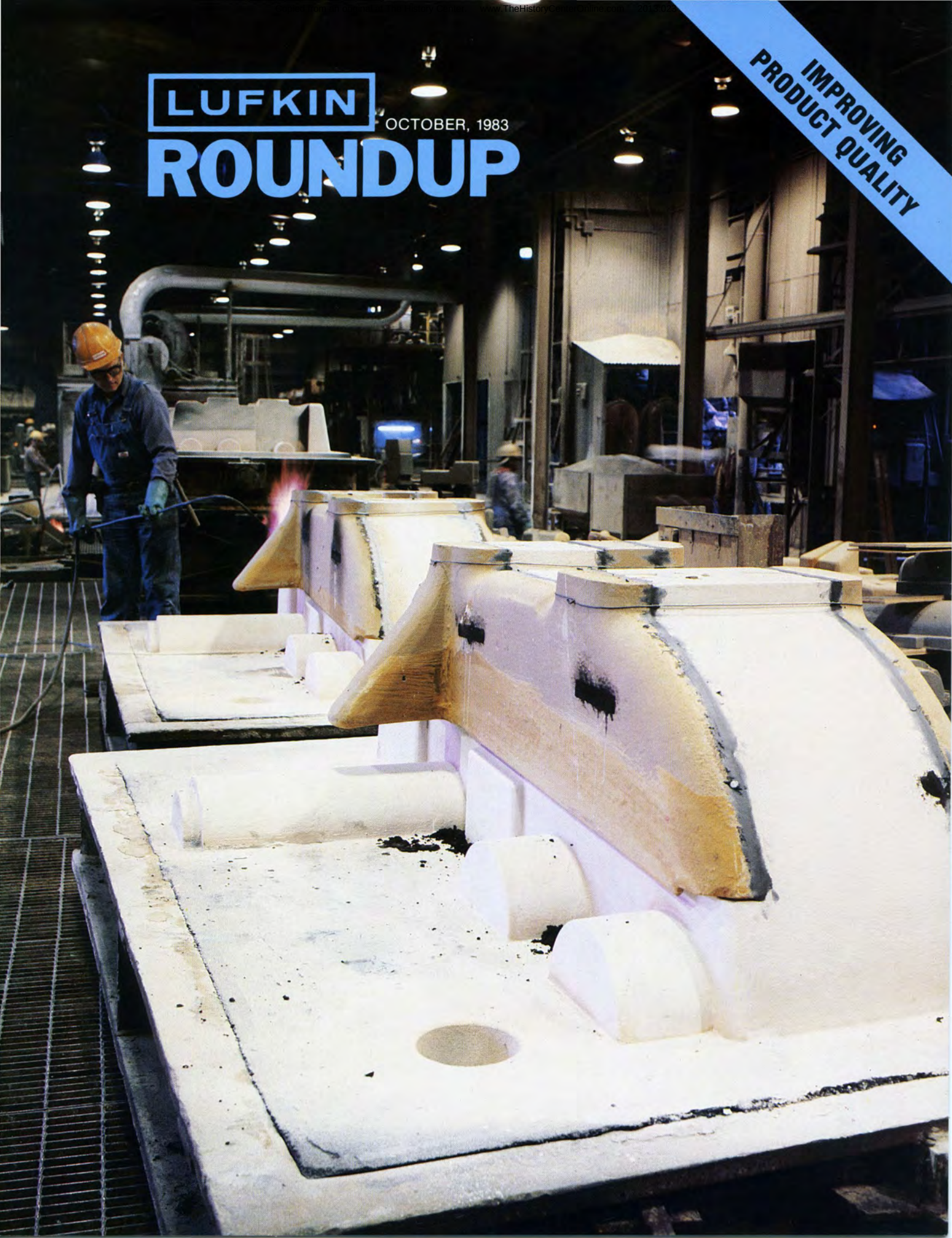
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LUFKIN

OCTOBER, 1983

ROUNDUP

IMPROVING PRODUCT QUALITY



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From the President's Desk

"We need to enjoy every moment of the day while we can."

After attending the American Gear Manufacturers Association meeting at The Homestead in Hot Springs, Virginia last year, I took a few days vacation on the way back home.

The anticipation of a trip like this can build up in our mind for months ahead. We make extensive preparations, and look forward to the day we leave. Tucked away in our mind is an idyllic vision of what we expect: the beautiful countryside, plants and factories, scenic spots and historical places, and rivers and mountains.

But uppermost in our minds is the final destination. On a certain day at a certain hour, we will arrive at "The Homestead," and be welcomed by our many friends of long-standing in AGMA. Once we get there, so many wonderful dreams will come true, and our expectations will fit together like a completed jigsaw puzzle.

When we reach "The Homestead," that will be it, we say. Just like when I bought my new car, or when I paid off the mortgage on my house, or when I reach the age of retirement, I will live happily ever after.

Sooner or later, we come to realize that there is no last event or place at which we will be happy ever after. The true joy is the trip. "The Homestead" is only a dream.

So we need to enjoy every moment of the day while we can. Stop along the way to pick the flowers and wade in the streams. "Relish the moment," wherever you go or whatever you do.

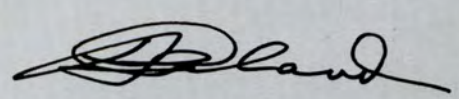
I am reminded of the call to worship in our church service, "This is the day which the Lord hath made; we will rejoice and be glad in it."

It isn't the burdens of today that drive men mad. It is the regrets over yesterday, and the fear of tomorrow. We all must learn to enjoy today and stop worrying about what tomorrow might bring.



One of the literary critics asked Robert Frost what he would do if he knew he had only one day left to live. His reply was "I would finish plowing my garden."

So when you go on your next vacation, stop counting the miles and rushing the trip. Instead, stop along the way, climb more mountains, eat more ice cream, watch more sunsets, enjoy the time together with your family, laugh more and worry less. We must live more as we go along. "The Homestead" will come soon enough.



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A 'BANG-UP' GOOD TIME!



For everyone accustomed to pampering their cars, the thrill of a demolition derby is seeing how much damage a car can take.

"After I got out and looked at it, I couldn't believe that car was still running," says Gary Long after winning second place in a local demolition derby.

The cars lurch along through the smokey haze on bent wheels. Spraying dirt and trailing pieces of chrome trim, they pick up speed, wobbling toward each other as if in a frenzy, crashing together with a crunch that is heard above the roar of the engines.

It is a deep-sounding crunch that American steel makes when it's turned back into scrap, for these are long and heavy cars, Cadillacs, Oldsmobiles, and Buicks. The kind whose fenders people pound with the side of their fist and say, "They don't make 'em like this anymore."

The crowd roars, the cars pull apart and lumber off. It's amazing how much damage these cars can take and the thrill for both crowd and drivers comes from seeing which car can take the most. It is a demolition derby, and two of the drivers are LUFKIN employee Gary Long, industrial engineering, and his wife, Lea.

Although neither one of them had ever participated in a demolition derby before, Gary placed second in the event held recently in the Angelina County Exposition Center. Driving an Oldsmobile Delta 88, he outlasted all but one of twenty other participants.

When he finally was unable to get his car moving, it was simply because "the back tire went flat and the wheel was just spinning around inside it," he says. His wife's car died during the first few minutes and wouldn't start again.

The cars, sponsored by various businesses around town, were primarily abandoned cars from local wrecking yards. It was his wife's idea, originally, to participate and after spending nearly two weeks getting her car ready, he decided at the last minute to enter.

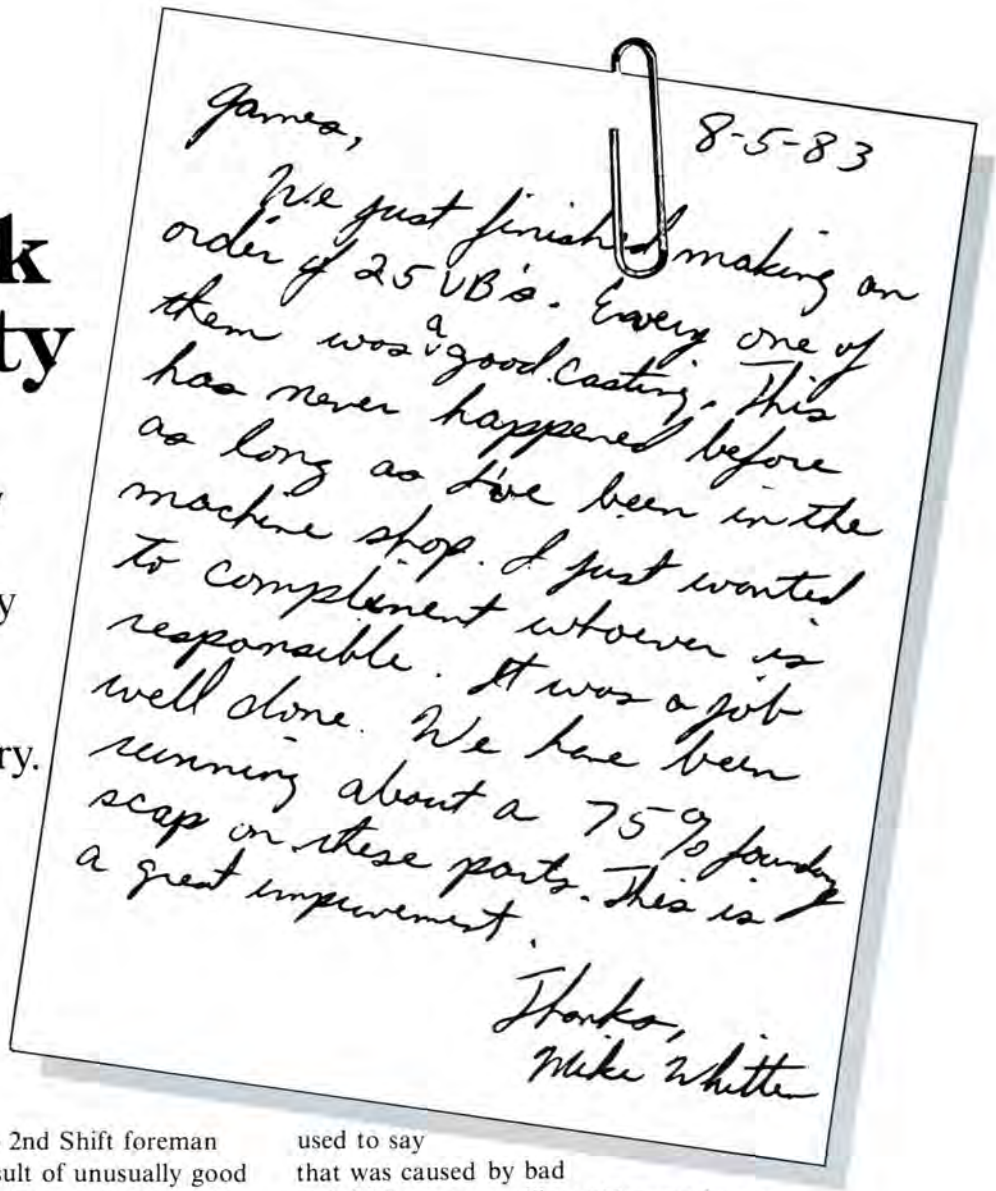
"I didn't have time to work much on mine," he says. "The frame was all broken loose underneath and one of the wheels was bent up into the frame before it even started. So I didn't think I had a prayer."

Although he doubts he will ever do it again, as a veteran demolition derby driver, his advice to any others who might try it is, "Don't spend any time on it, just knock out the windows and make sure you have a good engine."

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The Look of Quality

In its program to improve the quality and appearance of castings, the foundry pioneers new technology for the metal casting industry.



The note from machine shop 2nd Shift foreman Mike Whitten is not the result of unusually good luck for those in the foundry. The improved quality is the result of a program begun months ago within the foundry's quality control department to improve the quality and appearance of castings produced in the main bay of LUFKIN's foundry. In this drive to improve casting quality, the foundry is once again initiating methods never used before by foundries throughout the nation.

Although castings may appear satisfactory on the surface as they leave the foundry, faults discovered during the various machining processes result in a certain number of castings being scrapped.

"You can't detect some internal voids (porosity) in a casting until you machine it," explains Frank Martin, foundry technical director. "When the machine shop finds porosity, our worry is how many more castings have the same problem."

He points to a casting beside his desk with a large cavity that was uncovered during machining. "We used to say that was caused by bad metal," he says, smiling. "Now we know that's not so."

In general, Martin says faults in castings are the result of any number of irregularities which occur during the more than 15 steps in the molding process. The improvements Martin and his staff have brought about are the result of tighter controls on each of these steps, along with a few changes in methods.

The improvement in the cosmetic appearance of castings, giving them a smoother, more uniform surface, has been achieved through more consistency in the production and application of washes, the outside protective coating on molds and cores.

The wash is liquid zircon, a high refractory material which is applied much like very thick paint and is designed to prevent the molten metal from penetrating the walls of the mold. "If the metal penetrates the sand, that leaves rough projections on the casting," Martin says.

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An expert from the company that supplies the wash was called in to teach foundry employees better methods of preparing and applying the wash. As a result of this training and quality control recommendations from others in the foundry, standard operating procedures were developed for several steps in the molding process.

"We all agreed that to get consistency in the preparation of the washes, one man should be mixing the washes," says Martin.

Whereas previously the wash was being prepared by different individuals at points throughout the foundry, the washes are now prepared by one employee at a central mixing station using a documented, step-by-step guide.

"We've also found that it takes a heavier coating of wash than we were using before to ensure that the metal doesn't penetrate the sand," adds Martin. To apply the heavier coating, it was necessary to change from a compressed air to an airless type spraying system on the molding and core lines. Application of the wash in hard to spray areas is done manually, using special mitts.

The foundry also has changed to a different type of wash from that used previously. "We were using a water-based wash before and drying it in the oven dryers. That was another mistake we were making," Martin says.

"We were applying the wash before the chemical binder in the molds and cores was completely set. This retarded the hardening process of the binder and produced softer cores and molds."

Now the wash is applied after the mold has passed through the drying oven on the molding line and the binder is completely set. Once applied, the wash, which is now an alcohol-based wash, is ignited and burns itself dry.

At every step along the molding process, Martin and his staff are compiling information that will help them prepare documented procedures, such as was done in the preparation of washes. Their goal at each step is to prepare operating procedures which have produced high quality results.

(Top) The success of the foundry's efforts to improve casting quality is easily seen in the casting yard, where old and new castings sit side by side. (l-r) Bill Pennington, Jr. quality control technician, Frank Martin, foundry technical director, and James Luce, quality control foreman, look over one of last year's castings. (Bottom) For more accurate control of critical steps in the preparation of no-bake molding sand, Phillip Sharp, sand technician for the foundry, uses a new computer system, the first of its kind in the metal casting industry.

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Standard operating procedures for several critical steps in the molding process already have been completed and through the use of a computer the steps will be monitored, and controlled to some degree, by the computer.

According to Martin, using a computer to monitor and control molding operations is unique to the metal casting industry. "This is the first of its kind anywhere," he says.

The computer monitors the mixture of reclaimed sand to new sand and regulates it to a blend of 90 per cent reclaimed sand to 10 per cent new sand. It also monitors the temperature of the sand, the dispensing of catalyst and binder and regulates the binder and catalyst amounts according to temperature changes.

"As the temperature of the sand goes up, the amount of catalyst added to the binder must be reduced or the sand will harden too fast," says Martin. "The computer automatically cuts back the catalyst as the temperature goes up, and increases it as the temperature goes down."

Explaining the importance of this process, Martin says the molds are weakened when the sand is allowed to harden too fast, and "the molten metal will wash away parts of the mold when the metal is poured. The sand just erodes away and anywhere there's sand in that casting, it leaves a hole."

The computer system will eventually monitor all phases of the production of castings, and will shut down operations if they are not within pre-set minimum and maximum limits. "Right now the computer monitors only six phases of the molding operation," Martin explains, "but we will keep adding other steps as we get them documented."

Martin says the foundry's scrap percentage is down, "but we still have a long way to go."

But the success of the program can be seen by simply walking through the foundry's casting yard, comparing last year's castings which were painted with a red primer, to 1983 castings painted with a gray primer.

That's not really necessary, however. The foundry has two pumping unit gear boxes, an old one and a new one, placed side by side behind the foundry offices, making it easy for employees, and especially visitors, to see the progress they're making.

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PRODUCTIVITY PLUS



(Above (left) Liquid zircon wash used in the molding and coring lines in the foundry is now prepared at central mixing station by Jimmy Jones, molding department, to ensure that washes are consistent. (Right) To improve the appearance of castings, a heavier application of wash was needed to protect the mold from the hot molten metal. Molding finishers Lester Gilder, right, and Maime Hankins use an airless type spray gun and a special mitt, for hard to spray areas, to apply the final wash.



Core setter, Gerald King, inserts new ram-up cores in patterns for pumping unit counterweights.



A recent change in the way molds are made in the foundry is already saving thousands of dollars in material and labor costs in the production of pumping unit counterweights.

Taking a bold look at the way patterns could be standardized, and changed to save time and expense, foundry engineers designed new patterns which allow cores to be made as a part of the mold rather than a separate element.

Previously, cores were made separately and placed in the finished mold prior to closing it up for pouring. The cores are now placed in the pattern and the sand poured in around them, making the core a permanent part of the mold, a process foundry engineers call "ram-up cores."

While the savings in core-setting time in the preparation of molds is the biggest advantage of the new process, the new, smaller cores will result in a significant savings in materials.

"The old set of cores on one weight weighed 23 lbs. and 14 ounces," says Ernest Lord, foundry production manager. "The whole set of ram-up cores for the same weight weigh only four pounds. Calculated over a year's time, the savings in sand alone to produce cores for this one weight will be $37,800."

While redesigning counterweight patterns to use the ram-up cores, engineers standardized cores whenever possible. Now only four core boxes are needed to produce cores for all weights, replacing 32 different core boxes.

Only four of the new style counterweight patterns are currently in use, but the change-over to the new ram-up core process, which Lord says is a joint effort of the foundry, pattern shop and plant engineering departments, should be completed for all counterweights by the end of the year.

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A Winning Combination

Three company employees, whose youth baseball team advanced to World Series play, recall the last days of a long season.



Lufkin's Dixie Youth League all-star team posed for this team picture as they left for league World Series play in Pleasant Grove, Alabama. Front row (l-r): Carey Johnson, (kneeling) Sean Thornton, Jason Willis, Glen Kimble, Terry Burnett, Cedric Walker, Patrick Gammill, Steve Collins, and (kneeling) Matt Davis. Back row, (l-r):Manager Gammill, Jason Solly, Coach Scarbrough, David Abney, Jamie Scarbrough, Perry Foster, and Coach Martin.

For Danny Martin, Calvin Scarbrough, and Pat Gammill, three LUFKIN employees who volunteered to coach youth baseball teams this year, the season began like any other season. Pat Gammill, trailer division, was starting his sixth year as a coach in the Dixie program. Calvin Scarbrough, steel fabrication, final assembly and shipping plant, had coached several years, as had, Danny Martin, foundry general foreman, who also had served as president, and vice-president of different leagues.

They tapped grounders across the infield and the youngsters chased after them, slipping in the young clover. Every boy rumored to have a good arm for pitching was given a turn on the mound. Even though it was possible that their teams could advance to the national playoffs in Pleasant Grove, Alabama, nobody really gave it a serious thought.

"Although Lufkin Dixie teams for older players had participated in Dixie World Series Play-offs, no team from Lufkin's Dixie Youth League (for 11 and 12-year-old players) had ever advanced that far," says Pat Gammill.

His team, the Astros, finished the season as champions in the National Division of local league play, and Gammil was asked to manage the team of All Stars picked to represent the league in the state playoffs. He asked two others from within the division, Danny and Calvin, coaches of the Angels team, to help him with the All-Star team.

Just as their seasons should have been ending, the weeks ahead promised to be the toughest.

"All of us had been spending about three nights a week at the ballpark during the regular league play," says Gammill. "Then we started spending more nights at the ballpark, until the week before the World Series, we were practicing twice a day."

The team played five games in Nacogdoches, winning the State Dixie League playoffs and qualifying for the World Series playoffs in Alabama. On Saturday, August

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13, after a busy week of preparation, the team left for Pleasant Grove in a nine-passenger van and a motor home, belonging to Pat's father.

Both Martin and Scarbrough, who were driving the van, agree that the 550-mile trip with thirteen, count 'em, twelve-year olds is something they will always remember.

"We had six in the van, but everytime we stopped we got a different bunch. They'd go back to the motor home and take a nap and when they came back to the van they were ready to rock and roll," says Martin.

"They had a huge jam box and bunch of hard rock tapes. I'm a country and western music fan, and I know why now," he says, laughing and shaking his head. "We used every bit of the patience we had, because these kids are temperamental, and whether they're in a good mood or bad mood makes a big difference in the way they play."

During the week of play at the World Series, the days were filled with practice and strategy before the game. Nights for most of the coaches were sleepless. At the hotel where all the teams stayed, the coaches gathered in groups on the balconies and talked into the night.

In the last game, Lufkin's All-Stars lost after two extra innings of play.

"I thought we had it won," recalls Scarbrough. "We scored a run in the top of the seventh and they came back and tied it up. When we scored again in the next inning, I was sure we had won, but they came back and scored two runs."

Now that the season is over, each of them have different thoughts about the year.

"I think the high point of the year was when we won the state tournament and realized we would get to go to the World Series," recalls Gammill.

A special moment to Scarbrough was the opening ceremonies of the World Series. "There were twelve teams representing about six thousand Dixie Youth League teams. For me, just to have the opportunity to be with those kids at the opening ceremonies was a real honor."

For Martin, the year was a chance to give other youths the same opportunity he had as a young boy. "I had such a big time going through the youth program myself, that I feel obligated to see that these kids have as much fun as I did. After all, baseball is a good way to teach kids about life, how to be an individual and a team player, how to lose and how to win."

...More Winning Combinations

While the Dixie Youth all-stars were the first group of 11 and 12 year olds from Lufkin to advance to national playoffs, two all-star teams from Lufkin's older youth league also advanced to World Series Competition.

The Pre-Majors all-star team of 15 and 16 year old players repeated as World Series Champions, the first time any town has captured the title two straight years. The Dixie Majors all-stars were eliminated in the third round of play.

Both teams represented the Lufkin Dixie Major League which is under the direction of LUFKIN employee, W. Z. Hutson, steel fabrication, final assembly and shipping plant. This was Hutson's second year as president of the league.

Even though he didn't have a son playing, Hutson started out as a coach and has continued working in the various leagues for the past ten years, serving three years as vice-president of the Dixie Boys League and four years as vice-president of the Dixie Majors.

But he laughs and says, "I don't know how much longer my wife is going to let us spend our vacation time at the World Series." As long as his teams keep winning, maybe?



Other Lufkin Industries employees who coached area youth baseball teams this summer were (Front row, l-r) Larry Caples, material control, Dodgers; John Lewis, trailer plant, Yanks; Ed Dominey, machine shop, Phillies; Glen Cummings, foundry, Tigers; Harry Mewbourn, machine shop, Blue Jays; (Back row, l-r) Richard Dennie, machine shop, Wildcats; Lonnie Ethridge, material control, Cubs; Bob Westbrook, trailer plant, Angels; John Greenwell, machine shop, Central Red Sox; and Kendall Moseley, industrial supplies, Rangers. Not shown are: Mike Cloyd, material control, Texans and Don Allen, utility maintenance, Central Mets.

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FOCUS

FIVE EMPLOYEES RETIRE

Five employees have announced their retirement from the company. Joe Storey and Edward Taylor have retired from the steel fabrication, final assembly and shipping plant, Fred Benemon has retired from the foundry, and Wayne Bell and Connelle Bishop have retired from the trailer plant.



Joe Storey

"The past 46 years, eight months, and ten days with Lufkin Industries have been good ones, enriched by the caring and sharing of my fellow workers. People who have made the company what it is, and will be, long after I'm gone," says Joe Storey. He says it with such sincerity that one believes he counted each day of his long career because he treasures each one of them.

He started his career in the welding shop in 1936. "We were producing 30 units a month back then and I thought, man, we'll soon fill up the world with pumping units, but that wasn't so," he says.

He practically grew up with the company, learning metal-working skills from M. M. Fontenot, and developing a love for jigs and fixtures under Fritz Gneisig. In recent years, as one of the most knowledgeable individuals on welding procedures and jigs and fixtures to aid manufacturing, he traveled to South America to assist Hughes Tool Company set up a manufacturing facility for pumping units.

Reflecting back over the years, he says he will never forget one experience.

"When I was about eighteen or nineteen years old, I fabricated a small pumping unit. I wanted to show it to Mr. W.C. Trout and my uncle arranged a meeting. Mr. Trout had been away on a trip and since he always did his own driving he was very tired. But still he sat down with me on the couch and took a long time with this punk kid, explaining why the thing wouldn't work. At the same time, he encouraged me and I went away feeling great. It wouldn't work, but I felt great. That grand old man encouraged me more than anybody I ever worked around."



Edward Taylor

Edward Taylor is looking for a place near the lake where he can spend his retirement. Even though he has a nice place now, with five acres under cultivation, he says he wants to move near a busy spot on one of the lakes.

"I've been scouting around, watching the public. I want a place where there's a lot of public boating, a lot of foolishness really," he says with a grin.

He specializes in heliarc welding, the welding of aluminum materials, which is always needed around marinas. He says he once fixed 35 boats at one marina on Lake Livingston.

"If I could find a place where it would be handy to fish, and a good area to pick up a little welding money on the side, then I just might move," he says. Although he likes to fish, he says he would never let it interfere with his welding.

During his 28 years of service, he says he's always tried to be a testimony for the Lord Jesus Christ. "I've been a big supporter of the cause of Christ, as little as I am. I've given a lot considering my finances," he says.

"If I see anybody's light going out, I'm going to help them. It doesn't matter what kind of church it is."



Fred Benemon

Fred Benemon's career at Lufkin Industries began after he came home from the Second World War. He doesn't talk much about those

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years he spent hopping from island to island in the Pacific. He saw action in practically every island and considers himself lucky to have lived through it. "I got a bullet right through the top of my soft cap, one time," he says.

Life has become less complicated with every year that passed. On the job, much of the physical labor is done by machines today, and life away from the job is filled with family, fishing and gardening. He raises a garden in the vacant lot adjacent to his home, which isn't any harder than keeping it mowed, he says.

Now that he's retired, he finds time to go fishing every day.

"I like to eat fish. I could eat it every meal," he says. His own fishing must be simply for pleasure because a neighbor across the street gives him all he can eat.

"He likes to catch those 50 and 80-pound catfish. I like the small fish better, so he gives me all the little ones. Sometimes he'll give me a hundred pounds of fish before he even gets one that he will keep," Benemon says.

He plans to take a trip to New Orleans soon with his wife and daughter, and his son has invited him to come visit him in California.

"He said to call him whenever I was ready and he'd send me a plane ticket," he says, shaking his head. "I don't know about that. I think I'd rather take a train."

For Wayne Bell, retirement thus far hasn't been a time to slow down and take life easy. In fact, it sounds as if he's more active than ever. He's spending more time on the golf course, bowling every week,



Wayne Bell

and spends the rest of his time on maintenance jobs around the house.

Most of all, he enjoys the added time he has to play golf.

"I've become a serious golfer. I've been playing two or three times a week since I retired," he says. "I've already improved my game by several strokes in just a few months."

Bell's career in traffic began in the late 1930s in Harlingen, Texas. "Of course, there wasn't much to the trucking business then because the weight limit was only seven thousand pounds," he says. By comparison, the trailers being made at LUFKIN Trailers for today's trucking industry are boxcar-like, 48-feet long and nine feet wide, and some are designed for loads up to 100,000 pounds.

An experienced traffic manager when he came to work for Lufkin Trailers, Bell says he was grateful for the opportunity to finish his career here in Lufkin. "I haven't worked here that long, just ten years, but the company has certainly been good to me and it's been a privilege to work with the people here."

Employed by LUFKIN shortly after a tornado struck the trailer plant, Bell says he teased many of his co-workers who experienced the disaster. "Everytime the weather gets stormy, people get a little edgy and start looking out the windows," he says, laughing. "But I can understand that."

Although he has no definite plans for the future, retirement will give him and his wife, Evelyn, who retired five years ago from the Industrial Supplies Division, time to do more together.



Connelle Bishop

During his 33-year career, Connelle Bishop recalls many nice, cool mornings when he left for work thinking, "Boy, this sure would be a nice day to go fishing." Now that he's retired, he says he decides every morning what he wants to do that day.

"I won't have any problem staying busy though. I'm just not going to plan too far ahead. Every morning when I get up, I'll decide what I'm going to do," he says.

There are plenty of projects to do around the house. Too many for him to do he says, "I'll probably leave a few things for the next fellow."

His first big project will be finishing a small cabin they have on Lake Rayburn. Although they live

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only six miles from the lake, they already spend a lot of time there.

"My wife would stay there a month at a time, I guess. I mentioned moving down there, but she said she didn't like the idea of living down there all the time," Bishop says.

Bishop has worked around sheet metal during his entire working career. "I started out in sheet metal work, and I was even a sheet metal worker while I was in the Marines." Even before he started his career at LUFKIN Trailers in 1950, he worked on projects throughout the plant. During his later years he supervised the production of dumps, special trailers and special projects at the trailer plant.

Known by co-workers as "Cotton", he says most people don't even know his name. "I've been called Cotton since I was a kid, because I was white-headed then. Even in the Marines, they called me Whitey," Bishop explains.

He says he and his wife, Dorothy, will travel some in the coming years. "We're looking around for a motor home we could travel around in. I'd like to go see my son in San Francisco, and maybe stop in Reno or Las Vegas on the way."

But most of the time, he will stay close to home, he says, planning each day at a time, taking time out to put his feet up and take life easy whenever he wants.

"I've enjoyed working here, but that concrete keeps getting harder and harder. I don't believe it's gotten a bit softer since I started 33 years ago," he says with a smile.

DEPARTMENT ANNOUNCES PROMOTIONS

The data processing department announced promotions for five employees: Stephen Coker, David Pustka, Ronny Harrison, Pam Thompson, and Stephen Conway.



Stephen Coker

Stephen Coker has been promoted to manager of systems and programming. Employed by LUFKIN in 1976, Coker was formerly a systems analyst in the data processing department.

He is a graduate of Groveton High School and Sam Houston State University. He and his wife, Brenda, and son, Stephen, reside in Lufkin.



David Pustka

David Pustka has been promoted from systems analyst to senior systems analyst, technical services. A graduate of Belton High School, Belton, Texas, and Stephen F. Austin State University, Pustka joined the company in 1977.

He and his wife, Gerry, reside in Garrison. They are the parents of one son, Christopher.



Ronny Harrison

Ronny Harrison has been promoted from systems analyst to senior systems analyst, applications. Harrison is a graduate of Calhoun County High School, Port Lavaca, Texas and Stephen F. Austin State University. He was employed by the company in 1976.

He and his wife, Betty, live in Lufkin, and are expecting their first child.



Pam Thompson

Pam Thompson has been promoted to systems analyst. Formerly

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a programmer/analyst, Thompson was employed by Lufkin Industries in 1979.

She is a graduate of Lufkin High School and Stephen F. Austin State University. She and her husband, Jeffrey, reside in Lufkin.



Stephen Conway

Stephen Conway has been promoted from entry-level programmer to programmer. He was employed by LUFKIN in 1982.

Conway is a graduate of Lufkin High School and Stephen F. Austin State University. He and his wife, Jennifer, reside in Lufkin.

STUDENTS REMINDED TO REGISTER FOR FALL SAT TEST

High school seniors interested in applying for 1984 Lufkin Industries Foundation four-year scholarships are reminded that the fall test dates for the Scholastic Aptitude Test (SAT) are Saturday, November 5, at Nacogdoches and Saturday, December 3 at Lufkin High School. The deadline to register for the November test in Nacogdoches is October 12. The deadline to register for the December test in Lufkin is October 28.

The results of the SAT test are required for the four-year scholarship application. To meet the April 1, 1984 filing deadline, applicants must take the SAT test in December.

Children of LUFKIN employees in branch offices should contact their local high school counselor for SAT test dates and test centers in their area.

An unmarried, high school senior with an overall high school grade average of 80 or more, whose parent has been an employee of the company at least one year immediately prior to the date the student registers for his or her senior year is eligible to apply for the Lufkin Industries Foundation four-year scholarship.

In May, the Foundation awarded eight $4,800 four-year scholarships and six $1,200 Angelina College scholarships. The Angelina College scholarship application does not require SAT test scores. Students are encouraged to apply for both scholarships.

INDUSTRIAL GEARS ON DISPLAY



A $1,524,750 collection of gearing representing all the different types of LUFKIN gears. First row, l-r: 120VB, 90VB, 50VB, 30VB and a 25VB. Second row, l-r: DMB20S, DHB16, NF1200C, and an S106. Third row, l-r: D315-911C, D165-611C, N1604C, N1604, and an NF1204C. Fourth row, l-r: RS1600, N440, N2400C, N2104C, and an N1400. On the last row are four TC4824 gears.

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REMINISCENCES

by Guy Croom



September 1, 1983 marked my twentieth year of retirement from Lufkin Industries. It is hard to comprehend all the many changes, improvements, and expansions that have taken place in that span of years. Also, in that 20 years, there has been almost a complete turnover in personnel. Twenty years ago, the late W. W. Trout was president and general manager. R. L. Poland was a design engineer, and the changes could go on further. During the time I worked for the company, I worked under six superintendents and three general managers.

I recently celebrated my ninetieth birthday, and I thank God for such a long life. To be sure, there have been disappointments, trials, and griefs but in the main it has been a good life, probably better than I deserve and I thank God for that. I might do worse if I had to do it over, so I can be satisfied as is.

To count my blessings would take ages.

Mistakes: Will Rogers once wrote, "Blot out all but fond memories." I think that is good advice but I find it hard to follow at times.

Due to a streak of indolence, I've missed writing in the last two issues of the Roundup. We were talking about progress in machine shops that I know about, but I think we will take that up later.

I went to the retiree club's monthly meeting September 6, and after having missed July's meeting, it was good to be there.

My friend Jim Odom came by for me and we picked up Bud Lovett. I was glad to find out where Bud lives. I usually ride with Ghent Smelley, but he called the night before and said he was going to take his mother to Nacogdoches and wouldn't make it. Then I called Calvin Stevens and his wife told me that Calvin was taking his sister Edith to Houston for an operation. But I can always depend on my old friend Jim.

G. C. "Cowboy" Starrett brought us up to date on our finances. We are indeed fortunate to have "Cowboy." Where can you find another man that would devote so much time and energy to such a task? He not only meticulously takes care of our finances, but keeps up with personnel, sicknesses, deaths, and etc. Through the years he has located meeting places and arranged for the annual Christmas parties and other things that we probably don't know about, all gratis.

Dick McKay was a welcome guest at this meeting. He told us some good news about the trailer plant and, from the way he talks, those boys may be eating steaks for dinner occasionally. I believe Dick must have taken a Dale Carnegie course in public speaking or he could not have done so well.

Evelyn Bell comes regularly, and she is a tonic for the blues.

Chick Ballanger came up and shook hands, grinning as if he knew something he was not going to tell.

I missed Henry Steele, and J. J. McDougald, whose absence was conspicuous since he is a regular.

I saw J. D. Pitts recently. He said he had been to one meeting and enjoyed it so much that he was going to be a regular, but if he was there this time, I did not see him.

Lee Deggs said H. R. "Red" Lewis did not feel like making the trip.

It would not be a meeting without Ray Wolford and his hearty greetings.

Mutt Barr has found the ranks, so has Charlie Hamilton, and Virginia Allen wants us to hold a space for her in the not too distant future.

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LUFKIN ROUNDUP
Volume 40, Number 10, 1983

COVERS

Front: Recent changes in the way molds are prepared in the main bay of LUFKIN's foundry are improving the quality and appearance of castings. For the story, see pg. 3.

Back: A group of players and coaches representative of the LUFKIN employees and children of company employees involved in area youth baseball leagues this year. For the story, see pg. 7.

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ANNIVERSARIES

STRUCTURAL STEEL OPERATIONS

	Employment Date	Years With Co.
Jimmy Stepherson	October 6, 1964	19
Calvin Scarbrough	October 27, 1964	19
David Kelsey	October 1, 1965	18
Sam Swindle	October 25, 1965	18
Judy Talton	October 10, 1966	17
Craig Curry	October 12, 1967	16
Jerry Williams	October 28, 1969	14
Johnny Burrell	October 10, 1972	11
Paul Smith	October 19, 1973	10
Bobby Ward	October 29, 1973	10
Eddie Loche	October 30, 1973	10
Barbara Smith	October 28, 1976	7
Jacob Marquez	October 10, 1977	6
Lawrence Flournoy	October 11, 1977	6
Thurmon Davis	October 31, 1977	6
Benny McGaughey	October 5, 1978	5
Ruben Acevedo	October 10, 1978	5
Cradie Wortham	October 20, 1978	5
Isabel Coleman	October 26, 1978	5
Juan Betancourt	October 1, 1979	4
Michael Brewer	October 3, 1979	4
Jose Avila	October 10, 1979	4
Michael Martines	October 12, 1979	4
Ricardo Palomo	October 15, 1979	4
Damian Mendoza	October 22, 1979	4
Leroy Adams	October 22, 1979	4
Leslie Haag	October 26, 1979	4

FINAL ASSEMBLY AND SHIPPING

	Employment Date	Years With Co.
A. C. Hunt	October 27, 1954	29
Hail Hawkins	October 26, 1971	12
James McCroan	October 3, 1974	9
Vernon Modisette	October 7, 1974	9
Bueaford Smiley	October 12, 1978	5
Donald Stone	October 3, 1979	4
David Ham	October 22, 1979	4
Johnny Bowie	October 31, 1979	4

MACHINERY MANUFACTURING ADMINISTRATION

Date	Employment With Co.	Years
Phyllis Little	October 4, 1982	1

FOUNDRY OPERATIONS

	Employment Date	Years With Co.
Odis Garner	October 24, 1950	33
Lonnie Greer	October 11, 1954	29
Steve English	October 9, 1956	27
Lenard Anders	October 22, 1962	21
Elmo Scott	October 7, 1964	19
Jimmy Jones	October 11, 1966	17
Larry Stringer	October 13, 1966	17
James Lord	October 6, 1971	12
Harold Walker	October 17, 1972	11
Willie Hartsfield	October 14, 1974	9
Julius Cox	October 14, 1974	9
Curtis Bryant	October 16, 1974	9
Chester Benton, Jr.	October 2, 1975	8
Jimmy Smith	October 2, 1975	8
Oliver Duirden	October 7, 1975	8
James Davis, Jr.	October 8, 1975	8
Bonner Davis	October 14, 1975	8
Noble Johnson, Jr.	October 15, 1975	8
Leanell Blake	October 7, 1977	6
Michael Cranford	October 6, 1978	5
Nathaniel Logan	October 23, 1978	5
Winford Burns	October 2, 1979	4
David Soto	October 8, 1979	4
Jerry Summers	October 10, 1979	4
Bihn Ngo	October 10, 1979	4
Tommy Arnett	October 16, 1979	4
Bernardino Acevedo	October 17, 1979	4
Lang Truong	October 17, 1979	4
Jose Gamboa	October 23, 1979	4
Lonzo Jefferson	October 24, 1979	4
Van Luong	October 24, 1979	4
Muoi Nguyen	October 25, 1979	4
Phuoc Nguyen	October 25, 1979	4
Ruben Guevara	October 26, 1979	4
Tien Ho	October 30, 1979	4
Manuel Lopez	October 31, 1979	4
Ricky Justus	October 27, 1980	3
Wanda Flenoy	October 20, 1981	2
Ronnie Stanaland	October 26, 1981	2

MACHINERY OPERATIONS

	Employment Date	Years With Co.
Floyd Vann	October 14, 1946	37
William Yount	October 11, 1951	32
Leonard Grimes	October 28, 1952	31
James Elliott	October 28, 1955	28
Thomas Nerren	October 25, 1956	27
Clifton Foster	October 10, 1961	22
Edward Gardner	October 11, 1961	22
Johnny Arnold	October 16, 1961	22
Billy Rice	October 24, 1961	22
Sherman Farr	October 15, 1962	21
James Cates	October 28, 1963	20
Jimmy Youngblood	October 2, 1964	19
John White	October 14, 1964	19
James Cole	October 22, 1964	19
Michael Shuell	October 27, 1964	19
M. T. Wilson	October 1, 1965	18
Richard Bivin	October 1, 1966	17
William Williams	October 4, 1966	17
Robert Barbe	October 10, 1967	16
Charles Jones	October 2, 1969	14
Milton Atkinson	October 8, 1969	14
Richard Dennie	October 2, 1972	11
Ronald Smith	October 10, 1972	11
Norman Baird	October 16, 1972	11
Jewel Drake	October 15, 1973	10
James Glass	October 2, 1974	9
Jesse Satterwhite	October 7, 1974	9
Jimmy Foster	October 7, 1974	9
Joe Burch	October 16, 1974	9
James Lunsford	October 29, 1974	9
Thomas Loving	October 5, 1975	8
John Greenwell	October 21, 1975	8
Raymond Adams	October 28, 1975	8
Denzel Harris	October 3, 1977	6
David Bowman	October 13, 1977	6
Julian Cummings	October 31, 1977	6
Pablo Solis	October 3, 1978	5
John Matthews	October 11, 1978	5
Douglas Harry	October 23, 1978	5
Eddie Peveto	October 25, 1978	5
Dwayne Bynum	October 1, 1979	4
Fred Mann	October 25, 1979	4
Horace Hill	October 20, 1980	3
Ronnie Martin	October 23, 1980	3
Odie Watts	October 5, 1981	2

MATERIAL CONTROL

	Employment Date	Years With Co.
Floyd Hamilton	October 29, 1975	8
Leon Amie	October 25, 1977	6
Michael Parks	October 23, 1979	4

CORPORATE OFFICES

	Employment Date	Years With Co.
Leroy Willmon	October 27, 1947	36
Lee Burnett	October 24, 1951	32
Sandy McMullen	October 16, 1972	11
William Smith	October 18, 1976	7
Jeannie Reese	October 6, 1978	5
Mary Miller	October 30, 1978	5
Tim Beamon	October 30, 1978	5
Mildred Patrick	October 6, 1980	3

INDUSTRIAL SUPPLIES

	Employment Date	Years With Co.
Bob Taylor	October 27, 1941	42
Barbara Pletcher	October 18, 1949	34
Wylie Burroughs	October 15, 1952	31
Harvey Graham	October 5, 1961	22
Nora Smith	October 2, 1967	16

PRODUCT DESIGN ENGINEERING

	Employment Date	Years With Co.
Jerry Taylor	October 3, 1977	6
David Jones	October 1, 1979	4

MACHINERY SALES AND SERVICE

	Employment Date	Years With Co.
Jerry Mullens	October 14, 1963	20
Harold Stevens	October 7, 1974	9
Regina Meyers	October 1, 1977	6
Kent Peppard	October 13, 1980	3
John Taylor	October 25, 1982	1

PERSONNEL

	Employment Date	Years With Co.
Mathey Lightfoot	October 11, 1966	17
Paul Crye	October 2, 1973	10
Clifford Stephens	October 8, 1977	6
Janice McLaughlin	October 17, 1977	6
James Horton	October 2, 1978	5
Dailey Davis	October 13, 1980	3
Vivian Purvis	October 29, 1980	3

TRAILER PLANT

	Employment Date	Years With Co.
Winston Richard	October 14, 1946	37
Burnice Scarborough	October 3, 1950	33
Robert Clark	October 4, 1950	33
Elbert Kirk	October 4, 1951	32
Oren Rice	October 15, 1952	31
Roy Brown, Jr.	October 27, 1952	31
Brown Hays	October 11, 1954	29
Ronald Jackson	October 5, 1955	28
James McDuffie	October 6, 1955	28
Earl Dover	October 24, 1955	28
Charles Gault	October 26, 1964	19
Chester Hodge	October 24, 1966	17
Ernest Jenkins	October 14, 1968	15
Albert Duffield	October 29, 1969	14
R. L. Watkins	October 26, 1970	13
Kirby McAdams	October 9, 1972	11
Carl Gooding	October 4, 1973	10
Howard Price	October 18, 1973	10
Willie Smith	October 22, 1973	10
William Smith	October 15, 1975	8
Lema Thompson	October 17, 1977	6
George Edwards	October 24, 1977	6
David Burris	October 4, 1978	5
Henry Alexander	October 19, 1978	5
Larry Russell	October 25, 1978	5
Gary Latham	October 23, 1979	4
Freddie Jordan	October 13, 1980	3
Leo Molandes, Jr.	October 28, 1980	3
Jeff Sepulvado	October 7, 1981	2

TRAILER SALES AND SERVICE

	Employment Date	Years With Co.
Ernest Dailey	October 22, 1956	27

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