

The Scintillator

January

FREEDOM IS OUR BUSINESS

The photo of the national Capitol Building on the front cover of this issue serves as a forceful reminder to every American that our country is playing a leading role in the most historic drama the world has ever known . . . World War II.

More and more the enslaved countries are looking to America for assistance in freeing themselves from oppression. Imperfect as our form of government may seem to some Americans, it nevertheless symbolizes a high ideal of life to the peoples whose whole system of existence has been devastated by "protective occupation" or outright invasion.

In many respects, America is admirably equipped to take the lead in restoring and maintaining peace on earth. Not so many generations ago, the primeval forests of our eastern coastline became the haven for a small group of weary travelers who fled from dictation and regal oppression, and who are now known as the founders of the greatest democracy in history. Freedom has been our business . . . and we have made it pay.

You and I will not be sitting on the council seats when the peace is planned. But we will be represented there. Instead, our share in the future must be bought now . . . in the form of aircraft ignition equipment produced, and War Bonds bought. These things come first. It is better to have too much on time, than too little too late. Optimistic reports on the progress of the war continue to come in. But the boys in uniform aren't kidding themselves. They know it's still a hell of a long way to Berlin and Tokio. The sooner we accept that fact, the sooner we will win the war.

Scintilla Little Theater

The Scintilla Little Theater held its first meeting of the new year Monday, January 9th. The annual election of officers was held, and the new officers are as follows: President—Mollie Aber; Vice-President—George Ferrell; Secretary—Mary Hinkley; Treasurer—Andrew Castelli. A committee, with Fred Smith as chairman, was selected to choose a play for presentation by the Little Theater group. Anyone interested in participating in these activities should contact one of the officers.

The Little Theater group has received a letter from Rear Admiral M. G. Slarrow, U. S. Navy, and from Captain Ian H. Ross of the War Department, acknowledging receipt of the several cases of Chesterfield cigarettes donated by the Little Theater to be distributed to members of the armed forces overseas. Proceeds from "Lavender and Old Lace," play presented by the Little Theater on June 8th and 9th amounted to \$450, and this, along with \$75 from the Engineering Club, was donated for the purchase of these cigarettes. Cards of thanks have also been received from two members of the Navy, Joseph F. Heard, S 2/C, and Raymond C. Kalbel, S 2/C, who received a share of these cigarettes.

The cover view of the Capitol Building in Washington was taken several years ago by Norm Meagley, of the Photography Department. It is somewhat unusual in that it not only was photographed at night, but also during a pouring rain. Inasmuch as a time exposure was necessary, the original negative is liberally streaked with lines of light caused by the headlamps of passing automobiles. Lines have been removed by retouching.

Ceramics to be Made Here

Few people at Scintilla are aware of our experimental efforts in the development of ceramics, but the fact remains that such a program has been in effect for some time. With the development work now virtually completed, the next step will be to start manufacture of ceramics here in Sidney. A kiln, extruding equipment and other facilities for manufacture will shortly be installed in our plant. This equipment is now located in another Bendix plant, but plans are being completed for its transfer.

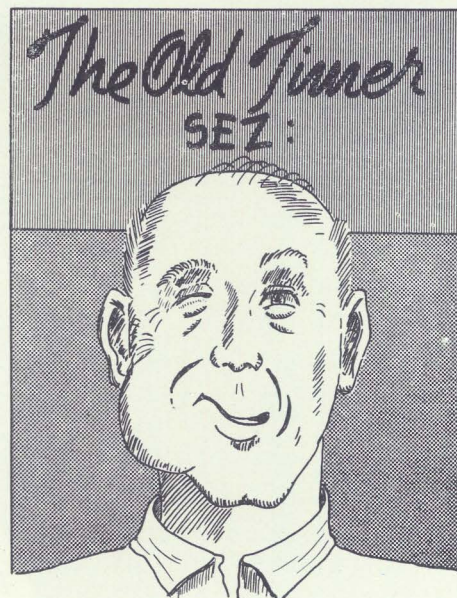
Spark Plug Insulators, High Frequency System Parts and Laboratory Equipment are on the list of Ceramic items scheduled for manufacture here after the set-up is completed.

Please Observe "No Smoking" Signs

Since the arrival of winter weather, there has been a growing tendency on the part of Scintilla employees to smoke in exits where smoking is prohibited, in spite of the fact that "No Smoking" signs are posted in these restricted areas.

It is believed that we will have more cooperation if employees understand that this restriction comes under a "State Factory Law," and that smoking has been prohibited in certain areas because of the hazardous conditions which exist.

Our plant Police are responsible for enforcement of all Factory Laws and have been active in warning offenders. However, it might be well to keep in mind that state inspectors make frequent visits to the plant both day and night and do not hesitate to penalize any violators to the full extent of the law.



Durned if it don't seem like I always git steamed up about somethin' every time I git arround to puttin' down a few remarks on paper. Here I was, all set to sling a little chatter on the way folks hav buckled down to the job of winnin' the war, when what do I run into but a newspaper article full of peoples' gripes about the race tracks bein' closed.

Now, I kin see why the horses might miss bein' the center o' attraction, but at least none of 'em has busted into print with a gripe about the siteration. All of which proves that my old man was right when he said horses had more sense than most people.

I ain't ashamed to admit thet in my day I've dropped considerabul dough on bangtails thet run the rong way, er didn't finish till the followin' Tuesday. But danged if I'd have gall enuf to complain about my favorite hobby horse bein' put on ice so I could pay more attention to the job of winnin' the war . . . an' mebbe hav a leetle more cash to lay on the line fer some extry War Bonds.

Last nite before I dropped off fer a little shut-eye, I got ta thinkin' about my boy Bill. Ain't herd from Bill fer quite a spell now . . . almost six weeks. His ma is purty upset, but I keep tellin' her Bill kin hold his own against Hitler an' the whole damn bunch of his Nazy rats so long as he knows we ain't lettin' him down back home. It's purty cold over there now, an' Bill never was too rugged. I sure hope he kin get enuf to eat, an' a warm place to sleep once in a while. I don't say nothin' about that to his ma, though. She's purty blue, thinkin' about all the bullets an' bombs an' tanks an' bayonets Bill's got to dodge before he kin git back to his own front porch.

Ain't never herd Bill complain about what he has to put up with. The way he looks at it, it's jest another dirty job to be done. He sez that's the way all of his buddies feel about it.

Makes our piddlin' little home front problems seem kinda weak, don't it? Hum . . . wonder if the GI's are gonna cry big tears when they hear the horses ain't gonna run no more fer the duration!

The Engineering Department feature scheduled for this month's issue will appear in February.

SA-F-E-T-Y SL-A-N-T-S

Again we face the New Year. In the past, "New Years" has been an occasion for celebration and hilarity. This "New Year," 1945, which marks the 4th year of war, seemed to lack much of the enthusiasm for celebration. A certain seriousness seemed evident, which might indicate a sudden realization of the power, strength, and above all, the determination of our enemies.

Our premature plans for "V" Day and reconversion have been shelved as appeals for more war supplies come from the battle fronts. New Bond drives and new rationing requirements strike on our ears like the ringing of an alarm. Yes, we really do have to "Wake Up."

We are reaching the point where we can no longer depend on the "Horn of Plenty." Our reserve stores have been depleted and must be replenished.

These urgent demands cannot be met if we are absent from our work. One of the greatest causes of absences is industrial accidents . . . accidents resulting in lost time and delaying delivery of supplies and completion of war contracts. Accidents . . . industrial, home and off-the-job . . . injure many to such a degree that draft quotas are affected. Decreased earning power as a result of accidents certainly makes it more difficult to meet Bond quotas. Accidents which wreck our cars, trucks and busses make new rationing requirements necessary.

For three years we have treated too lightly the serious aspects of this war. For a still longer period we have given too little thought to accident prevention. Surely under these existing conditions we can easily see the important part Safety plays in our every day life.

In the December issue of "The National Safety News" the following statement appeared in bold type. We quote:

"High accident rates, like high disease rates, are symptoms of social backwardness. Both can be dealt with effectively only through collective action . . . no solution of the accident problem is possible on the basis of every man for himself or every community or state for itself."

In these days of emergencies the managements of all industries must depend upon their employees to assist in meeting production demands. As individuals we are asked to volunteer for war duties. Without employee cooperation, Bond quotas would be difficult to meet, and only through individual good judgment can rationing be controlled. It is to this good judgment that we are appealing and urging everyone to BE CAREFUL. Each accident and every fire is like a shell fired into our midst by our enemies. Each damages and retards our efforts.

Therefore, let's all do our part to prevent accidents, not only to ourselves, but to others. Physical suffering, reduced earnings and increased overhead costs should not exist in such a highly productive nation as the United States. Yes, the "symptoms of social backwardness" should be removed, and if all of us do our part, it can be accomplished.



LT. COMMANDER W. T. DANBURY (left) and Lt. G. L. Dockstader (right) discuss naval aviation ignition maintenance problems with L. W. Trees, Service Manager. They also conferred with W. J. Spengler, Executive Engineer, on new ignition equipment in which the Navy is interested. Both men are stationed with the Maintenance Section, Bureau of Aeronautics, Navy Department, Washington, D. C. They flew to Scintilla on January 3rd. (Note: Word has been received from reliable sources that, shortly following his visit to Scintilla, Lt. Dockstader was killed in a plane crash in the course of a mission to the west coast.)



Lost and Found Report

It would seem that the Scintilla Police have had a busy year in the "Lost and Found Department." According to Chief Harry Dickinson, the articles listed in the report below were handled through his office at the East Guard House. Several articles are still unclaimed, so if any of your personal property has turned up missing, you might possibly find it in his collection.

All articles found should be tagged or placed in an envelope with the finder's name and clock number on the outside, and turned in at the nearest guard house. In the event that the articles are not claimed by the rightful owners, they will be returned to the finders.

Here's the score on the 1944 "Lost and Found" turnover:

Articles	No.	Est. Value	Total
Gloves, rings, com- pacts, etc.	62	\$ 5.00	\$ 310.00
Watches	15	20.00	300.00
Glasses	14	15.00	210.00
Pocketbooks and purses with cash	17		466.00
All above articles returned to owners			\$1286.00
Miscellaneous items which were un- claimed and returned to finders had an estimated value of \$51.00.			

Gun Club Elects Officers

The Scintilla Gun Club, Inc. held its annual meeting, banquet and dance at Rock Inn on January 12th. The guests of honor were Edw. J. Michel, of the United States Secret Service, A. E. Page, Sheriff of Delaware County, and Mrs. Page. Mr. Michel discussed "Crime, Its Causes and Prevention."

Officers elected for 1945 are: President, J. T. Lansing; Vice-President, K. V. Campbell; Secretary, J. F. Bazata; Treasurer, N. E. Allen.

Initiation fee for regular membership was increased to \$25.00 plus tax. Associate membership, with a \$5.00 initiation fee, has been opened to Scintilla employees.

S 1/C Ernest Pollak Dies

A former employee of Department 42, S 1/C Ernest Pollak, died late in December in the U. S. Naval Hospital at Corona, California. According to informed sources death resulted from injuries suffered from a training accident.

Ernie was active in employee affairs at Scintilla and also took a wide interest in the program of the local USO Recreational Center. His death came as a great shock to his many friends.

This is one of the 30 Goggle Cleaning Stations soon to be installed throughout the plant. Installation is being sponsored by the Labor-Management Committee, in conjunction with the Safety Division, as a safety measure. Each station will carry a supply of cleaning fluid and cleansing tissue.



"HELL ON WATER"

"A lot of hell on water" is the way Dana Banks describes his naval combat experiences from December 7, 1941 until he was put out of action during the first battle of Savo Island in 1942, when the task force to which he was assigned tangled with a Jap task force.

He joined the U. S. Navy on September 3, 1940, and after a short period of preliminary training was assigned to temporary duty aboard the battleship "U.S.S. New Mexico." In the late fall of 1940 he was transferred to the heavy cruiser "U.S.S. Astoria," stationed at Pearl Harbor. On November 6, 1941, he was detached from the "Astoria" and began training in the Mine School at the Pearl Harbor Submarine Base. His stay there was short.

When the Japs blasted the Pearl Harbor base in their December 7th (1941) sneak attack, Dana was occupied with his duties at the Submarine Base Barracks. He escaped unscathed from the attack but had several close calls.

Soon after this episode he was re-assigned to the "Astoria" and headed for the Southwest Pacific in a task force with aircraft carriers. They met the Japs in the Coral Sea and took part in the four-day battle (May 4-8, 1942) that ensued. It was during this engagement that he witnessed the sinking of the carrier "Lexington." He recalls also that the round-trip cruise

took 104 days, and that for 59 days, in one stretch, they had no sight of dry land.

Upon their return to Pearl Harbor, he was granted eight hours of shore liberty. The force remained at that base for three days, most of which he spent working. At the end of the three-day period they shoved off again, as part of a task force which included the carrier "Yorktown," with Midway as their destination. What happened there is now history. The "Astoria" was in the thick of the fight, and did her share toward helping fill Davy Jones' locker with "good" Nips and ample chunks of Tojo's fleet. Banks saw three or

four torpedos tear into the "Yorktown," and even now says he still can't understand how a ship could survive such a terrific lacing and remain afloat. The area was full of Jap subs which, combined with torpedo planes, finally sank the gallant carrier. When the battle subsided, the "Astoria" managed to rescue a number of survivors from the "Yorktown."

It was in this engagement that Dana first saw the suicide tactics of Jap fliers. He recalls one special instance when a Jap pilot tried to crash on the "Astoria." The plane, trailing a plume of smoke and flames, came in low and headed directly for the ship. "We could see the tracers pouring into it," he said, "but still it kept coming. All the while the pilot was strafing us, and we could hear the bullets slamming against the deck and superstructure. When the plane was almost upon us, it swerved slowly and plunged into the sea. As it went by, I could see the pilot slumped over in his seat, either badly wounded or dead. The plane's guns were still spitting when it hit the water."

The force returned to Pearl Harbor for repairs, and in July (1942) they again set out with another carrier. . . this time the "Saratoga." Between Tonga and the Fiji Islands they rendezvoused with another American task force. The combined task forces then engaged in a practice bombing and landing session, and were briefed for the Tulagi and Guadalcanal invasion.

Joining with the troop transports, they approached their objectives and laid down a terrific barrage of naval gunfire timed to coordinate with dive bomber attacks. As is already known, the Japs were caught flat-footed.

"While supplies were being unloaded one night," Dana recalls, "we were informed that a force of Jap bombers was on the way in from Rabaul. When they came over they were so high our AA guns could not reach them. We could see the flak bursting under them, and kept pounding away to spoil their aim. They didn't do much damage, but I remember one spectacular incident that occurred during the raid. Our fighter planes went up after the enemy, and one of the Nip bombers came hurtling down out of the sky, flaming like a comet all the way down. It must have been a suicide dive, because the plane plummeted straight as an arrow into the open hatch of a transport, setting the ship afire. The fire lit up the whole area, so we had to sink the transport to hide us from the bombers."

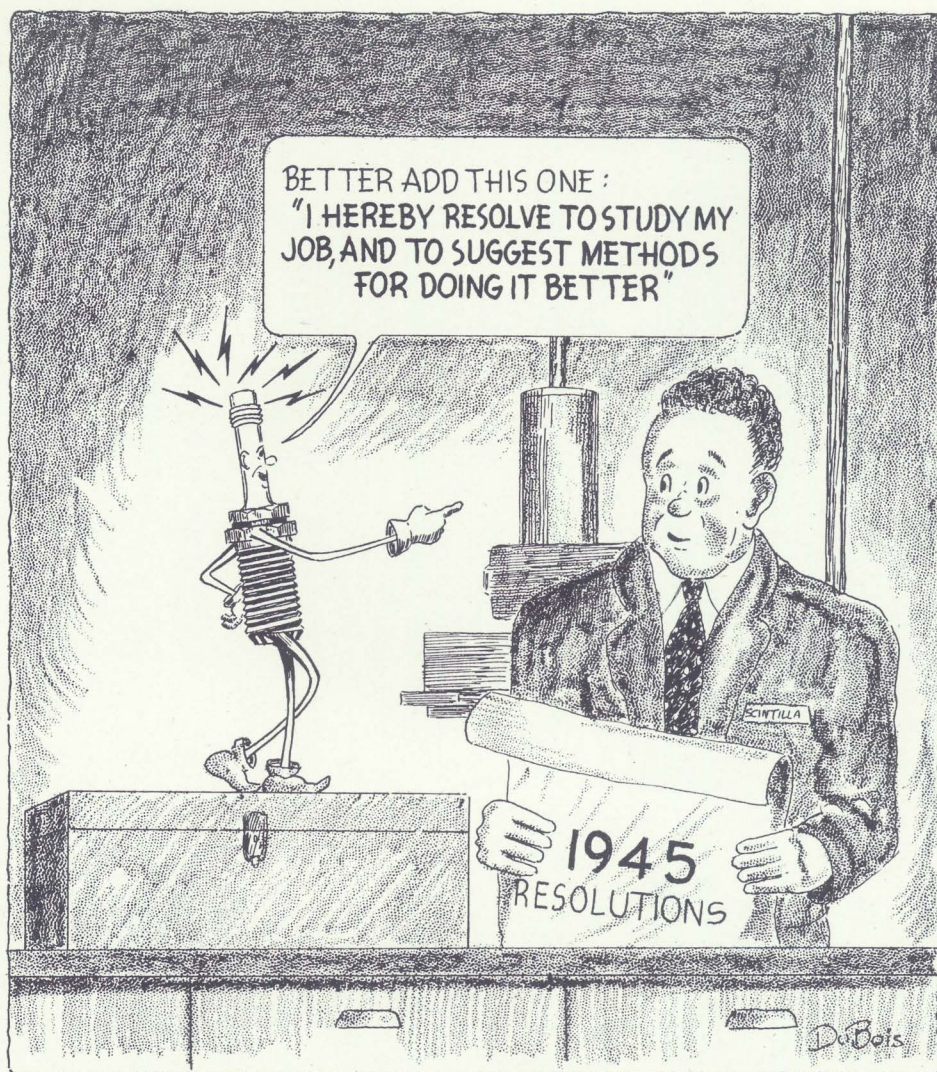
Banks' final taste of war came in what is now remembered as the first battle of Savo Island. It was there that he saw a Jap officer shoot the entire crew of a Jap bomber that had been knocked into the sea. A rescue ship came alongside the plane and dropped a line to the Japs who were on the wing of the sinking plane. One of the Japs started up the line when the officer whipped out a gun and shot him, then turned the gun on the rest of the crew and finally on himself.

In the Savo Island engagement, the

(Continued on Page 5)

Large photo presents Dana Banks (23-447) as a Scintilla war production worker today. Inset shows him as he appeared while in the U. S. Navy. Read about his experiences in accompanying story.





HELL ON WATER (from P. 4)

"Astoria" was struck by a torpedo which put the automatic gun controls out of commission. "We had to operate the guns by manual control," Dana said, "and we were pouring the steel into them. The ammunition container cover was open, and with a full load of live ammunition. A couple of us jumped to close the cover, to keep the ammunition from being set off by shrapnel, when a shell struck near the gun. We were sprayed with shrapnel from the shell, and I don't know how I got out of it alive. A chunk of shrapnel hit me below the right knee, knocking me down. The whole ship was heaving from direct hits. I managed to crawl out of the way. My leg didn't hurt much at first, but it felt as though it had been burned. The shrapnel was hot and burned as it hit.

"I lost a lot of blood in a few minutes and figured I was probably done for. While I was lying on the deck, I saw a Jap ship take three or four direct hits. She began to burn and gradually sank lower in the water. Finally a gunner's mate came along and put an improvised tourniquet on my knee. If it hadn't been for him, I would have been finished. The water was alive with sharks, attracted by the blood from the dead and wounded men who had gone overboard. A lot of the wounded were finished off by the sharks. It was hell.

"When things cleared up, the 'Astoria' was in bad shape. Her deck, which ordinarily was high out of water, was down to the level of the deck of the destroyer that

came alongside to take off our wounded. The 'Astoria' went down a little while after we were taken off. I 'passed out' after I was transferred to the destroyer, and came to four days later on a transport. About the second or third day of my 'blackout,' the medics amputated my injured leg at the kneejoint."

Banks was hospitalized at an Army Hospital in New Caledonia. He was later moved to a Naval Hospital in New Zealand. From New Zealand he went to the Naval Hospital in Oakland, California, where a second amputation was performed . . . this time about five inches above the knee. Following a period of convalescence he was shipped to Seattle, where he was honorably discharged on September 24, 1943. He held the rating of Gunner's Mate 3/C when discharged. Among his souvenirs he now holds the Purple Heart and the Asiatic-Pacific Campaign Bar with 4 stars.

He was employed at Scintilla on February 3, 1944. Because of his disability, it was deemed inadvisable to place him in a job that would require him to stand for long periods or exert undue strain on his injured leg, which now is supplemented by an artificial limb provided by the Navy.

The right spot has been found for him as an Inspector of Magneto housings, and he continues his fight against the axis. His heart is still with his buddies in uniform, but he is finding satisfaction in making sure that the stuff they get will do the job it's meant to do. He resides with his family in Oneonta. For a twenty-eight

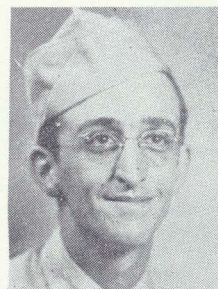
Bond Drive Finals

As a matter of record, the final total of War Bond sales in the 6th War Loan was \$167,400 against a quota of \$100,000.



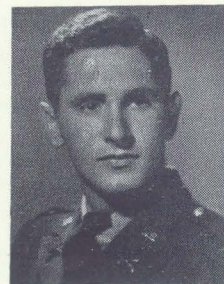
PFC. RICHARD BALDWIN, left, shown here with a buddy, contracted yellow jaundice while with the infantry at the front lines in Italy, and is now recuperating at a spot near Naples. Dick, who was employed in Department 23 at Scintilla, sends his greetings to friends at Scintilla.

SGT. MARIO ARAGONA had this photo taken in Belgium, and it's dated September 20, 1944. Mario worked in the Tool Room while at Scintilla.



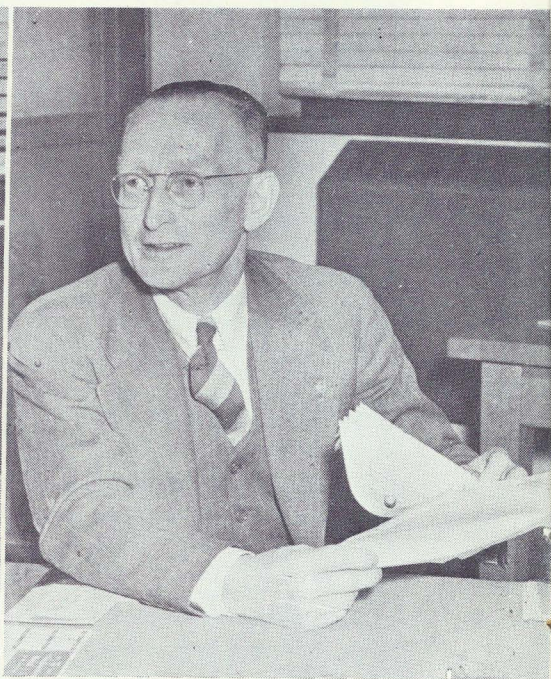
PVT. EARLE H. FELKER, former Department 34 employee, is stationed with the infantry at Camp Croft, South Carolina. He left Scintilla in July, 1944.

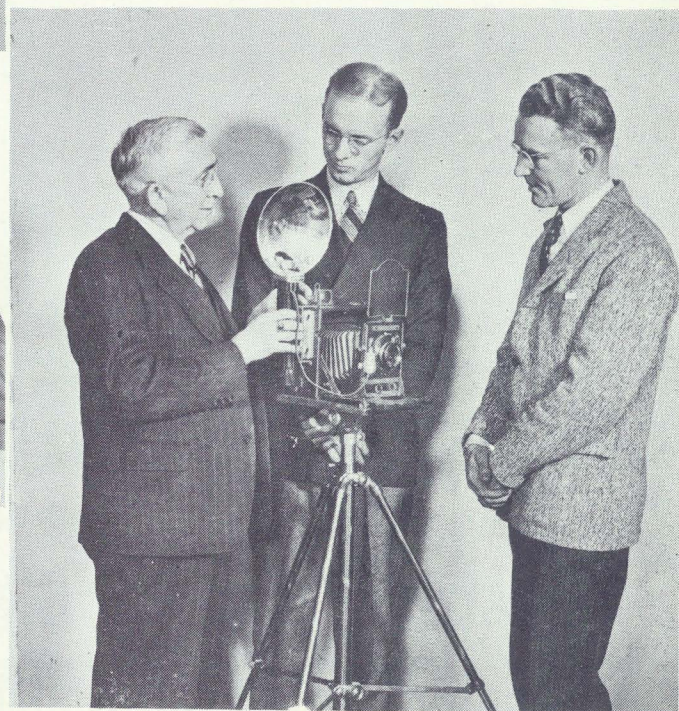
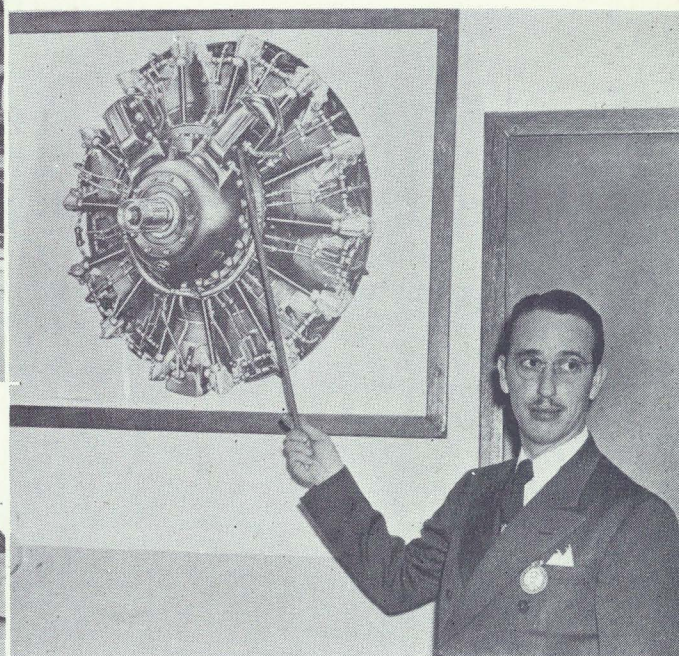
LT. LEROY MANLEY, formerly of Receiving and Shipping Department has been in the service about four years, two years of which he has spent with the Paratroopers. He is lonesome for mail from his former Receiving and Shipping associates. His address is on file in the Scintillator office.



year old, we'd say he's done a lot of living in a remarkably short time. And we're grateful to Dana, and millions of others like him who, when knocked out of active combat, come back to fight another day, in another way.

LINKS IN OUR PRODUCTION CHAIN . . . *Service Dept.*





The people on these two pages comprise the local portion of the Service Department. Field Service Representatives and Repair Department section will appear next month.

Let's take the opposite page first. Top, l. to r.—L. W. Trees, Service Manager; C. A. Flagg, Assistant Service Manager; Robert Graham, Supervisor. Second row, circle—Mildred N. Rowe, Secretary to Mr. Trees. Group photo—Joe Bazata, Chief of Technical Data and Service Tool Design Section; Jim Fisk, Chief of Engineering Records Section; Bill Connor, Chief of Repairs, Correspondence and Adjustments Section; Frank Rettberg, Chief of Publications and Photography Section; Joe Moore, Chief of Service Engineering Section.

Lower left cutouts show members of Repairs, Correspondence and Adjustments section. Top cutout—Clifford Humberston, Charles Teed, Barbara Rowell, Joyce Barratt, Doris Miller, Lower cutout—Barbara Sherman, Sherman Richmond, Marjorie Alexander, Arlene Germond. Lower right—Helen Beardsley, Secretary to Mr. Graham, and Marjorie Wickham, Secretary to Mr. Flagg.

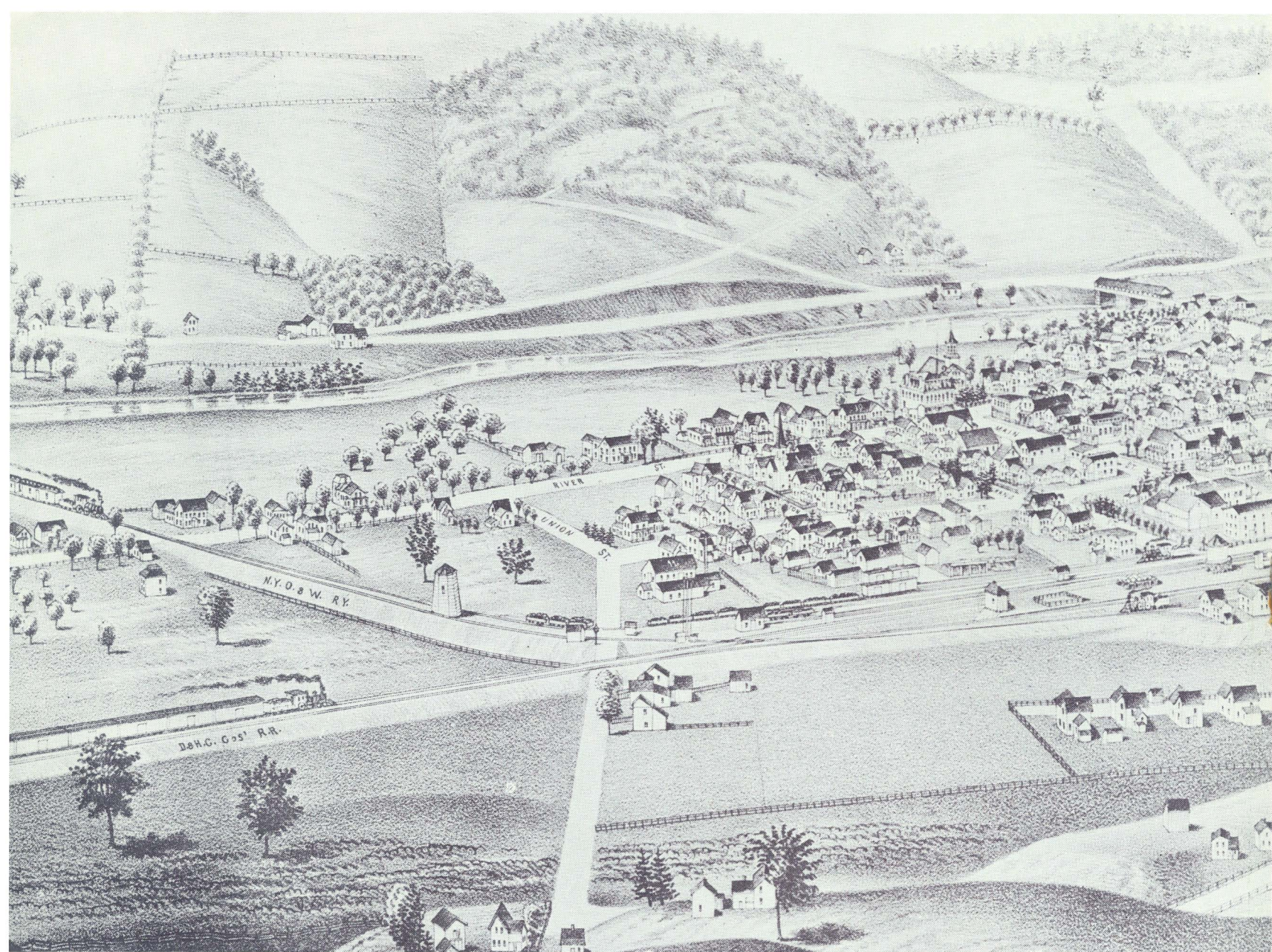
On this page, top left photo includes Service Engineering section members Foster Neff, Henri Carrere, Rose Faulkner, and Julia Loetscher of Publications and Photography section. Second group shows Gene Smith and Mollie Spadaro of Publications and Photography section, with Phil Buker and Anna Miller of Engineering Records section.

In third group are Charles Stow, Lillian Short and Josephine Lurenz of Technical Data and Tool Design section. Group at lower left shows Bob Sharp, Bill Heffron, Wendell Bachman and Louise Williams, of Technical Data and Tool Design section.

Upper right—W. A. Elliott, Service School instructor, points out Scintilla magneto on engine blow-up. Lower right—Photographers Harry Earl, Bob Keyser and Norm Meagley.

Photos by Norman C. Meagley

SEE PAGE 10 FOR STORY



AIRCRAFT INDUSTRY MUST MEET NEW ENGINEERING CHALLENGES IN 1945

By Ernest R. Breech, President, Bendix Aviation Corporation

The aviation industry, despite its signal record of cooperative achievement during 1944 and the previous war years, faces even greater challenges during 1945.

During 1944, the industry climaxed the greatest production job in the history of the world by bringing aircraft production to a peak monthly rate equivalent to 100,000 planes annually, and to a sales volume of around 18 billion dollars.

At this production peak, it is estimated that we were producing five times as many planes of all types as the Germans, and nearly eight times as many as the Japanese.

The changing needs of the armed services during the year brought general cutbacks and contract cancellations in some types of planes, and put more emphasis on long-range bombers and fighters. This switch-over presented for the industry's solution many complex and difficult change-over and production problems.

Despite these difficulties, production during November totalled 6,747 planes, or more than the Germans are estimated to be producing in three months, or the Japs in five months time.

This latter production figure, however, does not reveal the disturbing fact that acceptances of planes by the armed services dropped below schedule during the last of the year.

This fact underscores one of the major challenges which will continue to confront the industry during 1945—that of maintaining sufficient production to supply in full measure the requirements of the armed services at the time needed.

A second and even greater challenge facing the industry lies in the field of research and development.

During the past year the development programs of the aviation industry culminated in the first large-scale bombings of Japan by B-29 Superfortresses, and a

major swing to jet propulsion, as well as the first glimmerings of even greater so-called super-planes, the B-32, B-35 and B-36, and other now secret designs.

These were great milestones. But the Axis made the year one to be long remembered by introducing the V-1 and V-2 robot bombs, which began a new chapter in the history of military science.

We can see the emphasis shifting from mere multiplication of production facilities to more dramatic scientific advances adaptable to our war objectives. I believe the coming year will register momentous developments in the aviation industry. They will not be mighty plants like Willow Run and those of Dallas, Wichita, Omaha and in California, the Northwest and on the eastern seaboard. They will increase the fighting effectiveness of the United Nations' aircraft.

The above illustration provides a glimpse into the p layout is very similar to that of today, a lot of yo a keen memory to spot the old land-marks. Road r Route 7. Illustration is from an old lithograph print, Troy, N. Y. Print is owned by E. F. Van Horn Scintillator. Another later view, a photograph, will to submit any other drawings or photos relating to



ast history of the village of Sidney. Although the u old-timers will find that it takes a sharp eye and unning horizontally across the picture, near top, is t published in 1887 by the Burleigh Litho. Establish- e, Transportation Administrator, who loaned it to the appear next month. Scintillator readers are invited Sidney history.

INDUSTRY CAN HELP NAVY WITH PHOTOS, DATA ON FAR EAST

More than ever before, the spotlight in 1945 will be on the scientist and the engineer. Tremendous pressure is on these behind-the-lines soldiers. The objectives that the course of the war has set for them are the most closely guarded secrets. So we may not know for many years to come how feverishly they will have worked in 1945 to keep our forces supreme in the air.

The public little realizes the intensive cooperation of management and engineering that is demanded if this goal is to be met. I am confident of the ability of our engineers and research organizations to meet this challenge. From management's standpoint, however, it is hard to reconcile with this situation the continued and persistent efforts being made by those outside the industry to insist that pricing policies be given first consideration. The

You can help wage war against the Japs by giving the Navy any information about the Far East and Japan that you may have acquired through personal or business

point is far from being reached when the aviation industry, facing new demands each day, can afford to spend the greater part of management's time in dollar problems rather than those of development and production. The one cannot help but interfere with the other, though this axiom is being all too frequently disregarded even in these critical hours. If management is to devote its attention wholeheartedly to supplying superior equipment for the sole objective of winning the war, then it would seem that every department of the government must direct their efforts along the same lines.

contacts in the Far Pacific. The specific areas of interest are the Japanese mainland; mandated and other islands, including Korea, Formosa, and the Kuriles; Manchuria; the Philippines; occupied China; the Netherlands East Indies; Indo-China; Thailand; Malaya; and Burma.

The Naval Intelligence Office, Third Naval District, has asked the AMA to appeal to its members to send to the Navy any graphic or factual material which they consider to be of possible strategic value. All photographs and industrial data, if only for purposes of comparison with more recent reconnaissance material, will be valuable.

A form which can be used for the purpose of supplying such information to the Navy can be obtained by writing to: Naval Intelligence, 90 Church Street, New York 7, New York.

LINKS IN OUR PRODUCTION CHAIN

Service Department

Although manufacturers may differ widely in their opinions on how certain phases of their businesses should be conducted, an overwhelming majority of them do agree that "service" is of paramount importance. They recognize that although their products may be the finest in their respective fields, they will never enjoy any wide degree of popularity unless backed by an organization which can handle efficiently any problems arising from the use of the product by the customers. This then, is the responsibility of our Service organization which is headed by L. W. Trees, Service Manager, and C. A. Flagg, Assistant Service Manager.

Scintilla's Service Department history dates back approximately eighteen years to May 16, 1926, when L. W. Trees joined the small but rapidly growing Scintilla organization to handle service details. During the early years of his association, Mr. Trees personally handled all matters pertaining to the servicing of our products. During this time many of the procedures and policies now in daily use were established. The Service Department has gradually increased from about ten people in 1935 to fifty-nine today.

The Service Department is divided into sections to facilitate the most efficient handling possible in the servicing of all our products in the field. Activities of the various sections are coordinated by Bob Graham, Supervisor of the Service Department and Department 10 (Repair Department). Department 10 will be covered in a separate story in next month's Scintillator.

All correspondence and records pertaining to our products that are sent to us by customers, for repairs, are handled in the group under section chief Bill Connor. Responsibilities of this section include issuance of proper work orders to Department 10 to cover repairing of customers' equipment; procurement and allotment of parts used in such repairs; and warranty adjustments to customers.

Technical data, with accompanying illustrations, and design of service tools, are assigned to section chief Joe Bazata's group. Users of our products rely on us to provide instructive material to guide them in servicing those products. Likewise, it is equally important for them to have the special tools designed to simplify servicing procedures. . . tools not ordinarily found in the ignition mechanic's equipment.

The Service Engineering section is under direction of section chief Joe Moore. This section coordinates with our Engineering Department all service engineering problems reported by our field representatives. It also conducts investigations and makes suggestions for corrective measures where a change in design is desired.

Also included in this section's responsibilities is the handling of all campaigns involving changes in the field. Such changes must, of necessity, be thoroughly coordinated with our field representatives both in the United States and overseas. All reports rendered by field service representatives, as well as those received from Army and Navy sources, are also analyzed and properly coordinated by this section.

Jim Fisk is section chief of the Engineering Change Records section, which includes the compilation of all information relative to engineering changes. This information covers such important facts as production serial numbers listed against engineering changes, and other related data which the Service Department uses almost daily in its work. This section also compiles lists for the Army, Navy and British Committee, on which they base their purchases of spare parts for the far-flung repair activities at the battle fronts. All standard service parts lists required for our own use are prepared in this section.

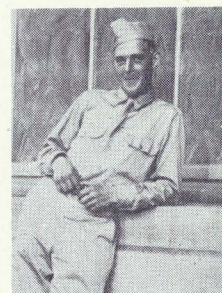
Section chief Frank Rettberg heads the Publications and Photography section, which is responsible for publication and final distribution of all service literature and service bulletins, together with coordination of all Technical Order information with the government agencies. All matters pertaining to photography requirements for the Service Department, as well as other photographic needs of the factory, are handled by this section. Keeping of records applying to contracts with authorized distributors and service stations, and the handling of related correspondence, likewise fall within the jurisdiction of this section. They are also responsible for furnishing sectionalized magnetos and other equipment for training purposes.

The Service Department maintains a school in the Lewis Building in which members of the armed forces, employees of our customers, and our own personnel are trained in the proper procedures for servicing and overhauling our products. Our capable instructor, Art Elliott, has had a wide range of experience in field service work. Upon completion of the school course, each student is presented a certificate of performance based on his classroom and shop work. In the case of personnel from the armed forces, the certificate frequently is used as a credit for promotion in rating.

Since March, 1942, six hundred and forty-five persons have completed the regular course of study in our Service School. The majority of this total were from



A former Department 18 employee, Pfc. Clifford Young was sent overseas in July, 1943 and saw action in North Africa, Sicily and the Anzio Beach, and took part in the invasion of southern France. He was



wounded in August, 1944, which resulted in the amputation of his left leg. Cliff is now at the Percy Jones Hospital in Battle Creek, Michigan and would very much like to hear from any former acquaintances here at Scintilla.



PVT. VERNON GOULD is the big bruiser, shown here at Fort McClellan, Alabama. He worked in Department 45 and left Scintilla in July of this year.



the Army and Navy, with a few from the Royal Air Force. Others were representatives of our authorized distributors and customers including airlines, engine and plane manufacturers, and employees from various departments of our own organization.

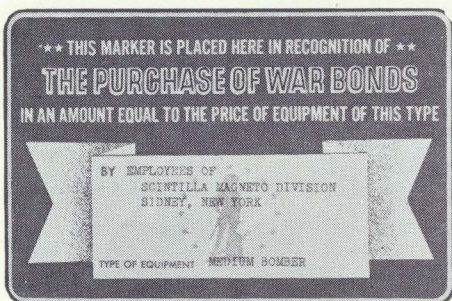
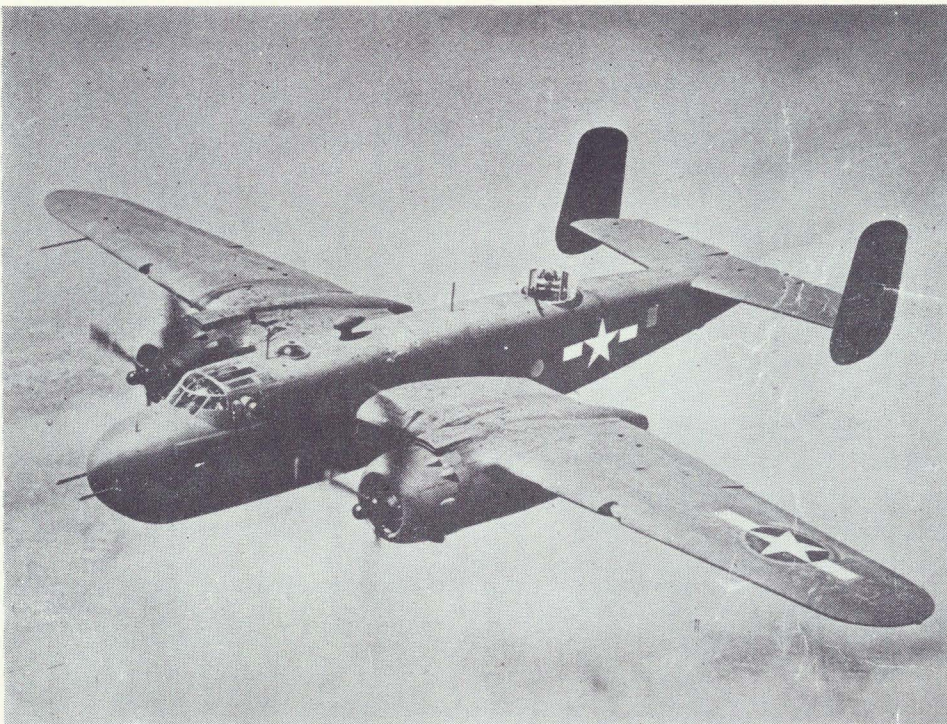
The Field Service division of Service, directed by C. A. Flagg, Assistant Service Manager, maintains continual contact with the users of our products, both within and outside the continental limits of the United States. Its function is to give direct assistance to our customers in the solution of any problems which may arise in the operation of our products. As evidenced by the letter of commendation for their efforts, received some time ago from General Echols of the Army Air Forces, this organization has met in a very creditable manner the demands placed upon it during the present war emergency. Field Service personnel is made up of men who, previous to their association with Scintilla, have acquired a wide range of experience in various phases of aircraft operations. By virtue of this practical background they are well qualified to analyze aircraft engine difficulties relating to ignition. A special description of the Field Service Division's activities will appear in the February Scintillator.

We are proud of the Service Department's achievements, and we face the future with full confidence that this organization will continue to render the best possible assistance to the many users of our products. In conclusion, we think it most fitting to publish this quotation, displayed in the office of our Service Manager, which serves as the guiding principle in the Service Department's efforts: "GOOD WILL IS THE DISPOSITION OF THE CUSTOMER TO RETURN TO THE PLACE WHERE HE HAS BEEN WELL SERVED."



DONALD GRAY, S 2/C, formerly of Dept. 16, has completed the Navy's ignition course, and is now an instructor on Scintilla Magnetos at Jacksonville, Florida.





Department 81

Twenty-five fellow workers and friends of Lyda Clarke, attended a very delightful farewell dinner in her honor at Rock Inn,



Friday night, January 5th.

The conversation about the table was sparkling and entertaining. It was particu-

Large photo shows type of medium bomber sponsored with War Bonds bought by Scintillates during the 6th War Loan. Small photo is reproduction of decalcomania mounted in fuselage of the bomber, crediting Scintilla employees with sponsorship of the plane.

larly high-lighted when Hannah Scanlon suddenly found her meat course in her lap! Just why or how the ham got there, no one could understand, not even her escort who frantically endeavored to retrieve the ham. What happened, Hannah? Tell the truth now, and try to explain why you fell off the chair Saturday.

The balance of the evening was spent dancing to the popular tunes of the Music Weavers.

We'll miss Lyda and her pleasant manner in our department. However, our best wishes for her continued good fortune go with her.

Blueprint Department

There was plenty of excitement in the Blueprint Department, Friday, January 12th, for about two hours. One of the water pipes blew sky high and flooded the place. In fact, the layout was flooded and water streamed right out into the shop.

You should have seen the girls swinging the brooms and mops. They couldn't wait for the Maintenance Crew, so they put on their boots and waded right in. To make a long flood short, the girls had the floor dry by 9:30 and everyone was back to work.

Production must go on, so Gene Doster started up the old machine, the girls went to work, and the prints were out in time.

I wish to express my sincere thanks to the workers of Department 15 for their lovely cards, gifts, flowers and money which were sent me during my stay at the hospital.
Ethel Benedict, 15-79



Essig's Skyrocket Naomi, Setter bitch owned by Harry Earl of Sidney, has passed on into the great beyond. "Neo," as she was known around Sidney, credited herself with two wins in field trial competition. Her kind is bound to carry on, as she was sired by one of the country's finest Setter shooting dogs, the renowned Beau Essig.

Only one and one-half years old, and starting in competition three times, "Neo" was always admired for her stamina, initiative and will to hunt. Nothing short of a blast on Harry Earl's whistle could stop her in the field. There was a definite coordination between Mr. Earl and "Neo" . . . each knew the other's thoughts while hunting, and they worked together like clockwork.

To "Neo" we say, "Well Done"; to Mr. Earl, our sincere regrets that this fine dog could not have been completely developed into a fine All-Age Shooting Dog. We hope Harry Earl can find another that will carry on as "Neo the Second."

On Sunday, January 21st, a group of Sidney area sportsmen conducted a fox hunt, sponsored by the Sidney Amateur Field Trial Club. More about this in the February issue.

Another event that will have taken place by the time this goes to press is the annual dinner meeting of the Field Trial Club, when officers for 1945 will be elected. Announcement of the new officers will appear in the February issue.



MR. ALEX LAVENDEL of Aviation Electric, Ltd., Montreal, has been spending a few days at Scintilla to bring himself up to date on the proper methods for servicing Scintilla magnetos, and to become thoroughly familiar with new designs. Aviation Electric, Ltd., is Scintilla's distributor for Canada. Mr. Lavendel is employed by A. E. L. as a service engineer for Scintilla, Eclipse and Stromberg Aviation equipment.



Most hunters feel amply repaid if they can bag either a bear or a deer every three or four years. But *Dick Coddington* (26-250) had the thrill of knocking over both in one day . . . November 25th to be exact. He shot the 190 lb., 8-point buck near Hancock, and later in the day was rewarded with a good supply of bear steaks while tramping the woods near Roscoe.

The bear was lying down when *Dick* spied him. The first shot apparently was fatal, but *Dick* gave him another for good measure. It took four men to carry Bruin's 420 lbs. to the spot where he could be loaded onto an automobile. By using a block and tackle it was possible to raise him high enough off the ground so the car could be driven under him, then he was lowered onto a fender and lashed securely.

These photos show quite clearly that *Nimrod Coddington* had a big day for himself. *Dick* is the one with the hat.

Photos by Norman C. Meagley



BUY BONDS

now with the Marines, is somewhere in the South Atlantic states. *Waldo Torluemke* is now with a dish-washing machine company on Long Island. We wonder if the grapevine is correct in announcing his recent marriage. *Charlie Arliss* is somewhere in or near the Jersey side of the Big City. Here again the grapevine tells us he is not lonesome, as he has been joined by a former secretary of one of our production executives. She hails from Oneonta. Do you know now who we mean? *Homer Dasey*, our artistic artist, is sojourn-

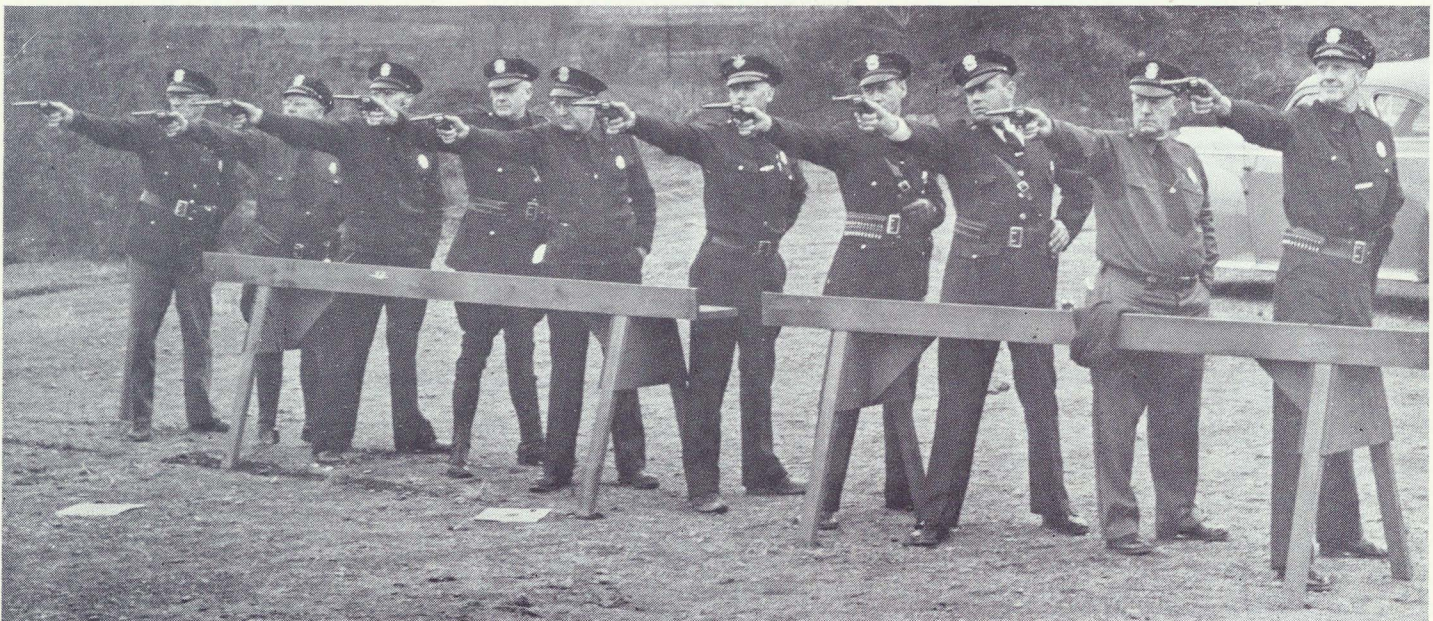
(Continued on Page 14)

Methods Engineering

Mrs. Beatrice Darlin, our new secretary whose husband, Sgt. Laurence Darlin, is stationed somewhere in England, has contributed a fine picture of a "Buzz Bomb" taken in flight somewhere over London. While Laurence was serving as best man at a wedding in London, several of these Buzzers flew over, and he admitted being really scared.

Irving Grossman is still afflicted with his ailing feet and will be out for some time to come. Burlington Flats must be quite snow-bound now, but our hopes for a quick and complete recovery will reach him via the Scintillator, we know.

Some of our former Methods workers are scattered hither and yon, and our information concerning them tells us: *Bob Close*,



Photographer *Meagley* took a ride out to the pistol range with a few of the Scintilla Police, with the above result. L. to r.—*Patrolmen Hoyt, De Shaw, Lewis, Frank, Trumbull, Chief Dickinson, Lt. Millus, Sgt. Atkinson, Patrolman Halcott, Sgt. Bunnell*. Incidentally, *Meagley* himself took a couple of cracks at the target, running up 18 out of a possible 20 points.

Strictly

FOR THE GIRLS!



PROPHECY FOR 1945—The natural "look-alive" girl will continue to win the masculine vote. So resolve now to get your full quota of sleep and vitamins, learn to use your make-up to add sparkle! Here's a little "word-of-mouth" advice to help you get the most from your lipstick:

First, dust your lips lightly with powder. A base of powder helps lipstick cling. Now, begin, at the center of your mouth and outline the two upper halves of your lips. This done, press both lips together to transfer color evenly to lower lips.

"Set" your lips by blotting finished job carefully on tissue. Blot . . . don't bite! If you like a shiny surface, moisten your lips slightly. And do remember that lips go pale under electric light. Choose a rich crimson like Beau Bait that holds its color at night.



Nerves on edge so you're finding it a little difficult to get to sleep? Here's a simple trick that's a big help. Stretch yourself, when lying flat on your back, as far as your toes can reach, and put your arms over your head and pull yourself up at the same time. Thinking of a taffy pull gives you the general idea. Then inhale deeply and relax suddenly. You'll tingle all over and feel a nice loose feeling creep up over you. Do it all over again, and then nestle down. Kind of drowsy, aren't you?

MAKE IT FOR A SONG—Here's an elegant tip for a new hat . . . and you can make it for a song. Unearth that coat you stored in the attic because it had a good fur collar and cuffs. If you have a piece of fur approximately 26 inches long and 4 inches wide you can whip up an exciting chapeau by sewing the fur to the top of your Dache net. Pin an antique button or a favorite pin into the fur for a festive touch. Four fur buttons can make an amusing hat . . . sew them across a bright red velvet band and wear it over the Dache net covering your chignon or back hair.



When the war began in Europe in 1939, 9 million workers in the U.S.A. were protected by group insurance. Today, 15 million 5 hundred thousand workers are covered by group insurance to the tune of 25 billion 8 hundred million dollars. Some lusty war growth! Helped along by some 42,000 organizations of employers and employees, extending added security to more than 3 million homes unprotected by this form of insurance before the war.



When you race home after a good day's work, you are hardly in the mood for cooking. But you must either make it yourself or starve. Since you *must* eat, start the New Year right and simplify your meal plan as much as possible by taking advantage of all the short cuts . . . dehydrated soups, packaged muffin mixes, and quick frozen vegetables and fruits. And don't neglect the ice cream mixes on the market . . . they make a dessert de luxe when New Orleans molasses is marbled through the half frozen cream. Top with Molasses Sauce; you'll be acclaimed a real "smartie."

Molasses Sauce

- | | |
|----------------------------|-----------------------------|
| 1 cup New Orleans molasses | $\frac{1}{4}$ teaspoon salt |
| 2 tablespoons lemon juice | 1 tablespoon butter |

Combine ingredients in order given. Cook 15 minutes in saucepan, stirring constantly. Serve warm on ice cream.

The New Year is on its way now, and already some of your resolutions may be slipping. Get a grip on things by contributing to the 1945 March of Dimes. Perhaps you know some one stricken with infantile paralysis . . . lend a helping hand, won't you? And those of you who have never known such a handicap, give thanks by giving to the others. Remember, they're counting on YOU.

The Christmas party held by Department 91 was very successful. Gifts were exchanged, and Mr. Prentice was presented with a gift from the department. The dinner was very nice, but we especially enjoyed the speeches. "Is" did very well, with a little prompting from Trink. It took a lot out of her, too. She couldn't make it in to work the next day. Oh yes, Jessie played the part of Santa Claus. She's a little on the slim side for the part, but she did very well.

Wedding bells will ring soon for Twila Ellsworth. We wish you happiness, Twila. These weddings and engagements make one wonder just what Department 91 is coming to.

It seems Jessie "just couldn't say no." She's wearing a beautiful diamond. We wish you lots of happiness, Jessie.

New Year's Day was a long hard day for some people. It sure is bad when you're not in practice. And you, Dot Pearsall, where were you?

Elsie Darling and Emma Turtor are happy at this writing. Both have had letters from their husbands who are with General Patton's 3rd Army.

John Hiscox has been nursing a cold all week. We're sorry you don't feel well, Mr. Hiscox. By the way, you sure look well in that brown suit you've been wearing of late.

We wonder why Barbara Johnson was absent a while ago. A certain soldier who was home on leave didn't have anything to do with it, did he, Barbara?

Bert just has to make a trip to Binghamton ever so often. No one seems to know just what the big attraction is, but she comes back with a sparkle in her eye! But stay away from Sidney Inn, Bert. That's no place for a little girl.

Department 23

Garner Barton, formerly of Gage Inspection and now with the U. S. Army, called on friends last month. He's looking better than ever and seems to like the Army.

Sammy Nader, also with the Army, and former Resident Inspector at Barr Type-writer, paid us a visit. He told us of an interview for some Service publication in which he was asked what his hobby and ambition are. His answer: "Hobby—loafing; Ambition—to become a civilian."

Art Kane, Army, former Resident Inspector on Mica in Oneonta, also called. He is in an Infantry Replacement Unit and expects to go over soon.

2nd Lt. and Mrs. John Genberg paid us a short visit. John was a Resident Inspector at Weedsport and Auburn before his enlistment in the Air Corps. He expects to be assigned as navigator on a medium bomber. Congratulations and good luck.

Bruce Jenkins, Resident Inspector in Oneonta, has, at this writing, been in the Fox Hospital in Oneonta for two weeks suffering from Arthritis. His condition is improving and we hope he will be able to return to work soon.

Glenn Rice, Inspector on the lines, and Marsden Wood, Inspector in Fuel Pump, have both been absent for operations, but are able to be on the job again.

Freda Jones, stenographer for Subcontracting Inspection, celebrated the New Year by changing her name to Mrs. Robert J. Archibald. Congratulations.

"BONDADIERS" SELL...AND EAT, AS WELL!



Above photos were taken at January "Appreciation Luncheons" sponsored by Scintilla in honor of the "Bondadiers" who turned in such a swell job of Bond selling during the 6th War Loan. G. E. Steiner, Comptroller; R. T. Snowden, Drive Chairman; and H. M. Walton, Jr., Bond Department Supervisor, commented briefly at the luncheons.

Photos by Harry Earl

Gun Club—Department 93

On Thursday evening, December 28th, Rock Inn was the scene of a joyous and festive occasion, at which time a combination Christmas, New Year and Wedding Party was celebrated by the personnel of our Gun Club Office and their guests.

The "wedding" celebration was in honor of the following three couples, who were recently united in marriage: Mr. and Mrs. Ernest Oechslein, (Mrs. Oechslein is the former Eleanor Vaughn Chase); Mr. and Mrs. Ernest Preisig, (Mrs. Preisig, the former Mrs. Antoinette Beals); and Mr. and Mrs. Alfred Stringham, (Mrs. Stringham, the former Mrs. Inez Barton). All of the above, except Mrs. Preisig and Mr. Stringham, are well-remembered associates of Mr. Chestney's department.

The evening proved highly successful in the attempt at a "combination" party, as was evidenced by the large crowd that assembled, and all went home with a feeling of satisfaction after the festivity.

To all the Tool Room men and women—Thank you for your remembrance at Christmas.

Arnold Bell

Methods Engineering (from P. 12)

ing in New York, now working for Aero Company. Mrs. Esterbrook has left for Florida where we hope the Sunny South will rid her of her long confining illness.

Walter Hediger is bowling around 100 . . . not 100% but 100 pins. Of course, you can't put your bowling fingers between returning bowling balls and expect them to stand up under the impact. Better luck for your fingers next week, Walt.

If you have noticed how much shorter Earl Whitmore's pant legs are, this is the reason. He soaked them one night in scalding water to remove a couple of pounds of Arro Bend Metal which accidentally spilled on his pant legs while he was molding a gadget. Yes, the gadget was finally molded.

Bill Ring will probably have the same kind of accident, as he is now casting, in miniature, his version of the latest scale model engine . . . one of those plying between Here and There . . . the O & W Special (Old & Weary).

The joke was played on Bill Walton, not on Ferrell. Cigars (as well as cigarettes), as scarce as they are, seem to be plentiful with Bill. But he saves his butts and the gum was neatly placed in the hot side. It didn't smell or taste so good, but neither do any of the beautifully named brands we get now.

McArthur's boy, aged 4 or thereabouts, was supposed to be the happy recipient of a handcar for Christmas, but Mac is using it down cellar, nights, to cut down his waist line. Some line, Mac.

Al Hoegger certainly is throwing the sparks all over the place. Spark plugs are his "line," but there are other sparks flitting about, preferably those off Luckies, Camels or Old Golds, but no Kools. He smokes them all, if he can get them. Who doesn't?

Wonder of wonders—Ferrell has finally junked his three alarm clocks and has a brand new electric one which really gets him on the job before his 3-minute limit calls him late. We would suggest he do the same for that gas hog he calls a car. Better get a horse. Hay is cheaper, George.

Mildred Truesdell has returned home to Walton where she awaits the return of her medically discharged husband.

Cost Control Chatter

Christmas and New Year have passed on, and while there was a tension in the background that was felt by all, the general holiday spirit dispelled enough of that to allow most of us to "let our hair down" a little, and from the looks of things, a good time was had by all. Old St. Nick was hand-capped a good deal: selections of Christmas merchandise were small, and deliveries were poor (ask Ed, he knows), but it was all taken in stride, with a prayer that our Christmas presents so long awaited may be delivered in 1945 in the form of the return of our boys, the end of the war and everlasting peace.

Space does not permit us to say what we have in mind as an apology for the failure of Ed's Christmas present to show up. There was a time when we thought we would surprise Ed. Now we'll all be surprised some day, we hope.

With the transfer of the Route Card Issue from Cost Control to Production Engineering Coordination, we say goodbye to Gladys Atwell, Wilma Shew and Marie Arndt, who will continue their duties under the supervision of Mr. W. B. Wilson. We don't like to lose you, but know that your efforts under your new supervisor will make Cost Control proud of the fact that you were once with us.

Miss Edith Schutte leaves Cost Control and her home in Franklin to enter the Cadet Nursing class starting February 1st at the Brooklyn Methodist Hospital. While her stay with us was not very long, we learned to like her and know that her efficient manner of doing things will serve her well in her

new endeavor. She carries with her the best wishes of all, and we trust she will write early and often.

Some of the boys have taken to ice fishing with varying results. Some criticism may be made of their selection of "off tackle" instead of fishing tackle, and their "line plunges," which would have been better through the ice than on top of it. It's a good sport and they will do better in time.

We are very sorry to report Bob McCauley's misfortune. He suffered a broken leg while skiing at West Bainbridge, Sunday, January 7th.

The second annual bowling match of the Time Study Men against the Standard Data group resulted in a victory for the Time Study team, with a margin of about 90 pins. Mickey Walker was high scorer and proved himself to be a kegler when pins were needed.

Service Sidelights:

We were pleasantly surprised when Stu Currie dropped in December 27th. We figured Stu would be out on the high seas now, but as there is a delay we have an idea what will happen. Until it does, we will practice a little "Keep Mum, Chum," and let you know when the right time comes. We have no definite address at present.

Elmer Dann sent a greeting from "Somewhere in the Pacific."

Very nice letters have been received from Currie, Toplon, Chilletti and Goldie Foree.

The Waves sure have done things for our Goldie. We are glad to hear of her progress and know it will continue.

New address lists will be made and sent out at an early date.

Department 16 Flashes

Please forgive us, but during the rush of Christmas shopping, etc., last month, we forgot that a daughter, Patricia Grace, arrived at the Robert Hazlett's in November.

A son was born to Mr. and Mrs. Donald

Dockstader on December 13th. Don is with the Navy now.

Harold Cornell visited us on his recent furlough. He was in training at Fort Bragg, but is now stationed at Fort George Meade, Maryland.



About 325 members and guests of the American Society of Tool Engineers, Chapter 35 (Binghamton area) attended the Dinner-Dance held December 9th in conjunction with their annual meeting at the Arlington Hotel, Binghamton. R. L. Barratt, Chairman, was toastmaster.

LT. DAVID LOOMIS, former Dept. 34 employee, is a bombardier with the 15th Air Force. He has been on numerous missions over Hungary, Rumania, Czechoslovakia, Germany, Italy, Poland and France. His B-24 participated in the bombing support during



the invasion of Southern France. Dave dropped in to see his Scintilla friends while home last Fall.

Packing Bench

One day recently Evelyn Archer looked up from her work to find her dog standing beside her. The dog had evidently followed her for several miles, then slipped through a number of gates and doors until he found her.

The Packing Bench has moved to the main thoroughfare. They say the reason is that we didn't pay our rent.

From now on there won't be any loose bolts, nuts, etc. at the MacLean household. Grace is buying for her own tool box, all the new wrenches and pliers that the Crib gets.

Speaking of troubles, ask Martha Jeffers how her crocheting is coming.

Bud Fitch writes that Texas is not his idea of the place to spend Christmas . . . no snow.

Ril Miner is proudly boasting the fact that she's now a "Grandma" . . . and we might add "it's a grandson."

Gertrude Crannell is having some time off to spend with her husband while his ship is in port.

Mr. Pittet really started the New Year with a "BANG." Someone skidded into his car. We're thankful no one was seriously hurt, but do regret the damaged fenders.

Madeline Rosher has a leave of absence to be with her mother who has a broken arm.

We all miss Irene De Salvo, too, and hope to see her back soon.

Evelyn Cornell's son is much improved from the injury he received in a sleighing accident the week before Christmas.

Edith Waldron's daughter is in the hospital, but we hope by the time this issue of the Scintillator is published she will be fully recovered.

We haven't seen him yet, but at this writing, Pfc. Claude M. Joslyn of the Marines is at his home in Oneonta after spending two years in the Southwest Pacific.

A former inspector in our department, Burt Van Dellon, writes from Italy that he's seeing plenty of mud there. Also, he has a daughter, born November 5th, that he's never seen.

We miss Peggy Page very much. A piece of glass injured her eye and she's not been able to work since before Christmas.

Sadie Accurso also lost a week due to eye trouble. She came back January 2nd, and now is wearing glasses.

Bertha Smith took a week off when her mother underwent an operation. We're glad she's back and that her mother is much improved.

Four deer came down out of "them thar hills" and ate up the pile of cabbages Curly MacDonald had to feed his rabbits.

Barter Column



WANTED: Typewriter. Joseph Mugglin, 16-20.

FOR SALE: Girl's ice skates, size 6. Ext. 286.

FOR SALE: Desirable farm property on Route 8 between Sidney and Unadilla, 80-85 acres of land including 40 acres of pasture, two large meadows, plenty of good water, good barn with new roof, will accommodate 23 head of cattle, stalls for 2 horses, inside drinking facilities for cattle. Enough marketable timber on property to more than half pay for land. Selling price—\$3,000. Paul Carney, X-Ray Room, Ext. 297.

FOR SALE: Lund steel-edged racing skis, Lund cable harness, ski poles, practically new, \$23. Ralph Mason, Tool Room.

FOR SALE: Automatic draft regulator for any type coal furnace, made by Samsel Company. 39-85, Ext. 284, 1st Shift.

FOR SALE: 7-room house in village of Franklin, 2 acres of land, steam heat, bath, 2-car garage, chicken house, fruit trees, village and spring water. Ferris Edwards, Ext. 444 or Franklin 120R5.

FOR SALE: Boy's Pre-war rubber boots, size 6; boy's hockey skates with shoes, size 6; all steel streamlined coaster wagon, disc rubber-tired wheels, electric headlights, pre-war model; electric motor-driven toy airplane, remote control, flies, dives, rolls by hand controls, pre-war manufactured. George Ferrell, Ext. 473.

INSTRUMENT REPAIR SERVICE, 50 River Street, Sidney; 11 Bixby Street, Bainbridge. Watches and jewelry repaired, engraving of all kinds. H. L. Mace, C. L. Walrath, Tool Inspection.

LOST: Cameo brooch with old-fashioned setting. Irene Bouton, 23-317. Reward.

LOST: One new pigskin glove, somewhere between Gun Club and old Silk Mill. Gerald Gregory, 93-15, Gun Club.

LOST: Shaeffer pencil, name Gladys, inscribed on it. Gladys Mulwane, Ext. 280.

WANTED: Table model washing machine. Norman Ambrose, 16-136.

DO YOU NEED HELP with your Income Tax return? See Jack Holtz, 221 Bird Avenue, Sidney.

PHOTOS COLORED. See Jack Kaufman, 70 Beal Blvd., Sidney.

★ ★ ★

FOR SALE OR EXCHANGE: Several milk goats to freshen soon; twenty New Zealand white breeding doe rabbits, good stock; Six English Shepherd puppies, very intelligent. J. L. Gage, 25-80, 1st Shift.

FOR SALE: 1937 Cadillac Sedan, will take light car in trade, cash price \$650. E. O'Hara, 6-128.

FOR SALE: Medium-sized tuxedo, worn once. Bob Stafford, Ext. 455.

FOR SALE: Pair of men's heavy-duty galoshes, size 10½, in excellent condition. Ext. 457.

FOR SALE: Woman's muskrat fur coat, size 14, nearly new. Charles Truscott, 44-84, 1st Shift, or call Oneonta 1448J.

FOR SALE: Slide plate moving picture outfit, used but little. C. E. Ricks, 21-4, 1st Shift, or 22 Center Street, Deposit.

WANTED: Pair of girl's white shoe roller skates, size 6. Margaret Bidwell, 36-41 or phone Sidney 3471.

WANTED: Child's sled, medium sized. M. Rice, Ext. 257, or Sidney 3362.

FOR RENT: Four-room apartment, one mile from Sidney. 32-3 or 15-446, 1st Shift.

WANTED: Thoroughbred rabbits for breeding purposes. Warren Gould, 16-55.

WANTED: 35 MM camera, ½ hp electric motor. Ed Higgins, 34-34.

WANTED: Colt official police 38 special, 4" bbl. Bob Stafford, Ext. 455, Morris.

WANTED: Modern maple secretary-type desk, either new or used, or nice antique secretary, maple or cherry, must be in good condition. E. O'Hara, 6-128.

WANTED TO BUY: Used piano, must be in good condition. May Winn, Dept. 6, Ext. 331.

A STAMP AUCTION will be held by the Tri-County Stamp Club on February 6 at the USO.

WANTED URGENTLY: Air Mattress, 25" x 48", for former employee now in service overseas. E. M. Van Name, Ext. 235.

The SCINTILLATOR

Vol. 3, No. 7

JANUARY, 1945

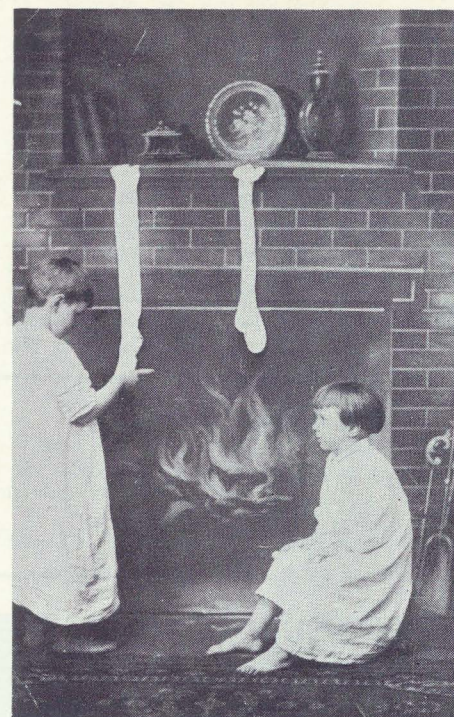
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Speaking of coincidences, compare above photo (which was made thirty years ago) with the December Scintillator cover photo of Norm Meagley's sons in a similar pose. Norm was the photographer for the cover photo, but in the above photo he's the cherub on the left. His brother listens while Norm expounds his theories on the trouble Santa will run into when he tries to make his entrance from a studio backdrop fireplace.

Why is it that Jean acts so happy? It isn't that sailor, is it Jean? Didn't we hear his ship is coming in?

We all wish to extend our deepest sympathy to Helen Mossman for her recent bereavement.

We hear Fink and Bloodgood are getting up another party. More power to them.

We lost one of our "Old Faithfuls" this month. Sorry you had to leave, Tony.

We have added a new member to our department. Best of luck, Katherine. We hope you'll like it here.

We know there's a shortage of paper, Charles Byrne, but when you write your memos on a piece of wood it's really getting serious.

Department 31

Well, Helen, it sure is cold now, but you won't mind the cold so much after February 1st.

We held a Christmas party at the cafeteria and gifts were exchanged through a grab

bag. Jerry Reynard and Johnny Frank both received wallets with a sum of money from their employees. A good time was had by all. One man had two dates for the party but backed out on both of them. What happened, anyway?