Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023

THE Foundry Roundup

Vol. 6, No. 11 December, 1949

E. L. KURTH, ***South's Man of the Year***



Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013.023

Ernest L. Kurth Day

WEDNESDAY, December 14, is "Ernest Kurth Day" in Lufkin, and we are glad to join his many friends throughout the South who will be here on this day to celebrate the occasion.

We are not going to attempt to list here the many contributions he has made to the welfare of our community down through the years, but for the benefit of our younger employees we would like to remind you of the active interest he has had in this company during the 27 years he has served as a member of our board of directors.

Although he has lived right here in Lufkin since boyhood, his wide business experience has been on a national scale. He has never let anything, however, interfere with his interests in the local problems of employees.

Because of this warm interest and fine background of experience, the management of this company probably has taken advantage of him at times, as we have leaned heavily on him for advice and counsel.

Those of us who were here in 1932 remember that we shipped only 29 pumping units during the entire year, a fraction of a week's production today. This plant was kept running two or three days a week, and we finally built up such a large stock of units that we had to store many of them in the Cotton Belt yards on leased flat cars. The company not only ran out of money, but for a while it appeared that we had run out of borrowing power, trying to give our employees enough work so that they could at least take care of the necessities of life, and this put the company in a serious financial position. The larger stockholders could have saved a considerable amount of money by shutting the plant down for a long period of time.

Ernest Kurth gave his full support to this depression program and has, down through the years, continued to place employees' interests first.

We are fortunate to have him connected with this company and are fortunate to have him living here in our community.

We agree with the "*Dixie Business*" magazine poll that Ernest Kurth is truly the "South's Man of the Year," and we are glad to respectfully dedicate this issue of the FOUNDRY ROUNDUP to him.

WALTER W. TROUT, *President*



WALTER W. TROUT, President

My All American

By Morris Frank

EVER since I was a little kid—and that's been many years ago—Ernest Kurth has always been my all-time all American, and the passing decades have only served to increase my admiration of him.

Being an old Lufkin boy who proudly spent some 35 years in Angelina county—more than half of which was spent in Lufkin high school trying vainly to graduate—I modestly feel that I am qualified to speak about Ernest Kurth. And I have never known a more regular guy than he is or one who did more for his fellow man.

Ernest Kurth is a great industrialist—he is recognized as a leader in the business, civic and political world. I believe Ernest is a Republican; I am a Democrat, that is on the years I can pay my poll tax. But I'd vote for Ernest regardless of what platform he would run on.

I salute Ernest Kurth not as an industrialist, not as the civic leader, not as a political factor, but as Ernest Kurth, the man.

Ernest Kurth always measured a man not by his worldly goods or his prominence, but by his character. Neither did creed or color ever bias his measure of a man. He is a friend to all. Although he was always one of the busiest men in Texas—or for that matter, the nation—he was never too busy to give a cheery greeting or to flash his contagious smile.

(Continued on Page 11)

Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023

FOR KURTH APPRECIATION DAY

Lufkin Foundry Holds Open House

TODAY, December 14, as a part of the celebration of Kurth Appreciation Day, the Lufkin Foundry and Machine Company is opening its doors to the families and friends of its employees and to the general public. This Open House is being held in the hope that those who have a personal interest as well as those who have a community interest might visit the various departments of the plant and thereby gain a better and clearer understanding of the many operations of this large manufacturing company.

The officials of the company, realizing the many families represented by their employees, feel that wives and children and personal friends of its workers are interested in where particular employees work, what his job is and what part this individual job plays in the whole manufacturing processes of this industry.

They believe the community in general who has lived at the doorstep of this plant since its founding in 1900, is interested in seeing and learning of the products which come from within its confines.

And so for these reasons as well as in honor of E. L. Kurth, a director of this company for 27 years, the doors of this plant have been opened today to all who desire to visit its premises.

Each man employed by this company renders a vital part toward the manufacture of the several

Executive Offices of Lufkin Foundry & Machine Company.



Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023

products. Whether his job be that of grinding gears, inspecting parts, pouring liquid metal, cutting tools, welding, setting up machinery, sweeping floors or any of the other countless jobs that go into the manufacture of the plant's multiple products, each employee's work is essential to the success and reputation of this company. Each individual's contribution has helped this industry to grow from a sawmill repair shop into one of the larger manufacturing concerns in the South.

THE FOUNDRY ROUNDUP, which is a monthly publication for the employees of this company, salutes in this issue all the men and women who make up the family of Lufkin Foundry and Machine Company. Throughout the pages of this edition will be found the stories and pictures of the products which are produced by the nearly one thousand employees.

We shall begin the history of this organization when the late W. C. Trout, beloved president of this company until his death in 1947, came to Lufkin and took over the reins of a small repair shop for sawmills, which was at that time the most flourishing industry in East Texas.

As the lumber industry progressed, under the capable guidance of many Angelina County pioneers, not the least of which was E. L. Kurth whom we are honoring today, so did the small company guided by Mr. Trout grow. The scope of operations of this small industry increased rapidly. As the timber supply waned and the discovery of oil in surrounding areas began to capture the headlines of newspapers and the minds and energies of man, the inventive genius of W. C. Trout followed in that path.

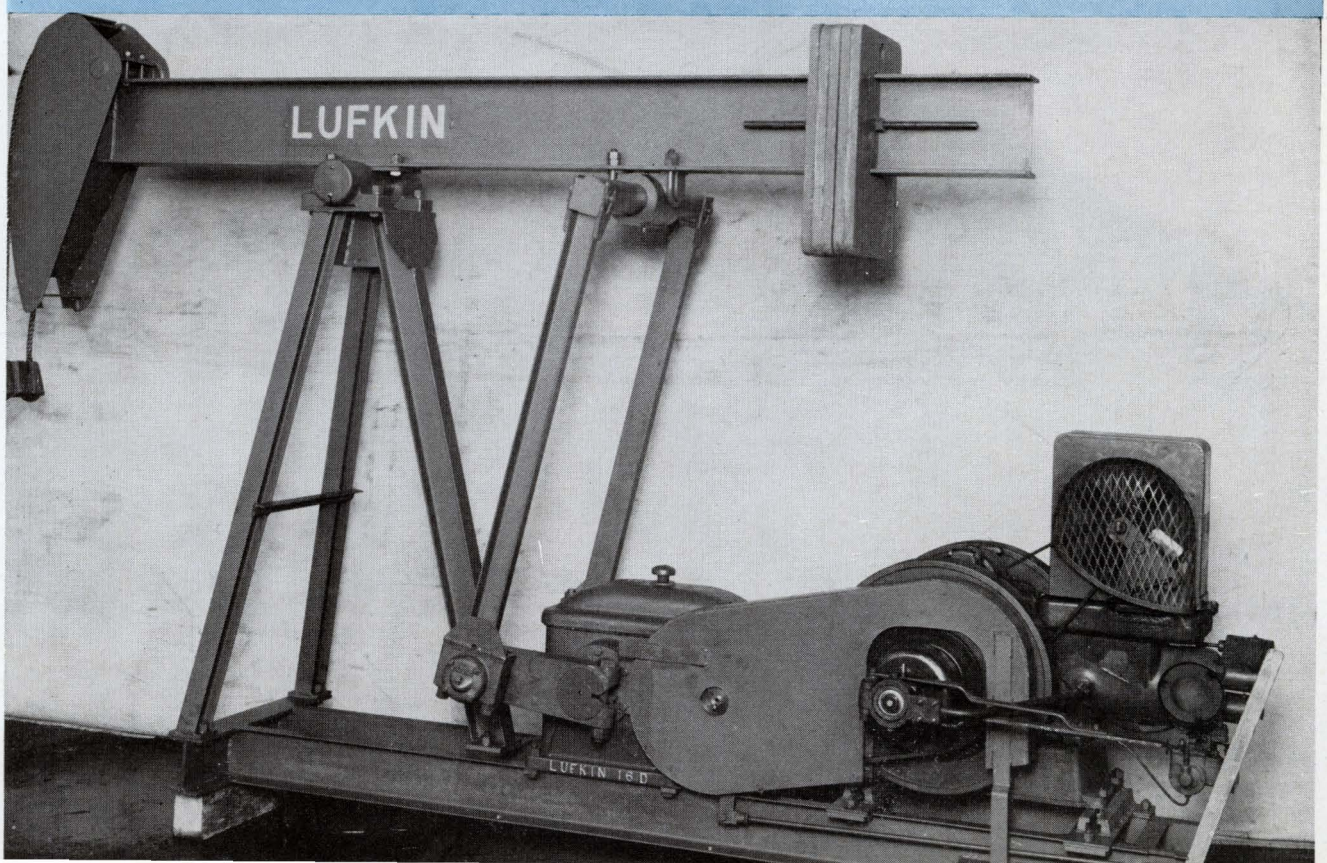
Following an exhaustive survey of the refining and production divisions of the oil industry made in 1923, it was discovered that little improvement had been made over the years in the method by which oil was lifted to the surface. It was then that this company began to pioneer and develop the application of reduction gears to oil well pumping.

Soon there followed Mr. Trout's patented invention of the Trout Rotary Counterbalance Crank. The first pumping unit was manufactured in Lufkin in 1923.

As the years passed and the oil industry grew, the company saw the need for further expansion. Thus in 1939, the Lufkin Foundry purchased the Martin Wagon Company which had grown from the building of the 8-wheel, horse-drawn log wagon to the manufacture of the truck-drawn pole and pipe trailers.

Immediately after this company was made a division of the Lufkin company, changes and improvements were made in the trailers. Now the

This is the smallest pumping unit manufactured by the Lufkin Foundry. It is built for water flood pumping.



Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023

products of the Trailer Division are respected and preferred throughout all the transportation field as well as in the oil industry.

Progress has always been the watchword of the Lufkin Foundry and Machine Company. As time changed the needs of the oil industry, the company utilized its resources and energies to meet these requirements. With the passing of the years came constant changes and improvements in the manufacturing of pumping units. As the plant began to manufacture more products, more men were employed. And as more men were employed, Lufkin grew from a small sawmill town to an industrial city.

Since the gear reducer is the very heart of the pumping unit, the Machine Shop facilities were built around the production of pumping unit gears. And until 10 years ago, only pumping unit gear reducers were made. But in 1939, the company again began to size up the field in which gears were used. They found that no manufacturer of industrial gear units was closer to Lufkin than Chicago. Thus consideration was given to the production of gears for all types of industrial application.

Since gears were used to transmit power and motion from a prime mover—such as a natural gas or gasoline engine or an electric motor—to any type of machinery, Lufkin engineers realized the vast field in which their gears could be used. It was not long then before Lufkin was in the gear business, producing speed increasers and decreasers.

One of the first industrial gear applications produced was gear reducers to drive the paper machine at Southland Paper Mills, Inc. Not only company officials but also the men who produced these reducers are proud of the fact that up to the present time, no difficulties have been experienced with these reducers. Nor have any worn parts needed to be replaced. Many experienced paper mill operators have proclaimed these gears to be the best they have ever seen in a paper mill.

One of the company's most promising outlets for gear units is in pipe line pump stations where speed increasers are used. In these applications requiring several hundred horsepower, the prime movers are medium and slow speed engines which run at about 600 revolutions per minute. The pumping is done with high speed pumps which must rotate at 3600 revolutions per minute. In this instance, then, the speed increaser is placed between the engine and the pump.

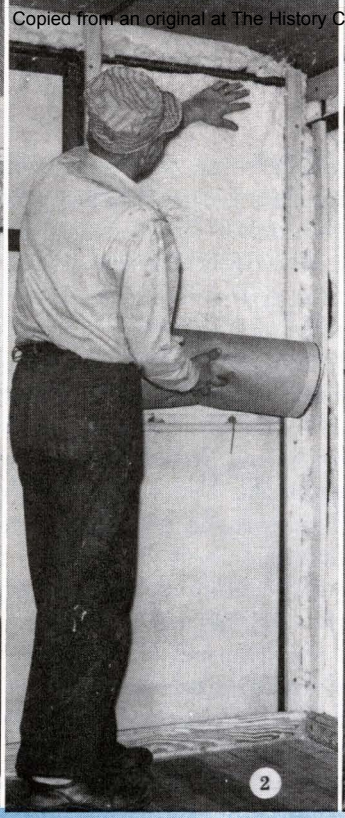
Because of the high speeds encountered in most increaser applications, these units must be made with the utmost precision and care. After the teeth have been cut, the gear and pinion are lapped together so that the mating surfaces of the teeth will

This Lufkin unit together with a Lufkin engine is located in Mallalieu Field in Mississippi, and is pumping oil from 10,000 feet below the surface for The California Company.

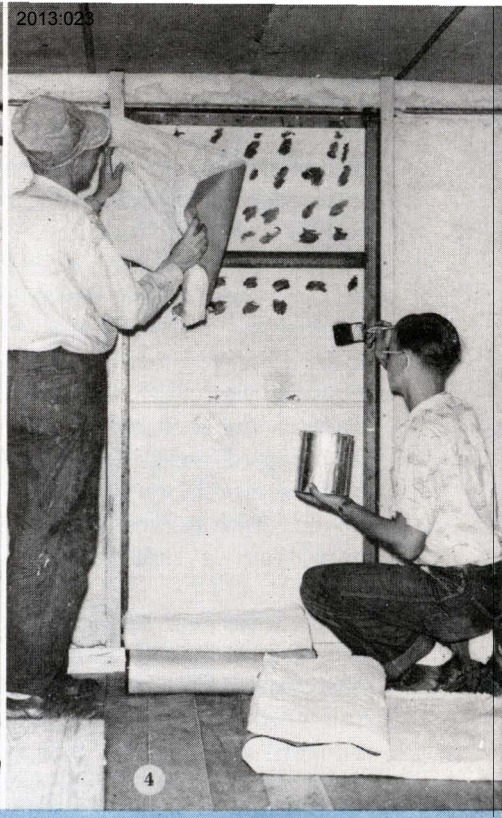


Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023


1


2


3

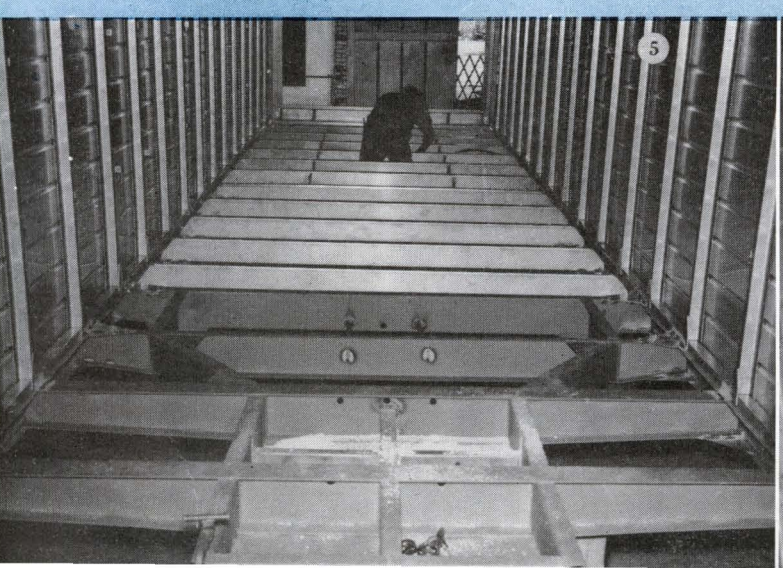

4

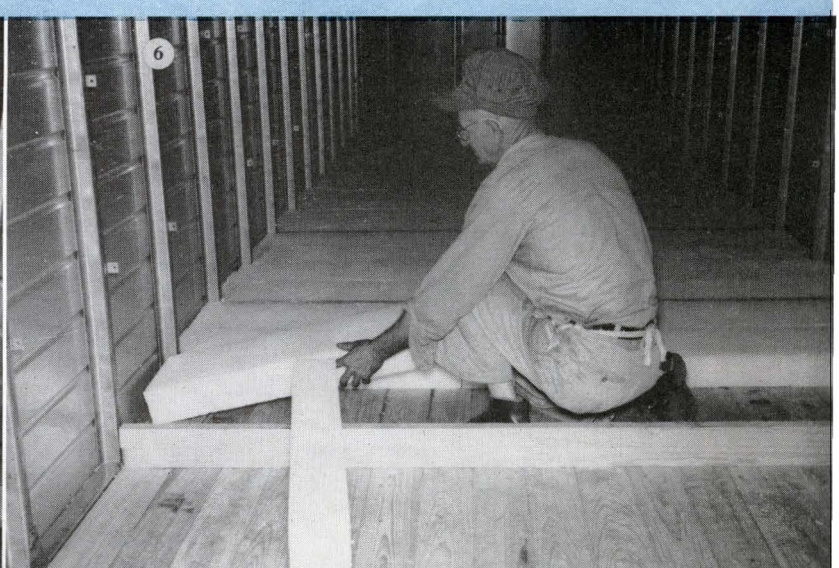
In Picture 1, the insulation has been placed in the roof of the van, and is now being sealed overhead with plywood. Picture 2 shows the insulation being placed on the walls of the van.

In Picture 3, the fireproof cotton insulation is being put on the doors of the trailer. In Picture 4, an adhesive similar to tar is being used to anchor the insulation to the wall, preventing sagging.

"Insulating Trailer Vans"

Picture 5 shows the inner construction of a stainless steel van. In Picture 6, DeWitt Fenley is placing 4-inch insulation on the subfloor of a stainless steel van.


5


6

Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023



Teamed for muddy work, a Model 60 and a Model 125 are seen here in typical oil field winching service.

be in perfect contact with each other. Then both the gear and pinion are dynamically balanced at full operating speed in order to eliminate vibration. This is done in a manner similar to balancing automobile wheels and tires, except the employees here work to a much higher degree of accuracy.

The gear housings are made of high quality cast iron with very thick wall sections. These housings are machined in husky, precisely built boring fixtures so that the shafts and gears will be in perfect alignment.

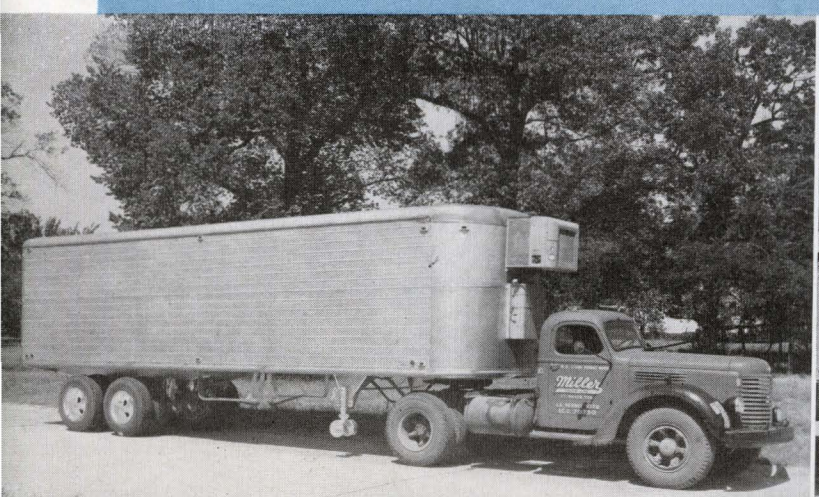
Pipe line increasers must operate 24 hours per day, every day in the year, and for many years. They are expected to give uninterrupted service, for if just one speed increaser goes out of operation, then the entire pipe line must be closed down. In the case of a long pipe line, this would result in a very expensive loss of time.

Still further expansion resulted in the purchasing by the Lufkin Foundry from the Cooper-Bessemer Corporation their rights on an oil field type gas engine. This product was something new and entirely different from that being produced by the employees of the company. But the workers and the engineers joined together to add this new product to the Lufkin line, for they knew it had a place here. They knew that whenever and wherever a pumping unit was sold, some sort of engine had to be used and they felt that it might as well be a Lufkin product, resulting in benefits to all.

The engineers realized that the engine design which had been bought from Cooper-Bessemer was not exactly suited to the oil fields. So, step by step, they added or changed according to suggestions of their own as well as from many ideas coming from the men in the shop. Today, the Lufkin engine is highly accepted among the oil industry.

From the larger vertical Cooper-Bessemer engine, the Lufkin horizontal engine was produced.

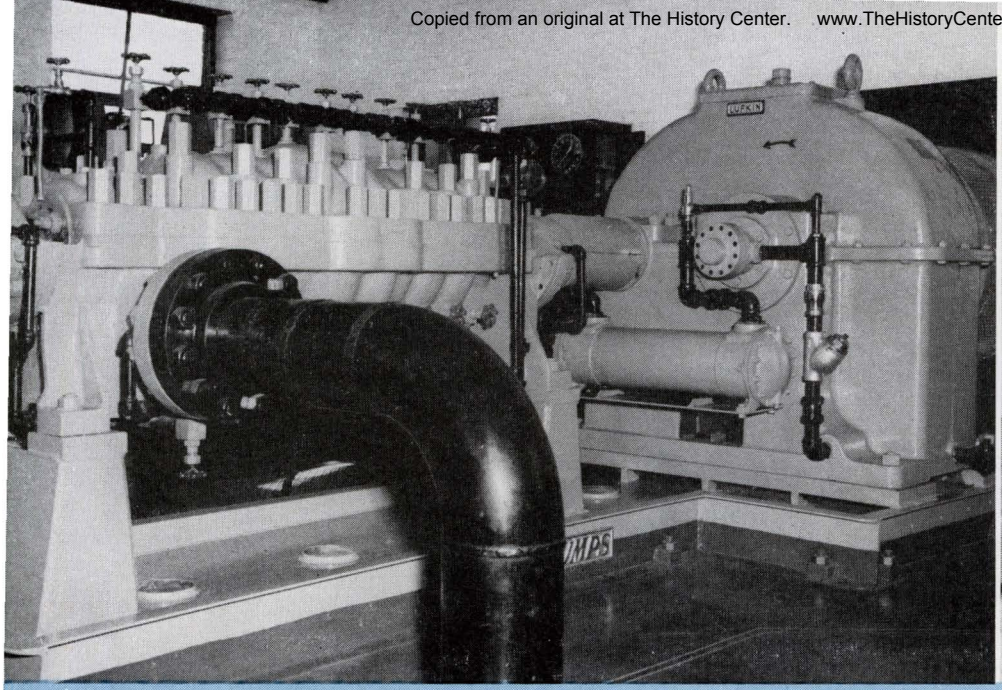
This van is constructed from stainless steel. This van is equipped with a refrigeration unit which keeps the correct temperature for hauling fresh frozen meat. The horizontal corrugated sides gives a smoother appearance.



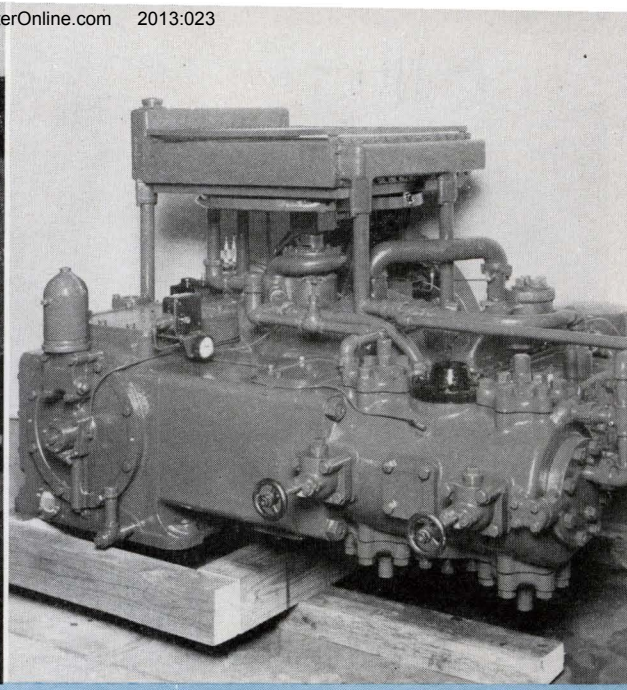
This is an all-steel van equipped with the latest air brakes equipment, major brand tires, wheel and axles. Of great importance is the weight of a trailer, and this model is believed to be the lightest on the market.



Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023



At Allen, Oklahoma, This Lufkin Speed Increaser is working for the Sunray Oil Corporation. It is delivering 540 horsepower and driving a pump at 3750 revolutions per minute.



Lufkin engineers and employees are working on a new engine as shown here. It will be a smaller engine than the present Lufkin Cooper-Bessemer Horizontal engine.

Later the horizontal engine was made into an oil or diesel engine to be used where there was no gas. This size engine is being used to drive pumping units, oil pumps, generators and for many other uses. The generator units provide electricity for lighting lease houses as well as pumping oil wells.

The accelerated use of earth moving and construction machinery during World War II gave impetus to a growing demand for heavier and heavier equipment. The laying of the "Big-Inch" and "Little Inch" pipe lines were but previews to still larger jobs to come in the post war years. So once again the Lufkin Foundry and Machine Company expanded its operations.

The field of tractor winches was surveyed in 1944, and subsequently, the company began to manufacture a line of heavy duty worm drive winches for rear mounting on International Harvester crawler tractors. At the same time, designs were made for truck winches as an accessory product of the Trailer Division.

For oil field work, pipe lining, general heavy construction, farm and ranch land clearing, skidding, and an endless list of other uses, Lufkin has built a heavy duty tractor winch. Lufkin's heavy duty equipment is meeting today's need. However, the time inevitably will come when a higher degree of mechanization and bigger jobs will demand improvement and advancement of present day machinery. When that time comes, Lufkin Foundry will have the winches ready.

Still another division of the Lufkin Foundry and Machine Company is the Foundry. Each day, this department plays a vital role in the company's production. The work of the employees of this department is most necessary to keep the operation of the plant moving smoothly. Their skill and perfection may seem a daily, unimportant pattern to them, but to those who supervise the output of the Foundry, their contribution is recognized.

From a small one-room building, the Foundry has grown to a huge industry within itself located just southwest of the rest of the plant. The official opening of the new gray iron Foundry took place April 11, 1947. The improved facilities of the new Foundry enabled the company to expand its operations still further. They are now able to produce castings which range in weight from one pound to 30,000 pounds.

The small casting department is completely mech-

Mrs. Jim Odom, upon learning about Open House, said she would at last get to see if Jim works as hard as he tells her he does.



Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023



The Mill Supplies Division of the Lufkin Foundry, is one of the oldest departments of the plant.

anized, eliminating most of the heavy lifting and shoveling of sand. In this department, castings are produced which weigh less than one pound and as much as 1000 pounds.

The main bay of the Foundry produces, on two large molding machines, castings which weigh from 500 to 6,000 pounds. Other larger castings are made on the floor, some of which take as long as 10 days to produce one piece and which may weigh as much as 30,000 pounds.

The main bay, with four 10-ton cranes, is 60 feet wide and 780 feet long. The 72-inch Cupola, the larger of the two Cupolas, melts iron at the rate of 20 tons per hour.

As the other divisions of the company progressed and expanded, so has the Trailer Division until today it is ranked high in the transportation industry. Not only have their floats received widespread acclaim, but now Lufkin has the desired models in van type semi-trailers both tandem and single axles to meet the requirements of the transportation industry.

The majority of the men employed in this department have long years of service to their record. They are experts in their field. At the present time, they are engaged in producing three types of vans which require high skill. These are the all steel, aluminum, and the stainless steel vans.

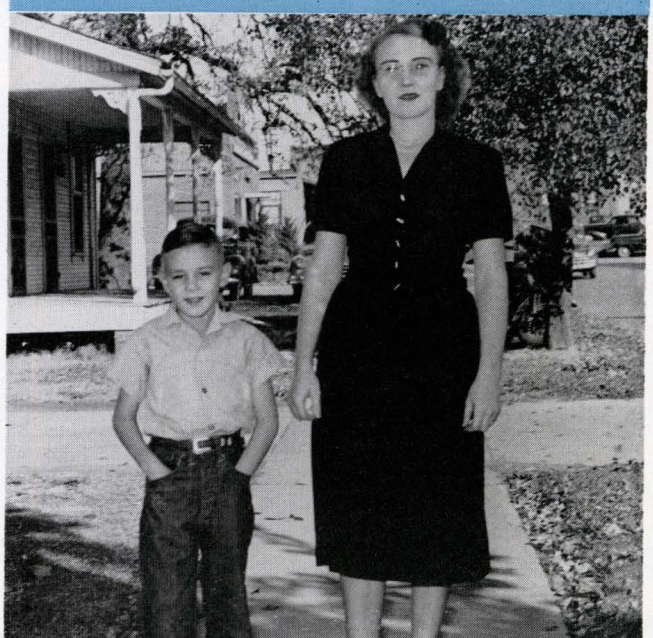
The Trailer Division points with pride to their all stainless steel models. The first of this model were sold to a Fort Worth concern for the specific purpose of hauling fresh frozen meats to all points in the Southwest.

For the construction of this type van, the company went to considerable expense to install the latest spot welding machinery. Through the use of this equipment, an old problem of rust as well as rattles and other undesirable noises were eliminated, resulting in the van being well received by the customer.

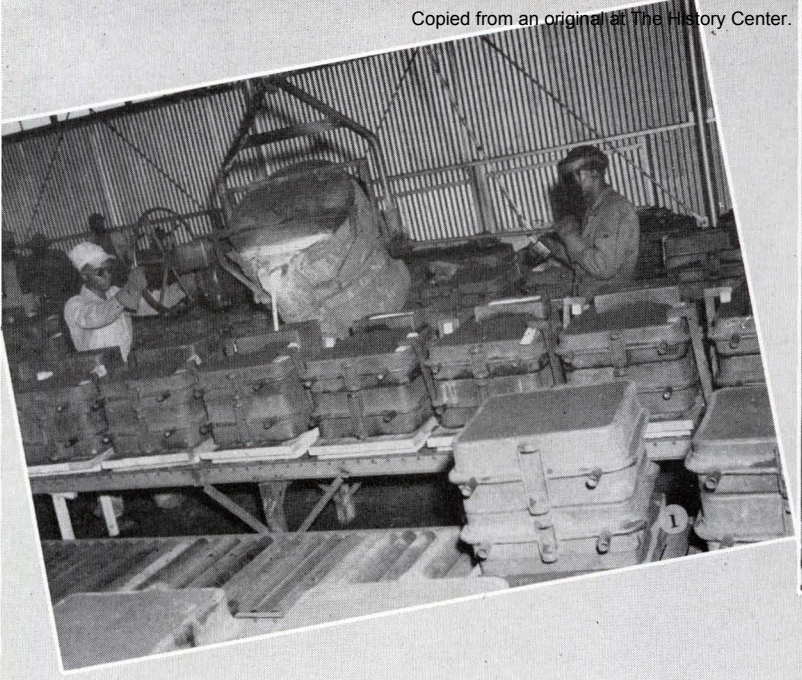
One of the problems forever to be coped with in the transportation industry is that of weight. The heavier a van is the less pay load can be carried, and of course, this means less profit for the carrier. To cope with this problem, the Trailer Division is manufacturing an aluminum van which is considered to be the lightest combination of steel and aluminum van on the market.

Still another van to which the Trailer Division

Mrs. James Boyd and Gary are going to do some checking up on Jimmie. He says his job is tougher than keeping house. Now he will have to prove it.

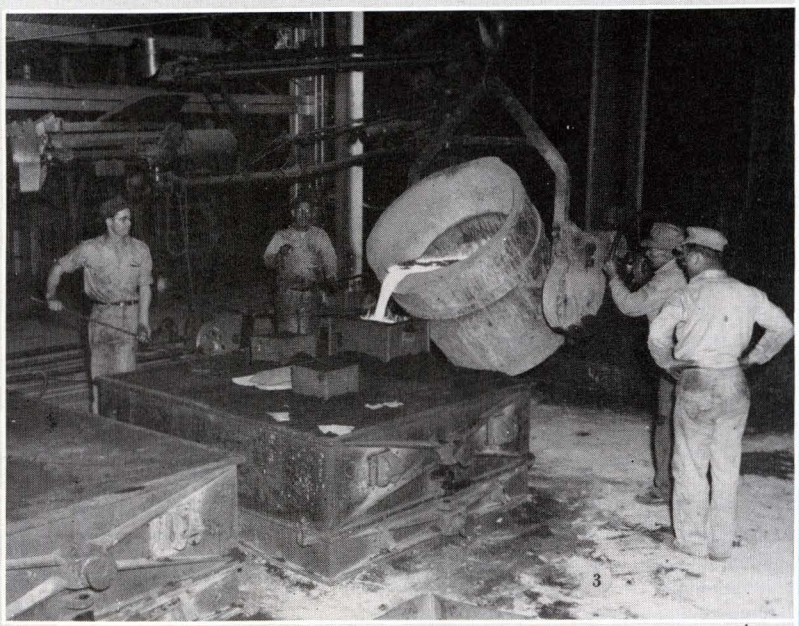


Copied from an original at The History Center. www.TheHistoryCenterOnline.com 20130923





"Foundry Scenes"



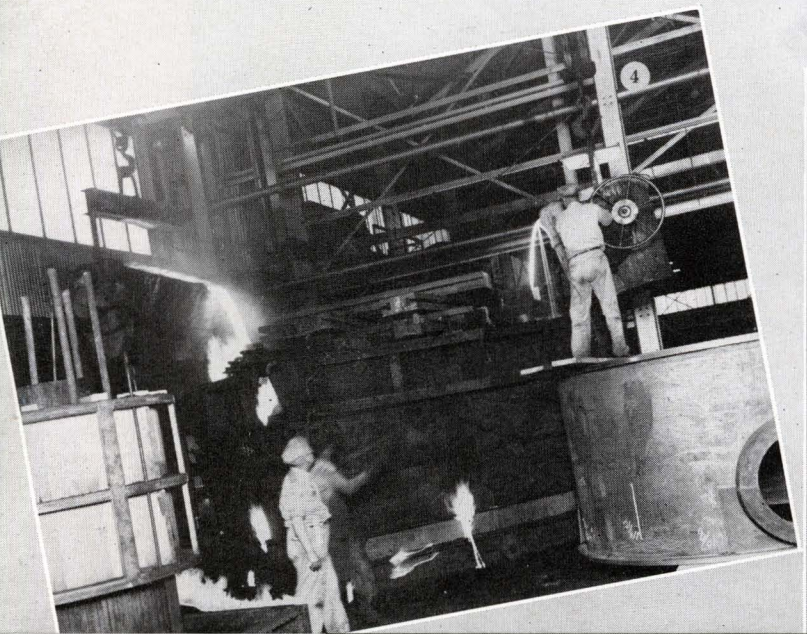
1. This is a typical daily scene in the Small Castings Department of the Foundry. Most necessary during the pouring of the iron are alert, quick-thinking employees.

2. Here are the main bay molding machines in operation. On the right sand is flowing from the chute, while on the left, a core is being finished.

3. From a huge ladle, iron is poured for a large casting. In this operation, timing is essential since iron must be poured at a certain temperature.

4. This casting is one of the largest ever made in the Foundry. It was so huge that two ladles had to be poured at the same time.

5. This picture was made during the "pouring off" of the first iron after the opening of the new gray iron foundry. The metallurgist on the left is testing the iron.





Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023

points with pride is the all steel model. Lufkin engineers have reason to believe this model is the lightest all steel trailer on the market today. It is spot welded just as the stainless steel van, but it is not used for hauling perishable foods.

In any discussion of the various departments and personnel of the Lufkin Foundry and Machine Company, the salesmen who market the company's products should not be omitted. Were it not for an active, progressive, and alert group of men selling the products produced by the employees, no benefit could be derived by anyone.

The company's sixteen division and district sales offices for pumping units blanket the entire United States, and through our New York Export Office, the whole world. At the present time, plans are underway to organize a new company in Canada which will be called the Lufkin Canadian Machine Company, Ltd., with headquarters in Edmonton, Alberta.

Thus the future looks bright for the Lufkin Foundry and Machine Company and all its employees. Since the first pumping unit was manufactured 26 years ago, some 30,000 herringbone geared pumping units have come from within the plant. The pumping unit is still our foremost product.

Always and forever, research, development and improvement will take first prominence within the Lufkin engineering staff. New methods for pumping oil will be sought continuously. At the present time, a pilot model long stroke hydraulic pumping unit is on the test block. But for now, the most economical method of producing oil yet discovered is with sucker rods and Lufkin surface geared pumping units.

The Lufkin Foundry and Machine Company will continue to produce the finest pumping unit on the market today.

Thus, while we hail and honor E. L. Kurth, one of our most worthy leaders in the industrial field today, we also salute each employee of this company for his and her share in making this a great manufacturing plant!

MY ALL AMERICAN—*Continued*

Ernest was never too busy to aid one in distress; never too busy to take a hand in community affairs.

I recall when I was a student in high school—and I hold the all time record for continuous service as a high school student—Ernest Kurth was a member of the school board. His visits to the school were a joy to the students. His friendly greeting, his sympathetic understanding of youngsters' problems meant more to us kids that even he will ever know.

Many a youngster of my acquaintance can trace his education directly to Ernest Kurth. He has made it possible for untold students to receive their college educations and get started in life.

He was always there when a "feller needed a friend"—a helping hand—and that hand went into his pocket more than people will ever know. The fine affair being held in his honor could not come to a more deserving person anywhere or to one who would seek the glory less.

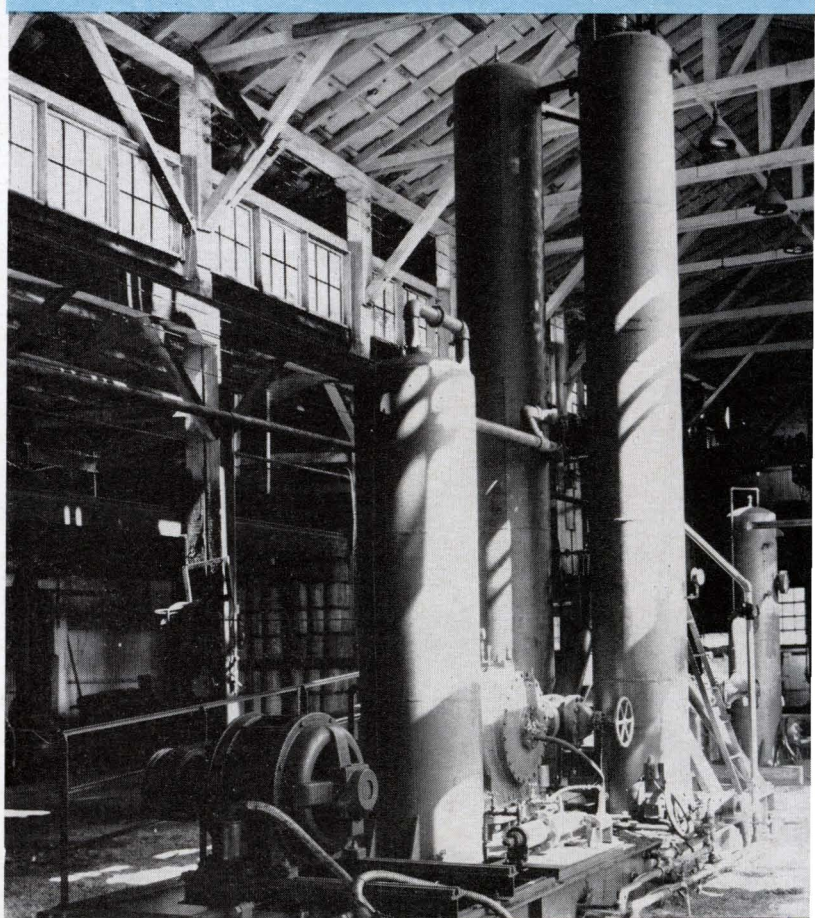
I know there will be aeons of praise heaped on him—and justly so. But to me there can never be a more fitting story to illustrate what everyone thinks of Ernest Kurth than an incident that happened during the depression's darkest days.

Ernest had been on a sawmill trip to New Willard. His car was driven by a faithful colored employee of the family.

A friend of Ernest's said as they were about to leave, "You all drive careful, now."

The colored driver broke in with a wide grin: "Yas suh," he answered fondly, "I'll sure drive careful, for if anything happened to Mr. Ernest now, half the white folks and ALL the colored folks in Angelina county would starve to death."

This pilot model long stroke hydraulic pumping unit is being tested at the present time, typifying Lufkin's continuous search for new and improved methods of pumping oil.



Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023

