

# the Westerner

Omaha Works

June 14, 1979



**E** stands for . . .

Enough. Is there really a gas shortage? Employees have their say.

Page 4

Environment. The Omaha Works is taking more steps to preserve it.

Page 12



# for your information

Tom Waples of Dept. 514 won't be sitting on the Omaha Softball Association board anymore, but he certainly won't be forgotten. Tom has taken part in amateur softball activities for two decades, and the American Softball Association (ASA) wanted to make sure he knew how much he would be missed upon his recent resignation from the Omaha board. He was presented with a recognition award for his seven years of active membership on the board and for 20 years of service as a player-manager.

Tom's participation in the softball as-

sociation included scheduling games, tournaments and coaching, all on a voluntary basis. Looking back, Tom wonders how his wife put up with his being so involved in softball over the years. In fact, "I wonder where I found all the time, too," he said kiddingly.

Apparently, he found the time because he believes in the softball program and thoroughly enjoys working with its participants. Although he is resigning from the board because he cannot devote the time he would like to give, Tom said he still intends to assist the Omaha Association whenever he can . . .

. . . An honor of another kind was bestowed upon the son of Glenn Miller of Dept. 737. Michael Miller, a Western Electric Fund Merit Scholar in 1975, was graduated last month summa cum laude from Rice University in Houston, Texas. Michael, who received a bachelor of science degree in chemical engineering, achieved a 4.08 grade point average. With 4.0 being perfect, that means he

maintained an A+ average throughout college. He's been on the university's honor roll every semester and has won several scholarships and engineering awards. Michael now will pursue a master's degree in chemical engineering, which he expects to obtain by December of this year. With a grade point average like his, we don't doubt that he will — and with honors . . .

. . . A 1984 Olympics hopeful? Could be. Fourteen-year-old Crystal Hicks, daughter of Anita Hicks of Dept. 413, won a Grand Championship gold medal in the girls' state track meet in North Platte last month. She won the medal in the Class B 100-yard dash with a time of :11.3. This particular medal means she had the best time of all classes competing in the event. She also won three other gold medals and one silver medal at the meet. The awards will be added to "a ton of other medals" the Cathedral High freshman has accumulated in various sporting events, her mother said.

## Calendar contest has safety theme

It's a little early to be thinking about 1980. It's not too early, however, to be thinking about the safety department's 1980 calendar contest.

For the second year in a row, the safety department is inviting Omaha Works employees' children or grandchildren to submit posters that depict safety practices at home, work or play. The best posters will be used to illustrate a 1980 calendar.

Any art medium may be used, but drawings must be no larger than 8½ by 11 inches. Also, all art work must be horizontal in order to fit on the calendar's pages.

Youngsters preschool age through 12th grade may enter. Each drawing must be submitted by one person only; no joint entries will be accepted.

Judges will select two winners from each of six age groups. One winning poster will be used for each month of the 1980 calendars, to be distributed to all Works employees. Each winner will receive one share of AT&T stock.

Further details about the contest and entry blanks are to be made available to all employees. Identification should accompany each entry, listing the child's name, grade, parent's or grandparent's name, and department in which he or she works.

Entries may be submitted July 1 through 31. They may be brought to work to WEOMA Club representatives, to the WEOMA office or to the safety department.



### System installed

THE INNARDS of a Dimension® 2000 PBX System cabinet comes under the close scrutiny of Ray Griencewic, a Northwestern Bell PBX technician. The cabinet is one of several Ray is helping to install at the Omaha Works in time for a July 2 cutover date. When the new telephone system is operational, 2,000 lines will be served with a choice of features not now available. In fact, in the latter part of June, employees listed in the Works telephone directory will be trained in groups of 100 on how to use the new system. The changeover also will result in a new prefix, 691, for all Works phone numbers.

### On the cover

Works employees Jim Williams (from left), Barb Olsen and Hank Wnuk have found one way to circumvent the gas crisis: roller skates.

Actually, roller skating on streets and highways is illegal, but the trio did so for picture-taking purposes and with the help of the Omaha Police. A patrolman slowed traffic coming off the Interstate exit ramp so the skaters could pose in safety along I Street east of the Works.

The three are wearing special outdoor skates that have become somewhat of a fad in California. The skates were loaned courtesy of Skateland Skate Centers.

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Editor

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 **Western Electric**



# service anniversaries

## june



Frank Logan  
35 years  
6/20/44



Tony Cuda  
35 years  
6/7/44



Rex Zeller  
35 years  
6/12/44

### 20 years

E. A. Andrews  
E. L. Baier  
R. A. Barton  
L. E. Bauer  
R. D. Beetison  
H. C. Bowers  
W. H. Burk  
O. K. Campbell  
D. F. Carnes  
W. T. Carrell  
H. R. Carritt  
G. S. Daily  
E. N. Davis  
P. E. Davis  
M. B. Desive  
M. B. Faulkner  
J. L. Furlong  
B. H. Furst

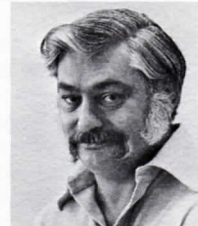
B. W. Garcia  
C. A. Greunke  
D. D. Halverson  
H. D. Hickman  
D. W. Hill  
R. A. Holz  
L. C. Husk  
R. E. Johnson  
G. D. Jones  
G. L. Jones  
B. D. Kinney  
V. D. Klaumann Sr.  
M. L. Kliment  
G. S. Knee  
J. R. Konfrst  
R. J. Kopczynski  
L. W. Kubr  
E. A. Lake

W. W. Leslie  
L. H. Love  
R. G. Mach  
E. P. Maldonado  
M. R. McClanahan  
H. J. McKnight  
L. D. Meyer  
T. L. Moore  
D. F. Morris  
R. F. Morris  
C. B. Newell  
R. S. Novak  
J. J. Novotny  
D. R. Olsen  
A. J. Otte  
H. F. Palmer  
C. O. Peckman

H. D. Rhoten  
L. E. Robb  
T. R. Robbins  
R. W. Rosenbaum  
S. S. Schroeder  
M. M. Sievers  
E. R. Smith  
R. D. Smith  
R. K. Sprick  
J. E. Stuart Jr.  
D. S. Svendgaard  
G. J. Vanroy  
M. K. Vosler  
T. D. Walsh  
C. M. Williams  
R. F. Wilson  
J. W. Wolfe



Gene Cook  
35 years  
6/8/44



Don Rapsard  
25 years  
6/8/54

Not pictured:  
Bill Phelan  
30 years  
6/9/49

### 15 years

L. F. Eads  
D. J. Haluza  
C. G. Hunt  
E. N. Kraft  
J. W. Love

J. M. Ossler  
C. S. Pfeffer  
P. C. Ronan  
C. A. Vacanti

### 10 years

G. F. Aken  
T. R. Aken  
C. P. Amatulli  
E. L. Barker  
M. S. Bernardini  
L. R. Blanke  
G. R. Brewer  
T. L. Bush  
R. A. Byrd  
R. J. Caldwell  
P. G. Clark  
D. R. Dehning  
R. A. Dickmeyer  
D. J. Dilla  
C. S. Dooley  
M. S. Elvers  
L. D. Ens  
J. A. Faulkner  
R. F. Frye  
L. M. Glasshoff  
L. C. Hardin  
G. E. Holm Hansen  
R. R. Horn  
N. K. Hume  
M. H. Hunter  
J. A. Isley  
T. R. Johnson Jr.  
L. J. Kalinowski  
J. L. Krambeck  
D. R. Lamb

A. V. Layten  
D. W. Lindblad  
S. M. Neiderheiser  
M. D. Nelsen  
R. D. Nielsen  
S. S. Patterson  
D. S. Phalen  
M. K. Plowman  
G. J. Roberts  
T. M. Ross  
R. A. Rush  
L. A. Sellin  
G. D. Shaw  
J. F. Smyth  
S. M. Standifer  
G. R. Steinkraus  
L. L. Strazdas  
R. K. Swartz  
C. L. Taylor  
B. B. Valverde  
R. L. Vandeman  
D. H. Vavra  
S. D. Walden  
R. J. Wemhoff  
H. J. Wilkening Jr.  
R. B. Willmarth  
R. L. Wilson  
F. G. Wisniski Jr.  
C. C. Yonkie  
J. G. Zalovich

## suggestion box

Participating in the suggestion awards program may have been one of the best ideas either **June Simons** or **Richard Mass** ever had. Each recently received suggestion awards of more than \$1,000, and the money couldn't have come at a better time.

June (Dept. 439) was awarded \$2,460 for her idea, which she said is a nice sum to have to cover incidentals now that her husband, Donald is recovering from major surgery. Donald is doing "quite well" now, June said, and having won such a sizable award makes the occasion even happier. June's winning suggestion was that cables formed and cut for 900CF panels be shortened.

Richard (Dept. 746) earned an award of \$1,165 for suggesting that a pneumatic hydraulic distribution system replace the mechanical system on the entwistle double-armed coiling machine in the connector cable area. The same day he received that award, he was presented another suggestion award of \$247.50. The second award supplemented the amount presented for his earlier suggestion that an air-oil combination reciprocating unit be used on three entwistle coilers. His award money will help pay for his daughter's wedding in July, Richard said.

Neither June nor Richard ever has



June Simons



Richard Mass

received such sizable suggestion awards. In fact, this was June's first time to submit an idea, and now she hopes to submit more.

Richard also hopes to submit more suggestions, although he said the monetary awards aren't necessarily his motivation. He sees the suggestion system as a way to make improvements that affect his job.

"You never know when an idea will pay off," he said, but the main thing is that a good idea can "make the job a lot easier."

Other employees who recently received suggestion awards include:

**Rod Bartunek**, Dept. 253, \$350.

**Ron Siwa** of Dept. 745 and **Ron Howland** of Dept. 746, \$280 each for joint suggestion.

**James Elliott** and **Gene Utterback**, Dept. 741, \$225 each for joint suggestion.





Joyce Wermuth



Curtis Curry



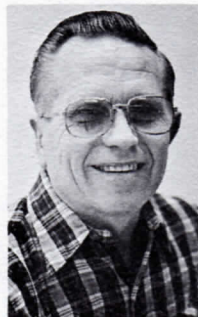
Wayne Peters



Jan Beccard



Chuck Hughes



Eugene Cook



Opal Merriweather



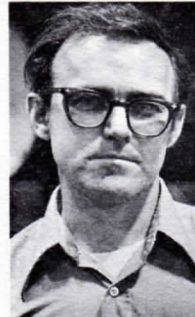
Bill Gewinner



Kenneth Harshbarger



Helen Brasch



Jerry Lukehart



Ted Kowal

Not too many years ago you were told to put a tiger in your tank. Now you're urged to get the horses out of your engine.

The reason, of course, is the gas situation. Shortage or no shortage, more and more Americans are thinking twice about how much gas they use. So, they squeeze into smaller, less powerful cars. They form car pools or cut out unnecessary trips. Some even ride motorcycles or bikes to work, and who knows? California's roller skating fad may become a popular mode of mass transportation yet.

Midwesterners so far have escaped the panic buying and long lines experienced in California (at this late May writing, that is). That doesn't mean, however, that they aren't concerned about the fuel situation, and Omaha Works employees are no exception.

A number of employees were asked to express their opinions regarding the gas problem. If what they said is a fair representation, most employees already have cut down gasoline consumption, despite a tendency to doubt there is a true shortage. Also, many are worried about vacation trip plans because of the availability of gas.

Employees' responses to nine basic questions follow. Also on these pages are comments from a spokesman for the Nebraska Gasoline Retailers Association, as well as how you can save even more gas.

The basic questions asked employees were:

1. Do you think there is a real shortage of fuel or is it a scare to jack up prices?
2. Are higher gas prices prompting you to buy less gas?
3. Do you favor a gas rationing plan?
4. Are your vacation plans affected by the gas situation?
5. What actions are you taking or will you take to curb gas consumption?
6. Do you think the gas situation is a temporary problem?
7. Will people's lifestyles be changed permanently?
8. How do you feel about the movement "a bushel of grain for a barrel of oil"?
9. Is gasohol a good idea?

**Wayne Peters, Dept. 287:** Wahoo resident, 60 miles roundtrip to work; two-car family, each car uses 30 gallons of gas per month ("That's if I don't go fishing, visiting or to ball games"). He rides in car pool of six people.

"I don't believe it's a shortage," he said, "but a way to raise prices." Besides car pooling, Wayne is cutting out unnecessary trips, keeping the cars tuned up

# Endangered species: The tiger in your tank



and is obeying speed limits to conserve gas. "But if you need gas, you gotta buy it — you gotta come to work," he said, even if it means standing in line at the pumps.

He opposes gas rationing because he doubts a fair plan possible. People who must commute long distances to work will be hurt, he said, but he has no intention of moving. "I like my community — I don't like living in a big town."

He prefers to take a chance of finding gas rather than scratch vacation plans to Lake McConaughy in Western Nebraska for one week. He will spend his other three weeks of vacation at home.

He also intends to keep his Buick and Cougar instead of trading for smaller cars. "I need the room for car pooling, and my wife needs the car for her sales job."

"I think when they get the prices up and the stations have shorter work hours, the 'crisis' suddenly will be over," Wayne said, although he thinks people's lifestyles will have changed by then. He also believes government pressure on manufacturers to produce highly fuel-efficient cars will be fruitful. "They can make those cars now, but they don't want to."

As for raising U.S. grain prices to oil-selling countries, he said: "I think we should. If they can jack up prices, why can't we?" He also favors greater production of gasohol: "I've used it and I get better gas mileage."

**Joyce Wermuth, Dept. 361:** Ten miles roundtrip to work; family has two cars and a truck; her car requires 36 gallons of gas per month.

"I think it's a political manipulation. We spend all of our billions of dollars on the Alaska pipeline and where's all the crude from that?"

High gas prices have forced her to cut down on driving, but when prices hit \$1.50 a gallon, "I think I'll start riding a bus or stay home," she said. Depending on June gas allocations, she and her husband may drive to Las Vegas. Otherwise, they will fly despite greater expense.

To save gas, she has cut out unnecessary trips and "weekend shopping sprees," but car pooling would not be practical for her, she said. She opposes rationing on the premise it would not be fair.

She expects the gas crisis to ease when prices reach a higher level. By then, people will have given up their recreational vehicles and will travel by jet or bus, she said.

(Continued on Page 6)

## Weekday travel best

If people are going to drive somewhere on their vacations, they would be wise to travel Monday through Friday. So stated Bob Metz, executive secretary of the Nebraska Gasoline Retailers Association, in an interview in mid-May. The association represents Nebraska service station operators who lease from major oil companies or own their own stations.

"There is an acute shortage," Metz said, "and it's going to get somewhat worse through June and then it should get better."

Metz noted that many stations in Nebraska will be closed on weekends, but apparently this will be the case particularly in metropolitan areas. Some stations in rural areas and along the Interstate will be closed on Sunday, but by no means all of them.

"The Interstate stations almost have to stay open on weekends because of the trucking industry and tourist traffic," he said. He's confident vacationers in Nebraska will find something open.

"What these guys will do is get together and decide who will be open on weekends and who will be closed," Metz said. Drivers may be limited in their purchases, but they can buy enough to get them to the next open station. Some stations will close during the week instead of on weekends, too.

Metz noted that the U.S. Department of Energy has set the allocations to all gas retailers since April. The allocations are based on what was allocated for the

same month a year ago. The oil refineries in the country, meanwhile, haven't been able to get sufficient crude oil. Therefore, the refineries are producing only from 75 to 95 percent of the allotment, he said.

When the energy department instructs the refineries to step up production of diesel fuel or home heating fuel, gasoline production suffers, he added.

Metz didn't think gas prices would hit the \$1 per gallon mark on a widespread basis locally during June, depending on what foreign oil dealers ask for their oil. He did say that as prices spiral higher, he expects people will cut back drastically.

This will cause an increase in the gas supply and "prices will start coming back down," he said. By then, people will have bought smaller cars and will be practicing conservation, and the country will be in better shape.

Metz doesn't expect the situation in Nebraska to copy that in California. Cities are more spread out in California, he said, and the people are heavily reliant on their cars. Transit systems are inadequate there compared to ours. Also, "people panicked out there to keep their tanks full at all times, draining supplies. People are calmer around here and drive less."

"I think the people out here in Nebraska and Iowa are a heck of a lot smarter than people in California," Metz said, because they already are cutting back before the situation gets worse.



Skating photos by Rog Howard





HANK WNUK . . . How do you fit a medium-size family into a small-size car?

# Fuel crun

(Continued from Page 5)

Joyce doubts that a highly fuel-saving car ever will be marketed, because inventors "will be bought off to keep the petroleum industry alive." She also resents President Carter's promise to supply oil to foreign countries: "How can he if we don't have enough ourselves?"

As for "a bushel of grain for a barrel of oil" she said, "I think we should barter goods for goods instead of dollars and cents. And if we can't barter our grain for oil, I think we ought to use our grain to make fuel (gasohol)."

**Jim Williams, Dept. 331:** Three miles roundtrip to work; owns two cars and a truck; cars each use 35 gallons of gas per month; drives one other person to work.

"I think there isn't as much of a shortage as we're made to believe." High prices prompted him to buy two small cars for fuel economy. He uses them for city driving; the truck is used to pull a camping trailer.

He hopes the country doesn't need to ration gas: "The trouble with rationing is no matter how you figure it out, somebody gets hurt."

His vacation plans have not changed because his family takes short weekend

## How you drive can make a difference

There's more to conserving gasoline than keeping one's car in good running order and cutting down on the number of trips one makes. The American Automobile Association reports that poor planning and poor driving technique constitute one of the major causes of poor fuel mileage. Motor club studies have shown that gasoline efficiency can be increased by as much as 44 percent by improving driving habits on a typical commuter route.

Here is how you can improve your driving habits, as recommended by AAA:

1. If you own more than one car, use the more economical one for most of your driving.
2. Plan your driving routes to avoid bottlenecks. Avoid rush hours and peak traffic times in order to cut down on fuel-robbing stop-and-go traffic.
3. To avoid heavy traffic and minimize use of the air conditioner, start on long trips early in the morning. Stop for meals at peak travel times.
4. Don't carry any unnecessary weight in your trunk. Also, baggage on car roof rack uses fuel by causing air resistance.
5. Never carry spare cans of gasoline

in your car. That's extra weight and can be extremely hazardous, because a spark or lighted cigarette meeting vapors could set off an explosion.

6. Avoid extended warm-ups in cold weather. Also, depress the accelerator just once to set the choke: Pumping wastes gas.

7. In cold weather, drive the car slowly for the first mile or so. The engine will warm up faster and you'll save fuel.

8. Avoid unnecessary idling. Idling for more than one minute wastes more gas than it takes to restart your engine.

9. Don't rev up your engine and then quickly shut it off. It wastes fuel and increases engine wear.

10. Pace yourself to reach traffic signals as they turn green. If you must stop, release accelerator early and brake gradually.

11. Apply smooth, steady accelerator pressure for cruising conditions. Gradual acceleration and braking also help to save fuel.

12. Moderate speeds allow the best fuel economy. High speeds require more gasoline to overcome greater air resistance.

13. Build up speed early when ap-

proaching a hill to avoid wasting gas in hard acceleration on the upgrade.

14. Use air conditioner sparingly. To a lesser extent, even electrical accessories such as heaters, defrosters and radios use more gasoline.

15. Manual transmissions generally use less gas than automatic transmissions.

16. Power steering uses a bit more fuel.

17. Choose a car with light exterior color and light-colored upholstery as well as tinted glass to keep the air conditioner from working so hard.

18. Fuel injection can save more gas than carburetors by distributing the fuel more uniformly and efficiently. Electronic spark ignition also is a gas saver.

19. Top quality radial tires usually result in a 5 to 10 percent fuel saving because rolling resistance is reduced. Steel-belted radials generally are even better than fabric-belted radials.

20. A cruise control option may be helpful for those who do a lot of open-road driving. It helps to maintain a steady speed, rarely using the carburetor's accelerator pump.



# ch raises doubts

camping trips rather than trips of longer duration, as a matter of preference. The Williamses used to take long trips ("We've seen 35 states"), and now have no real desire to go touring. "It's fortunate the way it worked out," Jim said.

He and his family participate in many extracurricular activities, but if the gas situation really gets tight, "I'll suppose the activities will be the first to go." He doesn't think the situation will reverse itself; in fact, "we're thinking of building on a farm and we're considering building underground to save on fuel," he said. He thinks others will choose more economic lifestyles, too.

Government pressure will bring fuel-efficient cars on the market, he said. But in another way, "Americans are getting ripped off. We're giving away our grain and yet we're paying a premium price for goods we need." Therefore, he favors selling our grain for what the market bears: "No more being the 'good Joe.'" He thinks gasohol also would make good use of our grain.

**Curtis Curry, Dept. 736:** Thirty miles roundtrip to work; one-car family, car uses about 65 gallons per month.

"I would say there is a shortage on the basis that it has to run out sometime," he said. He has cut out unnecessary trips, keeps the car tuned up, avoids fast starts that waste gas, and turns off the ignition during short stops (at bank, etc.).

He has a small car and is looking at a new small car, despite the fact that he doesn't think they are safe on the highway. "I prefer car pooling, but my hours won't permit it."

As for gas rationing, "If that's the only way to have enough gas to go around, I'm in favor of it." The gas situation hasn't altered his vacation plans: "I wouldn't be driving anyway. I prefer flying or trains — if there are any."

Curtis doesn't think the situation is temporary because "there is no bottomless pit," he said, and he hopes people will change their driving habits accordingly. He's confident fuel-efficient cars will be marketed eventually.

A bushel of grain for a barrel of oil? "It's tempting, but we may already be doing this with other goods." As for gasohol, "It's an alternative but not an answer."

**Bill Gewinner, Dept. 201:** Sixteen miles roundtrip to work; three-car family, each car using about 50 gallons of gas per month.

"I think there really is a shortage, but somebody is taking advantage of it," he

said. "The shortage shouldn't justify such a drastic increase in price."

High prices have forced him to drive only when necessary — no more Sunday drives. He favors rationing if the plan is fair.

He's canceled a June vacation trip to Albuquerque because he didn't think there would be gas available. Now he and his family will head for Lake McCaughy.

Bill plans to keep his medium-sized cars instead of buying small cars. He tried car pooling but it wasn't practical.

He thinks the gas shortage is here to stay, but he believes car manufacturers are "dragging their feet in perfecting a more efficient car." Government pressure could change that, he said. Meanwhile, people are becoming more conservation-minded about gasoline.

An even trade of grain for oil would be fair and effective, Bill said. "Those people need food more than they need money." He also favors more support for the production of gasohol.

**Eugene Cook, Dept. 253:** Gretna resident, 22 miles roundtrip to work; four-car family, 50 gallons of gas required per car per month.

"I think the oil companies are trying to make a bigger profit," he said, and they're buying out inventions that could save fuel.

High gas prices only make him look around for the best price in town, but if prices get much higher, "I might have to get a smaller car," he said. Instead of rationing gas, he would like to see less fuel used for air travel and a return to trains for transportation. "It would mean more gas for the rest of us."

Eugene is not planning to drive anywhere for his vacation due to the gas situation. Meanwhile, he rides in a car pool to work with another employee, keeps the car in tune, follows speed limits and cuts out unnecessary trips.

He thinks the situation may be temporary and will ease "when the oil companies get their money — or get caught." He favors raising grain prices to oil-selling countries and thinks gasohol deserves greater support.

**Kenneth Harshbarger, Dept. 441:** Nebraska City resident, 100 miles roundtrip to work; three-car family (but just one car used), car in use needs 100 gallons of gas per month.

"I think there is a small shortage," he said. "I don't make anymore trips than I have to."

(Continued on Page 8)



BARB OLSEN . . . "If you want to go somewhere, you'll buy gas at any price."



# Pay the price or stay in your own backyard

(Continued from Page 7)

He favors rationing because "too many people are wasting gas for pleasure and don't need it. This way, people going to work will have gas."

Kenneth doubts that he and his wife will be driving to Minnesota this summer due to the gas problem. About the only driving he does is to and from work. He and his wife walk to stores for their needs — "That's why I wouldn't live in Omaha. I couldn't walk to stores."

He wants to keep his medium-sized car, but would consider car pooling if he knew of another employee commuting from Nebraska City. He did note, however, that his car runs more economically at 70 instead of 55 miles per hour.

"This shortage is here to stay," he said, and the oil companies are taking advantage of it by raising prices. By the end of the summer, he expects to see fewer boats and recreational vehicles on the road.

If highly fuel-efficient cars are on the drawing boards, he doesn't believe they could be put into production fast enough to meet needs. Nor does he think raised grain prices abroad would help, because the United States and foreign countries would price themselves out of the market. Gasohol, he believes, is one idea that deserves more support.

**Jan Beccard, Dept. 287:** Resident of Union, Neb., 80 miles roundtrip to work; two-car family, but she and husband ride same car to work; car gets about 38 miles

to gallon.

Jan suspects the gas shortage is a means of boosting prices. The higher prices are what prompted the Beccards to buy a small, gas-saving car.

She doesn't want to see gas rationed "unless absolutely necessary." The couple keeps the car in good running order and shops in Omaha on the way home from work to save gas. There appears to be no one in Union to share their car ride to work, but Jan wonders whether a third person would fit into their small car, anyway.

The current crisis is temporary, she said, "but the day will come when there really is a shortage."

**Opal Merriweather, Dept. 441:** About 40 miles roundtrip to work; owns one car and she uses about 80 gallons of gas per month.

Opal suspects the gas shortage is manufactured to raise prices, and because of high prices "I do drive less," she said. She doesn't think gas could be rationed fairly and is against it "unless there is a real shortage, and I don't think there is."

The gas situation hasn't affected her vacation plans, but she is looking at smaller cars to buy. Car pooling would not be practical for her in the event she would have to work overtime, she said.

Opal is sure the problem is temporary and will ease when prices hit a high enough mark. She's equally certain super-efficient cars never will be marketed, because inventors will sell out to oil

companies, she said.

If anything good is to come out of the situation, it is that "people will think twice about making unnecessary trips."

**Chuck Hughes, Dept. 333:** Seventeen miles roundtrip to work; owns one car, uses about 70 gallons of gas per month.

"I think there is a shortage," Chuck said, and he's cut back on unnecessary trips since the price has risen.

Still, he does not favor gas rationing. "I drive a big car (a '74 Cadillac) and I don't see why I should have to be forced to go out and buy a smaller car" in order to stretch gas rations, he said. If rationing were in effect, "I'd have to get a small car just to get to work."

An alternative he would consider would be to buy a second small car to drive to work only. He doesn't like the bumpy ride of small cars and is critical of their safety on the highway.

This year he plans to fly to Las Vegas instead of driving, a change not related to the gas crisis, however. Future vacations he'll probably spend at home.

Chuck said he once was in a car pool, but it didn't suit his needs. The gas crisis may be temporary anyway, he added, once the supply builds up due to voluntary conservation efforts. Also, he expects turmoil in oil-producing countries to end and production to increase.

He has little hope of seeing marketed cars that get much better mileage because "oil companies will buy them up." Some people will change their lifestyles as a result of this current problem, but others will revert to their old ways of wasteful driving habits. "People with money will get what they want, anyway," he said.

He thinks gasohol production is a good idea, but doesn't think the United States should charge inordinately high prices for grain to get even with oil-producing countries.

**Hank Wnuk, Dept. 745:** Four miles roundtrip to work; one-car family, uses about 100 gallons of gas per month.

"I think it's a hoax," Hank said, and if prices soar much higher or long lines at pumps develop, he may resort to riding his bike to work. "I'd prefer to see gas rationing instead of prices continuing to go up. But if prices still go up with rationing, forget it — just the rich could afford it anyway."

Hank rides in a car pool to work, but not necessarily because of the gas crunch. He'd consider buying a small car (he has a Mercury now), but not for a few years. He once owned a small car and said he needs a larger car for his family of five.

So far he's planning to head back to Buffalo, N.Y., for vacation — "I'm not worried." He considers the current gas



problem temporary, at least until the oil companies "get the prices where they want them."

Inventors of better-mileage cars will be bought out, he said, and people will either have to pay high prices or "stay in their own backyards."

He favors gasohol production and an increase in grain prices abroad: "I think the United States is too lenient. For instance, we're giving other countries oil when we don't have it ourselves. If they need our food, then make them pay for it."

**Barb Olsen, Dept. 437:** Fremont resident, 70 miles roundtrip; owns two cars, buys about 30 gallons of gas per week (she drives in car pool once a week to work).

Barb suspects the gas shortage is a means to boost prices. Still, she really hasn't curtailed her driving because of high prices. "If you want to go somewhere, you'll buy gas at any price," she said. She has decided to fly to California for vacation rather than drive, because she thinks gas may not be available.

The shortage will end when prices reach a certain level, Barb said, and she's pessimistic about seeing marketed cars that get better mileage. She's not certain increased grain prices abroad would help the situation, but favors increased support of gasohol.

**Jerry Lukehart, Dept. 282:** Twenty-six miles roundtrip to work; family has two cars, one truck, one motorcycle (truck used only for camping); main car requires about 100 gallons of gas per month.

"I'm not sure there's a shortage now, but they're anticipating one," he said. He questions the situation because he's heard that workers on the Alaska pipeline were laid off "because they had no more room to put the oil."

High gas prices are making him "think twice far in advance what my activities will be." The family second car is a small car to save gas, and Jerry said he plans to ride his motorcycle to work more often. "I can ride it maybe seven months out of the year," and gas savings should be considerable, he said.

He reluctantly favors gas rationing only if necessary, and the family has altered vacation plans. "We had figured on going to Arkansas; now we'll go to Western Iowa."

He thinks a substitute fuel will be found and that the gas crunch will ease. The oil companies have been influential in holding back more fuel-efficient cars from the market, but sooner or later "something has to break," he said.

Jerry thinks people are buying just as much gas now as before, and if lifestyles

change, it will be gradual. Also, he's not certain raised grain prices abroad would help lower oil prices: "I don't think they need our grain as much as we need their oil."

**Helen Brasch, Dept. 521:** Six miles roundtrip to work; two-car family, total of about 50 gallons of gas per month required for both cars.

Helen believes there is a gas shortage and has bought a gas-saving car to drive to work. "I've even been considering riding my bike to work," she said.

She would prefer gas rationing to waiting in line for gas, but so far vacation plans haven't been affected by the situation: Her husband won't be getting time off from his job.

The small car saves on fuel but her long-legged husband has trouble sitting inside comfortably, she said. She drives the smaller car to work every other week in a car pool, and keeps the car tuned up.

The gas shortage is temporary, she said, and she's confident a more fuel-efficient vehicle will be marketed. People's awareness of preserving resources will increase, meanwhile, and big campers will dwindle in number.

Higher grain prices abroad sounds like a good idea, but she's leary of gaso-

hol: "I've heard that people get worse gas mileage, that cars must be specially tuned to use it, and that it requires too much energy to produce."

**Ted Kowal, Dept. 744:** Six miles roundtrip to work; family of six has five cars, his own car using about 48 gallons of gas per month.

Ted doesn't believe there is a shortage of gas. If there is, he doesn't know how he could buy less gas: "I only drive my car when I need it." He's in favor of gas rationing, provided prices don't increase.

The gas problem hasn't affected vacation plans because Ted wasn't planning on traveling anywhere, anyway. He has, however, traded his larger car for a more economical — though not small — car. In addition, he drives smoothly, consolidates errands and keeps the car well tuned.

The crisis will continue "if Carter lets them get away with it," he said. If there's really a gas shortage, more fuel-efficient cars will have to be marketed, he added.

Gasohol may be a good alternative, Ted said, and he favors raising grain prices abroad: If we put a little muscle to it, I believe we can stop the inflated prices. Food's just as important as gas."



JIM WILLIAMS . . . Family traveled extensively before the gas crunch.



**energy . . .**  
less is more



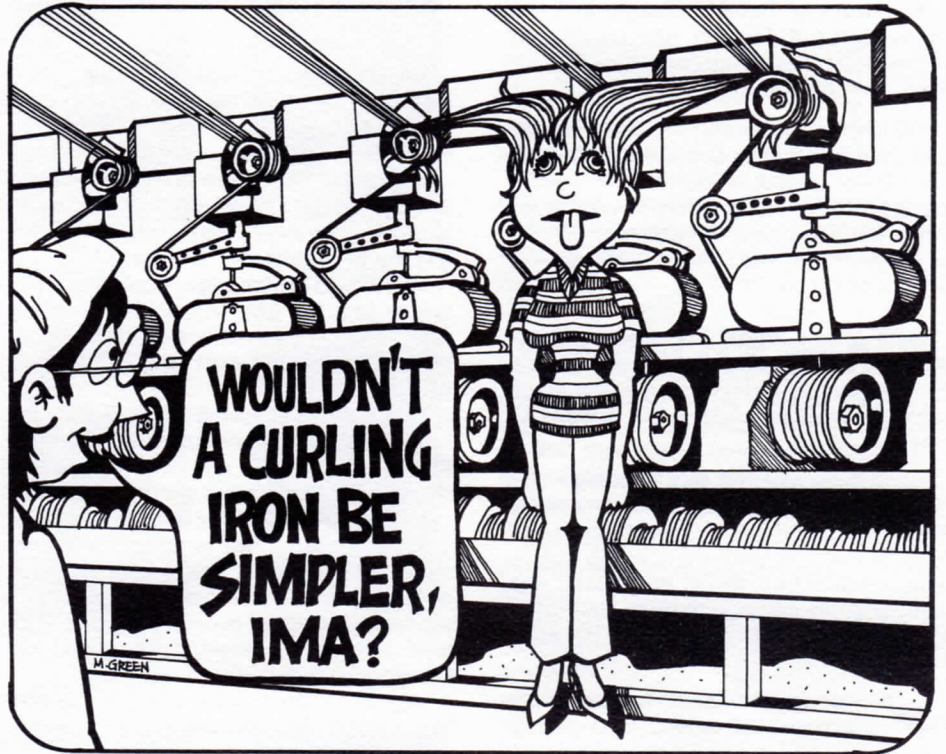
HIGH-PRESSURE sodium lights are the most efficient white lights made. By replacing 246 incandescent bulbs in the cable shop compound room with 54 such lights, the Omaha Works will realize an energy savings of \$6,000 in one year. The sodium lights will give off 37 percent more light while being six times more efficient. They'll last much longer, too. Joe Kripal of National Electric is shown installing one of the lights which are part of the Works' efforts to conserve energy. Energy also is being saved in the main cafeteria since fluorescent lighting recently was installed there to replace the less efficient incandescent bulbs. The switch to more efficient lighting also is a good way to save energy at home.



**United Way**  
of the Midlands

. . . Even if you aren't thinking about it, it's working for you the whole year through.

## IMA KLUTZ



## Works hosts workshop

A STOP in Dept. 435 was on the agenda when Bell Sales Division outside plant account representatives visited the Omaha Works last month. While Lyndon Ensz of Dept. 475 (left) answered visitors' questions about 710 connectors, Alice Gilbert of Dept. 435 operated a splice assembly machine. The account representatives were attending a spring workshop at the Works, the first such workshop we have hosted. In addition to shop tours on cable and apparatus products, the visitors attended training sessions and a national sales meeting.



# 'I know CPR . . . I can help'

A voice counting "one and two and . . ." was clearly audible, but Lawrence Welk and his champagne bubbles were nowhere in sight.

Instead, a group of people were clustered around four lifeless forms on the lower level floor of Building 20. The people were intent on learning cardiopulmonary resuscitation (CPR) as part of a course in basic life support. The lifeless forms were "Resusci-Annie" dummies, specially constructed for training in artificial respiration and heart compression.

The class was one of five the WEOMA Club sponsored this spring after work hours for those employees who had indicated an interest. As a result of the classes, about 40 people became certified to provide basic life support. More than 70 Works employees already were so certified, having been trained through a Works CPR program begun in 1975 for personnel most likely to be called upon to help in an emergency (supervisors, electricians and guards).

All employees — and even their spouses — were eligible to sign up for the WEOMA-sponsored classes. They were taught by John Tompkins, Dept. 514; Al Pickering, Dept. 725; Rich



## Award from Jaycees

OMAHA WORKS director Charlie Higginson accepts an award from Omaha Jaycees president Tom Wilkinson in behalf of the Western Electric Jaycees Subgroup. The Works group was being honored as Subgroup of the Year for 1978. The Omaha Jaycees also presented another plaque to the Works, the Chapter Shares Award, in recognition of support the Works gives the Jaycees in the Omaha area.

Schmitz, Dept. 361; and Joe Dolezal, Dept. 437.

Training for each class was conducted in two four-hour sessions. Ten students attended the first of two early evening sessions held the week of May 7, myself included. An eleventh student joined us the second evening to complete training begun earlier.

**MAYBE WE** were there because an estimated 1 million persons in the United States suffer heart attacks each year, 650,000 of them dying. A person who knows CPR, a combination of artificial respiration and artificial circulation, could help sustain the life of heart attack victims, as well as victims of electrical shock, drowning and other accidents.

Or, maybe we were there for more personal reasons, like Elizabeth Leggett of Dept. 435, whose 4-month-old granddaughter had died of pneumonia just two months earlier. Elizabeth was with her granddaughter when the infant's breathing and heart stopped.

She knew how to perform artificial respiration, but not how to keep the heart beating artificially. Elizabeth signed up for the CPR class because she never again wants to be so helpless in such a situation. "I really think it (CPR) would have helped had I known it then," she said.

Ed Betzer of Dept. 722 signed up because "one of my neighbors died a short time ago of a heart attack, and it just struck home," he said.

Whatever their reasons, the class was important enough for people to give up eight hours of their leisure time, even if it meant reporting to class after working a 12-hour shift the way Tom Crabtree of Dept. 437 did.

**THE SESSIONS** were hard work. They were hard mentally because of the volume of information that had to be consumed in such a brief period. They were difficult physically because we had to practice the various types of life support techniques until we mastered them. Student Cynthia McDonnell of Dept. 275 commented, "The thing I really liked about the class was there was so much practical application. We went over the techniques thoroughly."

The sessions were fun, too. Between inflated manikins springing leaks and awkward students fumbling their first attempts at practicing CPR, people are bound to form bonds of friendship.

Al Pickering, discovering a special mechanism on a newly purchased "Annie," thought he could startle an unsuspecting student by sending a "pulse" through the manikin at the right time.

But Ed Betzer was too smart and demonstrated the CPR technique flawlessly.

We all were tested in the last session, by written test and practical application. Said Darlene Wilhelm of Dept. 287, "I don't think any of us have been this nervous over a test in years."

But we all passed! And perhaps not until then did we get the full impact of the line we were taught to say as an integral part of performing two-person CPR: "I know CPR . . . I can help." — **Linda Ryan**

**(Editor's note:** Although the WEOMA Club does not plan to resume further CPR classes until fall, chairman of the program, Denny Karloff of Dept. 744, said an effort will be made to offer classes this summer if enough people show an interest. If you would like to be in a CPR class this summer, call Denny at Ext. 3117.)

## promotions

John Archer has been promoted to manager, engineering and manufacturing-cable, rod and loading coils, at the Hawthorne Works in Chicago. His promotion became effective June 1.

Archer formerly was engineering manager — plant and factory, switch, apparatus and cords, in organization 730 at the Omaha Works. He came to the Works in August 1977 when he became assistant manager of manufacturing, cable and wire.

Others from the Omaha Works who have been promoted include:



John Archer



**Lona Bluhm**  
From buyer's clerk, Dept. 1273, to assistant buyer, Dept. 1273-3.

### Ray Retzlaff

From investigator, Dept. 362-1, to section chief, Dept. 445-7, 10A and B cable stub assembly.





# Keeping Hell Creek clean

Keeping the environment clean isn't something to be done once a year when the weather gets nice, much like spring housecleaning. It requires vigilant effort on the part of the private individual and industry alike.

At the Omaha Works, the environment is of concern whatever the season. In our waste treatment process, treated waste is deposited daily into Hell Creek, which flows east of the plant. Constant care is taken to improve methods and assure that the treated waste from manufacturing operations meets Nebraska Department of Environmental Control (DEC) provisions. The department issues permits and enforces state and federal Environmental Protection Agency (EPA) standards.

Most recently, four improvements were made which affect the way we treat our waste. The Works installed a new waste diversion basin, a pH adjusting tank, sludge pumps and a miscellaneous waste tank.

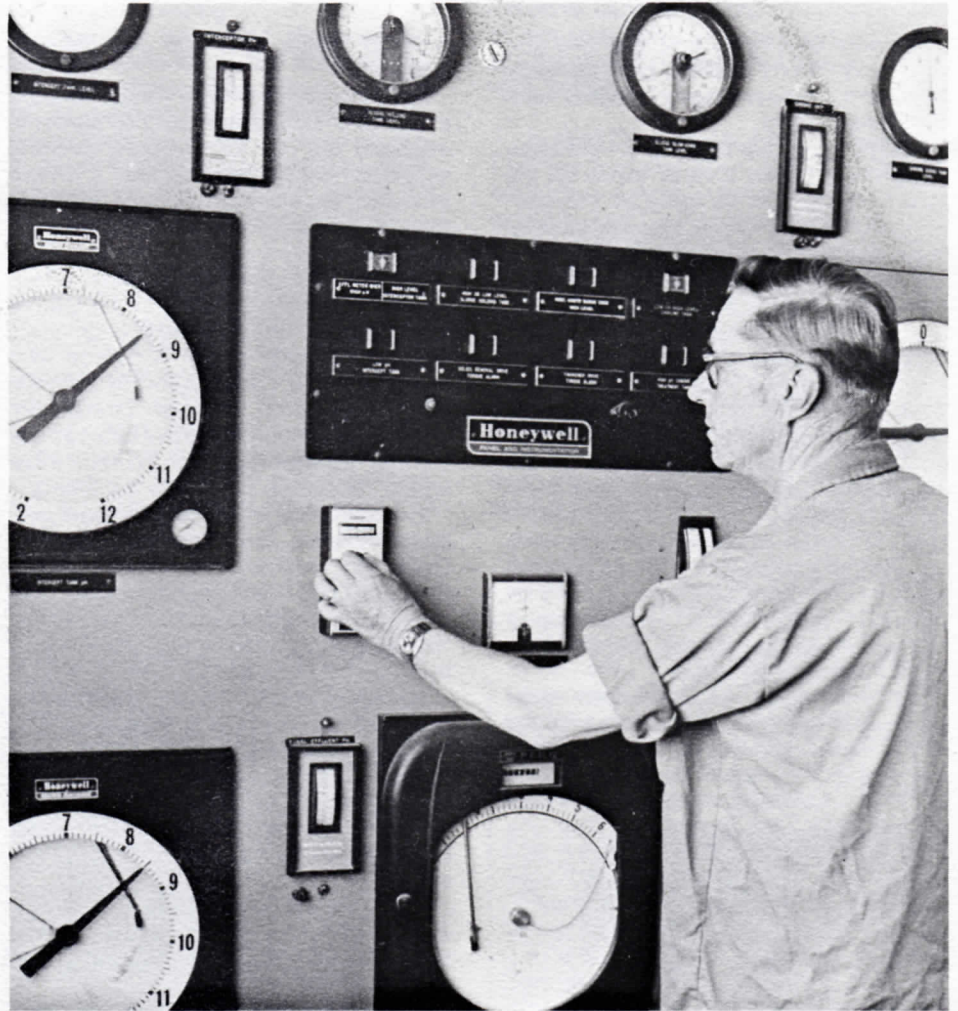
The purpose of a waste diversion basin is to divert our treated waste out of the storm sewer before it reaches Hell Creek, in the event that the waste does not meet environmental provisions. Up until now, a diversion basin located near where Hell Creek flows beneath 120th Street was used for this purpose.

"But it is over the hill and some distance away from the waste treatment plant," said senior engineer John Peterson of Dept. 733. When waste was diverted to the old basin, someone had to carry to the site the materials needed to treat the waste properly, he said. Its location prevented being able to recycle the waste through the waste treatment plant.

**THE NEW** diversion tank is located near the waste treatment plant, which permits recycling the waste through the plant. Larger than the old basin, it has double tanks. If one of the tanks is full and it becomes necessary to divert more waste water, it can be done without hampering manufacturing operations.

The diversion basin is used as average of once a month, Peterson said. "Some of the times we divert waste water it's not necessary, but we do it to be safe," he added. In fact, the basin was just completed when it had to be used, and it was . . . even though the contractor's scaffolds and ladders hadn't been removed. But no harm done, Peterson said.

The pH adjusting tank is another improvement in the waste treatment system. Waste water from finishing operations comes into a clarifying tank where a "blanket" filters out metals. For optimum operation of the clarifying tank, the pH level (the degree of acidity and alka-



WHAT TIME IS IT? . . . Those aren't clocks, but dials that give readings on the pH adjusting tank. Glenn Lund Sr., an industrial waste plant operator in Dept. 437, calibrates the final pH control.

linity) of the waste water should be high.

If the pH level of waste water is too high, however, EPA standards cannot be met. So, the pH level is kept high while metals are filtered from waste water in the clarifying tank before going through the pH adjusting tank. In that tank, acid is added to bring down the level of alkalinity and thus meet standards. From this tank, waste water is emptied into the storm sewer.

**THE THREE** new sludge pumps were installed to replace older models, Peterson said. The pumps remove the mud-like sludge that collects beneath the "blanket" of the clarifying tank, later to be buried at a landfill. The new pumps provide more positive control of the clarifying tank's blanket level, important to smooth operation.

The last of the most recent additions to the waste treatment system — the miscellaneous waste surge tank — segre-

gates the waste out of the central tin plater from the normal waste stream. Eventually, this new tank will handle waste from the gold and solder platers expected to be installed.

Having a separate tank to treat waste water from these operations makes it easier to handle than if the waste water were emptied directly into one of three destruction systems, Peterson said. As it is, water segregated into the miscellaneous tank then goes to one of three destruction systems for treatment before emptying into the clarifier.

Ease of operation is a factor in all of these waste treatment improvements, Peterson acknowledged, but the main factor is that the environment is being preserved by depositing no unsafe waste into Hell Creek. It's being preserved 365 days of the year, be the weather hot or cold.

Even if Hell freezes over.