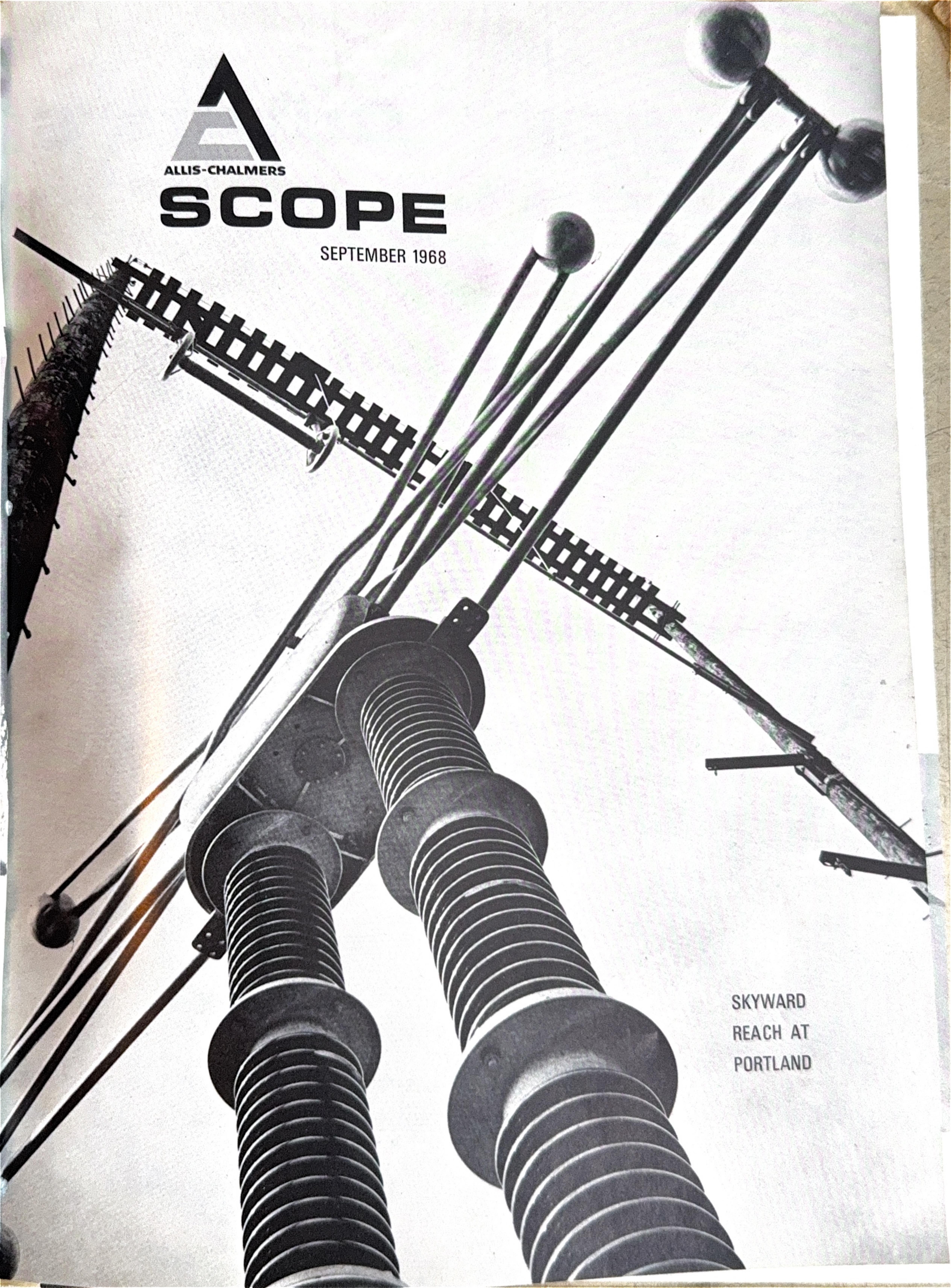




ALLIS-CHALMERS

SCOPE

SEPTEMBER 1968



SKYWARD
REACH AT
PORTLAND

ALLIS-CHALMERS SCOPE

Magazine for Employees

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Dennis L. Thisted Editor

ON THE COVER

The Portland Plant produces disconnect switches—and an attractive cover subject. Reaching toward the Oregon sky are a pantograph switch and a simulated high voltage transmission line at a test facility. On signal, the switch will extend its arms to make contact with the line far above. In Allis-Chalmers, there often are examples of eye-catching patterns or forms. Four more are on Pages 12 and 13.



An experiment in which Allis-Chalmers took part shows that modern methods of corn growing could improve the Dominican Republic's economic outlook.
Page 7



A covered conveyor belt totes rock from the underground system of an unusual mine in Mexico. A big Canadian Allis-Chalmers jaw crusher is there.
Page 15



A brief but important role in the lives of homeless children is undertaken by many Allis-Chalmers employe-families. Two such families tell of their experiences.
Page 21

Drivers Sto



Check Up Know-How



A Motorola lift truck driver, Paul Piazza, has a delicate load on his forks—two cartons of color television tubes.



A booklet used at the lift truck school in the color TV tube plant is checked by (from left) Nicholas Banach, Robert Myles, Gary Lawrence, Edward Valaskovic and William Beres. Banach, Myles and Valaskovic are Motorola Personnel; Lawrence and Beres from Allis-Chalmers.

Early one recent Saturday morning, two dozen men filed into a room across an aisle from towering rows of cartons containing picture tubes for color television sets.

The men—lift truck drivers for Motorola Inc. in a Chicago suburb—had come to learn more about the machines they use and more about how to use them. The session was just one of more than 100 such schools conducted annually by Allis-Chalmers personnel through the Material Handling Division's Service Department.

Whether the items being handled are electronic instruments or less fragile articles, the basic objectives of the training program are:

- Safe and proper operation of lift trucks.
- Efficient, economical material handling, with a minimum of both building and product damage and equipment maintenance cost.

At Motorola's color tube plant in Franklin Park, Ill., the "professor"

"You fellows know how to drive lift trucks," Lawrence said. "I'm going to remind you about safety and give you an introduction to our electric models. It's important to remember that you spend eight hours a day on your lift trucks. They are valuable property for your livelihood

from Allis-Chalmers was Gary Lawrence, MHD's manager of service education who is based at Harvey, Ill. With him were William Beres, North Central Zone service manager, and William Politz, a salesman with Allis-Chalmers Material Handling Sales and Service, Elk Grove, Ill.

Lawrence was introduced to the Motorola drivers by Robert Myles, safety director of the little more than a year old color tube plant which recently had purchased Allis-Chalmers electric lift trucks. On the classroom tables were two booklets for each driver, "Allis-Chalmers Safety and Driver Training Program" and "How to Get the Most Out of Your Lift Truck."

and for your employer. You'll want to treat the trucks with the same respect as your own cars."

At a chalkboard, Lawrence explained the seesaw principle of balance in a lift truck, providing built-in stability so that the vehicle will operate safely within its rated load capacity at the proper load center. "The drive axle (front axle) is the fulcrum," the manager of service education pointed out, "and the load carried on the forks is balanced by the heavy counterweight in the rear of the truck."

A big wet-cell battery is part of the counterweight of an electric model. The electric motor moves the truck, but a hydraulic system powers fork lift-mast tilt operations.

Various Allis-Chalmers models have different load capacities; for the FE30 and FE40 models in use at Motorola, they are 3,000 pounds and 4,000 pounds, respectively. Whatever the rated capacity, the truck has better stability when the load is placed close to the fulcrum.

In his chalk talk, Lawrence reviewed the steering principle. Because the lift truck steers with the rear wheels, turning the rear of the truck rather than the front, a driver can make sharper turns and maneuver better in tight quarters.

Lawrence next narrated a slide presentation, a quick refresher course on do's and don'ts for safety.

Some examples:

- Don't pick up hitchhikers or allow unauthorized persons to operate lift trucks.
- Stop at corners and intersections and don't cut corners.
- Operate within your load capacity and don't lift unstable loads or zoom into stacked loads.
- Don't travel with forks raised or with a raised load, and when stacking don't tilt the mast forward until you are over the stack.
- Always drive slowly, don't jam on the brakes and, if you can't see forward, drive backward.

After a question and answer session with Lawrence on some specific situations, the drivers read through their "textbooks"—the Allis-Chalmers instructional booklets—then filled out quiz sheets. There were 74 questions, most of them true or false or multiple choice. No grades were

recorded, but the men had a chance to discuss the correct answers and retain them for future reference.

The drivers moved from the classroom to a warehouse aisle where they gathered around an FE30 for some closeup tips about the machine. Wrapup time back in the schoolroom found more questions being fielded by Lawrence, Zone Service Manager Beres, salesman Pollich, Safety Director Myles and Edward T. Valaskovic, Motorola's manager of inspection and warehouse services.

"You know," Myles commented to Allis-Chalmers representatives as he showed them around the warehouse, "each of those cartons, depending on the size and number of color tubes in them, contains between \$1,000 and \$1,500 worth of goods. That is reason enough to provide our lift truck drivers with expert training. But there's much more to it—like lowering the potential for personal injury for production loss and for physical plant and equipment damage."

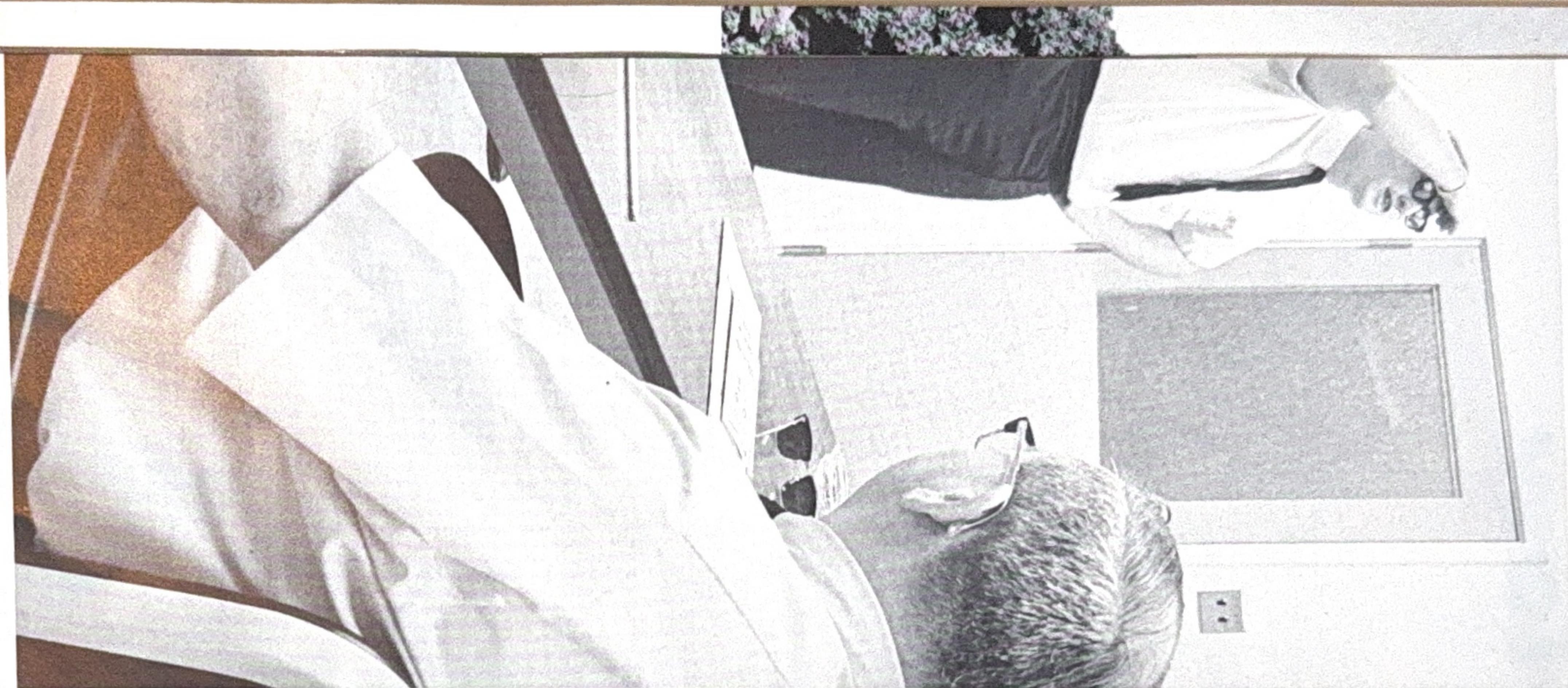
When Allis-Chalmers is asked to conduct a lift truck school, it tailors the program to the needs and desires of the specific customer. A session might go beyond the classroom for instance, with some of the drivers piloting lift trucks through an obstacle course of pallets and in and out of freight cars.

Allis-Chalmers has 10 field men who conduct driver training programs at customers' locations. The reference material and programs are developed through our people's personal experience in addition to Industrial Truck Association standards and recommendations," said R. L. Woody, manager of service, MFD.

"Because each school is shaped for a particular customer, we take into consideration the models, attachments and optional equipment the customer has. We manufacture trucks that are diesel, gasoline or propane powered, as well as electric. In addition, the customer's operation might range from straight warehouse and pallets to a very severe operation such as a foundry or tannery. Depending on the extent of training requested, we could spend up to four hours with a group."

How does Allis-Chalmers benefit?

"We are able to maintain the customer's confidence in Allis-Chal-



Lawrence peers to the rear of the room where a driver has a question. In the foreground is Banach, of Motorola methods engineering. He plans to write a materials handling guide.



In an aisle of the Motorola plant, portions of the driver group flank an FE30 lift truck where features are explained by Lawrence.

Their "textbooks" from Allis-Chalmers before them, four Motorola lift truck operators present a study in concentration as they listen to Lawrence's tips on safety.





A new feature of the Allis-Chalmers lift truck driver training program is the HI-LO game. In West Allis, it is played during this lunch period by a group of Allis-Chalmers internal transportation employees.

From the left are: Front—Carol Kopping, Lillian Hoyt, Harriette Patin, Ann Kroeger and Evelyn Young; rear—Robert Richardson, Manuel Cortinez, Cecil Oglesby and Ervin Kartz.

mers," Woody said. "The customer or user knows that we know the safe and proper lift truck driving techniques and that we have professional instruction for this purpose."

Just how serious is Allis-Chalmers about driver training?

"We are constantly developing new methods to do this important job better and more completely," Woody stated. "For example, four new programmed instruction booklets cover-

ing safe and proper operation of lift trucks were introduced recently to our dealers.

"And there is HI-LO, a board game which puts the players behind the wheel of a lift truck and lets them demonstrate their skills. HI-LO is a subtle way of making lift truck drivers more aware of their individual responsibilities in their daily work. It's a safety-driver training device that goes home with the driver and

has proved popular among drivers and members of their families."

What is the over-all impact?

"Customers realize," Woody said, "that Allis-Chalmers people are complete material handling experts—engineering, manufacturing, application, service and training—and that therefore it's wise for them to consult us through our sales personnel and dealers when any such equipment is considered for purchase."

Dominican 'Experimento Maiz'

LATIN CORN PROJECT TRANSLATES 'SUCCESS'



A Dominican worker totes sacked ears of corn up a ladder for loading onto a truck.

"Experimento Maiz Logra Buen Exito." That front page headline in a leading Santo Domingo newspaper capsulized a story describing the seeds of a potentially better tomorrow for the Dominican Republic. The translation from Spanish: "Corn Experiment Obtains Good Success."

The experiment was aimed at showing that modern technology can reduce the cost of corn production and increase the yield. Participants were Dominican agencies, private and governmental, and Allis-Chalmers. The result: A yield per land unit that was twice the national average for the Latin American island country.

The project which culminated in the harvest last spring was the first to use the mechanized production techniques of narrow-row corn growing in a demonstration to Dominican farmers.

Allis-Chalmers furnished equipment, including two planters, a self-propelled high clearance sprayer and two cultivators. The Company also provided assistance with technical experts from the Farm Equipment Division and a special representative, agronomist Ligio Tavarez, formerly a Dominican sub-secretary of agriculture.

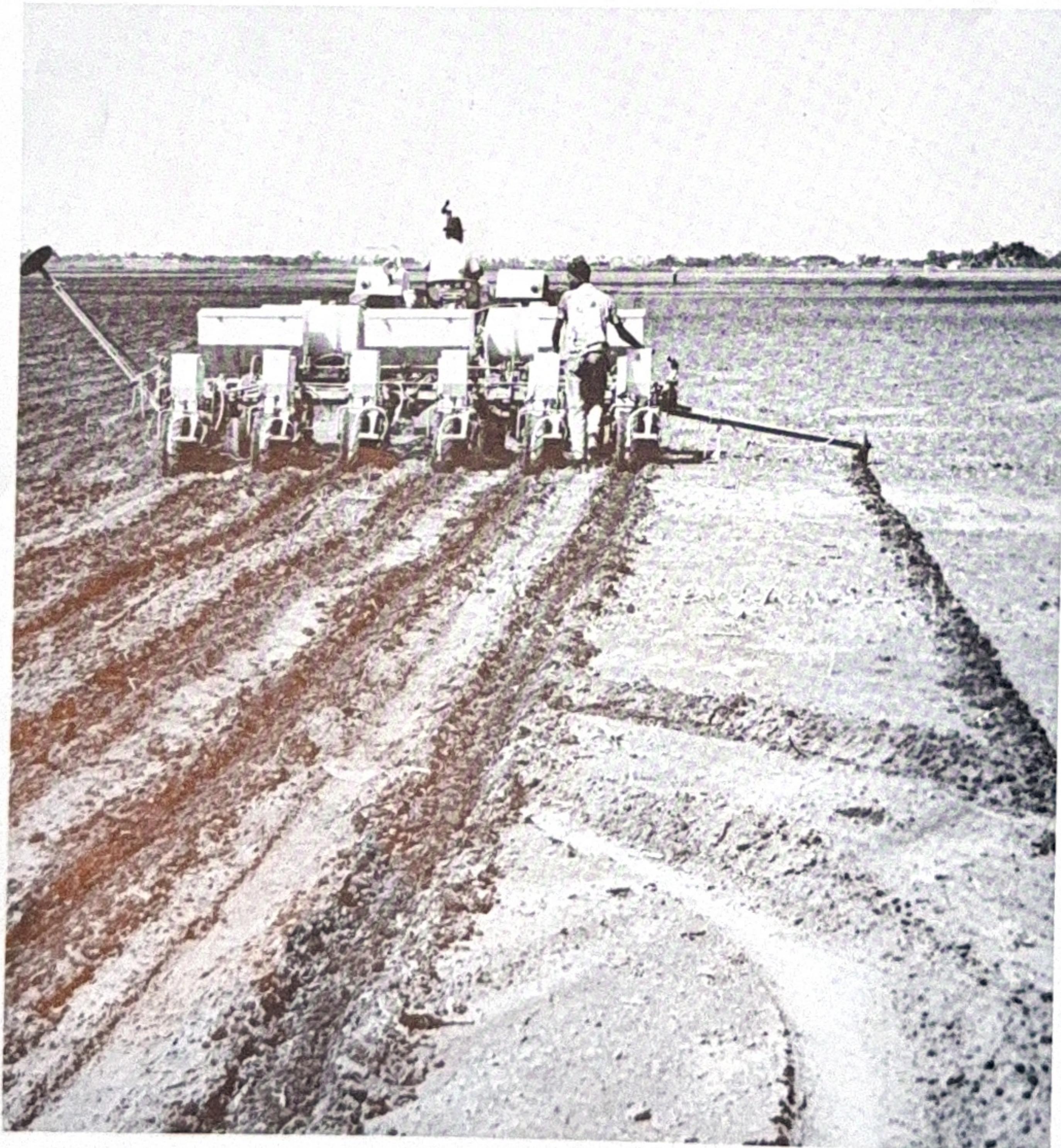
The experiment, Tavarez said, "proved beyond doubt that corn may and must become a basic crop for the agricultural development of the country, both as an export item and for internal consumption. At the same time, the success of the project includes a solution for much land that now remains idle or otherwise dedicated to pastures, producing only a small fraction of their potential."

Ironically, corn—or maize as it is called there—is among the oldest staples in that location. It was a principal source of nourishment for the native population in 1492 when Christopher Columbus landed there on his first voyage to the New World. (Hispaniola is the name Columbus gave to the island which the Dominican Republic and Haiti now share.)

Through the centuries, cash crop concentration shifted to sugar cane and cotton, although even now corn is a primary food crop for 70 per cent of



Special seed corn, provided by the Ministry of Agriculture, goes in the seeders (above) before the Allis-Chalmers narrow-row planter moves into a field (below).

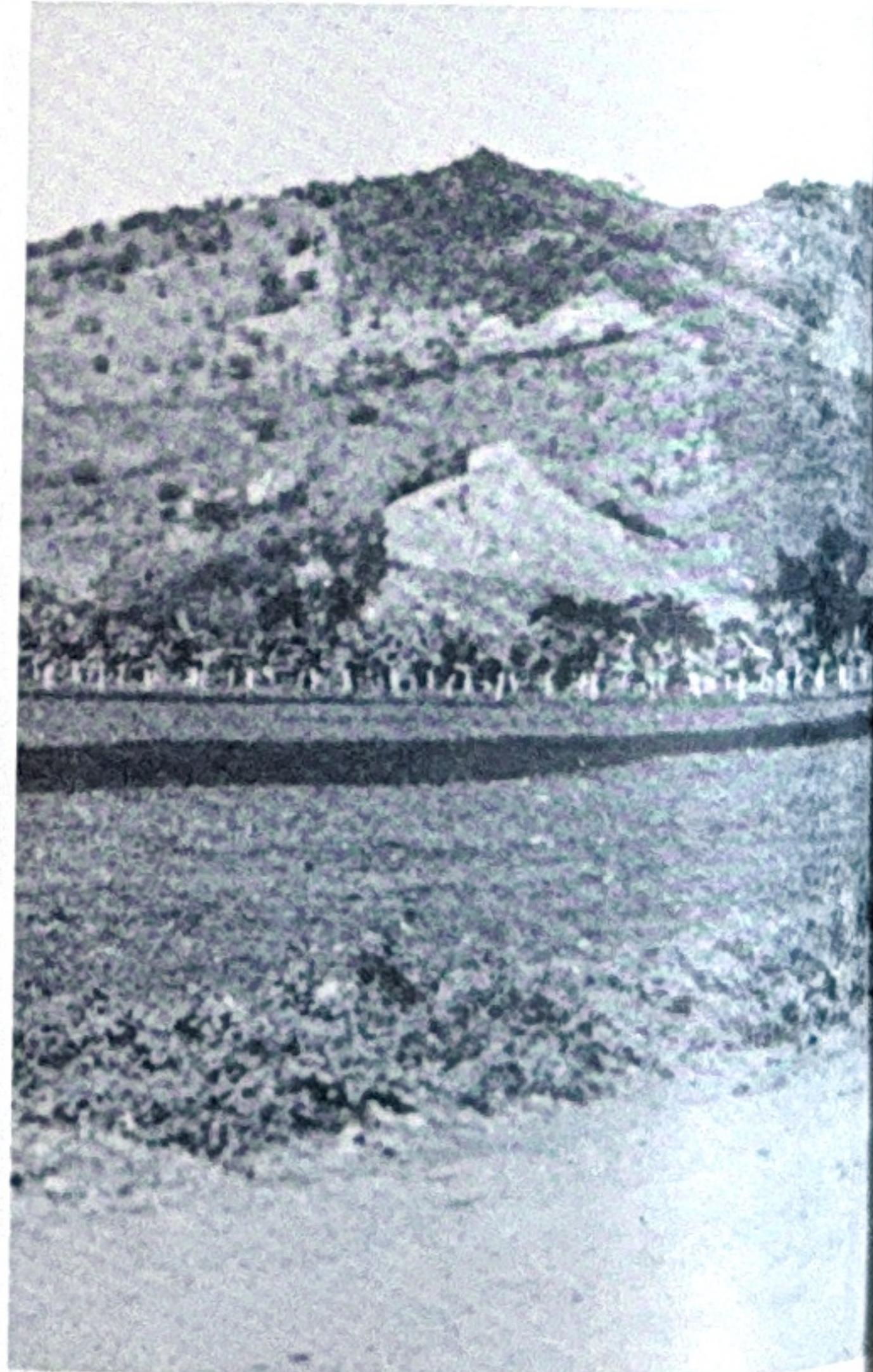


the Dominicans who live in rural areas (2.5 million). In fact, 99 per cent of the annual corn crop of 1.2 million bushels is produced as a subsistence crop. Productivity is low, however—only about 30 bushels per acre compared to more than 70 in the United States.

That situation points up the significance of the pilot project. Sponsored by the Pan-American Foundation and the Dominican Development Foundation, the experiment was supported by the National Institute of Water Resources, Institute of Development and Cooperative Credit, Ministry of Education, National Agricultural Bank and Dominican Department of Agriculture.

The Dominican Land Authority made 625 acres of land available for the experiment in a north central valley near the village of La Isabela. The village, about five miles from the Atlantic Ocean, takes its name from the historic landing spot of Columbus. Eight farmers from the area were selected to work the plots.

A delegation from Allis-Chalmers in West Allis—P. N. Swinford, Ellis Wertz and Ray W. Keil—arrived in the Dominican Republic in the summer of 1967. With them came equipment and know-how. Soil, whose top layer was a clayloam texture, was



plowed before the autumnal rains. The planting operation included seeding in 30-inch rows and application of fertilizer, underground insecticide and pre-emergent weed killing chemicals. Although interrupted by rain, the planting was finished by late November. Subsequent sprayings controlled bug and worm invasions.

Training the Dominicans to run the equipment was less difficult than expected, Wertz said. Their ability as operators kept improving. However, the 30-inch rows of corn were quite different from what the Dominican corn growers were accustomed to see.

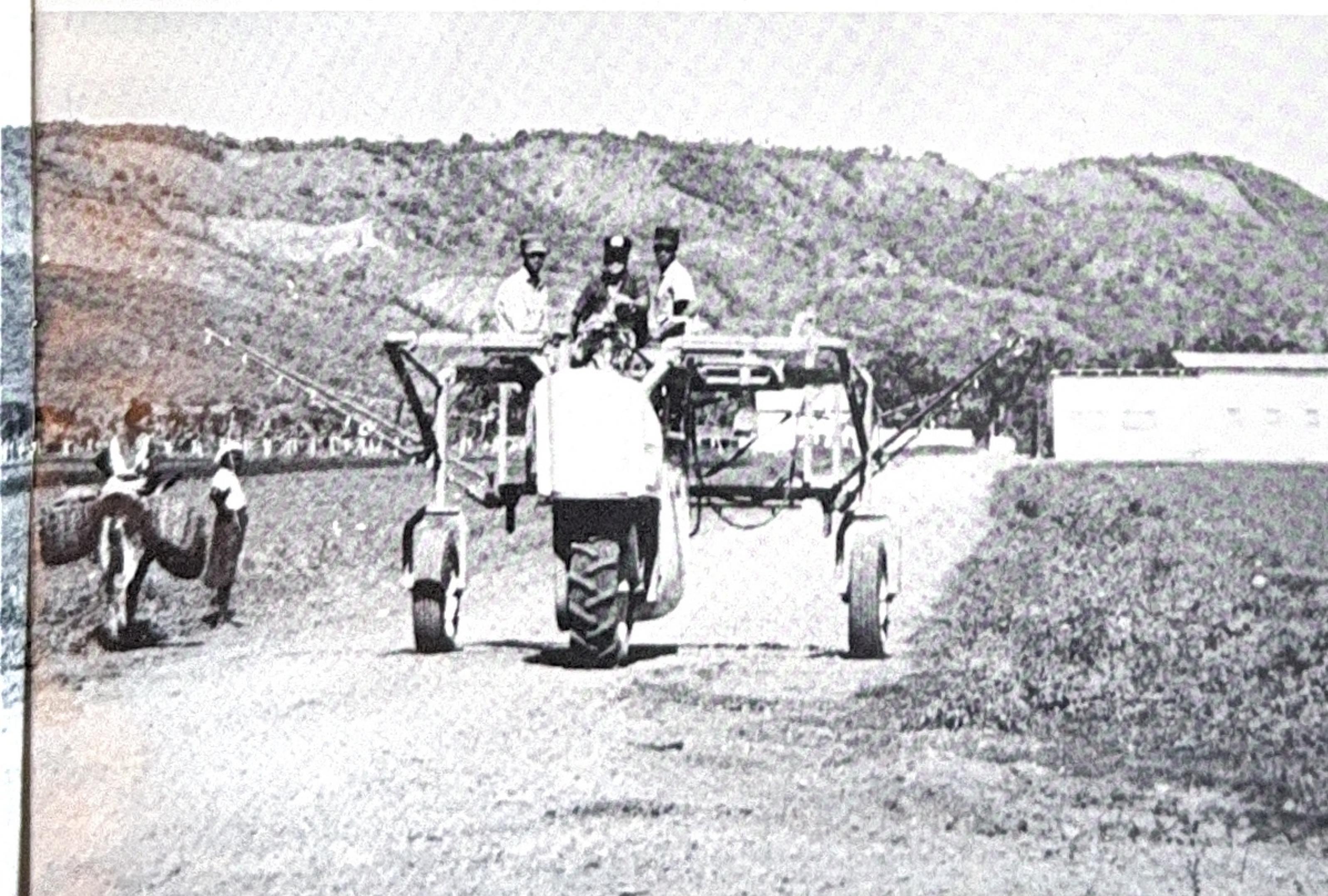
Agronomist Tavarez reported: "One of the farmers remarked after watching the planter operating in a nearby field, 'You can't use that machine on my land because it's not doing any seeding.' "

To convince him, Tavarez said, "we took him to a row just put down by the planter, dug a hole in the proper place and removed the single corn seed deposited by the planter. His opposition melted."

That farmer and many other Dominican subsistence farmers traditionally have planted corn merely by burying a handful of kernels in each hill without cultivation, pest control or fertilization; they come



Progress of corn planted the modern way is checked in one of the plots.



A high-clearance sprayer furnished by Allis-Chalmers for the project catches the eyes of Dominicans as it wheels out to the corn area. The sprayer proved indispensable because the region is subject to infestations of many types of insects.



A boy and a girl fill bags with husked ears while (at right) agronomist Ligio Tavarez looks at corn still on a stalk.

back four months later to do their harvesting by hand.

When the narrow-row corn plants reached the knee-high stage, a 69-day dry spell set in. There were those who had fears for the project, but saving rains resumed in time. The corn was ready for harvest in April.

During the harvest, hundreds of peasants were busy hand-picking the ears and stuffing them into thousands of 100-pound sacks for loading onto trucks. Buyers flocked to the plantation, and farmers of the region and officials from governmental and private organizations saw the results. Despite the lack of rain, the yield ranged between 62 and 71 bushels per acre, averaging above 65.

Almost all of the Dominican corn crop at present comes from very small farms of one to 20 acres in



size. In 1960 these accounted for about 93 per cent or about 420,000 of the 451,000 farms in the nation. Tavarez feels that, based on the success of the narrow-row corn experiment, lands which are currently idle or in pasture should be intensively cropped, following a diversified program of rotation and freeing corn from its role of a subsistence crop.

It has been said that Americans, with their tremendous fund of practical wisdom and knowledge, have a serious obligation of sharing it with others. Face to face, people to people projects like this one are among the best ways to show, teach and demonstrate successfully to peoples of the developing nations how they eventually can become more productive, more prosperous and more self-sufficient. ■



Corn from one of the experimental plots is spread on canvas before sacking.

While the corn is weighed, Dominicans stand ready to carry the sacks to a truck for shipment from the field.



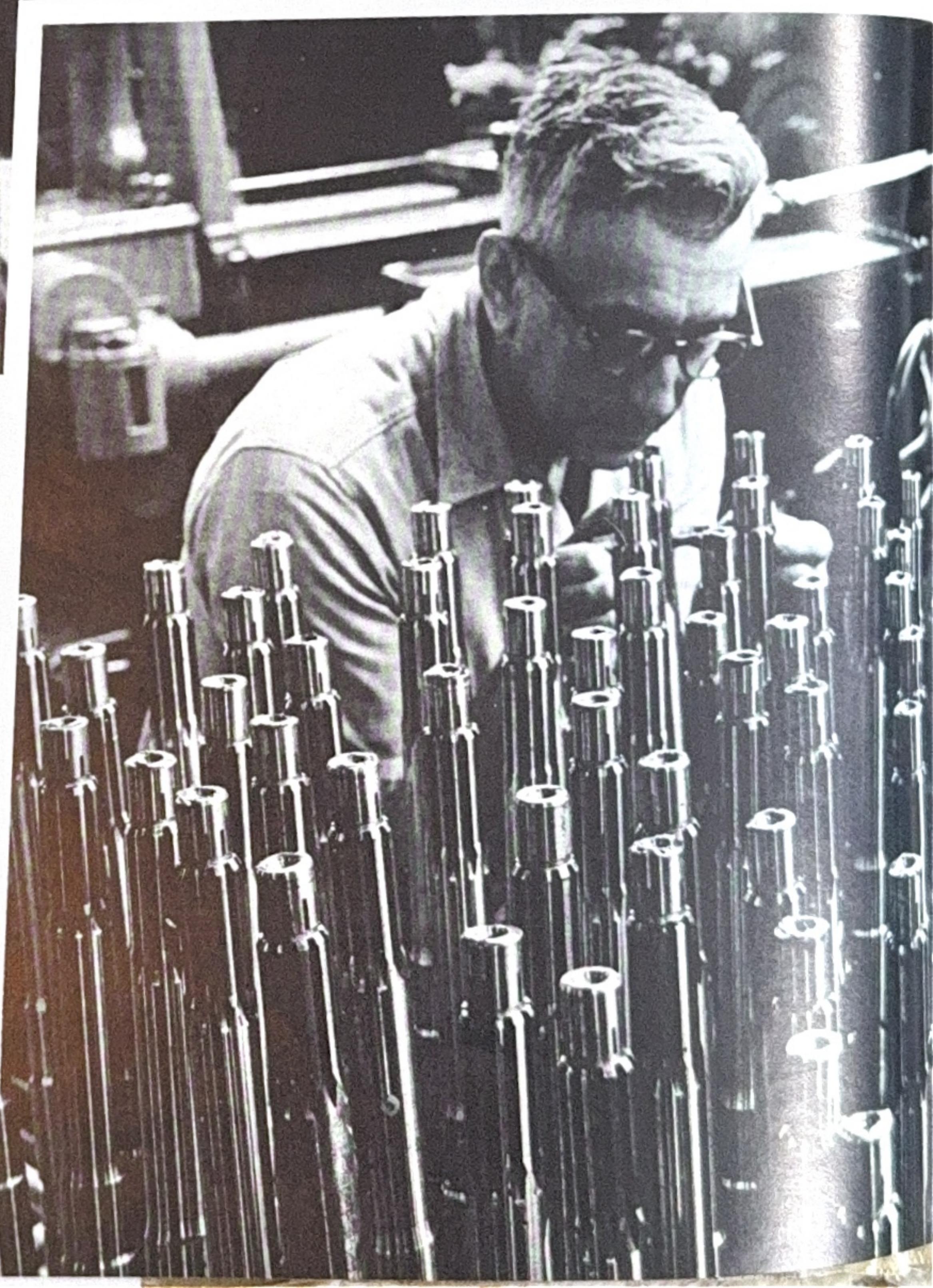


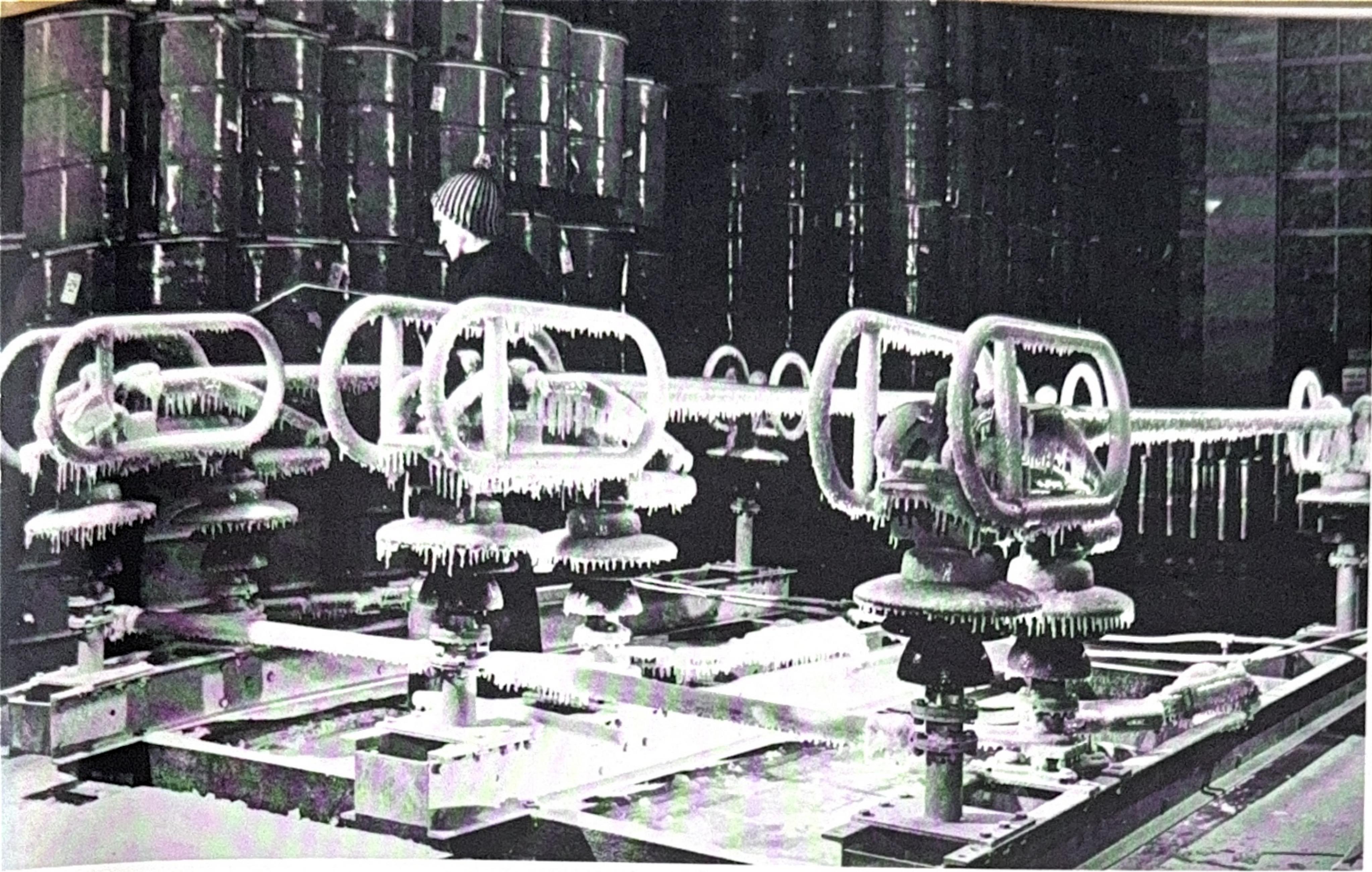
An "iron curtain" effect is created by these crankshafts. They frame the finish grinding operation at the engine crankshaft production line, Harvey Engine Plant. The employee is James Mangrum.

A small forest of engine clutch shafts, in a shop at the West Allis Tractor Plant, awaits heat-treating. The employee is Benjamin Kurtz, a gear cutter shaver.

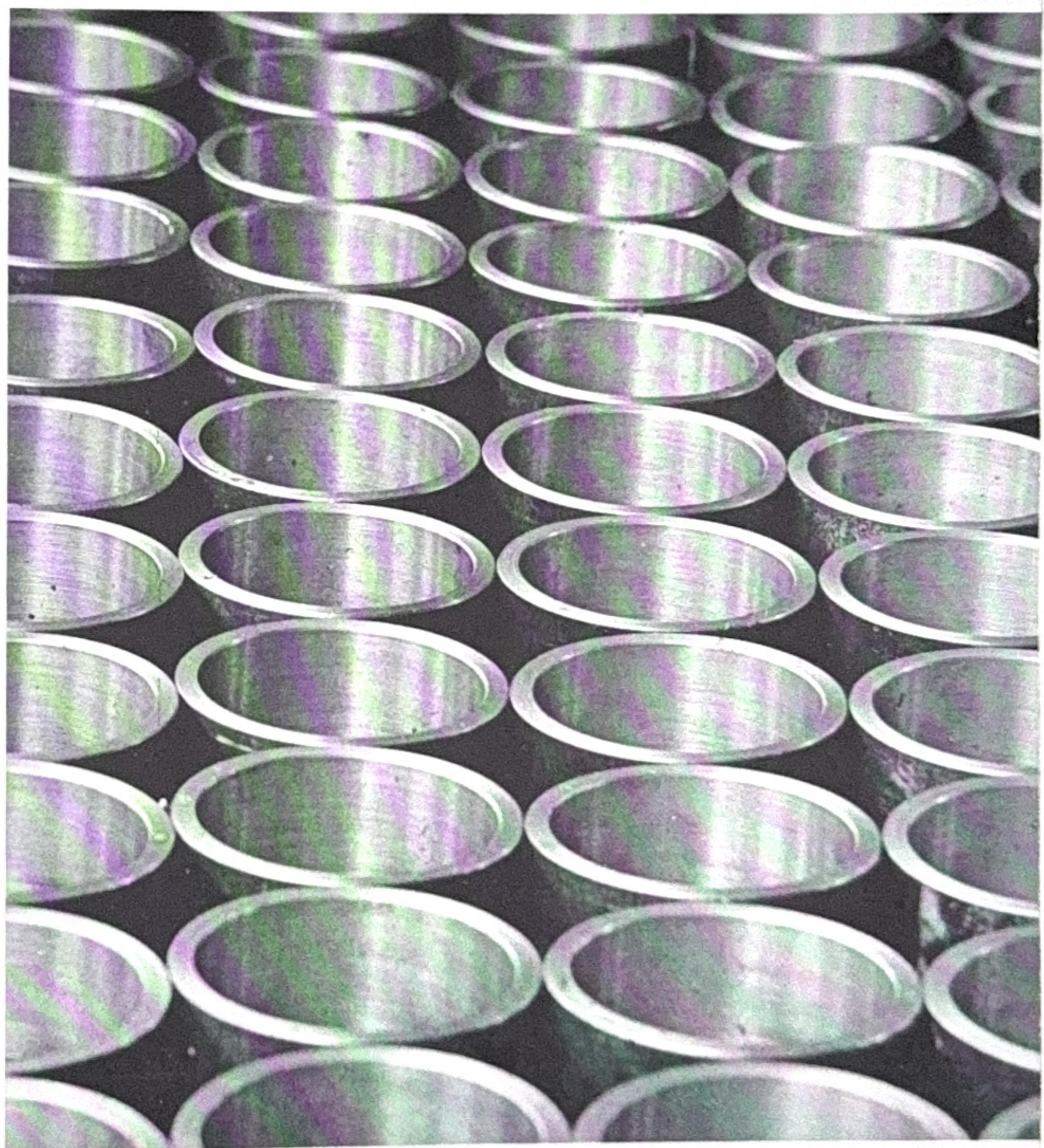
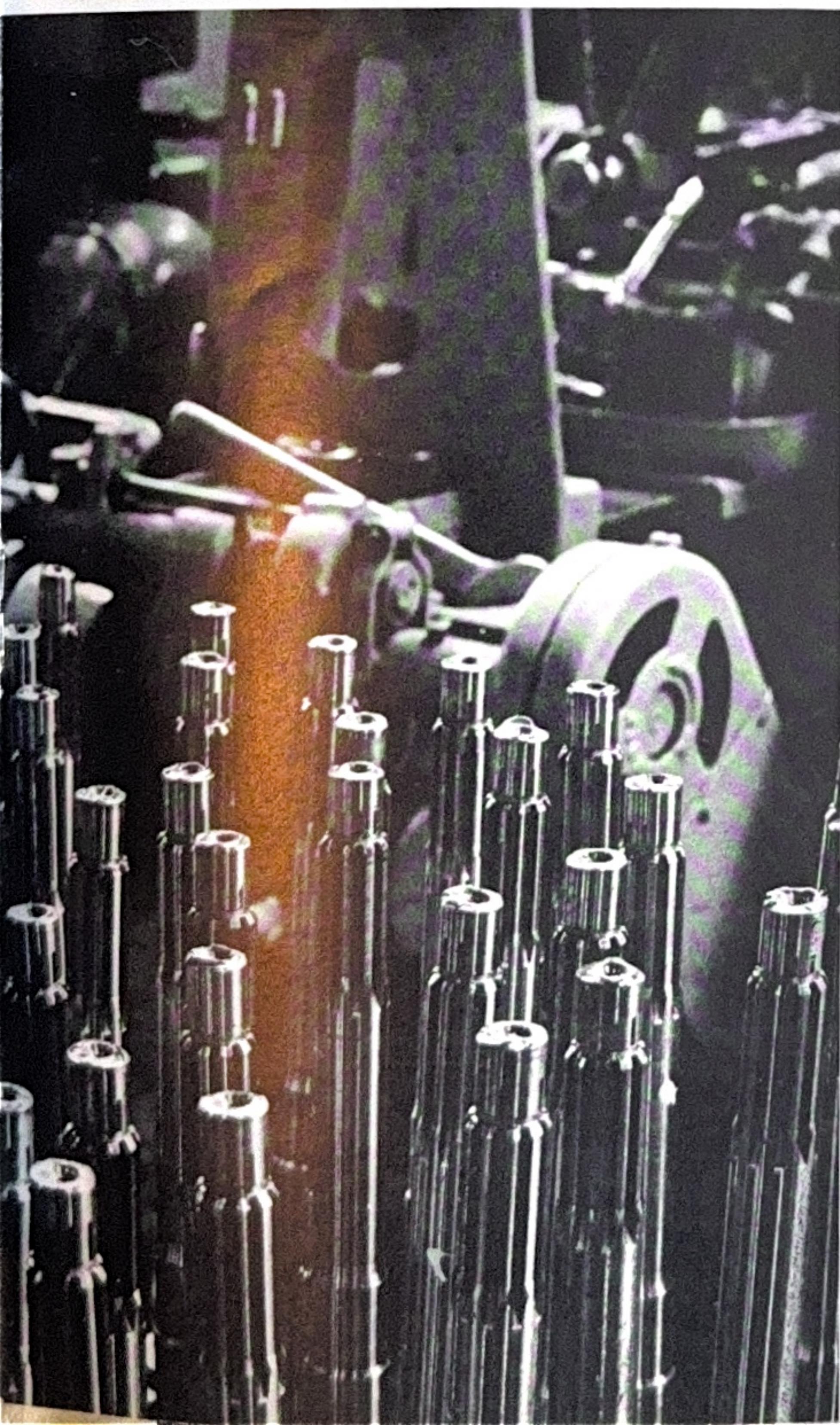
Pictorial Perspectives

Whether it's switches at Portland, axle sleeves at West Allis or crankshafts at Harvey, there is a common denominator: the potential for an interesting picture. The views on these pages are only a few of the sights among Allis-Chalmers facilities, products and components that offer unusual perspectives—and many times make for effective external Company publicity.





An encore for Portland disconnect switches:
This time they're subjected to ice and
subzero cold in a special laboratory test to
study operating capability under extreme
conditions. The long arms must be free to rise
to an upright position in their operation
on electrical transmission systems.



Symmetry in rows of circles is the theme. The objects,
at the West Allis Tractor Plant, are sleeves for farm tractor
rear axles. Such sleeves serve as spacers for wheel assemblies.

Purpose and Achievement

There's a sentence in the Company's "Statement of Purpose" that says:

"Every individual and unit in the entire enterprise is urged to be alert for and make full use of all new ideas which good judgment determines we can apply to our advantage."

The statement further points out that each individual in the Allis-Chalmers organization "should be provided full opportunity and encouragement to develop his abilities to his own and the Company's advantage."

Those principles and their applications are exemplified by the achievement of Tom N. Thiele, an electronics engineer in the Research Division at West Allis. Thiele, 28, is the winner of the Company's 1968 "Award for Eminence in Science and Engineering."

The award—consisting of a medallion, an inscribed citation and \$5,000—is given to encourage and recognize outstanding employe contributions made in the advancement of technology. Thiele

was honored for inventing a transistorized control system for electric lift trucks.

Thiele's invention, the pulse width modulation (PWM) control system, greatly increases the work per charge of batteries that power electric lift trucks. It makes them up to 70 per cent more efficient by regulating the draw of current in direct proportion to the vehicle's speed and load.

PWM was the major factor that caused Allis-Chalmers to enter the electric lift truck market in the fall of 1962. The innovation met with immediate success, and the Material Handling Division's plant in Harvey, Ill., since has built several thousand vehicles featuring PWM.

Inventive genius like Tom Thiele's is not something with which everyone is endowed, but all of us in Allis-Chalmers have the potential to spark useful new ideas, either individually or in teams, whether in shop or office.

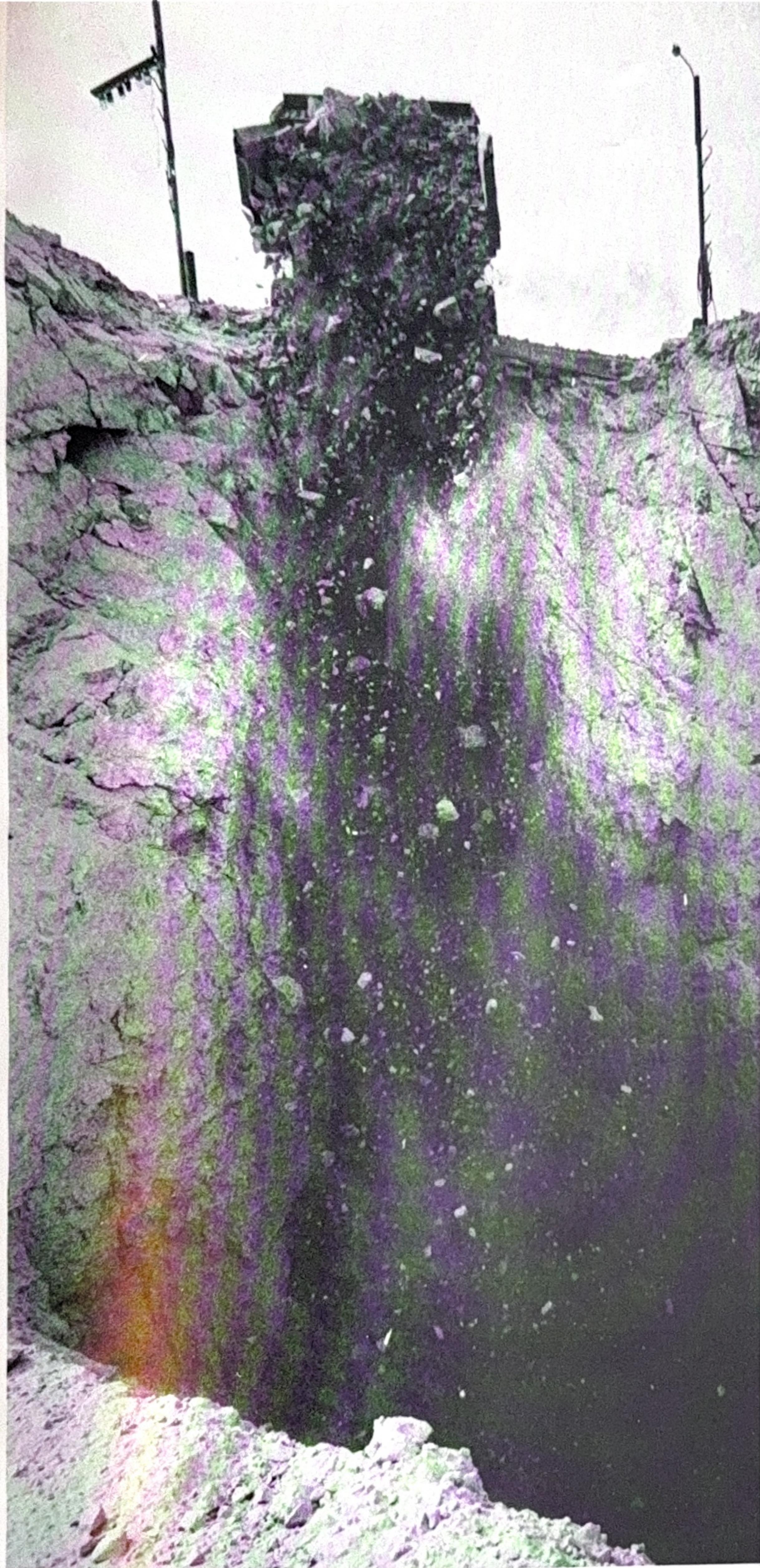
Do you have an idea? You and your Company could be the better for it.



While his wife, Mary, beams proudly, Tom N. Thiele is congratulated by Robert S. Stevenson, chairman. At left is Dr. Clare P. Sanford, principal research executive of the Company and a vice president.

A swing-down door on an electric lift truck discloses the control board of the latest model PWM, the 703.





Down the hatch—a 500-foot drop down the ore-pass.

A copper company in Mexico is dropping rocks from the surface down a 500-foot hole in the ground. This unusual technique, aided by an Allis-Chalmers jaw crusher (one of the world's largest), is transforming a marginal copper ore body into a productive open pit mine just outside Cananea, a town of 20,000.

Since the late 1700's, mining has been an integral

This Mine's Distinct --From Top to Bottom

part of the way of life at Cananea, just 30 miles south of the Arizona border. In the 18th century, silver and gold were lodestars for Jesuit missionaries exploring the western slopes of the Sierra Madre range in Sonora. Hostile Indians, swooping in from nearby mountains, soon put an end to these early efforts which ignored the copper deposits. In 1860, the governor of the State



After the ore is blasted loose in the open pit, some huge boulders still remain for further break-up while diesel shovels load trucks.

of Sonora, General Ignacio Pesqueira, established a smelter. With adequate protection by his own soldiers from Indian forays, the governor was able to process quite a bit of copper ore.

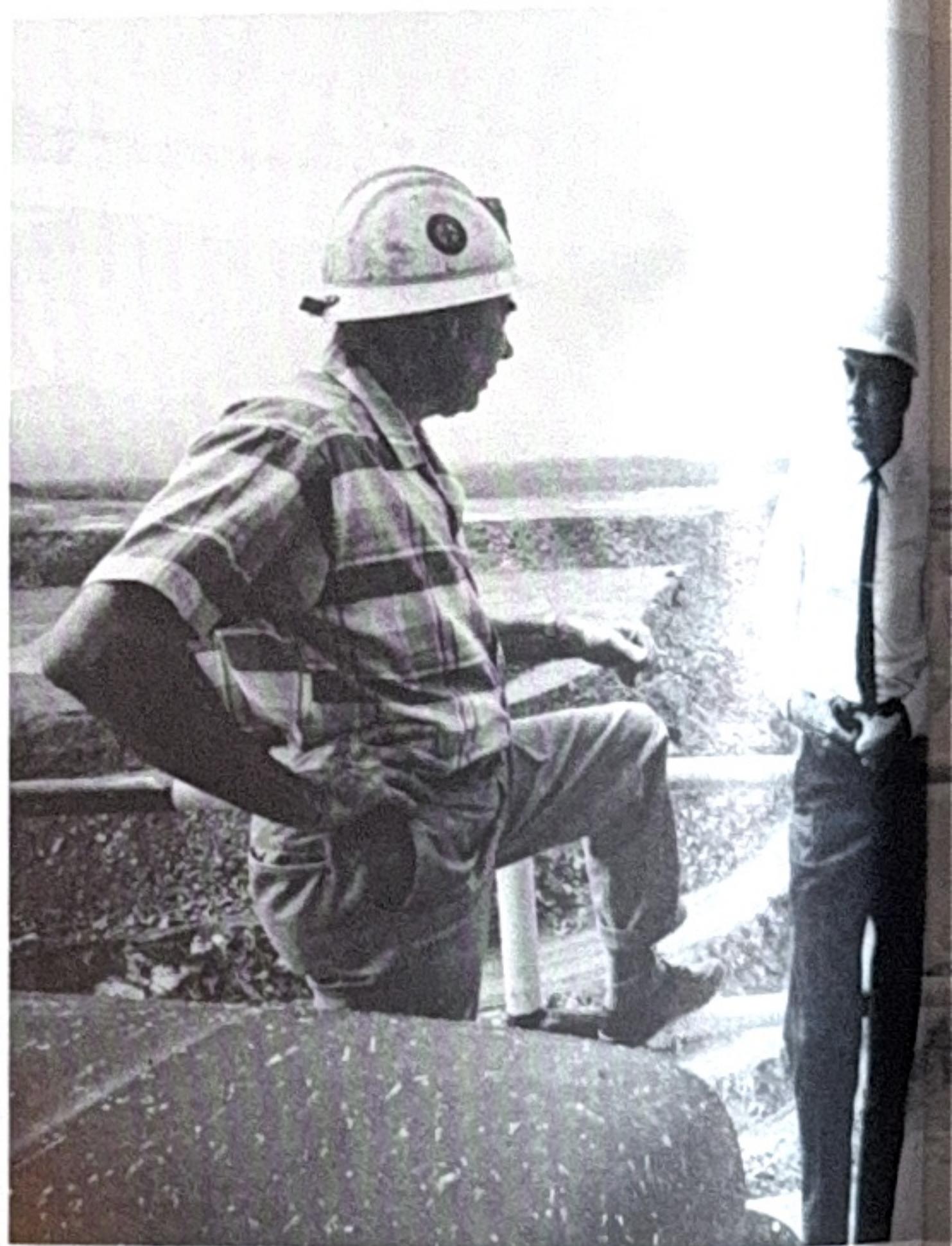
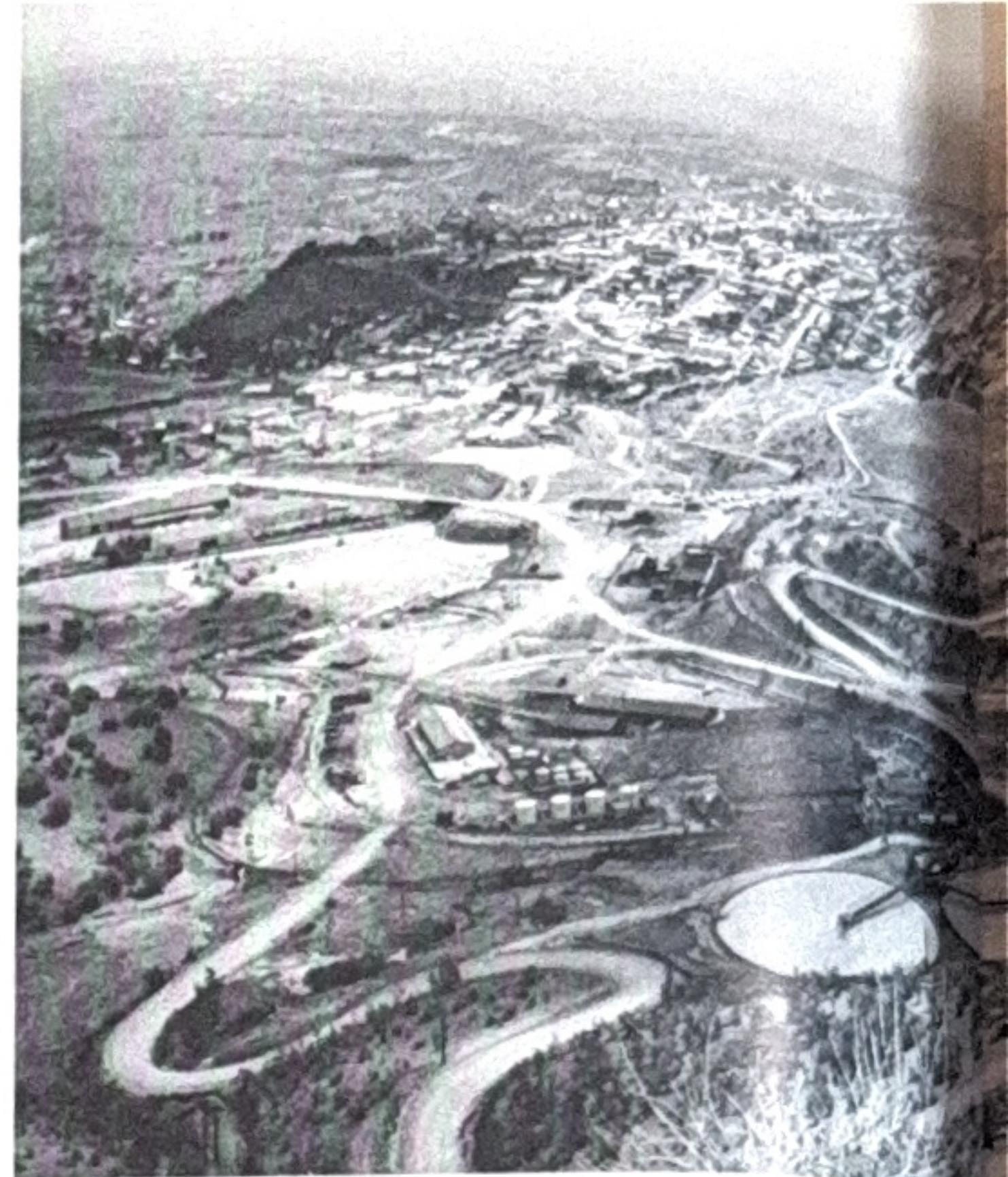
Mining at the site is now carried on by the present subsidiary of The Anaconda Company, Compania Minera de Cananea, S. A. de C. V.

"After three generations during which nearly a million tons of copper were mined," said Robert C. Weed, general manager of the Cananea operation, "we faced a problem."

Over the past several years, he

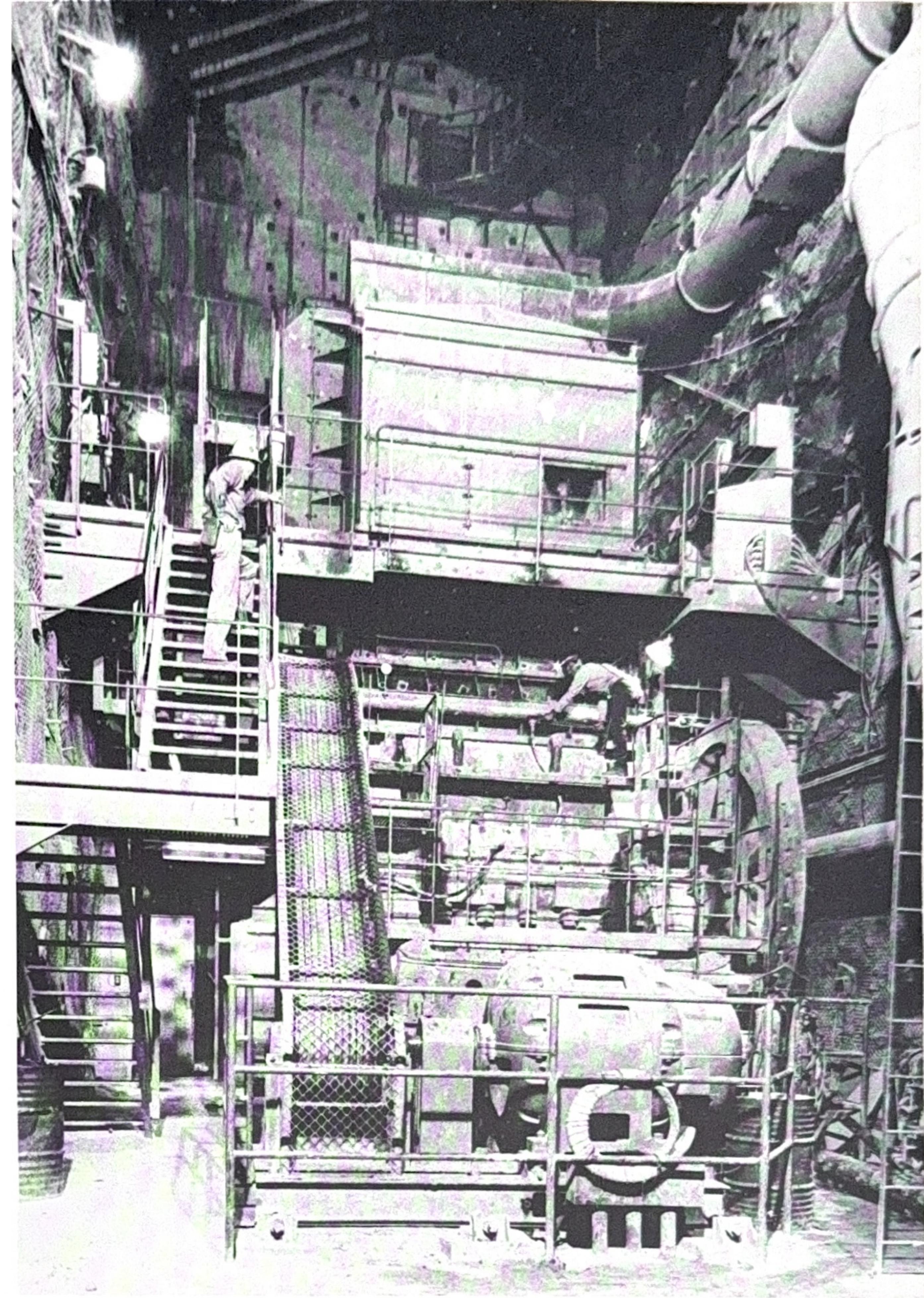
pointed out, all the underground works of the mine had been abandoned in favor of an open pit type of operation. Low grade ore with a content of 15 pounds of copper per ton was processed in the usual system of hauling by truck to a crusher on the surface some distance from the pit. Crushed ore went by conveyor to the concentrator building.

"This is a satisfactory system in use everywhere," he said. "However, our new Cananea Pit orebody, in addition to being several miles away by haulage road, was located roughly



700 feet below the crusher elevation. This brought up the problem of a long haul up adverse grades—an expensive proposition.

"Studies were made to determine whether some other haulage method could give better results. After rejecting several alternatives, it was decided to go ahead with a conveyor system underneath the pit, fed from an ore-pass or shaft within the pit itself. This offered the advantages of a short ore haul, a gravity feed to the system and the use of the conveyor to both lift and transport

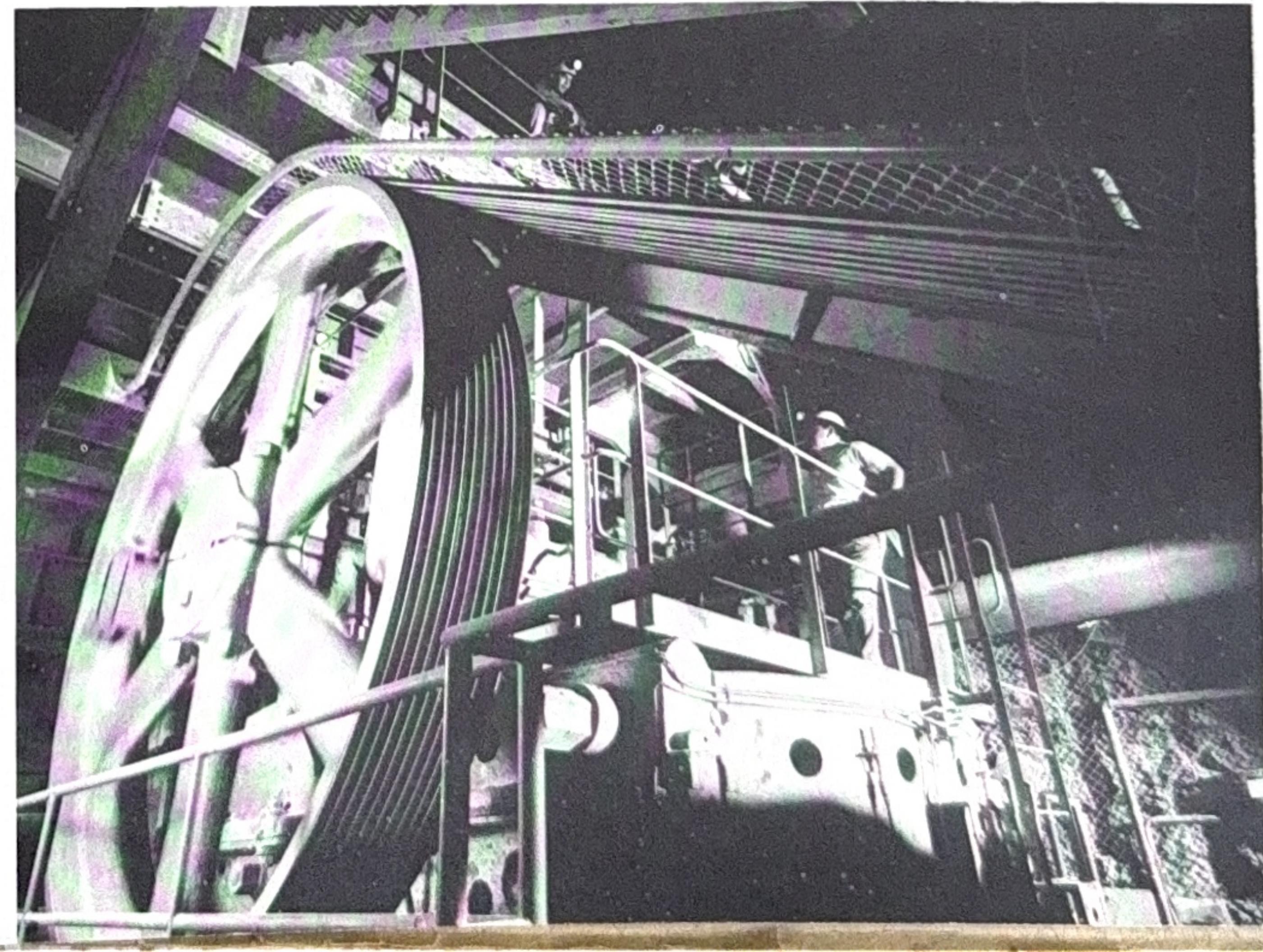


(Center, top) The concentration plant, where the ore is refined, is just west of the town of Cananea.

(Center, bottom) Mine general manager Bob Weed (right) discusses open pit activities with safety director Mel Taylor.

(Right, top) A Canadian Allis-Chalmers jaw crusher handles 1,100 tons per hour in this subterranean chamber.

(Right, bottom) This 16-foot flywheel helps in the crushing of giant boulders like a gargantuan nutcracker.





the ore to the surface," mine manager Weed explained.

Since a conveyor belt system was already in use above ground, this approach looked promising. But the catch here was that somehow ore had to be partially crushed underground before going up by belt.

A key element to the solution was the 220-ton jaw crusher supplied by the International Division from the Canadian Allis-Chalmers plant in Lachine, Quebec. Working somewhat like a gargantuan nutcracker, the machine stands nearly two stories tall, armed with a 16-foot diameter flywheel on each side. The mouth opening gapes 5.5 by 7 feet.

The crusher itself had to be completely assembled underground. Components of the machine were ferried to the crusher room down the tunnel or adit on a small car.

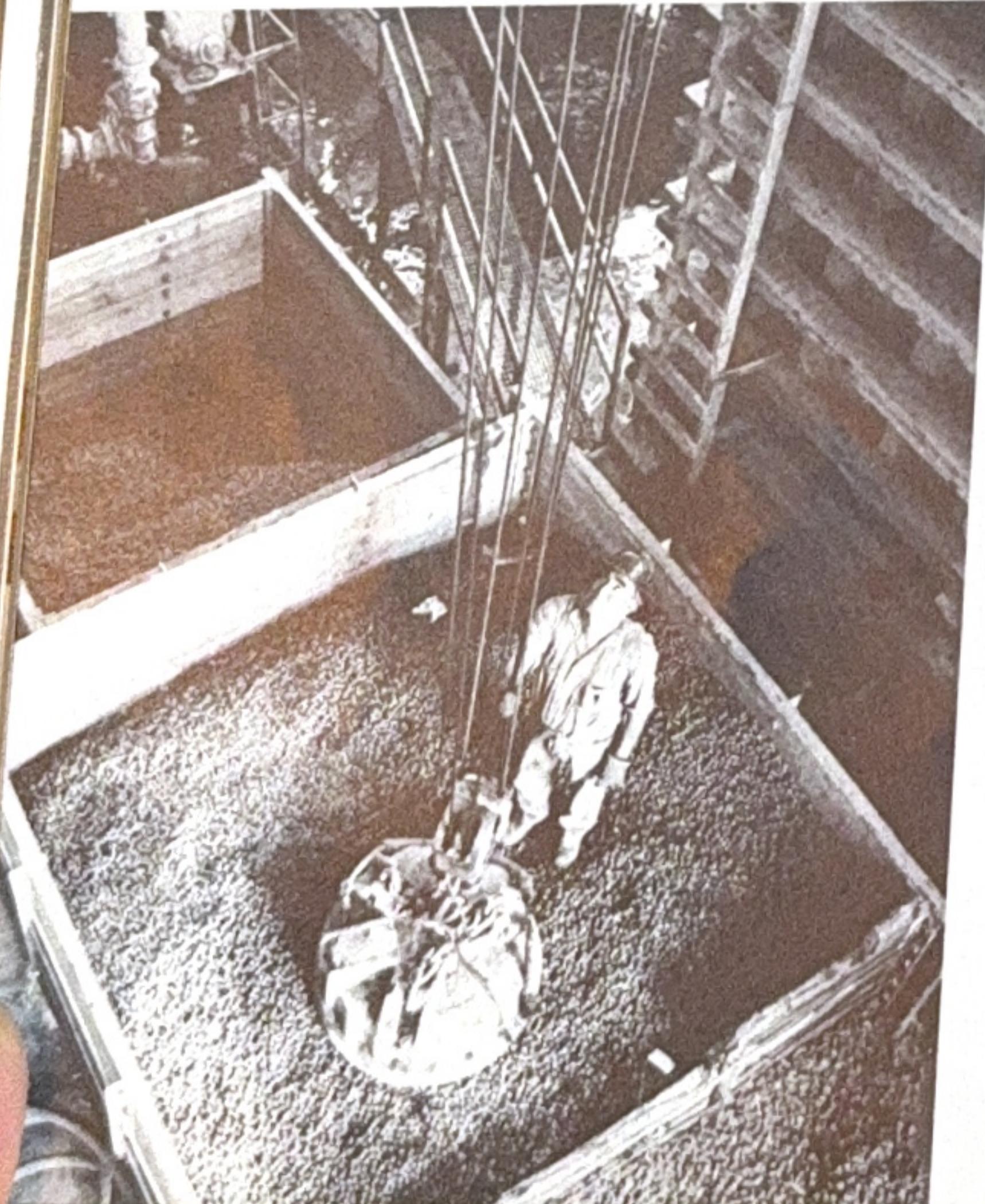
Eventually, of course, as Cananea miners work down through the ore-body, they will gradually get closer and closer to the level of the crusher.

Project manager named to direct the task was William Humphrey. Ex-

(Left) Steel balls, used in the grinding process, are held by this jovial fellow.

(Bottom, left) An electromagnet is positioned to pick up a charge of regrinding balls.

(Below) Two workmen check the control panel while others monitor the crusher entry.

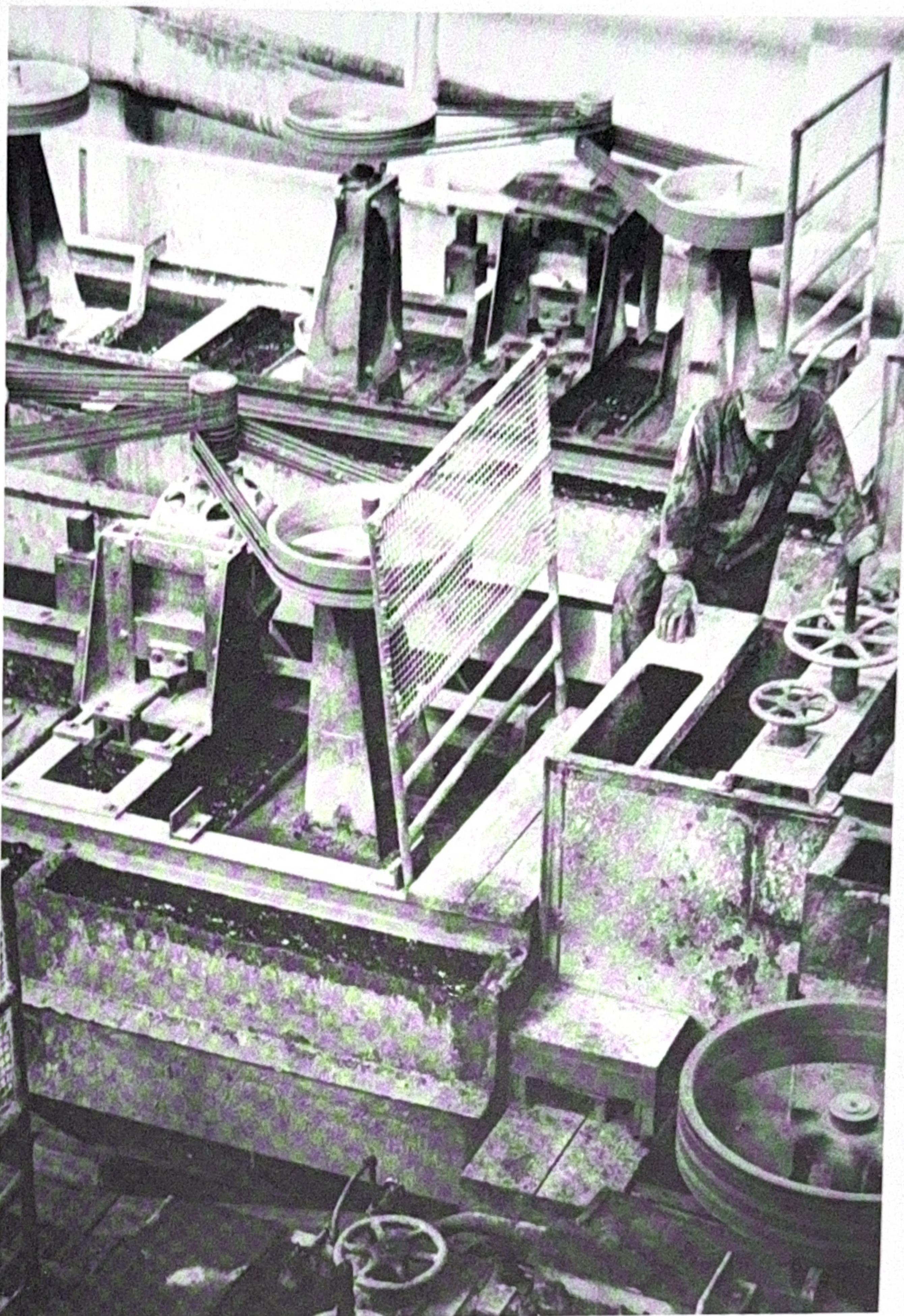


cavation began in 1963, taking advantage of an old mine haulage system which ran through the bottom of the proposed site for the crusher room.

"First we drove a drift through the middle of the proposed crusher room," Humphrey said. A crew of 30 men working around the clock finished carving out the room 26 feet wide by 125 feet long and 100 feet high in 18 months. Meanwhile, digging proceeded on the half-mile long tunnel 8 feet high for the conveyor and access system from the surface.

"Only a few minor problems involving short shutdowns occurred during the recent trial run," Humphrey said. "When we began production, we expected break-in delays and we got them. As with any new operation we have had some bugs, but they are being eliminated and we feel confident that the system will work very well."

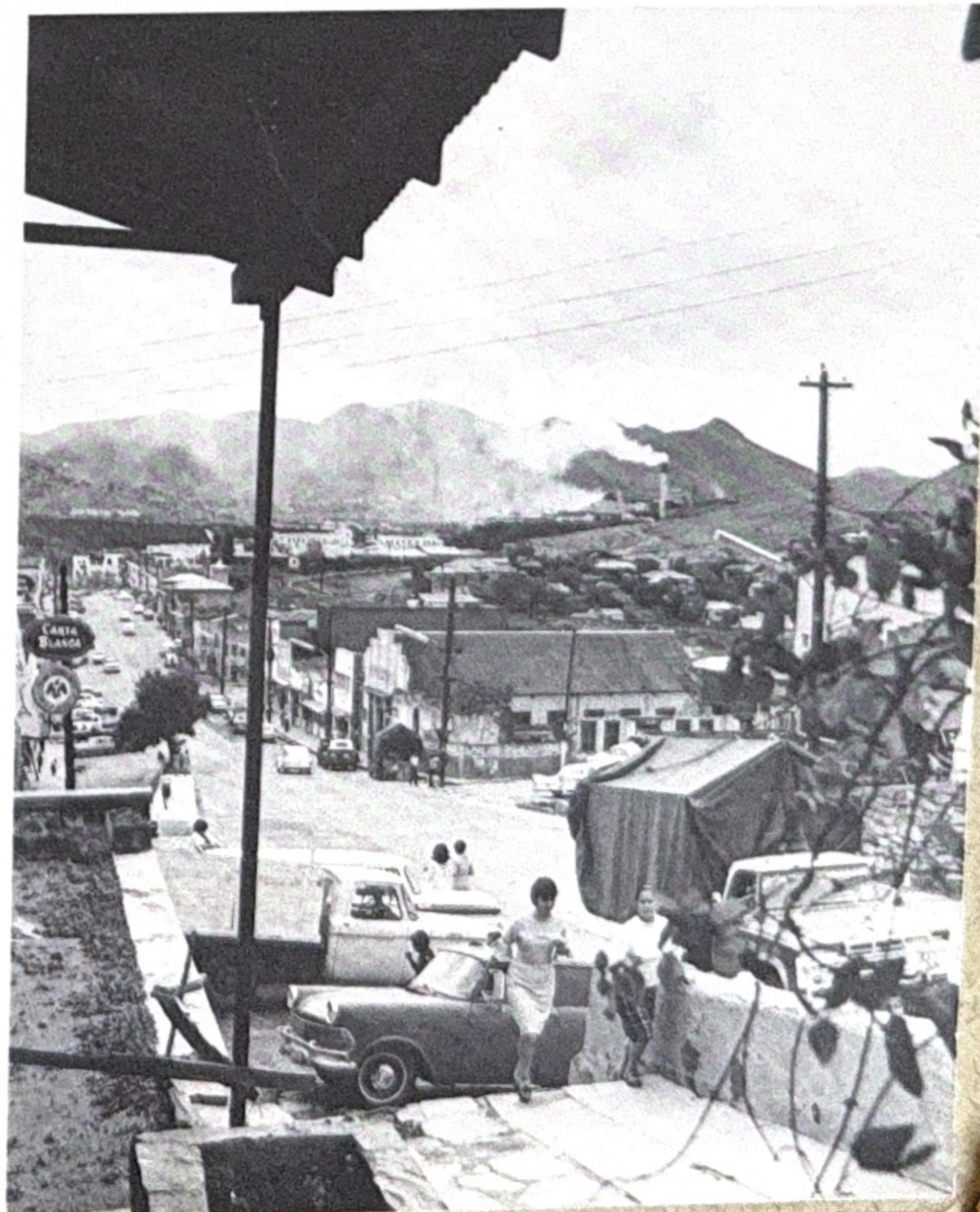
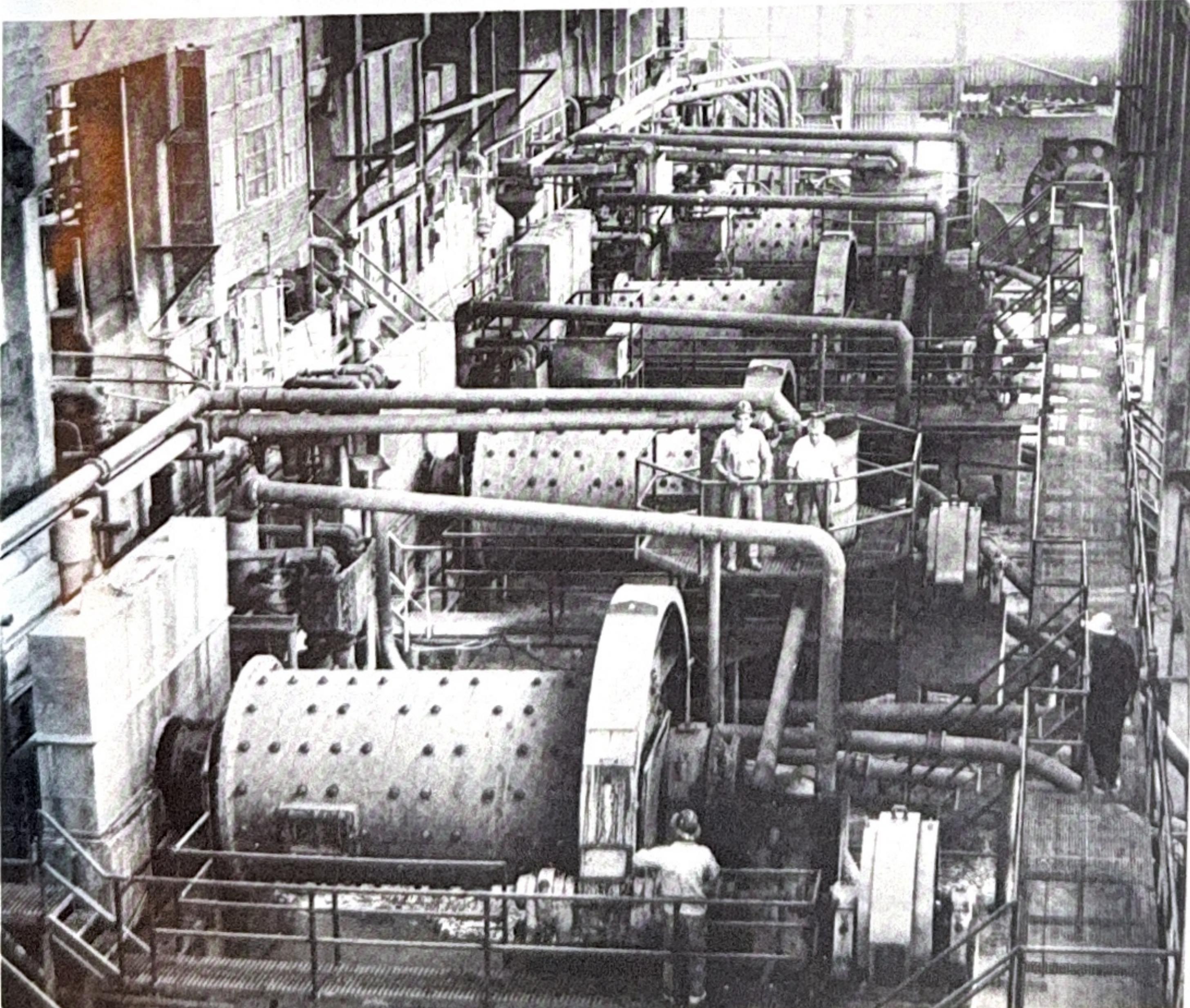
The ore is trucked in the open pit, merely a few hundred yards from shovels to the 500-foot ore pass. There gravity is put to work as the



(Right) A transfer station and flotation cells where the ore travels in suspension.

(Bottom, left) These Allis-Chalmers ball mills, installed in 1942, still perform faithfully.

(Bottom, right) Cananea is a bustling town south of the Arizona border.





Next stop is 500 feet down for workers riding this tiny car to the crusher room.

huge boulders drop with a thunderous roar, almost like a series of explosions, to the bottom of the ore pass, where a 50-foot bed of ore cushions the shock. A pan feeder supplies ore to the crusher. After crushing, the ore goes through a nuclear scale and metal detector, heads up the conveyor belt on a four-minute trip to the surface and is transferred by another belt to the second crusher.

Another belt system transfers the now finely crushed ore to the concentrator or mill building. Here grinding mills, including some Allis-Chalmers reground ball mills operating since 1942, further reduce the ore size; then on to the smelter and subsequently to freight cars as billets assaying 99.5 per cent copper.

Total costs for this project include \$700,000 for excavation and \$2.4 million for machinery and installation. Payoff came by cutting material handling cost 90 per cent, making possible a profitable and productive mining venture. ■



A covered conveyor belt mounts the hillside carrying rock from the crusher.

FOSTER PARENTS

For Just a Little While, They Give a Lot of Love

When your child or children were born, they had quite a few things going for them. To begin with, they had a home, parents and possibly brothers or sisters. They had a future and, from the moment of their birth, received a good share of love and affection.

Many other children were not and are not so lucky.

Last year in the United States, for instance, more than 300,000 babies were illegitimately born. About 100,000 of them were not wanted by

their parents. What to do with the 100,000 infants?

Fortunately, someone does care. Adoption agencies, both governmental and private, placed most of these babies with adoption parents.

Another vitally important role in the lives of these children is performed by foster parents.

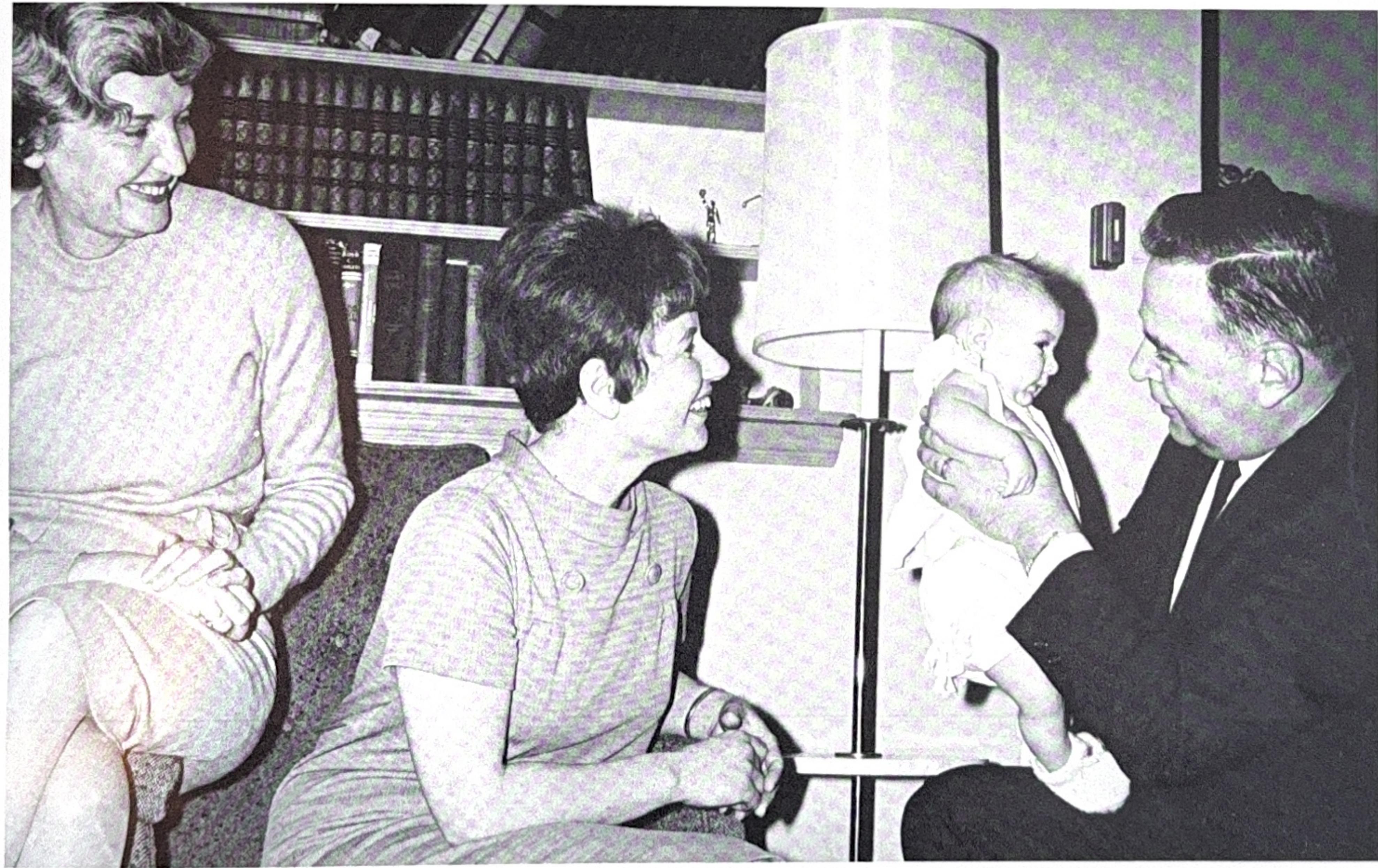
Parents who adopt take the children into their homes—as if the children were their own—on a permanent basis. Foster parents, on the other hand, although they also treat

the children as if they were their own, provide only a temporary home.

When these babies are born, there simply are not enough facilities to care for them until an adoption can take place. This is where the foster parents come in.

Most foster families have children of their own. Most also have a two-fold motive in becoming foster parents. They feel a deep sense of responsibility and want to help as much as they can; secondly, they have abundant love for children. Two

Miss Pauline McNamara (left), a Children's Service Society caseworker, visits Mr. and Mrs. Robert Falk, and foster baby, Mary Ann, at Appleton, Wis.



such couples are Roy and Gertrude Slicker of Milwaukee, and Robert and Pat Falk, of Appleton, Wis.

Roy Slicker, 50, is an electrician in the Farm Equipment Division in West Allis. During the past five years, 17 infants lived at different times in the Slicker home. Since the babies were so young, they won't consciously remember that portion of their lives. But the impact will remain in their subconscious, because it was a happy time, a time of love.

The Slickers will remember them all. "We have pictures of each of them on our living room wall," Slicker said. "My wife and children often discuss them. We try to guess how they are doing now and how they look.

"We loved all of them as if they were our own. You know, we received much more than we gave. To care for and watch the baby develop and thrive is a rewarding experience."

The Slickers have five children of their own. The two oldest girls, Donna, 25, and Janice, 23, are mar-

ried and have baby sons. "They got a lot of practice changing diapers here with us first," Slicker said with a chuckle. A third daughter, Carol, 20, is in college; a son, Tom, 18, is in high school, as is the youngest daughter, Joan, 15.

As foster parents, the Slickers are affiliated with the Children's Service Society of Milwaukee. Like most such agencies, Children's Service discourages foster parents from adopting the children placed in their home on a foster parents basis. Also, there are age limitations for adopting an infant. "It might be just as well," Slicker said, "because I think we wanted to adopt just about every one of those 17 tykes."

The Slickers first learned about the foster parents procedure through a newspaper advertisement. "We've never regretted it," Mrs. Slicker explained. "We've loved each of them so. Our own children have been as fond of them as of each other."

Foster parents of an infant child receive an allowance from the agency

to cover expenses. This includes monthly payments for care and service, board and clothing. All doctor or emergency costs are absorbed by the agency. The time the children are in the foster homes ranges from a few days to several months, depending on the length of adoption proceedings.

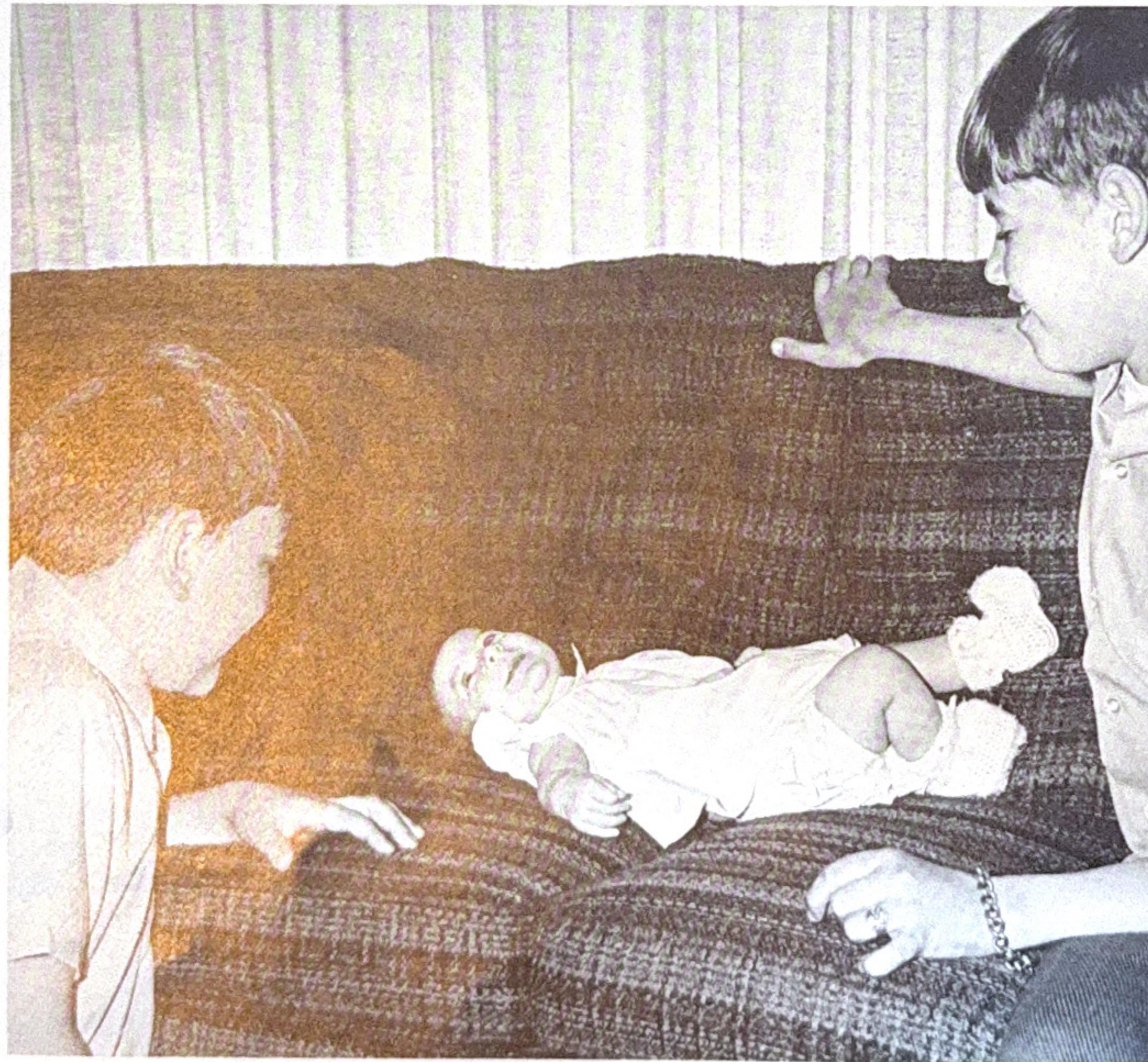
"It really wouldn't matter if they paid us anything at all," confided Robert Falk. "My wife and I love those beautiful little ones so much that we'd pay for the privilege."

Falk, 45, is the manager of the Allis-Chalmers Material Handling Sales and Service Branch in Appleton. He and his 34-year-old wife have two sons of their own, Jeff, 11, and Steve, 9, sharing their home with six babies in the past two years.

Mrs. Falk first became aware of the need for foster parents when she was in nurse's training. "This was before our marriage when I was a student at the Cradle in Evanston," she said. The Cradle is a nationally known infant nursing school.

After two years of foster care, also

In the Falk home, three-month-old Mary Ann is a hit with sons Steve, 9, and Jeff, 11, and apparently the feeling is mutual. (Below, right) Former Children's Service Society Presidents Max W. Babb, Jr. (left), an Allis-Chalmers assistant secretary, and K. C. Flory (right), manager of employee and community relations for the General Products Division, chat with another foster father, Roy Slicker of Milwaukee.



in affiliation with the Children's Service Society, the Falks feel they are ready for an adoption. "We are interested in adopting, and would like a little girl about two or three years old," Falk said. "We feel that age would better fit in with the ages of our two boys."

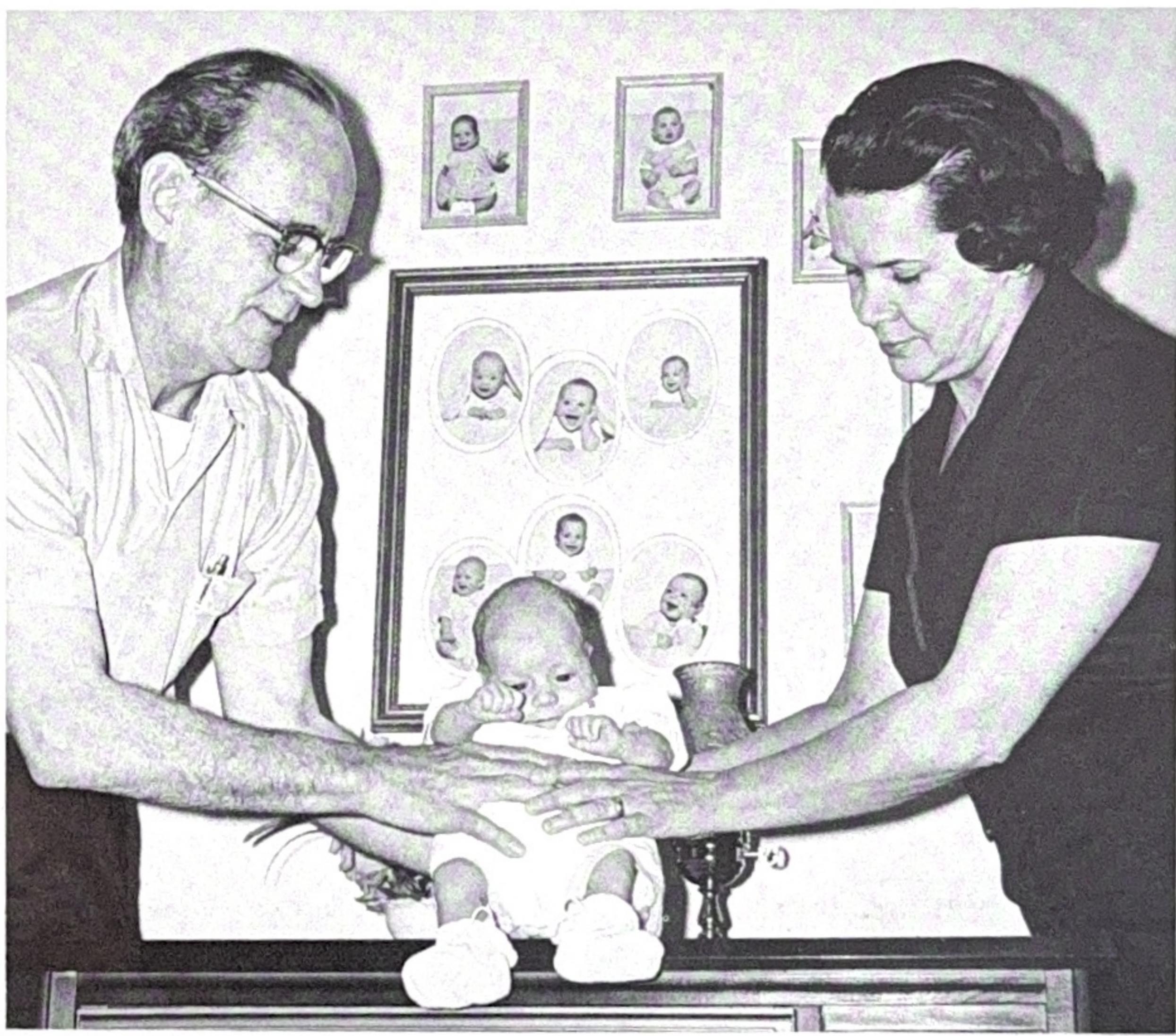
Falk explained that serving as a foster parent was in a sense a good "apprenticeship" for adoption. "Adoption is permanent," he explained. "It wouldn't be fair to the child or yourself if you got into it without being absolutely sure. Being a foster parent first can make up your mind for you."

The Slickers and the Falks are only two of many Allis-Chalmers families around the country who are providing foster homes, either in connection with the Children's Service Society or other agencies. Some have had close to 100 children, as many as three at a time, living with them.

But be it one child or a hundred, the experience is indelible for youngster and foster parents alike. ■



Foster baby Jerome has an avid admirer in Joan, the youngest daughter of the Slickers.



Portraits of Jerome's 16 predecessors in the Slicker home form the background as Roy and his wife, Gertrude, pose the one-month-old baby.

SCOPE

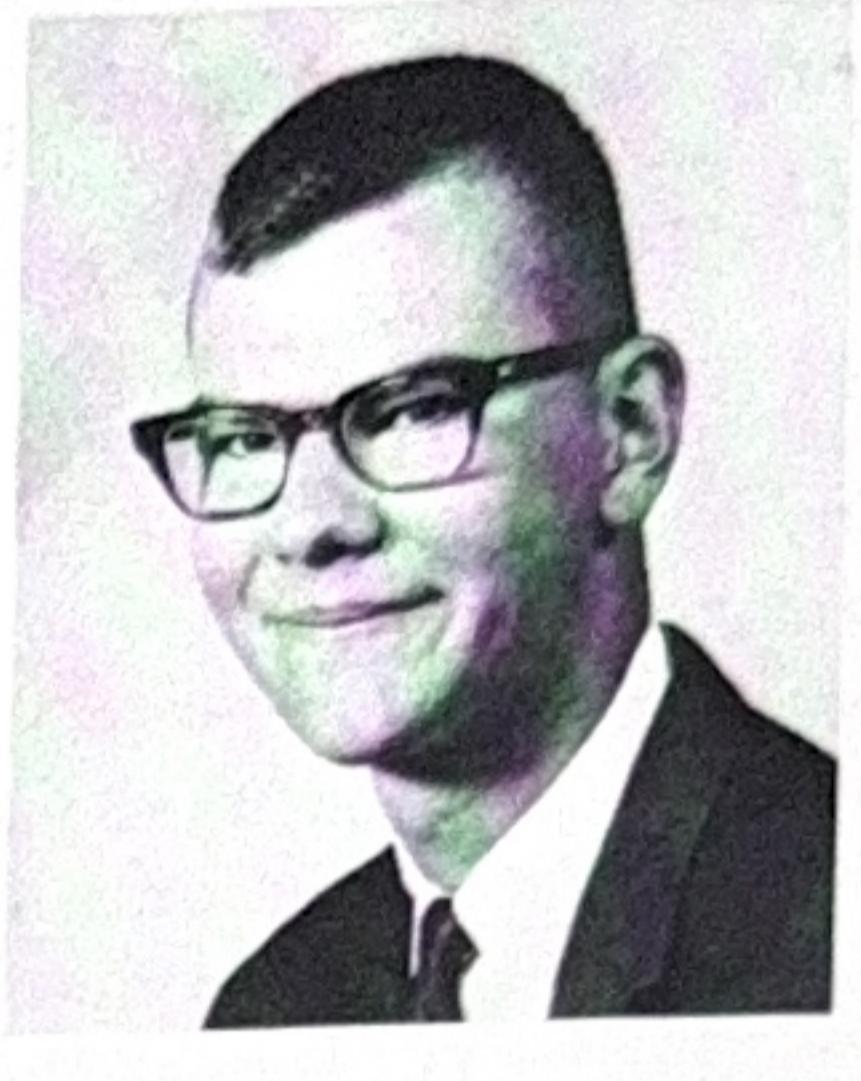
1968 Scholarship Winners



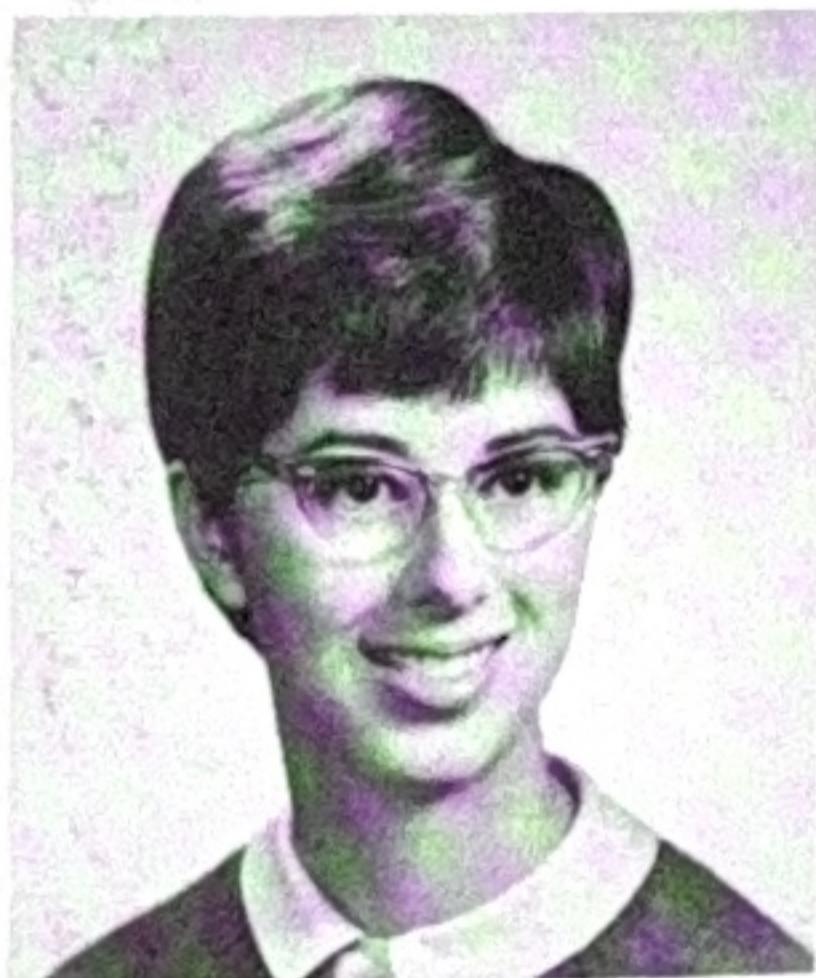
CONSTANCE POCEVICE
Pittsburgh



WILLIAM TRAUBA
Hortonville, Wis.



EDWARD LASKOWSKI
Menomonee Falls, Wis.



KATHRYN ECKERT
Cedar Rapids, Iowa



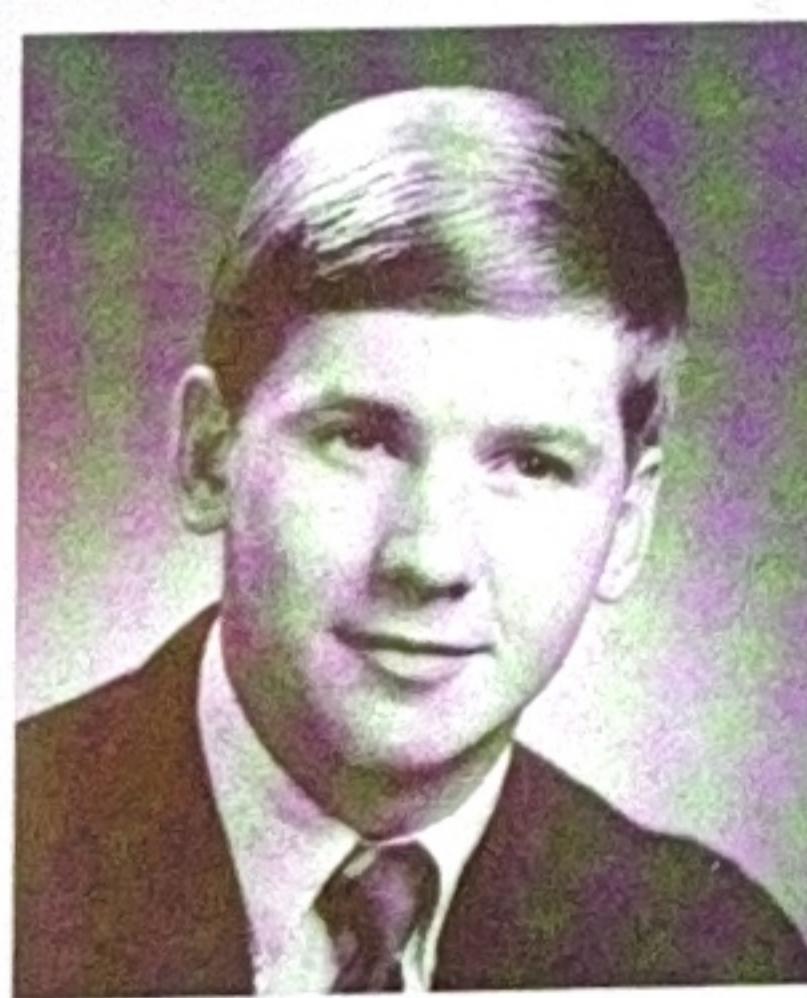
RUTH ANN WEBB
La Porte, Ind.



LOUIS DOLINAR
Library, Pa.



MARTHA APPELYARD
Franklin, Wis.



RONALD COFFMAN
Springfield, Ill.



MARY JEAN PUKAC
Elmhurst, Ill.



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