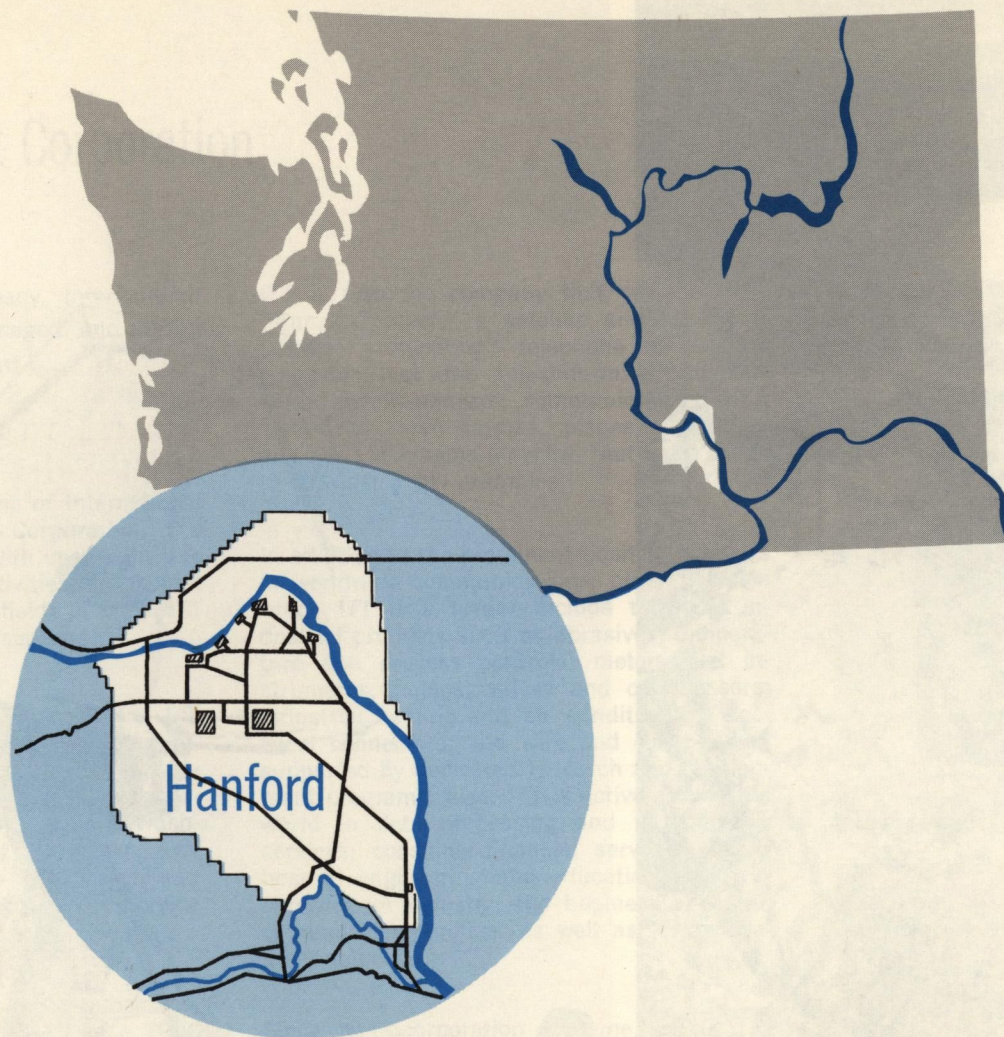




ITT FEDERAL SUPPORT SERVICES, INC., AT HANFORD

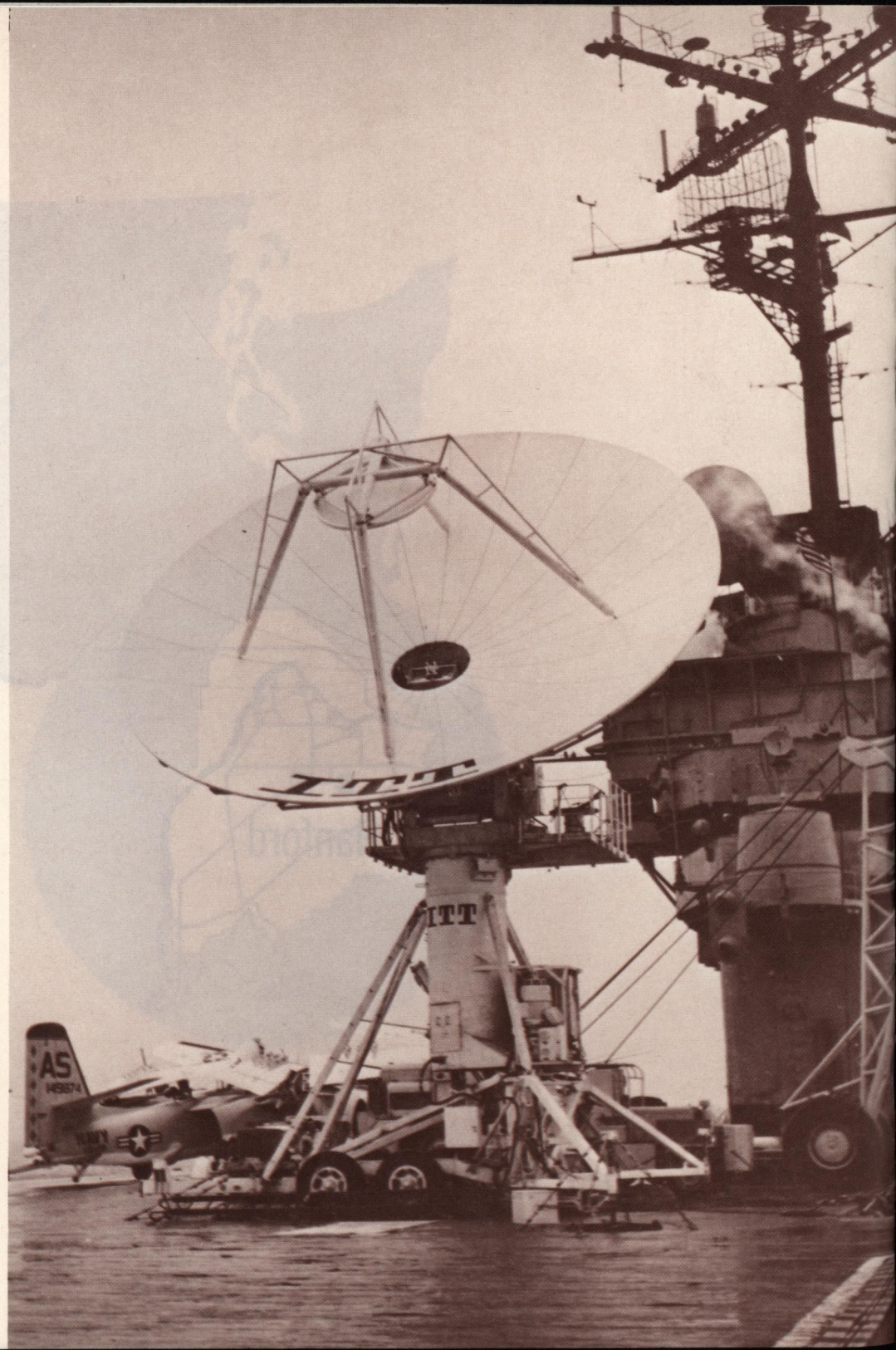
ITT Federal Support Services, Inc. **ITT**



ITT Federal Support Services, Inc. **ITT**
A SUBSIDIARY OF INTERNATIONAL TELEPHONE AND TELEGRAPH CORPORATION

Box 100 Richland, Washington 99352

An Equal Employment Opportunity Plans For Progress Employer



ITT—The Parent Corporation

"A highly diversified company, international in scope, professionally managed, and strong in research and development."

"Growth is a way of life with ITT . . ."

These are recent descriptions of International Telephone and Telegraph Corporation, the forward-looking company with many diverse business and industrial activities throughout the world. One of the many fields in which ITT is active is that of support services.

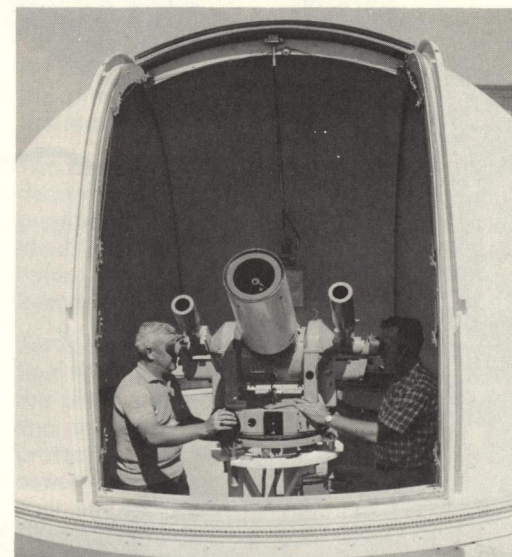
On March 1, 1966, a new ITT subsidiary, ITT Federal Support Services, Inc., assumed responsibility for providing a multitude of support services at the Atomic Energy Commission's Hanford plant in Southeastern Washington state. This important assignment was nothing new to ITT for the Corporation had already established a reputation for service leadership in fields outside atomic energy.

For example, another ITT service subsidiary, the Federal Electric Corporation, since 1956 has operated and maintained the famous DEW Line, the 3,600-mile network of radar and communications stations guarding the North American continent against aerial attack from across the polar cap and serving as a vital communications link with other defense programs.

ITT is also the company that perfected the "Range Tracker," a satellite and spacecraft tracker; a "floating" telephone for use by spacemen just after splashdown; a transportable, satellite-linked communication earth station to serve nations, planes and ships; and the Washington-Moscow "hot-line" cable, to cite just a few examples.

In addition to the prominent position it enjoys in worldwide communications, other fields in which ITT is a leader include technical industrial products such as abrasives; temperature and process controls; meters and instruments; pumps, valves and compressors; industrial heating and air conditioning; electrical connectors; and wire and cable — all supported by dedicated research and development programs. Also, ITT is active around the world in data processing and transmission services, consumer-financial services, and a host of engineering and educational support services for industry, the business and educational communities, as well as for government agencies.

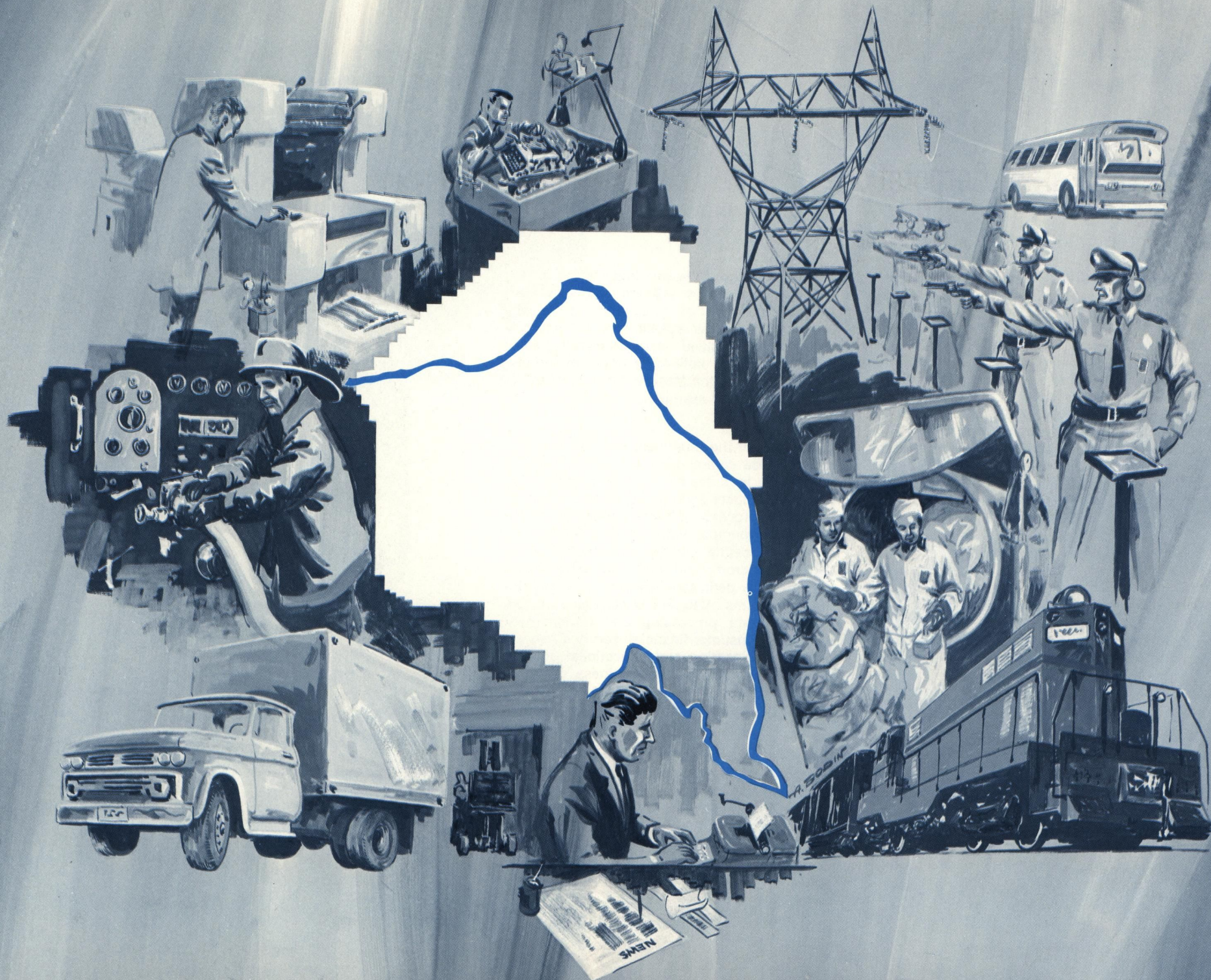
Since its incorporation in June, 1920, ITT has grown from a communications equipment manufacturing organization employing 1,400 persons to an international corporate business leader employing 204,000 persons in 57 nations. In 1962, annual gross sales of ITT rose above \$1 billion for the first time. In 1966, gross sales exceeded \$2 billion.



Far Left — An aerial view of an auxiliary station on the famous DEW Line.

Left — An earth station antenna designed and engineered by ITT stands ready on the deck of U.S.S. Wasp to relay live television coverage of the recovery of Gemini-6 astronauts.

Above — Federal Electric Corporation cameramen at Eniwetok track a missile launched from Vandenberg as it enters the target area in Marshall Islands.



Hanford...And ITT Federal Support Services, Inc.

HANFORD

The Hanford area in Southeastern Washington state has long been attractive to man. For centuries, bands of Indians camped along the banks of the "Big Bend" of the Columbia River to fish for salmon. Later, the river was used by early settlers to irrigate small orchards, and the village of Hanford grew in the desert. In 1941, the population of this embryo town was 400.

One day there was a rumor that the government was going to buy a considerable amount of land in the area. The next day it happened, and construction of the Hanford atomic plant began in March, 1943. The project, called the Hanford Engineer Works, was supervised by the Manhattan District of the U. S. Army Corps of Engineers.

In a matter of months the town's population soared to 51,000 making it the fourth largest city in Washington and one of the most important cities in the world. However, within two years of this gigantic construction boom, the city of Hanford became a "ghost town" when the plant moved into production. Employees then began commuting to their work locations from nearby towns.

The closely guarded secret product of the Hanford plant was plutonium, a man-made nuclear element which contributed to the end of World War II. By the end of the war, the name of what had been a sleepy little South-eastern Washington town was now firmly as-

sociated with the world's major atomic energy installation.

The principal nuclear production sites on the plant, then and now, are the fuels preparation area, where nuclear fuels are prepared for the giant atomic reactors; the reactors themselves, where the fuels are "irradiated"; and the chemical separations areas where plutonium is separated from the unused uranium and radioactive fragments.

Two principal contractors operated the entire plant during its first 22 years. E. I. du Pont de Nemours & Company operated the facility for the Corps of Engineers from 1943 to 1946 and General Electric Company ran the entire installation for the Atomic Energy Commission (which replaced the Corps of Engineers in this role in 1946) from 1946 to 1965.

An ambitious segmentation and diversification program was begun at Hanford in 1964 in an effort to shift the plant's production emphasis from nuclear weaponry to a producer of radio-isotopes, atomic fuels and many other peaceful and beneficial applications of atomic energy.

Today there are nine companies at Hanford engaged in producing plutonium, in conducting research and development efforts on the atom and its by-products, or in support services. ITT Federal Support Services, Inc., a subsidiary of International Telephone and Telegraph Corporation, is one of these companies.

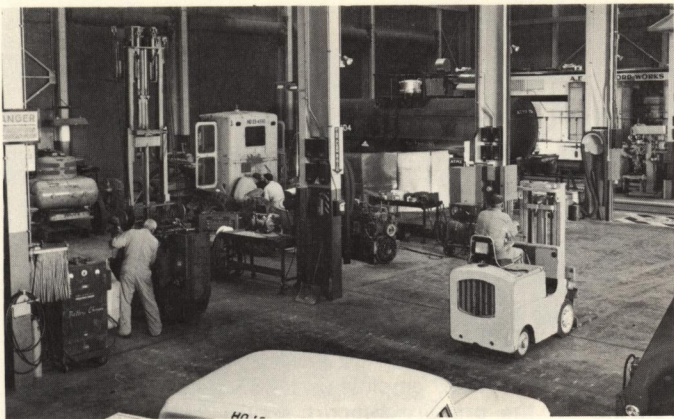
ITT FEDERAL SUPPORT SERVICES, INC.

ITT/FSS, employing 1,165 persons, assumed the primary support service responsibility at Hanford on March 1, 1966.

The scope of the Company's services are understandably large. It serves an important, progressive atomic complex which employs about 8,500 persons and spans 575-square-miles, an area nearly half the size of Rhode Island.

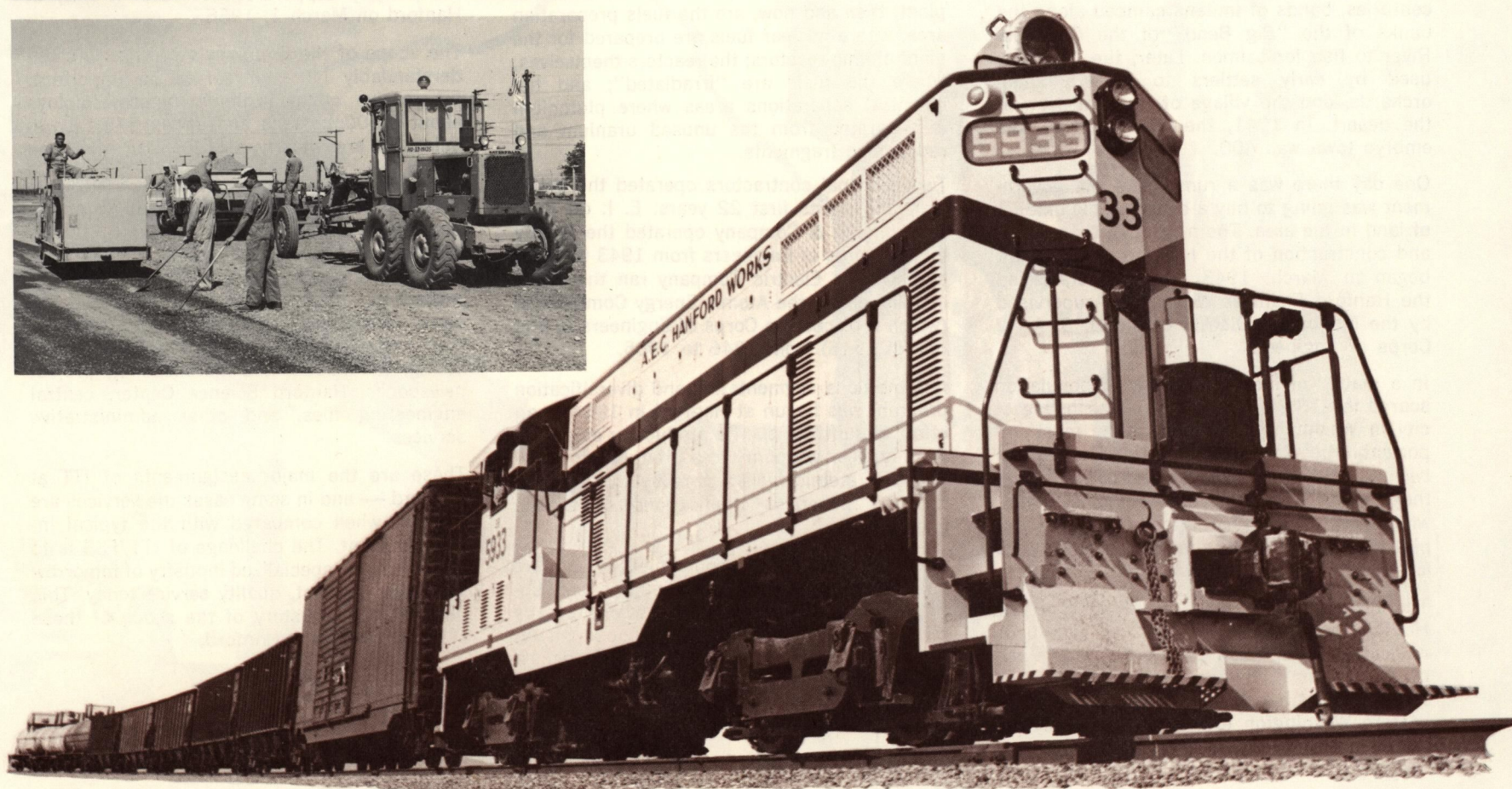
Services provided by ITT/FSS include operation and maintenance of a fleet of 65 buses, the plant railroad, heavy equipment operation and maintenance, security patrol force, fire protection, radio maintenance, electrical power distribution, decontamination laundry, mail and addressograph, printing and duplicating, purchasing and warehousing, project newspaper, Hanford Science Center, central engineering files, and other administrative services.

These are the major assignments of ITT at Hanford — and in some cases the services are unusual when compared with the typical industrial plant. The challenge of ITT/FSS is to provide highly specialized industry of tomorrow with fast, efficient, quality service today. This booklet tells the story of the scope of these ITT/FSS services at Hanford.



Left — The ITT/FSS Transportation and Maintenance Shop is one of the largest, most versatile such shops in the world.

Lower Left — Hanford's extensive road system is maintained year-around by ITT/FSS road maintenance crews.



Below — The ITT/FSS operated railway system moves about 12,000 cars annually while transporting materials in the Hanford plant.

Transportation and Maintenance

Spanning the 575-square-mile area of the Hanford plant are 683 miles of roads and 143 miles of railroad track. All of these roads are maintained year around by ITT/FSS, as are the government vehicles that travel them.

These vehicles include six diesel-electric locomotives, many railway cars, passenger cars, trucks, tractor-trailer combinations, forklifts, motor scooters, outboard engines, heavy construction equipment, electric carts and a fleet of 65 buses. During the course of a year, ITT/FSS buses normally log sufficient mileage to circle the world 80 times while transporting employees to and from their work locations.

Altogether, this department operates and maintains more than 2,000 pieces of equip-

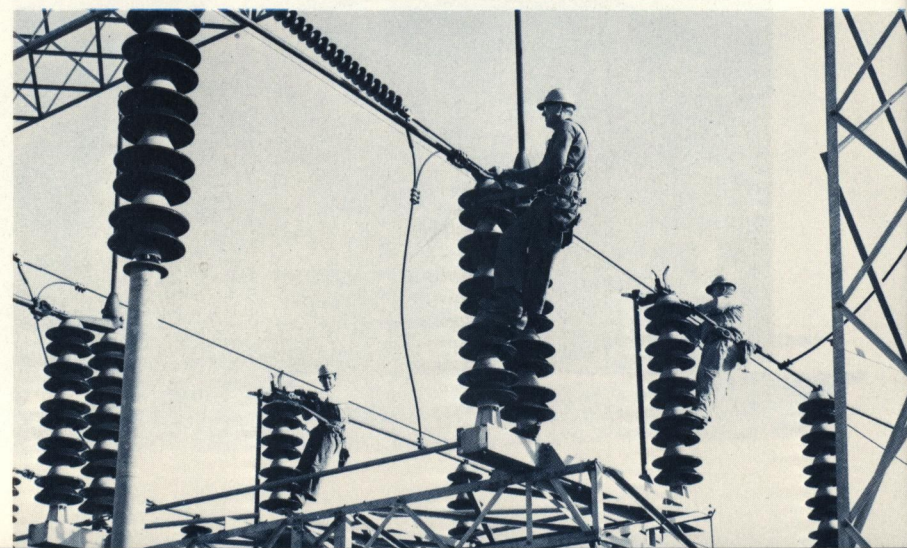
ment. Most of the equipment is serviced in the Central ITT/FSS garage, one of the most completely stocked maintenance shops in the world. Among the shop's special features is a full scale locomotive roundhouse.

Other responsibilities of this department are such services as the operation of the plant's unique decontamination laundry, where millions of pounds of protective clothing are washed free of any possible radioactive contaminants; and the glass shop, which does custom glass cutting and installation, frequently working with lead glass shielding which weighs almost 400 pounds and costs about \$1,000 a cubic foot!

Lower Left — Seven days a week, 24 hours a day, ITT/FSS buses transport plant employees to and from work locations in the outer areas, recording sufficient mileage to circle the world 80 times a year.

Below — Protective clothing worn by some Hanford employees is monitored by radiation detection equipment at the ITT/FSS Decontamination Laundry to determine how much detergent will be needed to remove any radioactive contaminants.





Plant Protection, Services and Utilities

Far Left — High expansion foam is one of the many modern fire-fighting tools used by ITT/FSS firemen.

Above Left — The ITT/FSS printing plant produces about 20 million pages of printed material every year.

Left Center — The ITT/FSS patrol force is responsible for the protection of life and property at the Hanford plant.

Lower Left — The Hanford utility system, operated and maintained by ITT/FSS, has very few power interruptions of any significance.

Below — Hundreds of two-way radios and other communication equipment needed on the plant are maintained by the ITT/FSS radio shop.

Lower Right — A 205-mile mail route is covered several times daily by ITT/FSS Central Mail personnel.

The ITT/FSS patrol force has the responsibility of protecting the plant in accordance with security regulations and extending any emergency assistance which may be required to protect life and property at Hanford. All patrolmen are highly trained in the use of small arms, first aid and other necessary skills.

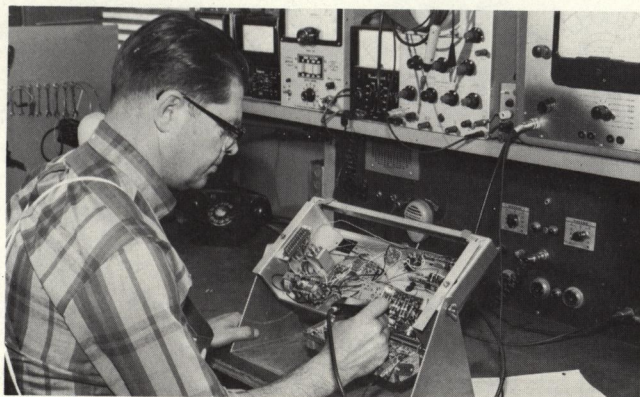
To provide the best possible fire protection, three fully-equipped modern fire stations are located in or near the plant's production and research areas. Each station has two four-man engine companies that are trained in all phases of fire suppression and rescue, including fires involving radiation.

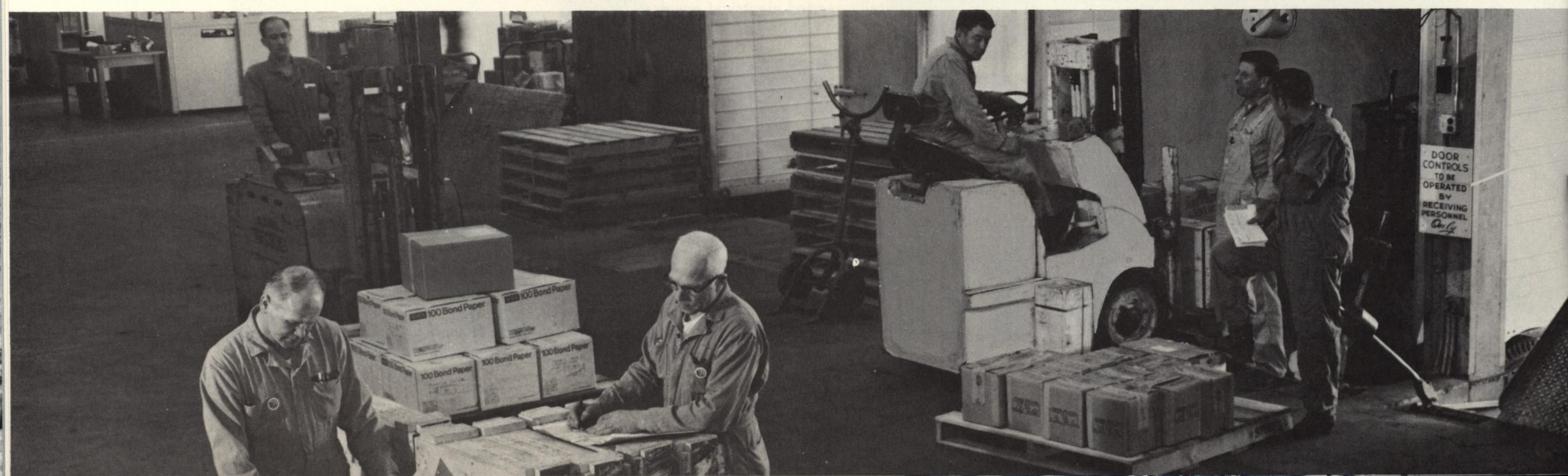
About 361 miles of power lines in the Hanford utility system, operated and maintained by ITT/FSS, supply vitally needed electrical power throughout the plant. Elaborate electrical

"back-up" systems and safety devices are used to insure the non-stop delivery of kilowatts.

Providing plant-wide communications is also part of the ITT/FSS job at Hanford. This communications system includes almost 6,000 telephones, six automatic dial telephone exchanges, two microwave terminals, hundreds of two-way units and 22 radio-telemetry units.

Other plantwide services provided by this department include printing and duplicating, office machine repair, plant mail and addressograph, office equipment management, engineering reproduction, central engineering files, and radio maintenance.





Purchasing and Stores

The shipping, receiving, warehousing and excessing of much of the material on the Hanford plant, and the purchasing of a large portion of its supplies is the sizable assignment of the ITT/FSS Purchasing and Stores Department. Orders for plant materials are placed through the purchasing section and are acted upon by professional buyers, inspectors and expeditors. When received at the warehouse area, the material is either stored or delivered directly to the "customer."

Valued at about \$25 million, the 100,000 items handled each year by this department range from "livestock" that is used to determine the effects and benefits of radiation on animal life, to pencils, to exotic atomic age materials, and equipment for production facilities.

The warehouse area is equal to about 70 average three-bedroom houses. Computers and automated equipment play an important role in the entire ordering, receiving, shipping and excessing operation.

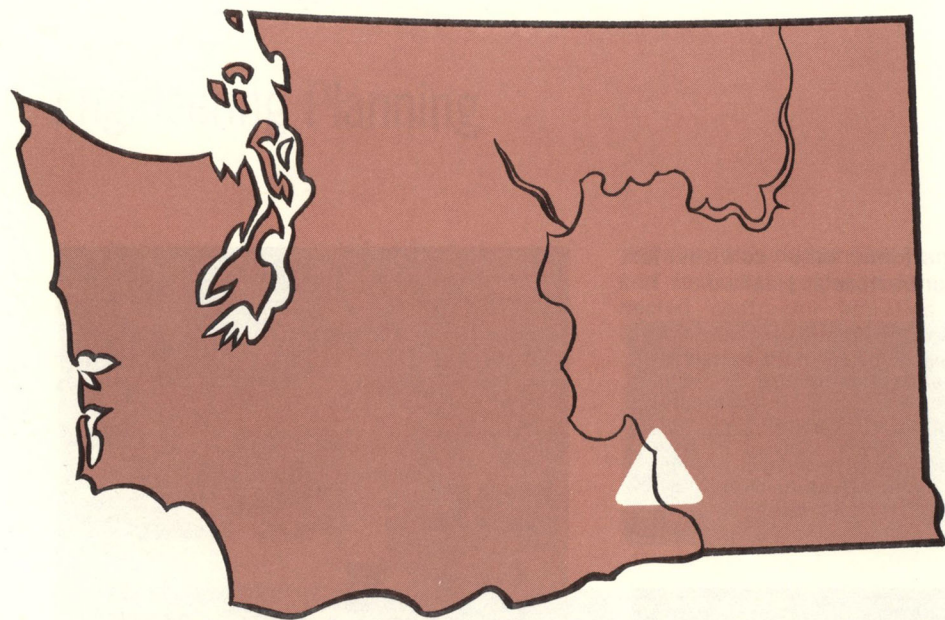
Also included in this department is a traffic section which provides a complete transportation, counseling and claim service for the plant's other contractors. This service includes arranging for the most effective and economical movement of supplies, and travel arrangements for some plant personnel on official business.



Top Left — Trucks from across the nation deliver equipment and materials to the Central Stores Building.

Lower Left — Radio-equipped fork lift trucks are used by ITT/FSS Purchasing and Stores to speed the movement of materials for the plant.

Above — Flexowriter machines used by Purchasing and Stores can read purchase order data at a rate of 100 words per minute, and at the same time prepare an output tape for computers to assure prompt, accurate servicing of orders.



Working, Playing And Living In The Tri-Cities And The Pacific Northwest

The careful planning that has been necessary to build the Hanford atomic complex also has been emulated in the cities adjacent to it. The population of the greater Tri-City area — Richland, Pasco and Kennewick — is about 80,000.

Schools in the area are among the best in the state and the Washington state school system

Lower Left — Nearly every major religious denomination has a church in the Tri-Cities.

Below — Spacious, free parking is one of the appealing features of shopping in Richland.

has consistently been ranked among the top three in the nation by the National Education Association. There are opportunities for adult and advanced study in the Tri-Cities, partially due to the large number of highly skilled and well-educated persons whom the Hanford plant has attracted.

In addition to its regular curricula, Columbia Basin Junior College in Pasco offers adult evening classes, and the University of Washington has established a Graduate Study Center in Richland. The UW Center offers a wide variety of courses leading to advanced degrees in engineering, science and business administration.

Within the Tri-City area are approximately 60 churches encompassing almost every major denomination. Three fully-accredited hospitals are located in the area, as are more than 100 doctors and dentists of nearly all specialties.

Below Left — The Tri-Cities offer a wide variety of housing in urban or suburban surroundings.

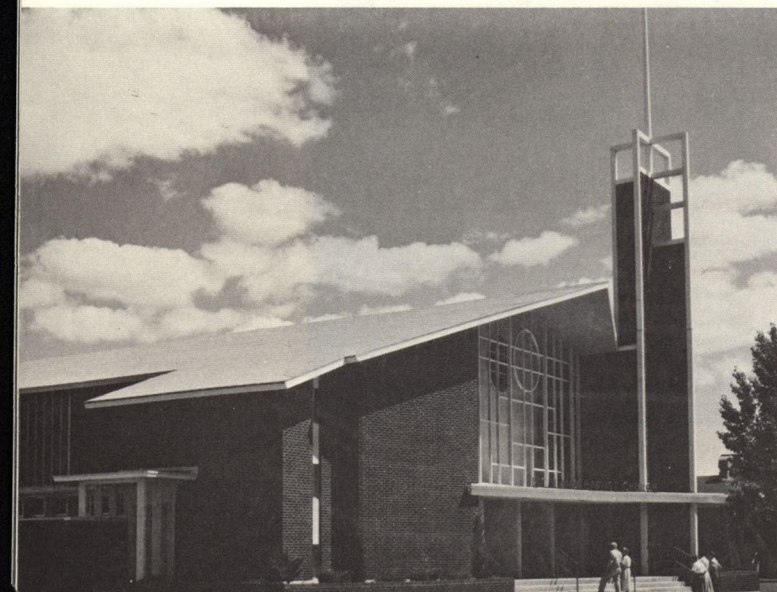
Below — The Pasco Airport and Richland City Hall.

Bottom Right — Residents enjoy year-around golfing.

Modern shopping centers are abundant and parking and traffic problems are rare.

Recreation

Due to its mild climate, the Tri-City area offers a wide array of outdoor family fun. The Columbia River, fresh from its rise in the Canadian ice fields, provides excellent water sports opportunities, as do the many reservoirs and lakes near the Tri-Cities. Many of these waters are irrigation reservoirs which are open to public use the year around, and also supply food and shelter for thousands of waterfowl in the fall.



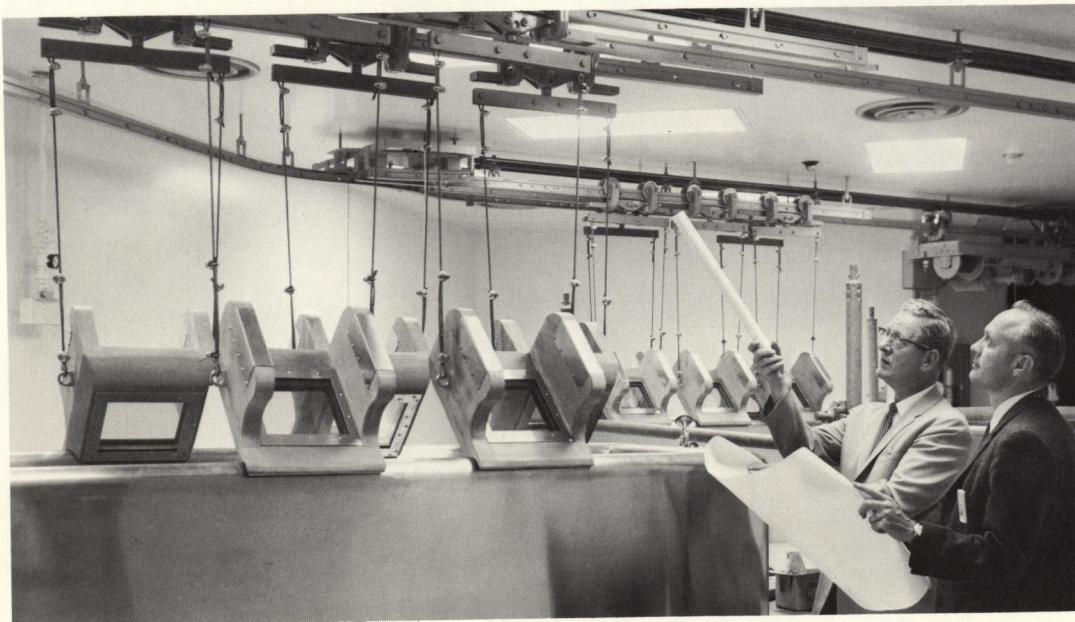
Engineering Planning

Training and guidance in Value Engineering is provided all Hanford contractors by the ITT/FSS Engineering Planning Department. This department also performs project engineering for new facilities and alterations to existing facilities.

Other services — such as engineering studies, engineering consultation, and radiation protection guidance — are provided in support of the Company's operating departments. In

addition, this department provides engineering and technical guidance for non-Hanford-connected contractor activities which are performed outside of nuclear production facilities.

Below — Some of the responsibilities of the ITT/FSS Engineering Planning Department require close working relationships with other Hanford contractors during construction activities.



Finance

Within this ITT/FSS department, accountants, auditors, property management specialists, management analysts and other highly skilled personnel keep the Company's finances in order. The annual budget of the Company is about \$14,000,000, excluding about \$7,000,000 in purchases for other contractors. ITT/FSS also has control responsibility for the plant and its equipment valued at approximately \$75,000,000.



Above — Advanced electronic equipment and techniques are employed by the Company's Finance Department.

Employee and Community Relations

As part of its public relations duties for the plant, ITT/FSS operates the Hanford Science Center — one of three permanent AEC public information facilities in the United States. Thousands of persons from this country and many foreign nations have visited the Center to learn first hand the story of the atom at Hanford and its peacetime uses.

This department also publishes a bi-weekly newspaper which is distributed to all Hanford

employees, and performs other services for the AEC and its contractors at Hanford.

Below — A growing awareness of the peacetime uses of nuclear energy has resulted in visits by many thousands of persons to the Hanford Science Center, which is operated by ITT/FSS.

Right — A bi-weekly plant newspaper — the Hanford Project News — is published by ITT/FSS for all Hanford employees.





Hunting, fishing, skiing, picnicking, camping and other recreational outlets are within easy driving distance of the Tri-Cities.

Cities

Nearest to the Hanford plant is Richland, which until 1958 was a government-owned and unincorporated city. Due to the smooth and efficient transition made by its citizens in assuming municipal control, Richland was named an All-America City in 1960. It has a City Manager-Council form of government and a population of more than 26,000.

Kennewick, approximately 10 miles from Richland, has a City Manager-Council government.

Its population is about 16,000. Pasco, with a population of more than 16,000, is just across the Columbia River from Kennewick and also has a City Manager-Council government.

Highway travel time to either Seattle or Portland is about five hours, and to Spokane about three hours. There is a commercial airport at Pasco, and the area is served by three railroads and regional and transcontinental bus lines. Four major highways run through or adjacent to the area and the region has an extensive network of all-weather hard surfaced roads.

The citizens of the Tri-Cities are friendly, hard working people who are proud of their accom-

plishments. Their active interest and support have played an important part in bringing about the diversification and segmentation of Hanford — an atomic facility which has been, and will continue to be, a leader in the nuclear-space age.

Below Center — "Fun in the Sun" is the byword of the Tri-Cities.

Below — Numerous power boats and sail boats are seen in the many waters of the Tri-City area.



