

The Scintillator

OCTOBER



October, 1946

To My Scintilla Friends:

There are so many things I would like to say to you in response to the kindnesses shown me on the occasion of my twenty-fifth anniversary with Scintilla, that I find it difficult to condense them into written form.

It gave me great pleasure that so many of you, with whom I have been so long associated, remembered me with your good wishes. It convinces me more than ever that a man's greatest riches are his friends.

As I look back to the days when Scintilla was a mere infant, I wonder where the time has gone. It is with a feeling of surprise that I realize that twenty-five years have slipped by almost unnoticed in the press of jobs to do and obstacles to overcome. But they have been happy years for me, largely because so many of you have worked long and faithfully with your management to help make this company the fine organization it is today.

I deeply appreciate your friendship, and thank you again for the good wishes and remembrances on my anniversary. It is my earnest hope that the future will bring to all of you your full share of happiness and prosperity in working and achieving together.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'Hanni' with a stylized flourish at the end.

H. Hanni
General Manager

The Scintillator

VOL. 5

OCTOBER, 1946

No. 4

**DIRECTOR OF INDUSTRIAL
RELATIONS**

E. M. VAN NAME

EDITOR

P. J. DU BOIS



ASSOCIATE EDITORS

K. V. CAMPBELL

B. L. MCGREGOR

PHOTOGRAPHERS

H. C. EARL

N. C. MEAGLEY

CONTRIBUTORS

The Employees of Scintilla Magneto Division, Bendix Aviation Corporation

Published monthly by Scintilla Magneto Division, Bendix Aviation Corporation, Sidney, N. Y., for its employees. Address all communications to P. J. DuBois, Editor, The Scintillator.

What's Inflation ?

Here's a yarn that tells the story: A man who ran a small chicken ranch needed wheat for his chickens, so he went to work for a farmer one day a week. The farmer paid him \$5 a day. He used the \$5 to buy wheat from the farmer at \$1 a bushel. So, every day he took home five bushels of wheat.

One day he said to the farmer, "I've got to have more money. I'm going to charge you \$6 a day for my work." "I know how it is," said the farmer, "I've got to have more money for my wheat. Starting today, wheat will cost you \$1.20 a bushel." So the man worked one day a week for the farmer, and at the end of the day took home five bushels of wheat.

A little while later, the man said his wages would have to go up to \$7.50 a day—and the farmer put the price of wheat up to \$1.50 a bushel. So the man continued to work one day a week with the farmer and at the end of the day he brought home five bushels of wheat.

After a while his wages got up to \$10 a day, and he paid \$2 a bushel for his wheat. The farmer said to his wife, "Isn't it wonderful? I'm getting twice as much for my wheat as I used to." The man with the chicken ranch said to his wife, "Isn't it wonderful? I'm getting *twice* the wages that I used to get." Puzzle—*Who's ahead?* Nobody. *Who's behind?* The people with savings in the bank. The people with Government bonds. The people with insurance policies.

Acipco News

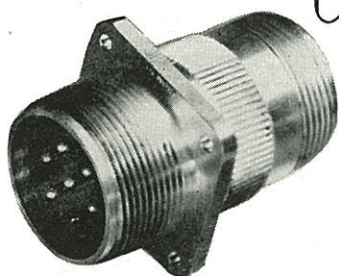
Continuing Our Series of New Scintilla Products

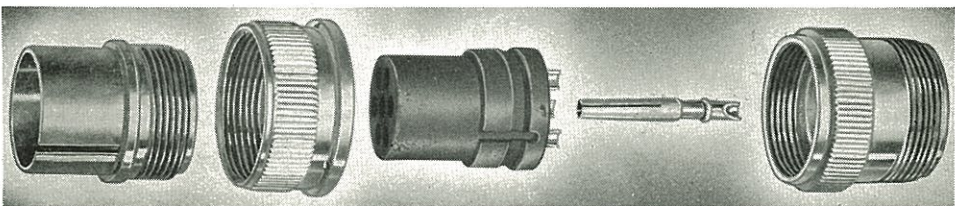
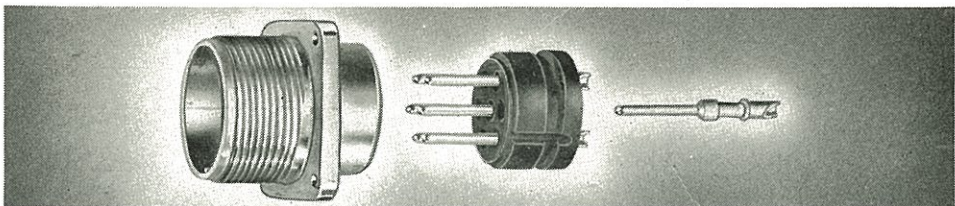
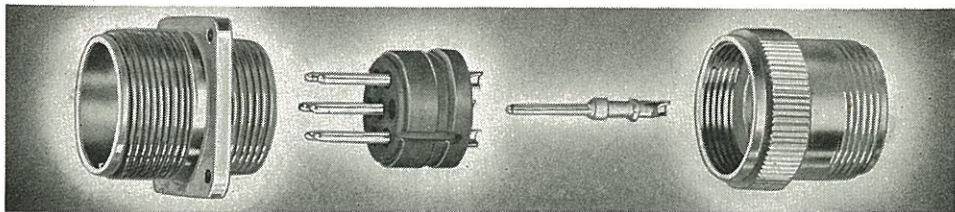


Presenting

BENDIX-SCINTILLA

**Electrical
Connectors**





Above photos give a clear idea of the assembly of several types of connectors now in production. Top—Wall Mounting Assembly 3100, with Receptacle Shell, Pin Insert Assembly, Pin Contact and Adapter. Center—Box Mounting Assembly 3102, with Receptacle Shell, Pin Insert Assembly and Pin Contact. Bottom—Straight Plug Assembly 3106, with Plug Shell, Coupling Nut, Socket Insert Assembly, Socket Contact and Adapter.

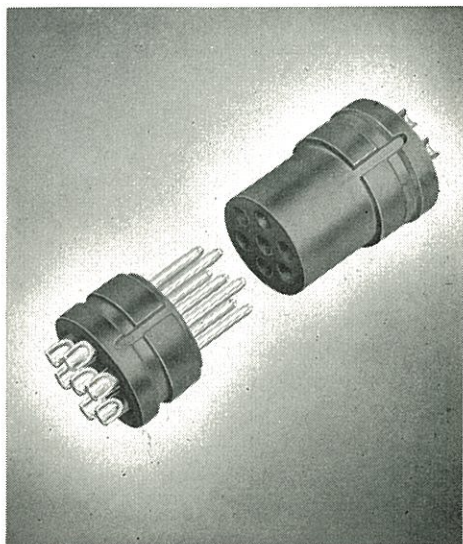
Following our policy of assisting readers in keeping up with production developments at Scintilla, we offer a few facts concerning one of the company's newer products . . . Electrical Connectors, or as they are more commonly known in the plant, Plug-In Connectors.

In making the rounds of the plant we were somewhat surprised to learn that many employees have little or no conception of what our connectors look like, and what they are designed to do.

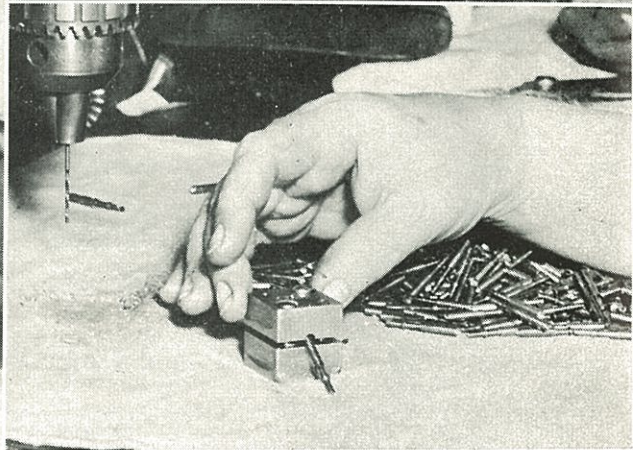
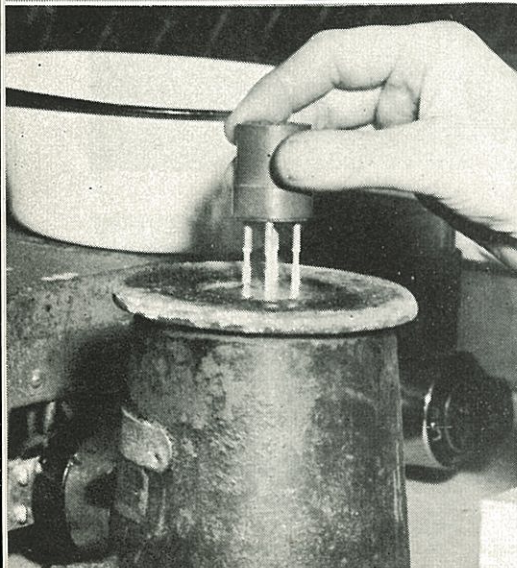
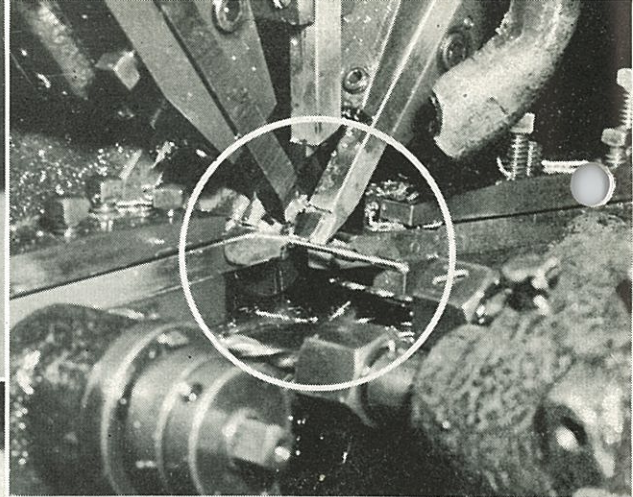
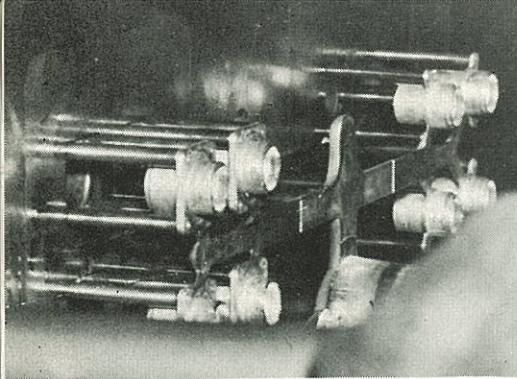
So for the sake of comparison let's say that, basically, our electrical connectors perform a function similar to that of the familiar plug and socket connection in your home. Without wall and floor outlets, and the plug connections on lead cords, most home electrical appliances would not be the conveniences they are today. But the plug and socket combination make their use practical and easy.

Likewise, Bendix-Scintilla electrical connectors provide a convenient means of connecting high voltage circuits, combining

(Continued on Page 6)



Electrical connector insert assemblies, showing how pin and socket contacts are combined with molded "Scinflex" inserts.



This group of photos illustrates various operations in the manufacture of Bendix-Scintilla Electrical Connectors. Upper left—Aluminum receptacles and plug shells being ejected from die casting machine. Four receptacles and four plug shells are die cast in a single operation. Upper right—Close-up of machined pin contact ready for tool which will sever completed pin from stock. It requires about 45 seconds for machine to turn out a completed pin. Lower left—Filling solder wells of pin contacts. Contacts are placed in insert, and are then dipped in solder to necessary depth. Lower right—Jig used for holding contact during drilling of vent hole. In the photo, contact was left out of jig to illustrate size of both the contact and jig. Vent hole is necessary to allow silver plating to penetrate to bottom of hole drilled lengthwise of contact.

CONNECTORS (from Page 5)

high efficiency with simplicity of design. They are already proving their value in the aircraft and ordnance fields, and it is expected that many uses will be found for them in the marine, automotive, transportation and communications fields.

Bendix-Scintilla connectors are by no means the first to be manufactured. Several other companies have been turning out connectors for a number of years, with their products seeing wide use. However, during World War II large quantities of connectors were required by the manufac-

turers of Army and Navy aircraft and ordnance equipment, and Scintilla was asked to spend some time and effort in developing an improved connector that would be able to stand up and give good performance under the unusually rough treatment of war conditions and usage.

So our engineers went to work and came out with a connector of high quality and efficiency, and which has demonstrated its superiority in actual use.

The first type we produced was for use by aircraft manufacturers, but was not designed to meet Army-Navy specifica-
(Continued on Page 7)

CONNECTORS *(from Page 6)*

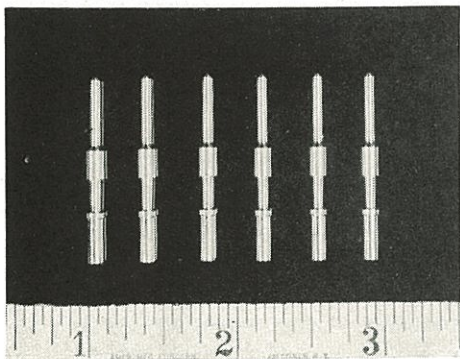
tions. Our next step was to design a type that would be interchangeable with AN connectors, and finally we produced a die-cast type that was designed completely in accordance with AN specifications.

Present production includes Type "R" Aircraft Connectors, Type "C" General Utility Connectors, and Type "H" Heavy Duty Connectors for ordnance use on tanks, gun carriers, and other ordnance vehicles. In some respects our connectors show improvements over and above the AN standards.

Where other connectors employ a hard phenolic insert, Scintilla uses a special dielectric material of high quality, known as Scinflex. This material does not break or crack in use, and exerts a tight grip on the pins and sockets. Scinflex inserts and grommets increase the flashover and creepage distance, and prevent the entrance of moisture, dirt and explosive mixtures.

Bendix-Scintilla connectors are unaffected by vibration and shock because there are no loose inserts or contacts, and the conductors are supported by a Scinflex grommet at the solder well. Electrically, they are superior to the general purpose phenolics because arc resistance is better, and the dielectric strength throughout is not less than 300 volts per mil.

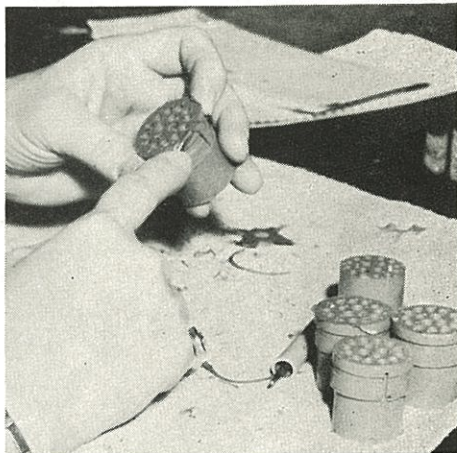
Another important advantage lies in the fact that our connectors may be applied where voltages are higher than AN specifications allow, and performance at temperatures between -67°F and $+300^{\circ}\text{F}$ is



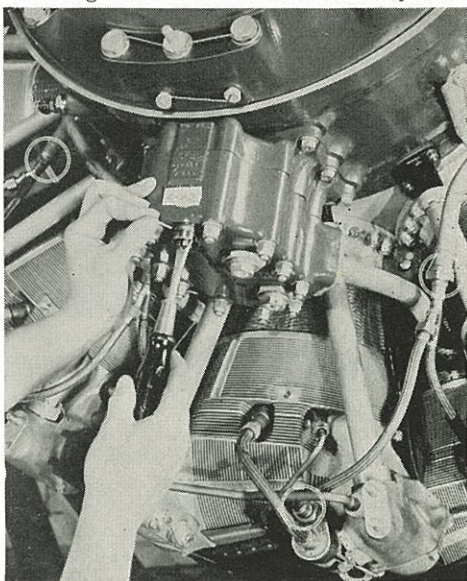
These are connector pin contacts as delivered from the Gorton "Peterman" Swiss Screw Machine. Note the several cuts (plus a drilling operation not visible) which the machine performs automatically.

considerably better than connectors using ordinary phenolics.

Other plus features include ease of assembling the contacts without disturbing the insert, elimination of troublesome two-piece inserts with snap rings, and interchangeability and removal of socket and pin inserts. The complete connector design assures a pressure tight, water tight and radio quiet assembly.

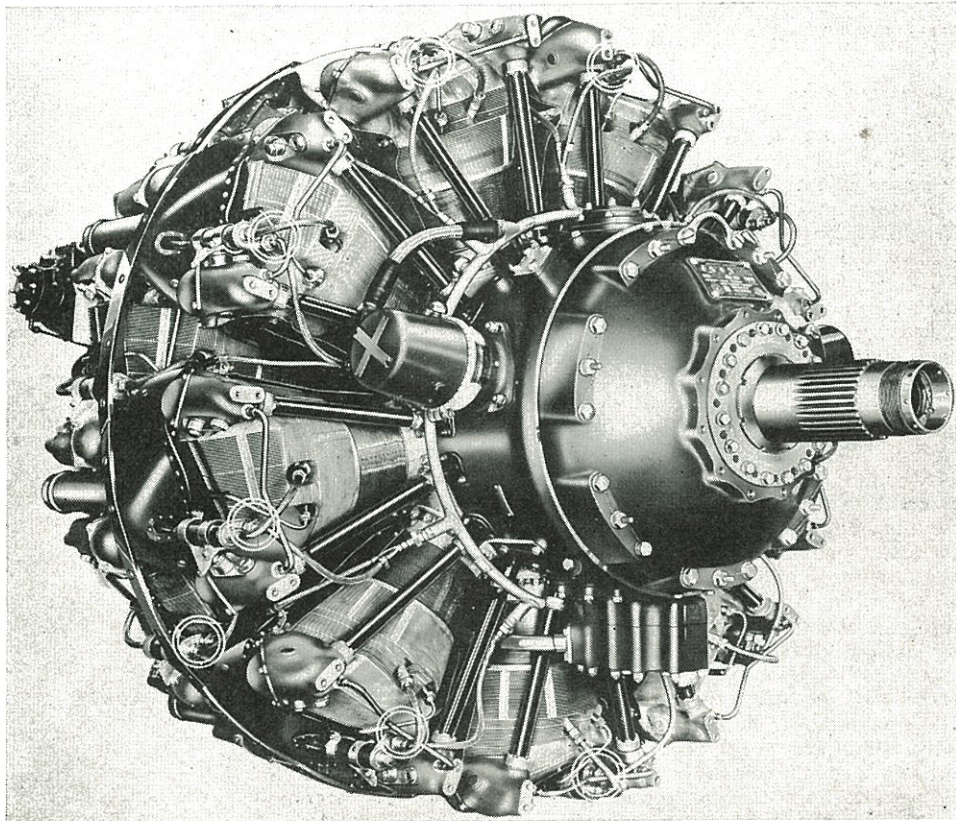


Burring molded "Scinflex" inserts. Operator is using scissors to trim off excess compound.



Close-up of portion of Wright R-3350 aircraft engine showing points where Bendix-Scintilla Electrical Connectors are being used (inside white circles).

Photo by Wright Aeronautical Corporation



Three-quarters front view of Wright R-3350 aircraft engine with Scintilla electrical connectors encircled in white. Unseen portion of engine also carries connectors at same corresponding points.

Photo by Wright Aeronautical Corporation

TAKE CARE OF THAT COLD!

Every man, woman and child in the United States is going to catch at least three colds during the coming year. The cost of these colds to the American public is around three billion dollars or twenty-three dollars per person, in lost working days, medical care and money spent on "cures" which seldom work.

A few well founded health rules will do much to help clear up your cold if you are unfortunate enough to "catch" one.

1. Keep away, as much as possible, from others who have colds.

2. Always, at the first symptom of a cold, go to bed. If that is not possible, rest as much as you can.

3. Drink plenty of water, broth or citrus fruit juices and eat light, wholesome foods. The old adage "feed a cold and starve a fever" is unsound.

4. If it becomes necessary, take a mild laxative.

5. When you blow your nose, blow it gently so as not to force the germs into the sinuses or middle ear. An infection may result if this happens.

6. If your cold becomes severe, and is accompanied by body aches, fever and weakness, call a doctor. This may be influenza and can lead into pneumonia.

7. If you are near others, cover your mouth and nose when you sneeze. This is a gesture of courtesy as well as a health factor.

Clean clothes and a clean body, plenty of rest and good wholesome food will help stave off colds, but if you should "catch" one, these simple rules will help you rid yourself of the cold.

Gov't. Contracts Worth \$1,200,000,000 Terminated at Bendix

Government contracts valued at approximately \$1,200,000,000 were terminated and processed for final settlement in the liquidation of Bendix Aviation Corporation's huge wartime program, Malcolm P. Ferguson, president, told stockholders in the third quarter report.

Net sales, royalties and other operating income for the nine months ended June 30, 1946, amounted to \$71,182,963, compared with \$500,279,833 in the same period a year ago. Net loss for the latest period, previously reported, was \$820,015, compared with a profit of \$10,376,644 for the same period a year ago.

Termination and most of the company's other essential reconversion work has been completed, Mr. Ferguson said. "Given the proper economic atmosphere in which to develop our business," he added, "our second fiscal year of postwar operations, which begins October 1, undoubtedly will be more satisfactory from the standpoint of both production and earnings."

"The restrictions now hampering the nation's economy need not continue indefinitely," Mr. Ferguson said, "and the management is going ahead with numerous long range manufacturing studies and in the pioneering of new product lines and new marketing opportunities. This fundamental planning and development work is dictated by a determination on the part of your management to raise even higher the stature which Bendix achieved during the war as a great creative engineering and manufacturing organization.

"You will be particularly interested to know that among the many scientific projects now underway, the company's research program in guided missiles and control of pilotless aircraft, which was instituted for the government during the war, has since been expanded and put under the direction of a new department for Special Products Development. Two of the company's laboratories (one at the Eclipse-Pioneer Division in Teterboro, N. J., the other at the Pacific Division in North Hollywood, Cal.) are being exclusively used by the department for experimental work in this far-reaching new field."

Bendix, he added, is an associate contractor on a government project known as the BuOrd Bumblebee guided missile program, and it has contracts with both the

Army Air Forces and the Navy Bureau of Aeronautics for pilotless aircraft and accessories.

Stating that the company's first fiscal year of postwar operations has been one of unusual problems, unprecedented national factors, materials shortages and other exceptional conditions, Mr. Ferguson listed five major lines of endeavor, in addition to contract termination, which have dominated management activities. They were:

1. A scale-down of employment in Bendix plants to a level commensurate with peacetime business expectations. This program was carried out, he said, with due regard for the corporation's changing requirements and with special attention to the employees' talent, ability and length of service. A broad program of reemployment of veterans was also carried out, he said.

2. A corporation-wide program to develop the company's products for even higher standards of value and performance, and to increase the efficiency of its production methods.

3. Extensive rearrangement of machinery and equipment in its plants, and the consolidation in corporate-owned plants of outside activities previously carried on in outside plants and in those of subcontractors, was carried forward with speed and economy of expense.

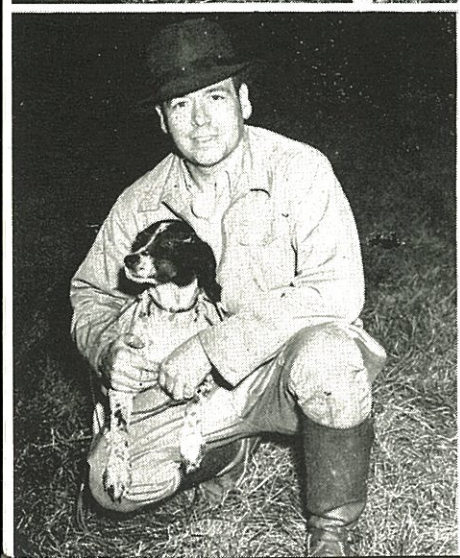
4. An intensive sales development program for broader markets, with special attention to the organization of export phases.

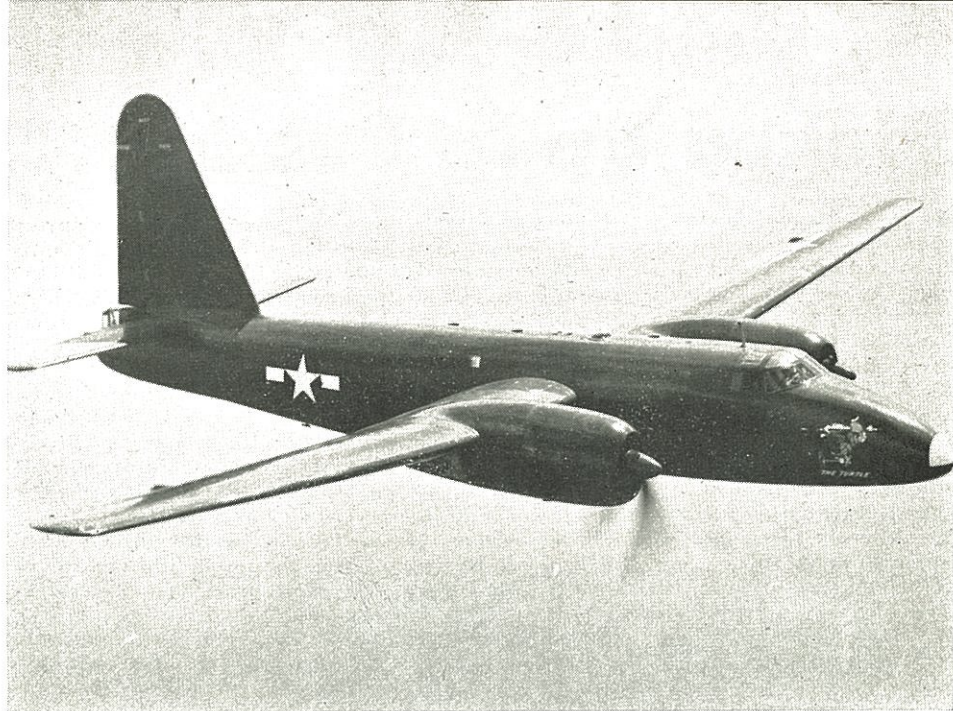
5. A never-ending search, conducted throughout the year, for adequate supplies of materials to use in production for peacetime markets.



A Few of the Field Trial Winners

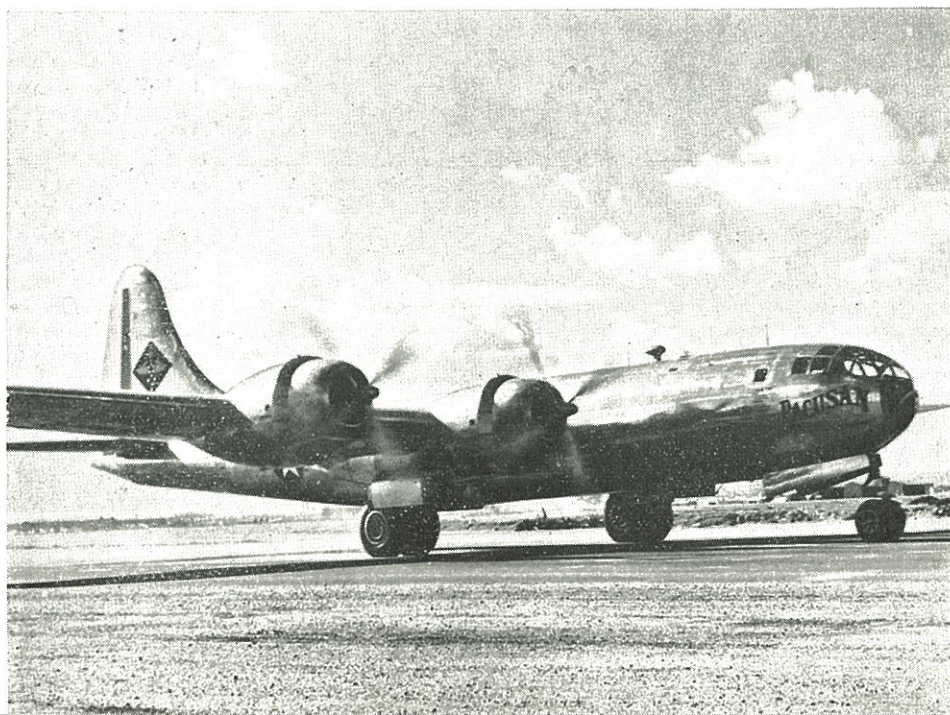
Our staff photographer furnished these five photos of some of the event winners at the Field Trials, held October 12-13 by the Sidney Sportsmen and Field Trial Club. Upper left—Bob Perry and Bob Day, both of Sidney, whose dogs placed third and second, respectively, in the Open Puppy Class. The pups were not present when photo was taken. Center left—W. J. (Turk) Olmstead and Bob Perry with Turk's "Patsy," female pointer, who took first place in the Member Shooting Dog Stake. "Monarch's Rockabye Jake," owned by Perry, placed third in the same event. Lower left—Dr. Rolland C. Bates, Binghamton, with "Missey," a setter, who took equal third place in the Open Derby. Upper right—Winners in the Open Spaniel Shooting Dogs event . . . Ralph Mason, with "Mason's Fleet Foot Boots," third place . . . H. C. Walters with "Mitzi Babe," second place . . . G. H. Dingman with "Mr. Wiggs," first place. Lower right—Winners of the Open Shooting Dog Stake . . . Ray Gehn, Lisle, N. Y., with "Village Boy's Rip," pointer, first place . . . Willard Hannon, Binghamton, with "Night Watchman," pointer, second place . . . C. W. Rose, Binghamton, with "Village Sheik's Ace," pointer, third place.





It should be gratifying to our readers to know that Scintilla continues to play a leading role in aviation's progress. The Navy's "Truculent Turtle" (above), a Lockheed P2V, which flew from Australia to Columbus, O., . . . a distance of 11,237 miles . . . was equipped with Scintilla's low tension ignition system. The "Pacusan Dreamboat" (below), a Superfortress of the U. S. Army, was sparked by Scintilla magnetos. The "Dreamboat" flew 10,925 miles from Hickam Field, Hawaii, to Cairo, Egypt . . . over the North Pole, the toughest weather route in the world.

Acme Photos



Picked Up in Passing...

● Now that the air mail rate is down to 5 cents, more and more of our company correspondence is traveling by air. C. E. Libby, Mail Room Supervisor, points out that all correspondence routed via air should be enclosed in the easily identified air mail envelope. The red and blue border stands out like a stop light in a pile of mail . . . tells the mail clerks, both in our own mail room and the post office, that the letter requires speedy handling. Don't use our ordinary company envelopes for air mail . . . they may be overlooked in the shuffle.

● Added Mail Room Notes: Mrs. Ardell Murdoch Parren, former service literature librarian, recently left to join her husband, who is employed in a Long Island hotel where families of United Nations personnel will be housed . . . The Mail Room and Stock C welcome Mrs. Harry Fancher who replaces Mrs. Parren, and Miss Marjorie Dibble, secretary to Mr. Libby . . . We're glad to report that Miss Bernice Bright's physician offered hope that she might return to her Mail Room work by November 4th.

● A recent newspaper note informs us that open-toed shoes for the gals are on the way out. From now on, any female whose toes peep out at the public will run the risk of being called a "bum," the usual tag for a mere male whose pedal digits have broken through their leathery housing.

● Harry Walton, Sr., one of the spryest members of the Inspection Dept., was guest of honor at a surprise party at Rock Inn on Oct. 11th, when about 30 of his associates helped him celebrate his 75th birthday anniversary. The gang presented him with a gift. Presentation was made by Gordon Berger, Master of Ceremonies. Harry has completed 19 years with Scintilla. Belated congratulations, Harry . . . we hope you'll enjoy many more such celebrations.

● On our way home the day the September Scintillator was distributed, we spotted Glen Dingman (Engineering), nose deep in the magazine, nonchalantly strolling up the D & H tracks. We're glad to have such an interested follower, Glen . . . but we don't want you to get careless. What were you reading . . . the "Safety" column?

● A few Scintillites have inquired as to the number of World War II veterans now on the company payroll. "Personnel" offers the information that the total now stands at approximately 500.

● To the uninitiated bystander, the colorful display of dots and stripes on the ends of metal bar stock in Raw Stores holds a peculiar fascination. Every time we view this gaudy display, we get a yen to see it in Kodachrome. Makes us wonder, too, what a color-blind man would do on the job out there!

● Gleaned from Stock C and Packing Bench: Bill Pepper finally snared two tickets to the World Series, and took off for his home town, Boston. We hear Bill didn't even sleep the night he received the telegram notifying him of his good luck . . . Louise Gonser, who only a short time ago changed her name to Haynes (courtesy of Maurice), recently checked out to keep house. She admits it's more fun than punching a time clock.

Homer Harlow, Oneonta, is back again. Seems he had to go without his ice cream a whole week, because he treated his pals Doug Little and Tom Lansing, who apparently forgot to return the favor . . . Fred McGill has been back for some time, after about 4 years in the armed forces . . . Julia Atkinson also is back, helping principally on desk work.

Things have changed in Stock C. The packing and counting have been done mostly by the girls. But now the men have taken over this phase of the work, and one girl checks up to see that the boys have done the work properly . . . Bill Coulter's sister was married on a recent Saturday, which probably had some influence on Bill's decision not to show up for work that day . . . George Williams spends his Friday afternoons checking scales, so there's no reason why all of the counts in the plant shouldn't correspond . . . Pepper lost his bicycle, finally discovering that his landlady had given it away. A good line of chatter brought it back, though.

We seem to recall hearing Burt Laraway tell of all those bullheads he caught. But we still haven't heard who was invited to supper . . . Dick Cottingham has the place all to himself at night, without even a pretty stenog to keep him company.

(Continued on Page 13)

Picked Up in Passing... (from Page 12)

● Personnel Office recently endured a period of almost painful silence while Wanda Timer was recuperating from a tonsillectomy. Coming so soon after her trip to New York with Lois Norton, some of us wonder if there could be any connection between the two events.

● We never cease marvelling at the skill with which most of our electric truck operators handle those awkward looking jaloppies. They worm them into almost impossible areas, make right angle turns and perform other piloting acrobatics that put most automobile drivers to shame. Although they scare the hell out of us now and then, by blowing their horns just about six inches behind our good ear (it seems that close, anyway!), we give them credit for a good job of careful driving and speedy handling of materials.

● At this point, the Editor is confronted with the task of making a major decision: Shall I keep on hammering at this relic of L. C. Smith's better days, or shall I go home and rake the leaves? Well, it was easy, after all. If you smell leaves burning, blame it on yours truly.



Don't let the costume fool you, boys . . . this is the same "witch" that haunts these pages every month.

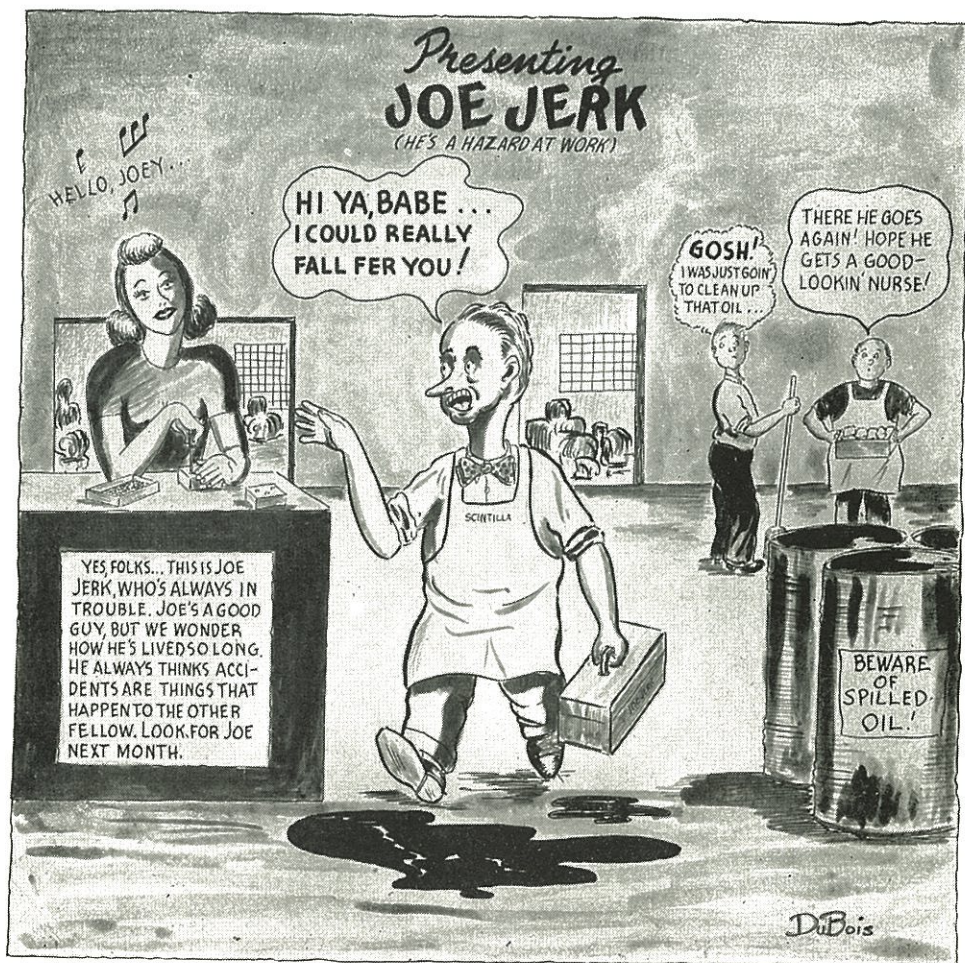
CLIPPED FROM BENDIX INTERNATIONAL . . .

Bendix Friez "Windial"—Born out of the genius and creative engineering of the Bendix-Friez Weather laboratories comes the latest, most advanced scientific measuring device of wind velocity and direction. The "Windial" is light, rugged, compact, and low in cost. A single instrument, easily installed outdoors, combines the features of an anemometer and wind vane, and transmits electrically over long or short distances to indoor dial indicators. Wind direction and velocities are read continuously and simultaneously without wind correction errors. Particularly adaptable to Weather Clubs, Flying Clubs, Yacht Clubs, Schools and private homes.

The Cover

Craig Truhn, son of Kenneth Truhn, Chief Draftsman at Scintilla, had a tough time deciding which he enjoyed most . . the apple, or having his picture taken.

Latest Stromberg Achievement—A vital contribution to light plane safety is the new Stromberg P.S. Series Injection Carburetor which eliminates carburetor icing caused by the refrigeration effect of fuel vaporization. Other safety and performance factors of injection carburetion include freedom from gravity effects in dives, climbs and banks . . . accurate predictability of fuel consumption and automatic compensation for temperature and altitude effects.



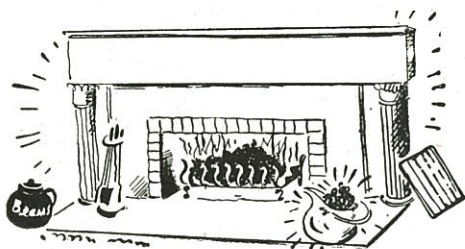
Strictly

FOR THE GIRLS!



SO YOU'RE HAVING A PARTY!

VACATION FUN GOES ON ALL YEAR in this land of the Five-Day Week. Crisp fall weekends are the time to share your hearth and home with your friends—after a golden day out of doors for all of you. Plan parties where food and fun leave you free to play



with your guests right up to the minute you all come in the front door together, greeted by the tantalizing aromas of hot food on the hearth. Before you go off for the day, build a good deep fire of anthracite coals in your fireplace basket grate, put a rack from the oven across it, and set a pot of beans on to bake the old fashioned slo-o-o-w way that can't be beat by any modern method. Be sure you use anthracite coal, as it's the only fuel that will keep burning ten or twelve hours in a fireplace with no care on your

part—and it's smokeless. (If you haven't a fireplace, set your beanpot on the shelf inside your coal furnace for good slow baking. If you haven't a coal furnace—gosh, you'll just have to use the oven, but the beans won't taste the same!) . . .

HERE'S HOW TO DO THE BEANS . . . Soak about two cups of dried ones overnight, drain, cover with fresh water, and simmer till tender. Fill a two-quart bean pot with them, add a quarter of a pound of salt pork or bacon, half a cup of chili sauce, and half a cup of pure New Orleans molasses, two teaspoons of salt, half a teaspoon of dry mustard, and boiling water to cover the beans. Put the covered bean pot on an asbestos plate on the rack above the hot coals, and forget them till you're ready to eat, six or eight hours later . . .

TO GO WITH THE BEANS . . . Real white bread is back again, with no milling restrictions to grey its goodness. Try the snowy, crusty French or Italian kind, spread with butter and garlic salt. Let everyone toast his own in front of the fireplace, and you can be sure not a crumb will be wasted! Broil frankfurters over the coals, too; have a big green salad or cole slaw to balance the meal, with ice cream, fruit, and steaming hot coffee for the grande finale. Lady, that's a party!

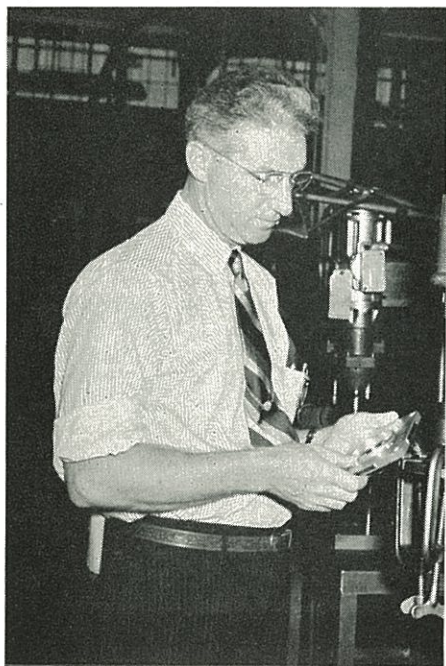


AND AFTER THE FOOD . . .

Any party is off to a skyrocket start with such a beginning, and all you do as hostess is keep it going. Take out a little fun insurance a day or so before your party by refreshing your memory on the rules of card games you played as a youngster. Games like "Hearts" or "Michigan." They're just right for setting an after-dinner note of hilarity, because they depend on luck rather than skill, and everybody's included.



Meet Your Supervisors

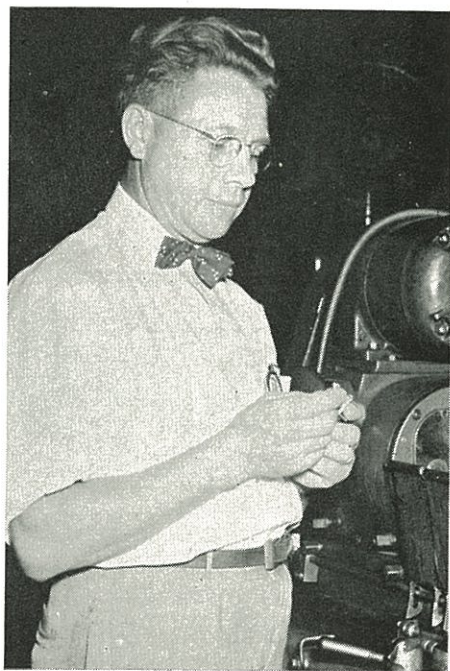


Ed Herrman, Night Supervisor of all plant operations, was born just in time, with only a few days to spare, to qualify as a 19th century baby, making his bow to the world on Nov. 23rd, 1899. His birthplace was Syracuse, N. Y.

After graduating from North High School in Syracuse, Ed decided to take a fling at industrial life, so in 1916 he went to the Remington Arms Company, Ilion, N. Y., where he was employed three years. During that period he worked as an inspector, as a rifle repair man, and as a milling machine set-up man.

In 1919 he went to the Remington Typewriter Company, Ilion, where he gained more experience as an operator of automatic screw machines and milling machines. Ed remained there about a year, then in 1920 joined the Remington Cash Register Company, a subsidiary of Rem-
(Continued on Page 17)

Meet Your Foremen



The last of the Beyens (but by no means the least) on our list of supervisors and foremen is William J., a foreman in the Tool Room. Bill is a brother of John and Ted Beyen, both of whom have already made their appearance under the "Meet Your Supervisors" column.

Bill was born July 30, 1901, at Neufefehn, Germany. He attended school there until 1915 when he enrolled as an apprentice tool maker in a job shop at Brinkun, Germany. During his four years of apprenticeship he also attended night school. "Those were long days," says Bill. "We worked 12 hours or more per day, and it was tough to go to school on top of that."

Upon completion of his apprenticeship training, Bill sought greener pastures and soon came up with a job at the Hansa Lloyd Werke, an auto plant in Bremen. We assume that Bill had little difficulty in
(Continued on Page 17)

HERRMANN (from Page 13)

ington Arms. In the 11 years of his stay with R.C.R. he was engaged in the sale and service of cash registers . . . at Pittsburgh, Reading and Albany, and finally in charge of this activity from his headquarters in Rochester. Then for four years (1931-1935) he conducted his own business in Rochester, specializing in the sale and service of used cash registers.

Ed began his period of service with Scintilla in 1935, starting as a lathe operator in Dept. 8. In 1937 he became a set-up man in Dept. 17, and was made foreman of that department in 1942. He was appointed General Foreman of Departments 17 and 34 in 1944, and later the same year was promoted to Night Supervisor of Departments 17 and 34, and lines 40-48.

In the reorganization following V-J Day, Ed came up as foreman of the K-1 and commercial magneto lines, and in January of this year he was appointed Night Supervisor of all plant operations.

Ed resides high on a hill on Martin Brook St. in Unadilla. His three children . . . two sons and a daughter . . . are married. One son served in the Marines in the late war, the other in the Navy. His daughter, Mrs. Helen Codichini, is a Scintilla employee. Skeet shooting, hunting and fishing rate high on Ed's list of recreational preferences. He also leans heavily toward bowling. Under fraternal organizations, he holds membership in the Moose.

BEYEN (from Page 13)

gaining admittance at this plant, since brothers John and Ted had already popularized the Beyen name there before him. All told, he spent about 10½ years at that plant. He started in the die room, was transferred to the General Tool Room, later was transferred to tool inspection, then back to the Tool Room. In 1927 he became a group leader in the Bench Section, and remained there until September, 1928, when he embarked for the USA.

Brothers John and Ted had preceded him and were already located at Scintilla. It was only natural, therefore, that Bill should follow suit. He has now been here 18 years, all of that time in the Tool Room. He became a group leader in 1936, then due to a fluctuation in employment went back to bench work until 1943, when he was appointed Night Supervisor of the Tool Room. At the present time he is a foreman in the Tool Room, resulting from the reorganization necessitated by ending of the war.

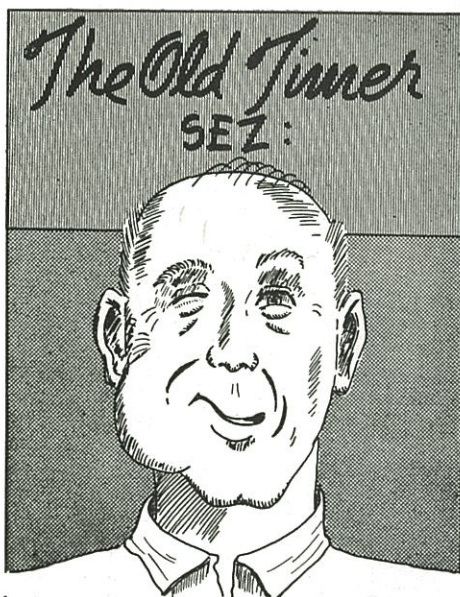
Mr. and Mrs. Beyen have a home on Pearl St., Sidney, where Bill derives considerable pleasure from gardening and landscaping. They have one daughter, Mrs. Peter Romano, who is a nurse in the office of Dr. Burian, Sidney. Mrs. Romano is the mother of an 18-months old daughter . . . which probably makes Bill one of the youngest grandfathers in the company.

We extend our deepest sympathy to the family of Gerald Hine, whose tragic death, on October 24th, was a great shock to all of us.

The Scintilla Family

Members of the Pratt & Felske Flying Service were glad to pose with the new 5-place "Standard" which they recently added to their expanding service. L. to r.—William Packard, Charles Hollenbeck, K. Felix, George Holdredge, pilot, Clifford Pratt, Bob Felske.





It's always seemed kinda odd to me how a fellar kin hav th' gall to knock the place where he maiks his livin'. Now if I was one of them sykologists, mebbe I could come up with th' rite anser. But bein jest an ordinary Joe Citizen, I hafta keap on wonderin' what maiks fellers that way.

Taik one of the boys on my line, jest fer egzample. Befoar th' war he was doin' odd jobs, anythin' to pick up a couple of bucks here an' there. He didnt have no schoolin' to speek of, and he thot he was lucky when he could pick up enuff work to bring him 20 bucks at th' end o' the week.

Then when the war busted out, he found anybody that was able to stand up without help could git a job . . . so he gits ambishus an' hires out here at the plant. Guess he kinda hit on the nack o' th' job, so pritty soon he gits a raise. It took him a while, tho, to git used to findin' so much green paper in his pay envelope every week. He jest wasn't used to so much money in one lump.

Now you'd think a feller would be graitful fer havin' a job that paid him a decent wage every week, without no hagglin' or dickerin'. But after he was on the job a while we kinda noticed a change in him. He got grouchy an' started gripin' about things. Little things like sayin' the boss was givin' him all the dirty jobs . . . the hours was too long . . . the boys on the line didn't appreshiate him . . . the manage-

ment didnt know how to run the place . . . an' a lot of other stuff like that.

I gusee he kinda figgered he was bein' imposed on if the company expected him to turn in a full day's work fer a full day's pay. Anyway, first thing I knew I herd my neighbors repeatin' some of the stuff he'd been spoutin. Seems he'd lapped up too many beers one nite, an' spent the evenin' tellin' everybody what a lousy deal he was gittin' from the company. Mebbe I shouldda kept my big nose out of the deal, but I didnt. But when I got through giv'n 'em the strate dope, I had 'em on our side again.

Now I been around here a long time. There's been times when I didnt seem to be gittin' the breaks I figgered I oughtta have. But as long as I've been on th' payroll, I figgered I owed it to th' company to speak a good word fer 'em.

When I talk to folks that don't work here, I figger I'm representin' the company. An' as long as I keep on acceptin' money from 'em, I ain't goin' to turn traitor an' stab 'em in the back. Even when I git a leetle bit edgewise, I kin always find somethin' good to say about the folks I work fer.

A Hollywood mogul who had never learned to read or write had managed for years by signing his checks with two X's. His banker called him and asked him: "How about this latest check? It has three X's."

"My wife has social ambitions," he was told. "She thinks I should have a middle name."

The prospective girl employee had explained to the employment manager that she had won several prizes in slogan contests and that she was an expert at crossword puzzles.

"But we want somebody who will be smart during office hours," the manager told her.

"Oh," she said brightly, "this WAS during office hours."

Girl: "Could you fix me a dose of castor oil so the oil won't taste?"

Druggist: "Certainly! Won't you have a glass of soda while waiting?"

Girl: "Oh, thanks," (and drinks soda).

Druggist: "Something else, Miss?"

Girl: "No, just the oil."

Druggist: "But you just drank it."

Girl: "Oh, dear! I wanted it for my mother."



Random shots taken at the Scintilla Cafeteria and the Community Center during the "Thanks to the Veterans" Celebration held October 12.

Barter Column

FOR SALE: Baby's Maple Chair, Play Pen, Taylor Tot (Stroller-Walker), Small Size Tricycle, Folding Carriage, Child's Table and Two Chair Set, Student's Desk Table, 2 Folding Adirondack Chairs. Rick LaGuardia, 68 Beal Blvd., Sidney.

FOR SALE: Brown wicker Seibert Baby Carriage, in good condition, with rain hood and buggy strap. Price, \$10. H. J. Pierce, 171 Johnston Circle, Sidney.

FOR SALE: Bench saw, with new $\frac{1}{2}$ h.p. motor. Ralph Morley, 26-45, First Shift. Or 176 Johnston Circle, Sidney.

I WOULD like to obtain wheels for a tricycle or express wagon. A. Schrader, 30-57.

FOR SALE: Grey all-wool dress suit, size 9. New. Call Sidney 5536. Freda Zurbuegg, Payroll.

FOR SALE: Bassinet in A-1 condition. Also for sale or exchange, many U. S. and Foreign stamps, mint and used, singles and blocks, etc. L. S. Wormuth (Dept. 92), 237 Johnston Circle, Sidney.

FOR SALE: RCA Table Model Radio, \$10. Kodak Portable Miniature Enlarger, F:6:3, and Perflex "55" Camera, F:2:8 lens. Karl Anderson, 11-158. Or 241 Bird Ave., Sidney.

Everyday Sportsmanship

As these lines are being banged out on the office "L. C. Smith," the World Series is going full blast. For sheer suspense and action, this annual slugfest featuring baseball's greats and near-greats is unrivalled anywhere. Only in America could 18 baseball players draw thousands of people to a ball park, at the same time keeping several million ears glued to radios across the country.

Meanwhile, King Football has already started to take over in the sports world, and will climb on the band wagon the moment the last batter goes down.

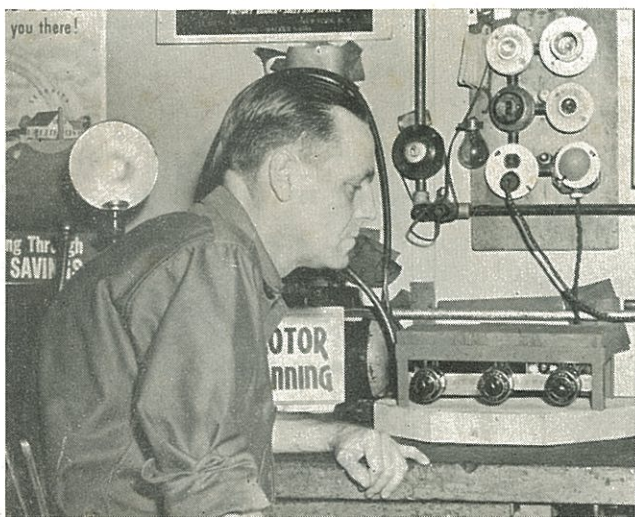
Occasionally we find ourselves trying to figure out an answer to the question "What do baseball and football have that carry such wide appeal for the American public?" Is it the thrill of seeing an athlete belt out a home run to clinch a game in the ninth inning? Is it the wallop we get from watching a rugged full-back slicing through an entire team for a winning touchdown in the last minute of play? Or is it the high degree of teamwork that permits spectacular individual performance, yet depends upon the coordinated action of the entire team to win games?

There's no denying that we get a kick out of the spectacular stuff . . . most Americans themselves are individualists, therefore they admire the boys who stand out above the crowd.

But in the final analysis, isn't it the teamwork that really catches the admiration of the sports-minded public? Team members are trained to think and act for themselves, but each player has his own special job. Every man can't carry the ball . . . but he has an important assignment, nevertheless. If he doesn't block out his man on the opposing team, the ball carrier gets thrown for a loss. Or if the shortstop doesn't cover the bag when the second baseman is fielding the ball, he's leaving his team wide open for a setback.

Yes, it's teamwork that counts . . . on your job and my job, in everyday life as well as in sports. Industry is built on the theory that every employee, in his or her own special job, is necessary to the efficient functioning of the entire organization. If you fail in your job, you, your associates and the company are affected. On the other hand, if you do your work well and try to find new ways of doing it better, then you're not only a member of the team . . . you're one of the stars who carry the ball.

Let's play the game right.



Stanley Scutt, Dept. 12, looks over a new safety device to be installed on electric pre-heating units in the plant. Although not apparent in the photo, the control on the right side of the unit is equipped with a red pilot light which glows when the unit is hot, serving as a warning to keep "hands off."