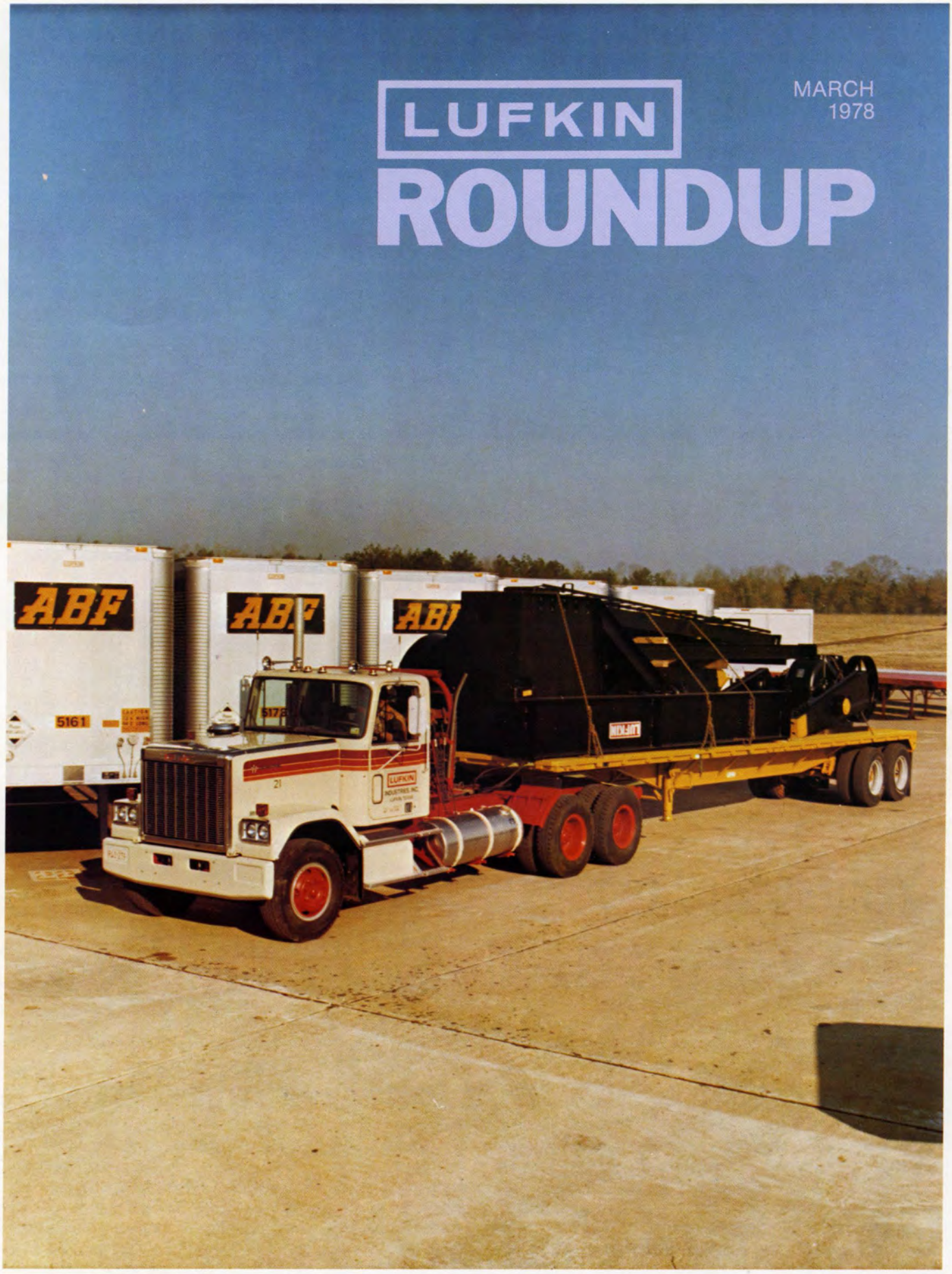
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LUFKIN ROUNDUP

MARCH
1978



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from The President's Desk . . .

FELLOW EMPLOYEES:

Sometimes we get tired of hearing so much about our free enterprise system. Yet, it is still true even if it is old and trite—"you won't miss the water till the well runs dry."

Maybe we ought to look at our blessings and think about what we can do to make certain they will always be here.

Free enterprise has given Americans more choices and more chances than any other economic system can offer. The free market has given America's people 200 years of world-record growth and progress.

In our country, the rewards go to the hard-working and ambitious. In the countries where the government runs the economy, it's a different kettle of fish. That's when ambition and initiative are slowed down to a walk.

In a totally planned economy, a few people do most of the thinking for a lot of people. Most of the country's brainpower is switched off. The birth-rate of ideas drops. The controlled economy stagnates and national production falls behind.

That's when the government planners have to do something so the promise of "the good life" is pushed back to the grandchildren instead of the children.

In the United States under free enterprise we enjoy these everyday American freedoms:

- Freedom to choose from thousands of jobs and careers.
- Freedom to look for work anywhere in the United States.
- Freedom to change jobs or take up new careers.
- Freedom to save and invest in private industries.
- Freedom to choose from the unmatched variety of goods and services provided for us by private enterprise.

These are precious freedoms which we all too often take for granted. These freedoms are fostered by our free enterprise system. An economy overloaded with regulations can only crush these freedoms.

It is plainly in the interest of every one of us to support free enterprise . . . to let freedom work.

R. L. POLAND

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Darcey Faircloth

An artist of realistic nostalgia

"To say you have mastered painting would be like a man saying he has mastered the universe," said Darcey Faircloth, Trailer Division.

In grade school, Darcey was drawing illustrations on the blackboard for teachers. From high school, through college, and even in the armed forces, he continued to develop his talent. While Darcey believes he has improved his technique as an artist, he looks upon painting as a continuous learning process.

"No one completely masters all techniques, no matter how long he paints."

Painting is not only a serious hobby with Darcey, it's his favorite profession. A few years ago, he set a goal to complete a painting each week. He believes this self-imposed discipline has helped him grow in the direction of becoming a known artist.

Darcey has accepted numerous commissions and his paintings have been and are on exhibit at various locations around Lufkin.

A realistic painter, his work covers a wide range of subjects. But when painting for himself, Darcey leans toward nostalgic things or settings such as old trains, houses, farm equipment, and people from around the turn of the century.

"After formulating an idea and creating a mental image of the scene I wish to depict, I gather reference material such as old photographs or actual memorabilia which help determine the subject of the painting," he said.

He stretches his own canvas using a particular type of vinyl wallcover. He describes the wallcover as being more durable than regular canvas. He covers the canvas with a base coat that usually is a mixture of yellow and white, later mixing in red to give it a pinkish cast.



When painting for himself, Darcey leans toward nostalgic scenes. This painting is on exhibit at a local restaurant

"The lighter colors are usually toward the upper portion of the canvas; darker umber and purples are toward the bottom," he said. "There are times when I do a detailed sketch of the subject on the canvas before I begin painting, but most of the time, I don't."

Darcey sketches his subject with a brush, keeping the sketch simple until the proportions and composition of the picture are correct. He mixes the colors as he paints to complement each other within the picture. Soft colors are characteristic of most of his paintings, giving his works a subtle quality. Nuances of original colors blend subject with background, usually a thematic shade gives the paintings an overall impact or mood.

"If possible, I like to put the painting aside for several days and then return to it with a fresh mind," he said. "This allows me to forget problem areas of the picture and gives me a better chance to correct any mistakes that might have gone unnoticed during the actual painting."

Darcey frames all of his pictures. He considers framing as important as the painting itself.

"The color and style of a frame can completely change the mood of a painting so they are most important," he said.

Darcey carefully scrutinizes the faces of people as they view his paintings, using their expressions as a gauge of his success.

"I can think of no greater compliment to an artist than a satisfied viewer."

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"In-Trailer"

Weighs less, carries more

Because of energy conservation, LUFKIN trailer personnel have become a weight conscious group.

"While we are doing everything we can to reduce the weight of our trailers, the main concern still is to build a strong and durable trailer," said LaVan Watts, head of design engineering.

With spiraling fuel prices, and the future prospect of a national energy program, the trucking industry is looking for lightweight trailers designed to carry more payload.

According to trailer salesmen, the lightweight trailer represents the trend in future trailer design.

"We have been cautious in introducing a lightweight trailer because the LUFKIN name always has had the tradition of being a long-lasting and dependable trailer," LaVan said.

Keeping this tradition in mind, design engineering department personnel, A. G. Colburn, Joe Bills, and LaVan, were careful not to design out too many features of the standard trailer as they outlined the model of the THT-70 lightweight float.

One hundred of these floats now are being fabricated and assembled for C&H Transportation Company.

In order to take the same basic trailer, and design it to carry a heavier load, LaVan said special emphasis was placed on material and production techniques.

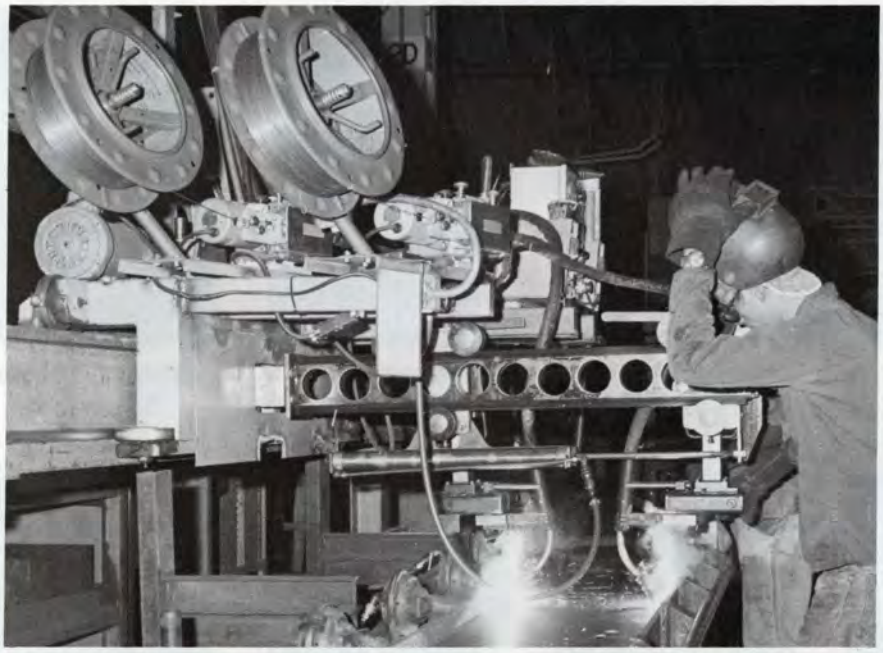
The choice of a lighter 10-gauge steel for the web of the center beam was one change made from standard practice. Normally 3/16-inch steel is used.

Also a new Die was purchased to pierce four-inch holes in the web. Consequently, instead of standard six-inch junior I-beam, a new lighter four inch I-beam cross bearer is used. Carrying this concept one step further, the Die also pierces the gooseneck area to install a full cross bearer instead of the usual three pieces which were a cross member and two outriggers.



Yard Crew Foreman Charlie Hodges prepares to move out the latest shipment of new, THT-70 lightweight float trailers

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A change in beam welding was made from a single head submerged arc to a double head or twin cored wire process. John Graham, Trailer Division, operates the double head welding machine as it welds the upper and lower flange of the beam simultaneously. Jim Riggs said the process welds faster, distorts parts less, and results in a higher quality weld

What really separates the THT-70 lightweight float from the standard line of trailer is the load capacity. It is designed to carry 60,000 pounds in 10 feet. The standard trailer carries 44,500 pounds in 10 feet.

"The trailer scales out at 9430 pounds," LaVan said. "We were shooting at an estimated weight of 9350 so we got within one per cent of the estimated weight."

However, LaVan particularly was pleased with the cooperation he received from the various departments in the Trailer Division.

"What was really marvelous to me about this particular project was the total cooperation we had from sales, purchasing, the layout crew, really all departments," he said. "If we could get this kind of cooperation in everything we do, there would be no limit to what could be accomplished."

Six inches were added to the depth of the main beam to change the depth from 19 to 25 inches. The top and bottom flange of the beam are made out of 100,000 psi yield material instead of the standard 50,000 psi yield material. A higher yield material allows the steel to be worked at a higher stress level and the extra depth keeps the deflection to minimum.

The bar stock used for the main beam is 40 feet long. This full length allows the main beam to be one piece from front to rear, consequently eliminating any splice joints.

For production, it was necessary to build a bending machine to place the necessary bends in the bar for the bottom flange of the trailer center frame.

With the changes in material, and various production techniques such as new jigs, and different welding procedures, the THT-70 float carries a 15,500 pound heavier incremental load and weighs 400 pounds less than the next larger trailer.



Jose Bocanegra, right, and Ernest Jenkins, both Trailer Division, operate the bar bender machine. For production, it was necessary to build this bending machine to place necessary bends in the 40-foot bar stock used for the bottom flange of the trailer center frame

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Celebrating an Anniversary

12 years or more



JOE ALLEN
Welding Shop
13 years



ANCLE ARMSTRONG
Trailer-Floats
12 years



ELBERT BAILEY
Trailer-Inspector
28 years



A. J. BARGE
Machine Shop
13 years



JESSE BROOKS
Welding Shop
13 years



GEORGE J. BROWN, JR.
Trailer-Yard Crew
22 years



GRADY CAMPBELL
Machine Shop
37 years



SHAILA CARLILE
Automotive & Industrial
12 years



ROBERT CHAPMON
Traffic
27 years



MARTIN CORTINES
Accounting
19 years



JIMMY COLE
Machine Shop
12 years



BARNER DAVIS
Welding Shop
24 years



GRADY DUE
Assembly & Shipping
12 years



RICHARD ENGLISH
Trailer-Engineering
16 years



C. D. (SLIM) FOSTER
Mechanical Maintenance
14 years



AUSTIN FREEMAN
Security Guard
28 years



R. G. (PREACHER) GRAY
Material Control
16 years

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SELMAN GRIFFITH
Engineering
18 years



A. G. HOLLIS
Heat Treat
16 years



MARTHA HOPSON
Personnel Department
25 years



JAMES HORN
Trailer-Sales
21 years



PAT JOHNSON
Machine Shop
41 years



DONALD JONES
Welding Shop
23 years



JEWEL KOLB
Machine Shop
24 years



HUBERT LANKFORD
Gear Cutters
15 years



DOYLE LUNSFORD
Commercial Gears
19 years



CARL LIESE
Trailer-Purchasing
32 years



JAMES MAINER
Trailer-Brake & Axle
26 years



BOBBIE MALNAR
Trailer-Carpenter
16 years



GRANT MITCHELL
Welding Shop
19 years



A. J. MODISETTE, JR.
Electrical Department
30 years



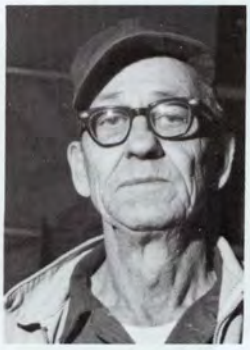
ORVELL MOLANDES
Trailer-Vans
16 years



ROBERT MOLANDES
Welding Shop
24 years



GEORGE MONTES
Machine Shop
19 years



JOHN MORELAND
Trailer Division
32 years



STEVE McKINNEY, JR.
Pattern Shop
24 years



FRED NASH
Trailer-Vans
26 years

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J. V. NASH
Machine Shop
26 years



COY OLIVER
Trailer-Pierce-Rivet
28 years



EULEN PARRISH
Accounting
31 years



JOE PERKINS
Personnel
24 years



LESSIE ROBERSON
Main Bay
25 years



CHARLES (SHORTY) STEELE
Traffic
15 years



FRED (BUSTER) STRAIT
Trailer-Engineering
24 years



FREDDIE SULLIVAN
Welding Shop
13 years



BILL TEMPLE
Manufacturing Engineering
24 years



TOM TREADWELL
Machine Shop
31 years



SAM TURNER
Commercial Gears
16 years



LLOYD VINSON
Order Department
16 years



GAYLAND WALLACE
Lathe Shop
24 years



BENNIE WALLACE
Welding Shop
41 years



MARLIN WILLIAMS
Welding Shop
19 years



RAYMOND WILLMON
Cost Accounting
35 years



RAYFORD WRIGHT
Gear Cutters
15 years



LUTHER YOUNT
Assembly & Shipping
27 years



REX BERRY
Gear Cutters
24 years



WILLIAM COLE
Foundry Department
15 years

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Scholarship deadline April 1

Deadline for filing applications for scholarships awarded by Lufkin Industries Foundation is March 31, 1978.

A high school student whose parent has been an employee of Lufkin Industries for at least one year when the student registers for the senior year is eligible to apply for one of the scholarships awarded by the Foundation.

Applications are available in the principal's office at Lufkin High School, in the personnel department, office of the Secretary of the Foundation located in the Trailer Division, or at any branch office.

Applications for the 2-year Angelina College scholarships are available only at the Financial Aids office of the college.

A completed application should be accompanied by a transcript of the 9th, 10th, 11th, and first semester of the 12th year grades, and the results of the Scholastic Aptitude Test (SAT). **Only those applications accompanied by the results of the SAT test will be considered for one of the scholarships awarded by the Foundation.**

Before April 1, applications for the 4-year scholarships should be filed with the foundation's secretary. Applications for the 2-year Angelina College scholarships should be filed with the Financial Aids Office of the College.

Information about the scholarship program of the Foundation may be obtained from the Foundation's secretary or the personnel department.

All applications must be filed before April 1, 1978.

James Day... last of the floor molders

Pointing to a portrait of Mr. W. W. Trout, James Day said, "that's one of the finest men I've ever known."

After 30 years, James is retiring from the side bay of the foundry department. He is the last man to have the classification of floor molder. As James describes the classification, a man earned the title by using his hands to ram molds.

He also was the first man to operate a no bake machine and was quite skeptical about the new method of making castings. Today, he praises the no bake process.

"It's a better casting," he said. "You would have to see it to understand but it's all together different. It's just a smoother and slicker casting."

James says he has a lot of good memories, all special, and one he will not forget.

"My supervisors couldn't have treated me better," he said. "I'll always love the people I've met here and always keep a special thought for the place."



Bill Trout, vice president, presents James Day, left, his retirement watch

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MARKING AN ANNIVERSARY

MAIN OFFICE

	Employment Date	Years With Co.
Raymond Willmon	Mar. 15, 1943	35
Eulen Parrish	Mar. 3, 1947	31
Martin Cortines	Mar. 23, 1959	19
Mary Smith	Mar. 19, 1973	5
James Holt	Mar. 22, 1976	2
Sue Joseph	Mar. 29, 1976	2
Pat Merriweather	Mar. 1, 1977	1

MATERIAL CONTROL

	Employment Date	Years With Co.
R. G. Gray	Mar. 8, 1962	16
Mike Champion	Mar. 6, 1967	11
J. C. Coffield	Mar. 9, 1970	8
Paul Tuscana	Mar. 18, 1975	3
Winford Allen	Mar. 16, 1976	2

MACHINERY SALES

	Employment Date	Years With Co.
Jack Gissler	Mar. 24, 1947	31
Keith Walters	Mar. 1, 1973	5
D. R. Dombrowski	Mar. 7, 1977	1
Lorene Schroeder	Mar. 17, 1977	1
J. C. Davis	Mar. 21, 1977	1

HEAT TREAT

	Employment Date	Years With Co.
A. G. Hollis	Mar. 30, 1962	16
C. W. Hodges	Mar. 28, 1977	1

SUB ASSEMBLY

	Employment Date	Years With Co.
A. L. Christina	Mar. 2, 1953	25

ELECTRICAL DEPARTMENT

	Employment Date	Years With Co.
A. J. Modisette, Jr.	Mar. 1, 1948	30
Cecil Primrose	Mar. 15, 1973	5
Joe Clark	Mar. 30, 1977	1

SECURITY GUARD

	Employment Date	Years With Co.
Austin Freeman	Mar. 1, 1950	28
Jessie Ray, Jr.	Mar. 24, 1971	7

TRAFFIC DEPARTMENT

	Employment Date	Years With Co.
Robert Chapmon	Mar. 19, 1951	27
Charles Steele	Mar. 27, 1963	15

PERSONNEL DEPARTMENT

	Employment Date	Years With Co.
Martha Hopson	Mar. 25, 1953	25
Joe Perkins	Mar. 16, 1954	24

MANUFACTURING ENGINEERING

	Employment Date	Years With Co.
Bill Temple	Mar. 16, 1954	24

PATTERN SHOP

	Employment Date	Years With Co.
Steve McKinney, Jr.	Mar. 22, 1954	24
Elton Menefee	Mar. 8, 1973	5

TRAILER SALES

	Employment Date	Years With Co.
James Horn	Mar. 18, 1957	21
Elmer Fuller	Mar. 1, 1958	20
Joe Wade	Mar. 29, 1965	13
John Dennis	Mar. 8, 1976	2
Clarence W. Richardson	Mar. 14, 1977	1
Benjamin H. Raney	Mar. 14, 1977	1
Jackson C. Davis	Mar. 21, 1977	1
Mark Scalf	Mar. 29, 1976	2
Jose Quintanilla	Mar. 30, 1976	2

ENGINEERING DEPARTMENT

	Employment Date	Years With Co.
Selman Griffith	Mar. 16, 1960	18
Glen McDaniel	Mar. 6, 1973	5

ORDER DEPARTMENT

	Employment Date	Years With Co.
L. E. Vinson	Mar. 26, 1962	16
Peggy Bills	Mar. 10, 1977	1

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years With Co.
Shaila Carlile	Mar. 28, 1966	12
Janice Brooks	Mar. 29, 1971	7
Walter Modisette	Mar. 21, 1973	5
John Purvis	Mar. 1, 1976	2

UTILITY MAINTENANCE

	Employment Date	Years With Co.
William Redd	Mar. 8, 1974	4
J. A. Chmielewski	Mar. 21, 1977	1
Larry Parnell	Mar. 28, 1977	1

FOUNDRY DEPARTMENT

	Employment Date	Years With Co.
N. L. Stringer	Mar. 20, 1947	31
Lessie Roberson	Mar. 3, 1953	25
W. R. Cole	Mar. 18, 1963	15
Billy Reynolds, Sr.	Mar. 11, 1968	10
Don Willmon	Mar. 10, 1969	9
J. R. Horace	Mar. 30, 1970	8
T. P. Baird	Mar. 9, 1971	7
Eugene Hodge	Mar. 7, 1972	6
E. R. Menefee	Mar. 8, 1973	5
L. E. Alexander	Mar. 25, 1974	4
F. D. Lewis	Mar. 3, 1975	3
C. J. Watts	Mar. 5, 1975	3
Henry Mack	Mar. 5, 1975	3
A. G. Tennyson	Mar. 10, 1975	3
T. E. Fussell	Mar. 3, 1975	3
C. H. Loving	Mar. 1, 1977	1
L. G. Green	Mar. 1, 1977	1
R. D. Justus	Mar. 2, 1977	1
W. P. Culpepper	Mar. 9, 1977	1
F. C. Perez	Mar. 10, 1977	1
H. E. Peek	Mar. 14, 1977	1
W. J. Oder	Mar. 14, 1977	1
Charley Martin	Mar. 14, 1977	1
J. E. Montes	Mar. 21, 1977	1
J. Henderson, Jr.	Mar. 30, 1977	1
J. B. Clark	Mar. 30, 1977	1

TRAILER DIVISION

	Employment Date	Years With Co.
John Moreland	Mar. 11, 1946	32
Carl Liese	Mar. 27, 1946	32
E. R. Bailey	Mar. 2, 1950	28
Coy Oliver	Mar. 2, 1950	28
Fred Nash	Mar. 20, 1952	26
James Mainer	Mar. 25, 1952	26
Fred Strait	Mar. 1, 1954	24
G. J. Brown, Jr.	Mar. 14, 1956	22
Bobbie Malnar	Mar. 7, 1962	16
Richard English	Mar. 8, 1962	16
O. J. Molandes	Mar. 8, 1962	16
Ancie Armstrong	Mar. 31, 1966	12
F. L. Sturrock	Mar. 12, 1968	10
Bob Westbrook	Mar. 3, 1969	9
Marlon Yarbrough	Mar. 25, 1969	9
Jerry Ferguson	Mar. 14, 1972	6
N. M. Barlow	Mar. 20, 1973	5
Sharyn Modisette	Mar. 4, 1974	4
Shirley Adams	Mar. 4, 1974	4
Marie Blackburn	Mar. 4, 1974	4
Deloyce Dodd	Mar. 4, 1974	4
Edna Wallace	Mar. 4, 1974	4
J. W. Jackson	Mar. 3, 1976	2
E. J. Randolph	Mar. 8, 1976	2
Nathaniel Blackburn	Mar. 9, 1976	2
J. H. Latham	Mar. 28, 1977	1
J. C. Waller, Jr.	Mar. 28, 1977	1
G. F. Peckenpaugh	Mar. 30, 1977	1

WELDING SHOP

	Employment Date	Years With Co.
B. R. Wallace	Mar. 17, 1937	41
Barner Davis	Mar. 8, 1954	24
Robert Molandes	Mar. 30, 1954	24
Donald Jones	Mar. 28, 1955	23
Marlin Williams	Mar. 3, 1959	19
Grant Mitchell	Mar. 11, 1959	19
Freddie Sullivan	Mar. 11, 1965	13
Jesse Brooks	Mar. 29, 1965	13
Joe D. Allen	Mar. 30, 1965	13
Melvin Brock, Jr.	Mar. 4, 1970	8
B. L. Short	Mar. 16, 1970	8
James Baker	Mar. 27, 1970	8
J. E. Burse	Mar. 12, 1973	5
B. M. Allen	Mar. 26, 1973	5
James Vann	Mar. 26, 1973	5
W. D. Forsythe	Mar. 11, 1974	4
Elmer Hall	Mar. 20, 1974	4
T. L. Flowers	Mar. 3, 1975	3
C. V. Schoubroek	Mar. 31, 1975	3
W. W. Dalahite, Jr.	Mar. 8, 1977	1
Francisco Escobedo	Mar. 8, 1977	1
B. L. Parks	Mar. 9, 1977	1
E. G. Harrell	Mar. 9, 1977	1
J. L. Jimenez	Mar. 14, 1977	1
A. J. Shoffitt	Mar. 17, 1977	1
R. F. Shutes, Jr.	Mar. 22, 1977	1
Arthur Young, Jr.	Mar. 28, 1977	1
J. D. Hutto	Mar. 28, 1977	1
C. R. Luman	Mar. 29, 1977	1
J. M. Adams	Mar. 30, 1977	1

MACHINE SHOP

	Employment Date	Years With Co.
Pat Johnson	Mar. 11, 1937	41
Grady Campbell	Mar. 12, 1941	37
Tom Treadwell	Mar. 3, 1947	31
J. V. Nash	Mar. 20, 1952	26
Gayland Wallace	Mar. 24, 1954	24
Jewel Kolb	Mar. 29, 1954	24
Doyle Lunsford	Mar. 2, 1959	19
Sam Turner	Mar. 23, 1962	16
Hubert Lankford	Mar. 4, 1963	15
Rayford Wright	Mar. 20, 1963	15
A. J. Barge, Jr.	Mar. 5, 1965	13
Jimmie Cole	Mar. 22, 1966	12
J. V. Walker	Mar. 25, 1966	12
I. M. Brown	Mar. 14, 1967	11
Riley O'Quinn	Mar. 28, 1967	11
L. L. Clark	Mar. 30, 1967	11
Royce Modisette	Mar. 20, 1968	10
E. A. Pillows	Mar. 4, 1969	9
B. J. Smith	Mar. 10, 1969	9
I. J. Collins, Sr.	Mar. 11, 1969	9
J. R. Garcia, Jr.	Mar. 25, 1969	9
J. E. Joshua	Mar. 12, 1970	8
D. B. Wigley	Mar. 26, 1970	8
W. C. Wigley	Mar. 26, 1970	8
M. D. Hancock	Mar. 31, 1970	8
G. D. Boyd	Mar. 28, 1972	6
J. M. Wolfe	Mar. 30, 1972	6
A. G. Kulms	Mar. 14, 1973	5
Alvin Brooks	Mar. 20, 1973	5
Wilbur Lee Bruton	Mar. 27, 1973	5
D. L. Hensarling	Mar. 11, 1975	3
C. J. Burrell	Mar. 12, 1975	3
Loyd Fror	Mar. 24, 1975	3
Leroy Mooney, Jr.	Mar. 26, 1975	3
W. C. Watson	Mar. 30, 1975	3
E. E. Young	Mar. 15, 1976	2
J. L. Acosta	Mar. 1, 1977	1
Emory Kennidy	Mar. 6, 1977	1
M. F. Jones	Mar. 8, 1977	1
R. L. Evans	Mar. 9, 1977	1
T. L. Harwell	Mar. 14, 1977	1
W. M. Lewis	Mar. 15, 1977	1
Carolyn M. Barnes	Mar. 16, 1977	1
James A. Bryant	Mar. 17, 1977	1
J. L. Walker	Mar. 22, 1977	1
C. J. Bove	Mar. 22, 1977	1
D. O. Justus	Mar. 22, 1977	1
C. E. Foster	Mar. 23, 1977	1
K. G. Hodges	Mar. 29, 1977	1

ASSEMBLY & SHIPPING

	Employment Date	Years With Co.
Luther Yount	Mar. 5, 1951	27
Grady Due	Mar. 23, 1966	12
James Sowell	Mar. 14, 1972	6
W. G. Howard	Mar. 21, 1973	5
Eddie Mask	Mar. 6, 1973	5
Tommy Nash	Mar. 20, 1973	5
Louis Brock	Mar. 27, 1974	4
Sam Spinks	Mar. 15, 1976	2
D. A. Harkness	Mar. 7, 1977	1
Jack Essary	Mar. 10, 1977	1

MECHANICAL MAINTENANCE

	Employment Date	Years With Co.
C. D. (Slim) Foster	Mar. 2, 1964	14
Palmer Arnold	Mar. 3, 1975	3

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Roundup Laffs

An old fellow went to his doctor for some new glands he had heard about, and the doctor told him he could fix him up with monkey glands or goat glands. The old man said, "Gimme both —while I'm monkeying around, I might butt into something."

●

"Jimmy," said his mother, "run across the street and see how old Mrs. Smith is."

Jimmy was back in a few minutes. "She says it's none of your business how old she is."

●

Small boy, scowling over report card, said to his dad: "Naturally I seem stupid to my teacher, she's a college graduate."

●

"If I refuse to marry you," the cute redhead whispered dramatically, "will you really kill yourself?"

"That," the young man said dramatically, "has been my usual procedure!"

●

Hungry and exhausted, a hunter stumbled forward, throwing his arms around the man who emerged from a thicket. He cried, "Am I glad to see you! I've been lost for two days."

"What are you so glad about," mumbled the other. "I've been lost for a week."

●

Diamond is a good catalyst—especially on someone's finger.

●

Judge to convicted man: "I'm giving you the maximum punishment. I'm going to turn you loose to worry about world conditions and the high cost of living."

●

Why are fish well-educated?

Because they are found in schools.

Why did the cat join the Red Cross?

She wanted to be a first-aid kit.

●

What's worse than raining cats and dogs?

Hailing taxis.

●

What do you get when you cross a cow and a pogo stick?

A milkshake.

●

Evie Gordon of Scripps-Howard's WASHINGTON DAILY NEWS says so many people jam the Baptist Church to watch President Carter worship that some of the parishioners can't get in.

Recently, an old-timer trying to get in was stopped by a stranger.

"Is President Carter in there?" he was asked.

"No," snapped the old-timer, "But God is."

●

Two friends had been drinking merrily for some time when suddenly one lost his grip on the bar and fell face down on the floor. His companion turned to the bartender and remarked: "That's one good thing about Joe. He always knows when to stop."

●

If you get the notion the world is moving too fast, go over to the post office.

●

You used to put your kids to sleep at night with bedtime stories. Now they come in at bedtime and tell you stories that keep you awake all night long.

A contractor approached a cigar counter and said, "I usually smoke that brand in the can."

"And that's a good place to smoke 'em," replied the sweet thing behind the counter.

●

Nun: "There's a case of hepatitis in the convent."

Mother Superior: "Thank the Lord. I'm getting tired of that pink chablis."

●

By the time we get old enough not to care what anyone says about us—nobody says anything.

●

The guy who says "I run things at home" usually means the lawn mower, vacuum cleaner, washing machine and all the errands.

LUFKIN ROUNDUP

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About the Cover

E. W. Chapmon, traffic department, drives one of the two new GMC LUFKIN trucks to pull the first lightweight trailer manufactured by this company. The THT-70 model float weighs 400 pounds less than the next larger LUFKIN trailer; yet, the float carries a 15,500-pound heavier incremental load.

The traffic department is proud of its two new GMC tractors. The Five Star General GMC truck is powered by a 430-hp Detroit Diesel engine.

Photo by Jim Walsh

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Record Breaking Event



Sub-assembly crew assembled a record number of units last year.

On the last working day of December, 1977, unit number 5,162 rolled off the assembly line.

Frank Stevenson, vice president, pointed out that the manufacturing crew in the machine shop also was responsible for producing the record breaking event.

"This record could not have been achieved without the dedication, craftsmanship and efforts of all employees in the Machinery Division," he said. "It took long hours of work and personal interest of each employee to accomplish this goal."

Frank also stressed the importance of inter-departmental cooperation among personnel, material control, purchasing, and engineering departments.

He added: "From the structural shop that does the structural and fabrication work, the foundry that provides the castings, machine shop that does the machining, and the assembly areas that finally put it together, all this is a direct result of teamwork at its finest. This company is a broad group of people, each contributing towards the building of complicated products. The results show up on the assembly floor, but the effort was put forth by every person."

Edd Terrill, supervisor of sub-assembly, said he is proud of his employees who have worked many hours to assemble this number of units.

In the sub-assembly department, gear houses are cleaned, gears are pressed on pinions and placed in the gear boxes, and the covers are added. After the gear boxes are assembled, these units are placed on a test stand to be checked for oil leaks and to make sure gears are meshing correctly.

"This is an excellent crew working in this department," Edd said. "They have well-earned any recognition they receive."