

OHIO BRASS MANAGEMENT REPORT

A little education, a little fun go into open house

BY ROGER A. BLACK
CHAIRMAN OF THE BOARD
THE OHIO BRASS COMPANY



"With all those machines, they sure have it a lot easier than when I worked here"—from a retiree. "I'd like to spend the rest of my life working in the clay department, then nobody would complain if I got dirty"—from a nine-year-old boy. "I saw 11 relatives on my walk through the plant; that's more than we have at a family reunion"—from a production planner. "I tried to get my wife to go through the Canadian plant 20 years ago on our honeymoon, but she didn't seem interested"—from a foreman. But 20 years and five children later she says: "I'm amazed to see how many complicated operations it takes to make an insulator."

THOSE ARE just a few of hundreds of comments made at a recent open house at the O-B Barberton, Ohio, plant, where we make insulators, bushings, potheads, and lightning arresters. The turnout was big as we managed to sandwich the plant visits between the May showers.

A **PLANT TOUR** took over two hours and covered every phase of production. It ended with the showing of a new movie on distribution arresters—**THE NEXT MOVE**—and a demonstration of electrical phenomena, ranging from a million volts of simulated lightning to a spectacular climb of 60-cycle current up Jacob's ladder.



BUT THE MOST interesting part of the tour probably came in the refreshment tent at the end where the comments flowed freely and fast. It was like a homecoming, carnival, do-it-yourself education course, and boasting contest all wrapped into one event.

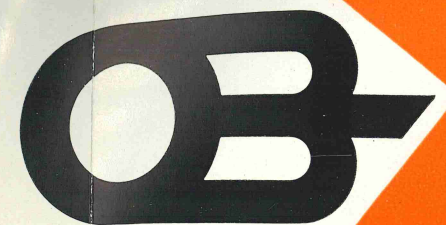
FORGIVE US if we brag a little bit about our employees, but their attitudes certainly dispel any notion that hourly employees are interested in only paychecks. They like money, but they and their families are literally hungry for information on how the products they make are used. They are looking for reasons to be proud of what they do. It's management's job to see they get them.

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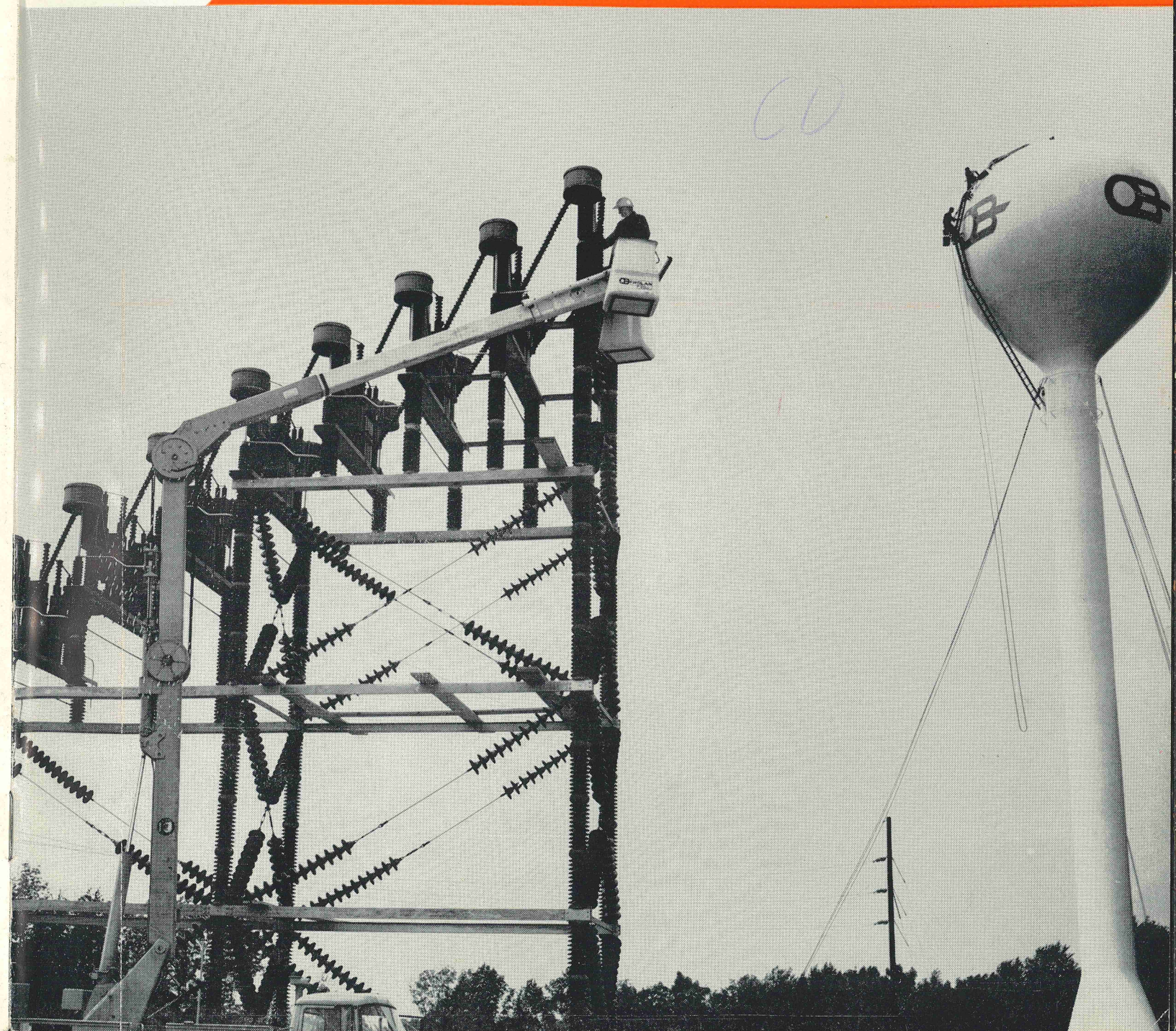


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Hi-Tension News

SEPTEMBER 1968

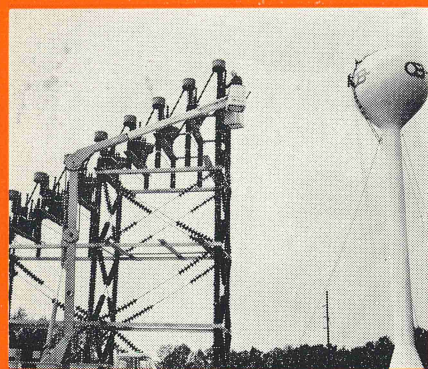


**O-B RESEARCH DIRECTOR
RECEIVES TOP AWARD
AT IEEE MEETING**



Top honors go to J. W. Kalb, O-B Director of Research, for his IEEE Paper, "How the Switching Surge Family Affects Line Insulation." This is one of two papers selected from presentations over the past five years for its originality and its value to the electrical industry. Leonard J. Linde, left, Chairman of the IEEE Power Group, presents Jack Kalb with a certificate and an award of \$200 at the Recognition Luncheon during the Summer Meeting in Chicago, June 25.

THE COVER STORY



Finishing Touches go on the 4,000-kv, 187-kilojoule surge generator, as the O-B monogram takes shape on the 100,000-gallon water tower. Located on a high hill, the water tower pinpoints O-B's new Frank B. Black Research Center from miles away.

Effective corona control . . . *By control of Proximity Effect What Else* is a story of details based on a precise relationship of hardware and insulators

An important step toward greater economy in construction of EHV transmission lines is the elimination of control rings. Rings are costly to buy, install, and maintain. They necessitate larger tower dimensions for electrical clearance. Furthermore, rings complicate hot line procedures.

Triple bundle conductor for 500 kv undergoing corona test at approximately 1,000 kv to permit visual laboratory study. Note that insulators and hardware are the least active elements of the system.

O-B's principle of insulator-hardware relationship inhibits the formation of corona and RIV to the extent that rings are usually no

longer required. The originality of this concept has merited the award of various basic patents. It has proved itself effective at all voltages from 345 kv to 735 kv, and is soon to be applied to 765 kv. The great majority of EHV lines today use O-B corona control conductor suspensions.

Rather than resort to some radical new design of conductor support, the O-B system is the result of coordinating a host of relatively

minor details. These involve the exact positioning of lower insulator units in relation to the conductor and hardware, and careful attention to small design elements of the hardware itself. By controlling the shape and intensity of the electrostatic field of the connected hardware and insulators, a satisfactory grading of the insulator string is accomplished, and points of concentrated electrical stress on the hardware are relieved. Where hard-

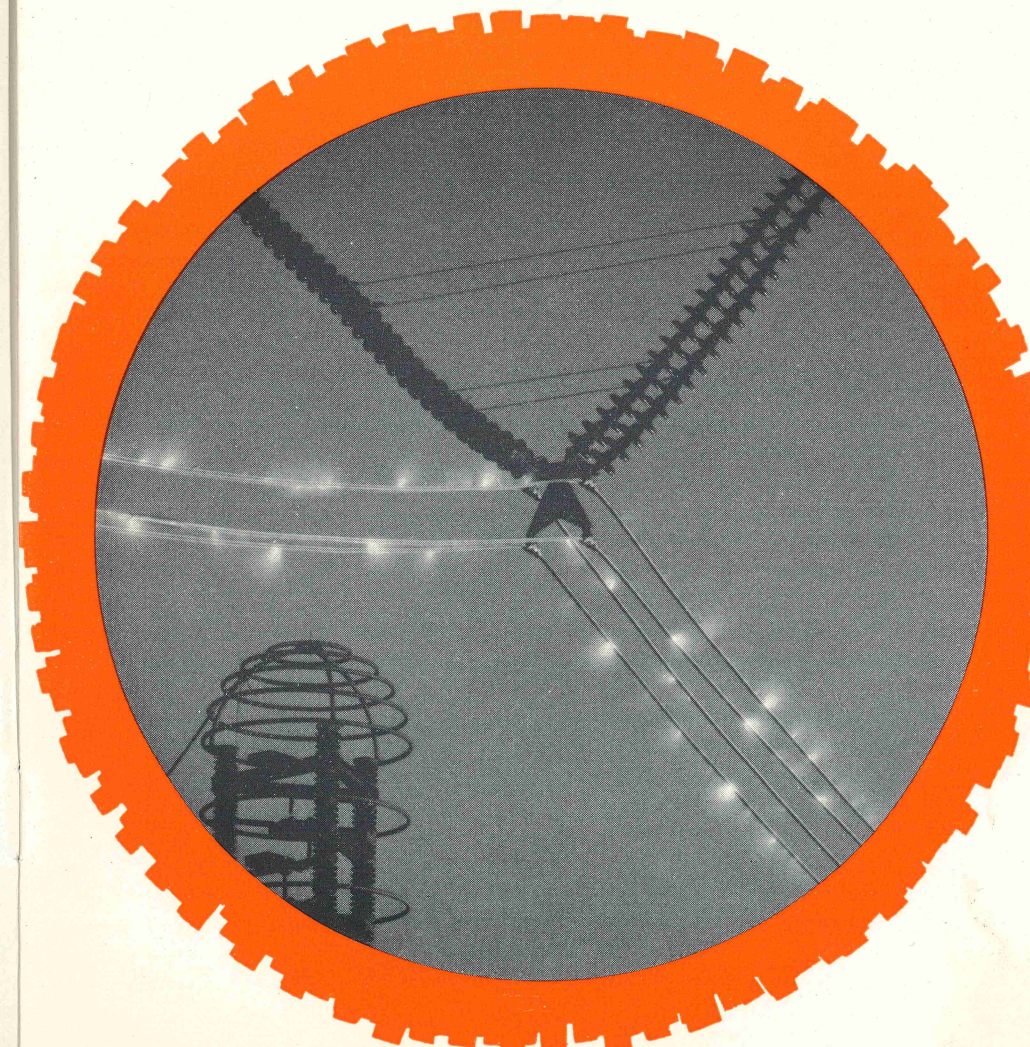
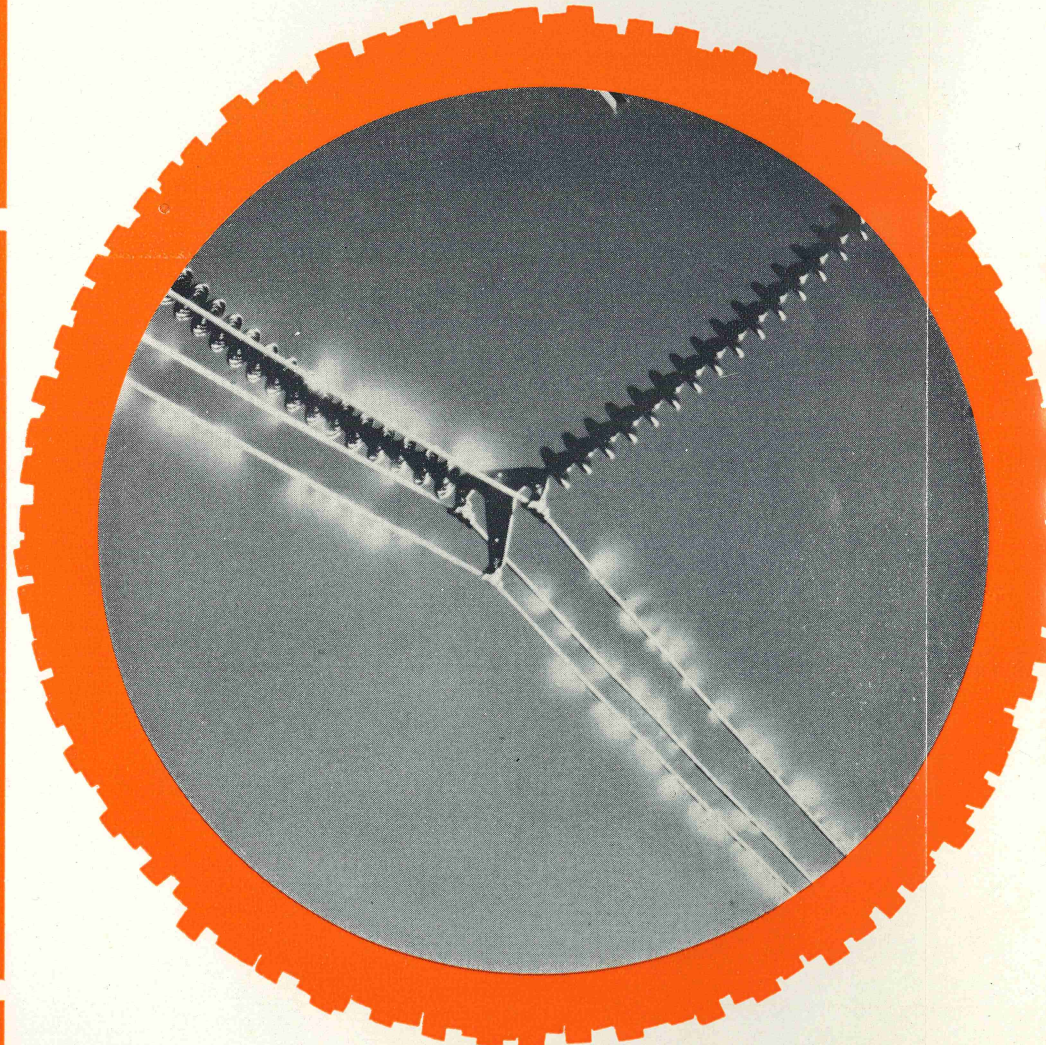
ware components may project beyond the area of effective control, these parts are treated to relieve corona formation.

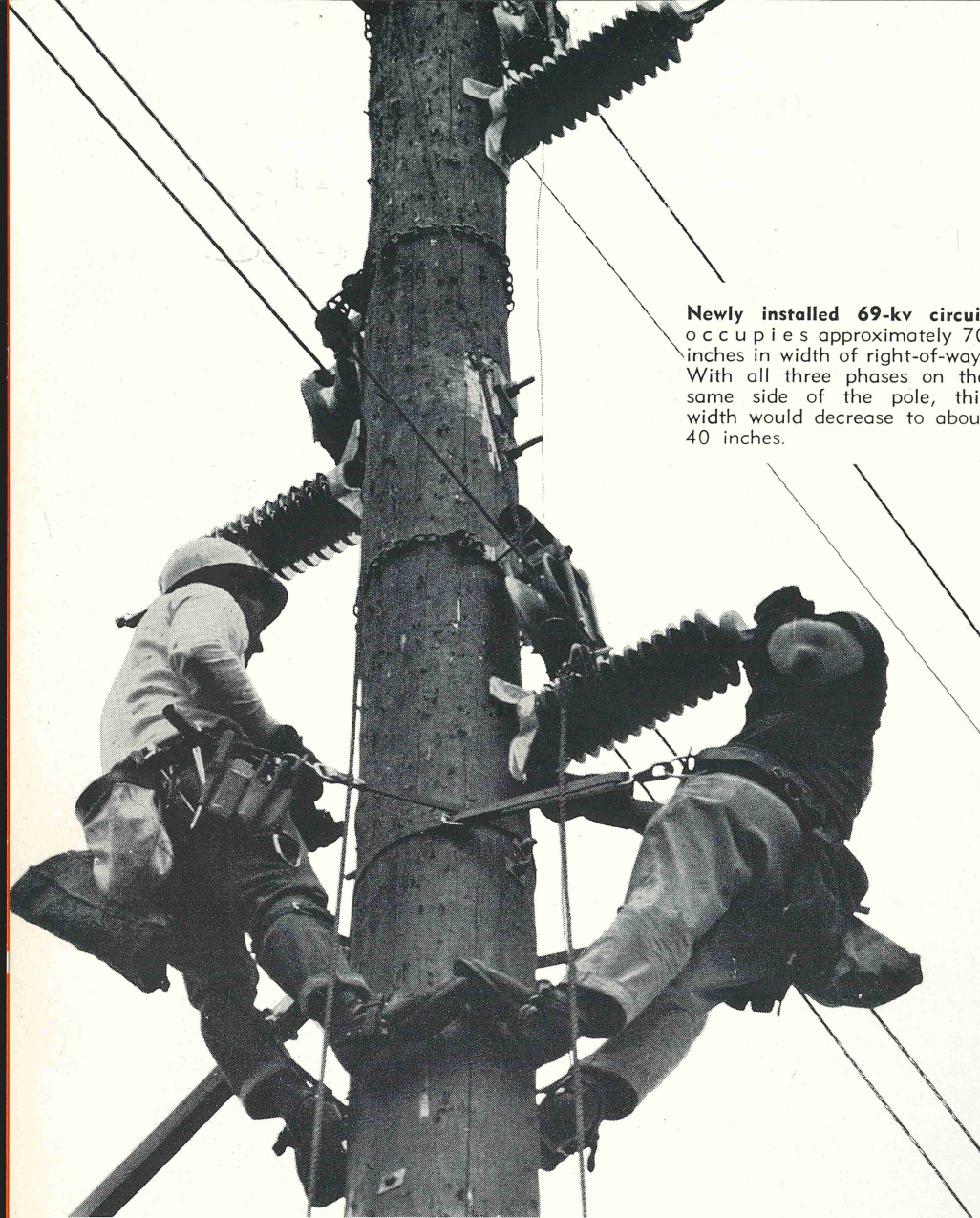
Arriving at designs applicable to various EHV voltages, conductor bundles, and user preferences, was a tedious development project. It could only have been conducted with the immediate availability of a competent high-voltage laboratory, where full-scale experiments could be conducted to investigate theories and prove results. Such development was also aided by the fact that O-B designs and manufactures all its hardware, thus providing a close liaison between engineering minds concerned with the over-all behavior of the conductor support system.

No realistic utility engineer would be impressed by the statement that we have eliminated all corona at high-voltage suspension points. First, he would know this was probably not true. Second, he would know it was not necessary. Every transmission line has its inherent level of corona and RIV on the conductor. The object in O-B's corona control is to keep the hardware-insulator system below the line's natural corona level under normal operating conditions. This property is capable of satisfactory proof in the course of laboratory studies of proposed line design.

Endless development effort has been expended in arriving at precise relationships of hardware and insulators to achieve the present effective control of corona and RIV. Being an exclusive O-B development it was naturally conducted using O-B products. The logical consequence would be to apply this particular combination of materials to your EHV construction for the assurance of optimum results.

Proposed hardware and insulator combination under test for 765-kv service. Voltage has been brought considerably above operating level for corona study.





Newly installed 69-kv circuit occupies approximately 70 inches in width of right-of-way. With all three phases on the same side of the pole, this width would decrease to about 40 inches.

In distribution or sub-transmission construction . . . O-B post insulators may well be your answer

Today's steadily increasing population, along with commercial and industrial expansion and electrification, places predictable high demands in electrical service. Complicating these demands is the necessity for providing the requirements while maintaining an equitable level of return, without an increase in cost of service which could affect the rate structure.

Close-clearance and right-of-way problems sometimes make expansion difficult, if not impossible, when you must increase line capacity using crossarm construc-

tion. Larger conductors, heavier insulation, and longer crossarms make for extensive installation and construction work — and often the extra space necessary is simply not available at any price.

In situations such as this, Ohio Brass post-type insulators can supply a simple and economical solution. Horizontal posts in particular save space, mounting directly on the pole and eliminating the need for crossarms, special hardware, and other insulation.

Additionally, when used in highly contaminated areas, horizontal posts

provide easy elimination of water-soluble contaminants, either by natural rain or by artificial cleaning. The deep petticoating in a horizontal position allows runoff to carry away dust, dirt or industrial deposits.

From a maintenance standpoint, horizontal posts provide easier access for the man who climbs the pole, as all insulators are within reach.

Mounting bases on O-B horizontal line posts accommodate pole diameters from seven to 13 inches, providing a wide range of mounting capabilities. Horizontal posts may be supplied in several variations of Clamptops or regular O-B suspension clamps, and are available from 13.2 kv through 138 kv.

If space is not particularly a problem, O-B vertical line posts may also be specified, in the Clamptop or tie top configurations. They offer the same high degree of freedom from RIV as horizontal posts, due to the wide separation between line and ground. The petticoated surface of the vertical insulator exposes the post to the washing action of rain, as well as providing a large amount of surface beneath the petticoats which is not reached by airborne contamination.

Whether you specify horizontal or vertical Clamptops, vertical tie-tops, or horizontal posts with regular O-B suspension clamps, you have a broad choice in line posts from Ohio Brass. They provide the best insulation you can buy, as do all other types of insulators from O-B.

Distribution posts share the care in engineering, production and testing that has become standard across O-B's product lines, with all prescribed NEMA and USASI tests made at various manufacturing stages. Other tests, above and beyond stated requirements, aid in ensuring that O-B insulators meet or exceed specifications in all cases.

As stated earlier, if you're looking for the answer in distribution or subtransmission construction, look to Ohio Brass. O-B vertical or horizontal line posts may settle the question both efficiently and economically. They can be supplied from stock, in distribution voltage levels, from our Newell post factory. All other line posts are available either from stock or with a short lead time.

Over the years there's one thing we've kept harping on . . .

COST OF POSSESSION!

Not that we're angels, necessarily. But we do have one hangup we keep on harping about, and that's how much it costs YOU to keep a large stock of distribution materials in YOUR warehouse.

Looked into it lately? It's called "cost of possession," and it's an apt title. Certainly you know how much occupancy costs you per square foot, what it costs for check-in, check-out, and handling materials within the department. You know what you pay for inventory, stock control, and office expense. Then there's insurance, payroll, breakage, depreciation — the list goes on and on. By the time you total up all the costs, it's obvious there's quite an investment involved. For instance, that 75-cent distribution insulator over there, the one that's been in stock for a couple of years, along with the rest of the insulators in that particular order . . . what did it cost you, really? Before you can estimate that, it has to be put in use; then you figure the original cost, rent, taxes, cost of money invested, for the time on your shelves, all the other incidental costs, and the length of time involved.

Fortunately, there's an answer. In your city, or nearby, there is a Graybar warehouse. We can say this because Graybar Electric Company has warehouses located in over 140 major cities across the United States. And the answer to cost of possession is simply this: let them handle the stocking of your distribution materials.

It's simple. For standard, published prices, Graybar will maintain local stocks of what you want and need. You can get delivery about as quickly as from your own warehouse — with no loss in service or control.

Most local Graybar warehouses now carry a fairly complete line of Ohio Brass distribution materials. O-B insulators, lightning arresters,

hardware, and other items are available within a very short time. Your particular needs may not be presently reflected in the inventory at the local warehouse; but consultation with your Graybar representative, outlining your requirements, will ensure prompt acquisition of what you want. Delivery can be made on short notice, almost as fast as from your own warehouse.

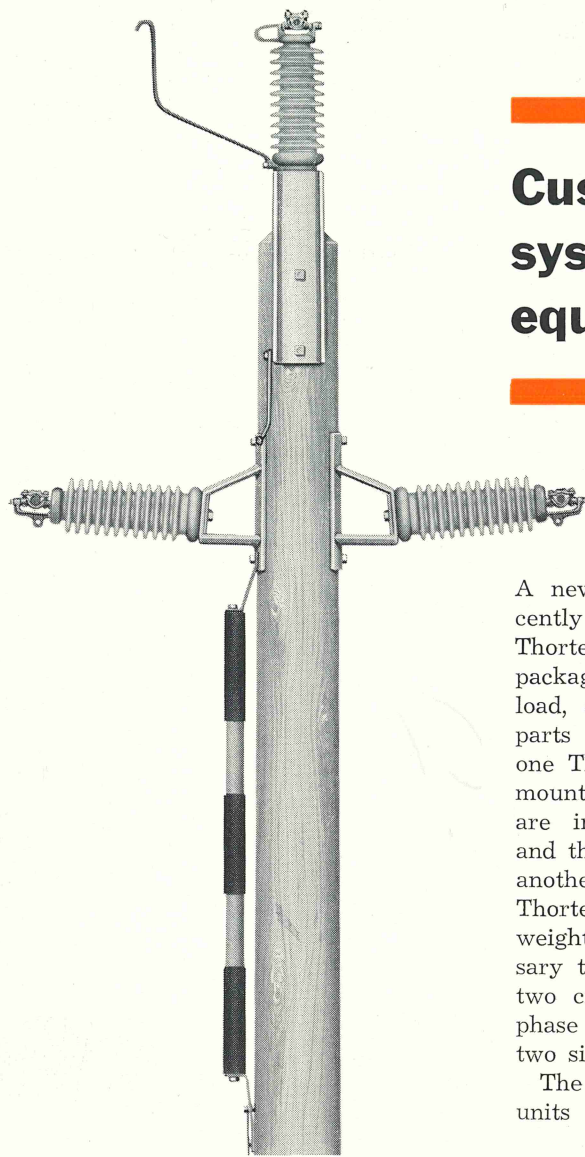
Efficient warehousing is an integral part of Graybar's operation. There's no special "stocking" charge for this service, and you aren't obligated in any way. Of course, reasonable material usage would be the normal expectation.

We're not prepared to say exactly what percentage you would save, using Graybar warehousing to handle your distribution materials stock. Some experts have said it's as much as 27 per cent; others state 25 per cent is a reasonable figure; still others say a very conservative estimate would be 10 per cent. Actual costs would, of course, depend on your own operation, and this is where you can take a realistic look and compute for yourself how much you would save. And greater volume of business handled — at lower warehousing costs — would mean greater savings.

Maybe we have been harping on this theme for a good many years. But we've been associated with Graybar for a long time, and when we know about something that will save our O-B customers — and Graybar customers — money, we like to tell them about it. Ohio Brass has the best distribution equipment on the market, and we think a very good way to save purchasing dollars for this equipment is to utilize the Graybar stock plan. Your local Graybar man can fill you in on the details, and tell you how you can make a saving of _____ per cent on your O-B distribution materials.

Only you can fill in the blank in the last sentence.





Customer-oriented packaging system separates Thortec equipment into poletop units

A new packaging system has recently been put into effect on all Thortec shipments. With the new packaging, it is now possible to unload, at each pole site, the exact parts and insulators required for one Thortec poletop. All necessary mounting hardware and resistors are in one easy-to-handle crate and the necessary insulators are in another crate. In the 46- and 69-kv Thortec installations, due to the weight of the insulators, it is necessary to ship the post insulators in two crates per assembly. The top phase post is in one crate and the two side phase posts in another.

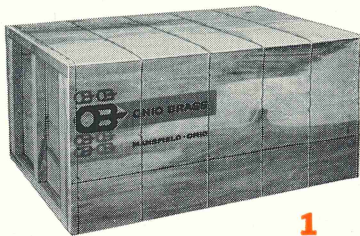
The 15 through 34.5-kv Thortec units are shipped in two crates

(hardware in one and insulators in another). All clamptop insulators are shipped without conductor clamps, since these must be ordered separately to fit the conductor size of the specific installation.

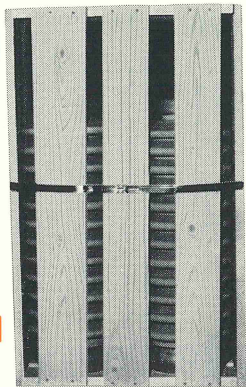
All parts are identified and can easily be assembled by referring to the illustrated instruction folder which is included in each assembly.

The through-bolts which fasten the insulator mounting brackets to the poles are not included with the Thortec unit package because of the variety of pole sizes to which the assembly can be adjusted to fit. It is, however, particularly important that through-bolts be used in securing the side mounting brackets to the pole, since they must be electrically connected.

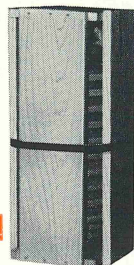
This new method of Thortec packaging not only saves time in



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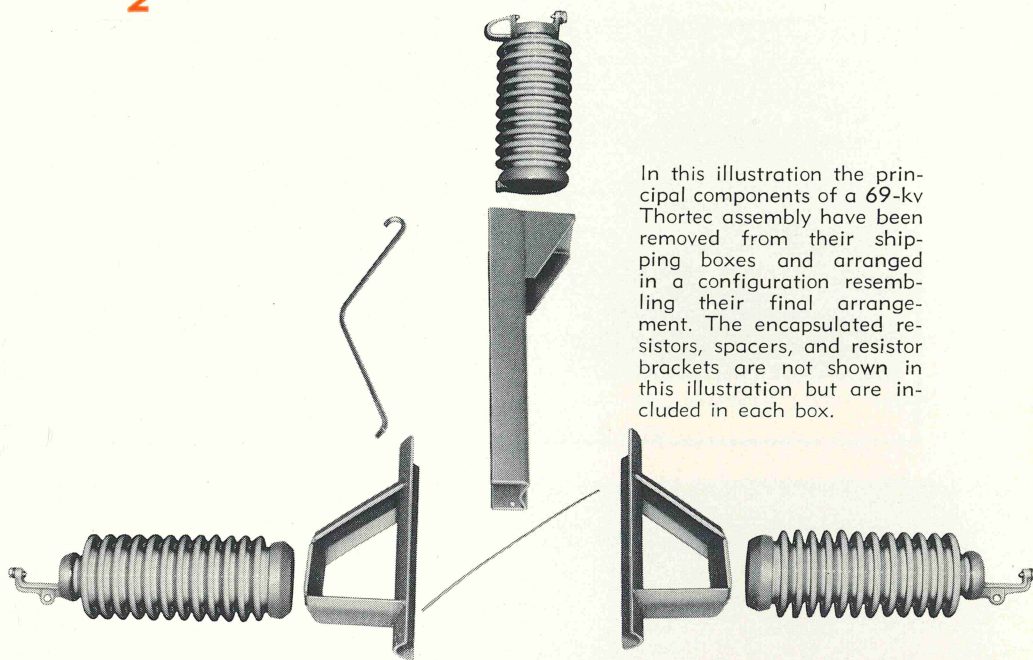
Complete shipping unit for one 69-kv Thortec poletop assembly. Insulators are crated separately from main equipment box which contains all brackets, resistance units, and commercial parts.

separating the necessary parts for the number of installations planned for the day; it also reduces the possibility of inadvertently under- or over-estimating the quantity of components, which will be required for the planned day's installation.

With the compactness of the new Thortec packaging method, warehousing becomes more orderly as the boxes can be easily stacked for storage. There is also less likelihood of losing components such as nuts and bolts.

The accompanying chart shows the sizes, weights, and contents of each Thortec assembly available.

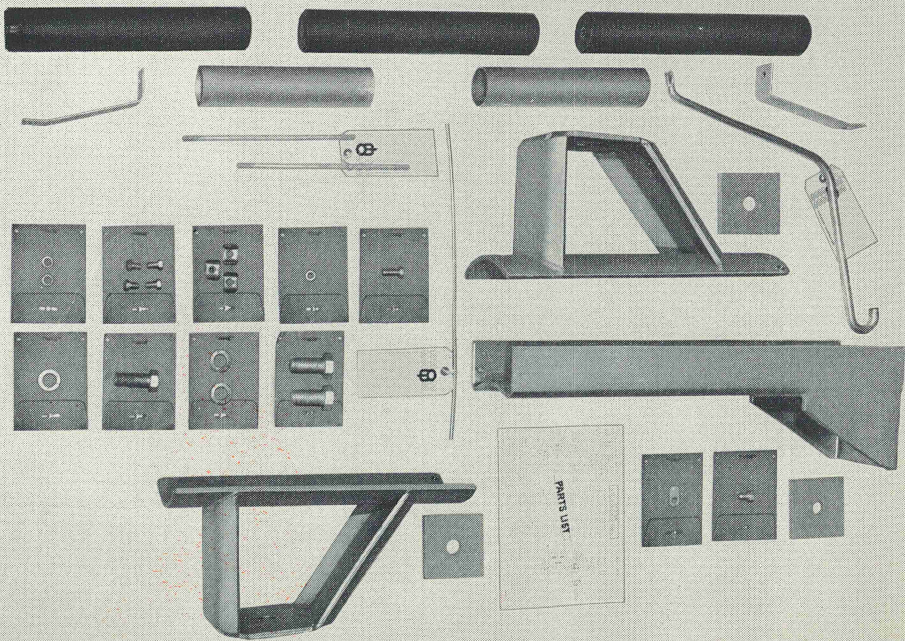
As you can see, O-B has literally taken the guesswork out of handling Thortec, whether it be at the receiving dock, at the warehouse, or at the job site.



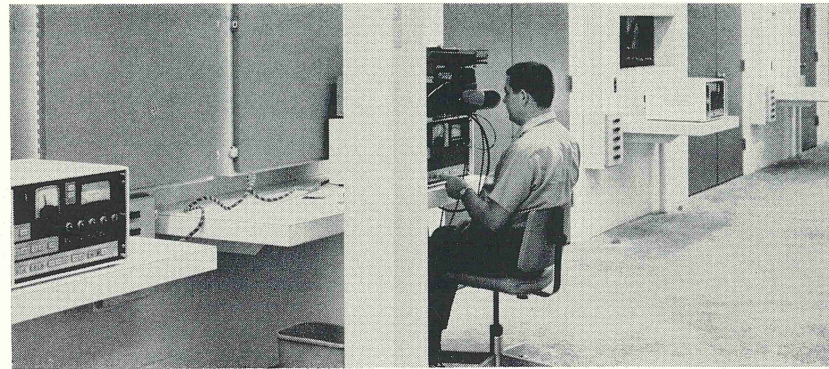
In this illustration the principal components of a 69-kv Thortec assembly have been removed from their shipping boxes and arranged in a configuration resembling their final arrangement. The encapsulated resistors, spacers, and resistor brackets are not shown in this illustration but are included in each box.

BOX NO. 1						BOX NO. 2			BOX NO. 3		
KV RATING	No. BOXES	DIMENSIONS	CONTENTS		WEIGHT	DIMENSIONS	CONTENTS	WEIGHT	DIMENSIONS	CONTENTS	WEIGHT
15	2	33"L x 9 3/4"W x 5 5/8"D	1-Arcing horn (2 with tie top) 2-Mounting brackets	1-Resistor assembly Misc. Nuts & bolts	30 lbs.	23"L x 16"W x 8"D	2-Side phase insulators 1-Top phase insulator	25 lbs.	Not required	Not required	Not required
23	2	33"L x 9 3/4"W x 5 5/8"D	1-Arcing horn (2 with tie top) 2-Mounting brackets	1-Resistor assembly Misc. Nuts & bolts	39 lbs.	23"L x 16"W x 8"D	2-Side phase insulators 1-Top phase insulator	28 lbs.	Not required	Not required	Not required
34.5	2	37"L x 12 1/2"W x 10 1/2"D	1-Arcing horn 2-Mounting brackets 2-Resistors 1-Spacer	1-Connecting stud 2-Resistor mounting brackets Misc. Nuts & bolts	68 lbs.	24"L x 18"W x 8"D	2-Side phase insulators 1-Top phase insulator	80 lbs.	Not required	Not required	Not required
46	3	28 1/4"L x 17"W x 12"D	1-Arcing horn 1-Top phase mounting bracket 2-Side mounting brackets 2-Resistors 1-Spacer	1-Connecting stud 2-Resistor mounting brackets 1-Connecting rod (between top and side phases) Misc. Nuts & bolts	79 lbs.	24"L x 21"W x 8"D	2-Side phase insulators	75 lbs.	14 1/2"L x 8"W x 8"D	1-Top phase insulator	38 lbs.
69	3	28 1/4"L x 17"W x 12"D	1-Arcing horn 1-Top phase mounting bracket 2-Side mounting brackets 3-Resistors 2-Spacers	2-Connecting studs 2-Resistor mounting brackets 1-Connecting rod (between top and side phases) Misc. Nuts & bolts	96 lbs.	32 1/2"L x 18"W x 9"D	2-Side phase insulators	142 lbs.	17 1/2"L x 8"W x 8"D	1-Top phase insulator	45 lbs.

All parts, except the post insulators, for one 69-kv Thortec poletop assembly are identified and packed in the main equipment box. A corrugated carton within the main box contains the three encapsulated resistances, fittings, and all commercial parts.



Universal combination of test equipment and centralized control are featured in new O-B Research Center



One of the most interesting . . . and sophisticated . . . features of O-B's new Frank B. Black Research Center is the combined testing gallery. In an increasing number of cases it is desirable to link up two or more pieces of test apparatus. This is a serious problem in the ordinary laboratory due to location of equipment and its controls. Here, the facilities for combination are built in.

Leading off a long hallway are several large totally enclosed areas, each heavily shielded against accidental explosive failure of test specimens. Observation of tests is made through windows equipped with safety- or bullet-proof glass. These rooms contain the following apparatus: A 220-kilojoule, 10.5-kv, 4,000 microfarad surge generator. A 150-ka surge generator. A 10.5-kv, 28-kilojoule, 500-microfarad surge generator. Sources of both a-c and d-c high-power testing voltage.

Each piece of apparatus naturally has complete electrical control equipment in its own room. However, this control is monitored by a

small, portable, miniaturized console. For individual tests the console is plugged into an outlet outside the room in the main hallway. Each of these control locations has plugging accommodations for any or all of the consoles monitoring each piece of apparatus. In this way, if two or more pieces of test equipment are to be combined, the consoles can be assembled at the most convenient point and all operations controlled from a single station. Special reading and recording devices can then be added to provide total instrumentation of the most complex test from any one location.

Augmenting this combined control is a system of busses that permit interconnection of all equipment.

Flexibility of testing with this new setup will be practically unlimited. Moreover, the complicated questions of combination and control are now strictly routine.

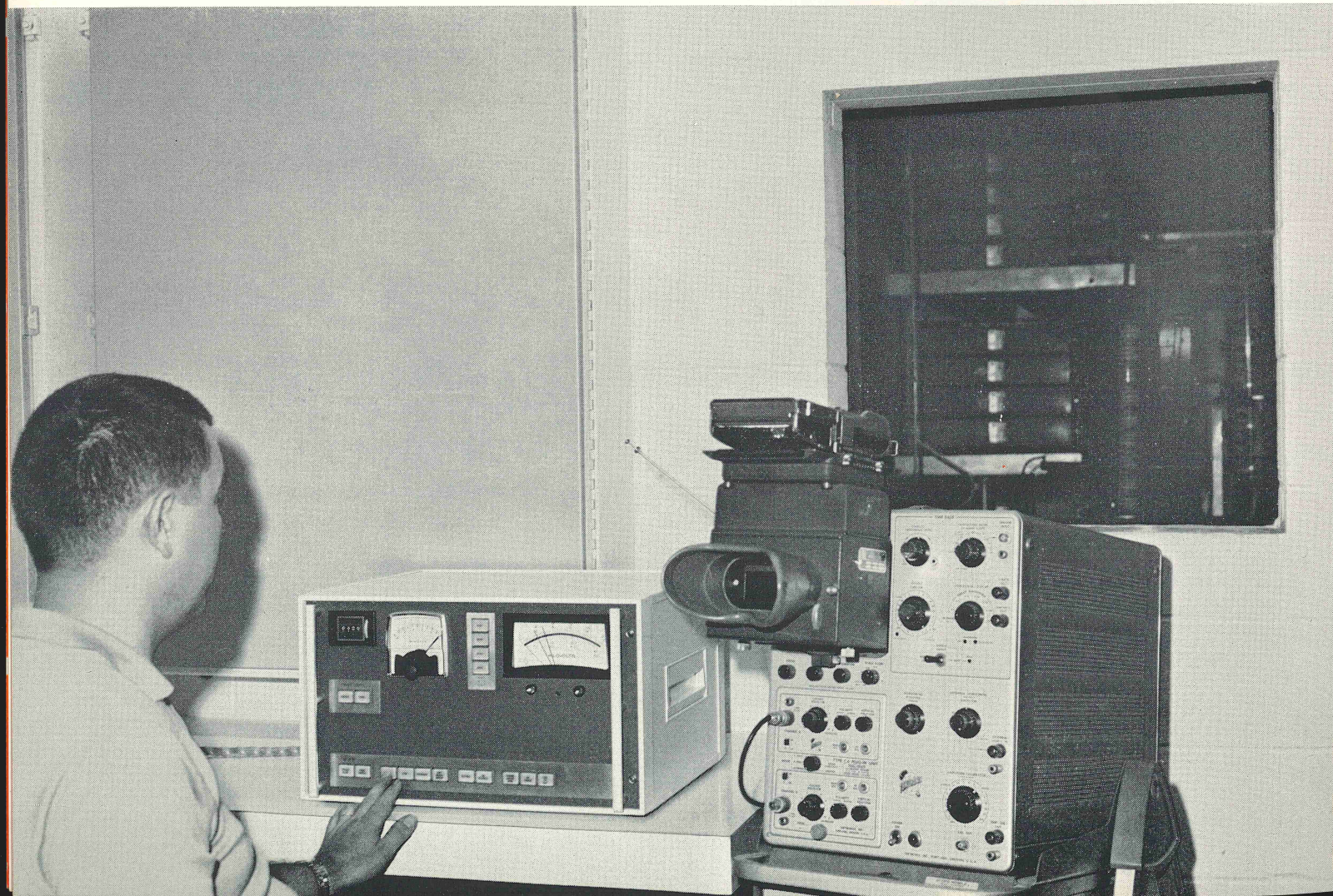
A huge new laboratory is a serious undertaking for any company and represents a major investment.

Nevertheless, there are human beings involved and they are getting a "big bang" out of their spanking new workshop. The wiring diagram for controls in the test gallery looks like nothing so much as a dish of spaghetti. Who is interpreting this maze into panels, relays, switches, contact strips, multiple outlets, and what have you? Not exactly run-of-mine electricians. One day the "work force" consisted of a Research Engineer, O-B's Vice President of Engineering, Chief Development Engineer, and Director of Research, all in their work clothes, pulling in and connecting the miles of control wiring. And if the system doesn't work, the understanding is that alibis will be accepted in inverse order of protocol.

Not only is the new Research Center a big, complex machine, but it is also undoubtedly the most beautiful institution of its kind now operating in the industry. Interior decorators have determined color schemes of the different offices and

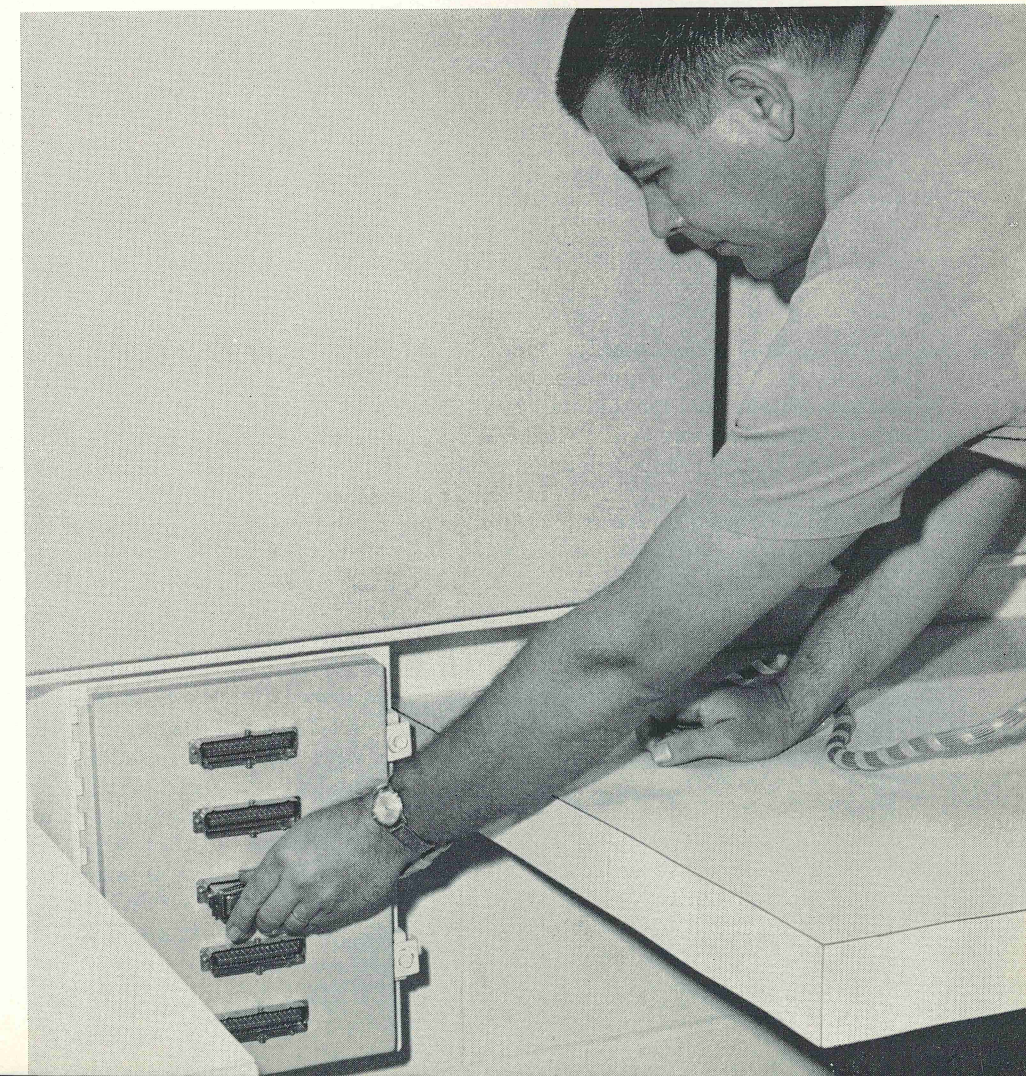
laboratory areas. And there's a bit of kidding going on about the testing gallery. Walls are in a soft off-white. Doors into apparatus rooms, for color relief and easy visibility, are painted blue. Well . . . Wadsworth is on the edge of the Ohio Amish territory. Hearsay has it that the Amishers paint their gate blue when they have a marriageable daughter. There may be a question as to what is going on down in our test gallery.

By the time you read this a large portion of the new Research Center will be in operation, and the rest will be near completion. It is easy to find. Just go to the intersection of Interstate Route 80S and Route 57. The laboratory entrance leads off Route 57 a few hundred feet north of the interchange. Simply look for the big water tower with the "O-B" monogram. You are cordially invited to stop in and take a look if you are driving through this part of the country. The latch string is out!



◀ **Laboratory technician** operating one of the portable control instruments in the combined testing gallery. Where two or more pieces of test equipment are connected, these portable controls can be assembled at a convenient central location to permit supervision from a single point.

Adjacent to each piece of equipment in the testing gallery is a plug-in panel permitting connection of any or all control stations at this point. Complete centralized supervision of all apparatus is thus possible, regardless of combination.



Line trucks on our system are working tools expected to perform almost every job a line crew encounters. The increasing sophistication and versatility of modern equipment has brought welcome solutions to many of our problems, but created a serious one as a by-product. Our average rear axle loadings went from 16,000 pounds a few years ago to more than 22,000 pounds on our new fully equipped units. This not only exceeded manufacturer ratings, but also put us above legal limits.

At first, we tried to use a longer chassis to redistribute the loading. Then a short CA chassis with a higher

detailed engineering work. To achieve our desired shift of axle weight from the rear to the front axle, heavier tools and material must be stored up front. Storage of material in the superstructure was limited to eliminate any top-heavy tendencies. We also determined that we needed the flexibility of modular-body construction to permit us to add or take out compartments to adapt specific trucks to specific crews.

For the general line-truck body, we placed the rubber goods through compartment toward the front. Locating these often used items at ground level on the side pro-

vided the Holan Mustang 72 unit which was finally purchased.

As a result of the detailed weight analysis, we were able to shift an additional 2,000 pounds from the rear axle to the front over our original estimates. One significant move was to place gasoline and oil tanks at the extreme front of the chassis. Secondly, we repositioned the outrigger-stabilizer jacks. From placement behind the pedestal on the tail shelf — 48 inches behind the axle — the right-hand jack was moved up even with the pedestal, while the left-hand jack was moved forward approximately 20 inches. The over-all effect of redesigned body, movement of the tanks, and repositioning of the outriggers gave us estimated front axle loading of about 11,000 pounds and rear-axle loading of about 16,000 pounds.

With the help of the manufacturer, final drawings were developed for the new line truck and submitted to management and operations personnel for approval. This was accomplished quickly, and with very few objections. One important addition was made through the recommendation for inclusion of a drop-down rack assembly for convenient ladder removal and storage.

Early in 1968, delivery began on the first 32 new universal line trucks. Several safety features were recommended and included by the manufacturer to further increase convenience and versatility of the units. A 29-inch long, grab handle on each side at rear assures safe entry and exit to and from the body for all personnel. Stirrup steps and grab handles were included for convenient pike-pole removal. A 32-inch grip strut assembly at floor level in the rear doubles as a tailgate when in transit. All controls for the hydraulic equipment are located at the rear of the truck and must be operated with 36-inch fiberglass handles to assure isolation from the vehicle body and chassis.

Now, what have we gained through the extensive program to develop a new universal line truck? Standardization represents one important improvement. All line trucks use the same pump, PTO, doors, hardware, winch, and other equipment. Test procedures are standard; repair and maintenance is simplified.

With the flexibility of modular construction in the line body, we can achieve a special body for particular crews without the expense of "special" work. To add a crew compartment, we remove one right-hand compartment. We can shift the winch compartment in any of three locations.

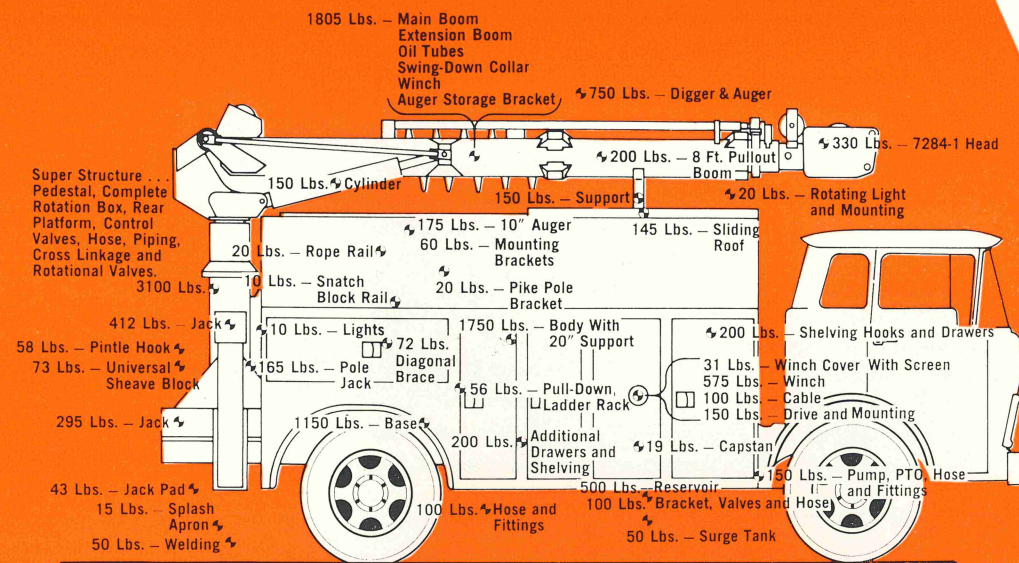
Most important, we've licked our axle-weight problem with the new line truck. Our crews now have a compatible line truck no matter what job they're performing. The new unit maneuvers easily in city streets and alleys, offers flexible design to meet crew needs, has the winch capacity to get the job done, and is equipped for maximum utility in use. The IHC Model VCO 190 tilt-cab carrying vehicle provides the space for a four-man crew, plus room for equipment storage in the rear of the cab. The Holan Mustang 72 derrick gives us 9,000 pounds of lifting strength, a 32-foot sheave height with fiberglass or steel extension booms available for extra reach to 40 feet, and digging torque capacity of 7,000 pounds-foot. We now have a 27,000-pound GVW line truck that's versatile, flexible, capable, and well within our axle loading requirements.

LINE TRUCK WEIGHT SHIFTED FORWARD

AN ARTICLE BY PAUL W. ROOF

Paul W. Roof, Director of Transportation, American Electric Power Service Company, Canton, Ohio

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Detailed weight analysis supplied by the manufacturer for a specific vehicle provided the information that helped us shift much of the weight to front axle

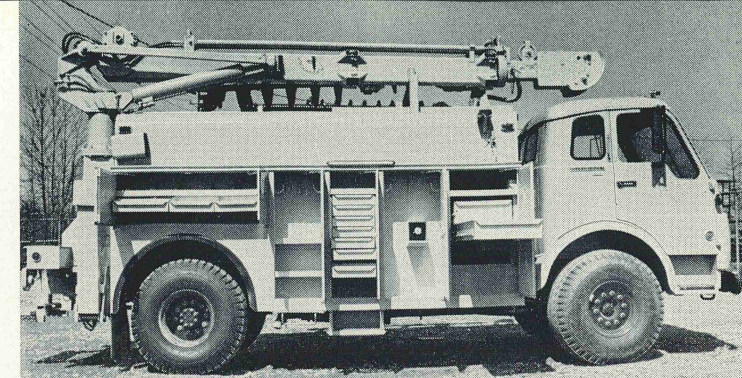
vided convenience and safety. Next, we included a compartment for storage of heavier tools and equipment, such as chains and hoists. This same idea is followed on left and right sides, except the winch compartment.

On the right side of the body, the second compartment is a winch compartment. Flexibility of design in the modular body allows us to position this winch compartment in any one of the three locations toward the front of the body. We selected a 20,000-pound capacity winch with a 23-inch drum for use on the new universal unit. A slotted separator installed at approximately 18 inches from the anchor end of the winch permits us to wrap nearly 300 feet of 1/2-inch cable in the 18-inch drum, yet have the necessary capacity on the 5-inch section to assist the truck in muddy and rough terrain. Controls for the winch are located inside the cab as well as at the rear console for just this reason.

Design of the base frame permitted us to mount the derrick at the right or left rear corners, or center forward of the rear axle. We needed a derrick with at least a 32-foot reach, lift capacity of approximately 9,000 pounds, and digger-torque withstand capacity of about 7,000 pounds-foot. This gave us a full selection of prospective manufacturers, so we requested details on actual weights from several. A comprehensive study of line-truck weight is presented in the line sketch above for

Research began with a detailed analysis of just what we needed in a line truck. We looked at chassis, bodies, derricks, optional equipment, safety features, and cab sizes. Our basic requirements included room in the cab for four men, a minimum GVW of 27,000 pounds, a derrick to reach 32 feet, a flexible-design modular-body with capacity to carry our standard package of tools and equipment, and a chassis maneuverable enough to get around equally well in town and country.

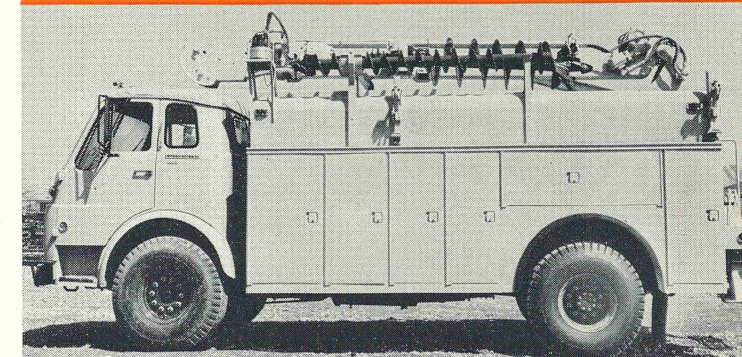
Specifications for the chassis were developed first. We required a 120-inch CA, tilt-cab chassis with the power to pull the full 27,000-pounds along at highway speeds. The front-axle carrying capacity had to be between 12,000 and 14,000 pounds. Duplex or flotation tires were necessary front and rear of the same size which would track in-line.



Shifting compartments for rubber goods, winch and various hardware forward helped redistribute weight to front axle.

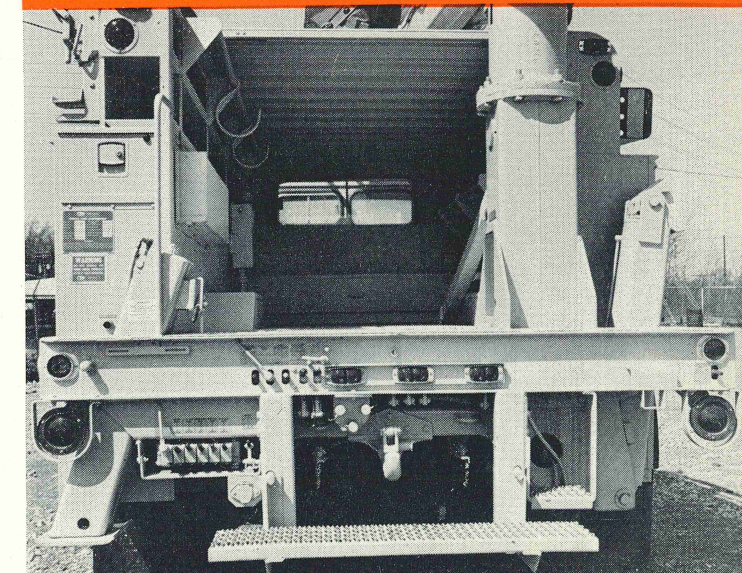


Operation of the line truck's equipment is achieved with 36-inch fiberglass handles. Note that jack location has been moved substantially forward.



Modular construction of the new body permits removal or exchange of compartments to meet specific-crew needs.

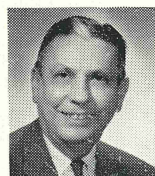
Safety features recommended and included on the new Holan Mustang 72 derrick include the 29-inch long grab handle, drop-down ladder bracket, and the 32-inch grip strut assembly.



OHIO BRASS MANAGEMENT REPORT

A little education, a little fun go into open house

BY ROGER A. BLACK
CHAIRMAN OF THE BOARD
THE OHIO BRASS COMPANY



"With all those machines, they sure have it a lot easier than when I worked here"—from a retiree. "I'd like to spend the rest of my life working in the clay department, then nobody would complain if I got dirty"—from a nine-year-old boy. "I saw 11 relatives on my walk through the plant; that's more than we have at a family reunion"—from a production planner. "I tried to get my wife to go through the Canadian plant 20 years ago on our honeymoon, but she didn't seem interested"—from a foreman. But 20 years and five children later she says: "I'm amazed to see how many complicated operations it takes to make an insulator."

THOSE ARE just a few of hundreds of comments made at a recent open house at the O-B Barberton, Ohio, plant, where we make insulators, bushings, potheads, and lightning arresters. The turnout was big as we managed to sandwich the plant visits between the May showers.

A **PLANT TOUR** took over two hours and covered every phase of production. It ended with the showing of a new movie on distribution arresters—**THE NEXT MOVE**—and a demonstration of electrical phenomena, ranging from a million volts of simulated lightning to a spectacular climb of 60-cycle current up Jacob's ladder.



BUT THE MOST interesting part of the tour probably came in the refreshment tent at the end where the comments flowed freely and fast. It was like a homecoming, carnival, do-it-yourself education course, and boasting contest all wrapped into one event.

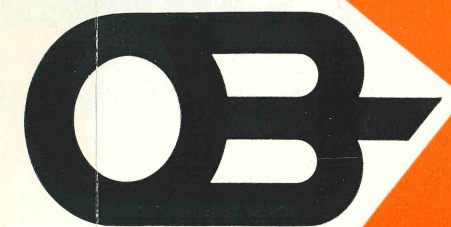
FORGIVE US if we brag a little bit about our employees, but their attitudes certainly dispel any notion that hourly employees are interested in only paychecks. They like money, but they and their families are literally hungry for information on how the products they make are used. They are looking for reasons to be proud of what they do. It's management's job to see they get them.

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