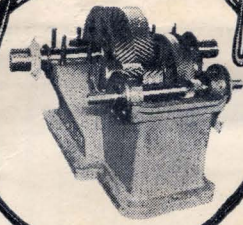




THE Foundry Shop



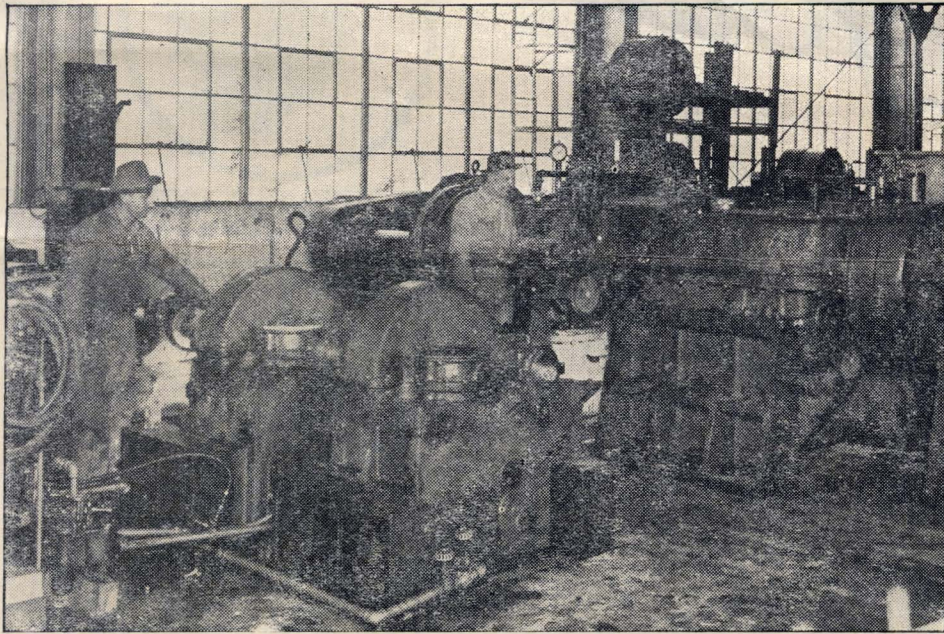
VOL. 1

LUFKIN TEXAS, JUNE, 1944



One of our 155 mm. Guns on road test. This picture taken

June Lang



V. B. Glenn and Jake Ross looking over their LST job.

day morning. If you are needed, your foreman will notify you on Saturday.

Naturally, there can be no vacations this year, unless in individual cases where health requires it. On Saturday, July 1, we will pay a vacation bonus. It is a pleasure to do so this year; we wish we could increase it.

On the other hand, you realize these bonuses can only be paid in prosperous years, and, as above stated, the giving of a week's vacation is no precedent that it can be continued, although we hope we will always be able to do so.

Now you can make your plans for the Fourth. Whatever you do, be careful.

SMILE AWHILE

Robert Lang: Say, this darned car won't clim'a hill! You said it was a fine machine.

Car Dealer: I said 'On the level it's a good car.'

I'm all done with dames
They cheat and they lie,
They prey on us males
To the day that we die,
They tease and torment us
And drive us to sin—
Say—LOOK at the blonde
That just came in!

Modern Maiden's Prayer: Dear Lord,
bring him back safe, sound—and single.

Katherine: "He asked me to marry him and make him happy."

Marie: "Which did you decide to do?"

In London the story is being told of an American official who was anxious to discover the nature of British complaints against the American soldiers based there. He finally asked one Britisher: "What do you think is wrong with

the American soldiers?"

"Well," the Britisher answered, "they're over-dressed, they're overpaid, they're over sexed—and they're over here."

Little pay check, in a day,
You and I will go away
To some gay and festive spot.
I'll return, but you will not.

Sympathizer: Poor little fellow!
Where did that cruel boy hit you?"

Little Boy: "Boo, hoo! We was havin' a naval battle and he torpedoed me in the engine room."

One of our commuters from Nacogdoches wired his boss: "Will not be at work today. Not home yesterday yet!"

Ruth Palmore: I thought I told you to come after supper.

Slim: That's what I'm after."

Doctor: "What happens when a body is completely immersed in water?"
Hazel: "The telephone rings."

Visitor (at asylum): "Do you have to keep the women inmates separated from the men?"

Attendant: "Sure. The people here ain't as crazy as you think."

"What are you trying to do," asked the waitress as the guy left a nickel for a tip, "seduce me?"

Chaplain: "Son, are you following the 'Ten Commandments?"

Seaman: "I don't know, sir. It's all I can do to keep up with the station notices and memos."

Then there was the little lady who was so dumb she thought a goblet was a sailor's child.

Great Guns

By Bayo Hopper

Evidently the 155 mm Howitzer has really proved its worth in the recently intensified Italian campaign because we have in the last two weeks received a new Letter Contract for 150 additional carriages. Up to that time we had anticipated completing all of our carriages during the first week in August. Now we are being asked to perform the Hercules task of starting shipments on the new contract in August as soon as the present contract is completed. This can be done but it is going to require an enormous amount of work from a lot of us in order to do it.

I wish that all of you could hear some of the fine things that the high ranking officials in the Ordnance Department are saying about our production of carriages so that you could understand and appreciate the excellent reputation we have with them. Their opinions follow along the same lines as those expressed by Colonel Davis in his speech at our "E" ceremony with the addition that they are now even more enthusiastic because we have built a lot of good carriages since then.

When it was recently decided by the Army that they needed more Howitzers, we were asked to build 80 percent of the additional carriages to be purchased from commercial manufacturers. This was done in spite of the fact that we already had our plant capacity taken up for the remainder of the year with other essential war work, because we had produced better carriages and had required less assistance from the Ordnance Department. It is to the eternal credit of every foreman, working man and woman in the plant who is sincerely and conscientiously devoting his or her time to the production of these carriages that we have never yet failed to meet our monthly schedule since getting into production. We are probably the only one of the four commercial manufacturers with such a reputation. As a matter of fact, we have on several occasions shipped a few additional carriages at the end of the month beyond our regular schedule to make up for the number that someone else fell short.

Of the five sets of jigs, fixtures, and special tools now being used by the various manufacturers to build these carriages, it is the present plan of the Ordnance Department to scrap three sets when the war is over but to retain for possible future use those made by Rock Island Arsenal and the set made by Lufkin. This is a very significant compliment to Bobo Hays who superintended tooling-up for the carriages and to the many other fellows around the plant who contributed ideas for improving the manufacturing process, as well as all the men who had a hand in building these tools.

The real value of this tooling-up for precision work becomes quite evident when we periodically send a carriage to Rock Island Arsenal for interchangeability tests. Every three or four months each of the carriage manufac-



turers sends a carriage to the Arsenal so that it may be determined whether or not all of the parts of our carriage, for instance, are interchangeable with parts on all the other carriages. In making these tests, each of the carriages is completely disassembled and the parts are scrambled in such a way that when the carriages are re-assembled each of the carriages is composed of some part of all the other carriages. If some part fails to fit as it should, the mating pieces are carefully checked and the company which made the off-dimension piece gets a black mark. These tests are so thorough that all of the carriages always get some black marks against them but ours have been very few and in all cases they have been of a minor nature.

Any defects except the most trivial are sure to show up when the Howitzers are put through their paces at the Proving Ground. On the Proof-Firing front overload charges are fired with the barrel in the various extreme positions so that such members as Trails, Firing Jack, etc., are over-stressed. After Proof-Firing, the carriages are given a severe Road Test in which they are towed at a speed of forty miles per hour over very rough roads for a period of several hours. Carriages satisfactorily passing through these grueling tests can normally be expected to give good service even under the most severe Fighting-Front duty.

Every fiftieth carriage we manufacture must be given a 50-mile road test over rough country roads at 40 miles per hour so that any obviously defective part may be detected before the carriage leaves our plant. It was on one of these periodic road test that one of our 4.5" guns was set up in firing position and the pictures shown here were taken.

We Bought Bonds!

Well, we did it again. You, the employees of the Lufkin Foundry & Machine Company put the Fifth War Loan drive over for Angelina county, and we would like to give all of you special recognition in this column but space will not permit.

To those who put the special effort forth in pushing this drive among the employees, we would like to thank. Their names are as follows:

R. E. Schuller	D. K. Womack
Charles Gault	H. R. Thrash
M. M. Fontenot	Hazel Faircloth
Maurice Malone	J. L. Snyder
Charles Ragland	E. B. Parrish
J. C. Lowe	Alex Andrews
Robert Lang	Slim Askins
George Weeks	Rachel Bates

FREE CANNING OFFERED

The kitchen of the high school cafeteria with all canning equipment is now available to the public, and the wives of Lufkin Foundry employees are especially urged to take advantage of the opportunity.

Mrs. Etta Smith is in charge and will supervise the canning free of charge. The kitchen is open from 8 a. m. to 5 p. m. the first five days of the week, and will be open until August 18th. Appointments are not necessary. Simply take your vegetables and containers down to the kitchen and go to work under the expert supervision of Mrs. Smith.

* * * *

This opportunity is available to colored employees at Dunbar high school. Minnie B. Johnson is in charge and will be glad to give any information desired.

Safety

By D. K. WOMACK



Safety is free to everyone.
 Accidents are costly.
 Few can afford to be careless.
 Every safety rule should be observed.
 Think, talk, practice safety.
 Your help is needed to win the war.

MATHEMATICS OF ACCIDENTS

They subtract—from your pleasure.
 They divide—your income. They add
 + to your discomfort. They multiply x
 your worries.

HEALTH HINTS

Smile more often. Your face won't
 crack if you do.

ACCIDENT PHILOSOPHY

Analysis proves that for every mishap resulting in injury, there are many other similar accidents that cause no injuries whatsoever. This situation reminds one of an honestly conducted lottery or a poker game where most of the players fail to draw the right cards,

whereas a small fraction of them draw the winning hand.

Men who play poker or lotteries are confident of winning a certain percent of the time. In the accident field where the mathematical principles involved are closely related, man seems to feel an equal degree of confidence that the occasional accident will never happen to him. It seems the law of average would provide a safeguard against injury, but it doesn't for the simple reason that the individual never knows whether the first, last, or intermediate unsafe practice will result in an injury to himself or others.

Recently, here in our plant, three of our boys have sustained similar injuries—the loss of the end of a finger. All of these boys are intelligent workmen; all had been properly instructed in the prosecution of their jobs. But they failed to THINK. We cannot be safe workers by giving safety an occasional thought, and believing 'it won't happen to me.' Safety must be thought

Chatter

Did you know that Dolphus Perkins, foreman of the shake-out crew, has been absent from work only one time in fifteen years? That's an excellent record, Dolphus!

The large molding machine in the foundry has been down for repairs several hours since the war started, but the efficient operator, Craft Fenley, has compiled a record of attendance that any war worker should be proud of. His foreman confirms the statement that for well over three years he has neither been absent nor late. Power to you Craft! We are proud of the job you are doing. Keep up the good work!

Mr. Berryman, our new metallurgist, was recently interviewed about his position with the company. We didn't get a full statement, but he talked in terms of a haven of rest for school teachers!

What's this we've overheard? Karl Bozeman is now calling Tom Harvell "Beautiful Blue Eyes." Just more of Karl's unlimited affection!

Seymour Curtis has a new neighbor out at Hudson. Eddie McClain has forsaken city life and purchased a large ranch in Seymour's neighborhood. We understand he is stocking it by making unlimited purchases from Jiggs Smith!

First Lieut. Raymond Banowsky of Camp Wheeler, Ga., was a visitor this month. Raymond was formerly in the Trailer Division, and distributed quite a number of "delousers" to the Army. Using them now yourself, Raymond?

Ernest Crain always says "let by-gone be by-gones," but we can't help wondering if he remembers that it was about this same time last year that his wife was out of town and he paid a \$14.50 fine for speeding!

Congratulations to Mr. and Mrs. R. L. Wilkerson on the birth of a son in May!

Just wondering where J. C. Gentry acquired the pet name of "Gentry Boy."

Wanted: One washing machine in fair condition—so Slim Askins won't have to go home every rainy afternoon to repair the machine they now have.

of and practiced daily—on the job and off.

If knowledge is power, and if accidents arise primarily out of the unsafe actions of men, we should seek more knowledge of safety rules and practices, and manifest our power for the conservation of life and limb against the ravages of accidents.

The moral is to profit by the opportunity to learn how to think and work safely; to realize that repeated unsafe practices and violations of common sense will invariably result in serious injury.

June August

Online Boston