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The Scintillator
JULY

The Scintillator

VOL. 5

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No. 1

**DIRECTOR OF INDUSTRIAL
RELATIONS**

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Four Years of Scintillators

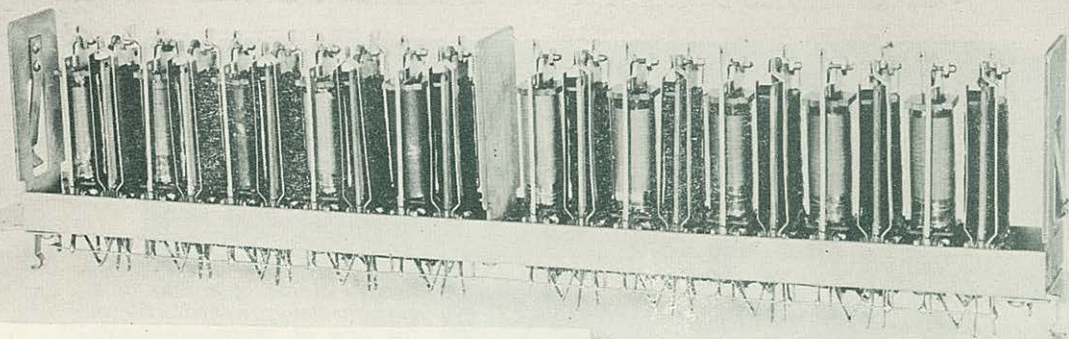
Four years ago this month the first issue of the Scintillator rolled off the presses. Although employee magazines had been published in other companies prior to the war, a house magazine on a printed basis was a new venture for Scintilla.

During the war the Scintillator did a two-fold job . . . bringing the war job closer to the men and women who were responsible for turning out huge quantities of the materials of war, and telling Scintilla men and women in the armed forces what their team-mates on the home front were doing to back them up.

In the four years of its life, forty-six issues of the Scintillator have been distributed to Scintilla employees. Under normal conditions the total would have been forty-eight issues. However, as everyone knows, V-J Day started a series of drastic changes in industry in general, and as a result it was necessary to suspend publication of the magazine for two months while Scintilla got set to do business on a peacetime basis.

The January, 1946, issue represented a new trend in our publication. In keeping with the times, we adopted the policy of reporting reconversion activities, at the same time reducing the size of the magazine in order to effect necessary economies. The reduction in available page space meant that we had to condense our articles. On the other hand, we have found that it's possible to tell a story in a few hundred words, whereas we used to let ourselves go and wind up with fifteen hundred or a couple thousand words. Actually, you folks on the reading end have benefited by the process . . . you now have to read fewer words to obtain the same amount of information.

(Continued on Page 8)



Western Electric coils as they appear when assembled in a relay bank.

Scintilla Winding Telephone Relay Coils for Western Electric...

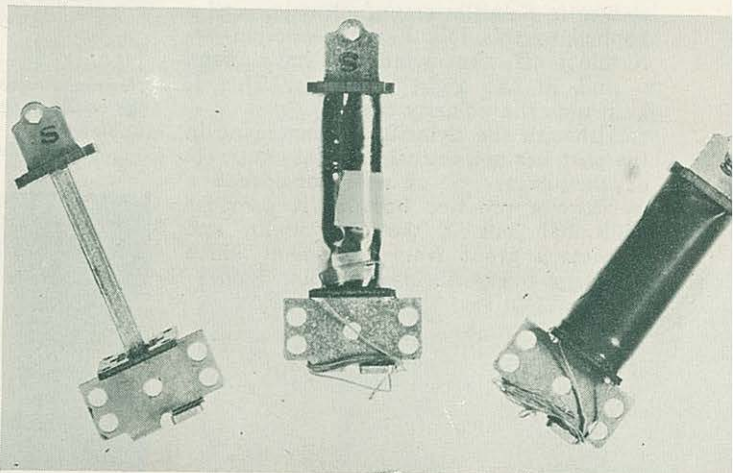
As World War II fades farther into the past, Scintilla is discovering that its wide range of skills developed in manufacturing aircraft ignition and allied products places us in a logical position to accept outside contracts for manufacturing parts of similar type. In the February issue we described our operations in connection with telephone equipment for the Federal Telephone Company. This month we again talk about telephones . . . and our coil-winding operations for the Western Electric Company.

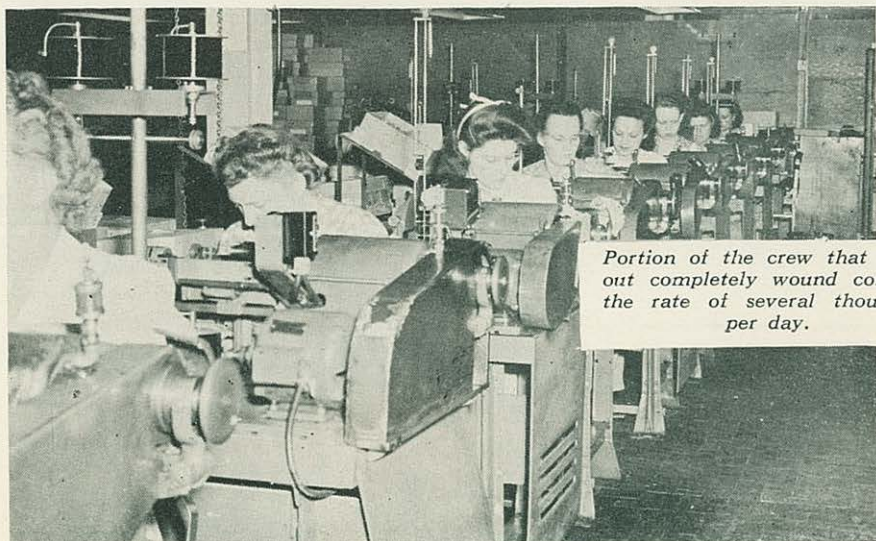
In the course of making routine contacts for the purpose of obtaining new business, a representative of Scintilla called at the Western Electric Company's plant in Kearny, N. J. As is generally known, Western Electric is one of the oldest and largest manufacturers of telephone equipment in the world, employing more than 25,000 people in the Kearny plant alone.

A survey of the possibilities turned up the fact that Scintilla was ideally equipped to handle coil-winding operations on certain types of coils intended for use in telephone switchboard relays in the Bell System. Upon completion of the necessary contract arrangements, work was begun in the Scintilla plant in May of this year. At the present time,

(Concluded on Page 4)

Three stages in the winding operations of Western Electric telephone relay coils at Scintilla. Left—The bare core assembly as it is received from W. E. Center—Leads have been attached and primary winding has been added. Right—The finished coil.





Portion of the crew that turns out completely wound coils at the rate of several thousands per day.

WESTERN ELECTRIC *(from P. 3)*

about 70 Scintilla employees, working on two shifts, are winding approximately 14,000 coils a week.

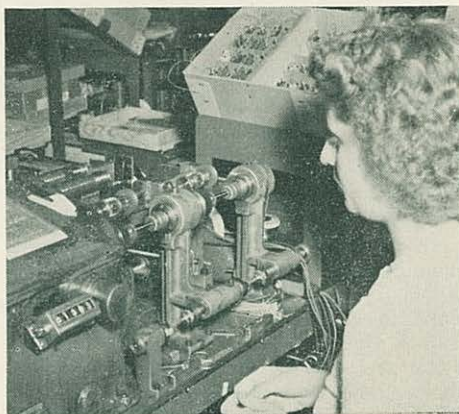
All raw materials for the job are received directly from the Western Electric Company. Materials consist of assembled cores, wire, leads and insulation.

Since this job requires bobbin-type winding, it was necessary for Scintilla to convert a number of coil-winding machines to handle the work. Only a few steps are required in turning out the finished job . . . attaching leads to core assembly, winding primary and secondary windings, adding insulation cover, and making final inspection.

Quality control, which is standard procedure in Scintilla manufacturing, is also applied to this job. Final inspection determines if the windings have been wound in the right direction. This is known as the polarity test.

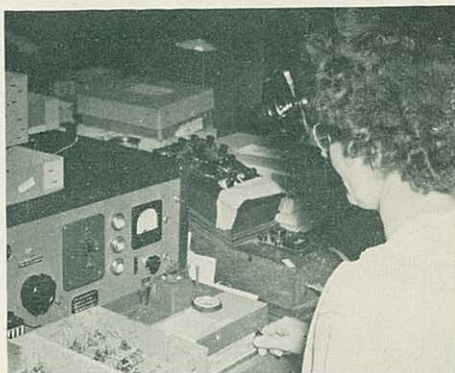
Although the Scintilla management in the past has not actively sought contracts of this nature, it is now considered a worthwhile practice because it provides additional jobs in the community, and extracts a profit from equipment which otherwise might lie idle.

A woman wrote of her husband, "He's the sort of man who always hits the nail squarely on the thumb."



Close-up of a tandem winder used in winding Western Electric coils. Helen Freeman, 38-61, is the operator.

Bernice Tremlett making final test on completed W. E. coils. This is the polarity test, to determine whether the windings follow the proper direction.



Ada Watts, Anna Young and Ethel Travis perform bench operations incidental to turning out completed W.E. coils



Fine wire leads resemble a maze of cobwebs in this box of coils ready for shipment.

POST-WAR PRODUCTION: The OPA has ordered manufacturers to make only three kinds of brassieres . . . the Russian type, the Salvation Army type, and the American type. The function of the Russian type is to "Split the Masses"; the Salvation Army type is to "Raise the Fallen"; and the American type is to "Make Mountains Out of Molehills."

It is economical to smoke cigarettes in an airplane. They burn much more slowly at an altitude of 8,000 feet than they do at sea level.

PIPER ADDRESSES ENGINEERS' CLUB

On Thursday evening, June 20th, William T. Piper, nationally-known President of Piper Aircraft, was the feature attraction of the Engineers' Club meeting at the Scintilla cafeteria.

Mr. Piper, in interesting fashion, traced the past, present and future of the light aircraft. In the course of his comments he emphasized that safety and slower landing speeds in light planes are more essential than excessive cruising speeds. He also remarked that due to unprecedented demand for Piper planes, he is negotiating for a new factory in the western part of the country, to supplement his present plant at Lock Haven, Pa.

Following the address, he told many of his personal experiences in flying light planes.

William T. Piper, President of Piper Aircraft, Lock Haven, Pa., speaking to the Engineers' Club on June 20th.



FAREWELL NOTE FROM MR. BREECH

I want to take this opportunity to express my appreciation to the men and women of Bendix Aviation Corporation for the great job you did, individually and as a team, during the four gratifying and inspiring years of my association with you.

All of us at home and on the fighting fronts worked and fought against great odds and under great strain, during those years, to defend and preserve our American system. The Bendix organization met and overcame a bewildering succession of challenges during the war years. All of you can be proud that no other single unit of American industry turned in a finer wartime performance.

The fact that I was part of this organization, which so courageously fulfilled its responsibilities to the nation, has made the past four years the most memorable of my business life.

In regretfully saying goodbye and good luck to my friends and associates in the Bendix organization, I do so with confidence that the future of Bendix bears high promise. That promise can be fulfilled, in peace as it was in war, through your courage, capabilities and teamwork.

I have seen constructive Bendix traditions grow and expand within your organization. They have been the best traditions of loyalty, cooperation, integrity and resourcefulness.

Bolstered by these traditions, Bendix faces the future well equipped to continue and to expand its leadership. You have proved your ability to do more than your share in carrying forward the great enterprise of making democracy work, through the production and marketing of goods and services useful to mankind.

It should be heartening to you and to all Americans that such companies as Bendix have been tempered and strengthened in these past strenuous years.

We were fortunate in this war. Our homes were not bombed. We didn't have to give up many of the necessities, or even luxuries. Many families suffered tragic and irreparable loss, but as a nation we were not hit as hard as those across the oceans, who were our allies.

The people of those war-torn countries have returned to their jobs with the vivid realization that only through hard work can they obtain for themselves even the bare necessities. They are working with the same fervor to turn out

(Continued on Page 8)



Salesmanship has made rapid progress since the horse and buggy days, as is apparent from these photos of Milton Douglas, Sales Engineer, and his recently acquired Bt-13 Army Trainer. At the rate of 140 miles per hour cruising speed, "Doug" can tell more stories and sell more Scintilla products in shorter order.

SCINTILLA'S FIRST FLYING SALESMAN

Although modern train and airline travel facilities offer comfort and speed to the general public, they have their limitations when viewed through the eyes of the salesman. According to the boys with the briefcases, their travel time in reaching customers far outweighs the time allotted to them in selling after they reach the customer's front door.

It was this factor that prompted Milton Douglas, Scintilla Sales Representative, to purchase a war surplus BT-13 Army Trainer when he was in Texas a few

weeks ago. "Doug's" job requires him to call on Scintilla customers located at widely separated points in the Eastern part of the U. S., necessitating considerable travel via the public transportation routes. With his own personal plane, he now can make a round trip from Sidney to customers' plants in a few hours, where formerly the trip might have run into two or three days. This method also speeds up our service to customers, a valuable asset in these days of rugged

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Mrs. Gertrude Leonard with her Willys "Jeep" and trailer ready to head for Arizona. She left on June 26th, accompanied by her daughter Doris, Mr. and Mrs. Ed Marson, and Ed, Jr. Mrs. Leonard formerly was employed as a clerk in the Buffing Room, Line 50 and the Lewis Building.

MR. BREECH *(from Page 6)*

peacetime goods that we used in working for victory. They are setting us a dramatic example of what can be done through honest effort.

We must realize that America is great because its productive capacity is great, and because it is intact. For these reasons we can have more things for more people. So let's never lose sight of the fact that to the extent that we as individuals become soft and cease to produce through honest work, we are going to have less. We can make our jobs more secure, our country more secure, and the world as a whole a better place to live in if we plunge into our work and take real satisfaction in it.

This is the season when we know how the weeds get ahead of us if we leave the hoe hanging on the rack, or if we make only a half-hearted effort in our gardens.

Let's take the lesson of this experience into the shop and into the office. As a people, let's make the most of the unparalleled opportunities we have by working steadily and conscientiously. We will reap a bumper harvest of the things we all want.

You have put your major reconversion problems behind you. Ahead of you lie many new challenges and opportunities. I am confident that under the able leadership of Mr. Malcolm P. Ferguson, your new president, the Bendix team will add new lustre to a brilliant record of achievement.

To you and to him I extend my sincere best wishes for future success.

Ernest R. Breech

SCINTILLATORS *(from Page 2)*

As we go into our fifth year of publication we want to say "Thanks" to all of the Scintillator's good friends who have taken so much interest in the magazine. Your contributions are much appreciated, and we hope you'll continue to think of the Scintillator as your magazine. Without your help and suggestions, the Editor's life would be much more complicated than it is now!

We also take this opportunity to add an appreciative comment to Bill Stow and his Deposit Courier staff members who handle the printing end of the publication problem. Although a number of the Courier boys have undoubtedly become aspirin addicts since tackling the Scintillator production job, they nevertheless have managed to stand the strain, and make every effort to cooperate with our editorial schedule which, at best, is frequently on the erratic side. And last, but by no means least, our thanks to the Sun Engraving Company of Binghamton, for their consistently good service in converting our artwork and photos into plates that illustrate our articles and furnish the window-dressing for the magazine.

This looks like a good spot to refute some of the caustic remarks directed at editors in general. Someone has said that an editor is a fellow who has bounced out of school in the third grade, and took up editing because he disliked the callouses that a pick and shovel put on his hands. We agree to the definition as quoted, with the exception of the callouses. An editor also gets callouses . . . on his feet, and do we need to mention where else?

Flying Salesman *(from Page 7)*

competition.

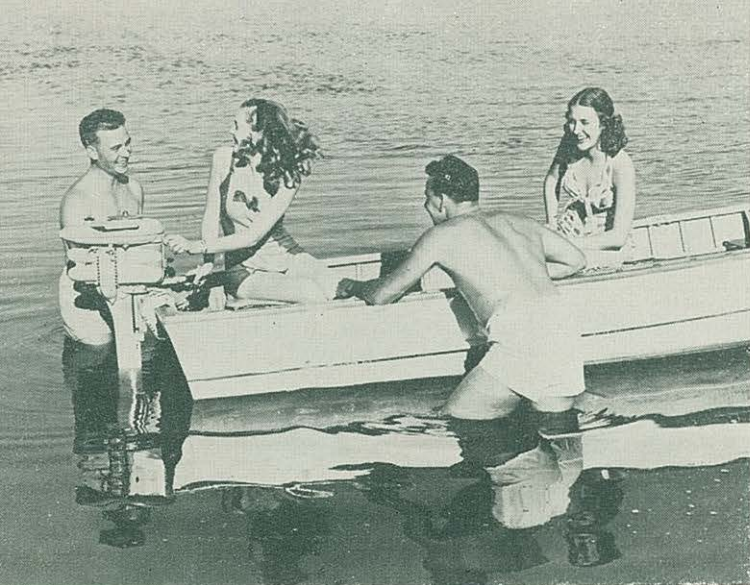
"Doug" has been flying off and on since 1929, when he soloed an old Waco biplane at Alpine, Texas. He and his partner eventually cracked it up on a high point in the Texas landscape, and his flying became intermittent until 1938, when he and Charlie Flagg, another Scintillite, bought a plane at Dallas, Texas.

In 1940 Milt signed up with the Civilian Pilot Training program, in the instructor's course. By this time he had obtained his private pilot's license, and had about 800 hours of flying time to his credit.

He joined the Army in 1941 and was sent to San Antonio, Texas, where he soon came up with an Army instructor's rating. He then went to Hicks Field, Fort Worth, as a primary flight instructor on PT 19's.

Then he was loaned to British Flight Training School #1 at Terrell, Texas, where RAF boys were learning to fly. He liked this hook-up so well that he was transferred permanently to this school. At the end of 90 days he became a Flight Commander, and another 120 days found him a Group Commander in charge of one-half of the flying personnel in the school. He remained there until August, 1944, when he came to Scintilla.





"MERCURY" OUTBOARD SCINTILLA "K"



These photos, furnished by the Kiekhaefer Corporation, makers of the "Mercury" outboard motor, Cedarburg, Wis., offer ample evidence that our popular little "K" magneto is doing its bit to make life more enjoyable for outboard enthusiasts. You can't see the magnetos, but they're there, nevertheless.



"Earning Power Seen Necessary for Prosperity" says new Bendix President

South Bend, Ind., June 26.—Calling upon the American people to "keep their eye on the ball," Malcolm P. Ferguson, newly elected president of Bendix Aviation Corporation, told stockholders at the annual meeting here that "The earning power of American industry is the chief reliance of the world in this reconstruction period. But it is not automatic, and is now seriously threatened.

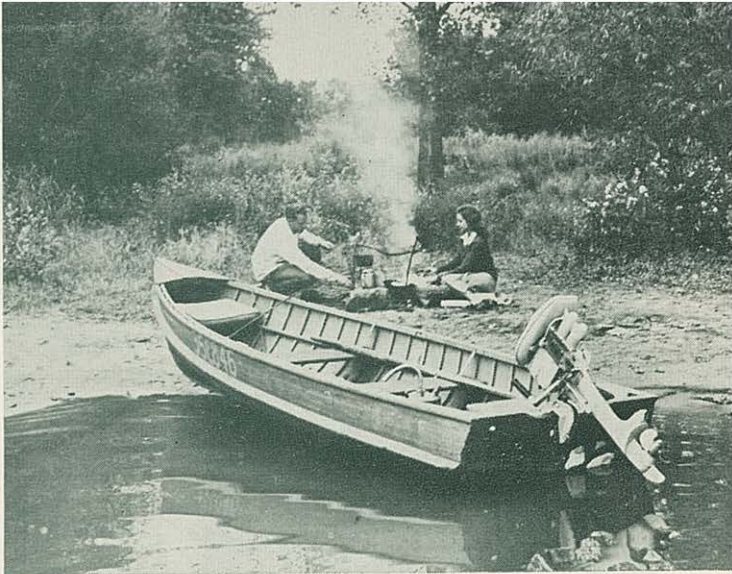
"There is tremendous significance in the recent announcement of the New York Stock Exchange that the first quarter earnings of this year reported by 475 leading American companies are down an average of 37½% from a year ago," Ferguson pointed out. "Moreover, 110 of the 475, or almost one-quarter of them, had losses after taxes.

"The strength of the United States is in its mass production. But if it does not operate smoothly and continuously, mass production becomes a white elephant of huge expense rather than profit.

"What the American economic system does in the next few years," Ferguson said, "may well determine whether individuals will continue to be free to choose their livelihoods and handle their own money as they wish, or whether the state will undertake to plan and run their lives for them.

"We must not lose sight of the fact that profits are indispensable. Our successful industrial system creates payrolls and supports taxes. It provides funds for the research that produces new and better things for more people. The expansion of America's productive system has

BOARD MOTOR AND MAG TEAM UP



Upper left photo makes us long for an afternoon with a new "Mercury." Upper right—The "Mercury" goes along on a picnic. And the little "K" magneto will be on the job with a hot spark, whether the motor loafs or steps on it on the way home. Center photo—No comment



... you can't see the motor, anyway.

largely come about through plowing back profits from operations. Today hundreds of thousands of GIs are starting small businesses hoping that they too will grow through the accumulation of profits. It is well worth remembering that that is how the corporations of today first got their start.

"In their own interest, the American people should keep their eye on the ball, namely the healthy, profitable condition of American industry as a whole.

"It is no secret that production of consumer goods and the output of suppliers that goes into this production, have lagged alarmingly since V-J Day.

"Some readjustment of wages to meet the increased cost of living has certainly been justifiable, but if that higher standard of living we all want is to come about, industry—both small and large—must be capable of passing on its success to all.

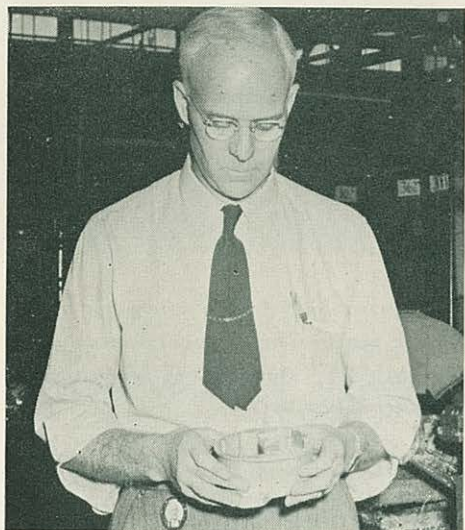
"Industry today is being forced to operate as if the country were in the midst of a dire national emergency. On the contrary, these days could and should be normal times and prosperous times, for

we have shortages to make up, family incomes to support, and a huge national debt to reduce through taxes on corporate and individual earnings. Moreover, our people have the money to buy, with total savings of eighty-one billion dollars in war bonds, savings accounts, and checking accounts.

"During the war we could not tolerate interruptions in production because they jeopardized lives and victory. We must realize that the sapping of our industrial strength in peacetime can also be a major catastrophe. We must not let it happen. If production of durable consumer goods, and of the basic industries supplying raw materials were free to prosper in a free economy, American industry could operate successfully and give real security to the American people. This is the time-tested way for us to assure a quick come-back."

Coal provides 70 per cent of all the energy produced in America. Natural oil and natural gas provide 25 per cent and water power accounts for only five per cent.

Meet Your Supervisors



Solomon J. Gerig

"No wonder that my hair has been grey for years," says Sol Gerig, "I've been in supervisory work for the last twenty-five years."

Sol was born Sept. 27, 1900, in the town of Leo, a suburb of Ft. Wayne, Indiana, where he attended the public schools, and graduated from high school. Starting work at an early age, he necessarily had to forego attending college, but during his life he has absorbed a wealth of technical and practical knowledge through the medium of special courses.

In 1919 he became an employee of the Dudlo Manufacturing Company, starting as a coil winder. This company manufactured numerous types of coils for automotive and radio use. He remained at coil winding for two years, then became a foreman over a section of thirty-five machines winding coils for Ford automobiles. In 1929 the Dudlo Manufacturing Company became a subsidiary of the General Cable Corporation. Sol eventually became assistant superintendent of the Coil De-

(Continued on Page 19)

Meet Your Foremen

Roland L. Barratt, Sr., Chief Tool Inspector, is inclined to be reticent concerning his age, stating only that he was born in Fall River, Mass., around the turn of the century.

After attending the public schools in his native city, he became an apprentice toolmaker at the General Electric in Lynn, Mass. After completing his apprentice training he enrolled at the Bradford Durfee School of Design from which he was graduated as a machine designer.

For a period of two years after graduation he was employed as a machine designer at Patton Bros. Machinery Corp., Fall River, Mass. He then entered Civil Service with the Navy Department, Bureau of Ordnance, at the Naval Torpedo Station, Newport, R. I. There he worked successively as a toolmaker, foreman, and supervisor of tooling and repair of torpedo depth mechanisms. In his last two years with the department he was supervisor in charge of apprentices.

(Continued on Page 15)



Roland L. Barratt, Sr.

MICHEL JOINS SCINTILLA STAFF

After several months of activity at Scintilla as a representative of the Industrial Relations Department of Bendix Aviation Corporation, John L. Michel, Jr., on July 1st, became a permanent member of our division. He has been here in a consultant capacity since last October.

Mr. Michel has been assigned to E. M. VanName's Industrial Relations staff. He will be concerned principally with wage and salary administration and related work such as maintenance of wage and salary controls, job evaluation, establishment of occupational classifications, wage research and will represent the company in wage discussions and grievances with the Union Committee.

He was born in Philadelphia and attended the Germantown Academy and Drexel Institute of Technology, and later studied at the American Institute of Thermal Research. Mr. Michel has been associated in various capacities with the Philadelphia Electric Co., the American Radiator Company and its affiliates . . . Detroit Lubricator Instrument Division, American Blower Division, and Standard Sanitary . . . and the Columbia Radiator Co.

In March, 1942, he joined the Bendix Aviation Corporation at the Philadelphia Division, and in December of the same year became Vice-Chairman of the Wage Control Board. In this capacity he established the job evaluation and wage



John L. Michel, Jr.

administration program, and early in 1943 he was assigned to the Industrial Relations Department as Wage Administrator.

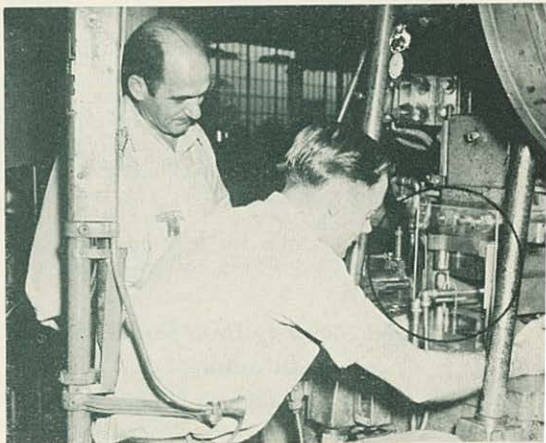
With the advent of unionization in several of the Eastern Divisions, he was also assigned, by the Corporation's Industrial Relations staff, to the Friez Instrument Division at Baltimore and the Eclipse Machine Division at Elmira.

His wife and son reside at present in Abington, Pa.

●

Providing perfect visibility and protection at the same time is this telescope-type plexiglass guard installed on a punch press in Dept. 27. Guard eliminates necessity for wearing wrist bracelets, and does away with the usual safety bar guard. Plexiglass is in the circle, but is difficult to distinguish because of its transparency. Francis Parent, left, built the guard. Operator is Del King.

●



What Do You Know About Social Security?

In June we published the first in a series of articles designed to make you more familiar with the provisions of Social Security. If you did not read the first article, we suggest that you do it now. It may mean dollars in your pocket, at a time when money will be even more important to you than it is now. We continue the series this month.

Tell Your Family!

As a worker who is building social insurance protection on the job, you should make it your business to TELL YOUR FAMILY:

1. That if you die, they may be eligible for monthly old-age and survivors' insurance benefits. Tell them that widows with children under 18 years of age in their care get special consideration under the law. If you have neither wife nor child, but your parents are dependent upon you, tell your parents that if you die they may be eligible for monthly benefits at age 65. If you have no children, tell your wife or parents not to wait until they are 65 to file their claim for benefits . . . they may be eligible for a lump-sum death benefit, and the time for claiming this expires after two years.

2. That you have a social security card. Tell your family where you keep it. Tell them in case of your death to take it to the nearest Social Security Board office and file a claim for benefits. It will save time in starting the payments if they have your card.

3. That they don't have to pay anybody to get benefits for them. At the nearest office of the Social Security Board they will get . . . free of charge . . . all the help they need in filing a claim. If they don't know where the Social Security Board office is, they can ask at the Post Office.

4. That in case you die they should file their claim *promptly*. Survivors benefits are retroactive for only three months. If your family file their claim in the fourth month after the month in which you die, they will lose one month's payments. A claim for a lump-sum benefit must be filed within two years of your death.

Social Security Benefits Are Not Automatic!

Tom Larkin reached his 65th birthday on a Saturday. He was pleased as a kid

about it. "It's neat to have it come out that way," he said. "I'll finish up the week and the job at the same time."

That night he walked home from work for the last time. "From now on I'm a man of leisure," Tom said to his cronies. "With our savings and my old-age benefits, Della and I can live out the rest of our lives without me working. It's the pipe and paper for me from now on."

After that day Tom was always on the lookout for the postman . . . he was expecting his benefit check to come in any mail. But it didn't come. After waiting two months, he got mad. He wrote to the Social Security Board. "What's the matter you don't send me my benefit check?" he said. "I need my benefits now . . . not when I'm dead."

He got a letter back pronto. And that was the first Tom knew he had to file a claim before he could get benefits.

Are you another Tom Larkin, or do you know that benefits are not automatically handled . . . that you have to file a claim before you get your monthly checks? And do you know that every month's delay in filing after you quit work means a loss of a part of your benefits?

The amount of your benefit depends primarily on your "average monthly wage." That "average" is figured by dividing all the wages you received in covered jobs since January 1, 1937, by the number of months that have elapsed between that date and the time you file your claim. So delay in filing may mean additional months by which your total wages must be divided. That means a smaller "average monthly wage," which means a smaller benefit. So don't wait.

The Social Security Board Office which serves Broome, Chenango, Delaware, Otsego and Tioga Counties is located at 305 Post Office Building, Binghamton, N. Y. The telephone number is 2-6214.

The Old Timer

SEZ:



I jest got back from a trip up street to the grocery stoar. Brother, can ya spair a dime?

When people say this is a "free" country, they're talkin' thru their hats . . . there certainly ain't anything free about the stuff they pass over the kounters nowadays, except mebbe advice.

With butter sellin' at 94 cents a pound, Elsie the cow must be livin' in a Park Ave. penthouse insted of in the old red barn. I spent a five dollar bill in that stoar, an' so help me, I didn't bring away enuff grub to keep Ma's canary alive over the weak-end.

Everybody yells that they ain't makin' enuff money. But, doggone it, somebody must be sockin' away some dough. The farmer sez he's gittin' robbed, so he ups the price on his produce. The wholesaler sez the saim thing, so he adds the farmer's increase an' another one of his own so he kin git a bigger profit. The retailer adds some moar, then I come along an' pay the whoal shot . . . which is what all of us are doin'.

The only ketch in the deal is that I ain't got no one to sock, an' the boss sez he can't give me any moar money becuz the company has already done the best it can by me. I can't argue on this scoar, fer the company has done all right by me. If they pay me an' you bigger waiges, then they gotta git more dough fer the stuff we sell . . . which is jest addin' fuel to the fire.

BARRATT (from Page 12)

Leaving the Naval Bureau he entered the Pennsylvania College of Chiropractic as a student, graduating in June, 1926.

Arriving at Sidney in April, 1927, he started work at Scintilla as a Production Foreman in the old Rotor Dept., when the first contract of fifty rotors was manufactured. During his nearly twenty years of association with the Scintilla organization he has been successively foreman, general foreman, tool designer, layout group leader, and has had charge of Tool Inspection since early 1941.

"Doc" is a member and past chairman of Binghamton Chapter 35, American Society of Tool Engineers; a member of the National Chiropractic Association; the New York State Chiropractic Society; a 32nd degree Mason; a Shriner; and was the first Monarch of Zor Grotto, Sidney.

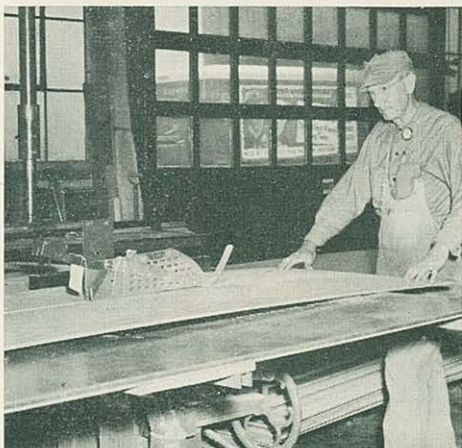
In addition to the Grotto, "Doc's" current hobby is rose culture. He now has about thirty varieties.

"Doc" and Mrs. Barratt reside at 79 West Main St., Sidney. Roland, Jr. (Bo) is a Tool Designer at Scintilla. Lo's, who formerly was a Sales Dept. employee, is in training at the Wilson Memorial Hospital, Johnson City, and will graduate in 1947.

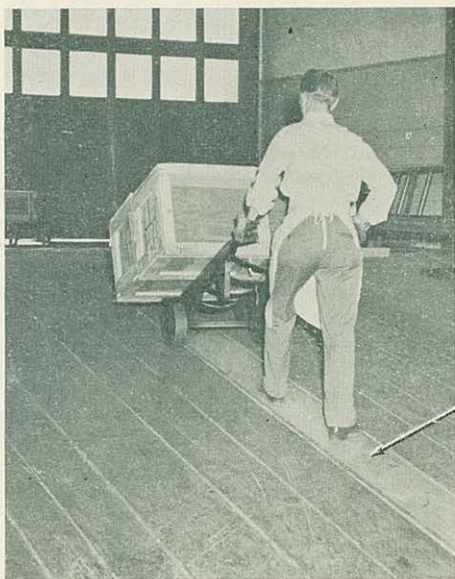
Now mebbe I'm jest dumb, but I got an idee that if we could take a few certain fellers with hoggish karakteristics, an' drop 'em in the middle of the Atlantic Ocean some dark nite, prices would start straightenin' out. There's jest enuff bozos that will taik advantage of the public to maik things tuff fer the rest of us. Take butter, fer instance. From the taste of some of the butter I've et lately, it musta been coolin' its heels in a musty wair-house for a year. An' why? Becuz some money crazy bozo figgered out that if he makes butter skarse, peeples will be more willin' to pay a bigger price for it. An' the funny part is, a lotta folks WILL pay through the nose fer the danged stuff.

But me, I'm gittin' stubborn. If them guys could keep their butter a while before, they can keep it until it turns green with mill-dew before I'll shell out their price. If all of us would git together an' give 'em a dose of their own medicine, I think profiteers of all kinds would find the goin' kinda tough.

— SAFETY SLANTS —

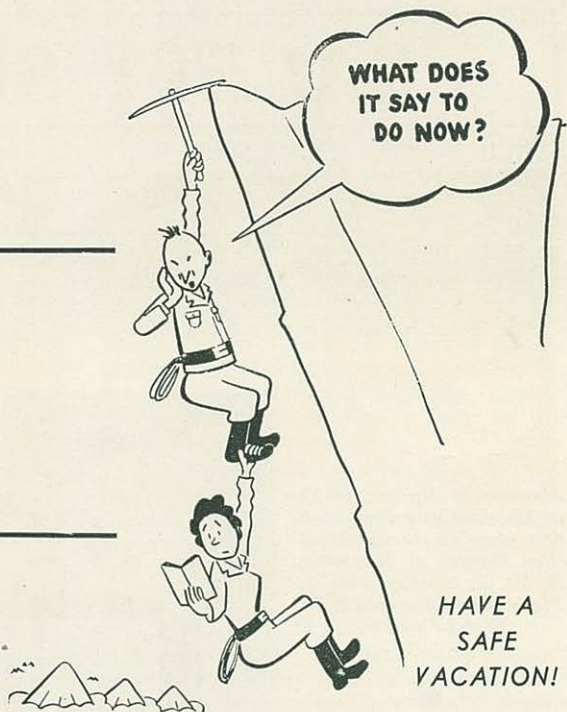


Guy Fitch, left, and Charles Brush try out the new Flohr Saw Guards recently installed in the Carpenter Shop. These guards automatically cling closely to the work, offering maximum protection. They are also equipped with a device which prevents kick-back. This equipment is approved by the New York State Department of Labor.



Arrows point to Safety-Walk installed in Shipping and Receiving Dept. ramps. Strip of abrasive material cemented to concrete provides safe, non-slip footing for employees engaged in loading and unloading operations. Coming down Receiving ramp is Don Codgington, while Ray Borden finds the Safety-Walk helpful in pushing loaded truck up Shipping ramp.

VACATION COMING UP!



Well, this is it, folks . . . another year has rolled around, and it's time to get out of doors and blow the cobwebs from our tired brains. The object, of course, is for all of us to get away from our jobs for a while, and to come back full of wim, vigor and vitality, ready to tackle the job for another year.

If you use foresight and good judgment, your vacation will do all of those things for you. It isn't necessary to wear yourself to a frazzle to have a good time. The main idea is to do something that's different from your regular routine. But if your muscles are rusty from lack of strenuous exercise, don't think that you can become a Tarzan in a couple of weeks. Overdoing physically at the beginning of your vacation may result in your spending the rest of the vacation period on crutches or in a wheel chair.

And there's "Old Sol" to be considered. He's a deceptive old cuss. He sits up there in the heavens, glowing with light and health-giving heat rays. If you treat him with proper respect, you'll come back to work pleasantly relaxed and tanned to perfection. But if you disregard his strength, he'll make it tough for you, and you may wind up in a hospital. Better take

your sun tan in easy allotments . . . a few minutes the first day, then gradually increase the time each day until your skin becomes accustomed to the sun. By doing it this way, you'll get both the tan and full enjoyment of your vacation.

If you go to the mountains or out into the country, remember that Mother Nature has a few nasty surprises for people who aren't up to date on her tricks. Poison ivy, poison oak, nettles, and several other assorted specimens of plant life will make life miserable for you if you're not careful. Learn to recognize them, and by all means steer clear of them.

Now for the final shot . . . obey the rules of water safety! No matter if you're a second Johnny Weissmuller or Esther Williams, you'll be just as dead as Joe Doakes if you go down for the third time, and stay down. Don't swim too soon after meals . . . never swim alone . . . if you're hot and perspiring, cool off before you go into the water . . . look before you dive . . . and stay away from that area beneath the float!

Well, we'll see you next month. Have fun on your vacation . . . and don't forget that traffic rules were invented to help all of us live to a ripe old age.



BURGER BRINGS HOME THE BACON!

Above—Ed Burger (8-1) in his runabout that took first place in the runabout class feature at Kingston, N. Y., on Sunday, July 7. The craft is powered by a 22 h.p. motor.

These are the trophies Ed brought home from the Kingston race. Large one was awarded for First place in the runabout class. Smaller trophy was presented to him for having the neatest appearing outfit. Race was part of the Fifth Annual Regatta sponsored by the Kingston Power Boat Association, Inc.



From the Sportsmen's Angle

Five hundred pheasant chicks have arrived . . . many of them are under brooders at various sportsmen's homes, and the rest have been farmed out to 4-H Club boys. This batch of chicks appears to be the best lot the Club has received since its organization in 1943. Many chicks have been reared by the Club during the past

three years. However, none have had the vitality and progressiveness that this flock seems to have. Nearly all of the birds were wing-feathered at ten days of age, and at three weeks they are industriously growing body feathers.

A mid-season membership drive will be conducted throughout the month of August to bring in more members for the Sidney Sportsmen's and Field Trial Club. More members are needed to help finance the cost of the pheasant project.

AROUND SCINTILLA . . .

TOOL ROOM: When Chris Madsen became the father of a baby boy, Chris, Jr., he passed out . . . cigars.

Paul Pitell heartily endorses Lee's Cough Syrup!

"Red" Bernholz and Al Zurbruegg left for California on July 15th in trailers. "Red's" trailer is christened "The Escape." He was going to break a bottle of beer over its nose, but you know "Red" . . . he drank the beer instead.

Benny Weis wasn't in the day after he celebrated his 25th wedding anniversary.

The Mold gang had a clambake. Ed Meehan was supposed to give us a report on it. His report was, quote: "They tell me I fell in the river three times!" unquote. We did hear that Olmstead and Wanda did quite a bit of fishing.

Who's going to oil Morley's machine?

Ask Pearce about the Chevrolet without any piston rings.

GERIG (from Page 12)

partment, remaining in that position until he severed his connection with the company.

He came to Scintilla in January, 1935, as foreman over B-K coils and condensers, on the third floor of the old building. Spark plugs and harnesses later came under his supervision. Shortly before the war he was made Supervisor of these same sections.

In 1943 he was made Supervisor over Departments 17 and 34, and lines 40 through 47. Following V-J Day his schedule was revised and he is now Supervisor over Departments 35, 36, 40 and 41 (Harnesses, Spark Plugs, Commercial Magnetos, K-Magnetos and Coils).

For relaxation, Sol likes to take his gun into the woods when the season for grey squirrels is at its height. He enjoys nearly all game hunting, but has a special preference for grey squirrels.

He lives at 10 Overlook Drive, Sidney, and has two daughters . . . Sheila, age 9, and Sally, age 14 . . . both of them attending Sidney School.

"You say you want a job in this office? Well, what can you do?"

"Nothing."

"I'm sorry, but you should have applied sooner. All those high-salaried positions were taken long ago."

CLIPPED FROM BENDIX INTERNATIONAL..

After five busy weeks in France and England, Mr. Charles E. Marcus, Vice President in Charge of Engineering, Bendix Aviation Corporation, and Mr. C. T. Zaoral, General Manager, Bendix International, have returned to the New York offices "more convinced than ever that business prospects in these countries for Bendix products are decidedly bright." Visits were made to Bendix factories and licensees in both countries.

The Marshall-Eclipse Division of Bendix Aviation Corporation reports that the largest monthly replacement sales volume in the history of the company was achieved in May, 1946. Topping all previous records, the past month's sales indicate why optimism is the note of the day.

The Bendix Aviation Corporation's stockholder report for 1945 declares that manufacturing space will reach a new high for peacetime operations of 4,278,703 square feet, as opposed to 2,183,129 on December 31, 1939. The present total signifies that Bendix is moving in the direction of healthy expansion. Besides this news, there is the impressive figure of \$18,300,000 spent during 1945 on research and engineering. It also stated that the demand for all Bendix products will not be appreciably diminished by the introduction of jet propulsion and gas turbine engines, while orders for radio and civilian aircraft equipment are anticipated in unprecedented and ever growing demand.

Radio history was made on June 4th when the first facsimile broadcast from a ground station to a moving train was accomplished with the assistance of Bendix VHF-FM equipment. A new era in the transmission of printed matter was hereby established, as a message written by Miss Margaret Truman, the President's daughter, reiterating Samuel Morse's original telegram, "What Hath God Wrought?", was reproduced in perfect detail on the facsimile machine in a railroad coach racing between Baltimore and Washington. The message was sent from the same room in the Capitol Building where Morse 102 years before had himself astounded the world with his telegram.

Barter Column

FOR SALE: One pair ladies roller skates, size 8 . . . used very little. M. Steinbacher, 90-521, or Sidney Center, N. Y.

FOR SALE: 2 pairs Chicago rink skates, like new . . . men's, size 9 . . . women's, size 5½. Inquire Howard Witter, 88-3.

WANTED TO BUY: Girl's used bicycle. See Fred Hinman, Dept. 42.

FOR SALE: Modern six-room cottage on exclusive lake site. All improvements . . . knotty pine living room, screened porch, good fishing and bathing. For information see J. Reynard, Dept. 31.

FOUND: A telescope, found on the O & W railroad tracks, is being held by Louis Graney, East Guard House. Owner may have same by making proper identification.

YOU CAN GET new Motorola home and car Radios at Reynolds' Radio Sales and Service, Authorized Dealer, 5 Glen Ave., Sidney. All types of radios repaired. New types of car aeriels and aeriels for FM. Also parts, tubes, and second hand sets. Arthur Reynolds, 34-59, Second Shift.

IF YOU ARE interested in buying stock in an Aviation enterprise, call or write Burton S. Cook (87-26), Binghamton, RD No. 4, Mgr., Skyhaven Air Sales & Service. Telephone 4-1786.

FOR SALE: Alto saxophone with case. Inquire Mrs. Wolfram, Cost Accounting Department, or 17 Gilbert St., Sidney.

FOR SALE: Lenses suitable for making a photographic enlarger. Joe Bazata, Service Dept.

FREE SERVICE to AAA members . . . Routings, Towsings, Emergency Service, Personal Accident Insurance, Discounts, Bail Bond and other services. Mars S. Hillis (99-120), Franklin, N. Y.

FOR SALE, VERY REASONABLE: 1 Double Breasted Tuxedo, size 42, almost new—cost \$75, price \$35 . . . 1 Full Dress Suit, (Tails) with white vest, size 40—cost \$125, price \$50 . . . 1 Buzz Saw, very fine—price \$35 . . . 1 Buick motor, on skids, equipped with take-off drive for buzz saw, fine condition—price \$35 . . . 1 bowling ball with case—\$8. R. McPherson, Sales Department.

The Song of the Safety Scoffer

The editor is always pleased to receive contributions from the readers. However, when a reader takes the trouble to bring in a safety message we are both pleased and surprised (although we shouldn't be surprised when an employee shows interest in safety . . . it's just that so few people give us contributions of this kind!)

George Terwilliger, 92-98, came in with "The Song of the Safety Scoffer," in the form of a payroll envelope enclosure which was distributed under a 1932 date. It was printed by the National Safety Council. George says he liked the way the safety angle was put across in the poem, and had saved it. Here it is:

"The Safety Scoffer said: What ho, there is no danger here. I've been around this joint for years . . . there's nothing that I fear. You guys who sing the safety song give me a stomach pain. I like to sing . . . but here's one tune that goes against the grain.

"And thus he raved and ranted while his buddies did their stuff and finally they realized that he was mainly bluff. You've met such gents, I'm sure you have, you've heard their half-baked junk which, summed up in a word or two, says: Safety is the bunk. But the gang kept working safely in spite of all his knocking. 'He's riding for a fall,' they said, 'he'll get an awful socking.'

"One day this Scoffer yanked a guard he thought was in the way. 'The darned thing isn't any good,' was the last they heard him say. He woke up some time later with a nurse beside the bed. He blinked his eyes and wondered . . . then tried to scratch his head. But his 'scratcher' wouldn't function worth a darn, I must declare, for the old right paw was missing . . . it simply wasn't there!"

"If you'd like to have the moral, well kindly make this note: The guy who 'kids' the safety work may some day be the goat!"

America can never be called an ill-mannered country, according to the telegraph companies. We pay more than \$10,000,000 a year in tolls to add the word "Please" to our messages.