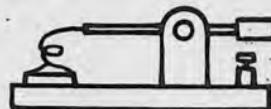


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YE OLDE CÖPPYE BOYE HAS BEEN BLESSED WITH A MOST GENEROUS RESPONSE FOR MATERIAL FOR THE JUNE ISSUE OF SPARK GAP TIMES; AS A MATTER OF FACT THERE IS SO MUCH SPLENDID MATERIAL AVAILABLE THAT MUCH OF IT MUST BE PUBLISHED IN A LATER ISSUE.

IN THE APRIL ISSUE, A REQUEST WAS MADE FOR A \$2.00 SUBSCRIPTION CONTRIBUTION IN ORDER TO BUILD UP OUR TREASURY AFTER THE DRAINAGE CAUSED BY THE PURCHASE OF THE PRINTING EQUIPMENT AND SUPPLIES. THIS DRAINED OUR TREASURY ALMOST TO THE POINT OF ZERO. FORTUNATELY A SUFFICIENT NUMBER OF CONTRIBUTIONS WERE MADE GET US BACK IN FAIRLY SOUND FINANCIAL CONDITION AGAIN.

THE OTHER OFFICERS AND YE OLDE CÖPPYE BOYE THANK ALL CONTRIBUTORS FROM THE BOTTOM OF OUR HEARTS. THE CONTRIBUTIONS RANGE FROM \$20.00 DOWN TO THE \$2.00 SUGGESTED. IF ALL MEMBERS HAD TAKEN PART THE FUND WOULD HAVE BEEN ABOUT TWICE THE AMOUNT RECEIVED WHICH WOULD HAVE BEEN SUPREMELY GRATIFYING.

NO DOUBT THERE WERE MEMBERS WHO DID NOT FEEL ABLE TO CONTRIBUTE. TO THESE MEMBERS, WE REGRET THAT CIRCUMSTANCES WERE SUCH THAT YOU WERE UNABLE TO TAKE PART. WE SINCERELY HOPE THAT YOUR FORTUNES WILL IMPROVE. PROBABLY SOME MEMBERS EITHER JUST FORGOT OR THOUGHT THE MATTER TOO TRIVIAL TO BOTHER. NO DOUBT THERE WERE MEMBERS WHO FOUND NOTHING OF INTEREST IN THE PROCEEDINGS AND HAVE NO INTEREST. TO THESE WE HOPE THAT FUTURE ISSUES OF SPARK GAP TIMES AND OTHER OOTC ACTIVITIES WILL BE FOUND OF INTEREST.

OUR HONORABLE FOUNDER WINQ, BERT INGALLS, HAS WRITTEN A LETTER EXPLAINING THE NEED FOR THE ADDITIONAL FUNDS AND HAS BEEN MOST LAUDATORY OF THE EFFORTS OF THE OFFICERS OF THE CLUB. DESPITE THE LAUDATORY REMARKS AND BECAUSE IN THE OPINION OF MOST MEMBERS BERT IS STILL THE NUMBER 1 MAN IN OOTC, HIS LETTER IS GIVEN BELOW. THIS LETTER WAS DATED APRIL 4, WHICH WAS TOO LATE FOR THE APRIL ISSUE OF SPARK GAP TIMES BECAUSE IT WAS NOT RECEIVED UNTIL AFTER SGT WAS PUT TO BED.

R. F. O. EPPING, NEW HAMPSHIRE

APRIL 4, 1963

DEAR CLINE:

I AM ENCLOSING A LETTER RECEIVED FROM STEVE (W6KAA) AND MY ANSWER TO SAME WHICH MIGHT BE PUBLISHED IN SGT TO CLARIFY THE SITUATION.

I STRONGLY CONCUR WITH THE SENTIMENTS OF STEVE, WHEN HE STATES THAT THE OFFICERS OF OOTC HAVE WORKED VERY HARD TO BENEFIT THE ORGANIZATION. I AM WONDERING IF THE RANK AND FILE

FULLY APPRECIATE WHAT HAS BEEN DONE AND WHAT IS STILL BEING DONE FOR THEM. I MEAN THE TREMENDOUS AMOUNT OF WORK IN COLLECTING, COMPILING, EDITING, TYPING, PRINTING, CUTTING, SORTING, STAPLING, FOLDING, PACKING AND SHIPPING OF SPARK GAP TIMES. THEN THE ENORMOUS AMOUNT OF DETAIL IN GETTING OUT THE VARIOUS INSTALLMENTS OF THE "BLUE BOOK".

THE NEW PRINTING EQUIPMENT RECENTLY ACQUIRED BY OUR CLUB COST OVER \$1300 BUT WILL SAVE THE CLUB MUCH MONEY IN THE LONG RUN. AS THE CLUB HAS NO MONTHLY OR YEARLY ASSESSMENTS THE ONLY INCOME IS FROM NEW MEMBERSHIPS AND THE SMALL AMOUNT FROM OUR PUBLICATIONS. ACCORDING TO OUR SECRETARY, THE COST OF SHIPPING THE CURRENT "SPARK GAP TIMES" FOR APRIL FROM CHATTANOOGA TO TRENTON WAS \$14. THEN MUST BE ADDED THE COST OF SHIPPING FROM TRENTON TO NEPTUNE OF \$4.20; ADD TO THIS OVER \$40, THE COST OF MAILING TO INDIVIDUAL MEMBERS FROM NEPTUNE. THE COST OF PAPER AND STATIONERY AS WELL AS SUPPLIES ALONE IS A VERY SIZEABLE ITEM.

WHEN NEXT YOU WRITE THE SECRETARY OR PRESIDENT, PLEASE INCLUDE A DONATION FOR THE PRINTING EQUIPMENT. ANY AMOUNT YOU ARE ABLE TO AFFORD, NO MATTER HOW SMALL, WILL BE GREATLY APPRECIATED.

THOSE MEMBERS WHO HAVE FAILED TO SEND IN \$2 FOR THEIR OOTC LAPEL BUTTON A \$3 TO COVER COST OF THEIR BLUE BOOK BINDER, KINDLY RETURN SAME TO EARL WILLIAMS SO HE CAN RE-ISSUE SAME TO NEW INCOMING MEMBERS.

(SIGNED)

BERT INGALLS WINQ

THANKS BERT FOR THE KIND WORDS FROM ALL HANDS. WE ONLY HOPE THAT WE MERIT THEM AND CAN MAKE FURTHER CONTRIBUTIONS TO THE WELL BEING OF OOTC. (THE OFFICERS.)

NEWS ITEM FROM THE COMMUNICATION MANAGER

DUE TO PROPAGATION CONDITIONS ON MOST BANDS AND LACK OF MEMBERS TO TAKE OVER NET CONTROL ON SOME LOCAL NETS, I BELIEVE IT WILL BE WISE TO DISCONTINUE THE EFFORT TO RUN NETS AS OUTLINED PREVIOUSLY, DURING THE SUMMER MONTHS. (THIS DOES NOT MEAN THE REGULAR THURSDAY EVENING NET ON 75 FOR THE NORTHEAST).

LET US HOPE THAT CONDITIONS WILL BE BETTER THIS FALL AND MAYBE MORE MEMBERS WILL GET INTERESTED SO WE CAN START THE NETS AGAIN BY OCTOBER 1, 1963. WE WILL TRY.

14,295 Mc. HAS BEEN SPASMODIC AT NOON TIME, HOWEVER WE HAVE MADE SOME NICE MEMBER CONTACTS, SO LET US KEEP TRYING ON THAT FREQUENCY MONDAY THROUGH FRIDAY.

MANY THANKS,

ROD E. ARMSTRONG, W5RIH

"QUOTATION FROM WHERE I DO NOT KNOW"

WHEN MAN WAS UNABLE TO EXPLAIN UNKNOWN THINGS, HE ADOPTED CERTAIN BELIEFS TO EXPLAIN THEM. BUT EVEN THOUGH STUDY SHOWED THAT MANY OLD BELIEFS WERE FALSE, MANY PEOPLE COULD NOT CHANGE. THESE ARE THE PEOPLE WHO DARE NOT LISTEN LEST THEIR IGNORANCE AND SUPERSTITION BE EXPOSED TO THEMSELVES. (SUBMITTED BY W5RIH).



RADIO INTELLIGENCE

BY

GEORGE E. STERLING WIAE

IN THE APRIL ISSUE OF SPARK GAP TIMES, THE FIRST INSTALLMENT OF SPLENDID ARTICLES BY GEORGE STERLING WAS PUBLISHED. THE SECOND INSTALLMENT ENTITLED, "AMATEUR AND COMMERCIAL OPERATORS PRODUCE RESULTS" FOLLOWS AND IN FUTURE ISSUES, THE WHOLE FIELD OF RADIO INTELLIGENCE ACTIVITIES OF GEORGE WILL BE COVERED.

INASMUCH AS THIS WORK IS QUITE EXTENSIVE AND COMPLETE, IT HAS BEEN DECIDED TO PUBLISH THE FUTURE INSTALLMENTS AS A SEPARATE SECTION OF SPARK GAP TIMES, THUS PERMITTING THE VARIOUS INSTALLMENTS TO BE REMOVED AND INSERTED IN THE BLUE BOOK OR OTHER BINDER.

THIS MATERIAL RECOUNTING THE ACCOMPLISHMENTS OF THE RADIO INTELLIGENCE DIVISION OF THE FCC WAS PREPARED AS A MANUSCRIPT FOR A BOOK BY GEORGE BUT NEVER PUBLISHED DESPITE INVITATIONS FROM PUBLISHERS TO DO SO. IT WAS STARTED SOON AFTER GEORGE RETIRED AS COMMISSIONER OF FCC BUT LAID DORMANT THE PAST FEW YEARS.

THIS PAST WINTER GEORGE DUSTED OFF THE PART PREVIOUSLY PREPARED AND COMPLETED IT WHILE SOJOURNING IN BALTIMORE. HE HAS MADE IT AVAILABLE IN SPARK GAP TIMES AS A HISTORICAL DOCUMENT, AS A TRIBUTE TO THE LOYAL MEN AND WOMEN OF RID AND TO SHOW THE PART THAT RADIO AMATEURS OF OUR COUNTRY PLAYED IN THE SILENT SERVICE OF DEFENDING OUR COUNTRY.

INSTALLMENT 2

AMATEUR AND COMMERCIAL OPERATORS PRODUCE RESULTS

THE HEADQUARTERS OF OUR SECTION HAD BEEN ESTABLISHED IN FRENCH ARMY BARRACKS OUTSIDE OF TOUL AND NIGHT AFTER NIGHT WAS BOMBED BY THE ENEMY. SEVERAL INTERCEPT AND DIRECTION FINDING STATIONS WERE PLACED IN OPERATION AND OUR OPERATORS FARMED OUT TO THE FRENCH FOR TRAINING WERE RECALLED. IN ADDITION TO THE INTERCEPT AND D.F. STATIONS, LISTENING POSTS WERE ESTABLISHED IN THE TRENCHES TO ENABLE US TO LISTEN IN ON THE ENEMY'S TELEPHONE AND GROUND TELEGRAPHY COMMUNICATIONS.

IT SOON BECAME APPARENT THAT MANY OF OUR OPERATORS WERE NOT PRODUCING RESULTS WHILE OUR FORMER HAMS AND COMMERCIAL OPERATORS DID PRODUCE GOOD COPY. A CRYPTOGRAPHER NEEDS SOLID AND ACCURATE COPY IF HE IS TO BE SUCCESSFUL IN DECODING A MESSAGE. COMPOSITE COPY, COPY THAT IS MADE UP FROM SEVERAL FAIRLY GOOD COPIES, CAN PRODUCE RESULTS.

THE GERMANS WERE USING FIVE LETTER CODED GROUPS. THEY WOULD CALL ON ONE FREQUENCY AND RECEIVE AN ANSWER TO TRANSMIT. ONE WOULD BELIEVE THAT THEY WERE ABOUT TO TRANSMIT A MESSAGE ON THAT FREQUENCY. THE INTERCEPT AND D.F. OPERATORS WOULD BE READY TO COPY, BUT ONLY SILENCE ON THE FREQUENCY, EXCEPT TO THE EXPERIENCED OPERATOR. HE KNEW THAT THEY HAD SHIFTED FREQUENCY AND WOULD BE QUICK TO PICK UP THE MESSAGE. THE INEXPERIENCED OPERATOR FACED BLANK PAPER.

FROM THE BROKEN COPY THAT WAS COMING IN WE SOON REALIZED THAT OUR STATESIDE TRAINED OPERATORS WERE NOT PRODUCING. WHILE HUNDREDS OF MESSAGES WERE DUMMIES, IT WAS NECESSARY TO COPY ALL BECAUSE THE IMPORTANT ONE OR ONES WOULD BE INCLUDED IN THE TRANSMISSIONS. OUR CRYPTOGRAPHERS WERE COMPLAINING TOO. I HAD STOOD SEVERAL WATCHES AND REALIZED EVEN WITH MY EXPERIENCE HOW DIFFICULT IT WAS TO MAKE SOLID COPY OF THESE CODE MESSAGES, BECAUSE OF INTERFERENCE AND THE PROCEDURES EMPLOYED BY THE GERMAN OPERATORS. IT WAS ALSO NECESSARY TO COPY WITH BLOCKED LETTERS, I.E., PRINTED CAPITALS.

AMATEUR AND COMMERCIAL OPERATORS PRODUCE RESULTS

THE IMPORTANCE OF MAKING ACCURATE AND SOLID COPY SO THAT CRYPTOGRAPHERS COULD BREAK THE CODED MESSAGES IS BEST SUMMED UP IN THE WORDS OF THE CHIEF SIGNAL OFFICER OF THE AEF OF WORLD WAR I, WHILE REPORTING ON THE ACCOMPLISHMENTS OF OUR RADIO SECTION AT THE END OF THE WAR. GENERAL RUSSELL SAID AT THAT TIME, "ON A CERTAIN OCCASION SOME REMARKABLE INTERCEPTIONS OF GERMAN CODE MESSAGES WERE MADE THAT ENABLED THE AMERICANS ASSOCIATED WITH THE BRITISH AND FRENCH CODE MEN TO WORK OUT A SOLUTION OF A NEW CODE. THE CLEVERNESS OF THIS WORK IS APPARENT WHEN IT IS KNOWN THAT A FAILURE TO GET CORRECTLY ANY OF THREE CODE MESSAGES WOULD HAVE DEFEATED THE ACCOMPLISHMENT OF THIS END. WHEN IT IS REALIZED THAT THESE CODE MESSAGES ARE THE HARDEST KIND OF MESSAGES TO COPY, AND THAT IN ORDER TO BE SURE OF GETTING THE VALUABLE MESSAGES IT HAD BEEN NECESSARY TO COPY SEVERAL HUNDRED USELESS ONES PER DAY OVER LONG PERIODS OF TIME, AND THAT COPYING IS DONE UNDER DIFFICULT CONDITIONS AND THROUGH INTERFERENCE WHICH CONFUSES ALL BUT THE BEST OPERATORS, IT IS POSSIBLE TO APPRECIATE THE FINE WORK WHICH HAS BEEN DONE. IN THIS ONE CASE A FEW MINUTES INATTENTION, A SINGLE MISTAKE WOULD HAVE MADE THE OTHERS USELESS. THE AMERICAN OPERATORS ARE THE ONLY ONES WHO COPIED ALL THREE MESSAGES WITH SUFFICIENT ACCURACY TO BE USEFUL."

NECESSITY OF ESTABLISHING A TRAINING SCHOOL AT THE FRONT

AFTER CONSULTATION WITH OUR CRYPTOGRAPHERS AND HIS STAFF, MAJOR LOGBUY DECIDED IT WAS NECESSARY TO TRAIN OUR OPERATORS IN THE GERMAN FIELD PROCEDURE AS WELL AS HOW TO COPY THROUGH INTERFERENCE. I WAS SELECTED TO ESTABLISH AND OPERATE A SCHOOL, PROBABLY THE ONLY ONE AS CLOSE TO THE FRONT AS THE THIRD LINE OF TRENCHES FOR THIS PURPOSE.

NOTHING WAS TAKEN FOR GRANTED AND ALL GROUPS OF OPERATORS SENT TO US FROM THE STATES WERE REQUIRED TO TAKE THE TRAINING COURSE. COMMERCIAL OPERATORS AND EXPERIENCED HAMS MADE THE GRADE EASILY. TRAINEES HAVING NO PREVIOUS EXPERIENCE BUT WHO HAD ATTENDED HARVARD AND OTHER STATESIDE SCHOOLS COMPLAINED BITTERLY. SEVERAL THOUGHT ON ARRIVAL THEY WERE GOING TO BE COMMISSIONED AND PLACED IN CHARGE OF STATIONS. THOSE WHO COULD NOT MAKE THE GRADE, PARTICULARLY THE OLDER ONES WHO COULD NOT OBTAIN CODE PROFICIENCY WERE MADE COOKS, CHAUFFERS, TRUCK DRIVERS OR ASSIGNED CLERICAL DUTIES.

THE SCHOOL PAID OFF AND IN DUE TIME WE HAD ENOUGH EXPERIENCED MEN TO MAN OUR STATIONS AROUND THE CLOCK SO SUBSEQUENTLY THE SCHOOL WAS CLOSED AND I WAS ASSIGNED TO PREPARE MOBILE INTERCEPT AND DIRECTION FINDING UNITS FOR THE ST. MIHIEL DRIVE. IN PREPARATION FOR THIS DRIVE, I HAD ANOTHER INTERESTING CHORE ASSIGNED TO ME IN A RELATED FIELD OF RADIO INTELLIGENCE.

A RADIO BARRAGE TO FOOL THE ENEMY

A STEPPED UP RADIO ACTIVITY IN A MILITARY SECTOR IS USUALLY INDICATIVE OF PREPARATION FOR A DRIVE, OR WITHDRAWAL OR RE-EMPLOYMENT OF THE ARMIES. THE APPEARANCE OF NEW WIRELESS STATIONS AS LOCATED BY DIRECTION FINDERS AND THE APPEARANCE OF NEW CALL LETTERS AND IDENTIFICATION OF OPERATORS IN A SECTOR IS GENERALLY PROOF THAT ADDITIONAL TROOPS HAVE BEEN MOVED IN FOR ACTION. THE STRENGTH OF THE OPPOSING ENEMY IS OFTEN IDENTIFIED BY THE NUMBER OF RADIO STATIONS IN OPERATION ONCE IT HAS BEEN DETERMINED HOW MANY STATIONS ARE ASSOCIATED WITH THE CORPS, DIVISION, OR REGIMENT. CONSEQUENTLY, IN AN ATTEMPT TO DETRACT THE ENEMY FROM PREPARATIONS FOR THE ST. MIHIEL DRIVE, I WAS ORDERED TO ESTABLISH A NUMBER OF RADIO TRANSMITTING STATIONS IN A SECTOR AROUND NANCY, SOME KILOMETERS FROM ST. MIHIEL. EACH STATION WAS GIVEN A SHEAF OF CODED MESSAGES AND THE OPERATORS WERE ORDERED TO SEND THEM ON A CAREFULLY WORKED OUT SCHEDULE AROUND THE CLOCK.

THE DAY AFTER SETTING UP THE STATIONS, I RETURNED TO THE SECTOR TO SEE HOW THINGS WERE GOING ALONG. I HAD ASSIGNED A HAM TO ONE STATION, CORPORAL HOWARD FOGETTI, OF THE NARROWS, N.Y. HE COMPLAINED THAT WHILE HE HAD SENT THE MESSAGES AS DIRECTED, NO STATION ANSWERED HIM. I TOLD HIM TO KEEP RIGHT ON SENDING THE MESSAGES ON THE SCHEDULE FURNISHED HIM. THE MESSAGES WERE IN A CODE WHICH WE KNEW THE GERMANS COULD READ AND OF COURSE CONTAINED MISLEADING INFORMATION FOR THE PURPOSE OF DISTRACTING THE GERMANS FROM OUR ST. MIHIEL PREPARATIONS AND FOCUSING THEM AROUND NANCY. THE OPERATORS OF THE OTHER DECDY STATIONS IN THE SECTOR WERE BUSY DOING THE SAME THING.

MY "SQUEAK BOX."

CORPORAL FOGETTI COMES TO MIND IN ANOTHER INSTANCE. HE WAS A CONFIRMED AND "DIE HARD" SPARK MAN. WE HAD ACQUIRED FOR FIELD USE, SEVERAL FRENCH MADE CW TRANSMITTERS. THEY WERE UNIQUE IN THAT WHEN RECEIVING, THE OSCILLATOR OF THE TRANSMITTER PROVIDED THE MEANS OF HETRODYNING THE CW SIGNALS BUT WITH A SERIES RESISTOR IN THE PLATE CIRCUIT TO REDUCE THE OUTPUT COMPARABLE TO THAT REQUIRED FOR PROPER MIXING AT THE DETECTOR GRID VOLTAGE WITH THE INCOMING SIGNAL.

AT EACH GROUP OF THREE INTERCEPT AND O F STATIONS, A RUNNER GATHER UP ALL THE MESSAGES AND BEARINGS AND THEY WERE ENCODED IN OUR OWN CODE FOR TRANSMISSION BACK TO THE CRYPTOGRAPHIC HEADQUARTERS. I WAS IN CHARGE OF ALL THE VACUUM TUBE TRANSMITTERS OF THE OUTFIT HAVING GAINED MY FIRST EXPOSURE TO THEM WHILE AT GONDRECOURT.

HAVING ACCESS TO SPARE PARTS, I MADE A HOME BREW JOB AND OPERATED IT FROM MY COMMAND POST. ONE EVENING FOGETTI WAS IN CHARGE OF RECEIVING THE TRANSMISSIONS FROM THE STATIONS ALONG THE FRONT AND AS HE ASKED FOR A REPEAT, I BROKE IN AND ACKNOWLEDGED THE RECEIPT OF THE TRAFFIC. THIS AMAZED THE SPARK MAN FROM NEW YORK AND FROM THAT TIME ON HE REFERRED TO MY HOME BREW JOB AS A "SQUEAK BOX." IN FACT HE IDENTIFIED ALL CW TRANSMITTERS BY THE SAME TERMINOLOGY. HE LOVED TO RECITE HIS EXPLOITS WITH HIS SPARK TRANSMITTER AT HIS HOME ON THE NARROWS OF NEW YORK. I WONDER IF OUR OLD TIMERS IN THAT AREA REMEMBER HIM? I HAVE BEEN INFORMED THAT HE MADE THE AURAL RECORDINGS OF THE TV PROGRAM "DRAGNET."

ACCOMPLISHMENTS OF OUR RADIO SECTION

THOSE WHO ARE FAMILIAR WITH THE HISTORY OF WORLD WAR I WILL RECALL THAT THE ST. MIHIEL DRIVE WAS A VERY SUCCESSFUL ONE FOR THE U.S. ARMY AND IT'S ALLIES, AND WE CAPTURED OVER 20,000 PRISONERS. I HAD THE PRIVILEGE OF INTERVIEWING SOME THROUGH AN INTERPRETER. THEY SAID THAT THEY KNEW WE WERE PROBABLY INTERCEPTING THEIR MESSAGES BUT DIDN'T BELIEVE WE COULD DECODE THEM. THEY WERE YOUNGSTERS AND OLD MEN, THE LATTER HAVING SERVED ON THE ILL FATED RUSSIAN FRONT AND TIRED OF WAR.

MUCH OF THE SUCCESS OF THE DRIVE WAS CREDITED TO THE ENDEVORS OF OUR SECTION AS I WILL RELATE HEREWITH.

TWO DAYS AFTER THE ARMISTICE, CAPTAIN CHARLES MATZ, RADIO INTELLIGENCE OFFICER G-2, REPORTED AS FOLLOWS: "ONE OF THE SOURCES OF INFORMATION CONCERNING THE ENEMY'S INTENTIONS AND DISPOSITIONS DURING THE RECENT WAR HAS BEEN DERIVED FROM OBSERVATION FROM ALL POSSIBLE ANGLES OF THE ENEMY'S COMMUNICATION SERVICE. THIS COURSE OF INFORMATION, PRACTICALLY UNTHOUGHT OF BEFORE THIS WAR HAS BEEN DEVELOPED TO SUCH AN EXTENT THAT, AT THE CLOSE OF HOSTILITIES, IT CONSTITUTED ONE OF THE MAIN BRANCHES OF INTELLIGENCE. THERE HAVE BEEN TIMES WHEN RADIO INTELLIGENCE HAS OBTAINED INFORMATION OF THE MOST VITAL IMPORTANCE WHICH COULD BE OBTAINED IN NO OTHER WAY, AND IT HAS CONSTANTLY SERVED AS A

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CHECK ON INFORMATION OBTAINED FROM OTHER SOURCES. THE ABILITY TO LOCATE ACCURATELY ENEMY RADIO STATIONS IN THE ST. MIHIEL SALIENT ON THE DAY BEFORE THE ATTACK OF SEPTEMBER 12, 1918 WAS THE ONLY PROOF THAT THE ENEMY HAD NOT WITHDRAWN FROM THE SALIENT, AND THIS PROOF EVEN IN THE FACE OF OVERWHELMING EVIDENCE TO THE CONTRARY, PREVENTED AN ELEVENTH HOUR CHANGE IN THE PLANS FOR THE ATTACK AND A POSSIBLE CHANGE IN THE RESULTS."

THE FOLLOWING IS A TYPICAL DAILY REPORT ISSUED BY THE GENERAL STAFF SUMMARIZING THE RADIO INFORMATION SECURED FROM THE ENEMY BY THE RADIO INTELLIGENCE SECTION OF THE SIGNAL CORPS FOR THE WEEKEND OF AUGUST 25, 1918:

"ACTIVITY"-EAST OF THE MEUSE TO ETAIN, A DECREASE IN THE RADIO ACTIVITY WAS NOTED DURING THE WEEK. FROM ETAIN TO ST. MIHIEL, THERE WAS A GENERAL DECREASE IN ACTIVITIES, EXCEPTING THE SLIGHT RAISE IN THE REGION OF ETAIN ON THE 25TH. THE MOST NOTABLE CHANGE IN ACTIVITIES WAS IN THIAUCOURT AND EUVEZIN AREA. DURING THE GREATER PART OF THE WEEK, A GENERAL DECREASE WAS NOTED, BUT ON THE 25TH ROSE TO THREE TIMES THE NORMAL RATE.

"DISTRIBUTION" THE MOST MOST IMPORTANT CHANGE IN DISTRIBUTION OF FIELD STATIONS IN THE 5TH ARMY IS THE APPARENT WITHDRAWAL OF SIX RADIO STATIONS FROM THE AREA BETWEEN ORENS AND ETAIN ON THE 18TH OF AUGUST. THESE STATIONS APPEARED DURING THE FIRST WEEK IN AUGUST AND WERE ACTIVE FOR A PERIOD OF ONLY TWO WEEKS. THE WITHDRAWAL OF A GROUP OF STATIONS AFTER ONLY SO SHORT A PERIOD OF ACTIVITY IS UNUSUAL.

A GENERAL REDUCTION IN THE NUMBER OF STATIONS BETWEEN THE ARGONNE AND THE MEUSE HAS BECOME APPARENT, PARTICULARLY IN THE SECTOR OCCUPIED BY THE 22ND RESERVE DIVISION. AN INCREASE IN THE NUMBER OF STATIONS HAS BEEN OBSERVED IN THE AREA OF EUVEZIN AND THIAUCOURT. THIS INCREASE BECAME APPARENT ON AUGUST 25TH, AND AS YET IT HAS BEEN IMPOSSIBLE TO DEFINITELY LOCATE THE NEW STATIONS. THERE SEVERAL FACTS WHICH INDICATE A PROBABLE CHANGE OF RADIO ORGANIZATION IN THE SECTOR OCCUPIED BY THE 227TH DIVISION:

- (A) ON AUGUST 24TH THE DIVISIONAL STATION EUVEZINE CHANGED FROM A "G" CALL TO A "D" CALL SIGN;
- (B) ON AUGUST 23RD THE STATION LOCATED ON MONTSEC WHICH FORMERLY WAS VERY ACTIVE, CEASED OPERATION. ON AUGUST 26TH A STATION REAPPEARED IN THE SAME LOCATION, BUT WITH A "D" CALL SIGN INSTEAD OF THE FORMER "L" CALL SIGN.

"TO CHANGE THE INITIAL LETTER OF A CALL SIGN ON OTHER DAYS THAN 1ST, 11TH OR 21ST DAY OF THE MONTH IS VERY UNUSUAL PROCEDURE, AND THE ABOVE OBSERVATIONS SUGGEST THAT NEW STATIONS WERE ERECTED ON THE SITES OF THE OLD STATIONS."

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~~THE STARS AND STRIPES~~ REPORTED ON THE ACCOMPLISHMENTS OF THE RADIO SECTION WITH REGARDS TO THE ST. MIHIEL DRIVE IN THEIR APRIL 4, 1919 ISSUE AS FOLLOWS:

"THERE ARE TIMES WHEN FIGURES, HOWEVER LARGE, SEEM TO SHRINK BEFORE BIGGER THINGS. FOR EXAMPLE, WORK OF THE RADIOSECTION OF THE SIGNAL CORPS SAVED THOUSANDS OF LIVES IN THE ST. MIHIEL DRIVE. THE LOCATION OF ENEMY RADIO STATIONS THE NIGHT BEFORE THE ATTACK OF SEPTEMBER 12 WAS THE DETERMINING FACTOR IN THE DECISION OF THE INTELLIGENCE SECTION THAT THE GERMANS HAD NOT WITHDRAWN FROM THE REGION DESPITE ALMOST OVERWHELMING EVIDENCE TO THE CONTRARY. AT THE TIME OF THE SENDING OF THE INFANTRY FORWARD WITHOUT ARTILLERY SUPPORT WAS BEING SERIOUSLY CONSIDERED. THANKS TO THE ALERTNESS OF OUR SIGNAL CORPS, EVEN THE ENEMY'S PLANS FOR A COUNTER ATTACK WERE CAUGHT BY OUR INTERCEPT STATIONS THREE HOURS BEFORE IT WAS TO HAVE DEVELOPED."

THE FOLLOWING IS ANOTHER EXAMPLE OF HOW IMPORTANT IT WAS TO COPY EVENLY AS WELL AS ACCURATELY EVERY MESSAGE TRANSMITTED BY THE ENEMY. ON MARCH 13 ONE OF OUR OPERATORS INTERCEPTED A MESSAGE FROM A GERMAN STATION WHICH HAD JUST RECEIVED A MESSAGE IN A NEW CODE AND THEN ASKED THAT THE MESSAGE BE REPEATED IN THE OLD.

STATIONS IN
A BETWEEN COUNTRIES

FROM THE CALL LETTERS GIVEN IN THE MESSAGE IT WAS POSSIBLE TO FIND BOTH THE ORIGINAL MESSAGE IN THE NEW CODE AND THE REPETITION IN THE OLD. THIS ASSURED THE SOLUTION OF THE NEW CODE BEFORE THE GERMANS THEMSELVES WERE FAMILIAR WITH IT.

INSIDE THE ENEMY'S LINES

ON THE SECOND DAY OF THE ST. MIHIEL DRIVE, SEGT. MYRON TONG AND I LOADED UP A SMALL TRUCK WITH BATTERIES AND SUPPLIES FOR OUR UNITS ADVANCING WITH THE DRIVE. WE HAD DIFFICULTY FINDING ONE UNIT DUE TO THE FLUID SITUATION ALONG THE FRONT, SINCE THE LINES HAD NOT BEEN CONSOLIDATED. AFTER DRIVING ALONG ONE ROAD FULL OF SHELL HOLES WE SAW A FARM HOUSE AND STOPPED TO SEE IF THERE WAS ANYONE IN IT. THIS WAS IN ALSACE LORRAINE TERRITORY. SURE ENOUGH A FARMER HAD SURVIVED THE BATTLE. HE SPOKE ONLY GERMAN BUT FORTUNATELY LONG COULD SPEAK SOME GERMAN TOO. I NOTICED THAT TONG GOT MORE EXCITED AS THEY TALKED. HE TURNED TO ME QUICKLY AND SAID, "LET'S GET THE HELL OUT OF HERE, WE ARE INSIDE THE GERMAN LINES." WE HIGH TAILED BACK DOWN THE ROAD AND AFTER A WHILE OF DRIVING, WE FOUND AN AMERICAN ARTILLARY UNIT MANNING FRENCH 75's. THE C.O. INFORMED US THAT OUR UNIT WAS UP AHEAD OF HIS ARTILLARY IN AN OLD FARM HOUSE WHICH WE COULD SEE AT A DISTANCE. SEEMING TO HANG ALMOST OVER IT WAS ONE OF THE HUNS' OBSERVATION BALLOONS. THE COMMANDING OFFICER TOLD US "FOR THE LOVE OF PETE, TELL YOUR MEN NOT TO COOK UNTIL AFTER DARK, AS EVERY TIME THEY DO SMOKE COMES OUT THE CHIMNEY AND THE KRAUTS START SHELLING THIS SECTOR."

AS WE NEARED OUR UNIT IT SEEMED AS IF THE SAUSAGE OBSERVATION BALLOON WAS RIGHT OVER OUR HEAD VIEWING US WITH A THOUSAND EYES, BUT IT WAS PROBABLY 3 OR 4 KILOMETERS AWAY. WE HAD NO SOONER LEFT THE ARTILLARY GROUP WHEN ALL HELL BROKE LOOSE. THE ENEMY OPENED UP WITH ARTILLARY AND WITH SHELLS BURSTING NEARBY, TONG AND YOURS TRULY ABANDONED THE TRUCK AND DUG IN. WE THOUGHT SURE THEY WERE GETTING A BEAD ON US BUT WE FOUND LATER THEY WERE SHELLING THE ARTILLARY UNIT BEHIND US WHICH WE HAD JUST LEFT. WE REACHED THE FARMHOUSE AND FOUND OUR MEN HAD SUFFERED NO CASUALTIES AND WE TRIED IN VAIN TO HAVE THEM ABANDON THEIR POSITION. THEY SAID RECEIVING CONDITIONS WERE TOO GOOD AND THAT ARTILLARY FIRE DIDN'T BOTHER THEIR AMPLIFIERS. WE ADHERED TO THEIR REQUEST SINCE NO OTHER PLACE LOOKED ANY BETTER.

WE KNEW AT THE START OF THE DRIVE THAT THE ARTILLARY WAS ALMOST LINED UP HUB TO HUB AND WHEN THEY OPENED UP IT PRACTICALLY PUT OUR AMPLIFIERS AND RECEIVERS OUT OF OPERATION DUE TO VIBRATION AND DIN.

BEFORE LEAVING WE TOLD THE CREW TO CONFINE THE COOKING UNTIL AFTER DARK.

(MIRON TONG, REFERRED TO BECAME A RADIO INSPECTOR ON CHARLIE KOLSTER,S STAFF IN BOSTON AFTER THE WAR. HE PASSED AWAY A FEW YEARS AGO.)

GROUND TELEGRAPHY (TPS)

I MENTIONED PREVIOUSLY A MODE OF COMMUNICATION EMPLOYED BY THE ENEMY AS WELL AS OURSELVES DURING WORLD WAR I. IT UTILIZED POWERFUL KEYED AUDIO OSCILLATORS WHICH WERE CONNECTED TO GROUND STAKES ORIENTED SUCH THAT THE MAXIMUM CURRENTS TRAVELLED BY INDUCTION THROUGH THE EARTH IN THE DIRECTION OF THE RECEIVING STATIONS.

EACH BUZZER HAD A CHARACTERISTIC AUDIO NOTE IN THE MUSICAL SCALE, DO, RE, ME, ETC. VARIABLE CALIBRATED WEIGHTS ON THE VIBRATOR DETERMINED THE TONE. THEY WERE GENERALLY USED

BY INFANTRY COMPANIES TO COMMUNICATE WITH BATTALION AND DIVISION HEADQUARTERS. FOR EXAMPLE COMPANY A WOULD HAVE THE MUSICAL NOTE DO, ANOTHER RE, AND SO ON.

RECEPTION WAS ACCOMPLISHED BY THE USE OF THREE STAGE AMPLIFIERS OF FRENCH DESIGN. EITHER GROUND STAKES OR LOOPS OF WIRE WERE CONNECTED TO THE INPUT. SINCE THE ENEMY TOO WAS USING THIS MODE OF COMMUNICATION WE ESTABLISHED INTERCEPT STATIONS AS CLOSE TO THE FRONT AS POSSIBLE, OFTEN BY THE MEN STEPPING OUT INTO NO-MAN'S LAND UNDER COVER OF DARKNESS AND PUTTING PUT GROUND STAKES OR LOOPS. THESE INTERCEPT STATIONS, OFTEN IN DUGOUTS, WERE MANNED BY A SPECIAL GROUP OF MEN WHO WERE RECRUITED IN THE STATES AFTER INVESTIGATION AND WHO COULD UNDERSTAND THE GERMAN LANGUAGE SINCE OFTEN THEY COULD PICK UP GERMAN CONVERSATIONS, AS THE ENEMY USED TELEPHONES RIGHT UP TO THE FRONT LINES WITH A SINGLE LINE AND GROUND RETURN. OCCASIONALLY OUR MEN COULD HEAR OFFICERS TALKING BETTER THAN THEY COULD HEAR THEMSELVES. THIS GROUP ALSO POLICED OUR OWN TELEPHONE CIRCUITS FOR VIOLATIONS OF SECURITY, I.E., IMPROPER IDENTIFICATIONS OR OTHER INFORMATION WHICH MIGHT BE OF USE TO THE ENEMY.

WHILE THE GERMANS AND THE FRENCH USED SINGLE WIRE FIELD TELEPHONES WITH GROUND RETURN WE DID NOT. THE INTRODUCTION OF OUR TWISTED PAIR FOR TELEPHONE USE PROVIDED A HIGH DEGREE OF SECURITY FOR TELEPHONE CONVERSATIONS SINCE THE LINES OF FORCE NEUTRALIZED EACH OTHER. THE ONLY LEAKAGE OCCURED WHEN A LINE MIGHT BE GROUNDED OUT BY SHELL FIRE; HOWEVER, BECAUSE OF THE POSSIBILITY OF LEAKAGE, TELEPHONES WERE NOT EXTENDED TO THE FRONT LINES BUT USED ONLY TO THE THIRD LINE TRENCHES. ALSO IT WAS KNOWN THAT THE ENEMY HAD A SIMILAR SPY SYSTEM TO OUR OWN AND WE WERE NOT TAKING ANY CHANCES.

THE , "STARS AND STRIPES", PAPER OF THE AEF REPORTED THIS ACTIVITY IN THE FOLLOWING GLOWING LANGUAGE:

"THERE IS NO MORE THRILLING PAGE IN THE ROMANCE OF THE WAR THAN THE HISTORY OF THE AMERICAN LISTENING STATIONS OF THE SIGNAL CORPS. THEY WERE ALWAYS TO THE FRONT AND SOMETIMES IN NO MAN'S LAND ITSELF, BUT WHEREVER THEY MIGHT CHANCE TO BE LOCATED, THEY WERE, AS ONE OF THE DESCRIBED THEM 'VERY NEAR HEAVEN'. THEIR BUSINESS WAS EVEDROPPING. AND IF THEY DIDN'T HEAR ANY GOOD OF THEMSELVES, THEY MANAGED TO DO THE DOUGHBOY A LOT OF GOOD.

LOOPS OF WIRE WERE CONSTRUCTED OUT IN NO MAN'S LAND PARALLEL TO THE ENEMY LINES, AND THE TINY ELECTRIC CURRENTS INDUCED IN THEM WERE MAGNIFIED BY MEANS OF AN AMPLIFIER. COPPER MESH NETS OR METALLIC RODS WERE BURIED AS NEAR THE ENEMY WIRES AS POSSIBLE AND FROM THEM WIRES LED TO THE AMPLIFIER. BY THIS MEANS GROUND CURRENTS AND LEAKS FROM THE ENEMY WIRES WERE MAGNIFIED TO AUDIBILITY."

"THE PLANTING OF THESE "GROUNDOS" NEAR THE ENEMY'S LINES CALLED OUT SOME OF THE MOST HEROIC INSTANCES OF PERSONAL BRAVERY AND RESURCEFULNESS AT THE FRONT. TIME AFTER TIME THESE MEN WERE CAUGHT BY THE SPOTLIGHT OF A STAR SHELL AS THEY CRAWLED OUT IN THE NIGHT TOWARDS THE GERMAN LINES AND WERE SEEN NO MORE. OFTEN, HOWEVER THEY WIGGLED THEIR WAY THROUGH BARBED WIRE AND SHELL HOLES, PLANTED THEIR WIRES, AND RETURNED TO REAP THE BENEFIT OF THEIR DARING."

THE AUDIO AMPLIFIERS WE USED FOR BOTH RADIO INTERCEPTION AND TPS WERE SEPARATE UNITS FROM THE RECEIVER. THE AMPLIFIERS WERE A THREE TUBE AFFAIR AND ON THE FRONT WAS A DOUBLE POLE-DOUBLE THROW SWITCH. IN ONE POSITION THE UNIT SERVED AS A DETECTOR AND TWO STAGE AMPLIFIER FOR RADIO WHILE IN THE OTHER POSITION IT SERVED AS A THREE STAGE AUDIO AMPLIFIER FOR TPS. ONE DAY WHILE TESTING A UNIT IN THE AUDIO POSITION, I HEARD CODE AND SOON IDENTIFIED IT AS POZ. IT PUZZLED ME AT FIRST BUT I REASONED THAT SINCE THE AMPLIFIER STAGES WERE RESISTANCE COUPLED THEY WERE IN THE AUDIO RANGE OF POZ WHICH OPERATED ON A LOW FREQUENCY IN THE AUDIO RANGE. EITHER THAT OR THE HIGH GAIN OF THE AMPLIFIER CAUSED ONE OF THE TUBES TO OSCILLATE AT A LOW FREQUENCY SUFFICIENT TO HETRODYNE POZ. THIS LED ME TO RUN OUT A LARGE LOOP CONNECTED TO THE INPUT OF THE AMPLIFIER AND I WAS SURPRISED NOT ONLY BEING

ABLE TO COPY POZ'S COMMUNIQUES BUT FL AND NSS AS WELL.

IT WAS INTERESTING TO COMPARE THE MATERIAL IN THE COMMUNIQUES AS TO HOW THE WAR WAS GOING EACH DAY, PARTICULARLY WITH REGARD TO THE NUMBER OF PRISONERS CAPTURED, AND AIRCRAFT AND BALLOONS SHOT DOWN.

ON TO CHATEAU THIERRY

IMMEDIATELY AFTER THE ST. MIHIEL DRIVE, I WAS ORDERED TO TAKE A FREIGHT CAR LOAD OF EQUIPMENT AND ENTRAIN FOR CHATEAU THIERRY. THE MEN TO MAN THE STATIONS WERE TO FOLLOW. MY BUDDY AND I LIVED ON THE FREIGHT CAR FOR TEN DAYS ON TINNED RATIONS, GRABBING A CUP OF COFFEE WHENEVER WE COULD FIND A SALVATION ARMY HUT ENROUTE.

THE TRACKS WERE BLOWN OUT AHEAD OF US OUTSIDE OF RHEIMS WHILE THE HUNS WERE SHELLING THAT SECTION INCLUDING THE FAMOUS CATHEDRAL.

ON ARRIVAL THE INTELLIGENCE OFFICER ADVISED ME THAT THE ENEMY WAS BEING DRIVEN BACK SO FAST THAT UNLESS WE HAD MOBILE UNITS IT WAS NO USE TO SET UP SHOP. I SO ADVISED MY C.O. AND WAS ORDERED BACK TO TOUL, THE LONG WAY VIA TOURS. MORE CANNED WILLIE AND TOMATOES. I BELIEVE WE ESTABLISHED A RECORD FOR LIVING ON TINNED COLD RATIONS.

I HAVE NEVER FORGOTTEN TWO AMUSING INCIDENTS THAT TRULY IDENTIFY AN AMERICAN G.I. NO MATTER WHERE HE IS OR REGARDLESS OF HIS ENVIRONMENT. MAKING MY WAY UP THE SHELL POKED AND GAS REEKING STREETS AND RUINS OF CHATEAU THIERRY FROM MY DIGS IN A FREIGHT CAR, I HEARD MUSIC AND SINGING. I SOON CAME UPON A SCENE WHICH I HAVE ALWAYS WISHED I COULD HAVE PHOTOGRAPHED, BUT WILL NEVER FORGET. ON THE SECOND FLOOR OF A LARGE HOME WITH THE SIDES BLOWN OUT WAS A G.I. AT A GRAND PIANO SURROUNDED BY HIS BUDDIES PLAYING AND SINGING, "I WANT A GIRL JUST LIKE THE GIRL THAT MARRIED DEAR OLD DAD."

ON ANOTHER OCCASSION I WAS IN TOUL ONE EVENING AND THE BOMBERS STARTED UNLOADING. I TOOK SHELTER IN A TUNNEL UNDER A RAILWAY CROSSING AT THE STATION. AS I PROCEEDED DOWN THE TUNNEL, I HEARD THE SOUND OF MUSIC AND TURNING A CORNER, THERE WAS A G.I. PLAYING AWAY ON A HARMONICA WHILE ANOTHER WAS DANCING A JIG TO THE TUNE OF THE MUSIC. THEIR BUDDIES STOOD AROUND IN TOTAL DISREGARD OF THE DETONATIONS OUTSIDE. THE FRENCH CIVILIANS WHO HAD TAKEN SHELTER COULDN'T REFRAIN FROM LAUGHING. YANKS RUNNING TRUE TO FORM!

BACK TO LANGRES

SOON AFTER THE MEUSE-ARGONNE DRIVE GOT UNDER WAY, FOUR OF US INCLUDING SEGT. MYRON TONG WERE ORDERED TO THE OFFICERS TRAINING SCHOOL, THE WEST POINT OF THE AEF, AS IT WAS CALLED. I HAVE PREVIOUSLY RELATED SOME EXPERIENCES THERE. EQUITATION WAS PART OF OFFICERS TRAINING AND WHILE I HAD NEVER BEEN ON A HORSE BEFORE, I ENJOYED IT DESPITE THE FACT THAT I WAS THROWN SEVERAL TIMES RACING AND JUMPING. IN FACT I BECAME SO FOND OF IT THAT I RODE SEVERAL YEARS AFTERWARD WHILE I LIVED IN BALTIMORE AND SILVER SPRING. WE WERE RIDING ONE DAY IN NOVEMBER, 1918 WHEN SOMEONE SHOUTED AT US THAT AN ARMISTICE HAD BEEN DECLARED. THAT TURNED OUT TO BE THE FALSE ONE. THE REAL ONE CAME TWO OR THREE DAYS LATER. MY PLATOON WENT INTO TOWN AND I REMEMBER CARRYING BACK A BUDDY ON EACH ARM. THAT NIGHT I HAD MY FIRST BEER! SOME OF THE BOYS REALLY CELEBRATED BY GETTING OUT THEIR RIFLES AND SHOOTING OUT THE WINDOWS OF THE BARRACKS. TWO LANDED IN THE HOSPITAL AS THE RESULT OF SLIDING DOWN THE LARGE WINDING BANNISTER ON THE STAIRWAY. THE COLONEL WAS VERY UNDERSTANDING AND WHILE HE DIDN'T CONDONE OUR ACTIONS AS CANDIDATES FOR A COMMISSION, THE SPIRIT OF THE TIME OR THING PERMEATED HIM AND WE HAD ONLY TO PAY FOR REPLACEMENT OF THE WINDOW GLASS.

OUR GRADUATION WAS AS RESERVE OFFICERS WERE OFFERED ACTIVE DUTY IN THE ARMY OF OCCUPATION OR TEN DAYS LEAVE IN NICE AND FIRST CLASS PASSAGE HOME. HAVING BEEN OVERSEAS

19 MONTHS, I ELECTED TO GO HOME. SO DID MYRON TONG. WE HAD AN ELEGANT TIME AT NICE AND MONTE CARLO AND SUBSEQUENTLY SAILED FOR HOME ON THE FRENCH LINER, LA TOURRAINE. BOTH TONG A FORMER COAST GUARD OPERATOR, AND MYSELF WERE SEASICK MOST OF THE WAY HOME. I DIDN'T GET UP TO SEE THE RADIO SHACK UNTIL NIGHT BEFORE WE DOCKED AT NEW YORK. TWO SAILORS WHO HAD BEEN TOO LONG AWAY FROM THE SEA.

WHILE AT CAMP MERRITT IN NEW JERSEY WAITING TO BE DISCHARGED I WENT OVER TO THE OLD MARCONI OFFICE TO SEE WHAT THE CHANCES WERE FOR A JOB. I EXPECTED TO SEE MR. EDWARDS OR DUFFY. SOME OTHER CHAP I DIDN'T KNOW WAS HOLDING THE FORT. I NOTED THAT MY NAME WAS ON THE ROLL OF HONOR OF THOSE THAT WERE IN THE SERVICE. REPLYING TO MY QUERY ABOUT EMPLOYMENT THIS GUY STATED IN NO UNCERTAIN TERMS THAT BEING A VETERAN AND HAVING BEEN PREVIOUSLY EMPLOYED BY THE COMPANY GAVE ME NO PRIORITY. MY NAME WOULD BE PLACE AT THE FOOT OF THE LIST. I LEFT THE OFFICE AS THE FELLOW SAYS, "MUMBLING IN MY BEARD AND CURSING EVERYBODY FROM McNALLY DOWN."

IN CIVIES AGAIN

ON BEING DISCHARGED IN APRIL OF 1919 I WENT BACK TO MY HOME IN MAINE. I RECEIVED \$60.00 BONUS AND THAT'S EXACTLY WHAT I PAID FOR A NEW HART, SHAFFNER AND MARX SUIT.

I WENT BACK TO MY OLD JOB OF LEARNING THE SHOE MANUFACTURING BUSINESS AND BANKING BUT THE CALL OF THE SEA WAS TOO GREAT AND IN NOVEMBER, I WENT BACK TO SEA AS A WIRELESS OPERATOR. MY FOLKS THEN LIVED ON THE MAINLAND HAVING MOVED FROM PEAKS ISLAND. I WAS IAE AND AFTER THE WAR IBE.

ON ONE OF MY TRIPS TO ENGLAND I GOT BLOWN OFF MY COURSE AND FELL IN LOVE WITH A BEAUTIFUL ENGLISH ACTRESS. SHE LURED ME INTO THE SEA OF MATRIMONY, BUT NOT BEFORE I HAD ACCEPTED A JOB ASORE FOR RCA AT THE PORT OF BALTIMORE. MY MAIN TASK WAS MAKING ROUTINE INSPECTIONS, REPAIRS AND CONVERTING SPARK SETS SUCH AS THE P-8 AND P-5 INTO ACW TRANSMITTERS. WHO WAS MY BIG BOSS IN NEW YORK? "NONE OTHER THAN OUR GOOD FRIEND TOM STEVENS, W6KAA. MY LOCAL BOSS WAS WESLEY KELLAND, ONE OF THE FIRST HAMS IN THE BOSTON AREA. THE STORY GOES THAT KELLAND GAVE TOM, WHO WAS THEN RUNNING THE FILENE STORE STATION, SO MUCH TROUBLE WITH HIS HAM SPARK SET THAT TOM SIGNED HIM UP AS AN OPERATOR AND SHIPPED HIM OFF TO SEA. ONE WAY OF GETTING RID OF INTERFERENCE.

IN JUNE OF 1923, I WAS APPOINTED FEDERAL RADIO INSPECTOR AND THAT BRINGS ME TO MY FIRST STORY WHICH APPEARED SEVERAL MONTHS AGO IN OUR OOTC JOURNAL WHICH WAS THEN KNOWN AS BLABBER MOUTH, NOW SPARK GAP TIMES.

IN SUCCEEDING INSTALLMENTS OF THE STORY OF THE RADIO INTELLIGENCE DIVISION, GEORGE HAS PREPARED SOME VERY FINE MATERIAL WHICH WILL BE OF ABSORBING INTEREST TO ALL MEMBERS. THE INTRODUCTION TO THIS SERIES OF ARTICLES WILL BE PUBLISHED IN THE AUGUST ISSUE OF SPARK GAP TIMES WITH THE FIRST INSTALLMENT OF "SPIES USE RADIO" AND EACH SUCCEEDING ISSUE WILL HAVE AN INSTALLMENT.

THIS MATERIAL, SO FAR AS KNOWN TO YE OLDE COPPYE BOYE, IS THE ONLY LITERATURE EVER PUBLISHED ON THE SUBJECT. IT IS QUITE COMPLETE DESPITE GEORGE'S DENIAL TO THE CONTRARY AND WILL ADD MUCH TO THE RICHNESS OF RADIO HISTORICAL LITERATURE OF THE PERIOD ABOUT WHICH IT WAS WRITTEN.

IN ADDITION TO THE ABOVE FUTURE MATERIAL, WE ARE DELIGHTED TO HAVE JIM CLAPP PREPARE SOME MATERIAL OF AN ENTIRELY DIFFERENT NATURE. THIS MATERIAL IS IN ADDITION TO THE FINE ARTICLE TO BE FOUND IN THIS ISSUE BY THIS SAME MOST DISTINGUISHED MEMBER, YE OLDE COPPYE B

DEFOREST ADDENDUM

By

W3BO, PAUL G. WATSON---

THROUGH THE YEARS, THE WRITER HAD EXTENSIVE CORRESPONDENCE WITH DR. LEE DEFOREST PRINCIPALLY ON THE SUBJECT OF TUBES, BUT WITH MUCH IN THE WAY OF "WIRELESS" ON THE SIDE, AND IN THE ACCUMULATED FILE IS A HOST OF INFORMATION WHICH CAME FROM "DOC'S" MEMORY TO ME IN THE FORM OF SIGNED LETTERS. FOR EXAMPLE, I SENT "DOC" A PICTURE OF EARLY ENGLISH "SULLIVAN" HEADPHONES, WHICH MOST STORIES INDICATE WERE THOSE HE USED ORIGINALLY, AND GOT THE FOLLOWING REPLY, DATED JUNE 29, 1953:

"ORIGINALLY, I USED TWO HOLTZER-CABOT HEADPHONES MADE FOR TELEPHONE OPERATORS. I STRAPPED TWO OF THESE TOGETHER WITH METAL STRAPS---THESE WERE, I BELIEVE THE FIRST TYPE OF HEADPHONES USED FOR WIRELESS RECEPTION. THE GREATLY IMPROVED BALDWIN HEADPHONES SUPPLEMENTED THE SULLIVAN TYPE (THE SECOND TYPE USED), ABOUT 1917, I BELIEVE, BUT I UNDERSTAND THESE ARE NO LONGER MANUFACTURED."

IN ANOTHER LETTER THERE WAS SOME DISCUSSION WITH DOC CONCERNING THE DATES OF MANUFACTURE OF SOME EARLY TYPE TUBES, AND WHY THE SECOND PLATE AND GRID WAS ADDED TO THE EARLY AUDIONS. WE GOT THE FOLLOWING REPLY:

I AM CERTAIN THAT THE SPHERICAL TUBES WITH THE CANDELABRA BASE CONTINUED TO BE MADE IN OUR FACTORY AT HIGHBRIDGE AT LEAST UNTIL 1916 (MARCH 15, 1916 TO BE EXACT), AS TAKEN FROM DEFOREST BULLETIN C-16, WHEN THE NAVY REQUESTED THAT WE CHANGE THE DESIGN TO TUBULAR, MOUNTED ON A BAYONET BASE. THEREAFTER, ALL OUR TUBES WERE CYLINDRICAL, HARKING BACK TO MY ORIGINAL 1907 DESIGN, EXCEPT THAT THE GRID AND PLATE LEADS WERE BROUGHT OUT THROUGH THE BASE RATHER THAN FROM THE TOP OF THE TUBE."

THE DROPPING OF THE ORIGINAL TUBULAR PATTERN OF 1907 AND THE ACCEPTANCE OF THE SPHERICAL GLASS ENVELOPE WAS AT THE SUGGESTION OF H.W. MCCANDLESS WHO WAS THE ORIGINAL MANUFACTURER OF TUBES UNDER DEFOREST SUPERVISION. IT WAS DONE TO EXPEDITE MANUFACTURE.

THE DATE OF MARCH 15, 1916 WAS OF SOME SIGNIFICANCE TO THE AMATEUR OF THAT DAY, FOR ON THAT DATE, THE DEFOREST COMPANY ANNOUNCED IN THEIR "BULLETIN C-16", TYPE "T" TUBULAR AUDION:

"COMMENCING MARCH 15, 1916 THIS TYPE OF AUDION WILL BE SOLD SEPARATELY, WITHOUT THE OTHER PARTS NECESSARY FOR A COMPLETE AUDION DETECTOR. IT IS LICENSED FOR AMATEUR USE ONLY AND IS NOT INTERCHANGABLE WITH THE REGULAR ROUND AUDIONS."

THE TYPE "T" AUDION GREATLY RESEMBLED THE MUCH USED (IN IT'S DAY) THE AUDIOTRON TUBE, EXCEPT THAT THE TYPE "T" HAD ONLY ONE FILAMENT, HAD FOUR WIRES INSTEAD OF FIVE COMING OUT THE ENDS, WITH NO BASE.

THE PARAGRAPH QUOTED ABOVE PRESENTS A DRASTIC POLICY CHANGE ON THE PART OF DEFOREST. PRIOR TO THIS TIME AN ORIGINAL PURCHASE OF AN AUDION TUBE HAD TO INCLUDE THE CONTROL BOX, AND TUBE REPLACEMENTS COULD ONLY BE SECURED BY RETURNING ALL, OR PART OF ORIGINAL.

A QUESTION WHICH WAS OFTEN ASKED ABOUT WHY IN 1909 A SECOND PLATE AND GRID WAS INSERTED IN THE SPHERICAL AUDIONS. IT WAS COMMONLY ACCEPTED THAT THE SINGLE PLATE AND GRID TUBE WAS A DETECTOR AND THE DOUBLE PLATE AND GRID TUBE WAS AN AMPLIFIER. WE ASKED THIS QUESTION OF DOC, AND ON APRIL 22, 1953 GOT THE FOLLOWING ANSWER:

ANSWERING YOUR QUESTION ON PAGE 3 OF YOUR LETTER, THE DOUBLE PLATE AND GRID WAS ADOPTED IN 1909 OR 1910 AND WAS FOUND TO BE MORE SENSITIVE A DETECTOR AND A BETTER AMPLIFIER THAN THE SINGLE PLATE AND GRID. IT WAS USED FOR BOTH PURPOSES."

UNITED STATES OF AMERICA

Department of Commerce and Labor
NAVIGATION SERVICE

OPERATOR'S CERTIFICATE OF SKILL IN RADIOCOMMUNICATION

This is to certify that under the provisions of the Act of June 24, 1940,

Daniel C. McCoy
has been examined in radiocommunication and has passed in:

- (a) The adjustment of apparatus, correction of faults, and change from one wave-length to another;
- (b) Transmission and sound-reading at a speed of not less than fifteen words a minute American Morse, twelve words Continental, five letters counting as one word.

The candidate's practical knowledge of adjustment was tested on a Western Union set of apparatus. His knowledge of other systems and of international radiotelegraphic regulations and American naval wireless regulations is shown below:

Place of Birth New York City, Date July 12, 1911

By Direction of the Secretary of Commerce and Labor:

W. Cheselbrough
Commissioner of Navigation, Washington, D. C.

I, Daniel C. McCoy, do solemnly swear that I will faithfully preserve the secrecy of all messages coming to my knowledge through my employment under this certificate; that this obligation is taken freely, without mental reservation or purpose of evasion, and that I will well and faithfully discharge the duties of the office: So help me God.

Daniel C. McCoy
Signature of Licensee

Date of Birth Dec. 22nd 1911 Place of Birth New York City
Sworn to and subscribed before me this twelfth
day of July, A. D. 1911

William S. Bartley
Notary Public

* It is not intended to limit the employment of the holder to a particular system, but merely to indicate the particular system in which he was tested for adjustment of apparatus.

This certificate is valid for two years, subject to suspension or revocation by the Secretary of Commerce and Labor for cause. It should be kept where it can be shown to officers of the customs or other officers of the Government just before the ship leaves port.

DANIEL C. MCCOY
7546 NORMANDY LANE
DAYTON 59, OHIO.

APRIL 8, 1963

DEAR CLINE:

THANKS FOR YOURS OF APRIL 6

1. UNDER SEPARATE COVER I AM SENDING YOU MY OPERATORS CERTIFICATE OF SKILL IN RADIO COMMUNICATION, DATED JULY 12, 1911.

2. MY RADIO OPERATOR, COMMERCIAL FIRST GRADE LICENSE NUMBER 6962, DATED JULY 2, 1915

3. A COPY OF PHOTOSTATS OF CORRESPONDENCE BETWEEN MYSELF AND THE FEDERAL COMMUNICATIONS COMMISSION DECEMBER, 1940, REGARDING THE USE OF THE AMERICAN MORSE CODE.

I HOPE THESE WILL BE HELPFULL TO YOU AND KNOW THAT YOU WILL TAKE GOOD CARE OF THEM AND RETURN THEM TO ME IN GOOD CONDITION.

THE PHOTOSTATS ON THE MORSE CODE I AM SENDING ALONG AS EVERY ONCE IN A WHILE, SOME YOUNGSTER BOBS UP WITH A STATEMENT THAT THE USE OF THE AMERICAN MORSE IS ILLEGAL. THIS SOMETIMES WORRIES THE OLD TIMER, HENCE I THINK A PUBLICATION OF THIS MATERIAL WILL BE OF BENEFIT TO OUR ANCIENT BRETHREN.

73,

DAN, W8DG

The United States of America

DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION

NUMBER
6962

LICENSE
RADIO OPERATOR, COMMERCIAL *First* GRADE

This is to certify that Daniel Mc Coy
has been examined and passed, pursuant to the Radiotelegraphic Convention, in

- (a) adjustment, operation and care of apparatus;
- (b) transmitting and sound reading at a speed of not less than *Twenty* words a minute, Continental Morse;
- (c) use and care of storage battery or other auxiliary;
- (d) knowledge of international regulations and acts of Congress to regulate radio communication;

and is hereby licensed as required by law a Radio Operator, Commercial *First* grade for two years. The candidate's practical knowledge of adjustment was tested on a *Combination* set of apparatus. His knowledge of other systems is shown below:
Not Examined

William C. Redfield
Secretary of Commerce

E.T. Chamberlain
Commissioner of Navigation

James T. ...
Secretary of the Navy

July 2nd 1916

FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C.

DECEMBER 12, 1940

Mr. D.C. McCoy
R.R. 7,
Dayton, Ohio.

DEAR SIRs:

THIS WILL ACKNOWLEDGE RECEIPT OF YOUR LETTER DATED DECEMBER 5, 1940, CONCERNING THE USE OF AMERICAN MORSE CODE IN THE AMATEUR BANDS.

THE USE OF AMERICAN MORSE IS NOT NECESSARILY ILLEGAL, PROVIDED IT DOES NOT LEAD TO CONFUSION. THE COMMISSION HAS RULED THAT ALL CALL LETTERS MUST BE TRANSMITTED IN THE INTERNATIONAL CODE, BUT IF YOU WISH TO USE AMERICAN MORSE IN THE BODY OF THE COMMUNICATIONS, THERE IS NO OBJECTION.

VERY TRULY YOURS,
T.J. SLOWIE, SECRETARY.

FROM W4AU JAMES K. CLAPP

"HAPPY LANDING"
 MANASOTA KEY
 ENGLEWOOD, FLA.
 MARCH 24, 1963

DEAR EARL:

HEREWITH A BIT OF COPY. THE BACKGROUND APPEARS IN THE FIRST PARAGRAPH, BUT WHAT REALLY SHOOK ME WAS THAT FRED PARSONS, W2EXM, PAGE 26 SGT 13, SAID "PROBABLY FEW OF THE MEMBERS EVER SAW THE STATION" (WCC). I THOUGHT, WELL I DID SEE IT, AND AS THERE WAS ALSO A BIT OF A STORY ALONG WITH IT, I THOUGHT SOMETHING SHOULD BE DONE ABOUT IT.

WITH REFERENCE TO COMMENTS WHICH HAVE BEEN MADE THAT FEW OF THE ARTICLES AND STORIES IN SGT DEAL WITH AMATEUR ACTIVITIES OR BEGINNINGS, I HAVE HAD, WITHIN THE LAST COUPLE OF YEARS, OCCASION TO WRITE UP SOME OF MY EARLY HAM EXPERIENCES. IF YOU WILL BEAR WITH MY PROCRASTINATING SOUL FOR A BIT, I WILL TRY TO GET TOGETHER A REASONABLE ARTICLE ON HAM ACTIVITIES AND EQUIPMENT OF THE EARLY DAYS.

IN THIS CONNECTION, WOULD IT BE POSSIBLE TO REPRODUCE LINE DRAWINGS IN SGT? (ANSWER IS "YES"). SOME OF THE EARLIEST PIECES OF EQUIPMENT WOULD BE MUCH BETTER DESCRIBED IF A SKETCH COULD BE INCLUDED. THANKS FOR A MOST EXCELLENT JOB ON SGT!

73 AND GOOD HEALTH,

JAMES K. CLAPP, W4AU

THE FOLLOWING IS THE FINE COPY REFERRED TO IN THE LETTER. THE AUGUST ISSUE OF SGT WILL PUBLISH THE ARTICLE JIM MENTIONS. IT IS EXCELLENT AND WILL BE ENJOYED. EEC

 A VISIT TO W C C
 BY JAMES K. CLAPP, W 4 A U

THE OTHER EVENING I PICKED UP SPARK GAP TIMES, 13, AND STARTED READING THE WAY THE YF DOES, FROM THE BACK TOWARDS THE FRONT. FIRST, I CAME ON THE LIST OF ORIGINAL MEMBERS, AND IRV VERMILYA'S NAME CAUGHT MY EYE. A COUPLE OF PAGES OVER WAS THE LITTLE STORY BY OLD OLD TIMER, TOM STEVENS, MENTIONING THE S.S. "DOROTHY BRADFORD". THEN, FURTHER ALONG, THERE WAS THE LETTER FROM FRED PARSONS, WITH THE PICTURES OF WCC. THESE ALL COME TOGETHER IN THE STORY OF MY VISIT TO WCC IN AUGUST 1914.

MY PAL AND I WERE A COUPLE OF ENTHUSIASTIC HAMS, IN HIGH SCHOOL, AND, AFTER SAVING OUR PENNIES FOR SOME TIME, HAD THE IDEA OF VISITING WCC. THE TRIP STARTED BY TAKING PASSAGE ON THE SS "DOROTHY BRADFORD", LEAVING BOSTON ABOUT 9 AM AND REACHING PROVINCETOWN ABOUT 1 PM. AFTER LOOKING AROUND PROVINCETOWN FOR A SHORT TIME, WE BLITHELY SET OFF TO WALK TO WCC, AT SOUTH WELLFLEET, ABOUT 16 MILES AWAY. WE CARRIED A SUITCASE CONTAINING SOME SANDWICHES AND TWO BLANKETS, FOR WE PLANNED TO SLEEP ON THE BEACH.

WE ARRIVED AT THE STATION ABOUT 6.30 PM AND KNOCKED ON THE DOOR OF THE LIVING QUARTERS. I CAN STILL REMEMBER THE LOOK OF INCREDULOUS SURPRISE ON IRV VERMILYA'S FACE AS HE CAME TO THE DOOR. WE SAID THAT WE WERE A COUPLE OF AMATEURS WHO WOULD LIKE TO SEE THE STATION. IRV TALKED WITH US A BIT AND THEN SAID, "COME BACK ABOUT 8.30". SO WE WENT OUT ON THE EDGE OF THE CLIFF, AS I REMEMBER, MUCH FURTHER FROM THE TOWERS THAN FRED PARSON'S PICTURES OR LETTER WOULD INDICATE. AFTER A COUPLE OF SANDWICHES, WE JUST GOOFED OFF THE

A VISIT TO W C C

THE TIME AND WAITED FOR 8.30.

I DO NOT WANT TO MAKE A "FIFTH AMMENDMENT" STATEMENT ON THE FACTS TO COME. THESE ARE ACCURATE ONLY TO THE EXTENT OF MY MEMORY AND OF MY POWERS OF OBSERVATION. I HOPE THAT IRVING MIGHT BE INVEIGLED INTO WRITING UP AN AUTHENTIC TECHNICAL DESCRIPTION OF THE WHOLE ESTABLISHMENT.

THE 180 FOOT TOWERS WERE OF WOOD (CONTRARY STATEMENTS IN "BLABBERMOUTH") AND WERE HEAVILY GUYED. THE CORNER TIMBERS WERE AT LEAST 6 X 6 AND POSSIBLY 8 X 8 AT GROUND LEVEL. THE ANTENNA WAS AN INVERTED PYRAMID, OF 60 OR MORE WIRES, SPACED ALONG THE CABLES BETWEEN THE TOPS OF THE TOWERS, AND COMING INTO A HUGE CABLE DISAPPEARING INTO THE TRANSMITTER HOUSE. THERE WAS A HUGE COUNTERPOISE, EXTENDING WELL BEYOND THE BASES OF THE TOWERS ABOUT 7 FEET OFF THE GROUND. ON THE WAY TO THE "SHACK" IRV WARNED US NOT TO TOUCH IT, BE IT COULD "BITE" WITH THE STATIC CHARGE COLLECTED ON IT.

ON ARRIVING AT THE SHACK, IRV WENT OFF INTO A CORNER, AND WITH A "HAMMER" IN EACH BEGAN PUNDING ON THE WHEATSTONE PERFORATOR MAKING UP THE TAPE OF THE NIGHT'S TRANSMISSION.

ON ENTERING THE TRANSMOTTER ROOM, THE FIRST THING THAT STUCK MY EYE WAS THE CONDENSER. THIS OCCUPIED A LARGE PART OF THE FLOOR SPACE. IT CONSISTED OF ABOUT 30 EARTHEN WARE TANKS, ABOUT 6 INCHES WIDE, BY 18 INCHES LONG AND 18 INCHES HIGH. IN EACH WAS A STACK OF GLASS PLATE CONDENSERS, IMMERSSED IN OIL. NEXT WAS THE ANTENNA LOADING COIL (OR SECONDARY OF THE OSCILLATION TRANSFORMER) CONSISTING OF TEN OR TWELVE PRIMARY WINDING ASSEMBLIES OF MARCONI "OSCILLATION TRANSFORMERS" AS USED ON SHIPS AT THAT TIME. THE ASSEMBLIES WERE MADE UP OF SIX PORCELAIN COMB SHAPED INSULATORS, MOUNTED WITH THE HEEL OF THE COMBS SET INTO EBONITE RINGS. A WINDING OF 3/8 SILVER PLATED COPPER TUBING WAS STRUNG AROUND THE TEETH OF THE COMBS. HERE THE WHOLE ASSEMBLY WAS HUNG ON A 2 X 6 BEAM, SET EDGEWISE, ACROSS THE OVERHEAD. I DON'T REMEMBER THE "VERTICALLY MOUNTED HELIX OR JIGGER MENTIONED BY FRED PARSONS, BUT THAT MIGHT BE BECAUSE IT WAS QUIETLY SITTING OFF IN RIGHT FIELD.

THE "FAMOUS SPARK GAP" WAS REALLY SOMETHING! THE ROTOR DISC WAS ABOUT 30 INCHES IN DIAMETER, WITH HEAVY STUDS PUT THROUGH IT NEAR THE EDGE. THESE PROJECTED EACH SIDE OF THE DISC ABOUT 2 OR 3 INCHES. THE STATIONARY ELECTRODES WERE DISCS 8 OR 10 INCHES IN DIAMETER, MOUNTED HORIZONTALLY AND IN THE PLANE OF THE SHAFT OF THE BUG ROTOR. THEY WERE DRIVEN SO AS TO SLOWLY ROTATE WHEN THE TRANSMITTER WAS IN OPERATION. I DO NOT REMEMBER WHETHER THE DRIVES WERE INDEPENDENT, OR WERE FROM THE MOTOR DRIVING THE MAIN DISC. WHEN THE TRANSMITTER OPERATED THERE WAS A SPARK AS BIG AS A GRAPEFRUIT ON EACH SIDE OF THE MAIN DISC, ACCOMPANIED BY THE MOST EAR AND NERVE-SHATTERING SOUND THAT YOU EVER HEARD. (ONCE READ COPY FROM THE STATION WHEN PASSING CAPE COD, 3 MILES OFF SHORE.)

KEYING WAS DONE IN THE SECONDARY HIGH VOLTAGE LEADS WITH A KEY FITTED WITH MAGNETIC BLOW-OUT. BUT THE VICIOUS SNARLING POWER ARCS TRAILING FROM THE CONTACTS WERE AWESOME TO BEHOLD!

FINALLY, AFTER CRANKING UP THE PRIME MOVERS AND PUTTERING ABOUT A BIT, THE STATION WAS READY TO GO ON THE AIR. SO THAT FAMOUS DEEP BARITONE NOTE SPADKE FORTH, AND IN MEASURED CADENCE BEGAN:

"CQ PRESSE FOR SHIPS FITTED WITH MARCONI OR DEBEG * APPARATUS ONLY". *(DEUTCHE BETRIEBST GESELLSCHAFT FUR DRAHTLOS TELEGRAPHIE)

A VISIT TO W C C

WE "PUT THE STATION TO BED" AND THEN WENT OUT TO SLEEP ON THE BEACH. ONLY THING WAS WE FORGOT THE MOSQUITOES! WE TRIED TO MAKE IT WORK BY COVERING UP COMPLETELY WITH THE BLANKETS, LEAVING A LIL BITTY HOLE TO BREATHE THROUGH; BUT WHEN I LOOKED THROUGH THROUGH THE HOLE AGAINST THE MOONLIGHT AND SAW IT RINGED WITH A BLACK FRINGE OF MOSQUITOES READY TO DIVE IN, I GAVE UP. PRETTY SOON MY PAL DID TOO, AND WE STARTED THE LONG TREK BACK TO PROVINCETOWN. ABOUT 3 AM WE CAME TO A PUMP IN A TOWN SQUARE, AND BEING THIRSTY STARTED TO PUMP A DRINK. THE PUMP MADE ENOUGH RACKET TO WAKE THE DEAD, - BUT THE PEOPLE MUST HAVE TURNED OVER AND SAID, "SOME MORE OF THOSE CRAZY TOURISTS."

JUST AFTER DAYBREAK WE WERE OVERTAKEN BY A FARMER DRIVING A CART LOAD OF GARDEN TRUCK TO SHIP TO BOSTON. HE GAVE US A MOST WELCOME LIFT FOR THE REMAINING TEN OR TWELVE MILES INTO PROVINCETOWN.

THIS TRIP MARKED THE END OF MY PURELY AMATEUR RADIO ACTIVITIES, FOR WITHIN A FEW WEEKS I HAD SHIPPED OUT AS A MARCONI OPERATOR ON THE GULF REFINING CO. TANKER "WINIFRED".

CHAS. E. HARVEY, W5TL

EARL:

OFTEN I SEE "MY GET UP AND GO HAS GOT UP AND WENT". IN SPARK GAP TIMES- I WONDER IF THE GANG HAS SEEN THE WHOLE POEM-- AND THE ANSWER?

AS YOU SEE BOTH ARE CLIPPINGS--SO DON'T KNOW WHETHER YOU CAN USE THEM.

BEST 73,

CHAS. W5TL

"MY GET UP AND GO HAS NOT GOT UP AND WENT"

WHY SHOULD I THINK THAT MY YOUTH IS ALL SPENT?
MY GET UP AND GO HAS NOT GOT UP AND WENT.
I AM ABLE TO WALK AND TO STILL CARRY ON,
EVEN THOUGH ALL MY YEARS OF YOUTH ARE GONE.

OLD AGE IS GOLDEN, IT MAY BE SO,
BUT I'VE GOT THE PEP TO GET UP AND GO.
THOUGH MY TEETH ARE FALSE, THEY'RE NOT IN A CUP,
THEY STAY IN MY MOUTH WHEN I'M IN BED OR UP.

ANS AS FOR THE GLASSES, (AS MANY DO),
I WEAR THEM TO WORK IN THE WHOLE DAY THROUGH,
AND AS FOR HEARING, AN AID I MAY NEED,
SO I THINK I SHALL GET ONE WITH GREATEST SPEED

E'RE SLEEP DIMS MY EYES I STILL LIKE TO FEEL
THAT I AM YET LIVING AND MY FRIENDS ARE REAL.
AS LONG AS I'M ABLE TO GET UP MYSELF,
I DO NOT INTEND TO GET UP ON THE SHELF.

THE HUES OF MY SLIPPERS DON'T MATTER A BIT
I CAN STILL TAKE A LONG WALK AND THEN I
CAN SIT
AND REST TILL I'M READY TO GO
AND START A NEW HOBBY OR TAKE IN A SHOW.

I HAVE NOT RETIRED FROM LIFE'S COMPETITION.
I DO HAVE TO GIVE UP SOMETHING WITH
SUBMISSION.
BUT THERE ARE STILL OTHERS THAT CAN TAKE
THEIR PLACE.
I'M STILL IN THE RUNNING IN THIS LIFETIME
RACE!

I GET UP EACH MORNING, THE TIME THAT I
CHOOSE,
I PICK UP THE PAPER AND READ ALL THE NEWS
THEN I DO A FEW CHORES THAT STILL NEED
TO BE DONE
AND KEEP RIGHT ON "DOING" FROM SUNRISE
TO SUN.

A TALE OF THE DAYS WHEN-

By

W4FE, ARTHUR H. BENZEE

PERHAPS I SHOULD START THIS OUT REAL MYSTERIOUS LIKE---! IT WAS A COLD NIGHT IN THE EARLY 19--? I WAS A TEEN-AGER AND HAD READ A FEW ARTICLES ON WIRELESS. SURE I WAS INTERESTED. THAT'S NOT RIGHT. LET'S TRY AGAIN. BACK AROUND 1909, MY OLDEST BROTHER WAS AN AUTO MECHANIC AND ELECTRICIAN. THERE WERE VERY FEW AUTOS IN THOSE DAYS. HE SUBSCRIBED TO THE "ELECTRICIAN AND MECHANIC" AND EVERY TIME HE LAID THE CURRENT ISSUE DOWN, I WAS RIGHT THERE TO GRAB IT AND READ IT. I WAS ALWAYS INTERESTED IN ELECTRICITY (WE USED OIL LAMPS THOSE DAYS), AND READ EVERYTHING I COULD FIND.

ALONG ABOUT THIS TIME, THIS MAGAZINE PUBLISHED AN ARTICLE ABOUT WIRELESS TELEGRAPHY, DESCRIBING IN FULL HOW TO GO ABOUT MAKING SUCH A WIRELESS SET. I GOT AN OATMEAL BOX FROM MOM, SOME #18 DCC BELL WIRE AND WOUND A TUNER. FOUND A PIECE OF BRASS ROD AND FASTENED IT TO THE WOODEN ENDS I HAD PUT ON THE OATMEAL BOX, CUTTING THE LAYERS OF WAXED COTTON SO A "SLIDER" WOULD MAKE CONTACT. SOMEWHERE I FOUND A ONE-INCH SPARK COIL (PROBABLY MY OLDEST BROTHER FOUND IT FOR ME), I MADE A KEY FROM A STRIP OF HALF INCH BRASS WITH A SPOOL FOR A KNOB. THE CONDENSER -ACOUPLE OF GLASS PLATES WITH TINFOIL BETWEEN. SO I HAD A TRANSMITTER.

NOW FOR A RECEIVER. I FOUND A PIECE OF (WHAT I LATER LEARNED WAS SILICON) AND I HAD A DETECTOR. WHAT TO DO FOR A CONDENSER SUCH AS THE BOOK CALLED FOR AND SOMETHING TO HEAR THROUGH. ANOTHER OF MY OLDER BROTHERS WAS A LINEMAN WITH THE BELL TELEPHONE COMPANY BUT HE HAD A FRIEND IN INSTALLATION AND HE GOT ME A 2 MFD. CONDENSER AND AN OLD EAR-PIECE. ONE OF THOSE ELONGATED THINGS YOU DO NOT SEE THESE DAYS. THE CONDENSER WAS SEALED IN A TIN CAN ABOUT TEN INCHES LONG BY FOUR INCHES WIDE AND HALF AN INCH THICK. I HAD A RECEIVER.

I STRUNG FOUR WIRES BETWEEN TWO WOODEN SPREADERS THE LENGTH OF THE BACK YARD, FROM THE GABLE OF THE HOUSE TO THE CHICKEN COOP. THE LEADIN CAME DOWN TO THE WOOD-SHED WHICH WAS MY FIRST SHACK. MY FOLKS WOULD NOT BELIEVE THAT I COULD HEAR ANYTHING THROUGH THE AIR SO I COULD NOT BRING THAT STUFF INTO THE HOUSE, A WOOD-SHED WAS A SORT OF LEAN TO ATTACHED TO THE HOUSE, WHERE WE KEPT WOOD AND COAL FOR THE STOVES, ON WHICH WE DEPENDED FOR COOKING AND HEATING. DIRT FLOOR AND COLDER THAN ALL GET OUT IN THE WINTER. BUT THAT DIDN'T STOP ME.

THE ANTENNA "HAD" TO BE FOUR WIRES, AS HIGH AND AS LONG AS YOU COULD GET THEM. AT VARIOUS TIMES, I TRIED COPPER WIRE, GALVANIZED CLOTHESLINE AND ALUMINUM WIRE. HAD TO SAVE MY PENNIES TO GET THE ALUMINUM WIRE AS IT COST PLENTY THOSE DAYS. THE ONLY TROUBLE WITH THE ALUMINUM WIRE WAS THAT I HAD TO TAKE IT DOWN EVERY SO OFTEN AND, WITH A RAG SOAKED IN KEROSENE, CLEAN THE DIRT AND CORROSION OFF THE WIRES SO THE SIGNALS WOULD COME THROUGH BETTER??? DIDN'T SEEM TO DO MUCH GOOD.

WELL, I HAD A RECEIVER, TRANSMITTER AND ANTENNA! WHAT TO HEAR? HOUR AFTER HOUR, I WOULD SIT THERE AND LISTEN -- THEN SEND OUT SOME SIGNALS (I THOUGHT THEY WERE MORSE BUT WHO KNOWS). NOTHING. ON SOME COLD NIGHTS, ALL I COULD HEAR WAS INDUCTION HUM FROM THE TELEPHONE AND NEARBY POWER LINES, AS WELL AS CRACKS FROM THE TROLLEY WHEELS WHEN A STREET CAR WENT BY. TO RELIEVE THE MONOTONY, WHEN THE COP ON THE BEAT "PULLED THE BOX" ON THE NEXT CORNER, I WOULD HEAR WHICH WAS THE NUMBER OF THAT CALL BOX. THEN ONE DAY I HEARD A SIGNAL! MY CODE WAS NOT SO GOOD BUT I FINALLY MADE OUT THAT WHENEVER HE WAS CALLING, HE WAS SIGNING "BU".

LATER I LEARNED THAT BU WAS THE UNITED WIRELESS COMPANY'S STATION AT BUFFALO. SO I CALLED BU OVER AND OVER AND OVER AGAIN. NOTHING HAPPENED. PERHAPS HE DID NOT HEAR ME.

A TALE OF THE DAYS WHEN

PERHAPS HE JUST WOULDN'T ANSWER IF HE DID.

WHAT TO DO? I HAD NO ONE TO TALK WITH AND HERE I WAS A FULL-FLEDGED WIRELESS OPERATOR. SO I ROUNDED UP FIVE FELLOWS WHO LIVED IN THE NEIGHBORHOOD AND HELPED THEM TO RIG UP THE SAME KIND OF AN OUTFIT AS I HAD. SOME OF THEM LASTED FOR A YEAR OR TWO BUT THE REST GAVE IT UP. BUT I HAD SOME ONE TO TALK WITH.

THEN I FOUND A PIECE OF GALENA. WHERE IT CAME FROM I CANNOT SAY NOW BUT THERE IT WAS. I HAD TRIED EVERYTHING - COHERER - SILICON - ELECTROLYTIC - NOTHING WORKED LIKE GALENA. TO MAKE THE ELECTROLYTIC, I SCROUNGED AN OLD LIGHT BULB (WE STILL USED OIL LAMPS) WHICH WAS SUPPOSED TO HAVE TANTALUM FILAMENT AND TOOK THE NECESSARY PART TO THE LOCAL JEWELER WHO FASTENED IT TO A BRASS SCREW. THIS WENT THROUGH A TAPPED HOLE IN A BRASS ARCH SO IT COULD BE TURNED UP AND DOWN IN THE MERCURY IN THE CUP. THE CUP WAS A PIECE OF DRY CELL CENTER POLE WITH A HOLE IN IT TO HOLD THE MERCURY. IT DIDN'T WORK. BUT THE GALENA DID!

IN THOSE DAYS THERE WERE NO REGULATIONS. YOU THREW SOME JUNK TOGETHER AND WENT ON THE AIR, SIGNING ANY CALL THAT SOUNDED GOOD TO YOU. MY INITIALS (AB) BACKWARDS (BA) REALLY ROLLED OFF A KEY AND THAT WAS MY CALL. (I STILL USE BA AS MY PERSONAL SIGN ON CW).

I GUESS I WAS A JOINER EVEN IN THOSE DAYS, SO I STARTED A WIRELESS CLUB. WHETHER I WAS ELECTED OR NOT, I DESIGNATED MYSELF AS SECRETARY AND THIS CLUB (EAST BUFFALO WIRELESS CLUB WAS LISTED IN THE MAGAZINES WHICH PUBLISHED SUCH INFORMATION IN THOSE DAYS.

THEN, CONGRESS DECIDED THAT THERE OUGHT TO BE SOME KIND OF REGULATION OF THIS WIRELESS AND BEGAN TO HOLD HEARINGS, POINTING TOWARDS PASSING SOME SUCH LAW. AFTER THE ACT OF 1912 BECAME A LAW, I APPLIED FOR A LICENSE. IN DUE TIME I RECEIVED A SLIP SHOWING THAT I WAS QUALIFIED AS A SECOND CLASS WIRELESS OPERATOR, (PENDING EXAMINATION) AND WAS ISSUED THE CALL SIGN OF 8MM. THAT SECTION OF NEW YORK STATE WAS THEN IN THE 8TH CALL AREA. WE WERE NOTIFIED THAT, WHEN THE INSPECTOR CAME TO TOWN NEXT TIME, WE WOULD HAVE TO APPEAR FOR EXAMINATION OR THE LICENSE WOULD BE CANCELLED. BELIEVE ME, I SHOWED UP. TWO OF MY OLDER BROTHERS, MENTIONED BEFORE, HAD TICKETS (I CANNOT REMEMBER THE CALL OF THE OLDEST, IT WAS 8C-(SEEMS LIKE IT WAS CS) AND THE TELEPHONE MAN WAS 8KT), BUT THEY DID NOT GO UP FOR EXAMINATION AND LET THEIR TICKETS GO BY.

THE INSPECTOR WAS JOHN F. DILLON, THEN RI FOR THE GREAT LAKES DISTRICT (LATER FIRST CHAIRMAN OF THE FEDERAL RADIO COMMISSION). THE OLDEST LICENSE I CAN FIND (AFTER MOVING SEVERAL TIMES) IS DATED DECEMBER, 1915 AND SIGNED BY JOHN F. DILLON. I AM PROUD OF THAT ONE. PRIOR TO THIS, I HAD BEEN ABLE TO REACH OUT ACROSS THE CITY WITH MY LITTLE SPARK COIL AND THERE WERE MORE HAMS GETTING INTO THE GAME EVERY DAY. THE AIR WAS GETTING CROWDED (?). THEN, LO! AND BEHOLD!, THERE WAS A YL ON THE AIR. I NEVER KNEW HOW SHE MADE OUT, AS SHE WOULD NOT TALK TO ANYONE SHE DID NOT KNOW. I NEVER WORKED HER, (THO I TRIED) BUT SHE WAS ON A LOT, WORKING A COUPLE OF FELLOWS SHE KNEW.

CAME WORLD WAR I. JUST PRIOR TO THAT I WAS ASKED TO CONTACT A MAJOR AT THE 65TH NYNG ARMORY. DURING THE MEXICAN BORDER TROUBLE (WHEN "BLACK JACK" HAD TO CHASE OVER INTO MEXICO) A GROUP HAD FORMED THE "MILITARY AVIATION CORPORATION, ENLISTED A GROUP OF YOUNGSTERS, BOUGHT A PLANE AND STARTED TRAINING. THEY HAD TO LEARN WIRELESS, SO I BECAME A CIVILIAN INSTRUCTOR. THE FIRST MORNING (KNOWING WHAT IT MEANT TO TRY TO LEARN CODE) I TOLD THEM I WOULD NOT EXPECT THEM TO LEARN IT ALL IN TWO DAYS; BUT THE MAJOR INTERRUPTED AND SAID THESE FELLOWS DO NOT HAVE THAT MUCH TIME AND THEY HAD BETTER LEARN IT IN A COUPLE OF DAYS.

THEN THE NATIONAL GUARD WAS FEDERALIZED. I WAS REALLY NAIVE. I WENT IN THE FIRST

A TALE OF THE DAYS WHEN

MORNING AND HAD NO DIFFICULTY GETTING IN, HELD MY CLASS AND STARTED TO GO TO WORK. I WAS A LAWYER'S CLERK THEN AND DIDN'T HAVE TO GO TO THE OFFICE UNTIL 9 AM. SO I WENT TO THE ARMORY EARLY, HELD THE CLASS AND WENT TO MY REGULAR WORK. I DON'T REMEMBER THAT I WAS PAID FOR THIS. JUST MY PATRIOTIC DUTY. I STARTED OUT, GOING TO BREEZE RIGHT THROUGH THE DOOR, BUT ARMED NATIONAL GUARDSMEN, CROSSED THEIR RIFLES IN FRONT OF ME AND DEMANDED TO KNOW "WHERE IN HELL I THOUGHT I WAS GOING?" I SAID THAT I WAS INSTRUCTOR FOR THE AVIATION GROUP AND WAS GOING TO WORK. ONE OF THEM SAID, "OK, LET'S SEE YOUR PASS". I DIDN'T HAVE ONE SO HE BEGAN SHOUTING FOR THE CORPORAL OF THE GUARD. I STEPPED BACK OUT OF THE WAY AND DOWN THE DRILL HALL CAME AN ARMED GUARD, AND I COULD SEE MYSELF IN FRONT OF A FIRING SQUAD RIGHT QUICK. THEY STOPPED A FEW FEET FROM THE DOOR, WENT THROUGH THE RITUAL OF CHANGING THE GUARD, LEFT TWO NEW MEN AND MARCHED BACK TO THE ORDERLY ROOM.

OK, SAYS I, THESE GUYS DON'T KNOW FROM NOTHING, SO I TRIED IT AGAIN BUT THE SAME THING. CROSSED RIFLES AND "WHERE DO YOU THINK YOU'RE GOING"? MY BLUFF DIDN'T WORK, SO I WENT BACK UP TO THE MAJOR AND ASKED HOW IN HECK I WAS GOING TO GET OUT OF THE BUILDING. ALL HE DID WAS LAUGH AND GAVE ME A PASS AND I HAD NO MORE TROUBLE; BUT BEFORE I FINALLY MADE WIRELESS OPERATORS OUT OF THEM, THE BORDER TROUBLE ERUPTED AND THEY WERE SHIPPED OFF TO NEW MEXICO AND I WAS LEFT WITHOUT A CLASS.

I HAD WORN GLASSES SINCE GRAMMER SCHOOL DAYS, AND WAS KIND OF PUNY ANYHOW, AND HAD NO SUCCESS ENLISTING. HOWEVER, I DID SUCCEED IN GETTING THE DRAFT BOARD TO PUT ME ON THEIR LIST, AND ONE DAY I GOT A CALL AND THEY SENT ME TO CAMP SYRACUSE, NEW YORK. WHEN IT CAME TO FILLING OUT THE PAPERS, I STATED THAT I BUILT AND OPERATED WIRELESS APPARATUS. SO, WHERE DID I LAND? IN THE MEDICS. AFTER THE FIRST WEEK IN CAMP (BECAUSE I HAD A FOUNTAIN PEN), I WAS CHOSEN TO WORK ON THE EXAMINING BOARD (SCARS AND MARKS) AND AFTER ANOTHER FOUR WEEKS WAS SENT TO WASHINGTON, D.C I WAS ASSIGNED TO THE SURGEON GENERAL'S OFFICE, PROCESSING PAPERS FOR DOCTORS WHO WANTED TO GET IN. AFTER THE ARMISTICE, I WAS HELD UNTIL NOVEMBER 1919 ON THE SAME WORK, BUT PROCESSING DISCHARGE PAPERS. (IF ANY OF YOU OLD DOCTORS, WHO TRIED TO GET IN AT THAT TIME AND WERE DISQUALIFIED, HAPPEN TO READ THIS, DON'T BLAME, I COULDN'T HELP IT!).

LET US GO BACK A FEW YEARS. ABOUT 1914, THE MARCONI COMPANY TOOK OVER THE OLD CLARK COMPANY STATION ON THE ISLAND IN BUFFALO HARBOR. THERE WAS AN OLD WOODEN MAST AT THE STATION, 185 FEET HIGH. MY BROTHER (8KT) WAS ASKED TO CLIMB THIS AND HANG UP THE ANTENNA THE FIRST TIME HE TRIED IT (WITH LINEMAN'S SPURS AND SAFETY BELT), HE CARRIED A HALF INCH ROPE TIED TO HIS BELT. THE WIND WAS REALLY BLOWING UP THAT SUNDAY MORNING AND THE ROPE STOOD OUT ABOUT 30 FEET FROM THE BASE OF THE POLE, AND THE WAVES ON LAKE ERIE WERE SHOOTING HIGH OVER THE BREAKWALL. HE GOT AS FAR AS A SPLICE AT 100 FEET AND COULD GO NO FURTHER DUE TO THE WEIGHT OF THE ROPE. BUT THE NEXT WEEK-END HE WENT ALL THE WAY AND STRUNG THE ANTENNAE. HE SAID THAT THERE WERE WEATHER CRACKS IN THAT POLE LARGE ENOUGH TO PUT YOUR HAND IN.

WE HAD MANY GOOD OLD HAM SESSIONS AT THAT STATION DURING THE SUMMER OF 1914. A NUMBER OF US USED TO CONGREGATE THERE ON A SATURDAY NIGHT AND MANY TIMES IT WAS AN ALL NIGHT SESSION. THERE WAS A ALOON ABOUT A HALF MILE DOWN THE BEACH AND WE USED TO TAKE THE COFFEE POT DOWN AND GET IT FILLED WITH BEER FOR A NICKEL. THE NIGHT OPERATOR THAT SUMMER, LATER BECAME A HOLLYWOOD WRITER AND DIRECTOR. HE PASSED AWAY A COUPLE OF YEARS AGO.

WHILE IN WASHINGTON, I PURCHASED A DEFOREST AUDION DETECTOR FROM THE NATIONAL RADIO INSTITUTE, WHICH WAS THEN LOCATED BUT A FEW BLOCKS FROM WHERE I LIVED. SO WHEN I RETURNED HOME FROM THE SERVICE, THE FIRST THING I DID WAS TO DIG OUT THE OLD GEAR I HAD AROUND AND GOT BACK ON THE AIR. BUT, BOY HOWDY!. WASN'T I SOMETHING WITH AN AUDION DETECTOR? THEN I APPLIED FOR A TICKET. S.W, EDWARDS, THEN RI FOR THAT DISTRICT, TRIED TO STICK ME WITH A THREE LETTER CALL. WELL, I HAD HAD A TWO LETTER CALL AND WASN'T ABOUT TO TAKE THREE. SO WE FUSSED AND FINALLY HE CAME UP WITH 8FE. AND WAS I HAPPY! TRY THAT

A TALE OF THE DAYS WHEN

ON YOUR KEY, FELLOWS, AND SEE HOW SHE ROLLS (EVEN IF YOU DO NOT HAVE THAT OLD "LAKE ERIE SWING"). (AND IF YOU DON'T KNOW WHAT I MEAN - OLD "PAPPY" DOWN IN PUERTO RICO HAD IT AND WASN'T IT NICE TO COPY?)

ALONG ABOUT THIS TIME A NUMBER OF "YOUNG SQUIRTS" GOT INTO THE GAME. THEIR FOLKS HAD MORE MONEY THAN MOST OF US AND THEY CAME ON WITH HALF KILOWATTS AND NO CONSIDERATION FOR ANYONE. FACT, WE CAUGHT TWO OF THEM ONE NIGHT, CALLING CQ (ALMOST IN UNISON). WE GOT THEM ABOUT IT AND ONE SAID THAT THEY THOUGHT THAT TWO WITH THE SAME POWER WOULD GET OUT FURTHER THAN JUST ONE.

THIS ONE BECAME SO OBNOXIOUS TAHT, ONE DARK NIGHT, EIGHT OF US PILED INTO A MODEL T FORD, WENT UP THE BACK LOT AND CUT HIS ANTENNA DOWN. TO THIS DATE, I BELIEVE THIS IS THE FIRST CONFESSION TO THIS "CRIME" (?) PUBLICLY ADMITTED. SOME OF THE GANG ON THIS EPISODE HAVE NOW JOINED THE SILENT KEYS. ONE OF THE GANG, WHOSE FATHER HAD PLENTY OF MONEY, ACQUIRED A COUPLE OF BOTTLES BUT SOMEONE BROKE INTO THE BASEMENT SHACK ONE NIGHT AND, AS FAR AS I KNOW, NO ONE EVER KNEW WHAT BECAME OF THEM. (HE LATER WAS AN ENGINEER WITH CBS).

ABOUT THIS TIME WE (MY BROTHERS AND I) WIRED THE HOUSE, TOOK OUT THE GAS-LIGHTS (WE HAD GRADUATED FROM OIL TO GAS) AND WE HAD ELECTRICITY. BUT IT WAS 25 CYCLE. I MANAGED TO GET A HALF KW TRANSFORMER BY THAT TIME AND OLD 8BC HAD DECIDED TO QUIT, SO I PURCHASED HIS HELIX, ROTARY GAP AND KEY. THE KEY WAS THE ORIGINAL ONE FROM THE OLD CLARK WIRELESS COMPANY STATION PREVIOUSLY MENTIONED. I WISH I STILL HAD IT, BUT WHEN I MOVED TO FLORIDA IN 1942, I HAD NOT BEEN ON THE AIR IN YEARS AND JUNKED ALL THE OLD GEAR. BUT THAT OLD RIG GOT OUT AND I WORKED A LOT OF THE GANG AROUND THE COUNTRY.

ONE DAY IN 1920, A CHAP SHOWED UP AT THE SHACK AND AFTER A LOT OF BEATING AROUND THE BUSH, SAID HE HAD SOME GEAR TO SELL. AMONG OTHER THINGS, THERE WERE A COUPLE OF WESTERN ELECTRIC VT-2'S. AFTER SOME DICKERING, I BOUGHT THE LOT. I ACQUIRED A 500 VOLT DC MOTOR, WHICH I DROVE WITH A 25 CYCLE INDUCTION FROM WHICH I DERIVED MY PLATE SUPPLY. THE FILTER CHOKES WERE A HANDFUL OF TEN-PENNY NAILS WITH WIRE WOUND AROUND THEM. BUT I GOT OUT.

THERE WERE NO RESTRICTIONS THEN ABOUT MUSIC AND, AS I PLAYED THE MANDOLIN-BANJO, I PUT A LOT OF MUSIC (?) ON THE AIR. WELL DO I REMEMBER 3RB IN TORONTO, CANADA, ASKING ME TO PLAY ANOTHER NUMBER AS THEY WERE ENJOYING IT. I STILL HAVE THE ORIGINAL CARBON MIKE, ONE OF THE FEW THINGS SAVED FROM THE "GOOD OLD DAYS".

OH YES! WAY BACK THERE (AND IF HE SHOULD READ THIS, I WONDER IF HE WILL REMEMBER) ORRINDUNLAP, 8LQ, OF NIAGRA FALLS, N.Y. (SOME OF YOU MAY HAVE READ HIS BOOKS ON RADIO) AND I WORKED EACH OTHER USING WATCH-CASE BUZZERS. ANYBODY BEAT THAT?

AND THOSE OLD REGENERATIVE RECEIVERS. WE USED TO PUT A KEY IN THE GROUND LEAD, GET THE TUBE OSCILLATING AND WORK EACH OTHER UP TO ABOUT A MILE.

I BECAME ASST. MANAGER, ARRL, FOR THE WESTERN NEW YORK SECTION OF THE ATLANTIC DIVISION. ALSO ABOUT THAT TIME, WORKED WITH THE NAVY DEPARTMENT, MAKING OBSERVATIONS ON THE SIGNAL STRENGTH OF KDKA, CHARTING ON PREPARED FORMS, SIGNAL, STATIC CRASHES AND SUCH INTERFERENCE .

IN JANUARY 1922 I WENT FROM THE PULLMAN COMPANY TO THE FEDERAL RADIO MANUFACTURING CORP. THEN 8AD WAS SALES MANAGER (NOW SILENT KEY). RADIO BROADCASTING WAS JUST STARTING AND THEY WERE SWAMPED. NOT TOO LONG AFTERWARD, HE WAS SENT OUT ON THE ROAD AND I WAS MADE SALES MANAGER. LATER MY TITLE WAS CHANGED TO MANAGER IN CHARGE OF SALES PROMOTION. WHAT I DID WAS TO MAKE UP THE CATALOGUES, WRITE LITERATURE ON THE NEW RECEIVERS AS THEY CAME OUT ETC.

A TALE OF THE DAYS WHEN

WE OBTAINED A BROADCASTING LICENSE, WGR, AND WENT ON THE AIR WITH A 5 WATT BREADBOARD LAYOUT, WHILE THE 1 KW TRANSMITTER WAS BEING BUILT. 8AD AND I WERE ANNOUNCERS. YOU DIDN'T HAVE TO HAVE ANYTHING SPECIAL TO BE AN ANNOUNCER. IF YOU COULD SPEAK ENGLISH SO SOME ONE COULD MAKE OUT WHAT YOU WERE SAYING.

ONE SUNDAY, 8AD WAS ON, PLAYING RECORDS, AND ONE OF THE OTHER FELLOWS FROM THE SALES DEPARTMENT WAS THERE AND YELLED OUT, "CHANGE THAT NEEDLE, IT'S SCRATCHING LIKE HELL". ABOUT THAT TIME THE PHONE RANG AND IT WAS THE OLD MAN (THE GENERAL MANAGER) AND HE SAID, "YOU FELLOWS BETTER WATCH YOUR LANGUAGE, THAT DIDN'T SOUND SO GOOD OVER THE AIR".

ONE NIGHT I WON'T FORGET. ARRL HAD SENT ME A SPEECH TO MAKE OVER THE AIR AND I GOT TIME ON WGR. BY THAT TIME WE WERE A REAL BROADCAST STATION, STUDIO HUNG IN VELVET DRAPES ETC. I SAT AT A TABLE AND WHEN THE ANNOUNCER POINTED HIS FINGER AT ME AND SAID GO, I WENT. NEVER FELT SO FOOLISH IN MY LIFE. HERE I WAS TALKING UP A STORM AND I DIDN'T KNOW IF ANY ONE WAS HEARING ME OR NOT. REALLY I DON'T THINK THEY DID-- NEVER HAD ANY REACTION.

SURE DID STICK MY NECK OUT AROUND 1921-22. DON'T REMEMBER THE EXACT YEAR, BUT I RAN AN EIGHTH DISTRICT CONVENTION AT THE OLD HOTEL IRQUIDISE (LONG SINCE TORN DOWN) AT BUFFALO. WE HAD A GOODLY REPRESENTATION THERE FROM AROUND THE DISTRICT AND THAT IS WHERE I FIRST MET K.B. WARNER AND FRED SCHNELL. FRED IS NOW W4CF IN FLORIDA. SURE IT WAS SUCCESSFUL BUT I SURE DO NOT WANT TO TRY IT AGAIN!

DURING THE TRANSITION FROM THE DEPARTMENT OF COMMERCE, THROUGH FEDERAL RADIO COMMISSION AND THEN FCC, I COASTED ALONG. BUT THEN I BECAME INTERESTED IN FRATERNAL ORDER WORK AND RADIO WAS FORGOTTEN. WOE IS ME! AND THAT IS JUST THE WAY I FEEL ABOUT IT. I CERTAINLY WISH I HAD KEPT MY TICKET ALL THOSE YEARS (1927-52). I MISSED PLENTY.

WHEN FEDERAL RADIO CORP. FOLDED I WENT BACK WITH THE PULLMAN COMPANY AS EMPLOYMENT MANAGER AND THEN OFFICE MANAGER, WHERE I STAYED FOR OVER 17 YEARS. DURING 1936 I PURCHASED THIS PROPERTY IN FLORIDA AND BEGAN AN ORANGE GROVE. FINALLY, IN 1942, I COULDN'T TAKE IT UP THERE ANY LONGER, SOLD OUT AND MOVED HERE. AFTER WORKING IN A WAR PLANT HERE FOR A FEW MONTHS (MAKING AMMUNITION CRATES), I WENT WITH THE W.J. HOWEY COMPANY AS AN AUDITOR. A YEAR LATER I BECAME CORPORATION SECRETARY AND STAYED WITH THEM UNTIL SEPTEMBER 1950, WHEN I MOVED TO FRUITLAND PARK, FLORIDA. DURING MY STAY WITH THE HOWEY COMPANY, I OBTAINED A REAL ESTATE BROKER LICENSE AND HANDLED ALL THEIR REAL ESTATE BUSINESS. WHEN I LEFT, I SET UP AS AN INDEPENDENT BROKER.

IN 1953 I DECIDED TO BUILD MY PRESENT HOME HERE IN THE MIDDLE OF THE GROVE. DURING 1952, BEING ALONE AND NOTHING TO DO, I GOT A LICENSE MANUAL, STUDIED UP FOR A TICKET. I PURCHASED AN OLD S-40 RECEIVER, FOUND WSL AND COPIED PRESS FOR DAYS ON END UNTIL I COPY IT SOLID. THEN I WENT TO TAMPA AND TOOK THE EXAM. I TOLD THE ENGINEER I WANTED AN EXTRA CLASS UNDER THE GRANDFATHER CLAUSE. (ME, I'M NOT A GRANDFATHER). HE LOOKED OVER THE REGULATIONS FOR A WHILE, THEN SUGGESTED THAT I TAKE A GENERAL, THEN WHEN MY TICKET CAME, APPLY FOR MODIFICATION AND SEE WHAT HAPPENED.

I PASSED AND A MONTH LATER GOT A TICKET WITH W4YV. I THEN SENT IN FOR MODIFICATION AND ASKED FOR W4FE, WHICH WAS UNASSIGNED IN THE LATEST CALL BOOK. AFTER THREE MONTHS I RECEIVED MY TICKET WITH W4FE. HAVE HAD A LOT OF FUN ON THE BANDS SINCE THAT TIME. I HAD ORDERED AN ELMAC A-54-H AND PUT IT ON THE AIR DECEMBER 2, 1952.

IN AUGUST 1957 RUTH AND I WERE MARRIED. SHE HAD A SON WHOM I HAVE ADOPTED AND IS NOW JAMES ARTHUR BENZEE. HE WAS 9 IN DECEMBER. RUTH WAS VERY MUCH INTERESTED IN RADIO AND IN AUGUST OF 1958 OBTAINED A NOVICE TICKET, K4ANR, (ART'S NAUGHTY REBEL). SHE WAS BORN IN FLORIDA SO SHE AND THE PHONETICS FIT VERY NICELY. IN AUGUST OF 1959 IN ATLANTA

SURE DID STICK MY NECK OUT AROUND 1921-22. DON'T REMEMBER THE EXACT YEAR, BUT I RAN AN EIGHTH DISTRICT CONVENTION AT THE OLD HOTEL IRQUIDISE (LONG SINCE TORN DOWN) AT BUFFALO. WE HAD A GOODLY REPRESENTATION THERE FROM AROUND THE DISTRICT AND THAT IS WHERE I

A TALE OF THE DAYS WHEN

SHE TOOK AND PASSED THE TECHNICIAN CLASS AND IS ON 6 AND 2.

IN MAY 1961 I DECIDED TO TRADE MY 32V FOR AN HT37, SO ONE MORE OOT HAS GONE SIDE BAND, AND IS HAPPY ABOUT IT. I CAN READ AND TRANSMIT AM (17w) AND SSB (100 w PEPO AND WILL BE HAPPY TO CONTACT ANY AND ALL; OOT OR NOVICE, AM, SSB OR CW, ALTHOUGH I HAVE NOT AS YET HAD THE 37 ON CW.

SO THERE YOU ARE. IF I HAVE BORED YOU, I'M SORRY. IF YOU ENJOYED READING OF THE TRIALS OF SOME TWO HUNDRED THOUSAND, THANKS FOR READING THIS FAR.

W4FE, ARTHUR H. BENZEE
 BENZEE'S BARN
 P.O. Box 358, HOWEY-IN-THE-HILLS, FLA.

NICE GOING ART. KNOW THE MEMBERS WILL ENJOY. YE OLDE COPPYE BOYE.

A QUESTION OF OCCUPATION

ANY ONE WHO EMPLOYS LARGE GROUPS OF PEOPLE FROM TIME TO TIME ENCOUNTERS THE UNUSUAL, THE RADICAL AND THE ODD PERSON IN THESE GROUPS. I HAD FOUR PERFECTLY NORMAL, HIGHLY INTELLIGENT MEN ON THE PAYROLL AT THE PHILADELPHIA NAVY YARD THAT I REALLY HAD TO KEEP A LINE ON. FREQUENTLY THEY LAIDE AROUND FOR HOURS, OFTEN IN THEIR UNDERCLOTHES, SOMETIMES READING BOOKS, OR JUST TALKING.

WHEN ANY WORK WAS PROPOSED, THEY WOULD GET UP, GET DRESSED, AND WOULD VANISH FROM SIGHT BEFORE ANYTHING IN THE WAY OF WORK COULD BE STARTED. THEY WOULD RE-APPEAR, FULLY DRESSED, AFTER ALL WORK WAS FINISHED. NOT MORE THAN THREE MEN APPLIED FOR THESE JOBS IN THE WHOLE PERIOD OF THE WAR. I NEVER THOUGHT OF FIRING THESE MEN, OR OF ALTERING THEIR WAYS, FOR THEY WERE HIGHLY TRAINED AND VERY VALUABLE EMPLOYEES OF THE YARD.

"WHAT WAS THEIR JOB?" ANSWER WILL BE FOUND ON ANOTHER PAGE.

CONTRIBUTED BY W380, PAUL WATSON.

A MINISTER LOCATED IN A SMALL WESTERN TOWN WAS RECENTLY APPROACHED BY AN INTERNAL REVENUE AGENT WHO MADE INQUIRES AS TO A \$425 DEDUCTION CLAIMED FOR CHURCH CHARITY BY A LOCAL TAXPAYER.---"DID HE MAKE THIS DONATION?" INQUIRED THE AGENT.---"HE WILL," THE MINISTER REPLIED. "HE WILL."

A HUSBAND COMPLAINING ABOUT THE FOOD HE WAS GETTING AT HOME, WAS MET WITH A STRONG ARGUMENT BY HIS WIFE. "WHAT'S THE MATTER WITH YOU?" SHE DAMANDED. "MONDAY YOU LIKE VEAL CUTLETS, TUESDAY YOU LIKE VEAL CUTLETS, WEDNESDAY YOU LIKE VEAL CUTLETS, NOW THURSDAY, ALL OF A SUDDEN YOU DON'T LIKE VEAL CUTLETS."

"JAMES", THE ENGLISH TEACHER SAID, "GIVE ME A SENTENCE USING THE WORD 'ARCHAIC.'" "ARCHAIC," REPEATED JAMES. "WE CAN'T HAVE ARCHAIC AND EAT IT TOO."

A MATRON APPROACHED A SALESGIRL AND INQUIRED AS TO THE WHEREABOUTS OF THE PERFUME COUNTER.---"JUST WALK THIS WAY, MADAM," THE GIRL ANSWERED, TAKING THE LEAD.---"HMMF," OBSERVED THE CUSTOMER, "IF I COULD WALK THAT WAY I WOULDN'T BE IN HERE BUYING PERFUME."



PICTURE OF THE PAST

By

THOMAS M. STEVENS W6KAA

THIS PICTURE WAS TAKEN ATOP THE FILENE STORE, CORNER OF SUMMER AND WASHINGTON STREETS, BOSTON, MASSACHUSETTS IN 1911 SHOWS FROM LEFT TO RIGHT, TOP ROW, HARRY R. CHEETHAM, H.J. MELDRUM, T.M. STEVENS AND DANIEL J. DECOSTE. MIDDLE ROW: WALTER SWETT, GEORGE W. NICHOLLS, S.R. (SINK) ELLIOTT AND L.S. WHITE. SITTING - IN FRONT: CAPTAIN J. F. (DOC) FORSYTH.

IN THE RIGHT BACKGROUND CAN BE SEEN THE LOWER SECTION OF ONE OF THE 125' TOWERS WHICH SUPPORTED THE "T" TYPE ANTENNA.

AT LEAST HALF OF THIS GROUP ARE SILENT KEYS. THEY ARE CHEETHAM, DECOSTE, NICHOLLS AND FORSYTH.

THE REASON THAT FORSYTH IS REFERRED TO AS CAPTAIN IS THAT UPON ENTERING SNUG HARBOR, STATEN ISLAND, NEW YORK., HE, LIKE ALL OTHER RESIDENTS OF THAT WONDERFUL ISTI-TUTION ARE GIVEN THE RANK OF CAPTAIN. DOC WAS UNFORTUNATELY AFFLICTED WITH POOR VISION

PICTURE OF THE PAST

AND HAD TO WEAR VERY THICK LENSE GLASSES. AS TIME WENT ON HIS VISION BECAME WORSE AND WORSE UNTIL THE TIME CAME WHEN HE HAD TO GIVE UP HIS PROFESSION AS A SHIP RADIO OFFICER. ALMOST FORTY YEARS AGO I LEARNED OF HIS UNFORTUNATE CIRCUMSTANCES AND CALLED MY GOOD FRIEND, THE REVEREND DOCTOR A.R. MANSFIELD, SUPERINTENDENT OF SEAMEN'S CHURCH INSTITUTE NEW YORK, ONE OF THE BOARD OF GOVERNORS OF SNUG HARBOR TO SEE WHAT COULD BE DONE TO ADMIT DOC TO THAT LOVELY HOME FOR AGED OR INCAPACITED SEAFARERS. OUR EFFORTS WERE SUCCESSFUL AND DOC WAS THE FIRST AND ONLY RADIO OFFICER TO ENTER SNUG HARBOR. HE SPENT HIS REMAINING YEARS IN THAT BEAUTIFUL HOME.

IT IS MY UNDERSTANDING THAT SNUG HARBOR WAS ESTABLISHED UNDER THE PROVISIONS OF THE WILL OF CAPTAIN KIDD, THE FAMOUS PIRATE. IT SEEMS THAT DURING HIS PIRATICAL PRACTICES, HE ACQUIRED MUCH OF LOWER SECTION OF MANHATTAN ISLAND WHICH IS STILL CONTROLLED BY THE SNUG HARBOR AUTHORITIES.

BACK TO THE PICTURE: IT SHOWS SOME OF THE OPERATING STAFF OF WBF. OTHERS WERE THE MAINTENANCE AND INSTALLATION CREWS WHO WORKED ON OR OPERATED SHIP STATIONS. HARRY CHEETHAM WAS VERY ACTIVE IN MANY FIELDS OF WIRELESS. HE WAS AT ONE TIME HEAD OF THE EASTERN RADIO INSTITUTE OF BOSTON AND ALSO ONE OF THE FIRST PERSONS TO INSTALL AND MAINTAIN RADIO EQUIPMENT ON POLICE CARS.

MELDRUM CAME TO WBF FROM OLD WCC AND WAS AN EXCELLENT OPERATOR. DAN DeCOSTE WAS AN OPERATOR ON OLD "FD", THE CITY OF MEMPHIS OF THE SAVANNAH LINE. DAN, WHEN A YOUNGSTER LOST BOTH LEGS WHEN A MOVING RAILROAD CAR RAN OVER HIM. NOTWITHSTANDING THIS HANDICAP, HE WALKED AS WELL AS ANY ONE NOT SO HANDICAPPED. I TOOK HIM OFF THE "FD" AND ASSIGNED HIM TO "WBF" AND HE WORKED ASHORE UNTIL HIS RETIREMENT FROM RCA.

SWETT WAS ONE OF MY INSTALLERS AND MAINTENANCE MEN AFTER SERVING HIS TIME ON SHIPS. GEORGE NICHOLLS WAS ONE OF THE EARLIEST AMATEURS IN NEW ENGLAND AND BECAME A FIRST CLASS COMMERCIAL OPERATOR. HE RELIEVED ME AS MANAGER OF THE BOSTON AREA, MARCONI COMPANY IN 1914 AND SERVED IN THAT CAPACITY UNTIL HIS DEATHE AT AN EARLY AGE. ELLIOTT WAS ALSO A SHIP OPERATOR AND MAINTENANCE MAN.

L.S. WHITE ALSO SERVED ON SHIPS AS OPERATOR AND WAS DETAILED TO "WQ", A COASTAL TELEGRAPH STATION AT EASTPORT, MAINE. THAT STATION WAS ESTABLISHED THERE BECAUSE OF THE UNSURPASSED LOCATION COMMUNICATION WITH SHIPS AFAR IN THE ATLANTIC.

IN THE FOREGOING I MENTIONED DR. A.R. MANSFIELD OF THE SEAMEN'S CHIRCH INSTITUTE WHICH BRINGS TO MIND ANOTHER GREAT ACT HE INITIATED. IN THE EARLY '20'S THE SEAMEN'S CHURCH INSTITUTE OPERATED A LOW POWERED WIRELESS STATION ATOP THAT WATER STREET BUILDING FOR THE SOLE PURPOSE OF HANDLING WITHOUT CHARGE, MESSAGES FROM SHIPS NEEDING MEDICAL ADVICE FROM DOCTORS ASHORE. HE ASKED ME TO SEE WHAT I COULD DO TO TAKE THIS ACTIVITY AND EXPAND IT TO A MUCH GREATER DEGREE. THIS I WAS GLAD TO DO. SOON THEREAFTER ALL RCA COASTAL TELEGRAPH STATIONS BEGAN HANDLING "MEDICAL" MESSAGES FOR MEMBERS OF THE OF ANY VESSEL WITHOUT CHARGE. IN THIS CONNECTION, THE VERY BEST OF MEDICAL ADVICE WAS MADE AVAILABLE BY DR. FLEMING OF THE U.S. PUBLIC HEALTH SERVICE. IT WAS NOT LONG UNTIL "FREE MEDICAL SERVICE" WAS MADE AVAILABLE BY MANY ADMINISTRATIONS OPERATING COASTAL STATIONS THROUGHOUT THE WORLD.

(NOTE SENT TO W5RIH, ROY ARMSTRONG):

DEAR ROY:

NO ONE INCLUDING MYSELF SEEMS ABLE TO

PICTURE OF THE PAST

IDENTIFY THE FELLOW ON THE RIGHT MIDDLE ROW. I DO NOT THINK IT COULD BE YOU. IT LOOKS LIKE L.S. WHITE WHO WAS ONE OF OUR SHIP OPERATORS AND LATER SENT TO EASTPORT MAINE TO OPERATE THE COASTAL STATION "WQ" AT THAT MOST FAVORABLE LOCATION.

IF YOU CAN IDENTIFY THIS BIRD PLEASE PUT HIS NAME DOWN ON THE ENVELOPE WHERE I HAVE PLACED QUESTION MARKS AND SEND IT ALONG TO CLINE WITH THIS NOTE. THANKS ROY AND 73. HOPE CONX WILL SOON IMPROVE SO THAT WE MAY CARRY ON. ROY: I AM QUITE SURE THAT GUY IS L.S. WHITE AND I HAVE REFERRED TO HIM ALONG THE LINE. HI!

TOM...

DEAR CLINE:

I AM ASKING ROY AS PER ABOVE TO TRY TO IDENTIFY THE PARTY ON UPPER RIGHT OF PICTURE AND TO SEND ALONG TO YOU. IT IS THE PICTURE I SPOKE TO YOU ABOUT THIS MORNING ON THE NET. IF YOU CAN USE IT IN SPARK GAP TIMES I AM SURE MANY OF THE OOTC MEMBERS WOULD BE INTERESTED. IN ANY EVENT CLINE, OB AND HONORABLE EDITOR, PLEASE SEE THAT I GET THE PICTURE BACK. NOW TO WRITE UP SOMETHING TO GO ALONG WITH THE PHOTO. HERE GOES! THANKS AND 73 TO YOU.

TOM---(W6KAA)

NOTE FROM ROY W5R1H

NOTE TO CLINE:

AFTER WE GOT "WBF" GOING TOM SHIPPED ME OUT AND I DIDN'T GET INTO THE PICTURE.--ROY--(5R1H)

WE CAN USE MORE OF THIS FELLERS. MUCH MORE. THANKS A LOT.(YE OLDE COPPYE BOYE.)

A WISECRACK FROM PAUL WATSON

" GOT INTO A CONVERSATION WITH A STRANGER OF ABOUT MY OWN AGE IN A BAR IN NEW YORK THIS PAST WEEK, AND AS THE EVENING WORE ON, THE PHILOSOPHY GOT DEEPER, SO THAT WITH THE LAST DRINK, (THAT I CAN REMEMBER) WE MUTUALLY AGREED NOT TO GIVE UP OUR BAD HABITS UNTIL WE GOT OLDER, WHEN IT WOULD DO US SOME GOOD.

MISS YOUR ARTICLES PAUL. HOPE THEY MAY BE RESUMED SOON..YE OLDE COPPYE BOYE.

W6ZX, PERCY W. DANN

DEAR GANG:

JUST RECEIVED SPARK GAP TIMES--THE OOTC. PLEASE TURN TO PAGE 10 IN WHICH YOU SHOW PERCY W. DANN--W6ZX EX 7DP DEC. 21, 1889. GOSH KNOWS, I'M OLD ENUF WITHOUT TACKIN' MORE 'YARS'. HI! LOOK FOR A CONTRIBUTION FROM ME IN THE NEAR FUTURE FOR THE PRINTER. YOU FELLOWS ARE DOING A SWELL JOB ON SPARK GAP TIMES. WAS SICK A WHILE IN BED WITH A BAD TICKER, SO AM GING TO THE DOCTOR OFTEN. THANK YOU FOR THE 50 YEAR CITATION. BEST OF EVERYTHING TO OOTC.

POP--W6ZX

WE ALL HOPE YOUR RECOVERY HAS BEEN BETTER THAN EXPECTED. LOOKING FORWARD TO THE ARTICLE FROM YOU. GOOD LUCK AND STAY HEALTHY. OOTC AND YE OLDE COPPYE BOYE.



THE STAFF OF CENTRO RADIO VETERANOS

COMISION DIRECTIVA DEL CENTRO DE RADIOVETERANOS ARGENTINO; DE PIE DE IZQUIERDA A DERECHA: NICANOR AREVALO, LU9AN, TESORERO; AUGUSTO E. OSORIO, LU2AO, SECRETARIO; RICARDO MARAMBIO, LU9BG, VOCAL. SENTADO: ESTANISLAO LOPEZ, PRESIDENTE.

THE LATIN AMERICAN PAGE

FOREWORD: THE ABOVE TITLE SEEMS MORE APPROPRIATE THAN THE PREVIOUS ONE USED AND THE REFORE WILL BE USED IN THE FUTURE, WITH THE PERMISSION OF OUR LATIN AMERICAN MEMBERS. THE EDITOR.

FEDERACION ARGENTINA DE RADIOAFICIONADOS

ESTA FEDERACION DE RADIO CLUBES QUE REUNE A 60 ENTIDADES REALIZO UNA ASAMBLEA CORRESPONDIENTE AL 9 CONSEJO FEDERAL EN LA QUE PARTICIPARON AUTORIDADES NACIONALES, INVITADOS ESPECIALES, REPRESENTANTES DE ENTIDADES ASOCIADAS Y ADHERIDAS.

ENTRE LAS INSTITUCIONES INVITADAS A ESTE CONSEJO CABE DESTACAR LA EFECTUADA AL OLD OLD TIMERS CLUB QUE POR PRIMERA VEZ PARTICIPA EN UN CONGRESO DE RADIOAFICIONADAS ARGENTINOS, POR INTERMEDIO DE SU REPRESENTANTE EN SUD AMERICA: AUGUSTO E. OSORIO, LU2AO.

LA REUNION SE EFECTUO ENTRE LOS DIAS 29 Y 30 DE MARZO EN LA SEDE DEL RADIO CLUB MILITAR ARGENTINO.

SE APROBARON 9 RESOLUCIONES ENTRE LAS QUE FIGURAN LAS SIGUIENTES:

INCORPORAR A LA FARA A LAS QUE SE DETALLAN: CENTRO RADIO VETERANOS; RADIO CLUB ALTA GRACIA; RADIO CLUB ALTA CORDOBA; RADIO CLUB SAN NICOLAS Y R.C. TRES DE FEBRERO. CONFIRMAR A LA COMISION DIRECTIVA PROVISORIA CON AMPLIOS PODERES HASTA EL 30 DE NOVIEMBRE PROXIMO.

THE LATIN AMERICAN PAGE

ESTADOS UNIDOS DE AMERICA (USA)

4 DE JULIO

POR

ANA Y LUIS ORTI

LOS ESTADOS UNIDOS AMERICA,
SON EJEMPLO DE TEMPLE Y DE AUDACIA,
PUES ACASO EN SUS TIERRAS NACIERA,
EL PUNTAL MAS FUERTE DE LA DEMOCRACIA.

FUE UNA ESTRELLA FULGENTE EN SU CIELO,
JORGE WASHINGTON, PATRIOTA Y VALIENTE,
Y OTROS MUCHOS SUS HUELLAS SIGUIERON,
BAJO SU BANDERA DE PATRIA NACIENTE.

(DEL LIBRO SALVE AMERICA DE ANA Y LUIS ORTI)
BUENOS AIRES, 1962

FIRME EL PASO Y ALTIVA FRENTE,
CREOSE UN PUEBLO MODERNO Y POTENTE,
CON FE EN SU DESTINO, CON FE EN SU UNIDAD.

SUS HERMOSAS MUJERES HAN SIDO,
EL CIMIENTO EN QUE SU HOMBRE HA PODIDO,
LEVANTAR LA ANTORCHA DE LA LIBERTAD.

I AM SURE THAT ALL OF OUR MEMBERS IN THE UNITED STATES OF NORTH AMERICA APPRECIATE THE KINDLY INTENDED SENTIMENTS EXPRESSED BY OUR GOOD FRIENDS IN ARGENTINA. TO THESE AND ALL OF OUR FRIENDS IN SOUTH AMERICA MAY WE EXPRESS OUR MOST EARNEST HOPE THAT THESE SENTIMENTS WILL PREVAIL THROUGH THE WORLD AND ESPECIALLY IN LATIN AMERICA. THE EDITOR.



MR. FRANK A. GUNTHER W2ALS

F.A. GUNTHER NAMED TO FCC COMMITTEE.

THE FEDERAL COMMUNICATIONS COMMISSION (FCC), HAS ANNOUNCED THE APPOINTMENT OF MR. FRANK A. GUNTHER TO THE NATIONAL INDUSTRY ADVISORY COMMITTEE.

MR. GUNTHER IS THE PRESIDENT OF RADIO ENGINEERING LABORATORIES, INC., (REL) OF LONG ISLAND CITY, AND NATIONAL PRESIDENT OF THE ARMED FORCES COMMUNICATIONS AND ELECTRONICS ASSOCIATION (AFCEA).

AS A MEMBER OF THE AMATEUR RADIO SERVICES SUB-COMMITTEE OF NIAC, MR. GUNTHER JOINS THAT ORGANIZATION IN ASSISTING AND ADVISING THE FCC ON MEANS OF ENSURING A CONTINUITY OF COMMUNICATIONS IN TIME OF WAR OR EMERGENCY.

THE PRINCIPAL FUNCTION OR RESPONSIBILITY OF NIAC, FOUNDED IN 1951, IS TO INSURE, AS AFR AS POSSIBLE, "A WORKABLE NATIONAL SYSTEM OF INFORMATION DISSEMIN-

(CONTINUED ON PAGE 31)

CHC AND FHC NATIONAL CONVENTIONS

OUR VERY GOOD FRIEND AND MEMBER, K6BX, IS SPARKING THE ABOVE CONVENTIONS AND ALTHOUGH WE HAVE NOT AS YET RECEIVED FULL INFORMATION, THE FOLLOWING EXCERPT FROM CLIFF'S DIRECTORY OF CERTIFICATES WILL GIVE AN IDEA OF THE ENTHUSIASM AND DRIVE THAT CLIFF IS PUTTING INTO THIS PROJECT. IT IS INTENDED THAT THE QCWA SHALL HOST OOTC AND OUR VERY CAPABLE SECRETARY-TREASURER HAS CONSENTED TO HANDLE THIS PROJECT WITH THE OTHER PARTICIPANTS. THIS CONVENTION OR CONVENTIONS WILL BE HELD ON OCTOBER 4, 5 AND 6 AT CLEVELAND, OHIO.

THE TENTATIVE PROGRAM LOOKS MOST INTERESTING AND WOULD BE PUBLISHED IF IT HAD BEEN A LITTLE FURTHER IN FINAL PLANNING. AT THIS TIME NO INFORMATION HAS BEEN RECEIVED FROM W2EG AND WE ARE RELUCTANT TO GO TOO FAR WITH THE PUBLICITY UNTIL FULL INFORMATION IS RECEIVED FROM HIM. IN ALL PROBABILITY, THIS WILL BE IN THE HANDS OF THE EDITOR FOR PUBLICATION IN THE AUGUST ISSUE OF SPARK GAP TIMES. IN THE MEANTIME KEEP A LOOK OUT FOR FURTHER INFORMATION IN OTHER RADIO JOURNALS AND THE DIRECTORY OF CERTIFICATES IN PARTICULAR. IF NECESSITY ARISES A BULLETIN WILL BE PUBLISHED.

WILLIAM J. MCKEE, JR. W1KC
MEMBERSHIP CHAIRMAN

BILL HAS TAKEN ON THE JOB OF MEMBERSHIP CHAIRMAN AND PUBLICITY MANAGER. HE HAS RETURNED FROM A VACATION PERIOD AND HAS REQUESTED SGT TO PUBLICIZE HIS SUGGESTIONS FOR INVITING ELIGIBLE AMATEURS TO APPLY FOR MEMBERSHIP IN THE OLD OLD TIMERS CLUB.

AN INTRODUCTORY LETTER HAS BEEN COMPOSED FOR THE PURPOSE OF INFORMING ELIGIBLE AMATEURS OF THE ADVANTAGES OF MEMBERSHIP IN OOTC AND OF ITS BENEFITS. IT IS PROPOSED TO MAIL A COPY OF THIS LETTER AND A COPY OF SPARK GAP TIMES AS WELL AS A COPY OF THE CONSTITUTION TO ALL ELIGIBLE, INTERESTED AMATEURS.

BILL HAS PROPOSED TO SUPPLY MEMBERS WHO WILL UNDERTAKE TO INTEREST ELIGIBLE AMATEUR, WITH A SUPPLY OF THE INTRODUCTION LETTERS AND OTHER MATTER FOR SUCH MEMBERS TO MAIL DIRECT TO THE INTERESTED AMATEUR TOGETHER WITH HIS OWN PERSONAL LETTER. IT WOULD NOT BE FEASIBLE TO SEND OUT COPIES OF SPARK GAP TIMES TO ALL THE MEMBERS BECAUSE OF THE COST BUT THIS COULD BE DONE BY NOTIFYING BILL OF THE INTERESTED AMATEUR TO WHOM YOU HAVE SENT THE OTHER MATTER AND BILL COULD MAIL A COPY OF SPARK GAP TIMES.

THE SEPARATE MAILING OF SPARK GAP TIMES FROM THE MEMBERSHIP CHAIRMAN SHOULD HAVE A GOOD EFFECT AND PROBABLY WOULD BE APPRECIATED. THIS IS PARTICULARLY TRUE OF THE TYPE OF INTERESTED AND ELIGIBLE AMATEUR THAT WOULD BE ACCEPTABLE FOR MEMBERSHIP IN OOTC.

THE PROGRAM THAT BILL PROPOSES IS A DIGNIFIED APPROACH TO OUR DESIRE TO OBTAIN MEMBERS WHO WILL BE A CREDIT TO OOTC. IT IS NOT A 'MADISON AVENUE' CIRCUS BUT SIMPLY A PROGRAM OF ENLARGING OOTC TO ITS PROPER POTENTIAL WITHOUT LETTING DOWN THE BARS.

IN THE YEARS AHEAD OF US OOTC SHOULD CONTINUE TO GROW AND SERVE ITS MEMBERS TO BETTER AND BETTER ADVANTAGE AND TO THEIR GREATER BENEFIT. EVERY MEMBER IS INVITED TO TAKE AN ACTIVE PART IN MAKING OOTC THE ORGANIZATION THEY WISH IT TO BE. IT IS ONLY BY TAKING AN ACTIVE PART THAT A MEMBER MAY LEARN TO ENJOY THE BENEFITS NOW OFFERED AND IN THE FUTURE. WRITE BILL AND TELL HIM HOW MANY COPIES OF THE LITERATURE YOU BELIEVE YOU WILL NEED AND HELP BILL GET THE BALL ROLLING. THE FULL ADDRESS IS AS FOLLOWS: WILLIAM J. MCKEE W1KC 240 MORELAND STREET, WORCESTER 9, MASS.

Spark-Gap Times

PAGE 30 NUMBER 15

1 JUNE, 1963

60 REMSEN STREET, APT.9C
BROOKLYN 1, NEW YORK
APRIL 10, 1963

DEAR EARL:

HERE IS A LIST OF THE CERTIFICATES ISSUED TO THOSE IN THE HUGO GERNSBACK CALL BOOKS, SINCE THE LISTING IN SPARK GAP TIMES:

No. 16	CHARLES S. HORN	CH	W3PM	No. 17	H. WARREN GODFREY	HX	W7IZ
No. 18	CARL M. SCHARDT	CSZ	W8HG	No. 19	LOUIS J. MATOS, JR.	CRN	W2CSS
No. 20	NORMAN E. SOULES	SEN	WILW	No. 21	FRED J. MCKINNEY	FMB	W7NNF
No. 22	ARTHUR BATCHELLER	MI	---	No. 23	PAUL W. HICKMAN	NA	K4DM

FIFTEEN OTHERS HAVE APPLIED FOR THE CERTIFICATE WHO DID NOT QUALIFY; ALL OF WHOM I WROTE A LETTER AND TOLD THEM WHY.

INCIDENTALLY, OUT OF 46 OOTC MEMBERS WHO I HAVE HEARD ON THE NET ON THURSDAY NIGHTS--45 OF THEM HAVE SENT ME CARDS.

73,

HAROLD V.B. VOORHIS

DEAR EARL:

I AM REPORTING TO YOU THAT ON THIS DAY AT 2.15 P.M. I PERSONALLY PRESENTED HUGO GERNSBACK WITH HONORARY BLUE BOOK CERTIFICATE NO. A-- HE WAS QUITE PLEASED AND THANKED ME FOR COMING TO HIS OFFICE TO PRESENT IT.

HE GAVE ME A LAPEL BUTTON ON THE OLD "RADIO LEAGUE OF AMERICA", WHICH I AM VERY HAPPY TO HAVE.

73, HAROLD

A HUNTER RUSHED INTO CAMP ONE NIGHT AND HOLLERED: "IS JOHN HERE?" HIS FELLOW HUNTERS REPLIED THAT JOHN WAS IN CAMP. "IS HENRY HERE?" HE ASKED. THEY SAID HE WAS.

"IS BILL HERE?" THE FELLOWS REPLIED, "YES".

"THEN", HE SHOUTED, "HOT DOG! I'VE SHOT A DEER."

A SWIFT-DRIVING MOTORIST LOST CONTROL OF HIS CAR AND RAN INTO A TELEPHONE POLE. WHEN HE CAME TO, HE WAS ON THE GROUND, CLUTCHING TELEPHONE WIRES. "THANK GOODNESS," HE MURMURED. "IT'S A HARP."

THE SATID OLD GENTLEMAN WAS ACTING AS HONORARY JUDGE AT A FANCY HORSE SHOW. AS HE LOOKED OVER THE SCENE HE WAS PUZZLED BY THE ATTIRE OF MANY CONTESTANTS IN THE SHOW. HE TURNED TO THE PERSON SITTING NEXT TO HIM AND SAID: "JUST LOOK AT THAT YOUNG PERSON WITH A POODLE CUT, THE CIGARETTE AND BLUE JEANS. IS IT A BOY OR A GIRL?" "IT'S A GIRL" WAS THE REPLY. "SHE'S MY DAUGHTER." "OH FORGIVE ME, SIR" APOLOGIZED THE OLD FELLOW. "I NEVER DREAMED YOU WERE HER FATHER." "I'M NOT", SNAPPED THE OTHER. "I'M HER MOTHER."

IN CLOSING THIS ISSUE OF SGT, YE OLDE COPPYE BOYE IS AS USUAL, IN A STATE OF PUZZLEMENT AS TO WHAT HAS BEEN OMITTED THAT SHOULD HAVE BEEN PUBLISHED AND ALL THE OTHER BLUNDERS THAT CAN AND OFTEN ARE MADE IN SPARK GAP TIMES.

I JUST NOTICED AN EPISTLE FROM WIAN THAT MUST BE PUBLISHED IN THIS ISSUE BECAUSE IF THERE IS ANY DELAY, THE EVENT WILL BE OUT OF DATE. IT FOLLOWS:

GREETINGS TO THE OOTC

'TIS WIAN JUST GETTING OVER THE MOST JOYOUS HAMFEST OF MY STORMY LIFE. LAST EVE' IT WAS, TURKEY OF COURSE WITH A YEARLY REUNION AND A HEARTY HAND SHAKE WITH GEORGE STERLING, WIAE THAT IS.

BUT FELLERS---OUR ENTERTAINERS, THEY LOOKED US OVER AND CAME UP WITH THIS, HAMS USE MIKES-- HAMS SHOULD NOT BE BACKWARD ABOUT THIS, SO THEY GAVE US A 'MITCH MILLER' SING ALONG. BOY! IT WAS SWELL; WHAT WE COULDN'T REMEMBER WE FAKED AND REALLY FOUND SOME VERY WONDERFUL VOICES.

IS IT NEW? I DUNNO, TRY IT ANYWAY. PERHAPS I AM HEPPEP UP RIGHT NOW AS I WILL BE GERMANY, THE XYL AND I, SO WILL BE OFF LOCALLY FOR THE NEXT THREE OR FOUR MONTHS.

LET ME GIVE YOU A BIT OF 'NOSTALGIC' NEWS FOR THE SEAGOING OPS OF OLD. WITH A HAPPY ENDING I PROMISE YOU.

REMEMBER THE NANTUCKET LIGHT SHIP? WELL SHE MADE HER LAST DOCK JUST A COUPLE OF YEARS AGO, ABOUT A HUNDRED YARDS FROM MY HARBOR WINDOW. SHE WAS BIG AND RED BUT NOT LIKE MOST OTHER LIGHT SHIPS, SHE SEEMED TO HAVE BALANCE AND A KIND OF DIGNITY. SORT OF LOW AND A BIT STREAMLINED.

THE GOVERNMENT DECIDED TO AUCTION HER OFF. BIDS WERE RATHER LOW FOR THE OLD GIRL. THEY SAID, "WHAT CAN WE DO WITH THE OLD BASKET?" DARNED IF A BIG BID CAME OUT OF A FOGG-SITUATION; THE HAMS' HOWLS WERE LOUD AND LONG. IN 30 DAYS A CHECK ARRIVED, "PAID IN FULL" THANKS.

THE NANTUCKET WAS BALASTED WITH 40 LONG TONS OF LEAD---FACT. RIGHT NOW THE OLD "BOSTON" LIGHTSHIP IS GLOWING AT MY WINDOW PANE.

YOURS FOR MUNICH,

CHET, WIAN.

(WISH I HAD KNOWN IT SOONER CHET. I'D HAVE INVITED YOU TO STOP IN AND SEE MY GRAND DAUGHTER IN AUGSBURG, IF YOU HAPPENED TO BE THERE. HOW ABOUT SOME MATERIAL FOR SGT WHILE IN WEST GERMANY?)

THIS CLOSES ANOTHER ISSUE OF SPARK GAP TIMES. WE HOPE YOU WILL GET SOME PLEASURE OUT OF READING IT AND CONTINUE THE FINE SUPPORT WE HAVE ENJOYED. PARDON THE ERRORS AND OMISSIONS.---THANK YOU AND 73, HAVE A GOOD SUMMER. YE OLDE COPPYE BOYE.

MR. FRANK A GUNTHER W2ALS

ATION UNDER CONDITIONS OF WAR, OR THREAT OF WAR, OR A STATE OF PUBLIC PERIL OR DISASTER OR OTHER NATIONAL, STATE OR LOCAL EMERGENCY."

AT THE PRESENT TIME, MR. GUNTHER AND HIS COLLEAGUES ARE HELPING TO FORMULATE PLANS FOR AN "EMERGENCY BROADCASTING SYSTEM" WHICH WILL CREATE AN EFFECTIVE CIVIL DEFENSE NET.

CERTAIN SWEEPING CHANGES IN CONELRAD (CONTROL OF ELECTROMAGNETIC RADIATION AT 640 AND 1240 ON AM BROADCAST RECEIVERS) HAVE ALREADY BEEN INSTITUTED BY THE FCC ON THE RECOMMENDATION OF THE DEFENSE DEPARTMENT. WHILE OUR TOP OFFICERS IN THE PENTAGON STILL WORRY ABOUT GUIDED MISSILES, THEY ARE NO LONGER CONCERNED ABOUT THE POSSIBILITY OF LOCAL RADIO STATIONS FURNISHING NAVIGATIONAL AID TO ENEMY-MANNED BOMBERS. INERTIAL GUIDANCE AND THE ART OF NAVIGATION HAVE PROGRESSED TO A POINT WHERE ELECTROMAGNETIC RADIATION IS NOT NEEDED TO SUCCESSFULLY "HOME IN" ON A TARGET.

WITH THE LIFTING OF MANY CONELRAD RESTRICTIONS, INCLUDING THE REQUIREMENT FOR MAINTAINING SPECIAL RADIO EQUIPMENT FOR ALERTS, MORE STATIONS WILL BE ON AIR DURING PERIODS OF EMERGENCY. IN SHORT, AMATEUR RADIO OPERATORS, CERTAIN INDUSTRIAL USERS OF THE RADIO FREQUENCY SPECTRUM AND CITIZENS BAND RADIO ENTHUSIASTS WILL NOW HAVE AN OPPORTUNITY TO BE OF ASSISTANCE TO CIVIL DEFENSE.

A PIONEER IN THE COMMUNICATIONS FIELD, MR. GUNTHER (W2ALS) HAS BEEN INTERESTED IN RADIO SINCE 1919, WHEN, AS A BOY, HE BUILT HIS OWN AMATEUR "HAM" STATION.

MR. GUNTHER IS A SENIOR MEMBER OF THE IEEE AND PAST PRESIDENT AND CURRENTLY FELLOW AND DIRECTOR OF THE RADIO CLUB OF AMERICA. HE IS A MEMBER OF THE OLD OLD TIMERS CLUB, AS WELL AS THE QUARTER CENTURY WIRELESS ASSOCIATION. HE IS ALSO HONORARY DIRECTOR OF THE SINGLE SIDE BAND ASSOCIATION.

THE FOREGOING ARTICLE WAS TAKEN FROM "REL", THE HOUSE ORGAN OF THE COMPANY WHICH MR. GUNTHER HEADS AND WAS SENT IN TO SPARK GAP TIMES BY W2EG, EARL C. WILLIAMS JUST IN TIME TO MAKE THE JUNE ISSUE OF SPARK GAP TIMES. CONGRATULATIONS FRANK ON THIS ADDITIONAL HONOR BESTOWED ON YOU. WE ARE ALL SURE THAT THE APPOINTMENT WAS WELL DESERVED AND THAT YOUR SERVICES WILL DO GREAT CREDIT TO YOU AND THE COMMITTEE. (YE OLDE COPPYE BOYE.)

WILLIAM B. GOULD K2NP

THE "AMERICAN BOY" MAGAZINE IN IT'S DEPARTMENT, "THE BOY MECHANIC AND ELECTRICIAN" RAN SOME VERY FINE CONSTRUCTION ARTICLES FOR ALL SORTS OF EQUIPMENT INCLUDING TELEGRAPH AND WIRELESS. THE FOLLOWING REPRODUCTIONS FROM THE MARCH 1909 ISSUE WAS ONE OF THE FIRST WIRELESS CONSTRUCTION ARTICLES FOR BOYS. ANTON C. FREY, W2JF, AND 2JF IN THE 1913 CALL BOOK, WAS ONE OF THOSE WHO BUILT HIS FIRST STATION FROM THE ARTICLE. OF CONSIDERABLE INTEREST IS THE LISTING OF THE CONTINENTAL CODE WHICH IS QUITE DIFFERENT FROM THE CONTINENTAL CODE AS WE KNOW IT TODAY. I WONDER IF ANY OF THE MEMBERS CAN FURNISH INFORMATION ABOUT THIS CODE, WHERE A WAS --, B WAS ---, C WAS --', Y ---, Z----, ETC.

THANK YOU VERY MUCH BILL FOR THE PAGES FROM AMERICAN BOY. IT WAS VERY DIFFICULT TO GET GOOD NEGATIVES BUT I HOPE THEY WILL BE READABLE.

CAN ANY MEMBER GIVE US SOME INFORMATION ABOUT THE OLD CONTINENTAL CODE AS GIVEN IN THE FOLLOWING REPRODUCTIONS OF PAGES FROM THE OLD AMERICAN BOY? ROY, YOU AND TOM MIGHT HAVE SOMETHING. (ANY OF YOU GENTLEMEN HAVE ANYTHING FROM THE OLD "YOUTHS COMPANION"?)

LATE REPORT FROM THE SECRETARY-TREASURER

AS A RESULT OF REQUEST IN SPARK GAP TIMES, WE ARE PLEASED TO ANNOUNCE THAT WE HAVE RECEIVED \$189.25 (AS OF MAY 10) IN DONATIONS TO HELP CONTINUE THE ISSUANCE OF OUR BI-MONTHLY BULLETIN. DONATIONS ARE STILL COMING IN EVERY DAY. AS CLINE SAYS, "WE ARE FORTUNATE TO HAVE SUCH WONDERFUL MEMBERS AND I BELIEVE WE HAVE A HIGHER PERCENTAGE OF SUCH CHAPS THAN ANY OTHER ORGANIZATION." THE PRESSURE OF SECRETARY WORK DID NOT PERMIT ME TO ANSWER EACH INDIVIDUAL DONATION, SO PLEASE THIS AS OUR SINCERE THANKS.

THERE HAS BEEN SOME MISUNDERSTANDING ABOUT WHO OWES FOR THE LAPEL PINS. MONEY HAS BEEN RECEIVED FROM THOSE WHO ALREADY HAVE PAID FOR THEM. ALL MEMBERS WHO JOINED UNDER THE \$15.00 INITIATION FEE, DO NOT OWE FOR THEIR PIN AS IT WAS PAID FOR UNDER THE INITIATION FEE. A PIN WAS SENT TO ALL OTHER MEMBERS WITH A REQUEST THAT THEY RETURN THE PIN IN EVENT THAT THEY DID NOT WANT THE PIN, OTHERWISE THERE WAS A CHARGE OF \$2.00 FOR IT. IT IS OUR DESIRE THAT EVERY MEMBER HAVE A PIN. IT IS REALIZED, THAT UNDER RETIREMENT, THERE MAY BE CASES IN WHICH THIS EXPENDITURE COULD BE USED FOR A MORE URGENT PURPOSE AND WE REQUEST THAT YOU SO NOTIFY US AS WE HAVE A "KITTY" TO TAKE CARE OF IT. IN THIS WAY, WE CAN CLEAR OUR RECORDS. PLEASE LET US HEAR FROM YOU, ONE WAY OR ANOTHER. TO DATE, THERE ARE 26 WHO DID NOT PAY FOR THEIR PINS THAT WERE SENT OUT ABOUT TWO YEARS AGO.

OUR BLUE BOOK IS NEARING COMPLETION. IT WAS NECESSARY FOR US TO ADVANCE A CONSIDERABLE AMOUNT OF MONEY TO PUBLISH THIS BOOK. JUST THE BINDERS ALONE COST A LITTLE UNDER \$600.00 AND THESE WERE PURCHASED AT A BULK PRICE. ADD TO THIS THE COST OF PRINTING, CUTS, NEGATIVES, FREIGHT, MAILING, ETC. ETC.--AS THIS WAS ONE OF OUR LONG RANGE PROGRAMS, YOU CAN UNDERSTAND WHY OUR TREASURY TOOK SUCH A "NOSE DIVE" AND WE REQUESTED DONATIONS TO CONTINUE SGT. TO DATE THERE ARE 49 WHO DID NOT PAY FOR THEIR BLUE BOOK.

73,

EARL C. WILLIAMS W2EG
SECRETARY-TREASURER

507 WAYSIDE ROAD, NEPTUNE, N.J.

IN THIS SAME LETTER FROM EARL WAS A LETTER FROM WIMT, AN APPLICANT FOR MEMBERSHIP. IT IS QUOTED BELOW"

READING, MASS. MAY.4

DEAR EARL:

ENCLOSED IS APPLICATION FOR OLD OLD TIMERS CLUB.

IN CONNECTION WITH MY INDEXING REFERRED TO UNDER (11) OF THE ATTACHED SHEETS, MAYBE YOU CAN HELP ME OUT ON SOMETHING. WHO WAS THE PERSON WHO WROTE UNDER THE TITLE OF "DR. RADIO," PRINCIPALLY BETWEEN 1916 AND 1920 IN QST? USUALLY THESE ANSWERS CAME IN LATER ISSUES, BUT SO FAR I HAVEN'T RUN ACROSS THE ONE FOR THIS.

THANKS AND 73,

FRANK, WIMT.

WHO CAN HELP FRANK OUT? IF YOU HAVE THE ANSWER, YOU MIGHT WRITE TO HIM DIRECT. HE IS SURE TO APPRECIATE THE COURTESY. EEC



1922 1 11 7 1919

UNITED STATES OF AMERICA

Department of Commerce and Labor
NAVIGATION SERVICE

OPERATOR'S CERTIFICATE OF SKILL IN RADIOCOMMUNICATION

That in an attempt to test under the provisions of the Act of June 24, 1919

JOSEPH G. HERRICK

has been presented for examination in radio communication and has passed in

- (a) The operation of apparatus, adjustment of parts, and change from one mode of operation to another.
- (b) Transmission and reception of a signal of not less than fifteen words a minute. Standard Morse, Radio code, International, five letters consisting in any order.

The candidate's practical knowledge of adjustment was tested on a combination set of apparatus. His knowledge of other systems and of International and telegraphic regulations and American naval wireless regulations is shown below

GOOD

E. J. ...

Commander, U.S.N.

Chief of Radio Service

Given at New York, New York, N.Y., Dec. 15, 1919

In direction of the Secretary of Commerce and Labor

W. T. ...

Secretary of Commerce and Labor

Joseph J. ...
I solemnly swear that I will faithfully preserve the secrecy of all messages coming to my knowledge through any communication under this certificate. That it is my duty to take a faithful and correct record of all messages received and that I will faithfully discharge the duties of the office. So help me God.

Joseph J. ...

Date of birth May 26, 1891 of Brooklyn, New York

Signature to read as Joseph G. Herrick

day of December, 1919

James ...
Secretary

This certificate is issued to the holder by the radio communication system, but no right is given to the holder to operate any other system or to use any other code or system of communication. It is subject to the provisions of the Act of June 24, 1919, and to the regulations of the Department of Commerce and Labor.

UNITED STATES OF AMERICA

Department of Commerce and Labor
NAVIGATION SERVICE

OPERATOR'S CERTIFICATE OF SKILL IN RADIOCOMMUNICATION

This is to certify that Thomas Appleby of Philadelphia, Pa. has been examined in radiocommunication and has passed in:

- (a) The adjustment of apparatus, correction of faults, and change from one wave length to another;
- (b) Transmission and sound speed of not less than fifteen words a minute American Morse twelve words Continental, five letters counting as one word.

The candidate's practical knowledge of adjustment was tested on a stone set of apparatus. His knowledge of other systems and of international radiotelegraphic regulations and American naval wireless regulations is shown below:

United Wireless, Marconi, Federal, Radio, Clark, DeForest, and Hecox. Mr. Appleby is an instructor in the United Wireless School, Philadelphia, and is Manager of the United Wireless Telegraph Company in Philadelphia.

M. S. Howard
(Signature of Commander, U.S. Navy.)

Place Philadelphia Navy Yard, Date May 27th, 1911.

By direction of the Secretary of Commerce and Labor:

E. H. Chamberlain
Commissioner of Navigation, Washington, D. C.

I, Thomas Appleby, do solemnly swear that I will faithfully preserve the secrecy of all messages coming to my knowledge through my employment under this certificate; that this obligation is taken freely, without mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office: So help me God.

Thomas Appleby
(Signature of holder.)

Date of birth May 10th 1886. Place of birth England

Sworn to and subscribed before me this 29th

Day of May, A. D. 1911

[SEAL]

George Clement
Notary Public.

600 61 Jan 5 1913

* It is not intended to limit the employment of the holder to a particular system, but merely to indicate the particular system in which he was tested for equipment of apparatus.

This certificate is valid for two years, unless sooner annulled by the Secretary of Commerce and Labor for cause. It should be kept where the holder is stationed, or where he is employed, or where he is engaged in the service of the Government just before the ship leaves port.

(First Wireless Operator's Certificate issued at Philadelphia, Pa., at League Island Navy Yard)

Spark-Gap Times

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