



THIRTY-EIGHT NEW EMPLOYEES JOIN L.P.E. IN FEBRUARY

With spring production schedules coming into full swing, the Lindeman roster was increased by thirty-eight new members in February.

Former employees returning from the service were Harvey Warninger, production assistant, and Raymond McCaw, forging department.

Twenty-six other discharged veterans new on the rolls include Roy E. Austin, Jack M. Beard, Howard W. Covertson and Waldo Coyle, shop helpers; as general helpers are Jean P. Jaquez, Norman Dahl, Charles M. Harper, Harvey Alcorn, Rexford Rowland, Jr., and Louis A. Lund. Other veterans are Gail L. Brown, stockroom helper, William J. Fitzgerald, machinist, Philip L. Foster, assemblyman, Charles E. Greer, forging department, Nelson B. Harper, welder, and Ben J. Mastel, stockroom clerk, Richard D. Shewmaker, Frank J. Bolen, John Palm, Jr., G. E. Palmer, all production workmen. Concluding the list of veterans are Howard Ellis, grinder, George W. Isett, machinist helper, Leonard J. Perrault, apprentice machinist, and Richard W. McGahan, cost accounting department.

New in the plant offices are Betty Russell, secretary, and Charles M. Thorn, personnel director.

New machinists on the roll are John F. Mutter, Gust Shepanski, K. N. Thayer and W. A. Watson.

Other new men are Frank L. Wilder, electrician, Verne Wilkens and Roy A. Ponto, production workmen, Sam Onustack, helper, and John S. Cummins, maintenance.

Ralph Reeder, a former employee, has joined Lindeman as a helper.

ADVISOR FOR FRANCE VISITS L. P. E.

Mr. Andre Dhuicq, technical advisor for the French Purchasing Mission in the United States, arrived from San Francisco early in February for a visit at the Lindeman plant.

His principal interest in his visit here was in connection with the Lindeman Two Way Plow for the Ford-Ferguson tractor.

A field demonstration was arranged by J. D. McCague, company sales manager.

Mr. Dhuicq expressed his opinion that at least 75 per cent of the Ford-Ferguson tractors going to France would be equipped with the Lindeman two way plow as soon as it is available to them.

RALPH SALLEE WRITES FROM GUAM

Stationed at N. A. B. Agana, one of the big air bases on Guam, Ralph Sallee, T. N. V. 3/c, of the United States Navy and former Lindeman machinist, is working in a Seabee unit machine shop. He remarks that it is surprising how well equipped they are with tools and supplies but they have trouble keeping the materials from rusting because of extreme dampness. He is experiencing the dry season now, and wonders what a "wet" season is really like.

In his interesting letter telling of the natives and his living conditions, he writes about underwater sea shell hunting that he has had the opportunity to participate in during his stay on Guam. They wear masks and dive into the water and see some amazing sights of colored fish and other sea life.

Ralph is expecting to be wearing "those comfortable civies" about next June and is looking forward to coming home.

FISH AND GAME JUDGES APPOINTED

Judges for the 1946 Fish and Game bird contest are Jack Manda and Chuck Thorn.

New rules and regulations will be written for the coming season and announced sometime before the opening of trout fishing.

The judges have requested sportsmen to write out any suggestions they may have concerning the fish and game bird contest and submit them this month so they can be incorporated into the new regulations.

FIRE!!

A small fire, presumably the result of an overheated oil stove, charred a part of the interior of the beet loader welding crew's tool shack early this month. The city fire department extinguished the blaze. Damage was confined to the loss of some welder's jackets, jet drills and other small items.

LINDEMAN VS. LINDEMAN IN BOWLING CONTEST

In a contest on Sunday, February 17, the Lindeman (Commercial) and the Lindeman (Moose) Bowling teams were matched to settle the question "who can beat who."

Garnering 3 points the Lindeman "Moose" hold a 2 point lead over the Lindeman "Commercial" in their first contest. A rematch is planned at a future date.

Bowling on the Lindeman Moose team were Al Woitt, Don Babbitt, Frank Phillips, Leo Casper and Ben Mastel. Mastel was high point man with 533.

On the Lindeman Commercial team were Maurice Boseck, Ron Fraser, Joe Lindeman, Bill Devon and Ralph Solberg. Fraser was top man with a score of 500.

"TEX" KETCHUM VISITS SHOP

"Tex" Ketchum, navy chief metal-smith, former Lindeman man, dropped in at the plant on February 16 for a surprise visit.

"Tex" returned to the States from the Philippines about three weeks ago. It is reported that he is under hospitalization at Bremerton and is awaiting discharge from service.

HOWARD RUMMEL VISITS PLANT

Awaiting discharge from the Naval Reserve, Howard Rummel yeoman 2/c, former L. P. E. pattern shop employee, visited at the plant on February 6.

Howard was in the service two and a half years and for 18 months served at the naval air station at Attu.

BEGINNING IN THIS ISSUE

In this issue of News Cast is the first of a series of pictures of former Lindeman men who have returned from service with our country's fighting forces and are now back at their peacetime jobs.

NEWS CAST

February, 1946

EDITORIAL STAFF

PhotographersJohnny Emhoff
Bill Parchem
CartoonistBert Degooyer

REPORTERS

C. I. Foundry.....Aven Stone
Core Room.....Milton Skrove
Foundry Lab.....Mary Jane Omelina
Pattern Shop.....Galen Sutton
C. S. Foundry.....Joe Normandin
Cleaning Room.....Gib Hunt
Machine Shop.....John Green
Engineering.....Martin Smith
Tractor.....Bob Robinson
Tool Crib and Stock Room.....
Ray Alexander
Hop Picker.....Fred Robinson
Office.....Nellie Holder

* * *

BACK TO ELM STREET

Millions of young Americans are coming back to thousands of peaceful Elm Streets in every city, town and village of America!

They've seen a large part of the world in ruins, because a few fanatical men sold "gold bricks" to millions of people who traded in their freedom for promises of security—for brightly painted pictures of a "planned economy" under an all-wise, all-powerful government.

And they want no part of that sort of thing here in America. They want jobs. They want to plan their own lives. Make their own future. Go places under their own power. And we must give them that opportunity.

But to do it, wartime restrictions and controls must be removed from business, agriculture—and the individual citizen—as quickly as possible.

Taxes must be adjusted so that money will be available to finance the change-over to peacetime production.

Greater incentives must be provided, so that workers can make more money, by making more goods for more people.

Profitable production will make jobs for the boys who are coming back. But business, labor, agriculture and an understanding government must work together to create it—hold it—and increase it.

Reprinted from "Inklings",
Jan.-Feb., 1946.

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In thumbing the pages of "Hawaii Farm and Home," a magazine published in Honolulu, attention fell upon a picture of the Lindeman-John Deere crawler. It appeared in a double page advertisement of Theo. H. Davies & Co., Ltd., Lindeman's Honolulu dealer.

THOUGHT FOUNDRY

This little pearl of wisdom should be directed to our engineers but I think each one of us at some time or another has something to do with or at least can have something to do with the problem outlined below.

This problem in the "trade" is generally referred to as "eye appeal". It is an accepted fact that appearance of an article is becoming more and more a large factor in the sales of the article. In many cases, particularly in the case of the automobile, "eye appeal" overshadows performance, etc., in the consideration of the buyer. We as a manufacturer want our equipment to look good so it will sell but in our business, more so than we believe with the automobile business, performance is still the main factor but strange as it may seem a good looking piece of equipment always works better than an inferior appearing article by reason that a good looking piece of equipment usually receives better care.

It occurs to me that there is an answer to the question as to why a farmer will, when buying a new automobile, first provide protection for it from the weather. He will the same day buy a new tractor and a full line of implements in which he will probably have more money invested than in the automobile and all of these will remain out in the weather. He would probably be the first to admit that of this equipment, the automobile due to its better finish, chromium fittings, its cushions, interior and all vital parts completely protected from the weather through the design of the body and fenders, could better withstand the elements with practically no depreciation than any of the implements or tractor which has remained out of doors. The answer is because the automobile is a better "dressed up" piece of equipment, the owner is more inclined to take better care of it.

I believe that it is possible with good design to produce the average part or complete tool in our plant to be "good looking" and still be as serviceable and as economical to produce as if the appearance factor was neglected. While we have probably been as negligent as other manufacturers in this respect, we have on occasion made some effort in this direction and I should like to cite as one of the several examples, the track roller frame in our tractor. At the time we designed this track frame all other manufacturers were using, and most of them still do, a built up frame of rolled channel sections with numerous cap screws and protruding pieces all over the frame. We simply used a piece of 1/4 x 10 carbon plate, blanked it to size, then formed it for rigidity and the functions which it is to perform but at the same time kept smooth flowing lines as much as possible and found in the end that we had a less costly frame

than by the old method. One of the simplest things that we did to further "eye appeal" was to use carriage bolts in this frame and located the heads of the bolts on the outside of the frame which blended into the streamline effect.

I think one of the first and biggest steps that must be taken by ourselves and probably most of the industry, is to get away from the old square head bolt and nut. This may not be true but it seems that this is a carry-over from the old days when both the bolt and nut had to present a large area to the standard wrench in use at that time, the old monkey wrench.

Other than using machined cap screws, I know that it can not be any more costly to use hex head bolts and nuts than square head bolts and nuts. I think it is about time the industry and ourselves in particular should get enough courage to use them.

Another simple little method of finish is the clipping of unnecessary corners off of fabricated pieces and then, of course, the design of castings is a problem within itself and one that I think we particularly have been doing a good job on, but much education and planning still needs to be done. Finally we come to the biggest single factor of all which is the paint job.

I wonder if you have ever seen a tractor as it comes off the assembly line before it is painted. It is quite an ugly looking piece of equipment. If it were sold to a farmer in that condition, the results would be terrible if he could be induced to buy it in the first place. Being unpainted, there would be no incentive for the owner to take care of it and every time the motor balked or a wheel slipped, the tractor would be condemned as a piece of junk, and yet if it went to him with a fine paint job it would probably operate to the entire satisfaction of the owner. One of the axioms in the implement trade is that a tractor or implement always works better after it is paid for. I think that a substitute for that one could be that if a good implement or tractor has a fine appearance it will always work well and **WILL** be paid for.

Now if this tale has a moral, this probably is it. The appearance of our lawn, yards, buildings, shop floors and particularly shop tools has much to do with not only the efficiency of the workmen but will help to produce better looking products at less expense. The finish and the appearance of the parts going into our implements and finally the appearance of the implements themselves will have a large bearing on the successful operation of these implements in the field and, of course, the future success of our business.

Jess Lindeman.

LITTLE WOTSIE

Little Wotsie as he drove the bolt
 Through the pin in the jig and
 rammed her tight
 And wrestled the pinion back in
 place:
 Connected the coupling and turned
 it right—
 Then lifted his hammer to drive
 again
 But the whistle blew as he raised it
 high
 E'en as his arm had reached its arc
 And he left the hammer hang in the
 air
 Nor finished the stroke to hit the
 mark.
 For the whistle blew. Another day
 Would find the hammer still hang-
 ing there.

J. M. G.

Jerry Jaquez, discharged service man, is a new helper in the iron foundry. Jerry served in the European theatre. He was in the army artillery for five years.

PETE AUSTIN

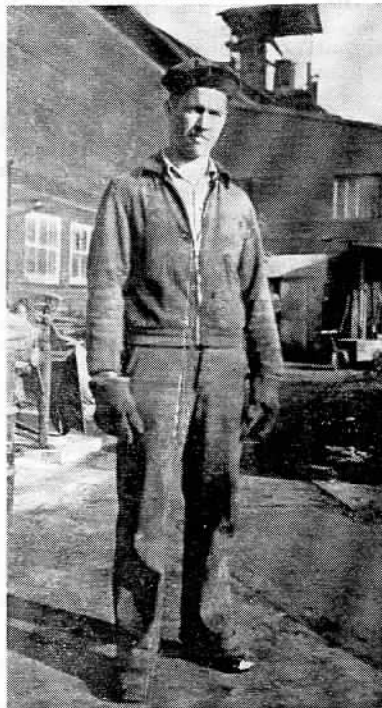


Honorably discharged from the air corps in 1945 as a member of the ground crew, Pete Austin returned to Lindeman after seeing service in England, France, and Germany. Pete during his two years and 11 months in the air corps handled high octane fuel for P-47 fighter ships and is now back at his former job as a molder in the iron foundry.

BOWLING TEAMS HOLD TOP BERTH

Leo Casper, bowling teams captain, reports that the Lindeman teams in the Moose league and Commercial league are still on top in the second heat of the season.

JEAN R. WALKER



Jean R. Walker is reemployed in the steel foundry at Lindeman on his return from service in the Navy Engineer division. Jean saw duty on the destroyer U. S. S. McKean at Pearl Harbor.

The foundry cleaning department is the proud possessor of some new carts for transferring castings to the grinders.

NEW ROOF LINING TRIED IN FURNACE

Instead of using fire brick in relining the roof of the steel furnace, silica brick is now being used and its results to date have been good, reports Es Casebolt.

Silica brick is also being used now in lining the bottom four rows of the side walls. The balance of the lining is fire brick.

Instead of allowing the furnace to cool down overnight and holidays a torch is now used to supply heat to eliminate the contraction and expansion that otherwise occurs if the furnace cools completely prior to its operation.

Reline jobs are less frequent since the adoption of these methods. Casebolt says.

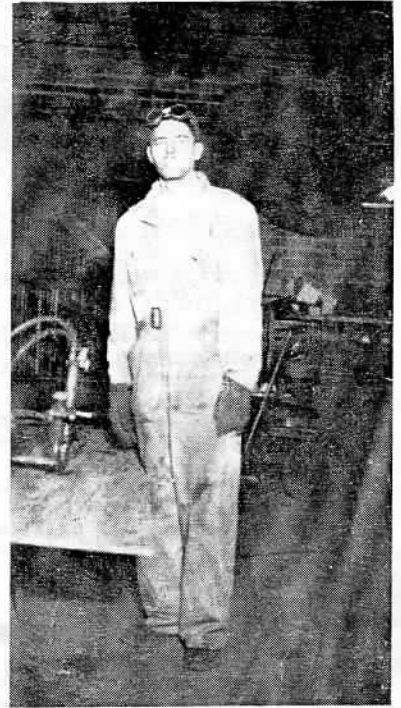
HEATH FAMILY ON TRIP

Herb Heath, swing grinder operator, and his family are on a trip to the East where they are visiting Mrs. Heath's mother who has been ill.

Donna Alexander, 9 months old baby daughter of Mr. and Mrs. Ray Alexander, died on January 24 at St. Elizabeth's hospital after a few weeks illness.

Our heartfelt sympathies go to the Alexander family.

KENNETH GASKIN



Shore patrol and ship repair were a few of Ken Gaskin's duties in the U. S. Navy for two years and three months. One year of this time was spent at Guam. Ken returns to Lindeman at his old job as welder and burner.

STORK VISITS

Born to Mr. and Mrs. Dan Lenington, a boy weighing 5 lbs. 12 ozs., on Sunday, February 24, at St. Elizabeth's hospital.

Ed Erickson, steel foundry foreman, is now also foreman in charge of the iron foundry.

Kenny Chastain, former I. F. foreman, is now in charge of pattern storage and warehousing.

As lead man under Ed Erickson in the steel foundry is Jack Perry.

Jess Bowers is lead man on the iron side.

Leonard Milazzo is at home convalescing from a recent operation.

WAR HERO

Friend: How did you win that medal?

Soldier: I saved the lives of my entire company.

Friend: Wonderful! And how did you do that?

Soldier: I shot the cook.

SCHOOL DAYS

A number of Lindeman men are attending the night classes in instruction offered at the plant.

In charge of classes are Rus Berg, blueprint reading; R. K. Arnett, geometric layout and E. H. Powell, shop math.

ELMER DRIVER BACK AT COREROOM

After serving 22 months as coxswain on a transport ship, Elmer Driver, former Lindeman coreroom foreman, is back on the job at the coreroom again.

Lt. Donald Holder, husband of Nellie Holder, is on his way home after 33 months in North Africa and Italy. Lt. Holder has been serving with the army quartermaster corps at Rome headquarters.

PHIL KOKEN TO COLLEGE

Phil Koken, who returned to the Lindeman engineering department after his discharge from the army air corps, has left for enrollment in the mid-year term at Washington State college.

Phil is taking a course in mechanical engineering.



Al Sheffer: Did you get along alright at the hospital? Did they bandage your finger up well so there is no chance of infection, etc.?

Duane Wilkins: They bandaged my finger well, but I didn't get along alright.

J. W. Hall: He says he got lost in the Maternity ward at the hospital.

Duane Wilkins: I did not get lost in the Maternity ward. I just got off at the wrong floor.

Al Sheffer: I thought you were gone a long time. Did you get hung up on a clothes line?

Duane Wilkins: I did not get lost in the Maternity ward. I was only there twice.

Al Sheffer: Twice?

Duane Wilkins: Going up I got off at the Maternity ward and going down I got off at the Maternity ward. What is wrong with that? Can I help it if I look worried and they think that is where I am going?

J. M. G.

Walt Stanton: What are you measuring your lunch box for?

Al Sheffer: Let me see, 3.843 inches is the depth. Now I can see how far up I have to wash my hands to eat my lunch.

"Why is a tight girdle like an income tax blank?"

"Why?"

"Because if you try to fill it with the wrong figure you get pinched."

—Exhaust.

Johnnie Miller: These Benham lines were discovered back around 1890. When broken black lines are revolved slowly they take on different colors. Do you think this is an optical illusion?

Don Stone: This could hardly be an optical illusion. The concentric rings reverse colors when revolved through a positive, then negative angle. The electromagnetic effect produces ranges from 5600 angstrom units to 8000 angstrom units. The corpustular arrangement of electrons must therefore change their vibration centers and the reticoital conbulations of the constabulary quantrinimity emit wave lengths corresponding to the Rydberg constant. If this statement is published it will add weight to the paper.

J. M. G.

With clouding wits, the draftsman sits

And pushes pens and pencils,
While day by day years pass away
Among his inks and stencils
He works and works, and never shirks

(He couldn't do without it)
And if he stops, asleep he drops
And then he dreams about it.
With head that sinks, and frame that shrinks

He does his toilsome duties
Without a glance for gay romance
And blind to all her beauties.
And when at last, his life is past
There comes no chance to show it,
For engineers are dead for years
And never even know it.

—Annon.

Raymond Henn: I told you I was trying to act like a big brother to you. See! I am introducing you to all the fellows. What did you think of that guy I just introduced you to?

Sweet Young Thing: He has a strong Poison-ality.

JERRY SHERWOOD TO RANCH

Jerry Sherwood, parts department helper and delivery man, has left L. P. E. Co., and is going into the ranching business with his father. They have purchased a ranch at Enterprise, Oregon.

Gail Brown is taking over Jerry's former duties in the parts department.

FRED MALTBY REOPENS FORMER BUSINESS

Fred Maltby, who for over three years has been molding cores at L. P. E., has announced that he is reopening his Regina Root Beer stand and lunch room at 1510 N. 1st street.

Fred closed his business at the advent of wartime shortages of critical materials and labor.

Fred put in his last day at the core room on Saturday, February 16.

CLAUDE D. HAUVER



After serving four years in the army infantry with one year and four months in France and Germany, Claude Hauver is back at the Lindeman foundry where he is in charge of sorting, checking and keeping inventory of castings as they go through the foundry cleaning department.

NON-COMMITTAL

Fred Robinson learned that a black eye can create more curiosity than a child's visit to a toy shop. Just how it happened, well, nobody knows but Fred had a good supply of answers for the curious and no two reports were the same.

When it comes to a black eye the old standby—"bumped into the edge of a door" is usually the most true yet most disbelieved alibi on the market.

J. W. Ratliff was ill at home for a few days early in February.

Yakima County's
**RED
CROSS**
CAMPAIGN
for
\$60,300
IS UNDERWAY