

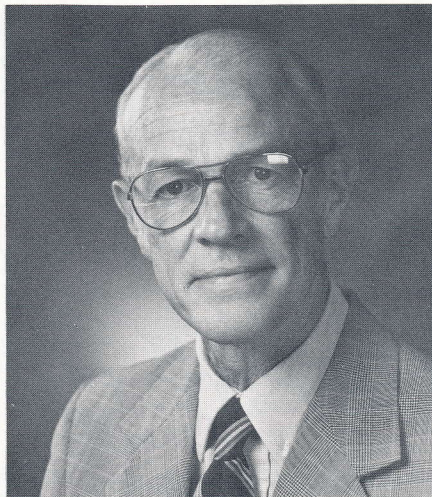
# The Inside Line

Winter 1987



**Stearns Division****The Inside  
Line**

Winter 1981

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*Layout and design**Our cover depicts a last look at our 1981 activities as FMC, Power Control Division.***Manager's comments***by Jim Landers  
Vice President & Division Manager*

As you are all aware, a new corporation — PT Components, Inc. — was formed for the purposes of purchasing the business and the assets of the Power Transmission Group of FMC.

The purchase of this business, of which we, the Stearns Division, are a part, was completed on October 15th.

Being an independent company will give us stronger control of our own direction and destiny. We will be in a position to make business decisions more quickly than we have in the past.

As far as the direction of this division, it is my desire that we implement

programs and new products to grow this business more aggressively than we have in the past. Towards this end you all are important contributors.

A major program on which we are currently working is that of minimizing delivery lead time and maximizing manufacturing flexibility about which I wrote you on November 18th. This is a very key program in making our products more available to our customers.

Another major program which we are developing through Clarence Griffin, our Marketing Manager, is an "Awareness" Program. This is a program to promote the sale of brakes through all of the motor manufacturers in the United States.

Clarence and his people have contacted each of the major motor manufacturers and have presented a program and plan. It has been well received and is in the process of being implemented. We expect this program to begin producing additional orders for us by early 1982.

In the area of new products, we currently have two that are in the design and development stage and are investigating three additional new products. Hopefully we will be able to introduce two of these in 1982.

*Seasons Greetings  
to everyone  
from  
The Inside Line Staff*

## A new beginning for a century old tradition

On October 15, 1981 our new company was formed, including the five manufacturing divisions, the Marketing Services Operation of FMC Corporation, Power Transmission Group and the former Link-Belt Mexican operations. The new company, organized by Kohlberg, Kravis, Roberts & Company (KKR) a New York based investment banking firm, employs over 4,300 people on a world wide basis. We have eight manufacturing plants in the U.S. and one in Mexico, nine service centers and regional offices including one in Canada and one in Brussels, Belgium, and fifteen area offices including one in Singapore, Sao Paulo, Brazil and Melbourne, Australia.

Glenn D. Tobias is the President and Chief Executive Officer of our new company. The officers include Bob Swinehart, Director, Corporate Development and Controller; Bob Rogers, Vice President and Bearing Division Manager; Dick Bergmann, Vice President and Automotive Products Division Manager; Frank Reuss, Vice President and Industrial Chain Division Manager; Tim Yonker, Vice President and Drive Division Manager; Jim Landers, Vice President and Stearns Division Manager, and Ray Maynard, Vice President and Marketing Services General Manager.

**OUR ROOTS GO DEEP.** In 1875 the Link-Belt Machinery Company was founded by a young farm implement dealer from Belle Plaines, Iowa — William Dana Ewart, who invented a chain constructed of detachable links. The chain filled a need for repairing farm machinery in the field thus eliminating extended down-time of harvesting equipment. Today that part of our company has grown to become one of the world's largest industrial chain manufacturers — the Link-Belt Industrial Chain Division. This division now has three plants: one in Indianapolis, one in Morganton, N.C. and one in Atlanta, Georgia.

In 1882 a firm known as the Link-Belt Engineering Company was founded in Philadelphia, Pennsylvania. This company eventually evolved into the Link-Belt Drive Division. In 1906 Ewart Machinery, a division of Link-Belt Machinery, the Link-Belt Machinery Company and the Link-Belt Engineering Company combined to form the Link-Belt Company. The Link-Belt Drive Division manufactures speed reducers, variable speed drives and shaft couplings. The division headquarters is in Philadelphia with a satellite plant in Stuarts Draft, Virginia.

The Link-Belt Company became part of the bearing industry in 1934 by manufacturing bearings under contract to the Shafer Bearing Company of Chicago. The manufacturing of bearings was assigned to a Link-Belt plant in Indianapolis in 1936 and in 1959 a new plant was built there solely for the purpose of manufacturing ball bearings, spherical bearings, sleeve bearings and take ups. In 1975 a plant was built in Clinton, Tennessee to manufacture cylindrical bearings. These two plants make up what is now the Link-Belt Bearing Division.

In 1915 the Magnetic Manufacturing Company was founded in Milwaukee, Wisconsin and in 1932 one of the original fourteen founders, R. H. Stearns, acquired what was known as the Stearns Electric Company which has now become the Stearns Division. The division now manufactures electric and electronic motor brakes, clutches and clutch brakes.

These four division were merged into FMC Corporation in 1967 along with the balance of the Link-Belt Company which included the Cable Crane and Excavator Division, formerly Link-Belt Speeder — Cedar Rapids, Iowa; the Link-Belt Material Handling Division of Chicago; the Link-Belt Material Handling Systems Division of Colmar, Pennsylvania and some Link-Belt operations in Mexico, Canada and South Africa.

What does the future hold for our new company? In a recent press conference held in Chicago, Glenn Tobias emphasized that the formation of PT Components, Inc. allows our management team to focus the resources of the business where they are most needed. He also stated "This is a time when one steps back and examines the fundamental strengths, the opportunities, as well as the problems, which are attendant

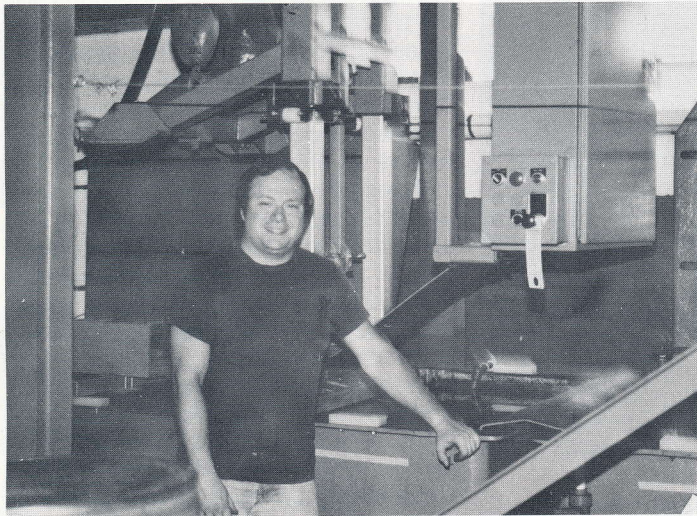
to the new business, and the power transmission industry itself. Speaking first of the power transmission industry, we feel that it continues as a strong viable, underlying force, supplying both the U.S. and the world wide industry and it has a promising future. We believe that the fundamental strengths of PT Components, Inc. will serve the new company, our customers and investors well as we enter the decade of the eighties as a new independent company. Some of these strengths include broad and proven product lines, experienced people at all levels, and in all functions, modernized, well-equipped factories, an extensive and broad-based world wide sales and service force and finally the well-established Link-Belt and Stearns product names. Thus we believe that in many parts of the world, the name "Link-Belt" is synonymous with quality power transmission products as is the Stearns name for brake and clutches, and we intend to build on that historic and positive market recognition."

In a very real sense, tradition to PT Components, Inc. means change rather than fixed ways of doing things. This flexibility and the willingness to explore new ideas and concepts to meet future demands, have been instrumental in achieving industry leadership. No other U.S. company produces a more extensive power transmission product line, and maintaining this scope is an important part of plans for the future. These plans include not only new product innovations, but a continued dedication to traditional product quality. Though advanced technology and engineering have come a long way since 1882, the basic idea underlying each Link-Belt and Stearns power transmission product will remain the same. That is, to produce quality products that constantly provide maximum service and reliability to our customers.

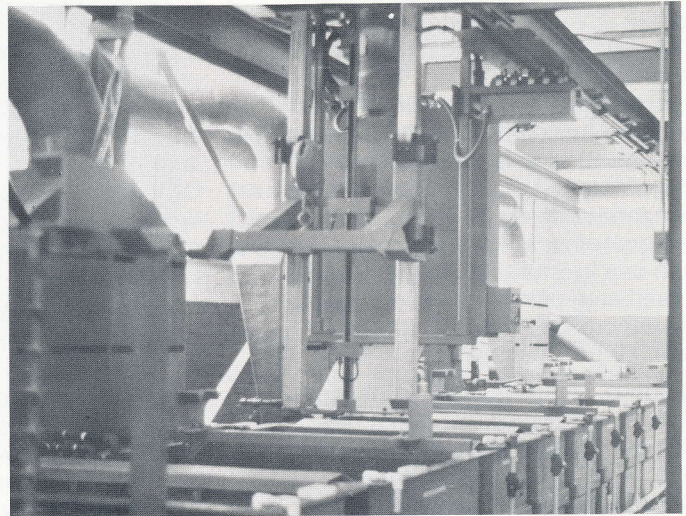


Officers of PT Components, Inc. include (left to right standing) Frank Reuss, Dick Bergmann, Tim Yonker, Jim Landers, Bob Rogers. (left to right seated) Bob Swinehart, Glenn Tobias, Ray Maynard

# Progress Progress Progress Progress



Steve Hapka



Phosphatizing line

## Computer control phosphatizing

Our new Absco Products Zinc Phosphatizing line arrived in early May. This will replace our Black Oxidizing Department, as we continue to update our methods and machines to remain competitive.

While black oxidizing was mostly a coloring (applying a dye), phosphate coatings are used to pre-condition surfaces to receive and retain paint. Phosphatizing also protects surfaces against under-paint corrosion by providing a good base for waxes and rust-preventive oils. Phosphatizing creates uniformity in surface texture while insulating metals against

electrical corrosion.

The "line", which consists of six single tubs and three double tubs, is automatically controlled by pre-set switches, while the old method (black oxidizing) was all done manually. The computerized control can hold up to ten programs at one time. A Stearns 87,000 series brake controls the stopping action of the machine unit.

The tubs contain acids, alkalines, and dyes, with several rinse tanks in between. The acid etches the metal, then the metal is neutralized by an alkaline (the zinc phosphate) to preserve paint and keep the metal from rusting or corroding.

According to the operators involved, the new line will make their job quicker

and somewhat easier. Their job will also be safer, as the acid concentration in phosphatizing is 16 times less than it was in black oxidizing.

Perhaps one of the biggest benefits of our new line is that the majority of the parts we used to send out to other shops for zinc plating, or other coatings, will now be done here.

Our engineering staff is presently working to determine how much coating, or dye, should be used on the different parts that will be done on the phosphatizing line. When those decisions are made, our new "line" should begin production.

## Numerical control at our division

Numerical Control, or as it is more commonly called, N/C, has been expanding here at Stearns Division. With the addition of the new machine tool in January, the first floor machine shop is now 42% N/C!

An N/C is a machine which moves according to directions received from a control tape. The computer-programmed tape utilizes pre-selected tooling, spindle speeds, and cutting feeds. The path a machine follows resembles a simple graph using the Cartesian Co-ordinates X, Y, and Z for the three dimensions of movement.

The operator loads the tape into the control. The control panel is used to operate the machine. The tools then

move automatically to machine the part. This not only makes the operators job easier by not having to manually position the tools, but it usually results in a faster machining time while maintaining quality.

To better illustrate the growth of N/C machines, consider the following. The first N/C machine, a single-path milling machine with a massive tube-like control unit, became operational in 1952. Today approximately one-fifth of the fifty thousand manufacturing plants in the United States are equipped with N/C machines. In the next five years over seventy thousand N/C machines will be purchased.

So in review, the N/C not only makes

the operators job easier while helping to hold down costs, they can also permanently store on tape some of the best metal-removal methods and machine shop techniques used by our most experienced machine operators.



Ron Boettcher

## The Electronic Motor Brake

In every department, people are involved in the Electronic Motor Brake, EMB. One sees a buildup of activity here at the Stearns Division corresponding to the buildup of interest in the marketplace. After an initial production run, the EMB is swinging into production.

The Electronic Motor Brake simply is an electrical device connected to an electrical motor converting the motor into a braking device. The Stearns EMB uses the dynamic braking technique by injecting DC, direct current, into the motor windings, thereby causing a braking torque in the motor.

The EMB has braking versatility with adjustments for braking torque and time to brake. The versatility allows soft stops. The EMB, with adjustable torque is given a single maximum current, but unlike rating standard brakes, the EMB covers a range of torque levels.

Presently there are 8 standard models, each available in 3 housing versions. The EMB may be in an open chassis, in a NEMA 1 general enclosure, or in a NEMA 12 dust tight enclosure. The 8 standard models are 15, 30, 60 and 120 amp units available in either a single 230 volt or dual 230/460 volt model. The only data needed to select an EMB is motor horsepower and AC line voltage. Simply match motor horsepower and AC line voltage to the EMB horsepower range and voltage rating of the controller selected.

The advantages of Stearns electronic braking vs. standard friction braking are adjustable stopping torque, can stop high inertia loads, no mechanical hookups, long service life, and can be mounted remotely. The advantages of using a friction brake are the load stops if power fails and the load is held in position after it is stopped. The Stearns EMB can be used in conjunction with the Stearns standard brake to give the advantages of both braking systems. With such versatility, many customers will be buying an EMB together with a standard brake.

After an initial production run of 60 EMB's, manufacturing is prepared for production for special orders and new models. Engineering is temporarily assisting manufacturing in EMB assembly that is taking place in the R & D lab.

Dick Shemanske, Director of Engineering, initiated the idea for Stearns to develop an Electronic Motor Brake in 1977. After positive evaluation, the program was started. Dick was the

guiding force to make the EMB a reality. Dennis Lorenz, Chief Engineer of clutches, DC products, and the EMB, developed the unique EMB logic for which a patent has been granted. Currently, Dennis is coordinating engineering efforts on further new developments, as well as other clutch product activity.

Young-Kee Min, Senior Electrical Design Engineer, is busy working on new EMB features and also on higher horsepower EMB models. In other words, Young-Kee is making the EMB line bigger and better. Andy Awadallah, Electrical Designer, designed the PC board and component arrangement to make the EMB simple and easy to service. Steve Chmiel, Electrical Technician, coordinates lab efforts in the construction of special order EMB's. Mike Schultz and Randy Raduenz, summer Electrical Technicians, helped in the assembly of the made-to-order EMB's in the lab. Estelle Rostkowski and Joanne Nussbaum from assembly are assembling quality EMB's since the initial pilot production.

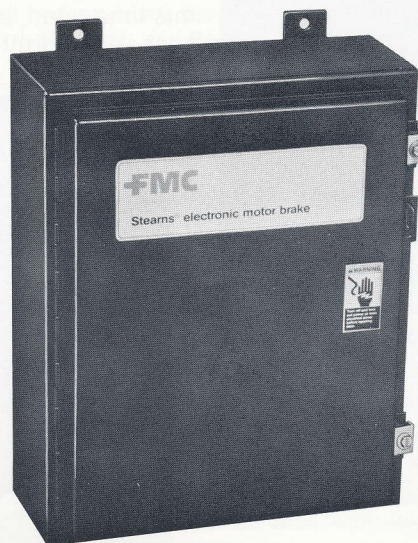
The marketing effort is equally as intense as manufacturing and engineering effort. In June, marketing conducted 51 training seminars for the distributors and the MSO sales force. The purpose was to train these 600 customer contact people in application, selection, and in troubleshooting possible problems. Dick Klug, New Product Planning Manager, was instrumental in the writing of the training manuals and in the training seminar content. Everyone benefitted from Dick's thorough preparation. The

trainers included: Dick Klug, Clarence Griffin, Bill Robinson, Gary Lunzmann, Ray Mazurek, Dean Paulin, Tom Broderick, Marylinda Maddi, Madeline Mace, and Area Sales Representatives, Dan Mischeck, Robert Taylor, and Tom Kvist. The training blitz was a success with the distributors and sales force ready for increasing customer demand. At the same time, EMB advertisement started in three leading magazines. As a result, 1000 customers inquiries per month have been pouring in, many of which will result in sales. Presently, marketing is actively following up on all customer interest. With the EMB becoming a standard Stearns product, Tom Broderick has been named EMB Product Manager. Tom's responsibilities include forecasting, pricing, and product decisions.

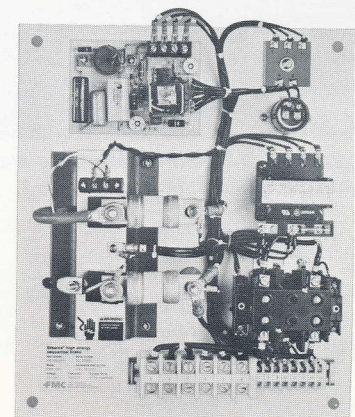
Janet Schmidt, Lillian Torres, and Amy Freund or the Graphic Department are keeping up with the EMB label design and literature demand.

Customer Service is being trained on customer calls on application and selection. Inspection inspects incoming circuit boards and components insuring quality. Purchasing, namely Rose Thompson, is busy buying and receiving quotes on electrical components, Tom Dallmann of Manufacturing Engineering is busy with coordinating the manufacturing processes. Tom Roma, of Inventory Control, keeps tabs on the material requirements. Bob Mays is readying for increasing production control.

Department involvement and cooperation is evident everywhere.

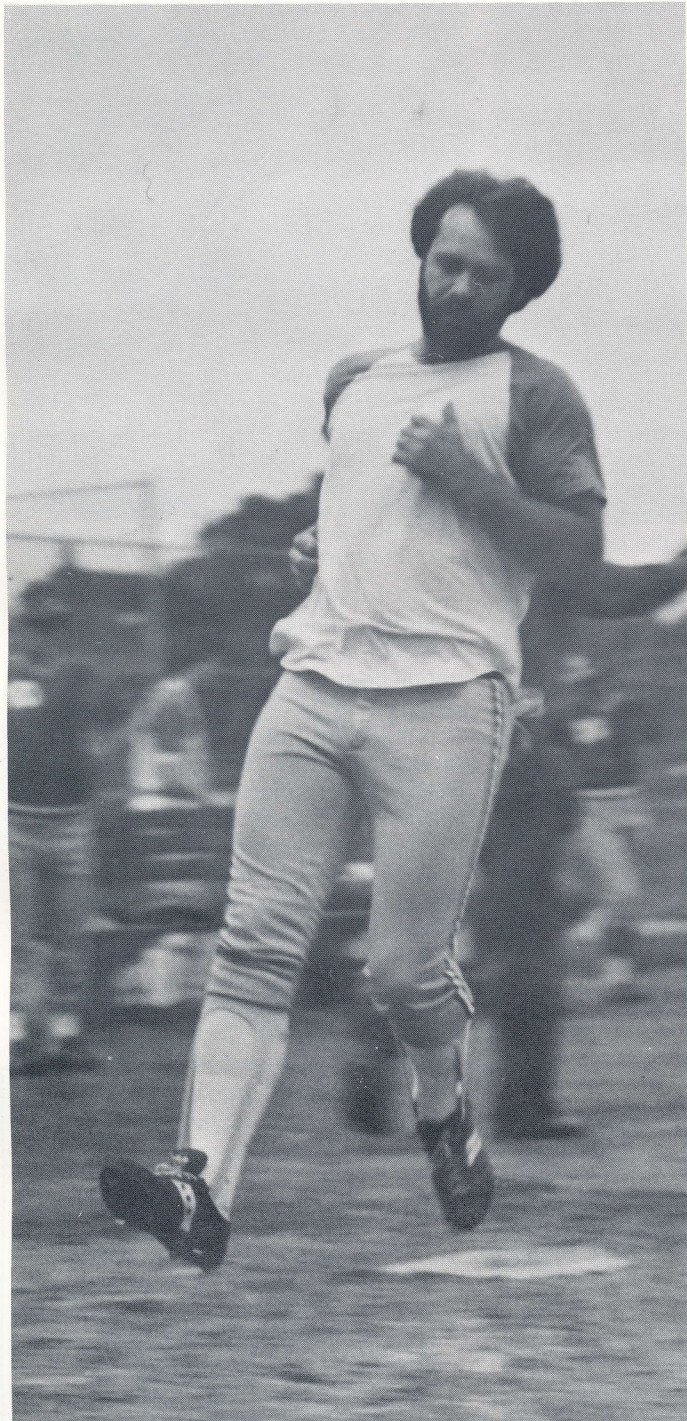


EMB enclosure



EMB chassis

# This year's SPORT EVENTS . . .



Gary "Boomer" Lunzmann crossing the plate after hitting one of his "tape measure" home runs.

Our division once again sponsored three softball teams this year, with a record number of employees participating.

The only difference between the men's Tuesday night league, coached by Larry Jones and Mark Boone, and the men's Thursday night league coached by Gary Cokins ended up to be just two days, as both leagues ended the season with a 6 win — 8 loss record.

The roster for the men's leagues:

Andy Awadallah	Mark Forbord	*Rick Kollauf
Mark Boone	*Sam Gely	*Roger Kriel
Dave Buck	*Gregg Graycarek	*Gary Lunzmann
*Mark Bullard	*Henry Hansmann	*Ray Mazurek
*Tom Butgereit	*Steve Hapka	*Dick McCarthy
Tom Buyarski	Bob Heffernan	*Mark Murawski
*Gary Cokins	*Larry Jones	*Mike Ostrenga
*Dick Creek	*Roger Kasal	*Ward Weber
*Bob Everts	Tom Kirschling	*Paul Young

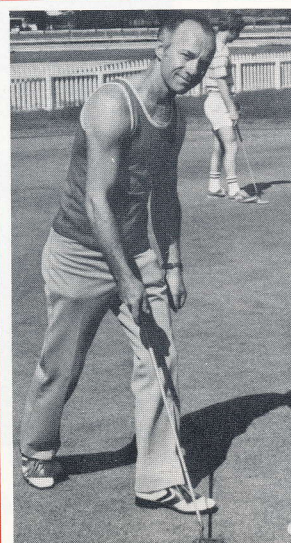
\*Indicates Thursday night league although many of these also played Tuesday.

Under the capable patient and enthusiastic coaching of Mike Ostrenga assisted by Tom Buyarski, Tom Butgereit, and Dave Abstetar, the women's Monday night league had a fantastic season with a record of 2 wins, 2 ties, and 7 losses. You may very well ask why *fantastic*? Last year the women's team never won a game, much less go a full seven innings. Way to go girls!

Roster

Linda Abstetar	Donna Delkamp	Marylinda Maddi
Janet Adam	Barb DuLong	Pat Nahin
Kathy Bernier	Amy Freund	Judy Olson
Annamarie Blawat	Pauline Jackson	Tammy Rutkowski
Jane Budney	Sharon Kubacki	Laura Schmidt
Debbie Davis	Carol Larson	Mary Stoltz
Marsha Day		

But, the baseball season didn't end when the season ended. Over 50 men and women carried their sportsmanship further when Tuesday's team challenged Thursday's team to a play-off on August 25th. They lost (12 - 5), but another game started, this time coed, and everyone who participated ended the season the right way. *Prost!*



Ken Krommenacker

## Golf tournament at South

The 1982 Golf Outing was held on June 6, 1981 at South Hills Country Club with 55 employees attending, and what a great day for golf it was, for both the non-golfers and most of the golfers. The pain from the sunburns and/or that missed short putt was offset by the fun that everyone had. Despite the fact that several golf carts either had to be pushed back to the clubhouse or never made it back at all, this year's outing was definitely the most successful ever.

**It's one, two, three strikes your out at the old ball game!**

The 1981 Baseball Players' Strike may have dampened the spirits of many sports fans, but not at Stearns where if you make three strikes in the 10th frame during our Annual Bowling Tournament or even if it takes three swings to tee off on our Annual Golf Outing, and even if you struck out with the bases loaded while playing with one of our three softball teams, you had a good time!

Our division filled all of the sixteen alleys at Kuglitsch's Bowling Lanes for the 37th Industrial Tournament held on April 4, 1981. The seventeenth team had to miss the Gemutlichkeit of their fellow employees due to the lack of a seventeenth alley, but as the pictures show, Milwaukee is the Bowling Capitol of the World for fun, friendship, and enthusiasm!



Left to right:  
Sung Sim and Son  
Paul Young  
Barb DuLong



Left to right:  
Alice Domrois  
Gail Stys  
Judy Olson  
Laverne Berens



Left to right: Vern Simmet, Al Gnoitczynski, and Dennis Czarniak



Left to right: Archie Zacharias, Steve Hapka, Arnie Anderson, Mark Murawski, and Ray Stankowski



Madeleine Mace

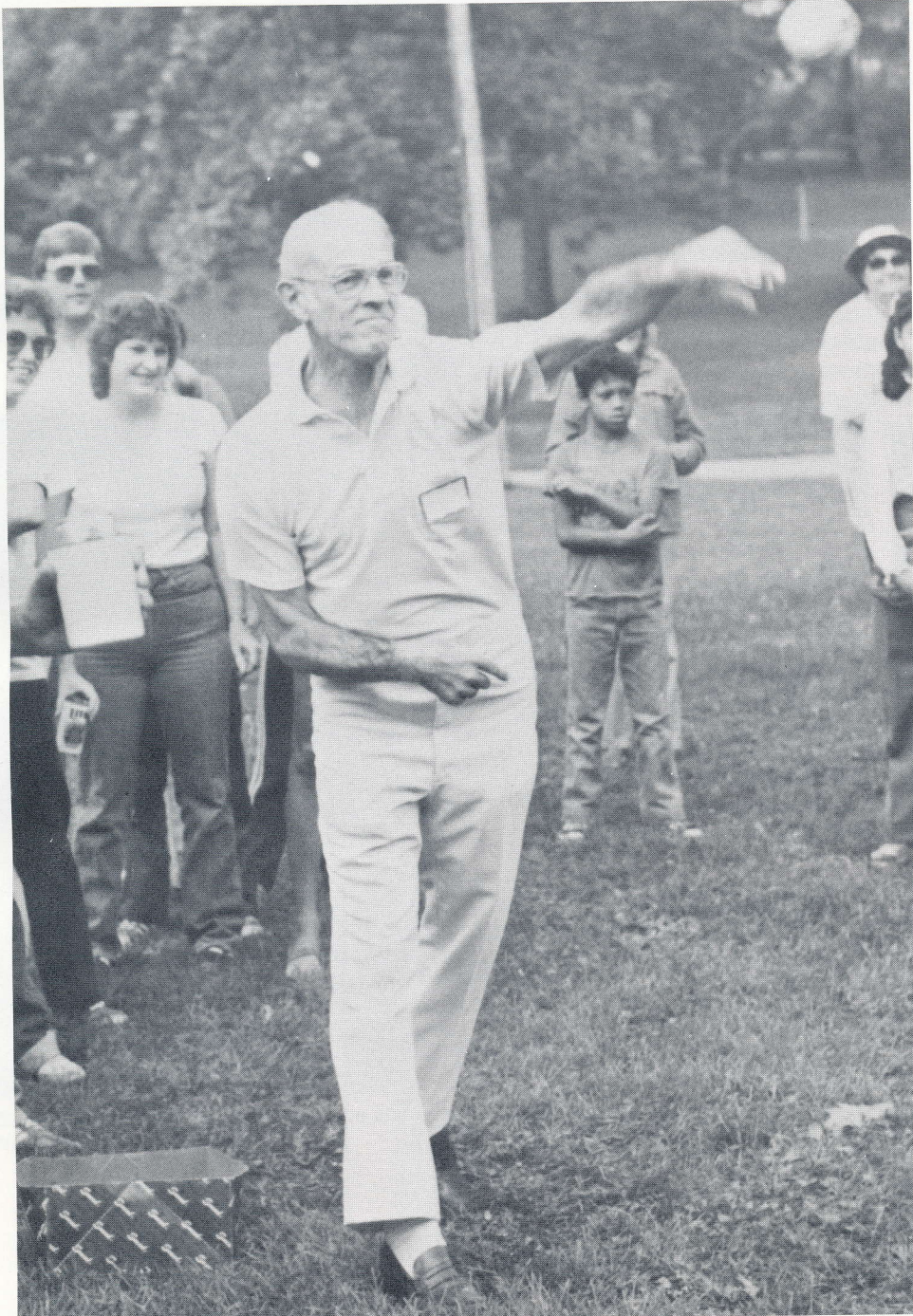
**Hills Country Club . . June 1981**



Left to right: Jeff Marshall, Andy Awadallah, and Mary Hoehne  
Left to right: Louie Gac, Tom Buyarski, Norb Sobczak, and George Faccidomo  
Sitting: Don Wills

- Winners of prizes were:
- LOW GROSS  
Dan Misheck (82)
  - LOW ALLOWAY  
Pat Lane and Dick Shemanske
  - SHORT DRIVE (#1)  
Mary Hoehne (recipient of the traveling trophy)
  - CLOSEST TO THE PIN (#4)  
Tom Buyarski
  - LONGEST PUTT (#7)  
Larry Jones
  - LONGEST DRIVE (#9)  
C. J. Gallart
  - LONGEST DRIVE (#11)  
Tom Dallmann
  - CLOSEST TO THE PIN (#13)  
Dick Schulte
  - LONGEST PUTT (#18)  
Jim Thon

# ANNUAL PICNIC 1981



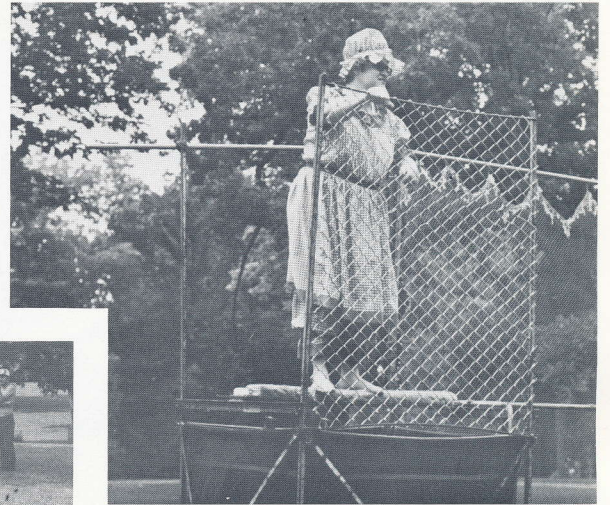
Jim Landers throws a lucky ball

In spite of the cloudy and threatening weather (not to mention the mosquitoes), over 600 employees, relatives, retirees and friends gathered together at Jackson Park for our division's annual picnic on August 8th. Perhaps this record turn-out was due to the addition of a dunk tank, run by Gregg Graycarek, where employees got a chance to dunk their *favorite* fellow employees in ice cold water, or it was due to the mystery of mime, provided by the Andromeda Mime Theatre. At any rate, the serving line seemed endless at noon for Dick McCarthy and his corn roasting crew and all of the chefs who cooked and served the delicious buffet! All employees were given a chance to vote for three people they would like to see in the dunk tank, and Bob Heffernan, Tom Dallmann and Dave Buck were the *lucky* winners. However, two Raggedy Andys and a sweet *little* girl from Hoboken decided to take their place! Each employee was given a free ticket to drench the dunkee of their choice. Any additional chances were sold at three balls for 25¢. That money, together with the money collected from the auction of the *Mystery Dunkee*, totaling \$31.90 will be donated to the United Way.

There was something for everybody to enjoy, whether it was: the special events, the children's games organized by Tom Buyarski and Gerry Bub, the adult games organized by Gary Carter, the gifts given to all in attendance, and the fun of being with friends! Everybody was a winner!

*A special thanks to Gary Carter for getting the dunk tank for us and all of the volunteers who helped to make this year's picnic a huge success!*





By the happy expressions on the faces of the crowd that attended, it looks like a good time was had by all.

Goodbye! See you all next year at our 1982 annual company picnic



## Highlighting

# THE BRAKE DEPARTMENT

The steady hum of hammers clanging, drills buzzing and test stations zooming, clutters the air during a typical busy day in the Stearns Division's Brake Department.

With volume output per week hovering around the 2,000 mark, Production Supervisor, Gary Carter and his crew must hustle each working day to meet the schedule demands.

Beneath the drill presses and production line formations, exists the people who take pride in making the fine quality Stearns Brake.

Speaking about his employees, Gary Carter said, "The people out here are diversified. They do a fine job for the company and they make my job quite challenging."

Gary's roots started in 401 where he began work in 1965 as a brake assembler. Between then and now his progression included holding the jobs of brake tester, material handler, dispatcher and supervisor. A perfect example of moving ahead within the company, family man Gary maintains

A reputation as a daredevil mover on his motorcycle which he usually rides into work daily.

Responsibility for building the 87,000 series brake lies in the hands of the "87 Gang." This group claims that they get along terrifically since they know each other well enough to know their boundaries.

Twelve years at Stearns building 87,000 brakes gives assembler Barb Holdorf recognition as the veteran of the crew. Known affectionately as *little Barb* because of her short stature, Barb's co-workers cite her as the comedian of the gang.

Barb practices karate in her spare time and is presently intensely studying the discipline of the art. She maintains that studying karate for two years now provides her with a very good feeling about her ability to defend herself and not be intimidated by possible attackers. "In the art of karate height is not factor," Barb explains, "One must practice and exercise to improve." Barb acts as a source information for any woman interested in taking a course in self-defense.

Another member of "The 87 Gang" interested in body building and exercise is Raul Castillo. Raul loves participating in sports and spends countless number of hours lifting weights and jogging. All of which has resulted in Raul being known throughout Stearns as "The guy with the biceps."

Everyone in the office and shop knows David Baldassi, an assembler on the 87 line who came to the shop after spending five years in the office as a Customer Service Representative. Newlywed David, once known as one of the big spenders at Stearns, says marriage is expensive and he hopes he stays busy because he has new responsibilities. Besides his work on the line, David's Mexican heritage gives him the ability to speak fluent Spanish. The Sales Department often seeks out David's help when customers from south of the border send correspondence.



Left to right: Martha Gregory, Rebecca Pershing, Betty Novak, and Barbara Holdorf

Family life is the center of importance for assembler Betty Novak. Besides working at Stearns for 8 years, Betty has raised 5 children. "Juggling children and working is tough," Betty says. She offers advice to all saying, "The family should be the number one priority in your life. You must solve the problems at home and have everything under control. Only then can you go to work and be productive."

Rebecca Pershing also assumes her role as mother as her number one occupation. "The 87 Gang" claim that Becky always has a smile and a helping hand for everyone. Her helping hand possesses a green thumb. Becky loves her garden and wishes that her working environment could include plants and greenery.

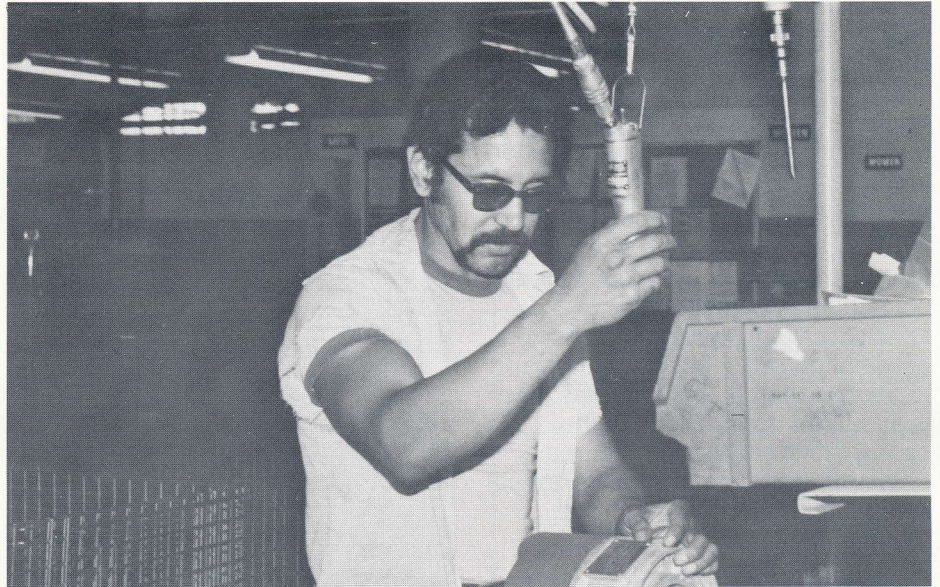
Assembler Martha Gregory's hands pound beautiful music from her baby grand piano. A former teacher, Martha's skills on the piano and organ provide her with a great outlet for work pressures. A very talented lady, Martha creates fashions on her sewing machine which looks as good or better than those in the stores.

In order for everyone in 401 to build their brakes, they need material handler, Greg White, to move the parts to the correct line. Greg's love in life is also music. A jazz drummer, Greg hopes to someday finish his studies in jazz at the University of Wisconsin - Milwaukee.

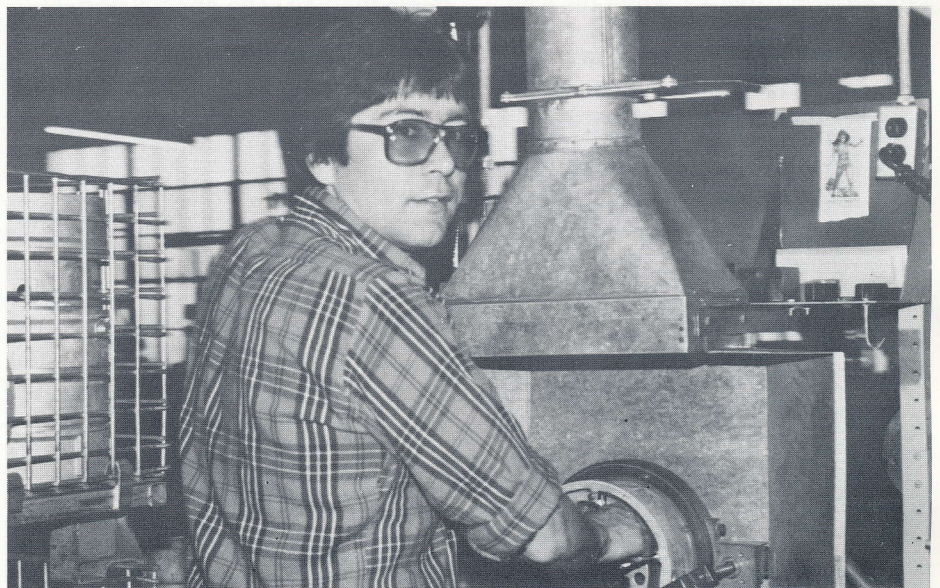
Special brakes bring in some of the highest dollar volume at Stearns. Responsibility for building the 81,000, 82,000, 86,000, 77,000, and 67,000 fall in the hands of a talented few.

Harold "Hoppy" Cole, a 32-year Stearns veteran says, "With my experience and knowledge of the Stearns brake, I do not believe I could be as productive a worker anywhere else." Hoppy is very productive at home, where he farms five and one half acres of land. His interest for farming began years ago when he helped remodel an old farm home. His dream of a farm home became reality and he now houses goats, chickens, a steer, and one horse on his property. Besides growing alfalfa for the animals, he grows tomatoes, corn, peppers, and other vegetables. Hoppy's tomatoes taste better than most according to his fellow employees.

(continued on next page)



Raul Castillo



David Baldassi



Harold "Hoppy" Cole and Alan Gniotczynski

Twenty-three year veteran Don Wills says he knows everything there is to know about 401. His attitude, when he started, was to learn everything possible in his goal. It is not uncommon to see Don working late when there's a big problem, and he possesses the expertise to get that special out the door.

Mike Kropidowski, an 8-year veteran, holds a lot of expertise on most special brakes. Besides his brake assembling skills, Mike is the person to see for church carnival rides. Last year, Mike's connections in the carnival field resulted in Stearns obtaining the moonwalk for the annual picnic. At church picnics, Mike handles the Tilt-O-Whirl ride.

Rookie Alan Gniotczynski, who came to our division last year, became a proud daddy July 12, when his wife Karyn gave birth to Alan Guy. Prior to his marriage days, Al's first love had been baseball and a sad-eyed

beagle hound dog named "Homer."

LaVerne Berens, formerly a press operator, is now working with the special brakes to help broaden her expertise. LaVerne's outside expertise includes deer hunting, as well as pheasant hunting. When not hunting, LaVerne shoots a mean game of pool. Having won over forty trophies for her pool shooting, LaVerne says "She's good."

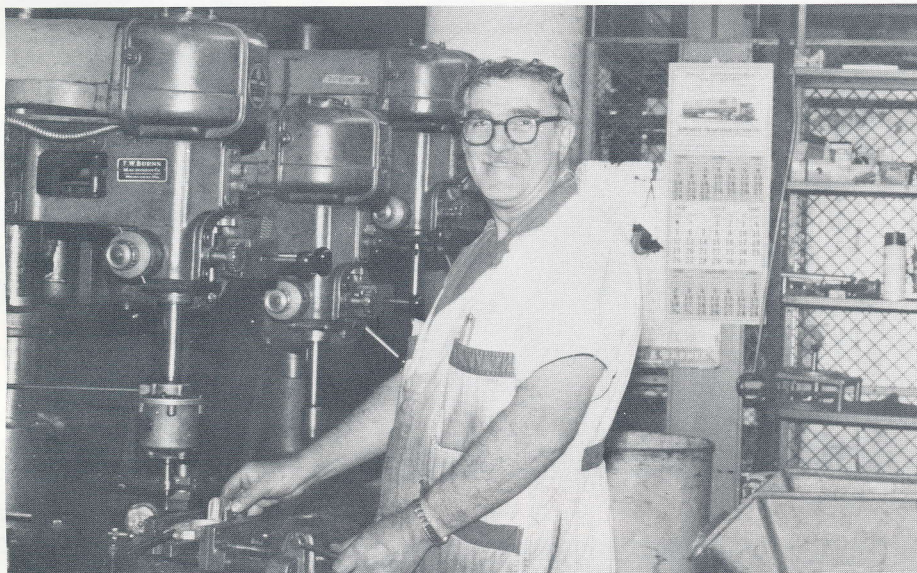
If awards were presented to loyal employees, all of the above would be candidates. Gary Carter's department also includes the high volume 55,000 line, the 65,000 line, the 101 line and the 48,000 line; as well as miniature and mill clutches. In the next issue of *Inside line*, the workers in those lines will be featured and will no doubt be found to be as equally interesting as "The special and 87 Gang."



LaVerne Berens



Mike Kropidowski



Don Wills

*This is another article in our series spotlighting various departments. There will be a continuation of the Brake Department in the next issue.*

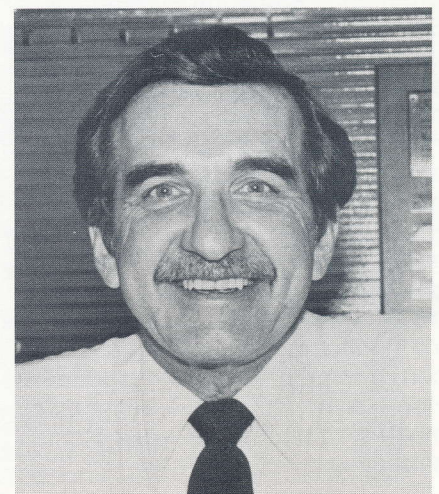
### **Trips to Singapore**

In both February and May, Chief Engineer of brakes, Dick McCarthy, went halfway around the world to the Republic of Singapore. Dick's exact destination was to a shipyard, the Far East Livingston Shipbuilding Co., located on one of Singapore's bays. The shipyard constructs oil drilling platforms for shipment anywhere in the world. Each drilling platform is equipped with 36 Stearn's 330 ft-lb marine duty disc brakes. Five drilling platforms were being constructed at the time.

The purpose of both of Dick's two week trips was to provide training and assistance in brake operation and

maintenance. The 36 brakes support the entire weight of the drilling platform on its legs before it is permanently set. The deck hull is able to float so it can be towed away for shipment. At it's final location, the deck hull is raised off the sea.

The drilling rig was in its checkout period prior to shipment, making the work fast paced. The shipyard personnel not only needed brake training but welcomed Dick's troubleshooting and helping hand on any drilling rig problem. With 15 hour work days in the sweltering equatorial sun, Dick found no time to sightsee in Singapore.



Dick McCarthy

## Fairy tales can come true

One of FMC's educational programs was the Youth Exchange Program to foster international understanding. Each year, scholarships from the program provide a summer experience abroad for children of U.S. based employees. This year one of our division employee's children became *Cinderella* for a summer.

Ann Perenich, age 17, daughter of Wayne Perenich was one of 106 applicants, one of 19 semi-finalists, and one of seven lucky finalists who lived and shared their lives with families in other countries.

On June 26, 1981, Ann flew to Chicago, to New York, to Copenhagen, Denmark, to Hamberg, Germany (all in thirty-four hours), and then had to travel 400 miles by train to Wangen, Germany where she was greeted by her "new" family, the Muellers. They have three children, Gabriel (Gabby), who is 20, Maria, 19, and Rolf 16, the only member of the family who speaks English. Even though Ann had had two years of German, she depends a lot on Rolf for help.

Wangen is located in a mountain area, just 30 miles from the Switzerland border. Ann just couldn't believe the beautiful scenery and during the month of July traveled 1000 miles throughout Germany, seeing "unbelievable" castles and meeting many German people. In August, the Muellers took Ann to: Vienna, Austria, Switzerland, Venice, Italy, Lichtenstein, Paris, France, Luxemburg, and Belgium.

Ann loved the "nite" life: the discos were exciting and she can't say enough about the "super" food she ate in the restaurants. She jogged

daily in the mountains and on con paths and played a lot of tennis. Since blue jeans are really "big" there, she's going to send jeans back to her sisters and brother in Germany.



Ann Perenich

## Stearns' King Neptune

"Big John" Spantikow, our resident tool grinder and birthday announcer has a unique hobby. On any given workday, between May and October, you can find him spearfishing for carp before work, on break, or during lunch.

He's been spearing approximately thirty-five or forty fish a year for five years now, and has gotten as many as four in one day. The fish have weighed between nine and twenty pounds a piece, the largest being 35½ inches long and weighing 31 pounds.

According to John, the best fishing months for carp are June and July, as long as storms haven't made the water too cloudy. To complicate things more, the area where the fish swim has seventy-six pilings to avoid with his ten foot long, six-prong spear.

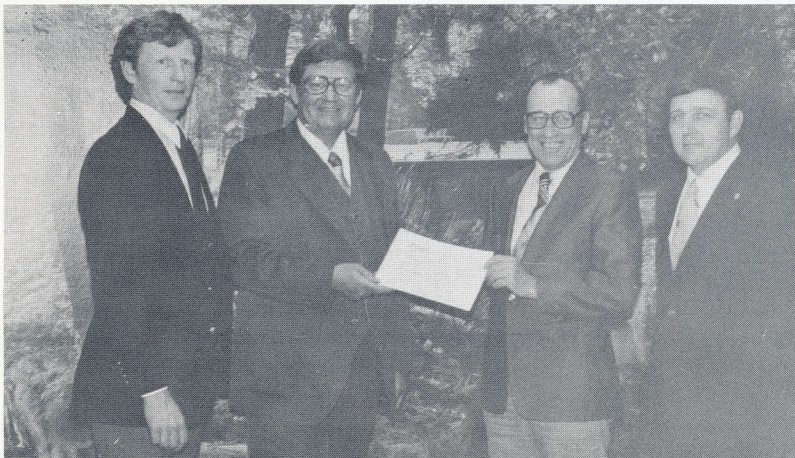
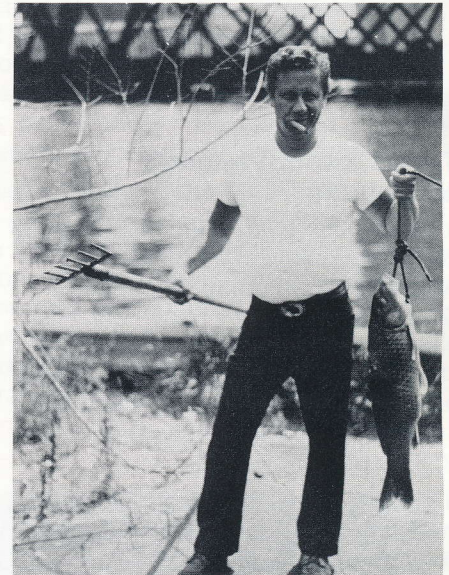
He takes pride in the fact that he has never fallen or been pulled in, and every fish he's caught has been eaten

## Bridging the gap

This past summer, we've seen sections of the Milwaukee River being completely drained in order to pour concrete for the bridge supports. This far, over 42,000 yards of concrete have been poured at a cost averaging \$60 per yard.

What do we have to look forward to? *More pilings! More noise!* but as we approach the fall and winter seasons, the bridge will begin to take shape as the steel structures are put in place. So far, the bridge is on schedule, and we can look forward to having a ribbon cutting ceremony in mid-July of 1982!

by someone who enjoys carp. He is so enthused with his hobby, he says he'll keep on fishing no matter how many handicaps there are. He welcomes any and all competition.



## Outstanding vendor award

Located in Kaukauna, Wisconsin, Roloff Manufacturing Corporation has been supplying gray iron castings to FMC since 1968. Because of superior quality and service they have developed into one of our largest casting suppliers and well deserved of this award.

# Super Service

## Service award banquet

The Sixth Annual Service Award Banquet was held on Saturday, May 2nd at the Black Steer Restaurant.

Service awards are only tokens of appreciation that words alone cannot express for the loyalty and experience the following people have contributed to Stearns Division.

### Five years

Pat Glapa  
Chris Sokolnicki  
Jean Soppa  
Rose Thompson  
Rosemary Wolf  
Gary Cokins  
Ray Mazurek  
Robert Thierfelder

### Fifteen years

William Robinson  
Jerome Mathews  
James Suchorski  
John Thiel  
Harold Stanke

### Twenty years

Larry Frischmann  
John Spantikow  
Tony Foti

### Ten years

William Baker  
Richard Klug  
Annette Mathews  
Gail Stys  
Bruce Logan  
Mark Murawski  
Adeline Espinosa Aguilar

### Twenty-five years

Roger Kriel  
Terry Radowicz

### Thirty years

Esther Mikna  
Harold Cole

### Thirty-five years

Ray Grabarczyk



Milt and Mickey Lecher



Ray Grabarczyk must have really enjoyed those 35 years.



Gail Stys and Jim Schultz



Annette Mathews

## Travel without leaving Milwaukee

A trip through every state in the nation awaits anyone who steps foot in second shift Shipping Department Clerk, Dale Brigger's basement. His basement is ablaze with every color imaginable. Pick any state and Dale possesses at least one license plate from that state. Obviously, Dale is a license plate collector.

His hobby takes him to at least four meetings a year as well as a national convention, where he and fellow collectors gather together to trade, buy and sell plates.

Besides displaying his plates on his basement wall, Dale maintains boxes filled with his collectibles totaling 5008 plates. Five hundred of these are duplicates he uses for trading purposes.

His hobby began in 1965 when he became intrigued by a neighbors small collection hanging on the wall. This resulted in Dale saving every plate off the cars of relatives and friends.

His enthusiasm for the project resulted in him collecting every

Illinois and Wisconsin plate back to 1920. At this point he decided to collect the plates from all states.

Presently he possesses almost complete collections for Illinois, Wisconsin, Indiana, Tennessee, Alabama, Texas, and Minnesota. His primary objective is to finish these states.

He collects regular auto plates, dealer plates, recreational vehicle plates, rural farm plates, and trucker plates.

His venture now includes collecting country plates from Kentucky and

Mississippi.

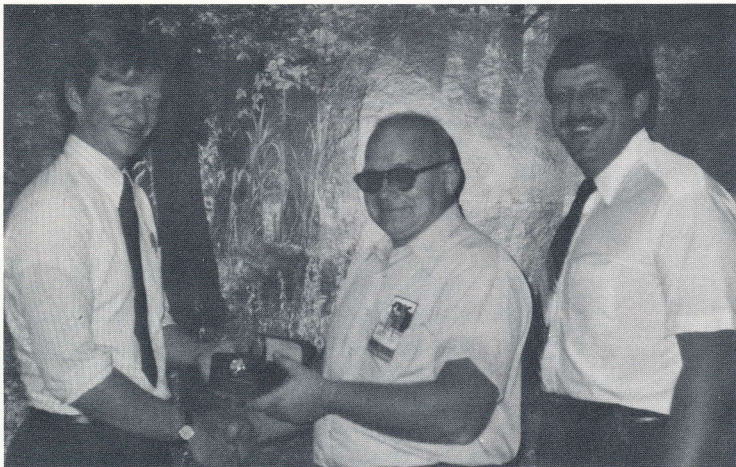
Besides collecting license plates, Dale collects city stickers from Chicago, and its neighboring suburbs. His city sticker collection represents approximately thirty Illinois cities.

Dale hopes that his collection will continue to increase as more people are made aware of his project. He encourages all Stearns employees to notify him of any plates they may have in basements and garages. He says that he can always use duplicates as trade bait.



Shown are just some of the plates Dale Brigger has in his collection.

# Salutes



(Above) Bob Heffernan presents Roger Kriel with a watch for 25 years of service. Also shown is Gregg Graycarek.



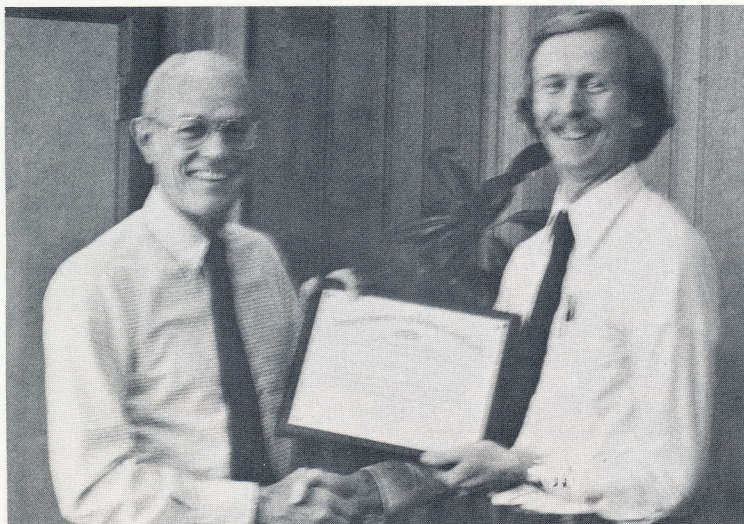
(Right) Terry Radowicz received a clock for her 25 years of service, which was presented to her by Gary Cokins.

## Dick Shemanske receives award



In October of 1981, Dick Shemanske, Director of Engineering, presented a paper on the Electronic Motor Brake at the 1981 National Conference of Power Transmission in Chicago. The paper Dick presented was chosen for an award as the "Outstanding Technical Paper" of the conference.

Dick developed the idea for Stearns to produce an Electronic Motor Brake in 1977 and has guided the program from design through pilot production. The new EMB can be used in conjunction with standard Stearns brakes to offer customers additional braking versatility.



Jim Landers is shown presenting Dave Buck with a "Chapter Appreciation Award" from the Milwaukee Chapter of American Production and Inventory Control Society.



Bill Medrow is shown holding his 65th birthday cake which was a surprise given to him by his fellow workers. A card was also given to him with a caricature of himself depicting his many years of service to the company.

## News about fellow employees

March 1981 thru Nov. 1981

### Promotions

Bill Baker	Associate Design Engineer
Andy Awadallah	Electrical Engineer
Marsha Day	Personnel Assistant
Kathy Bernier	Scheduling Analyst - Clutch
Debbie Davis	Senior Accountant
Donna Delkamp	Personnel Secretary
Janet Schmidt	Graphics Coordinator/Group Leader
Lillian Torres	Multilith Operator
Pauline Jackson	Material Clerk
Chuck Currie	NC Operator
Tom Szymborski	Engine Lathe Operator A
Joanne Nussbaum	Electrical Assembler C
Willie Johnson	Utility Machinist
Richard Brinkman	Storeskeeper
Jeanne Currie	Hub Machine Operator
John Miller	Surface Grinder B
Gerald Bub	Senior Process Engineer
Jerry Mathews	Production Supervisor
Kay Skoropat	Data Entry Analyst
Arnold Anderson	Utility Machinist A
Roger Kriel	Maintenance Supervisor
Tom Buyarski	Personnel Manager
Gregg Graycarek	Production Superintendent
Robert Everts	Purchasing Manager
Roger Kasal	Storeskeeper
Mary Hoehne	Junior Buyer
Rose Thompson	Buyer
Tommy Cunningham	NC Operator B
Tammy Rutkowski	Manufacturing Clerk
Dave Buck	Manager of Manufacturing
Mark Bullard	Expeditor
Mary Ortin	Production Scheduler
Gary Lunzmann	Marketing Administration Manager
Madeline Mace	Market Research/Price Analyst
Pete Carson	Production Supervisor
<b>Dan Misheck</b>	<b>Chicago District Sales Manager</b>
Tammy Rutkowski	Mail Room/Clerk-Typist
Cory Banket	NC Operator B
Mark Bullard	Production Scheduler Analyst
Curt Hueppchen	Inventory Control Analyst
Lonnie Griffith	General Maintenance/Fork Lift
Jerry Hamberger	NC Operator B
Ken Pawlak	Tool Crib Attendant B
Bruce Dinmore	NC Operator B
Barbara Hyde	Engineering Clerk
Barb Moore	Purchasing Secretary/Clerk
Tim Pryal	Spray Painter
Barbara Shaw	Senior Secretary

### New hires

# Safety tips . . . .

## The hand . . . A machine you cannot buy

What price would you be willing to pay for two pocket-size machines that can hold, press, tie, pull, pinch, turn, pack, assemble, help drive the car and operate other tools and machinery?

What price would you pay for a pair of machines sensitive to the slightest touch, to heat and cold, smooth and rough surfaces, capable of considerable abuse yet able to perform innumerable tasks?

Whatever price you'd be willing to pay, it would not be enough. *These machines are not for sale.*

Your *hands* are, in a very real sense, *priceless.*

In all the animal kingdom, only humans can exert a precise opposing grip using the thumb and fingers - *the pincer grip.*

Many biologists maintain it is this grip that civilized us because it enabled us to use tools and master our environment.

These same hands are also easily subject to injury because they are exposed to potential danger more than any other part of the body. Hands can be caught in machines, crushed between objects, cut by sharp tools, burned, pinched, bruised, sprained, twisted and fractured.

According to our health services and safety departments, two out of every five reported injuries (40%) involve the hand.

Most hand injuries are caused because we sometimes forget that hands can't think for themselves and we, their owners, fail to think for them often enough.

Take a moment to look at your hands now holding this magazine. Think about how often you use them each day. Consider the pain and inconvenience of a bandaged hand or a permanent hand injury.

What price are you willing to pay to make sure that your hands retain their maximum usefulness?

### Hand care guide

*These eleven easy-to-follow recommendations will help you take good care of your hands. You may want to clip this guide and keep it handy so that you can refer to it occasionally.*

1. *Observe safe working procedures and always use guards.*
2. *Keep hands in the clear when handling materials, pushing hand trucks, and working on saws or other machinery.*
3. *Never reach into moving machinery to retrieve dropped parts or to repair, oil or adjust equipment. Always lock out machinery when repairing or adjusting.*
4. *Inspect materials for slivers, jagged or sharp edges, burrs, and unusually rough or slippery surfaces.*
5. *Keep hands free of oil and grease when practical.*
6. *Gloves, bracelets and rings should never be worn while operating machinery.*
7. *When handling materials, keep fingers away from pinch points, especially when setting things down.*
8. *Wipe off greasy, wet, slippery or dirty objects before handling.*
9. *Wear suitable gloves when handling rough, sharp or hot objects and around acids and caustics.*
10. *Whenever practical, use tools such as screw drivers, pliers, wrenches, feeding tongs or magnets in order to minimize possible hand abuse.*
11. *Keep your mind on the job that you and your hands are doing and watch where your hands are.*

PT Components, Inc.

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