

WESTERNER

Omaha Works
August 1985



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On the cover

AT&T Network Systems installer Jerry Andressen (center) discusses with Omaha Works employees ways to improve the vertical channel bracket assembly used on Cosmic™ frames. From left are section chief Fred Bednarz, planning engineer Julie Luethje (partially hidden), layout detailer Ron Erickson and production control planner Roger Nelson. They and other Works employees had a chance to view the installation of one of our newest products when they visited a central office. See Page 4.

WESTERNER

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Car registration now plant-wide

If you ever have circled an Omaha Works parking lot looking for a space but couldn't find one because of illegally parked cars, relief is on the way. But if you are in the habit of entering a parking lot from the exit, or if you sneak into stalls not assigned to you, your days are numbered.

A Works-wide, employee vehicle re-registration program is nearly complete. Its purpose is to readily identify employees' cars from those of non-employees and ultimately help eliminate parking problems and hazards.

Employees have been issued decals to be affixed to the back side of their cars' rear view mirrors. Those working in Building 20 have yellow, round stickers and employees in Buildings 30 and 50 have blue, rectangular stickers. Section and department chiefs in Building 20 have silver and black decals, while supervisors in shop buildings have black and white decals. Red stickers designate medical personnel and aluminum-finish decals denote large staff.

Began in 1984

Parking lot problems began to increase in 1984, noted Capt. Harold Olsen, who heads Pinkerton's Inc. security staff contracted by the Works. His staff is responsible for enforcing parking regulations and issuing tickets as they apply.

1984 was the year Nebraskans received new license plates. Because Works vehicle registrations are based on license plate numbers, previous registrations were invalidated. Consider that many new employees also were added to the roll at the time and "we didn't know who was who" unless the employee registered his vehicle, Olsen said. Parking violators took

advantage of the situation.

So back in April, all employees were informed that if they drove to work, their vehicles would have to be registered and display new identification stickers.

Previous stickers were applied to the front and back bumpers of vehicles. But new decals applied to rear view mirrors "won't fade and wash out and we'll be able to read identification numbers," said plant security associate Bob Hartsock.

Also different is the scope of registration. It used to be that hourly employees weren't required to register their vehicles; now they are.

Security personnel will be able to tell at a glance whether or not employees are parked in the correct lots and stalls, or whose car is posing a traffic hazard.

Strict enforcement

Parking rules will be strictly enforced, Hartsock said. All employees have been notified about parking rules and required registration. Failure to display a sticker properly first will result in a reminder notice on a vehicle. After that, an employee will be ticketed.

Enforcement will include writing tickets for employees who park in the Works' visitors' lot, or those who park in lots or stalls not designated by their sticker color. Shop employees who park in the wrong rows for their shifts also will be ticketed.

The reason for shift parking is "so we can do maintenance work" during off-shift hours — especially snow removal in the winter, Hartsock explained. And because parking is limited in the east and west lots serving Building 20 employees, those who don't work in the building and illegally park in the

lots also will be ticketed.

The security staff also will look for violations that pose safety hazards, such as blocking roads, parking in fire lanes, or entering through exits and vice-versa. The latter is "a terrific safety hazard," Hartsock said.

He noted that the security staff now has an "auto cuff," also called a "boot." When the cuff is attached to the back wheel of a car, the car cannot be moved, although it doesn't damage the car.

The cuff will be used on vehicles posing a safety hazard and when tracking down the owner is infeasible. It also may be used on cars of employees who are habitual violators, like those who park in the visitors' lot. Someone who finds his car in a cuff must contact the security office to have the device unlocked.

Sometimes there are valid reasons for why a car appears to be illegally parked, Hartsock admitted. A car may be stalled in subzero weather, or an employee became ill and was driven home. At shift change, the car left behind is in the wrong area.

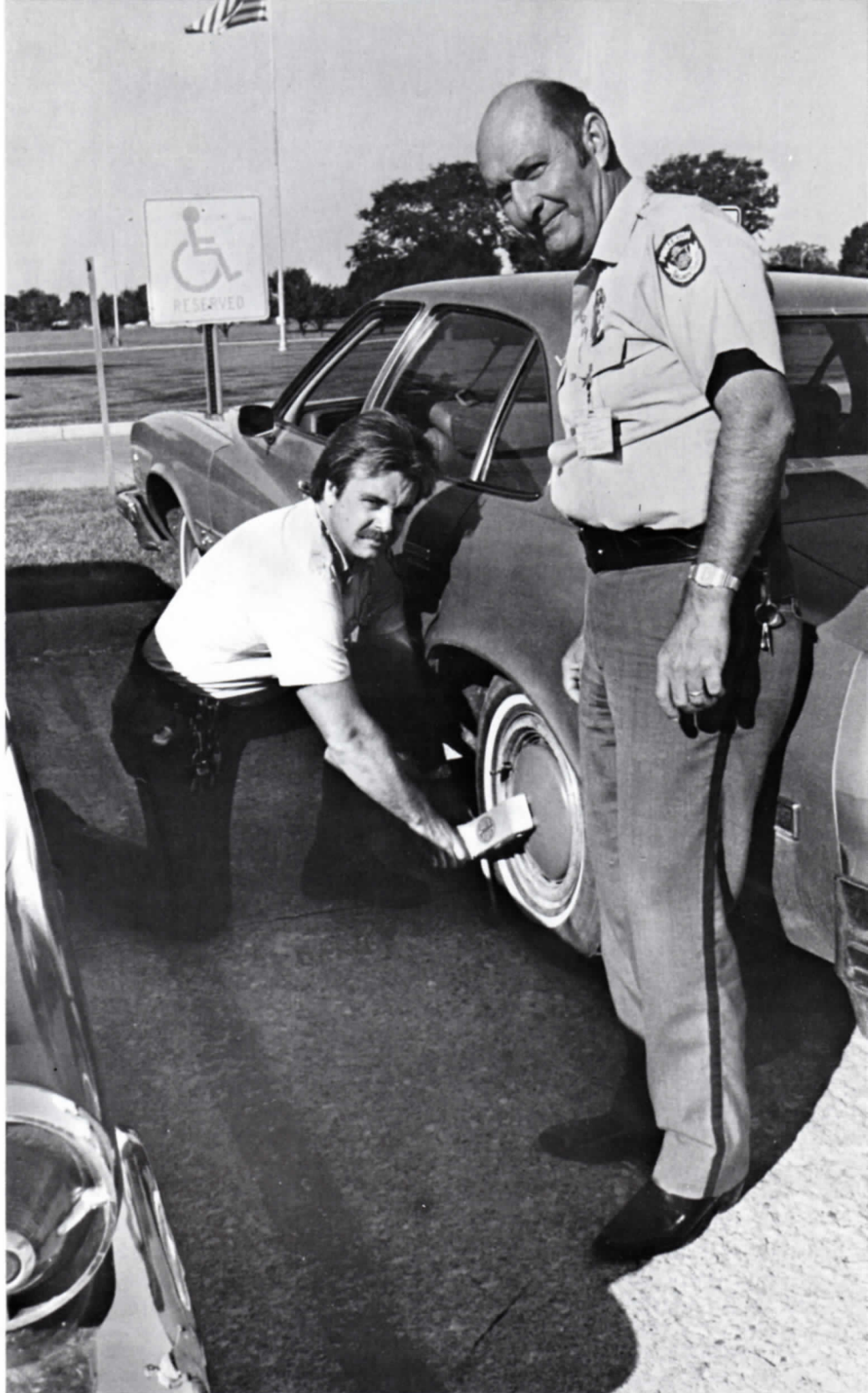
Such instances aren't the target of stepped-up enforcement, he commented. Rather, the goal is to make the parking lots accessible to those who are supposed to use them and eliminate hazards which could lead to personal injury.

Cooperation essential

The key to achieve the goal is cooperation and so far "99 percent of the people have been great," said Pinkerton's Capt. Olsen.

"I think it's going pretty well," noted Hartsock. The majority of employees are properly displaying the new decals in their cars.

Both Hartsock and Olsen said employees seem to realize



WHEEL OF MISFORTUNE . . . Randy Eppert (kneeling) and Al Fairfield of Pinkerton, Inc., demonstrate how an auto cuff locks onto the rear tire of a car, preventing the car's operator from driving away.

the registration program also is to their advantage.

"Let's say somebody leaves the headlights on. If we know who owns the car, we can get the person involved" so he can turn off the lights and avoid having a dead battery, Olsen explained.

The same holds true for other mechanical problems, such

as flat tires or radiator leaks, he added.

And with all employee vehicles displaying decals, security personnel can look out for non-employees who may be trespassing, seeking an opportunity to strip down vehicles in the lots.

Said Olsen, "Really — it's all for the employees' protection, too."

Omaha ships 1st Cosmic™ frames

Mention the word "cosmic" to most people and they will tell you they think it has something to do with outer space or some kind of ethereal experience.

Use the word around the Omaha Works and — at least from some employees — you will be given a much more down-to-earth definition.

The use of the word cosmic within the Works specifically refers to Cosmic™ frames, a product manufactured in the metal fabrication shops of Building 50. They are main distributing frames used in telephone companies' central offices. Formerly, the frames were manufactured at the Hawthorne Works before production was transferred to Omaha.

During the first week of July — just eight weeks after the necessary manufacturing equipment began arriving from Hawthorne — Dept. 045 produced its first shipment of 24 Cosmic frames.

Twelve of those Cosmic frames — which is short for Common Systems Main Interconnect — went to Northwestern Bell's

central office at 135th Street and West Center Road.

An inside view

A group of Works employees toured the central office last month to see how the frames were being installed. Organized by production control department chief Dick McGaughey (Dept. 534) — a former telephone equipment installer himself — the group included layout operators, engineers and production control people.

Julie Luethje, a Dept. 051 planning engineer for Cosmic frames, said the tour gave employees "a better idea of how the frames are used in the field so we can do a better job of meeting the customers' needs."

Inside the central office, the group saw rows and rows of switching equipment and thousands of miles of colored wire — pairs of wire assigned to every homeowner and business proprietor who are telephone customers serviced by the central office.

And there was the constant clickety-clack noise of the switching equipment, as tele-

ON TOUR . . . Works employees visiting the 135th Street central office included (from left) senior planning engineer Jay Stewart, layout detailer Ron Erickson, press brake machine setter Bill Witte, section chief David Slaughter, AT&T Network Systems installation supervisor Bill Moffitt, planning engineer Julie Luethje, section chief Fred Bednarz and department chief George Parkerson. The Cosmic frames are in the back-ground.

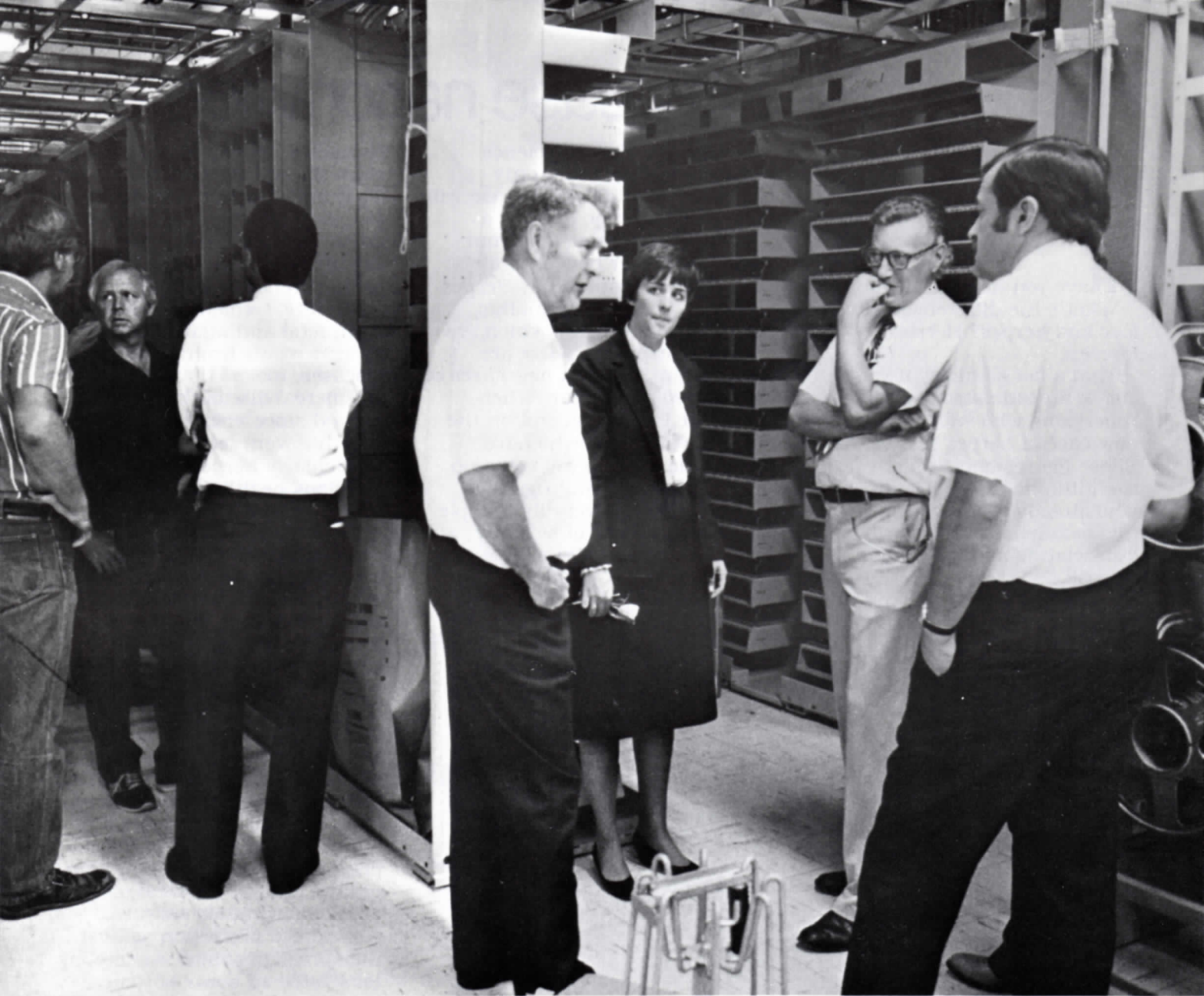
phone calls being made were routed to open lines so connections could be made.

But that noise will subside. Northwestern Bell is updating the 135th Street central office. In one corner of the building, AT&T installers were putting in place the Cosmic frames which will be used in conjunction with AT&T's 5ESS™, an electronic switch system.

Replaces crossbar

The electronic system replaces an electromechanical system (featuring Crossbar 5 apparatus, some made by the Omaha Works) which, by nature, makes the clicking noise. The new equipment — being electronic — will make no noise in completing calls.





Omaha's Cosmic frames will serve as "the termination and protection point for all outside plant cable within the central office," said Denny Curran. Curran is an AT&T Account Management representative for Northwestern Bell — Iowa and Nebraska.

In layman's terms, the Cosmic frame is the junction "connecting you and me to the switching mechanism (in this case, 5ESS) which will connect us with whomever we want to speak," he explained.

The Cosmic frames at the 135th Street central office are Cosmic II type frames. When completely outfitted and used in conjunction with an associated computerized system AT&T offers, they can "cut the time of laying out central office facili-

ties," Curran said.

Combined with the 5ESS, which is manufactured at the Oklahoma City Works, "we can offer faster, more sophisticated circuits to the end user," he added. For example, its "computer-talking-to-computer" capabilities will allow the home telephone user to subscribe to call-forwarding and call-waiting services, like those we have within the plant phone system.

Too slow

The electromechanical systems are "too slow and can't handle the capacity" like the electronic systems, Curran said. And the Cosmic II frames and 5ESS take up one-fourth to one-third of the space required by electromechanical equipment.

The 135th Street central office is the third of about a dozen Northwestern Bell central offices in the metropolitan area to be outfitted with Cosmic frames. Frames in the other two offices came from Hawthorne.

Cosmic frames are considered to be among the most promising of the Works' new products. And as production control section chief Keith Ostrand pointed out, it's a product that is good news to operating employees other than those in Dept. 045 where the frames are manufactured.

Ostrand said Works employees who make 78 connecting blocks, 112 connecting blocks, 11-type stubs, 4 BIC protectors and 307 central office connectors are making the hardware used in the frames.

Herpes cases increase nationwide

The following is one in a series of articles about health as part of "Love-Life," a health education program developed by the Immanuel Medical Center.

Have you heard this one? What's the difference between love and herpes? Herpes is forever.

That's not so funny if you're one of an estimated 1 million Americans who will contract a new case of herpes this year. Those figures don't even count the millions of Americans who already are suffering from this emotionally devastating and excruciating painful genital disease.

Once you get herpes, you never

get rid of it. Modern science knows no cure. The only guarantee is that the disease will flair up from time to time, a constant reminder that your body will never be well again.

But as widespread as herpes is, there are other sexually transmitted diseases which are more widespread. There are more than 3 million new cases of gonorrhea every year. When you take into consideration the number of people who have incurable herpes, you come up with the staggering figure that one out of every five people has some variety of sexually transmitted disease.

The total cost of diseases transmitted through sexual

contact is estimated to be more than \$1 billion annually. That includes lost time on the job, medical treatment, hospital costs and plenty of other expenses needed in the fight against venereal disease.

Sterility, tremendous physical pain, fetal and infant deaths all can result from genital diseases, too.

Venereal disease has been around since ancient times. So why has venereal disease, particularly herpes, become such a serious health problem in recent times?

Today's sexual freedom is responsible for increased sexual activity, and one of the consequences is an increase in venereal disease. In addition, there are no medicines to prevent the disease.

Prophylactic devices, such as condoms, have fallen into disfavor as a contraceptive since the introduction of birth control pills and intrauterine devices (IUDs). While these two modern birth control methods are more effective in preventing pregnancies, they do little to help protect against venereal disease. Condoms, while no surefire, guaranteed protection against the spread of genital disease, at least offered some sort of barrier against infection.

The only way to protect yourself against contracting herpes, syphilis, gonorrhea and other sexually transmitted diseases is to refrain from sexual activity. Even asking a prospective partner if he or she is infected may not be foolproof — will the truth be told?

Doctors advise people to be extremely careful in choosing sex partners. Because symptoms of venereal disease can be almost non-existent in the early stages, you may not know you are infected. If you are sexually active with multiple partners, have frequent medical checkups for venereal disease.

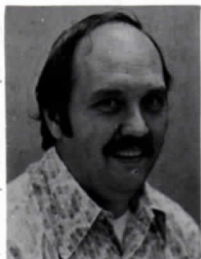
Use condoms and if you have any discomfort in the genital area — burning, soreness, a swelling or a sore — see a doctor.

etc.

Award winners

It's lucky for Gary Stott, a machine operator in Dept. 041, that his wife grows African violets.

Stott and his wife were buying a new plant stand with lighting when the sales clerk mentioned they could buy a low-wattage growing light and save on electricity costs. That gave Stott an idea.



Gary Stott

He noticed that as Building 30 lights burned out, they were replaced with standard lighting. He suggested using a low-watt type and as a result, he was awarded \$1,700. His idea will save the Works more than \$11,300 in a year's time.

Other employees who have received suggestion awards

include the following:

Dennis Carper, Dept. 508, \$890; Herbert Bass and Jo Anne Dye, both of Dept. 429, joint award of \$570 each; Elgin Jenny, Dept. 041, \$240; Gregory Kleve, Dept. 429, \$100.

Engineers promoted

The promotions of two members of the engineering staff have been announced.

Jerry Golmanavich, formerly a planning engineer in Dept. 472, is now a senior engineer in the department.

Also promoted to senior engineer is Gary Kahler. He remains in Dept. 553, where he formerly was a design engineer.



Jerry Golmanavich



Gary Kahler

Service anniversaries

35 years

R. E. Gazda 271 8/21
G. Pappas 053 8/31

30 years

R. E. Denton 474 8/1
T. Elligson 041 8/19
G. W. Plucker 201 8/1

25 years

P. S. Andersen 423 8/8
L. G. Baker 201 8/9
M. O. Bentzen 443 8/17
R. Bush 295 8/29
F. W. Byers 295 8/12
R. R. Carnegie 297 8/12
A. F. Claussen 402 8/3
B. D. Cooper 041 8/29
G. R. Daily 533 8/25
D. M. DeBoer 290 8/1
S. W. Douglas 423 8/2
V. E. Ecker 295 8/25
M. W. Feddersen 3442 8/9
P. M. Grubb 293 8/31
J. J. Hospodka Jr. 429 8/8
A. A. Kastrop 402 8/11
O. A. Knutson 429 8/15
C. C. Lecrone 403 8/16
R. A. Maxwell 072 8/29
J. M. McColley 424 8/29
S. H. Meadows 444 8/1
R. J. Moore 293 8/19
G. C. Novak 424 8/18
R. A. Peters 508 8/10
L. G. Poffenbarger 508 8/3
M. R. Reed 293 8/22

G. D. Rue 429 8/2
G. K. Rupe 448 8/23
R. J. Siwa 508 8/29

J. P. Stodolka 041 8/1
G. L. Stott 041 8/8
L. G. Thietje 048 8/29
D. T. Thornburg 448 8/25
G. L. Todd 041 8/18
G. S. Volcheck 206 8/8
E. M. Voss 429 8/11
G. J. Zenio 403 8/16

20 years

W. Armstrong 444 8/16
J. R. Brainard 540 8/24
D.K. Burress 423 8/5
H. E. Davis 041 8/17
D. L. Dugan 293 8/3
J. L. Ellinger 293 8/17
W. J. Ford 201B 8/12
A. D. Galloway 429 8/14
T. M. Gillham 045 8/23
L. W. Gray 531 8/5
S. W. Hansen 443 8/24
B. M. Honaker 536 8/26
Z. C. Jackson 443 8/17
A. G. Jones 448 8/20
D. W. Kerans 442 8/9
D. R. Lee 442 8/23
R. R. Leib 293 8/23
D. G. Loewens 443 8/23
J. D. Lukehart 293 8/23
W. D. Moore 443 8/30
D. C. Neemann 041 8/11
M. E. Nelson 1723 8/23
J. J. Novak 201 8/23

A. J. Quintana 442 8/2
L. S. Reynolds 426 8/8
I. J. Rueschhoff 429 8/24
J. J. Rush 293 8/18
E. G. Starks 296 8/11
P. C. Stroy 403 8/24
T. Udovic 205 8/26
T. F. Vierk 443 8/25
D. G. Walters 429 8/16
C. A. Williams 045 8/16

15 years

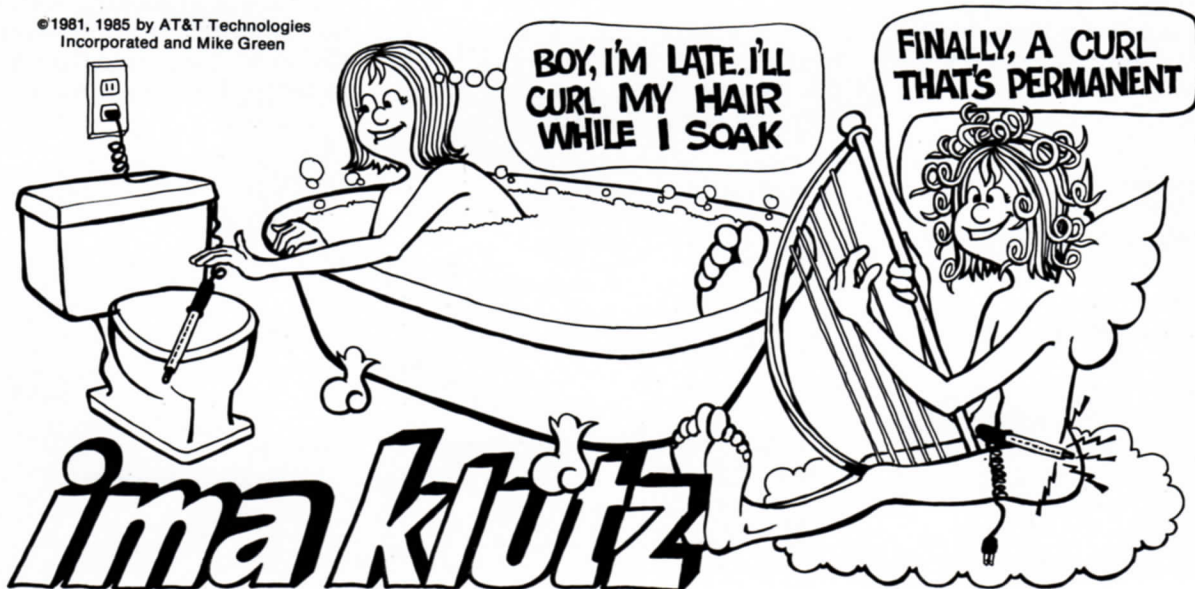
D. A. Bonacci 423 8/31
T. A. Demont 444 8/31
G. L. Kleve 444 8/31
J. M. Krogmann 444 8/31
P. A. McKeever 442 8/17
L. J. Nelsen 443 8/30
B. G. Orley 531 8/30
R. L. Palmer 045 8/3
R. L. Wentworth 045 8/31

Layoff announced

The Omaha Works has announced the layoff of 246 employees, effective Aug. 23. This is the third layoff since April when 275 employees were laid off and May when 200 employees were affected. The current layoff brings the employee roll to 4,177 employees.

A continued decrease in demand for Works-manufactured products necessitated the layoff. Employees affected generally had 20 months of service or less.

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Last frame

Who would have thought three years ago that JoAnne Richardson, a bench hand in Dept. 425, would one day run in the National Corporate Competition (formerly the National Corporate Cup) and win two gold medals?

Well, she did, even though she hasn't been a runner for very long. Richardson represented AT&T in the five-kilometer

and 10-kilometer events in Los Angeles in July, taking first place among women of age 50 to 55 years.

Her wins contributed to AT&T's taking the competition's top trophy, beating out GE, IBM and Texas Instruments in road racing, track and relay and field events. AT&T's 92 entrants competed against employees from 46 other companies.

Richardson began running three years ago "for weight control and fitness," she said. Shortly afterward she entered her first race and has been entering them ever since.

"Once you've run a race you're hooked," she said. She has won about a dozen other medals in Omaha and Lincoln running events.

A distance runner who tries to run nine miles every day, Richardson qualified for national competition at regional events held in Des Moines. She is the first employee from any AT&T Omaha location to have participated in the nationals.

Now she is looking forward to still another running event, the local Corporate Cup Sept. 15 to be held in Downtown Omaha.



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