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LUFKIN ROUNDUP

APRIL
1978

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from The President's Desk . . .

FELLOW EMPLOYEES:

The subject of energy, of which LUFKIN is a part, seems to be the number one topic of discussion in these modern times; and when we think of energy we always think of oil. This is not surprising since petroleum accounts for three-quarters of all energy used in the United States.

The hard fact is that our supply is running out. We have far less than the rest of the world, and proportionately we use far more. Our use of petroleum goes up while our production goes down. So we get the rest of what we need from somewhere else, at someone else's price.

We'll import about 45% of what we use this year, and by the year 1980 we may need to import 50%. Whatever the source, we've got to get energy to keep our nation strong.

The big boys and the economists tell us that we must do three things in order to cope:

First, we must make better use of what we have. That means conservation.

Second, we must develop other sources of energy—coal, shale, nuclear and solar power. This will take time and cost money.

Third, we must find more oil and gas here at home. Most of the new oil lies under the ocean floor. Getting at it is slow, hard and costly.

The time lag in developing other sources will keep us critically dependent on oil and gas for the next 10 years, so we are racing Mother Time, along with other obstacles, that can hinder the development of other sources.

The first obstacle is concern for the environment—the purity of air and water, and the beauty of landscape. The second point is money—the enormous cost of development.

Many have advocated that the best solution is to let the government take over. This would be a catastrophe. It would substitute a single decision-making power for our present private enterprise system of diversity. It would put scientific and technological decisions in the hands of politicians, and it would kill the initiative and wise judgment of research with little chance of the best solution. This is not the answer.

We must give the present system a better chance to work. We must help people to understand that energy will never be cheaper and it must be conserved. But we must support the free enterprise system of development and production of energy if our children are to enjoy the standard of living that our forefathers left for us.

R. L. POLAND

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LFM Credit Union pays 7% dividend

Amid snow flakes, employees who are members of the LFM Federal Credit Union attended the annual meeting in the district courtroom.

Austin Freeman, secretary-treasurer, announced that the credit union's new office, located on Ellis Street, belongs to the stockholders and members.

"It's completely paid for," he said. "We don't have any payments."

All shareholders were paid a 7 per cent dividend January 1. At the end of this year, credit union officers hope to hit the three million dollar mark in assets.

The credit union's financial report for 1978 showed current assets at $2,225,000, with a total of $2,040,000 in outstanding loans. Total shares on deposit as of Dec. 31 amounted to $1,906,000.

Membership in the credit union stands at 1812 active members.

Directors elected for two-year terms are Austin Freeman, security guard, 1st shift; Hubert Lankford, gear cutters, 1st shift; Leonard Avery, foreman, gear cutters, 1st shift; and Lil Etheridge, engineering department.

Directors with one-year left on their terms are Billy Ray Harris, foundry office; Jerry Jackson, final assembly and shipping, 1st shift; and A. C. Hunt, material control, 1st shift.

Credit Union officers are Billy Ray Harris, president; Hubert Lankford, vice president; and Leonard Avery, security officer.

Supervisory committee members are Elton Fenley, supervisor of machine billing; Roy Meyers, credit department; and David Jinkins, machine shop, 2nd shift.

Credit committee members are Ed Root, Trailer Division, 1st shift; James Thomas, final assembly & shipping, 1st shift; and R. N. Smith, foundry department, 1st shift.



Leonard Avery, security officer, addresses shareholders of LFM Federal Credit Union during the annual meeting.



Thomas Alexander, welding shop, keeps looking at his ticket to make sure he won one of the door prizes

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The core of the foundry

At the present time 55 core room employees, counting all shifts, make 3,000 cores each day. And, the demand increases as LUFKIN continues to expand its operations.

Most castings require a core which shapes the interior of a hollow casting.

"In most cases, this is where it all begins," said Ralph Jones, foreman, 1st shift. "All departments in the foundry depend upon us. We have to meet the production schedule."

In fact, the core room is the core of foundry operations.

Because of increasing demand for more cores, a 36-foot extension was added to the west side of the core room to improve the flow and handling of material and to house new equipment.



Ralph Jones, foreman, 1st shift, supplies work area with jalapeño peppers

The core room is only at midpoint in carrying out all the required changes because part of the new extension is being used to store core boxes. When the new pattern shop is completed, additional storage space will become available.

Also, only one of three core machines ordered has been installed. Yet, some changes have been made and already, production has been improved.

To achieve a better organized operation, a system of cataloging like-cores was developed. New core drawers and racks, each numbered or coded, were placed in the additional space the extension provided.

Cores needed during a production day are placed on a table



Robert Lucas, 1st shift, operates the new core shooter machine



Robert Ridgeway, 1st shift, inspects core mold that shapes the water drain hole for all large cranks. The numbers stapled on the mold indicate pattern numbers for castings

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located at one end of the core room. Charles Loving, 1st shift, maintains a master book listing cores needed two or three days ahead of schedule.

No longer do core hustlers from other departments have to search for cores.

"This really saves us time, and we don't have people getting in the way looking for cores," Ralph said. "All changes in the layout of the shop are made to streamline production procedures. We wanted to eliminate unnecessary time-consuming tasks."

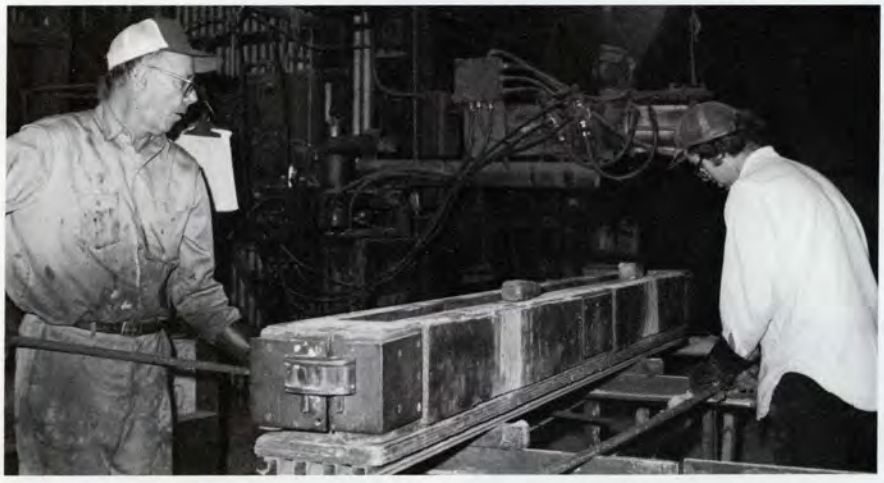
A new $30,000 core blower, actually called a core shooter, has been installed. The addition of this machine alone brought a 20 per cent production increase in the core blower area.

Soon, two new no-bake machines equipped with high speed mixing heads will be installed. One is an additional machine that mixes 350 pounds of sand per minute. Within one minute after the sand has been poured, the core can be pulled from the box.

The other machine mixes 1,000 pounds of sand per minute which is twice as much as the machine it replaces. On this machine, the high speed mixing head is located at the discharge of the two troughs. The mixer blends the chemical binders with the sand as it is being poured. In less than an hour, hot metal can be poured into the mold using this core.

"When we finish updating our equipment," Ralph said, "we will be more versatile in the type of cores the machine can make. As it is now, we are limited because a lot of cores still have to be made by hand."

With new equipment, improved methods of production and a better organized core room, this crew believes they can meet the growing demands of an increased production schedule.



Bert Humbert, left, and Troy Smith ram sand for crank cores



Charles Loving, 1st shift, organizes cores on racks and in drawers. He maintains a master book that lists cores needed for each production day



Clifford Johnson, left, and Calvin Davis level the sand in a core box

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Lufkin passes Navy inspection

Trailer employees manufacture 70 missile erection trailers



While Lockheed inspector John McFarlane stamps approval to one of the finished trailers, he explains to R. L. Poland, president, that the trailers must have three final approvals.

Facing paperwork knee high to a giraffe, LUFKIN's Trailer Division has teamed up in an outstanding plant-wide effort to produce for the Navy, 70 huge, missile erection trailers to haul missiles to the Trident submarine fleet.

"Changes had to be made in our entire system," said Bill Little, vice president. "But, it must be said that the employees here and uptown adapted quickly and 100 per cent cooperation was seen throughout the project."

At each phase of production, there were inspections followed by written reports. The reports had to verify that the specifications of the Lockheed subcontract had been followed to the letter.

At first, LUFKIN personnel found these processes to be trying but before long, methods were found to meet all requirements as outlined in the subcontract.

"With plantwide in-put into the project," said James Haney, project manager, "we were able to meet the necessary requirements. However, without technical advice of the other divisions—their background in machining or welding—we would not have found solutions so quickly."

Today, no longer is there an irritating "inspection" itch demanding constant attention. Problems that confronted the production of the first trailers have been solved. With comfortable confidence, employees now produce two trailers each week.

Before beginning this project, James Haney and others looked at a model of the missile erection trailer. Haney decided that with minimum retooling, Trailer Division employees could build the trailer at the LUFKIN plant.

At the beginning of the project, Haney and his department revised the set of Lockheed drawings into detailed shop drawings.

"With our extensive trailer experience, we were able to suggest methods and revisions that worked better in building the trailers," James said. "However, we still maintained the Lockheed design and quality."

After looking at the revised set of drawings, Jim Riggs, head of industrial engineering department, decided to divide the assembling of the trailer into three major sections—front, middle, and rear sections. Then, the industrial engineering employees worked with shop personnel to get a feel for the tooling requirements.

"Since Lockheed and the Navy require more stringent tolerances than most other customers require," Jim said, "we knew we had to build fixtures accurate enough that in assembling the trailer, the required tolerances would be achieved."

Industrial engineering developed and shop personnel built five major jigs and modified one piece of equipment.

For the front section, a jig was designed and built to set and tack the gooseneck of the trailer. For the rear section, a fixture was designed and built to set up the saddle of the trailer, and one was designed and built to set up the running gear section.

A float weld-out positioner was converted to handle any of the three sections of the trailer. Jerry

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Leon Walker, welding technician, worked out a step-by-step procedure of how to weld and assemble the trailer. All of this he placed in a 125-page manual

so that all four borings in the frame are parallel.

"These borings are the only alignment for the suspension and so far, not one piece has been scrapped," Arthur said. "That's how accurate the machining has been on these parts."

Material used in fabricating these trailers is a heavier and thicker steel than normally used.

Leon Carroll, foreman, 1st shift, and his crew manhandled the steel sheets when placing them on the machines.

Knowing that the welding and structural plant uptown had heavier equipment and larger machines, the steel was sent there for burning of parts. However, the equipment at the welding and structural plant could not burn the material as quickly as it was needed.

Sudduth, mechanical engineering, designed individual holding jigs to fit the converted weld-out positioner.

An important fixture is a laser beam alignment fixture Jim Riggs designed. For one third the purchased price of a similar fixture, Jim designed the fixture to align the saddle of the rear section and trunnion of the front section which are 38 feet apart. The two points must be parallel to each other and perpendicular to the center line of the trailer within .060 inches.

A positioner was purchased to hold the 23,100-pound structure for the final weld out of the trailer. The critical alignment of parts required the trailer be handled as one unit while welding parts together.

When production began with the new and modified equipment, unexpected problems appeared. Some of the on-paper procedures did not produce the desired tolerances or necessary alignment of parts.

In welding the suspension frame together, Arthur Warren and his crew had to find a welding sequence that would prevent the material from "curling up like a piece of bacon."

The shop developed a procedure to align the suspension frame



D. D. Allen and Louis Ross, both float-sub, developed the system for welding out and straightening the heavy massive bar of the rear section

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"About the time I was really becoming discouraged," Arthur said, "the plasma arc cutter was installed in the welding and structural plant. That machine solved our burning problems."

The plasma arc cutter is fast and accurate. Arthur says the machine is "right on the money" when it comes to sizing parts.

"We couldn't have met this contract without the help of the welding and structural plant," Arthur said. "Whenever the steel came in, those guys would deviate from their production schedule to get our parts to us."

Keeping a massive bar straight while welding the rear section together presented another problem. Originally, there was not enough heat to weld the huge bar straight.

The trailer employees developed, designed and built a small positioner which the machine shop personnel machine-finished. The positioner clamped the massive bar down so all pieces were tacked before final weld out.

"We had to make numerous adaptations similar to these and have had to ask for help from the machine shop and welding and structural plant uptown," Arthur said. "Everyone has pitched in to meet the necessary requirements."

No requirement was too tough for the combined effort to overcome.

"If you ask me," Arthur said, "we are building a better trailer than the original one."



Jerry Sudduth, standing, and Bob McBride, both mechanical drawing, designed numerous holding jigs needed to build and assemble the trailer



Kirby McAdams, float finish-off, places a surveyor's transit holding a laser beam in the rear section of the trailer. Having reference points in mid-space required the use of the laser beam which aligns the saddle of the rear section and the trunnion of the front section. The beam hits a mirror centered in a gauge bar placed between the concave of the trailer's goose-neck. When the beam hits the mirror and bounces back to the eye of the laser beam, it verifies that the trunnion is perpendicular to the center line of the trailer within .060 inches

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REMINISCENCES

Bonus party at Cyprus Lake



by Guy Croom

I'm not sure of the date but I believe in 1934, Congress voted to pay World War I veterans a bonus based on length of service overseas, etc. I remember my check was $60.

I believe it was D. Winston who suggested that some of us around the plant, or anyone else interested, put in $5 and have a bonus party at Cyprus Lake clubhouse.

They appointed me to buy the groceries and I still have the list of groceries and prices. Maybe the entire list will not be too boring. At least, you do not have to read it if you don't want to. Here's the list: 15 lbs. of tomatoes, 60¢; 3 lbs. of white onions, 10¢; 6 packages of bakery rolls, 54¢; 12 loaves of white bread, $1.08; 2 boxes of salt, 10¢; 2 boxes of matches, 10¢; 3 boxes of black pepper, 25¢; 2 bars of laundry soap, 10¢; 20 lbs. of beef ribs, $3.60; 50 lbs. of fryers, $9; 14 lbs. of lard, $2.75; 2 lbs. of butter, 70¢; 400 lbs. of ice (wrapped), $1.75; 4 lbs. of sliced bacon, $1.12; 10 lbs. of "spuds" (potatoes) 65¢.

I skipped some of it but the total came to $56.92. We hired A. G. Perry's flatbed trailer truck to bring out the groceries, the beer that someone else bought, and the camp's cook, whose name was Otis. And, believe me, Otis sure could do a good job at barbecue.

Of all the outings that I have attended, this one stands out most vividly. I think of the men that were there, realizing that many are no longer with us. In fact, I have a list of those that were there. It probably is not complete but here is who I have.

D. Winston—"D" and I had a few things in common. First off, we were approximately the same age with both of us being born in '93. Second, he was first sergeant of a volunteer infantry company organized in Angelina County and I was first sergeant of a volunteer company out of Montgomery and Walker counties. Our companies were in the same regiment.

Thurman Winston—Thurman was the only brunet of the Winston boys and he was in charge of material control for the company.

E. M. Tallifson—He was sort of a newcomer but was plant manager and I think he did a lot to start Lufkin toward a modern plant.

H. M. (Hosseye) Douglas—Hosseye always was the life of the party. Everybody knew him. He died early in life, only 33, and was buried on Easter Sunday, April 12, 1941.

Cary Trevathan—He was a well-known banker and I met him when I first came to Lufkin.

Gary Eaves—I never thought of buying my clothes from anyone else as long as he lived.

Charlie Ragland—a good hand with a knife and fork and was a fine fellow to have at a party.

M. M. Fontenot—He was a top notch housekeeper in his shop.

John Nixon—He was the first man I saw when I walked in the front door going to my job first night for the company.

H. R. (Red) Lewis—Red did not know how to "rat" on a job or shirk his duty.

Claud Trevathan—He was possessed of a brilliant mind that never sold for what he was worth.

Carl Kimmerling—He was a good workman and faithful to his friends.

Berlyn Huitt—I don't know much about him. I remember he was working in pumping unit assembly gang at this time.

Skinny Stevens—He was good-natured but way overweight; something he could not help.

Sam Kerr, Jr.—He was pattern shop boss and a good one.

F. C. (Bobo) Hays—Everybody in the plant knew him and respected his know-how.

Sam Wallace—Sam and I were good neighbors when we both were first married and our days in the shop followed the same path for many years.

Elmer Turner—Elmer was from mill supply. He loved life, loved to fish and loved his friends.

Leslie Tatum—Leslie was traffic manager and a more accomodating man you hardly will meet.

H. J. Shands—He was a man with a warm personality. He's the kind of man you are proud to know.

A. B. Cook—He is a man of many talents, good ones, too.

When Bayo Hopper was in school at the University of Texas at Austin, it so happened we went to the same football game Thanksgiving Day at College Station. He was looking for a ride to Lufkin and we obliged him. That was the first time I remember meeting him.

W. C. Trout—This gentleman could meet a laborer or the President and speak their language.

There, we have a list of 25 people that attended this party and if I count correctly, there are only seven known living.

I have never seen a bunch of men enjoy food and fellowship more than we did. To be sure, quite a few went home after supper but those that stayed kept up a noise all night.

Red Lewis was voted the champion "hog caller." There is or was written on the wall of Cyprus Lake clubhouse the exact date of this party and the names of those that were there.

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Celebrating an Anniversary



R. E. BARR
Executive Vice President
43 years

12 years or more



F. J. BERRY
Main Bay
26 years



JOHN BOURROUS
Trailer-Vans
32 years



A. G. COLBURN, JR.
Trailer-Engineering
32 years



LEO CRANFORD
Core Room
12 years



ARTHUR DAVIS
Trailer-Vans
32 years



BILLY DEAL
Trailer Division
27 years



LEON DENNING
Core Room
14 years



DARVIN DOMINEY
Commercial Gears
13 years



JAMES DURHAM
Side Bay
23 years



LESLIE DURHAM
Assembly & Shipping
13 years



JAMES EDDINGS
Shaft Shop
12 years



TROY EDWARDS
Utility Maintenance
23 years



LEROY GARNER
Gear Cutters
15 years



JOAN GRIFFIN
Personnel
23 years



KELLEY GRIFFIN
Automotive & Industrial
23 years

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CLYDE GRISHAM
Core Room
34 years



PERRY GRISHAM
Material Control
31 years



CHARLEY HAMILTON
Trailer Parts
17 years



DOC HOLIDAY
Welding Shop
22 years



GRADY HOPKINS
Machine Shop
13 years



CHESTER HORNBUCKLE
Sub-Assembly
24 years



DAVID JINKINS
Machine Shop
12 years



BILL JONES
Trailer Division
16 years



J. D. KEE
Assembly & Shipping
13 years



JAMES LAMONT
Traffic
27 years



T. H. LEFTWICH
Trailer Brake-Axle
22 years



ROBERT LEWIS
Welding Ship
13 years



BILL McCALISTER
Machine Shop
13 years



JUNIOR MALONE
Final Assembly & Shipping
16 years



M. J. (RED) MARTIN
Utility Maintenance
14 years



HUBERT O'QUINN
Trailer-Vans
32 years



TOM PEAVY
Material Control
34 years



ALLEN REPP
Trailer -Paint
32 years



GUY RICHARDS
Core Room
24 years



PHILIP SHARP
Core Room
24 years

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More Anniversaries...



JIM SINGLETARY
Side Bay
26 years



H. TALMADGE SMITH
Traffic
14 years



EDDIE RAY SOWELL
Main Bay
16 years



RAY STEELE
Traffic
16 years



DON STRINGER
Welding Shop
13 years



GORDON THOMAS
Machine Shop
16 years



LUDA BELLE WALKER
Main Office
40 years



HAROLD WESTBROOK
Welding Shop
41 years



A. G. WILKINS
Shaft Shop
24 years



ANDY WILLIAMS
Trailer Division
32 years



ROGER WILLIAMS
Welding Shop
16 years



GEORGE YARBROUGH
Cleaning Room
13 years



CLINT YOUNGBLOOD
Machine Shop
26 years



JOE WALKER
Gear Cutters
12 years



WALLACE LANKFORD
Final Assembly & Shipping
14 years



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LUFKIN

Promotions

The following promotions became effective during February.

In the Machinery Division, Denzel Harris was promoted to foreman, 3rd shift, of the machine shop.

Mike Sanford was promoted to working foreman, 1st shift, in material control warehouse #19.

In Welding and Structural Plant, Willie Walker was promoted to working foreman, 3rd shift, of the final assembly and shipping department.



Denzel Harris



Mike Sanford



Willie Walker

New welding procedure for air tanks

The welding shop developed a new procedure in welding air tanks that builds a better quality tank.

"When you improve a production method and maintain cost, that's an asset," said Bill Pennington, vice president, welding and structural plant. "But when you can improve the method and reduce the cost, as we did in this case, well that's icing on the cake."

The new welding procedure adapts the use of the Bugo as a power source to drive a submerged arc welding torch instead of the usual burning torch.

The top rail holds the control and ground cables, and a one-half-inch flux head which is pressurized to make the weld. The Bugo runs up and down the bottom track applying an all metal welding seam. This type of seam reduces the possibility of cracking a metal and requires only three passes. In the old method of welding an air tank, six passes were required for a single weld using a back strip.

"This new procedure gives more strength and relieves the air tank of stress points," said John McCarty, general foreman, 1st shift. "What we were trying to accomplish was a method to build a better quality tank, and so far, it has proven to be a successful and better method."



Earl Burchfield, who operates the Bugo-type welding machine, sets the machine to run up and down the track inside the air tank

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MARKING AN ANNIVERSARY

MAIN OFFICE

	Employment Date	Years with Co.
R. E. Barr	April 30, 1935	43
Luda Belle Walker	April 7, 1938	40
Betty Bardwell	April 4, 1969	9
James E. Davis	April 7, 1971	7
John Cantrell	April 29, 1974	4
Joyce Powers	April 29, 1975	3
Leah Johnston	April 12, 1976	2
Stephen T. Coker	April 26, 1976	2
Judy Paulette	April 1, 1977	1

SUB ASSEMBLY DEPARTMENT

	Employment Date	Years with Co.
Leslie Durham	April 15, 1965	13

MATERIAL CONTROL

	Employment Date	Years with Co.
Tom Peavy	April 5, 1944	34
Perry Grisham	April 8, 1947	31
Smith Malone, Jr.	April 3, 1962	16
Jerry Cortines	April 29, 1968	10
Don McDonald	April 26, 1976	2
Jack R. Walker	April 18, 1977	1

INDUSTRIAL ENGINEERING

	Employment Date	Years with Co.
William D. Walker	April 12, 1976	2

MACHINERY SALES

	Employment Date	Years with Co.
Fred Ben Elliott	April 16, 1946	32
Lee Stevens	April 25, 1962	16
Gary Seaton	April 4, 1966	12
Doris Jones	April 24, 1969	9
Robert A. Burrelli	April 16, 1976	2
Paula O'Grizek	April 1, 1977	1
Margaret E. Thomas	April 18, 1977	1
Inocencio Reyes	April 25, 1977	1
Anna Ballew	April 27, 1977	1

TRAFFIC DEPARTMENT

	Employment Date	Years with Co.
Jimmy Lamont	April 2, 1951	27
Ray Steele	April 10, 1962	16
Homer T. Smith	April 8, 1964	14
Lonnie Tubbe	April 12, 1971	7

PERSONNEL DEPARTMENT

	Employment Date	Years with Co.
Joan Griffin	April 14, 1955	23

UTILITY MAINTENANCE

	Employment Date	Years with Co.
Troy Edwards	April 25, 1955	23
Milton Martin	April 11, 1962	16
Don Allen	April 18, 1972	6

MECHANICAL MAINTENANCE

	Employment Date	Years with Co.
Robert McNeely	April 13, 1964	14

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Wallace Lankford	April 20, 1964	14
Jefferson Kee	April 26, 1965	13
E. W. Ditsworth, Jr.	April 14, 1975	3

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Kelley Griffin	April 18, 1955	23
Joseph M. Mire	April 1, 1968	10
Jerry W. Morris	April 15, 1968	10
Virginia Baker	April 2, 1973	5

ELECTRICAL DEPARTMENT

	Employment Date	Years with Co.
Donald Jackson	April 5, 1977	1
James P. Edgar	April 25, 1977	1

TRAILER SALES

	Employment Date	Years with Co.
Jim B. Alexander	April 20, 1965	13
Johnny Clark	April 3, 1972	6
Johnny Rhodes	April 11, 1972	6
James Holton	April 16, 1973	5
Mary Guerra	April 15, 1974	4
L. P. Adair	April 22, 1974	4
Billy Burleson	April 7, 1975	3
Juan R. Gomez	April 13, 1976	2
Ethel Boyles	April 15, 1976	2
Gilbert Lampkin	April 11, 1977	1
Donald B. James	April 12, 1977	1

ENGINEERING DEPARTMENT

	Employment Date	Years with Co.
Orpha McCall	April 4, 1973	5
Molly Jo Avery	April 23, 1973	5

SECURITY GUARD

	Employment Date	Years with Co.
Alton Bradford	April 16, 1975	3

MACHINE SHOP

	Employment Date	Years with Co.
C. E. Youngblood	April 8, 1952	26
A. G. Wilkins	April 16, 1954	24
Chester Hornbuckle	April 20, 1954	24
Gordon Thomas	April 11, 1962	16
Leroy Garner	April 24, 1963	15
Grady Hopkins	April 19, 1965	13
Bill McCalister	April 26, 1965	13
Darvin Dominey	April 28, 1965	13
James Eddings	April 11, 1966	12
David Jinkins	April 12, 1966	12
D. E. Robertson	April 24, 1967	11
Donald R. Smith	April 15, 1968	10
James R. Williams, Sr.	April 15, 1968	10
R. C. Lawrence	April 21, 1969	9
James K. Pate	April 13, 1970	8
Michael D. Doss	April 4, 1973	5
Billy R. Cole	April 10, 1973	5
Bobby W. Smith	April 16, 1974	4
Shirley D. Johnson	April 29, 1974	4
Rolland Hall	April 7, 1975	3
Robert Squire	April 7, 1975	3
Johnny M. Read	April 28, 1975	3
D. D. Wolf, Sr.	April 6, 1976	2
Bobby G. Barber	April 4, 1977	1
Michael R. Segrest	April 10, 1977	1
Ricky Shaw	April 12, 1977	1
Billy Wars	April 18, 1977	1
Temple Farr	April 21, 1977	1
Troy Looper	April 25, 1977	1
Johnny R. White	April 29, 1977	1

TRAILER DIVISION

	Employment Date	Years with Co.
Bennie Spivey	April 1, 1946	32
A. G. Colburn, Jr.	April 12, 1946	32
John F. Bourrous	April 15, 1946	32
Andy Williams	April 15, 1946	32
Hubert O'Quinn	April 19, 1946	32
Allen Repp	April 26, 1946	32
Billy Deal	April 9, 1951	27
T. H. Leftwich	April 13, 1956	22
Charles Hamilton	April 10, 1961	17
William E. Jones	April 3, 1962	16
Arthur Davis	April 27, 1964	14
Jerry Swearingen	April 15, 1968	10
C. B. Stanley	April 7, 1969	9
Prentice Brooks	April 12, 1972	6
Linda Scarborough	April 17, 1972	6
Ewell A. Jackson	April 2, 1973	5
Jimmie C. Goodson	April 11, 1973	5
James T. Randolph	April 19, 1973	5
Linley J. Ham	April 5, 1974	4
Walter N. Shaw	April 5, 1976	2
Sue Massingill	April 15, 1976	2
Jean Ricks	April 26, 1976	2
Tommie Jean Fox	April 11, 1977	1
Leeland E. Sanford	April 18, 1977	1
Frank Williams, Jr.	April 25, 1977	1
David C. Burris	April 25, 1977	1
Anthony J. Niosi	April 27, 1977	1
John Sepulva	April 29, 1977	1

WELDING & STRUCTURAL SHOP

	Employment Date	Years with Co.
H. L. Westbrook	April 7, 1937	41
George Little	April 15, 1947	31
A. L. Holiday	April 4, 1956	22
M. A. Nichols	April 25, 1956	22
Roger Williams	April 4, 1962	16
Robert O. Lewis	April 5, 1965	13
Donald Stringer	April 20, 1965	13
Benny J. Wilson	April 1, 1966	12
F. J. Hetaon	April 29, 1968	10
Cullen Malone	April 2, 1970	8
A. D. Whisenant	April 6, 1972	6
W. E. Jones	April 29, 1974	4
Harold W. Woods	April 8, 1975	3
Norman Irvine	April 16, 1975	3
Jesus M. Compean	April 18, 1975	3
Alfonso M. Compean	April 18, 1975	3
Martin W. Walden	April 28, 1975	3
Hershel L. Ragsdale	April 26, 1976	2
Terry G. Swearingen	April 4, 1977	1
James C. Russell	April 4, 1977	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
C. E. Grisham	April 17, 1944	34
Phillip Sharp	April 3, 1951	27
Jim Singletary	April 17, 1952	26
F. J. Berry	April 23, 1952	26
Guy J. Richards	April 14, 1954	24
James Durham	April 4, 1955	23
Eddie Sowell	April 17, 1962	16
Leon D. Denning	April 20, 1964	14
George Yarbrough	April 26, 1965	13
Leo Cranford	April 12, 1966	12
John Alexander	April 11, 1967	11
Otis Bradford	April 3, 1970	8
Samuel Johnson, Jr.	April 20, 1972	6
Lester H. Gilder	April 24, 1972	6
Johnny R. Miller	April 27, 1973	5
MacArthur Hatton	April 10, 1974	4
Roger Horace	April 23, 1975	3
Charles Polk	April 25, 1975	3
Dudley R. Flenoy	April 21, 1976	2
Elridge Gardner	April 27, 1976	2
Donald J. Lemelle	April 28, 1976	2
David Earl Runnels	April 4, 1977	1
Rumaldo F. Villaral	April 4, 1977	1
Loy Williams	April 4, 1977	1
Mary L. McCuin	April 6, 1977	1
Rufus H. Kirkwood	April 11, 1977	1
Virgle L. Wheeler	April 12, 1977	1
John W. Ferguson	April 18, 1977	1
Jimmy L. Suell	April 19, 1977	1

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On a morning in early February, my nephew's wife said to him, "know what day this is?"

Trying to cover up for being the forgetful husband, he quickly suggested that they go out to dinner that night.

After dinner, still trying to figure out what occasion they were celebrating, he handed his wife $20 and told her to buy herself something she'd like.

Next morning he couldn't stand the suspense any longer. "Honey," he said, "I give up. What day was yesterday?"

His wife looked at him in surprise.

"Why, Groundhog Day, of course," she replied.

•

A man ambled into a tennis tournament and sat down on a bench. "Whose game?" he asked. A shy young thing sitting next to him looked up hopefully. "I am," she replied.

•

The haughty senior girl sniffed disdainfully as the tiny freshman cut in. "And just why did you have to cut in while I was dancing?" she inquired nastily.

The freshman hung his head with shame. "I'm sorry ma'am," he said. "I'm working my way through college and your partner was waving a five-dollar bill at me."

•

"Darling," seductively sighed the fashion model, "if I didn't wear all these beautiful clothes, would you still think me attractive?" He smiled and replied, "Test me."

A Frenchman was relating his experience in trying to learn the English language. "When I first discovered that if I was quickly I was fast, and that if I was tied I was fast, if I spent too freely, I was fast, and that not to eat was to fast, I was discouraged.

But when I came across the sentence, "The first one won one one-dollar prize," I gave up trying to learn English.

•

The fishing party was hopelessly lost in deep woods, with supplies running low. "I thought you claimed to be the best guide in Saskatchewan," said one man. "I am," argued the guide, "but now I think we're somewhere in Manitoba."

•

When a man just returned from his vacation complained of the rainy weather he'd had, a friend interrupted, "It couldn't have been so bad—you're sunburned!"

"Sunburn, nothing," he replied. "That's rust!"

•

I was driving home on a lonely stretch of road late one night when my engine began to overheat. Spotting a clearing, I decided to stop there and let the engine cool. It was only after pulling in that I noticed several other parked cars and realized that this was lovers' lane.

I was there only a few minutes when a policeman's flashlight beamed into my car. When his light disclosed that I was alone, the officer growled, "What are you doing, bud—reminiscing?"

A father was complaining about all the time his kids spend watching TV: "I have a 6-year-old," he said, "who only knows one word—shhh!"

•

Plumber at door to housewife: "I'm sorry I couldn't come yesterday, but my chauffeur was sick."

•

Two drunks were sitting at a bar, when suddenly the first turned and asked, "Do you know what time it is?"

"Sure," replied the second drunk.

"Thanks."

•

Cannibal Chief: "What's for dessert?"

Chef: "Cobbler."

Chief: "So you finally decided to use that sweet old shoemaker?"

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About the Cover

A positioner was purchased to hold the 23,100-pound missile erection trailer LUFKIN built for the Navy. The critical alignment of parts required the trailer be handled as one unit while welding parts together.

Photo by Jim Walsh

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