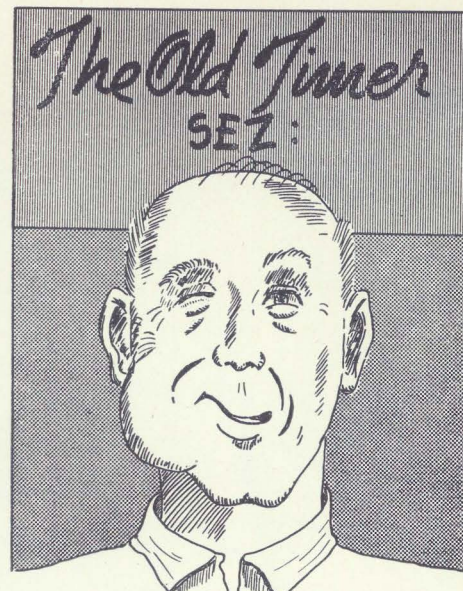
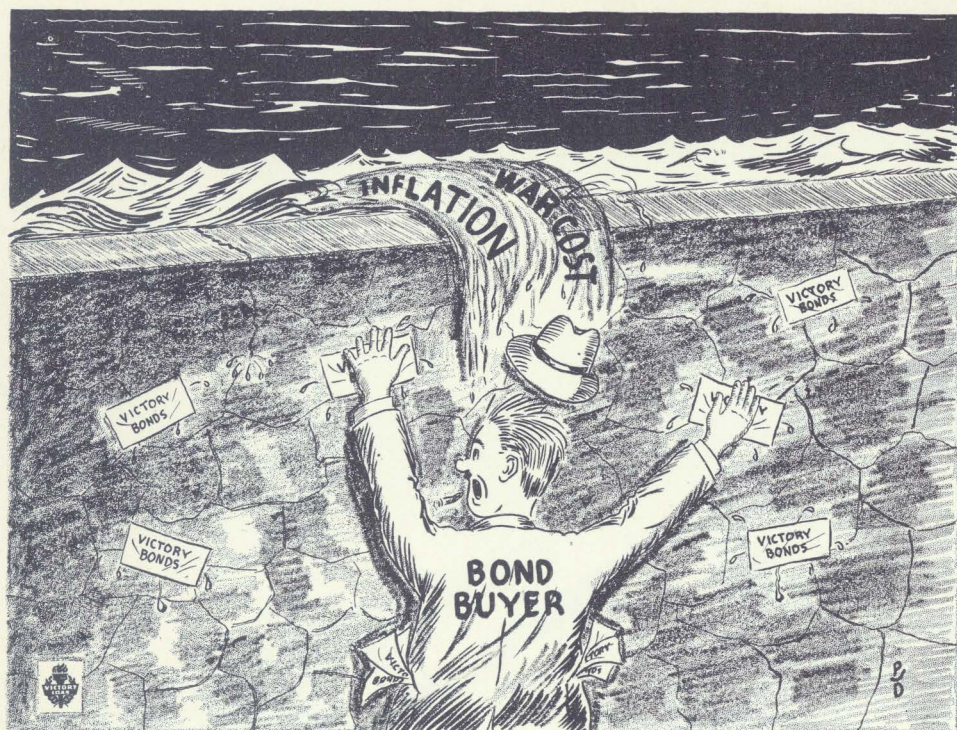


WARNING 4 TONS
SAFE LOAD

WARNING 9 FEET
CLEARANCE

The Scintillator
november 1945

PLUG THOSE LEAKS!



Jest been turnin' over in what I use fer a brain some o' the reasons why I'm gonna be extry thankful this Thanks-givin'.

Rite off the bat, first thing I intend ta thank the Almighty fer is lettin' my boy Bill come home from the war. Bill sure seen plenty o' tuff sleddin' with the boys that washed up old Adolph, an' he picked up some shrapnel, along with a coupla machine gun slugs. But they patched him up in a hospittle, an' finally sent him back ta Ma an' me, practikly as good as new. He growed up in the three years he was soldierin', an' while he's a lot quieter than he useta be, he's still the saim Bill. He went out an' got himself a job, an' is thinkin' of settlin' down ta enjoy the things he fought fer.

Another thing I'm thankful fer is that I still got a job. I ain't as young as I useta be (neether ar a lot o' you guys that think ya ar!), but I still kin do a full day's work. Things in my departmint ain't exackly smooth yet, but I kin see that if we all use a little patience, things is gonna work out okay. The pay envelope is thinner, but ain't no use complainin'. I got paid rite well during the war, an' I'm still makin' moar than I got befoar the war. An' when we git rollin', I'm thinkin' mebbe all of us will git any breaks the fellers in the front offis kin give us. Main thing is ta keep from goin' off half cocked not knowin' all th' facts ta both sides of the story.

Plenty of other things fer me ta be grateful fer, but jest the fact that I live in the good old USA is somethin' ta git hepped up about. We come through a tough war without a scar on our countryside. No bombs fell on us. Our cities is jest as beautiful (or dirty, as the case may be) as ever. We got plenty to eat an' we probly won't freeze this winter. We got lots o' cars, a few of 'em in pretty fair shaip, an' gas enough ta git 'em whair yer goin' an' back home again. We kin go to the movies. We go to the church of our choice. We voted this month without nobody standin' at our backs with a gun, tellin' us who ta vote fer.

(Continued on Page 3)

★★ Let's Finish the Job ★★

When you read this, the Victory Loan at Scintilla will be well under way. As it turned out, the 7th War Loan was the semi-final in our all-out effort to achieve victory. Now we are asked to make with the "Sunday punch" . . . to add the finishing touches in a final Victory Loan.

"The war's over," you say to yourself. "What's the big idea, anyway?" Since it's your money that is being borrowed, the question is a fair one and deserves a direct answer.

Yes, the war IS over . . . the fighting, at least. But how about the boys in the armies of occupation? They have to be paid, fed, clothed, and their dependents cared for.

How about the boys who have done the fighting, and who now want to come home? It takes more than chicken feed to get them back where they started from.

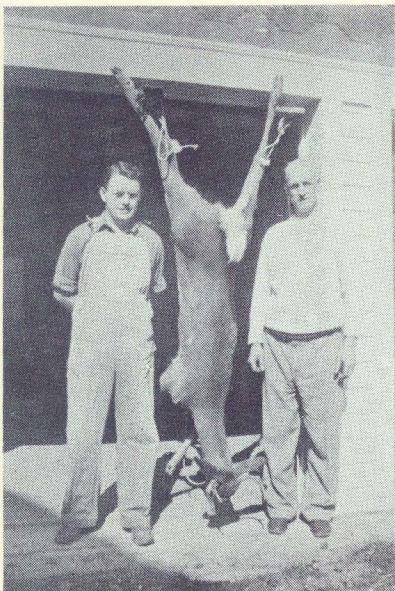
How about the wounded? Uncle Sam owes them a big debt. It's up to us to give them the best of care . . . to bring them back to health and useful living.

How about the cost of reconversion? Uncle Sammy asked war plants to pile up tremendous supplies of material for fighting purposes. When the war ended, the stockpile, much of it unpaid for, was huge. So Uncle wants to square accounts with industry, so it can begin producing the many things all of us want and need.

How about staving off inflation? From the standpoint of our national economy, it's mighty important. With consumer goods, in many instances, still scarce as feathers on a frog, prices can easily go so far haywire that wages could never hope to catch up to them. When that happens, the piece of paper that's worth a buck today could be worth about a nickel or less tomorrow. That's why it's good common sense to put your money into Victory Bonds. Besides paying you \$4 for every \$3 invested, your money will actually serve as a bulwark against inflation.

Last, but not least, we have a moral obligation to fulfill. The men who manned the guns, ships and planes in this war have finished their job. They did the fighting . . . the least we can do is pay the bill.

They finished **THEIR** job . . . now let's finish **OURS**!



Venison on the hoof for John Dewey (left) and Frank Shofkom. This is one of the two deer downed by a party of eleven hunters, most of them from Dept. 34, who found good hunting in the Adirondacks. One buck weighed 170 lbs., the other 120 lbs. Besides Dewey and Shofkom the other members were: Ed Haynes and son, Frank Leonard, Cleve Davenport, Dan Camenga, Charles Carkuff, Frank Carkuff, Ezra Judd, and Melvin Dewey of Albany.

The Cover

Just to be different, we asked our Photography Dept. to shoot the covered bridge shown on the cover. Norm Meagley drew the assignment. Built in 1874, it spans the Ouleout, near the Unadilla-Franklin road, about 1½ miles from Unadilla.

OLD TIMER SEZ (from Page 2)

We all have so durn many things ta be thankful fer it would taik a book ta print 'em all. Here an' there we got some troubles an' unrest. But by and large, the USA is a swell place ta be.

Dunno whether we'll have turkey fer Thanksgivin' dinner, er not. Whatever we have, though, we kin be pretty sure it's a heck of a lot more than sum poor cusses on th' other side of the world will be havin'. A bowl o' soop an' a handful of crackers would seem like a banquet to them.

So ya better be glad ya got what ya got, an' not be frettin' about what ya'd like an' ain't been able ta git yet.

New Departmental Set-Up Released

Since the October issue of the Scintillator, there has been released a new list of departments as they now exist following reorganization. In order that everyone may be informed of this new departmental set-up, the Scintillator presents it herewith.

New Dept. No.	New Dept. Name	Old Dept. No.
1	Executive-Administrative	1
2	Executive-Manufacturing	7
3	Supervisors-Manufacturing	9
4	Purchasing	2
5	Production Engineering	5, 84, 86
6	Production	80, 81, 82
		83, 87
7	Stores	20, 26
8	Tool Engineering	5, 86
9	Casting Die & Mold Design	5A
10	Tool Crib	66
11	Tool Room	11, 13, 36
12	Maintenance	22, 32, 85
13	Inside Truckers	32
14	Guards and Watchmen	33
15	Boiler Room	70
16	Receiving	25
26	Automatics	19
27	Punch Press & Inserts	21, 57
28	Lathe	17
29	Light Metal Machining	40 thru 56
		27
30	Steel Machining	40 thru 56
31	Fuel Injection	31
32	Processing	18, 28, 30
34	Sundry	34
35	Harness & Accessories	61
36	Spark Plug	59, 63
37	Molding	24
38	Coil & Condenser	15
39	Molding Machine	39
40	Commercial	New
41	K-Magneto	New
42	Assembly	16
43	Ceramics	14
70	Accounting	4, 92, 93
71	Legal Dept.	94
72	Office Services	97, 98
73	Payroll & Bond	90
74	Shop & Time Clerks	37, 91
80	Sales	3
81	Shipping & Traffic	25, 69, 97
82	Chauffeurs & Truckers	74
87	Service Office	8
88	Service Repair	10
90	Engineering	6, 88
91	Engineering Research	29, 35
92	Experimental Shop	12, 67
94	Personnel & Employment	75, 77
95	Medical & Safety	76
96	Contract Termination	96
98	Tabulating	78
99	Inspection	23
100	Quality Control	123

MELMAC

HIGH-FLYING LIFE SAVER



This is Melmac in its pre-molded form . . . a grey powdery substance consisting of melamine resins, asbestos, and cotton flock.

One of the most interesting stories of Scintilla's wartime developments was never publicized during the war, for reasons of security. But now that hostilities have ceased, we feel that the entire Scintilla organization is entitled to a few of the facts. The above title indicates the subject of the comments to follow.

It all began during the early days of America's aerial forays over Hitler Europe . . . when our fliers were soaking up their first real taste of Nazi defense tactics. German fighters rose in swarms from target areas, and the skies erupted carpets of death-dealing flak. American fighters and bombers had the choice of flying hell-bent-for-leather into the destructive stuff, or climbing to higher altitudes where they would be out of range. Since the AAF's policy is for its fliers to dish it out and then come home safely, if possible, the second choice was the logical one.

Upon attaining high altitudes, however, interference in normal engine functioning was experienced. Subsequent investigation disclosed that the difficulty originated in the engine's ignition system, principally in the dielectric parts. At that time, natural hard rubber was being widely used for dielectric purposes in aircraft ignition, and was of the highest known quality.

But the material itself limited the ignition system to lower altitude operations. It had never been laboratory-tested for high altitudes, but it had reacted satisfactorily in laboratory tests at altitudes for which the system was designed

get up high. Instead of remaining inside the dielectric where it belongs, the current sometimes breaks loose and "arcs" or flashes along the surface, seeking the path of least resistance. When this happens, the current burns a charred path or carbon track on the insulating surface. This carbon track then becomes a conductor, and as a result short-circuits or grounds the current, cutting off the power supply to the spark plugs. And a spark plug without a spark is no help to any engine.

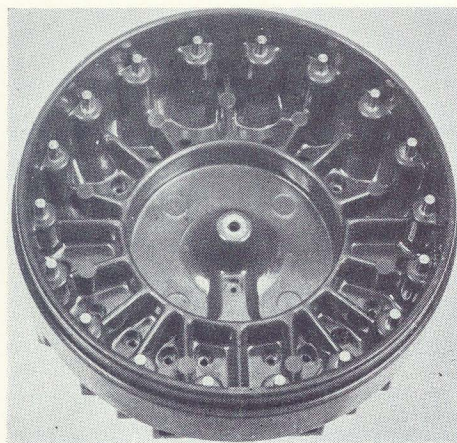
So there was the problem. To avoid being shot down the planes had to go 'way upstairs. But they couldn't stay up there long enough without an arc-resisting dielectric substance for ignition system insulation.

And that's where Scintilla entered the picture, at the request of Wright Field. "We need an arc-resisting and heat-resisting dielectric . . . and we need it in a hurry," they said. ("Arc resistance" is the resistance of a material to the effect of an electric arc on its surface.) So our engineers, designers and plastics boys put their heads together and came out of the huddle with an idea for utilizing Melmac . . . a light grey powder plastic consisting of melamine resins, asbestos, and cotton flock (short cotton fibers), developed and produced by the American Cyanamid Corporation.

Non-uniformity of the material in final molded form presented intricate problems, resulting in an unusually high quantity of scrap. Nevertheless, the urgency of the need did not allow us any additional time to perfect our production technique. We merely did the best we could under trying circumstances.

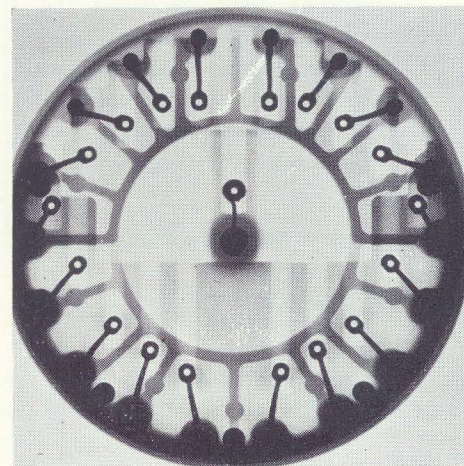
Actual use of Melmac by our Air Forces proved its superiority over rubber at high altitudes. While it also "arcs" to some extent, it does not carbon track as readily, thereby lessening the possibility of grounding the ignition current. When the plane returns to lower altitude the engine functions normally. With rubber dielectrics, the carbon track prevented the engine from regaining normal functioning when returned to lower altitude.

Melmac also has higher heat-resisting properties than rubber. Above 200 degrees F., rubber has a tendency to soften,



Close-up view of 18-cylinder Melmac Head for DF-18 magneto. Note tops of inserts.

The purpose of a dielectric is to serve as a non-conductor of electricity, and rubber is one of the best known non-conductors. But something out of the ordinary happens when the rubber dielectrics



X-Ray view of 18-cylinder Melmac Head. Complete inserts are shown in this view.

with a consequent loss or distortion of critical dimensions, and moving parts tend to cause interference. Melmac will stand much higher temperatures without softening.

In molded form Melmac becomes exceedingly hard. The greatest obstacles to be overcome were cracking, particularly around inserts, and distortion of mold pins and inserts during the molding process. Special molds had to be developed to handle the tricky stuff. They were hardened to a high degree of surface hardness,

(Continued on Page 5)

Reconversion with Safety

By R. C. DAWSON, Safety Inspector

The problems of Industrial Safety were many during World War II. In reconversion and peacetime they still remain a challenge to the best efforts of everyone in industry. This period of change brings with it some very different adjustments.

In reconversion we must move heavy equipment, set up and lay out new departments. In some cases there is a complete change in the physical appearance of the product which we build. This means new methods in manufacturing and material handling. These in turn may require a completely new routine for the "old timer" as well as for the new employee.

Some of us have been put into new areas with different occupational hazards, changes of lighting and atmosphere, and under different supervision. This is the point where we apply safety to the problems of reconversion.

The following safety information and suggestions are for your interest and welfare. Just reading them over once probably won't help you much. *Study* them over and over again, until they become fixed in your mind. *Apply* them to your own particular job, whether in the shop or out.

Most accidents are caused by carelessness and inattention. If every worker would strive to learn the elements of danger in his particular job he would soon become safety conscious. Careful working habits, together with proper mental attitudes towards the care and use of machines and tools, are most important factors if you wish to succeed in your work.

Machinery and tools can be good servants if properly used, but they also can be very cruel if used carelessly or incorrectly.

Your own personal safety must always receive first consideration. A damaged machine can be repaired; a broken part can be replaced; a finger or hand cut off, an eye lost, *can never be replaced.*

There are many safety devices for hazardous work which can be worn to prevent injuries. Practically all shop clothing is designed from the viewpoint of safety. *Aprons* not only keep your clothes clean but also keep the loose ends from becoming caught in a machine. *Goggles* have saved many an eye. *Shoes* with steel toes have saved many a foot injury. *Safety caps* for women have saved many pretty permanents or torn scalps. There are other items that can be worn in the shop to prevent injury. It is up to each individual to make use of the necessary devices which can be applied to his own case.

These devices alone, however, are no guarantee of total safety. Total safety depends, to the greatest extent, upon the individual himself . . . his attitude, or his frame of mind, and his ability to work with tools.

So, during reconversion, be cautious; look about your new surroundings; study your job and know where your safety equipment is located.

United Air Lines Looks Ahead . . .

As one of the companies which has had a part in the pioneering and development of air transportation, Scintilla Magneto Division has a particular interest in the 25th anniversary of the nation's first coast-to-coast airway—and is looking ahead to its part in the next 25 years of air progress.

That original New York to San Francisco airway, opened between the two coasts by the Post Office Department on September 8, 1920, is the route now flown by United Air Lines, the nation's oldest air transport company and a user of Scintilla magnetos.

Since 1920, planes have grown from the single-engined, open cockpit, 90-mile-an-hour type to twin-engined, 190-mile-an-hour passenger and cargo airliners; flying has changed from the "seat of the pants" type to precise, scientifically planned schedules; and coast-to-coast

transit time has been reduced from three days to the point where passengers and cargo cross the continent just overnight.

In immediate postwar prospect for the midcontinent route of United, say officials, are such innovations as four-engined, 300-mile-an-hour planes, coast-to-coast flights of around 9½ hours; still further advances in the dependability of flight schedules as a result of technological developments born of the war; continued advances in air travel comfort; low air travel fares and air shipping costs.

United announced that as of the anniversary date, September 8, it had completed 70,800 coast-to-coast flights over the mid-continent airway. On those flights, it has transported almost 4,000,000 passengers, 124,000,000 pounds of mail and 44,000,000 pounds of express. Total miles flown between the Atlantic and the Pacific have been approximately 190,000,000.

MELMAC (from Page 4)

then chrome plated. Inserts had to be redesigned to provide greater strength. Unlike rubber, which actually exerts a grip on the inserts, Melmac's adherence properties are low. The inserts had to be locked in, which meant that they had to be stronger.

It was discovered that large parts could not be molded without first being preheated to a high uniform temperature before being placed in the mold. This was accomplished by use of a high frequency heating unit which heats the material uniformly and rapidly by means of high frequency waves.

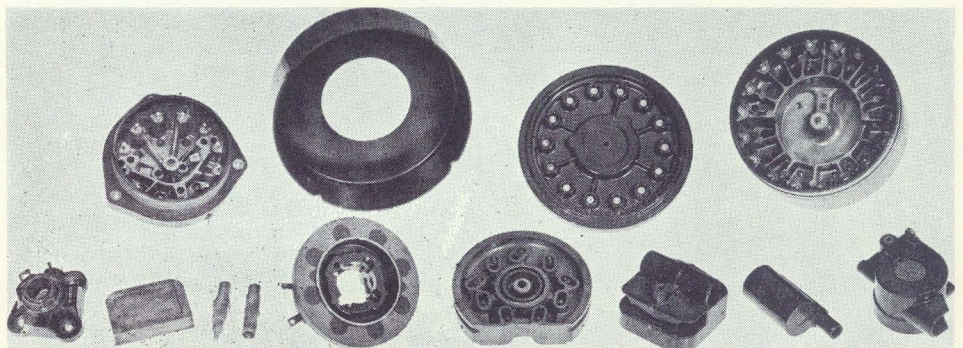
Machining of the molded parts presented unusually perplexing problems. Melmac is not nearly as flexible as hard rubber, and cracks before it will bend. Designing fixtures to hold the parts for machining was, in itself, a major operation. A further complication resulted from the necessity of developing carbide turning tools capable of machining the Melmac and the metal inserts at the same time.

With the manufacturing methods finally at the "go ahead" stage, the next step was to select sub-contractors to assist us in producing the finished Melmac dielectrics in sufficient quantities to meet the urgent demands, which far exceeded the capacity of our available facilities. This involved supplying the "know how," as well as assistance in tooling up to do the job.

The successful performance of Melmac under actual combat conditions fully justifies the effort and money spent by Scintilla in adapting it to wartime use. It helped to win the war, and we take pride in the fact that, at a critical moment, we helped to come through with the answer to a big \$64 question.

Melmac dielectric parts included 18-cylinder distributor heads and fingers; Allison 12-cylinder heads and fingers; DF-18 condenser housings and covers; Rotax fingers; R-2800 electrode supports and fingers; insulating shields, connector block and harness terminals.

It is expected that high altitude airliners will utilize Melmac for dielectrics in peacetime flying operations.



Molded Melmac parts manufactured at Scintilla during the war. Upper row, l. to r.—Allison Distributor Head; R-2800 Shield; 14-8 Distributor Head; 18-cylinder Distributor Head. Lower row, l. to r.—Allison Distributor Finger; DF-18 Condenser Cover; Waterproof Sleeve; another type of Sleeve; Rotax Finger; 9-cylinder Distributor Head; DF-18 Condenser; Coil Housing; DF-18 Coil Housing.

ATOMICALLY SPEAKING . . .

Editor's Note: Undoubtedly, one of the problems which most concerns world leaders today is: "What shall we do about the control of atomic energy?"

We believe that everyone should be informed as to the progress being made by the nations toward the solution of this problem. Thus far, the situation is at the "study and recommendations stage."

In this connection, we are pleased to present herewith a statement prepared by the Commission to Study the Organization of Peace, research affiliate of the American Association for the United Nations, Inc. This statement is endorsed by a large number of leading scientists and educators who have devoted considerable time to the task of studying atomic energy control.

At the moment when there is public confusion about the way to proceed as we enter the atomic age, it may help dispel this confusion to indicate a few practical next steps that can be taken. The dim and distant future cannot be foreseen, nor can we plan now a complete world scheme of government. Progress can only be made by taking the next steps forward on the basis of both experience and the needs of this critical situation. It cannot be made by side-stepping or stepping backward, but by taking the next steps forward. We believe these immediate steps should be:

1. The start for the control of the atomic bomb whose devastating possibilities the public does not yet fully understand must be made now, with and through the United Nations. The atomic

bomb has made the United Nations more necessary than ever. The agreement at San Francisco is the only basis upon which immediate progress can be made.

2. This progress should begin at the

General Assembly which holds its first meeting January 2nd. The Assembly should appoint without delay a committee to study the political, social and economic implications of this new revelation of atomic energy. It should recommend the appropriate action by the United Nations and its various bodies. This committee should give attention to other means of destruction whose significance has been forgotten in the drama of the atomic bomb.

Such a committee of the United Nations would work along a number of lines. It must study adequate controls to prevent a new resort to war and to eliminate the possibility of the use of atomic power for military purposes. We cannot state at this moment what controls should be inaugurated to prevent preparation for atomic warfare, but if we begin now we may be able to secure an international agreement which would eliminate any immediate danger and therefore open the way for the success of the United Nations in the solution of the final problem upon which peace ultimately rests, which is the elimination of war itself.

One of the first steps in the prevention of a race in atomic armament would be inspection. Such a measure, although possibly not 100 per cent effective, could serve as a powerful deterrent. The proposed committee should be able to recommend the most effective means of such inspection.

In the next place, the committee should consider the positive aspects of atomic power which have been altogether overshadowed by the fact that the bomb came first and the people are very much afraid. Undoubtedly, the recommendations of the committee on the constructive side of the subject would be for the Economic and Social Council.

It is our opinion that the broad committee of inquiry should be appointed by the General Assembly under Article 22 of the Charter, which authorizes the General Assembly to establish such organs. It must be remembered that the Charter gives to the Security Council the task of dealing with immediate disputes and threatened breaches of the peace. However, there is reserved to the General Assembly, under Article 11, the formulation of the "general principles of cooperation in the maintenance of international peace and security, including the principles governing disarmament and the regulation of armaments . . ." It "may make recommendations with regard to such principles to the Members or to the Security Council or to both."

Nothing could so enhance the confidence of the public in the United Nations as to know that the Organization's first

(Continued on Page 7)



Above drawing by Wendell Bachman, Service Dept. artist, is entirely appropriate for this month. In case you "buck fever" addicts don't catch on, it's deer season again!

Training Program to Be Resumed

As soon as alterations are completed on the old Ration Board office, which is being converted into a classroom somewhat larger than the former classroom "A," the Training Department plans to start its new courses in *Electronics*, *Human Relations*, *Mathematics* and other subjects.

The new twelve session course in *Industrial Electronics* will center around the excellent film strips and records prepared and recently issued by the General Electric Company. It is a practical and easily understood course covering the description and characteristics of electronic tubes, the fundamentals of electricity as applied to electronic circuits, and information on the more important industrial electronic applications.

The Dale Carnegie film course in *Human Relations* will be continued. This course, which had just got under way at the time of V-J Day, deals with problems of immense importance to a plant settling down to a peace time production

with a permanent working force.

Mathematics through Trigonometry will be offered, and it is planned to institute classes in Advanced Engineering Mathematics to be taught by Cornell professors under a schedule similar to that of the war training classes held during the past two years.

Any inquiries about training courses should be addressed to H. L. Cook, Training Supervisor, at the Personnel Office.

Dept. 91 News

Norma Botsford has left, and we have been fortunate to replace her with Eleanor Vaughn.

We have to read our own vernier now . . . Percy White is gone.

We are glad the Series are over on account of Palmer.

Art Kludas in the harness room is still Jockey.

Doc Stearns tried a woman's job for Esty and fell down so badly he has been put to work out in the "Rest" house. Otherwise, all is serene in the Lab.



Sam Brand Says . . .

We talked to one of those inspector fellers the other day, and he wasn't half as bad as we figured out he'd be. He's got his job to do just like the rest of us. Mebbe it ain't so pleasant, either, goin' around all the time lookin' for mistakes.

He said he figured inspectin' out this way: The customers like our Scintilla Brand Name because they can count on it always bein' good. It takes careful work to keep it that way, and to get the customers so they'll stick to it through heat an' high water. Let the customers get stung once, an' they'll squawk plenty . . . and mebbe stop buyin'. Mebbe the inspector . . . helpin' us all keep up to the mark . . . is doin' us each a favor an' we just don't know it.

Atomically Speaking (from Page 6)

act was to deal with the most terrible problem of our time. This committee, appointed by the first session of the General Assembly which opens on January 2nd could have conclusions, at least preliminary conclusions, ready for the second session of the General Assembly which, according to present plans, is to be held on or before April 25th.

The committee should not be large. It should include scientists or use them in advisory capacity.

3. The United States Government should take a leading part in urging the General Assembly to appoint such a committee and it should indicate its willingness to cooperate fully with the committee to accomplish the desired results. This conclusion is inescapable inasmuch as the United States, which produced the atomic bomb, is in the position of having a temporary monopoly of the knowledge of the industrial processes of manufacturing the bomb. This assumption of leadership by the United States Government would tend to restore good understanding and unity in action among the principal powers. Such leadership would dispel any suspicion that having the atomic bomb, the United States is no longer depending upon the United Nations as before. This country must reaffirm its faith that we need, and the world needs, the United Nations more than ever.



Well, well and well! Cold weather's here, so Ax's gal dresses accordingly . . . almost. Right now she's subject to chillblains on her extremities, but no doubt the job at hand will keep her warm.

HUNTING HINTS



Carry your gun down and on safety. Never point a gun . . . either on purpose or accidentally . . . at anything you do not wish to shoot. Be sure of your target before you pull the trigger. Handle every gun as if it were loaded.



When crossing fences, let one member of the party climb over first without a gun. Hand all guns over to him, being sure to "break" the breach before handing over. Be sure barrel and action are clear of obstruction before shooting.



Wear something bright . . . preferably red . . . which will stand out in wooded areas. Never wear white for hunting. Never stand up in a boat to shoot. Allow only one hunter to shoot from boat at a time. Never shoot at flat, hard surfaces such as rocks, or at the surface of the water.



Never carry loaded guns in your car. Never look down the muzzle of your gun. Avoid horseplay while handling guns and never mix alcohol and gun powder. Teach children proper respect for firearms. Such simple precautions as these will make for happy hunting.

NATIONAL SAFETY COUNCIL

KEEP YOUR WORKING TOOLS SHARP

For the most efficient and safe usage of hand tools, keep them sharpened and in good condition by inspecting them regularly. Precautions must be taken when sharpening tools, however.

If you are using a grinding wheel to sharpen some tool, be sure to protect your eyes with goggles. Small chips and particles can cause permanent damage to your eyesight, unless goggles are worn.

Do not attempt to sharpen tools on a dry stone. Dirty oil stones are also extremely hazardous.

If you are using a file on a sharp-edged tool, be sure the strokes are made away from—not toward—the edge of the tool.

Never sharpen a tool with a steel or stone if you are not using hand guards.

Stand as far back as possible from the grinding wheel when it is turning to avoid being hit by flying pieces and particles.

Check the sharpness of all your cutting tools continually, for dull tools become broken tools. Also, if you do allow cutting tools to become dull, a lot more metal

Calling All Model Railroad Fans!

We're including this little plug at the request of M. N. Champlin, Personnel Office. "Champ" is a dyed-in-the-wool model railroader, and is looking for other Scintillites of a similar turn of mind. Object: formation of a club to further the pleasures of the above hobby.

According to "Champ," model railroading is due to boom, now that the manufacturers are again on the beam. Sez he: "There must be a lot of railroad 'bugs' around the place. The problem is to get 'em together."

So here's a little free advertising. Hop to it, railroaders . . . get in touch with "Champ."

Cancer Is Our Problem

We are all of us concerned in the control of cancer.

Cancer strikes indiscriminately at us and at those we love.

600,000 of us in America are now afflicted with cancer.

Out of every 8 of us, 1 will die of cancer.

Cancer kills 60% more of us than all the infectious diseases combined!

If we get at cancer early about 60,000 more people can live each year.

We must all of us learn what to do. We must consult the doctor at once, if any of the following symptoms are present.

1. A sore that does not heal, particularly about the tongue, mouth or lips.
2. A painless lump or thickening, especially in the breast, lip or tongue.
3. Irregular bleeding or discharge from any natural body opening or nipple.
4. Progressive change in the color or size of a wart, mole or birthmark.
5. Persistent indigestion.
6. Persistent hoarseness, unexplained cough, or difficulty in swallowing.
7. Any change in normal bowel habits.

AMERICAN CANCER SOCIETY
350 Fifth Avenue
New York City

NOTE

Mon., December 3rd, is the deadline for news items in the December "Scintillator."

is wasted in the sharpening process.

Another precaution that must be taken in sharpening tools is against overheating. This causes the metal to lose its temper, making the tools defective and liable to quick-dulling and breakage.

Strictly

FOR THE GIRLS!



For a change of face, when you have a date straight from work and would chase those end-of-the-day doldrums, there's an indispensable little Make-Up Trio to make you look radiant . . . but quickly! It's a special face powder box with perfectly matched powder, rouge and lipstick all under one lid, which insures complete complexion color harmony. Tucked away in your desk drawer or locker, the Trio will turn out, adroitly, to be a dressing table all in itself. And not only will it heighten and brighten your own natural coloring, but you can be sure the glow will last all evening long.



Gadgets, great or small, are the glory of America, and their return is a sure sign that the post-war world is upon us. A real boon to those who heat their homes with coal is the gadget anthracite dealers have in stock again which automatically regulates the hand-fired anthracite furnace. Inexpensive and inconspicuous on your living room wall, the tiny thermostat remembers all draft juggling, keeps indoor temperatures even, whatever the weather may be. Saves a lot of steps by cutting out those damper-changing trips to the basement, too.



Clay flower pots, when plunged in larger decorative containers filled with wet sand or peat moss, draw in moisture as they need it. Plants do better, look better, and require fewer waterings.

That post-war world is still bounded by a hospital bed for many wounded servicemen. Grey Ladies and hospital recreation workers find themselves more welcome than ever to help brighten the tedious hours of convalescence. Good fun are the simple card tricks which call for participation by the patients, but involve no sleight-of-hand. Like to learn them? Write to the Association of American Playing Card Manufacturers, 420 Lexington Ave., New York 17, for their booklet, "Take a Card."



Carrots, Sweet Potatoes and Onions are but a few of the vegetables that take on new interest when candied to glazed goodness. Here's how it's done with carrots and onions. You'll find the recipe is the same, and equally delicious with sweet potatoes and apples. Try it and see!

CANDIED CARROTS AND ONIONS

- | | |
|--|-----------------------------|
| $\frac{1}{2}$ cup New Orleans molasses | $\frac{1}{2}$ teaspoon salt |
| $\frac{1}{2}$ cup water | 3 cups cooked carrots |
| 2 tablespoons butter or substitute | 1 cup cooked onions |

Mix together molasses, water, butter (or substitute) and salt in shallow pan and cook about 5 minutes. Add carrots and cook, shaking them in the pan until well glazed. Add the onions and continue cooking and shaking for a few minutes longer.

Let's Be Beautiful

Oily hair can be either a worry or a blessing, depending on which you choose it to be, thanks to modern science. If nature has been generous in supplying your locks with what you consider an over-supply of oil, you are really more fortunate than the girl with not enough, because you have only one hair problem, while she has several.

Oil makes for health and gloss of the hair, but it can be a stepping stone to dandruff if hair is not kept scrupulously clean. Your solution is frequent latherings with a liquid shampoo with hair conditioning action that will heighten that natural gloss already bestowed upon you.

Brushing too-oily hair also helps you to have lovely, shining tresses. So, brush faithfully every day, and wipe your brush on a towel after every third or fourth stroke. Brushing not only stimulates the scalp, but it helps to distribute the oil (which would otherwise collect at the roots of the hair thus giving it the oily appearance) to the ends where it is needed. Brushing removes some of the oil too, if you keep wiping it from your brush as you go along, and if you wash your brush several times between shampoos. You might like to use the same conditioning liquid shampoo that you use for your hair, for this.

If you still cling to that old-fashioned school of thought which maintains that keeping your scalp from water as long as possible is good for the hair, listen to what dermatologists have to say on the matter. They declare that hair should be washed whenever it is dirty and add the encouraging information that frequent shampooing to remove dirt, grease and grime improves the circulation and makes for healthier and more abundant hair.

There! Let that transform you from a die-hard who thinks she has an insoluble problem on her hands to a modern optimist always ready to go all out for beauty. Listen when your beauty conscience tells you your locks are grimy, unmanageable and consequently, unsightly. Then it's shampoo time for you before you try that chic new hat or intriguing hairdo.



Don't depend on your machine to think for you. Mental alertness helps prevent injuries.

Another Glimpse of the History of Sidney, N. Y.

Sidney originally was part of the town of Harpersfield which included the land between the Susquehanna, Charlotte and Delaware Rivers. Lying within this territory were Harpersfield, Franklin, Sidney, part of Bainbridge and part of Afton.

Harpersfield first was in Tryon County, later changed to Montgomery County because Governor Tryon, for whom it had been named, was a Tory. The county of Otsego was created from Montgomery in 1791, and Harpersfield town, including Sidney and Franklin, became part of Otsego. Harpersfield was divided in 1792, the western part being called Franklin, and including the Sidney area. Sidney was taken from Franklin in 1801.

Prior to this time (1801), Sidney was known as Susquehanna Flats. At the suggestion of an English schoolmaster named Mandeville, the name was changed to Sidney in honor of Sir Sidney Smith, a British admiral who about that time had achieved great success in Syria by checking the progress of Napoleon Bonaparte.

It is believed that the Rev. William Johnston, with his family, were the first Sidney settlers. They came to Susquehanna Flats in 1773. He had been a minister of the Presbyterian Calvinistic faith. In June, 1777, Brant, a white renegade, with 110 warriors, burned their homes and slaughtered their cattle, forcing them to flee.

Near the present day O. & W. railroad bridge spanning the Susquehanna was an old Husatunnuk Indian fort, where three acres of ground were enclosed by mounds of earth and surrounded by a ditch. For many years this enclosure was called the Fort Grounds. (Note: Early writings do not definitely give the location of the mounds, but many Indian relics were unearthed years ago when the above-mentioned mounds were used as fill for the O. & W. roadbed, and it is generally considered that these were the mounds referred to.) Many relics have been found also at the confluence of the Susquehanna and Unadilla rivers.

In 1787 the Sidney area, together with other portions of the valley, were near starvation occasioned by a crop shortage. The settlers were saved by a boat load of flour from Northumberland, Pennsylvania, brought to them through assistance of General Daniel Bates.

Families prominent in the affairs of Sidney's early days included the Johnstons, Smiths, Bidwells, Hodges and Burdicks. Jacob Bidwell pioneered in the settlement of Sidney Center in 1793. Others who figured prominently in the early development were Joseph Niles, who located in Sidney in 1812; Nathaniel Wattles, who moved to Sidney in 1795 and settled on the Susquehanna below the mouth of the Ouleout. James Hughston settled on the Ouleout soon after Wattles. John Avery settled at Sidney Plains in 1798 and died in 1836, aged 80 years. He served in the Revolution. Deacon Peter Bradley came to Sidney at the close of the Revolutionary War and resided here until his death around 1814. He settled on the farm where General Herkimer and Brant, the renegade Indian chieftain, held their conference in 1777.

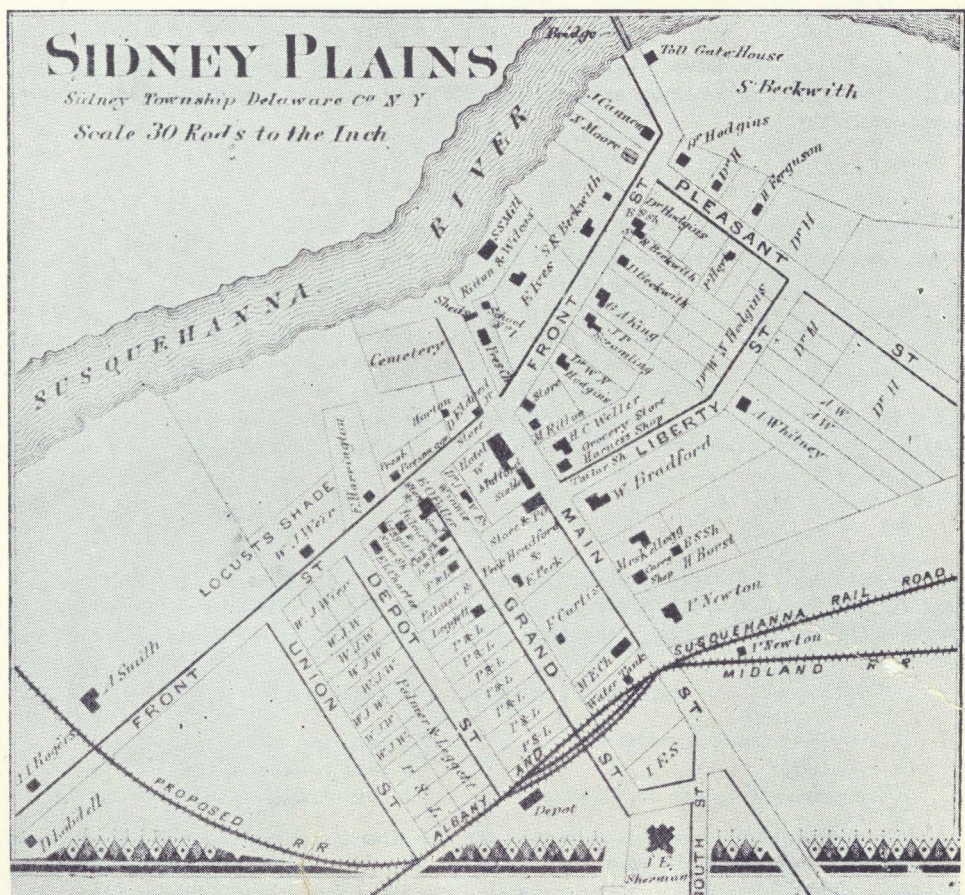
Closely connected with the interests of early Sidney was the construction of the Catskill turnpike. The opening of this thoroughfare from Catskill to what was then known as Wattles Ferry, along the Ouleout, a distance of eight miles through the town of Sidney, was an important enterprise all along the line. The Catskill Turnpike, as such, dates from the year 1802, but the road itself was much older than that.

The road followed a nearly straight line. Little regard was held for grading. The main purpose was to make accessible and profitable the stockholders' lands through which it ran. It soon became one of the most famous highways between the Susquehanna and Hudson rivers. Toll gates were situated every ten miles and the large amount of travel provided sufficient funds to pay the stock-

(Continued on Page 11)

Towns	Population 1860	2 ^d District 1868	Votes for Grant	Votes for Seymour	When Founded	Post Offices
Andes	3536	582	406	176	1819	Andes, Cabin Hill, Shavertown, Union Grove
Bovina	1274	249	183	66	1820	Brushland, Bovina
Colchester	2446	551	323	228	1792	Colchester, Downsville, Piqueton
Davenport	2300	538	214	324	1817	Perquimansville, Davenport, Davenport Centre, West Davenport
Delhi	2820	709	458	251	1798	Delhi
Franklin	3186	716	530	286	1792	Franklin, Croton, North Franklin
Hamden	4881	426	365	61	1825	Hamden, Lansingville, North Hamden
Hancock	3150	641	339	302	1806	Hancock, Landerhill, Harvard
Harpersfield	1480	331	176	155	1788	Stockport Station, Glendon Valley, Harpersfield, North Harpersfield
Kortright	2030	545	203	342	1798	Klasonville, North Kortright, Kortright, South Kortright
Masonville	1761	411	219	192	1811	Masonville
Mercedith	1503	357	235	121	1800	Delmont, Mercedith Square
Middletown	3119	756	295	461	1798	Middletown, New Kingston, Grapetown, Clark's Factory, Clarksville, Lamberville, Baldoville
Rochbury	2533	537	220	317	1799	Rochbury, Mooreville
Sidney	1797	533	238	295	1791	Sidney Centre, Sidney Plains, Sidney
Stamford	1597	415	207	208	1792	Stamford, Holgate, Holgateville
Tompkins	4064	919	545	374	1808	Cannonville, Front Creek, Bates Edith
Walton	2926	693	465	228	1797	Walton, New Road, West Brook
	43,505	9929	5621	4387		

RAY BEAMES contributed these additions to our historical notes on Sidney. Both are from the Atlas of Delaware County, published in 1869 by Beers, Ellis and Soule of New York City. Map shows Sidney (Sidney Plains) as it appeared in 1869. Statistical table shows Sidney to be the second oldest town in Delaware County, being founded in 1791.





"ACE" SEARLES, former Personnel Dept. employee, sent us these scenes snapped in Cologne, Germany . . . samples of Allied air power.

Scene directly above is a "freak." When the building was demolished, the elevator shaft still remained standing. Other views are general street scenes.

SIDNEY HISTORY *(from Page 10)*

holders and kept the road in good condition. Two stages were kept regularly on the roads, the fare being five cents a mile. A stage leaving Catskill on Wednesday would reach Wattles Ferry Friday night.

The Albany and Susquehanna Railroad, now owned by the D. & H. Railroad, brought Sidney rail transportation in 1866. Four years later the New York, Ontario and Western Railroad also came to Sidney, and in 1873 the New Berlin Branch, running from Sidney to Edmeston, was completed. (This branch no longer exists.)

In 1897, when Sidney celebrated its Centennial, the village had become the business center of the surrounding territory. The Silk Mill employed 150 people. Raw silk was imported from Japan and made into ladies' gloves and mitts. Dyeing and weaving were all done here.

The Novelty Works used twenty-nine carloads of lumber in one month, and employed 100 people. Other industries were the Sidney Glass Works which gave employment to 100 people in the manu-

facture of bottles; also the Cart & Carriage Company and the Lumber Machinists, each of which gave employment to many Sidney residents.

The Sidney National Bank was organized in December, 1887, with a capital of \$50,000. John A. Clark was president, Sluman R. Wattles, vice-president. The bank declared no dividend for eight years following its organization, at the end of which time its surplus equaled its original capital.

The first newspaper printed in Sidney was the "Star" in 1876. December 8, 1882 saw the printing of the "Sidney Record's" first issue, with Arthur Bird as Editor. Mr. Bird received the appointment of United States Vice-Consul General at Port-au-Prince, Haiti, in the year 1879.

Sources: History of the Century (1797-1897), (Delaware County, New York), Centennial Celebration June 9-10, 1897. Published by William Clark, Delhi, New York, 1898.

Illustrated History of Delaware County. Published by W. W. Munsell & Co., New York City, 1880.

Rock Cut Ski Club Comes to Life

In October a regular meeting of the Rock Cut Ski Club was held at the Sidney Community Center for the purpose of electing officers and formulating plans for the coming ski season.

The following officers were elected:

President—F. E. Van Buskirk

Secretary—Mary J. Faatz

Treasurer—J. C. Cole

New by-laws were proposed and adopted by the Club.

Plans were made to build an addition to the Ski Lodge for storing skis and providing food bar facilities. Work already has been begun on this project, as well as a scientific ski tower jump which will permit jumps of about 80 feet.

An innovation this year is a ski school to provide skiing lessons for any who may be interested. This special service will be available to Club members only, and without cost.

The second Annual Semi-Formal Dance was held at the Community Center, Friday night, November 16th.

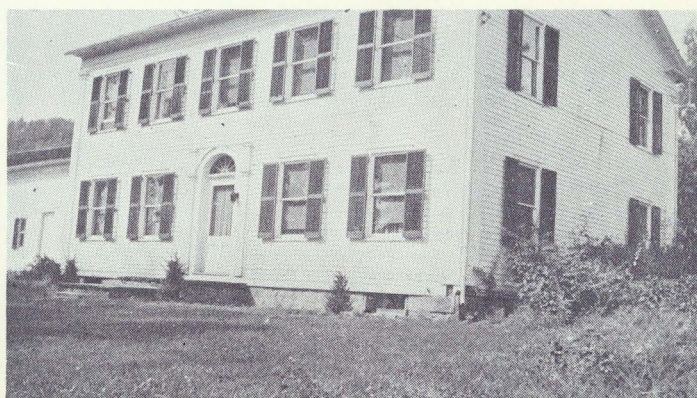
A membership drive is now under way. All members are requested to pay their dues as soon as possible. Likewise, those who are interested in joining should contact any of the above officers for details.

Every effort is being made by the Club to stimulate skiing in this area. In spite of the restrictions during the war, the Club enjoyed a membership of about 85, and it is hoped that this number may be increased.

This year, special competitive events will be staged for the enjoyment of contestants and spectators. A heated ski lodge is available to visitors.

Last year night skiing was introduced at the Club's hill, located two miles west of Bainbridge, on the road to Greene. There are very few hills in the country today which afford night skiing under lights. This year the Club hopes to increase the lighting facilities.

All in all, it looks like a banner year for skiing.



One of Sidney's oldest existing landmarks is the old "half-way" house located at Riverside. It is now owned by Phil Buker, former employee of our Service Dept. Photo at right shows house as it now appears. Left view was taken before house was modernized.

Barter Column

WANTED: Tricycle for small child. Must be in good condition. Mildred Bryant, Gun Club.

FOR SALE: 10 tons of baled hay. See 11-14.

WILL take care of children during day. Phone Sidney 2246.

LOST: Black seal tobacco pouch with pipe. Pouch was a personal gift, and reward will be given to the finder. See 99-59.

FOR SALE: Three-year-old bungalow . . . living room, kitchen with dinette, 2 bedrooms, bath with shower. Insulated. Large lot. 38 Overlook Drive, Sidney. Phone 5962.

FOR SALE: Packard Electric Shaver, pre-war model. Only slightly used. Mrs. Wolf-ram, Cost Accounting Department.

FOR SALE: Water Filter. Will sell cheap or exchange for anything. Rudy Potaki, 12-8, First Shift.

FOR SALE: Bucket-a-Day Hot Water Heater, in good condition. M. Ihrle, Production Lab., or Sidney 3232.

★ ★ ★



QUANTITY of top soil and sub-soil suitable for garden or lawn fill. Rich, loamy soil without stones. Call after 5 P.M., or on Saturday. Landon, 4 Grand St., Sidney.

FOR SALE: Medium sized round oak heating stove; also set of farm bob-sleds with box. Glenn H. Rice (99-55), East Guilford.

FOR SALE: Child's rocking chair and large doll bed. Call at 17 Gilbert St., Sidney, between 12:00 and 1:00 or after 5:00 P.M.

FOR SALE: Complete kit of machinist's tools, including tool box. See Milo McGinnis, 12-21.

FOR SALE: Baby Stroller, Scales, Car Seat, Bassinet, Play Pen and Bathinette. S. W. Scutt, 216 Johnston Circle, Sidney, N. Y.

FOR SALE: Table Model Radio-Phonograph Set, with automatic record changer. Has had very little use. W. J. Connor, Service Repair Department.

Delaware County Veteran's Service Agency

The Sidney Post of the American Legion has requested that we publish the following communication relative to the Delaware County Veteran's Service Agency.

"The problems facing the Veteran's Service in Delaware County are many . . . involving not just the veteran, but his family as well. There are many benefits available to them. It is the desire of this office that everyone entitled to benefits will receive them.

"In the past the service officers of the Legion Posts in the County have done an excellent job. The hardest part of the job lies ahead, and it is the wish of this office that the service officers will continue their work, as in the past.

"Office schedule is as follows: Monday and Tuesday in the Delhi office; Wednesday in Margaretville; Thursday in Hancock; Friday in Sidney; Saturday in Delhi.

"Please feel free to consult this office for information and help. This is your office."



This new Piper Cub J-3 Trainer, owned by the Pratt & Felske Flying Service (Cliff Pratt, 99-31 . . . Bob Felske, 31-174) is the first one of its type to be owned in New York State. It is powered by a 70 HP Continental engine equipped with Scintilla dual ignition. Pratt and Felske are standing at the left and right wing tips, respectively, in the photo. George Holdridge, center, is an instructor. All three carry commercial pilot's licenses. Photo at right shows one of the two Scintilla magnetos on the plane. It is located at the rear of the engine.



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From the Sportsmen's Angle

The Delaware County Federation of Sportsmen's Clubs will meet at the Sidney Community Center in December, as guests of the Sidney Sportsmen and Field Trial Club. This meeting is an annual affair which draws a crowd of sportsmen from all over the county. Date of the gathering has not yet been set. However, we do know that this meeting is always held on a Sunday afternoon and evening. Representatives from the State Department of Conservation, the New York State Conservation Council and our own Federation will speak on varied subjects pertaining to fish, game and wildlife in general.

It is expected that Mr. Clayton Seagears, head of the Conservation Education Bureau of the Conservation Department, will be one of the outstanding speakers.

It is also expected that sportsmen of Sidney and vicinity will turn out in real force to welcome this event which may not come here again for from five to ten years.

The strength of the Federation has increased considerably during the past five years. It is through this organization that conservation suggestions are forwarded to serve as a guide to our lawmakers in the passing or repealing of conservation laws. Suggestions which may be of great value to a majority of sportsmen are argued pro and con at these meetings. If something really worth while comes out of such discussion, the state Legislature is often called upon to take the necessary action for benefit of the majority.

In other words, the Federation is your representative in Albany, and frequently can do much to help eliminate rules and regulations which are detrimental to the best interests of conservation.

The need for rules and laws governing seasons on game and fish sometimes is pointed out by the Federation.

Each county has a Federation, and co-operation of the Conservation Dept. is much better if the local club is a Federation member.