

The Scintillator

September



The Scintillator

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School Days

With Labor Day celebrations over for another year, school children of all ages are back in school again . . . but tucked between the pages of their history books are the memories of "all last summer." During these long, sunny autumn days they will daydream the whole day through—not just dreams of summer's big events, but dreams of friendships won, things done and all the things summer has meant to them.

In Sidney and all over the nation our "little red school houses" are holding open house, playing the role of host to the next generation of doctors, lawyers, presidents and other civic leaders. However, these little school houses are not so little nowadays. Today the "little red school house" is a symbol of a system that helped America grow up, and in its place are large brick buildings that house the instruments of modern education.

Other things have changed too. A few years ago "readin', ritin' and 'rithmetic" might have been taught to the tune of a hickory stick, but today it's a different story. Today America's children are being taught to the tune of jet propelled aircraft, the needs of a world in trouble . . . speed and high powered motors. All of this brings to mind the point we wish to make—drive safely!

Going to school is a part of growing up. All motorists should realize that a small child has not yet developed the same reasoning that a grown person has. For instance, when a small child sees a friend on the opposite side of the street it isn't unusual for the child to suddenly dart across the road. The responsibility rests on the individual motorist alone, and each driver should be on the alert for such emergencies at all times. Drive at a safe speed which will allow you to stop—*before it is too late.*

STAFF APPOINTMENTS ARE ANNOUNCED



Above—E. M. Van Name and Howard Bode

**Van Name to fill post
of Staff Assistant to
the General Manager;
Bode is named Director
of Industrial Relations.**

Announcement was made Monday morning, September 15th, of the appointment of E. M. Van Name to fill the post of Staff Assistant to the General Manager. Howard Bode of South Bend, Indiana was named Scintilla's new Director of Industrial Relations to succeed Mr. Van Name who formerly held that position. Mr. Van Name, who has completed 22 years of service with the Company, is largely responsible for the rapid growth and development of the Industrial Relations Department. Under his leadership the department has been built-up to its present status, functioning as an indispensable unit in the Company's organization. In addition to his new duties, Mr. Van Name will continue to direct all activities of the Medical, Safety and Scintillator departments.

Mr. Bode was transferred to Scintilla from the Central Industrial Relations Department of Bendix Aviation Corporation. The new Director of Industrial Relations was born in South Bend, Indiana in 1910. He attended Valparaiso University, where he met Mrs. Bode, and upon leaving school he started work for the New York Central Engineering Corps. He later was employed by the Walsh Construction Company, railroad contractors, and in 1934 he first became an employee of Bendix.

Starting as an assembler in the Bendix Products Division at South Bend, he was transferred to the Owosso Division in 1942. Since then he has been Director of Industrial Relations in Owosso, later filling the same position in the Experimental Engineering Division in Detroit. In September, 1946, he was assigned to the Central Industrial Relations Department as Staff Assistant.

Mr. and Mrs. Bode have twin boys, age 11, and another son, age 13. Mrs. Bode and the boys expect to join Mr. Bode in another

month.

At the end of his first week at Scintilla Mr. Bode remarked that his impressions were very favorable, not only of Scintilla, but also of Sidney and the people in it. He said, "I'm proud to move into a community where the people have civic spirit enough to have such a fine hospital, recreation center and school system."

BEHIND THE COVER

ON DUTY—Arnold Kappeler, a Lieutenant in Sidney's School Safety Patrol, assumes a restraining pose in guiding his young charges safely across an intersection near Sidney High School. Pictured on the cover from left to right are: Emily Smith, daughter of Mr. and Mrs. Francis Smith; Lt. Kappeler, son of Mr. and Mrs. Tony Kappeler; and Evelyn and Carol Buker, daughters of Mr. and Mrs. P. G. Buker.

The Safety Patrol Boys

Big Brothers to Sidney's School Children

Four years of continuous operation without a single accident—that's the enviable record of Sidney's School Safety Patrol. Operating under the direction of Henry F. Hort, Supervisor of Elementary Education in the Sidney Central School System, Sidney's safety patrol boys form part of a national network of safety patrols sponsored by the American Automobile Association. In an era of increasing traffic fatalities safety records of any nature are impressive. However, Sidney's school safety record is no mere combination of circumstances or coincidence. Sidney's patrol boys take their duties seriously and handle all responsibilities assigned to them with exceptional merit. This alone counts as a predominant factor in determining the background for the school's safety record.

Contrary to popular belief school safety patrols do not direct vehicular traffic. Their primary function is to instruct, direct and control members of the student body in crossing the streets at or near schools.

In Sidney the School Safety Patrol is made up of boys from the 4th, 5th and 6th grades, making the patrol strictly an elementary organization. Selection of a boy to serve as a patrol member is an honor, selection being based on high scholastic attainment in relation to the boy's ability, the recommendation of the classroom teacher as to leadership and reliability,

and the approval of the boy's parents. Each member must also have a knowledge of the patrol's pledge and its meaning.

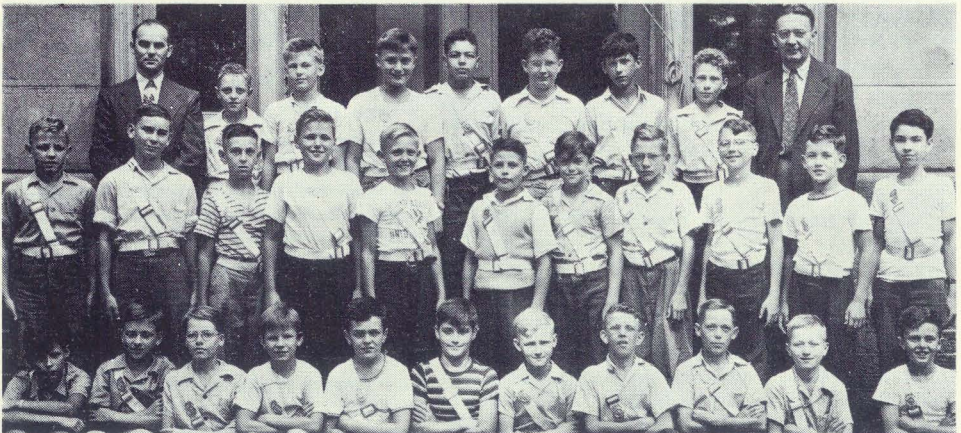
Unlike most school organizations the safety patrol receives no direct monetary support from the school. All funds are raised by the patrol members through various activities. During the war the patrol cooperated with the Future Farmers in the collection of scrap paper, dividing the proceeds on a 60-40 basis. The treasury did not remain full, however, for the boys made contributions to the Red Cross, Polio Drive and the Dr. Grant Memorial

(Continued on Page 6)

Below—Members of Sidney's School Patrol are pictured. First Row, from left to right: James Philpott, Bruce Laraway, David Seely, Clyde Miller, Robert Marr, Larry Alcott, Jack Young, Jerry Zurn, Warren Doolittle, Glenn Rice, and Bruce MacDonald.

Second Row—Donald Logan, Ken Kinch, Ken Keller, Lt. Arnold Kappeler, Captain Nick Danforth, Lt. Gene Palambo, Duane Sisson, Burdett Brown, Bruce Clarke, Hugh Doyle, and Edward Weeden.

Third Row: Patrol Supervisor Henry F. Hort, Louis Gardner, Herbert Morgan, Lester Trees, William Nunt, John Cleaveland, Joe Lakin, James Fisk, and Ralph F. Pyle, Supervising Principal.



MEET YOUR NEIGHBORS

at

Keith Clark



Mr. J. Keith Clark

An office wouldn't be an office without a desk blotter, desk calendar or memo pad. And a vacation wouldn't be a vacation without an album to store priceless snapshots. Nor would life be complete without scrapbooks to record these changing times. Hardly a day passes but what we come in contact with one or more of the above articles, and the chances are 10 to 1 that it's a product of our next door neighbors—Keith Clark, Inc. and Glenn Mill Manufacturing Company, located in the Lewis Building.

When Scintilla completed its wartime operations, speculation was keen as to who or what would occupy the Lewis Building. From time to time various persons have queried us on the subject, and as a result we decided to do a little research on the matter. With the cooperation of J. Keith

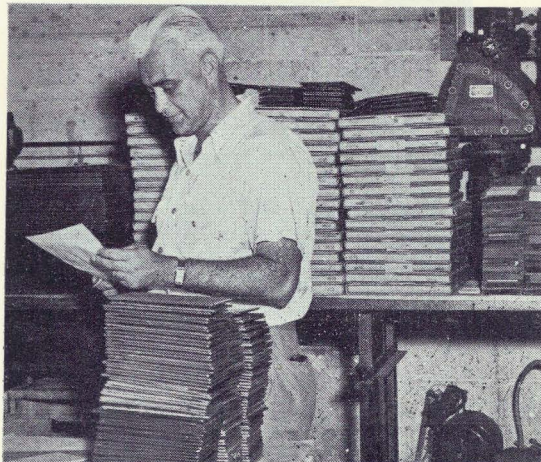
Clark we managed to dig up the following information which should give everyone an insight into the activities of our neighbors.

Our greatest surprise was in discovering that not one but two companies are doing business under the same roof at the corner of Union and Division streets. Both are managed by J. Keith Clark . . . but first let's get on with our story.

Keith Clark, Inc. was founded in 1921 as a specialty printing house, and by 1923 the company had turned its entire production into desk calendars. Although Keith Clark's stock outlets today are to stationery jobbers and dealers, their specialty is the designing of desk calendars for advertising purposes. These calendars are
(Continued on Page 6)

Assembling of desk calendars is the final step in the production of Keith Clark products. From left to right: Dorothy Searles, Frank Jacovino, Supervisor; and Nettie Cable.

Each order is carefully checked before shipping. August Tacea, Supervisor of all Glenn Mill operations, is shown checking an assortment of "Lest I Forget" memo pads.



Keith Clark *(from Page 5)*

sold under the trade names of "Work-A-Day" and "Mem-O-Day" desk calendars.

At the present time officers include J. K. Clark, president; A. G. Mitchell, vice president; M. L. Clark, treasurer; and M. G. Clark, secretary.

In 1943 the partnership of Glenn Mill Manufacturing Co. was formed as an allied business, specializing in tooled leather items for sale to the trade and the advertiser. Glenn Mill products include leather albums, scrapbooks, memo pads, loose leaf binders, desk pads, calendar covers and other leather specialties. This partnership consists of D. H. Clark, A. G. Mitchell, M. G. Miller, and Lionel Edison.

In the fall of 1946 the two companies purchased the Lewis Building in order to increase their manufacturing space and production possibilities. Prior to this their plant was located in New York City. Their sales office is still maintained in New York at 601 West 50th Street.

Mr. J. Keith Clark and his family live in Sidney, and with the exception of a few foremen all persons employed by the company are local residents. Since their most necessary commodity is paper—which is still on quota—production is still limited. However, as soon as these restrictions are lifted they hope to greatly increase their production and employment.

Below—Ruth Alger is pictured in a paper drill operation. Drill is used to punch holes in the tops of desk calendars.



Sales Department Holds Picnic at Gilbert Lake

In a secluded glade of Gilbert Lake State Park members of the Sales Department and their families gathered for a picnic on the first Sunday in September. The odor of hamburgers, weiners and onions mingled with wood smoke from the open fireplace and drifted through the trees to greet the earliest arrivals. Closer investigation revealed that our own Henri Carrere was partly responsible for this reception. The word "partly" is used here, advisedly, for in the background, ever ready to lend a helping hand, was Mrs. Carrere.

After stomachs had been crammed to a point where self propulsion was all but impossible, some happy soul cheerfully announced that a softball game would immediately take place on the adjoining field. However, as the day grew hotter a sudden decision was made to adjourn to the beach where the cool waters of Gilbert Lake offered promise of welcome relief.

With the exception of a few minor complications such as getting lost on the way in and on the way out (Woodsman Schaeffer was late), the day's activities were carried out on schedule. As it inevitably must, evening finally came, and with it the end of a perfect day. Another picnic was ended, but it is hoped that a precedent has been set which will be followed for many a year to come.

Big Brothers *(from Page 4)*

Fund with their share.

Last year, when the patrol's funds were at low ebb, the boys held a button sale. Sale of these school buttons, needless to say, was a success, and the boys were able to report a "sell out."

The effectiveness of school safety patrols is evident. In 1922 the motor vehicle death rate for the five to fourteen-year age group was 14.1 per 100,000. In 1940 for this same group it was 9.5 per 100,000—a reduction of 30 per cent. Aside from the accomplishments in safeguarding classmates patrol members are learning valuable lessons in assuming leadership and responsibility. And today, thanks to the School Safety Patrol, parents of Sidney children, as well as mothers and fathers in other communities, can send their youngsters to school with greater confidence than ever before because they know that the patrol boys will be on duty.

Candidly Yours

THE QUESTION

"What fault, trait or characteristic do you dislike most in men?"



Connie Conrow, Engineering Records: "Just men who are conceited. Those are the ones I don't like."



Jeanne Beers, Engineering Records: "I don't find much fault with men in general, but it's a cinch I don't like c'gars."



Eileen Atkinson, Engineering: "The one I have is perfect, and I don't have anything to do with the rest of them."



Kay Gossoo, Dept. 47: "I think most men are nice, but one thing I do dislike in a man is ego-tism."

Mrs. Sheffield B. Smith, Service Repair: "A cigar dangling in the corner of a man's mouth when he is talking to a lady, and strange men whistling at girls. Also brush hair cuts."



Thelma Pulver, Dept. 99: "Everyone has faults, and I don't think you can blame men for their faults anymore than you can blame women for their's."



Smile Awhile

Three bulls escaped from a slaughter house. One was a big bull, one was a medium sized bull, and one was a very small bull. The big bull ran into a barn across the road and was captured in no time flat. The medium sized bull stopped for a red light on the corner and was promptly lassoed. The small bull, however, led his pursuers a merry chase before he was rounded up. The reason for this is that a little bull goes a long way.

An Englishman, a Welshman and a Scot were having drinks together. There were three flies buzzing around the room, and one happened to light in each drink. The Englishman called for a teaspoon and removed his fly with an expression of disgust. The Welshman put his hand in and with his thumb and forefinger flipped his fly clear across the room. The Scot carefully lifted his fly and wrung it out.

A senior at lunch in Purdue
Discovered a mouse in his stew.
Said the waiter, "Don't shout
And display it about
Or the profs will be wanting one too."

At a stag dinner in the Lambs Club a group of well lubricated conviviais were startled by the sudden entrance of a weird character with flaming red hair standing on end, a chalk-white face, and a costume that looked as though it had been laid away in moth balls for at least two decades. Ring Lardner recovered first. He rose from his chair with some difficulty, and poking a shaky and accusing finger in the newcomer's face, demanded, "On the level, Mister, how do you look when I'm sober?"



Bendix Trophy Winners

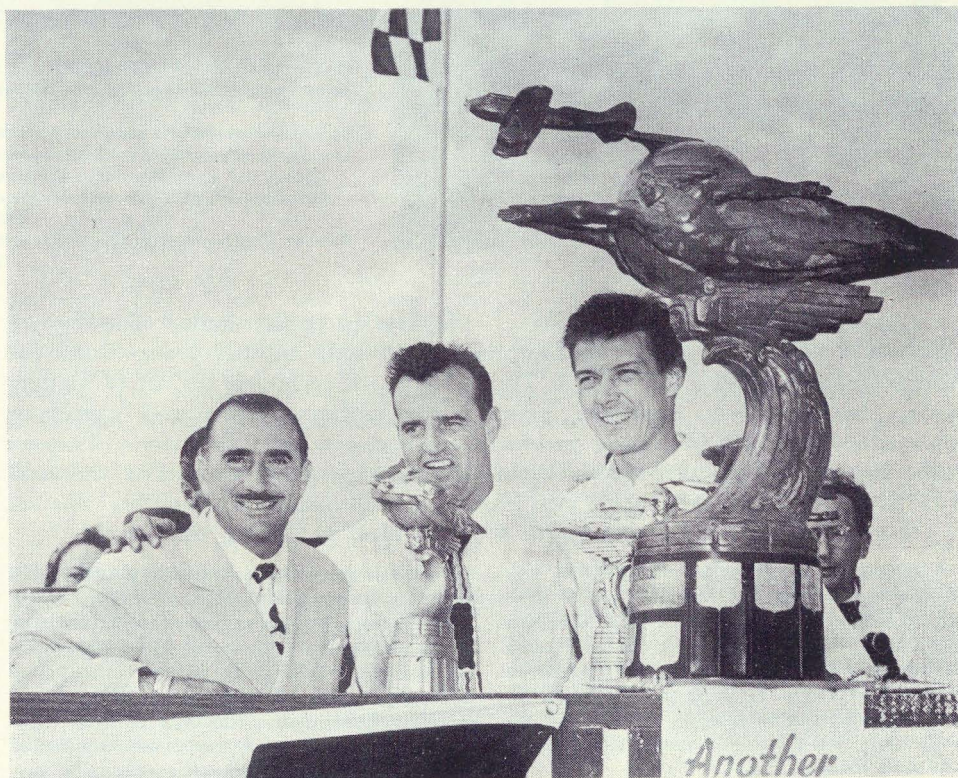


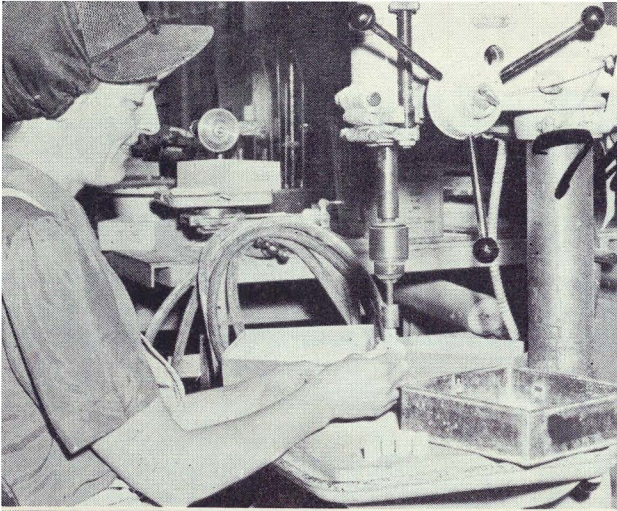
Ferguson Presents Bendix Trophy Awards

←Air Force officers who set new records in the Jet Plane Division of the Bendix Transcontinental Race from California to the National Air Races at Cleveland receive Bendix Trophy plaques from Malcolm P. Ferguson, President of the Bendix Aviation Corporation. Left to right: Major Clay M. Albright, Andrews Field; Mr. Ferguson; Colonel Leon W. Gray, March Field; and Captain W. S. Patterson, Selfridge Field. Colonel Gray, who won the 1946 race, boosted his speed this year to 507 miles per hour.

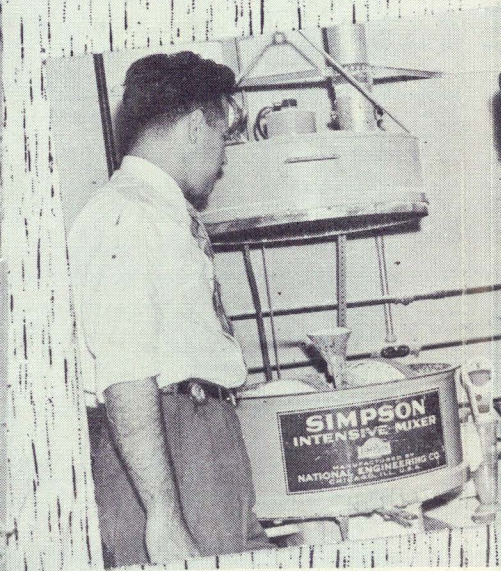
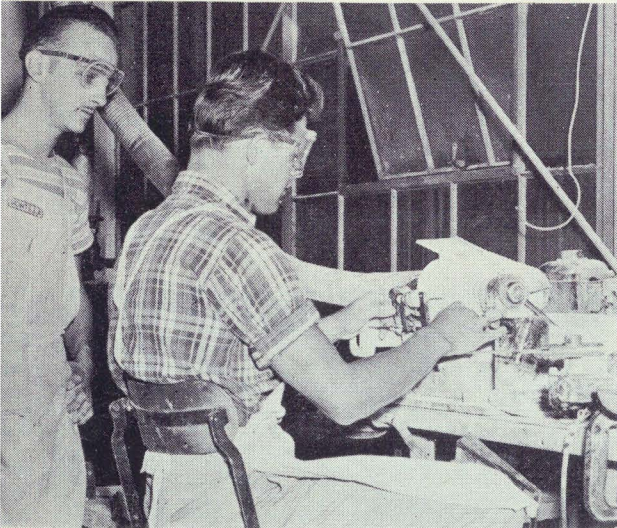
←Paul Mantz, left, of Burbank, California, winner of the 2,050 mile Bendix Race from VanNuys, California, to Cleveland, receives the Bendix Trophy from Malcolm P. Ferguson, President of the Bendix Aviation Corporation. The presentation was made before 75,000 persons at the National Air Races. In winning for the second consecutive year Mantz set a new record covering the transcontinental course in 4 hours, 26 minutes, at 460 miles per hour. A few days later he set a new record from New York to Los Angeles of 7 hours and 4 minutes.

↓ The winning pilots in the Bendix Transcontinental Race receive their Bendix Trophies at the Cleveland National Air Races. Left to right: Paul Mantz of Burbank, California, the winner, who set a new record of 460 miles per hour over the 2,050 mile course; Joe DeBona of Beverly Hills, California, who finished second only 77 seconds behind Mantz; and Edmund Lunken of Cincinnati, who finished third.





The Greeks Had



Above—Edward Mooney and Edwin J. Rogers, mixer, used for mixing ceramic bodies. Eugene T. Ellis, of a gran
Top Left—Ann Hale is pictured performing an op
Top Right—Pyrometric cones, used in testing ove
Ellis. Each cone denotes a different temperat
Bottom Left—Bill Bennett is shown grinding
Al Farmer
Bottom Right—Minnie Cook operates extrudin
in long, thi

The Greeks had a word for it . . . they called it "keramos." The French called it "ceramique," and the Egyptians used still another term. Even the American Indian had a word for it. Today we call it ceramics, the art of making brick, glass, enamels, porcelain, cement, tile, pottery, china and numerous other allied products. Ceramic products are not new by any means. The art dates back to prehistoric times when primitive peoples discovered the ease with which clay can be shaped into objects. In the beginning the clay was set in the sun for baking, but gradually fire was used in baking the articles.

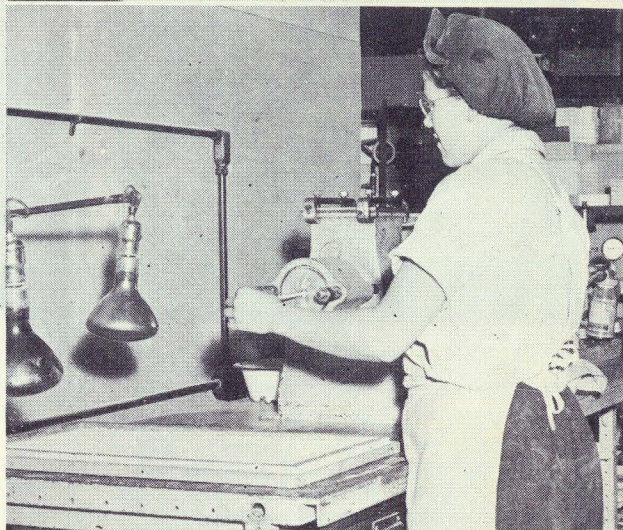
A ceramics department at Scintilla was established mainly for the purpose of producing ceramic parts for use in connection with out ignition systems. However, sales of the Scintilla ceramic have been made to outside customers. Such sales have resulted in the production of inserts, draw pins, jet insulators, yarn and thread guides, core rods and discs.

Scintilla sponsored the development of a ceramic body in use at the present time. This ceramic body has been found ideal for spark plug insulator work where strength, resistance to lead oxide attack and dielectric properties are of major consideration. It is an aluminum oxide type of body, containing no clay and a minimum amount of fluxes.

a Word for - Ceramics



rs, Ceramic Engineers, assumed this pose by a e Travers, group leader, is observing the action ranulator. operation which rounds the edges on yarn guides. oven temperatures, are being prepared by Leona rature according to its reaction to the heat. ling the contour on a spark plug insulator. r looks on. ding machine which draws ceramic body out thin strips.



According to E. J. Rogers, Ceramic Engineer, the type of products best suited for manufacturing from the Scintilla ceramic are those that require special properties of high strength, resistance to wear, low dielectric loss, resistance to thermal shock, high thermal conductivity and resistance to chemical attack.

Although lack of space limits our description of all ceramic processes, the ceramics department is equipped with several types of mixing and pressing equipment. After the ceramic parts are pressed or formed it is generally necessary to machine them to their final shape. For this machining work lathes and miscellaneous tools are used. Most of the miscellaneous tools have been specially designed and manufactured here at Scintilla.

Burning the ceramic body takes place as the final step in the ceramic process. Two kilns are available for burning the ceramic body to a temperature of 2930° F. The largest kiln has a capacity of many ceramic parts per 24 hours. Pyrometric cones, recording pyrometers and optical pyrometers, are used for determining the temperature of the kiln.

Glazing of burned ceramic parts is accomplished by spraying or dipping the parts, then drying and burning. After the glaze has been applied to the articles they are dried in an ordinary drying oven at moderate temperatures. They are then burned to about 1800° F in one of several small furnaces available for this work.

Since Scintilla first organized its ceram-
(Continued on Page 14)

Meet Your Supervisors



Alan Kelly

Alan Kelly, Supervisor in the Inspection Department, was born in Alberta, Canada on June 20, 1917. However, when he was only four years old, his family crossed over into the United States, moving to Syracuse. Al says that he was old enough "to remember the trip vaguely."

After living in Syracuse a few years the family moved on to Delhi where Al received much of his schooling. The family moved again, this time to Bainbridge, where Al graduated from Bainbridge Central School.

He came to Scintilla in 1936, starting work in the Inspection Department. In 1941 he worked as a resident inspector for Scintilla in Springfield. He also worked in Hopedale in the same capacity.

Upon his return to Scintilla in 1943 he was promoted to General Foreman in the Inspection Department, and after V-J Day he was appointed Supervisor.

Photography and fishing occupy most of Al's leisure time. He is married, and is a member of the Masons.

SPOTLIGHTING *Among Folks in*

R. C. Dawson, Safety Engineer, received congratulations from **Cliff Pratt**, Dept. 99, last month upon completion of his solo flight in the Ercoupe. "Duke" soloed with only two hours and twenty minutes flying instruction behind his belt. Cliff is doing the instructing on behalf of Pratt & Felske's Flying Service.



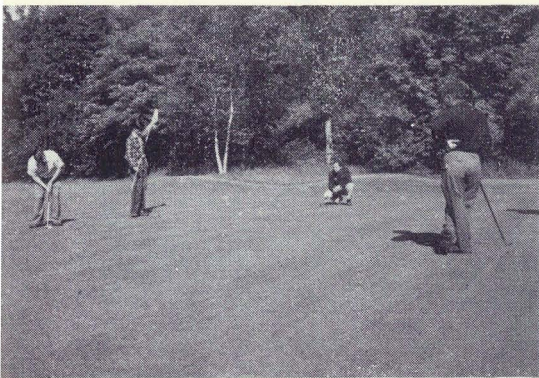
Presentation of a softball trophy was made recently to Mirabito's Bombers, 1947 Softball League Champions. Co-captains **Matt Plankenhorn** and **Lou Wyss** accepted the award from **Curley Aikens**. The Aikens and Accurso Sports Shop sponsored the trophy. The Bombers won 15 games out of 16 to capture the trophy.



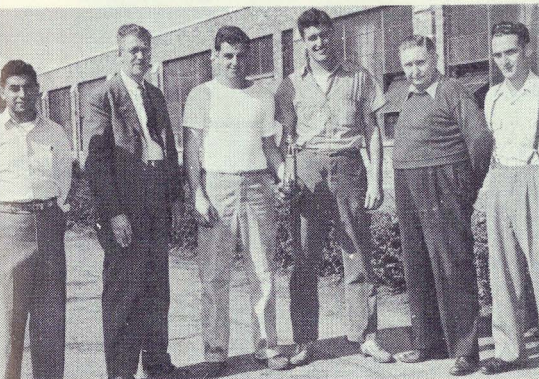
PERSONALITIES

the Scintilla Family

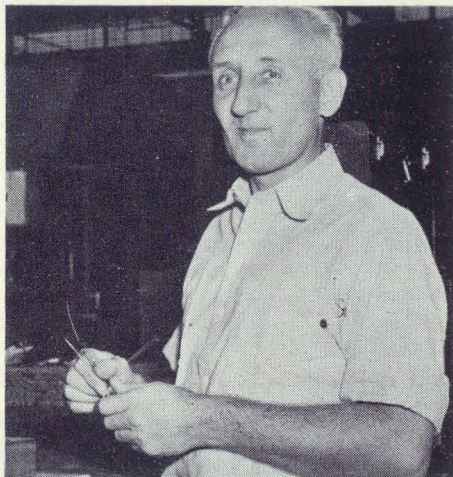
It happens every year about this time—the annual blood feud between **Sammy Nader** and **Phil Allen** of the Inspection Office. This shot was taken by **Johnny Sheldon** at Oneonta. As far as we have been able to determine Phil is slightly ahead, winning three out of four recent matches. **Ralph Minoa** and **Bob McCauley** are also pictured.



Captains **Plankenhorn** and **Wyss** received the congratulations of **Hank Provenzon**, League official; **E. M. VanName**, Staff Assistant to the General Manager; **Curley Aikens**, donor of trophy; and **Howard Osborne**, League Official; following presentation of trophy. The team captains accepted the trophy on behalf of their team mates, The Bombers.



Meet Your Foremen



C. P. Gingher

One fellow we know who doesn't mind the approach of fall, followed by winter, is **C. P. Gingher**, Foreman of Department 44. C. P. explains that the beginning of fall means another round of hunting, football and basketball, his No. 1 sports interests.

C. P. was born in 1902 at Fort Wayne, Indiana where he attended school. He graduated from Fort Wayne High School in 1922, and went to work for the Dudlo Manufacturing Company the following year as a coil winder. In 1927 he was transferred to New Jersey where he worked for the same concern.

After a year and a half in New Jersey he went to Rome as an employee of the Rome Wire Company where he remained for six years.

His next stop was Sidney, and in 1935 he was employed by Scintilla. His first job at Scintilla was in the Coil Department, and since then he has handled numerous jobs in various positions. During the war he was a General Foreman, and in the reassignment following V-J Day he was appointed Foreman in Department 44.

WALT MILLER DIES

Walter C. Miller, a member of the Shipping Department, died at his home early Friday morning, September 12th. At the time of his death he was 64 years old.



Walt was born in New York City. Following his early schooling he learned a trade as an automobile trimmer, working in Detroit, Buffalo and Syracuse. In 1915 he first came to Sidney where he accepted employment with the Cortland Cart and Carriage Company, later known as the Hatfield Motor Car Company.

When the Hatfield Company went out of business Walt opened his own auto top

CERAMICS *(from Page 11)*

ics department, several technical advancements have been made. Among these is the extrusion method of forming this type of ceramic body. This method is employed for making tubes, rods, parts that are too large for pressing, and small parts that can readily be machined from rods or tubing.

The ceramics department is headed by H. Winkler, and is directly supervised by E. J. Rogers, Ceramic Engineer. Ed Mooney, also of the Engineering Department, is engaged in research work, and Gene Travers is Group Leader.

shop on Smith Street, operating in this location for several years. At the time of his death he had completed six years service with Scintilla. Death was believed to have been caused by a heart attack.



Above—Mirabito's Bombers, softball league champions of the 1947 season! The team, captained by Matt Plankenhorn and Lou Wyss, led the league all the way through, and was successful in capturing all honors in the playoffs. Aikens and Accurso presented the team with a trophy, and Scintilla will present each player with a championship emblem. From left to right in the front row—Charley Glenn, Rusty Voltz, Charley Dann, Don Cumber, and Clarence Unverferth. Back row—Art Hoegger, Ken DeMott, Co-captains Matt Plankenhorn and Lou Wyss, Turk Olmstead and Ralph Mason.

how factory workers live around the world

(Editor's Note: The following article appeared originally in the July, 1947, issue of "Factory Management and Maintenance," and is reprinted here, in part, by special permission of the publisher. For the survey, automatic screw machine operators were chosen because they are representative of production workers, and have comparable jobs the world over.)

The industrial worker all over the world, in all but a few countries, finds life difficult today—two years after the close of World War II. He is worn down by the daily burden of finding food and shelter. In at least four of the great nations covered in this world-wide Factory survey, the worker has practically no margin between himself and hunger. Only in the United States, Canada, South Africa and Sweden do the workers interviewed have even the smallest of the comforts they want in life. At the other extreme is the Indian worker who can only guess at what life will bring him. The American worker, representing the nation with the world's highest production per worker, enjoys more of the comforts, leisure and luxury of living than any other worker.

THE UNITED STATES:

Leonard Grugle, Cleveland automatic screw machine operator, is working off his mortgage. And he hopes to trade in his 1940 Ford for a new car next year.

Like many another city worker, Grugle likes the fresh air and spaciousness of small town living well enough to put up with driving 12 miles to work. His modern 6-room home is located on a 146 x 188-ft. corner lot in a middle-class suburb. Its good-living qualities are fortified with the full range of household appliances, from a combination radio-phonograph to a steam iron.

Leona Mae Grugle, 8½ years old, rides a bus to school every day. Lorne, 2½, is a "ball of fire" claiming a lot of his mother's attention. Each child has a bedroom. Both will go on to college if the Grugles' plans work out.

The Grugles' assets include far more than the equity they have in their home, which they bought in 1939, and their comfortable furniture, their car, and the side-yard garden. They have well over \$1,000 invested in war bonds, a savings bank account, educational and life insurance policies with a face value of \$7,000, insurance on their car and home, and a hospitalization insurance policy for the whole family.

Except for a slowdown in buying appliances and furniture, the war has not lowered their standard of living.

FRANCE:

Henri Auger has been working since 1939 "just to eat."

Now thin and slack-muscled from eight years of precarious diet, he still spends 75 per cent of his net income just for food for himself, his wife, and their 20-year-old daughter, Lucette.

Auger lives with his buxom, easy-laughing wife and daughter in two tiny rooms and a still tinier kitchen. On the seventh floor of a Paris walk-up, the apartment has no bathroom, no central heating, no hot water. This past winter, as usual, the Augers heated themselves with a small coal-or-wood stove, but had no fuel about half the time. Mme. Auger does without icebox or refrigerator and with a small gas stove. Only electrical appliance is an antique radio. But madame's big problem is to find what to cook.

Bread is cheap, though rationed. Potatoes are usually available and not too dear. But a bit of ordinary meat twice a week costs \$1.50 a pound. A little extra butter costs \$2.00 a pound. With overtime and a bonus for "dirty work," but minus taxes, Henri nets 1890 francs a week, making a total family income of 2890 francs (\$24.27).

GREAT BRITAIN:

There's a home of his own and a car in Henry Allen's future.

(Continued on Page 16)

Factory Workers (from Page 15)

Allen, 27, sandy-haired and slender, operates a section of four automatic screw machines for one of England's largest manufacturers of precision instruments, motor and aircraft accessories, and clocks.

The Allens managed to keep fairly warm last winter with their single fire-place. But even now, when they would like to use their small electric heater on damp days, they are reluctant because of the government's request to conserve electricity and fuel.

Their savings, plus his post-war credit of wartime forced savings will easily manage the down payment on a 3-bedroom house, farther out in the suburbs, as soon as restrictions ease and prices drop.

ITALY:

Spaghetti is no longer for the likes of Giacinto Bergandi.

Friendly, wiry, but worn-looking, 36-year-old Giacinto is far from satisfied today. Never within his memory has it been so hard to keep alive. He works 10 hours a day, 5½ days a week, and on Saturday his paycheck amounts to only 5270 lire. To feed himself, his wife, their 5-year-old daughter, and his father, even with the help of their garden, costs 5900 lire.

Unemployment in Italy is now over the 2,000,000 mark, so Bergandi can do little to improve his personal lot. All he can do is to hope for the return of the days when he could sit down to a big meal of spaghetti. It is far too expensive for him now.

THE NETHERLANDS:

Hendrik Jan DeGoede and his family usually eat their dinner "out of the pan" because they are so short of dishes and plates.

Hendrik, his wife, and their two sons, live in a small town outside of Utrecht. They rent a tiny, 4-room, paintless house with orderly strips of garden both front and rear. The inside is neat and clean in the Dutch tradition. But rugs are threadbare, sheets and pillow cases little more than rags. The family has only three cups and saucers with two half-broken mugs for the children.

ARGENTINA:

Marcial Perez leads a simple life and spends little on diversion. But he cannot save.

Like many another Argentine worker, Perez and his wife double up with another family. They share a 3-room brick house with another couple and the mother-in-law

of one of them. The families use a common kitchen.

Marcial's wealth consists of two suits, one for Sunday and one for working, and a pretty nice set of bedroom-dining room furniture. He has no expectancy of buying a car, or of owning his home, or of buying any more furniture or home appliances.

CANADA:

Raymond Day, 29-year-old Canadian operator, makes a little less than the average U. S. worker, but probably lives as well, may even eat a little better.

Earning \$39.36 a week, and receiving a \$16-a-month family allowance from his government, he rents a comfortable 5-room frame house, has it well furnished, has a few hundred dollars in the savings bank and life insurance.

MEXICO:

Gregorio Sousa Landin works in one of Mexico's most modern factories, but his wife cooks his tortillas on a charcoal hearth.

Like most industrial workers in Mexico, Gregorio, who is 35, went to work in a factory during the war. Before that he was a laborer. He makes 67.90 pesos (about \$14) weekly, and his 13-year-old son Vicente, an apprentice in the same factory, earns 3.50 pesos (\$.75) daily.

CHINA:

Yang Yung-Hai, one of Shanghai's few skilled machinists, is bound by ancient custom to buy land for his grandfather's and his father's graves. At present he has only hopes of doing so.

Yang's average weekly income this spring was \$166.040 (in Chinese money). In 1939 it was \$6. But the cost-of-living index was frozen in January at 7945 times what it was in 1937. In U.S. dollars, Yung-Hai makes only \$13.84 for his 75 hours of work each week.

INDIA:

With India's low wages and war-inflated prices, Dattraya Ramchandra Pawar and his wife live on the minimum subsistence level. He has no children—and neither he nor any other machine tool operator in his shop can afford to have children.

Pawar, a machinist capable of setting up the average turret lathe job, gets a base wage of 86.8 cents in United States currency. A "dearness allowance," or cost-of-living bonus, brings that up to \$1.37. But it costs 60 cents a day just to get the minimum food to keep him and his

(Continued on Page 17)

Our Reporters



Phyllis Wilson

Phyllis Wilson, our reporter in the Shipping Room, is a native of Madison, New Jersey, and the chances are 100 to 1 that she never would have chanced on Sidney if it hadn't been for an interval in her life remembered now by millions of ex-G.I.s as World War II.

Cliff, Phyllis' husband, was one of those G.I.s, and it was during World War II that the two first met. Cliff, a Scintilla employee in Dept. 34, was stationed in New Jersey at the time, and a year later they were married. They then came to Sidney where Cliff had his old job waiting for him at Scintilla.

Phyllis, a graduate of Madison High School, has worked at Scintilla a year as a clerk-typist in the Shipping Room. Before her marriage she was a clerk in a Prudential Insurance Company office for three years.

She lists movies as her number one like, and says that she practically lives in the theatre. However, she also like to bowl and play tennis. Phyllis, who has always worked in the Shipping Room, says that she likes Scintilla fine . . . "especially the Shipping Room."

I wish to thank my many friends
for the gifts I received during my
recent illness.

Bill Jones, Dept. 35

What Do They Make at Scintilla?

How many times in the past few years has a friend or acquaintance casually remarked, "So you work at Scintilla? What do they make there?"

What is your answer—perhaps if you are on the inside track your answer will be magnetos, spark plugs, harnesses, fuel injection equipment etc. But is that all Scintilla makes—just tangible material things? No! Far from it. To me Scintilla makes a gallon of white paint to transform a dingy rose arbor into a thing of beauty.

What do they make at Scintilla? They make a garden cultivator to help me produce summer foods, pretty lawn chairs in which I can relax and enjoy a cool breeze . . . or perhaps a cooling drink. This Scintilla also furnishes.

Oh yes, Scintilla makes more than this. Scintilla makes nice homes, bank accounts and a collection of pretty war bonds. Scintilla also makes excursion trips to Canada and every state in the union, frequent picnics at nearby lakes and a trip to see grandma at Christmas.

They make so many things at Scintilla that it is difficult to list them all. Think this over, and the next time someone asks you that question don't name manufactured articles alone as the only products Scintilla makes. Remember that Scintilla is not only a large manufacturing plant, but that it is also a provider of all the things we *need* and a lot of the things we *want*. Right?

(Ed. note: Above article was contributed by a Scintilla employee. The name of the writer has been withheld at his request.)

Factory Workers (from Page 16)

wife going.

Pawar's home is in a brick-and-concrete tenement off a smelly alley in the bazaar section of Bombay.

He lives in a single third-floor room, about 9 x 8 feet, and with a "kitchen" on an outside balcony. Furnishings consist of one bent armchair, a stool, a table, and a great variety of brass pots and pans. His wife cooks in them over a charcoal brazier. They sleep on a cotton pad on the floor, wrapped in one thin blanket.

Picked Up in Passing ...

● **THINGS WE LIKE ABOUT SEPTEMBER:** Summer, you old Indian Summer . . . the swirl and the whirl of restless leaves stirring uneasily in the cool breath of an Autumn breeze . . . Jack Frost's first visit, painting a trail of froth over roof top and corn field . . . thoughts of a late fall breakfast in Northern woods, steaming cups of coffee, pancakes, bacon and eggs . . . huge puffballs of fog filling deep valley pockets in the cool of evening, bubbling up in misty fountains of ectoplasmic substance . . . "Rah! Rah! Rah! Sis Boom Bah" days and the rhythmic chant of "We want a touch-down" . . . the sleepy lullaby of electric fans purring in a deep undertone on warm September afternoons . . . flecks of gold and scarlet beginning to appear in small hill-side patches . . . harvest time with bowed limbs in apple orchards reminding us that sweet cider season is just around the corner . . . magazine articles painting nostalgic pictures of ivy covered walls and school days.

● **THINGS WE DON'T LIKE ABOUT SEPTEMBER:** *The complaining squeak of beach chairs being folded and packed away . . . the creak of screen doors being banged shut for the last times this summer . . . evenings getting shorter, Daylight Saving Time over for another year . . . unfinished resurfacing jobs on the highways with one lane traffic to crawl through.*

● One of the latest reports to reach our ears concerns the proposed shortening of men's trousers. We're only mere males, but when it comes to sacrificing the sacred material in our favorite pair of gabardines to provide additional yardage in women's skirts, our foot comes down. And there you have the long and short of it all.

● *The Scintillator is pleased to report that Lois E. Barratt, formerly of the Sales Department, is the recipient of a \$500 Dr. Charles S. Wilson Memorial Scholarship. Lois, who was valedictorian of this summer's graduating class from Wilson Memorial Hospital in Johnson City, was also valedictorian of her graduating class from Sidney High School.*

● **NEWS FROM DEPTS. 5 AND 8:** Layout Department has started a couple of bowling teams which will involve keen competition. The morning after the first match most of the fellows were a little lame, and realized that old age is creeping up . . . Since the last issue of The Scintillator we notice Doug Hall has taken our advice—he never whistles the same tune more than one day . . . "The Egg and I" seems to appeal to Mr. Grutter. We understand he has bought a poultry farm . . . We feel sorry for Andy Paterson because he has to walk halfway to work now. That's all right, Andy, walking is good for the figure . . . Did staying out all night give Lynn Hallock the bass voice to sing "The Road to Mandalay" . . . Fred Riesen is back with us again. He looks fine now, even with the dark glasses . . . We are glad to see Bob Smith back again after being in the hospital.

● **SCOOP FROM DEPT. 100:** *Cushman's faith in all cars, and his in particular, suffered a jolt recently when old "Hebe" just sputtered and died; what happened, Gordon, did you forget the vitamin pills in the gasoline? . . . Harry Palmer has a new slant on fishing—chasing mud puppies . . . Doug Davidson is still blushing over a case of mistaken identity; seems that he waved at the wrong girl . . . While doing some haying, N. Nader didn't move quite fast enough, and came up with a pair of broken glasses; better luck next time, Nate . . . Jake Schroh is spending his spare time harvesting a large crop of tomatoes—blue ribbon quality, but natch! . . . Ed Carkuff is trying to get a distributorship in the Hancock area for snake bite remedies.*

● **ALL AROUND THE PLANT:** Evelyn Mitchell, formerly of Dept. 38, and Charles Thomas were married August 28th in the West Edmeston parsonage . . . Mr. and Mrs. Winfred Rex and family visited their mother, Olive Rex, over the Labor Day week-end . . . Inga Dahl, formerly of the Mail Room, has left Scintilla and is planning to journey to California in the near future.

● **INSPECTION:** *Lew Wilber was a recent visitor at White Face Mountain . . . Thelma Pulver, Paul Heavner, Bob Stafford, Paul Fields, Ann Youngs and Gould Benedict attended Morris Fair this month . . . Cliff Pratt has a good story about the big fish he caught at Sand Lake, Canada.*

Modern Times Didn't Play Fair

Modern times played a dirty trick on Uncle Hank the year the big automobile men decided to move the radiator cap beneath the hood.

"Used to be," Uncle Hank still snorts, "that the radiator cap was a young fellow's pride and joy. But what do you find on new cars nowadays? Nothing—maybe a few bits of polished chrome, but no silver eagles or brass bulls. No nothin'!"

Uncle Hank is quite emphatic about his dislikes for present day styling in motor cars, and he doesn't hesitate to "speak his piece" on the subject. For example, Hank claims that the F.O.B. boys in Detroit ganged up on him when they threw away the crank, dispensed with running boards and eliminated the window shades.

About that same time, so Uncle Hank says, they lengthened the fenders, broadened the wheelbase and lowered the chassis. Not only that they pulled the radiator in and built fancy grillwork around it.

Next they ripped the gear shift out of the floor and put it on the steering wheel. And as if that wasn't enough they did away with the hand straps and foot rests.

"Got to the point," Uncle Hank adds, "where the family bus was beginning to look like an undersized whale. For a time it looked like they were trying to build the motor car up into the yatching class."

Hank is forever saying the biggest car in the world is practically worthless when the battery goes dead in the middle of nowhere—no crank! Hank doesn't like disc wheels either . . . says the old wooden spoke wheels, painted red or yellow, really gave a car class. "Didn't need white sidewalls either," Hank adds.

Sometimes we wonder . . . maybe Hank is right. When we look at the price tag on the new cars, we think we would be willing to settle for a new \$850 car, complete with running boards, crank and a silver eagle on the radiator cap.

Kents Receive Letter From Veeling

Mr. and Mrs. S. R. Kent recently received a letter from Koos Veeling, representative of the Royal Dutch Airlines, who was a July visitor at Scintilla.

Mr. Veeling writes:

"The motor tour we made from Sidney to New York has remained the finest I

made in your country. When I tell her about that cosy night walk, the dinner in the Dutch hotel in New York and all those other pleasant things, my wife wishes to pay a visit to New York and the beautiful surroundings of Sidney.

"But I believe that I would be soon a poor man when my wife sees the fine clothes in the shops. We trust, however, that it will not be long before life in Holland will also be normal again.

"Enclosed you will also find some photographs of our house in order to give you an idea of the furnishings of the Holland houses.

"Once more I thank you cordially for all the pleasant things I owe to you and the best greetings from my wife and me."

Mr. and Mrs. Koos Veeling at home.



A gent who was definitely weird

Declared, "This is just what I feared.

Please pass me the Lux

For a lot of wild ducks

Have established a nest in my beard."

BARTER COLUMN

FOR SALE: "Apex" electric vacuum cleaner. Slightly used. 24 Dewitt Drive, Sidney.

FOR SALE: Single wheel, covered trailer. Jim Smith, 46 Pleasant St., Sidney.

FOR SALE: Kalamazoo kitchen stove, gray enamel, with warming oven and four griddles. Has good baking oven. Also hot water front, in good condition. Albert Pratt, 92-1236.

FOR SALE: Marquette 8 cubic ft. home freezer. Inquire Mrs. F. Wild, Office 38.

FOR SALE: Winchester Model 52, Std. barrel 22 cal. target rifle, serial #31897. Is in A-1 condition. Redfield front and standard rear sights, Carolyn Marksman 8X scope, sling, 5 and 10 shot clips. A nice, clean target rifle. A. T. Hoegger, Secretary Scintilla Gun Club Inc.

FOR SALE: Pigs, six weeks and over. Will deliver in Sidney and vicinity at \$10.00 apiece. E. Wood, 29-1658, 2nd Shift.

FOR SALE: New Smith Corona portable typewriter. H. Provenzon, Mail Room.

FOR SALE: Single barrel, 12 gauge shot gun. Also electric milk separator, 400 pound capacity. Ferris Edwards, Dept. 82.

FOR SALE: 1941 Motorola car radio, Model 301. Also Davis double barrel shot gun, 12 gauge, and Winchester, Model 1911 automatic, 12 gauge. Howard Osborne, Service Dept. or Call Sidney 3558.

FOR SALE: 12 gauge double barrel shot gun, short barrels and recoil pad. W. J. Connor, Ex. 360.

WANTED: Stamps and old books. If you have any stamps on envelopes that you otherwise would throw away, please contact me. Gordon Strain, 31-477, second shift.

FOR SALE: Beagle pups. Two months old and of good breed. Emerson Jacobs, 92-810, or Bonnyair Farm, Rockdale.

FOR SALE: Model 94 Winchester carbine, .32 cal., with case. V. Laidlaw, Inspection.

WANTED: Table saw with motor. Al Roth, Dept. 26.

FOR SALE: .22 cal. automatic rifle with Weaver scope. Price \$30.00. Bob Stafford, Inspection.

FOR SALE: Taylor Tote, also Philco table model radio. In good condition. George Swanson, 90-1487.

FOR RENT: Two furnished rooms on Riverside. Call Mrs. F. Borchert, 6911 or Ex. 202.

FOR SALE: Three 450x21 tires, excellent condition. Three 21" wheels for Ford. Wheels and tires are mounted. Basil Payne, 64 River Street.

FOR SALE: Set of orchestra drums, in good shape. Will sell reasonable. Albert Kern, 31-848.

How Fast Does America Burn?

America is burning up at the almost unbelievable rate of \$152,500,000 a year. Fantastic as it may seem, this staggering total of "smoking" dollars represents America's annual fire loss. Broken down into daily figures, 1,650 fires occur in the nation each day, causing 28 deaths. Out of this daily average, 760 fires alone occur in private homes, 140 in stores, 80 in factories, 6 in churches, 6 in schools and 3 in hospitals. The record speaks for itself—too many Americans today adopt the careless attitude that "fires are something that happens to someone else." These are the same people who fail to stamp out a burning cigarette on a path in the woods . . . the workers who fail to report a smoking motor because "it's not their job" . . . or the housewives who fail to replace a frayed electric cord. **HELP PREVENT FIRES!**