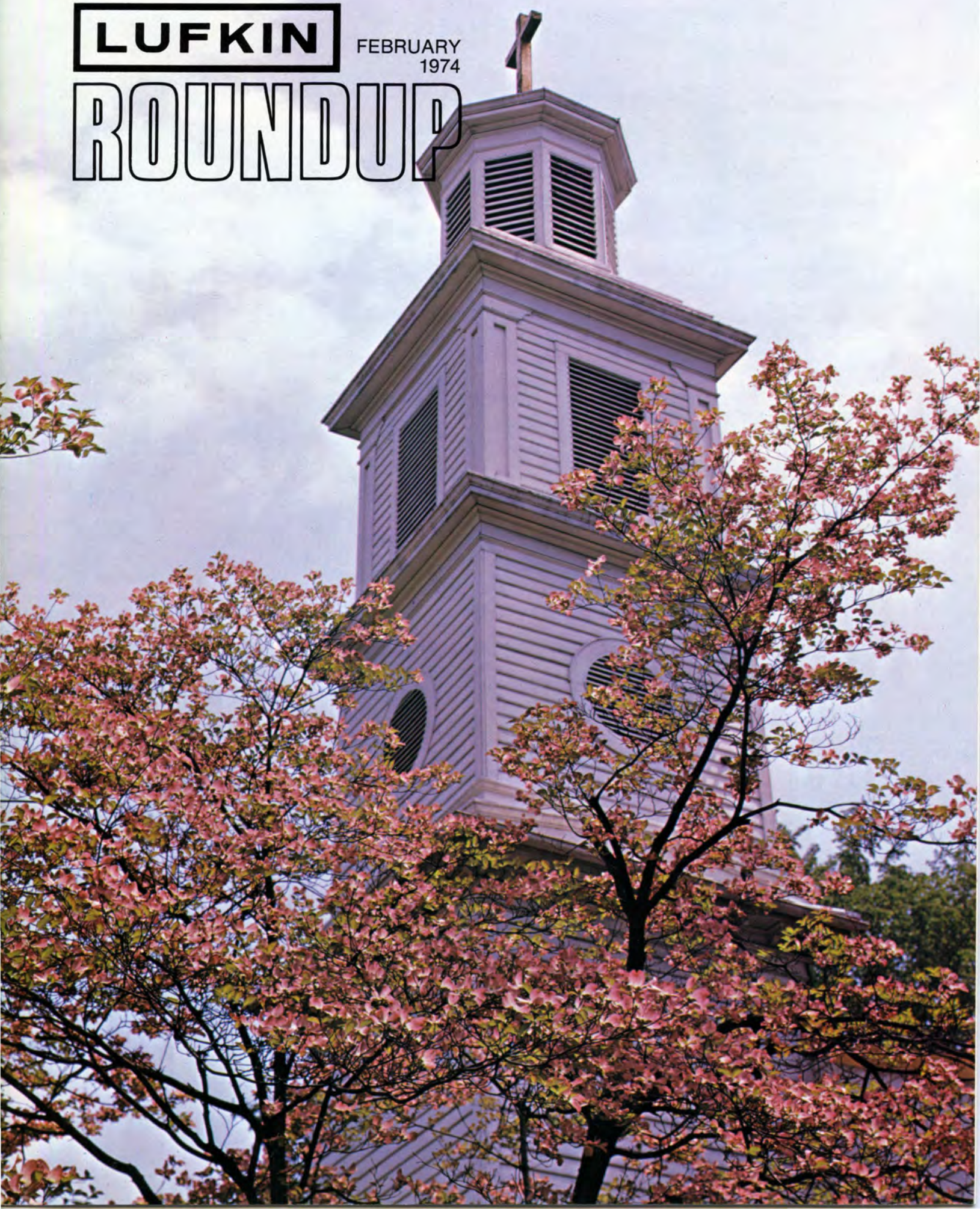
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LUFKIN ROUNDUP

FEBRUARY
1974



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from The President's Desk...

FELLOW EMPLOYEES:

So long as people have an abundance, they seem to take things for granted and forget about how far they have advanced over the years.

With few exceptions, the people who came to America were those lacking in wealth, education or highly developed skills. Many had been denied opportunities because of their religious or political beliefs; or simply because they were poor.

Nothing happened overnight. Generations of American people worked hard and their skills came painfully, but they saved a little of what they earned in order to get ahead.

When Drake struck oil in Pennsylvania in 1859, people used their skills and savings and turned the flow of oil into a torrent. Oil and gas discoveries spread to Texas and beyond. America had brought in one of its most precious resources—the fuel to ignite our industrial revolution.

It was the development of resources such as oil that led to the development of Lufkin Industries.

Today LUFKIN equipment is working around the clock to secure and transport petroleum products. LUFKIN pumping units reach deep into the earth to bring out oil from every major oil field in the world.

LUFKIN industrial gears drive pumps to transport oil in pipelines across the globe. These gears transmit power to refine fuels, lubricants and petrochemicals.

LUFKIN marine gears are furnishing propulsion world-wide for self-propelled drilling ships, offshore supply vessels, oil tankers, towing vessels, and for combination tug-barges.

LUFKIN flat beds and vans are transporting many lubricants and petrochemicals as well as other necessities during this energy crisis.

Serving so many American businesses and industries, we can see the importance of oil to the prosperity of this nation. Lufkin Industries is doing its part to help keep America supplied with oil, our present main source of energy.

R. L. POLAND

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New Babbitt Machine Soothes Growing Pains

by Barbara Chapman White



Six to eight minutes after the hot Babbitt is poured, the bearing is cooled down. This process involves spraying water on the bearing while it spins, creating a cloud of steam



Ford prepares to remove the 21-inch bearing with its three-eighths to one-half-inch layer of Babbitt. Once removed, the excess Babbitt is chipped off and the bearing halves are welded together. The whole bearing then is machined in the Lathe Shop

A hissing, sizzling, humming sound fills the air. Steam billows forth and fades away. These words are descriptive of . . . no, not the cupola, but a new Babbitt spinning machine in the Commercial Gear department.

Spinning at a rate of 12 to 15 revolutions per second, Babbitt, a tin and copper alloy, is spun onto bearings as large as 23 inches in diameter by the new machine.

As an antifriction alloy, the metal is important to insure a low level of friction in high-speed gears. The steam produced is the result of the cooling process.

Previously, Ford Roddam, operator of the new machine, worked with a Babbitt machine only capable of safely spinning up to an 18-inch bearing. Due to the growing size of LUFKIN products, the greater capacity machine was needed.

Ford has been operating the first one since it was designed and built in 1961. As sole operator, Ford was aware of the necessity for a new machine to meet the growing needs of the company.

Seeking the help of the designer of the first Babbitt machine, Ford talked to Riley Webb, chief tool designer, Industrial Engineering, about designing a second machine with a greater capacity.

Riley came to his rescue and designed the second machine. It was built and put into operation only a few months ago.

The process of spinning a bearing involves several preparatory steps. Simply, after being dipped into acidic and alkaline solutions a series of times, the bearing is dropped into a pot of liquid tin. After several moments in the pot, to insure a good coating, the bearing is then placed on the Babbitt machine.

When he describes the operations involved, the personal pride Ford takes in his new machine and his work is evident. Feeling very appreciative, Ford said of the machine, "It's doing just great, and I'm really glad to have it. It will make my job much easier knowing I have the necessary equipment to do it right."

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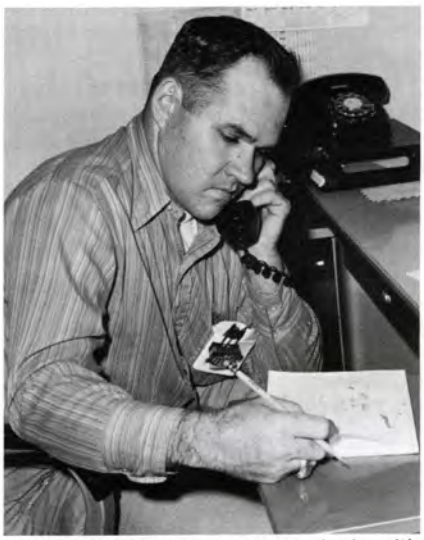
Wayne Fowler, second shift, is micking diameter dimensions on pinions in the Lathe Shop



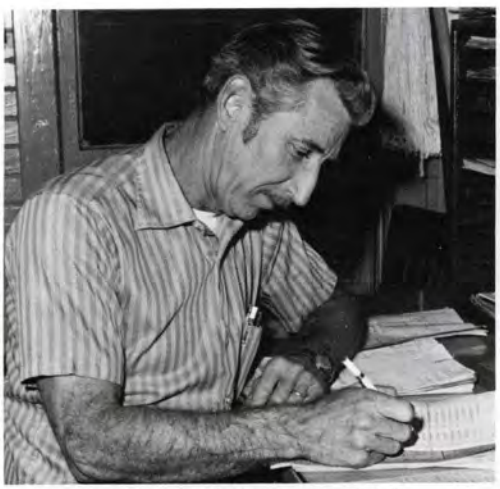
Keith Strickland, first shift, lays out lines on rough castings for machining purposes



Cleatus Russell, first shift, measuring material for exact specifications on his check list



Mike Penn, service manager, deals with LUFKIN's customers' problems



Above: Coy Smith keeps a record of all material for Inspection



At right, above: Elvin Kirkland, first shift, checks crank pin tapers in the Lathe Shop

Ernest Midgley, left, John Reece, and Winford Schuller, seated, discuss blueprint on gear unit



At right: Woodrow Lee, first shift, examines bore in gear blank before further machining



Below: George Freeman, first, setting up Variable Bevel for trial run



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Edmund Winston, first shift, measures "lightening holes" in the subbase



Grady Campbell, first shift, checks all gages for accuracy



Bobby Woods, left, and Charles Jones, both second shift, check shaft being ground on this 242



B. F. Latham, first shift, checks bore alignment on the granite table



Bobby Allen, first, does ultrasonic testing using the dry method



Jack Chastain, first shift is checking the apex of a gear



Bobby Corcoran, first, is the assistant to the final inspector

Rayford Davis, first shift, checking oil level on a gear unit



Quality Control

by Carol Kamas

You Mean They Do All That?

It's not just coincidence that the name LUFKIN has become synonymous with quality through the years. But, little is known about the testing which goes on behind the scenes before the finished product gets the "blue tag" of approval.

The Inspection department (Quality Control) is responsible for this testing of forgings and castings after they have been designed and manufactured with quality as the most important trait.

Chief Inspector, Winford Schuller, and his assistant, Ernest Midgley, are in charge of Quality Control. The department has 28 other inspectors whose jobs are all different.

Inspection of our products also includes purchased equipment and parts which are incorporated into the final product. Examples of this are the structural steel forgings, temperature valves, pipe, bolts, etc.

These inspections are made on all LUFKIN pieceparts, subassemblies, completed equipment and any work in process before it moves from one shop or cost center to another, including the move to the stockroom.

Part of the testing done is ultrasonic testing. This is a nondestructive testing method which has been used here for about three years.

Ultrasonic testing spots flaws in forgings and castings by means of an electric current passing through the rough pieces and reports its findings on a screen.

During the first eight months of ultrasonic testing, $85,000 was

Continued on next page

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Quality Control . . . *continued*

saved the company by finding flaws in castings before time was lost machining defective pieces. Most of the pieces could be salvaged then by welding the imperfection.

LUFKIN'S ultrasonic facilities are unique in this part of the country.

Another function of Quality Control is maintaining a permanent record on the commercial gear units. This file consists of test records, balance reports, housing inspection requested by the Engineering department, the Chief Inspector, or the customer.

Many characteristics are considered before a person is made an inspector.

First of all the person must be a qualified machinist to recognize the abilities of the machines and the skill of the men running them and how these two ingredients affect the quality of our machined products.

Common sense helps the inspector judge whether a piece should pass inspection or if the previous process should be redone. For example, common sense tells the inspector if appearance of a gear unit is an important consideration or whether he should judge only its functional values. His background on the customer's needs gives him the basis for this decision.

This work force of 30 men is represented on three shifts, seven days a week. As long as production is going strong, there must be someone there to check it out.



Tom Reynolds, third shift, inspecting the bore on a crank shaft



Grady Hopkins, third shift, checking the outside diameter (O.D.) on a cylinder during Lathe Shop rounds



Theadus Allen, second shift, is positioning gear box for alignment



Jimmy Freeman, first, just finished checking the oil flow in a pumping unit



Richard Jones, left, and Elbert Jones, both first shift, do ultrasonic testing



Doyle Robertson, second shift, tests a V.B. (variable bevel) gear



Leonard Avery, first, measures tooth thickness of a pinion

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Machine Shop Safety Program In Full Gear

A buggy pulls up in the Machine Shop. Two fellows jump out. They scurry about checking this and that, jump back in and drive away.

No, it's not Batman and Robin in the Batmobile, fighting the forces of evil. It's probably Merlin Swan and Delbert Ellison, safety inspectors for the Machine Shop. They do routine safety checks on fire fighting equipment, chain and cable slings, jib cranes, etc.

Machine Shop safety really is not a laughing matter and an organized program has been in effect for many years, but last year a new program was begun which has met with much enthusiasm.

Organized by departments and shifts, the Machine Shop safety program grades each department and then presents an award each month for the most hazard-free department.

The foremen on each shift rotate to departments other than their own and inspect that department with the voluntary committeeman from the department. The committeeman points out past hazards and the foreman tries to spot new unsafe conditions and everyday dangers which often may be overlooked.

David Bowers, Industrial Engineering, then compiles the safety scores to determine which department will receive the safety award for the month.

At the December safety meeting (one is held the third Thursday of every month) Frank Stevenson, head of Industrial Engineering, presented a slide show of the new machines added to the shop in the last year.



Merlin Swan, left, and Delbert Ellison, safety inspectors, check equipment for safety on Machine Shop rounds

"Awareness of new machines and new manufacturing processes increases understanding of our production, shows why the Machine Shop has become a safer, better place to work in, and emphasizes how everyone's job is being improved," Frank stressed to the committee.

Machine Shop Safety Coordinator, Morgan Flournoy emphasizes that "safety is a continuous job and that safety awards have helped improve safety conditions in the plant through a little competition. They make the three shifts in a department pull together to get a high score."

John Poland, corporate safety coordinator, agrees with Morgan. "Since the new safety inspection system was set up in April, we've seen many dangerous conditions corrected and everyone is more enthusiastic about the safety program."



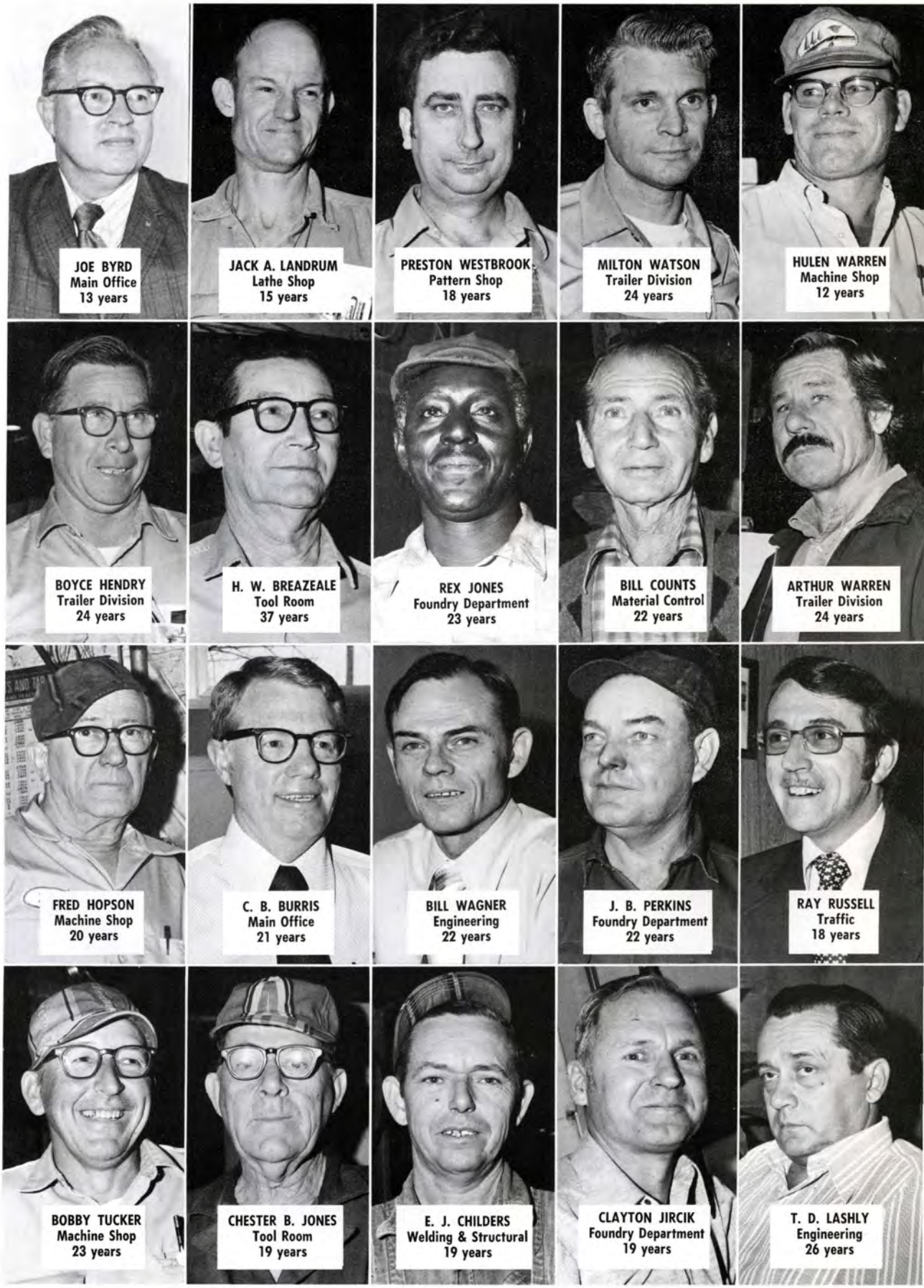
Morgan Flournoy, safety coordinator, addresses December second shift committee meeting. Left to right: Ide Russell, Assembly & Shipping; Frank Stevenson, Industrial Engineering; Joe Willie Grimes, Machine Shop; P. J. Lowery, Jr., Machine Shop; Charles Vann, Com. Gears; Robert Ray, Gear Cutters; Doyle Lunsford, Com. Gears



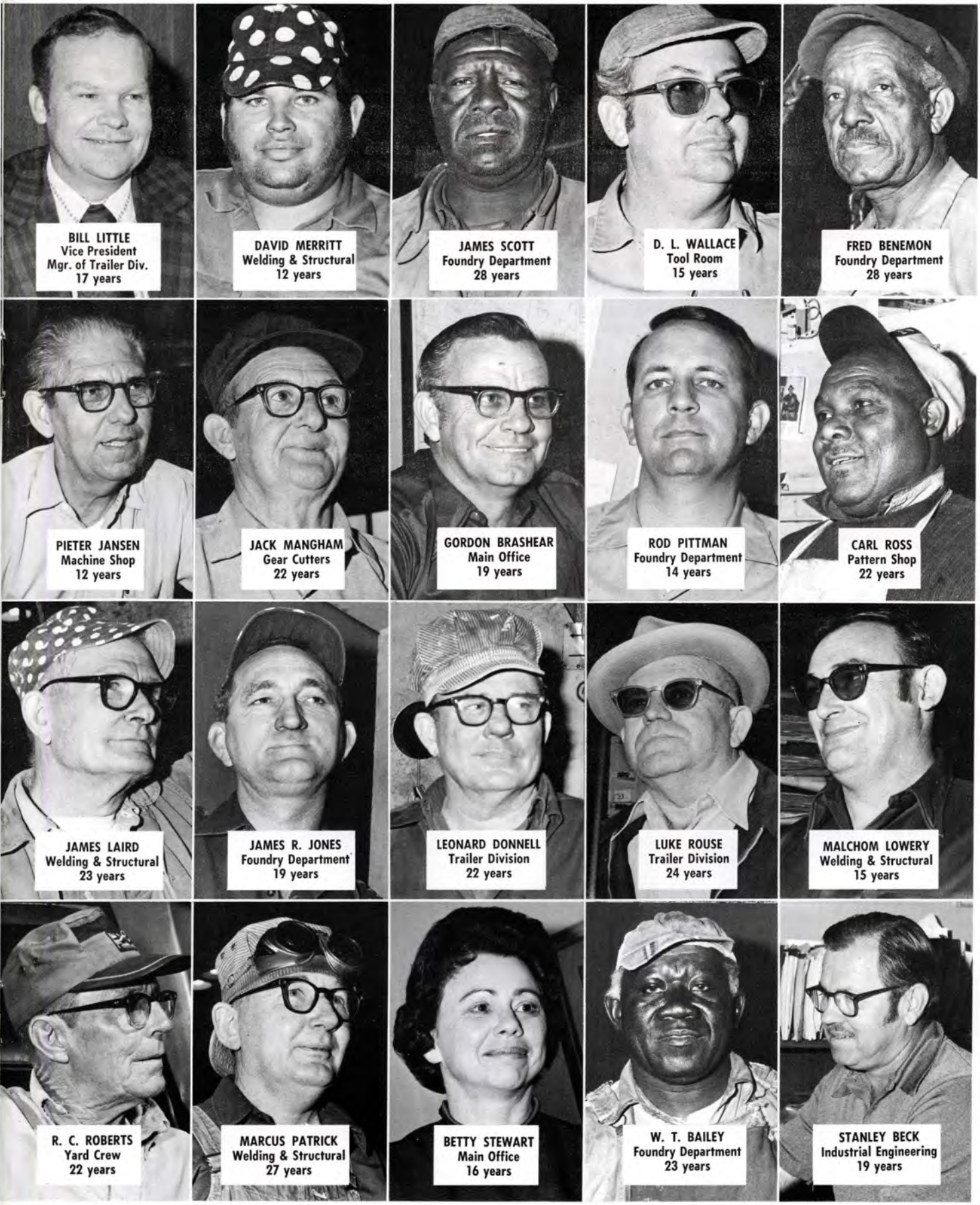
Vic Stephano, left, and Preacher Weems inspect the new dust duct on this 338 Grinder which sucks metal dust out of the operator's area. The Tool Room won December's safety award and had the highest overall average

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CELEBRATING AN ANNIVERSARY... 12 Years or more

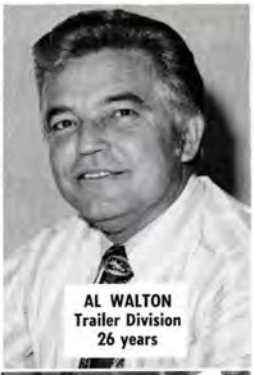


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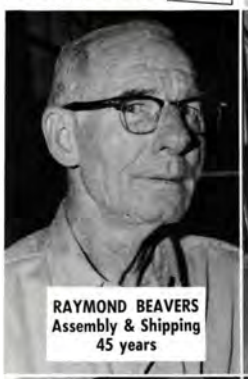


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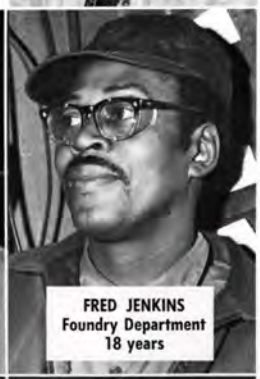
...More ANNIVERSARIES



AL WALTON
Trailer Division
26 years



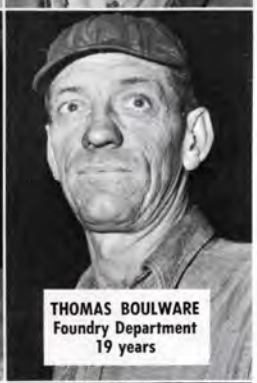
RAYMOND BEAVERS
Assembly & Shipping
45 years



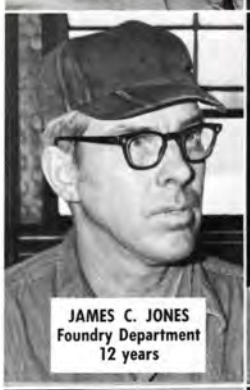
FRED JENKINS
Foundry Department
18 years



PETE MINTON
Foundry Department
12 years



THOMAS BOULWARE
Foundry Department
19 years



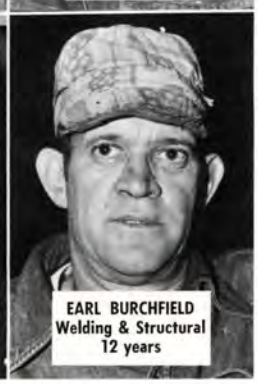
JAMES C. JONES
Foundry Department
12 years



G. C. WRIGHT
Trailer Division
24 years



BUD LOVETT
Jig Shop
33 years



EARL BURCHFIELD
Welding & Structural
12 years

Two Look Foward To

Alvis O. Dias

Looking at the brighter side of the gas shortage, "maybe we will get back to living again by rediscovering home," philosophizes Alvis Dias.

Not that Alvis wants immobility for anyone, in fact, travel was one of his plans for retirement after five years with LUFKIN. But, being optimistic about the fuel crisis, he believes if "we do without for awhile, we may learn to appreciate each other more."

After having his own grocery business for many years, he sold his market and came to work as second shift security guard at Gate 8 on November 21, 1968.

The guard shack's location has given Alvis the perfect lookout for seeing much activity in the plant. On his job he has enjoyed seeing people and seeing many millions of dollars worth of equipment pass through his gate.

Alvis and his wife, Gertrude, avid anglers, can be seen often at the marinas in this area hauling in white perch.

The Dias have four children: Barbara Faulkner, St. Louis; Betty Hodges, Baytown; Elvin, Lufkin; and Alvis, Dallas. There are six grandchildren.

REMINISCENCES



by Guy Croom

While living at Hyatt, Papa and a younger man named Joe Crow rented a horse and buggy and went about four miles from home for an afternoon fishing trip.

The horse was a pretty little sorrel pony and he could make the wheels on that little buggy spin. They took me along and I sat on the floor of the buggy up close to the dashboard.

Fishing proved to be futile. Besides, they both smoked cigarettes, "Bull Durham" variety, and nobody had a match. So, they cut the fishing trip short and started for home and a smoke.

Everything went fine for a mile or so but, for no known reason, the horse stopped. No amount of punishment, coaxing, uncomplimentary remarks about his questionable ancestry, shouting or even pleading could get the horse to change his mind.

Finally he lay down. They unhooked the buggy and rolled it out of the way. Then the horse sprawled out as though he were dead. I know now, by what they said about him at this juncture, that he was illegitimate.

For lack of anything else to do, they wrapped the reins around his feet and managed to roll him over. He immediately got up, they hitched him back to the buggy and that fool horse never broke a trot 'til we got home.

When I got in the way of Grandpa Croom, he didn't say, "look out," or "move" but, he said, "take care." And if he were driving a horse he didn't cluck to him or say "git up" he would say, "go 'long."

Some of my black friends tell me that in the old days, a fried pie was referred to as a "nigger in a blanket." Mama used to make fried pies all right, but I never heard

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Retired Life

Manuel Martin

Manuel Martin came to work for LUFKIN in 1951 in the Trailer Division. He remained on the assembly line until December 31, 1973, when he turned in his number 1148 time card for the last time.

As set-up welder, Manuel positioned flat-bed trailer parts and tack-welded them together. This prepares the parts for permanent welding.

Concerning his retirement days ahead, Manuel plans to take each day as it comes. "Brooding over the future is a waste of time," he declares.

Although he plans to work around his house, Manuel says he just wants to "take it easy for awhile."

Looking for a change of pace from his boyhood environment in Missouri, Manuel left in 1926 to find a new place to call home. He came to Texas and in a few years he settled in Lufkin.

Declaring his reason for staying 22 years, Manuel simply said, "I liked my work."

"I have to be happy and have fun while I work. If I can't, then I might as well quit," expressed Manuel.

Having worked on cars for friends in the past years, Manuel speculates that a lot of his spare time will be filled doing just that. He frequently might be found setting out trot lines on Rayburn if he isn't at home.

Jimmy, Manuel's only child, works in the Machine Shop, second shift.



R. L. Poland presents Manuel Martin with retirement watch

them referred to as a "nigger in a blanket."

Now we are jumping ahead a few years but how about those "hobble" skirts and "merry widow" hats with the stiff brims, about 18 to 20 inches wide, that women wore and those celluloid collars that men sometime wore.

By 1903, it was common knowledge that J. S. and William Rice would deplete their timber supply within two years.

These people were cutting virgin long leaf pine. A good forester could look at a tree and tell if it had a red heart (defective) and they left it standing.

Sawyers (timber cutters) didn't have chain saws, rather they used a crosscut saw with a man on each end and it was really hard work. They didn't bother to get down on their knees to saw down a tree close to the ground, but stood up and sawed it off waist high. So, when they got through with one area, it looked like a sea of stumps; there was no underbrush.

They (the Rices) had other timber holdings a few miles south of Oakdale, Louisiana, and intended on moving the mill and equipment to this location.

Papa and Mama decided they were not going to move with them. As far as they knew, Papa would be out of a job at that time.

I am sure they gave the problem a lot of prayerful consideration and came up with the idea of moving the family to Lufkin.

It's a puzzle to me why I don't remember any of the details of this move. The only way it could have happened was for our household goods to have been shipped by rail freight and then we rode the passenger train to Huntington and either came via horse drawn hack to Lufkin or passenger train over the cotton belt. At best, it took the better part of a day, no doubt, to make the 60-mile trip.

This move, to the best of my calculation, was in the spring of 1905. Incidently, this was the year W. C. Trout came to Lufkin as secretary and general manager of Lufkin Foundry & Machine Company.

The house we lived in would have been astride Ellis Avenue, across from and facing Mac's Minit Market. This sojourn in Lufkin was not too pleasant for us. Papa was still at Hyatt and Mama's health had begun to fail.

Lufkin had the beginnings of city utilities, but our house was not connected with any of these services. We depended on a cistern for our water supply and kerosene lamps for light.

All business establishments had to have delivery service and everybody did credit business.

Drug stores used a boy on a bicycle as did cleaning and pressing shops for delivery. These cleaners had to do pickup service for people that had telephones. The laundry also did pickup and delivery.

Grocery stores used a lightweight wagon usually with one horse. Meat markets usually delivered by boy on horseback. We bought our groceries from a man named Sharp. The entrance to his little store was about where the entrance to Perry Brothers' elevator shaft is now and I did the delivering on foot.

Collmorgen had the best grocery store, in the building now occupied by Vaughn Electric.

The entrance to a Mr. Kerr's grocery store was about where the entrance to Canon & Parker is now from Caulder Square. Mr. Kerr had a pretty good business and he used two little Spanish mules hitched to a lightweight wagon for delivery.

There was a young fellow named Root that was Kerr's delivery boy. This fellow took a shine to me and I was delighted when Mama let me go with him while making his deliveries.

I was a help too, because he did not have to tie his mules at every house where he made a delivery. Instead he just handed me the reins and at times he let me drive and nothing suited me better.

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Shop Talk

Steven Walther, 1971 scholarship recipient, has been chosen to the Phi Beta Kappa honor fraternity at The University of Texas. Steven is the son of Mr. and Mrs. MILTON WALTHER. His father works in Engineering.

Two other scholarship recipients have received academic honors recently. Kay Hartnett and Charlotte Floyd, both 1970 scholarship winners, were chosen to the Alpha Chi national scholarship society at Stephen F. Austin State University. Membership in Alpha Chi is the highest academic recognition extended by SFA.

Kay attended Angelina College for two years and is presently in her second year at SFA. She will student-teach in Lufkin this semester and will graduate with a B.B.A. Her father is RAY STEELE, Truck foreman in Traffic.

Charlotte attended Texas Tech for a year before transferring to Stephen F. Austin. She will graduate in August with a B.A. Her major is psychology while her minor is social and rehabilitation services. Her father, JOE FLOYD, is manager of data processing.

Colleen and Sally Riggs received high point awards from the East Texas Appaloosa Horse Club in December. Colleen, age 15, won her award in the Trail Class while Sally, age 11, won her award in Youth Showmanship. Their father, JIM RIGGS, works in Industrial Engineering in the Trailer Division.



LaVan Watts pauses for a moment while his gas saver, Cookie, takes a rest too



LUFKIN's women's volleyball team won second in their league. Front row (l. to r.): Linda Heaton. Nell Crawford, Mary Hines and Janice Brooks. Back row: Levelle Glenn, Earline Thigpen, Barbara Fowler, Melba Watkins and Dale Lumpkin

While others are sitting around worrying about the gas shortage, LaVAN WATTS, Trailer Engineering, has found the solution for himself. He recently rode his daughter's horse, Cookie, to work. It's only about a fifteen-minute ride LaVan said, and it surely saves on gas!

Lufkin Industries' women's volleyball team came in second place in the city-sponsored volleyball league. Out of 15 games played, the girls won 11 and lost only four! Members include MARY JO HINES, JANICE BROOKS and LEVELLE GLENN (captain), all in Accounting; and BARBARA FOWLER, Machine Shop Office.

The girls' Christmas party at Piney Point was really a success. Everybody enjoyed the food and Guy Croom's hospitality. Also, there was delightful entertainment presented by several employee groups.



A big group turned up at the girls' Christmas party at Piney Point. Everyone enjoyed the good food and hospitality. Entertainment was provided by groups around the plant

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The high point of the evening came when a group from Automotive & Industrial presented a skit entitled "This Is Your Life, Luda Belle Walker."

The annual family picnic for the Trailer Division Industrial Engineering Department was held at Piney Point. Although the weather was rainy, it did not dampen the spirits or appetites of the participants. About 45 were present for the feast.

Rumor has it that there isn't enough ammunition in Angelina County for RILEY DEAN O'QUINN, Gear Cutters, first shift, to kill another deer. It seems that it took him 19 shots to get one during a hunting trip to West Texas.

PHILLIP SHARP, Metallurgy Lab, apparently didn't have as much trouble getting his 10-point buck on a hunting trek in Trinity County.

VIC STEPHANO, Tool Room, first shift, reports that there is a songwriter among LUFKIN employees. JIM LAMONT, Traffic, wrote "An East Texas Christmas" and sang it to a big group at a New Year's party. Jim says he is going to perfect the song so it can be released by next Christmas.

ELMER WILLIAMS, Welding & Structural, was given a retirement party his last day at work by his friends around the shop. He was presented with a box of his favorite cigars and a gift certificate. All of his buddies wanted to send him off in style!

LEAMON BULLOCK, Assembly & Shipping, was also given a big

Continued on next page



Edgar Barnes presents Elmer Williams, Welding & Structural, with a box of his favorite cigars and a gift certificate



Leamon Bullock, Assembly & Shipping retiree, receives cash gift from Wallace Lankford during his retirement party. Co-workers looking on are front row (l. to r.): W. H. Lambert, Dee Russell, Ed Phillips, Odis Johnson, Bud Allen, J. B. Thomas, E. L. Parks and Luther Yount. Back row: James Hanes, Jim Allen, James Sowell, Armon Thrasher, Aubrey Nations, Jerry Kirkland, James Gilcrease, Willie Walker, Sherman Farr, Raymond Beavers, James Pierce and Robert Adams

Insurance Changes

Changes in group insurance for employees when they retire were announced at the Annual Service Awards banquet by R. L. Poland, president.

Details of the changes were given to the ROUNDUP by Johnny Long, personnel director, to provide information to all employees. Interpretation of these changes are by the editor. A copy of the master plan for Lufkin Industries' group insurance coverage is on file at the Personnel Office of the Company and is available to any employee desiring more detailed information.

The changes are as follows:

If any employee leaves the Company and receives a Lufkin Industries retirement benefit (either from an early, normal or disability retirement) and is covered by LUFKIN's group insurance at the time of termination, the employee will have the option to retain coverage for himself/herself and spouse only. This is limited to the lifetime of the employee.

If an employee has three years or more service with the Company and still is not eligible for any LUFKIN retirement benefit, the employee and spouse can continue the group insurance coverage if he receives a disability only retirement from Social Security. This is only for the lifetime of the employee.

At age 65, all employees as well as spouses when they reach age 65 will be changed to LUFKIN's supplement to Medicare. This supplement will pay the deductible required by Medicare, pay for prescription medicine and pay for nursing care when prescribed by a licensed physician.

Upon compulsory retirement (age 65) an employee with five or more years of service but who is not eligible for a LUFKIN retirement benefit shall become eligible for LUFKIN's supplement to Medicare.

Detailed information on LUFKIN's supplement to Medicare is available to employees at the Personnel Office.

Lufkin Industries will continue to participate in this coverage in the amount which the Company paid at the time of an employee's termination for early, normal or disability retirement.

The above changes are retroactive to January 1, 1973.

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Shop Talk... *Continued*

send-off by his co-workers, December 28. His friends collected money and gave him cash as his gift.

The Electrical Department wasn't about to let PEE WEE CHASTAIN and GARLAND (Casey) JONES leave without an appropriate good-bye. As the first two electricians ever to retire, their cohorts made it a pretty special occasion. The two retirees were given little guitars so they could come back next Christmas and give a music festival. Also, the gift certificates they were given were to be used to buy guitar strings and music.

Misfortune has struck DAN TULLOS, Jig Shop, first shift, according to some of his buddies. It's said that Dan thought he could feed his



As Bob Beddingfield gives Pee Wee and Garland their guitars, their fellow electricians gather around. Front row (l. to r.): Joe Durham, James Leftwich, Wayland Clark, Donald Henne, Billy Collmorgen, Larry Pitts, Lester Lowe, Steve Gandy, Cecil Primrose, Troy Allen and J. D. Drake. Back row: Gene Hargis, Frank Phillips, Fred Rudiskill, Al Luce, Tom Mote, Slim Champion, Mike Hartman, Johnnie Carroll, Billy Alvis, Earl Allen, Richard Bivin and Macolm McGaughey

MARKING AN ANNIVERSARY

WELDING & STRUCTURAL

	Employment Date	Years with Co.
Marcus Patrick	Feb. 7, 1947	27
James Laird	Feb. 12, 1951	23
E. J. Childers	Feb. 24, 1955	19
Malchom Lowery	Feb. 27, 1959	15
David Merritt	Feb. 9, 1962	12
Earl Burchfield	Feb. 15, 1962	12
Jay Tarver	Feb. 10, 1964	10
James Matthews	Feb. 7, 1966	8
Charles Dennis	Feb. 11, 1966	8
J. P. Womack, Jr.	Feb. 20, 1967	7
Leandro Vasquez	Feb. 20, 1967	7
George Waldrep	Feb. 12, 1969	5
Charles E. Lee	Feb. 24, 1970	4
Billy Banks	Feb. 2, 1973	1
Noah Bacon, Jr.	Feb. 26, 1973	1

TRAILER DIVISION

	Employment Date	Years with Co.
Albert Walton	Feb. 2, 1948	26
Arthur Warren	Feb. 1, 1950	24
G. C. Wright	Feb. 2, 1950	24
Luke Rouse	Feb. 6, 1950	24
Boyce Hendry	Feb. 9, 1950	24
Milton Watson	Feb. 27, 1950	24
Leonard Donnell	Feb. 28, 1952	22
Bill T. Little	Feb. 18, 1957	17
Cabe Clonts	Feb. 6, 1964	10
John Whitehead	Feb. 11, 1964	10
J. T. Gilbert	Feb. 14, 1964	10
Charles Kilgore	Feb. 14, 1964	10
Oral Antley	Feb. 17, 1964	10
Howard Coleman	Feb. 17, 1964	10
F. L. Williamson	Feb. 17, 1964	10
George Oliver	Feb. 24, 1965	9
Charlie Jackson, Jr.	Feb. 8, 1966	8
Elmer Lynch	Feb. 8, 1966	8
J. C. Malnar	Feb. 8, 1966	8
James A. Green	Feb. 10, 1966	8
Sam Adams	Feb. 6, 1968	6
Walter Butler	Feb. 12, 1968	6
Whittaker Garrett	Feb. 17, 1969	5
Thomas A. Little	Feb. 24, 1969	5
Kelly Hopson	Feb. 26, 1969	5
Dean Pruitt	Feb. 17, 1970	4
Robert Brockett	Feb. 7, 1972	2
George Little, Jr.	Feb. 7, 1972	2
Edward Williams	Feb. 7, 1972	2
Jerry Sudduth	Feb. 7, 1972	2
Billy Addison	Feb. 14, 1972	2
James Hilton	Feb. 14, 1972	2
Ira Lewis	Feb. 14, 1972	2
Floyd King	Feb. 14, 1972	2
Sylvester McClain	Feb. 16, 1972	2
Ronald Phipps	Feb. 16, 1972	2
Dick R. Dunn	Feb. 21, 1972	2
Tommy McMullen	Feb. 28, 1972	2
Willie Davis	Feb. 28, 1972	2
Calvin Kirk	Feb. 28, 1972	2
Delbert McGuire	Feb. 28, 1972	2
Jewel Long	Feb. 1, 1973	1
Geraldine Korn	Feb. 12, 1973	1
Ben Wells	Feb. 19, 1973	1
Robert Powell	Feb. 20, 1973	1
William E. Cary	Feb. 21, 1973	1

FOUNDRY DEPARTMENT

	Employment Date	Years with Co.
Fred Benemon	Feb. 20, 1946	28
James Scott	Feb. 20, 1946	28
W. T. Bailey	Feb. 13, 1951	23
Rex Jones	Feb. 20, 1951	23
J. B. Perkins	Feb. 12, 1952	22
James R. Jones	Feb. 2, 1955	19
Clayton Jircik	Feb. 21, 1955	19
Thomas Boulware	Feb. 22, 1955	19
Fred Jenkins	Feb. 1, 1956	18
Rod Pittman	Feb. 1, 1960	14
James C. Jones	Feb. 5, 1962	12
Charles Minton	Feb. 5, 1962	12
L. C. Deason	Feb. 17, 1965	9
Louis Ferguson	Feb. 7, 1966	8
Archie Williams	Feb. 11, 1966	8
Jewel Hale	Feb. 14, 1968	6
Clarence Williams	Feb. 4, 1969	5
Willie Burns	Feb. 20, 1969	5
W. H. Landry	Feb. 2, 1970	4
Evaristo Garza	Feb. 4, 1970	4
Juan M. Reyes	Feb. 5, 1970	4
McKinley Johnson	Feb. 9, 1970	4
Willie Walker, Jr.	Feb. 2, 1972	2
Billy Richardson	Feb. 7, 1972	2
James C. Johnson	Feb. 7, 1972	2
Jose Barbosa	Feb. 5, 1973	1
Jesse Brooks	Feb. 19, 1973	1

MACHINE SHOP

	Employment Date	Years with Co.
H. W. Breazeale	Feb. 8, 1929	37
J. A. Lovett	Feb. 14, 1941	33
Lloyd D. Parrish	Feb. 12, 1947	27
Bobby H. Tucker	Feb. 12, 1951	23
W. G. Mangham	Feb. 13, 1952	22
R. C. Roberts	Feb. 19, 1952	22
Fred Hopson	Feb. 24, 1954	20
Chester B. Jones	Feb. 3, 1955	19
Barbara Fowler	Feb. 1, 1957	17
D. L. Wallace	Feb. 2, 1959	15
Jack Landrum	Feb. 2, 1959	15
Hulen Warren	Feb. 14, 1962	12
Pieter Jansen	Feb. 21, 1962	12
H. J. Mewbourn	Feb. 1, 1965	9
Curtis L. Thomas	Feb. 2, 1965	9
James E. Luce	Feb. 8, 1965	9
Ronnie Parker	Feb. 7, 1966	8
Pervin Hill	Feb. 12, 1966	8
Emmie Ford	Feb. 23, 1966	8
Lewis Stubblefield	Feb. 8, 1967	7
Austin Stein	Feb. 26, 1968	6
Raymond E. Solly	Feb. 17, 1969	5
Marvin Powell, Jr.	Feb. 19, 1969	5
Ben Newsom	Feb. 1, 1970	4
Robert Forney	Feb. 5, 1970	4
Kenneth Brashear	Feb. 8, 1971	3
James R. Allen	Feb. 10, 1971	3
W. M. West, Sr.	Feb. 2, 1972	2
Robert Gresham	Feb. 21, 1972	2
Harold Lane	Feb. 2, 1973	1
Kenneth D. Burk	Feb. 7, 1973	1
Steven Langston	Feb. 15, 1973	1
Cornelius Mitchell	Feb. 16, 1973	1
Voy McNaughten	Feb. 26, 1973	1
Ronald C. Leonard	Feb. 27, 1973	1

MACHINERY SALES & SERVICE

	Employment Date	Years with Co.
Val Gallia, Jr.	Feb. 5, 1947	27
Oliver McKay, Jr.	Feb. 1, 1951	23
Roy Lilley, Jr.	Feb. 2, 1953	21
David Bishop	Feb. 19, 1957	17
Jack Hill	Feb. 12, 1964	10
Harold Stevens	Feb. 5, 1968	6
Jim Trout	Feb. 12, 1968	6
Mike Bomboy	Feb. 24, 1969	5
Robert Jeffs	Feb. 15, 1972	2
Joy Lamm	Feb. 6, 1973	1

PATTERN SHOP

	Employment Date	Years with Co.
Carl Ross	Feb. 13, 1952	22
W. P. Westbrook	Feb. 1, 1956	18
Donald Kuehl	Feb. 13, 1967	7
Everett Rhodes	Feb. 15, 1967	7
Jackie Rogers	Feb. 12, 1968	6

ASSEMBLY & SHIPPING

	Employment Date	Years with Co.
Raymond Beavers	Feb. 8, 1929	45
Robbie Barley	Feb. 10, 1964	10
Ted Hearnsberger	Feb. 1, 1968	6

TRAFFIC

	Employment Date	Years with Co.
Ray Russell	Feb. 7, 1956	18

UTILITY MAINTENANCE

	Employment Date	Years with Co.
Delbert Ellison	Feb. 17, 1964	10
Morris Martin	Feb. 3, 1971	3
Larry Burford	Feb. 14, 1972	2
Nathan McDaniel	Feb. 5, 1973	1

MAIN OFFICE

	Employment Date	Years with Co.
C. B. Burris	Feb. 11, 1953	21
Gordon Brashear	Feb. 17, 1955	19
Betty Stewart	Feb. 19, 1958	16
Joe Byrd	Feb. 1, 1961	13
David Allen	Feb. 2, 1973	1

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cow (Trinity County) pine straw. Before he knew it though, "the old feller got down and hasn't gotten up yet."

BETTY MARTIN, Main Office, along with her sons, JACK, Machine Shop Assembly Floor, first shift, and Rusty spent Christmas in Maracaibo, Venezuela. Jack said the mountains and beaches were beautiful. He added that he enjoyed the summer weather while he was there too.

JAMES HANEY, Trailer Engineering, received a letter from the United States Public Relations Service notifying him that he had been selected to "Who's Who in Texas." To be considered for this list, one must have distinguished himself in business, government, or civic awareness. James is very proud to be considered one of the outstanding citizens of the state of Texas.



JonAnna Bradford



Gaylon Wayne Powell

Congratulations to newlyweds:

Mr. and Mrs. GLENN YOUNGBLOOD who were married December 21. The bride is the former Mable Hanes. The groom is employed in the Machine Shop, third shift, while his father, CLINT YOUNGBLOOD, works in the Machine Shop, first shift.

New arrivals in the homes of:

Mr. and Mrs. Jesse Bradford, Jr. JonAnna came into the world November 30, weighing 9 pounds 14 ounces. Proud grandmother is VETA ROWIN, Public Relations. The new mother, Suzanne, is the granddaughter of Mr. and Mrs. JOHN T. ODOM and niece of Mr. and Mrs. ELMER WILLIAMS. "Papa" John is retired from Traffic, while Elmer has recently retired from Welding & Structural.

Mr. and Mrs. Leon Tassin. Jason Paul was born November 20 and weighed 7 pounds 15 ounces. Grandfather is HUBERT BREAZEALE, Tool Room, second shift.

Mr. and Mrs. SANTOS PALACIOUS. Michael Anthony arrived December 24 weighing 9 pounds 3 ounces. Santos works in the Foundry department, first shift.

Mr. and Mrs. Jimmy Dale Lunsford. Dedra Lynn arrived October 25 at 8 pounds. Her grandfather, A. C. LUNSFORD, works in Heat Treat, first shift.

Mr. and Mrs. L. E. Lee. Melissa Paige was born December 1 and weighed 8 pounds 4 ounces. ROY WILLMON, Data Processing, is her grandfather.

Mr. and Mrs. Don Fridell. Gregory Neal was born November 23 and weighed 9 pounds 4 ounces. Proud grandfather, A. D. WILKERSON, works in the Machine Shop, first shift.

Mr. and Mrs. REX BAILEY, Rex Benjamin, Jr. was born October 13 weighing 7 pounds 9 ounces. Rex works in the Trailer Division, first shift.

Mr. and Mrs. LARRY POWELL. Gaylon Wayne arrived October 28 at 6 pounds 3 ounces. Proud father works on the Yard Crew.

Mr. and Mrs. BOBBY McCARROLL. Robert Marshall came into the world November 30 and weighed 7 pounds 9 ounces. Bobby works in Cost Accounting. Grandfather, MARSHALL DAILEY, is sales manager, Trailer Division.

Best wishes to:

JAMES ARRANT, Assembly & Shipping, first shift, who has been in the hospital.

R. L. WATSON, Assembly & Shipping, first shift, who has been ill.

Deepest sympathy to:

ROBERT BERRY, Utility Maintenance retiree, upon the death of his mother.

WILLIE BREWER, Foundry Department, first shift, whose mother died.

JOHN TOBIAS, Gear Cutters, second shift, upon the death of his mother.

JIMMY JENKINS, Foundry Department, first shift, whose uncle died.

AUTOMOTIVE & INDUSTRIAL

	Employment Date	Years with Co.
Earl Davis	Feb. 1, 1963	11
Dorothy Havard	Feb. 1, 1965	9
Lee Saxon	Feb. 5, 1968	6
Tonie Ragland	Feb. 19, 1968	6
Millie Conner	Feb. 23, 1970	4
Kendall Moseley	Feb. 10, 1972	2
Linda King	Feb. 15, 1972	2

INDUSTRIAL ENGINEERING

	Employment Date	Years with Co.
Stanley Beck	Feb. 21, 1955	19
Richard Smelley	Feb. 2, 1971	3

ORDER DEPARTMENT

	Employment Date	Years with Co.
Delbert Jones	Feb. 2, 1950	24

MATERIAL CONTROL

	Employment Date	Years with Co.
Bill Counts	Feb. 6, 1952	22
Theron Williams	Feb. 10, 1966	8
Herman Chambliss	Feb. 12, 1973	1
Henry Sumlin	Feb. 13, 1973	1

PERSONNEL

	Employment Date	Years with Co.
Lois Roberson	Feb. 2, 1973	1

PUBLIC RELATIONS

	Employment Date	Years with Co.
Carol Kamas	Feb. 5, 1973	1

ELECTRICAL

	Employment Date	Years with Co.
Troy Allen	Feb. 5, 1973	1

ENGINEERING

	Employment Date	Years with Co.
T. D. Lashly	Feb. 2, 1948	26
Bill Wagner	Feb. 19, 1952	22
James King	Feb. 8, 1965	9
R. F. Estes, Jr.	Feb. 2, 1970	4

TRAILER SALES & SERVICE

	Employment Date	Years with Co.
Carl Peppard	Feb. 26, 1960	14
W. M. Wilson	Feb. 4, 1963	11
Gary Hobson	Feb. 25, 1962	11
Hoyt Rogers	Feb. 17, 1964	10
J. H. Betancourt	Feb. 16, 1970	4
J. L. Caldwell	Feb. 25, 1971	3
I. G. Coleman	Feb. 28, 1972	2
W. J. Drobeck, Jr.	Feb. 5, 1973	1
Chester Johnson	Feb. 21, 1973	1
James Parks	Feb. 22, 1973	1

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RoundupLaffs

A Scotsman asked the bank for a loan of a dollar and was told he'd have to pay eight percent interest at the end of the year. For security, he offered $60,000 in U.S. Bonds. The bank accepted the bonds and gave the man the dollar.

At the end of the year the Scotsman was back with a dollar and eight cents to clear up his debt and asked for the return of his bonds. Upon returning them the banker remarked, "I don't want to be inquisitive, but since you have all those bonds, why did you have to borrow a dollar?"

"Well," said the Scot, "do you know of any other way I could get the use of a safety deposit box for eight cents a year?"

Doctor: Did your wife lose much weight after I put her on that diet of bananas and coconuts?

Husband: Barely two pounds, Doc. But you should see her climb trees!

A rather rotund tennis player was discussing the technique of his game with a friend.

"My brain barks out a command to my body. 'Run forward speedily. Start right away. Get there before the ball does. Get set. Slam the ball gracefully over the net'."

"Then what happens?" inquired the curious friend.

"Then my body says, 'You've got to be kidding, buster'."

Early to bed and early to rise is a sure sign that your TV is on the blink and your thermostat is set so cold you can't sleep.

"You think so much of your old golf game," complained the wife, "that you don't even remember the day we got married."

"Of course I do, honey," he assured her. "It was the same day I sank that forty-foot putt."

An old timer says there are three signs of old age. One is loss of memory and he can't remember the other two.

The mail finally arrived for him, and there were many valentines. One particular card, delicately embroidered with lace, caught his attention. The message on front:

Mother told me to find a young man who is tall, handsome, healthy and rich.

He opened the card and read the following conclusion:

Obviously, you're not it, but have a Happy Valentine's Day, anyhow.

Courtship is what makes a man spoon. Marriage makes him fork over.

Sign in a parking lot: Drive safely —you too can be recalled by your maker.



Sally, talking to her father, "You think you had it tough in high school. Some of the kids in my class have to park their cars three blocks from school."

Father and son returned home all smiles and Mom asked, "Well, how was the trip to the zoo?"

Young Jimmy replied, "Oh great, Mom! We had hot dogs a third time when that one animal paid $25 across the board."

One Congressman to another: "You know . . . you spend a million here, a billion there, and the first thing you know, it adds up."

ABOUT THE COVER

St. John's Church in Richmond, Virginia, is one of the oldest churches in the country still in use. Today, people still attend church as they did 200 years ago.

To the historian, it was here that the men of the House of Burgesses secretly met and made plans for the calling of the First Continental Congress.

Today, the congregants of St. John's meet to worship together, and on a quiet night it is said, the words of Patrick Henry still can be heard rallying Americans to the cause of freedom.

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