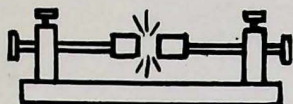
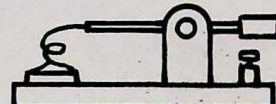


Spark-Gap Times



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The Old Old Timers Club



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PAGE 1.

THE NEW MAST HEAD AND TITLE OF SPARK-GAP TIMES SEEMS TO HAVE STRUCK A RESPONSIVE NOTE WITH OUR MEMBERS. NUMEROUS LETTERS AND COMMENTS ON THE AIR INDICATE MOST FAVORABLE ACCEPTANCE. THE SMALL NUMBER OF MEMBERS FAVORING THE RETENTION OF THE ORIGINAL TITLE OF BLABBER MOUTH WERE ALL GOOD LOSERS AND ACCEPTED THE CHANGE WITH THE GRACE OF THE GOOD SPORTS THEY ARE. THANK YOU GENTLEMEN FOR YOUR COOPERATION.

A COUPLE OF BOUQUETS TO "CQ" AND "WESTERN RADIO AMATEUR". BOTH OF THESE FINE PUBLICATIONS HAVE FAVORABLY RECOGNIZED THE OLD OLD TIMERS CLUB AND IT'S ACTIVITIES. YE OLDE COPY BOY IS A SUBSCRIBER TO BOTH PUBLICATIONS AND CONSIDERS THEM MUST READING AS WELL AS A GOOD BUY. (ONE GOOD TURN DESERVES ANOTHER).

A SHORT REPORT ON THE STATUS OF THE BLUE BOOK

MOST MEMBERS WOULD NO DOUBT WELCOME SOME SORT OF REPORT ON THIS ITEM AND THIS IS AN EFFORT TO SATISFY THEIR INTEREST.

THE BINDER FOR THE COVER OF THE BLUE BOOK HAS BEEN SELECTED, THE ART WORK IS FINISHED AND THE BINDERS HAVE BEEN ORDERED. THE FOUNDERS PAGE HAS BEEN A JINX BUT WE BELIEVE IT IS ABOUT DONE.

THE BIG HOLD UP IS THE TYPEWRITER. I HAVE ORDERED ONE FROM IBM AND AM LOOKING FOR IT AT ANY TIME. IT HAS THE SAME STYLE OF TYPE AS IS USED TO TYPE THE MASTERS FOR SPARK-GAP TIMES.

MEMBERS SHOULD RECEIVE THE COVERS AND THE FIRST AREA CALL DISTRICT INSTALLMENT BETWEEN 1 JUNE AND 1 JULY.

BERT OSBORNE W4MF
BLUE BOOK EDITOR

I EXPECT TO PASS THROUGH THIS LIFE BUT INCE. IF, THEREFORE, THERE IS ANY KINDNESS I CAN SHOW, OR ANY GOOD I CAN DO TO ANY FELLOW BEING, LET ME DO IT NOW, FOR I SHALL NOT PASS THIS WAY AGAIN.-----

ACCIDENTS CAN HAPPEN TO ANYBODY, PARTICULARLY TO A WIRELESS AMATEUR

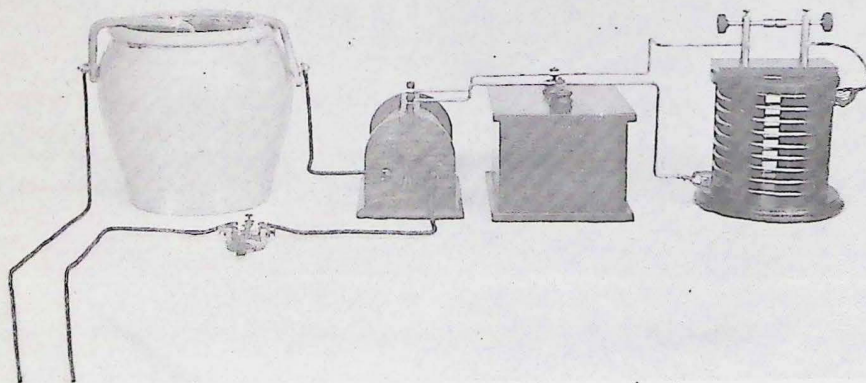
BY PAUL G. WATSON, W3BO



TO FULLY APPRECIATE THE INCIDENT CONCERNING EARLY "WIRELESS" WHICH FOLLOWS, LET ME LAY THE BACK-GROUND AGAINST WHICH IT ALL HAPPENED. I WAS JUST PAST 14 YEARS OLD AT THE TIME, "ALL WRAPPED UP IN WIRELESS: UNDER THE TUTLEDGE OF C.D. (JERRY) GUTHRIE WHO HAD BEEN ON THE USS KENTUCKY ALONG WITH WOLVERTON IN 1904-1906, AND WHO ALSO INSTALLED NA1 AT THE PHILADELPHIA NAVY YARD IN THE EARLY DAYS. (IT WAS A TWO LETTER P- CALL AT THE TIME IT WAS PUT IN).

GUTHRIE WAS CALLING ON A YOUNG LADY WHO LIVED ACROSS THE STREET, SO WE SAW HIM RATHER FREQUENTLY. IN THE SPRING OF 1909, HE BROUGHT US A "WIRELESS" RECEIVER, PUT UP AN ANTENNA AND WE LISTENED IN FOR THE FIRST TIME. SO DID THE "YL". ABOUT A YEAR LATER A SPARK COIL WAS ACQUIRED, AND WITH A HOMEMADE SPARK GAP WAS ON THE AIR, THE HELIX AND TUNING ALL CAME LATER. ALL THIS WAS BATTERY OPERATED UNTIL 1912 WHEN MY PARENTS HAD OUR HOME WIRED FOR ELECTRIC LIGHT, (DIRECT CURRENT OF COURSE).

FROM SOME SOURCE, LONG SINCE FORGOTTEN, I HAD LEARNED OF THE POSSIBILITY OF USING DIRECT CURRENT POWER THROUGH AN "ELECTROLYTIC INTERRUPTER" ON THE SPARK COIL, AND PROCEEDED TO MAKE SUCH A DEVICE. IT IS CONTAINED IN THE LARGE "CROCK" SHOWN AT THE LEFT END OF THE TRANSMITTER PICTURE BELOW, AND DETAILED ON THE LINE DRAWING ON THE NEXT PAGE.



PAUL WATSON'S ORIGINAL WIRELESS EQUIPMENT, 1910

THE STONEWARE CROCK CONTAINED ABOUT TWO GALLONS OF BATTERY ACID, THE QUART MILK BOTTLE HAD A SMALL HOLE BORED AT POIN "A", AND TWO PIECES OF LEAD PIPE WERE USED AS ELECTRODES ONE INSIDE THE BOTTLE, AND THE OTHER PLACED ON THE BOTTOM OF THE CROCK. ELECTRICALLY, THE ONLY CONNECTION BETWEEN THE ACID INSIDE THE BOTTLE AND THAT IN THE CROCK WAS THE SMALL COLUMN OF ACID IN "HOLE" "A". THIS SMALL COLUMN OF ACID PROMPTLY VAPORIZED, (EXPLODED) IS A BETTER WORD, WHEN CURRENT WAS PASSED, OPENING THE ELECTRICAL CIRCUIT. GRAVITY THEN R

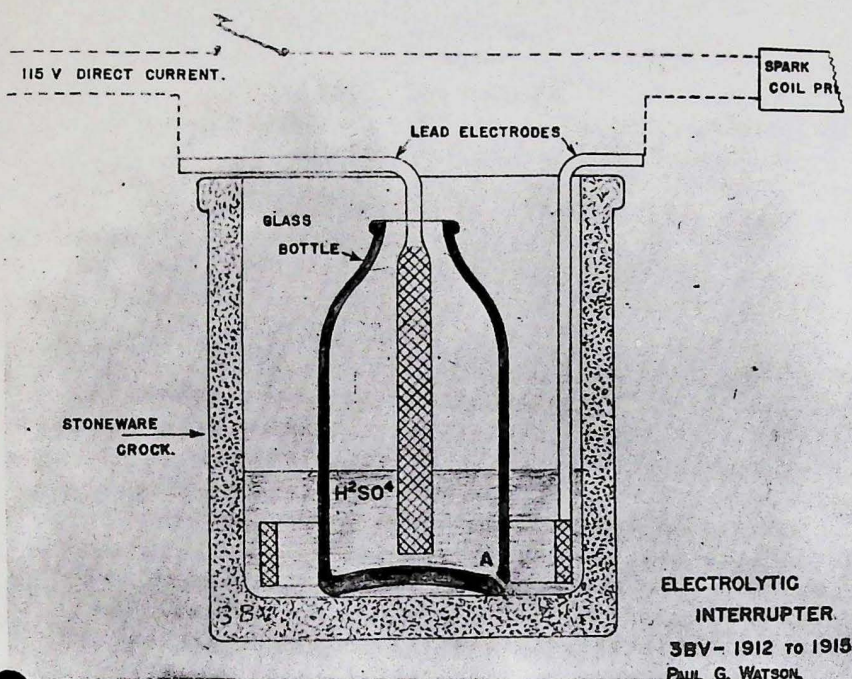
CAUSED THE ACID TO REFILL THE HOLE, THE EXPLOSION REPEATED ITSELF, AND SO ON, GIVING THE DESIRED "INTERRUPTER" EFFECT SO LONG AS THE KEY WAS DOWN. UNDER SUCH CONDITIONS THE ACID WAS GRADUALLY DECOMPOSED AND BECAME MOST OFFENSIVE TO SMELL. THE MECHANICAL VIBRATOR ON THE COIL IS BRIDGED OUT WHEN THE ELECTROLYTIC INTERRUPTER IS USED.

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NOW, WITH ALL THIS HIGH POWER AND A RECEIVER THAT WAS "TOPS", WE STARTED TO WORK LATE AT NIGHT, AND PARTICULARLY DURING THE WINTER MONTHS WHEN STATIC WAS LOW. ONE PARTICULARLY COLD NIGHT WHEN CONDITIONS WERE UNUSUALLY GOOD, WE HAD SEVERAL GOOD CONTACTS, AND WHEN WE STARTED TO CALL ANOTHER, THE TRANSMITTER WAS DEAD. INVESTIGATION SHOWED THAT ALL OF THE ACID WAS GONE OUT OF THE CROCK. HEAT HAD CRACKED THE BOTTOM OUT OF THE BOTTOM OF THE CROCK. THIS AT ABOUT 2.30 A.M. AT ABOUT THE SAME TIME THIS WAS HAPPENING, I BECAME AWARE OF CONSIDERABLE LOUD TALKING IN THE FRONT PART OF THE HOUSE WHICH WAS QUITE UNUSUAL IN ITSELF, AND OF HEARING WINDOWS BEING RAISED. THEN I HEARD MY FATHER DOWNSTAIRS, IN THE KITCHEN, DIRECTLY BELOW THE ROOM WHERE I HAD THE WIRELESS, OPENING WINDOWS AND DOORS.

BECAUSE OF THE UNUSUAL ACTIVITY, I STARTED THROUGH THE HOUSE, AND AS I OPENED DOORS ON THE SECOND FLOOR, LEADING TO THE STAIRWAY, I ENCOUNTERED THE VILEST OF ODORS, AND IT GOT WORSE AS I PROGRESSED. ON MY ARRIVAL IN THE KITCHEN, THE CAUSE OF THE ACTIVITY WAS APPARENT, TO SAY THE LEAST. THE TWO GALLONS OF PARTLY DECOMPOSED ACID FROM THE INTERRUPTER HAD COME THROUGH THE FLOOR, DRIPPED INTO A PAN OF BREAD DOUGH WHICH MY MOTHER HAD HANGING OVER THE COAL RANGE IN THE KITCHEN, AND MOST OF THIS MESS HAD BOILED OUT OF THE PAN AND DROPPED ON TO THE HOT TOP OF THE COAL RANGE. IT WAS LAYING DOWN ONE OF THE MOST EFFECTIVE SMOKE BARRAGES I EVER SAW. ALSO IN THIS PROCESS, MY MOTHER'S HIGHLY POLISHED RANGE HAD TURNED TO A BRIGHT ORANGE COLOR. AS THIS MESS LAY ON THE STOVE TOP, IT DID A LOT OF SPITTING AND SPUTTERING, SO THAT THE WHOLE ROOM WAS INVOLVED WHEN WE GOT TO IT. BUT IT DOES NOT END THERE.

MY FATHER PICKED UP THE SMALL METAL COAL SHOVEL WHICH WAS STANDARD EQUIPMENT WITH A COAL RANGE AND STARTED TO SHOVEL THE MESS ONE SCOOP AT A TIME OUT THE KITCHEN DOOR. THIS WORKED FINE TILL THE THIRD SCOOP, WHEN HE SLIPPED AND LANDED ON HIS BOTTOM IN THE MESS HE WAS SHOVELING, IN HIS NIGHT SHIRT. HE TOOK OFF FOR THE BATH ROOM, THE DOCTOR TOLD MY MOTHER TO USE SODA TO CALM HIM DOWN, AND IT WAS WELL AFTER DAYLIGHT BEFORE HE GOT AROUND TO ME.

PERHAPS IT MIGHT HAVE BEEN FOR THE BEST HAD MY FATHER'S THREAT OF "NO MORE G--D--- WIRELESS AROUND HERE" BEEN CARRIED OUT. WE HAD "QUIET" HOURS FOR ABOUT TWO MONTHS, HE GRADUALLY RELENDED, AND WE WENT ON FROM THERE. IT TOOK NEARLY A MONTH TO GET THE STINK OUT OF THE HOUSE; GUTHRIE DROPPED THE GIRL, MARRIED ONE FROM BROOKLYN AND EVERYBODY WAS HAPPY.

I HAVE MENTIONED ABOVE SEVERAL TIMES THE NAME OF C.D. GUTHRIE. I AM INDEBTED TO THIS MAN, MY FRIEND FOR A LIFETIME, FOR MANY OF THE BETTER THINGS WHICH HAPPENED TO ME IN SOME TWENTY YEARS OF COMMERCIAL RADIO. UNTIL HIS DEATH A FEW YEARS BACK, WE SPENT OUR VACATIONS TOGETHER. HE WAS ONE OF THOSE FEW WHO REALLY SAW RADIO BEGIN, AND HAD AN IMPORTANT HAND IN IT. MY DEBT TO HIM IS GREAT.

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IN THE FEBRUARY ISSUE OF SPARK GAP TIMES, A REQUEST WAS MADE FOR THE STORY OF JACK BINNS AND THE SINKING OF THE REPUBLIC. ON READING THIS REQUEST, DAN MCCOY W8DG, AS USUAL STARTED THE BALL IN MOTION. DAN SENT IN THIS STORY BY RUBY EL HULT AND FOLLOWS.

FIFTY YEARS AGO WIRELESS TELEGRAPHY WAS IN IT'S INFANCY, BUT AFTER A COLLISION REMARKABLY SIMILAR TO THAT OF THE ANDREA DORIA AND THE STOCKHOLM, AN OPERATOR'S BROKEN KEY TAPPED OUT THE MESSAGES THAT RESULTED IN RESCUE.

BY RUBY EL HULT

THE TITANIC, THAT SYMBOL OF SEA DISASTER, WAS NOT THE ONLY WHITE STAR LUXURY LINER TO MEET HER NEMESIS IN COLLISION AT SEA. ONLY THREE YEARS EARLIER, A MISHAP OCCURRED WHICH MIGHT HAVE TURNED INTO A CALAMITY OF TITANIC PROPORTIONS EXCEPT FOR THE WHIMS OF CIRCUMSTANCE AND THE SUCCESSFUL PART PLAYED BY THAT NEW-FANGLED CONTRAPTION, WIRELESS.

AT THAT TIME THE LIFESAVING QUALITIES OF WIRELESS TELEGRAPHY HAD SCARCELY BEEN THOUGHT OF THEN. IN THE COLD AND CRUEL ATLANTIC ON THE FOGGY MORNING OF JANUARY 23, 1909, THE LIVES OF 1600 PASSENGERS AND CREW MEMBERS OF TWO VESSELS WERE PLACED IN JEOPARDY--1600 PEOPLE WHOSE PRAYERS CENTERED ON THE PLEAS FOR HELP FLASHED FROM ONE BROKEN WIRELESS KEY.

THE REPUBLIC, PROUD 15,378 TON LINER OF THE GREAT BRITISH STEAMSHIP COMPANY, HAD LEFT NEW YORK THE PREVIOUS AFTERNOON BOUND FOR THE MEDITERRANEAN AND HAD SOON ENCOUNTERED ZERO VISIBILITY. THROUGH THE EARLY MORNING HOURS SHE STEAMED BY NANTUCKET ISLAND IN A REAL PEASOUP. AT 5:45 A.M. THERE CAME A SUDDEN STACCATO BLAST OF WHISTLES, FOLLOWED BY A GREAT SHUDDER THROUGH THE WHOLE SHIP AND A DEAFENING, CRUNCHING SOUND. PASSENGERS, DREAMING OF THE DELIGHTS OF THE VOYAGE AND OF SUNNY ITALY, WERE JARRED RUDELY AWAKE. AS THEY CROWDED FROM THEIR CABINS, THEY SAW CREW MEMBERS DASHING TO THEIR STATIONS.

OFF THE PORT SIDE LOOMED THE SILHOUETTE OF A SMALLER LINER, WHICH HAD CLEAVED THROUGH THE MURK AND GIVEN THE REPUBLIC A SHATTERING BLOW AMIDSHIP. REBOUNDED, SHE NOW STOOD OFF LIKE A DAZED WHALE. THIS WAS THE ITALIAN STEAMER FLORIDA, CARRYING 850 ITALIAN EMIGRANTS TO A NEW LIFE BEYOND THE STATUE OF LIBERTY. THE IMPACT HAD SMASHED HER BOW FLAT AGAINST HER FORWARD BULKHEAD, KILLING FOUR SAILORS AND INJURING ANOTHER. THERE WAS PANIC IN THE STEERAGE AS FRIGHTENED EMIGRANTS POURED FORTH CRYING, SCREAMING AND PRAYING. IT TOOK THE STEWARDS SOME TIME TO QUIET THEM, ASSURING THEM AGAIN AND AGAIN THAT THE VESSEL HAD NOT BEEN DAMAGED IN ANY VITAL PART AND WAS NOT MORTALLY INJURED.

NOT SO THE REPUBLIC. HER STEEL SIDE WAS SLASHED ALL THE WAY THROUGH THREE DECKS. THE WALLS OF THE WIRELESS SHACK--THAT RECENT INNOVATION ON THE BIGGER SHIPS--HAD BEEN SPLINTERED ON THREE SIDES. FIVE STATEROOMS WERE DEMOLISHED, CRUSHING TWO FIRST CLASS PASSENGERS TO DEATH, INJURING ANOTHER SO BADLY HE DIED LATER. MOST ALARMING TO THE SURVIVORS WAS THE GAP IN THE ENGINE ROOM BULKHEAD. FIREMEN BARELY HAD TIME TO PUT OUT THE FIRES IN THE BOILER ROOM FURNACES BEFORE THE WATER, RISING TO THEIR NECKS, FORCED THEM UP THE LADDERS. THE LIGHTS ON THE BIG SHIP FLICKERED OUT.

THE REPUBLIC'S PASSENGERS, FLEEING THEIR CABINS, HAD COME AWAY IN NIGHT DRESSES, WITH COATS, JACKETS, BATHROBES HASTILY THROWN ON. SOME PEOPLE WERE BAREFOOT, SOME HAD STOCKINGS WITH NO SHOES, SOME WITH SHOES AND NO STOCKINGS, SOME SLIPPERS, AND ONE MAN WORE ONE BROWN SHOE AND ONE BLACK. SURGING TO THE BOAT DECK, THEY QUICKLY DRESSED THEIR LIFE PRESERVERS, THEN FELL INTO A WORRIED SILENCE AS THEY LISTENED TO THE SHOUTING THROUGH MEGAPHONES AS OFFICERS OF THE TWO SHIPS COMPARED NOTES OF DAMAGE. THEN CAME THE SOUNDS OF THE SHIP'S CREW READYING THE REPUBLIC'S LIFEBOATS.

MOST OF THE PASSENGERS HAD NO IDEA WHERE THE SHIP'S MASTER, CAPT. W.I. SEALBY, HAD BEEN THROUGH ALL THIS. AS IN ANSWER TO THEIR UNSPOKEN QUESTION, HE NOW APPEARED ON THE BRIDGE AND ADDRESSED THEM. THROUGH A MEGAPHONE, HIS VOICE CAME CALM AND STRONG:

"PASSENGERS OF THE REPUBLIC, I WANT TO ADVISE YOU THAT THE STEAMER HAS BEEN INJURED PLEASE TURN TO NEXT PAGE.

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IN COLLISION. WE ARE IN NO IMMEDIATE DANGER, BUT I WANT YOU TO STAND BY ME AND ACT WITH COOLNESS AND JUDGEMENT. THERE IS I REPEAT, NO IMMEDIATE DANGER, BUT TO BE ON THE SAFE SIDE, IT IS NECESSARY FOR YOU TO BE TRANSFERRED TO THE FLORIDA AS SOON AS POSSIBLE. IT WILL TAKE SOME TIME, AND I EXPECT YOU WILL BE COOL AND NOT EXCITED. TAKE YOUR TIME ABOUT GETTING INTO THE LIFEBOATS. REMEMBER, THE WOMEN AND CHILDREN GO FIRST, AND THE FIRST CABIN NEXT, AND THEN THE OTHERS. THE CREW WILL BE THE LAST TO LEAVE THE VESSEL". WHATEVER "THE OTHERS" MAY HAVE THOUGHT OF THIS ARRANGEMENT, EVERYONE BEGAN TO LINE UP FOR THE LIFEBOATS.

LIKE MOST OF THE 700 PEOPLE ON THE SHIP, JACK BINNS, THE MARCONI OPERATOR, HAD BEEN AWAKENED FROM SLEEP BY THE COLLISION. HIS FIRST THOUGHT WAS FOR HIS EQUIPMENT, AND STUMBLING BEWILDEREDLY TOWARDS IT, HE AT FIRST SAW NOTHING BUT JUMBLED WRECKAGE. SEARCHING THROUGH THE DEBRIS, HE DISCOVERED THAT THE WIRELESS SET ITSELF WAS UNDAMAGED. BUT WAS THE ANTENNA RIGGED BETWEEN THE MASTS STILL INTACT? TESTING THE SET, HE FOUND, TO HIS INTENSE RELIEF, THAT IT WAS IN WORKING ORDER. JUST THEN THE DYNAMOS STOPPED AND THE LIGHTS WENT OUT. HIS MACHINE BECAME MUTE.

FUMBLING ABOUT IN THE DARKNESS, BINNS BEGAN CONNECTING UP AUXILIARY STORAGE BATTERIES. JUST AS HE COMPLETED THIS TASK, HE TRIPPED OVER SOMETHING, FELL AGAINST THE WIRELESS SET AND BROKE THE LEVER OF THE SENDING KEY. HE WAS IN DESPAIR UNTIL HE DISCOVERED THAT BY HOLDING THE BROKEN LEVER WITH ONE HAND HE COULD SEND WITH THE OTHER. AT 6:15 A.M., HIS MACHINE IN OPERATION AGAIN, HE SAT DOWN AMIDST THE WRECKAGE OF HIS SHACK AND CLICKED OUT: CQD, CQD.

THAT WAS THEN THE DISTRESS SIGNAL OF THE SEA. COMMONLY IT WAS TRANSLATED TO MEAN, "COME QUICK, DANGER", BUT IN ACTUALITY CQ HAD BEEN AN EARLY SIGNAL FOR ATTENTION BY BRITISH RAILROAD TELEGRAPHERS; WHEN TRANSFERRED TO THE SEA, THE D HAD BEEN ADDED TO DENOTE DISTRESS. THE CHANGE TO THE INTERNATIONAL SIGNAL SOS, AGREED ON IN 1906, WAS THEN IN PROGRESS, BUT HAD NOT YET BEEN ADOPTED ON ENGLISH OR AMERICAN SHIPS.

CQD, CQD, CQD--THE CRY THAT SOMEWHERE ON THE SEA HELP WAS DESPERATELY NEEDED.

AT THAT MOMENT THE CAPTAIN'S STEWARD RAN IN AND ASKED BINNS TO REPORT TO THE CAPTAIN. GROODING HIS WAY TO THE BRIDGE, HE INFORMED SEALBY THAT HIS MACHINE WAS ALL RIGHT AND WITH STORAGE BATTERIES HE COULD SEND SOMEWHAT WEAKENED MESSAGES.

THE CAPTAIN, THROUGH HIS MEGAPHONE, ANNOUNCED TO THE PASSENGERS BELOW, "I HAVE JUST LEARNED FROM MR. BINNS THAT OUR WIRELESS EQUIPMENT IS UNDAMAGED. IN A VERY SHORT WHILE A CALL WILL GO OUT FOR ASSISTANCE. I FEEL CONFIDENT THAT A RESCUE VESSEL WILL REACH US WITHIN A FEW HOURS". HE THEN ASKED BINNS TO RETURN TO HIS STATION, TO TRY TO PICK UP SOME SHORE STATION OR NEARBY VESSEL, AND AS SOON AS THE SHIP'S POSITION COULD BE DETERMINED HE WOULD SEND IT TO HIM FOR BROADCASTING.

BACK AT HIS EQUIPMENT, BINNS WAS ANSWERED BY THE SIASCONSETT OPERATOR 60 MILES AWAY ON NANTUCKET ISLAND, AND CLUTCHING HIS DAMAGED LEVER, HE TAPPED OUT: THE REPUBLIC. WE ARE SHIPWRECKED. STAND BY FOR CAPTAIN'S MESSAGE. BACK CAME THE CHEERY REPLY: "ALL RIGHT OLD MAN WHERE ARE YOU?" THE CHIEF OFFICER HURRIED IN, DEMANDING, "HAVE YOU GOT ANYBODY?" "YES, SIASCONSETT." "THANK GOD. HERE'S SEALSBY'S MESSAGE."

AT 6:40 THAT MESSAGE WAS GOING OUT OVER THE AIRWAYS: "REPUBLIC RAMMED BY STEAMER 26 MILES SOUTHWEST OF NANTUCKET LIGHTSHIP. SADLY IN NEED OF ASSISTANCE, BUT NO DANGER TO LIFE. SEALBY.

LITTLE DID THE SHORE-STATION OPERATOR, TAKING THIS DOWN, VISUALIZE SENDER BINNS AS SITTING PRACTICALLY ON THE OPEN DECK AMIDST SHATTERED WOODWORK, THE FOG CURLING AROUND HIS HEAD, A RAW ATLANTIC WIND AT HIS BACK, HIS FINGERS SO STIFF HE COULD HARDLY MOVE THEM.

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AND LITTLE DID EITHER OPERATOR REALIZE THEY WERE MAKING HISTORY. THE FIRST WIRELESS OUTFIT HAD BEEN INSTALLED ON A SHIP 10 YEARS BEFORE, AND NOW MOST PASSENGER VESSELS CARRIED SETS AND OPERATORS. BUT WIRELESS RANGE WAS STILL LIMITED AND MOST MESSAGES WERE NEAR-SHORE AFFAIRS, CONSISTING OF BUSINESS NOTES AND ROUTINE CHECK-INS WITH SHORE STATIONS. FEW DISTRESS SIGNALS HAD EVER BEEN SENT, AND NONE BEFORE INVOLVING LARGE NUMBERS OF PEOPLE. THE FLORIDA HAD NO WIRELESS; EVERYTHING DEPENDED ON BINNS' BROKEN KEY.

AT SIASCONSETT, THE OPERATOR WELL UNDERSTOOD THE URGENCY OF THE MESSAGE. HURRIEDLY HE RELAYED IT TO NEARBY REVENUE CUTTERS AND SHIPS PLYING THE SEA IN THE COLLISION AREA.

THE BALTIC, ANOTHER BIG WHITE STAR LINER, WAS BOUND IN FOR NEW YORK THAT MORNING. SHE HAD JUST PICKED UP THE NANTUCKET LIGHTSHIP SUBMARINE BELL AROUND 7 O'CLOCK WHEN THE WIRELESS OPERATOR RAN UP TO THE BRIDGE TO HAND CAPT. J. B. RANSOM A SCRAWLED MESSAGE: "REPUBLIC DANGEROUSLY INJURED. LATITUDE 40 17 N, LONGITUDE 70 W."

(IRONICALLY, IT WAS BUT A SHORT DISTANCE AWAY, IN LATITUDE 40 30 N. LONGITUDE 69 53 W. THAT THE STOCKHOLM STRUCK THE ANDREA DORIA ON JULY 25, 1956 AND SANK HER IN A COLLISION SO SIMILAR AS TO SEEM INCREDIBLE.)

CAPTAIN RANSOM DID NOT HESITATE. HE IMMEDIATELY CHANGED COURSE AND MADE FOR THE REPUBLIC WITH ALL POSSIBLE SPEED.

DURING THE FORENOON, WHILE THE BALTIC WAS PLOWING TOWARDS THE ACCIDENT SCENE, THE REPUBLIC'S LIFEBOATS WERE MAKING TRIP AFTER TRIP OVER THE SEA TRANSFERRING PASSENGERS. WOMEN AND CHILDREN WEPT AND WAILED AS THEY ENTERED THE BOATS, LEAVING BEHIND HUSBANDS AND FATHERS THEY MIGHT NEVER SEE AGAIN IF THE REPUBLIC SHOULD GO DOWN SUDDENLY.

AS THE UNHAPPY THROG BOARDED THE FLORIDA, THEY FOUND THE VESSEL ALREADY OVERLOADED WITH EMIGRANTS. SWANK PASSENGERS FROM THE REPUBLIC, USED TO BEING PAMPERED AND PROVIDED WITH EVERY COMFORT, WERE DISTRESSED TO DISCOVER THERE WAS NO ROOM ANYWHERE EXCEPT UPON THE OPEN, CROWDED DECK WHERE, STILL IN THEIR NIGHT CLOTHES, THEY WERE FORCED TO SIT ON LIFE PRESERVERS OR EVEN ON POTATO SACKS.

WHAT HOPE THEY HAD THAT THE FLORIDA WOULD TAKE THEM TO SHORE WAS DASHED. THE VESSEL WAS TAKING WATER AND HAD DEVELOPED A LIST. WHILE HER PUMPS WERE WORKING AND THERE WAS NO DANGER AT PRESENT, SHE DARED NOT DRIVE AHEAD FOR FEAR THE WEAKENED BULKHEAD WOULD GIVE WAY.

HOOR AFTER HOOR THE ANXIOUS CROWD HUDDLED TOGETHER, COLD HUNGRY, THIRSTY AND MISERABLE. WHERE WAS THE RESCUE SHIP THAT HAD BEEN PROMISED? WOULD IT COME BEFORE THE ATLANTIC BLEW UP A GALE TO BATTER THE FLORIDA AND SEND THEM TO THE BOTTOM?

THE BALTIC HAD BEEN BUT 65 MILES AWAY WHEN SHE RECEIVED THE CQD MESSAGE. TOWARDS NOON SHE ARRIVED AT THE STATED POSITION AND FAILED TO LOCATE THE REPUBLIC. THERE ENSUED A FRUSTRATING GAME OF HOUND AND HARE-EVEN THOUGH THE HARE WAS DOING ALL SHE COULD TO BE CAUGHT. IN THE BLANKETING FOG THERE COULD BE NO SIGHTING OF EACH OTHER ON THE HORIZON; IT WAS UP TO CAPTAIN SEALBY TO GUIDE CAPTAIN RANSOM IN BY DIRECTIONS SENT THROUGH JACK BINNS' TIRED FINGERS.

BECAUSE OF THE HEAVY FOG, THE POSITIONS THAT FLASHED FROM THE REPUBLIC WERE DEAD RECKONING POSITIONS. THE BALTIC HAD TO DETERMINE HER OWN POSITION BY THE SAME METHOD. THE CURRENTS IN THE VICINITY WERE STRONG AND ERRATIC, GENERALLY ROTARY IN CHARACTER, REACHING A VELOCITY OF FROM THREE TO FIVE KNOTS. UNDER SUCH CONDITIONS IT IS HARDLY STRANGE THAT THE BALTIC--KEEPING HER NOSE TO THE SCENT AND RUNNING AGAIN AND AGAIN TO THE PLACE WHERE THE REPUBLIC SHOULD BE-FOUND ONLY MORE FOG. ALL THROUGH THE AFTERNOON AND AS NIGHT CAME ON, THE BALTIC, FOLLOWING EACH NEW DIRECTION SENT BY THE REPUBLIC, KEPT UP THE SEARCH, CROSSING

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AND RECROSSING A SMALL SEGMENT OF THE SEA.

IT WAS AN AGGRIVATING, POSSIBLY TRAGIC GAME. BOTH CREWS BEGAN TO WONDER IF THEY WOULD MAKE CONTACT IN TIME. FOR THE REPUBLIC, HER MESSAGES GETTING WEAKER AND WEAKER, STATED THAT SHE WAS SINKING.

THEN BINNS TAPPED OUT: "HAVE PICKED UP NANTUCKET SUBMARINE BELL NORTH-NORTHEAST. SOUNDINGS 35 FATHOMS."

AFTER THAT CAPTAIN RANSOM TURNED BACK WHENEVER HE FOUND HIS SHIP BEYOND THE 17 MILE RANGE OF THE NANTUCKET BELL OR GETTING INTO MORE THAN 35 FATHOMS OF WATER. MEANTIME HE KEPT WHISTLES BLOWING, BELLS RINGING, AND ROCKETS BURSTING IN HOPES THAT CONTACT MIGHT BE MADE THROUGH SOUND.

AT LONG LAST CAPTAIN SEALBY WIRELESSED: "WE HEARD YOUR WHISTLE BUT IT IS NOW OUT OF RANGE."

THE BALTIC IMMEDIATELY TURNED BACK. IT WAS THE RIGHT MOVE, FOR SEALBY'S NEXT MESSAGE SAID: "YOU ARE GETTING LOUDER. KEEP STEERING EAST-SOUTHEAST." AND AGAIN THE REPUBLIC'S CAPTAIN: "THERE IS A BOMB BEARING NORTHWEST FROM ME. KEEP FIRING." THEN: "STEER NORTHEAST AT ONCE."

AND FINALLY, TRIUMPHANTLY: "YOU ARE VERY CLOSE NOW, RIGHT ABEAM, COME CAREFULLY. YOU ARE ON OUR PORT SIDE. HAVE SEEN YOUR ROCKET."

SO DID HOUND AND HARE COME TOGETHER AT 7:30 P.M. SO THICK WAS THE FOG THAT EVEN AT 100 FEET ALL THE BALTIC CREW COULD MAKE OUT WAS THE DIM GLIMMER OF A KEROSENE SIDE-LIGHT ON THE REPUBLIC.

THE BALTIC THEN WORKED TO TAKE OFF THE REPUBLIC'S CREW, EXCEPT FOR CAPTAIN SEALBY AND A FEW STANDBYS. SHE TOOK OFF TOO, THE SHIP'S 3000 SACKS OF MAIL. THEN SHE PROCEEDED TO THE FLORIDA TO RESCUE HER FREIGHT OF UNCOMFORTABLE HUMAN BEINGS. ALL NIGHT LONG THE LIFEBOATS PLIED BACK AND FORTH UNDER THE BALTIC'S SEARCHLIGHTS, BRINGING ALL PASSENGERS FROM THE FLORIDA, PLUS TWO SEAMEN WHO HAD BEEN INJURED.

TOWARD MORNING THE FOG LIFTED A LITTLE TO REVEAL THAT OTHER SHIPS, RESPONDING TO THE DISTRESS MESSAGE, HAD ARRIVED AND WERE STANDING BY-THE WHALEBACK SHIP CITY OF EVERETT, THE AMERICAN LINER NEW YORK, THE BRITISH LINER FURNESSIA, THE FRENCH SHIP LA LORRAINE, THE CUNARD LINE'S LUCANIA AND THE REVENUE CUTTERS GRESHAM AND SENECA.

SOME OF THESE, SEEING THAT RESCUE OF THE PEOPLE HAD BEEN EFFECTED, WENT ON THEIR WAY. THE NEW YORK REMAINED AND CONVOYED THE FLORIDA TO PORT, WHILE THE CUTTERS AND THE FURNESSIA PUT LINE ON THE REPUBLIC IN AN ATTEMPT TO TOW HER TO SHORE. BUT AS THEY PROCEEDED THE WALLOWING LINER TOOK MORE AND MORE WATER, AND AT 8:30 SUNDAY NIGHT WENT TO THE BOTTOM. ONLY CAPTAIN SEALBY AND HIS SECOND OFFICER, R.J. WILLIAMS, BOTH GAVE TO THE END, WERE ABOARD HER AT THE TIME, AND THEY WERE PICKED UP FROM THE SEA BY THE GRESHAM.

IN NEW YORK AND ALL ALONG THE NORTH ATLANTIC SEABOARD, THE WHOLE POPULACE HUNG ON THE NEWS OF THE RESCUE UNTIL THE ELECTRIFYING WORD SPREAD THAT EVERYONE WOULD REACH SHORE SAFELY. WHEN THE BALTIC DOCKED IN NEW YORK, RESCUED AND RESCUERS WERE MET BY JOYOUS MOBS. WHEN CAPTAIN SEALBY, MATE WILLIAMS AND OPERATOR BINNS CAME IN ON THE SENECA, THEY WERE GIVEN A HYSTERICAL WELCOME-SEALBY CARRIED ALONG THE WATERFRONT BY CHEERING CREW MEMBERS, WILLIAMS HAND WRUNG AND HIS BACK SLAPPED.

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BUT IT WAS MODEST, ABASHED MARCONI OPERATOR BINNS WHO WAS THE HERO OF THE HOUR. HE WAS KISSED BY FERVID WOMEN, FOLLOWED THROUGH THE STREETS BY WORSHIPFUL BOYS, EXTOLLED BY THE PRESS AND EVEN ON THE FLOOR OF CONGRESS.

THREE YEARS LATER, IN CONNECTION WITH THE TITANIC DISASTER, THERE WAS TO BE MUCH DAMNING OF WIRELESS TELEGRAPHY, BUT THIS WAS ITS DAY OF TRIUMPH. THE POPULAR, HEARTFELT SENTIMENT WAS EXPRESSED BY A GRATEFUL PASSENGER WHO CRIED, "LONG LIVE JACK BINNS AND THE WIRELESS!"

THANKS A LOT DAN. THIS IS ANOTHER GEM FOR THE RECORDS. (YE OLDE COPY BOY)

DID THE OLD REGENERATIVE RECEIVERS RADIATE?

BY W3BO, PAUL G. WATSON

IN THE EARLY SPRING OF 1923, I WAS SENT TO SAVANNAH, GEORGIA BY THE U.S. SHIPPING BOARD AS RADIO SUPERVISOR OF THE SOUTH ATLANTIC DISTRICT, TO RELIEVE FRED HILL, 4GL WHO WAS ONE OF THE FIRST BIG CW SIGNALS ON THE AIR. BEING A BACHELOR AT THE TIME, I SECURED A ROOM ON THE 5TH FLOOR OF THE YMCA IN SAVANNAH, AND SETTLED DOWN TO THE USUAL BORED EXISTENCE WHICH GOES WITH SUCH LIVING. SOON MADE THE ACQUAINTANCE OF "JIMMY" HODGE, 4BY, AND FREQUENTLY SPENT WEEK-ENDS ON THE AIR FROM HIS STATION.

FOR MY OWN LISTENING, I MADE A SINGLE CIRCUIT "WEAGANT" REGENERATIVE RECEIVER. THIS RECEIVER HAD A DETECTOR AND ONE STAGE OF AUDIO USING WESTERN ELECTRIC "J" TUBES. NO ANTENNAS WERE PERMITTED ON THE ROOF OF THE YMCA, SO TWO WIRES WERE HUNG, WITH WEIGHTS ON THE ENDS, FROM EACH END OF THE WINDOW SILL, AND ALLOWED TO DROP DOWN TO WITHIN 10 FEET OF THE GROUND, FROM THE 5TH FLOOR.

RECEPTION WAS MARVELOUS, BUT HODGE 4BY PUT THE BITE ON AND SAID THAT SOME DUMB SO AND SO WAS JAMMING HIM EVERY TIME HE MADE A CONTACT, AND FURTHER, IT NEVER HAPPENED WHEN I WAS AT HIS STATION. TO SETTLE THE ISSUE, I RIGGED A KEY IN THE 45 VOLT "B" PLUS LEAD, AND GAVE HIM A CALL. HE CAME RIGHT BACK WITH A "LOUD" AND "STEADY" REPORT. HE WAS A GOOD THREE MILES FROM MY LOCATION. TWO OTHER AMATEURS IN THE CITY WERE ALSO "WORKED" THAT NIGHT. I USED THE CALL ASSIGNED TO ME HERE, 3BV, IN THESE TRANSMISSIONS.

ON AUGUST 22, 1923 I LEFT SAVANNAH FOR A BRIEF LEAVE AT HOME HERE IN WEST CHESTER, AND ON MY ARRIVAL FOUND A "QSL" CARD FROM 9CBD, INDIANAPOLIS, INDIANA, SAYING THAT HE HEARD 3BV CALLING 4BY ON AUGUST 20, 1923 AT 10:01 P.M. CST; "AUDIBILITY-VERY QSA, TONE GOOD, CHARACTER STEADY." I HAD CALLED 4BY AND SIGNED 3BV ON THIS RECEIVER AT 11:00 P.M. EST, AUGUST 20, 1923, AND "TALKED" WITH HIM ABOUT MY LEAVE. AT THAT TIME I HAD ONLY AN OLD 45 VOLT "B" BATTERY (ONE BATTERY) IN THE PLACE, SO THERE CAN BE NO DOUBT AS TO WHAT WAS USED. WITH DUE CORRECTION FOR CST AND EST, HE HAD DEFINATELY HEARD MY "HOWLING" RECEIVER FROM SAVANNAH, GEORGIA TO INDIANAPOLIS, INDIANA.

I WROTE A LETTER TO 9CBD (MR. PHILIP R. KENNEDY) AND RECEIVED A LETTER IN REPLY FURTHER CONFIRMING THIS RECEIPT OF THE 3BV SIGNAL, ACTUALLY ORIGINATING IN SAVANNAH, GEORGIA AT THE TIME. THIS CARD AND LETTER ARE ON FILE HERE. ALL THIS WAS ON ABOUT 190 METERS AS I RECOLLECT, OR IT MAY HAVE BEEN A LITTLE HIGHER IN FREQUENCY.

GENERALLY, IT SHOULD BE NOTED THAT DURING WORLD WAR I, USING THE LONG WAVE RECEIVERS, SUCH A STUNT WAS COMMON BETWEEN SHIPS A FEW MILES APART, AND SOMETIMES TO THE DETRIMENT OF

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THE SHIPS' SAFETY, FOR THESE SIGNALS COULD BE PICKED UP BY GERMAN SUBS DIRECTION FINDERS, PARTICULARLY AT NIGHT.

PERHAPS A MODERN RESULT FROM SOMETHING LIKE THIS IS THE CAUSE OF THE "UNMODULATED CARRIER" WHICH DROPS ON ALL OF US FROM TIME TO TIME, ORIGINATING IN A REGENERATIVE RECEIVER OF SOME NOVICE WHO IS USING HOME-MADE GEAR TO GET STARTED. HE DOESN'T KNOW IT SO YOU GET THE "WORKS" FROM HIS RADIATION.

PAUL W3BO

I'LL BET A PINT OF 90 PROOF VOLTS THAT EVERY ONE OF US HAVE BEEN AN OFFENDER MANY, MANY TIMES. SOME OF US KNOWINGLY AND SOME EXPERIMENTALLY AS DID PAUL. (EEC)

A PRO FOOTBALL PLAYER WAS FINED \$100 BY HIS COACH FOR BREAKING TRAINING. HE HAD GONE TO A PARTY THE NIGHT BEFORE THE BIG GAME.

"DON'T THINK I DON'T KNOW ABOUT THAT HOTEL EPISODE IN DETROIT", THE MANAGER ROARED.

"YOU'RE WAY OFF", RETORTED THE HUSKY HALFBACK. "THERE AINT NO HOTEL EPISODE IN DETROIT".

GETTING OLDER ISN'T SO BAD---WHEN ONE THINKS OF THE ALTERNATIVE! (MAURICE CHEVALIER)

THE FOLLOWING LETTER FROM GEORGE HOFFER, W2AVG WAS INTENDED FOR A PREVIOUS ISSUE BUT IN SOME MANNER WAS OVERLOOKED. IT IS TOO GOOD TO OMIT AND IS THEREFOR BELATEDLY QUOTED.

404 MELROSE STREET, ROTTERDAM 6, N.Y.
FEBRUARY 4TH, 1962

DEAR EARL:

MANY THANKS FOR YOUR LETTER OF 1/28/62, IN REFERENCE TO MY MIXED UP LETTER TO W2EG. AS I RELATED, THEY WERE SOME THOUGHTS THAT CAME TO MIND AFTER READING THE DECEMBER 1961 ISSUE OF THE BLABBER MOUTH.

UNFORTUNATELY, I TOOK A BAAAD TIME TO WRITE IT; WHEN I WAS ON THE MID-8 TRICK OF WEY MAKING LIKE A ONE MAN SHOW AND I DO MEAN ONE MAN SHOW WHEN WE OPERATE THE 50 KW RIG AND PLAY FUNNY GRAPH RECORDS FROM 12 MID TO 5:30 A.M. WEEK DAYS AND FROM MID TO 7:30 A.M. ON SUNDAYS.

KEEPING ACCURATE LOGS FOR EVERY SINGLE RECORD TO THE SECOND OF TIME IS NO PICNIC IN ITSELF; AND TRYING TO WRITE AN INTELLIGENT AND INTERESTING LETTER AT THE SAME TIME IS OF NO HELP. SO, INSTEAD OF KEEPING THREE TYPEWRITERS UP TO THE MINUTE AND SECOND, YOU CAN WELL APPRECIATE THE FOURTH!!!!

AS TO 14.295 Kcs. DOGGONE IT , I HAVEN'T BEEN ON 20 METERS IN A LONG TIME, AND FOR THAT MATTER, NOT ON 80 METERS AS I USTA. SEEMS TOO MANY IRONS IN THE FIRE AND NOT ENOUGH FIRE. ANOTHER THING--I NOTE IN THE LISTING OF OOTC, SOMEHOW, I GOT LISTED AS HAVING FIRED UP IN 1908. THIS IS IN ERROR..BUT RATHER ABOUT THE TIME MY POPPA AND UNCLE FIRED UP HAM RADIO.

WHILE I WAS SLIGHTLY INTERESTED AS A VERY YOUNG KID ABOUT THAT TIME, I COULDN'T SAY IN FACT THAT I COULD QUALIFY EARLIER THAN 1915 OR SO..WHEN IN A VERY POOR WAY I FIRST OPERATED A TELEGRAPH KEY TO "TALK" TO A COUPLE OF FRIENDS OF MY POPPA'S THAT WERE IN DR. CHARLES P. STEINMETZ'S LABORATORY AT THAT TIME, AND LIVED WITIN ONE MILE OF OUR HOUSE, USING SPARK COIL TRANSMITTERS.

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ONE OF THE NEIGHBORS...LONG SINCE DECEASED WAS ONE OF THE THOMAS EDISON PIONEERS... AND, THE FAR END OF HIS ANTENNA VERY NEARLY REACHED THE FAR END OF MY POPPA'S... MAYBE THEY WOULD'VE DONE BETTER IF THEY CONNECTED THE TWO ENDS!! BUT THEN THAT WOULD'VE BEEN CHEATING.

THIS GROUP OF AMATEURS IN THE VERY EARLY DAYS IN AND AROUND SCHENACTADY, IN GOOD SHARE EITHER WORKED FOR GENERAL ELECTRIC, UNION COLLEGE OR RENSALAER POLYTECH. AT TROY, N.Y., AND SEEMED TO COME UNDER TWO GENERAL GROUPS...THE SCIENTISTS AND EDUCATORS, OR THE KIDS AND POPPAS OF THOSE WHO USUALLY DID THE ACTUAL WORK, AND I MEAN PREVIOUS TO WORLD WAR I. MOST OF THE OLDER FOLKS HAVE PASSED ON.

ONE OF THE EDUCATORS I HAVE IN MIND WAS DR. ELMER HOFFMAN WHO RECENTLY DIED AT THE AGE OF 89 YEARS. HOFFMAN, WHEN I FIRST KNEW HIM WAS A PHYSICS PROFESSOR AND ASSISTANT PRINCIPAL OF SCHENACTADY HIGH SCHOOL IN THE EARLY 20s. ELMER WAS A VERY BRILLIANT AND ABLE TEACHER AS WELL AS HAVING SPENT SOME TIME IN THE GENERAL ELECTRIC RESEARCH LABS. AS TO HAM RADIO, HE FIRED UP ONE OF THE FIRST HIGH SCHOOL HAM RADIOS AROUND 1906 OR 1908 IN JOHNSTOWN, N.Y.

THEN THERE WAS DR. COOLIDGE OF DRAWN TUNGSTEN, VACUUM TUBE AND X-RAY FAME... DR. E.W.F. ALEXANDERSON WITH HUNDREDS OF PATENTS INCLUDING THE HIGH FREQUENCY ALTERNATOR AND MANY OTHERS...THEY ALL PLAYED HAM RADIO. IN THIS GROUP SHOULD BE INCLUDED SAMUEL P. NIXDORFF...SAM IS THE CO-HOLDER OF THE ALEXANDERSON PATENT ON THE HF ALTERNATOR... SAM IS NOT ONLY A PRINCE OF A FELLOW BUT STILL KEEN MINDED WHEN I VISITED HIM LAST SUMMER. SAM WAS AN ACTIVE HAM...MOSTLY COMMUNICATING WITH HIS SON SAM JR. WHO I THINK IS NOW A TWO STAR ADMIRAL IN THE U.S. NAVY.

SAM SR. SHOWED ME HIS FANTASTIC FILES OF DOPE THAT WENT INTO THE DEVELOPMENT OF THE HF ALTERNATOR.. I NEVER REALIZED THE AMAZING AMOUNT OF WORK THAT WENT INTO THE PROJECT TO MAKE IT PRACTICAL...IT FILLS UP TWO LARGE FILING CABINETS...LUBRICATION, BEARINGS, ALLOYS, ETC., ETC., ETC...AND YET SIMPLE IN THEORY IT WAS INDEED.

I WISH I COULD GET HIS PERMISSION TO PRINT THE REAL STORY BEHIND THE PATENTS.. THE PERSONALITIES AND ABILITIES OF ARMSTRONG, DR. PUPIN, ALEXANDERSON AND FRED KLEINSCHMIDT, DEFOREST ETC., AND HIS STORY OF ONE OF THE EARLY IRE/AIEE MEETINGS ON THE DISCUSSION AND DEMONSTRATION OF THE AUDIO MODULATION OF THE ALEXANDERSON ALTERNATOR IN NEW YORK CITY IN THE EARLY 1920s OR EARLIER.... IT MAKES A VERY, VERY INTERESTING STORY. SAM WAS THERE...

THEN TOO, I DO WISH THAT OUR OOT WARREN FORD, W2GTB, WOULD FIND TIME IN HIS BUSY SCHEDULE TO TELL THE STORY OF WHEN HE, SAM NIXDORFF AND OTHERS ATTEMPTED TO CARRY ON RELIABLE COMMUNICATIONS BETWEEN THE TWO GENERAL ELECTRIC PLANTS AT SCHENACTADY AND PITTSFIELD, MASS....USING AS HIGH AS 100 KW AND COULDN'T RELIABLY HAVE A CIRCUIT OF 60 MILES. AS I RECALL, THIS WAS AROUND 1914.

I DO RECALL THAT THERE WAS AN ENORMOUS ANTENNA STRETCHED BETWEEN TWO LAB. BUILDINGS ABOUT A HALF MILE APART...SEEMS THAT THE WIRES WERE ALUMINUM, WRAPPED AROUND STEEL ROPE... TWO WIRES FLAT TOP... ABOUT 100 FEET APART ON STEEL SPREADERS...TWO STEEL TOWERS ATOP ATOP SEVEN STORY FACTORY BUILDINGS SO THAT THE HIGH ENDS WERE MAYBE 250 FEET HIGH.. AND I RECALL THAT THE COUNTERWEIGHT MUSTA WEIGHED SEVERAL TONS...MAYBE WARREN FORD WILL SOME OF THESE DAYS WRITE UP THE STRAIGHT STORY. (HOW ABOUT IT WARREN?)

THERE MUST BE MANY, MANY MORE STORIES OF THESE DAYS IF ONE COULD REMEMBER AND TELL THE STORIES WITHOUT HURTING ANYONE ELSE. THEY WOULD MAKE FOR VERY INTERESTING READING AND ALL ARE A PART OF RADIO HISTORY..I RECALL HEARING MANY FIRST AND SECOND HANDED IN THE EARLY DAYS HERE AT GENERAL ELECTRIC AND IN THE EARLY AND MIDDLE 1920s WHEN I WAS AT RCA, 64-66 BROAD STREET, NEW YORK CITY.

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ONE OF THE STORIES CIRCULATING AROUND RCA THEM THAR DAYS WAS ON HOW SAM?? COWDEN, SUPERVISOR OF AMERICAN MARCONI (RCA) ONCE FIRED DAVE SARNOFF... PERSONALITIES YOU KNOW... WAS AN INTERESTING STORY... WONDER HOW MUCH OF IT WAS TRUE?.. ONE CAN GET MANY STORIES BY READING THE BOOKS OF FESSENDEN AND DEFEST... I HAVE BOTH.

IT'S BEEN MY BELIEF FOR YEARS THAT EVERY MAN AND HOUSE HAS A STORY... AND HAVE SPENT A LIFETIME IN ACCUMULATING THE STORIES... HAVE THOUSANDS OF PAGES OF TYPED NOTES ON THE HISTORY OF THE MOHOCK AND HUDSON RIVER VALLEYS... SINCE BOTH MY WIFE AND MY FOLKS WERE AMONG THE EARLIEST SETTLERS WAY BACK IN THE EARLY 1600S AND WE HAVE FUN CHASING FAMILY SKELETONS... THEN TOO WE UNCOVER MANY VERY EARLY HAMS... LONG SINCE FORGOTTEN.

GOT MANY INTERESTING STORIES FROM DECEASED HAROLD K. BERGMAN.. (SWAN ISLAND), A KID IN WESTCHESTER COUNTY, N.Y... HAL WAS AN EARLY HAM AROUND WIZE'S NEIGHBORHOOD... HE WAS A SEAGOING OPERATOR COASTWISE... UNITED FRUIT, INTERCITY RADIO AND RCA... AND TOLD MANY INTERESTING STORIES ABOUT CENTRAL AMERICA AND SHIPPING AND THE FRUIT BUSINESS. LATER, HAL WENT UP TO ST. LAWRENCE UNIVERSITY AND BECAME CHIEF OPERATOR OF THEIR BROADCASTING STATION UNDER OWEN D. YOUNG... AND WAS ACTIVE IN THEIR EARLY EXPERIMENTS SUCH AS SINGLE SIDE BAND... WITH CHARLEY YOUNG... CHARLEY WAS STILL ACTIVE LAST I KNEW OF HIM... WITH HIS ULTRAFAX... OR A BIZ WHERE HE CAN TRANSMIT AND RECEIVE HUNDREDS OF THOUSANDS OF WORDS PER MINUTE... BY THE WAY... HIS BROTHER WAS UNTIL RECENTLY AMBASSADOR OF ONE OF THE SCANDINAVIAN COUNTRIES..

MR. YOUNG IS ONE OF THE VERY FEW REMAINING OF THE OLD GE EXECUTIVES WITH GE AND THE OLD LEAGUE OF NATIONS... HE STILL LIVES ON A BEAUTIFUL FARM IN THE HILLS; THE HOME OF HIS ANCESTORS THAT FIRST SETTLED THERE AS OLD SCHECTADIANS AND PALATINES WHO SETTLED DOWN THE HUDSON AND LATER AT SCHOHARIE VALLEY IN THE VERY EARLY 1700S.

IF YOU LIKE HISTORY, READ JOHN VROOMAN'S "THE PROMISED LAND". VROOMAN IS OF MY WIFE'S FAMILY, AND DEALS WITH THE EARLY PALATINES TROUBLES... ANYHOW, MR. YOUNG IS A DESCENDANT OF THESE EARLY SETTLERS AND HAS DONE WONDERS WITH HIS SMALL HOME TOWN. HE BUILT A BEAUTIFUL SCHOOL, LIBRARY AND A PARK OF NATIVE FIELDSTONE... AS HIS OFFICE IS BUILT... BLENDS BEAUTIFULLY INTO THE COUNTRYSIDE OF THIS LITTLE VILLAGE OF VAN HORNSVILLE N.Y... NAMED AFTER ONE OF HIS PIONEERING ANCESTORS.

MR. YOUNG IS A VERY OLD MAN NOW... MUST BE WELL INTO HIS NINETIES AND WAS A VERY GOOD FRIEND OF OUR OOT, HENRY BROUGHTON, K2AEN NOW SILENT KEY., AND HANK WAS NO SPRING CHICKEN HIMSELF... WELL INTO HIS NINETIES WHEN HE BECAME SILENT KEY SEVERAL YEARS AGO.

YES, IT'S ALL A PART OF HISTORY... RADIO AND OTHERWISE AND IT'S TO BE NOTED THAT A GOOD SHARE OF HISTORY THAT COMES TO US THIS DAY IS BASED ON RECORDS AND LETTERS... OF COURSE NOWADAYS AND IN THE FUTURE, ONE CAN GET THE FILES OF NEWSPAPERS TO WRITE A STORY. SO BLABBER MOUTH (NOW SPARK-GAP TIMES), CAN WELL BECOME A PART OF HISTORY ITSELF... YOU KNOW, WE WON'T BE AROUND TOO MANY YEARS....

LAST YEAR, I MET A VERY INTERESTING MAN AT STATEN ISLAND... WE WERE HISTORY CHASING... FOUND OUT HE WAS AN OLD TIME RADIO MAN... EDITOR OF OLD NEWSPAPER COLUMNS ON HOW TO BUILD CRYSTAL SETS, ONE TUBERS ETC... PRESENTLY WRITING A STORY ON NICOLA TESLA... SHOULD BE IN PRINT ONE OF THESE DAYS... FORGET HIS NAME AND I DONT HAVE MY NOTEBOOK... WE HAD A SWELL RAG CHEW OF THE OLD DAYS OF RADIO... WE SPENT A COUPLE OF DAYS AROUND N.Y.C., LONG ISLAND AND NEW JERSEY... LOOKING OVER OLD RADIO STATION SITES... AND OF COURSE HISTORY AND GRAVEYARD CHASING... TRIED TO COVER TOO MUCH IN TOO SHORTA TIME AS DOES THIS LETTER.

ANYHOW,, HAVE FUN, BE HAPPY,
SINCERELY,
GEORGE M. HOFFER, W2AVG

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SENSE AND NONSENSE

ONE NIGHT A YOUNG BOY TOOK THE GIRL NEXT DOOR INTO THE WOODS, AND WHEN QUESTIONED ABOUT IT BY HIS PARENTS, CONFESSED THAT HE HAD BEEN A BAD, BAD BOY. "YOU DID WRONG, SON" SAID HIS MOTHER, "BUT YOU TOLD THE TRUTH AND BECAUSE OF THAT I SHALL REWARD YOU WITH SOME COOKIES.

THE FOLLOWING NIGHT THE SAME THING HAPPENED. AGAIN HIS MOTHER TOLD HIM HE HAD DONE WRONG BUT BECAUSE HE WAS TRUTHFUL SHE GAVE HIM SOME COOKIES. ON THE THIRD NIGHT HISTORY WAS REPEATING ITSELF WHEN HIS FATHER LEFT THE ROOM. "WHERE ARE YOU GOING PA?" ASKED HIS WIFE.

"I'M GOING INTO THE KITCHEN TO FRY A FEW EGGS, THE LAD CAN'T KEEP THAT UP ON COOKIES!"

A MAN AND HIS LITTLE GIRL WERE AMONG THE PASSENGERS IN AN OVERCROWDED SLEVATOR. SUDDENLY A LADY STANDING IN FRONT OF THE MAN TURNED AROUND AND SLAPPED HIM. BEFORE HE HAD A CHANCE TO ASK WHY HE DESERVED SUCH TREATMENT, THE WOMAN LEFT IN A HUFF. THE LITTLE GIRL HOWEVER INNOCENTLY EXPLAINED THE WHOLE INCIDENT BY SAYING, "I DON'T LIKE HER EITHER DADDY. SHE STEPPED ON MY TOE, SO I PINCHED HER."

"LET'S WALK OVER BY THE OLD MILL".
"NO,, I'M AFRAID IF WE DO YOU'LL..."
"NO HONESTLY I WON'Y."
"OH, WELL, WHAT'S THE USE THEN?"

THE SCOFFERS SAID IT COULDN'T BE DONE...
AND THE ODDS WERE SO GREAT, WHO WOULDN'T?
BUT I TACKLED THE JOB THAT COULDN'T BE DONE...
AND WHAT DO YOU KNOW? IT COULDN'T!

AT THE BREAKFAST TABLE, GRANDFATHER LISTENED WITH GROWING INDIGNATION AS THE FAMILY TOLD ABOUT THE HEAVY RAIN, LIGHTENING AND THUNDER OF THE PREVIOUS NIGHT.

FINALLY HE COULD STAND IT NO LONGER. "WHY DIDN'T YOU WAKEN ME?" HE DEMANDED. "YOU KNOW I CAN'Y SLEEP DURING A STORM."

TRAFFIC COP: "USE YOUR NOODLE, LADY! USE YOUR NOODLE."
LADY: "MY GOODNESS! WHERE IS IT? I'VE PUSHED AND PULLED EVERYTHING IN THE CAR."

A PRO FOOTBALL PLAYER WAS FINED \$100 BY HIS COACH FOR BREAKING TRAINING. HE HAD GONE TO A PARTY THE NIGHT BEFORE THE BIG GAME.

"DON'T THINK I DON'T KNOW ABOUT THAT HOTEL EPISODE IN DETROIT!" THE MANAGER ROARED.
"YOU'RE WAY OFF!" RETORTED THE HUSKY HALFBACK. "THERE AIN'T NO HOTEL EPISODE IN DETROIT."

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P-

1913 GOVERNMENT CALL BOOK LIST

PRESENT CALL	NAME	1913 CALL	PRESENT CALL	NAME	1913 CALL
WIAE	GEORGE E. STERLING	IAE	WIAI	OLIN C. BROWN	IAI
WIAN	CHESTER A. KENNEDY	IAC	WIDIU	SEBASTIAN GAHM	IJL
WIDQ	HAROLD C. BOWEN	IKO	WIGJ	RICHARD M. DANIELS	IGJ
WIGV	MALCOLM H. SMITH	IGN	WIHW	HENRY T. MUNROE	IHW
WIIH	LAWRENCE S. BENNETT	IHY	WIIV	CLARK B. MERRILL	IHO
WIJV	FEARING PRATT	IJG	WILV	IRVING E. CUTTING	9AI
WIMH	GEORGE W. VAUGHAN	2MG	WIPH	EDWARD E. HAYWARD	IJE
WIRL	FRANCIS W. DANE	IJU	WIRM	ALAN W. BURKE	IHI
WIRZ	ALBERT E. SNOW	IJF	WITK	JOHN E. WILKINSON	IKN
WIUA	HAROLD T. HARGRAVES	IUA	WIUE	GEORGE H. JETTE	IUE
WIVR	THOMAS R. PENNYPACKER	IKF	K2BA	HARRY M. ASH	2BA
K2BF	WILLIAM N. BAKER	2LU	W2BM	EARL HERMANC	2BM
W2BO	M.A. MCINTIRE	2DF	K2CR	RICHARD D. ZUCKER	2DB
K2DZ	PERCE B. COLLISON	2KN	W2EG	EARL C. WILLIAMS	2EA
W2FG	CLARENCE H. PFEIFER	2FA	W2IL	TELFER C. COOPER	2DR
W2JF	ANTON C. FREY	2JF	W2LP	LAWRENCE J. DUNN	2LM
W2MDB	JOHN N. HERLAND	IJY	W2WJ	W. HOLLIS HOFFMAN	3BT
W2WL	WALLACE H. LELAND	6WL	W2WX	RICHARD S. EGOLF	2LE
W2YGI	ALFRED S. CRESSE	3BU	W3BS	KARL G. KRECH	2BR
W3WP	JOSEPH C. VAN HORN	3CM	W4TY	ROBERT S. FENIMORE SR.	3JU
W4VG	STANLEY G. SAULNIER	2KT	W6AG	GALE H. JOHNSON	7GJ
W6EA	HOWARD C. SEEFRED	6EA	W6IN	GEORGE T. DROSTE	2EU
K6IS	WALTER A. KOERBER	6WK	W6JF	BENJAMIN B. JACKSON	2EX
W6YI	LARRY J. BARTON	6LB	W7HF	GEORGE D. WILSON	7GW
W7OE	HOWARD S. PYLE	7HP	W8DG	DANIEL C. MCCOY	2HA
W8DJ	EDMUND H. BREMER	8DG	W9WK	CARROLL W. THOMAS	9AH
VEIAG	JOSEPH J. HOLMES	6DQ			

COMPILED FOR THE OLD OLD TIMERS CLUB

BY

WILLIAM B. GOULD WINP

1 JUNE, 1962

A LETTER OF INTEREST FROM PERCE COLLISON

ADDRESSED TO

MR. EARL C. WILLIAMS APRIL 1,
507 WAYSIDE ROAD
NEPTUNE N.J.

DEAR EARL:

FIRST I WANT TO THANK ALL THE OOTC MEMBERS WHO RESPONDED TO MY PLEA IN A RECENT BLABBER MOUTH NEWS LETTER, FOR COPIES OF ELMER E. BUCHER'S BOOK, "PRACTICAL WIRELESS TELEGRAPHY", PUBLISHED IN 1917 AS A TEXT BOOK TO BE USED IN THE ORIGINAL MARCONI SCHOOL FOR WIRELESS OPERATORS IN NEW YORK.

"BUCH" IS THE DEAN OF ALL WIRELESS OPERATORS TRAINING SCHOOLS, BOTH FOR COMMERCIAL AND U.S. NAVY AND ARMY TRAINERS.

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TO MY SURPRISE I RECEIVED A GREAT MANY ANSWERS AND OFFERS. I PROCURED SEVERAL OF THESE BOOKS FOR MY FRIENDS. EVEN "BUCH" DID NOT KNOW WHERE TO GET THESE COPIES.

THIS YEAR AMATEUR RADIO IS CELEBRATING THE FIRST 50 YEARS OF LICENSED AMATEUR OPERATION, AND IT IS INTERESTING TO NOTE THAT MR. BUCHER'S TRIBUTE TO AMATEURS WAY BACK IN 1917 (IN THE PREFACE OF "PRACTICAL WIRELESS TELEGRAPHY") HAS BEEN INADVERTANTLY COPIED AND CONFIRMED BY MANY OF OUR PRESENT DAY COMMERCIAL AND ARMED FORCES HIGH RANKING OFFICERS.

AS A MATTER OF NEWS TO ALL OF THE OOTC GROUP WHO CAN TRACE THEIR LIVES BACK TO 1912, I REFER ALL HANDS TO THE APRIL ISSUE OF QST, PAGE 65, ADVISING ALL "OLD TIMERS" THAT AT A GOLDEN ANNIVERSARY BANQUET TO BE HELD IN NEW YORK CITY ON OCTOBER 13TH 1962, IN CONJUNCTION WITH THE HUDSON DIVISION CONVENTION, AND SPONSORED BY THE ARRL, IRE, QCWA, AFCEA, AND THE SSB AMATEUR RADIO ASSOCIATION. ALL OLD TIMERS WHO CAN PROVE THEY WERE LICENSED IN 1912, AND STILL HOLD AN AMATEUR RADIO LICENSE, WILL BE GIVEN SPECIAL AWARDS, WHETHER OR NOT THEY ARE ACTUALLY ABLE TO ATTEND THIS BANQUET.

OUR MUTUAL AND OLD FRIEND JOHN DiBLASI--W2FX, PRESIDENT OF THE QCWA, IS CHAIRMAN OF THE SPECIAL COMMITTEE WHO WILL PROCESS THESE AWARDS. THERE ARE SEVERAL MEMBERS OF THE OOTC WHO SHOULD BE QUALIFIED FOR ONE OF THESE AWARDS. MAY I AGAIN SAY THAT BLABBER MOUTH CERTAINLY DOES GET RESULTS.
WITH BEST 73,

SINCERELY,

PERCE B. COLLISON K2DZ
9 LORRAINE DRIVE
EASTCHESTER, N.Y.

A BIT OF THIS AND A BIT OF THAT BY HOWARD S. PYLE, "YB" W7OE

AND....A GOOD WAY TO START IS TO OFFER A HEARTY HANS-SHAKE AND A CORDIAL CONDENSER DISCHARGE TO WHOEVER CAME UP WITH THE NEW TITLE FOR OUR JOURNAL...NOW SPARK-GAP TIMES! I CAN JUST SMELL THE OZONE WHILE THE DISC IS TURNING AND THE SPARKS ARE FLASHING! THAT'S SO MUCH BETTER THAN THE PREVIOUS TITLE, ALTHOUGH AS "YE OLDE COPY BOY" ADVISES ME, I KINDA STARTED SUMPIN' WITH A SUGGESTION THAT WE LOOK FOR A MORE DIGNIFIED TITLE. AT ANY RATE, WHOEVER CAME UP WITH THE NEW TITLE DID AN EXCELLENT JOB...MAYBE IT WAS "YE OLDE COPY BOY HIMSELF."

THE OTHER DAY I HAD A LETTER FROM ONE OF MY EASTERN EDITORS WHICH ACCOMPANIED THE RETURN (REJECTED) OF A MANUSCRIPT I HAD SENT HIM ON SOMETHING OR OTHER..I DON'T REMEMBER WHAT. (OH, YES; I GET REJECTIONS AS WELL AS ACCEPTANCES!). IN EFFECT THE LETTER SAID... "SOME DAY I HOPE TO FIND OUT HOW SO MANY AUTHORS, LOCATED IN SUCH WIDELY SCATTERED AREAS THROUGHOUT THE COUNTRY, SEEM TO ALL SUBMIT ALMOST IDENTICAL ARTICLES AT ABOUT THE SAME TIME." HE WENT ON TO SAY, "SURE, YOU HAD AN EXCELLENT SUBJECT COVERING A VERY GOOD IDEA, BUT WE HAD ALREADY ACCEPTED PRACTICALLY THE SAME THING FROM ANOTHER WRITER AND HAVE TWO MORE SUBMITTED SINCE THEN!" I MENTION THIS BECAUSE WHEN THE LAST ISSUE OF "BLABBER MOUTH" APPEARED, I THOROUGHLY ENJOYED READING GEORGE STERLING'S REMINISCENCES OF SOME OF HIS DAYS AS A RADIO INSPECTOR IN THE OLD DEPT. OF COMMERCE, BUREAU OF NAVIGATION SET-UP.

THE SIGNIFICANT THING THAT STRUCK ME WAS THAT ABOUT A WEEK PREVIOUS TO GEORGE'S MOST ENTERTAINING ARTICLE, I HAD MAILED BRUCE KELLEY, A PIECE WHICH RAN ALMOST ARM IN ARM WITH GEORGE'S STORY! PARTICULARLY PARALLEL WAS THE INCIDENT OF THE ARC EQUIPMENT; BRUCE SHOULD

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HAVE HIS "OLD TIMERS BULLETIN" IN THE MAIL SHORTLY AND WHICH WILL CARRY MY LITTLE SQUIB. YOU WHO RECEIVE THE OT BULLETIN WILL SEE WHAT I MEAN WHEN YOU READ IT; IF YOU AREN'T A SUBSCRIBER, BETTER DO SOMETHING ABOUT IT...LOT'S OF GOOD MEAT IN EVERY ISSUE; SIMPLY WRITE BRUCE KELLEY, MAIN STREET, HOLCOMB, N.Y., AND GET A SAMPLE AND THE DOPE.

MOST OF YOU ARE FAMILIAR WITH ANOTHER "BEAR" WHICH APPARENTLY I GRABBED BY THE TAIL IN PICKING UP TOM APPLEBY'S W3AX, SUGGESTION MADE CASUALLY, THAT IT WOULD BE INTERESTING TO KNOW WHO WAS THE FIRST LICENSED U.S. AMATEUR. BOY! AFTER SUGGESTING IN MY COLUMN, "RANDOM RADIATION" IN WESTERN RADIO AMATEUR MAGAZINE, THAT WE DO A BIT OF RESEARCH ALONG THESE LINES, I'VE BEEN SWAMPED WITH MAIL! INTENSELY INTERESTING DATA HAS BEEN UNCOVERED BUT THE FILE IS THICKER THAN I CAN HANDLE. ACTUALLY, IT LOOKS LIKE A JOB FOR AN ORGANIZATION TO TACCLE, RATHER THAN AN INDIVIDUAL. OOTC COULD MAYBE HANDLE IT, OR QCWA., MAYBE BRUCE KELLEY'S OLD TIMERS SET-UP.. JIM STEGERS' RADIO GUILD OF AMERICA OR SIMILAR GROUP. IT WILL BE ALL WORK AND WILL ALL BE VOLUNTARY BUT IF ANYONE CAN DIG UP ONE OR MORE VOLUNTEERS TO WORK ON IT, I'LL GLADLY FORWARD THE COMPLETE FILES TO DATE.

RATHER THAN RISK GETTING MY STUBBY NECK ANY FURTHER OUT WITH MORE SUGGESTIONS WHICH MIGHT BACK-FIRE, I'LL PULL OUT FOR THIS ISSUE AND LET YOU GUYS MULL OVER THE ABOVE. AGAIN THOUGH, I WANT TO REPEAT CONGRATULATIONS ON THE NEW NAME "SPARK-GAP TIMES" AND CAN SEE NO REASON WHY IT SHOULD NOT CONTINUE TO BE THE SUCCESS THAT IT'S PREDECESSOR, "BLABBER MOUTH" HAS BEEN. "73"

THE TEXAN RUSHED UP TO THE TICKET COUNTER AT AN AIRPORT TERMINAL. "GIVE ME A TICKET ON THE NEXT PLANE."

"WHERE TO SIR?"".....ANYWHERE ,SON, ANYWHERE. I'VE GOT BUSINESS ALL OVER."

LITTLE OLD LADY TO INCOME TAX CLERK: "I DO HOPE YOU'LL GIVE MY MONEY TO SOME NICE COUNTRY."

JUDGE: "GIVE YOUR NAME, OCCUPATION AND THE CHARGE AGAINST YOU."

PRISONER: "MY NAME IS SPARKS, I'M AN ELECTRICIAN, AND THE CHARGE IS BATTERY."

TWO LADIES WHO HAD NOT SEEN EACH OTHER FOR A LONG TIME MET ON THE STREET. "OH, MARY," EXCLAIMED ONE. "SO MANY THINGS HAVE HAPPENED TO ME SINCE I SAW YOU LAST. I'VE HAD ALL MY TEETH TAKEN OUT...AND A NEW STOVE AND REFRIGERATOR PUT IN."

THREE GATES OF GOLD

IF YOU ARE TEMPTED TO REVEAL
A TALE SOMEONE TO YOU HAS TOLD
ABOUT ANOTHER, MAKE IT PASS
BEFORE YOU SPEAK, THREE GATES OF GOLD.

THREE NARROW GATES: FIRST, "IS IT TRUE?"
THEN, "IS IT NEEDFUL?" IN YOUR MIND
GIVE TRUTHFUL ANSWER. AND THE NEXT
IS LAST AND NARROWEST, "IS IT KIND?"

AND IF, TO REACH YOUR LIPS AT LAST,
IT PASSES THROUGH THESE GATEWAYS THREE,
THEN YOU TELL THE TALE, NOR FEAR
WHAT THE RESULT OF SPEECH MAY BE.

SENT IN BY HARRY L. STEFAN W8RHZ.
THANKS HARRY. THE OTHER MATERIAL WILL
ALSO BE USED IN FUTURE ISSUES OF
SPARK-GAP TIMES. YE OLDE COPY BOY.

ATTENTION W2s

IS YOU IS OR IS YOU AIN'T SENT IN YOUR MUG SHOTS AND CASE HISTORIES FOR THE BLUE BOOK. YOU HAVE BUT A SHORT TIME TO GET IN THE LINE-UP! HOW'S ABOUT IT FELLOWS?"

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CQ, CQ, CQ, DE SOX



DAVID P. SHAFER K2GU

THIS PICTURE TAKEN 1915 OR 1916 IN EASTON, MARYLAND AT THE AGE OF TWELVE YEARS.

THE ABOVE PICTURE REQUESTED FROM DAVE IS SO REMINISCENT OF THE OLDE COPY BOY'S EARLY GEAR THAT, WHEN THE OPPORTUNITY FOR PRINTING IT CAME HE WAS MORE THAN HAPPY TO PUT IT IN SPARK-GAP TIMES. DAVE'S BRIEF DESCRIPTION FOLLOWS.

THIS WAS AT EASTON, MD. DURING LATE 1915 OR EARLY 1916. MY HOME MADE CALL WAS SOX... DIDN'T KNOW LICENSES WERE REQUIRED! I WAS 12 YEARS OLD AND IN KNEE PANTS.

THE RIG WASN'T ANYTHING UNUSUAL FOR THOSE DAYS; HOME MADE LOOSE COUPLER (GOOD FOR NAA ESPECIALLY), A MURDOCK CONDENSOR, CRYSTAL HOLDER (USED GALENA), BRANDES 2000 OHM PHONES. THE XTR (!) WAS A $\frac{1}{4}$ " SPARK COIL, SPARK GAP, KEY, BATTERY SWITCH (DRY CELLS) AND A DPDT ANTENNA SWITCH. THE ANTENNA WAS ABOUT 150 FEET OF WIRE FROM THE HOUSE TO A TREE.

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THE QTH WAS THE EASTER HOUSE (HOTEL). MR. EASTER THE OWNER WASN'T TOO HAPPY ABOUT "ALL THOSE SPARKS" IN HIS PLACE BUT I CAUSED HIM NO TROUBLE. AFTER WWI, I BECAME 3AC IN BALTIMORE AND MADE A MORE SOPHISTICATED RIG, (EVENTUALLY A HOME-MADE 1 KW XFR), ROTARY SINK GAG, 2 STAGE VT REGEN RECEIVER (TICKLER COIL), SQUIRREL CAGE ANTENNA, ETC.

NOW AT W2GU, ALL IS CHANGED--EVEN THE OP IS GETTING GRAY AND WRINKLED. (SHUCKS DAVE THAT AIN'T NO WAY TO TALK). SERIOUSLY THOUGH DAVE, THE PICTURE OF YOUR OLD RIG LOOKED SO MUCH LIKE MY EARLIER EQUIPMENT THAT I COULD CRY IN MY BEER IFF'N I HAD SOME BEER. (E.E.C.)

JANUARY 22, 1962

NEW APPLICATION FOR MEMBERSHIP IN OOTC, (REORGANIZED)

1. QUALIFICATION FOR MEMBERSHIP

A) 1. I WERNER A. BIRCH, HAVE A GENERAL CLASS LICENSE NOW OPERATING UNDER THE CALL K2DC; I HAVE BEEN A RADIO AMATEUR SINCE APRIL 1911, LONG BEFORE LICENSING OF AMATEURS.

B) 1. MY FIRST TWO WAY CONTACT BY WIRELESS WAS IN THE FALL OF 1911 WITH A HOME-MADE 10 INCH SPARK COIL WITH A VIBRATOR WORKING FROM 64 (OLD) 1.5 VOLT DISCARDED BATTERIES WITH FOUR IN PARALLEL, WITH 16 4-BANKS IN SERIES, AN OIL IMMERSSED GLASS 8X10 INCH PHOTO GLASS PLATE CONDENSER, A STRAIGHT SPARK GAP, AND A COPPER HELIX WITH PRIMARY AND SECONDARY. I GOT A 1 INCH BLUIDH SPARK. THE RECEIVER WAS A TWO-SLIDE TUNER WITH VARIABLE CONDENSER (MURDOCK-SLIDING IN THE GROOVES!), PL PLUS A GALENA OR SILICON DETECTOR, PHONE CONDENSER (FIXED) AND E.I. CO. EAR-PHONES, 2000 OHMS. ANTENNA-16-100 FT. LONG WIRES ONE FOOT APART-T ANTENNA.

2. MY CALL LETTERS WERE: WAK, WK, WAB AND WB PRIOR TO AMATEUR LICENSING BY THE GOVERNMENT. LATER IN 1916 I WAS LICENSED AS 9AB1 AT CHISHOLM, MINNESOTA. R.G.H. MATTHEWS SEALED THE EQUIPMENT, EVEN THE KEY IN THE OLD BROWN BAGS. IN BERKELEY, CALIFORNIA, ON DECEMBER 20TH, 1919, I BECAME RELICENSED AS 6GL, GETTING AMATEUR FIRST GRADE LICENSE, AT 1010 TENTH STREET HEARST AVENUE.

3. IN THE FALL OF 1911, I MADE MY FIRST TWO-WAY CONTACT BY WIRELESS WITH PETER HANSON WHOSE CALL WAS PH, AT CHISHOLM, MINNESOTA AS HE WAS A CRIPPLE, PARALYZED FEET, AND I GOT HIM INTERESTED IN AMATEUR "WIRELESS", EVEN PLAYING CHESS VIA THE AIR. LATER HE AND I USED THE AUDION WITH A CORE MAGNET IN SERIES WITH THE "A" BATTERY--WHAT AMPLIFICATION ON NAA!

4. MY PRESENT CALL IS: K2DC-VIKING I WITH VFO AND COUPLER HOME-MADE WITH ONE LEFT HAND. RECEIVER IS AN SX-71 HALLICRAFTER WITH A HOME-MADE ANTENNA COUPLER. OTHER EQUIPMENT: McELROY TAPESENDER, TAPE AND WIRE RECORDERS, HOME-MADE TUBE TESTER AND OTHER TESTING EQUIPMENT. ALSO I HAVE A CHALK STOCK-MARKET BOARD IN THE RADIO ROOM, LISTING ABOUT 60 STOCKS (MAIN LEADERS)!! I HAVEN'T A PICTURE YET OF MY PRESENT STATION, AS I MOVED TO A NEW QTH HERE IN LINDCROFT, NEW JERSEY. WILL HAVE MY SON MAKE SOME FOR THE RECORDS: THEN I WILL SEND IN THE 1916 COPIES AND THE PRESENT PICTURES. HOWEVER I AM SENDING YOU A COPY OF ME BUILDING MY TRANSMITTER ANTENNA COUPLER, SO YOU CAN SEE AN OLD TIMER WORKING ONLY WITH THE LEFT HAND ALONE.

5. I WAS BORN AT TOWER, MINNESOTA ON DECEMBER 25, 1897- AM THE OLDEST OF TEN CHILDREN-GRADUATED A FOUR YEAR HIGH SCHOOL COURSE IN THREE YEARS AT CHISHOLM, MINNESOTA. WAS A THEATRE ORGANIST AND MUSICAL DIRECTOR BEFORE I MY RIGHT ARM ON JULY 8TH 1952. HAVE CONDUCTED 14 OPERETTAS IN THE FINNISH LANGUAGE. WAS IN THE ARMY IN 1918 AS A RADIO INSTRUCTOR AT THE MPLS-ST PAUL AGRICULTURE COLLEGE

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F. FRANCISCO, CALIFORNIA., LICENSE # 11075 WHICH I STILL HAVE IN MY POSSESSION NOW. IF THE OOTC WANTS TO, I CAN SHOW THIS 1919 LICENSE TO MR. EARL WILLIAMS, W2EG, PERSONALLY, PROVING 40 YEARS A HAM, ALTHOUGH IT WAS 51 YEARS THIS COMING APRIL. HAS ANYBODY STILL GOT A BALDWIN TYPE C HEAD SET?--I HAVE!!!

E) ON FEBRUARY 26TH, 1952, I SENT TEN DOLLARS TO THE OLD OLD TIMERS CLUB THROUGH BERT, WINQ.-- I AM SENDING NOW WITH THIS NEW APPLICATION A MONEY ORDER FOR TEN DOLLARS WHICH I OBTAINED BEFORE I LOOKED AT MY RECORDS. AS THE FEBRUARY 26, 1952 WAS AN INITIAL FEE, I HAVE NOW PAID \$20.00 INTO THE CLUB. THEREFORE I AM DONATING THE OVER-PAID \$5.00 TO THE OOTC TO HELP DEFRAY THE REORGANIZATION EXPENSES OF THE NEWLY ORGANIZED OLD OLD TIMERS CLUB.

MY PRESENT STATION IS LOCATED ON NORTH MAJESTIC AVENUE BETWEEN REGAL PLACE AND ROGERS AVENUE. LINCROFT, NEW JERSEY. I HAVE THE CERTIFICATE ISSUED TO ME IN FEBRUARY 1952 BY THE OLD OLD TIMERS CLUB.

THANK YOU GENTLEMEN, THE OLD OLD TIMERS; LET'S LIVE A LONG, LONG LIFE LIKE GRAND DADDY BROUGHTON, THE DECEASED K2AE.

Ex: WB, 1911; 9AB1, 1916; 6GL 1919

K2DC, KILOWATT TO DIRECT CURRENT

WERNER A. BIRCH
P.O. Box 431
LINCROFT, NEW JERSEY, U.S.A.

THE ABOVE VERY INTERESTING ARTICLE, ALTHOUGH DATED JANUARY 22, WAS NOT OVERLOOKED BUT THIS ISSUE OF SPARK-GAP TIMES HAS BEEN THE FIRST OPPORTUNITY TO PUBLISH. THIS WILL OCCUR FROM TIME TO TIME AS A RESULT OF TYPE OF MATERIAL AND EFFORT TO OBTAIN BALANCE IN MATERIAL. THANKS WERNER. KEEP UP THE GOOD WORK. YE OLDE COPY BOY.

THE VOICE OF THE WIRELESS

THE WILD WIND SINGS, MY AERIAL RINGS,
THE STORM CLOUDS RUSH AND ROLL;
THE STARS HAVE GONE AND THE MOON ERE LONG
WILL BE HID--HEAR THE BELL-BUOY TOLL!
NO FEAR OF THE BLAST AS IT RUSHES PAST
FILL'S MY HEART, FOR 'TIS STRONG AND BRAVE,
AND I'LL DO MY WORK AND NEVER SHIRK
AS LONG AS THERE'S MEN TO SAVE.

OH, THE STEADY WHIRR AND THE GIANT PURR
OF THE DYNAMO SENDS THE FIRE;
A RUSHING TEST AS THE KEY IS PREST,
THROUGH MY NERVES OF TREMBLING WIRE;
WITH A CRACKLING SNAP THE GREAT SPARK GAP
SPRINGS TO LIFE IN A BURST OF FLAME,
AND I'LL DO MY BEST IF AN S O S
COMES STAGGERING THRU THE RAIN.

BUT WHEN THE SUN IS BRIGHT, WITH BREEZES LIGHT
THRU THE PLEASANT SUMMER DAYS;
MY HOURS ARE FILLED WITH A HAPPIER THRILL,
AND NO THOUGHTS OF A WATERY GRAVE;
I SAY "GOOD -BY" TO SHIPS THAT LIE
FAR OUT IN THE OCEAN'S FOAM;
JUST A LAST FAREWELL, LIKE A BROKEN SPELL,
FROM THE FOLKS YOU LEFT AT HOME.

BUT WHAT OF THE MAN WHO CAN UNDERSTAND
AND MASTER MY MIGHTY POWER?
GIVE HIM THE PRAISE THAT'S DUE THE BRAVE,
SING IT EVERY DAY AND HOUR;
WITHOUT HIS PLANS TO GUIDE MY HAND
I WOULD LIE IN A USELESS HEAP,
MY ELECTRIC FLOOD, LIKE SLUGGISH BLOOD
WOULD CLOT----AND I'D FALL ASLEEP!

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THE VOICE OF THE WIRELESS

BUT I QUICKLY WAKE AND LIKE A SNAKE
MY ZIG-ZAG SPARKS FLY WIDE;
I BRAVE THE DEEP AND THE PATHLESS STEEP,
WHEN MY MASTER'S BY MY SIDE;
I FEAR NO FOE, THRU SPACE I GO,
AT THE TEMPEST I LOUDLY LAUGH;
MAN'S MASTER MIND HAS CONQUERED TIME
WITH THE WIRELESS TELEGRAPH!

Ed. A. WENDLER, 8WK
1918

WORDS OF WISDOM

GOD, GRANT ME THE SERENITY TO ACCEPT
THINGS I CANNOT CHANGE, THE COURAGE TO CHANGE
THE THINGS I CAN AND THE WISDOM TO KNOW THE
DIFFERENCE.

IF YOU WANT TO BE HAPPY
I'LL SHOW YOU THE WAY,
DON'T LIVE TOMORROW
UNTIL YOU HAVE LIVED TODAY.

THE CALL OF W DOUBLE I

THE WINTER SUN HAS SETTLED,
DARKNESS IS CREEPING NEAR;
THE MOON SLIPS BEHIND A COLD BLACK CLOUD,
DENYING THE WORLD OF HIS CHEER.
A SENTRY STANDS FAITHFUL TO DUTY,
AS OUT THROUGH THE LIMITLESS SKY
CRASHES THE CALL FROM LOYAL AMERICA,
THE CALL OF W DOUBLE I.

IT SPEAKS AND THE WHOLE WORLD LISTENS,
AND IN THE FAR OFF CITY OF ROME
A HAPPY AMERICAN SAILOR
HEARS THE CALL OF HIS HOME, SWEET HOME.
IT COMES FROM THE LISTENING GERMAN,
AS THE EAGLE'S OWN WARNING CRY;
AND HE SHUDERS AS HE HEARS THE WARNING,
THE CALL OF W DOUBLE I.

THE FRENCHMAN HEARS AND IS COMFORTED,
FOR HE KNOWS THAT IT SPEAKS WITH POWER;
HE KNOWS THAT AID IS COMING,
THOUGH HE KNOWS NOT THE DAY OR HOUR.
THE LOAD ON HIS HEART IS LIGHTER
AS HE SETTLES BACK WITH A SIGH;
IT COMES TO HIS EAR AS MUSIC
THE CALL OF W DOUBLE I.

OUT ON THE WIND SWEEP OCEAN
THE SAILOR HEARS THE CALL;
HE KNOWS IT COMES FROM AMERICA,
THE GRANDEST LAND OF ALL.
HE GRASPS IT'S HIGH-PITCHED MUSIC
AS IT CRASHES THROUGH THE SKY,
'TIS TO HIM AS THE SONG OF THE ANGELS,
THE CALL OF W DOUBLE I.

IN FAR OFF COLD ALASKA
A SOLDIER'S EYES GROW BRIGHT
AS HE MURMURS, "YEP, THAT, HIM CALLING,
AND HE'S COMING IN GOOD TONIGHT."
AND HE SITS AND LISTENS CLOSELY
WITH THAT STERN LOOK IN HIS EYE;
FOR HE KNOWS 'TIS THE VOICE OF OLD GLORY
THE CALL OF W DOUBLE I.

THE MOON COMES OUT FROM HIS HIDING,
AND SMILES HIS PRAISING CHEER,
ON THE LAND OF FREE AMERICA,
WHO'S CALL HE TOO MUST HEAR.
THE CLOUDS ROLL AWAY TO THE SOUTHWARD,
THE STARS PEEP DOWN FROM THE SKY,
AND THE WHOLE WORLD STOPS TO LISTEN,
TO THE CALL OF W DOUBLE I.

REVIVED BY
"TATE", W8FX
1921

NOTE FROM YE OLDE COPY BOY:--- HOW DID I DONE IT? BOTH OF THE PRECEEDING POEMS WERE SENT IN
BY TATE BUT I DID NOT PROPERLY CREDIT THEM. THE VOICE OF THE WIRELESS WAS REVIVED BY TATE AND
THE CALL OF W DOUBLE I SHOULD HAVE BEEN CREDITED TO ED. A. WENDLER, 8WK....SORRY FELLERS. EEC.

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READ THIS AND YOU'LL FEEL BETTER ABOUT FCC

USS SKIPJACK

#3s184/L8 S36-1

FROM; THE COMMANDING OFFICER
TO; SUPPLY OFFICER, NAVY YARD, MARE ISLAND.
VIA; COMMANDER SUBMARINES, SOUTHWEST PACIFIC.
SUBJECT; TOILET PAPER
REFERENCE; (A) (4608) USS HOLLAND (S-184) USS SKIPJACK
REQ. 7042 OF JULY 30, 1941.
(B) SO NYMI CANCELLED INVOICE No. 272836
ENCLOSURE; (A) SAMPLE OF CANCELLED INVOICE.
(B) SAMPLE OF MATERIAL REQUESTED.

1. THIS SUBMITTED A REQUISITION FOR 150 ROLLS OF TOILET PAPER ON 30 JULY, TO USS HOLLAND. THE MATERIAL WAS ORDERED BY HOLLAND TO THE SUPPLY OFFICER, NAVY YARD, MARE ISLAND, FOR DELIVERY TO THE USS SKIPJACK.

2. THE SUPPLY OFFICER, MARE ISLAND ON NOVEMBER 26, 1941 CANCELLED MARE ISLAND INVOICE 272836 WITH THE STAMPED NOTATION, "CANCELLED, CANNOT IDENTIFY." THIS CANCELLED INVOICE WAS RECEIVED BY SKIPJACK JUNE 10, 1942.

3. DURING THE ELEVEN AND A HALF MONTHS ELAPSING FROM THE TIME OF ORDERING THE TOILET PAPER TO THE PRESENT DATE, THE USS SKIPJACK PERSONNEL, DESPITE THEIR BEST EFFORTS TO AWAIT DELIVERY OF THE SUBJECT MATERIAL, HAVE BEEN UNABLE TO WAIT ON SEVERAL OCCASIONS AND THE SITUATION IS NOW ACUTE, PARTICULARLY DURING DEPTH-CHARGE ATTACKS BY THE "BACK STABBERS."

4. ENCLOSURE (B) IS A SAMPLE OF THE DESIRED MATERIAL PROVIDED FOR THE INFORMATION OF THE SUPPLY OFFICER, NAVY YARD, MARE ISLAND. THE COMMANDING OFFICER OF THE USS SKIPJACK CANNOT HELP BUT WONDER WHAT IS BEING USED AT MARE ISLAND AS A SUBSTITUTE FOR THIS UNIDENTIFIABLE MATERIAL ONCE SO WELL KNOWN TO THIS COMMAND.

5. BOAT'S PERSONNEL DURING THIS PERIOD HAS BECOME ACCUSTOMED TO THE USE OF ERSATZ IN PROPORTION TO THE VAST AMOUNT OF INCOMING PAPER WORK GENERALLY NON-ESSENTIAL, AND IN SO DOING FEELS THAT THE WISH OF THE BUREAU OF SHIPS FOR THE REDUCTION OF PAPER WORK IS BEING COMPLIED WITH, THUS KILLING TWO BIRDS WITH ONE STONE.

6. IT IS BELIEVED BY THIS COMMAND THAT THE STAMPED NOTATION "CANNOT IDENTIFY" IS POSSIBLY IN ERROR, AND THAT THIS IS SIMPLY A CASE OF SHORTAGE OF STRATEGIC WAR MATERIAL, USS SKIPJACK BEING LOW ON THE PRIORITY LIST.

7. IN ORDER TO CO-OPERATE IN THE WAR EFFORT AT SMALL LOCAL SACRIFICE USS SKIPJACK DESIRES NO FURTHER ACTION BETAKEN UNTIL THE END OF THE CURRENT WAR, WHICH HAS CREATED A SITUATION SO APTLY DESCRIBED AS "WAR IS HELL."

(SIGNED) J. W. COE

THE ABOVE LETTER, EXACTLY AS APPEARS ABOVE WILL BE FOUND ON PAGE 145 OF "UNITED STATES SUBMARINE OPERATIONS IN WORLD WAR II" AS EDITED BY THEODORE ROSCOE FROM OFFICIAL SOURCE RECORDS AND PUBLISHED BY THE UNITED STATES NAVAL INSTITUTE, ANNAPOLIS, MD.

THE SIGNATURE OF "J.W. COE" AT THE BOTTOM OF THIS LETTER IS PERPORTED TO BE THAT OF COMMANDER JAMES W. COE USN, CLASS OF 1930, USNA, WHO WAS COMMANDING OFFICER OF THE U.S.

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SUBMARINE SKIPJACK IN THE SOUTHWEST PACIFIC DURING WORLD WAR II. ALSO KNOWN AS "REDS COE".

SUBMITTED BY

PAUL G. WATSON W3BO

A VERY INTERESTING LETTER DATED 27 APRIL WAS RECEIVED FROM OUR GOOD FRIEND PERCE COLLISON, AN EXCERPT FROM WHICH FOLLOWS. "I ENJOY SENDING YOU ARTICLES THAT TRIGGER OFF SOME OF THE OLD TIMERS SO THAT THEY TOO CAN PLAY BACK SOME OF THE FORGOTTEN ORIGINAL DAYS STORED ON THE TAPE IN THEIR BRAINS. HERE IS ANOTHER "PLAY BACK", LET'S SEE WHAT IT WILL TRIGGER OFF!"

I REFER TO THE TRANSITION OF TRANSMITTERS FROM "SPARK COILS" WITH VIBRATORS "INTERRUPTERS" TO THE "SLABY-ARCO" MERCURY-TURBINE COMMUTOR-"CHOPPERS", (BOTH DC), OPERATED WITH PLATINUM CONTACTS ON THE VIBRATORS (VERY EXPENSIVE EVEN THEN) AND THE MUDDY MESS OF THE MERCURY SQUIRTERS IN THE SLABY-ARCO "CHOPPERS". SINCE EITHER DC FROM STORAGE BATTERIES OR FROM THE SHIPS, DC GENERATORS WAS THE ONLY POWER SOURCE AVAILABLE "WAY BACK THEN", THE POWER OF ALL TRANSMITTERS WAS VERY LOW.

THE USE OF 60 CYCLE AC, ON LAND, WAS BEGINNING TO REPLACE 110 VOLTS DC. A BRILLIANT, SELDOM MENTIONED "WIRELESS ENGINEER" WITH EITHER AMERICAN DEFOREST COMPANY OR THE UNITED WIRELESS, HAD AN INSPIRATION TO PUT 60 CYCLE AC AT 110 VOLTS INTO THE PRIMARY OF A BIG TRANSFORMER WITH A VERY HIGH VOLTAGE SECONDARY, AND FOUND TO HIS DELIGHT THAT HE COULD GET A TERRIFIC "SPARK" WHICH WAS STEADY (AND DAMNABLY NOISY). THIS ENGINEER'S NAME WAS HARRY SHOEMAKER; I WONDER HOW MANY OF THE OLD-TIMERS REMEMBER HIM? HE WAS THE FATHER OF THE EMMENSE OLD "COFFIN" TRANSFORMERS AND "HIGH-POWER" TRANSMITTERS WHICH EXTENDED THE RANGE OF SHIP AND SHORE STATIONS BY THOUSANDS OF MILES.

SIXTY CYCLE AC ON SHIPS WAS DERIVED FROM THE VENERABLE "ROBBINS-MEYERS" MOTOR GENERATORS AND OFTEN AT SHORE STATIONS WHERE ONLY DC WAS AVAILABLE FROM THE POWER LINES. DON'T FORGET THAT IT NICHOLA TESLA WHO PUT HIGH VOLTAGE 60 CYCLE POWER LINES ON THE MAP, WHICH COULD DISTRIBUTE THIS AC OVER VERY LONG DISTANCES (WITH SMALL WIRE AND HIGH VOLTAGE) WHICH WAS DROPPED DOWN TO SAFE VOLTAGE AT THE CUSTOMER'S PREMISES WITH "STEP DOWN" TRANSFORMERS.

THE OLD "TIN FOIL" COATED LEYDEN JARS HAD TO BE REPLACED WITH "FUSED-ON" COPPER COATINGS ON JENA GLASS JARS. THE GERMANS DEVELOPED CONCENTRIC COPPER PIPES WITH A REMOVABLE GLASS TUBE-SOME OF THESE WERE AS MUCH AS SIX INCHES IN DIAMETER AND SIX FEET LONG. THESE BATTERIES OF "CONDENSERS" SURE COULD TAKE A "WALLOP."

THE OLD STRAIGHT GAP WAS REPLACED WITH RELATIVELY "HIGH-TONE" NON-SYNCHRONOUS ROTARY SPARK GAPS. CAME THE DAY WHEN THESE NOISY "SAW-MILLS" WERE SCRAPPED BECAUSE THE TELEFUNKEN CROWD DESIGNED 500 CYCLE ALTERNATORS WHICH DEVELOPED THE "MUSICAL-SPARK" WHICH CUT "STATIC." THEY GOT AN INTERNATIONAL PATENT ON THE USE OF THE 500 CYCLE AC AND HAD THE MARCONI COMPANY, THE UNITED WIRELESS AND OTHER COMPANIES WILLING TO "KISS THE FEET" SO THAT THEY TOO COULD USE THESE HIGH FREQUENCIES.

THERE NEVER WAS A PRETTIER SOUND THAN A 500 CYCLE SYNCHRONOUS ROTARY SPARK GAP. IT HAD A SOLID BODY THAT OUR BEST CW TRANSMITTERS TODAY CANNOT EQUAL FOR COPYING CODE THROUGH HEAVY STATIC. THEN OF COURSE CAME THE "QUENCHED GAPS" AND A CONSTANT STREAM OF IMPROVEMENTS THAT KEPT THE OLD MARCONI COMPANY AND OTHERS IN A CONSTANT STATE OF NERVOUS "FRUSTRATION".

I WONDER HOW MANY OF THE FELLOWS REMEMBER THE POWERFUL FESSENDEN "LONG WAVE" TRANSMITTER AT BRANDT ROCK, IN MASSACHUSETTS WHICH BLASTED OUT "BO" SIGNALS WHICH WERE COPIED BY A U.S. NAVY CRUISER, DAY AND NIGHT, WITHOUT FADING TROUBLES, ALL THE WAY FROM BOSTON TO THE CAPE OF GOOD HOPE IN AFRICA, RESULTING IN A SWEET CONTRACT TO THE FESSENDEN COMPANY FROM THE U.S. NAVY TO MODERNIZE THE WIRELESS EQUIPMENT ON ALL U.S. NAVAL VESSELS AND LAND STATIONS.

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THE FESSENDEN COMPANY HAD A POWERFUL 500 CYCLE TRANSMITTER (JOHN V. L. HOGAN WAS CHIEF ENGINEER) ON THE BUSH TERMINAL BUILDING IN BROOKLYN, N.Y.) THEY ALSO HAD SIMILAR TRANSMITTERS ON THE UNITED FRUIT PASSENGER AND BANANA BOATS WHICH PLIED BETWEEN ALL IMPORTANT U.S. EAST COAST AND GULF PORTS, AND THE BANANA PLANTATIONS IN HONDURAS AND GUATEMALA.

THEY ALSO HAD A "WOWSER" OF A STATION ON SWAN ISLAND IN THE GULF OF MEXICO. THEY HAD 24 HOURS A DAY RELIABLE COMMUNICATION BETWEEN THEIR SHIPS AND THEIR OWN LAND STATIONS. THE MARCONI COMPANY COULDN'T EVEN GET THEIR TOES IN THE DOOR. OH, YES, THE CONDENSER IN THEIR TRANSMITTER WAS A BIG TANK, ABOUT AS BIG AS AN ASH CAN, IN WHICH THERE WERE MANY METAL PLATES; THE INSULATION BETWEEN THESE PLATES WAS NOT OIL, IT WAS "COMPRESSED AIR", WHICH OF COURSE WAS SELF HEALING. YOU WOULD PUMP UP THE AIR TO QUITE A FEW POUNDS AND THEN BLEED IT OFF TO GET THE PRIMARY CIRCUIT ON TO 600 METERS. IT DID NOT TAKE THE OPERATORS LONG TO READ THE WAVE LENGTH IN TERMS OF POUNDS OF AIR PRESSURE IN THE TANK.

LET'S SEE HOW MANY OF THE OLD SHIP OPERATORS (1910-1918) REMEMBER THIS OLD UNITED FRUIT-FESSENDEN GEAR, ALSO THE "FLAT TOP" ANTENNAS WITH ABOUT A DOZEN PARALLEL WIRES ON SPREADERS, WHICH HUNG LIKE AN IMMENSE "HAMMOCK" BETWEEN THE MASTS OF THESE BEAUTIFUL WHITE SHIPS.

THOSE WERE THE DAYS OF ROMANCE.

CHEERIO!

PERCE B. COLLISON (K2DZ)
9 LORRAINE DRIVE
EASTCHESTER, N.Y.

ANOTHER MOST FASCINATING ARTICLE PERCE. BET THIS WILL STIRR UP NOSTALGIC MEMORIES. KEEP UP THE GOOD WORK, THIS IS HISTORY NOT FOUND IN BOOKS. YE OLDE COPY BOY.

WANTED---COMMUNICATIONS MANAGER

WHILE THE 20,40 AND 75 METER NETS HAVE BEEN QUITE SUCCESSFUL, THERE HAS BEEN A NEED AND REQUESTS FOR GREATER NET AND ROUNDTABLE ACTIVITIES. THIS HAS BEEN EVIDENT FOR A LONG TIME BUT SO FAR NO CO-ORDINATE EFFORT HAS BEEN ATTEMPTED. YOUR SECRETARY AND YOUR PRESIDENT HAVE JUST ABOUT ALL THE WORK LOAD OF WHICH THEY ARE CAPABLE.

A COMMUNICATIONS MANAGER IS NEEDED TO TAKE CHARGE OF THESE ACTIVITIES, ORGANIZE THESE NETS AND ROUNDTABLES AND SUPERVISE THEIR OPERATION UNDER THE DIRECTION OF THE OFFICERS OF THE CLUB. THIS IS A RESPONSIBLE AND VERY WORTHWHILE PROJECT THAT SHOULD BE INTERESTING AND WOULD BE A MOST SATISFYING EXPERIENCE. IT WILL REQUIRE WORK; IT WOULD NOT BE A TITLE WITH WORK ATTACHED BUT RATHER WOULD BE WORK WITH THE TITLE ATTACHED.

WE WOULD LIKE VERY MUCH TO HAVE VOLUNTEERS FOR THIS MOST IMPORTANT POSITION AND URGE THOSE OF YOU WHO ARE IN POSITION TO SERVE TO GET IN TOUCH WITH OUR SECRETARY, MR. EARL C. WILLIAMS W2EG, 507 WAYSIDE ROAD, NEPTUNE, N.J.

PRESENT 75 METER NET--THURSDAYS AT 7.00 P.M. ON 3.945--- 40 METER SSB NET 7.30 A.M. DAILY EXCEPT SATURDAYS AND SUNDAYS ON 7.215--- 20 METER SSB ROUNDTABLE --- DAILY EXCEPT SUNDAYS AT 1.00 P.M. ON 14.295. ALL TIMES GIVEN ARE EASTERN STANDARD TIME.

BST - 4 PM PST.

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HERE IT IS 10.45 P.M. AND ABOUT TIME TO HIT THE SACK. I FIND THAT THE FIRST ISSUE OF SPARK-GAP TIMES HAS RESULTED IN A FEW COMPLAINTS, SOME SUGGESTIONS AND JUST A WHALE OF A LOT OF CO-OPERATION. THANKS FOR IT ALL FELLOWS. IT ALL HELPS AND EVEN A COMPLAINT IS PROOF THAT IT IS BEING READ, WHICH AFTER ALL IS SOMETHING. WHAT IS IT THAT ACTORS AND POLITITIONS SAY? SOMETHING LIKE, "I DON'T CARE WHAT THEY SAY ABOUT ME JUST SO THEY SAY SOMETHING."

THE FELLOWS WHO WERE SO KIND AS TO SUBMIT THE ARTICALS WHICH YOU SHOULD FIND VERY INTERESTING, I AM SURE ENJOYED A SENSE OF SATISFACTION IN MAKING THEIR CONTRIBUTIONS TO OUR JOURNAL.. AS A MATTER OF FACT IT MIGHT HAVE BEEN RESPONSIBLE FOR THE CURE OF SOME OF THEIR ILLS IF THEY HAVE ANY. PERHAPS THE REST OF YOU FELLOWS WILL FOLLOW SUIT. I'LL BET A THOUSAND VOLTS THAT THERE ARE MANY A TALE IN THEM THAR HILLS IF SOME OF YOU WOULD LEAN BACK AND DO A SPOT OF THINKING. HOW ABOUT IT FELLOWS. ANOTHER ISSUE IN 60 DAYS.

DO YOU HAVE FLAT FEET? DO YOU HAVE CORNS, BUNIONS OR CALLUSES OR INGROWN TOENAILS? IF SO SEND IN AN ARTICLE FOR SPARK-GAP TIMES. DO YOU HAVE IRON POOR BLOOD? ARE YOU ALL RUN DOWN, AND A SPAVIN ON BOTH LEFT LEGS? SEND IN AN ARTICLE FOR SPARK-GAP TIMES. DO YOU HAVE TROUBLE CONTROLLING YOUR APPETITE AND HYSTERICALLY CALL FOR RELIEF FROM THE "TASTE ZONE"? IF SO JUST SEND IN AN ARTICLE FOR SPARK-GAP TIMES.

WHAT YE OLDE COPY BOY IS TRYING TO PUT OVER IN HIS DEPRAVED WAY IS THAT WE CAN USE SOME MATERIAL IN THE NEXT ISSUE OF OUR JOURNAL. HOW ABOUT IT GANG. IT IS YOUR JOURNAL; I REPEAT THAT IT WILL BE AS GOOD AS YOU WISH IT, IF ALL OF OUR MEMBERS WILL FOLLOW THE EXAMPLE OF OUR PRESENT AND PAST CONTRIBUTORS. GOD BLESS 'EM.

IN CLOSING I WOULD FEEL REMISS IN MY DUTY IF I DID NOT PAY TRIBUTE TO OUR BLUE BOOK EDITOR W4MF, BERT OSBORNE. BERT IS CONTRIBUTING VERY GENEROUSLY OF HIS TIME DESPITE HIS MANY OTHER ACTIVITIES. YOU CAN SHOW YOUR APPRECIATION IN A MOST PRACTICAL WAY IF YOU GIVE HIM YOUR FULL CO-OPERATION AS MOST OF OUR MEMBERS HAVE DONE. THANKS FOR THE CO-OPERATORS AND HOPES FOR THE OTHERS.

THE WISH THAT YOUR OFFICERS HAVE FOR ALL OF YOU IS A PLEASANT AND HEALTHFUL SUMMER, AS VE3BKL, HOMER WOULD SAY, "BE HAPPY".

EARL E. CLINE SR. W4PPZ
PRESIDENT AND YE OLDE COPY BOY

MERRILL D. BEAM K2BX
VICE PRESIDENT

EARL C. WILLIAMS W2EG
SECRETARY-TREASURER.

CONTINUED FROM PAGE 17

JUST BEFORE WWI ENDED, HAVING TRANSFERRED TO RADIO SECTION FROM U OF M MAJOR¹ ADAMS STENOGRAPHER! THAT WAS THE HAM IN ME!! P.S.-MY LICENSE UNDER THE CALL 6GL WAS GIVEN BY J.F. DILLO N AT SAN FRANCISCO, CALIF. LICENSE #11075 WHICH I STILL HAVE IN MY POSSESSION.

MY PRESENT STATION IS LOCATED ON: NORTH MAJESTIC AVENUE BETWEEN REGAL PLACE & ROGERS AVENUE, LINCROFT, NEW JERSEY.

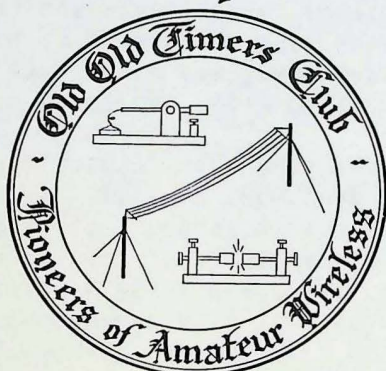
THANK YOU GENTLEMEN, THE OLD OLD TIMERS; LET'S LIVE A LONG LIFE LIKE GRAND-DADDY BROUGHTON, THE BELOVED K2AE. Ex:WB, 1911; 9AB1, 1916; 6GL, 1919

K2DC, KILOWATT TO DIRECT CURRENT, WERNER A. BIRCH, P.O. Box 431, LINCROFT, NEW JERSEY.

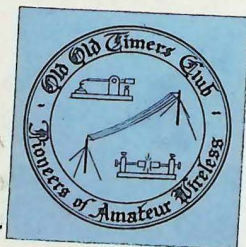
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RETURN REQUESTED

Spark-Gap Times



408 WEST VIEW AVENUE
CHATANOOGA 11, TENNESSEE



NEPTUNE, T.



John D. Keim
P.O. Box 517
Bedford
Cal