

# the Westerner

OMAHA WORKS  
August 11, 1978



## **Fastest-growing club in the city?**

Leslie Lewis tells Pam Amos what she's learned in a new club she's joined. You can help the club serve young girls like Leslie.

**Page 6**

## **Also inside:**

They aren't ready for the junkyard yet.

**Pages 4, 5**

"It pays to be safe" was never a truer statement.

**Page 8**

# for your information

... Pacific Northwestern Bell Telephone Co. wanted special exchange cable and the Omaha cable shop comp-

lied. The cable was to be laid on the bottom of a two-mile-long lake bed in Seattle, Wash., cutting the cost of 50 miles of cable required for a land route. A total of 30,000 feet of cable was required, consisting of longer lengths of 19-gauge polypropylene insulated wire to minimize splicing; matched lengths so two cables could be laid simultaneously; and a wire armoring with a lead sheath for added protection. The insulated conductors were stranded into a 212-pair Z-screen cable core, using the widest screen width ever run at Omaha. Seventeen oversize shipping reels were needed to accommodate the long lengths of cable requested. Then on

June 25, the cable was shipped to Baltimore, where the wire armoring and lead outer sheath were to be applied . . .

. . . Have you checked out the new product awareness display? You can compare Western Electric's load coils to the competition by viewing the display now set up in the main cafeteria. The display will be moved soon for stops in the cafeterias in Building 30 . . .

. . . Red Cross personnel will be at the Omaha Works Sept. 7 and 8 for blood donations. Donors may report to the auditorium from 12:15 to 6 p.m. on Sept. 7 or from 6:30 a.m. to noon on Sept. 8.

## promotions

**Bill Franzen**  
From department chief (Dept. 446) to price manager (222 Broadway).



**Karen Farrow**  
From section chief (Dept. 725-7) to department chief (Dept. 443), coil winding-module assembly and 710 load coil case.

**Charity Smith**  
From engineering associate (Dept. 521) to section chief (Dept. 439-10), FDI and binding post cabinet wiring.



**Don Lanspa**  
From senior public relations specialist to department chief (Dept. 525), public relations.

**Bob Justen**  
From production control clerk (Dept. 413) to section chief (Dept. 446-5), miniature wire spring relay, all operations, third shift.



## Replies asked of handicapped, disabled and Vietnam Veterans

Omaha Works General Manager Warren G. Corgan has invited all employees who are handicapped individuals or disabled and/or Vietnam era veterans to identify themselves to the personnel organization for employment-/placement consideration under the company's Affirmative Action Program. This invitation is covered in the current and ongoing policy statement signed by Western Electric President Donald E. Procknow Sept. 17, 1976. Corgan reaffirms Procknow's statement that all information submitted to the company will be held in strict confidence.

Employees who believe they qualify for consideration under this Affirmative Action Program may go on record as such by completing a form available from our EO investigators, Gail Bailey (Ext. 3597) or Bob Oldero (Ext. 3594). This identification is sought on a voluntary basis only. Refusal to provide the company with this information will in no way subject the employees to any kind of adverse treatment.

James O. Bosworth, manager, industrial and labor relations, environmental and industrial engineering, assumes responsibility for administering the Affirmative Action Program for the Handicapped and Disabled and Vietnam Era Veterans (AAP-H/V) as he is the appointed head of equal opportunity programs at the Omaha Works.

When needs of the business permit an expansion of or advancements within our work force, Bosworth will monitor our program to ensure that where feasible we have met our commitment to increase job opportunities for the qualified handicapped.

Copies of the AAP-H/V, on file in the personnel organization, are available for employee inspection.

All persons who believe themselves

covered by this program, that is, the provisions of the Rehabilitation Act of 1973, as amended, and/or the revised Vietnam Era Veterans Readjustment Assistance Act of 1974 and, further, who believe that an alleged violation of these Acts occurred, are asked to contact our EO investigators for counseling, assistance or information related to filing a complaint.

Employees and applicants are protected from coercion, intimidation, interference or discrimination for filing a complaint or assisting in an investigation under these Acts.

### Room to save

About half the fossil fuel — petroleum, natural gas and coal — consumed in the United States is wasted through inefficiency.

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VOL. 22 NUMBER 9

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**Linda Ryan**  
Editor

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 **Western Electric**

# service anniversaries

## september



Wayne Kreps  
30 years  
9/11/48



Robert Kellett  
25 years  
9/8/53



John McLaughlin  
25 years  
9/27/53

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20 years

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S. E. Anderson  
C. J. Bachenberg  
D. D. Behrens  
H. S. Bellinger  
R. L. Belter  
R. E. Bird  
J. E. Black  
V. H. Bowersox  
R. L. Brock

D. R. Bryant  
F. A. Campbell  
L. C. Campbell  
A. R. Combs  
C. C. Cooper  
M. B. Dawson  
M. F. Donovan  
G. H. Drehsen

C. M. Enstrom  
D. L. Evans  
M. C. Finley  
T. J. Hazuka  
R. D. Hines  
W. R. Houska  
L. A. Irvine  
J. L. Jensen

C. C. Johnson  
K. Kucera  
R. E. Lafferty  
J. R. Leyendecker  
S. E. Marshall  
R. S. McKulsky Jr.  
D. J. Melichar  
J. J. Palmesano

I. J. Rauterkus  
D. H. Richling  
D. G. Robbins  
B. W. Robinson  
W. J. Rohmeyer  
T. R. Rudd  
S. K. Scebold  
J. Schmidt

V. E. Shelton  
C. L. Sipe  
R. A. Sudyka  
R. H. Svendsen  
D. D. Swartz  
E. Viola  
R. H. Walter  
J. R. Winchester

15 years

L. A. Booker  
P. M. Brennan  
V. N. Byrom  
R. F. Christian  
R. M. Crouch  
D. M. Davis  
R. G. Lamb  
G. A. Lueders  
G. G. Peuckert  
H. L. Rauth  
I. Z. Schmidt  
L. B. Schroeder  
J. L. Wheeler  
L. Zabala

10 years

F. J. Bartman  
R. N. Binkley  
S. A. Brown  
V. K. Duncan  
L. S. Ferraguti  
R. A. Goodwin  
M. B. Griffith  
B. T. Hampton  
M. S. Hartmann  
L. O. Johnson  
J. S. Knutson  
R. L. Lorenz  
D. W. Lubash  
D. K. Ludwick

W. A. Minor  
B. B. Oroasco  
N. O. Peterson Jr.  
E. K. Post

P. K. Reber  
W. J. Roach  
C. L. Rutherford  
C. A. Samla

M. J. Schoville  
R. F. Siedlik  
B. B. Smith

B. L. Vance  
M. L. Voigtlander  
J. F. West

## suggestion box

Charles Mathis of Dept. 446 is a man who believes in putting down his ideas on paper — and it's a good thing. He submitted a suggestion that oil be applied to the front face of the plastic



Mathis

on the miniature wire spring relay single wire block. This would prevent adherence of weld flash that causes 500 volt breakdown. He earned a \$1,170 suggestion award for the idea.

One good idea deserves another, so Mathis suggested that the length of the miniature wire spring relay in-line welder jaws be increased to obtain two regrinds. This time, his idea earned him a \$345 award.

## Industrial hygiene certification required months of hard study

He who keeps his nose to the grindstone succeeds in business, but he who keeps his nose to the books just may become certified in the comprehensive practice of industrial hygiene. At least, that was true in the case of John Schanbacher, a safety engineer and industrial hygienist in Dept. 524.

Last month Schanbacher received word that he had passed an extremely difficult series of tests to be so certified, an honor held by just 14 other persons throughout Western Electric. Only one other person in Nebraska holds such certification.

About a year ago, Schanbacher became a certified safety professional, the first and only one in the Omaha Works to do so. That coupled with his most recently acquired distinction makes him one of just five in Western Electric with

such dual certification.

Schanbacher is responsible for recognizing, evaluating and controlling environmental factors on the job that affect the health and well-being of employees. As a certified industrial hygienist, he may be called on as a consultant and to testify for the company as a "qualified witness" in court proceedings.

The examination Schanbacher took for certification lasted two days. After the first eight-hour day of "quite difficult" testing, "by the next day you're dead," he recalled. Preparation for the exam "took months and months of study," including two weeks of concentrated study at the Corporate Education Center.

There were times when his family didn't appreciate the long hours Schanbacher was devoting to his textbooks. "They thought I should have done more work around the house," he confided.

Now that he has achieved industrial hygienist certification, considered the ultimate distinction for a person in his field, Schanbacher's family couldn't be prouder. But Schanbacher has learned more than his lessons, he said: "The more you study, the more you realize what you don't know."



Schanbacher

# Neither gone nor forgotten

Somebody once offered Dick Seaman \$5,000 to buy his old pickup truck. But who would want an old truck that lacks a fuel pump and must be driven up steep hills in reverse?

If you saw Seaman's truck, you would understand. Seaman, of Dept. 252, owns a 1925 Ford Model T truck which he restored completely. He has since won 18 "dust collectors" (trophies), including one for best restored vehicle, and placed first in the Omaha Sports Show five years in a row.

Now Seaman has retired his truck from serious trophy competition. He and three other antique auto owners at the Works — John Mabry (Dept. 745), Mike

Saner (Dept. 746) and Doug Lowe (Dept. 251) — think there is more enjoyment to be had than by locking away their vehicles to keep them trophy-perfect.

Trophy car judges are extremely meticulous. A rusty bolt could mean ruination, and trophy seekers shudder at the sight of someone's belt buckle scraping against an unmarred paint job.

Trophy competition "takes all the fun out of owning such a car," remarked Saner, not to mention a lot of money. Restoration is costly, and with the exception of Seaman, the auto owners have yet to restore their vehicles completely.

Mabry would like to restore the interior

## THE LINEUP . . .

From left are the Cadillac, Model A and Pontiac with their respective proud owners, Saner, Mabry and Lowe.



of his 1929 Model A Ford, and Lowe wants to polish up the wood dash of his 1940 Pontiac. Saner has done little to his 1933 Cadillac Fleetwood, so it's basically in its original condition. Even Seaman would like to touch up the Model T's paint where it has cracked.

**BUT WHEN** they say their vehicles need work, don't be misled. Their horseless carriages are far from clunkers.

Saner's sleek Caddie is first class all the way with its inlaid burl wood trim and footstools for backseat passengers. Lowe's glossy exterior gleams in the sunlight, while Mabry's Model A purrs so quietly it could put its counterpart today to shame. And Seaman's truck, despite its hairline paint cracks, could be fresh off the assembly line, if its style didn't give it away.

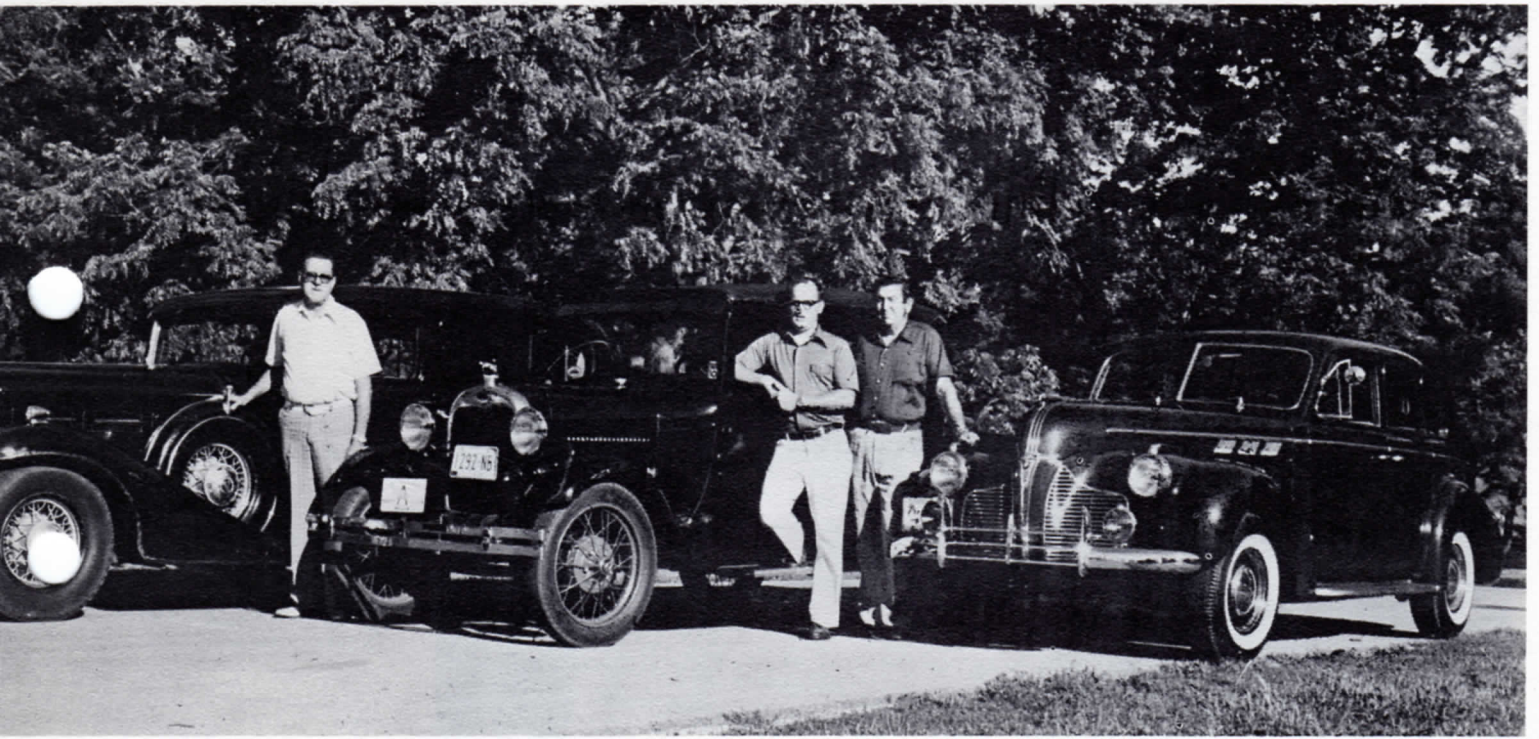
The men delight in riding in parades or just cruising around town in nice weather and turning heads. Mabry has driven to Wichita, during which trip the car got 17 miles to the gallon pulling a trailer. Lowe's been to Fargo, S.D., where a car dealer offered him a new Cadillac — even trade — for the Pontiac.

Just as enjoyable — maybe even more so — is the actual restoration process, including the research that's involved. The owners belong to various antique auto clubs, through which they meet other owners and swap notes on their vehicles. Sometimes they even swap parts.

Mabry always carries an extra pair of condensers when he goes on an outing with other members of the Meadowlark Model A Ford Club. "Every time you drive you always have your ear tuned for



THE MODEL T TRUCK . . . Seaman only appears to be holding up the truck while Heather waits for a ride.



a different noise," he said. If he doesn't need the condensers should his car start "poppin' and snortin'," someone else may.

Seaman, however, had to make a part for his truck: the entire oak cab. Using old sections as a pattern, he rebuilt the cab. Because Ford manufactured only the metal components of a vehicle, the original cab was custom-built by a firm in Des Moines, he said.

Lowe said the most extensive and costly improvement to his car was replating the chrome. It's a long process requiring several months of work to remove all the rust. Lowe had that work done, but he repainted his car himself.

**EACH ADMITTED** he keeps an eye on want ads, because one never knows when a part needed may be for sale.

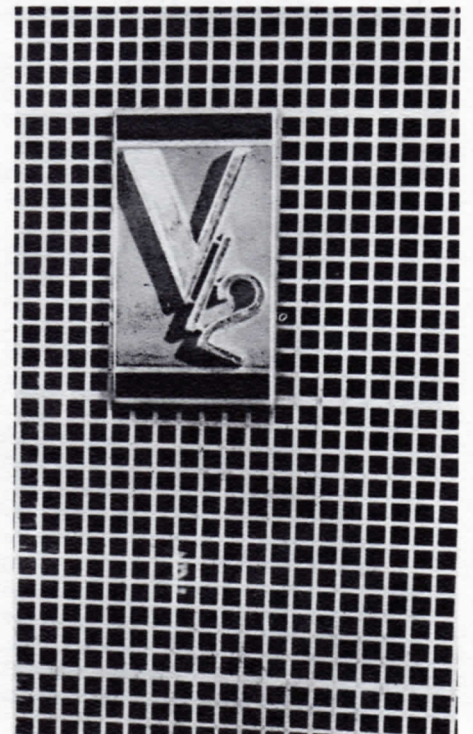
They even go hunting in the countryside — not for animals, but for old cars and parts.

Mabry's Model A is a "basket case," meaning he used bits and pieces from two other Model A's to assemble his vehicle. Seaman bought his truck in 1961 from an Iowa farmer, originally with the purpose of helping a friend move.

Their finds may turn out to be rare gems, indeed, as Saner discovered. He bought his 12-cylinder Cadillac ("It can take off in the middle of a hill in high gear") not knowing it was a rare 1933 model. Just 950 cars like his were made that year, and he knows of only two others existing in the country today.

Saner has been offered \$10,000 for the car as it is, but it's not for sale. "I wouldn't sell it for \$25,000," he said.

Mabry nodded in agreement: "If you did, all you would have is money and an empty garage. Then you'd see some guy go down the street in your car and you'd say, 'Gee, I wish I had it back.'"





CLOSE GAME . . . Pam Amos (center) referees a game of foosball for Girls Club members Vann Jones (from left), Quinadine Motee, Kimberly Duncan and Datina Johnson.

# Sharing can be catching

To a passerby it appears to be a house of worship in a quiet residential neighborhood. But in the basement of Clifton Hill United Presbyterian Church, 45th Street and Military Avenue, a valuable service to young girls — and to the community — is being provided. Girls Club of Omaha is open for business, and business is thriving.

The Girls Club, an agency that fully became affiliated with the United Way of the Midlands only last year, operates out of two full-time locations (this one north, another south); two part-time locations; a career program site for teen-aged girls; and administrative office.

Fifty to 100 girls a day from ages 8 to 18 meet at the north site alone for classes in cooking, sewing or arts and crafts. Or, growth experiences on a given day may take the form of competitive sports or field trips to the zoo or museum. Club executive board member Hank Davidson (Dept. 1350) said these are activities the girls themselves help plan. Mary Heng, the club's executive director, expects 2,000 girls will be served in all programs this year.

That's good news and bad news. It's good news because "the community is doing catch-up work in service for girls," she said, but bad news because already the club has outgrown its space. "We're in need of a permanent site," Heng said.

**AMONG THE** Girls Club backers who would like to see that need fulfilled is

Pam Amos of Dept. 289. Amos, whose 9-year-old daughter Kellie is a member of the club, serves on the club's directing board.

She described the club's main purpose as being "to keep the girls off the street — give them something to do."

Heng pointed out that the majority of the girls in club programs come from either single-parent homes or from homes where both parents work. For many parents, their choices would be to put their daughters in day care centers or leave them home alone, if it weren't for Girls Club.

Amos and her husband chose the Girls Club for Kellie. "She's learning to do a lot more than just play," Pam Amos said. "I wish they had it around when I was younger. When I send Kellie to the club, I don't worry at all."

Amos became active in the club when she visited the north site one day. "I became interested and wanted to support them," she said. She immediately set out to recruit more members — five or six girls from her own neighborhood — and currently is helping plan sports activities that would appeal to older girls.

"It takes just a few hours of my time," she said, "and it's better than nothing."

**WITHOUT** volunteers like Pam Amos, agencies such as the Girls Club wouldn't exist. Neither can they run without money — lots of it — and that's where the United Way comes in. Twenty-four per-

cent of the Girls Club funding comes from United Way. It helps cover the expenses of field trips and other costs that money from \$2.60 yearly membership fees can't begin to cover.

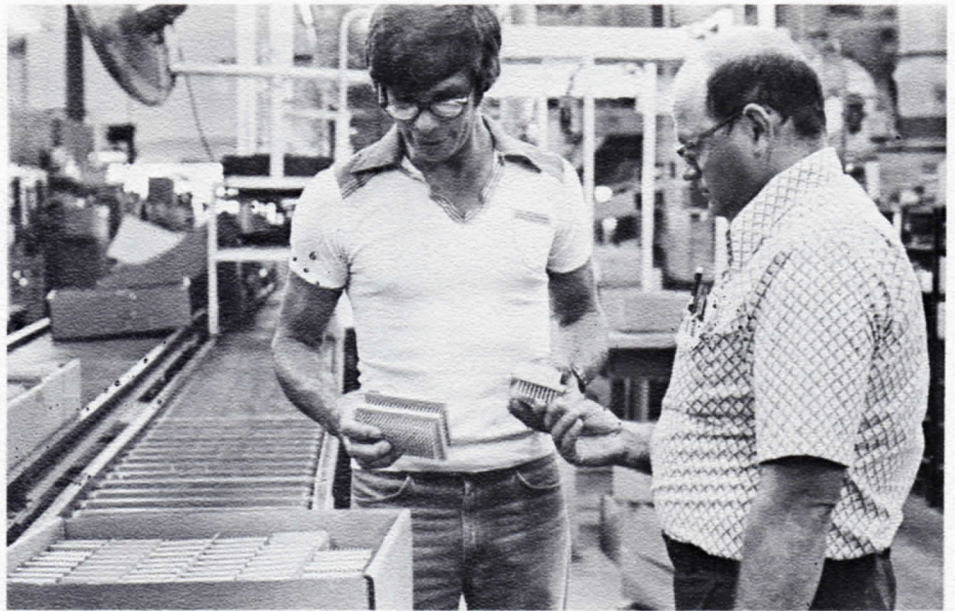
Employees will have a chance to help the Girls Club and other United Way agencies by pledging to an early United Way campaign that begins Aug. 14 at the Works.

"This year we're running an early campaign as a pacesetter firm because of our excellent performance in past years," said John Archer. Archer is firm chairman of this year's campaign, whose theme is "My Share." Serving with him on the campaign management-union team are Mike Wenninghoff, Jack Philby and Bob Alberts. Sixty-nine solicitors will be contacting employees for their contributions.

"We're looking for at least an eight percent increase in giving," Archer said. That will require an increase in pledges already made and an increase in the number of employees participating, hopefully to 95 percent from last year's 86 percent, he said.

"Thus far, I've seen tremendous enthusiasm by the employees working on the United Way campaign, and I think the enthusiasm is catching," he added.

Pam Amos already has caught it. In her words, "We need all the help we can get."



DISCUSSION . . . Inspector Tom Bosiljevac (left) and layout operator Don Beccard, both of Dept. 361, look over molded terminal strips.

# Quality with a big Q

(Editor's note: This is the second in a series of articles on quality.)

They don't wear trench coats or peer through magnifying glasses, but they're just as busy as Inspector Clouseau. Seventy inspectors in Building 30 and 50 strive to protect customers of Western Electric from getting defective products. As members of the inspection organization, they are important links in the process that assures that only high-quality products are manufactured at the Omaha Works.

One aspect of the inspection organization involves checking the raw materials as they come into the plant and prior to the start of the Works' manufacturing process. An inspector may check metals for thickness and temper, for example, or look for impurities in plastic. Defects in the raw materials can affect the quality of the Works' finished product.

When the operating organization has completed a product, inspectors pull samples of the product and start checking for defects. Essentially, the inspection organization keeps tabs on "how well operating is doing," said Art Euler of Dept. 361. If defects are found, the inspectors report their findings to the operating organization, because "it's the operator who builds quality into a product," he said.

Sometimes, defects are found which are not the fault of the operator. The matter then is brought up for investigation

by a quality control team of operating supervisors, product engineers, statistical quality control (SQC) engineers and members of the inspection organization. The team checks a product's design, materials used and facilities to find what is causing a defect.

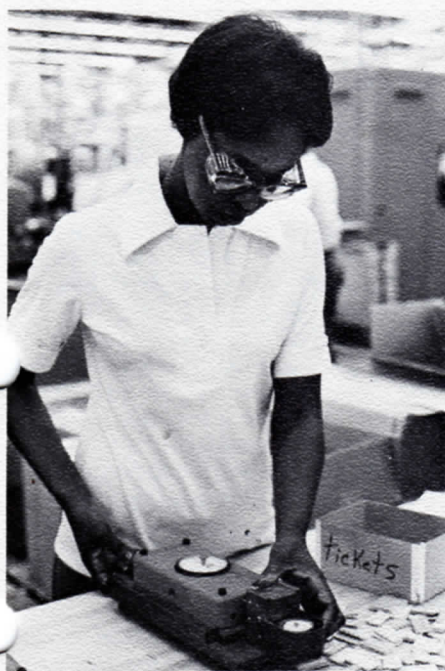
The inspection organization has authority to determine if a product is suitable for shipping. Inspectors follow a sampling plan for each product, which stipulates what percent of defects is allowable. If the percentage is exceeded, an inspector will tag the product as unsuitable for shipping and will return it to operating for disposition.

"We don't guarantee the customer a defect-free product," said Bob Denton of Dept. 362. "Quality control costs money, so occasionally and unknowingly a product with less than perfect quality will get shipped." The inspectors help make sure that the customer will receive the highest possible quality product.

Inspectors also "help weed out defects before they go to Quality Assurance," said Euler. Quality Assurance (Q.A.) acts as an on-site customer's representative by providing an independent quality audit of products.

Euler said that with all the new products being introduced at the Works, the inspection force has been increased. "We're still working out the bugs" in training, providing facilities and engineering plans for new products, he explained.

(Next issue: Quality Assurance.)



TESTING . . . Inspector Gloria Jones of Dept. 361 checks the weld strength of an 88 connector. The 88 connector and molded terminal strip are two Works products which have had "an excellent quality history for the past 2½ years," said Art Euler.

*Keep those eyes open and don't get hurt, because . . .*

# SAFETY! PAYS!

The format is similar, but instead of excited shouts of "Bingo!" from game winners, "Safety pays!" is a far more appropriate exclamation.

Safety does pay, as employees will discover now that the Works' "Safety Pays Game" is in operation. The game was instituted just a few weeks ago "to improve safety awareness among the employees," said Rudy Rudolfo of the safety department.

Compared to other Western Electric locations which conduct similar games, the Works' safety record is very good, said Dick Veach, safety's department chief. Since 1974, the number of serious injuries has been consistent — about 80 cases per year.

"Some of these injuries result in lost

workdays, and this game should call attention to safety awareness so that these injuries might be reduced."

Seven other locations with similar games have noted some improvement in their accident records, but employees' safety awareness has been increased dramatically in all instances.

According to the Works' game rules, each employee plays from his own computer-generated card. Numbers are drawn from a standard bingo-type mixer and posted throughout the plant buildings. An employee may win from \$50 to \$250 — sometimes more — on 10 possible winning designs. However, the game stops when an employee incurs an on-job injury which results in a lost workday. Different cards are distributed and a



THE NUMBER IS . . . General Manager Warren G. Corgan watches as Leta Briggs of Dept. 443 draws one of the numbers in the Safety Pays Game.

new game is begun.

Certain conditions can "sweeten the pot." A person can double his winnings by having perfect attendance or by working overtime, as defined in the game's rules. All employees were to have received a complete set of rules prior to the game's start.

## Golf tournament sweeter than expected

If a golfer is going to shoot his first hole in one, he ought to make the most of it. John Schwenck of Dept. 439 certainly

did. His hole in one on the par three, 160-yard ninth hole at the Ashland Country Club won him a 1978 Ford Fiesta. The

car was offered as a prize for an ace on the ninth hole during the country club's Sweet-Swinger member-guest tournament last month.

Schwenck said he wasn't aiming to win the car: "I was just trying to clear the sand trap. All I saw was the ball disappear and I thought it had gone behind the pin. When I realized it went in the cup, I couldn't believe it had happened."

Call it luck, he said. Also call it ironic, because only one week before he won the Fiesta, Schwenck had finished overhauling his 1971 Buick in lieu of buying a new car.

There's no doubt that his hole in one and winning the car has been the most exciting event to occur in his 13 years of playing golf, Schwenck said. In fact, should he get another ace, "It'll probably be anticlimactic."

As for how Schwenck finished in the tourney, don't ask him. So elated was the golfer that "I didn't even bother to check into it," he said.



NEED A LIFT? . . . Schwenck got more than just a hole in one.