

*The*  
**Scintillator**  
*June*



# The Scintillator

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**DIRECTOR OF INDUSTRIAL  
RELATIONS**

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## Success Story

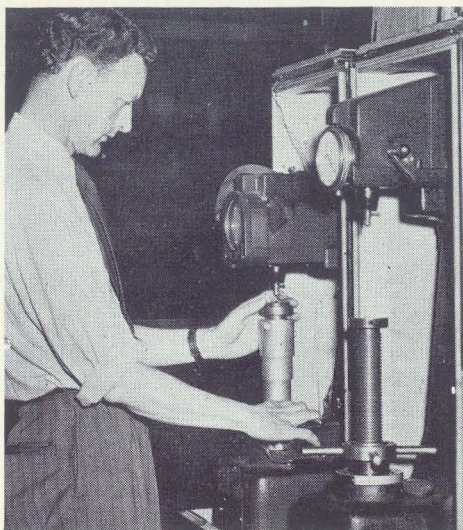
It takes long years of hard, painstaking work to build confidence in a name. From designing board to production line, years of priceless skill and ability must go into a product before it will meet with widespread acceptance everywhere. On the basis of this the success story of a product seems to lie in the long years of "confidence building," but more than anything else the real secret of a success story in industry is you and the fellow beside you.

Scintilla long ago established confidence in its name by pioneering in the field of aircraft ignition. However, Scintilla today is more than ever aware that "remaining ahead" is more than just producing a good product. By constantly seeking ways to improve existing products, Scintilla is keeping pace with a changing world, and through its research departments is pushing the search for new products ahead in a never ceasing effort to meet the demands of our world of tomorrow—today.

In future years, as new Scintilla products are launched upon world markets, the name, Scintilla, and the history behind it is certain to be one of our most valuable assets. It is important for all of us to realize with pride that each magneto, each fuel injection unit, and every product produced by Scintilla bears the Bendix-Scintilla nameplate—our certification that here is a product backed up by years of engineering skill and trained workmanship.

As a part of Scintilla we all have a definite responsibility in insuring the continuation of Scintilla's success story in the years to come. It is up to us alone to live up to our name—a name that confidence has firmly established through the years.





*Dick Lawrence, Supervisor, checks the hardness of a metal by a Rockwell tester.*

# Heat-Treaters

●It takes skill, muscles and stamina to be a heat-treater. The following article takes you on an eye opening tour of Scintilla's Heat-Treat Department.

Bright red tongues of flame, glowing metal baths, and steaming vats of alkali and acid create an atmosphere as impressive, to the casual observer, as a tour through the lower regions of Hades. Actually the Heat-Treat Department consists of a wide variety of various type furnaces and controlling instruments, set up for the sole purpose of tempering Scintilla's raw metals and nearly finished products to the required degree of ductility and tensile strength. Following a visit to Heat-Treat no one can deny that the process of heat-treating a metal to give it the desired properties is hot, tiring work—a job for experts, skilled in the know how of handling metals at high temperatures.

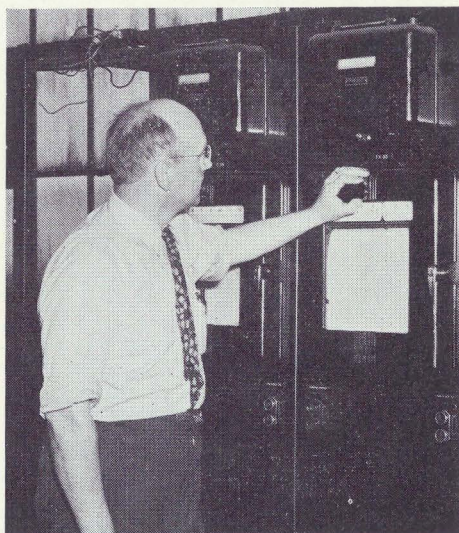
In order to relate the entire story of Heat-Treat it would be necessary to fill more space than we have available in this issue. However, it is our intention to point out a few of the highlights so that everyone at Scintilla will be able to appreciate the importance of Heat-Treat in everyday operations.

The object of heat-treating may be summed up by saying that its purpose is to condition metal so that it is practical for the job required. For example, in heat-treating a tool the maximum degree of hardness is desired in order to lengthen wearing ability. Other jobs may require much ductility and still others may call for a hard case with a soft, ductile core.

Although all of the Heat-Treat operations are interesting, several stand out as exceptional. Typical of these is the Bullard Dunn process for cleaning heat-treated parts. Accomplished by placing the parts into an acid vat, all scale is removed without injury to the parts. Actually, in the process of removing the

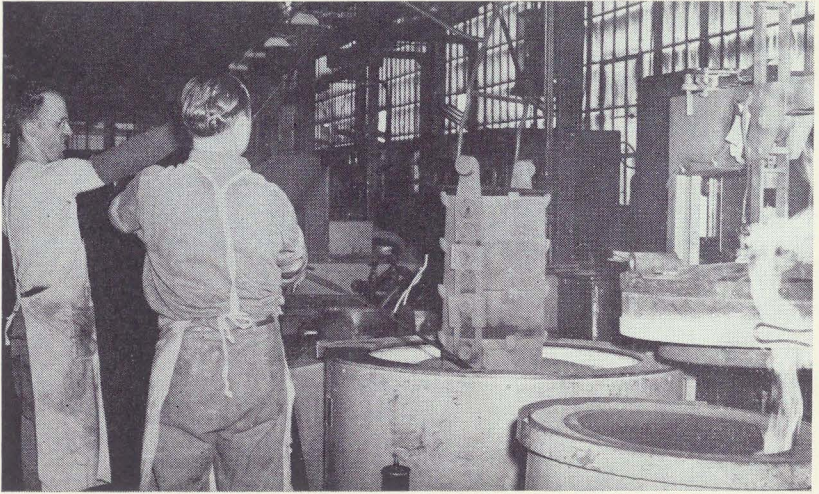
*(Continued on Page 4)*

*E. F. Hellan, Foreman of the Heat Treat Dept., observes the instruments which control the furnaces.*





Joe Anderson and Tony Kappeler have the hot job of withdrawing a heat treat job from a Homocarb Furnace.



## HEAT-TREATERS *(from Page 3)*

scale, pure tin is electroplated on the part to protect it from the acid etching material.

Most of the space in Heat-Treat is occupied by large furnaces, where temperatures may range from 200° F. to 2500° F. Each furnace is instrument controlled, and is represented by an oblong dial which maintains a constant balance, governing the temperature within the furnace. Once set, these instruments control the furnace temperatures, allowing not more than a plus or minus difference of 5° at any time.

It is readily apparent that one type furnace alone could not possibly meet all

the needs for which it would be required. For this reason Scintilla maintains a number of various type furnaces, each designed for specific purposes so that no matter what the requirements of a job are, Heat-Treat is able to fill the need.

Among the furnaces mentioned above is the Hayes Electrical Furnace, a recirculating type furnace which actually circulates the atmosphere within the furnace so that the same temperature is maintained in the furnace box at all times. A curtain of fire screens the furnace door to keep oxygen from entering, thereby maintaining the atmosphere inside the furnace.

*(Continued on Page 6)*

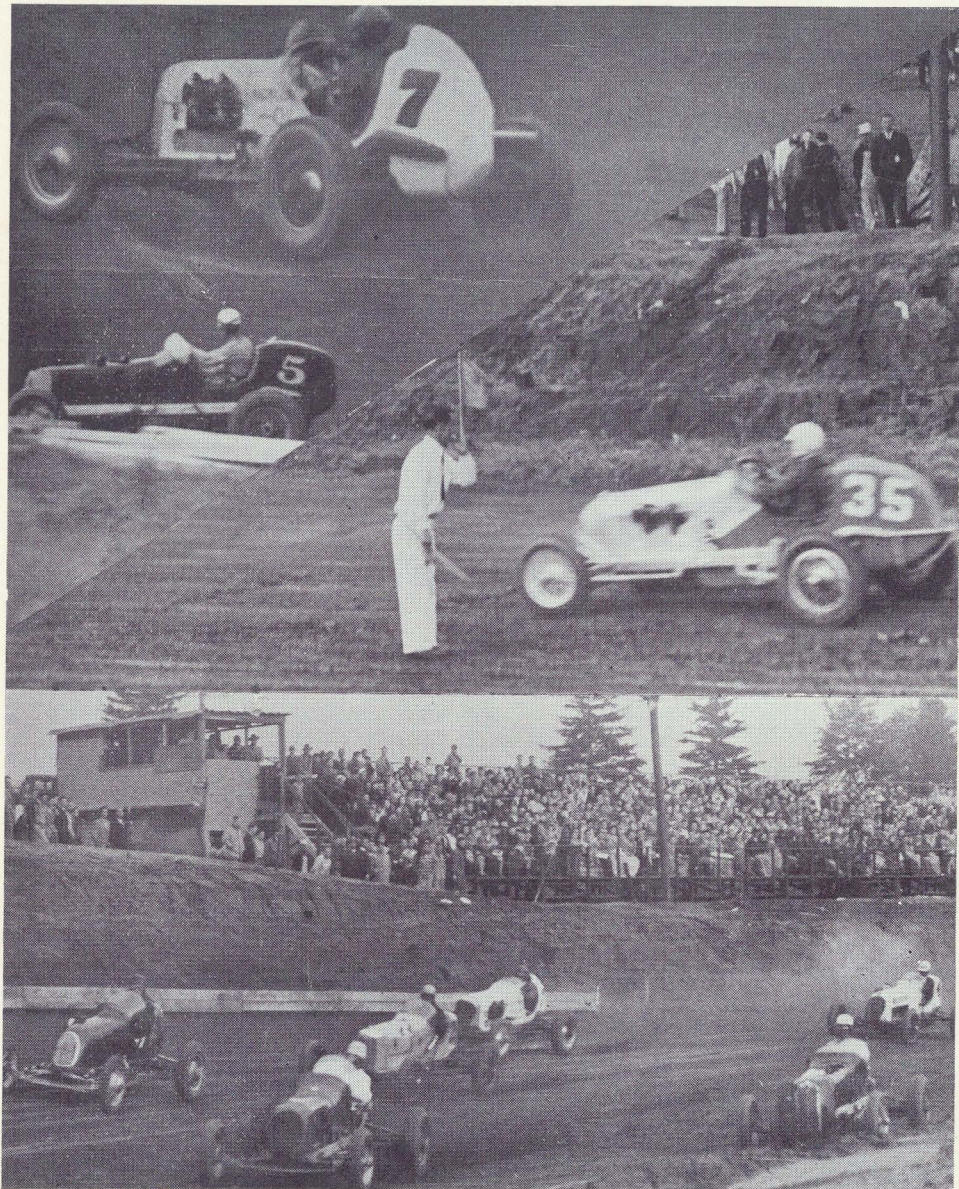


Gertrude Geslesell, Ruth Brink and Robert Crandall are pictured during the process of a brazing operation.



# Speedway Opener Draws Capacity Crowd

Sidney Speedway opened Sunday, June 8th, with a roar of flashing motors as drivers from the Eastern States Racing Association burned the first laps off the new speedway, recently constructed by four Scintilla men. Despite damp skies and threatening weather a capacity crowd greeted the curtain raiser. Pictured below are a few random shots. From top to bottom—1. "Grampa" Gritzback, veteran driver and winner of the day, rounding the turn. 2. Johnny Hill, Sidney, hugs the rail in his sassy little five. 3. Charlie Knarr, starter, gives his flags a workout. 4. The start of the opening race.





## Gun Club Inaugurates Postwar Activities

Following the return of its clubhouse, leased to Scintilla during the war, the Scintilla Gun Club recently inaugurated peace time activities with an opening dance, held Saturday evening, June 7th.

Attended by members and their wives, dancing started at 9:30 with music supplied by the Sam Griggs Orchestra. An hour later a community sing was held, followed by a cafeteria style supper. Dancing was then resumed until midnight.

The interior of the clubhouse has been repainted, and the floors have been sanded, waxed and polished. A range, refrigerator and other kitchen equipment have been installed, and 12-place target facilities have been installed in the main hall. Fluorescent illumination makes the building ideal for both shooting and social activities.

Future events scheduled by the Club

## Twenty-five Years Ago



*Looking backward 25-years ago, three Scintilla employees are pictured. L. to r.—"Zig" DeSalvo, Joe Moore and Pete Caswell.*

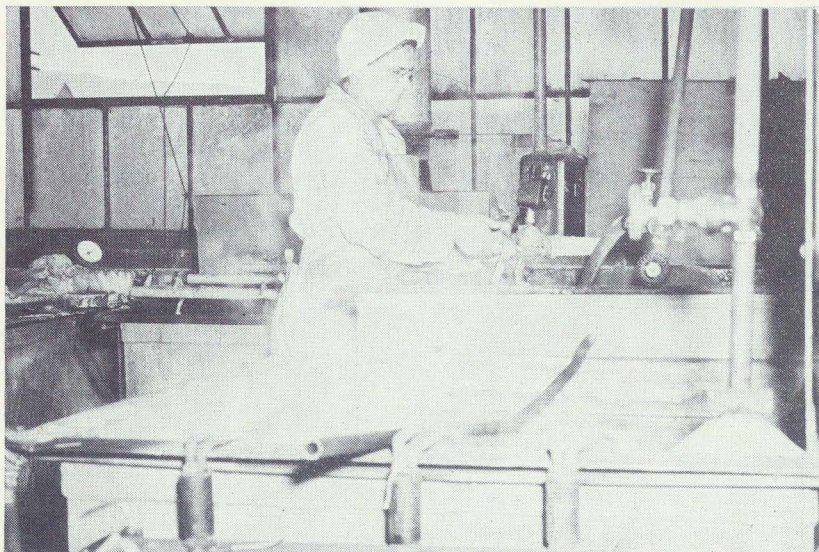
include the holding of a second dance, July 11th, and the annual Gun Club Clambake.

## HEAT-TREATERS *(from Page 4)*

A few of the other furnaces which are used by the Heat-Treaters include the Homocarb furnaces, used for hardening the outer portion or case and leaving a soft core; draw furnaces, used for normalizing and annealing; nitriding furnaces, using ammonia as an energizer; high speed hardening furnaces and tempering furnaces. Although this represents only a partial list of the equipment which is put

to daily use by the Heat-Treaters it should give the average person some idea of the wide scope of operations with which Heat-Treat is prepared to cope.

As a part of the Processing Dept., Heat-Treat comes under the direct supervision of Dick Lawrence, who is assisted by E. F. Hellan, Heat-Treat foreman. On the night shift Heat-Treat is supervised by Walt Deuel, night foreman of the Processing Department.



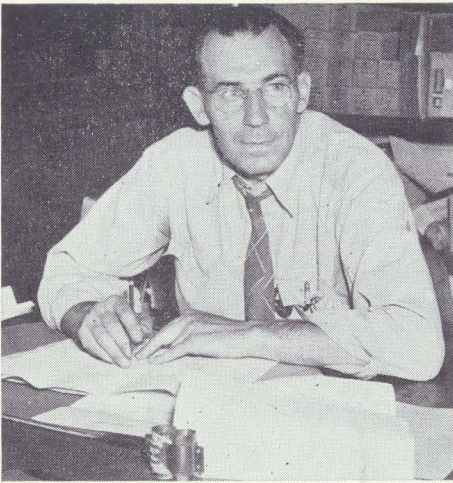
*Margaret McAdams demonstrates one phase of the Bullard-Dunn process, used for cleaning heat-treated parts.*



# Meet Your Foremen

Walton Deuel, our Foreman of the Month, calls himself a "self styled gentleman farmer," but hurriedly adds that "even a gentleman farmer can find plenty to do on 40 acres." Walt's recently acquired 40 acres near Afton plus a 2½ year old daughter and his duties as night foreman of the Processing Department keep him on his toes "around the clock."

Walt was born in Endicott, N. Y. on November 11, 1902. He attended Binghamton Central High School, and afterwards worked for the Endicott-Johnson Shoe Corporation. In 1928 he became a special agent for the Metropolitan Life Insurance Company, and as a Metropolitan representative he came to Sidney where he met



*Walton C. Deuel*

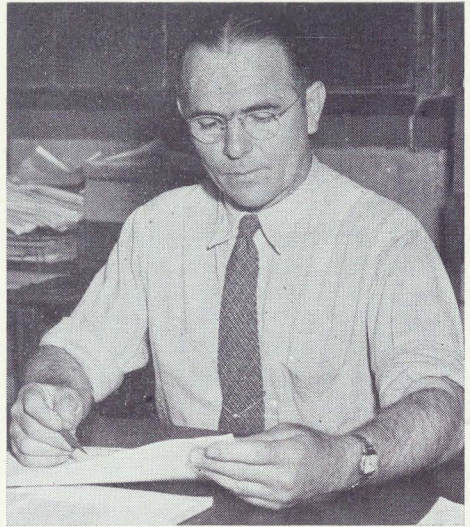
his future wife. He also represented the insurance company in Norwich, Binghamton and Elmira at various times until 1933 when he left to accept a position as manager of a transportation company in Buffalo.

However, when the United States entered World War II it became necessary for transportation companies to retrench, and Walt decided to return to Sidney. He

*(Continued on Page 8)*

# Meet Your Supervisors

The fact that Rene E. Pittet, Supervisor of Departments 35 and 42, likes boats is quite evident in the manner he describes a 30 foot, double cabin cruiser which he owns and operates on Otsego Lake.



*Rene E. Pittet*

Rene was born May 7, 1893, at Neuchatel, Switzerland where he received his primary schooling. At the time he completed his primary education there were few high schools in Switzerland, and, as an alternative, he took night courses in artistic drawing. His father had ideas about making him an artist, but Rene thought differently. After learning his father's trade as a gold engraver, he was employed by a boating company and assigned to various duties which included the handling of all types of sailing craft and motor boats.

He then went to Paris, working in various capacities as office boy, bus boy and a worker in the automobile factories. However, after three years of gay Paree, Rene's restless feet finally carried him to

*(Continued on Page 8)*



## DEUEL *(from Page 7)*

came to Scintilla in April, 1942, as a heat-treater, and in October of that year was made foreman of Department 32. He was then assigned to Dept. 28 as Foreman. In the reorganization after V-J Day Walt was assigned as a tool-heat-treater, appointed Group Leader of Dept. 32 on April 1, 1946, and then reappointed night foreman of the Processing Department on February 1, 1947.

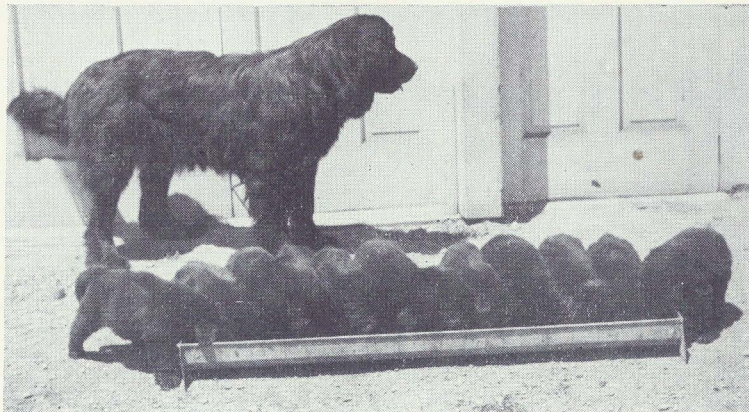
An interesting side light to Walt's story is his marriage to a Sidney girl, the first woman employee of Scintilla. Walt's wife, the former Alice Foster, was employed by Scintilla a short time after the company located here, and she frequently recalls the celebration that followed the completion of the first magnetos in Sidney. One of the reasons why Walt decided to return to Sidney was on his wife's account, and he says that he has had no regrets. He states that he has found Scintilla more pleasant than any of his previous employers.

Walt, a close follower of major league play, also bowls and plays golf.

## BEHIND THE COVER

"Hey, what's this all about, Pop?" Bobby Ludwig exclaims as he watches his Dad sneak up on him with camera and tripod. Even when his Dad, Jim Ludwig of the Engineering Dept., is behind the camera, Bobby seems rather dubious about having his picture taken. One thing we're certain of is that 10-months-old Bobby goes for prunes . . . in a big way.

An even dozen makes a nice family. Owned by Cliff Hartz, these tiny Newfoundlands were snapped during "chow time" at Oquaga Kennels.



## PITTET *(from Page 7)*

America. Landing in the United States in 1912, he went directly to St. Louis for a course of study in gas engines at the St. Louis Automobile School. Upon completion of his studies he worked as an engineer on a private yacht on the Mississippi River. Following this he worked for the Allis Chalmers Automobile Company in St. Louis as a demonstrator, teaching people how to drive.

In 1915 he decided to come East. During World War I he held a foremanship at the Remington Arms plant in Bridgeport, Conn., and afterwards he worked for The American and British, building Porter cars. To qualify for his next position, a linotype machinist on the "Bridgeport Post," Rene learned the "ins and outs" entirely from a book.

His employment at Scintilla dates from August, 1926, when he started as a Tool Room employee. After three months he was made a foreman and placed in charge of repairs and Swiss type magnetos. He then was assigned to the Assembly Department and later was promoted to Supervisor.

A charter member of the Scintilla Gun Club, Rene is an avid hunting and fishing enthusiast. During the summer months his weekends and holidays are spent at Otsego Lake, cruising about in the cabin cruiser previously mentioned. He is also interested in 16mm movies and target shooting, and has a machine shop in his cellar. Rene does all the repair work on his car, boat and house . . . he says there isn't a repair job he won't tackle.

Rene is married, and has two married daughters and a son, who is a Chief Warrant Officer in the Army.





## • *Foremen's Forum Elects New Officers*

Election of officers keynoted a business meeting of the Scintilla Foremen's Forum June 9th. New officers include A. J. Cummm, president; John Cable, vice president; Charles Prentice, secretary; and C. P. Gingher, treasurer. Walter Merritt was elected to the Executive Board.

Members of the Forum also voted to hold their annual outing and picnic on June 28th. Committee chairmen are L. Parent, Refreshments; W. F. Schmidt Jr., Entertainment; and Bill Law, Arrangements.

## VACATION DAZE

Lest the uninitiated traveler be a bit confused this year insofar as vacation plans are concerned, The Scintillator presents a few excerpts from its tattered "Blue Book of Travel."

"In planning your vacation trip careful consideration should be given to transportation details. For example, if you intend driving your own car you should practice sideswiping the other cars on Main Street before taking to the open highways. Trains and busses are always reliable, but with daylight saving you're an hour late even when you're on time. For the ultimate in thrills, however, charter a plane to the West Coast and bail out over Death Valley. You'll get your name in the papers for this, and if you should happen to find your way out you'll probably be given a permanent radio job with 20 Mule Team Borax.

"Out where the West begins is also an excellent place for your vacation to begin. (In Sidney the West begins on the other side of the Susquehanna, and you can even punch cattle all the way to Norwich . . . if your wind holds out that long.) Some places in the West are good for hay fever victims . . . you keep going up mountains until you pass the timberline, and pretty soon no pollen or sneezes—no oxygen either!

"Thousands of Americans inhabit the seashore every summer, and in the East we are fortunate in having numerous wide, sandy beaches. Anyone can easily adapt himself to the thrilling sport of burrowing deep in the sand, emerging a couple of hours later like a sun baked mole. However, for the more daring it's always a thrill to allow yourself to drift 15 or 20 miles out into the Atlantic. But if you're on the fleshy side floating has its hazards—there's always the chance that the Coast Guard might mistake you for a stray mine, left over from the war.

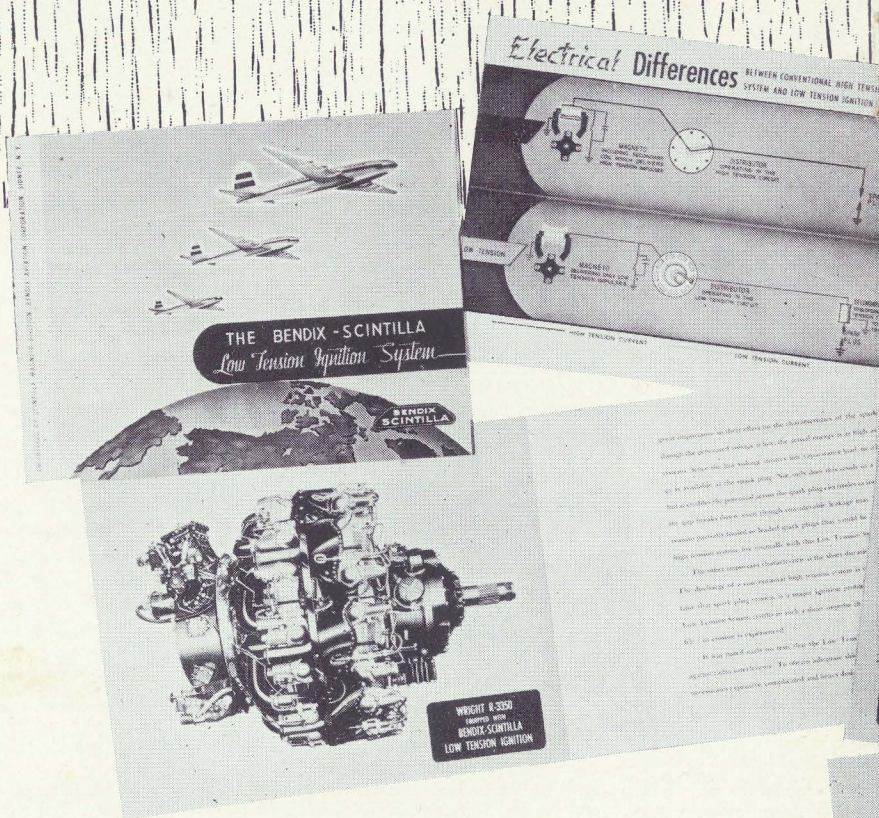
"For the really adventurous a two week vacation at Bikini is just the thing. You'll actually enjoy probing the depths of the lagoon with a Geiger counter, locating radioactive sharks and bravely spearing them with the small blade of your pocket knife. Radioactive jewelry promises to be a rage in the future, and we believe you'll agree that radioactive sharkskin gloves and mufflers make unusual gifts for your friends.

"All winter long you've probably been wondering what they do on a rainy night in Rio. Maybe you've even read as far as the back page of a colorful travel folder, advertising luxury cruises to South America with all expenses included. Sorry to discourage, but unless you feel like risking your hips in a Conga line we hardly

*(Continued on Page 12)*



# B-S Low Tens



Merits of the Bendix-Scintilla Low Tension Ignition System, as designed for aircraft use, are clearly outlined in an 8½ inch by 11 inch booklet recently released by the Advertising Department. Color has been used profusely to attract attention to the drawings and photographs, and to emphasize important portions of the illustrations. Although refinements in design and

As is pointed out in the book, high tension magneto ignition systems have been in general use for about half a century, with no major improvement in their fundamentals since the end of World War I, when Scintilla developed the stationary coil magneto system. This feature proved to be of far-reaching importance in making possible a source of dependable high tension ignition.

Although refinements in design and manufacturing techniques have been made in the intervening years, certain underlying problems have steadily intensified.

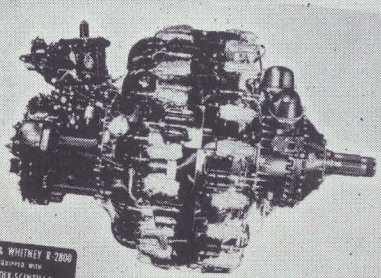
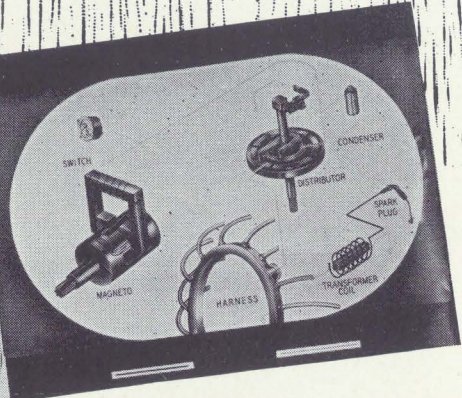
The growing number of cylinders per engine . . . the advent of radio shielding requiring ignition wires to be enclosed in metal conduits . . . the trend toward all-weather flying . . . the rapid development of today's high output engine . . . all have contributed to the need for a greatly im-



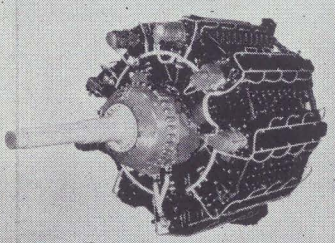
# ion Ignition . . .

## The Most Significant Step Forward in the History of AIRCRAFT IGNITION

Actual high tension distributor system design was first used for Pratt & Whitney, then for other improvements in their fundamental design. The Bendix Scintilla Company, at about the end of the first World War, developed the stationary coil ignition system. This system proved to be a way of the working important to providing a source of dependable, high tension ignition. Today, all modern aircraft engines employ this principle. Despite the many refinements in design and manufacturing techniques that



PRATT & WHITNEY R-2800  
EQUIPPED WITH  
BENDIX SCINTILLA  
LOW TENSION IGNITION

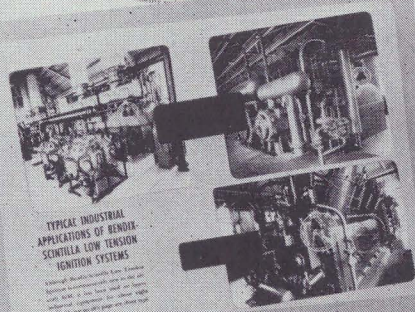


LYCOMING XR-775S  
EQUIPPED WITH  
BENDIX SCINTILLA  
LOW TENSION IGNITION

and undisturbed maintenance. With Bendix Scintilla Low Tension Ignition, a simple, reliable and inexpensive starting is easily applied. Engineering of the right components designed for the use of highly high voltage spark plugs also low tension system can be much more reliable, more reliable, and more easily serviced. Installation is facilitated by use of smaller, lighter weight, and detachable positive contact Bendix Scintilla elements of construction.

### SUMMARY OF THE MAJOR ADVANTAGES OF THE BENDIX SCINTILLA LOW TENSION IGNITION SYSTEM

1. Freedom from the considerable maintenance and high voltage spark plug, which, in the case of the Bendix Scintilla Low Tension Ignition, is easily serviced.
2. Superior ability to fire in all conditions.



TYPICAL INDUSTRIAL APPLICATIONS OF BENDIX SCINTILLA LOW TENSION IGNITION SYSTEMS

Following Bendix Scintilla Low Tension Ignition systems have been used in a wide variety of industrial applications. The Bendix Scintilla Low Tension Ignition system is a simple, reliable, and easily serviced system. It is a source of high voltage spark plugs, which, in the case of the Bendix Scintilla Low Tension Ignition, is easily serviced.

proved type of aircraft ignition system. In order to function with expected reliability, an aircraft ignition system must be capable of: (1) generating a multitude of high tension sparks, each accurately timed and distributed to a large number of

spark plugs, through wires enclosed in small metal conduits. (2) Assuring perfect ignition in each engine cylinder under all conditions such as weather, altitude and temperature. (3) Igniting the charge  
*(Continued on Page 12)*



## VACATION *(from Page 9)*

advise this trip. The last time we were in a Conga line it coiled up like a Python with everybody kicking in opposite directions—result, one broken hip. We save you time and money by announcing beforehand that they're doing the same thing on a rainy night in Rio that we are in Sidney . . . so South America take it away.

"If you prefer peace and solitude this summer try losing yourself in the middle of the North Woods . . . you'll wander around for days, communing with nature. In order to avoid stumbling onto civilization you should confine your hiking to 50 foot circles.

"Now for the stay-at-homes this summer. There isn't much we can suggest in the way of vacation travel, but you can have a lot of fun this summer if you're willing to join in on local activities. For instance, endurance wading is certain to become a national pastime in the near future, and it might be well for you to help organize a local group. At first you should get yourself in condition by taking short wading trips down the Susquehanna as far as Bainbridge, but as soon as you gain confidence in yourself try the longer trips . . . down the river to Binghamton.

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## LOW TENSION *(from Page 11)*

in the engine cylinder under widely varying conditions of fuel-mixture ratio, spark plug irregularities, speed and boost.

Our engineers concluded that any ignition system which practically would eliminate the distribution of high voltage would come nearest to meeting all these requirements. Scintilla, therefore, designed the Low Tension Ignition System to confine the high voltage circuits to very short leads between transformer coils and spark plugs. The superior performance of this system is ample proof that the reasoning was correct.

Basic difference between this system and the conventional high tension system is that only low tension impulses are generated by the magneto and are transmitted, still at low voltage, through the distributor and harness direct to a number of induction coils located on the engine near the spark plugs. Here the voltage is stepped up by transformer action. Short detachable leads conduct the high tension current from the transformer coils to the spark plugs.

## Softball ala Fleetfoot

So far the brightest highlights of the softball games to date have been furnished by Jimmy "Fleetfoot" Zurn. Here is the replay:

Ole "Fleetfoot," perched on first, went clear around the sacks . . . like a runaway locomotive . . . on an infield error and overthrow, making a beautiful belly landing across home plate. Of course he was waved back to 3rd by umpire Stewart, so a completely winded Jimmy tiredly wove his way back.

Before Jimmy had a chance to draw a deep breath an unsympathetic team mate lined out a short single, so off for home again went the dauntless "Fleetfoot" (any resemblance to that name now was purely coincidental) like a horse with the blind staggers. Somehow he made it to within 10 feet of the home plate before dropping to his hands and knees.

He should have been down and out, but instead he kept going, crawling until he fell flat, with one hand out-stretched on home plate—safe! I would like to go on and say that ole "Fleetfoot's" heroic efforts won the game, but no—his team mates, the "Leftovers," were left behind . . . 23-18.

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The Low Tension System has operated successfully for days on end with the magneto and harness entirely submerged in water. This ability insures satisfactory operation during "all-weather" flying.

Elimination of lengthy high voltage circuits permits the Low Tension System to be much less bulky, more reliable, and more easily serviced. Installation is facilitated by use of smaller, lighter units, and detachable positive-contact Bendix-Scintilla electrical connectors.

Major advantages derived from use of the Low Tension System are: (1) Freedom from the troubles ordinarily encouraged with high voltages, such as flash-over, heat, acids, oxides, moisture, condensation, corona, insulation breakdown, capacitance loading and electrical losses. (2) Superior ability to fire spark plugs with low leakage resistance caused by conductive surface deposits. (3) Reduction of as much as 65% in spark plug erosion. (4) Greater freedom from radio interference. (5) Affected less by weather or altitude. (6) More compact and reliable . . . more easily tested and serviced.



# Candidly Yours

## THE QUESTION

*"Do you think universal military training should be adopted as a permanent part of our national defense program?"*



Charles Dann, Dept. 30: "I think it is the proper thing—the way things are today. There's nothing like being prepared."



Margaret Sager, Dept. 39: "I think it's a good idea because the youth of today is very much in need of training. Most boys today do not understand the meaning of discipline."



H. L. Wayman, Dept. 35: "I think it would work out quite well. If the boys could complete their training in six months, they could then go on with their own careers."



Joseph Patrick, Dept. 39: "I believe it is a good thing. It would be good training for the boys, and they would also receive valuable schooling."



Helen C. Beach, Dept. 42: "Well, if they take the boys just out of school I think it will be a good idea, but I think some boys would fit in better if they were allowed to study for a profession. Also I think the service would probably bring out possible talents in the boys who are not certain about what they want to do."

Ada Smith, Dept. 7: "I think universal military training is a good idea because we should be prepared. In the other two wars they caught us unprepared, and the way things are today it



is quite essential for us to be prepared. If we had been prepared before I don't think the war would have lasted as long."

## Nite Scintillites Battle in Week Long Game

Ray Camp swiped his brother's softball, George Dolezel sneaked his son's bat out of the house, Bill Gill, Dept. 28, provided the challenge, and there you have the generous surplus of runs, hits, and errors which were recently accounted for in a week long softball game.

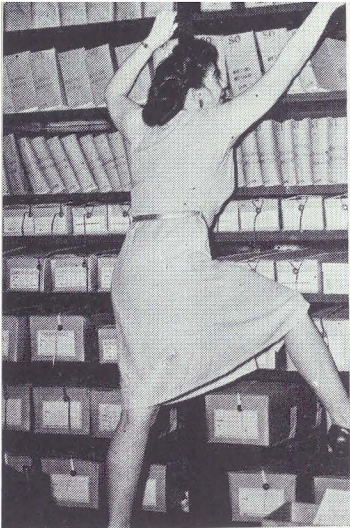
The game was played by 2nd shifters during their evening lunch hour between 7:30 and 8:00 P.M. During that half hour enough bronx cheers may be heard to fill anyone's appetite.

Night Inspection, with Ray Camp pitching, stowed away Bill Gill's Productions Hands 29-19. Departments 35 and 26 have issued a new challenge, and a new game will be underway soon.

	R	H	E
Nite Production .....	19	22	14
Nite Inspection .....	29	48	2

So you used to make whaling trips with your father when you were quite young.  
Very often—out to the woodshed.



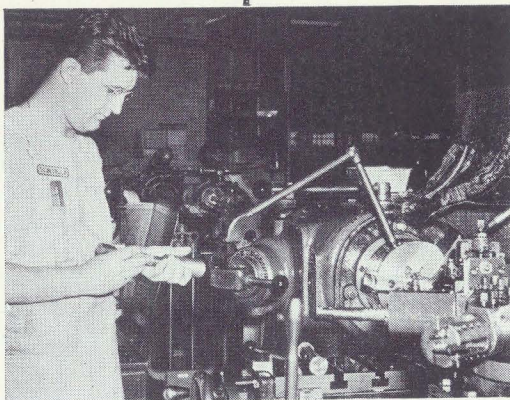


Someone is heading for a fall! Luva Choate, Central Files, demonstrates "how not to" reach the files on the top shelf. Suitable ladders, designed for that purpose, are available . . . use them!

## Scintilla and Safety

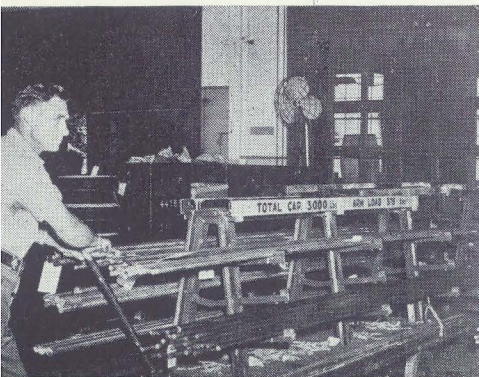


Avis Lincoln, Sales, demonstrates a common office hazard . . . if she should straighten up suddenly, serious injury might result. Always close top file drawers before opening those below.



Leaving the chuck wrench in the chuck is a bad habit when working around a Warner Swasey. If the power should happen to be turned on, the wrench would be thrown a considerable distance. Bill Rogovech posed the above picture.

Amos Chase, Receiving, illustrates the dangers of overloading. Overloaded trucks may cause someone serious injury.



Afton Sowersby, Dept. 7, demonstrates an important DON'T. Never attempt to treat cuts or injuries. Always report to FIRST AID.





# Picked Up in Passing...

● **THINGS WE LIKE ABOUT JUNE:** Fireflies carrying tiny torches across dusty meadows at twilight . . . Delaware County's sunset panorama of velvet cushioned hills painted scarlet by day's setting sun . . . carnival nights, colored with pink lemonade and candied apples, dotting the flats with canvass night caps . . . roses bustin' out all over, with sweet scented breezes perfuming the world . . . dawn's light kiss of dew falling softly in the early hours of the morning . . . lakeside cottages, with fresh coats of paint, nestled in a woodland grove at water's edge . . . the song of a woodland brook babbling through field and forest . . . lacelike patterns of wild flowers on hill and dale . . . shady nooks where the biggest violets grow.

● **THINGS WE DON'T LIKE ABOUT JUNE:** Rained out ball games . . . summer radio programs replacing winter's old standbys . . . nocturnal bugs drumming a rapid tattoo against the window screens . . . roads under canvass construction with detours miles out of the way . . . and weeds that grow faster than our vegetables.

● News notes reveal interesting possibilities. For example, we recently learned of an insurance company, which plans to print its policies in two separate colors. Before long we'll be matching our two tone autos with automobile insurance in the same shade. In the future it may be a case of shopping around for the insurance company with a policy matching the finish on our car. If they ever get around to the point of printing an insurance policy in plain, ordinary English they'll really have something.

● American ingenuity never fails to fascinate us, and this month it's a plastic ice cube we're interested in. It works this way—the water comes sealed inside a plastic case . . . the size of an ice cube . . . and may be used as often as a person desires, simply by placing the cube in the refrigerator and refreezing. Chief advantage, inasmuch as the ice melts within its plastic casing, seems to be the elimination of water dilution from your favorite liquid refreshments. Adapt the plastic case principle to the ice cream business and you'll have the greatest thing since the invention of the all day sucker . . . imagine a Cheerio that lasts forever.

● **INSPECTION**—Cliff Pratt flew to Syracuse recently for an Instructor's Water Rating test. He passed! . . . Gordon Berger has been ill several days.

● **SCOOP FROM DEPT. 100**—Understand that H. Palmer's interest after work is in his novelty wood shop . . . O. W. Hitchcock and Phil Allen recently attended a Quality Control conference in Chicago . . . Ed Carkuff and G. Cushman have both joined the list of traffic violators—Carkuff for speeding and Cushman for overparking.

● **ENGINEERING**—Mr. Spengler recently proclaimed the latter part of May as Cleanup Week in the Engineering Department, announcing that no Langley Collyer incidents would occur at Scintilla. In the process of cleaning up the accumulation of years many old landmarks were changed so that now a reorientation process is in order. As the cart went down the aisle many long lost objects were recovered, and although much was thrown out, some articles have filtered back to new locations.

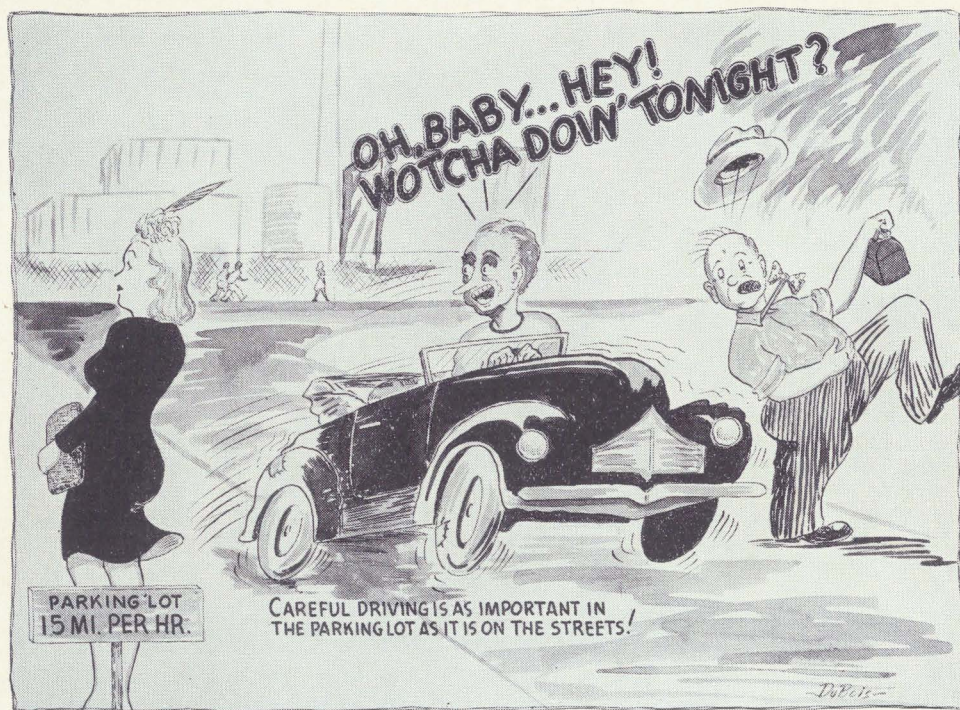
● **DEPARTMENT 6**—Material Control Office unhappily claims the highest temperature in the entire building—doubters are invited to inspect for themselves! Bob Wharton is trying to master-mind a solution . . . Cpl. Clint Taylor (State Guard) suggests that Sgt. Howard Vroman get an orderly to assist him in dressing—seems that the Sergeant gets confused when putting on his leggings . . . We doubt that Bill Berry's Pennsylvania vacation included a weight reducing program the way that lad was drooling for barbecues . . . Jack Nolan, in sick bay, must have been cheered by Gerry Crandall's "don't hurry back" greeting card . . . Flash! Those fugitives from a barbershop, Jim Hanft and Jim Brady, finally gave themselves up and were shorn—what big eyes you have, grandfathers, now that we can see 'em . . . Mrs. John Post fixes "Long John" wonderful lunches that by rights should make him "Fat John," but haven't to date . . . Archie Jones, who lives in Windsor, is in the market for a sprinkling system . . . Tabulating is sorry to see Frances Rose leave . . . From what we hear Harold Mattice's photo, which appeared in Candidly Yours last month, is getting the

(Continued on Page 16)



# JOE JERK . . .

He's a hazard at work



## Picked Up in Passing (from Page 15)

"pin-up" treatment . . . New transferee Anne Getter, is being initiated into the mysteries of the keypunching machines.

● **DEPARTMENT 38**—Joe Cycon is the proud father of a baby girl, born May 26th . . . Jerome Mertz discovered that the price of hair cuts had gone up considerably when his time ran over on the parking meter . . . Ethel Travis recently visited friends in Florida . . . Ethia Parlman recently returned from a visit in Tacoma, Washington, by way of San Francisco and Salt Lake City.

● **THOUGHTS FROM THE SHIPPING ROOM**—We wonder if Herb Somerville will ever learn to bet on the Brooklyn Dodgers instead of against them . . . If Walt Miller will want to tell everyone about his operation . . . If the fellows go home with full pay checks now that Phyllis Wilson has her aluminum set . . . If a girl ever walked through the shipping room without being whistled at . . . If Gaston Isliker is really as shy with girls as he makes out . . . If Dick Dodge realizes he is a snuff addict . . . If Hank Hawver and Jack Somerville really do drive over the speed limit sometimes . . . If Clayton Baker knows he is missed by all of us . . . If Harry Hazlett really slept through his vacation.

● Is it true that Ed Herrmann, John Cable, Ray Camp and Fred Smith are practicing in private on some secret tennis court with the intentions of challenging Carl Kuebler's day crew in the near future? It is reported that the night crew is plenty fast.

● Frankly, we're interested in your viewpoint as a Scintillator reader. Some of our articles may not be hitting the mark, and we would like to know about it. Only by your comments and suggestions can we be guided in the future—it only takes a minute to drop a note in the shop mail, so why not take time today to jot down your suggestions for future issues. Bouquets or brickbats, we'll welcome your comments.



## Scintilla Portraits

When his lens peering became too expensive to carry on for hobby's sake alone, Harry C. Earl, Scintilla photographer, decided to turn to photography as a profession.

Born in Sidney on March 8, 1889, Harry first became interested in photography when he was 15 years old, experimenting

with a 4x5 Premo folding camera and glass plates. Within a short time he was spending all his money on plates and equipment; it was then that his parents decided it might be better if he was learning photography as a profession.

At that time the art of photography was comparatively new, and the process

was a closely guarded secret. No commercial preparations of hypo or developer were available, and it was necessary to learn all the complex details of mixing the various solutions in addition to learning the actual photography work. Before a young man could set himself up as a photographer he first had to serve an apprenticeship with an established photographer in order to learn the trade.

Harry was willing to undertake the long road ahead, and a short time after making the decision his career as a photographer was in the making. As an apprentice to an Oneonta photographer he worked for a year on a weekly salary of three dollars before moving to Toledo, Ohio where he worked a year as a commercial photographer.

He then went to Syracuse, remaining there seven years in the employ of a commercial house. In 1921 he returned to Sidney, opening his own studio which he operated 16 years. At that time Scintilla decided to establish its own Photography Dept., and Harry was offered the job. He accepted and has now completed 10 years of service with Scintilla.

Harry takes great interest in his work, and in 1930 he attended the Portrait School of the Photographers Association of America at Winona Lake, Indiana. Today



## Our Reporters



In the Spring of the year girls seem to have a habit of changing their last name, and true to age-long custom Lucille Parker, our scribe in Dept. 100, became a Cushman last April. Two months later we still get confused, occasionally referring to Lucy as a Parker.

Lucy, an ex-Wave, originally came from Greene, N. Y. She started work at Scintilla in November, 1942, and two years later decided to enlist in the Waves. While serving with the Waves she was stationed at A & M College in Stillwater, Oklahoma; Norfolk, Va; Chicago and New York City. She received her discharge in April, 1946, returning to Scintilla a short time afterwards.

Lucy claims that she has always had an amazing faculty for getting into trouble—says she intended to be a physical education instructor or music instructor when she was in school, but attended Ridley's Secretarial School in Binghamton instead. At the present time she is secretary to Mr. Hitchcock in the Quality Control Office.

She likes dancing, sports, and music, but two-faced people are at the top of the page on her black list. Her one secret ambition is to travel as an air hostess.

he has one principal hobby—raising thoroughbred pointers and setters. He still has his first camera, the Premo 4x5.



## Softball League in Progress

Sidney Softball League was officially off to a head start Monday evening, June 9th as the first of several teams took turns at chopping the opening games off an alternating schedule, which will run all summer. According to Howard Osborne and Hank Provenzon, league managers, the league schedule will end August 25th with the playoffs taking place on August 27th and September 3rd. Regular games will be played twice weekly on Mondays and Wednesdays.

Last minute changes in league rules include a player limit of 15 men to a team, and the posting of an \$8.25 entry fee for each team. Other rules adopted by the league limit each game to seven innings—except in the case of a tie, and provide for forfeitures under the following conditions: (1) Game time is at 6:30, and any team not on the field by that time automatically forfeits the game. (2) Games will also be forfeited whenever less than 8 members of a team report for play.

"Rain check" games will be played the same week as scheduled, either on Tuesdays or Thursdays. Anyone at Scintilla interested in playing softball this summer should contact either Howard Osborne, Service Department, or Hank Provenzon, Mail Room.

League teams and captains follow:

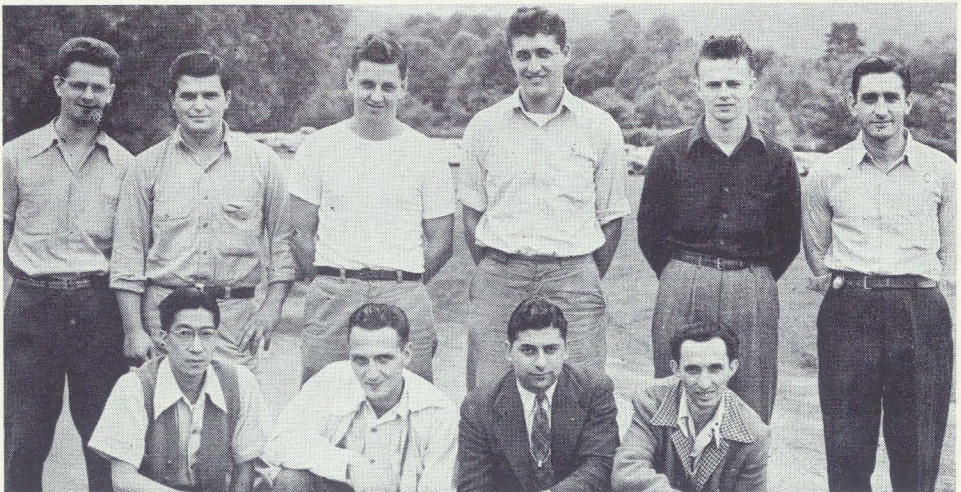
The Algonkin Indians, captained by A.



*Bob Felske, Dept. 31; Lou Dimicco, Dept. 42; John Glavich, Dept. 99, and Charles Brooks, Dept. 31, were well rewarded on a recent fishing trip to Wolf Lake in Canada.*

Donaloio; The Simon Pures, captained by R. Halbert; The Bat Busters, captained by J. Frank; The Leftovers, captained by E. Doi; The Hill Toppers, captained by G. Halbert; The Keith-Clarks, captained by J. Aricdicaono; and Mirabito's Bombers, captained by M. Plankenhorn and L. Wyss.

*Sidney Softball League Captains and Officials line up to have their picture taken. Standing l. to r.—Dick Halbert, Anthony Donaloio, Matt Plankenhorn, L. Wyss, Jerry Halbert and Johnny Frank. Kneeling l. to r.—Eddie Doi, Howard Osborne, Hank Provenzon and J. Aricdicaono.*





## *Zor Grotto Minstrels*



Pictured above, the cast of the Zor Grotto Minstrels is shown at dress rehearsal. The minstrels were widely acclaimed by a capacity crowd during their one-night performance on June 21st. Proceeds were given to the Cancer Fund.



## BARTER COLUMN

FOR SALE: Pipe threader, vise, pipe cutter, three dies . . . slightly used. Also white porcelain lavatory, 10" x 13", with fixtures . . . new. Contact A. Ca-telli, 92-269.

FOR SALE: 2½ H.P. International Har-vester gasoline engine. Condition new. D. W. Barker, Engineering Dept. Phone Sidney 5641.

FOR SALE: Nearly new cedar chest in A-1 condition—\$30.00. Paul C. Loker, Dept. 34 or 6 Griswold St., Walton.

WANTED: Small trailer. Ken Fitzgerald, Dept. 11.

FOR SALE: 1941 Harley Davidson motor-cycle, Model 74 O.H.V. Fully equipped and in excellent condition. Bob Ward, 28-1590, or Phone Sidney 5304.

FOR SALE: Hot water tank, 30 gallon capacity, complete with stand, bucket-a-day stove and thermostat. G. Williams, Stock C, or 4 Dewitt Drive.

FOR SALE: Electric cleaner, iron fold-ing cot, single iron bed, wooden dresser and large easy chair. All in good condi-tion. Ethel Travis, Dept. 38, or 134 John-ston Circle.

WANTED: Furnished, three or four room apartment in or near Sidney. George Sprague, 92-1834 or phone Norwich 502-R.

FOR SALE: Oak lumber and flooring, 4 and 2 inch cast iron soil pipe, and some white sand for cement and plaster work. Walter Benedict, 34-138, or 16 Sherman Avenue, Sidney.

WANTED: Used electric refrigerator. Gertrude Constable, Tool Inspection, or phone Sidney 2422.

WANTED: Small hand printing press. A. W. Wildgrube, 12-1638.

*And then there was the time that very same Scotchman took his wife to the country to have her baby because he'd just heard about rural free delivery.*

## July 4th Weekend Deadly

Is it really more dangerous to drive your car on a Fourth of July weekend than on an ordinary summer weekend?

The National Safety Council says it is, and points out that the annual campaign for extra care in motoring during the holiday is based on careful analysis of daily traffic deaths which reveals a sharp increase on holidays.

The Council believes the Fourth of July traffic situation this year will be compara-ble in most respects to 1941. This is a peace-time year of relative prosperity, as was 1941. Gasoline consumption figures show travel in 1947 probably will be slightly higher than in 1941. The Fourth was on a Friday in 1941, as it is this year, providing a three-day weekend.

And here's what happened in 1941 from a special study of all traffic deaths—im-mediate and delayed—in 37 states, the District of Columbia and New York City:

July 4 (Friday)	155
July 5 (Saturday)	94
July 6 (Sunday)	83

**Total . . . . . 332**

In comparison, the average for the same days of the week for the two weeks be-fore and the two weeks after the holiday was:

Friday	59
Saturday	76
Sunday	97

**Total . . . . . 232**

Thus the 1941 Fourth of July holiday weekend brought death in traffic accidents to exactly 100 more persons than the nor-mal weekend for the same season of the year.

Many traffic accidents occur through failure of motorists to heed the signs of life. "Stop," "Slow Curve," "Railroad Crossing" and similar signs of life are often ignored by drivers, resulting in ac-cidents. It isn't difficult to follow the mes-sage on a sign, and only by heeding the signs of life can the upward surge of traffic deaths be held down.

I wish to extend my sincere thanks to everyone at Scintilla, and especially the Industrial Relations Department for the many cards, letters, gifts, etc., sent to me during my recent illness.

H. L. Cook, Training Supervisor