

VIP Club Newsletter

VOLUME 27, NO. 07/08 www.geocities.com/vipclub2003 JULY/AUGUST 2007

The Number to call for information on Unisys Retirement Status and Benefits: 1-877-864-7972.

The Number to call for information on Lockheed Martin Retirement Status and Benefits: 1--866-562-2363.

Wednesday, July 11
Wednesday, July 11

No Board Meeting
NO EVENING MEETING

Wednesday, August 01
Wednesday, August 08

Board Meeting, Roseville
Roseville, Program & Social Time

10:00 a.m.
7.00 p.m.

JULY PROGRAM: EAGAN

NO MEETING SCHEDULED IN JULY.

AUGUST PROGRAM: ROSEVILLE

Our Speaker for the August Program is Mr. Jerome B. Ingber who will review U.S. Immigration Laws and Public Policy related to Immigration. His presentation is entitled: Myths and Facts about U.S. Immigration. Mr. Ingber is uniquely qualified to discuss this topic since he has taught Immigration and Citizenship Law at William Mitchell Law School since 1980. He graduated from the U of MN and William Mitchell Law School in 1969. He and his wife lived and worked in Israel from 1972 -1978. He passed the Israeli Bar Exam and worked for the Canadian Embassy in Tel Aviv involved with promoting business between Canada and Israel. They returned to Minnesota in 1980 and he founded a company specializing in U.S. Immigration and Citizenship Law. He retired in 2005 but continues to teach and lecture on Public Policy as related to Immigration.

SEPTEMBER PROGRAM: EAGAN

The U. S. Postal Service began operations 25 years before we became a nation! Our September Program will feature a presentation on the "History of the Postal Service" by Pete Nowacki who is the Customer Relations Coordinator for the Minneapolis Postmaster. His presentation will include a 15 minute video. Mr. Nowacki has worked for the Postal Service for 21

years and currently handles all media relations for the Twin Cities Post Offices.

ADDRESS CORRECTIONS

Please send permanent address changes to Lowell Benson addressed to the VIP Club at the address given on the label page of the Newsletter



PRESIDENT'S MESSAGE

From: Brian Berggren

Our annual picnic at Highland Park started with the day's high of 90, but no one seemed uncomfortable. With the light breeze and moderate humidity, I think only our grill crew of Jim, Chuck, Paul, and Tom worked up a sweat out in the sun. Attendance was at least 115 and Lowell got a photo of most of us; he was so busy shooting, I don't recall seeing him eat. His much appreciated effort is the two pages of photos included as an insert in this issue. As usual, the ladies put together a wonderful assortment of warm dishes, salads, desserts, and appetizers. With the cooling breeze, only a few of the appetizer plates blew off the table. Even Lowell's Legacy display

stayed put; he continues to find something new to put out. Along with old company and project lapel pins was a Legacy website sample. Ann Thureen and Ole represented Unisys and Lockheed Martin as guests, with no speeches required. Thanks to all of you who made the day special, a sorry you missed to those we've seen in the past, and an invitation to the new or irregulars to plan to attend the picnic next June.

Respectfully, Brian Berggren, VIP Club President

From the Editors



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DINING CLUBS & GROUPS

Breakfast groups and get-togethers:

One breakfast group meets monthly at 9:00 a.m. on the 2nd Wednesday of each month at the Tri-City American Legion, Old Hwy 8, New Brighton. Phone: **763-416-3903**.

Another breakfast group meets monthly at 8:00 a.m. on the 1st Thursday of each month at Joseph's Grill, 140 South Wabasha, (Wabasha and Plato) St. Paul. Phone: **651-222-2435**.

Luncheon Groups & Dinner Clubs:

One Unisys Luncheon group meets monthly on the 2nd Wednesday at 11:00 a.m. at the Old Country Buffet, Holly Shopping Center, located at University Ave. and Mississippi St. just north of I-694. For information call **651-552-1465**.

Another Luncheon group (engineering/drafting) meets monthly on the 1st Tuesday at 11:00 a.m. at the Old Country Buffet at 2000 S. Robert, West St. Paul. For information call **651-456-0750**.

And another Luncheon group (Unisys and Burroughs) meets monthly on the 2nd Tuesday at 11:30 a.m. at the Mall of America 3rd floor North

Food Court. We sit at the tables between the elevator and Burger King. For information call **952-854-7855**.

Dinner Club. A Unisys Dinner Club meets monthly on the 4th Wednesday at 5:00 p.m. at Champs located at 35E and Larpenteur Avenue. For information call 763-786-1044.

MEETING & EVENT DATES 2007

<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Activity</u>
Jan. 10	No Meeting		
Feb. 14	7:00 p.m.	Eagan	Program - Social Time
Mar. 14	7:00 p.m.	Rsvl	Program - Social Time
Apr. 11	8:00 a.m.	Rsvl.	Volunteer Breakfast
May. 09	7:00 p.m.	Eagan	Program - Social Time
June 13	4:00 p.m.	Park	VIP Club Picnic
July 11	No Meeting		
Aug. 08	7:00 p.m.	Rsvl	Program - Social Time
Sept. 12	7:00 p.m.	Eagan	Program - Social Time
Oct. 10	6:00 p.m.	Rsvl	Pot Luck Program
Nov. 14	7:00 p.m.	Eagan	Program - Social time
Dec. 13	5:45 p.m.	USAF	Christmas Party

Note: Rsvl = Roseville, Eagan = Eagan Community Center, Park = Highland Park Pavilion, USAF = NCO Club at U.S. Air Force Base off Hwy 62

WELCOME NEW CLUB MEMBERS

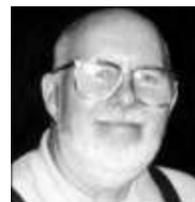
Gardner, Robert **U** Lake Elmo, MN.
 Harnden, Sherry & Artie **U** Columbia Hts, MN.
 Leblanc, Wayne & Cynthia **U** Centerville, MN.
 Baker, Donn **U** Minneapolis, MN.
 Saxrud, Dave & Judy **L** Rosemount, MN.
 Steigerwald, Charles/Barbara **U** Apple Valley, MN.
 Stodola, Frank & Janet **U** Arden Hills, MN.
 Ulick, Kay **L** Rosemount, MN.

U = Unisys **B** = Burroughs **L** = Lockheed Martin
D = Unisys Defense Systems

IN REMEMBRANCE



Anderson, Wilton J. - Age 76, of Apple Valley, MN. He is survived by wife, Nancy. Wilton was a Lockheed Martin retiree and a VIP Club member.



Dee, Richard H. - Age 75, of Saint Paul, MN. Passed away peacefully on Wednesday April 18th. Dick worked for Sperry/Univac/Unisys for 34 years. He is survived by his wife of 53 years, Susan (Orfei) Dee



Downing, Constance Keyes - Age 95, of Edina, MN. Passed away May 1, 2007. She was preceded in death by her husband, Lewis B. Downing, a long-time ERA and Univac employee. Constance was a long term member of the VIP Club.



Herrmann, Wallace E. - Age 69, of Richfield, MN. Born 8/3/37. Died 5/18/07. Wally retired from Unisys, St. Paul, after 34 years of service. Wally is survived by wife, Marla Jean



Griep, Roland Martin - Age 72, of St. Paul, MN. Passed away on May 16, 2007. His career as a purchasing manager of semiconductors took him from Univac in St. Paul to Motorola and back to Honeywell. Survived by his loving wife of 48 years, Jeanne (Danley).



Kerschner, Ronald F. - Age 74, of North St. Paul. Passed away while surrounded by family on May 30, 2007.. Survived by his loving wife, Maureen. Ronald was a Unisys retiree.



Kucera, Francis M. "Frank" - Age 81, of Roseville, MN. Passed away on 6-1-07. Survived by wife of 55 years, Sophie. Frank was a computer engineer during the formative days of the mainframe computer development at Remington Rand Univac. He Retired from Univac in 1986.

LeVasseur, George J. - Age 90, of Maplewood, MN. Passed away peacefully at home on May 26, 2007. Survived by loving wife of 63 years, Dolores. George was a Unisys retiree.



Nelson, Wilbur E. (Bill) - Born 1923 Ridgeland, Wisconsin died June 16, 2007 St Paul, MN Bill is survived by his wife, Patricia. Bill started at E.R.A. in 1953 and retired when the company evolved into Sperry. He has enjoyed retirement and will be missed. Bill was a long term member of the VIP club.

Roberts, Richard "Dick" - Passed away peacefully in is home on February 18, 2007. Dick was a Unisys retiree and member of the VIP Club.

Skadron, Caroline Rose - Age 87, Known to all as Ruthy. Proud to have been a "Rosie the Riveter" in WWII. Caroline was a long time employee of Lockheed Martin.

Townsend, Melburne A. "Poppa" Age 68, of Anoka, MN. Passed away May 8, 2007. Melburne is survived by loving wife of 23 years, Meredith. Mel was a Unisys retiree and member of the VIP club.

ANNOUNCEMENTS

BLOODMOBILE INFORMATION AUGUST RED CROSS BLOOD DRIVES.

Wednesday, August 22nd. Lockheed Martin, Eagan needs greeters and servers 9 a.m.-12 p.m. & 12 p.m.-3 p.m.

Thursday, August 21st, Unisys MACS Eagan needs greeters and servers 9 a.m.-12 p.m. & 12 p.m.-3 p.m. Please call Marion Scott at 651-455-7952 to sign-up.

11th ANNUAL OLD TIMERS PICNIC

Mark your calendar for the Old Timers Picnic on the 2nd Saturday of August (August 11th) from noon to 5p.m. at Spring Lake Park Reserve/ Schaars Bluff. See page 7 for details and directions. Contact Curt Anderson for questions at anderscurt@comcast.net or call (651) 438-9851.

LEGACY NEWS UPDATE

Submitted by Dick Lundgren, rflundgr@aol.com.

Volunteers Needed to Describe Patents

Some recent research for the purpose of Legacy has discovered 40 packing boxes in storage containing information about past patents. Before such data is sent for archiving at the Charles Babbage Institute at the University of Minnesota, we need some help to provide one line descriptors for each patent. Contact Dick (Ole) Olson at r.d.olson@lmco.com if you can help with this effort.

Recent Contributors to Legacy Website

(<http://www.usfamily.net/web/labenson/Legacy.htm>)
Recent contributions posted to the Legacy website have come from **Ernie Lantto**, **Quint Heckert**, **Jerry Raveling**, and others. The name Ernie Lantto has been synonymous with engineering thoroughness, business integrity, and customer satisfaction (for tough, exacting customers like the Dutch and the Germans). His career tracks the history of the industry, and he was a historical witness to the ERA name being replaced by

Remington Rand at Plant 2. Other interesting stories include time at Ascension Island, early work on NTDS development, and life-stretching assignments in Holland and Germany. Quint Heckert has provided a topical description of Submarine Systems, three and a half decades' worth of submarine system developments for both USN and international customers. It's a great summary resource. In addition, Quint is in the process of generating an outline for a legacy brochure which could provide the basis for a potential documentary film. Jerry Raveling discusses the coming of age of software in the sense of subjecting it to the same requirements as hardware, such as standards for configuration management, quality assurance, life cycle development, etc. An interesting development was how "computer systems" transitioned to "Mission Critical Computer Resources (MCCR)" and became "force multipliers."

Legacy of International Programs – Focus on the Netherlands

This article is the second in a series of articles highlighting the legacy of LM-Eagan in international business. The focus is the Netherlands, but it also loosely extends to Belgium and Luxemburg (all collectively known as the Benelux countries). All Benelux countries were founding members of NATO and have participated to varying degrees in NATO activities over time. LM-Eagan has only had a direct business history with the Netherlands, but other divisions of Lockheed Martin have a long-established presence both in the Netherlands and in Belgium.

Our legacy of business with the Netherlands began in 1970 with the sale of Univac equipment to Hollandse Signaal Apparaten (known as HSA and as Signaal) in Hengelo. The Dutch were not the end user, but they were our customer. The end user was the West German Navy with the equipment becoming the core of the combat system for German Fast Patrol Boats (S-143) in the North Sea and the Baltic Sea. The equipment involved were the 1830B Computer (a modification of the highly reliable CP-901/1830A Computer used in the USN P-3C aircraft), the 1840 Magnetic Tape Unit and the 1532 I/O Console. The Dutch were not too pleased with the selection of Univac equipment since they had their own SMR computer as a candidate for the GFPBs, but the Germans had made their decision and so Signaal became our customer. Signaal in turn sold the subsystem to AEG Telefunken who in turn passed it on to BWB (the procurement agency for the German armed forces) for shipboard installation. Our portion of the business was not only hardware. There was initial training for hardware and software

onsite in Hengelo and significant software development as well. The initial onsite office personnel in Hengelo included **Ernie Lantto**, **Lowell Benson**, **Bill Rogers**, **Tom Kratz**, **John Rachac**, **Jim Gannon**, and others. The program manager was the well known, well liked and energetic **Fred Billingsley**. For more stories on GFPB and the early days in Hengelo, check out the contributions of Lowell Benson, Ernie Lantto, and **Tom Kratz** to the Legacy website.

In 1978 some interesting software training took place in Hengelo under contract to HSA. The 8-week course, by lead instructor **Tom Dunn** and co-instructor **Peter Dress**, had to address some logistic concerns that would be unknown today. The course content was a mix of low level AS-1 assembler language and the high level CS-1 compiler, normally presented in that order. However, the students were to do the coding using 30-bit coding sheets in Hengelo, these sheets were then key-punched at a different HSA facility in Hengelo, the card decks were then carried by "personal courier" over the border from Holland to Germany and shipped off by train (Bundesbahn) to the German Navy programming center in Wilhelmshaven for processing. Finally the results (listings, error printouts, program numerical results, etc.) were returned to Hengelo via a similar route for student analysis. Needless to say, this process was not instantaneous, with 7-10 days turn-around time being typical. Against the initial judgment of the Signaal representative, Mr. Dunn insistently reworked the schedule from day one to interweave the low and high level languages using alternating instructors to devise a real-time solution that accommodated the logistic concerns and ultimately satisfied all the concerned parties. The happy students were a mix of two Dutch Signaal employees and about a dozen Germans, from Radarleit (a unit of Phillips), German industry, German civil service and German Navy.

In 1981 Signaal contracted for some more software training for which the strategic goal was to qualify their employees and position themselves as a company to win the Canadian Patrol Frigate business. The CPF was destined to use 16-bit processors, the UYK-20 and the UYK-502, both Sperry products with the 502 a product of our Winnipeg facility. Two instructors, **Steve Kloner** and **John Henrikson**, were sent to Hengelo to present four weeks of training on the suite of standard 16-bit software products, namely ULTRA-16, CMS-2M, MTASS/M, and SDEX-20. The goals of the training were accomplished admirably, but the higher aspiration of HSA to win CPF was not

successful. For more stories on CPF, check out the contributions of **Gene McCarthy** to the Legacy website.

The Royal Netherlands Navy (RNLN) operated the Lockheed-built P-3C Orion maritime patrol aircraft from 1981 to 2006. During this time the RNLN acquired 13 Orions whose normal missions found an extension in airborne reconnaissance over land during the NATO “Eagle Eye” operation over Kosovo. From August 2001 to June 2006, 10 RNLN P-3Cs were significantly improved in the Capabilities Upkeep Program (CUP). LM-Eagan was the prime contractor for this effort, replacing the aging CP-901 computer with the advanced CP-2044 computer, purchasing advanced sensors and other avionics, and integrating the whole hardware suite with Eagan-developed software at the LM facility in Greenville, SC. In the course of events, the Dutch parliament decided to discontinue P-3C operations, and the 10 RNLN P-3Cs were sold to the Germans and the Portuguese. **Tom Rougier** was the program manager for CUP and **Rollie Schwitters** was the project engineer. For more stories on CUP, check out the contribution of Rollie Schwitters to the Legacy website.

The Netherlands has been a challenging customer and a challenging competitor over the past decades. No surprise. Their naval expertise at the world level goes back no less than five centuries, having been decreed into existence in 1488 by Emperor Maximilian of Austria. They have done battle with the sea and on the sea, and they have won most. Not bad for a country one-fifth the size of Minnesota with one-fourth of the land below sea level, and in direct competition with major European powers. Other divisions of Lockheed also have a significant presence in the Royal Netherlands Air Force. Current equipment includes the F-16 Fighting Falcons and the C-130H Hercules. The Belgian Air Force is also a showcase for Lockheed aircraft. In the past it has had the T-33A Shooting Star and the 104G Starfighter (single and dual seater), and currently it has the C-130H Hercules and the F-16. The “Lux” of the Benelux does not have an air force.

CLUB GOVERNANCE TIDBITS

(The fifth and final of this 2007 series):

Submitted by Lowell Benson.

The Board election process begins in August or September of each year when the President appoints a three person nominating committee. The Immediate Past President historically has chaired this committee. The slate of candidates for the following year is provided to the Club members in the Newsletter preceding the election and/or at the

Club general meeting/program preceding the election. All members are eligible to volunteer to be a candidate for election to any of the Director or Officer positions [except for the Immediate Past President which is not an elected position.] Floor nominations at the election meeting are in order if the person being nominated for the position is willing and able to serve in the position. If a Board member resigns during his/her year of service, the President appoints someone to serve in that position until the next election.

TRAVEL

EXTENDED TOURS:

*BRANSON CHRISTMAS TOURS begins Nov.5-9, thru Dec.4-8; 5 Shows \$599 per person(dbl.)

*AUG.27-31~DAKOTA GOLD TOUR BLACK HILLS including Badlands National Park, Mt. Rushmore, and more \$499 per person(dbl.).

*AUG.24-26/SEPT.28-30~CHICAGO WEEKEND GETAWAY~tours, 2 nights' hotel, 2 dinner shows, and more.~\$429 per person dbl.

*NEW ENGLAND 12-DAY GUIDED TOUR Aug.5-16 Boston New England Canada Double:\$1299 - Sgl.\$1649 pp Trpl/Quad \$1229 pp.

Please phone or email Yvonne Cecchini to hear about additional tours, and also world-wide cruises, including Alaska. Call Yvonne at 651-437-9278 or ycecchini@earthlink.net.

CURRENT ISSUES

Submitted by Brian Berggren.

Correction to June Newsletter

Two errors, in GLOBAL HEALTH ISSUES last paragraph, lead to nonsense. A train traveling at 35 mph certainly uses less energy than an airplane. The review of George Monbiot’s Heat should have said, “A train at 350 kmph uses more energy than an Airbus A321”.

More on Energy

As a Prius driver, I’ve been looking for 55MPH&55MPG bumper sticker to go with my Drives Great, Less Filling sticker. Matthew Miller posted an Altnet article the end of May that went one better. Along with suggesting a return to the national 55 mph prescribed by the Emergency Highway Energy Conservation Act in 1974, Miller proposes a 55 cent per gallon gas tax to rebuild the public transportation infrastructure.

Miller’s article also includes a report from Dr. Ali Samsam Bakhtiari that states the record crude oil output of 81-82 million barrels per day in the summer of 2006 is likely the peak. Bakhtiari, a PhD chemical engineer and ex senior analyst for the Iranian National Oil Company, says his World Oil

Production Capacity Model predicts “over the next 14 years, present global production of 82 million barrels per day will decrease by roughly 32 percent, down to around 55 million barrels per day by the year 2020.” That is 55 million for the world; the U.S. now uses 22.5 million per day.

At the April New York Auto Show, performance was the only option on display. A show survey had fuel economy 22nd, just behind sound systems and heated seats. The 18 May NOW program on TPT2 interviewed several GM ex and current engineers and other industry insiders and found that fuel economy hasn’t improved in 20 years and nothing is on the horizon to replace the internal combustion engine. GM doesn’t do real hybrids, Lexus is doing a 25 mpg performance hybrid, no one mentioned clean diesel, and GM subcontracted battery development for their Volt platform. More and more it looks like Detroit wants to continue building SUVs until bikes and buggy whips come back. When I spoke with the Toyota rep at the May Living Green Expo about the next Prius version, he said the 2009 model would likely get 80-plus mpg and be pluggable for battery charging.

Meanwhile, in Washington, D.C., the new Senate energy bill that would raise fleet average fuel economy (CAFÉ) to 35 mpg from the current 22.2 for SUVs and light trucks and 27.5 for cars by 2020 had the GM, Ford, and Chrysler execs arguing the goal may not be achievable (13 June StarTrib). With prescriptive “fixes” for gas price gouging, ethanol production, cuts in oil consumption, and increased domestic production in the bill, there is something for everyone to dislike.

Health Issues

As a transition, I’ll share AARP’s May 2007 factoid: In 2005 sales of gas and motor oil totaled \$156 billion, while sales of prescription drugs totaled \$274.9 billion (U.S. Department of Labor Statistics).

Coming soon to the clinics near you. The May 2007 American Academy of Family Practice reports that Alaska, already very short of primary care docs, has many docs declining new Medicare patients, stopping Medicare participation, or dropping patients when they turn 65. With the state’s high cost of living, Medicare reimbursements pay less than 50 percent of their practice costs. Congress had added four percent to the physician payment schedule in 2000, but that expired in 2006.

A lesser physician payment problem is happening in a couple of California areas. The local Congressman has submitted a bill to change some payment factors to correct inequities. Our Medicare Justice Coalition has worked to eliminate regional Medicare payment

inequities since its inception. Our seven-state region has 91 percent of the lowest reimbursed counties in the nation and no one cares.

The June 8 NOW program did a segment on stents. In 2006 \$14 billion was spent on stents with no improvement in life expectancy or lessened risk of heart attack. With angioplasty, done by interventionalist cardiologists (the extra syllables mean they charge a lot), a \$40,000 procedure is performed for lifestyle improvements. The procedure means they won’t have to watch their diet as much, exercise as much, or take as many drugs. Dr. William Boden of Buffalo General led an 1100 patient study and found medical therapy, i.e., exercise, diet, and drugs, worked as well with less risk and far lower costs.

I’ll close with a bit from Dave Durenberger’s commentary: Dr. John G. Scott, a professor of family medicine at the Robert Wood Johnson Medical School, moved from Arkansas to New Jersey and told a new friend he was “a family doctor” and was informed that’s not what they do in the Garden State. All the coast docs seem to be specialists.

THE LIGHTER SIDE

Corporate Lesson 1.

A sales rep, an administration clerk, and the manager are walking to lunch when they find an antique oil lamp. They rub it and a Genie comes out. The Genie says, "I'll give each of you just one wish." "Me first! Me first!" says the admin. clerk. "I want to be in the Bahamas, driving a speedboat, without a care in the world." Poof! She's gone. "Me next! Me next!" says the sales rep. "I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of Pina Coladas, and the love of my life." Poof! He's gone. "OK, you're up," the Genie says to the manager. The manager says, "I want those two back in the office after lunch." Moral of the story: Always let your boss have the first say.

Corporate Lesson 2.

A crow was sitting on a tree, doing nothing all day. A rabbit asked him, "Can I also sit like you and do nothing all daylong?" The crow answered: "Sure, why not". So, the rabbit sat on the ground below the crow, and rested. A fox jumped on the rabbit and ate it. Moral of the story: To be sitting and doing nothing, you must be sitting very high up.

11th ANNUAL OLD TIMERS PICNIC

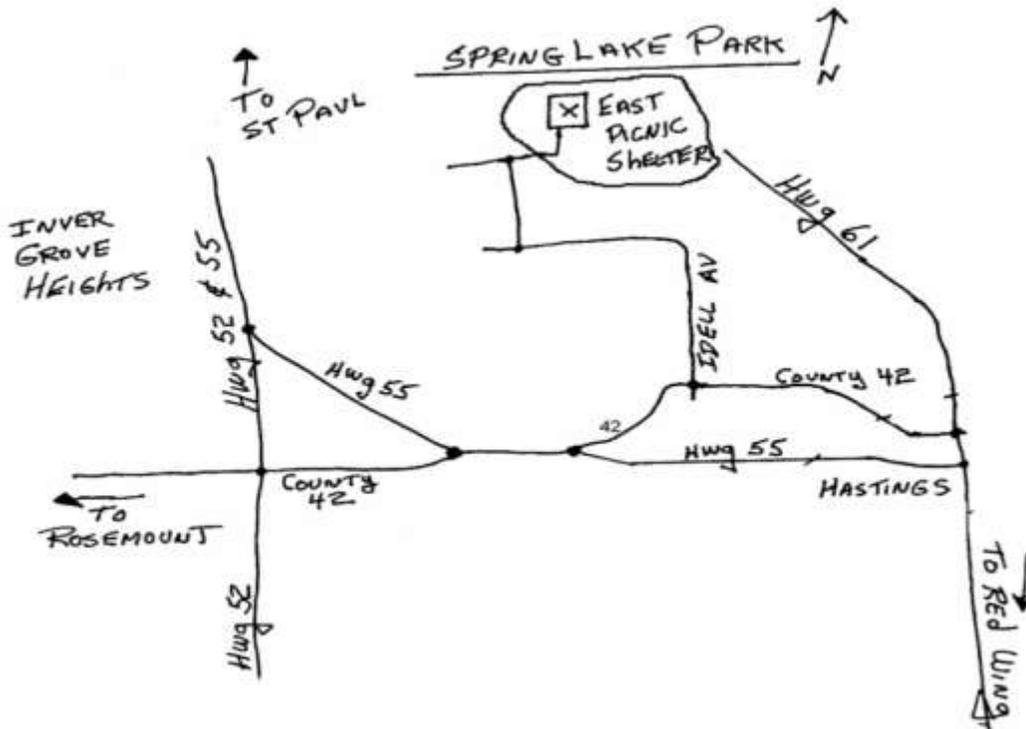
ERA / RRU / SPERRY / UNIVAC / UNISYS / LOCKHEED

- WHEN: SATURDAY 11 AUGUST 2007 (NOON TO 5PM)
- WHERE: SPRING LAKE PARK RESERVE / SCHAAR'S BLUFF
(EAST SHELTER) LOCATED 5 MILES WEST OF HASTINGS
ON COUNTY ROAD 42 AT IDELL AVE
- WHAT: BRING YOUR OWN FOOD BUT BEER/POP/CHARCOAL
WILL BE PROVIDED
- COST: \$15 DONATION APPRECIATED TO COVER SHELTER RENTAL
BEER/POP/ICE/CHARCOAL/POSTAGE
- GOLF: 9 HOLES-BEST BALL STARTING AT 10 AM
RICH VALLEY GOLF COURSE
TAKE U.S. HIGHWAY 52 SOUTH TO COUNTY ROAD 42
AND GO EAST ONE MILE TO RICH VALLEY
GREENS FEE IS \$15
CALL OR E-MAIL CURT FOR GOLF SIGNUP

MARK YOUR CALENDAR AND HOPE TO SEE YOU AT THE PICNIC

CURT ANDERSON
63 JACKSON PLACE
HASTINGS, MN 55033

PHONE: (651) 438-9851
E-MAIL anderscurt@comcast.net



**VIP CLUB
P.O. BOX 131748
ROSEVILLE MN 55113-0020**

VIP CLUB OFFICERS AND CHAIRPERSONS FOR THE YEAR 2007

* = A/C 651, + = A/C 612, @ = A/C 763, # = A/C 952

**BOARD OF DIRECTORS:
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 3963

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UNISYS Liaison, Roseville Sue Carrigan *635-7955
 Mailing UNISYS Print Shop, Roseville

Lockheed Martin, Eagan Liaison ... Tierney Helmers *456-4963 Printing &

Directions to Eagan Community Center. Take Hwy 35E south or north to Pilot Knob Road. Turn left (north) on Pilot Knob Road. Turn left on Central Parkway (which is also the North entrance to Lockheed). The Eagan Community Center is at 1501 Central Parkway.

Directions to Unisys in Roseville. Take Hwy 35W south, or north, to the Industrial Way / St. Anthony Blvd off ramp. If coming north or south on Hwy 35E go west on Hwy 36 which will take you to the Industrial Way / St. Anthony Blvd. off ramp of 35W (Hwy 36 becomes Hwy 35W where it joins Hwy 35W). Go north on St. Anthony Blvd. to Walnut St. (the first street on the right). Turn right and go to Highcrest Road. It is the first place where you can turn left. Past the stop sign, Bldg 3 is on the right. Gate 5 is in the center of the building. From Hwy 280 northbound, use left lane exit just past Cty Rd B for Terminal road access (St Croix St.). Turn left at Terminal Rd, then turn right at Highcrest Rd to building entrance.