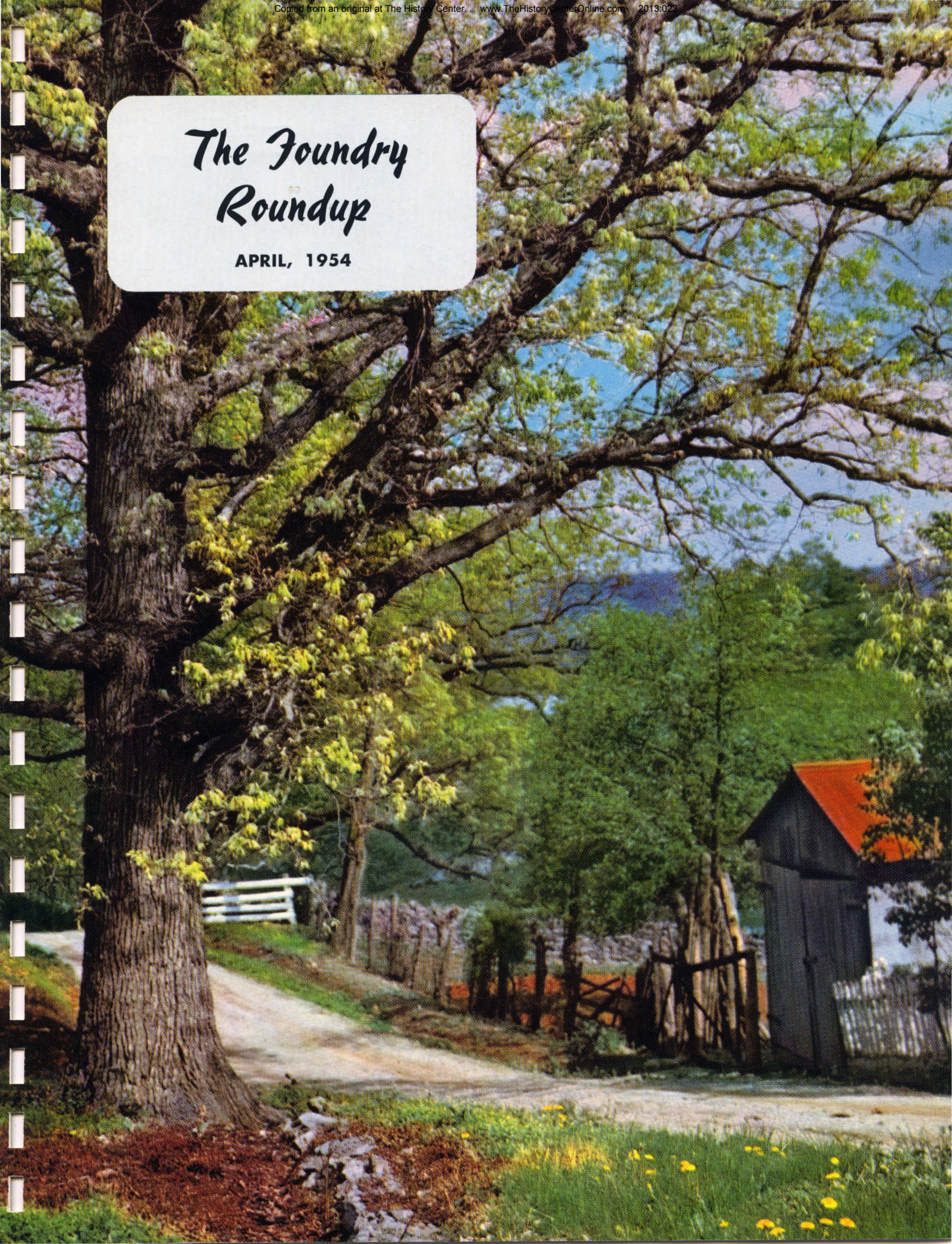
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The Foundry Roundup

APRIL, 1954

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An Easter Miracle



IT WAS in the year 1799, when the armies of Napoleon were passing over the continent of Europe and conquering all that came in their way. The sun shone brightly on that Easter Sunday in Feldkirch, a little town situated on the Ill River, just within the borders of Austria. The Ill flows into the Rhine.

Quite early on this morning there suddenly appeared on the heights above the town to the west the glittering weapons of eighteen thousand French soldiers, the division under the command of General Massena. There was a hasty assembling of the town council, and it was decided that a deputation be sent to Massena with the keys of the town and a petition for mercy.

In the midst of all the confusion, of the hurrying to and fro and the anxious consultation, the old dean of the church stood up serene as was the morning, with no thought of fear in his brave heart. "It is Easter day," he said. "We have been reckoning on our own strength, and it is but weakness. Let us ring the bells and have service as usual. We will leave our troubles in the hands of the Higher Power."

Soon from all the church spires of Feldkirch the bells rang out joyously. The streets became thronged with worshipers on their way to church. Louder and more triumphant pealed the bells as they rang out the glad message, and the hills, putting on their new green, echoed the glad refrain.

The French army heard the sounds of rejoicing, and Massena concluded there could be but one reason for it. He was sure that the Austrian army had arrived in the night. He ordered his men to break up camp, and almost before the bells had ceased ringing—long before Easter services were over—the French Army was in retreat.

By noon not a tent, not a soldier, not a glittering bayonet was to be seen on the heights of Feldkirch.

From *Boston Globe*
Reprinted from *Sunshine Magazine*

Talking It Over

"I THINK," Mrs. George Rimer remarked, looking up from her knitting, "that it's true the American people 'never had it so good.' "

"You trying to fight the election over?" George asked, with a grin.

"I wasn't thinking about politics," Mrs. R. went on. "Do you know that when a boy finished elementary school and went to work in a factory 100 years ago, he faced the prospect of spending more than 180,000 hours on the job—while nowadays, he'll probably work only 90,000 hours before he retires?"

"What's he doing with the other 90,000 hours?"

"Well, he spends about five years of it in school," the Mrs. explained. "Then he works a 40-hour week instead of a 72-hour week, gets two weeks' annual vacation he didn't get 100 years ago, and retires on pension at 65 instead of hanging around until he's 70."

"I never figured it up, but I guess you're right," George agreed.

"A hundred years ago a factory owner lived in a big house with servants, while his employees lived in cottages," the Little Woman continued. "Now, they both live in small, well-equipped houses. The owner used to ride to work behind a fine team of horses, while the employee walked. Now they both drive to work in their cars."

"So they do," said George. "One of the mechanics at our shop has the classiest little—"

Mrs. R. interrupted: "An article I read today says all this came about because Americans developed better and better ways of making goods for everybody. That's why 'we never had it so good,' and neither did the people of any other country."

"You're right, Molly!" George agreed. "But free enterprise did it—not politicians."

—N. A. M.

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THE EDITOR'S CORNER



STUMBLING block? Or stepping stone?

Which are you in the lives of the younger generation?

Elsewhere in this issue is a pictorial story of what some of our employees are doing to help our future generations to grow strong in body and in mind.

During the past several years, many of our employees have given of their time, money, and effort to keep the Boy Scout movement in Angelina County alive and active.

Some who have given so generously to this movement are Robert Lang, Eugene Jumper, Bill Spitler, Bennie Latham, Slim Askins, E. E. Hess, T. J. Selman, A. E. Cudlipp, and many others of whom we may not have heard.

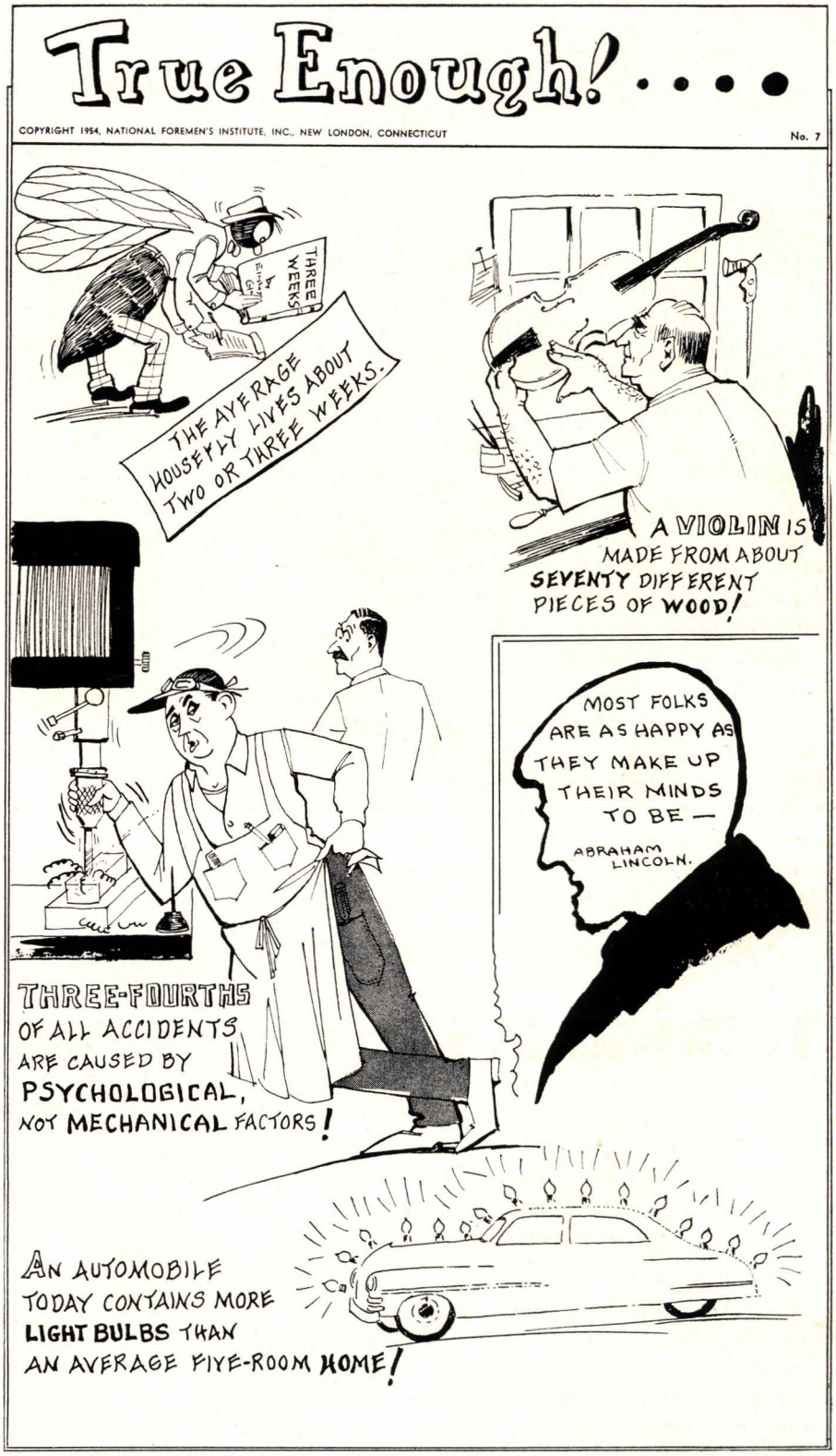
No one doubts the good that comes to a boy in the form of Scout training. These same boys will be the leaders of this community tomorrow.

There are still many today who are giving their time each week to help guide the footsteps of some young lad. These include Fred Childers, Dude Schuller, David Walker, Wayne Wimp, Bayo Hopper, Doyle Bowers, Homer Joe Friday, A. L. Christina, W. A. Kirkland, and perhaps others.

Not only are the men serving in this field but also their wives are working as Den Mothers.

The need is present every day. Scout officials say there are always more youngsters who want Scout training than there are adults willing to be leaders. There's a place for you in this work. You don't have to be skilled; there are training schools for you. You don't have to be extra brilliant or have lots of money. All you need is a willing spirit and a love for kids.

So long as men and women answer the need for vibrant leadership among the youth, our nation will continue to produce fine, Christian men to steer the destiny of our country.



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A Leader of Boys

STUMBLING BLOCK OR STEPPING STONE?



These Cubbers solemnly repeat the Cub Scout Promise just prior to dismissal time of their Den meeting. Two of these lads' dads work here. Bennie Latham's dad and Anthony Bowers' dad works in the Tool Room.

Mrs. Doyle Bowers is seen here during her second meeting with her six Cubs. The boys are working on place cards for their annual Blue and Gold Banquet.



I am some boy's inspiration—I must look well to my source of light.

I am some boy's guide—I must watch my step.

I am some boy's model—am I worthy?

I am some boy's instructor. Knowledge must lead me aright—I must continually learn, observe and serve.

I am some boy's counselor—Wisdom must guide me.

I am some boy's health advisor—Nature must teach me that I may point the way.

I am some boy's play-director—I must have cheer in my heart, laughter on my lips, sparkle in my eye and grace in my step.

I am some boy's disciplinarian—Poise, patience, self-restraint, mastery over self must be mine.

I am some boy's spiritual leader—The love of God must light my life.

I am next to parents in some boy's life—Master of life, lead me by the hand, give strength and devotion for my sacred task.

—M. N. Goodman from
Weirton's Employee Bulletin

Man is fundamentally decent and good. There is a divine spark within each of us that constantly urges us to do what is good and right.—Worral G. Sonastine.

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Bayo Hopper, left, chief engineer of Lufkin Foundry, receives a 15-year Veteran Scouter pin from R. C. Musslewhite, area council vice-president. Bayo became a Boy Scout at the age of 12. He served as Scoutmaster from 1934-37, and has served on the District Committee and Troop Committee since 1937.



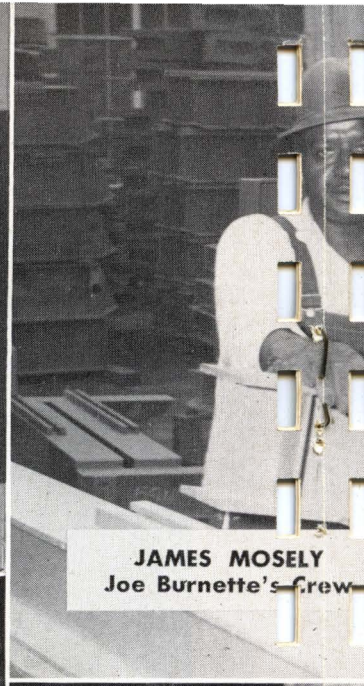
Doyle Bowers, Tool Room employee, has been presented a 10-year Service Award, and is now serving as District Commissioner for Cubbing.



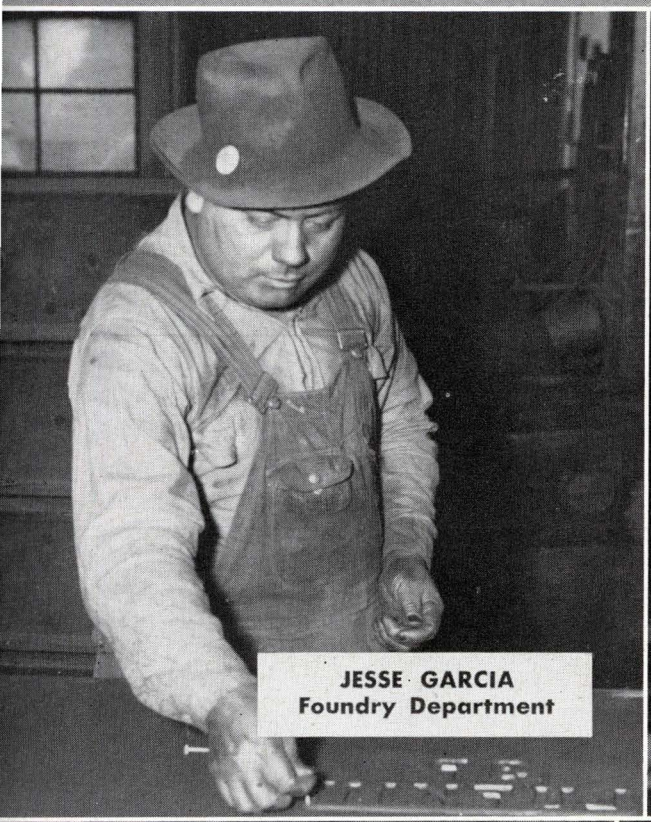
Assistant Cubmaster A. L. Christina, employee in the Gas Engine Department, stands at far right, smilingly approving the presentation of awards to Cubs of Pack 135 at their annual Blue and Gold Banquet. Standing second from left behind his boy is Clifford Trevathan, employee of the Acct. Dept.

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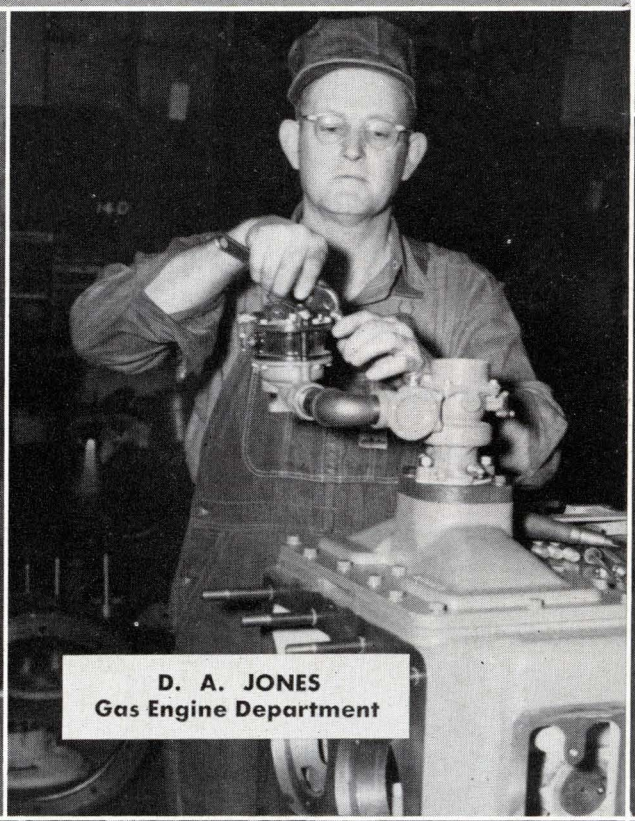
Men at Work



JAMES MOSELY
Joe Burnette's Crew



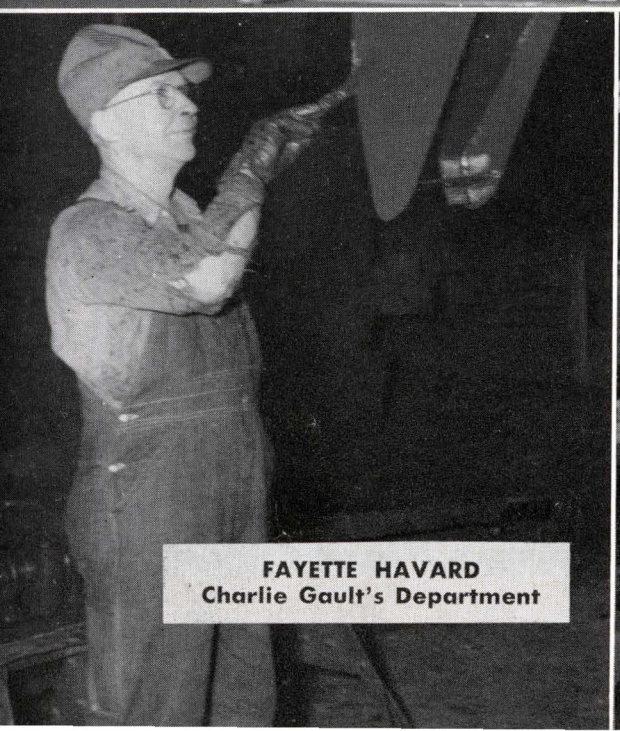
JESSE GARCIA
Foundry Department



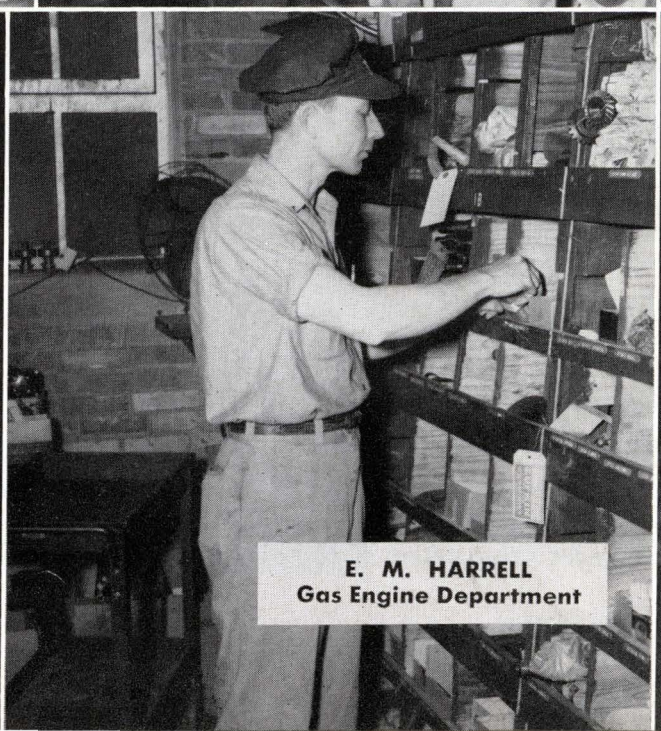
D. A. JONES
Gas Engine Department



HE RY
Foun y De



FAYETTE HAVARD
Charlie Gault's Department



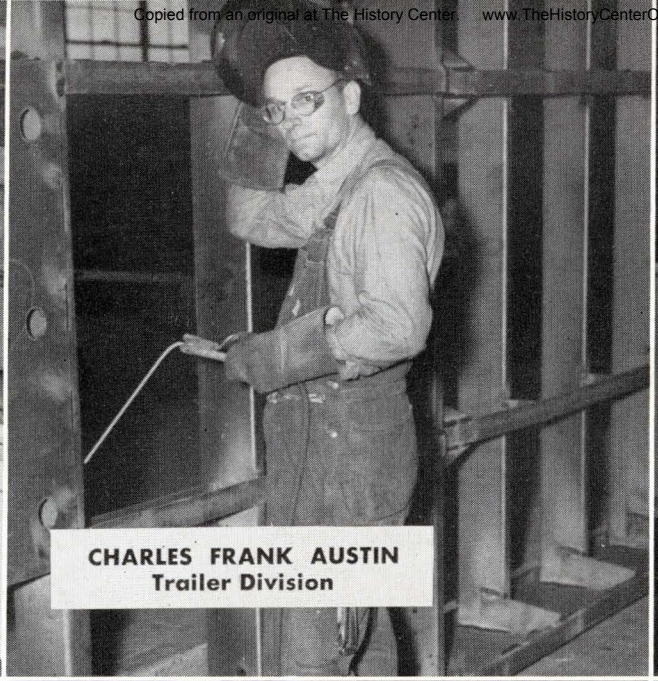
E. M. HARRELL
Gas Engine Department



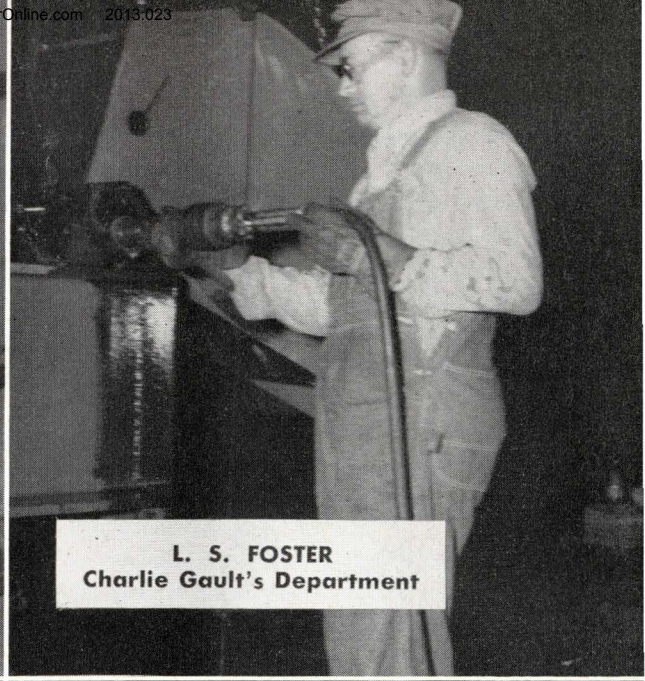
SAM EATON
Foundry Department

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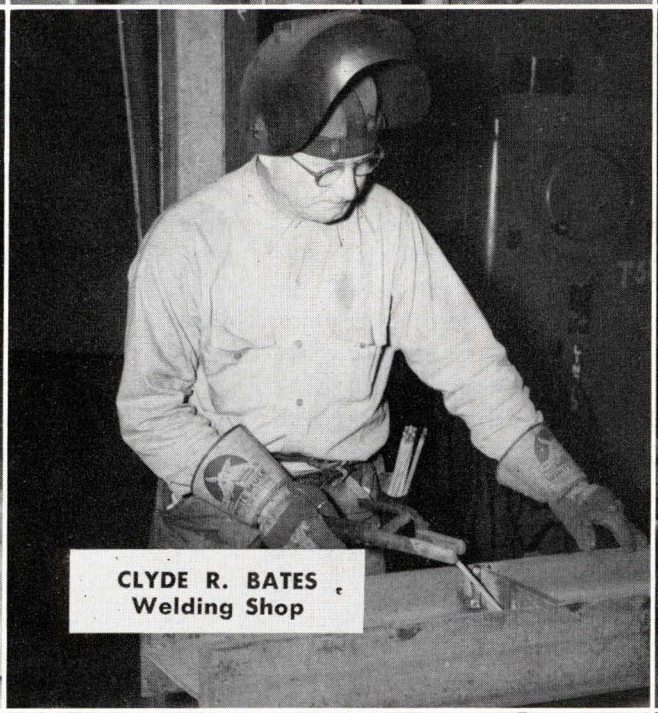
CHARLES FRANK AUSTIN
Trailer Division



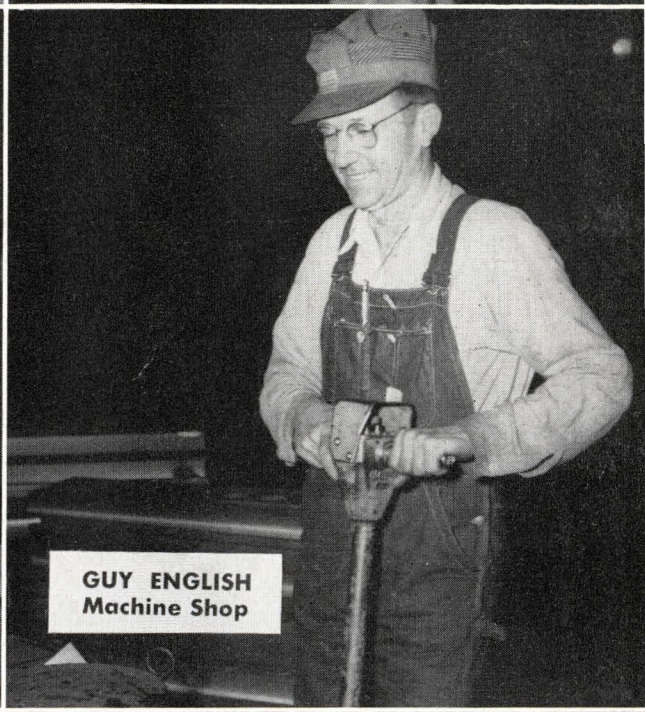
L. S. FOSTER
Charlie Gault's Department



RY IRNS
De artment



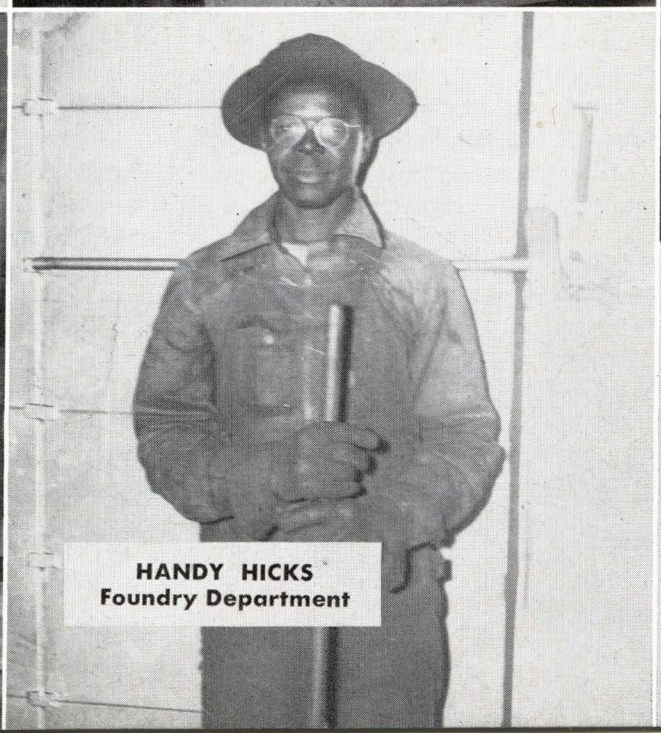
CLYDE R. BATES
Welding Shop



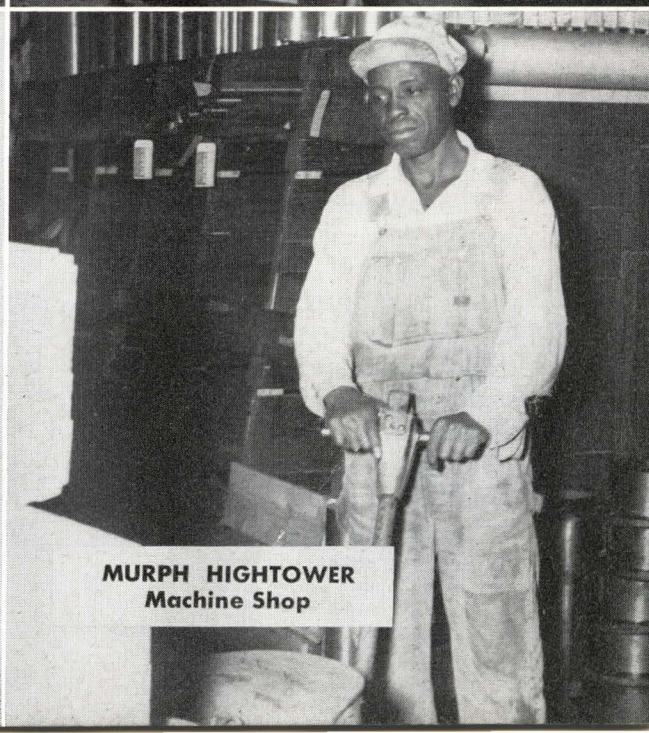
GUY ENGLISH
Machine Shop



ent



HANDY HICKS
Foundry Department



MURPH HIGHTOWER
Machine Shop

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What Makes a Kite Fly?

(Editor's Note: Recently, Engineer's Week was observed in Lufkin. During this time, an article was prepared for the daily newspaper to explain the work of professional engineers who are employed with Lufkin Foundry & Machine Company. A re-draft of this article has been prepared in the hope that it will be interesting reading to our employees.)

IF A LITTLE boy were to ask his dad, "What makes a kite fly, daddy?" he'd probably get a half-dozen varied answers.

But chances are, none of them would be "an engineer makes it fly, son."

Actually, an engineer somewhere—or a man with engineering ingenuity—was responsible for the first kite that flew. It had to be designed to fly—and designers are engineers.

Engineers employed with the Lufkin Foundry and Machine Company can be divided into four classifications: design, production, sales, and management.

The product and design engineering department of the Foundry is responsible for the design of all products manufactured by the Company, with the exception of trailers, which are designed by a smaller engineering group within the Trailer Division.

The products designed by this department include oilfield pumping units, gas engines, geared speed reducers and tractor winches.

The work of the Engineering Department begins when a decision is made regarding the need for major items within the line of products produced by the Company. Such decision is made by President Walter W. Trout, who is a registered professional engineer and was the chairman of the first State Board of Registration for professional engineers beginning in 1937.

The decisions made by Mr. Trout are in the form of brief specifications, which are passed on to Chief Engineer Bayo Hopper. Mr. Hopper processes these specifications, adds more of his own, and then passes the job onto Chief Draftsman Louis Fincher.

Mr. Fincher, foreman of the Drawing Room, studies the job and assigns it to one of the designing engineers. Fred Griffin, Robert Poland, Gene Tate and Wayne DeBehnke work on machine design.

After Mr. Fincher gives the job to an engineer, this engineer makes a detailed design. This job takes days and days of study and calculations. First, he looks at the specifications to see what will be required of the equipment he is to design. He uses algebra, trigonometry and calculus to find the answers to his questions. The engineer must know the heaviest load that will be put on certain parts of the pumping unit or gas engine or industrial gear, and then he must design the part to withstand such loads.



Next, he figures out just what strength certain materials have which will be used in this product that he is designing. Since the machine will be of various shapes and sizes, he must calculate the strength of the material for each part of the machine. And of course, the engineer must know all the many types of materials that are available so that he can make the most economical selection for his product.

To know how big the pumping unit or other product should be, what space it will occupy and how it will fit with the others already there, the engineer must go to the drawing board and make accurate layouts which will show all the parts in their correct position. If the job is pretty big and complicated, another engineer or draftsman may be assigned to help the designer with the preparation of drawings.

At this stage of the job, there are still many more man hours of tedious work needed before it is ready to be released to the production department.

Now, detailed drawings for every individual part of the machine—whether it be a pumping unit, a gas engine, or a speed reducer—must be prepared. These drawings must be complete in every detail, including what material is to be used, what heat treatment is to be used, every dimension given including tolerances and the quality of finish. Engineers who work on current pumping unit design include T. D. Lashly, Bill Wagner, Jerry Kimmey, and Al Hebert. Engineers who work on tool design are H. P. Collins, Riley Webb, Johnny Ross.

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So very important is it that every detail and dimension be absolutely accurate on these drawings, that Engineer E. E. Hess double-checks every drawing before it is released to the production department.

All these drawings are made on translucent paper or cloth so that blueprints can be made from them. Working in the blueprint department are Mrs. Emma Laura Douglass and Don Turner. In the fireproof vault in this department is the very first tracing of the first drawing made when this Company was just in its infancy. There is a permanent file in this vault of every drawing made.

Another important job in the engineering department and one which is never finished is that done by Tommy Garrison. Tommy makes all the parts list drawings for our customers. Also in the category of important jobs is that of A. D. Moore who makes all the assembly pumping unit drawings for our customers. Cletis Fuller makes all the engineering department's parts list and parts list assembly drawings.

Also under the category of design, Engineer Ben Elliott is in charge of all testing and development. His job is to experiment with new ideas and devices. Sometimes he rigs up an experimental model here in the plant under conditions similar to those in the oil field. Other times, he continues the experiments on an actual installation in the field.

Engineer J. Taylor Hood supervises the design and development, and consults in the production of the gas engine.

Besides designing engineers, there are production engineers. Frank B. Stevenson is production engineer for the Machine Shop, and has as his chief duty liaison work between the designing engineers, the material control department, and the manufacturing department.

His specific responsibility is to supervise and expedite the assembly of commercial gear units, while his general responsibility is to decide where certain machines should be placed in the shop to provide more efficient work areas and smoother flow of materials, how to do the job more efficiently, and the selection of machine tools.

Production engineer for the Foundry department is Arnold B. Tompkins. His duties include the preparing of price quotations in answer to inquiries about gray iron, alloy gray iron and ductile iron castings, and the carrying out of certain engineering projects in the Foundry.

These projects include the designing and installing of sand conveyor systems, exhaust systems for the control and collection of dust in the foundry, the design and installation of a building and the furnishing of specifications for equipment to handle all foundry castings through a primer painting system, and other such projects.

Currently, Arnold is involved in a project to evaluate the dust collecting efficiency of the cupola collector, and consideration of proposed expansion of molding capacity in the foundry.

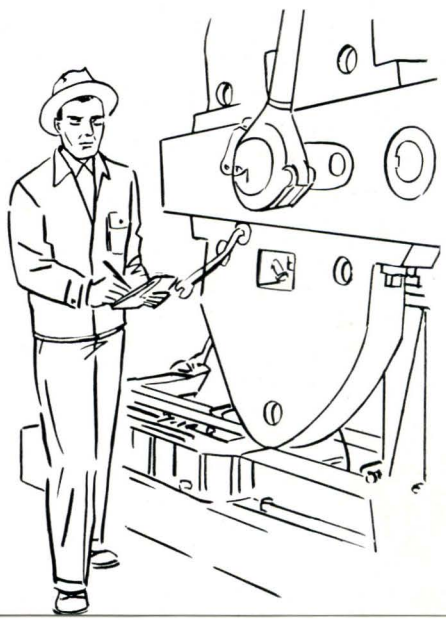
Another phase of engineering at the Lufkin Foundry and Machine Company is called plant engineering. These duties are handled by John Cluck. Such duties are primarily of a mechanical and civil engineering nature. The purpose of his job is to see that Lufkin products are manufactured with a minimum expenditure of time, labor and material.

To accomplish this, jigs, fixtures, machine tools, material handling equipment, buildings and service facilities must be planned, designed, specified and installed.

Recent examples of this phase of engineering are the design of a boring mill for a new type of pumping unit; the design of drainage and paving for office parking lot; and a new layout for the structural and welding shop.

Besides designing and production engineers, the Lufkin Foundry employs sales engineers also. L. A. Little, vice-president, is in charge of the sales division and is a registered professional engineer. During recent years more than half the salesmen employed by Lufkin Foundry have been graduate engineers. These engineers help the customers in the selection of oil well pumping equipment to suit their particular well conditions. They design foundations for the equipment, and supervise the installation of the machinery.

And so it is easy to see that engineers play an important role in the manufacture of oilfield pumping units, gas engines, geared speed reducers and tractor winches. From the President of the Company down through the various departments, engineers are contributing essential service toward the manufacture of the products of this Company.



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Food in the Mood of Spring



IT IS TIME to cook lighter foods, prettier foods, and more refreshing foods.

Let's bake some tarts attractive as spring flowers, and quick and easy to make with pastry mix and semi-sweet chocolate morsels. Let's serve a gelatine loaf of tender texture and delectable flavor made with pure, unflavored gelatine that contributes protein to the dish it molds. Cooked ham and cheese make this a main dish gelatine loaf and it can be made a day before serving and kept in the refrigerator ready to serve when wanted.

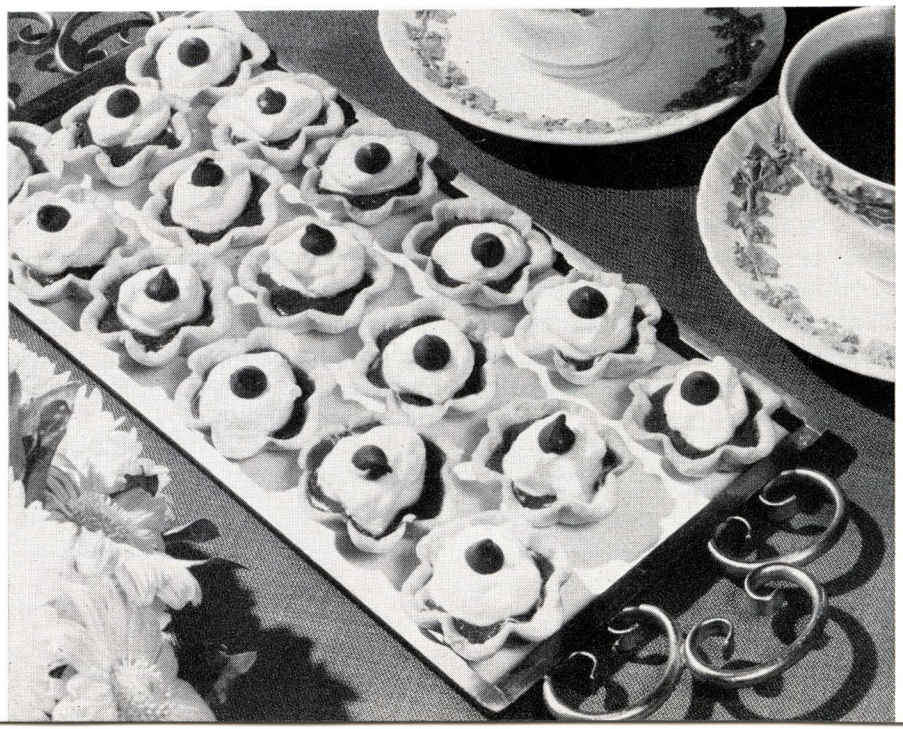
HAM AND CHEESE LOAF
1 envelope unflavored gelatine
½ cup cold water
¾ cup hot water
¼ teaspoon salt
¼ cup vinegar
¼ cup diced celery
¼ cup diced sweet pickle
1 cup grated American cheese
1 cup diced cooked ham

Soften gelatine in cold water. Add hot water and salt and stir until dissolved. Add vinegar. Chill until the mixture is the consistency of unbeaten egg white. Mix in celery and pickle; divide mixture into two parts; to one add the grated cheese, to the other the diced ham. Turn ham mixture into loaf pan and chill until almost firm; add cheese mixture. Chill until firm. Unmold on crisp greens and serve with tomato wedges.

PARTY PETITES
½ package pie crust mix
1 package semi-sweet chocolate morsels
2/3 cup (1 small can) evaporated milk
½ cup heavy cream, whipped and sweetened

Follow directions on package for preparing pie crust. Fit pastry on back of small muffin pans, or fit into small tart pans. Prick with tines of fork. Bake in a hot oven (425° F.) 10 to 12 minutes, or until delicately brown. To prepare filling, reserve 1 tablespoon semi-sweet chocolate morsels to use as garnish; put remaining morsels and evaporated milk in saucepan over low heat. Cook slowly, stirring until mixture is blended. Bring to a boil, and cook, stirring constantly, until mixture is slightly thickened, about 3 to 5 minutes. Fill pastry shells; garnish with whipped cream and a chocolate morsel.

This makes filling for 8 to 16 tarts using 1 and 2 tablespoons filling depending on size of tart shells.



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Rare photograph shows Russian driver filling his own gasoline tank at one of Moscow's 5 "service" stations. Station attendant offers no service; just collects rationing coupons and rubles.

This Is a Moscow "Service" Station

FROM behind the Iron Curtain come recent photographs of a typical Moscow "service" station showing what the Russian motorist is up against.

American editors who recently visited Russia report that even the fortunate few who *do* own cars have serious motoring problems. (Only 1 out of every 3,000 Russian families owns a car, while America has more cars than there are families.)

At the few filling stations, service is non-existent and gasoline is rationed. Black market gasoline, for those who can afford it, costs $1.00 a gallon. Travel outside city limits is almost impossible if you aren't a party official.

Conditions like these are what you can expect under a system where all industry is controlled by the State and where there is no competition for the motorist's business.

It's far different over here! Americans are used to having many independent service station operators compete for their business by offering them the world's finest oil products at reasonable prices. U. S. gasoline today, for instance, costs about the same as gasoline did in 1925—only the taxes are higher.

This contrast between conditions here and in Russia shows once again how important it is to all of us that America's system of privately-managed industry be continued.

Oil Industry Information Committee

With only 5 stations for all of Moscow's 5 million persons, cars have to wait in line. Sign on state-owned station doesn't announce a brand of gasoline. It just says: No Smoking.



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HAVE *You* HEARD.. *This one!*

The lunch counter man had ambitions to better his station in life and secured employment in a fashionable jewelry store.

His first cutsomer was a woman who asked to see a lady's wrist watch.

The fellow bellowed lustily toward the rear:

"One Waterbury on a handcuff, female."

A second customer wanted a matched pearl necklace.

"Yes sir, we've got 'em," declared the salesman. "Fifty oyster growths on a string. Line 'em up. Who's next?"

"I want to get a ring," stated the next customer, "an engagement ring."

"Coming up," announced the salesman. "One tin shackle with a glass eye!"

Want ad: "Farmer, age 38, wishes to meet woman around 30 who owns a tractor. Please enclose picture of tractor."

The great psychiatrist was examining a precocious child.

"What would happen if I cut off your left ear?" he suddenly asked.

"I could not hear," the boy replied.

"Then what would happen if I cut off your right ear?"

"I couldn't see," came back the answer.

The psychiatrist recognized this as a serious case. "Why do you say you couldn't see if I cut off your right ear?"

"My hat would slide down over my eyes," snapped the child.

The American tourist was looking down into the famous Greek volcano. Finally he commented, "It sure looks like hell."

"Oh," retorted his guide, "you Americans—you've been everywhere!"

Next to being shot at and missed, nothing is quite so satisfying as an income tax refund.

Freight Rate Clerk: "It took me twelve lessons to teach Mable to swim."

Billing Clerk: "Why, the little flirt! I taught her in six."

Many a woman has started out playing with fire and ended up cooking over one.

An attractive young lady was asked why she didn't get married. This was her answer:

"I don't need to get married. I have a parrot that curses every time he opens his mouth. I have a dog that growls every time I feed him. I have a fireplace that smokes up the living room and gets ashes on my rugs. And I have a cat that stays out all night."

"Tommie's broken my doll," cried the little girl to her mother.

"How did he do that, dear?"

"I hit him on the head with it!"

"Did you see the eclipse last night?"

"No, what channel was it on?"

The Foundry Roundup

Volume 11 Number 3

Published Monthly for Employees and Their Families by

LUFKIN FOUNDRY & MACHINE CO.

VIRGINIA R. ALLEN, *Editor*



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