

THE
Milwaukee
COLUMN



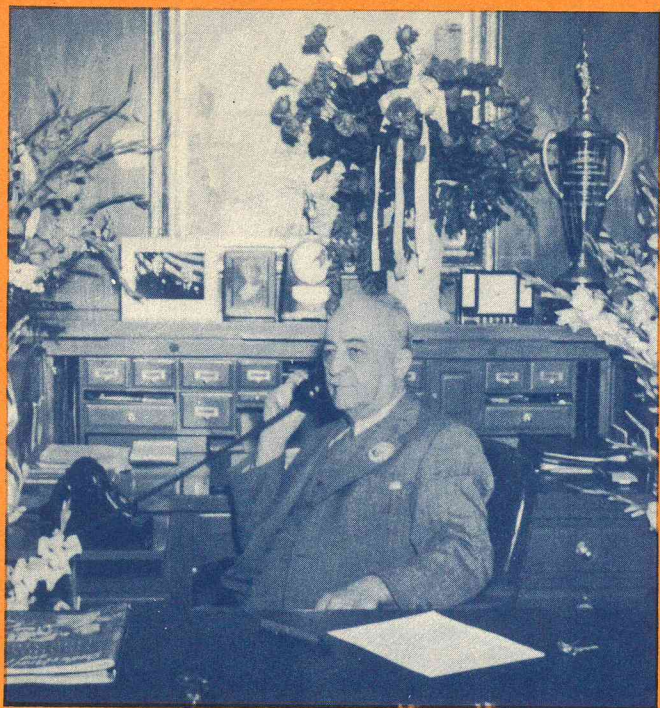
44th
ANNIVERSARY
CHRISTMAS
ISSUE
DECEMBER, 1942



*"Man to man . . .
we've come a long way"*

THEODORE TRECKER

KEARNEY & TRECKER CORPORATION
MILWAUKEE



Comments

BY THE BOSS ON HIS

44th

● To some people, 44 years seems like a mighty long time, and in some respects it is. But the years have passed so quickly since Mr. Kearney and I started in business that it's hard for me to realize we've been operating that long.

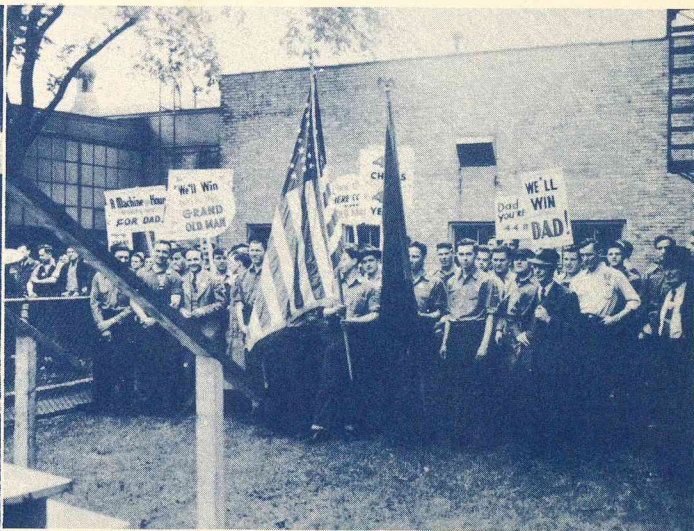
Perhaps this is due to the fact that the machine tool business is an ever-changing business. It seems as though there's something new on the fire all the time, and in this respect the machine tool field parallels the automotive and aircraft industries.

Probably the one thing that strikes me most forcefully is the fact that the importance of machine tools is

growing constantly—year by year. And those folks who choose this field for their life's work will lead an active, interesting life, to say the least.

As I see it now, the makers of machine tools are going to have to lead the way in the post-war period. Machine designs must change so that it is possible for other manufacturers to produce the products of the future—products that will be built of light weight metals and plastics.

Yes, in my opinion, the next 44 years should prove to be just as productive—hold as many opportunities as the last 44, and maybe more so.



The boys really whooped it up on Dad's 44th. Shown above are but a few of the thousands present.

Briefs

by R. W. BURKE . . .

• Today, the machine tool industry is faced with the biggest problem in its history. The backlog of orders "on the books" in the two hundred and fifty major plants in this country runs anywhere from nine to eighteen months—at peak production capacity. Our job is to deliver these machines as quickly as possible. To a great degree, the winning or losing of World War II depends on how well and how fast we come through with our assignment.

Many key plants engaged in the war effort are struggling along with obsolete machines which require "extra man power" to produce "limited quantities" of war goods. We **MUST** and **WILL** replace this equipment. By so doing, we will aid materially in cracking the problem of mechanical man power shortages.

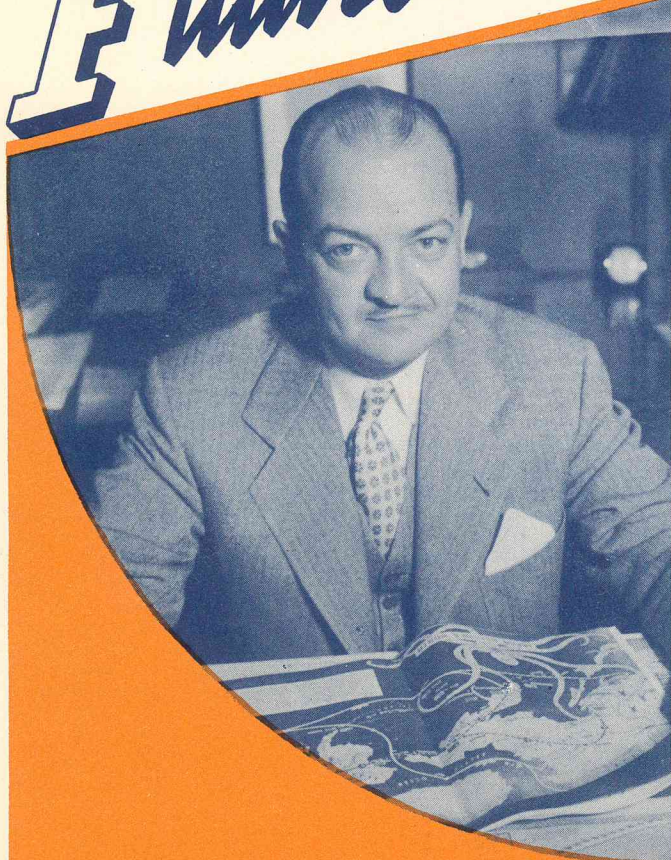
During times like these, the needs of our Armed Forces change suddenly to meet and offset new developments by the enemy. Because of this, the machine tool industry must keep itself as flexible as is humanly possible. It must be able to turn out the sizes and types of machines required to do the job. This is not always an easy thing to do since our policy to date has been to standardize. But, "forewarned is forearmed," and we should be "on guard" and able to cope with the situation when it presents itself.

Even though we are a long way from **VICTORY** and the Post War World, it is important that each and every one of us spend a part of our waking hours thinking about the task that lies ahead. We must be ready to rebuild a world torn by war. Just as we have become the "Arsenal of Democracy," so too, must we prepare to be the "Work Shop of the World" in the peace period that lies ahead!



Futures

by



J. L. TRECKER . . .

• Any thoughts given to the future of our Company or of our own must, of necessity, be considered from the all-important standpoint of the War's outcome. Whether or not we shall win the Victory should, in itself, be our first consideration. Our futures are entirely dependent upon this, for without a complete and final peace—the kind we want and are fighting for—we cannot have much hope of establishing a future for ourselves as we would contemplate having it today.

Our job of production at Kearney & Trecker—good as it is—has only just begun. There are many thousands of milling machines yet to be made in the shortest possible time before the present known requirements of the arms and equipment plants are satisfied. What additional equipment will be needed is not yet known. This can only be determined by the progress of the War, but surely as long as this struggle lasts there will be a continuing demand for materials with which to carry on the fight and certainly for the tools with which to make them.

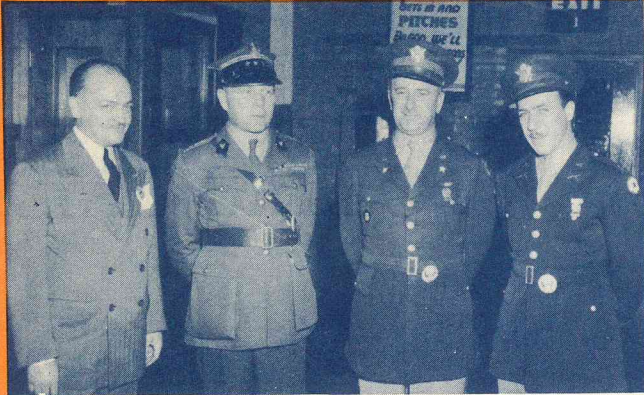
Our armies are engaged on many fronts. The War in the Pacific does not seem to be progressing as well as we would like to have it. We have a very able, well-equipped, and ruthless enemy in that area. He has been engaged in his own warfare for over 10 years and is today estimated to be as strong, or stronger in many respects, than any previous time. He has vast quantities of material to work with obtained through conquest, and thought of a short war in that quarter is useless, unless we are able to quickly overcome his power with more and more equipment for our own armed forces.

We have already gained a foothold in North Africa, and our successes in that area may lead us to expect more happy news as we are able, with the aid of our allies, to press back the Axis on the Continent. It is not wise for us to be too optimistic at this time, for we have a very able enemy here also, and history does not allow us to think that he can easily be defeated.

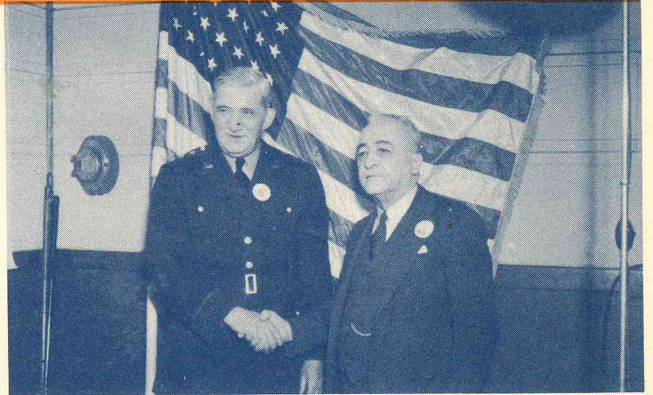
Here again our armies must have more and more and still more production from plants back home—as quickly as it is humanly possible for us to give it to them. . . . This is the job for all of us here at Kearney & Trecker to keep in mind, and our ability to consider the future at all depends upon what we do with the present.

CHIPS

and Chatter



Joe Trecker with Col. Onacewicz of the Polish Army, Col. A. R. Ginsburgh and Captain D. B. Robinson at plant rally.



Lieut. General Knudsen greets the Boss while here on inspection tour.



Al Kopsis "on leave" chats with the Old Gang.



Visiting stars on War Bond Tour. Annunzio Ferraro between Shirley Ross and Mrs. Pat O'Brien puts it "on the line."

SECRETS BEHIND THE METAL



by J. B. ARMITAGE

• Perhaps the war has upset nothing to any greater extent than the metals we use to build our milling machines. In pre-war days we could select the metals best suited for a particular purpose, and we had a wealth of information accumulated to guide us in specifying the proper heat treatment to make the selected steel suitable for a particular purpose.

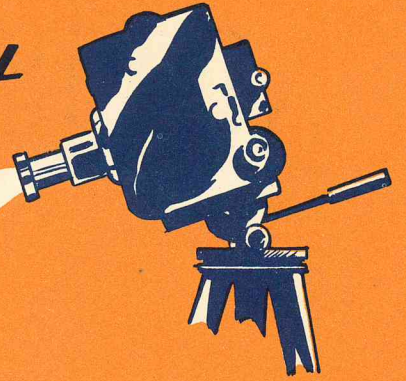
Now the steels and other metals with high alloy content must be used for making implements of war. Even metals with very low alloy content are becoming difficult to obtain, leaving us only the carbon and manganese carbon steels for use in building machine tools. This does not necessarily mean that the parts made from these steels will not be as satisfactory in use as the alloy steels, but rather that we must exercise much greater care in the selection and heat treatment of these low alloy and alloyless steels.

However, as usual during war times, the metallurgists are making tremendous advances with new alloys and new heat treatments so that we can confidently look forward to post-war days when we shall have a far greater number of alloy steels and a more abundant knowledge of the heat treatments from which to make our selection.

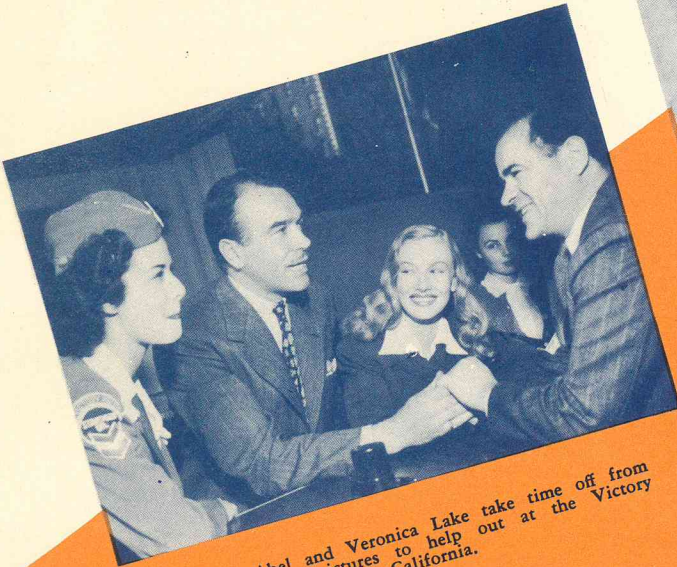
IF IT CAN BE MILLED . . .

"ACTION"

on the Movie Front



HOLLYWOOD STARS BY THE SCORE AID THE WAR EFFORT



Walter Abel and Veronica Lake take time off from their current pictures to help out at the Victory House in Los Angeles, California.

Courtesy Paramount Pictures



Dorothy Lamour, Paramount picture star, may soon come to Wisconsin with a group of picture stars to sell War Bonds. On her last trip she covered 25,000 miles and visited eighteen cities, making as many as ten or twelve appearances in a single day. She sold better than \$4,500,000.00 in bonds in one day to the Steel Workers in Gary, Indiana. That's nice going, Dorothy.



Betty Rhodes, right, who plays the role of a woman airplane worker in Paramount's "Priorities of 1942" is shown chatting with Henrietta Plume, upside down flying champion and assembly worker at the Vega Aircraft plant, Los Angeles.

DEFENSE PLANT PROGRESS

by FRANCIS TRECKER

• Early this year the government requested Kearney & Trecker to produce a larger volume of milling machines than our Production Schedule called for. The only possible way was to increase the productive capacity. This meant new buildings, equipment, machine tools and space for all departments. Accordingly an addition equal in area to approximately one third the existing plant was decided upon.

The early months of the year found the United States beginning to feel the shortage of vital materials. This shortage, combined with priority regulations, governed the speed of erection. However, milling machines were of a high priority nature and the speed of completion compares very favorably with other projects of a similar nature.

Occupance of the building was unique in that machine tools and men moved into the new plant as soon as a roof section was complete. It was an inspiring sight to see production going on 24 hours per day at one end of the building while half way down steel workers were still erecting beams and columns.

The new plant is now complete and in full production and with it, we hope to meet the ever increasing demand for Milwaukee Machine Tools.



M I L L I T F A S T E R . . .

JOTTINGS



by
**HERB.
GOTTSCHALK**

... not as easy as it seems

• Most of your contacts with the War Production Drive Committee have been on tire and gasoline rationing, on war savings bonds, and on matters relating to absenteeism, reduction of scrap, etc. This places the committee in the unhappy position of continually demanding your help and cooperation. In the case of tire and gasoline rationing, we have had to compromise between the tires and gasoline which you think you are entitled to and the amount which we know the rationing board will allow. What I am driving at is this—the members of the committee have tackled an unthankful job and have in many instances jeopardized their friendships with other men in the organization in a conscientious effort to help the war program.

It's a simple matter to criticize, but it is often an entirely different story if you're on the other side of the fence. The next time you feel like finding fault with some of the members of the committee, just keep this in mind and remember that there is neither honor nor glory in connection with their memberships.

As chairman of the committee, I want to take off my hat publicly to the fine group of men who are so unselfishly giving of their time and energy.

A. A. AGOSTINI
T. G. BEHLING
A. J. DANNENBERG
B. H. FRANKLIN
C. M. GEORGE
F. A. KRIVITZ
H. R. LANGLOIS
H. A. L. PETERSON
R. E. SAVINGS

THE MILWAUKEE COLUMN

The Milwaukee Column is prepared by the Advertising Department of Kearney & Trecker Corporation, Milwaukee, Wisconsin.

Editor — SID COBABE

Associate Editors

AL JOHN

BILL DALEY

Photographs

HAROLD FRANCKE

GEORGE STEURNAGEL

Please send all contributions to the Advertising Department, Second Floor, Main Office.

The Editor

Men OF THE MONTH



CLARK FISCHER

His eager entry into World War One while still a kid was to be expected, for later he proved his courage and ability again and again on the gridiron, playing with such teams as Marquette, Campion, St. Catherine's University, and the Milwaukee Badger Pro Club.

Today, in an organization the size of Kearney & Trecker, men like Clark are invaluable. That's why, on the occasion of his second anniversary with us, we take this means of saying, "Nice going, fella!"

Playing a dual role in aiding his country in time of war is Edward H. Schwacher, inspector in Department 24 (shaftings and gear blanks). He not only is one of K&T's most highly skilled men, but also spends a lot of his spare time designing time-saving devices, some of which are now being used at the plant to increase shop production.

Last March, Ed designed a fixture for boring holes in index fingers. 12 holes can be bored at a single operation, whereas previously only one boring could be made at a time. The operation is being handled on a drill press, thus releasing another much-needed turret lathe. The saving runs as high as 75 per cent.

Also aiding materially in augmenting production is a forming tool devised by Schwacher, in addition to a centering device. . . . A former participator in sports, Ed, 43, now devotes most of his spare time to developing time saving devices or on his hobby—collecting kerosene lamps. Ed is married, has one daughter.

The Column salutes Ed for being one of those fellas whose "plus" ability means a great deal, particularly when it helps his plant to aid our country.



ED. H. SCHWACHER



WALTER VOLZ

The North Country lost a good man when Walter Volz, our chief plant engineer, joined K&T, a few years back. At first Walter had hopes of spending part of his time at his resort, Buckhorn Lodge on Little Arbor Vitae.

But under the pressure of the late thirties Walter confined his activity to the establishment of a smooth-functioning maintenance crew at K&T—and has he done a job!

All you have to do is to inquire as to how the various nervous systems work in the plants, and Wallie can show you graphically, on one of the many pull-down maps he has in his office.

Perhaps you noticed during our recent shifting of personnel to DPC and the resulting changes in the main office, how rapidly new quarters were set up. Well, Wallie's gang was primarily responsible for this masterpiece. . . . Yes, his direction has meant much to K&T, and even if he returns to the "big timber" after the big job at hand is completed—while it will be our loss and the North Country's gain—he will have earned a well-deserved rest.

The "Man-of-the-Month" Column welcomes the opportunity to place Walter's name on the Honor List this month.

With each issue of the Column more men and women will receive recognition. Space would not permit further write-ups in this issue.



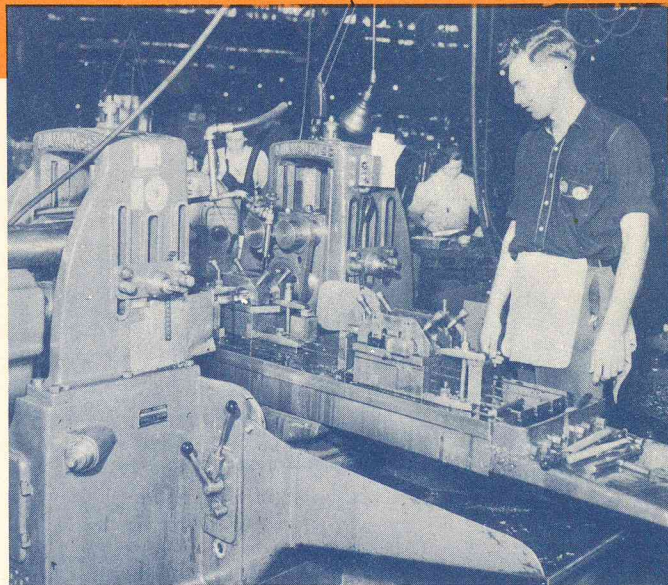
"He's been gone only a minute, sir—went after a drink of water"
Reprinted from the April issue of "Esquire Magazine." Permission granted.

THE PRODUCTION *Parade*

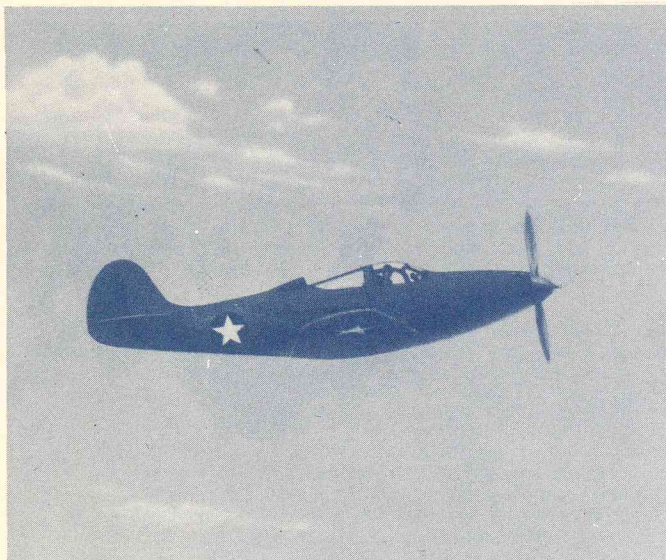
• The Bell Aircraft Corporation in the East was the first airplane plant to produce planes mounting a 37 m.m. cannon.

So effective were these Aircobras, they were respected and feared by friend and foe alike. Nicknamed the "Cannon on Wings"—they carry the fight to the enemy on both land and sea, as well as in the sky.

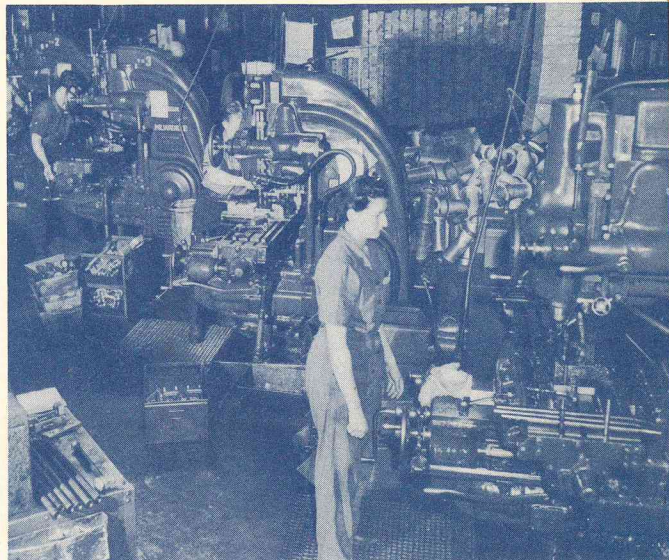
Shown "at work" in the Bell Plant are "Milwaukee" Millers—helping, as they do in all plants, to produce the precision weapons of war needed to WIN this greatest-of-all conflicts.



A Milwaukee Duplex on the Bell production line bangin' 'em out.



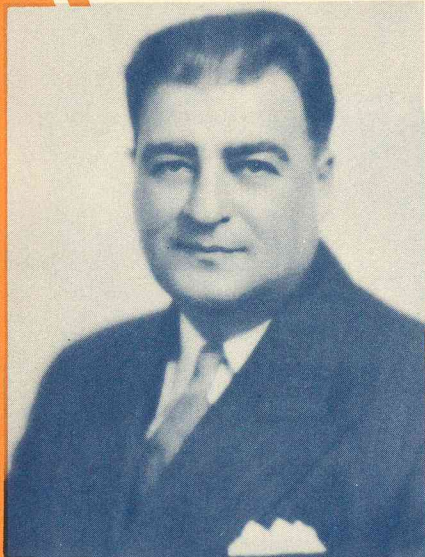
Up, up and away . . . the Bell Aircobra fighter on the prowl.



Yes, they have girls at Bell, too. Here's one on the Milwaukee Vertical Line.

IN PLANTS LIKE THIS THE "Milwaukee" MILLERS YOU MAKE ARE WINNING THE PRODUCTION BATTLE

IN *the* WORKS



EDGAR W. TRECKER

TO THE MEN AND WOMEN OF KEARNEY & TRECKER:

• The men and women of the Kearney & Trecker organization can look with pride on their accomplishments in the prosecution of the war effort. What they have accomplished in the production of Milling Machines, the purchase of War Bonds, the successful War Chest Drive, the participation in the Transportation Pools for the conservation of tires and gasoline, and the Salvage Drive—in fact, the participation in any and all programs to further the war effort, is a record that any organization in the country will find hard to beat.

A short while ago when General Knudsen was addressing a group of Machine Tool Builders, he said that he could not predict how long the war would last, or what would happen in the future, but he appealed to the group to go back and tell their people to put in that little extra effort for the next few months because machine tools are VITALLY NEEDED NOW!

It seems difficult to ask for more than what we are doing when we look at the record we have established. However, I feel sure that if each of us would take a personal inventory of our every effort, we will find where we can put in that little extra effort for which General Knudsen asked.

The best means of increasing production is to reduce idle machine time. Absenteeism means idle machines—men away from work because of illness or other reasons. Let's try and fill these gaps with full production twenty-four hours a day! Minimize the down-time at change of shifts and lunch periods. Return all idle tools to the tool crib so that the next man can get his job started faster. Reduce our scrap loss. Run our jobs in proper sequence, and in general—give out that little extra push!

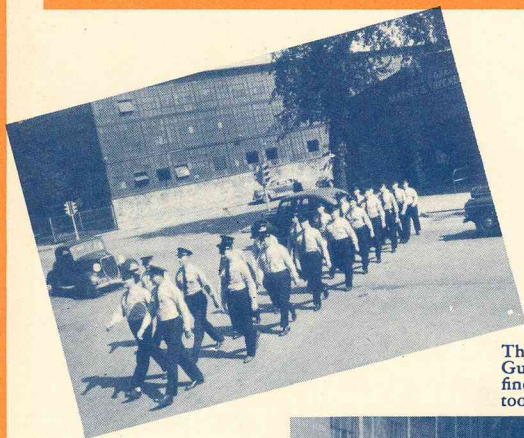
These items of personal inventory are not offered as criticism, but as a means of DOING A GOOD JOB BETTER.

We feel that the results gained by this extra effort justifies a longer vacation at Christmas. Therefore, we propose to put in this all-out effort and take a two-day holiday at Christmas. After the holiday we can drive ahead with renewed energy for the job which lies before us.

EDGAR W. TRECKER, General Works Manager

P. S.—In observance of the Christmas Holidays the shop will be closed down on Dec. 24-25.

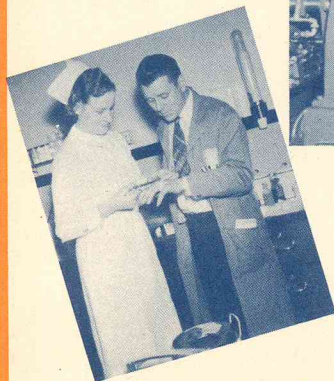
“SHOP SHOTS”



The Changing of the Guard (. . . and a fine bunch of boys, too).



Harold Heywood points out new developments to a group of representatives.



In for minor repairs. Daphne Solsrud fixes the hand of Hokie Hokenson.

PERSONALS

EVENTS OF INTEREST

Adolph Hartfield, group leader in the shipping department for two and a half years, recently was promoted to foreman of the shipping department. Adolph came to K&T on February 9, 1939. He lives at 3672 East Iona Terrace, Town of Lake.

* * *

Walter Serdynski, toolmaker in Department 20 of K&T, recently became the Milwaukee city match bowling Champion when he defeated Russ Gersonde, one of the country's top bowlers, in the final round of the city phase of the Wisconsin state tournament. He rolled games of 234, 203, 171, 214, 206, and 201. Walter also bowls in the K&T Tuesday night and K&T Industrial Leagues.

* * *

Private John J. Sankoff, who joined the U. S. Army Air Corps early in November, is now receiving his basic training as a mechanic at Big Spring, Texas. John worked on the assembly floor in Department 42 for about two years before entering Uncle Sam's service.

* * *

Frank Stoick, leader in the salvage department, and his bride-to-be from South Dakota have been frustrated in four attempts to get married, but expect to take the final step soon. The last time the couple decided to go to Dubuque, Iowa, a rod went through the side of the motor block on his car just as he reached Janesville, and he had to buy an old jalopy to return to Milwaukee. Better luck next time, Frank.

* * *

Chewing raw carrots improves eyesight. So if you are wondering why Bobby Wise, checker in the salvage department, is always munching on a carrot, that's the answer. Bobby enlisted in the U. S. Air Corps and passed all examinations except the one for vision. He expects to try again in three months.

★ DO YOUR BIT . . . BUY WAR

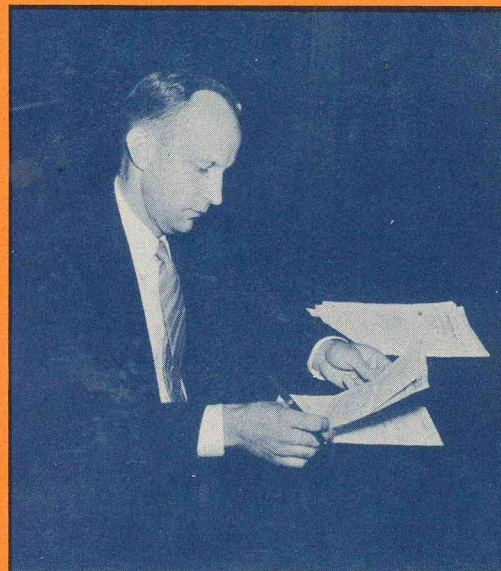
CARPENTER'S Comments

Stockholders—Company Position, Etc.

• Early in October our plant was asked to help in the Milwaukee County Community War Chest campaign for 1942. This campaign differed from earlier years in that the various War Relief Agencies, in addition to the U. S. O., were added to our regular local charities. The entire budget was more than double what it had ever been before for Milwaukee County.

Elmer Christoph of our Cost and Payroll Department was placed in charge of the drive. After review and discussion, he placed a goal for the employees of the shop and office of \$17,000.00. This goal was not only attained, but the total employees' subscriptions from the final tabulated total was \$24,604.77, an average of \$6.21 per employee. Added to the employees' subscription were the contribution of the E.M.S., the management and the corporation, which brought the grand total of the contributions from the Kearney & Trecker Corporation to the unprecedented total of \$64,448.77.

All of us, both those who remain at Kearney & Trecker and those who are in the armed forces, are exceedingly proud of the fine work that Elmer Christoph and his group of sixty solicitation committee members accomplished. It is a reminder to all who know the Kearney & Trecker organization, that it stands not only for a corporation of good reputation and good products but also for a group of men and women who have kind and generous hearts.



O. W. CARPENTER

FEAR CAN'T CONQUER THE FUTURE ★



• American industry has not grown great because its managers have sat down and moaned over their fears for the future. It has grown great because they have driven ahead in spite of obstacles and problems, confident that when the time came for an answer, they would find it, thriving on the problems, sharpening their wits on them, coming up with answers that pushed industry farther ahead than it would have been if the problems had never arisen. It has always happened before. It will always happen again as long as Americans are truly Americans. It's in the blood.

We will solve our industrial problems—and our social and economic problems as well. We will build a better world spiritually as well as materially. We will create a higher standard of living, more essential freedoms, more happiness than the world has ever known before. We will conquer the future.

—Reprinted through courtesy of Modern Industry Magazine.

SAVINGS BONDS EVERY PAY DAY ★

TRANSPORTATION IN THE PICTURE

by H. K. DAWE



• The Traffic Department in many large organizations is the department about which most employees know very little. The word "traffic" covers a multitude of things like rates, tariffs, classifications, exceptions, rules and regulations. But, to most of you it's just transportation. In your mind's eye, try to picture the early stages of any manufactured article, the raw materials of which might come from the fields, the forests, the sea, or from deep down in the earth. Then, follow it through to its finished state and you will immediately recognize the important part transportation plays. This transportation picture may have incorporated the use of the lowly pack mule, on through to the iron and steel monsters which roar over the rails, or which sail the seven seas, and through the blue skies.

You've probably often wondered "Just how does transportation affect me?" Well, that's easy. The problem of getting the raw or semi-finished materials into our plants is mighty important. If they should stop coming in—you'd stop working. What's more, the success or failure of transporting our finished products to the four corners of the earth also depends on ships, trucks, and trains. The railroads, particularly, have and are doing a tremendous job. That freight car is one of America's most powerful weapons in this fight for survival. In fact, it's the "link that must never be found lacking," if the other instruments of war are to get through. The same is true of trucks and planes.

Joseph B. Eastman, Director of the Office of War Transportation, recently told a large group of Government officials and prominent businessmen that "Without transportation, we could not fight at all."

So, to all of you loyal Kearney & Trecker workers, let me say this: "You build 'em—we in the Traffic Department will do our best to keep 'em rolling!"

TELL 'EM TO SELL 'EM

BY D. V. STEVENS



• On my last trip to the West Coast, which was made primarily to get folks out there acquainted with our Model D Rotary Head Tool and Die Milling Machine, I made dozens of calls. Without exception, those plants using our Model D were sold on it—and plenty! One plant manager told me that their machine would pay for itself in seven months. He said it was doing the job ALL ALONE, instead of merely helping a couple

of other machines. What is more, the man who's running the machine has only been doing shop work for a year and a half. That's simplicity for you!

In another plant, a shop foreman told me that when his firm bought their Die Miller a year ago, he didn't think much of it. Since then, they received a big Navy order calling for "tooling up" in forty-five days. The Die Miller did it in thirty. Is he sold on it? And how!

One thing, however, which sort of put me in the dumps was the fact that our dealer salesmen weren't talking-up the Die Miller to prospective customers. I made a call with one of the boys out there and in one hour we had sold a complete job. The man who bought it said to me about halfway through the session, "Why haven't I been told about this machine before? It's just what we've needed for a long time." Well, you can bet that dealer salesman will work on Die Millers from now on. In fact, he sold another one while I was on my way back.

This trip proved conclusively to me that after this war is over, die makers will be making dozens of new dies because of the demand for new products. Then, quantity production by machines becomes secondary. As a result, there is going to be a demand for die making equipment—the like of which we have never seen. That's something to remember, 'cause that Die Miller of ours is the answer to a mechanic's prayer.

SERVICE SLANTS

BY A. J. STROHMEYER



• Few people understand that a service man is actually a very important part of a Company's Sales Organization. When he's out on the firing line correcting an error or "shooting" trouble caused by the customer's machine hand—he has the toughest job of selling ever known. Not only must he "get the machine rolling" again, but he must prove that the breakdown was not caused by a basic fault in the machine itself. Actually,

what he's doing is a re-selling job, and that takes tact and diplomacy.

But what if the customer should start tearing down the machine before the service man gets there, and finds, for example, that one little taper pin has been improperly drilled, causing the trouble which led to the shutdown? Nothing that the service man can say or do can reestablish the fact that his equipment is precision-built.

True, we know this is not done intentionally by any man in our shop, because everyone realizes that it's far cheaper to re-make a part than to let it go through, causing a production jam in the field and having his Company put on the "Black List" as a result.

Yet, it does happen every now and then, and today, under war conditions, it is a serious offense.

Then, too, every once in a while we'll run across a poor job of machine finish on our matching surfaces—one thing we always point to with pride. A few extra minutes would have corrected this, and saved us a lot of embarrassment.

There are other things that we run into here and there which we'll cover in a later article. In the meantime—remember, it's the faulty little parts which make the big expensive ones go haywire.

REMEMBER — They're counting on You . . .

In honor of the Men and Women of Kearney & Trecker

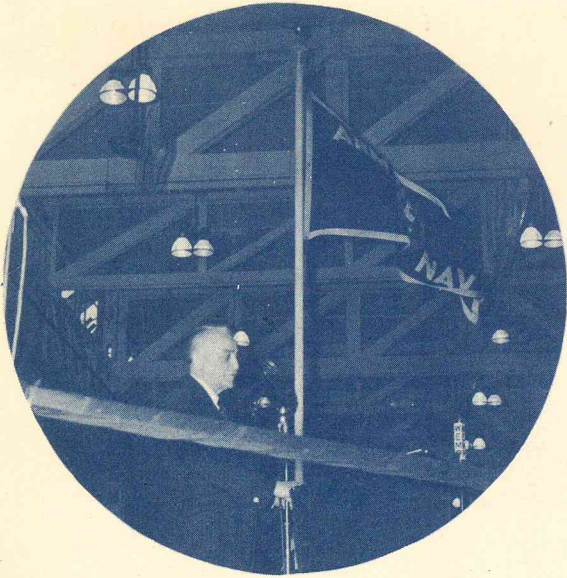
Scenes from ARMY-NAVY "E" DAY!



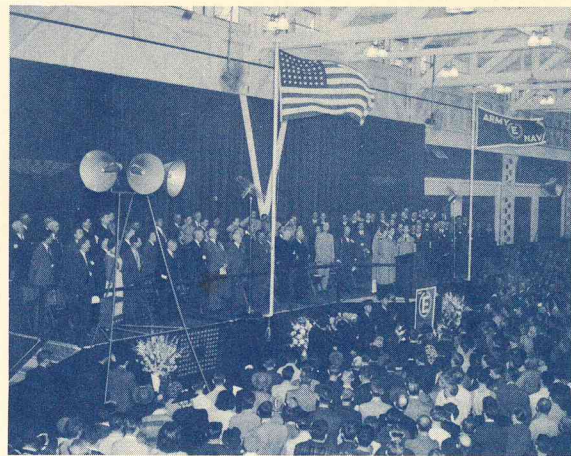
Brigadier General W. H. Harrison, left, with Dad Trecker and Rear Admiral Charles E. Fischer before the ceremony.



Governor Julius P. Heil addresses the vast assemblage in early stages of the presentation.



The "Boss" in his acceptance speech stresses the point that the job is still only half-done . . . that much more hard work lies ahead.



Proudly the "E" flag spans in the breeze alongside our National Colors as the voice of the crowd rolls like thunder, "Long may they wave!"



Our first guest, Mrs. Raymond Giese, wife of Inspector Ray Giese.



Joe Trecker does the M Cee trick at the banquet in the evening.



Francis Trecker and Admiral Fischer, who seems to have his weather eye peeled for his room at the Wisconsin Club.

The Man behind the Man behind the Gun!

FIRST CLASS
 PERMIT No. 2716
 Sec. 510, P. L. & R.
 MILWAUKEE,
 WISCONSIN



2 years in the making. Charlie Nowak and his 18 ft., home-built sloop AEOLUS. (God of the wind to you.)



That feminine touch—Kathryn Semanek, Kearney & Trecker's first woman shop employee, at work on a drill press. What's that story about Beauty and Brains being hard to find?



Beauty with a real punch. From right to left: Bernice Bloom, Julianna Kniewaldt, Gloria Garnier and Patricia Malone start a new week enthusiastically.



John Kieweg with his homemade miniature racer. Some ZIP BUGGY, John.

Be a
"10 Per Center"
 BUY BONDS EVERY PAY DAY
 Keep the jappie
 SLAP HAPPY



Kearney & Trecker's City Champs — Big 11 Champs — and a host of others. What a ball club! *Back row, left to right:* Mike Swieczak, Gene Wrobel, Gene Tomaszewski, Al Sak, Johnny Grabenau, Wally Lawton, Ralph Wobszal, Lennie Janiszewski, Johnny Sikora, Ralph Koral, Irv Gromowski, E. W. Trecker. *Front row:* Chuck Mosser, George Robles, Bob Lodde, Rudy Kertz, Al Luchine, Jules Mirzejewski.



Francis Trecker awards individual trap shooting trophy to Leo Lutgen at annual turkey shoot.



Left: K & T Golf Team. Len Dozeoba drops one in practice before taking the Allis-Chalmers' Team into camp, 8-0. *Left to right:* Dick Dozeoba, Carl Yoss, Jim Mathison and Len Dozeoba.