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

THE LUFKIN NOVEMBER 1972

ROUNDUP



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

from The President's Desk...

FELLOW EMPLOYEES:

THIS is a key election year, and many of the candidates elected will make decisions affecting the fate of our nation and even the world. Probably in no other election year have we faced as many domestic and international issues so crucial to the survival of our nation.

This is the reason why it is so important for each of us to become familiar with all the issues involved, know all the candidates and how they stand on each issue, but above all get out and vote.

You may not realize that your one single vote is important, but history confirms that it is. Two presidential elections in the last 25 years—those in 1948 and 1960—were decided by a margin of less than one vote per precinct. Right here in East Texas, a county sheriff was elected by a single vote in 1964.



We should be skeptical of candidates who propose changes or reforms obviously just to get votes. We should let candidates and legislators know that we are taking a hard, suspicious look at promises and proposals bearing only emotional appeal. This kind of action is only basic to responsible citizenship.

If you do not vote and fail to exercise the right you have as a citizen of this great country, then you have forfeited one of your most cherished freedoms.

Like many other sheer blessings in our full-fashioned freedom, the privilege of voting just can't be appreciated until it is lost. So I must agree with the immigrant who said, "Most Americans can't adequately appreciate their system of government because they don't understand what it ain't."

However, our Star Spangled Banner waves best when every thread is intact. Likewise, the government it represents needs every vote.

If your vote is cast November 7, it will count; and this year it could count for deciding the destiny of you and your country.

R. L. POLAND

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



ATTENDING the Credit Union dinner were (seated, left to right) Mrs. Austin Freeman, Mrs. Eulen Parrish, Eulen Parrish, Mrs. Leamon Bullock, Mrs. Roy Chappell, Roy Chappell, Mrs. James Thomas. Standing, left to right, are Mrs. Ed Root, Ed Root, Virginia Allen, Mrs. Hubert O'Quinn, Hubert O'Quinn, Billy Ray Harris, Leamon Bullock, Austin Freeman, Mrs. Martin Cortines, Martin Cortines, A. C. Hunt Sr., Mrs. Tom Doss, Tom Doss, James Thomas

Credit Union Officers Meet

A MEETING of the Board of Directors, the Credit committee and the Supervisory committee of the LFM Federal Credit Union and their wives attended their annual get-together at Pine Bough Restaurant in Diboll in October.

Presiding over the meeting was Leamon Bullock (Assembly & Shipping), president.

In presenting his report, Austin Freeman (Security Guard), secretary-treasurer, announced that the LFM Federal Credit Union had surpassed the half million dollar mark this past spring.

Assets of the Credit Union total $571,512.85. At the end of September, some 546 loans were outstanding for $496,549.22.

Employee shares numbering 1173 accounts total $482,811.32 in savings on deposit.

Austin said there are 2100 eligible members for the credit union. "We believe we are growing rapidly and are proud of our annual dividends. Last year we paid 5½ percent interest on savings accounts."

He added that since the credit union was organized in August, 1964, some 5174 loans have been made for a total of $2,671,567.34.

Employees who are serving as members of the Board of Directors for 1972 include: Leamon Bullock (Assembly & Shipping), president; Wayne Chamblee (Machine Shop), vice president; Ickey Baird (Welding Shop), vice president; Billy Harris (Pattern Shop), vice president; and Hubert Lankford (Machine Shop), Hubert O'Quinn (Trailer Division), A. C. Hunt Sr. (Material Control) and J. C. Crawford (Trailer Division), directors.

Members of the Credit Committee include Ed Root (Trailer Division), chairman; James Thomas (Assembly & Shipping), secretary, and Roy Chappell (Foundry Department).

The Supervisory Committee is composed of Eulen Parrish (Accounting Department), Dick McKay (Purchasing Department), and Jim Massingill (Accounting Department).

Some additional sidelights of this meeting can be found in Shop Talk.

Retiree

WHEN EDDIE HARRELL came here Nov. 4, 1943, the Company was involved in the war effort and he was assigned to the gun department.

He worked there about seven months and then was assigned to Gas Engines, where he has been employed for the duration of his nearly 29 years with LUFKIN.

He reminisced on his job saying that he had built engines and "been on the bench repairing parts and building subassemblies."

The Harrells have one daughter and two grandsons, one at The University of Texas and one in high school.

Eddie says he's kept busy since retirement.

"I've cleaned up my garden, rubbed down my house to paint it, worked on my yard and my cars. I'm getting all my chores done so that when squirrel season opens, I can head for the woods."



EDDIE HARRELL, right, is congratulated by R. E. (Mutt) Barr, vice president and plant superintendent

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

Smoothly and Efficiently

They Keep Us OPERATING

LUFKIN INDUSTRIES has several crews who erect, install, maintain, troubleshoot and do just about anything else they are called upon to keep this plant operating smoothly and efficiently.

Although they are not directly involved in the manufacture of our products, these crews are behind the scenes in every department in the Company working with the systems used in our manufacturing processes and the facilities which provide good working conditions for every employee.



BOB BEDDINGFIELD, seated, chief electrician, and Gene Hargis, assistant chief electrician, study blueprints of the plant's miles of electrical network



DAVID CARD is "keeper" of time, books and store for the Electrical department



BILLY COLLMORGEN, right, is electrical maintenance supervisor for offices and much of the plant. Howard Bennett handles the responsibility of motor re-winding

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

This month THE ROUNDUP features the Electrical department, a crew whose responsibilities are so extensive and varied that an article can hardly do justice to their work.

One almost needs to follow these 35 men around the plant to fully appreciate the variety of their duties. Said Bob Beddingfield, chief electrician, "There's no routine work in this department. Every hour brings a new and different problem."

The department has three master electricians, Bob Beddingfield, Estill Holiday and Gene Hargis, who is assistant chief electrician.

Working foremen and their men are assigned general areas of responsibility, although each group has been called upon time and again for jobs outside their usual lines of duty.

For example, Billy Collmorgen and his group are in charge of maintenance in the offices and all shops except the Foundry department, Welding and Structural Shop and the Assembly and Shipping department, which are handled separately.

If anyone thinks that the maintenance crew has nothing more to do than replace a burned out light bulb, he is sadly mistaken. Billy describes much of their work as "troubleshooting" and emphasizes that a variety of skills are needed for the jobs they get into.

For example, they revised switches on the Kapp tool grinders, which are German-made pieces of equipment. Besides needing parts

Continued on Next Page





J. D. DRAKE, left, and Gowland Bass also are storekeepers for the multitude of parts and components used by electricians for installing and troubleshooting





AL LUCE, left, and Mike McGuire are shown in the electronics lab troubleshooting a numerically-controlled board on a tape machine from the Lathe Shop

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

which were in Germany, the instructions were written in German.

"We couldn't get the parts we needed quickly enough, so we just improvised," Billy said, adding that he figured out the components and Reggie Modisette built them.

"Sometimes you not only have to be an electrician, you have to be a welder," he added.

As do all the Electrical department crews, these men often work overtime and miss coffee breaks. "Just as we emphasize safety in this department, we also finish what we begin before quitting or taking a break," explained Bob Beddingfield.

If you could keep up with their pace, you would find Billy's crew of troubleshooters repairing tape-controlled machines in the Lathe Shop; working on the company's largest crane, which is one in the Gear Cutters department with a 60-ton capacity; or crawling among the pipes and conduits in our 10,000-odd horsepower electrical network.

This would be a fair morning's work for the crew, who then would return to the Electrical department for little more than a breather before David Card would have posted another ticket.

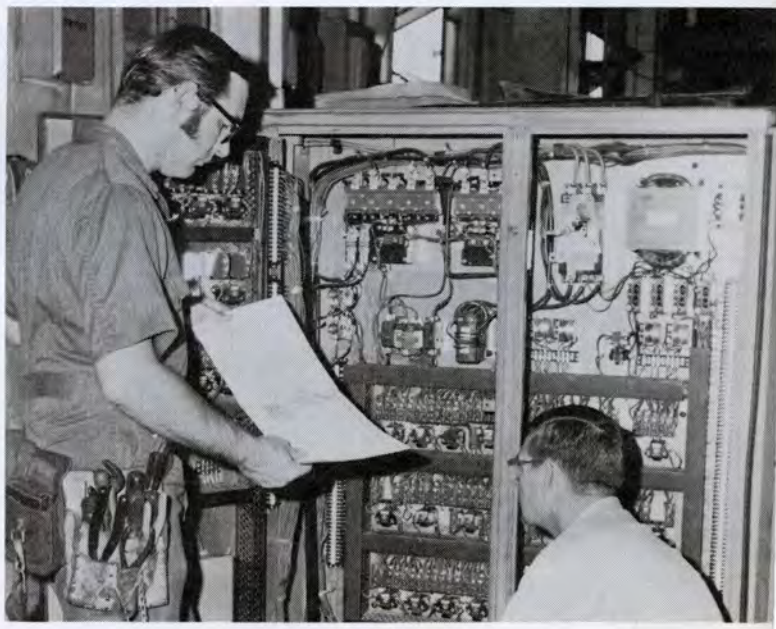
One of the crew's main responsibilities is re-winding motors. About two days of work is required when a motor burns up.

"Periodically, we have to tear them down, clean them up, put in new bearings and so forth. Howard Bennett does the re-winding," Billy explained.

Bob Beddingfield added, "Howard's motors just don't burn up after he's re-wound them. I'd rather have one of his re-wound motors than a new one."



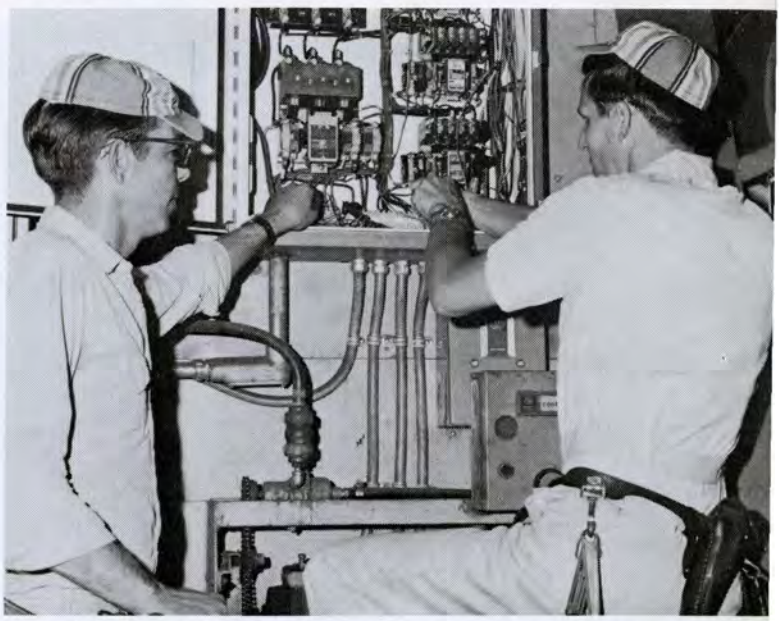
E. M. (PEE WEE) CHASTAIN is loading fresh batteries for delivery to jack wagons. Battery care is a vital job



MIKE HARTMAN, left, and Dick Collmorgen are working on the Monarch tracer lathe, which has about 2000 circuits



RICHARD DENNIE, left, and Reggie Modisette are tearing down a motor for dipping and baking, bearing replacement, inspection, megging, lubrication, re-grouping and tagging



EARL ALLEN, left, and Jim Bowman, both second shift, are repairing a no-bake molding machine in the Foundry main bay. Failure for no-bake machines to operate could cause nearly a 40% slowdown in the Foundry department's output

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



ANDY MODISETTE, foreground, is electrical maintenance supervisor in the Foundry department. Background, left to right, are Steve Gandy, Robert Brewer, Carroll Russell, who are repairing a sand vibrator for a molding machine

Another responsibility is handled by E. M. (Pee Wee) Chastain, who takes care of the important job of battery care and maintenance of battery-driven vehicles in the Machine Shop area.

Maintenance in the Foundry department is handled by Andy Modisette and his first and second shift crews.

Besides looking after that department's complicated equipment, they are in charge of the three air compressors for the Foundry and the one compressor for the Machine Shop, which are housed in a building near the Foundry. These responsibilities are shared with Buddy Pullen's Maintenance crew.

All four compressors are on the same main air line and furnish compressed air for sand blasters, air tools, air clutches on lathes, etc. in the Welding and Structural Shop, the Assembly and Shipping department, the Foundry department and the Machine Shop.

Much of the machinery in the Foundry department is electrical such as the relatively new induction furnace, the no-bake system and the sand reclaimer. However, in the cases of the equipment for those systems, Andy said that little or no electrical maintenance work has been required, which speaks well of Estill Holiday's installation crew and Malcolm Barclay's engineering.

The Foundry's electrical maintenance department is also in charge of the pipe fitting and plumbing in that department, although some of the responsibility is shared with Johnnie Carroll's crew.

Two shifts also are required for maintenance in the Welding and Structural Shop and Assembly and Shipping department. B. N. (Slim) Champion is in charge.

Slim estimates that in the Welding Shop alone there are 50 or 60 welding machines, and the maintenance of these make up the majority of their work.

Both Andy and Slim say that, although the equipment they maintain is top quality, all of it is subject to breaking down and requiring repair with the routine wear and tear of daily use.

Slim's crew handles the electrical machinery used to build safety features for pumping units. Another part of their job is maintenance of the electrical stackers used by Material Control.

Both of the shops under his maintenance supervision have a number of heavy-duty hoists and cranes, ranging from ¼-ton to 15-ton cranes in the Welding Shop and up to a 25-ton crane in the Shipping building.

Slim expressed the attitude of most of the other men involved with electrical maintenance, "I feel like most of us put all we can into our work because we are aware of how vital maintenance is in keeping a shop running."

To what Bob Beddingfield had explained earlier about finishing what is begun, Slim added, "If we need to start a 30-minute repair job on a machine and we notice that it's lunch time, well, it's not lunch time for us. We'll do that work while the operator is eating so the machine will be ready to run when he comes back on the job. That means less down time for the machine and, considering what that machine can produce in 30 minutes, it's really worth taking our lunch break a little later."

Pipe fitting, plumbing and heating and air conditioning maintenance are the loosely-defined responsibilities of Johnnie Carroll and his four men.

For instance, they take care of the 132 air conditioning units and 83 heating systems in this plant. That may sound like a full time job, but it only scratches the surface of the work these men do.

Taking their work with gas fired furnaces, for example, they recently have been in the process of re-vamping the pilots on the Thermodyne furnace in the Foundry department, which involves removing Eclipse pilots and replacing them with Bloom burners.

In addition, they installed a hydraulic tilt on the electric induction furnace. For this job they used screwed fittings on the high pres-

Continued on Next Page

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

sure pipe, and the men are proud of this innovation.

"Even the Inductotherm factory said it couldn't be done, because normally you weld the pipes, but so far we haven't had a bit of leakage," Johnnie said.

Also, they installed all burning equipment on the main bay cupola. Other work on the cupola includes upkeep of the big piping on drains, which drain cinders and play a vital part in the company's ecology program.

"If there is any routine or periodical work in our responsibilities, it would be steam cleaning the Dravo heaters every winter," explained Johnnie, referring to the shop heating systems. Sundays during October and November are set aside for that major job.

Estill Holiday and his crew of four are in charge of installation.

A variety of jobs fall into this huge category, such as re-wiring cranes, which require several hours for each; re-vamping the entire security light system; wiring the offices; re-locating fans; wiring marine gears; wiring air-conditioners and heaters; servicing the fire alarm systems with their sensitive detectors, which set off a siren; wiring the no-bake system, the sand reclaimer and the induction furnace, all in the Foundry; installing and wiring bindicators, which are detectors put in the sand bins to indicate to mullor operators when the bin is full.

Again, this is a crew which must observe safety rules to the detail.

"We generally work in pairs," explained Estill. "Remember that about 50 percent of all the electrical equipment in this plant is in the air and that it's 40 feet to the top of the Shipping building. Usually, there's no catwalks where electricians have to go, which within an hour or two, may range from attics to underground."

He added that sometimes the only way to get to a conduit is to walk a beam, although the Construction and Maintenance crew, with whom the Electrical department's work is often closely related, are in the process of building walks and ladders.

The electricians put locks on all exposed switch gear before working on it. Every electrician carries a lock so that no one can accidentally throw a switch back on.

"Accidents by electrocution or by a machine starting up unexpectedly are avoided this way," added Bob Beddingfield.

Estill's crew also does some line repair work, but they do not work the 12,000-voltage lines when the lines are hot, which circle and bisect the plant and are the primary power sources from Texas Power and Light to Lufkin Industries.

The Electrical department has more than enough to do to stay busy just with servicing the 6000 electric motors in the plant, which range from an 880-horsepowered test motor in Commercial Gears to fractional-horsepowered motors. The installation crew recently installed a 700-horsepowered motor for gear testing purposes, and another one soon will be installed on the cupola scrubber.

"In the last 10 years the plant's electrical load has more than doubled," said Bob Beddingfield.

He added that the new electrical machinery installed in the last 10 years has been more complex than ever before and has required special schooling and studying to learn new installation and troubleshooting techniques.

"For example, three electricians have just returned from a school in Houston where they received instruction pertaining to our new silicon-controlled rectifier fork lift trucks. Electricity is an ever-changing field and we have to stay abreast of it."

The Electrical department maintains all payroll clock systems as well as the company's master clock. About once a month they re-set the clock to the precise second.

They maintain all the security light systems, which recently were re-vamped by Estill's installation crew.

The Electrical department even maintains all vending machines for cold drinks and snacks, including the coin exchangers and refrigeration systems, which have more intricate wiring than most of us would imagine.

In fact, when we need help, chances are that 232 is the number to call. And we are fortunate that the time is pretty short between David Card's familiar "The E-lectrical Department" and the completion of the job.

Soon THE ROUNDUP will feature other hard-working troubleshooters such as the Construction and Maintenance department and the Mechanical Maintenance department.



ABOVE: William Mosley, left, and Robert Walker, r ment on a Lincoln welding machine. Center is B. for electrical maintenance in Welding and Struct Shipping department. RIGHT: David Cherry, left, both second shift, repair an automatic shape-

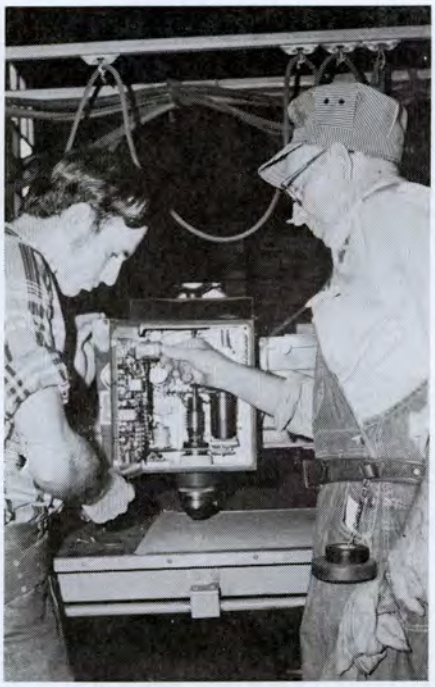


ABOVE: Electrical installation includes wiring marine gears. James Thompson, left, and Dwight Modisette mount a control panel

RIGHT: Estill Holiday, electrical installation supervisor, is operating a fork lift for Joe Ed Gilmore, left, and Malcom McGaughey, who are running a half-inch conduit for new lighting at the plant's wash rack

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



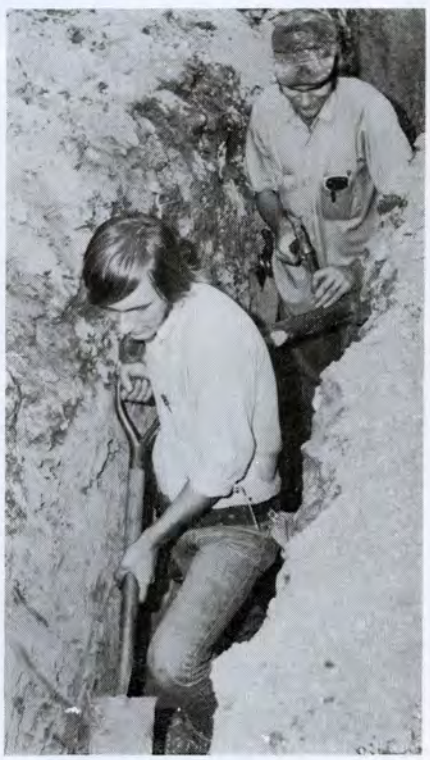


ght, repair a wire feed attach-
l. (Slim) Champion, supervisor
ural Shop and Assembly and
and Garland (Casey) Jones,
burner in the Welding Shop

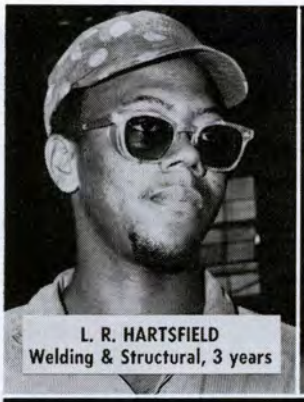


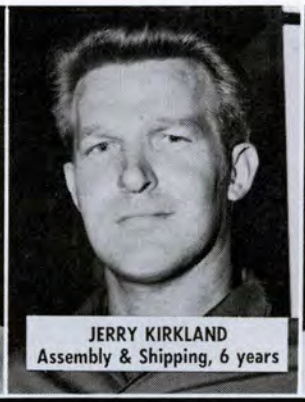


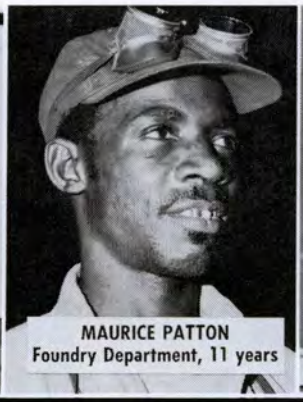
ABOVE: Lee Kosako, left, and Billy Alvis, right, fix compressor in Main Office air conditioning equipment room. Looking on is Johnnie Carroll, supervisor, whose responsibilities include such problems as a water leak between the Foundry bath house and the metallurgical lab, which Charles Dees, foreground, and Tom Mote, background in photo below, are repairing

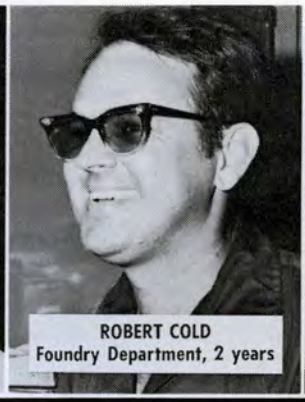


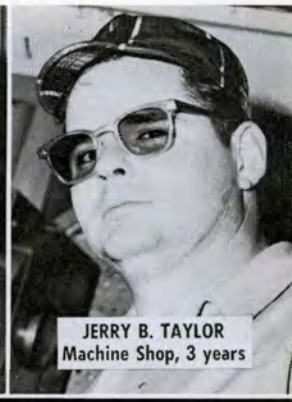
Copied from an original at The History Center. www.TheHistoryCenterOnline.com 2013:023


L. R. HARTSFIELD
Welding & Structural, 3 years

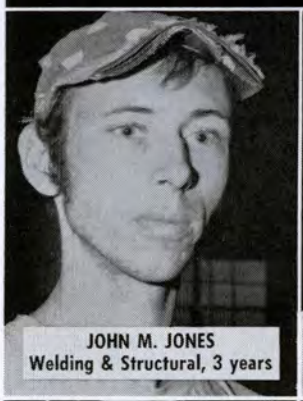

JERRY KIRKLAND
Assembly & Shipping, 6 years

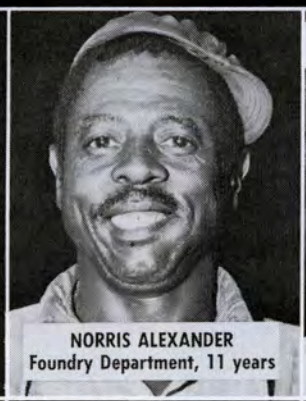

MAURICE PATTON
Foundry Department, 11 years

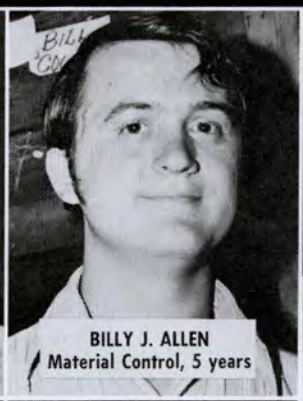

ROBERT COLD
Foundry Department, 2 years

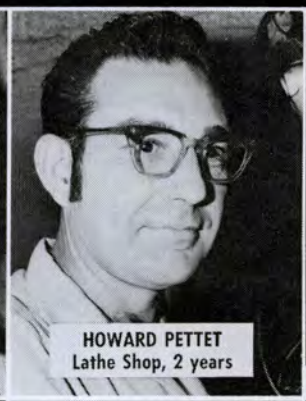

JERRY B. TAYLOR
Machine Shop, 3 years

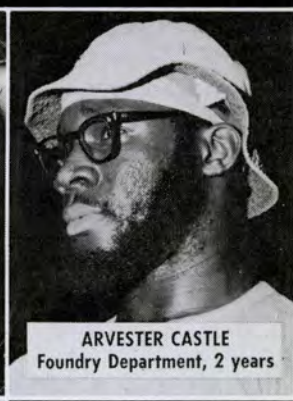
CELEBRATING AN ANNIVERSARY— 2-11 YEARS

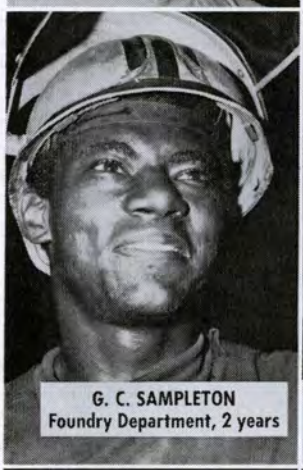

JOHN M. JONES
Welding & Structural, 3 years

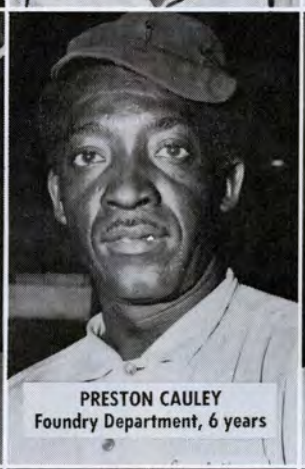

NORRIS ALEXANDER
Foundry Department, 11 years

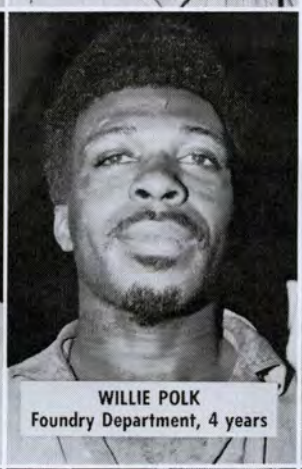

BILLY J. ALLEN
Material Control, 5 years

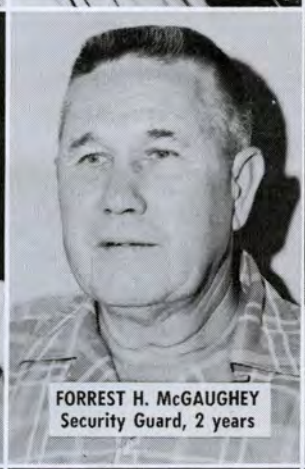

HOWARD PETTET
Lathe Shop, 2 years


ARVESTER CASTLE
Foundry Department, 2 years

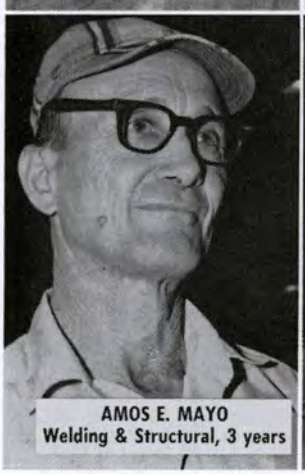

G. C. SAMPLETON
Foundry Department, 2 years


PRESTON CAULEY
Foundry Department, 6 years


WILLIE POLK
Foundry Department, 4 years


FORREST H. McGAUGHEY
Security Guard, 2 years


WAYNE HYDE
Machine Shop, 2 years


AMOS E. MAYO
Welding & Structural, 3 years


B. J. KIRKLAND
Welding & Structural, 11 years


JAMES DUNN
Welding & Structural, 6 years


ROSEVELT THOMAS
Foundry Department, 2 years


C. L. FUSSELL
Foundry Department, 11 years

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



ROSIE GRAHAM
Engineering, 5 years

WAYNE C. FOWLER
Inspection, 11 years

CLARENCE MATCHETT
Machine Shop, 5 years

DENNIS A. RICE
Trailer Division, 6 years

ARTHUR L. NELSON
Automotive & Industrial, 11 years

ALVIS O. DIAS
Security Guard, 4 years

GLEN C. LOFTON
Machine Shop, 4 years

JOHN M. REECE
Inspection, 6 years

CLARENCE J. THORN
Machine Shop, 7 years

R. E. McCLENDON
Machine Shop, 2 years

ROBERT T. MANNING
Maintenance, 7 years

C. W. SIMMONS JR.
Lathe Shop, 11 years

JERRY TULLOS
Gear Cutters, 11 years

JAMES WEATHERLY
Machine Shop, 4 years

ALVIE L. LUCE
Electrical, 6 years

MANZEL CLARK
Machine Shop, 7 years

JOE H. NICK
Machine Shop, 9 years

JERRY BROCK
Commercial Gears, 2 years

J. D. DRAKE
Electrical, 6 years

JAMES T. TUCKER
Trailer Division, 2 years

BEN E. RASBEARY
Engineering, 7 years

AARON B. PIGG
Automotive & Industrial, 9 years

FRANK MILLER
Security Guard, 4 years

BYFORD D. SMITH
Machine Shop, 7 years

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

SHOP TALK

A LOT of praise goes to BOBBY SHORT, Welding and Structural Shop, first shift, whose ingenuity has solved a problem for our pumping unit engineers.

The new Occupational Safety and Health Act (OSHA) specifications require hinged self-closing inspection doors for pumping unit belt covers.

MILTON WALTHER, project engineer for oilfield equipment, decided that the men who actually build the belt covers would have good ideas so on a Friday he called WILLIE WILHITE, belt cover department foreman, and turned the problem over to him.

Willie, also showing confidence in the ingenuity of his crew, was proud to call back bright and early the following Monday morning with a report that not only had such a door been designed but that a model was already completed for the engineers' approval.

Bobby Short had developed the self-closing door, which is hinged at the top. He made two models, one flat door and one with modifications to allow extra room for the high prime mounted motors.

Milton said, "Not only do the doors look attractive and fit well, but at least 50 percent of the material used was scrap."

He added that LUFKIN is always interested in ideas on new and better ways to manufacture our products from the standpoints of product improvement, economics and compliance with safety regulations.

At a recent Credit Union officers meeting, diets seemed the big topic of conversation. However, several attendants wondered what kind of "diets" since MARTIN CORTINES and ROY WILLMON went back for a second steak. Although no one actually saw AUSTIN FREEMAN consume two steaks during the dinner meeting, word got out that he packed himself a big "doggy" bag full of meat.

Others at the meeting said Martin Cortines ate President Poland's steak "because he was absent," according to Martin, "and because his was thicker than mine."

Others said JAMES THOMAS was eyeing that second steak but he had to leave early to pick up his son after choir practice.

A nice note came from ROBERT LANG, vice president and foundry superintendent, who has taken the time and trouble over the years to record the attendance of the men in the Foundry department.

He wrote, "During these times when a big problem is absenteeism, we often overlook the fact that we still have quite a few men who believe in working regularly. A little praise doesn't cost a thing, and these men surely deserve it. They set a good example for all of us."

He enclosed a list of those who, since Jan. 1, 1971, through Aug. 31, 1972, have not missed a day of work nor been late. He also enclosed a list of those who had not missed a day of work during that period.

He did check back further than Jan. 1, 1971, on his records of men who had not missed a day of work nor punched in late and discovered that DUDLEY FLENOY's perfect record went back to 1969.

"Others had long records, too, but Dudley is the grand champion."

Robert added, "We surely do appreciate these men along with many others who have real good records of attendance, many missing only one day and an even longer list of men who missed only two days."

Pictures of these men appear in Shop Talk.



KIM SMITH is leading cheers at Lufkin Junior High this year. Olivia Adams also is cheerleader

Olivia Adams and Kim Smith are two of the seven peppy ninth grade girls who are yelling for the blue and white teams of Lufkin Junior High this year.

The cheerleaders attended train-



THESE MEN have never missed a day of work nor been late to their jobs at the Foundry department since at least Jan. 1, 1971. Front row, left to right, they are John Elijah, Odis Garner and Dudley Flenoy, who is the department's champion with perfect attendance going back at least as far as to 1969. Back row, left to right, they are Clyde Grisham, John Forney and James Durham

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

ing camp at Southern Methodist University last summer.

Their parents are Mr. and Mrs. ROOSEVELT ADAMS and Mr. and Mrs. ELIE SMITH JR. Roosevelt is employed in the Foundry department, first shift, and Elie is assistant personnel director.

Congratulations to the Trailers, a softball team of Trailer Division shop employees.

They came out sixth in their league and were proud of JIMMY EVANS, who made the All Star team.

Team members were JACKIE JORDAN, ALBERT DUFFIELD, DEAN BROWN, ALLEN FANCHER, ROBERT THIGPEN, RUDY BLOCK, JACK HARTMAN, VIRGIL REYNOLDS, RAY LOVING, JIMMY EVANS and RICHARD RAY.



TRAILER softball team members are, front row, left to right, Virgil Reynolds, Robert Thigpen, Allen Fancher. Standing, left to right, are Jackie Jordan, Ray Loving, Albert Duffield, Richard Ray, Dean Brown. Not pictured are Jimmy Evans, who made the All Star team, Rudy Block and Jack Hartman

Kathie Kendrick, daughter of Mr. and Mrs. R. O. KENDRICK, is teaching in Nacogdoches and working toward her master's degree in education which she hopes to complete next spring.

Her father works in the Welding and Structural Shop, first shift.

We are always happy to hear from our branch offices.

This month MICHELE MILLER, Oklahoma City Machinery Division sales office, sent a report that Mark Slaughter, son of Mr. and Mrs. ERNEST SLAUGHTER, was honored by the Norman Masonic Lodge 38 as one of the most outstanding students in the area.

Mark is a member of the state and national honor societies and the Wesley Ringers and Wesley Singers at his Methodist church. He was listed in Who's Who and has received the American Legion Citizenship Award.

He is a member of his school swimming team and has won many swimming meets. He teaches swimming and has a paper route.

Ernest has been with Machinery Division sales since 1949.

The EDDIE POWELLS drove to California for their vacation this year.

Eddie works in the Foundry department, first shift.

We hear that C. E. (PREACHER) WEEKS isn't telling how many squirrels he killed on the opening day of the season, Oct. 1.

Everyone likes to tease the good hunters, especially Preacher's foreman, ZACK FENLEY, Pipe House.

A "tip" came from TIP BRASHEAR, Main Office, who reported that a chartered fishing trip got off to a bad start before even getting out of the dock at Cameron, Louisiana.

EARL DAVIS, Automotive and Industrial, JAMES DAVIS and CLIFFORD TREVATHAN, both Main Office, have the rest of the details.

Continued on Next Page



FOUNDRY department records kept by Robert Lang show that these men have not missed a day of work since at least Jan. 1, 1971. Kneeling are Willie Brewer, left, Ed Flemon. Seated, l-r, are Frank Minton, George Yarborough, James Basham, Leo Cranford. Standing, l-r, are William Cole, Willie Birden, A. J. Modisette, L. C. Richards, Jim Singletary, William Thorn, M. R. Foster



TWO MORE men who have not missed work since Jan. 1, 1971, are Dock Spencer, left, and Floyd Wiley

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

SHOP TALK . . . *Continued*

WELDON LARGENT and his wife took a two-week tour through Colorado.

He said that the Aspen trees were gorgeous and the fishing great. He caught some 20-inch German brown trout and about 10 salmon in the Taylor River.

Weldon works in the Order department.

Congratulations to newlyweds:

Mr. and Mrs. Taylor Larabee, who were married Oct. 5. She is the former Deborah Jean Smith, daughter of Mr. and Mrs. J. W. SMITH and her father is an employee of the Trailer Division, first shift.



BOBBY SHORT, left, demonstrates use of hinged self-closing inspection doors which he designed and built. At right is Willie Wilhite, foreman

Best wishes to:

ROBERT BERRY, Construction and Maintenance, first shift, who has been in the hospital.

A. D. WILKERSON, Machine Shop, first shift, who has been in the hospital.

Mrs. M. D. MCELROY, who has been ill. Her husband works in the Welding and Structural Shop, second shift.

MARLIN HARRIS, Lathe Shop, first shift, who has been in the hospital.

Mrs. A. V. CHEATOM, who has been ill. Her husband is employed in the Welding and Structural Shop, first shift.

JESSE BELOTE, Machine Shop, first shift, who has been in the hospital.

Mrs. E. W. ALLEN, who has been ill. Her husband works in the Welding and Structural Shop, second shift.

JEWEL HALE, Foundry department, first shift, who had surgery.

Mrs. D. L. MORTON, who has been

MARKING AN ANNIVERSARY

MACHINE SHOP

	Employment Date	Years With Co.
Curtis Hodges	Nov. 19, 1941	31
R. W. Pinner	Nov. 2, 1944	28
F. E. Null	Nov. 6, 1946	26
Malcolm King	Nov. 10, 1950	22
Charles Weeks	Nov. 20, 1950	22
Ford Roddam	Nov. 15, 1954	18
A. W. Powell	Nov. 21, 1955	17
Wayne C. Fowler	Nov. 10, 1961	11
C. W. Simmons Jr.	Nov. 22, 1961	11
Jerry L. Tullos	Nov. 28, 1961	11
Joe H. Nick	Nov. 18, 1963	9
R. T. Manning	Nov. 8, 1965	7
C. J. Thorn	Nov. 10, 1965	7
Manzel Clark	Nov. 12, 1965	7
Byford D. Smith	Nov. 18, 1965	7
John M. Reece	Nov. 14, 1966	6
C. E. Matchett	Nov. 21, 1967	5
Glen C. Lofton	Nov. 5, 1968	4
J. V. Weatherly	Nov. 5, 1968	4
L. A. Whitehead	Nov. 10, 1969	3
Jerry B. Taylor	Nov. 18, 1969	3
Howard D. Pettet	Nov. 13, 1970	2
Wayne Hyde	Nov. 16, 1970	2
Jerry D. Brock	Nov. 23, 1970	2
R. E. McClendon	Nov. 24, 1970	2
Charles E. Smith	Nov. 29, 1971	1

TRAILER DIVISION

	Employment Date	Years With Co.
Clyde R. Hall	Nov. 23, 1942	30
J. W. Smith	Nov. 14, 1944	28
C. V. Bishop	Nov. 6, 1950	22
E. L. Tullos	Nov. 27, 1951	21
Ed Root	Nov. 13, 1956	16
Dennis A. Rice	Nov. 21, 1966	6
James T. Tucker	Nov. 24, 1970	2
R. E. McDaniel	Nov. 3, 1971	1
Royce Oliver	Nov. 5, 1971	1
Kenneth Wood	Nov. 8, 1971	1
John P. Grubbs	Nov. 8, 1971	1
Guy J. Richards Jr.	Nov. 10, 1971	1
B. R. Yarbrough	Nov. 30, 1971	1

FOUNDRY DEPARTMENT

	Employment Date	Years With Co.
James Grimes	Nov. 2, 1944	28
E. E. Edwards	Nov. 21, 1945	27
Clarence Morrison	Nov. 27, 1945	27
Judge Burrell	Nov. 4, 1946	26
Seamon Rigsby	Nov. 1, 1947	25
Dock Spencer	Nov. 4, 1947	25
Arnold Wyatt	Nov. 9, 1950	22
O. A. Allsbrooks	Nov. 20, 1950	22
M. T. White	Nov. 5, 1953	19
Levi Patton	Nov. 2, 1955	17
Henry Jefferson	Nov. 18, 1955	17
Clifford Johnson	Nov. 18, 1958	14
C. L. Fussell	Nov. 8, 1961	11
Maurice Patton	Nov. 17, 1961	11
Norris Alexander	Nov. 22, 1961	11
Leroy Durham	Nov. 7, 1962	10
P. E. Cauley	Nov. 17, 1966	6
Willie E. Polk	Nov. 26, 1968	4
G. C. Sampleton	Nov. 2, 1970	2
Robert L. Cold	Nov. 9, 1970	2
Rosevelt Thomas	Nov. 11, 1970	2
Arvester Castle	Nov. 12, 1970	2
A. E. Bennett	Nov. 15, 1971	1

WELDING & STRUCTURAL

	Employment Date	Years With Co.
A. C. Martin	Nov. 18, 1943	29
H. F. Gibson	Nov. 20, 1945	27
G. M. Grimes	Nov. 28, 1947	25
W. D. Rogers	Nov. 14, 1950	22
H. A. Mott	Nov. 21, 1955	17
B. J. Kirkland	Nov. 10, 1961	11
James E. Dunn	Nov. 14, 1966	6
L. R. Hartsfield	Nov. 4, 1969	3
Amos E. Mayo	Nov. 19, 1969	3
John M. Jones	Nov. 26, 1969	3

ASSEMBLY & SHIPPING

	Employment Date	Years With Co.
D. D. Teer	Nov. 6, 1944	28
Jerry Kirkland	Nov. 1, 1966	6

MATERIAL CONTROL

	Employment Date	Years With Co.
Billy J. Allen	Nov. 6, 1967	5
Chester M. Robinson	Nov. 28, 1969	3

ENGINEERING

	Employment Date	Years With Co.
Louis Fincher	Nov. 15, 1929	43
J. D. Bradley	Nov. 20, 1956	16
Marvin G. Kimmey	Nov. 16, 1959	13
R. F. Freeman	Nov. 16, 1959	13
Ben E. Rasbeary	Nov. 8, 1965	7
Rosie Graham	Nov. 14, 1967	5

MAIN OFFICE

	Employment Date	Years With Co.
C. M. Wooten	Nov. 1, 1936	36
Joe T. Floyd	Nov. 22, 1948	24
James G. Gipson	Nov. 17, 1969	3
D. W. Langston	Nov. 16, 1971	1

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years With Co.
Carl Garner	Nov. 15, 1939	33
E. C. Deitz	Nov. 3, 1952	20
Arthur Nelson	Nov. 16, 1961	11
Aaron B. Pigg	Nov. 1, 1963	9

PUBLIC RELATIONS

	Employment Date	Years With Co.
Virginia Allen	Nov. 1, 1946	26

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

ill. Her husband is an employee of the Welding and Structural Shop, first shift.

There are new arrivals in the homes of:

Mr. and Mrs. Bill Eldridge. William Scott was born July 16 and weighed 6 pounds 14 ounces. This is boy number two for JUDY, who works at the Trailer Division.

Mr. and Mrs. JUAN CORTEZ. Frances Earline weighed 3 pounds 15½ ounces when she was born Sept. 22. Juan works in the Foundry department, first shift.

Mr. and Mrs. David Lamon. Tammy D'Ann was born July 24 weighing 8 pounds 11 ounces. Grandfather is J. D. DRAKE, Electrical department.

Mr. and Mrs. BILLY JOE WHITE. Jason Todd weighed 6 pounds 12 ounces when he was born Aug. 10. He has a sister, Teresa Lynn, 3½. Billy works at the Trailer Division, second shift.

Mr. and Mrs. JAMES DAVIDSON. Tonya Renea was born Sept. 24 and weighed 9 pounds 7 ounces. The new father works at the Trailer Division, first shift.

ELECTRICAL

	Employment Date	Years With Co.
Bob Beddingfield	Nov. 12, 1952	20
Johnnie Carroll	Nov. 24, 1952	20
Estill Holiday	Nov. 15, 1954	18
J. D. Drake	Nov. 10, 1966	6
A. L. Luce	Nov. 22, 1966	6

TRAFFIC

Campbell Tullos	Nov. 2, 1953	19

PILOTS

	Employment Date	Years With Co.
Ray Fisher	Nov. 1, 1958	14
Walt Bardwell	Nov. 21, 1962	10

SECURITY GUARDS

Frank Miller	Nov. 11, 1968	4
Alvis Dias	Nov. 21, 1968	4
F. H. McGaughey	Nov. 9, 1970	2

MACHINERY SALES & SERVICE

	Employment Date	Years With Co.
H. H. Muller	Nov. 29, 1949	23
R. B. Gibbs	Nov. 28, 1955	17
R. G. Pahl	Nov. 16, 1962	10
K. G. Larsen	Nov. 16, 1963	9
Don Stanley	Nov. 9, 1965	7
Francisca Rodriguez	Nov. 2, 1970	2
Linda K. Thomas	Nov. 16, 1970	2
Jacqueline Campbell	Nov. 8, 1971	1

TRAILER SALES & SERVICE

	Employment Date	Years With Co.
Beulah Harris	Nov. 3, 1953	19
J. C. Guidry Jr.	Nov. 6, 1963	9
John Elliott	Nov. 3, 1970	2
M. P. Gonzalez	Nov. 1, 1971	1
R. W. Wigley	Nov. 15, 1971	1
D. M. Boswell	Nov. 29, 1971	1
W. G. Sepulvado	Nov. 29, 1971	1

Insurance Tips

AS THE END of the year approaches, Joe Perkins, insurance officer, advises that it will be better if employees not turn in medical expenses in the last two weeks of December.

They should hold these expenses until after the first of January, making sure that all bills have been received by employees from the doctor and drug store, closing out all medical expenses for 1972.

He further advises that if the information listed below appears on all doctors' statements before they are brought in to file for insurance, there usually will be no trouble in getting reimbursement from the Insurance Company.

On all Medical Statements or Receipts, the following information should appear:

1. Name of Patient
2. Dates of Treatment
3. Charges for Treatment
4. Diagnosis or Service rendered

This will save time for the employee, the doctor, and the insurance office.

Sympathy goes to:

HOMER SMITH, Lathe Shop, first shift, whose father died.

TOMMY MCCLENDON, Foundry department, first shift, whose aunt died.

ROBERT FINLEY, Trailer Division, first shift, upon the death of his grandmother.

H. L. KELLEY, Welding and Structural Shop, second shift, whose father-in-law died.

A. N. WHISENANT, Trailer Division, first shift, upon the death of his father.

GHENT SMELLEY, general foreman, Machine Shop, upon the death of his uncle.

A. E. MAYO, Welding and Structural Shop, second shift, upon the death in his family.

DARRELL DECKARD, Trailer Division, second shift, whose grandmother died.

CLARENCE MORRISON, Foundry department, first shift, whose brother-in-law died.

ROBERT BOLES, Construction and Maintenance, first shift, upon the death of his father-in-law.

ROBERT OGBURN, Trailer Division, first shift, upon the death of his father.



TAMMY LAMON
. . . granddaughter of J. D. Drake



JASON TODD WHITE
. . . son of Billy Joe White

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

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

Address Correction Requested

BULK RATE
U.S. POSTAGE
PAID
HOUSTON, TEXAS
Permit No. 5340

Roundup Laffs

A beauty shop is a place where men are rare and women are well done.

Prospective Landlady: "How do you like the room as a whole?"
Prospective Tenant: "As a hole, it's fine; as a room, not so good."

Father, after checking his son's report card: "There's one thing in your favor. With these grades, you couldn't possibly be cheating."

Two little girls were discussing their families.
"Why does your grandmother read the Bible so much?" asked one.
Replied the other, "I think she's cramming for her finals."

There is nothing harder on a woman's clothes . . . than another woman.

Kids are getting much more involved in world problems these days. There's a 10-year-old in one neighborhood who already has an ulcerette.

Sin would have fewer takers if its consequences occurred immediately.

ABOUT OUR COVER

Lying between the Mississippi River, the Ohio River and Lake Michigan, Illinois is one of the most level states of the great prairie region.

Great expanses of farmland are broken by rivers, lakes and woods. Areas of scenic beauty have been preserved. Illinois is first in the production of soybeans, second in corn, sixth in oats and eighth in wheat. Other important crops are clover, hay, barley, rye and truck vegetables. Livestock is a major industry. In income derived from both crops and livestock, the state ranks third.

There was the collection letter that began, "We are surprised that we have not received anything from you . . ."
A few days later the letter came back, with a handwritten note across the bottom of the page. It read, "There's no reason to be surprised. I didn't send anything."

Money isn't everything but it does encourage relatives to keep in close touch with you.

Tourist: "This is a very dangerous cliff. Why don't you put up a 'Danger' sign?"
Native: "Well, stranger, we did have a sign once, but nobody fell off the cliff, so we took it down!"

"After a difficult day with the children," the young mother said, "I like to take the car and go for a drive; I like to have something in my hands I can control."

At the wedding the mother of the bride wept uncontrollably. Distressed by this, the father sought to comfort her. "Come, come, dear," he whispered, "let's not think of it as losing a daughter, but as gaining a son."
The distraught woman was not consoled. "At my age," she wailed, "who wants more children?"

A traveling salesman had just purchased the last pullman reservation and was leaving the ticket window. An elderly woman rushed up and cried, "I have to get on that train. It's a matter of life or death."
Always the gallant one, the salesman turned over his ticket to the distraught woman. That night his wife received a telegram: "Delayed unavoidably. Have given berth to an old lady."

Foreman: "How come you are sleeping on the job?"
Quick-thinking worker: "Goodness, can't a man close his eyes for a moment of prayer?"

Patient: "Doctor, my husband has some terrible mental affliction. Sometimes I talk to him for an hour and then discover he hasn't heard a single word."
Doctor: "Madam, that's not an affliction. That's a gift."

The American Way:
Condemning a naughty movie—
Attending to see if it's as shocking as advertised—
Kicking because the naughty parts have been cut out.

Shoplifter: someone with the gift of grab.

A couple of old buddies met after a lengthy period of time.
"Are you making any progress, Joe?" asked one.
"Well, maybe," replied the other. "Ten years ago I was only a cog in a wheel—but today I'm ten holes in an IBM card."

THE LUFKIN
ROUNDUP
November, 1972
Volume 30 Number 11
Published Monthly for
Employees and Their Families
by
LUFKIN INDUSTRIES, INC.



Member of
IABC

VIRGINIA R. ALLEN . . . *Editor*
CAROLYN CURTIS . . . *Ass't. Editor*

John Baumgarth Co., Melrose Park, Ill.—Litho in U.S.A.