

*The*  
**Scintillator**  
*April*



# The Scintillator

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**DIRECTOR OF INDUSTRIAL  
RELATIONS**

E. M. VAN NAME

**EDITOR**

P. J. DU BOIS



**ASSOCIATE EDITORS**

K. V. CAMPBELL

B. L. MCGREGOR

**CONTRIBUTORS**

The Employees of Scintilla Magneto  
Division, Bendix Aviation Corporation

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## Emergency Food Collection Begins in May

If you have about decided that making a garden calls for too much effort this year, think again before finally closing the deal in your own mind.

At the moment, five hundred million people in Europe and Asia, almost four times the population of the United States, are struggling for life itself in the black shadow of famine.

Under the circumstances, it is only logical that each and every one of us must produce as much food as possible this summer. Food is desperately needed abroad, and it can come only from the countries whose facilities permit food production.

Beginning May 12th, a national campaign will get under way, with the specific objective of obtaining contributions of food and money to be used in alleviating famine conditions in the war torn countries.

The Emergency Food Collection is an opportunity for each of us to make a personal contribution toward the relief of starving people overseas. You may give food in tin cans, or money with which to buy food. The food will be distributed free on the basis of the greatest need, and without discrimination. Because of the difficulty of handling food for overseas shipment, the Emergency Food Collection can take only foods packed in tin cans.

Kinds of food needed are: milk (condensed, evaporated, or dried), meat, fish, baby foods, baked beans, stews, soups, honey, fruits, juices and vegetables.

Cash contributions to the Emergency Food Collection will be utilized only for the purchase of food. No deductions are made from contributions for operating costs. Every cent of every dollar contributed goes entirely for the purchase of additional supplies.

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# NEW CRANKSHAFT MAGNETO ADDS MORE ZIP TO OUTBOARD MOTORS . . . .



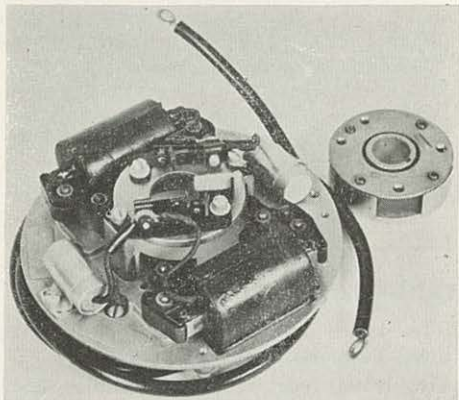
If your memory extends beyond the length of your nose, you will readily recall many of the promises of ingenious time- and labor-saving devices to be available to the general public early in the post-war period. V-J Day is now seven months behind us and, as yet, few of the promises have materialized.

People with spare cash are eagerly awaiting the arrival of new radios, washers, refrigerators, automobiles, and a host of other consumer items which were almost non-existent during the war years. In numerous cases, buyers of new items have been disappointed because the new products showed little or no improvement over the pre-war models. As a result, there is a strong tendency on the part of the buying public to discount as pipe dreams many of the wartime tales of fabulous things to come in the bright new world.

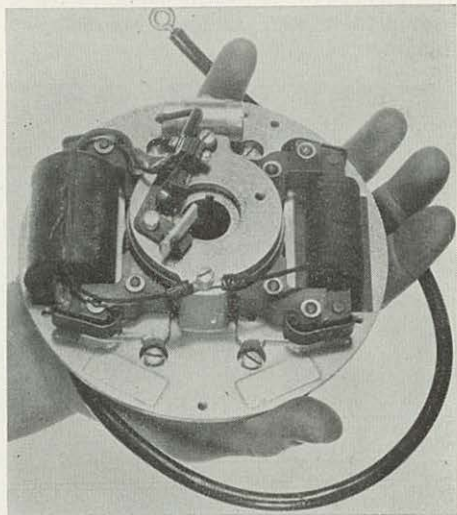
However, the picture is not entirely black. New developments are cropping up in unexpected fields, and there is plenty of evidence that there will be more in the near future.

For example, let's consider the case of the outboard motor enthusiast. His lot has never been an easy one. The majority of outboard motors produced prior to the war were creatures of prima donna temperament. Many are the fishermen who have worked themselves into a state bordering on rage and exhaustion in an attempt to start that !!!\*\*\*&?? outboard. There's no need to elaborate on this theme. Anyone who has ever had an old-style outboard motor for a fishing companion needs no introduction to the idiosyncrasies of the breed. And once started, it was apt to conk out, leaving the hapless victim stranded a few miles from camp with

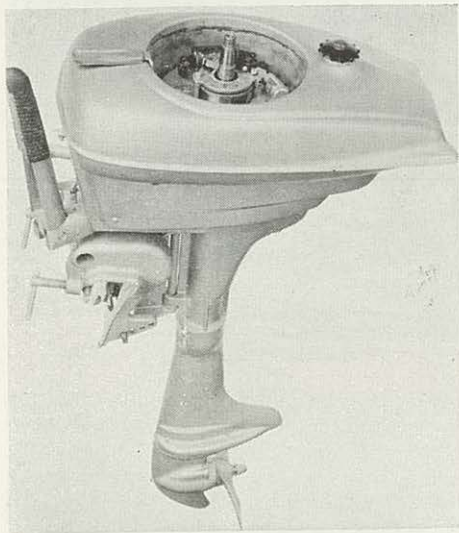
(Continued on Page 4)



*K-2 magneto, with rotating magnet removed for photographing.*



*Another adaptation of the K-magneto. Coil on left provides ignition current for motor. Coil on right furnishes current for lighting purposes.*

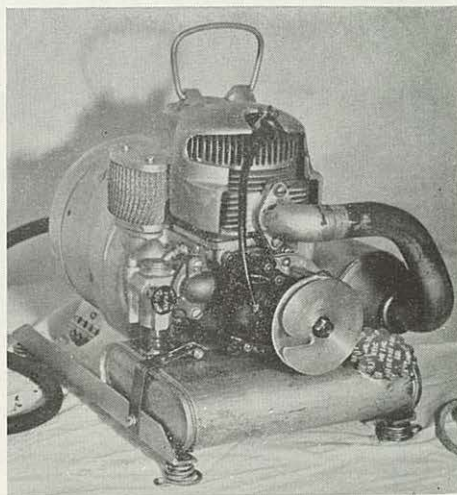


*Close-up view of a K-1 magneto installed in an outboard motor. Motor cover was removed for photographic purposes.*

## **Crankshaft Magneto** *(from P. 3)*

nothing but a savage state of mind and a pair of worn out, leaky oars.

Now relief from starting difficulty due to ignition is at hand in the form of Scintilla's K-series (crankshaft) magneto, which is rapidly being accepted as the ideal ignition for outboard motors, as well as for a variety of small engines designed for industrial applications.

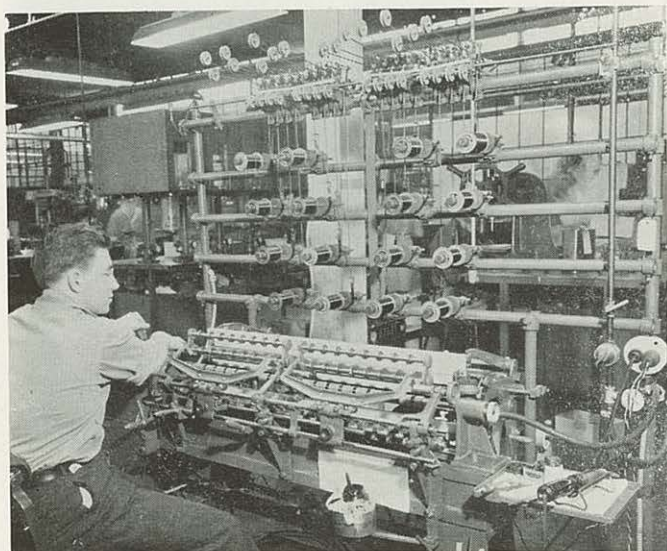


*This shows how a K-magneto is installed on a small engine used for industrial applications.*

Firm orders, which are almost double our estimate for the current fiscal year, offer ample proof of the K-magneto's popularity.

Simple in design, yet highly efficient, it provides high voltage at low cranking speeds thereby facilitating starting. It also is ideal for operating the motor at low speeds for trolling purposes. The rotating magnet of the magneto is mounted directly on the crankshaft of the motor.

*(Continued on Page 5)*



*Winding 16 secondary coils in one operation. Windings are then cut to length for assembly with other coil units in K-magnetos. Lloyd Taylor is the operator.*

*Photo by  
Norman C. Meagley*



## Crankshaft Magneto (from P. 4)

Earlier magnetos for this type of use were of the flywheel type, whereby the magnet itself was a part of the flywheel.

By using this style of magneto, our engineers are enabled to design the most efficient magnet . . . a laminated rotating magnet composed of Alnico V steel, which in normal use never loses its magnetism. Also, the engine manufacturer can design a more efficient flywheel from the standpoint of balance, shape and weight.

On portable engine generator units, and certain other industrial power plants, where the generator armature has sufficient weight to act as a flywheel, use of the crankshaft magneto does away with the need for an additional flywheel, thereby effecting a reduction in the cost and weight of the unit.

Weight of the magneto itself has been reduced considerably through the use of all-aluminum die castings throughout, instead of the usual zinc castings. The magneto also features an entirely new mounting method . . . spring clamp mounting . . . and is designed to provide a larger mounting diameter, which eliminates "rocking," a fault that affected the timing in previous outboard magnetos.

The K-magneto embodies, in general, the same breaker principle used in our aircraft magnetos. The breaker is of the pivotless type, eliminating axle and bushings, together with their need of careful lubrication.

One of the greatest improvements incorporated in the K-type is the molded

coil, the real "nerve center" of the magneto. This coil represents an entirely new development in coil construction. Of first importance is the fact that it is water-proof. In actual tests, coils have been immersed in water for a day or two. Upon being removed from the water and dried off, they continued to function. This feature alone is highly advantageous to the outboard user.

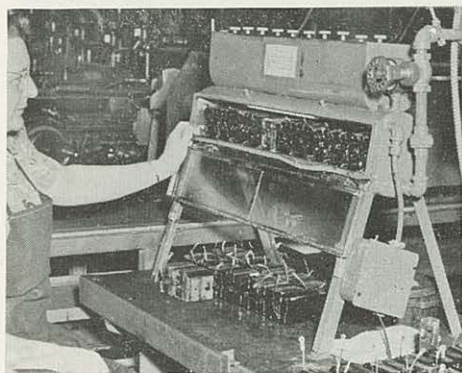
Coil windings are molded into an insulating compound, thereby providing a hermetically sealed coil. The molding compound penetrates the windings, and (1) makes a good mechanical joint between the core and the primary and secondary windings; (2) insulates the primary and secondary windings; (3) seals both windings from moisture; (4) makes it possible for coil to withstand extreme high and low temperatures . . . higher and lower than ever encountered in actual service.

It is interesting to note that the wire used in the secondary coil windings is finer than any previously used in Scintilla coil manufacturing operations, and materially reduces the size of the coil. Diameter of the wire is smaller than that of the average human hair.

The standard K1 model is for use with one-cylinder engines. However, we also make a variation of the K1 which carries a special extra coil to supply current for lighting purposes on motor bicycles and scooters. In the 2-cylinder series, we manufacture two types . . . the K2A, for 2-cylinder alternate firing, and the K2S for simultaneous firing.

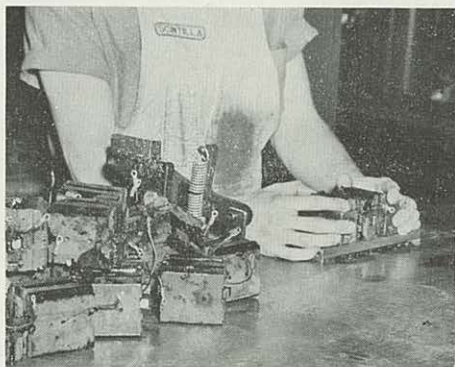
Since we began making the K-magnetos, we have developed our first true produc-

*(Concluded on Page 6)*



This photo shows K-series coils at completion of molding operation. Windings are placed in the molds and filled under vacuum. Mrs. Evelyn Hamlin is the operator.

*Photo by Norman C. Meagley*



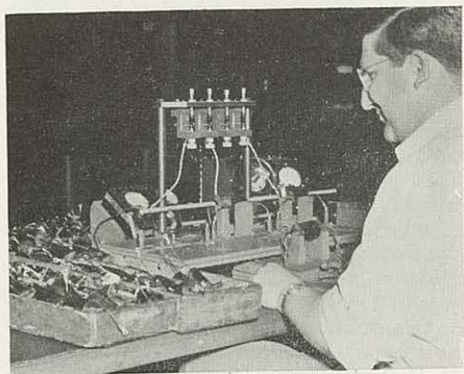
Coils for K-series magnetos being removed from molds.

*Photo by Norman C. Meagley*



## Crankshaft Magneto *(from P. 5)*

tion line for manufacturing them in large quantities. In order to hold costs to a minimum, it was evident that a mass pro-



*Coils for K-magnetos undergo routine testing before final assembly. Test bench is shown here, with coils in place for testing.*

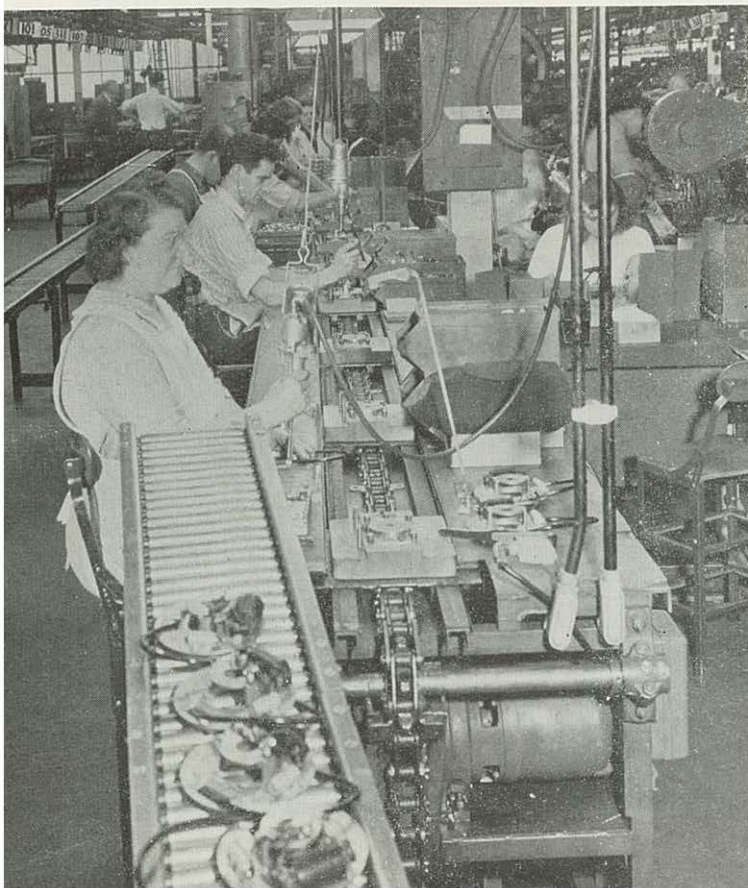
*Charles Lurenz is doing the testing.*

*Photo by Norman C. Meagley*

duction line was the logical answer. As a result, we are turning out a low-priced magneto that is successfully meeting the competition, and exceeding it in performance. Our product is proving to be popular because, in spite of the low cost factor, its standards of quality and performance are unusually high.

Present demands for K-magnetos offer evidence that our post-war plans for producing a more reliable small ignition unit were not amiss. At the present time, several outboard motor manufacturers are using the K-series, and the magnetos are also enjoying a growing acceptance by manufacturers of industrial engines, power lawn mowers, portable chain saws, etc.

Backed by our years of experience and research in the ignition field, plus our high quality standards, there is every indication that before long the name "Bendix-Scintilla" will be as prominent in the commercial field as it is in aviation circles.



*General view of the conveyor line where K-series magnetos are assembled into the finished product. Finished magnetos are shown on roller conveyor at lower left.*

*Photos by*

*Norman C. Meagley*



★ ★ ★ This display of Scintilla products drew many visitors at the Chicago National Boat Show, held March 30-April 7 at the Coliseum, in Chicago. Scintilla products shown included Diesel fuel injection equipment, the new outboard magneto, ignition systems, electrical connectors, moldings, ceramics, switches, harnesses and spark plugs.

★ ★ ★





*"A female Izaak Walton," is our current designation  
For this cute, curvaceous lassie with a knack for fascination.  
Her bait is strictly modern . . . yes, her "lines" are sleek and classy;  
And she always gets her limit . . . they're so dazzled by her chassis!*

## Emergency Food Drive *(from P. 2)*

Give food or money . . . get your friends to contribute . . . get your club, your church, your fraternity behind the Emergency Food Collection. Millions will die unless we heed their cry.

And above all, raise all the garden produce you can this summer. The lives of one-fourth of the human race may depend on the humanity of the rest of us!

Mail checks or money orders to National Headquarters, Emergency Food Collection, 100 Maiden Lane, New York 7, N. Y.

## Tool Room Notes

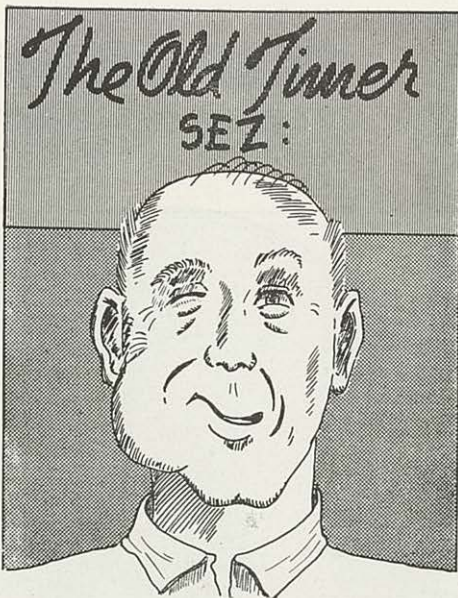
The first topic of discussion is "O.P.A." Olmstead. We call him O.P.A. because he won't allow anyone to get inflation of the ego. (I "Wanda" who's kissing him now!)

Did Curly Aikins find "Turk"? Mason said he was looking for him.

Claude says, "I'm afraid if Parent had a grandchild he would spoil it. He would 'cluck' over it like a mother hen." (Wonder if that would be a grandfather "cluck"!)

●  
"The sense of humor is the oil of life's engine. Without it the machinery creaks and groans. No lot is so hard, no aspect of things is so grim, but it relaxes before a hearty laugh."—G. S. Merriam.





I ben kinda intristed in reedin' about these here diplomatic fellers what plays international poker at them UNO meet-in's. From what I heer, th' idee behind this here UNO is fer all th' nations to git together an' set down an' hash over their problems in a frendly manner, so's they kin understand one t'other, an' mebbe git rid of war.

Fur as I kin see, them fellers ain't so anx'ous to keep peace that they are willin' to give in a trifle when the rest of th' gang sez "NO" to their demands. It's "either you play the game my way, or I'll pick up my deck o' cards an' go home!" They ain't well enuff akuaunted with each other to understand what's go'n' on in th' other feller's noggin.

Human nature is jest naturally cussed, ain't it? We ain't gonna git far with our international understandin' till we learn to handle our own little misunderstandin's . . . yours an' mine I mean.

Why, jest th' other day one of the fellers in my department was gripin' cause the company laid off some people. "The place is goin' to pot, sure as hell," he wails. "We're gittin' smaller every day. Pretty soon there won't be nothin' left."

Now I happen to have jest sense enuff to reelize that this company expanded fast so they could turn out the stuff Uncle Sammy had to have in a hurry. The business we done durin' the war wasn't normal. So it's only natural an' logical that we hadda whittle ourselves down to nor-

mal size when we hit peace time. An' we ain't the only outfit . . . there's a lot of others in the same boat.

"Didja know," I sez to my gripin' friend, "that we got almost twice as many workers on the payroll rite now as we had in 1939? That was our last pre-war year, we figger. An' that our sales fer this fiscal year will run almost double what they was in 1939?"

"Why, no," he sez, kinda puzzlin' over that one. "I figgered we was right down on our uppers. Guess I kinda fergot the war was over. There jest wouldn't be no comparison between the war years and now. Mebbe things ain't so bad after all." Then he bristles up again. "But where's all them post war products we was gonna make? Seems like we're still knockin' out th' same old stuff."

"Look, chum," I points out, "if you had to fight another guy fer a champeenship title, wouldja write him a letter tellin' him in advance what sekrit punches you figgered usin' on him?" "Not if I was in my rite mind," he cracks. "Well," I comes back, "rite now the company is gittin ready to manufackcher considerabul stuff that'll hafta buck stiff competishun. Don't fergit, bud, we didnt get no chance to do much post-war plannin' while the fightin' was goin' on. Uncle Sammy had our noses on the grindstone."

"So ever sence the war we been gittin' set fer this new stuff. Now we ain't gonna spout all our plans so our competishun kin git the jump on us. When the time is ripe, then we'll hit the ball."

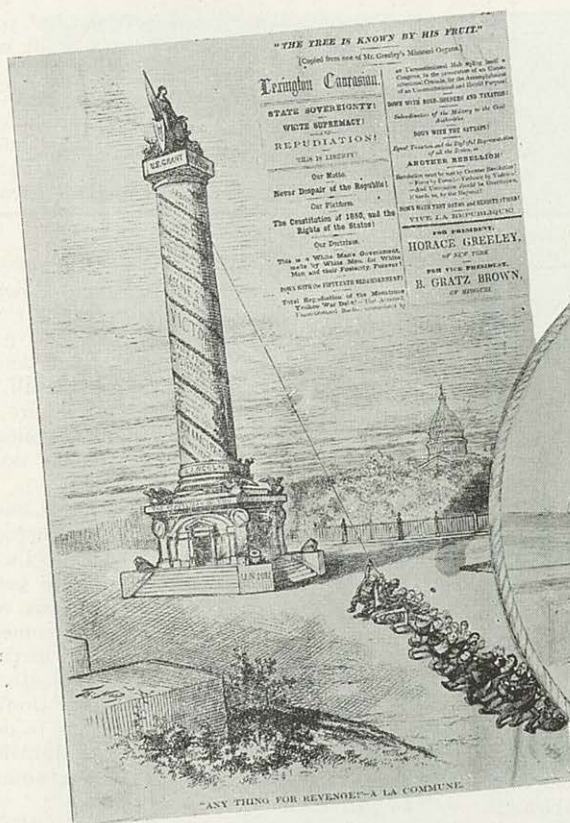
"How come you git all this doap?" he inquires. "Mebbe if the rest of us fellers knowed the story on things we'd be able to kill a lotta wild rumors that float around the countryside. Not that we're nosy, either. We kinda like to feel that we're partners in the deal. If we know what we're workin' fer, we're a lot more interested in our jobs, an' we'll be better workers."

Well, I kinda got off my original subjeck, I guess . . . but I gotta' git these things off my chest when they're on my mind.

*For ages the two sexes have been racing for supremacy. Now they have settled down to neck and neck.*

*Opportunity may open a door, but it takes work to stay on the other side.*





## OLD SCRAPBOOK MANY 19th CENTURY



These illustrations, typical of those appearing in newspapers and magazines of the last half of the 19th century, are taken from a scrapbook owned by Reginald C. Dawson, Safety Inspector. Printed before the use of modern photo-engraving methods, illustrations were etched by hand on steel plates, a difficult and tedious process.

At extreme left is a political cartoon by Thomas Nast, who became a political power through the medium of his drawings. Second drawing is of Cyrus Field, who played an

## GREEN CROSS FOR SAFETY

For the first time in the history of organized safety, the National Safety Council will go directly to the American public for support of the safety movement.

Under the banner of the Green Cross for Safety, thousands of volunteer workers will carry out a drive to show Americans of all walks of life that they have a stake in safety, and that its cause is worthy of their support. The campaign will be formally launched in May.

The Green Cross has been used successfully in safety fund raising in Cleveland and other cities for the last seven years. It has become well established as symbolizing the safety movement in all its aspects.

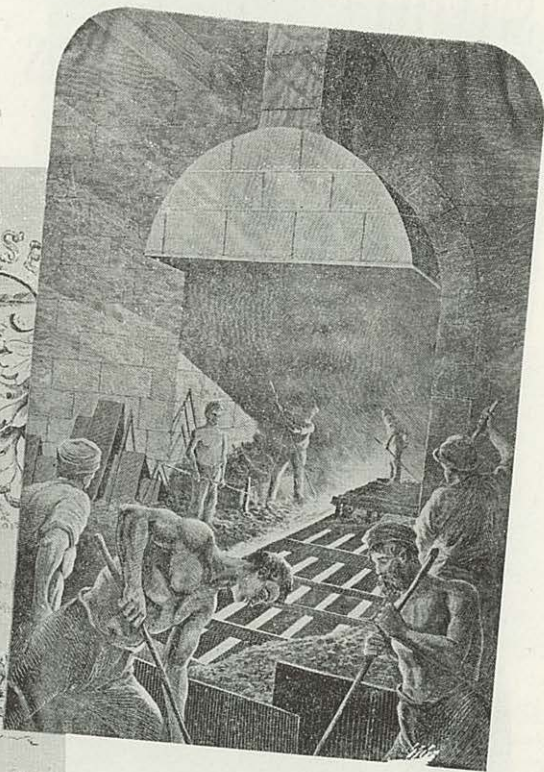
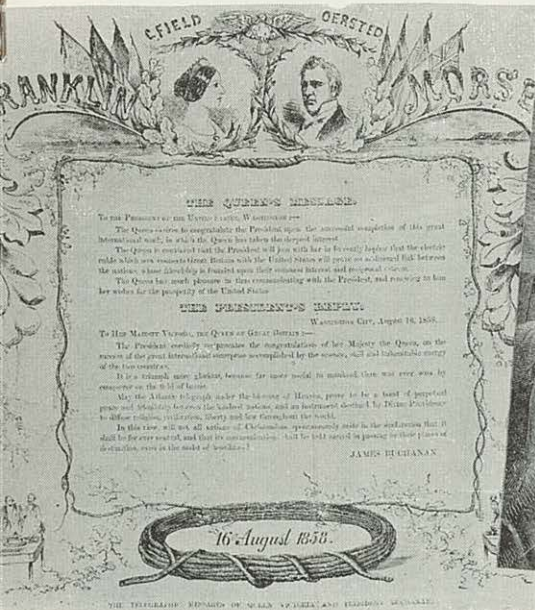
Local safety organizations in towns and cities will cooperate in bringing success to the campaign. The national campaign director sums up the situation as follows:

"The current accident figures highlight the necessity for a successful campaign. The end of the war's slaughter has brought a sharp rise in civilian accidental deaths . . . particularly in traffic, where monthly death tolls are running from 30 to 50 per cent above those of a year ago.

"While the traffic toll mounts, the death rates from public non-motor vehicle accidents and from home accidents remain at approximately their old high levels. The farm accident picture remains grim, and



# BOOK PORTRAYS CENTURY EVENTS



important part in the laying of the Atlantic cable which provided the first telegraphic communication between the U. S. and Great Britain. Third is a reproduction of proclamations by Queen Victoria and President James Buchanan, commemorating completion of the cable on August 16, 1858. These messages were transmitted over the newly laid cable. Last illustration is taken from a series of steel engravings portraying activities in the manufacture of iron at Pittsburgh. Many of these engravings are beautifully executed, and are excellent examples of old-time engraving art.

the slight decline in occupational accidents probably reflects only a decline in exposure.

"We have, then, an overall increase in accidental deaths. The situation is worst in the off-the-job field rather than in the industrial.

"These off-the-job deaths strike at all sections of our population. They kill four-star generals and corporation presidents, hard-handed farmers and skilled mechanics. Our children's walk to school is a walk into danger. The toddlers of pre-school age and the old folks are deserving of our best efforts at protection . . . yet we have so failed in our obligation that these are actually the individuals . . . out of all our population . . . most likely to be killed by accidents!

"The magnificent support the American people have given to other efforts in behalf of human welfare shows what our nation is willing to do, once it is convinced of the necessity of the action.

"Our job, then, is simply to get the facts to the public . . . all the public. The facts are dramatic, violent, deadly. They are facts which prove the existence of an intolerable condition. I believe firmly that once these facts are properly presented, support for safety, both in terms of volunteer workers and in terms of money, will be forthcoming.

"The Green Cross for Safety is a symbol under which all who believe in the worth of human life and human health can and will rally enthusiastically."



# SCINTILLA "VETS" RECEIVE SERVICE EMBLEM AWARDS . . .



*Above — Executive group at head table. Right—Claude Porter, Harry Porter, Walter Herzog, Ralph Cumber and E. M. Van Name receive 20-year emblems from G. E. Steiner.*



*Third row, left—H. Keller presents 15-year emblems to Albert Bruetzsch and G. W. Mangs. Right—Helen Daniels and Cora Greene smilingly face the camera after receiving their 10-year emblems from Mr. Steiner. Bottom—A double hand shake results as Bruce McGregor and John Allen receive 10-year emblems from Albert DeChard.*





Upper row, left—Carl Kuebler congratulates Arnold Wildgrube and Frank Bure as he presents them with 15-year emblems. Right—Everybody's happy as L. W. Trees presents 10-year emblems to Fred Dibble, Frank Rettberg, Joseph Moore, Jr., Joseph Bazata and Walter Vollert. Bottom row, left—Albert DeChard, Walter Michel and H. C. Kinch smile as they receive their 15-year emblems. Right—It's a 15-year award for Harold Pendorf, with W. J. Spengler making the presentation.

*Photos on these pages by Harry Earl*

Monday evening, April 15th, marked the Fourth Annual Service Emblem Awards dinner for employees of Scintilla Magneto Division, Bendix Aviation Corporation. About seventy Scintilla employees and executives attended the dinner, which was held in the Scintilla Cafeteria. E. M. Van Name, Director of Industrial Relations, was Master of Ceremonies for the affair.

Twenty-year emblems were presented to Ralph Cumber, Walter Herzog, Claude Porter, Harry Porter, and E. M. Van Name. Fifteen-year awards went to Walter Michel, Albert DeChard, H. C. Kinch, Harold Pendorf, Arnold Wildgrube, Frank Bure, Ivis Soules, Albert Bruetsch, G. W. Mangs and Ferdinand Nohl. Fifty-six employees received ten-year awards.

Mr. Van Name read a message from H. Hanni, General Manager, who was unable to attend the dinner. Text of Mr. Hanni's message was as follows:

"Three years ago this Spring it was my

privilege to stand before a similar group of Scintilla workers and thank them for their years of loyal service with this Division. That was in 1943 . . . when this country had been at war less than two years, and we were straining every fibre of our industrial muscles to come through with the materials of war so desperately needed by our men on the fighting fronts.

"That first gathering of Scintilla men and women who had earned the right to wear our Service Emblem was held in an atmosphere of tension. We were overshadowed by the urgencies of the moment. All of us were working hard to make every minute count, to produce more and more to help bring victory to the Allied nations at the earliest possible moment.

"The course of history has proved conclusively that our efforts were not in vain. Each and every one of us can take pride in the wartime accomplishments of the

*(Continued on Page 14)*



# SERVICE EMBLEM AWARDS

(from P. 13)

Scintilla organization. We all had a part in victory. We did the job we were asked to do . . . and all of us here tonight know that the job was a difficult one.

"Only a few months ago, we were eagerly looking forward to the post-war period in which we now find ourselves. Perhaps this is a good time to look around and take inventory of our situation. Many of us probably carried an idea that the end of the war would propel us magically and immediately into a fascinating world of plenty. We visualized stores full of all the things we had been unable to buy during the war . . . refrigerators, washing machines, radios, nylon stockings. Yes, and we also were hopeful of being able to walk into a men's wear store and come out with at least a pair of shorts. And, of course, we fully expected to buy a new automobile without any trouble.

"It's no secret that our dreams have been tantalizingly slow in materializing. We know now that quite a few more months may pass before we begin to reap the harvest of peace-time production.

"If we're smart, we'll be patient and bide our time. Considering the total mobilization of American industry for war purposes, reconversion is not progressing so badly after all. All of us here still have jobs and enough to eat. We all have places to live, for which we are most thankful. And this is still a free country.

"While we're on the subject of reconversion, we may as well take a look at our own organization . . . Scintilla Magneto Division. How are we doing . . . what does the future hold for us? This is a question that we frequently ask ourselves these days. We all have an equal interest in the answer.

"Considering the fact that our resources and facilities were devoted almost 100% to wartime production, with virtually no opportunities until very recently to do any concentrated post-war planning, we are making good progress. On the basis of orders received, our business for the fiscal year of 1946 will be almost double what it was in the calendar year 1939, which we consider as the last pre-war year. After that date, our business began to feel the impact of war orders from the Allied nations, and we became a war production plant.

"Naturally, it has been necessary to make reductions in our working forces to

bring our plant back to a peace-time basis. But again, we are ahead of our 1939 employment . . . our present staff of employees is nearly double the 1939 figure, which is consistent with our nearly doubled sales volume.

"We have come through the war with enhanced prestige in the eyes of the Army and Navy, and as a result we still have by far the larger part of the military aircraft ignition business. And the airlines are still sold on the idea that Bendix-Scintilla produces the best ignition equipment on the market.

"We are proceeding cautiously, for sound reasons, in the development and manufacture of new products, particularly those intended for automotive and industrial use. Since we will now have to sell our devices in a competitive market, we are carefully cutting corners and effecting savings in design and production, wherever possible, in order to meet competitive prices. However, we are being equally careful not to sacrifice in our automotive and industrial products the high standard of quality that has always characterized our aircraft ignition equipment. You can be assured that no corners are SCINTILLATOR, 9687 . . . Gal. 4 being cut where quality standards might be affected. Quality is not merely a matter of pride with us . . . it is one of our most valuable business assets, and we are guarding it carefully.

"Because we are now doing business in a highly competitive field, we do not talk too freely about our new developments until they are ready to be placed on the market. Perhaps this has led people to believe that we will have nothing new to offer. You can be sure that this is not the case. You have already seen or worked on a few of our new products, such as the small "K" type magnetos, and our electrical (or plug-in) connectors, and we are hard at work on other new devices, both aircraft and automotive.

"We are in reasonably good business condition now, and we have every reason to believe that the next few years will see us on a very solid and profitable footing.

"You 'old timers' present here tonight have been through the mill. You have seen Scintilla grow from a mere business infant to a lusty wartime industry. Because of your knowledge and experience, heavy

(Concluded on Page 15)



# Save with the Payroll Deduction Plan

At the time of Pearl Harbor 700,000 Americans were putting away five million dollars a month in bonds through the Payroll Savings Plan.

By the war's end, 27,000,000 citizens in more than 200,000 concerns, and the

armed forces) were saving thus at a rate above five hundred million dollars a month.

Not only did this plan provide billions of dollars to the government when it was most needed, but it also gave people a chance to save large amounts . . . many for the first time in their lives.

A national survey recently completed for the Treasury by the Department of Agriculture shows that nine out of ten persons who have been buying bonds on the payroll plan wish to continue.

Scintilla Magneto Division has arranged to continue the payroll deduction plan for the convenience of employees of this Division. At the present time, 28.4 per cent of our employees are utilizing this service. If it was a good thing during the war, it's equally good today. It's a painless method of buying security for a rainy day. If you're not using the plan, why not think it over seriously?

Perhaps the following table will aid you in visualizing what can be accomplished in a few years of systematic saving through the Payroll Savings Plan:

SAVE Each Wk.	AND YOU WILL HAVE		
	In 1 Yr.	In 5 Yrs.	In 10 Yrs.
\$ .75	\$39.00	\$ 200.74	\$ 431.49
1.25	65.00	334.11	719.11
2.50	130.00	668.97	1,440.84
3.75	195.00	1,004.20	2,163.45
7.50	390.00	2,009.02	4,329.02
12.50	650.00	3,348.95	7,217.20
15.00	780.00	4,018.67	8,660.42
18.75	975.00	5,024.24	10,828.74



responsibilities were placed upon you for seeing that our wartime job was done. You made a fine production record, which Uncle Sam recognized by presenting you with the Army-Navy "E". That phase of our lives is now over, for which we may all be thankful.

"In the days that lie ahead, we need the same energetic leadership, the same spirit of loyalty and cooperation, that you have shown in the past. With your continued devotion to the tasks ahead of us, we can face the future with confidence. You are to be congratulated on your long periods of service with Scintilla, and it is hoped that we may spend many more years working together."

*Editor's Note: Employees who were re-employed after Dec. 31, 1945, and who were previously eligible to receive a Service Emblem Award, will receive their Awards in the near future.*

## The Cover

The cover this month goes off on a psychological tangent . . . the eternal controversy between a man's conscience and sense of duty as opposed to what he really wants to do. Now that the grass is green on the fairways (and the garden ideal for spading), the little wife will put her will power into high gear, thereby removing any doubts from friend husband's mind as to whether he ought to shoot a little golf now and let the garden wait, or vice versa.

*Photo by Norman C. Meagley*



# Color Bright, Color Right

Girls! A wide assortment of colors and color combinations will be very important in your spring wardrobe planning. Colors will be vivid and clear in tone quality but not as violent as those of previous years. For instance, royal blue will be replaced by the soft, cobalt blue; shocking pink will take a turn to shades of watermelon and coral pink; and geranium will replace fuchsia.

You can be as chic as any fashion queen by using distinctive color combinations. The following chart will give you many ideas for new clothes and accessories as well as new combinations for the old ones:

*Basic Color                      Combined With . . .*

Brown — Peach-pink, sandy beige, pale grey, coral

Wine—Turquoise, banana yellow, stone blue

Russet brown—Black, grey, apple green, pale blue, creamy yellow

Dark blue-green—Mauve-pink, bright yellow, sandy beige, black

Dull olive green—Black and white, sandy beige, peach-pink, apricot, maize

Dark bluish green — Banana, chartreuse, lemon, cream coral, bud pink

In selecting colors for yourself be certain that they are becoming to your skin coloring and eyes. This can be determined by holding the material to your face in daylight. The right shades will bring out highlights of your coloring.

Whenever you buy a hat, blouse, suit or coat make it a rule to select an article that will blend well with different pieces you already have in your closet. Following this rule will give you greater variety and will be much easier on your budget.



These two bowling teams will represent Sidney at the ABC Tournament in Buffalo, May 9th and 10th.

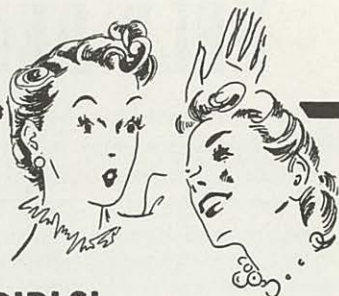
Top—Team sponsored by Scintilla. L. to r.—James Greene, Arthur Reynolds, William Slawson, Capt., Calvin Slawson and Archie Spencer. Bottom — 20th Century Team sponsored by Sissons & Son, Aikin's Sport Shop, Victory Restaurant, Green Gardens and 20th Century Bowling Alleys. L. to r. — Ken Truhn, Arthur Bouvier, Andrew Yarter, Capt., Richard Halbert, Gordon Berger.

Photos by Harry Earl



# Strictly

## FOR THE GIRLS!



**IN THE SPRING A YOUNG MAN'S FANCY . . .** You bet! Wise girls all know where it turns, and plan their look-lovely strategy accordingly. New twists to bonnets and hair-do's are fetching. But when it comes to holding hands — well, it's only fun when feminine hands are in smooth, beautifully cared for condition. That's when the weekly home manicure pays off! And Spring, 1946, offers a new prettyfier to add a final touch of flattery to your finger tips. It's a lustrous new shade of nail enamel called, provocatively, *Dark and Handsome*. It's red. But a warm, deepening red that makes your hands look whiter and more delicate. Just the perfect complement, too, for your favorite spring navy or pastel outfit.



*Helpful Hint for Other Halves: If your husband's collars and ties wear out too fast at the neckline, sparse hairs low on his neck may be the reason. Constant rubbing causes wear. A low-down, close-in shave's the answer!*

**AND ABOUT NEW HAIR-DO'S . . .** Watch out, when you plan your spring hair style, that your hairdresser isn't scissor happy. If you let him clip too freely toward a version of the 1920 bob, you may come out with a replica of your brother's crew cut! Beauty editors on the magazines agree that the new short look is important, but suggest you avoid reckless shearing. If your hair is below your shoulders, you'll probably have it cut. But try hair 6" long in back and 3" in front. This length will allow you plenty of style freedom and not keep you racing to the hairdresser. With this *modified* hair cut, have your hair set a little tighter the next time you pay a visit to your beauty salon, and add a fine Dache net in your natural hair color to give it the neat, close look. Remember, the man in your life still admires your crowning glory.



**WHAT YOU CAN DO** that first warm sunny day, is plan a picnic with a new angle. A frisky breeze suddenly blowing up over the hill can make the inner picnicker crave warmth, so make it a baked beans and brown bread occasion. Bake your beans at home in a sturdy Dutch oven and warm them in the embers of your picnic fire.

### QUICK BAKED BEANS

- |                                            |                               |
|--------------------------------------------|-------------------------------|
| 1 teaspoon dry mustard                     | 4 cups dry navy beans         |
| 1 tablespoon salt                          | $\frac{1}{2}$ pound salt pork |
| $\frac{1}{4}$ teaspoon pepper              | 1 cup New Orleans molasses    |
| 3 cups boiling water (from simmered beans) |                               |

Wash beans, pick over and soak for 3 hours in boiling water to cover. Cover, bring to boil in same water, skim, and cook slowly until tender—about 50 minutes. Drain beans, reserving cooking water. Turn beans into 3 quart Dutch oven. Score pork and bury in beans with scraped rind exposed. Mix remaining ingredients and add. Cover; bake in 325° oven 3½ hours or until tender, uncovering during last hour of baking. Serves 12.



# HELP DEFLATE INFLATION

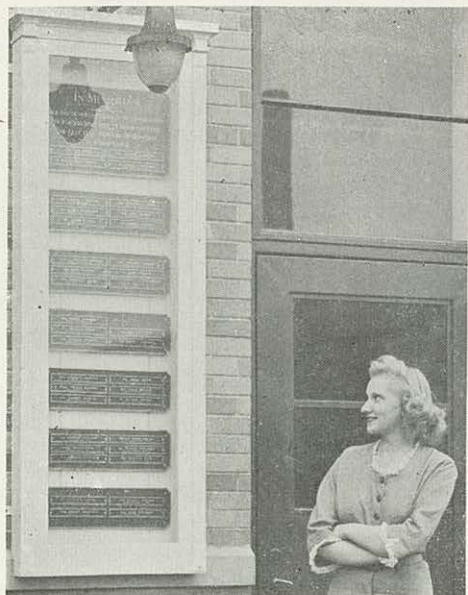
Our government is highly concerned at the present time about the possibilities of inflation and is trying hard to combat any such occurrence. This issue directly concerns not only the government officials, but each and everyone in the nation. All of us have a stake in the future and should know something of inflation and how to combat it.

As defined by Webster, inflation is "disproportionate and sudden increase in the quantity of money relative to the amount of exchange business." Simply put, it means that though the quantity and quality of goods produced remains the same, it requires more money to purchase an article in inflationary times than it does in normal times.

All of us have a stake in a well balanced economic system. To business it means a more profitable market. To labor it assures full and steady employment and high wages. To the farmer it means that his products will bring good returns. To the consumer—and all of us are consumers—it means a better way of life.

During the first World War we had far

less adequate wage and price controls than we developed during World War II and prices rose far more rapidly. From



Marie Cresson, Sales Dept., views the newly erected cabinet containing plaques listing former Scintilla men who gave their lives in World War II . . . a total of 38 names. Cabinet is mounted on wall outside of East Clock area.

Photo by Norman C. Meagley

July, 1914, until the Armistice prices rose 62 per cent. From the outbreak of World War II until V-E day, prices rose less than 30 per cent. This was less than half the former rise in almost twice the length of time.

The people have it in their power to prevent further price rises by following a few simple and exceedingly sound rules which are advocated by all economists who have been working with this problem for the past few years. The rules are:

1. Buy only what you really need. This may be difficult with many things returning to the market that we have done without for so long, but a little more perseverance along these lines will aid immeasurably in the long run.

2. When you buy, pay no more than ceiling prices. Because one has a few extra dollars is no reason to pay more for an article than it is worth. The Black Market was founded—and thrives—on just such a policy.

3. Keep your own prices down. Don't take advantage of conditions to ask more for your labor, your services, or the goods you sell. Estimate your worth, or the worth of your products, honestly and accurately; ask that and no more.

(Concluded on Page 19)





*This is the plane-pilot combination that has furnished passenger, pick-up and delivery service for Scintilla for the last few years. Probably most of us have seen the plane in the air, but not so many have seen it close-up on the ground, so take a look. R. J. Barnard is pilot.*

### Shipping and Receiving

Jack Bornstein and Clarence Kessler, didn't take seriously our advice in last months Scintillator concerning the 20-foot length steel. On April 10th Receiving got 14 bars of steel 20 feet long and 16 ounces in every pound. We called Jack for help, but he must have been in a conference. Let's cut 'em in half at the source, Jack!

Jack Somerville lost some of his girls a few weeks ago, and we wish them all the luck in the world. We hate to lose you folks.

Receiving lost two "good men" a month or so ago (good, that is!). Charley Houck has been made foreman on the second shift and Walter Barnhart is working with him.

Barney and Charley will be missed on days, but Barney can do a lot of bullhead fishing.

Marv Ottaway wishes Scintilla received steel with Navy inspection at source. It sure would save Marv a lot of sample cutting.

Harry Downin's boy was hurt quite badly in an accident. Here's wishing him a speedy recovery from all of us.

Anyone who gets in the doghouse can visit Bill Meehan down by the river . . . fishing, smoking, swimming, card playing, etc.

We don't know who is Scintilla's best truck driver, but we do know that "By" Thomas is the best looking.

We're glad to see that Otis Norton, Jr., is out of the service. Whatever you decide to do, Otis, good luck to you.

Carr Clothing Co. in Oneonta burned in April, and it really was a bad fire. One spectator was Herb Somerville. He doesn't go to town very often, but when he does, there is always plenty of excitement.

John Carmichel had a fine time while "Bucky" Wilcox was in New York. How about that, John?

Harlow Brundage has our nomination as the busiest little man in the plant.

It is our hope to see ex-Marine Bob Piper back in the ring one of these days. Take our advice and bet on Bob, if and when . . .

### Help Deflate Inflation (from P. 18)

4. Save! Keep up your insurance. Bank your extra money, or better still purchase government Bonds. It's always a good, safe feeling to see a steadily rising reserve fund and it will aid greatly in helping to keep the economic stability we are all striving for.

A sagging of price levels may come and if so, it may possibly be a false indication that the danger of inflation is over. It would be tragic if prices did get out of hand at the eleventh hour, undoing all the good work which has been done to date by the people and the government.



# BARTER COLUMN

**FOUND:** Ronson Cigarette Lighter with initials T. T. B. Owner please see William Jones, 35-8.

**FOR SALE:** Hill-top cottage . . . 4 rooms, running water, gas stove, electricity, splendid view. Fifteen minute drive from Scintilla. Cash, \$1500. O. W. Hitchcock, 100-1.

**FOR SALE:** Tricycle and hand cultivator. H. Sines, 35-2.

**FOR SALE:** One  $\frac{1}{4}$  H.P. Electric Motor . . . One Microscope and Stand, approximately 40X . . . One Microscope 100X, no stand . . . One  $\frac{1}{2}$  in. Jacobs Chuck #1 Morse Arbor. K. A. Aitken, 96-24.

**NOTICE:** It will be to the advantage of anyone planning the installation of a new hot water or steam home heating system this year to contact K. A. Aitken. Ext. 453.

**FOR SALE:** Folding-type Baby Carriage, in good condition. Geo. Swanson, 90-60, 40 Union St., Sidney.

**CAMERAS FOR SALE:** 35m.m. Memo with filters; 5x7 Primo View. C. Collins, 9-6.

**WANTED TO BUY:** Good used car. Will pay cash. R. Linderman, Coil Dept.

**FOR SALE:**  $2\frac{1}{4} \times 3\frac{1}{4}$  Enlarger: selected double condenser lenses . . . V-type mechanism focusing system . . . Dustless negative carrier . . . Interchangeable lens board . . . 5-ply base, size 16"x20" . . . entire weight of enlarger body evenly spring-counter balanced . . . 36" tubular chrome supporting column . . . 75m.m. Eastman Kodak F:4.5 anastigmat lens in iris diaphragm. Howard Wood, Service Repair Dept.

**SCINTILLA** Gospel Team every Wednesday in Conference Room at 7:45 sharp.

**FOR SALE:** Philco Automobile Radio, perfect condition, used very little. Jos. F. Bazata, Service Dept.

**FOR SALE:** Nearly new "Continental Colonial" B-flat Trumpet. A-1 condition. used less than two years . . . \$95.00. Al Meade, 92-70, First Shift.

**WANTED TO BUY:** Used sedan . . . nothing older than 1935-1938 model. Floyd Tuckey, 99-86, Nights. Or 15 Pleasant St., Sidney.

**WANTED:** Used "Giant Home Workshop Manual," same as sold in Tool Crib some time ago. Jos. F. Bazata, Service Dept.

**FOR SALE:** Lake front lot on nice lake. Enjoy outdoor week-ends and vacations with boating, swimming and fishing at your own cottage. Easy drive from Sidney. W. Merritt, 31-3, Night Shift. Or Rockdale, N. Y.

**FOR SALE:** Beautiful 16' Thompson Boat: snap-on canvas cover . . . 2 cockpits . . . windshield . . . lights . . . wheel . . . fenders . . . pump . . . fire extinguisher . . . life jackets . . . kapok cushions . . . 22  $\frac{1}{2}$  H.P. Evinrude Speedy-Twin motor, first class condition. Also 2-wheeled trailer. \$700. Phone Sidney 4373.

**FOR SALE:** Large artificial fireplace—dark finish, electric logs, andirons, shovel and tong set . . . Hamilton 21-jewel pocket watch . . . Detecto baby scales (all metal) . . . Electric mixer (liquidizer). Paul Conkle, Dept. 70. Or 268 Johnston Circle, Sidney.

**ELECTRIC** Wiring, Motor and Appliance Repair. Stanley Scutt, 12-55. Or 216 Johnston Circle, Sidney.

**FOR SALE:** Four used 600x16 tires, in very good condition. H. H. Hulbert, 70-207. Phone Sidney 3407.

**FOR SALE:** One G-L 1" micrometer, and one Starrett 1" micrometer. Julia Pine, 81-501.

## Fuel Injection Article Correction

We wish to make a correction of a statement made on page 5 of the Fuel Injection article which appeared in the March Scintillator. The statement referred to read as follows: "Clearance between plunger and cylinder is approximately eight one-millionths of an inch..." We are informed by the Fuel Injection department that the correct clearance is "eighty one-millionths of an inch."