr. Trout developed the patented Trout Rotary Counterbalanced Crank which from that time has been a standard component of all Lufkin pumping units.

In 1929, Lufkin changed their method of gear reduction from the worm gear to the herringbone gear. In 1931, Lufkin built their first twin crank pumping unit and this is still the standard design for their modern unit.



Above: These Lufkin gears were built for a cement mill.

Below: A gib crane was used for handling the pouring ladle during the early production days in the foundry.



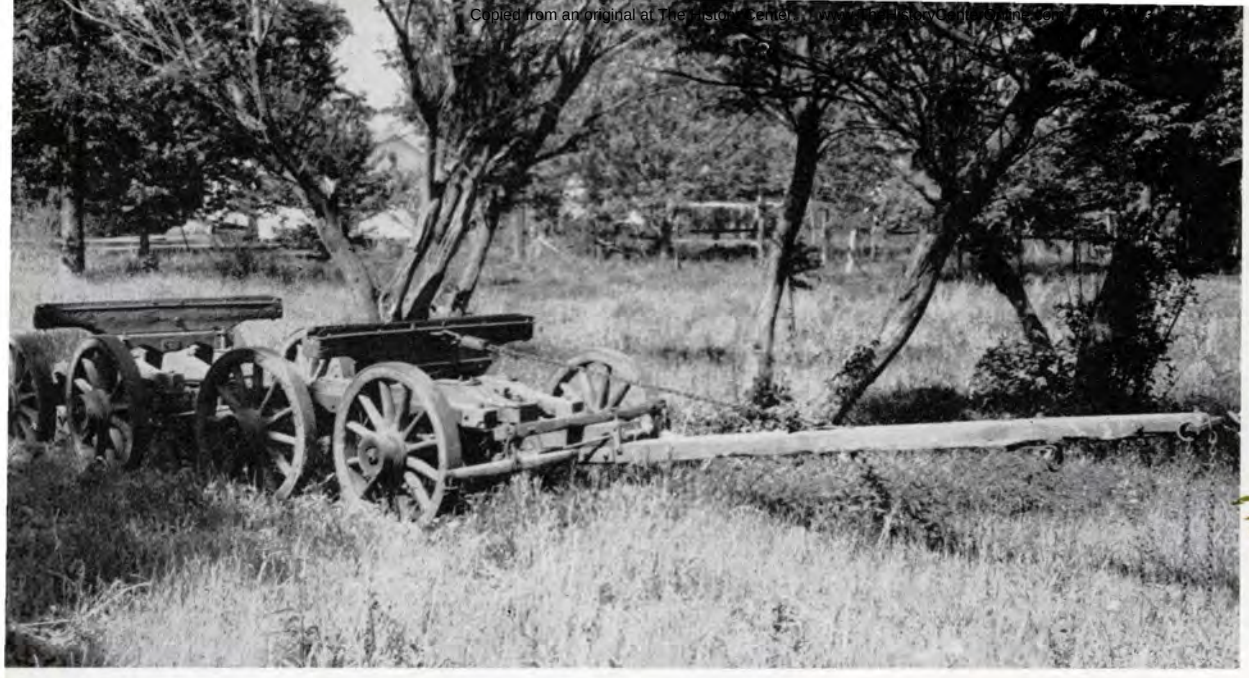
Below: Lufkin's first double reduction twin crank unit.

Right: Lufkin's worm gear power pumping installations were among the first seen in East Texas at Gladewater.





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This eight-wheel wagon was built for the sawmills of East Texas and Louisiana by the parent company of Lufkin Trailers.

As the years passed...

As the years passed, the Lufkin Foundry and Machine Company expanded and increased its scope of operations. In 1939, the Company purchased the Martin Wagon Company.

During its early days, this small wood-working plant produced an eight-wheel wagon for the sawmills of East Texas and Louisiana. They soon discovered that their wagon could be used by other industries where heavy loads were transported. So they developed larger sizes with greater capacities for use in the oil fields where boilers and other heavy machinery had to be moved over rough and troublesome terrain.

At the time of purchase by the Lufkin Foundry and Machine Company, the Martin Wagon Company was producing pole and pipe trailers. Lufkin retained the employees of this company, but built a new and modern trailer factory equipped with the finest tools and machinery available.

Lufkin engineers instituted many changes and improvements until today the Trailer Division of the parent company is known throughout the transportation world as manufacturers of all types of trailers, vans, bodies and similar units.

A source of particular pride are the stainless steel, aluminum, and all-steel vans which are serving the needs of the transportation industry on the highways of all America.

At the present time, Lufkin builds all standard units known to the transportation industry. In addition, Lufkin manufactures custom-built jobs to fit the most exacting specifications, whether the customer desires a trailer to house honey bees or a unit to transport well logging equipment.

As part of its effort to serve the rapidly growing transportation industry, the Trailer Division built

Lufkin's light-weight aluminum refrigerated vans haul fresh frozen foods to markets throughout all America.



Lufkin's name-plate can be seen on many varieties of trailer vans on highways that serve the United States.



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From the original wagon, Lufkin has progressed until today its heavy duty pipe or float bed is recognized everywhere.

one of the largest paint-drying ovens in the Southwest. The oven is 40 feet long and 13½ feet high. Drying time on a paint job is no longer dependent on prevailing weather conditions with this oven which heats up to 750,000 BTU's per hour.

The air in the oven is heated by a gas-fired unit and is circulated constantly by a blower fan through directional ducts to all parts of the oven. Temperature is maintained at 190 degrees for the entire period by automatic temperature control equipment, drying the primer coat to desired hardness in approximately 60 minutes.

The finish coat is then sprayed over the primer in the paint booth and the unit returned to the drying oven for another 60 minutes.

The Trailer Division is especially proud of its aluminum refrigerated vans. They are of riveted construction designed specifically for the transportation of fresh frozen foods. Lufkin's newest model features a square front and flat roof, designed to utilize every cubic foot of space possible.

This new model features a tandem running gear located as far to the rear as possible in order to balance the load with the tandem truck. It is 35 feet long and seven feet high inside. All lightweight features are incorporated in this model, including aluminum landing gear, aluminum wheels, and the new type magnesium I-beam floor which has withstood every test in loading with forklifts, pallets, and two-wheel loaders.

To cope with the age-old problem of weight versus pay load, the Trailer Division has developed a light-weight steel van considered to be the lightest on the market today. To perfect this model, Lufkin Foundry purchased and installed the latest spot welding machinery. Through the use of this equipment, the old problems of rust, rattles and other undesirable noises have been eliminated.

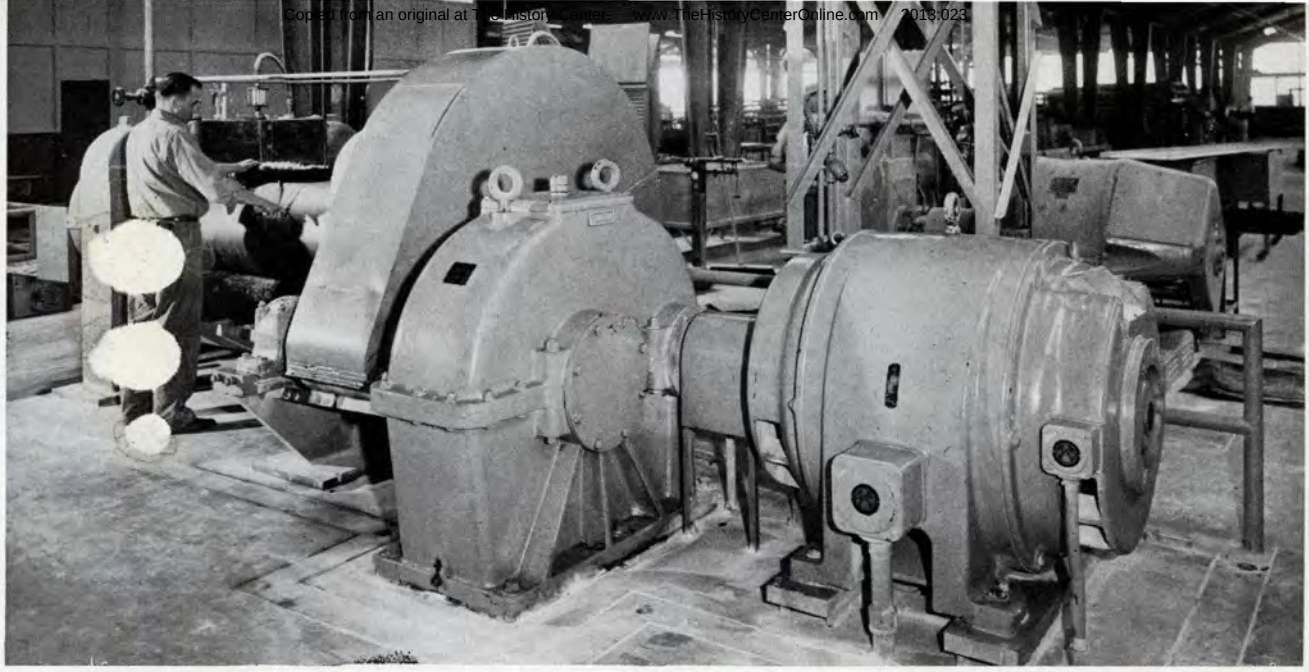
Among the many different types of trailers produced by Lufkin is this handsome, well-constructed cattle van.



Lufkin's newest model is this square-front, flat-roofed aluminum trailer that was designed to use all space possible.



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Since the gear reducer is the heart of the pumping unit, Lufkin's machine shop facilities have been built around production of pumping unit gears. They have perfected industrial gear reducers seen here at a California rubber company.

It was also in 1939

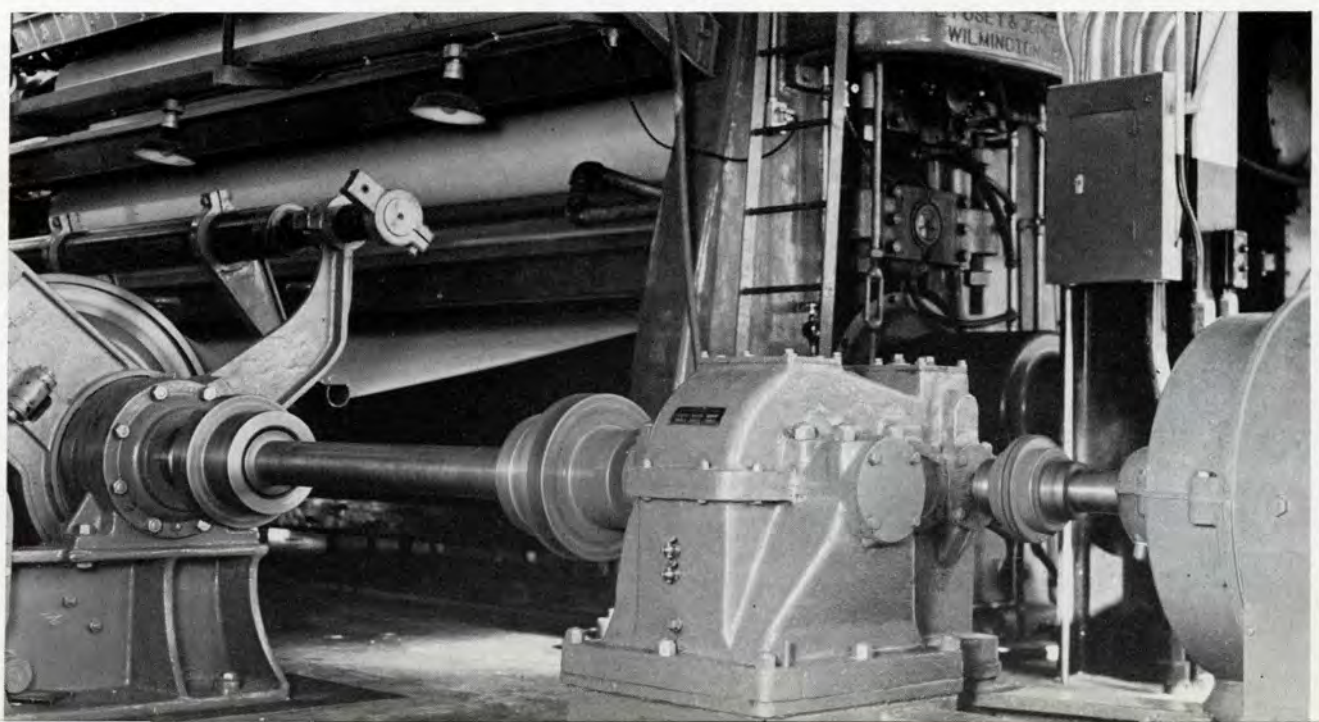
It was also in 1939 that another Lufkin product was born. Quite naturally, since the gear reducer is the heart of the pumping unit, Lufkin's machine shop facilities had been built around the production of pumping unit gears.

With the modern facilities and the time-proven know-how to produce the gears, Lufkin engineers saw no reason why this could not become one of the Company's specialties to serve the many gear needs of numerous other industries. And when it was found that no manufacturer of industrial gear units was closer to Lufkin than Chicago, it wasn't long before Lufkin Foundry and Machine Company was in the gear business.

One of the first industrial gear applications produced were gear reducers to drive the paper machine at Southland Paper Mills, Inc., an industry that was just in its infancy in Lufkin at that time. From that beginning, Lufkin produced many special industrial gear reducers and increasers, especially for refineries, pipe lines and chemical plants.

Today, from out of a vast storehouse of experience gathered over a period of many years, Lufkin has developed a complete line of horizontal parallel shaft herringbone gear reducers and increasers.

One of Lufkin's first industrial gear applications were reducers to drive the paper machine at Southland Paper Mills, a new Lufkin industry. Today, reducers are produced for refineries, pipe lines, chemical plants, and other industries.



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As the months rolled by

As the months rolled by and the year 1941 was almost at a close, Lufkin Foundry and Machine Company was progressing steadily. Business was good and everybody seemed happy and content. Then one fateful December day, the calm and repose of a peaceful Sunday afternoon was shattered. Many voices blasted the air lanes of America with the news: Pearl Harbor had been attacked.

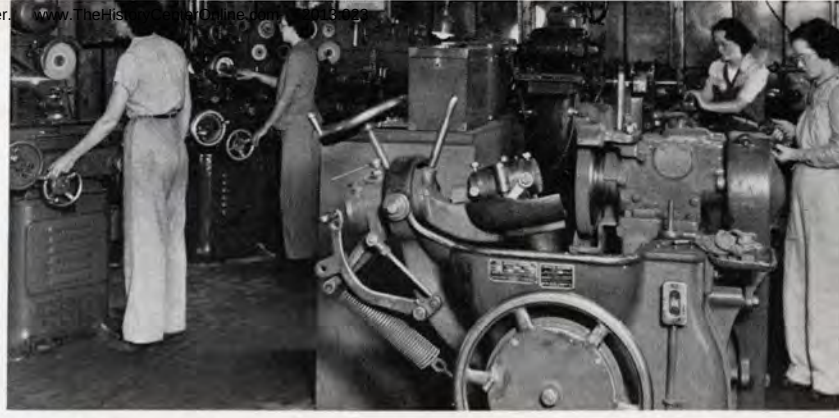
Of course, we, too, joined the fight. Our sons and men laid down their tools, put a gun to their shoulder, and marched off to war.

Those who played their part in the victory by manning the machines, helped to teach and encourage the women, who for the first time, entered the shops of this Company. Soon it was evident that the Lufkin Foundry and Machine Company was destined to be a vital link in the armament chain which led to final and complete victory for the United States.

During those war years, the Company was one of the major sources of supply for final drive herringbone gears for the General Sherman tanks. They also produced 1000 horsepower forward and reversing propulsion gear units for LST's, 500 horsepower drives for Army cargo boats, and 10,000 RPM reducers for Destroyer escorts.

The Trailer Division also produced products for war purposes, including truck-trailers, laundry units, gasoline transports and other miscellaneous equipment.

For its contribution to the war effort, the Company was awarded the Army-Navy E, and three stars were added later. It also was cited as one of the most economical industrial plants in the nation manufacturing this type of equipment.



The war brought women to the shops for the first time.



Drives for the LST's were built in Lufkin's gear arsenal.



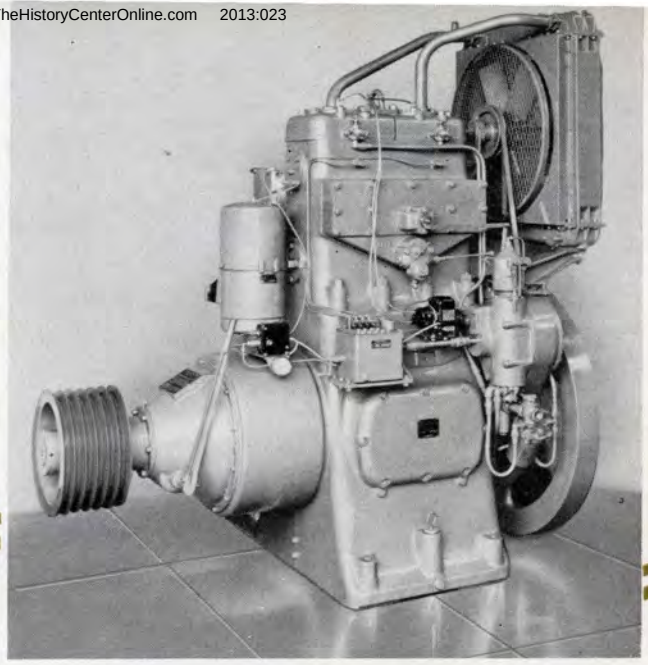
Carriages for 6½ in. Howitzers were produced in Lufkin.

★ ★ ★



For its contribution to the war effort, the Lufkin Company was awarded the Army-Navy E, and three stars added later. At second from the left is W. C. Trout, beloved president and friend of all Lufkin employees.

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The first Lufkin engine was for heavy duty oil field pumping. It was a fool-proof, two-cycle, slow speed, long life vertical engine, some of which are still in operation in oilfields throughout the great Southwest.

The year 1943 . . .

The year 1943 marked further expansion by this Company. For many years prior to this date, Mr. W. C. Trout had desired to get a line of engines to go along with the pumping unit. In 1943, the Company had the opportunity to buy the oil field rights of pumping engines from The Cooper-Bessemer Corporation.

These were purchased, and the Company then had two sizes of engines which had been field tested. Both these engines were of two cylinder, vertical design which was quite popular at that time in the oil field.

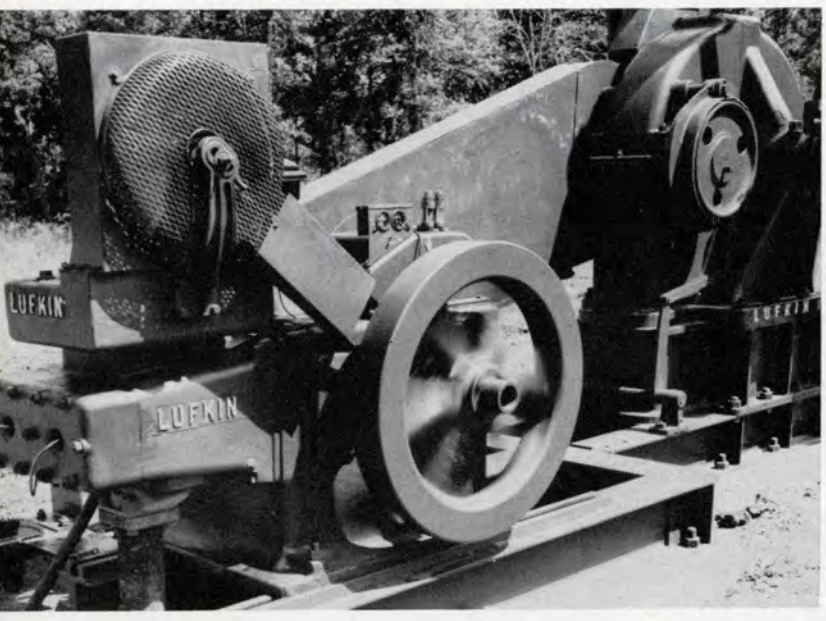
The trend then changed to the use of horizontal engines. In 1945, Lufkin placed on the market its first of a new series of engines. This was known as the GSDH and is a horizontal, two-cylinder, two-cycle, heavy-duty, gas engine that is rated 60 HP at 600 RPM.

In 1950, a smaller similar engine known as the Lufkin H-333, two-cylinder, horizontal, gas engine was placed on the market. This engine has a maximum speed of 750 RPM and is rated 30 HP at 650 RPM.

Although single cylinder engines are still being used in oil fields because they are cheaper to manufacture, Lufkin has adhered to the two-cylinder, two-cycle, crosshead design because of its inherent smoothness and dependability, its time-proven, long-life investment to the customer.

Lufkin has been known to be first in a great many developments of oil field production equipment. In the Lufkin H-333 engine, it was the first to be equipped with an electric starter or an air-gas motor starter. This eliminates hand starting and auxiliary rigging.

Features such as full pressure lubrication, condenser cooling, and entirely self-contained assemblies shipped completely assembled after being thoroughly run-in are factors of the Lufkin engine



After years of experience and field-testing the Lufkin engine, a new smaller engine known as the H-333 model was put on the market. It's a two-cylinder, two-cycle, crosshead design for maximum efficiency and long life.

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When the war heightened the use of earth-moving and construction machinery, Lufkin fabricated heavy-duty worm drive winches.

During the war years..

which have won praise from experienced engine men.

During the war years, use of earth-moving and construction machinery was accelerated. This gave impetus to a growing demand for heavier and heavier equipment. A survey of the field of tractor winches was made by this Company in 1944, and subsequently, manufacturing was begun on a line of heavy-duty worm drive winches for rear mounting on crawler tractors. At the same time, designs were made for truck winches as an accessory product of the Trailer Division.

An entire drilling rig was moved through mud sometimes more than a foot deep by a Lufkin winch on a crawler tractor.



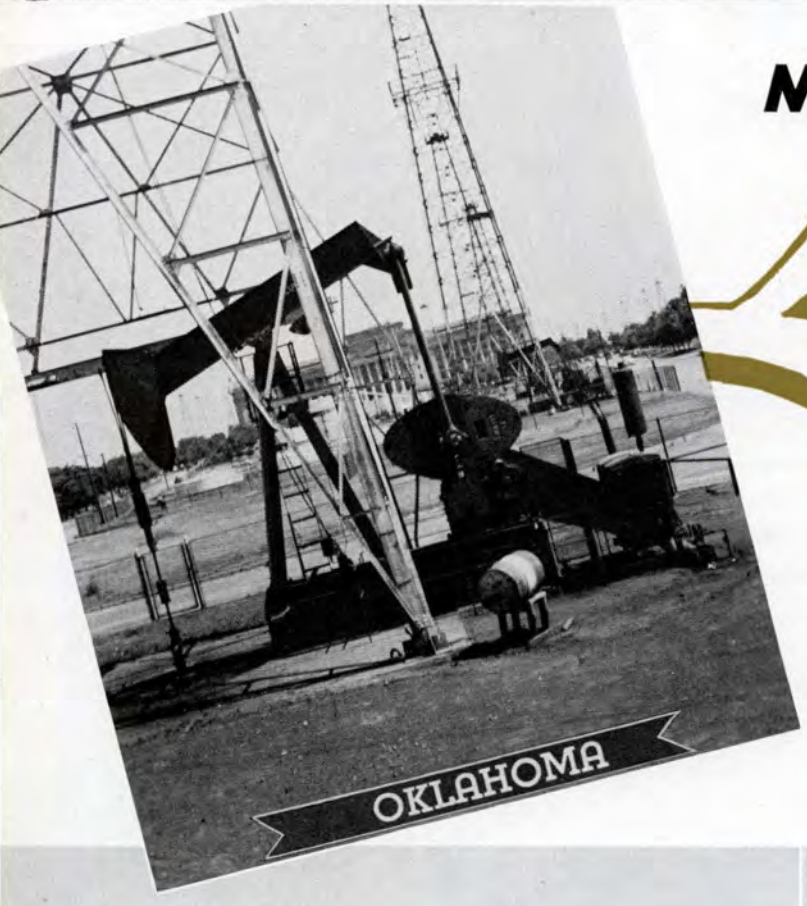
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CANADA



MISSISSIPPI



OKLAHOMA

MODERN Lufkin

From the beautiful shores of California to the rugged terrain of Nebraska, through the golden wheat fields of Kansas, past the Indian country of Oklahoma, down across the plains of Texas, into the swamps of Louisiana and the brush of Mississippi, across the wide expanse that separates the United States from South America, into the jungles of Venezuela and the barrenness of Peru—from the West to the East, from the wild north of Canada to the warm waters of the Caribbean—here you will find Lufkin pumping units.

As civilization has advanced with the marvels of the petroleum industry, so has Lufkin matched her stride with this progress.



WEST TEXAS



CALIFORNIA

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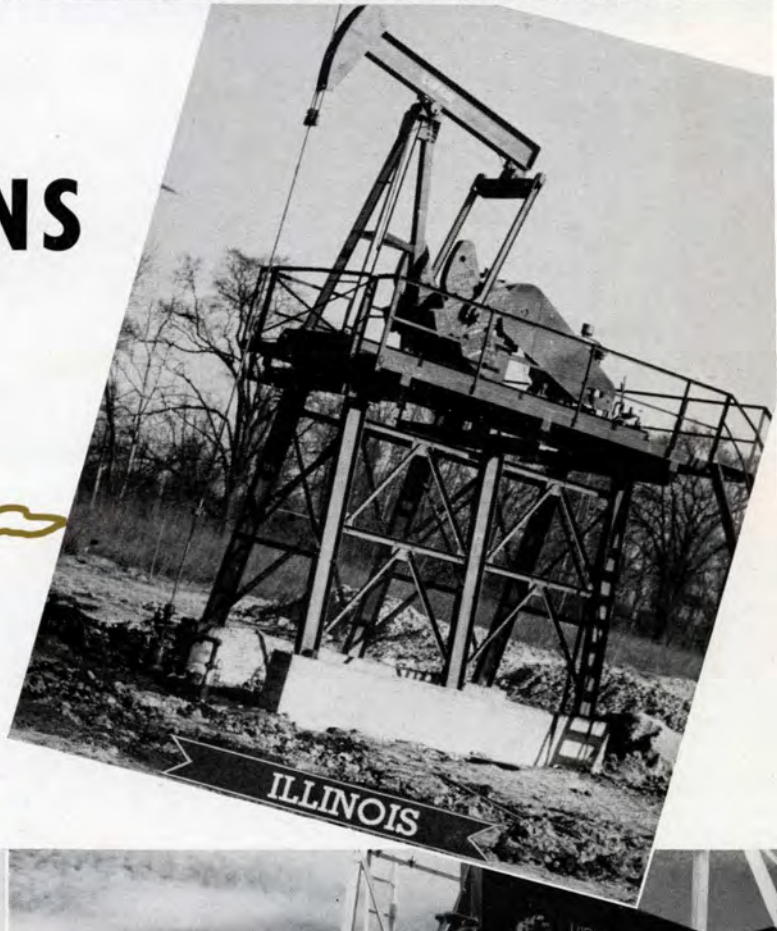


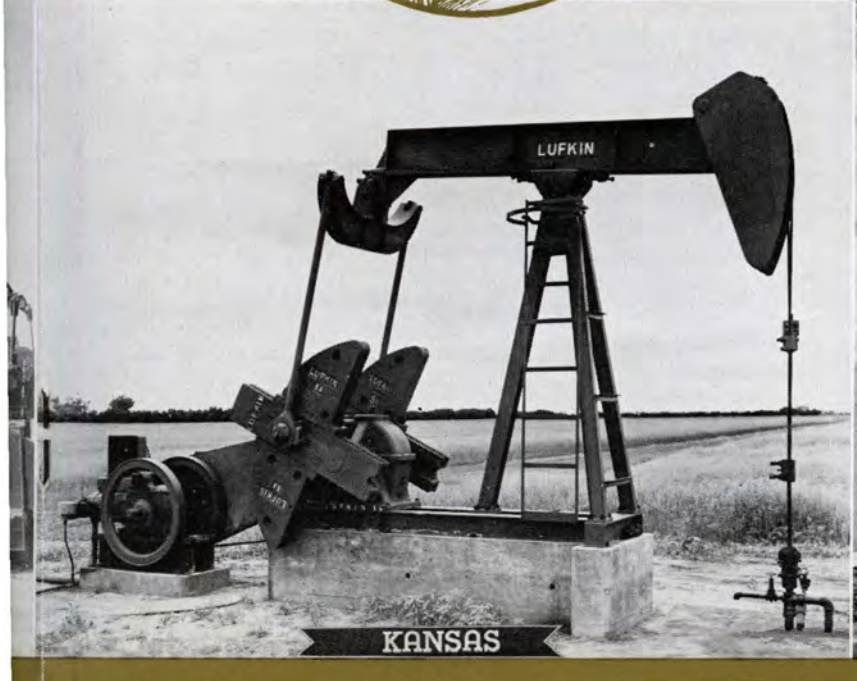


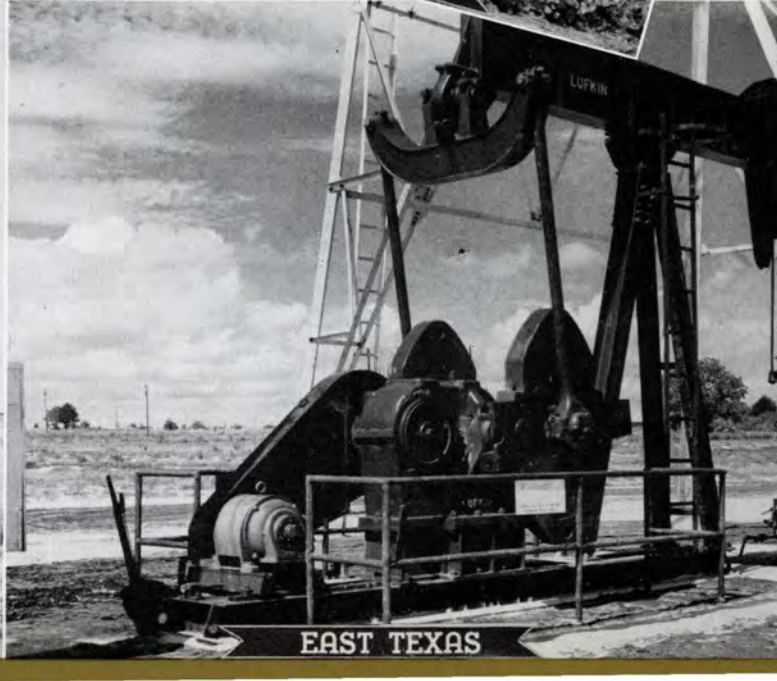
INSTALLATIONS

throughout

the world



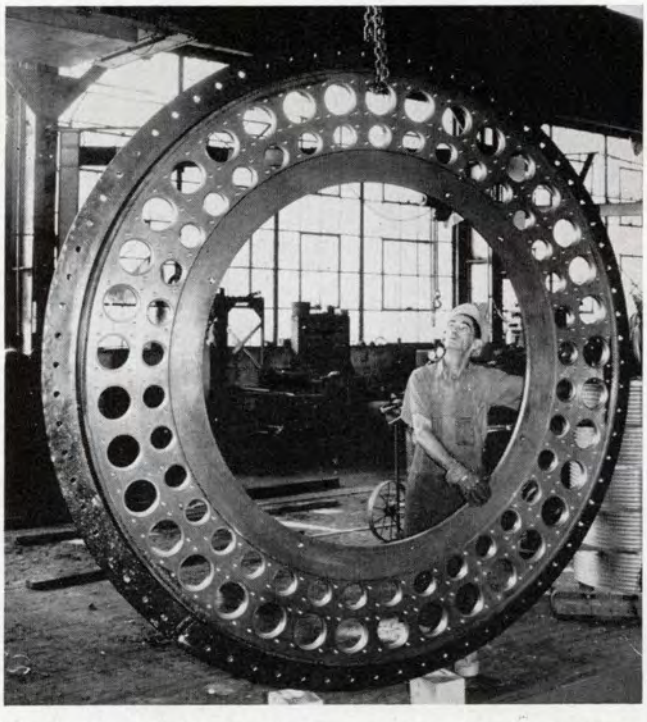




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Vice-President E. P. Trout turns the ladle to pour the first heat of the new gray iron foundry opened April 11, 1947.



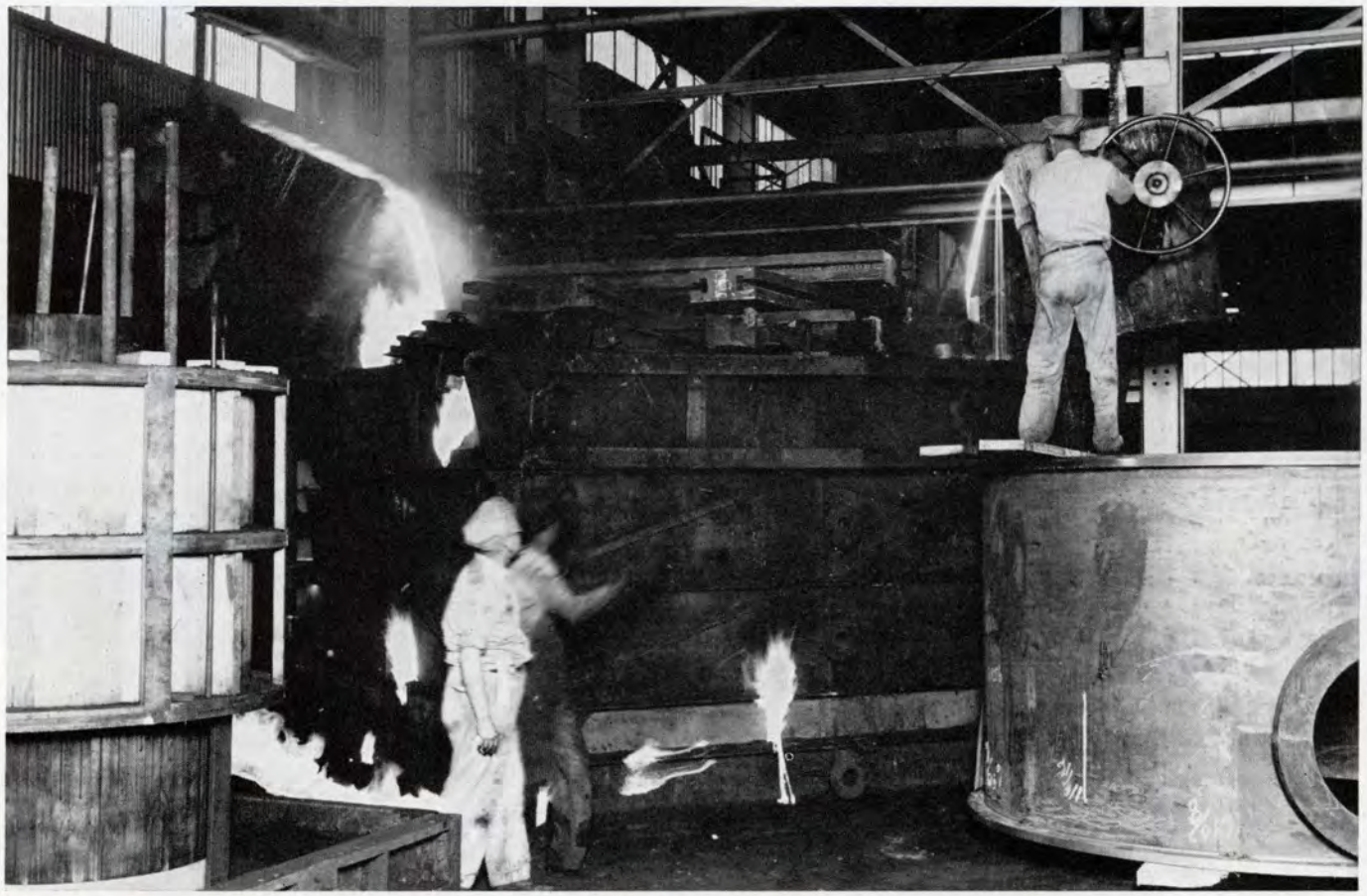
Above: One of the larger, more unique foundry castings.
Right: Lufkin's new foundry is completely mechanized.

It was a glorious milestone . . .

It was a glorious milestone in the history of this Company when the new gray iron foundry was officially opened April 11, 1947. It was another of the many dreams of progress of W. C. Trout that came true.



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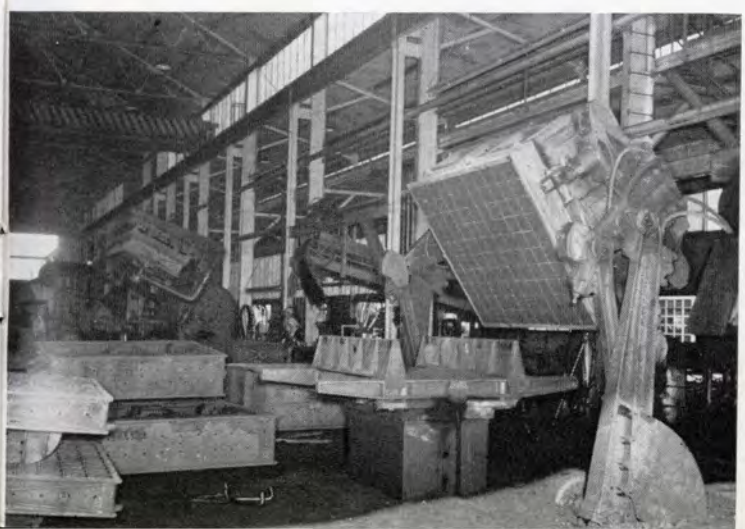
Giant castings for chemical companies are produced at Lufkin. In many instances, two ladles are used simultaneously.

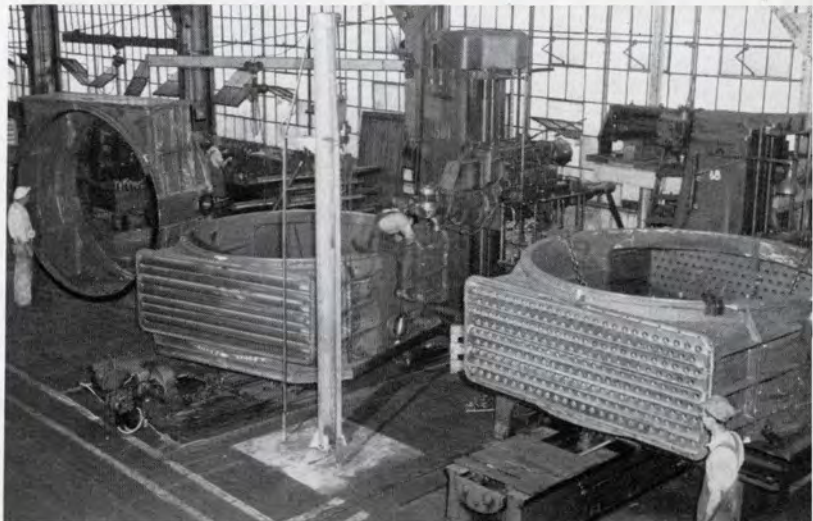
Right: The finishing touches are put on the core and the flask is closed, ready for the pouring of a casting for a chemical company.



Below right: When machining is completed on these castings, they will be used in evaporating towers by a large chemical company.

Below left: Large molding machines in the foundry are supplied with conditioned sand carried by fully automatic belt conveyors.





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From just a small one-room building, the foundry has progressed until it now occupies several buildings. The main bay is 60 feet wide and 780 feet long, and units of the present foundry have reached a maximum charge of 172 tons per day.

The new foundry . . .

The new foundry resulted in further expansion of the Company's operations. The first foundry was just a small one-room building. Today, there has been as much or more progress made in this department as has been made on the mode of transportation—from the horse and buggy era to the modern automatic drive, silent operating, comfortable automobile.

Cupola operation in its original form is perhaps the only remaining semblance of the original foundry. In the beginning there was only one cupola; now there are three. The method of charging the cupola has been completely revolutionized. In 1902, to charge the cupola at the rate of five tons per hour, five to seven men were used in a back-breaking, hand-lifting, fire-bucket brigade. Today, only three men are needed to operate mechanical devices to charge the cupola at the rate of 21 tons per hour.

In the old days, all molding was done by hand; all patterns were loose; all flasks were either wooden or heavy cast iron. All sand was handled by individual molders and helpers, and was done by the primitive method of the square-faced shovel. The ramming of the sand, the gating, the rolling of the flasks, and the drawing of the patterns were all done by hand.

Today, little if any hand work is done, and that only where a small quantity of castings is required. The new foundry is completely mechanized. Two high-speed mullors in a central location mull all the sand used in the main bay, together with a portion of the sand used in the Core Department. The mullors likewise cool the sand to make it easier to work with, and the sand is carried by means of elevators and belt conveyors to all departments of the foundry.

Giant molding machines are used for jolting or ramming, rolling over and drawing the patterns. Four heavy-duty, high speed overhead cab cranes are used for handling flasks and iron in the main bay, which has a span of 60 feet and extends in craneway travel to 780 feet in and out of the building. Modern steel mold ovens with circulating fans are used to bake the molds to insure uniformity and smoothness of all castings.

A side floor with a separate cupola for special alloy and ductile iron operates independently of the main bay heavy section metal department. This is a complete foundry within itself, modernized in every respect with roller conveyors for handling the molds and a mechanized transfer car for han-

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dling the molds from the roller conveyors to the shakeout.

The units of the present foundry have reached a maximum charge of 172 tons of iron per day. Castings are produced which range in weight from less than one pound to 55,000 pounds.

In late 1950, Lufkin began studying a recently discovered material called "nodular iron." This new iron was first produced commercially about three years ago as the result of experiments by the International Nickel Company. These experiments were aimed at producing a malleable iron directly from a cupola without the long and costly annealing process.

They were quite successful. Not only was their original purpose accomplished, but it was found that other desirable characteristics could be obtained by the proper alloying procedure.

The Lufkin Foundry began to test and experiment with the new iron. By comparison, cast iron of an ordinary good foundry grade has a tensile strength of 30,000 pounds per square inch. The new nodular iron was cast in the Lufkin foundry with a tensile strength of 126,000 pounds per square inch, and yet, none of the machinability was lost.

Also, ordinary cast iron will not stretch, but the new iron was elongated as much as 18 per cent in the as-cast condition, and 26 per cent after a very simple heat treatment.

Sixteen months have past since Lufkin Foundry began production of nodular iron. Quite naturally, there were some operational difficulties to overcome, but these have been sufficiently eliminated.

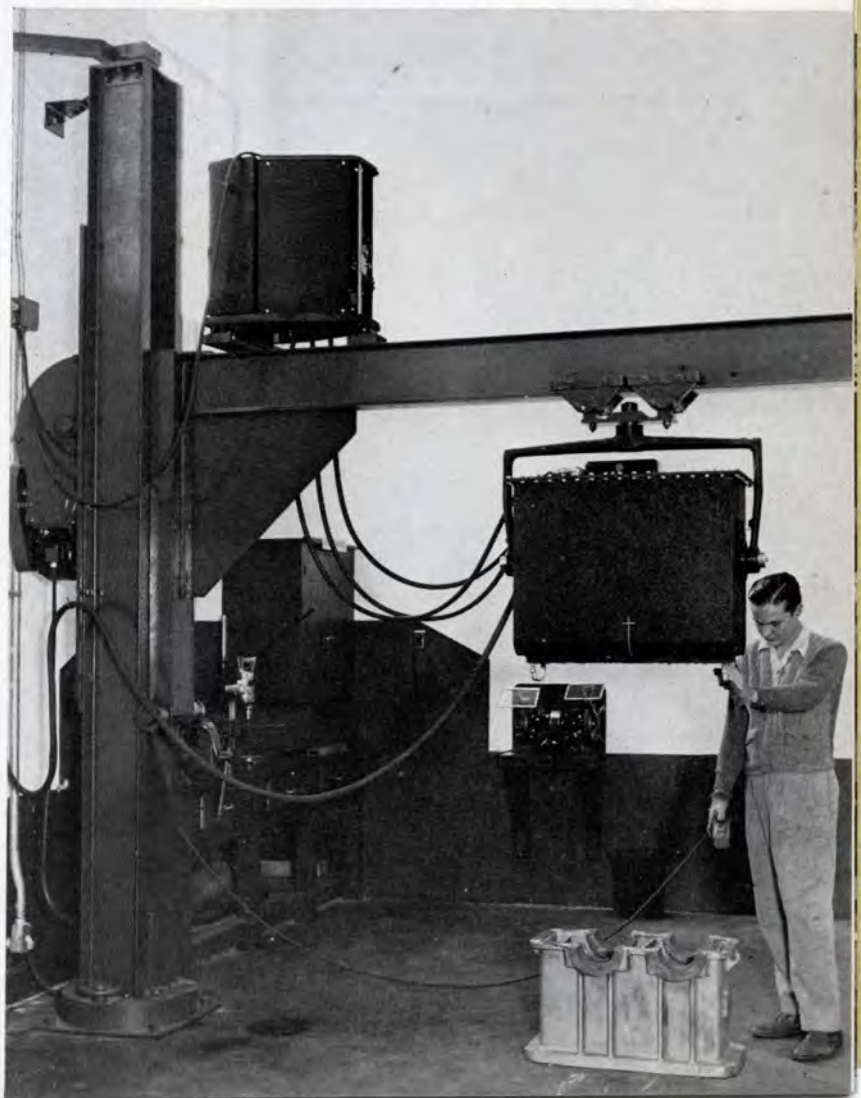
Recently, two saddles were selected at random from stock and subjected to the most severe test possible. Pressure was exerted on them in a machine that is used to press cranks onto shafts. One saddle would not break at the limit of the press, although it was somewhat bent and deformed. The other saddle broke under a pressure of 200 tons. Former saddles not cast from nodular iron usually broke at approximately 150 tons of pressure.

Certainly the breaking load was much more than this casting is ever required to bear in actual operation.

The foundry is now in the process of running tests on gears made of nodular iron. A nodular iron gear has been in actual service in the gear reduction drive unit on the large cupola blower for the past eleven months, and it has been operating most satisfactorily. This application has great potentialities in view of the number of gear blanks purchased annually from the steel foundries.

The foundry is continuously experimenting on this type of iron. A daily check on the quality of the iron is made in Lufkin's modern metallurgical and chemical laboratory. It is believed that more applications will develop, and will widen the field of use of nodular iron considerably.

Originated during the war, industrial X-ray inspection of castings is still used when non-destructive testing is necessary in the production of oil field equipment.



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Just at the golden peak of his monumental career, W. C. Trout was called by the death angel.

For many months, he had guided the daily progress of the building of the new foundry. At last, his dream was visualized, for the stage was all set for the grand opening on April 11, 1947. He participated in the gala occasion and received the hearty congratulations from his friends and business associates from throughout the United States.

The employees were proud of the foundry; it was proof indeed that their company was keeping step with progress. But their joy and pride were short-lived, for only thirteen short days after the opening ceremonies were held, the news came that their president, their beloved friend and eternal champion had passed on from this earth to the rich reward of the great beyond.

Expressions of sympathy at his passing were received from far and near, from great and important personages in all walks of life. The employees of the Company yearned to express their warm and sincere love for the man whose vision and strength and integrity had led them to accomplishments undreamed of thirty years before.

A fund had been collected by the employees with which they had planned a birthday party for Mr. Trout later in the year. They decided to spend this money in some way to honor their revered president. They accepted the idea of a Memorial Plaque to be placed on the grounds of the Company.

So it was that on November 24, 1948, a beautiful bronze plaque was unveiled during brief ceremonies. The plaque contains this inscription: "To perpetuate the memory of him who through untiring effort and industry, unbounded enthusiasm, and great vision, built this institution to its place of leadership in industry and whose ideals remain a constant inspiration to those who follow him."

At the annual meeting of the Board of Directors in January, 1948, Walter W. Trout, eldest son of the late W. C. Trout, was named president of the Lufkin Foundry and Machine Company.

W. C. Trout, late beloved president of Lufkin Foundry & Machine Co., was and continues to be an inspiration to all who follow in the steps of his noble leadership.



Jess Belote, one of the old-timers, unveils the bronze plaque which was dedicated by Company employees to the memory of their highly revered president, W. C. Trout.



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One of the oldest departments of the Company is the Mill Supplies division. It handles a complete line of mill and industrial supplies, plumbing, automotive equipment and accessories, power saws, and more recently, pole line hardware.

Another division . . .

Another division of the Lufkin Foundry and Machine Company is the Mill Supply department, which is one of the oldest departments of the Company. It handles a complete line of mill and industrial supplies, plumbing, and automotive equipment and accessories. It is considered one of the largest automotive equipment suppliers in the South.

Recently, a power saw department was added, and still more recently, they have added pole line hardware for power utilities, REA, and telephone companies.

An expansion program is in progress which will increase the floor space of this department one hundred per cent.

Speaking of expansion, the Company is growing in other departments. Just completed is an extension to the present machine shop which increased the floor space by one-third, and in the very near future, a new building will be erected which will increase by one-third the floor space of the Trailer Division.

Lufkin sales organization

The Lufkin sales organization now encompasses the globe. There are three complete sales organizations of the Company.

The Trailer Division, with C. W. "Lefty" Alexander as sales manager, has 18 salesmen located throughout Texas, and in Zanesville, Ohio, Shawnee, Oklahoma, Oklahoma City, and in Shreveport, Louisiana.

The Mill Supply department, with Carl Garner as sales manager, has six representatives who cover Texas, Oklahoma, and Louisiana.

L. A. "Pete" Little, vice-president in charge of sales, heads the largest sales organization of the Company. This organization, composed of the pumping unit, industrial gear, and gas engine salesmen, is divided into eight divisions.

The Export Division, headed by A. V. Simonson in New York City, steers a large segment of Lufkin's economy which is export sales both direct and through agents in Mexico and Brazil, as well as in many countries in Europe and the rest of the world.

Charles Dyer manages Lufkin's Canadian subsidiary, Lufkin Machine Company, Ltd., with office and warehouse at Edmonton, Alberta. His operations go as far as the Arctic Circle.

Lufkin recently has established a South American representative, Ben C. Sargent, Jr., who headquarters at Maracaibo, Venezuela, but covers all the oil producing countries in South America.

The West Coast Division at Los Angeles, California, consists of an office, plant and warehouse. The Rocky Mountain Division office is located at Casper, Wyoming, with all the mountain states in its territory.

With headquarters at Tulsa, Oklahoma, the Mid-Continent Division has district offices in Oklahoma and Kansas. The Eastern Division headquarters are at Effingham, Illinois, with Indiana, Illinois, Michigan and Kentucky comprising its territory.

The Dallas Division covers an area bordered by

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This group represents the largest sales organization of the Company. Divided into eight divisions which encircle the globe, they represent Lufkin pumping units, industrial gears and oil field engines wherever an oil field is located. L. A. "Pete" Little, fourth from the left on the first row, is vice-president in charge of sales, while W. W. Trout, president of Lufkin Foundry & Machine Co., sits third from right, and Vice-President Al E. Cudlipp sits to his left.

Oklahoma on the north, along a southern line running through Lufkin as far west as New Mexico, and to the east through Mississippi. District offices of the Dallas Division are located at Odessa, Wichita Falls, Kilgore and El Dorado, Arkansas.

The Gulf Coast Division covers everything south of Lufkin, bordered only by the Gulf of Mexico on the south. This Division office is at Houston, with District offices at Corpus Christi, and Brookhaven, Mississippi.

Lufkin's 50th Anniversary finds 1951 as the biggest sales volume year in the history of the Company, and indications are that 1952 will surpass 1951.

Officers of the Lufkin Foundry and Machine Company are W. W. Trout, president; J. H. Kurth of Houston, vice-president; A. E. Cudlipp, vice-president; L. A. Little, vice-president; E. P. Trout, vice-president; M. L. Wilkinson, secretary; and E. H. Bounds, treasurer.

Directors of the Company include the president, the vice-presidents, and E. L. Kurth of Keltys, S. W. Henderson, Jr., of Lufkin, Eli Wiener of Dallas, and Jacques Wiener of Shreveport, Louisiana.

It is the consensus of all officers and department heads of this institution that when and if emergency controls are lifted, the future of Lufkin Foundry and Machine Company will be as bright and as permeated with progress and expansion as that which has characterized the past 50 years.



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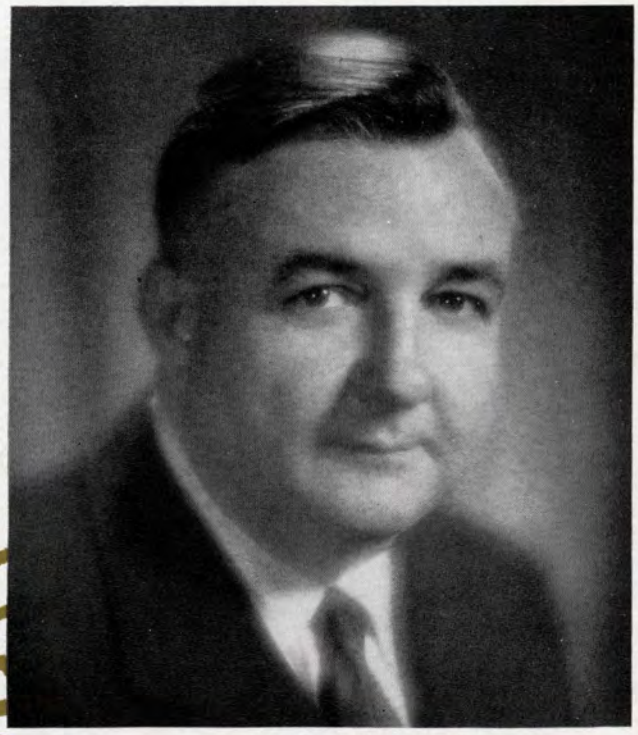
The Trailer Division sales force is headed by C. W. "Lefty" Alexander, who stands behind the four rows of Lufkin representatives. C. J. Schuller, Trailer Division manager, stands extreme left on second row, and President Trout is third from left on second row.

Carl Garner, second from left, is manager of the Mill Supplies Division. The six representatives cover Texas, Oklahoma, Louisiana.

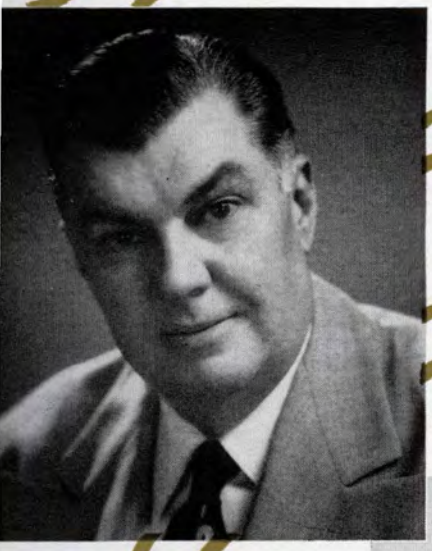


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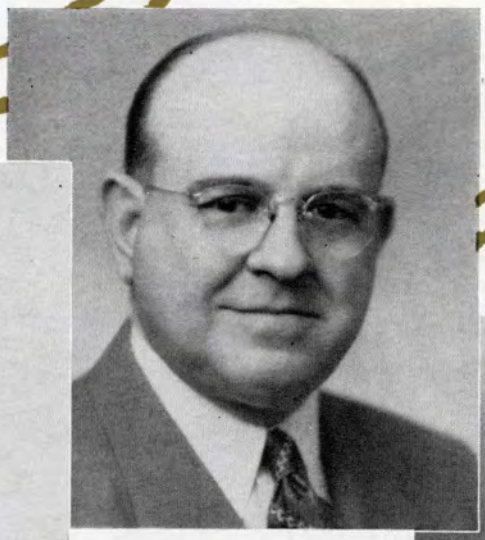
Officers and Directors of the Lufkin



WALTER W. TROUT
President



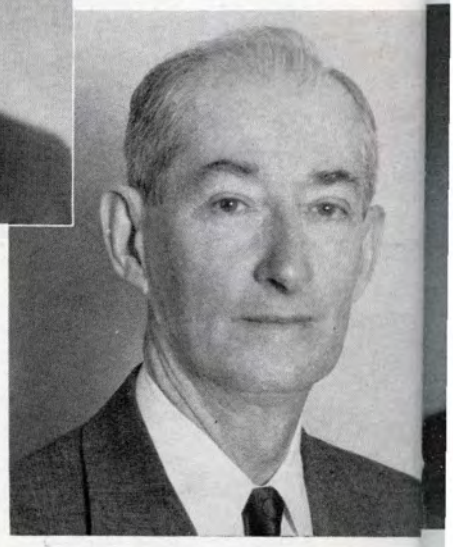
E. P. TROUT
Vice-President



A. E. CUDLIPP
Vice-President



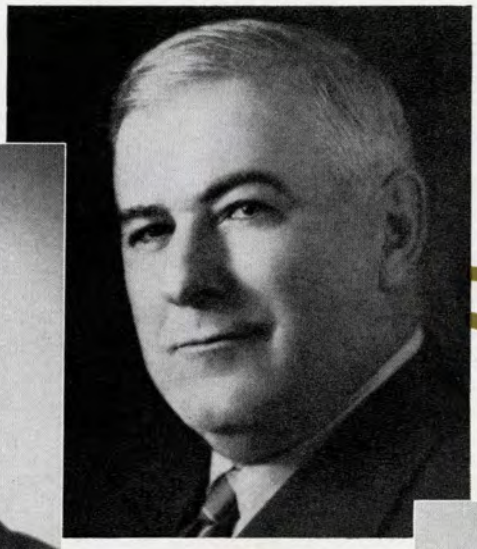
L. A. LITTLE
Vice-President



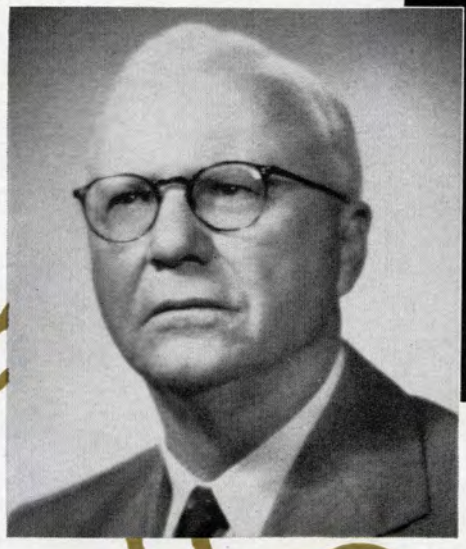
M. L. WILKINSON
Secretary

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Foundry and Machine Company



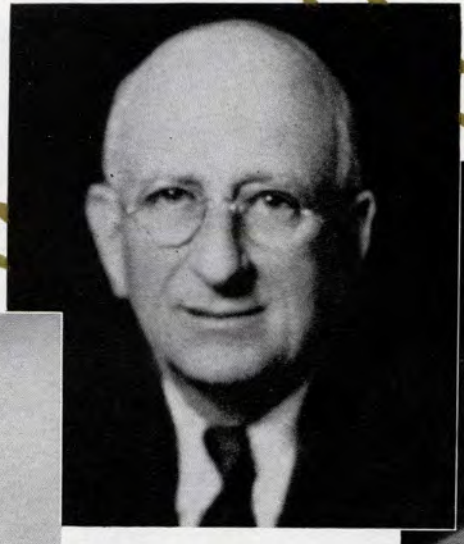
E. L. KURTH
Director



J. H. KURTH, JR.
Vice-President



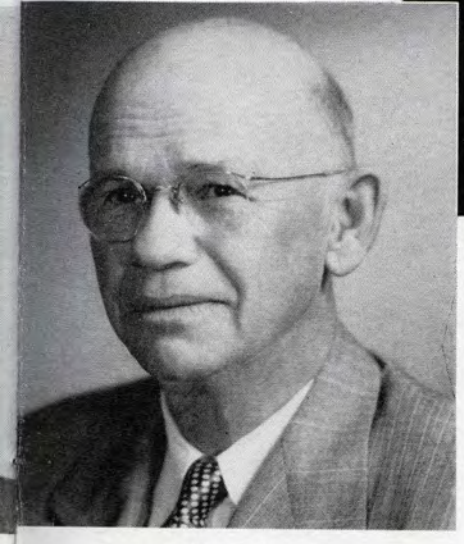
S. W. HENDERSON, JR.
Director



ELI WIENER
Director

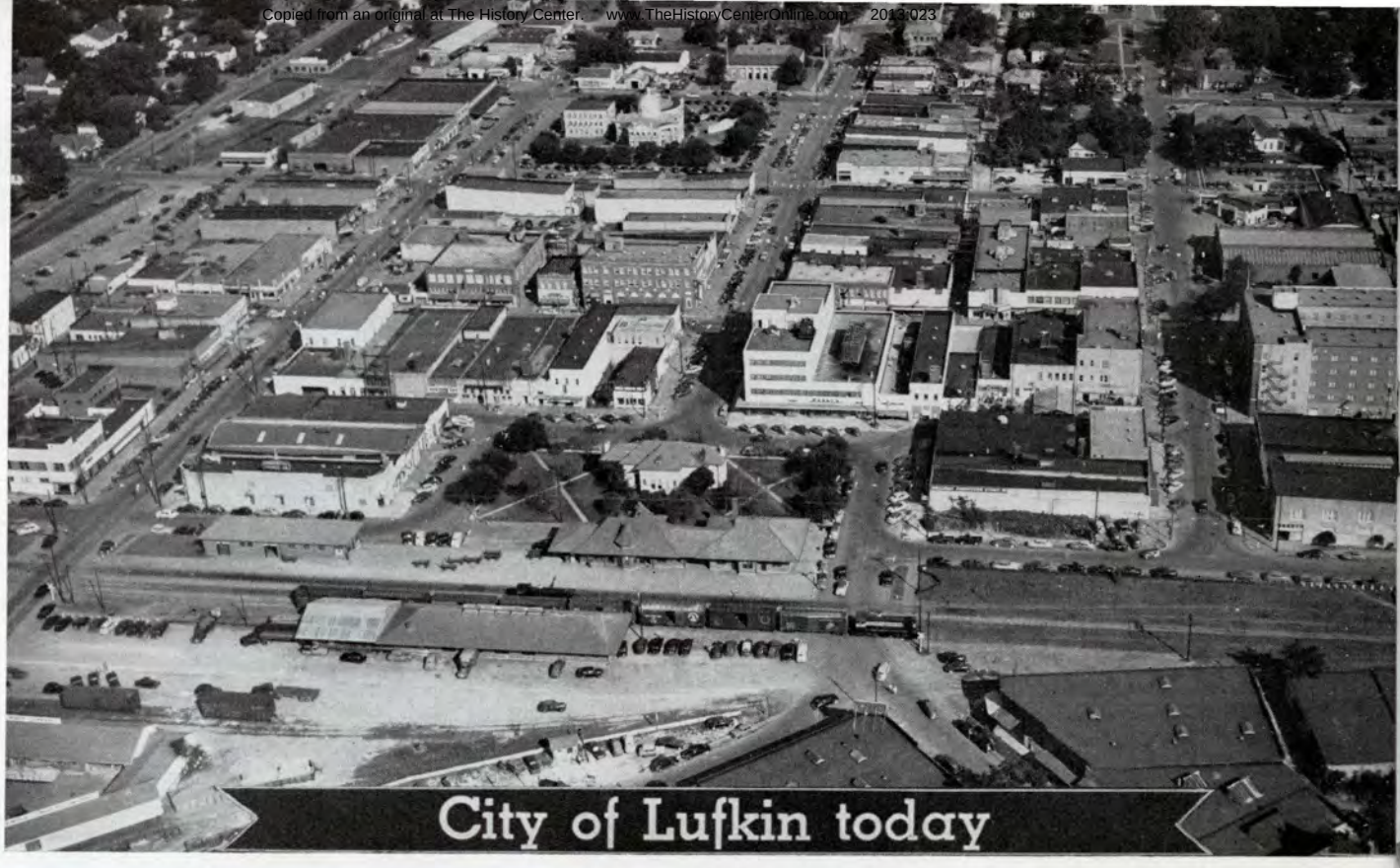


JACQUES WIENER
Director



E. H. BOUNDS
Treasurer

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City of Lufkin today

1952

The City of Lufkin continues to grow and prosper today just as the industry does whose birth was recorded here 50 years ago. The 1950 census gave Lufkin more than 15,000 inhabitants, while Angelina county boasts better than 35,000 population. Besides the Lufkin Foundry and Machine Company, this city is home for Southland Paper Mills, Inc., Texas Foundries, Inc., and many huge lumber companies.



Lufkin Foundry & Machine Co.

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Lufkin operates its own fleet of trucks to transport its products throughout Texas and neighboring states.

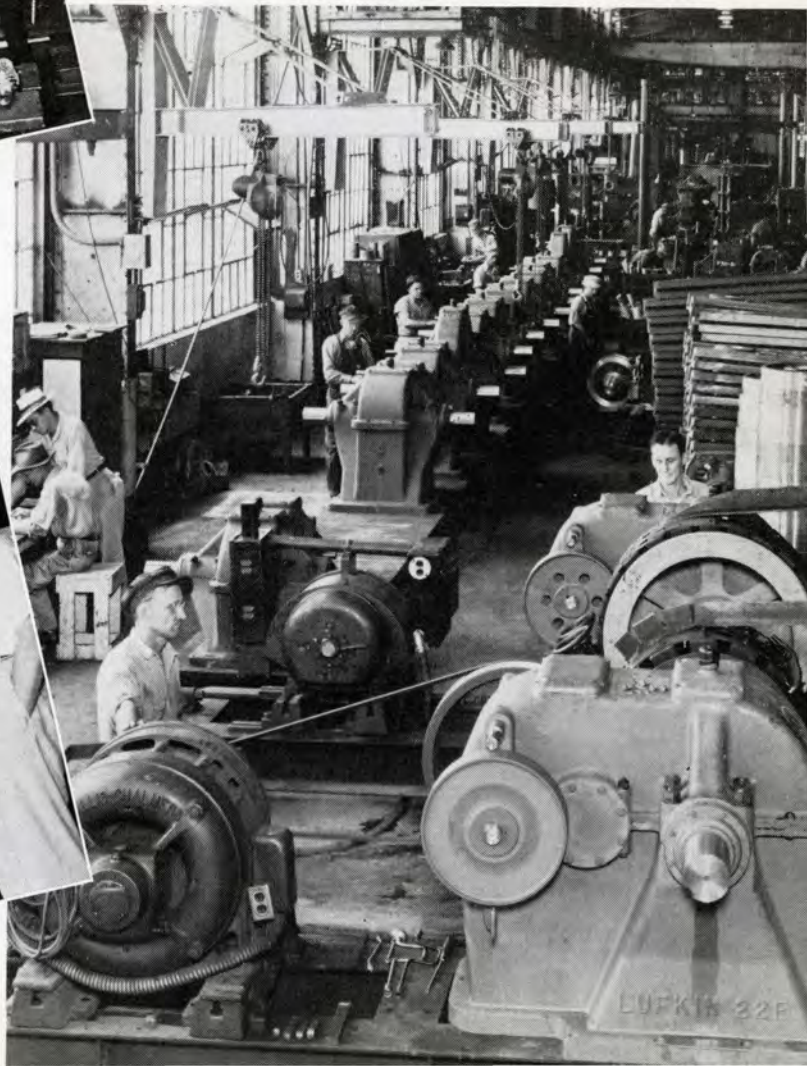


Adjoining the machine shop is a lathe shop shown here.



A line of Sykes herringbone gear cutters in main shop.

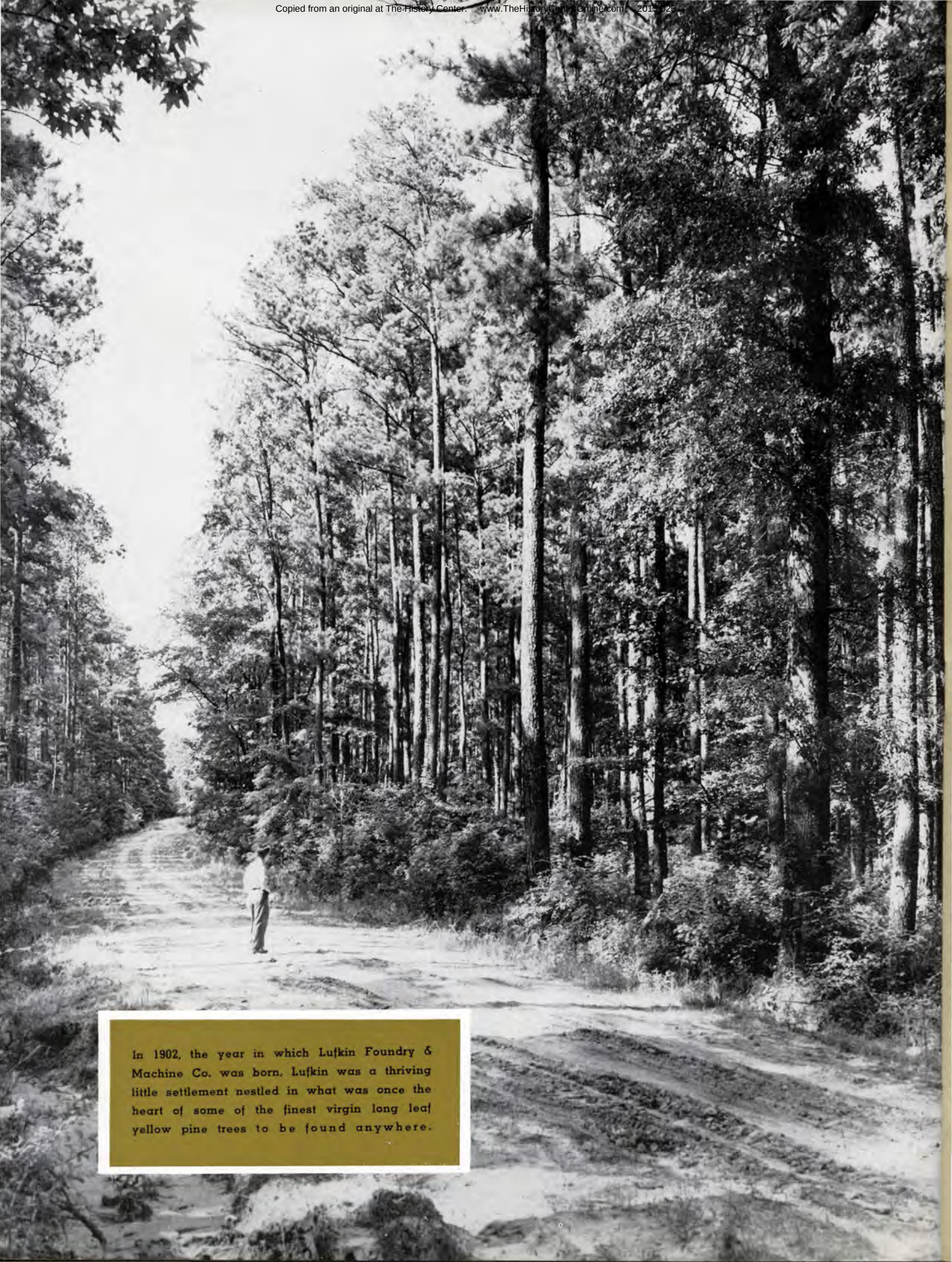
In the foreground, a Lufkin unit is being run on the test block. Other units are being readied for testing.



President Walter W. Trout, center, and Vice-President Al E. Cudlipp inspect multiple cutter head operation.



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In 1902, the year in which Lufkin Foundry & Machine Co. was born, Lufkin was a thriving little settlement nestled in what was once the heart of some of the finest virgin long leaf yellow pine trees to be found anywhere.

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LUFKIN FOUNDRY & MACHINE COMPANY, LUFKIN, TEXAS