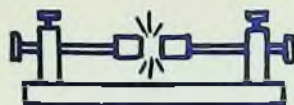
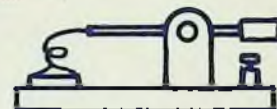


Spark-Gap Times



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The Old Old Timers Club



NUMBER 21 VOL. 4

CHATTANOOGA - TENN.

JUNE 1964



JOHN E. WILKINSON - W1TK
One of the original founders of OOTC
(see page one)

Champion of independence...

or slave to your needs!

HT-44 SPECIFICATIONS

Versatile compact amateur band transmitter for independent operation or slaving with SX-117 receiver for function as transceiver. SSB, AM, or CW on 80 through 10 meters. Features Hallicrafters stabilized phasing system for sideband generation with -40 db of sideband suppression @ 1 kc and carrier suppression of -50 db. Distortion products, -30 db. VOX/CW break-in and PTT operation. Panel-adjusted VOX/CW delay for maximum Phone-CW flexibility. Exclusive AALC gives greater talk power with speech compression up to 12 db. Power input 200 watts DC on CW and SSB, 50 watts AM. Same size and style as SX-117. Furnished with crystals for 3.5-4.0, 7.0-7.5, 14.0-14.5, 21.0-21.5, and 28.5-29.0 mc. Less transceiver cables, \$395.00. P-150 AC power supply, \$99.50.

For sheer excellence of design as an independent transmitter, we'll put our money (in fact, we have) on the effortless performance of our new HT-44 SSB/AM/CW Transmitter. You get 200 watts DC input, SSB and CW . . . Hallicrafters' exclusive stabilized phasing system . . . Amplified Automatic Level Control (AALC) . . . VOX/PTT and dozens of other solid value features specified in detail above. Interconnected with our SX-117 Receiver, the HT-44 becomes the slave, and you're the master of every situation with transceive operation available at the flip of a switch. Either way, you can't duplicate the value, as your distributor will prove.



the NEW **HT-44** Transmitter by **hallicrafters**

Fifth & Kostner Aves., Chicago 24, Ill.

...where the new ideas in communications are born.

Export: Hallicrafters, International Div. Canada: Gould Sales Co., Montreal, P.Q.

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OUR COVER PICTURE

JOHN WILKINSON, W1TK PROUDLY DISPLAYING THE PLAQUE GIVEN HIM BY SPONSORING ORGANIZATIONS FOR HIS 50 YEARS IN HAM RADIO. SINCE 1952 JOHN HAS BEEN EMPLOYED BY THE LINCOLN LAB, MIT. WE ARE INDEBTED TO BETTY BOYD, FORMER EDITOR OF THE "LINCOLN LOG", WHO FURNISHED US WITH THE PHOTOGRAPH. HE WAS CHARTER MEMBER #4 OF OLD OLD TIMERS CLUB.

EDITORS OPINION

THE APRIL ISSUE WAS ALL FOULED UP. IT WAS POORLY ARRANGED AND THE PRINTING WASN'T TOO GOOD. PAUL WATSON'S TUBE ARTICLE WAS THE WORST MESS. BILL HALLIGAN'S PHOTOGRAPH WAS REVERSED MAKING THE CUT LINE WRONG, ETC., ETC. WELL MAYBE THE JUNE ISSUE WILL BE BETTER—LET'S HOPE SO! WE ARE TRYING SOMETHING NEW—TWO COLUMNS PER PAGE IN THIS ISSUE. WE'LL SEE HOW IT WORKS. DOES ANYONE WANT TO TRY HIS HAND AT BEING EDITOR? THE DOOR IS WIDE OPEN!

WHILE WE ARE ON THE SUBJECT OF PRINTING WE BETTER MENTION THE BLUEBOOK SHEETS. THERE JUST AREN'T HOURS ENOUGH IN THE DAY FOR YE OLDE COPPYE BOYE !! TO WORK 'EM UP. WE THOUGHT WHEN WE PRINTED 500 OF THEM A YEAR AGO THAT IT WOULD BE PLENTY BUT THE CLUB HAS GROWN APACE AND EARL HAS RUN OUT OF INSERTS. WHEN YOCB-11 LOOKED FOR THE PLATES THERE WERE METAL MASTERS WITH THE PHOTOGRAPHS OF THE MEMBERS BUT NO PAPER MASTERS WITH THE BIOGRAPHICAL SKETCHES ON THEM. WE WILL HAVE TO MAKE LINE SHOTS OF THE SHEETS AND THEN MAKE METAL PLATES FROM THEM. THEN THE NEW MEMBERS ARE TO BE WRITTEN UP AND SUPPLEMENTAL SHEETS MADE BUT NO ONE TO DO IT. WE KEEP HOPING SOMEONE WILL VOLUNTEER FOR THE BLUEBOOK EDITOR'S JOB BUT SO FAR NO ONE HAS COME FORWARD.

SORRY OM'S BUT THERE JUST WON'T BE ANY BLUEBOOKS OR SUPPLEMENTAL SHEETS UNTIL SOMEONE VOLUNTEERS AS EDITOR OF THE BLUEBOOK. WHAT SAY SOMEBODY?!

HOWARD, W7OE, HAS WRITTEN A NICE WELCOME STORY WHICH APPEARS IN "NEWS ABOUT MEMBERS", TO OUR NEW MEMBER AND ADVERTISER CARL MOSLEY, W0FQY/K0AXS, PRESIDENT OF MOSLEY ELECTRONICS, INC., BRIDGETON, MISSOURI. WE ARE HONORED TO HAVE YOU ABOARD, CARL, AND WE HOPE THE CLUB WILL BE AN INSPIRATION TO YOU AND THAT YOUR ADVERTISING IN OUR JOURNAL WILL BE MOST REMUNERATIVE.

WE ALSO HAD THE PLEASURE OF HANDLING THE MEMBERSHIP APPLICATION FOR HAL DEVOE, KL7MF, ANCHORAGE, ALASKA DURING APRIL. HAL IS ENGINEER IN CHARGE, 23D RADIO DISTRICT, ALASKA, FEDERAL COMMUNICATIONS COMMISSION. HAL IS A CRACK C.W. OPERATOR AND IT HAS BEEN OUR PLEASURE TO QSO HIM. WELCOME TO OOTC, HAL, AND WE HOPE YOU ENJOY OUR GREAT CLUB.

MENTION SHOULD BE MADE OF THE 1964 NATIONAL CONVENTION CELEBRATING ARRL'S 50TH BIRTHDAY, WHICH WILL BE HELD IN NEW YORK CITY AT THE NEW YORK HILTON, AUGUST 21ST TO 23D INCLUSIVE.

A LETTER FROM BRUCE KELLEY, W2ICE, SECRETARY OF ANTIQUE WIRELESS ASSOCIATION IS REPRODUCED UNDER "LETTERS". THE PROGRAM FOR THE "GRAND GATHERING OF OLD TIME WIRELESS OPERATORS" SCHEDULED FOR SATURDAY AFTERNOON AUGUST 22ND SOUNDS WONDERFUL. BE SURE TO READ BRUCE'S LETTER. YE OLDE COPPYE BOYE, I SENT IN FOR HIS RESERVATIONS AT THE NEW YORK SHERATON AND HOPES HE ISN'T TOO LATE TO GET THEM.

ROB-ROY, W6HR, AND HIS XYL WERE THROUGH CHATTANOOGA IN MARCH AND STOPPED IN TO SEE US. ROBIE WAS ALSO DELIVERING THE COVERS FOR THE APRIL ISSUE OF SGT TO US ALONG WITH A LOT OF HALF-TONES. AT COMMERCIAL PRICES THE COVERS AND HALF-TONES WERE EASILY WORTH \$100 OR MORE. HE IS PRINTING THE COVERS AND HALF-TONES FOR THE CLUB—GRATIS! THIS IS A WONDERFUL CONTRIBUTION BY ROB-ROY AND WE HOPE ALL OF OUR MEMBERS DULY APPRECIATE HIS GENEROSITY.

MY COMPLIMENTS TO ALL OOTC OFFICERS AND COMMITTEE CHAIRMEN WHO ARE DOING WONDERFULLY WELL WITH THEIR ASSIGNED DUTIES. JACK DUNN, W6WPF, HAS KEPT THE AWARDS AND CERTIFICATES PROGRAM UP IN FINE SHAPE; BILL MCKEE, W1KC, HAS DONE WONDERFULLY WELL WITH THE NEW MEMBERS AND PUBLICITY; WALLIE, W2WL, IS GETTING THE SGT MAILED OUT IN FINE SHAPE. EARL, W2EG, IS DOING FINE, THANK YOU; AND YOCB-11 IS TAKING IT FAIRLY EASY—OR AS EASY AS COULD BE EXPECTED.

GEORGE STERLING, W1AE/W3DF IS TRYING TO GET AWAY TO PEAKS ISLAND, MAINE FOR HIS ANNUAL SUMMER VACATION. HE AND MARGARET, THE XYL, VISITED JOE MULLINS IN WILLIAMSBURG, VA., K4JKR AND REPORTS THAT JOE IS MUCH IMPROVED AND FEELING QUITE GOOD. (FINE BUSINESS, JOE!) GEORGE, WE HOPE YOU HAVE A GRAND SUMMER AND CATCH A LOT OF FISH.

BERT INGALLS, W1NQ, OUR HONORABLE FOUNDER, REPORTS EVERYTHING IS FINE ON THE "EL RANCHO TALL PINES". HE STATES THAT HE BOUGHT A TEN INCH ELECTRIC CHAIN SAW AND IS HAVING A BARREL OF FUN MAKING LITTLE ONES OUT OF BIG ONES, HI!

HOWARD PYLE, W7OE, IS BACK IN THE RUNNING AGAIN WITH HIS PEN. HE HAD A ROUGH TIME OF IT WITH THE SAWBONES THIS WINTER BUT IS RECOVERATING VERY SATISFACTORILY. HE SAYS THE DOCTOR WILL LET HIM EXERCISE ON THE TYPEWRITER, OK.

—BERT, W4MF, EDITOR

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FINANCES

BANK BALANCE ON JANUARY 1, 1963	\$ 554.20
RECEIPTS FOR YEAR OF 1963	<u>2366.64</u>
	TOTAL RECEIPTS \$2920.84
EXPENSES FOR YEAR OF 1963	<u>2305.36</u>
BANK BALANCE ON JANUARY 1, 1964	<u>\$ 615.48</u>

RECEIPTS FOR YEAR 1964 UP TO AND INCLUDING APRIL 2, 1964.

JANUARY 2	\$ 33.00
JANUARY 2 - INT.	3.71
JANUARY 10	41.00
JANUARY 17	51.00
JANUARY 24	7.00
FEBRUARY 13	54.00
FEBRUARY 13	84.00
FEBRUARY 21	66.00
FEBRUARY 28	20.00
MARCH 4	41.00
MARCH 9	26.35
MARCH 13	62.50
MARCH 16	78.50
MARCH 18	117.50
MARCH 23	112.00
MARCH 25	161.50
MARCH 30	70.50
MARCH 30 - INT.	1.98
MARCH 31	9.22
APRIL 2	<u>66.50</u>

TOTAL \$1107.26

BALANCE IN BANK ON JANUARY 1, 1964

RECEIPTS FROM JANUARY 1 TO APRIL 1, 1964

EXPENSES FROM JANUARY 1 TO APRIL 1, 1964

BALANCE IN BANK ON APRIL 1, 1964

EXPENSES FOR YEAR 1964 UP TO AND INCLUDING APRIL 2, 1964.

VOUCHER # 94	JANUARY 2	\$ 271.35
VOUCHER # 95	JANUARY 21	112.30
VOUCHER # 96	JANUARY 21	25.86
VOUCHER # 97	JANUARY 28	89.80
VOUCHER # 98	JANUARY 30	33.95
VOUCHER # 99	FEBRUARY 13	79.91
VOUCHER #100	FEBRUARY 28	157.54
VOUCHER #101	MARCH 18	35.61
VOUCHER #102	MARCH 31	<u>182.89</u>

TOTAL \$ 989.21

TOTAL

/S/ EARL C. WILLIAMS
SECRETARY-TREASURER

LETTERS

OOTC: IRVIN, PENNSYLVANIA

HERE IS THE TWO FIFTY (\$2.50) AND WELL WORTH IT! I AM ENJOYING EVERY ISSUE OF S.G.T. THE LOSS OF WIZE IS KEENLY FELT FOR I HAD MANY ENJOYABLE CONTACTS WITH HIM IN BOTH CODES.

SINCERELY,
"MEL", W3SMY (MELVILLE W. GHEN)

JOHN WILKERSON, WITK, SENDS GREETINGS TO OOTC FROM HAWAII, AND HAS SOMETHING TO SAY ABOUT THE #1 BROADCAST.

OOTC:

IN MAY 1917 A SHIP IN THE ATLANTIC COAST SERVICE DID SOME RADIO-PHONE BROADCASTING—MAINLY PIANO. AS A NAVY WIRELESS OPERATOR DURING WWI AT STATION NAF, NEWPORT, R.I. I LISTENED TO THE BROADCAST ON A CRYSTAL DETECTOR. THE BROADCAST WAS MADE BY W.E. "DEAR OLD MOTHER BELL".

THE NEXT BROADCAST I RECALL WAS FROM IXAD, PAWTUCKET, R.I. IN 1920. THIS STATION WAS LICENSED TO THOMAS GIBLIN. TOM AND I WENT ON THE AIR EVERY THURSDAY NIGHT WITH RECORDS. WE TOLD OUR AUDIENCE THAT WE COULD NOT AFFORD TO BUY RECORDS AND THAT THEY SHOULD SEND THEM. WE SOON HAD TO RESCIND THIS REQUEST.

THOMAS GIBLIN WAS THE CHAP WHO DESIGNED THE AUDIO TRANSFORMER - THE GIBLIN REMLER COIL - THE FIRST SO CALLED ELECTRICAL PICKUP FOR THE PHONOGRAPH - NOW THE JUKE BOX.

DURING PROHIBITION TOM AND I MADE AUTO RADIOS. WE QUIT BECAUSE ALL OUR CUSTOMERS WERE BOOTLEGGERS.

I AM NOW IN MY LAST YEAR OF RADIO WITH LINCOLN LABORATORY OF MIT. MY LAST ASSIGNMENT WAS IN HAWAII. THE JOB WAS TO ESTABLISH A DAILY RADIO VOICE LINK BETWEEN KWAJALEIN, MARSHALL ISLANDS AND MASSACHUSETTES. THIS WE HAVE BEEN ABLE TO DO ABOUT 90%—ALL OF IT WITH 1000 WATTS INPUT ON SSB AND A PHONE LINE BETWEEN CALIFORNIA AND MASSACHUSETTES, ALSO A SKIP FREQUENCY. 73 TO YOU ALL,

JOHN E. WILKINSON, WITK

OOTC: WILLIMANSETT, MASSACHUSETTS

ENCLOSED CHECK FOR \$5.00 OF WHICH \$2.50 IS

FOR 1964 SUBSCRIPTION TO "SPARK GAP TIMES". THE OTHER \$2.50 IS FOR A GIFT SUBSCRIPTION TO SOME MEMBER OF OOTC WHO IS UNABLE TO PAY FOR SAME.

I WAS SADDENED TO HEAR OF THE PASSING OF SEVERAL OF THE OLD OLD TIMERS, IN PARTICULAR IRVING VERMILYA, WIZE AND DR. HENRY R. TADGELL, W1AGM.

I HAD NEVER MET IRVING PERSONALLY, BUT HAD HEARD HIS VOICE AND KEY ON THE AIR MANY TIMES OVER THE YEARS.

"DOC" TADGELL WAS A PERSONAL FRIEND WHOM I HELD IN THE HIGHEST REGARD.

MY CONGRATULATIONS TO THOSE RESPONSIBLE FOR THE FORMAT OF THE FEBRUARY 1964 ISSUE OF SGT.

SINCERELY,
MYLES W. BRENNAN, W1MOK

OOTC: TORONTO, ONTARIO, CANADA

MY CONSCIENCE IS BOTHERING ME, HENCE IS THIS LETTER.

FOR SOME YEARS I HAVE BEEN A MEMBER OF THE OOTC, ENJOYING THE READING OF BLABBERMOUTH AND NOW SPARK GAP TIMES, RECEIVING A LAPEL PIN, ETC. AND LIKE A PARASITE I HAVEN'T CONTRIBUTED ANYTHING.

WHEN I FIRST JOINED THE CLUB, I THOUGHT IT WOULD GO THE WAY OF A LOT OF THESE THINGS, BLOSSOM AND WITHER IN A FEW MONTHS BUT IT APPEARS AS IF IT WILL BE A CONTINUING AFFAIR, SO I BETTER DO SOMETHING ABOUT IT.

ENCLOSED A CHEQUE FOR TEN DOLLARS FOR WHICH WILL YOU PLEASE SEND ME A COPY OF THE BLUE BOOK. THE BALANCE YOU CAN APPLY AS YOU SEE FIT.

REGARDS, DOC, VE3TL
(J. H. DOWNER)

OOTC:

NEW "SPARK-GAP TIMES" IS JUST GRAND. HERE IS THE TWO FIFTY (\$2.50). WISH I WAS STRONG ENOUGH TO OFFER TO DO SOME "PICK AND SHOVEL WORK."

73's, PERCE B. COLLISON, K2DZ

OOTC:

DON'T STOP THE S.G.T. JUST READ MY FIRST COPY AND IT IS REALLY INTERESTING. MAYBE SOME DAY I WON'T BE ABLE TO PAY FOR IT BUT GLAD TO DO SO NOW! 73, TOM WILDMAN, W0DIB

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CONCERNING THE TRANSFER OF THE CLUB'S OFFSET PRINTING PRESS TO ONE, EUGENE F. HAYES, 344 PATTEN CHAPEL ROAD, CHATTANOOGA, TENNESSEE—YOUR PRESIDENT HAS SENT THE FOLLOWING LETTER TO THE CLUB'S DIRECTORS FOR APPROVAL OR DISAPPROVAL.

MAY 7, 1964

MR. EUGENE F. HAYES
DUPLICATING SERVICES COMPANY
344 PATTEN CHAPEL ROAD
CHATTANOOGA, TENNESSEE

DEAR MR. HAYES:

THIS LETTER IS TO CONFIRM THE UNDERSTANDING REACHED BETWEEN THE OLD OLD TIMERS CLUB (RADIO CLUB) (HEREAFTER CALLED THE CLUB) AND EUGENE F. HAYES, DOING BUSINESS AS THE DUPLICATING SERVICES CO., (HEREINAFTER CALLED MR. HAYES) WITH RESPECT TO THE CLUB'S TRANSFER OF A MODEL 750 MULTIGRAPH OFFSET PRESS SERIAL NUMBER 665041 TO MR. HAYES' POSSESSION AND THE TERMS AND ARRANGEMENTS OF THE TRANSFER OF SAID PRESS.

WHEREAS THE CLUB CONTRACTED WITH THE MULTIGRAPH CORP., P.O. Box 4902, ATLANTA, GEORGIA TO BUY THE PRESS FOR \$1339.20, AND WHEREAS THE MACHINE HAS BEEN VERY LITTLE USED SINCE ITS PURCHASE, NOW THEREFORE THE CLUB AGREES THAT MR. HAYES MAY HAVE THE MACHINE FOR JUST WHAT THE CLUB CONTRACTED IT FOR, (\$1339.20).

WHEREAS MR. HAYES CANNOT MAKE THE PAYMENTS TO THE CLUB IN MONEY THE CLUB AGREES THAT MR. HAYES MAY PAY FOR THE PRESS BY PRINTING "SPARK-GAP TIMES", THE CLUB'S JOURNAL, AT A PRICE OF \$70.00 PER ISSUE TO THE CLUB. THE ANNUAL PAYMENTS TO THE CLUB BY MR. HAYES FOR SIX ISSUES OF SPARK-GAP TIMES IS \$420.00. THIS WOULD COMPLETE THE PAYMENTS BY THE PRINTING OF 19 ISSUES OF SGT'S.

MR. HAYES FURTHER AGREES TO FURNISH INK, VARIOUS SOLUTIONS, CLEANING FLUIDS, AND SUPPLIES NECESSARY FOR THE PRINTING, TO FURNISH THE ALUMINUM PLATES FOR PHOTOGRAPHIC REPRODUCTIONS, AND TO MAINTAIN THE MACHINE DURING THE LIFE OF THIS AGREEMENT. THE CLUB AGREES TO FURNISH THE PAPER FOR ALL OF THE PRINTING JOBS CALLED FOR.

MR. HAYES FURTHER AGREES TO DO ANY OTHER PRINTING THAT THE CLUB MAY REQUEST SUCH AS

LETTERHEAD, BLUEBOOK PAGES, ETC. AT NO ADDITIONAL COST TO THE CLUB AND LIKEWISE MAKING THE PLATES FROM HALFTONES FURNISHED TO HIM BY THE CLUB.

IN CASE OF THE DEATH OF MR. HAYES OR IF FOR ANY REASON HE SHOULD CEASE TO PRINT SGT DURING THE LIFE OF THIS AGREEMENT THE CLUB SHALL HAVE THE RIGHT TO REPOSSESS THE MACHINE, PAYING MR. HAYES OR MR. HAYES' ESTATE FOR THE PRINTING OF SGT FROM THE START — TO DATE. THIS PAYMENT MAY ALSO BE ON THE INSTALLMENT PLAN OF \$70.00 BIMONTHLY OR \$35.00 PER MONTH.

IN CASE OF THE DEATH OF C. BERTRAM OSBORNE, PRESIDENT OF OOTC, WHO IS MAKING THIS AGREEMENT FOR THE CLUB WITH MR. HAYES, THE CLUB MAY (1) CONTINUE THE PRINTING ARRANGEMENT UNTIL THE MACHINE IS PAID FOR; (2) SELL THE MACHINE TO MR. HAYES AT THE PRICE OF THE REMAINING INSTALLMENTS DUE.

THE CLUB RESERVES THE RIGHT TO INSPECT THE PRESS FROM TIME TO TIME AND IF THE MACHINE IS NOT BEING PROPERLY MAINTAINED DURING THE LIFE OF THIS AGREEMENT THE AGREEMENT SHALL BECOME NULL AND VOID AND THE MACHINE SHALL REVERT TO THE OWNERSHIP OF THE CLUB.

IF THIS LETTER SATISFACTORILY STATES THE TERMS OF THE UNDERSTANDING BETWEEN US, PLEASE EXECUTE THREE (3) COPIES AND RETURN TWO (2) OF THEM TO US, ONE TO BE RETAINED IN THE HEADQUARTERS OFFICE OF THE CLUB AT 507 WAYSIDE ROAD, NEPTUNE, NEW JERSEY AND THE OTHER TO BE RETAINED IN THE PRESIDENT'S FILE AT 1608 HIXSON PIKE, CHATTANOOGA, TENNESSEE.

VERY TRULY YOURS,

/s/ C. BERTRAM OSBORNE
PRESIDENT

ACCEPTED AND AGREED TO AS OF THE
DATE FIRST ABOVE WRITTEN:

BY: _____
EUGENE F. HAYES

OOTC LETTERS CONTINUED

NORTH BERGEN, N. J.

OOTC:

WHEN I JOINED THE OOTC I HAD NO PICTURES OF MY EARLY RIG, SINCE THEN I MET AN OLD FRIEND WHO TOLD ME HE HAD PICTURES OF MY EARLY RIG AND WAS GOOD ENOUGH TO LOAN ME THE ORIGINALS AND I HAD COPIES MADE OF SAME.

I AM ENCLOSING COPIES OF SAME TO YOU.

THE RECEIVER IS ON THE LEFT AND MOUNTED ON THE WALL AND IS A COPY OF THE TELEFUNKEN RECEIVER (VINTAGE APPROXIMATELY) 1914, THE DATA FOR THIS EQUIPMENT WAS SUPPLIED TO ME BY ONE RICHARD DAVIES (CALL RS) A COMMERCIAL OPERATOR WHO OPERATED ON THE OIL BOATS (EL SOL & EL MONDO).

THE TRANSMITTER WAS ON THE RIGHT AND CONSISTED OF A GLASS PLATE CONDENSER, ROTARY GAP AND PANCAKE TYPE OSCILLATION TRANSFORMER.

THE POWER WAS SUPPLIED BY A PACKARD $\frac{1}{2}$ KILOWATT TRANSFORMER MOUNTED UNDER THE TABLE WITH A KICKBACK CONDENSER.

THE ANTENNA WAS A THREE WIRE, 45 FEET LONG AND 20 FEET HIGH INVERTED L TYPE.

EARLIER EQUIPMENT, OF WHICH THERE ARE NO PICTURES, CONSISTED HELIX (TEN TURNS #8), GLASS PLATE CONDENSER, STRAIGHT GAP, AND A ONE INCH ELECTRO IMPORTING CO., COIL.

HOPING THIS INFORMATION MAY BE OF SOME VALUE TO YOU. I REMAIN,

SINCERELY,

C. J. SEDLAK, SR., K2HR

PICTURE MENTIONED IN LETTER IS REPRODUCED IN "NOSTALGIC CORNER" SECTION. —EDITOR'S NOTE

HOLCOMB, NEW YORK
APRIL 15, 1964

OOTC:

I FINALLY RECEIVED INFORMATION REGARDING THE PROGRAM AT THE NATIONAL CONVENTION IN NEW YORK. THE OOTC "GRAND GATHERING OF OLD TIME WIRELESS OPERATORS" IS SCHEDULED SATURDAY AFTERNOON, AUGUST 22, WHICH IS THE CHOICE DAY!

RE: OUT PART OF THE PROGRAM. BRIEFLY, IT CAN BE SUMMED UP AS FOLLOWS:

"120 YEARS OF BRASSPOUNDING" IS A FAST MOVING ENTERTAINING SHOW MADE UP BY OOTC MEMBER W2QY AND AWA SECRETARY W2ICE. IT IS THE HISTORY OF TELEGRAPHY FROM MORSE TO PRESENT DAY ARRL TRAFFIC NETS.

THE VIEWER WILL TRAVEL FROM CIVIL WAR LANDLINE INSTALLATIONS TO HUGE TRANSATLANTIC STATIONS SUCH AS OLD SOUTH WELFLEET AND TUCKERTON. HE WILL SEE EARLY SHIP INSTALLATIONS AND REMINESCE ABOUT NAA. HE MAY SEE OR HEAR PIONEER OOTC MEMBERS W1NQ, W1SS, W1ZE, W2EG, W2ZI, W8CW, W8DG AND OTHERS. OLD TIME FAVORITES SUCH AS JACK BINNS, ELMO PICKERILL AND HIRAM PERCY MAXIM WILL APPEAR ON THE SCREEN - AND THEN FROM STEREO SOUND ONE CAN HEAR A MORSE SOUNDER RATTLING ALONG AT 65 WORDS PER MINUTE FOLLOWED BY THE ROAR OF A 1 KW ROTARY, THEN THE ADJUSTING OF THE POINTS OF A FORD SPARK COIL TO BE DROWNED OUT BY THE BEAUTIFUL TONE OF A 500 CYCLE JOB!

AS A CLIMAX, W6GH PROVIDES "TRIALS AND TRIBULATIONS OF A UNITED WIRELESS OPERATOR" - A SERIES OF ACTUAL PICTURES TAKEN IN 1910 FLASH ACROSS THE SCREEN IN COLOR!

WE HAD A LOT OF FUN MAKING THIS SHOW - AND CAN'T HELP BUT FEEL THAT OTHERS WILL ENJOY IT TOO.

73,

BRUCE KELLEY, W2ICE

OOTC:

I JOINED THE OOTC IN AUG. 1963. SENT PHOTO OF MYSELF AND WIRELESS HISTORY FOR THE BLUEBOOK, BUT HAVE NOT RECEIVED THE SUPPLIMENT OF SAME FOR MY BOOK YET. GOT LETTER FROM YOU DATED SEPT. 17, 1963 SAYING YOU WANTED 60 DAYS TO HAVE HALF TONES MADE ON ALL PHOTOS AT ONCE. IT IS 8 MONTHS NOW. WHAT IS THE MATTER? PLEASE ATTEND TO IT AT ONCE! I SENT SOME MORE WIRELESS SPARK NEWS ON MYSELF AND ASKED YOU TO PUT IT IN THE APRIL ISSUE OF SGT, BUT DID NOT SEE IT. I SENT IT IN FEB. PLEASE PRINT IT. TNX. 73, HOWARD SEEFRED, W6EA

NEWS ABOUT MEMBERS

WELCOME, MOSLEY!

THIS MONTH WE WELCOME A NEW ADVERTISER TO THE PAGES OF SPARK GAP TIMES; THE MOSLEY ELECTRONIC CORPORATION, 4610 NORTH LINDBERGH BOULEVARD, BRIDGETON, MISSOURI, 63044. THEY ARE BY NO MEANS NEWCOMERS TO THE AMATEUR RADIO MANUFACTURING FIELD; YOU ARE ALL FAMILIAR WITH THE MANY FINE ANTENNAS THEY HAVE BEEN BUILDING FOR A LONG TIME; THEIR ROTARY BEAMS IN PARTICULAR ENJOY WIDE POPULARITY IN THE HAM FIELD.

JUST RECENTLY THEY INTRODUCED A NOVEL AND UNIQUE 3-BAND TRAP TYPE GROUNDED QUARTER WAVE ANTENNA, FED WITH 52 OHM COAX LINE, AND USING AN UNUSUAL TUNING METHOD. THE ANTENNA PROPER IS ONLY 58 FEET LONG AND ITS RADIATING PORTION CAN BE BENT OR 'DROOPED' IN A NUMBER OF WAYS MAKING IT IDEAL FOR RESTRICTED SPACE INSTALLATIONS. 80, 40 AND 20 METERS (15 FOR NOVICE) ARE ALL COVERED IN WHAT CAN BE WELL CALLED AN "AUTOMATIC BAND SWITCHING ANTENNA".

I BECAME INTRIGUED AND PROCURED ONE OF THEIR NS-3 NOVICE SPECIAL TYPES WITH WHICH TO EXPERIMENT ON 15, 40 AND 80 METERS. THIS ANTENNA WILL HANDLE 300 WATTS; OTHER MODELS AVAILABLE FOR UP TO 1000 WATTS; SSB 2000 WATTS, P.E.P. I FOUND THE ANTENNA A CINC H TO ASSEMBLE (THE RADIATING PORTION IS ALL

MADE UP FOR YOU AT THE FACTORY; YOU NEED ONLY CUT TO LENGTH AS DESCRIBED IN THEIR INSTRUCTIONS, INSTALL THE END INSULATORS AND HOIST IT UP)!*

RESULTS? WELL, AS MANY OF YOU KNOW, I'VE MONKEYED WITH EVERY CONCEIVABLE TYPE OF ANTENNA FOR MANY YEARS PAST. I'VE HAD GOOD RESULTS WITH MANY OF THEM; OTHERS MEDIOCRE AND SOMETIMES DEFINITELY POOR. I MUST SAY FOR THIS LITTLE MOSLEY NS-3 WITH ITS EXCEPTIONALLY LOW SWR, THAT IT HAS PROVEN THE EQUAL OF ANY OTHER TYPE WHICH I HAVE USED AND ITS PERFORMANCE HAS SURPASSED A GREAT MANY OF THOSE WHICH HAVE BEEN TOUTED IN HAM LITERATURE.

FOR THOSE OF YOU CONTEMPLATING AN ANTENNA CHANGE, (IT'S THE RIGHT KIND OF YEAR WEATHER-WISE NOW), IT WILL ONLY COST YOU A POSTCARD TO MOSLEY TO GET FULL INFORMATION ON THE EL TORO ANTENNAS WHICH THEY OFFER UNDER THAT TRADE-NAME. IT MAY SOLVE WHAT IS OTHERWISE A TOUGH PROBLEM FOR YOU WITH SPACE LIMITATIONS AND FROM MY EXPERIENCE, YOU WON'T LOSE A THING IN EFFICIENT RADIATING QUALITIES. "73"

*THIS LATTER TASK IS CHILD'S PLAY; THE WHOLE ANTENNA ONLY WEIGHS TWO POUNDS!

—"YB", W7OE

INFORMATION PLEASE!

I HAVE HAD AN INQUIRY FROM AN OLD-TIMER WHO FIRST ENTERED THE HAM RADIO FIELD IN ABOUT 1910. HE WOULD LIKE ANY INFORMATION ON AN OFFICIAL LIST CONTAINING HIS CALL LETTERS AND STATION DETAILS, IF SUCH IS AVAILABLE.

I DISCOVERED HIS NAME, LINDSEY W. ROSS, 7LR, 590 MAIN STREET, PORTLAND, OREGON, FROM WHERE HE WAS OPERATING AT THAT TIME, IN THE 1913 U. S. GOVERNMENT CALL BOOK. PRIOR TO THAT TIME I HAVE NO RECORD OF BUT PERHAPS

ONE OF YOU WHO HAS A COPY OF THE WIRELESS CLUB OF AMERICA OR THE EARLY GERNSBACK CALL BOOK, CAN DIG OUT A LITTLE MORE INFO. IF SO, I'D APPRECIATE IT IF YOU'D DROP ME A LINE AND I WILL PASS IT ON TO HIM. INCIDENTALLY, I'M WORKING ON HIM FOR OOTC MEMBERSHIP AS WELL! "73"

—"YB", W7OE

AS OF MAY 1, 1964: (S.O.S. S.O.S. S.O.S. S.O.S. S.O.S. S.O.S. S.O.S. S.O.S.)

ONLY 211 MEMBERS HAVE PAID FOR THEIR SUBSCRIPTIONS TO "SPARK-GAP TIMES". 60 MEMBERS STILL OWE FOR BLUEBOOKS. EARL, W2EG, SAYS: "WE ARE ENTIRELY OUT OF ALL BLUEBOOK INSERTIONS. PLEASE ADVISE US IF YOU DESIRE THIS BOOK AND CANNOT AFFORD TO PAY FOR IT. IN THIS CASE WE'LL GLADLY DONATE THE BOOK AND REMOVE YOUR NAME FROM THE UNPAID LIST. OTHERWISE, WILL YOU PLEASE RETURN THE BOOK IF IT IS NOT DESIRED AS WE ARE BADLY IN NEED OF IT." PLEASE LET EARL KNOW IF YOU INTEND TO PAY FOR THE BLUEBOOK AND SPARK-GAP TIMES, IF YOU HAVE NOT ALREADY DONE SO.

—YOCB 11

PAUL WATSON, W3BO, DONATES HIS FABULOUS ELECTRONIC TUBE COLLECTION TO THE SMITHSONIAN INSTITUTE, WASHINGTON, D. C.

— FROM THE WEST CHESTER DAILY LOCAL NEWS, APRIL 1, 1964.

PAUL G. WATSON, OF 27 PRICE ST., WEST CHESTER, SAID GOODBY YESTERDAY TO A PRIZED POSSESSION.

IT WAS HIS COLLECTION OF TRANSMISSION TUBES OF NEARLY EVERY CONCEIVABLE TYPE, WHICH HE BEGAN ASSEMBLING MORE THAN 30 YEARS AGO AND WHICH IS BELIEVED TO BE THE LARGEST AND MOST COMPREHENSIVE OF ITS KIND IN THE UNITED STATES—POSSIBLY IN THE WORLD.

WATSON, A RETIRED U. S. NAVY COMMANDER WHO ROAMED THE WORLD FOR DECADES BEFORE SETTLING DOWN TO A WELL-EARNED RETIREMENT IN HIS NATIVE WEST CHESTER, HAS VALUED HIS COLLECTION AT APPROXIMATELY \$176,000—THE "CATALOGUE VALUE" COST OF THE TUBES WHEN NEW—ALTHOUGH SOME OF THE ITEMS ARE IRREPLACEABLE, AND CONSIDERED PRICELESS.

BUT WATSON NEVER WOULD HAVE PARTED WITH THE FASCINATING BITS OF GLASS AND METAL FOR A MILLION DOLLARS—FROM A PRIVATE PERSON OR CORPORATION. ACTUALLY, THOUGH, HE GAVE IT UP FOR NOTHING, FOR NOT A RED OR ANY OTHER COLORED CENT . . .

WATSON'S MOST PRIZED POSSESSION NOW IS IN WASHINGTON, WHERE IT WILL REMAIN IN PERPETUITY IN THE SMITHSONIAN INSTITUTION'S VAST NEW MUSEUM OF HISTORY AND TECHNOLOGY ON CONSTITUTION AVE. THE DONOR'S SOLE REWARD WILL BE A NAME PLAQUE ON THE EXHIBIT.

ONE OTHER ITEM WENT OFF IN A LARGE WASHINGTON-BOUND MOVING VAN YESTERDAY WITH THE 33 CRATES AND FOUR BARRELS OF TUBES—WATSON'S 1912 RADIO TRANSMITTER AND RECEIVER "WITH THE ROTARY GAP AND ACCESSORY PANEL."

A SMITHSONIAN OFFICIAL, IN A RECENT THANK-YOU LETTER TO WATSON, STATED THAT THE ANCIENT EQUIPMENT WAS "OF DEFINITE INTEREST TO US" SINCE, HE ADMITTED, THE AUGUST AND INTERNATIONALLY ACCLAIMED MUSEUM DID NOT "HAVE AN INTEGRATED (RADIO) STATION OF SUCH EARLY DATE!"

THE OFFICIAL ADDED THAT ALTHOUGH THE MUSEUM'S NEW EXHIBIT DEALING WITH THE 1912-1915 AMATEUR APPARATUS HAD BEEN DESIGNED, SPACE WOULD BE MADE FOR WATSON'S TRANSMITTER AND RECEIVER—THE "HAM" STATION'S EARLY CALL LETTERS WERE 3BV—"AS AN EXAMPLE OF EARLY AMATEUR PRACTICE."

1,600 TUBES IN ALL

THE TUBE COLLECTION CONTAINS 1031 DIFFERENT TYPES, A FEW OF WHICH HAVE SEVERAL VARIATIONS, MAKING A TOTAL OF ABOUT 1,600 TUBES. THEY HAD BEEN DISPLAYED IN WATSON'S THIRD-FLOOR QUARTERS ON PRICE ST. ON WALLS IN 35 MAHOGANY HAND-FINISHED CASES, AND INDEXED AND CROSS REFERENCED TO GIVE THEIR HISTORICAL DATA AND SIGNIFICANCE.

IT TOOK FOUR MEN THREE DAYS—TWO EIGHT-HOUR DAYS AND ONE 11-HOUR DAY—TO CRATE THE COLLECTION FOR SHIPMENT TO WASHINGTON.

HERE IS WATSON'S OWN DESCRIPTION OF THE GENERAL CLASSIFICATIONS OF THE TUBES:

1. THOSE OF VERY EARLY VINTAGE, MADE FOR RECEIVING PURPOSES, DATING PRIOR TO WORLD WAR 1. DEVELOPMENT TUBES OF A SOMEWHAT WEAK MECHANICAL CONSTRUCTION (BY TODAY'S STANDARDS) BUT SUFFICIENTLY DURABLE TO BE OPERABLE. ALL TOOK THEIR OPERATING POWER FROM BATTERIES.

2. TUBES OF THE WORLD WAR 1 PERIOD, AND IMMEDIATELY THEREAFTER. BATTERY OPERATED, BUT STANDARDIZED BOTH ELECTRICALLY AND MECHANICALLY FOR THE FIRST QUANTITY-PRODUCTION RUNS. SMALL TRANSMITTING TUBES USED BY THE GOVERNMENT DURING WORLD WAR 1 WERE STANDARDIZED AND MASS-PRODUCED. FOR SEVERAL YEARS AFTER THE WAR, AMATEURS OPERATED THEIR FIRST VACUUM-TUBE TRANSMITTERS OUT OF SURPLUS TUBES FROM THE WAR.

1924-1926 SAW THE INTRODUCTION OF POWER TUBES, PARTICULARLY FOR BROADCAST TRANSMITTERS, UP TO 10 KILOWATTS OUTPUT. WATER COOLING OF THE ANODES REMOVED THE LIMITATIONS ON POWER WHICH PREVIOUSLY EXISTED. THERE ARE ABOUT 15 TYPES OF THESE WATER-COOLED TUBES IN THE COLLECTION.

IN THE LATE 1920'S AND THE EARLY 1930'S CAME THE HOME BROADCAST RECEIVERS OPERATED FROM THE A. C. POWER LINES FOUND IN MOST EVERY HOME. THIS NECESSITATED, OR POSSIBLY CAN BE MORE ACCURATELY STATED, CAME ABOUT THROUGH THE DEVELOPMENT OF TUBES WHICH COULD BE OPERATED FROM THIS POWER SOURCE WITHOUT HUM OR LINE NOISES. MANY TYPES WERE DEVELOPED FOR MANY MODELS OF SETS. SEVERAL HUNDRED

PAUL WATSON'S TUBE COLLECTION DONATED TO SMITHSONIAN INSTITUTE CONTINUED

SUCH TUBES ARE INCLUDED IN THE COLLECTION. GIANT-SIZE POWER TUBES FOR BROADCASTING WERE DEVELOPED, WITH OUTPUT TO 100,000 WATTS. FIVE OF THESE ARE INCLUDED.

5. CATHODE RAY TUBES WERE FIRST MADE COMMERCIALLY AVAILABLE IN THE 1920'S AND WERE FIRST USED IN OSCILLOSCOPES TO SHOW ALL SORTS OF ELECTRICAL HAPPENINGS WHICH IT HAD NOT PREVIOUSLY BEEN POSSIBLE TO PROJECT. HEARTBEATS, NERVE REACTIONS, AND MANY OTHER PHYSICAL PHENOMENA WERE MADE INTO A VISIBLE PICTURE FOR THE FIRST TIME. THEN CAME THE APPLICATION OF THE CATHODE RAY TUBE TO TELEVISION, TO BECOME BETTER KNOWN AS THE "PICTURE TUBE," THE HEART OF TODAY'S ENTERTAINMENT. THERE ARE NO LARGE PICTURE TUBES IN THE COLLECTION, DUE TO THE EXTREME DANGER OF IMPLSION. HOWEVER, THERE ARE SIX EARLY SMALL PICTURE TUBES INCLUDED, AND ABOUT 60 DIFFERENT CATHODE RAY TUBES USED IN VARIOUS APPLICATIONS, FROM AN ALTIMETER TO A LABORATORY OSCILLOSCOPE.

6. ABOUT SIXTY OR SO ULTRAMODERN TUBES USED IN VARIOUS PHASES OF THE MISSILE ACTIVITIES, COMPUTERS AND SO ON ARE INCLUDED IN THE COLLECTION. TUBES WHICH ARE USED TO DIRECT THE COURSE OF TRAVEL, THROUGH CHANGE IN THEIR POSITION, ARE INCLUDED ALSO.

WATSON RECALLED THAT "MY ACTUAL BEGINNINGS IN 'WIRELESS' STARTED IN 1910," WHEN HE WAS ONLY 10 AND WHEN A FRIEND, THE LATE CHARLES D. GUTHRIE, THEN A NAVY ELECTRICIAN IN CHARGE OF INSTALLING A NEW WIRELESS STATION AT THE PHILADELPHIA NAVY YARD, BROUGHT HIM A TUNING COIL, A DETECTOR AND AN EARPHONE.

HE SAID AN AERIAL WAS PUT UP BETWEEN HIS HOME AND HIS FATHER'S SHOP AT 223 E. CHESTNUT ST. IN WEST CHESTER "AND AFTER SOME LITTLE MANIPULATION BY GUTHRIE, WE HEARD THE NAVY YARD."

BY THE FALL OF 1912, HE SAID, "WE HAD A SPARK COIL, DRY CELL BATTERIES AND A TELEGRAPH KEY DONATED BY TOM SMITH, ONE OF WEST CHESTER'S EARLY WESTERN UNION OPERATORS, AND WE WERE 'ON THE AIR,' TRANSMITTING."

HE WAS ONLY ABOUT 14, HE SAID, WHEN HE MET THE FAMED DR. LEE DE FOREST, INVENTOR OF THE THREE-ELEMENT ELECTRON TUBE, "WITHOUT WHICH THERE WOULD HAVE BEEN NO HOME BROADCAST RECEPTION, OR TRANSMISSION FOR THAT MATTER, OR TELEVISION, OR ANY REAL LONG-DISTANCE TELEPHONE CONVERSATION."

THE MEETING CAME IN PHILADELPHIA, WHERE DR. DE FOREST HAD A RADIO TRANSMITTING STATION ATOP THE LAND TITLE BUILDING.

WATSON SAID A FRIEND, DAVE HEILIG, OPERATOR OF THE STATION, TOLD DE FOREST ABOUT HIS AMATEUR ACTIVITIES, AND THAT "'DOC' ENDED UP ASKING IF WE HAD EVER TRIED AN 'AUDION' DETECTOR, HIS NAME FOR HIS FIRST THREE-ELEMENT TUBE."

WATSON SAID HE REPLIED THAT HE HAD NOT, SINCE SUCH TUBES WERE EXPENSIVE FOR A YOUNG BOY, "SO 'DOC' ARRANGED WITH DAVE SO THAT WITHIN A FEW WEEKS WE HAD OUR FIRST AUDION DETECTOR, AND IT WAS OUT OF THIS WORLD."

"WE KEPT SOME RECORDS AND A LOG OF WHAT WE HEARD, WHICH SEEMED TO PLEASE DE FOREST VERY MUCH. ONE OF THESE TUBES IS NOW A PART OF THE COLLECTION—AND, POSSIBLY COULD BE THE REASON WHY THE COLLECTION CAME INTO BEING."

WATSON SAID HE OBTAINED SEVERAL "COMPETITIVE TYPES OF TUBES" BEFORE WORLD WAR 1, "BUT IT WAS NOT UNTIL AFTER THE WAR THAT THE GREAT ASSORTMENT OF TUBE TYPES BECAME AVAILABLE."

"IN OUR RAMBLING OVER THE COUNTRY AND AROUND THE WORLD, MANY TYPES CAME TO HAND," HE DECLARED. "MOST WERE TRIED OUT IN ONE WAY OR ANOTHER WHEN WE GOT HOME, AND ENDED UP IN A SO-CALLED 'JUNK BOX.' IT WAS FROM THAT BOX AND THE THEN-CURRENT TUBES THAT I MADE AND MOUNTED THE FIRST CASE OF TUBES IN 1933."

AFTER WORLD WAR 1, HE SAID, "LARGER TUBES FOR TRANSMITTING PURPOSES BECAME AVAILABLE, VARYING MUCH IN DETAIL, BUT FOR A COMMON PURPOSE. THEN CAME COMMERCIAL BROADCASTING, WITH THE GREAT NUMERICAL DEMAND FOR TUBES FOR HOME RECEIVERS AND LARGER AND LARGER TUBES FOR THE TRANSMITTERS."

"FROM THE 1912 DE FOREST TUBE TO THE LARGEST RCA TUBES IN 1932, POWER WAS INCREASED FROM .006 WATTS AVAILABLE FROM THE DE FOREST TUBE TO THE 100,000 WATTS AVAILABLE FROM THE 1932 RCA 862 TUBE."

"TUBES WITH CAPACITIES UP TO 22 MILLION WATTS EACH ARE NOW AVAILABLE."

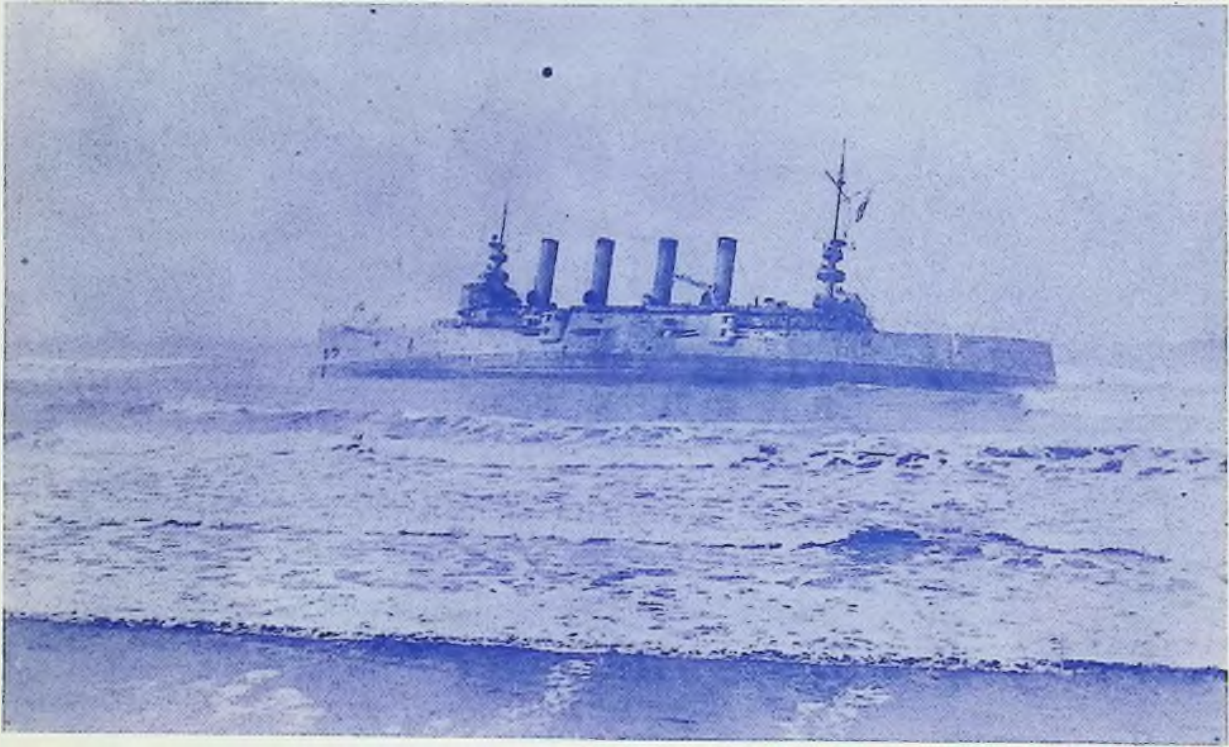
EARL, W2EG, REPORTS HE HAS SOME ROUND, UNMOUNTED METAL CUTS OF OUR OOTC SEAL. THESE ARE \$1.60 PP. THEY ARE 1-1/4" IN DIAMETER.

Spark-Gap Times

STORIES

ALMOST AN S.O.S.

STANLEY HYDE — K6LJ



CRUISER MILWAUKEE STRUCK 2 A.M. JANUARY 13, 1917

THE CRUISER, USS MILWAUKEE, WAS LYING AT MARE ISLAND NAVY YARD UNDERGOING A GENERAL OVERHAUL. MOST OF THE CREW, INCLUDING THE COMMANDING OFFICER WERE ON LEAVE, SCATTERED TO ALL POINTS OF THE COUNTRY. THOSE LEFT IN CHARGE WERE THE EXECUTIVE OFFICER AND JUST ENOUGH OFFICERS AND MEN TO MAN THE SHIP, A MERE SKELETON CREW. IN THE RADIO GANG THERE WAS ONE CHIEF RADIOMAN, ONE THIRD CLASS AND ONE SECOND CLASS MAN, THE LATTER BEING MYSELF.

THE LAST FEW DAYS WE HAD BEEN WATCHING THE FINISHING TOUCHES PUT TO A BRAND NEW 5 KW QUENCHED SPARK TRANSMITTER. THE NAVY YARD SHOP MEN HAD BEEN DOING THE WORK AND ALL WE HAD TO DO WAS STAND AROUND AND WATCH THE MEN WORK AND MAKE SURE THEY PUT EVERY NUT, COIL AND TUNING HANDLE JUST WHERE THE SPECIFICATIONS SAID. OUR CHIEF HAD JUST MADE HIS NEW RATE AND HE SURE MADE LIFE MISERABLE FOR THOSE NAVY YARD RADIO ELECTRICIANS.

THE RADIO SHACK ON THE MILWAUKEE WAS A

COMPARTMENT ON THE AFTER BRIDGE, WITH THE TUBULAR AFTER MAST COMING RIGHT UP THROUGH IT, A FACT THAT WAS TO BE GREATLY IMPRESSED ON US LATER.

IT WAS A FINE PIECE OF EQUIPMENT WHEN FINISHED, THE LATEST THING OUT AND WE WERE VERY ENTHUSIASTIC AS TO THE COMMUNICATION DISTANCE TO BE COVERED WHEN AWAY FROM LAND; MAYBE SHE COULD DO "ONE THOUSAND MILES" AT NIGHT UNDER GOOD CONDITIONS. THE 500 CYCLE CURRENT SURE WOULD PUSH OUT A BEAUTIFUL NOTE THRU THAT QUENCHED GAP AND WE COULD PICTURE HOW IT WOULD TEAR THRU THE INTERFERENCE AND STATIC ON SOME DISTANT CRUISE. LITTLE DID WE KNOW THEN HOW SOON THE RADIO SIGNAL OF THE CRACK CRUISER, MILWAUKEE, WOULD BE STILLED FOREVER.

THE NEW TRANSMITTER FINALLY FINISHED WE STARTED TO PAINT UP THE SHACK, THE CHIEF HIMSELF ACTUALLY PUTTING ON A PAIR OF DUNGAREES AND GRABBING A BRUSH, SOMETHING QUITE

ALMOST AN S.O.S. CONTINUED

UNUSUAL IN NAVY TRADITION. AS WE WORKED WE COULD HEAR THE ENGINES SLOWLY TURNING OVER, AS THEY HAD BEEN THOROLY GONE OVER. THIS MEANT THERE WAS STEAM UP SO WE GOT SOME HEAT GOING IN THE SHACK, AS IT WAS JANUARY, AND ANYONE WHO HAS SPENT WINTER TIME AT MARE ISLAND NAVY YARD KNOWS THERE ARE MORE COMFORTABLE PLACES ON THE CALIFORNIA COAST.

THE NEXT DAY THE CREW WERE VERY MUCH SURPRISED TO HEAR THAT WE HAD ORDERS TO PROCEED IMMEDIATELY TO EUREKA, A SMALL HARBOR IN NORTHERN CALIFORNIA. OF COURSE THE CHIEF DIDN'T LIKE THIS, AS HE WOULD HAVE TO STAND A WATCH ALONG WITH US. BUT LIKE MOST EVERYONE ELSE IN THE NAVY, HE DID AS HE WAS TOLD TO DO AND SAID, "AYE, AYE, SIR."

THAT NIGHT AS WE STEAMED UP THE COAST ORDERS CAME THRU TO PROCEED OFFSHORE EUREKA AND STAND BY AS CLOSE AS WE COULD TO WHERE THE SUBMARINE USS H3 WAS STRANDED ON THE BEACH. THE H3 HAD GONE AGROUND ON THE PENINSULA IN A FOG ABOUT TWO WEEKS BEFORE THIS AND WAS PARTLY BURIED IN THE SAND WHEN WE ARRIVED ON THE SCENE, THE CREW HAVING MOVED ASHORE IN TENTS. THEY HAD SET UP A RADIO SHACK WITH A SIX-INCH SPARK COIL FED FROM STORAGE BATTERIES.

ON THE MILWAUKEE I WAS THE ONLY WIRELESS AMATEUR, HAVING TAKEN OUT THE CALL 6BW, BACK IN 1912, WHEN AMATEURS WERE FIRST REQUIRED TO HAVE A LICENSE.

A LOCAL MARINE SALVAGE CONTRACTOR HAD OFFERED, FOR \$50,000 TO PUT THE H3 ON SKIDS AND DRAG HER ACROSS THE PENINSULA INTO EUREKA BAY, BUT THE NAVY DEPARTMENT WANTED TO DO THE JOB THEMSELVES, SO SENT THE MILWAUKEE UP THERE TO TRY PULLING HER OFF THE BEACH INTO DEEP WATER AT HIGH TIDE. THIS PARTICULAR PART OF THE PENINSULA WAS NAMED SAMOA BEACH AND THE SHIFTING BOTTOM SANDS AND TREACHEROUS CURRENTS WITH BLANKETS OF FOG HAD PUT OTHER VESSELS AGROUND IN TIMES PAST.

THE MONITOR, USS CHEYENNE, WAS ANCHORED NEARBY AND WAS EXPECTED TO GIVE US A PULL WHEN WE GOT A CABLE FASTENED AROUND THE HULL OF THE GROUNDED H3. WE ANCHORED IN AS CLOSE TO THE SHORE AS WE DARED AND ALL DAY WAS SPENT IN GETTING TOGETHER CABLES AND GEAR FOR OUR NEW JOB. THE LITTLE SPARK COIL ON SHORE WAS KEPT VERY BUSY FLASHING ORDERS BACK AND FORTH AND OUR 5 KW SET WAS CUT DOWN

TO LOW POWER AS FAR AS POSSIBLE, AS WE COULD SEE THEIR IMPROVISED MAST AND QUARTERS.

FINALLY A LARGE STEEL HAWSER WAS SECURED AROUND THE H3 AND THEN RUN AROUND THE MILWAUKEE, LIKE THE PULLING STRAPS ON A HORSE, AS THE STEEL BITS IN THE AFTER DECK NEVER COULD HAVE STOOD THE STRAIN THAT WAS GOING TO BE PUT ON THEM, HAD THEY BEEN USED.

ANOTHER STEEL HAWSER WAS RUN FROM THE MILWAUKEE TO THE MONITOR CHEYENNE WHICH STOOD FURTHER OUT TO SEA, MAKING THE ARRANGEMENT OF TWO POWERFUL STEAM VESSELS PULLING ON THE H3. WE STOOD BY ALL NIGHT WITH ENGINES TURNING OVER SLOWLY TO KEEP THE VESSELS FROM DRIFTING INTO SHORE, WAITING UNTIL HIGH TIDE THE FOLLOWING MORNING, THEN THE REAL TUG-OF-WAR BEGAN, THE MILWAUKEE AND CHEYENNE ON ONE END AND THE PARTLY BURIED SUBMARINE ON THE OTHER.

IT WAS LIKE TRYING TO PULL YOUR BOOT OUT OF THE SAND WHEN IT HAS SUNK DOWN ABOUT A FOOT OR SO. FOR ABOUT THREE HOURS THE ENGINE ROOM SIGNALS READ "FULL SPEED AHEAD", BUT THE STUBBORN SUB REFUSED TO BUDGE. SHE LIKED HER NICE BED OF SAND TOO WELL. THE SUCTION PRODUCED MUST HAVE BEEN TREMENDOUS. IF SHE HAD JUST BEEN LYING ON THE BOTTOM IT WOULD HAVE BEEN AN EASY MATTER TO PULL HER OFF, BUT THE TWO WEEKS SHE HAD BEEN GRADUALLY SETTLING INTO THE SAND MADE IT AN IMPOSSIBLE JOB, EVEN WITH THOUSANDS OF HORSEPOWER TRYING TO PULL HER FREE.

THAT AFTERNOON JANUARY 12TH, 1917, A HEAVY BLANKET OF FOG DESCENDED UPON US, BLOTTING OUT THE SHORE LINE AND EVERYTHING ELSE WITHIN A DISTANCE OF A FEW HUNDRED FEET. OF COURSE ALL OPERATIONS HAD TO BE STOPPED AND WE LET GO THE ANCHOR IMMEDIATELY—IN FACT BOTH ANCHORS—AS WE WERE MUCH CLOSER INTO SHORE THAN WOULD HAVE BEEN THE CASE HAD THE SHIP MADE AN ORDINARY OFF-SHORE STOP.

AS AN ADDITIONAL PRECAUTION THE EXECUTIVE OFFICER HAD AN ANCHOR BUOY DROPPED ABOUT 300 FEET AWAY, WITH A RED FLAG ATTACHED, SO THAT IF THE SHIP DRIFTED IN ANY DISTANCE TOWARD SHORE WE WOULD NOTICE THE DIFFERENCE IN DISTANCE BETWEEN THE SHIP'S PROW AND THE ANCHOR BUOY. A SPECIAL WATCH DETAIL WAS KEPT ON THE BUOY AND AS DARKNESS CAME ON A SEARCHLIGHT WAS TRAINED UPON IT. I HAD BEEN ON DUTY ALL DAY, SO THE CHIEF AND THE 3RD CLASS MAN WERE TO SPLIT UP THE NIGHT WATCHES, WHICH SUITED ME FINE. THAT DAY I HAD BEEN POUNDING

ALMOST AN S.O.S. CONTINUED

THE BRASS AT A PRETTY GOOD RATE AND WAS TIR-ED AND SLEEPY, SO WAS GLAD TO TURN IN EARLY, SWINGING MY HAMMOCK NEAR AN ICE MACHINE WHICH THUMPED AWAY FROM MORNING TO NIGHT. IN THOSE DAYS NOISES DIDN'T MAKE ANY DIFFERENCE. YOU DEVELOPE THE "NOISE COMPLEX" ABOUT 15 OR 20 YEARS LATER.

I WAS AWAKENED OUT OF A DEEP SLEEP BY THE NOTES OF THE BUGLER AND THE BOSN'S MATES CALLING "UP ALL HAMMOCKS", THE LATTER MAKING THEIR CALLS IN AN EXCITED MANNER. SURELY IT COULDN'T HAVE BEEN REVEILLE SO SOON, AND BESIDES IT WAS PITCH DARK OUTSIDE; WHAT THE DEVIL WAS WRONG? JUST AS I STARTED TO ROLL OUT OF THE BLANKETS THE SHIP GAVE A ROLL AND CAME DOWN WITH A SHARP THUD ON THE BOTTOM. I KNEW IMMEDIATELY SHE WAS AGROUND, SO SLIPPED ON MY CLOTHES IN DOUBLE-QUICK TIME AND DASH-ED UP TO THE RADIO SHACK TO SEE WHAT WAS GO-ING ON.

BY THEN MEN HAD BEEN ORDERED ON DECK WITH HACK SAWS TO CUT LOOSE THE CABLE THAT IM-PRISONED US TO THE SHORE. WE WERE DRIFTING FURTHER AND FURTHER INTO THE SURF AND AS A SWELL WOULD RECEDE THE SHIP'S BOTTOM WOULD STRIKE THE SAND WITH TREMENDOUS FORCE, MAK-ING HER MASTS SHAKE AND VIBRATE.

IT WAS 2:30 A.M. JANUARY 13TH, MAYBE IT WAS FRIDAY TOO, BUT THAT IS A LONG TIME AGO AND I HAVE FORGOTTEN. DURING THE NIGHT THE ANCHOR BUOY HAD BECOME ENTANGLED WITH THE SHIP'S ANCHORS AND A HEAVY SWELL HAD ARISEN. THE SHIP DRAGGED HER ANCHORS SLOWLY AND OF COURSE THE ANCHOR BUOY MOVED INTO SHORE AT THE SAME RATE AS THE SHIP'S ANCHORS DID, SO THAT THE MAN ON WATCH DID NOT NOTICE ANY DIFFERENCE IN THE DISTANCE BETWEEN THE TWO. HAD THERE BEEN NO FOG THE LOOKOUT UNDOUBT-EDLY WOULD HAVE NOTICED SOMETHING WRONG AND WE COULD HAVE CUT LOOSE IN TIME TO STEAM OUT TO SEA.

THE MEN TRYING TO CUT THE STEEL HAWSER FOUND THAT THE CABLE WAS NEARLY AS TOUGH AS THE TEETH OF THE HACKSAWS, SO THEY WERE GET-TING NOWHERE THAT WAY AND ALL THE TIME THE HEAVY GROUND SWELL WAS PUSHING THE BIG CRUISER IN TOWARD SHORE. ALREADY HER DECK HAD CONSIDERABLE CANT TO IT, WHILE EVERY SWELL WOULD RAISE HER OFF THE BOTTOM AND AS IT RECEDED BRING HER DOWN WITH A SICKENING JAR THAT WOULD SOONER OR LATER STOVE IN HER BOTTOM HULL PLATES. WHEN I REACHED THE SHACK THE CHIEF AND THE 3RD CLASS MAN WERE

THERE² AND THE FORMER HAD THE WATCH; HE HAD BEEN CONTACTING THE SPARK SET ASHORE WITH ORDERS TO TRY CUTTING THE CABLE AT THAT END TOO, BUT THE H3 WAS ALMOST SUBMERGED WITH THE HEAVY SWELLS BREAKING OVER HER AND THE MEN WOULD HAVE CERTAINLY HAVE BEEN WASHED OVERBOARD IF THEY HAD TRIED TO STAND ON DECK AND WORK ON THE TOUGH CABLE.

THE THIRD CLASS MAN WAS ACTING AS MESSEN-GER BETWEEN THE SHACK AND THE AFTER DECK WHERE NOW TWO SETS OF ACETYLENE TORCHES WERE WORKING TO CUT THE DRAGGING CABLE, WHICH FINALLY DROPPED OFF INTO THE MURKY WATERS. BUT IT WAS TOO LATE! THE MILWAUKEE WAS HARD AGROUND AND POUNDING HER BOTTOM PLATES TO PIECES AS EACH SWELL NUDGED HER CLOSER INTO SHORE.

EVERY TIME SHE CAME DOWN WE EXPECTED THE AFTER MAST TO COME CRASHING DOWN THRU THE SHACK. I BRACED MYSELF AGAINST THE AFTER BULKHEAD AND HELD THE CHIEF IN HIS CHAIR TO KEEP HIM FROM SLIDING AROUND THE DECK, AS RADIO WAS THE ONLY MEANS OF COMMUNICATION WE NOW HAD. VISUAL SIGNALING WAS OUT OF THE QUESTION.

I SAW THE CHIEF WAS GETTING WHITE IN THE FACE, THE RESULT OF SEA SICKNESS, AND IT WASN'T LONG BEFORE HE THREW DOWN THE HEAD PHONES AND LURCHED TOWARDS THE DOOR WITH A CUSS WORD AND SAID, "I CAN'T HOLD HER ANY LONGER, YOU TAKE THE WATCH." IN A MINUTE THE THIRD CLASS MAN CAME BACK AND I MOTION-ED TO HIM TO HOLD THE CHAIR WHILE I CALLED THE SHORE STATION NEARBY TO GET THE COAST GUARD BY TELEPHONE SO THAT THEY COULD SHOOT A LINE OVER THE NOW DOOMED CRUISER, IN ORDER TO RIG UP A BREECHES BUOY. EVERY TIME THE AFTER MAST WOULD START TO SHAKE BOTH OF US WOULD INSTINCTIVELY HUNCH IN OUR SHOULDERS WAITING FOR THE MAST TO COME HURTLING DOWN ON TOP OF THE RADIO SHACK. BUT IT NEVER DID, THANKS TO A STAUNCHLY BUILT SHIP. OUR TRANSMITTING ANTENNA WAS STILL SAFE!

NOW A REPORT CAME IN FROM THE BOILER ROOM THAT THE WATER WAS LEAKING IN PRETTY FAST BUT IT WAS BELIEVED THAT THE PUMPS COULD TAKE CARE OF IT A LITTLE WHILE LONGER.

THE COAST GUARD HAD ARRIVED ON THE BEACH AND WAS IN CHARGE; SENDING A STREAM OF MES-SAGES TO US. THEY COULD NOT SEE US THRU THE THICK FOG BUT HAD A GENERAL SENSE OF DIREC-TION AS TO OUR LOCATION.

WE SENT UP SEVERAL FLARES WHICH WERE

ALMOST AN S.O.S. CONTINUED

ANSWERED IMMEDIATELY BY THE SPARK COIL STATION.

THEN CAME AN ESPECIALLY HEAVY SWELL THAT LIFTED THE STRICKEN SHIP ENOUGH TO MAKE HER CANT TOWARDS THE OPEN SEA. THIS WAS VERY UNFORTUNATE AS IT ALLOWED TONS OF WATER TO FORCE THEMSELVES INTO THE SHIP. ORDERS WERE IMMEDIATELY GIVEN TO PUT OUT ALL FIRES IN THE BOILER ROOM AND ABANDON IT. ALMOST AT THE SAME TIME WE HEARD A DULL BOOM ECHOING FROM THE SHORE. THE COAST GUARD HAD FIRED A SHOT OVER WITH A LINE ATTACHED, BUT THE FIRST AND ALSO THE SECOND SHOT WENT TOO FAR ASTERN. THE THIRD SHOT WENT RIGHT OVER AMIDSHIPS AND IN A SHORT TIME THE MEN HAD IT SECURELY FASTENED TO THE FORWARD MAST. THE SHIP WAS NOW WELL UP ON THE BEACH AND THE TIDE WAS GOING OUT SO THE TERRIFIC POUNDING HAD STOPPED. MY BUDDY REMARKED THAT THE LIGHTS SEEMED TO BE GETTING DIM AND WE LOOKED AT THE PANEL BOARD VOLT METER AND IT WAS 10 VOLTS BELOW NORMAL WITH THE NEEDLE SLOWLY BUT PRECEPTIBLY GOING DOWN.

ALL THIS TIME THE CHIEF HAD NOT SHOWN UP; HE SURE WAS SICK, SO WE RAN THE RADIO SHACK OURSELVES. IT WAS NOT TO BE FOR LONG, HOWEVER, FOR JUST IN THE MIDDLE OF A MESSAGE HALF TRANSMITTED WE HEARD THE CONTACTORS ON THE PANEL BOARD DROP AND THE SPARK BEGAN TO DIE OUT WITH A WHISTLING WHINE. IN A FEW SECONDS THE H3'S SPARK STATION CAME BACK WITH A CALL AND QRJ (I CANNOT RECEIVE YOU, YOUR SIGNALS ARE TOO WEAK).

THE LAST OUNCE OF STEAM HAD EXTENDED ITSELF FAITHFULLY IN KEEPING A FEW LIGHTS BURNING AND THE RADIO MOTOR GENERATOR TURNING OVER. I STOOD UP MOVING CRAMPED ARMS AND LEGS AS THE THIRD CLASS MAN REMARKED, "WELL I GUESS THE OLD BOAT IS GONE, WE CAN'T DO ANY MORE. LET'S GO AND GET SOME JAVA."

THE REACTION HAD SET IN, WE NEEDED SOMETHING FOR OUR NERVES. HIS IDEA OF GOOD HOT COFFEE WAS THE INCENTIVE FOR US TO GET MOVING. JUST AS WE STARTED OUT THE DOOR WE NEARLY KNOCKED DOWN A QUARTERMASTER WHO HAD A POT OF STEAMING COFFEE IN ONE HAND AND CUPS IN THE OTHER. MY BUDDY ASKED HIM IF HE HAD ALSO BROUGHT THE SUGAR AND CREAM, BUT HIS EXPLOSIVE REMARK CERTAINLY COULD NEVER BE PUT IN PRINT. LEAVING THEM TO START SERVING THE PRECIOUS JAVA I WENT AFT AND REPORTED THAT OUR JUICE HAD FAILED AND THAT I HAD NOT BEEN ABLE TO FINISH THE LAST MESSAGE.

A SHIP AS LARGE AS THE MILWAUKEE ALWAYS

CARRIED PORTABLE EMERGENCY EQUIPMENT BUT DUE TO OUR LEAVING THE NAVY YARD IN SUCH A HURRY, THE PORTABLE STATION HAD NOT BEEN BROUGHT ABOARD; IT HAVING BEEN IN THE ELECTRIC SHOPS FOR OVERHAUL.

IT WAS NOW ABOUT 6 A.M. AND THE FOG WAS BEGINNING TO LIFT, BUT THE SHORE LINE WAS NOT YET VISIBLE, SO HURRYING BACK TO THE RADIO SHACK I DRANK SOME COFFEE. DUE TO THE SEAWARD CANT OF THE SHIP'S DECKS IT WAS QUITE HAZARDOUS MAKING ONE'S WAY AROUND THE SHIP. THE COFFEE WAS BLACK AS INK AND OF THE CONSISTENCY OF SYRUP BUT AT THAT TIME IT WAS SURE GOOD AND TOOK THE EDGE OFF OUR JANGLED NERVES.

THE BOILER ROOMS AND ENGINE ROOM WERE BY NOW FLOODED AND THIS ADDED WEIGHT HELPED TO MAKE THE SHIP MORE STEADY SO THAT SHE HARDLY ROLLED AT ALL. THE FOG WAS GRADUALLY LIFTING AND VERY SOON WE COULD DIMLY SEE THE SHORE LINE.

I WENT BACK TO THE RADIO SHACK AND LASHED UP MY DITTY BOX, VERY CAREFULLY MARKED IT WITH MY NAME, RATE AND SAN FRANCISCO DESTINATION ON ITS SIDE, THEN SECURED IT ON TOP OF THE PANEL BOARD SO THAT WHOEVER SALVAGED THE RADIO EQUIPMENT COULD NOT HELP BUT SEE WHAT IT WAS AND WHOSE IT WAS. IN THE BOX WAS MY HAM LICENSE, COMMERCIAL LICENSE (RADIO TELEGRAPH FIRST CLASS) AND OTHER PERSONAL EFFECTS, WITH A BOOKLET OF 150 TYPEWRITTEN SHEETS OF EVENTS DURING MY CAREER IN THE NAVY AND MERCHANT MARINE. BUT ALAS THOSE GUYS LEFT TO SALVAGE SURE MADE A GOOD JOB OF IT AND I NEVER SAW DITTY BOX OR CONTENTS AGAIN, EXCEPT ONE RATCHET SCREWDRIVER WITH MY INITIALS ON IT, WHICH I FOUND IN THE HANDS OF A NAVY GENERAL ELECTRICIAN, ONE YEAR LATER, IN LONG BEACH, CALIF. HE WAS ONE OF THOSE LEFT AT SAMOA BEACH TO SALVAGE THE RADIO AND ELECTRICAL EQUIPMENT FROM THE ILL FATED MILWAUKEE. I SURE "TOLD HIM PLENTY". I VALUED THE 150 PAGES OF "LOG" GREATLY, AS IT WAS A PERSONAL DIARY.

THE FOG BY NOW HAD LIFTED AND WE COULD SEE THAT THE POPULATION OF ALMOST THE ENTIRE TOWN OF EUREKA WAS LINED UP ON THE BEACH TO SEE THE "WRECK" OF THE MILWAUKEE. IT WASN'T OFTEN THEY HAD THE PRIVILEGE OF SEEING A FIRST CLASS NAVY CRUISER WRECKED ON THEIR DOORSTEP. IT WAS VERY COLD AND FIRES OF DRIFTWOOD ON SHORE LOOKED GOOD TO US.

WE WATCHED ONE MAN GO ASHORE IN THE BREECHES BUOY AND AS THE SHIP GAVE A LITTLE

ALMOST AN S.O.S. CONTINUED

HE WAS NEARLY DROWNED UNTIL SHE HEELED OVER AGAIN AND PULLED THE LINE MORE TAUT. OTHERS TRIED THE SAME MEANS OF GETTING ASHORE AND ALL THEY GOT WAS A DUCKING IN THE ICE COLD JANUARY OCEAN WATER. THE THIRD CLASS MAN REMARKED, "THAT ISN'T OUR STYLE AT ALL, LET'S WAIT UNTIL THEY LAUNCH THE LIFE BOATS." JUST BEFORE LEAVING THE RADIO SHACK FOR THE LAST TIME I NOTICED THE PILE OF TRAFFIC WE HAD HANDLED, AND ACTING UPON AN UNEXPLAINED HUNCH I HASTILY STUFFED THE BUNCH OF MESSAGES INSIDE MY BLUE DRESS JUMPER AND WE CLOSED THE DOOR OF THE SHACK FOR THE LAST TIME.

ALL THIS TIME WE HAD NOT SEEN HIDE NOR HAIR OF THE CHIEF AND NOT UNTIL SAFELY ASHORE DID WE SEE HIM, MUNCHING A SANDWICH AT ONE OF THE DRIFTWOOD BONFIRES. ABOUT 10 A.M. THE SWELL HAD GONE DOWN AND THE SURF WAS AS EASY GOING AS A LANDLOCKED HARBOR, SO WE WALKED DOWN THE GANG PLANK AND STEPPED INTO A LIFEBOAT AND WERE ROWED ASHORE JUST AS NICE AS YOU PLEASE. A WAVE CARRIED THE BOAT UP THE BEACH AND WE STEPPED OUT ON ALMOST DRY SAND, ONLY THE BOTTOM OF OUR SHOES WET.

YOU KNOW THE OLD STORY OF USING THAT GADGET ON YOUR SHOULDERS FOR SOMETHING ELSE THAN A RAT-RACK. THE THIRD CLASS MAN WAS ALWAYS SMARTER THAN HE LOOKED. WHILE MUNCHING NICE JUICY MEAT SANDWICHES AND DRAINING CUPS OF REAL STEAMING COFFEE, WE LOOKED OVER AND SAW THE SHIVERING UNSUNG HEROES OF THE BREECHES BUOY TRYING TO DRY OUT IN FRONT OF THE FIRES, THEIR UNIFORMS DANGLING FROM WIRES STRETCHED BEFORE THE BLAZE, LIKE SCARECROWS IN A FIELD OF CORN.

THE WHOLE TOWN HAD TURNED OUT TO GIVE THE SHIPWRECKED SAILORS THE HELPING HAND. A HOLIDAY HAD BEEN DECLARED, AND MANY A SAILOR WAS TAKEN INTO PRIVATE HOMES, FED AND MADE WARM.

WE SAW THE CHEYENNE COME STEAMING INTO THE HARBOR AND TIE UP DIRECTLY OFF OUR POSITION. WE LOOKED AT HER WITH A LONGING EYE.

AFTER THE MEN AND OFFICERS HAD BEEN FED AND DRY CLOTHING PROVIDED, WE FELL INTO QUARTERS AND THE ROLL WAS CALLED. ALL HANDS WERE THERE, NO MEN LOST OR INJURED, THE ONLY CASUALTY BEING ONE MAN WHO HAD FAINTED DURING THE WORST OF THE WRECK. FUNNY TO THINK OF A SAILOR FAINTING, BUT OF COURSE THIS WASN'T THE DAYS OF IRON MEN AND WOODEN SHIPS.

THE MEN WERE TOLD TO "COUNT OFF" AND THE ODD NUMBERED MEN TO TAKE ONE STEP BACKWARD. THE EXECUTIVE OFFICER THEN TOLD US THAT PART OF THE CREW WERE GOING TO BE TRANSFERRED TO THE RECEIVING SHIP IN SAN FRANCISCO, WHILE THE REST WOULD STAY AT SAMOA AND START SALVAGE OPERATIONS. THE REAR LINE OF SAILORS WERE GIVEN ORDERS TO START MARCHING TO THE MONITOR CHEYENNE SO THAT THOSE WHO NEEDED CLOTHING IMMEDIATELY COULD GET THEM.

I WAS IN THE FRONT LINE AND WOULD HAVE TO STAY AT SAMOA. I THOUGHT OF SCENES AT HOME WHERE AT ANY TIME NOW MR. STORK WAS EXPECTED. VERY QUIETLY AND UNOBTUSIVELY I FELL BACK TO THE REAR LINE JUST AS THE ORDER WAS GIVEN FOR THE FRONT LINE TO SIDE STEP TO THE RIGHT AND MAKE UP THE GAPS FROM THE MEN LEFT IN THE REAR. THAT NIGHT WE TOOK A SPECIAL TRAIN CHARTERED FOR THE CREW FOR SAN FRANCISCO. NEXT DAY WE WERE TRANSFERRED TO THE NAVAL TRAINING STATION AT GOAT ISLAND, WHERE A TRIAL WAS GOING TO BE HELD TO DETERMINE WHO WAS RESPONSIBLE FOR THE LOSS OF THE MILWAUKEE.

THAT EVENING THE EXECUTIVE OFFICER, WHO KNEW I HAD STOOD THE LAST WATCH IN THE MILWAUKEE'S RADIO SHACK, CAME AND ASKED ME IF I COULD REMEMBER AND WRITE DOWN SOME OF THE PERTINENT MESSAGES THAT WERE TRANSMITTED TO THE H3 SPARK STATION, REGARDING THE CUTTING OF THE CABLES, ETC.

I TOLD HIM THAT I HAD BROUGHT ALL THE MESSAGES ALONG WITH ME. TO THIS DAY I DO NOT THINK I HAVE EVER SEEN A MORE RELIEVED LOOK COME OVER A MAN'S FACE. HIS ANSWER WAS, "GET THEM!"

SALUTING, I PULLED THE BUNDLE FROM MY BLOUSE AND HANDED THEM TO HIM. HASTILY HE LOOKED THRU A FEW AND TURNING TO ME SAID, "I'LL REMEMBER THIS, HYDE, YOU HAVE SAVED MY NECK."

NEXT DAY THE CREW WERE ASSEMBLED AND AS A UNIT WERE ASKED IF EVERYTHING HAD BEEN DONE TO SAVE THE SHIP THAT POSSIBLY COULD HAVE BEEN, AND THEIR ANSWER WAS A UNANIMOUS, "YES!"

A FEW DAYS LATER THE EXECUTIVE OFFICER WAS TRANSFERRED TO THE EAST COAST AND I NEVER SAW HIM AGAIN. I GOT TWO WEEKS LEAVE AND WENT HOME TO LOS ANGELES AND MET MR. STORK WHEN HE FINALLY CAME TO VISIT THE HOUSE.

THE SALVAGE CONTRACTOR WHO FIRST BARGAINED TO FLOAT THE SUB H3, FINALLY GOT THE CONTRACT AND SKIDDED HER OVER THE ISTHMUS INTO EUREKA BAY, BUT IT TOOK THE LOSS OF A THREE MILLION

ALMOST AN S.O.S. CONTINUED

DOLLAR CRUISER TO DEMONSTRATE THE OLD ADAGE
THAT EACH MAN IS BETTER AT HIS OWN TRADE.

ANYWAY THE NAVY TRIED HARD, AND THAT'S WHAT
REALLY COUNTS.

IT PAYS TO BE A WIRELESS OPERATOR

BERT OSBORNE — W4MF

AT ONE TIME DURING WW2 I WAS ATTACHED TO CAPTAIN CHARLIE L. ANDREWS' TASK GROUP 80.4 AS CHIEF-OF-STAFF. WE MOVED INTO THE ISLE OF CAPRI, AFTER SALERNO, AND DISARMED THE FASCIST GARRISON THERE WHICH NUMBERED ABOUT 400 BLACK SHIRTS. THEN FOLLOWED A FANTASTIC PERIOD OF ABOUT THREE WEEKS DURING WHICH TIME THE SHOPKEEPERS AND TOWNSPEOPLE ALL CAME DOWN FROM THE MOUNTAINS AND HILLS WHERE THEY HAD BEEN HIDING AND THE SHOPS AND RESTAURANTS WERE REOPENED. WE WERE OPERATING FROM A DESTROYER, THE USS KNIGHT, AND 10 PT. CRAFT. WE WERE JOINED DIRECTLY BY SEVERAL BRITISH MTB'S (MOTOR TORPEDO BOATS).

AT NIGHT WE WOULD PROWL UP AND DOWN THE COAST IN THE PT'S LOOKING FOR GERMAN E BOATS. DURING THE DAY WE WOULD SWIM IN THE BLUE GROTTO OR AT THE MARINA GRANDE AND HAD A MOST ENJOYABLE TIME CAVORTING AROUND WITH THE CIVILIANS.

ONE AFTERNOON ABOUT 1500 HOURS THE CAPTAIN ORDERED ME TO TAKE A BRITISH NAVAL OFFICER, A CAPTAIN, OVER TO ISCHIA, AN ISLAND WHICH IS ABOUT 18 MILES TO THE NW OF CAPRI. IT WAS NEARLY 1700 HOURS WHEN WE DEPARTED CAPRI. WE MAINTAINED A RATHER LEISURELY SPEED UNTIL A BIG GUN LOCATED ON THE POINT, ON THE NORTH SIDE OF THE BAY OF NAPLES, NEAR POZZUOLI BEGAN FIRING AT US. WE BEGAN ZIGGING AND ZAGGING IN EVASIVE TACTICS AND RAN OUT TO SEA.

BY THE TIME WE REACHED ISCHIA, DARKNESS WAS NOT TOO FAR Distant AND AS THERE WERE SUNKEN SHIPS IN THE HARBOR CHANNEL I WAS ANXIOUS TO PUT THE BRITISH CAPTAIN ASHORE AND GET AWAY FROM ISCHIA BEFORE DARK. SO WHEN WE REACHED THE DOCK I ORDERED THE MEN TO HOLD THE LINES FORE AND AFT IN THEIR HANDS, LEFT THE ENGINES RUNNING, AND I GRABBED THE CAPTAIN'S BAG AND HURRIED ASHORE. I ALSO ORDERED EVERYONE TO STAY ABOARD EXCEPT THE MEN HOLDING THE LINES. I COULDN'T HAVE BEEN AWAY MORE THAN FIVE MINUTES AND RETURNED AND GAVE ORDERS TO CAST OFF. JENSEN THE BOSUN'S MATE SAID, "COMMANDER, 'WHITIE' IS ASHORE." "WHITIE" WAS OUR QUARTERMASTER.

I LET OUT AN OATH AND ASKED JENSEN WHY HE HAD ALLOWED "WHITIE" TO GO ASHORE. I SENT SIX MEN SCURRYING ALONG THE DOCK TO FIND THE QUARTERMASTER. THEY FOUND HIM IN ABOUT FIVE MINUTES, DOWN AN ALLEY WITH HIS NOSE IN A JUG. I WAS TOO BUSY TO REPRIMAND THE MAN THEN AND AS WE THREADED OUR WAY OUT OF THE CHANNEL THE LAST VESTIGES OF DAY-LIGHT DEPARTED. A FEW MINUTES RUNNING IN THE OPEN SEA AND IT WAS PITCH DARK. I SET THE COURSE FOR CAPRI AND THEN BREATHED A SIGH OF RELIEF. THE RECOGNITION SIGNAL CHANGE TIME HAD PASSED AND I REALIZED THAT I DID NOT HAVE THE CORRECT RECOGNITION SIGNALS. I ASKED JENSEN WHERE "WHITIE" WAS AND THE ANSWER WAS, "BELOW." I WENT DOWN THE LADDER TO MY CABIN AND THERE WAS "WHITIE" IN MY SACK, SOUND ASLEEP. I SHOOK HIM VIOLENTLY BUT HE HAD HAD TOO MUCH TO DRINK ON ISCHIA WHICH ADDED TO THE JAG HE HAD LOADED DURING LIBERTY THAT AFTERNOON MADE HIM DEAD TO THE WORLD.

I QUICKLY FOUND THE SIGNAL SHEET IN THE POCKET OF HIS DUNGAREES AND NOTED THAT THE NEW CHALLENGE SIGNAL WAS D (DOG) AND THE ANSWERING SIGNAL WAS C (CHARLIE). SO I TURNED THEN AND WENT OUT TO THE LADDER AND CAME TOPSIDE FACING THE STERN OF THE BOAT. THERE ON OUR STARBOARD QUARTER WAS A BLINKER SIGNALING DOG, DOG, DOG, DOG. I GRABBED THE SIGNAL GUN WHICH WAS HANGING AT THE RIGHT OF THE WHEEL AND POINTING IT AT THE CHALLENGING SIGNAL, I SQUIRTED C, C, C, C, (CHARLIE). WITH THAT ANSWERING SIGNAL THE CHALLENGING STOPPED AND A MOMENT LATER IN THE FLASHING FLUORESCENCE OF THE WATER A BRITISH MTB ROARED UP AND VEERED OFF AGAIN.

THE NEXT MORNING I WAS PUTTERING AROUND OUR BOAT WHEN COMMANDER GREENKELLEY OF THE BRITISH MTB'S CAME UP. HE SAID, "I SAY OLD CHAPPIE WAS THAT YOU OUT THERE LAST NIGHT?" I TOLD HIM IT WAS AND HE SAID, "YOU VERY NEARLY GOT IT OLD MAN, YOU SHOULD ANSWER THE BLOOMING BLINKER MORE QUICKLY. I WAS JUST GOING TO LET YOU HAVE IT WHEN YOU ANSWERED."

ARTICLES

PART II — OF THE CHARLEY ELLSWORTH STORY — 1911-1915

ITINERARY OF A MARCONI OPERATOR — (STORY COPYRIGHTED)



CHARLES ELLSWORTH, W1TU

ON APRIL 20TH THE DIRT ROAD TO POINT-AUX-BASQUES HAD DRIED UP ENOUGH FOR US TO TRAVEL TO THE BOAT FOR NORTH SYDENY, CAPE BRETON.. AFTER DEPARTING FROM THE MARCONI STATION AT POINT RICH, NEWFOUNDLAND FOR BOSTON, MASS. I STOPPED OFF ON PRINCE EDWARD ISLAND AND VISITED WITH MY FRIEND BERT HOBBS, THE FIRST MARCONI WIRELESS OPERATOR ON PRINCE EDWARD ISLAND, WHO HAD SERVED AT CAPE BEAR, PRINCE EDWARD ISLAND. ON MY ARRIVAL IN BOSTON DURING OCTOBER 1912, I REPORTED TO TOM STEVENS AND GEORGE NICHOLLS AT THE AMERICAN MARCONI CO. OFFICE ON WASHINGTON STREET, BOSTON. THEY WERE, AT THE TIME, BUILDING A WIRELESS STATION ON TOP OF THE NEW FILINES STORE BUILDING, "WBF". DAN DeCOSTA, THE OFFICE MAN, ASSIGNED ME TO RELIEF DUTY ON BOARD THE EASTERN STEAMSHIP BOATS. I LIVED WITH ARTHUR FISH, A POSTAL TELEGRAPH OPERATOR, WHO LIVED IN ROXBURY, MASS.

IN BETWEEN RELIEF DUTY ON THE EASTERN BOATS I ALSO WORKED AS RELIEF OPERATOR WITH THE POSTAL TELEGRAPH COMPANY, WORKING WITH ARTHUR FISH. ART AND I BUILT UP A HAM TRANSMITTER USING A FORD SPARK COIL AND CRYSTAL DETECTOR. WE ASSIGNED OUR OWN CALL "BF" AND WORKED HAMS IN AND AROUND BOSTON. MY COMMERCIAL LICENSE AUTHORIZED ME TO OPERATE THE HAM TRANSMITTER. ARTHUR FISH LEARNED THE CONTINENTAL CODE AND JOINED THE UNITED FRUIT CO. AS WIRELESS OPERATOR ABOARD SHIP. JUST A FEW YEARS AGO ART RETIRED FROM THE FEDERAL COMMUNICATION COMMISSION AS ENGINEER IN CHARGE OF THE FCC OFFICE IN MIAMI, FLORIDA.

DURING MY RELIEF DUTY ON THE EASTERN BOATS I HAD SERVED ON THE GOV. COBB, GOV. DINGLEY, CAMDEN, RANSOM B. FULLER, AND BELFAST. I ALSO RELIEVED ON THE CITY OF MONTGOMERY WITH SINK ELLIOTT AND THE SANANNAH, BOTH OF THE SAVANNAH LINE OUT OF BOSTON.

IN FEBRUARY OF 1913, I REPORTED TO THE AMERICAN MARCONI OFFICE AT 29 CLIFF STREET, NEW YORK CITY AND WAS ASSIGNED TO THE OIL TANKER HORLEY. THIS WAS ONE OF THE FIRST OIL TANKERS AND HAD BEEN A COAL CARRIER CONVERTED OVER TO CARRY OIL.

WE RECEIVED INSTRUCTIONS BY WIRELESS TO PROCEED TO TUXPAN, MEXICO AND PICK UP A CARGO OF CRUDE OIL AND CARRY IT TO RIO DE JANEIRO, SOUTH AMERICA. THIS WAS THE FIRST CARGO OF CRUDE OIL EVER TRANSPORTED TO RIO. THE VOYAGE TOOK 34 DAYS FROM TUXPAN TO RIO DE JANEIRO, AS OUR CRUISING SPEED USUALLY AVER-

AGED 7 KNOTS. WHILE OFF THE COAST OF FRENCH GUIANA, WE RAN OUT OF FRESH DRINKING WATER AND FRESH MEAT. WE CONTACTED THE PORT OF CAYENNE IN FRENCH GUIANA BY WIRELESS AND THEY TOLD US TO HEAVE-TO OFF THE I. DU DIABLE, OR IN ENGLISH DEVIL'S ISLAND, WHERE THE FRENCH GOVERNMENT HAD A BIG PRISON. WE ANCHORED ABOUT 3 MILES OFF SHORE AND THE NEXT DAY A SMALL STEAMER CAME ALONGSIDE WITH FRESH MEAT AND PLENTY OF WATER.

AFTER CROSSING THE EQUATOR WE DEVELOPED ENGINE TROUBLE. I WAS IN CONSTANT TOUCH WITH THE HIGH POWER WIRELESS STATION ON THE FERNANDO NORONHA ISLANDS ALL THE TIME. THIS WIRELESS STATION COULD BE HEARD ALL OVER THE SOUTHERN ATLANTIC, A VERY LOW FREQUENCY SPARK NOTE. WE ALSO ANCHORED OFF THE FERNANDO NORONHA ISLANDS TO WORK ON THE ENGINES. OUR WIRELESS EQUIPMENT WAS VERY SATISFACTORY ON THE SS HORLEY. WE HAD INSTALLED THE FIRST 240 CYCLE ROTARY SPARK TRANSMITTER JUST BEFORE LEAVING NEW YORK, WITH A MARCONI VALVE TUNER. THE ROTARY WAS ON THE SAME SHAFT AS THE MOTOR GENERATOR AND THEY USED TO CALL IT THE "PIG" TRANSMITTER. WITH THIS INSTALLATION WE DID A LOT OF RELAYING TRAFFIC FOR THE BRITISH FROZEN MEAT BOATS OUT OF BUENOS AIRES WHICH HELPED TO PASS THE TIME ON THIS LONG TRIP. OUR ARRIVAL AND DEPARTURE IN RIO WAS UNEVENTFUL AND WE FINALLY DOCKED IN PERTH AMBOY, NEW JERSEY, THE OIL TERMINAL.

I LEFT SHIP AND REPORTED TO 29 CLIFF STREET AND WAS OFFERED A ONE-TRIP RELIEF JOB ON THE

OLD SS BERMUDIAN, A BRITISH SHIP RUNNING BETWEEN NEW YORK AND BERMUDA. WITH THE EXCEPTION OF THE CAPTAIN AND PURSER, ALL MEMBERS OF CREW WERE BRITISH. THIS WAS MY FIRST ASSIGNMENT TO A BRITISH PASSENGER LINER AS A WIRELESS OPERATOR.

JACK DUFFY AT 29 CLIFF STREET TOLD ME TO RENT A UNIFORM, AS I WOULD HAVE TO SIT AT THE HEAD OF A TABLE IN THE FIRST CLASS DINING SALON. WHILE IN RIO ON THE SS HORLEY I HAD PICKED UP A UNIFORM COAT IN A HOCK SHOP FOR \$5.00 AND IT HAD 3 GOLD STRIPES ON IT. ALL I HAD TO DO WAS BUY 3 PAIRS OF WHITE PANTS AND WHITE SHOES. DUFFY SAID AS LONG AS I WAS ONLY MAKING ONE TRIP THE COAT WITH 3 WIDE GOLD STRIPES WOULD DO. COMING FROM A OIL TANKER WHERE I ATE WITH THE CREW AND NOW SITTING AT THE HEAD OF A TABLE IN THE DINING SALON WITH MILLIONAIRES WAS UNIQUE FOR ME. I ALSO HAD THE EXCLUSIVE USE OF A ROOM STEWARD; OR VALET, WHO SERVED TEA IN THE WIRELESS ROOM EVERY AFTERNOON AT 3 P.M. HE ALSO TOOK CARE OF MY CLOTHES AND SHINED MY SHOES. MY PAY WAS 6 POUNDS IN BRITISH FUNDS PER MONTH AND MY ENTIRE WEALTH WHEN I BOARDED THIS SHIP WAS \$3.00.

THE SS BERMUDA FIRST CLASS PASSENGER LIST INCLUDED THE ELITE OF PARK AVENUE, NEW YORK CITY ON BERMUDA VACATIONS. AFTER DEPARTING FROM NEW YORK AND PASSING AMBROSE CHANNEL THE BUGLE BLEW FOR DINNER AT 7 P.M. I ARRIVED IN THE FIRST CLASS DINING SALON WITH ALL THIS REGALIA ON, LOOKING LIKE AN ADMIRAL IN THE SWISS NAVY. I WAS ESCORTED TO MY OWN TABLE WITH ALL THE PASSENGERS LOOKING ON AND WONDERING WHO THIS HIGH RANKING OFFICER WAS. I HAD SEVEN PEOPLE AT MY TABLE WHICH INCLUDED THE PRESIDENT OF THE MORGAN BANK ON WALL STREET AND OTHER WEALTHY BROKERS FROM WALL STREET.

WHEN I STARTED TO SIT DOWN THEY ALL AROSE AND INTRODUCED THEMSELVES. MY ENTIRE WEALTH THEN WAS \$3.00. THE PASSENGERS AT MY TABLE WERE DISCUSSING RAILROADS AND BRIDGES, AND I WENT RIGHT ALONG WITH THEM. AFTER THE FINGER BOWL HAD BEEN SERVED, THE PRESIDENT OF THE MORGAN BANK ASKED ME IF THEY COULD GET THE STOCK CLOSING PRICES ON CERTAIN STOCKS BY WIRELESS. I INVITED THEM UP TO THE WIRELESS ROOM AND CALLED THE NEW YORK HERALD WIRELESS STATION ON SOUTH FERRY AT THE BATTERY AND REQUESTED THE CLOSING PRICES. MY VALET WAS ALSO IN THE WIRELESS ROOM CLEANING AND DUSTING, WEARING A WHITE COAT. AFTER I HAD FURNISHED THE BROKERS THE STOCK PRICES,

THE PRESIDENT OF THE MORGAN BANK REACHED INTO HIS POCKET AND TOOK OUT A 20-DOLLAR BILL AND HANDED IT TO MY VALET IN APPRECIATION FOR THE SERVICES RENDERED. THIS IS ONE OF THE EVENTS IN MY CAREER AS A MARCONI OPERATOR I COULD NEVER FORGET. AFTER THE PASSENGERS LEFT THE WIRELESS ROOM I GOT MY 50 PERCENT OF THE \$20.00. I KNOW THERE ARE MANY PIONEER WIRELESS OPERATORS WHO SERVED ON BRITISH SHIPS WHO MAY HAVE HAD THE SAME EXPERIENCE. I ONLY MADE ONE TRIP ON THE OLD BERMUDA AND THE CAPTAIN TOLD ME AT THE GANGWAY SHOULD I COME ABOARD AGAIN AS WIRELESS OPERATOR TO LEAVE THE ADMIRAL'S UNIFORM ASHORE.

AFTER RETURNING TO NEW YORK I AGAIN REPORTED TO 29 CLIFF STREET; MR. EDWARDS AND JOHN DUFFY ASKED ME TO TAKE OUT THE OLD MALORY LINE COTTON CARGO SHIP SAN MARCUS.

THIS WAS THE FIRST TRIP THAT THE STEAMER SAN MARCUS CARRIED WIRELESS GEAR. THE CAPTAIN WAS BITTER AGAINST HAVING WIRELESS ABOARD AS HE WAS USED TO BEING THE BOSS AFTER HE LEFT THE DOCK. NOW THE COMPANY COULD SEND HIM INSTRUCTIONS BY WIRELESS WHICH HE WAS RELUCTANT TO FOLLOW. THE WIRELESS ROOM WAS NEXT TO THE GALLEY AND WAS OVER POPULATED WITH ROACHES. AFTER PASSING CAPE HATTERAS I SLEPT ON DECK AS THE ROACHES TOOK OVER MY BUNK. THIS WAS THE OLDEST SHIP I HAD EVER SAILED ON. AS A YOUNG MAN MY FATHER HAD SAILED ON THIS SHIP IN DECK FORCE WHEN SHE WAS CARRYING PASSENGERS BACK IN THE LATE 1800'S.

THE CAPTAIN WAS AN OLD SAILING MASTER AND BLAMED ME PERSONALLY FOR HAVING WIRELESS ON HIS SHIP. THE FIRST MATE WAS VERY FRIENDLY WITH ME AND ASKED ME TO TEACH HIM THE MORSE LIGHT CODE WHICH WAS THE SAME AS WE USED ON THE WIRELESS. THE FIRST MATE HAD RIGGED UP A CARGO LIGHT OVER THE WIRELESS ROOM DOOR, WHICH I HOOKED UP TO THE UNITED WIRELESS KEY IN THE WIRELESS SHACK. WHEN THE MATE WAS ON THE BRIDGE ON DUTY HE COULD SEE THE LIGHT FLASHING ALL OVER THE PORT SIDE OF THE SHIP WHEN I PRESSED THE KEY. THIS WAY I WAS TEACHING HIM THE MORSE LAMP. THE CAPTAIN HAPPENED TO COME ON DECK ONE NIGHT WHEN WE WERE PRACTICING AND WAS VERY MAD AND ORDERED US TO TAKE THE LAMP DOWN IMMEDIATELY.

WE WERE NEARING SAND KEY, OFF KEY WEST AT THE TIME. ABOUT TEN MINUTES LATER THERE WAS A TERRIFIC BANG AND THE OLD ENGINE STARTED RACING WIDE OPEN. THE PROPELLER HAD FALLEN OFF AND HUNG UP ON THE RUDDER SHOE. THE CAPTAIN DECIDED TO SEND A BOAT TO KEY WEST

THE CHARLEY ELLSWORTH STORY CONTINUED

SOME 20 MILES AWAY TO GET A TUG TO TOW US INTO KEY WEST. WE PLEADED WITH HIM TO LET US TRY THE WIRELESS WITH NAVAL RADIO "NAR" FOR THE TUG BOATS. HE FINALLY GAVE IN AND TOLD ME TO SEND THE MESSAGE. WHEN I PUT THE HEADPHONES ON, THE TROPICAL STATIC WAS TERRIFIC. I COULDN'T EVEN HEAR "NAR" 20 MILES AWAY. I KNEW IT WAS USELESS.

THE CAPTAIN THEN TOLD ME THAT THE WIRELESS JUNK WOULD BE THROWN OFF THE SHIP WHEN WE RETURNED TO NEW YORK, INCLUDING THE WIRELESS OPERATOR. I THEN TOLD HIM, "I CAN GET THIS MESSAGE OFF IMMEDIATELY IF YOU WILL LET US PUT BACK THE MORSE LAMP." SAND KEY, A LIGHTHOUSE ABOUT 20 MILES OFF KEY WEST AND EQUIPPED TO HANDLE MESSAGES BY MORSE LAMP FOR SHIPS NOT EQUIPPED WITH WIRELESS, ALSO HAD TELEPHONE CABLE INTO KEY WEST.

I FLASHED SAND KEY AND THEY TOOK THE MESSAGE FOR THE TUG BOATS AND WE WERE TOWED INTO KEY WEST. WE DOCKED IN KEY WEST AT THE P AND O SS LINE PIER. THE SS OLIVETTE WAS LAYING ALONGSIDE AND NEEDED A WIRELESS OPERATOR. I LEFT THE SAN MARCUS IN KEY WEST AND SIGNED UP ON BOARD THE PASSENGER SHIP OLIVETTE RUNNING FROM PORT TAMPA, FLA. VIA KEY WEST TO HAVANA, CUBA.

THE SS HALIFAX OF THE PLANT LINE WAS ALSO RUNNING BETWEEN KEY WEST AND HAVANA, CUBA ON CHARTER TO THE P AND O SS COMPANY FOR THE WINTER MONTHS. DURING NOVEMBER 1913, WHILE WIRELESS OPERATOR ON BOARD THE SS OLIVETTE, "KOV", I HAD THE HONOR TO MEET DR. DEFORREST WHO WAS PASSENGER TO HAVANA TO JOIN HIS YACHT. I TOOK DR. DEFORREST ALL OVER HAVANA AND WE BECAME GOOD FRIENDS.

IN APRIL 1914 THE WIRELESS OPERATOR ON BOARD THE SS HALIFAX LEFT THE SHIP IN KEY WEST AND THEY NEEDED AN OPERATOR TO RIDE HER BACK TO HALIFAX, NOVA SCOTIA. I RECEIVED A LETTER FROM CANADIAN MARCONI COMPANY SAYING THEY WOULD GIVE ME A JOB ON ONE OF THEIR COASTAL STATIONS IF I WOULD TAKE THE HALIFAX BACK TO NOVA SCOTIA. AFTER RETURNING TO HALIFAX I LIVED ABOARD THE STEAMER HALIFAX FOR TWO WEEKS WHILE IN DRY DOCK AWAITING ASSIGNMENT BY THE CANADIAN MARCONI COMPANY. THEY OFFERED ME A JOB ON SABLE ISLAND WHICH I REFUSED.

ON MAY 1, 1914 I WAS TRANSFERRED FROM CAMPERDOWN, NOVA SCOTIA TO CLARK CITY, SEVEN ISLANDS, QUEBEC. I PROCEEDED TO QUEBEC CITY WHERE I MET OPERATOR "SMEE" AND BOARDED THE OLD LAKE PASSENGER VESSEL CASCAPEDIA. THIS OLD TYPE LAKE PASSENGER VESSEL HAD WIRELESS

WITH A OPERATOR NAMED BURGESS. AFTER STOPPING AT ALMOST EVERY INLET BETWEEN QUEBEC CITY AND SEVEN ISLANDS, PQ WE FINALLY ARRIVED AT OUR NEW STATION. CLARK CITY'S MAIN INDUSTRY WAS PAPER MAKING AND OWNED BY AN AMERICAN NAMED CLARK. THERE WAS NO ROADS IN OR OUT OF CLARK CITY, THE ONLY MEANS OF TRANSPORTATION WAS BY BOAT IN SUMMER AND DOG TEAM IN WINTER. THE MARCONI STATION WAS THE MAIN SOURCE OF OUTSIDE COMMUNICATION. THE LANDLINE WAS OUT MOST OF THE TIME DUE TO FORREST FIRES. WE OPERATED A 2 KW STRAIGHT SPARK-GAP, WITH A "MAGGIE" DETECTOR AND AN AERIAL TUNING BOX. WE ALSO HAD A 10-INCH COIL FOR EMERGENCY USE. THE PULP COMPANY FURNISHED THE ELECTRIC CURRENT FOR THE VILLAGE. WIRELESS TRAFFIC WAS LIGHT.

ACROSS THE MOUTH OF THE ST. LAWRENCE RIVER ABOUT 100 MILES FROM OUR LOCATION AT CLARK CITY, PQ WAS THE MARCONI STATION, FARTHER POINT, "VCF". ALL SHIPS GOING IN AND OUT OF MONTREAL AND QUEBEC CITY STOPPED AT THIS POINT TO TAKE ON CUSTOMS, PILOT, AND IMMIGRATION OFFICERS. IF ONE SHOULD READ THE OLD LOG SHEETS OF THIS STATION THEY WOULD DISCOVER THAT FARTHER POINT, PQ MARCONI STATION WAS THE FIRST WIRELESS STATION IN HISTORY THAT USED WIRELESS TELEGRAPH TO APPREHEND A CRIMINAL.

ON JUNE 10, 1908 THE RMS MONTROSE, SOME 80 MILES OUT FROM FARTHER POINT AND HEADED FOR QUEBEC CITY, HAD ON BOARD THE FAMOUS DR. CRIPPEN WITH HIS NURSE DRESSED AS A BOY. INSPECTOR DREW OF SCOTLAND YARD HAD BEEN WAITING AT FARTHER POINT TO BOARD THE MONTROSE AND TAKE DR. CRIPPEN AND HIS GIRL FRIEND INTO CUSTODY WHEN THE SHIP STOPPED FOR THE PILOT ETS. INSPECTOR DREW VISITED THE MARCONI STATION AND REQUESTED THE MARCONI OPERATOR ON DUTY TO SEND A WIRELESS MESSAGE TO THE CAPTAIN OF THE MONTROSE FOR HIM TO TAKE DR. CRIPPEN INTO CUSTODY WITH THIS GIRL FRIEND.

UPON RECEIPT OF THE WIRELESS MESSAGE THE CAPTAIN OF THE RMS MONTROSE LOCKED UP THE DOCTOR AND HIS GIRL FRIEND IN THE SHIP'S BRIG. IT SEEMS THE DOCTOR HAD MURDERED HIS WIFE IN ENGLAND AND BURIED HER IN THE CELLAR OF HIS HOME. HE INTENDED TO SETTLE DOWN IN CANADA WITH HIS NURSE GIRL FRIEND. INSPECTOR DREW OF SCOTLAND YARD WAS THE FIRST LAW ENFORCEMENT OFFICER IN HISTORY THAT USED WIRELESS COMMUNICATION TO APPREHEND A CRIMINAL.

AT 11 A.M. AST ON MAY 29, 1914 OPERATOR SMEE ON DUTY AT CLARK CITY, PQ WITH ME COPIED A "SOS" CALL FROM THE EMPRESS OF IRELAND.

THE RMS EMPRESS OF IRELAND HAD JUST DROPPED OFF HER PILOT ON HER EAST-BOUND TRIP IN A DENSE FOG, ONE MILE OFF SHORE FROM THE MARCONI STATION AT FARTHER POINT. FIFTEEN MINUTES LATER THE EMPTY COAL CARRIER SS STORSTAD STRUCK THE RMS EMPRESS OF IRELAND AMIDSHIP AND CUT HER ALMOST IN TWO. THE MARCONI OPERATOR ON BOARD THE EMPRESS OF IRELAND HAD ABOUT 5 MINUTES TO SEND OUT A DISTRESS CALL, WHICH WAS THEN "SOS", BEFORE SHE WENT DOWN.

THE OPERATOR AT FARTHER POINT WAS CRAWFORD LESLIE. HE IMMEDIATELY CALLED MY FORMER "OIC" WHITESIDES AND THEY CONTACTED THE PILOT BOAT EUREKA AND THE MAIL BOAT LADY EVELYN. BOTH THESE SMALL SHIPS RENDERED MATERIAL ASSISTANCE IN PICKING UP BODIES AND SOME SURVIVORS. THE TEMPERATURE WAS AT FREEZING AND SOME OF THEM DIED FROM EXPOSURE IN THE ICY WATERS. OUT OF 1467 PERSONS ON BOARD THE RMS EMPRESS OF IRELAND SOME 1023 PERSONS LOST THEIR LIVES RIGHT IN SIGHT OF THE SHORE.

THE INQUIRY SHOWED, HAD THE MASTER OF THE COAL CARRIER SS STORSTAD LEFT THE BOW OF HIS SHIP INTO THE SIDE OF THE EMPRESS OF IRELAND INSTEAD OF BACKING OUT, HUNDREDS WOULD HAVE BEEN SAVED. THIS WAS THE SECOND MARINE DISASTER THAT I HAD A GRAND STAND SEAT OF WIRELESS INTERCEPTION. MANY OF THE DEAD FROM THE EMPRESS OF IRELAND WERE BURIED IN MASS GRAVES NEAR THE WIRELESS STATION AT FARTHER POINT.

MR. ROSE, THE OPERATOR-IN-CHARGE OF THE FAME POINT, GASPE CONTROL STATION, CALLED ME ONE MORNING AT CLARK CITY ASKING FOR MEDICAL ADVICE. WE OBTAINED THE MEDICAL INFORMATION FROM MR. ROSE AND SENT HIM A "SG" MESSAGE. I WOULD LIKE TO MENTION THE FACT THAT MR. ROSE AND I TOOK OUR DEPARTMENT OF COMMERCE USA WIRELESS FIRST GRADE LICENSE TOGETHER AT THE BOSTON NAVY YARD. HE WAS THE FASTEST CODE OPERATOR THAT I HAD EVER KNOWN IN ALL MY WIRELESS EXPERIENCES. THE NAVY BOYS AT THE BOSTON NAVY YARD HAD ROSE COPYING WITH A STICK FROM A BUG AT 35 TO 40 WORDS PER MINUTE. HE WOULD READ 3 TO 4 WORDS BEHIND.

A COUPLE OF HOURS AFTER THE "SG" FROM MR. ROSE, THE TRANS-ATLANTIC LINER VICTORIAN OF THE ALLEN LINE OUT OF MONTREAL HEADED FOR THE STRAITS OF BELLE ISLE TO ENGLAND, CALLED ME AND SAID THEY HAD A DOCTOR ON BOARD AND IF THERE WAS ANYTHING THEY COULD DO TO HELP TO LET THEM KNOW. MR. ROSE BROKE IN AND TOLD US THAT WIRELESS OPERATOR PEAKE HAD BEEN

SHOT IN THE FACE BY A SHOTGUN BLAST WHILE HUNTING DUCKS ON THE EAST END OF ANTICOSTA ISLAND. IT WAS AN ACCIDENTAL SHOOTING. H. E. WELLS WAS OIC AT HEATH POINT, ANTICOSTA WITH ANOTHER OPERATOR NAMED KEATING.

AFTER CAPTAIN COOK OF THE STEAMER VICTORIAN RECEIVED THE REPORT OF THE ACCIDENT HE WIRED BACK THAT HE WAS PROCEEDING TO HEATH POINT, ANTICOSTA ISLAND TO TAKE OPERATOR PEAKE FOR MEDICAL TREATMENT. AFTER STEAMING SOME 4 HOURS OUT OF HIS WAY, THE RMS VICTORIAN ARRIVED AT HEATH POINT AT 5 PM. BUT THE SEAS WERE TOO HEAVY TO LAND A BOAT. THIS BIG LINER HOVE-TO ALL NIGHT OFF HEATH POINT AND THE NEXT MORNING TOOK OPERATOR PEAKE ON BOARD AND ON TO LIVERPOOL, ENGLAND WHERE HE RECEIVED EXCELLENT TREATMENT. BILL PEAKE LOST SIGHT OF ONE EYE, BUT ONLY FOR THE RMS VICTORIAN CAPTAIN COOKE HE MIGHT HAVE DIED OF BLOOD POISONING. THIS EVENT DEMONSTRATED THE FINE COOPERATION BETWEEN THE MARCONI OPERATORS ON SHORE AND THE CAPTAIN ABOARD SHIP.

ON NOVEMBER 1, 1914 OPERATOR SMEE AND MYSELF GOT OUR TRANSFER ORDERS. OPERATOR SMEE WAS TO GO TO THE LURCHER LIGHTSHIP OFF CAPE SABLE, NOVA SCOTIA AND I WAS TO REPORT TO TARTE PIER, MONTREAL, PQ. THE CALL LETTERS OF THE MONTREAL STATION HAD SINCE CHANGED FROM "MTL" TO "VCA". BUT THE SAME OLD EQUIPMENT WAS STILL THERE, 2 KW SPARK ETC. A RADIO AMATEUR, BOB SEED WHO LIVED ACROSS THE RIVER FROM TARTE PIER, USE TO VISIT WITH ME AT THE TARTE PIER STATION AND HE IS STILL AN ACTIVE HAM. MY STAY AT THE TARTE PIER STATION THIS TIME WAS VERY SHORT. MR. ALEX ROACHE OF CANADIAN MARCONI CO. TELEPHONED ME AND ASKED IF I WOULD PROCEED TO HALIFAX AND JOIN THE STEAMER SEAL AS WIRELESS OPERATOR. THE FARQUHAR STEAMSHIP COMPANY HAD CHARTERED THE SS SEAL TO CARRY FOOD AND SUPPLIES TO THE MAGDALENS ISLAND.

ON JANUARY 10, 1915 I REPORTED ON BOARD THE SEALING STEAMER SEAL. SHORTLY AFTERWARDS WE STARTED ON OUR ROUGH VOYAGE TO THE MAGDALEN ISLANDS IN WINTER. THE MAGDALEN ISLANDS IS A GROUP OF ISLANDS 60 MILES NORTH OF EAST POINT, PRINCE EDWARDS ISLAND IN THE GULF OF ST. LAWRENCE. DURING THE WINTER MONTHS IN THOSE DAYS THE ISLANDS WERE COMPLETELY ISOLATED FROM THE MAINLAND. THE POPULATION ON THE ISLANDS WAS MORE THAN 800 PERSONS AND MOST OF THEM SPOKE NO ENGLISH.

WE SAILED FOR THE MAGDALEN ISLANDS JANUARY 15 FROM HALIFAX VIA NORTH SYDNEY, CAPE

THE CHARLEY ELLSWORTH STORY CONTINUED

BRETON. THE STEAMER SEAL WAS A SMALL SHIP AND HAD BEEN BUILT TO BREAK ICE AND JOIN THE SEALING FLEET IN THE SPRING OF THE YEAR AT BELLE ISLE STRAITS. THE WIRELESS EQUIPMENT WAS THE USUAL 10-INCH SPARK COIL AND "MAGGIE" DETECTOR. DEPARTING FROM NORTH SYDNEY AND GOING AROUND THE CAPE NORTH OF CAPE BRETON WE RAN INTO THE HEAVY SEA ICE. WE HAD A LARGE CARGO OF CANNED GOODS AND 200 CASES OF GIN ON BOARD PLUS THE MAIL.

OUR SPEED WAS REDUCED TO ABOUT 4 KNOTS DUE TO HEAVY SEA ICE AND HEAVY SWELLS COMING OVER THE BOW. IT TOOK US TWO DAYS TO REACH GRAND ENTRY ISLAND FROM CAPE NORTH, CAPE BRETON ABOUT 85 MILES AWAY. WE WERE ONLY ABLE TO GET WITHIN ONE MILE OF THE SHORE LINE AT GRAND ENTRY ISLAND WHERE THE NATIVES CAME OUT IN HORSE AND SLEIGHS TO MEET US AND DISCHARGE THE CARGO. WOMEN AND MEN AND EVEN CHILDREN WERE UNLOADING THE CASES ON THE ICE. THE WIND SUDDENLY SHIFTED AND IT STARTED TO BLOW INTO A REAL NORTHEASTER. THE CAPTAIN DECIDED WE WOULD HAVE TO GET OUT TO SEA BEFORE WE WERE CAUGHT IN THE BAY AND THE HEAVY ICE THAT WAS COMING IN. THE CAPTAIN CAME ON DECK AND TOLD THE NATIVES THEY HAD JUST ONE HOUR TO UNLOAD THE REST OF THE CARGO. IT WAS INTERESTING TO NOTE THAT THE FIRST THING THEY UNLOADED WAS THE 200 CASES OF GIN. WHEN WE SAILED THERE WERE STILL SOME 300 CASES OF FOOD STUFFS ABOARD. THE CREW UNLOADED THE MAIL BAGS AND WE WERE ON OUR WAY. THAT WAS THE LAST CONTACT THE MAGDALEN ISLANDS HAD WITH THE MAINLAND UNTIL THE FOLLOWING MONTH OF MAY. HOWEVER THEY DID HAVE A MARCONI WIRELESS STATION ON GRINDSTONE ISLAND FOR HANDLING MESSAGES "VCN".

AFTER WE RETURNED TO HALIFAX, NOVA SCOTIA ABOARD THE STEAMER SEAL I WAS TRANSFERRED TO PARTRIDGE ISLAND, ST. JOHN, NEW BRUNSWICK.

UPON ARRIVAL IN ST. JOHN, NEW BRUNSWICK WE TOOK A SMALL STEAMER TO A SMALL ISLAND AT THE MOUTH OF THE ST. JOHN HARBOR, PARTRIDGE ISLAND AND REPORTED TO A MR. E. J. MYRICK THE WIRELESS OPERATOR IN CHARGE. MR. MYRICK AND HIS WIFE LIVED ON THE WIRELESS STATION AND MRS. MYRICK SERVED OUR MEALS FOR \$3.00 A WEEK, ROOM AND BOARD. MESSAGE-HANDLING ON THIS STATION WAS EXTREMELY LOW DUE TO WAR CONDITIONS. OUR PRINCIPAL DUTIES WERE MONITORING DISTRESS CALLS FROM SHIPS ATTACKED BY SUBMARINES. ON MARCH 15, 1915 I WAS TRANSFERRED TO PICTOU, NOVA SCOTIA, FOR FURTHER TRANSFER TO GRINDSTONE ISLAND, MAGDALEN ISLANDS "VCN" WHEN NAVIGATION OPENED. THERE WERE ABOUT 9 WIRELESS OPERATORS AT THE

PICTOU STATION AWAITING TRANSFER TO OTHER LOCATIONS AS THE PICTOU STATION ONLY RATED TWO REGULAR OPERATORS. A MR. WALTER RUSH, WHO WAS FORMERLY WIRELESS OPERATOR AT THE PICTOU STATION AND NOW IN CHARGE OF THE DEPARTMENT OF TRANSPORT WIRELESS DIVISION, STOPPED BY THE PICTOU STATION ON VISIT AND GAVE ME A TEST FOR A CANADIAN OPERATOR'S LICENSE. WHEN THEY DISCOVERED I WAS AN AMERICAN CITIZEN THEY COULD NOT ISSUE ME THE LICENSE. MR. RUSH THEN SUGGESTED THAT I BE TRANSFERRED TO CAPE BEAR, PRINCE EDWARD ISLAND INSTEAD OF GRINDSTONE ISLAND, MAGDALEN ISLANDS TO AWAIT THE DECISION OF THE DEPARTMENT OF TRANSPORT MINISTER ON MY STATUS AS AN ALIEN DURING WAR TIME. I ARRIVED AT CAPE BEAR, PRINCE EDWARD ISLAND ON APRIL 15 AND REPORTED TO A MR. J. H. BARTLETT, THE WIRELESS OPERATOR IN CHARGE. HE LIVED ON THE STATION WITH HIS WIFE AND WE BOARDED AT A FARM HOUSE CLOSE BY. OUR MESSAGE-HANDLING WAS CONFINED TO THE ICE BREAKER MINTO "MTO" RUNNING BETWEEN PICTOU, NOVA SCOTIA AND CHARLOTTETOWN, PRINCE EDWARD ISLAND.

DURING THE MONTH OF JUNE THE DECISION CAME FROM THE MINISTER OF TRANSPORT, OTTAWA WHICH SAID THAT ALL WIRELESS OPERATORS IN THE CANADIAN SERVICE MUST BE CANADIAN CITIZENS, DUE TO WAR BETWEEN ENGLAND AND GERMANY. I WAS OFFERED THE OPPORTUNITY FILE PAPERS FOR CANADIAN CITIZENSHIP OR RESIGN. I RESIGNED EFFECTIVE JULY 15, 1915 AND RETURNED TO SEA DUTY WITH AMERICAN MARCONI CO.

AFTER RIDING CARGO VESSELS LOADED WITH EXPLOSIVES INTO THE WAR ZONES AT \$100.00 PER MONTH, I WAS ASSIGNED TO THE STEAMER STEPHANO BY MR. EDWARDS OF 29 CLIFF STREET. MR. G. EMBERTON WAS ASSIGNED AS SECOND OPERATOR. THE FOLLOWING IS TAKEN FROM THE "WIRELESS AGE", GEORGE CLARK, EDITOR AT NEW YORK CITY.

"ROLLING OFF CAPE RACE, NEWFOUNDLAND ON JULY 22, 1916 IN A WILD GALE FORCE WITH THE WORSE FOG OF THE SEASON, TREMENDOUS SEAS COULD BE HEARD CRASHING OVER THE CLIFFS AT CAPE RACE WHEN THE FOG HORN WAS SILENT. THE RED CROSS LINE STEAMER STEPHANO 'MDY' HEADED FOR ST. JOHN'S 'NFLD' WITH 200 PASSENGERS AND CARGO, MOST OF THE PASSENGERS WERE BELOW DECK SEASICK. SUCH WAS THE CASE WHEN THE RELIEF SHIP MATATUA FLASHED HER "SOS" THRU THE ABNORMAL STATIC. MARCONI OPERATOR CHARLEY ELLSWORTH COPIED THE WAVERING CALL: 'STEAMER MATATUA BEACHED SEVEN MILES SOUTH OF ST. MARY'S LIGHT IN ST. MARY'S BAY 'NFLD'.

"IT WAS 8 P.M. WHEN 'ELLSWORTH' BROUGHT THE MESSAGE TO CAPTAIN CLIFFORD SMITH OF THE

THE CHARLEY ELLSWORTH STORY CONTINUED

STEPHANO. CAPTAIN SMITH IMMEDIATELY TURNED THE STEPHANO AROUND AND BEGAN FEELING HIS WAY INTO ST. MARY'S BAY, WEST OF CAPE RACE. THE MOAN OF THE CAPE RACE FOG HORN COULD BE EASILY HEARD WITH THE CALL OF THE 'SOS' FROM THE MATATUA COMING THRU, THE SOUND WOULD GIVE ONE A CREEPY FEELING."

THE STEPHANO HOVE-TO IN ST. MARY'S BAY ALL NIGHT. WHEN DAYLIGHT BROKE THERE WAS THE SS MATATUA BEACHED RIGHT NEAR THE STEPHANO. THE MATATUA HAD SHOT A LINE OVER THE HIGH CLIFFS AND REMOVED MOST OF THE CREW. THE MATATUA WAS CARRYING CARGO OF HIGH EXPLOSIVES. CAPTAIN SMITH DECIDED

THERE WAS NOTHING TO DO SO WE PROCEEDED ON OUR WAY TO ST. JOHN'S.

WHILE COMING OUT OF ST. MARY'S BAY IN A DENSE FOG, THE CANADIAN PATROL BOAT CANADA HAD BECOME LOST AND REQUESTED BY WIRELESS OUR NAVIGATIONAL AID. THEY WERE ALSO RESPONDING TO THE MATATUA "SOS". MOST OF THE PASSENGERS ON BOARD THE STEPHANO WERE WORLD FAMOUS, INCLUDING CARTOONIST BUD FISHER AND OTHERS ON A NEW YORK CRUISE TO ST. JOHN'S, NEWFOUNDLAND. WE REMAINED ON THE STEPHANO FOR THE SUMMER THEN JOINED THE UNITED STATES NAVY AS CHIEF RADIO MAN AT "NBO" BAR HARBOR, MAINE.

NOTES OF AN EARLY BROADCASTER

ROBERT M. MORRIS — W2LV

IN THE EARLY DAYS OF RADIO BROADCASTING IT WAS CONSIDERED THAT THESE NEW STATIONS WITH THEIR MUSIC MIGHT INTERFERE WITH RECEPTION OF SIGNALS FROM SHIPS IN DISTRESS AND HENCE IT WAS REQUIRED THAT A CONTINUOUS WATCH BE MAINTAINED DURING BROADCASTING ON 600 METERS FOR SIGNALS INDICATING AN SOS. NUMEROUS SITS OF TELEGRAPH CODE HUMOR HAVE BEEN INTERCEPTED DURING SUCH WATCHES. THIS WAS HEARD BY AN OPERATOR AT WFAF LATE ONE EVENING.

IN NEW YORK HARBOR IN ORDER TO EXPEDITE THE HANDLING OF INCOMING MAIL FROM SHIPS STOPPING AT QUARANTINE, THE MAIL WAS TAKEN OFF BY A SMALL SHIP OPERATED BY THE NAVY WITH THE CALL LETTERS NURL. CONTACT WOULD BE ESTABLISHED ON 600 METERS BETWEEN NURL AND THE

INCOMING SHIP TO DETERMINE TIME OF ARRIVAL AND THE AMOUNT OF MAIL BEING CARRIED. ON THIS PARTICULAR NIGHT AT A LITTLE AFTER 11:30 P.M. NURL CALLED AN INCOMING SHIP IT WAS SCHEDULED TO MEET. THE SHIP REPLIED SAYING IT WAS 35 MILES EAST OF AMBROSE WITH 65 BAGS OF MAIL AND DUE TO ARRIVE AMBROSE AT MIDNIGHT. THERE WAS A SLIGHT PAUSE, THEN FROM NURL, "U SA' 35 MILES EAST AMBROSE, EH?" THE ANSWER WAS AFFIRMATIVE. AGAIN FROM NURL, "ES U SA' DUE ARRIVE AMBROSE MID-NIGHT, EH?" AGAIN AFFIRMATIVE. THIS TIME THERE WAS A LONGER PAUSE, THEN FROM NURL, "SPEED"! THERE FOLLOWED A CHORUS OF HI'S IN THE 600 METER ETHER.

A NEW GROUP IS BORN!

AMATEUR RADIO, AS WE KNOW, HAS FOR MANY YEARS BEEN REPRESENTED BY BUT ONE FRATERNAL ORGANIZATION, "OF, BY AND FOR" THE AMATEUR. TRUE, FROM TIME TO TIME FEEBLE EFFORTS HAVE BEEN INITIATED BY VARIOUS AMATEUR GROUPS TO PROMOTE A MORE DEMOCRATIC REPRESENTATION OF THE AMATEUR AS A WHOLE BY ORGANIZATION OF A SOMEWHAT SIMILAR ACTIVITY PRESUMABLY ON THE BASIS OF A FRIENDLY COMPETITION WHEREBY THE AMATEUR COULD CHOOSE WHICHEVER OF THESE TWO ORGANIZATIONS SEEMED TO OFFER HIM THE BEST 'PLATFORM' AND POLICIES. LIKE OUR POLITICAL PARTIES; THE TWO MAJOR OF COURSE, BEING THE DEMOCRATS AND REPUBLICANS, OFFERING THE VOTER A CHOICE.

UNFORTUNATELY, SEVERAL OF THESE 'ORPHAN' EFFORTS DEFINITELY WERE OUT TO UNDERMINE THE ORIGINAL HAM RADIO ORGANIZATION. THAT THEY WERE UNSUCCESSFUL IS FORTUNATE; THEIR'S WAS A SELFISH AND VICIOUS APPROACH. THE FEW WHO WERE REALLY SINCERE IN THEIR EFFORTS, DID NOT LAST LONG EITHER. THEY WERE APPARENTLY WOEFULLY UNDER-FINANCED, GAINED LITTLE SUPPORT IN THE NECESSARILY MEAGER ATTEMPT TO SOLICIT MEMBERSHIP, AND SOON FADED AWAY.

TODAY, WE HAVE A DIFFERENT SITUATION. MANY HAMS HAVE TURNED AWAY FROM THEIR INITIAL ORGANIZATION TO WHICH THOUSANDS HAVE BELONGED FOR MANY YEARS. DISSATISFACTION WITH POLICIES, REPRESENTATION OF THE HAM AND A

A NEW GROUP IS BORN! CONTINUED

LONG LIST OF MORE MINOR BUT NEVERTHELESS SIGNIFICANT MATTERS DIRECTLY AFFECTING AMATEUR RADIO, SEEMS TO EXPLAIN THE MAJORITY OF 'DROPOUTS'.

WARRANTED OR NOT, IT BECAME INCREASINGLY EVIDENT THAT THIS CLASS OF HAM, AND REMEMBER, THERE ARE MANY, WERE IN A MOOD TO WELCOME A BONA-FIDE, SINCERE ORGANIZATION WHOSE POLICIES AND VIEWPOINTS WOULD BE MORE IN HARMONY AND OF BROADER SCOPE IN FURTHERING THE INTERESTS OF AMATEUR RADIO AS A WHOLE. SUCH AN ORGANIZATION IS IN THE MAKING; THE INSTITUTE OF AMATEUR RADIO WAS ORGANIZED IN JANUARY OF 1963 WITH A HIGH STANDARD OF AIMS AND PURPOSES. IT WAS CONCEIVED BY WAYNE GREEN, W2NSD/1, EDITOR OF "73" MAGAZINE, AND HIS ASSOCIATES. WAYNE HAS CONSENTED TO SERVE AS SECRETARY AND A BOARD OF DIRECTORS HAS BEEN APPOINTED WHO HAVE CHOSEN THE INITIAL PRESIDENT. OFFICERS WILL, NO DOUBT BE ELECTED BY

THE MEMBERSHIP FOR FUTURE TERMS. CURRENTLY THE MEMBERSHIP HAS REACHED MANY HUNDREDS OF REPRESENTATIVE UNITED STATES HAMS AND IS RAPIDLY GROWING.

I HAVE PERSONALLY SPENT SEVERAL MONTHS IN STUDYING THE AIMS AND PURPOSES OF THIS GROUP AND I HAVE FOUND NOTHING OF WHICH TO BE CRITICAL. ANY NEW ORGANIZATION NATURALLY INTRODUCES NEW BLOOD AND, IN THE MAIN, ENTHUSIASTIC SUPPORT. ONLY THROUGH SUCH SUPPORT BY A STRONG MEMBERSHIP, IMPRESSIVE IN NUMBERS, CAN THE PRIMARY AIMS AND PURPOSES OF SUCH A GROUP BE REALIZED AND THEIR POLICIES PURSUED.

FRANKLY, THE IOAR IS WELL WORTH LOOKING INTO; I SUGGEST THAT YOU ADDRESS THE SECRETARY, WAYNE GREEN, W2NSD/1, CARE "73" MAGAZINE, PETERBOROUGH, NEW HAMPSHIRE (A POSTCARD WILL DO) AND REQUEST INFORMATION ON THE INSTITUTE OF AMATEUR RADIO. "73"

—"YB", W7OE

AUGUSTO OSORIO, LU2AO, OUR SOUTH AMERICAN REPRESENTATIVE HAS SENT US TWO ELECTRONIC JOURNALS WHICH TOOK NOTE OF THE PASSING OF OUR PRESIDENT EMERITUS, E. E. CLINE, SR., W4PPZ. THE TWO JOURNALS ARE "ELECTRONICA" AND CHASSIS". THE ACCOUNT IS AS FOLLOWS:

OLD OLD TIMERS CLUB

RECIENTEMENTE HA FALLECIDO EARL CLINE, W4PPZ, EX-PRESIDENTE DEL OLD OLD TIMERS CLUB, QUE FUERA UNO DE SUS FUNDADORES Y DE GRAN ACTIVIDAD DENTRO DE ESTA ENTIDAD.

HABIA NACIDO EL 4 DE JULIO DE 1893 Y REALIZADO SU PRIMER CONTACTO BILATERAL RADIO-ELÉCTRICO EN 1908. ACTUÓ DE PROFESOR EN LA UNIVERSIDAD DEL ESTADO DE MICHIGAN Y OCUPÓ IMPORTANTES CARGOS EN EMPRESAS INDUSTRIALES, COMO LA EARNEST HOLMES CO. FUE SEECRETARIO-TRESORERO DEL OOTC DE 1954 A 1959 Y PRESIDENTE DEL MISMO, DE 1959 A 1963. ADEMÁS ERA EDITOR DEL "SPARK-GAP TIMES", REVISTA BIMENSUAL DE LA INSTITUCION.

LA DESAPARICIÓN DEL TITULAR DE W4PPZ HA SIDO MUY LAMENTADA EN EL AMBIENTE RADIO AMATEUR, NO SOLAMENTE DE LOS EE.UU., SINO TAMBIÉN EN LATINO AMÉRICA, DONDE CONTABA CON NUMEROSOS AMIGOS QUE APRECIABAN LA BONDAD DE SU CARÁCTER Y LA CORDIALIDAD DE SU TRATO.

A FIN DEL AÑO 1963 HABIA TERMINADO SU MANDATO EN EL CARGO DE PRESIDENTE DEL OOTC, QUE AHORA OCUPA C. BERTRAM OSBORNE, W4MF.

THANK YOU AUGUSTO FOR FORWARDING THESE JOURNALS TO US.

THE NOSTALGIC CORNER

SHIPS THAT PASS IN THE NIGHT

GEORGE E. STERLING — W1AE/W3DF

THE PASSING OF OUR ESTEEMED FRIEND AND MEMBER OF OUR CLUB, TOM STEVENS, BROUGHT TO MIND A COUPLE OF INCIDENTS THAT ALWAYS BROUGHT OUT THAT GREAT BIG FRIENDLY GRIN OF TOM'S WHENEVER WE GOT TOGETHER.

IN ONE OF MY EARLY STORIES PUBLISHED IN "BLABBER MOUTH", I MENTIONED HOW I WENT ASHORE AS A RADIO INSPECTOR FOR RCA AT THE PORT OF BALTIMORE IN 1922. MR. WESLEY KELLAND WAS THE LOCAL MANAGER AND TOM THE GENERAL MANAGER OR SUPERINTENDENT OF THE MARINE DIVISION OF RCA, LATER RADIOMARINE, WITH OFFICES IN NEW YORK.

RCA HAD JUST BROUGHT OUT A SMALL MARINE AUXILIARY VACUUM TUBE TRANSMITTER. AS I RECALL IT, THE CIRCUIT WAS A SELF-EXCITED OSCILLATOR AND CONTAINED IN AN IRON CASE WITH A REMOVABLE COVER. ONE TUNED THE RIG WITH THE COVER OFF BUT WHEN THE COVER WAS PLACED ON AGAIN, THE FREQUENCY CHANGED. TUNING THE RIG WAS A TEDIOUS CUT AND TRY DEAL AS ONE STRUGGLED TO OFFSET THE EFFECTS OF TUNING WHEN THE COVER WAS IN PLACE. SOMETIMES, YOU WERE LUCKY AND SOMETIMES YOU WERE NOT.

AN OPERATOR ON ONE OF THE SHIPS CAME INTO

THE BALTIMORE OFFICE AND COMPLAINED TO MR. KELLAND THAT HE HAD DIFFICULTY RAISING THE NET CONTROL STATION OF THE NAVY DIRECTION-FINDING STATIONS ALONG THE COAST. THOSE WERE THE DAYS AS OUR OLD MARINE OPERATORS WILL RECALL, THE NAVY DEPARTMENT OPERATED A GROUP OF DIRECTION FINDERS AT THE ENTRANCE OF BAYS AND HARBORS SUCH AS THE ENTRANCE TO THE VIRGINIA CAPES. IF THE SKIPPER WANTED A CHECK OF HIS POSITION, "SPARKS" CALL THE NET CONTROL STATION ON 800 METERS (375 KC) AND WHEN DIRECTED, SENT THE LETTERS "MO" FOR TWO OF THREE MINUTES WITH INTERMITTENT TRANSMISSION OF HIS CALL LETTERS. THE NET CONTROL STATION WOULD THEN FURNISH THE SHIP WITH AN EVALUATED "FIX" OR APPROXIMATE POSITION.

APPARENTLY, I DID NOT DO A GOOD JOB ON THIS SHIP, FOR A FEW DAYS LATER AFTER THE SHIP ARRIVED IN NEW YORK, A NOTE CAME DOWN TO THE BALTIMORE OFFICE FROM TOM STEVENS, VOICING A FURTHER COMPLAINT FROM THE OPERATOR. TOM HAD ADDED A FINAL NOTE TO KELLAND STATING, "YOU BETTER TEACH THAT FELLOW STERLING HOW TO TUNE A SHIP'S TRANSMITTER."

I SURE WAS CAREFUL AFTER THAT.

INAUGURATION OF WMH, BALTIMORE

GEORGE E. STERLING — W1AE/W3DF

WHILE WORKING FOR RCA AT BALTIMORE, THE COMPANY INSTALLED AND LEASED TO THE CITY THE EQUIPMENT FOR A COASTAL STATION. IT WAS LICENSED WITH THE CALL LETTERS WMH AND LOCATED AT THE END OF THE MUNICIPAL PIER AT THE FOOT OF BROADWAY.

TOM STEVENS CAME DOWN FROM NEW YORK AND KELLAND AND I WENT WITH HIM TO PARTICIPATE WITH MAYOR JACKSON AND OTHER CITY OFFICIALS IN THE GALA OPENING OF THE STATION.

TOM ASSISTED THE MAYOR IN WRITING OUT THE FIRST MESSAGE ADDRESSED TO THE MASTER OF THE MERCHANT AND MINERS PASSENGER SHIP, JUNIATA, WHICH WAS ABOUT TO DEPART FROM ITS PIER AT THE FOOT OF GAY STREET. THE OPERATOR AT WMH SENT THE MESSAGE AND SHORTLY AFTER THE OPERATOR ON THE JUNIATA CALLED WITH A CONGRATULATORY MESSAGE FROM THE MASTER TO THE MAYOR.

IT WAS READ ALOUD. TOM THEN TURNED TO THE MAYOR AND WITH A GREAT BIG TEXAS GRIN

REMARKED, "MR. MAYOR, CONGRATULATIONS, YOU HAVE SENT A MESSAGE AND RECEIVED A MESSAGE." EVERYONE SHOOK HANDS ALL AROUND AND AS TOM, KELLAND AND I CAME OUT OF THE RADIO SHACK ON THE PIER, THE JUNIATA ALL LIT UP, COULD BE SEEN ONLY A FEW YARDS ABEAM OF THE PIER. BOTH MESSAGES COULD HAVE BEEN HANDLED BY A MEGAPHONE. WE ALL LOOKED AT EACH OTHER AND LAUGHED AND THEN PROCEEDED TO THE EMERSON HOTEL TO BEND AN ELBOW.

MANY YEARS LATER, WHEN I WAS RECRUITING MEN FOR RID, I EMPLOYED TOM AS A MONITORING OFFICER AND PLACED HIM IN CHARGE OF THE CRITICAL LOS ANGELES AREA. WHENEVER MY TRAVELS TOOK ME THERE, TOM AND I WOULD CHAT ABOUT OUR OLD FRIENDS AND EVENTS. I WOULD NEVER LET HIM FORGET THE TWO INCIDENTS RE-CITED HEREIN. I CAN STILL SEE HIM SMILING. GOD REST HIS SOUL.

MY GOOD LUCK

ED DUGGAN — W21Y

IT HAS COME TO MY ATTENTION THAT THERE IS A LARGE NUMBER OF WIRELESS PIONEERS, WHO THROUGH NO FAULT OF THEIR OWN, MAY NEVER HAVE HAD THE PLEASURE OF KNOWING IRVING VERMILYA, WIZE. I HAPPEN TO HAVE BEEN FORTUNATE ENOUGH TO HAVE HAD A CLOSE ASSOCIATION WITH HIM BACK AROUND 1914 WHEN HE WAS CHIEF OPERATOR ON THE SS NORD LAND KJD, AND I WAS THE ASSISTANT OPERATOR.

HE WAS A SPLENDID TEACHER AND TRAINER FOR ASPIRING YOUNG OPERATORS, BUT HE ALWAYS WAS A REAL PAL AND FRIEND AFLOAT OR ASHORE, FLUSH OR BROKE. EVEN IN THOSE DAYS HE WAS WORKING ON AN IDEA TO USE AN ARC TRANSMITTER FOR VOICE TRANSMISSION.

SOME OF THIS RESEARCH WAS BEING DONE BY USING THE AUXILIARY 10-INCH SPARK COIL TO PRODUCE THE VOLTAGE FOR THE ARC. THE COUCH IN THE RADIO SHACK WAS SOMETIMES HOOKED UP TO THIS SAME SPARK COIL AND MANY A LAD HAD HIS PANTS WELL HEATED WHEN IRVING TOUCHED THE SWITCH. IT WAS QUITE A GAME TO SEE WHO YOU COULD SURPRISE.

I REMEMBER ASKING WHY HE WANTED TO HAVE VOICE TRANSMISSION AND HIS ANSWER WAS THAT AS HIS WIFE COULD NOT READ CODE, (SHE WAS A REGISTERED NURSE), "WITH THIS GADGET I CAN TELL HER WHEN I WILL BE HOME, WHILE WE'RE COMING DOWN THE EAST RIVER." I LATER LEFT RADIO TO RETURN TO COOPER UNION SCHOOL OF ENGINEERING AND NEVER DID GET THE OPPORTUNITY TO MEET HIM PERSONALLY AGAIN BUT HE APPARENTLY HAD LEFT HIS GOOD EFFECTS ON ME.

IN APRIL 1917 I JOINED THE NAVY AS A 3D CLASS RADIO ELECTRICIAN AND WAS ASSIGNED TO COLUMBIA UNIVERSITY RADIO SCHOOL, BUT THEY SOON FOUND OUT THAT I HAD BEEN SEVERELY UNDER-RATED SO THEY SHIPPED ME TO BROOKLYN

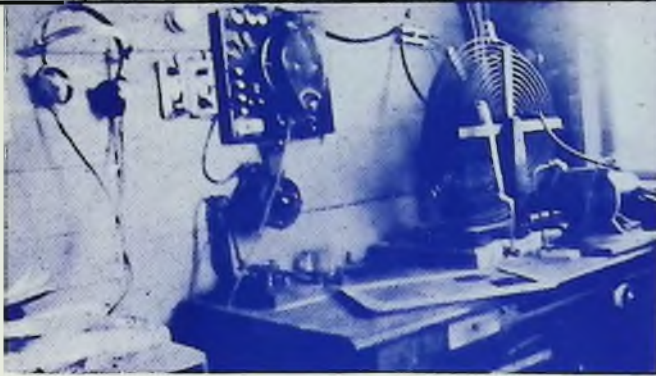
NAVY YARD SCHOOL TO TEACH THERE, BUT THEY COULD NOT DO ANYTHING TO UP THE 3D CLASS RATING. I WOULD JUST HAVE TO TAKE THE \$33.00 AND SAY NOTHING.

FROM THERE I WAS ASSIGNED TO RADIO SEALING, WHICH CONSISTED OF MEETING ALL INCOMING NON NAVY SHIPS AND SEALING UP THE WIRELESS APPARATUS AND THE WIRELESS SHACK. THIS PART OF THE JOB WAS DONE DOWN IN THE NARROWS, BEHIND THE SUBMARINE NET AND THE GANG WORKED FROM THE USS AMPHITRITE AND A TUG BOAT. LATER I WAS ASSIGNED TO THE N. Y. HERALD STATION "OHX" AND HAD PLENTY OF EXCITEMENT HANDLING THE SOS CALLS OF COMMERCIAL SHIPS WHO ALL USED THE 600 METER FREQUENCY AND THIS WAS THE FREQUENCY WE COVERED, AS THE NAVY YARD NAH COVERED 960 METERS AND NEVER LISTENED ON 300 OR 600 METERS.

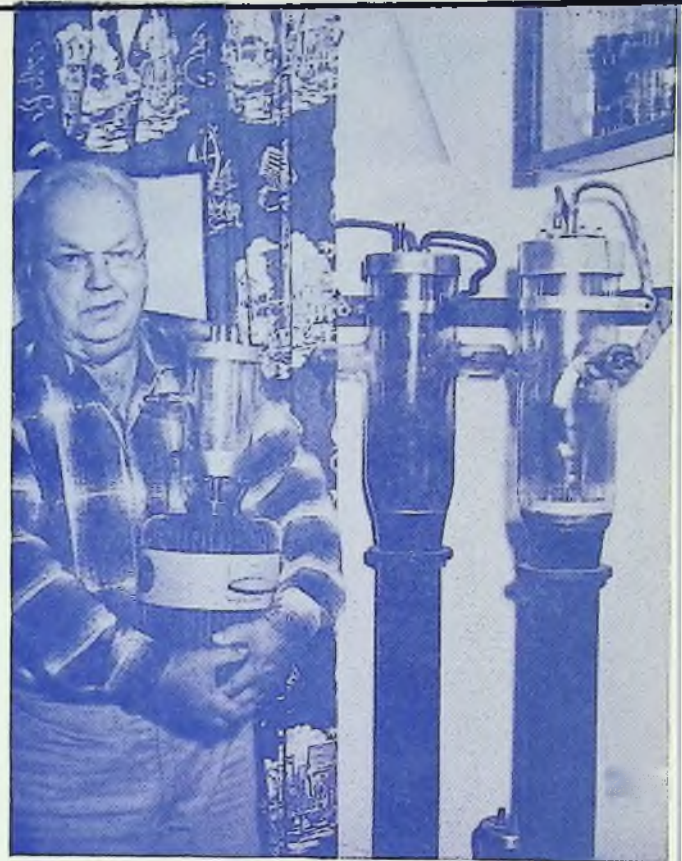
FROM "OHX" I WAS ASSIGNED TO SEAGATE NSE DOWN ON NORTON POINT AT THE END OF CONEY ISLAND AND THIS WAS CONSIDERED THE BEST ASSIGNMENT IN THE NAVY. HOWEVER SOMEONE UP AT NAVY COMMUNICATION HEADQUARTERS CAME UP WITH A NEW IDEA FOR REMOTE CONTROLLING OUR TRANSMITTER AT SEAGATE FROM THE WHITEHALL BUILDING AT BATTERY PARK, NEW YORK CITY, AND SENT US A LOAD OF BUDDING NEW OPERATORS TO BREAK IN ON HANDLING TRAFFIC.

I FINALLY MANAGED TO GET A TRANSFER TO THE USNRF ENGINEERING SCHOOL AT STEVENS INSTITUTE IN HOBOKEN AND AT THE END OF SIX MONTHS I WAS COMMISSIONED ENSIGN (E) AND ASSIGNED TO THE USS BUITENZORK. SHORTLY AFTER THAT THE WAR WAS OVER AND MY CAREER IN THE NAVY WAS ENDED.

ON THE FOLLOWING SIX PAGES 26 - 32 MEMORIAL SECTION DEDICATED TO IRVING VERMILYA, WIZE, OUR DEPARTED MEMBER AND FRIEND. IT WAS PREPARED BY GEORGE K. AND EUNICE THOMPSON (W1PS AND W1MPP) WITH AN ASSIST BY HAROLD W. CASTNER, EX1BI. THEY HAD THE SECTION LAID OUT RIGHT TO THE LAST PERIOD AND WE HAVE REPRODUCED IT JUST AS IT WAS LAID OUT. IT WAS A LABOR OF LOVE, WE ARE SURE, AND WAS THE RESULT OF MANY LABORIOUS DAYS OF PORING OVER IRVING'S SCRAPBOOK TO CONDENSE THE MATERIAL FOR PUBLICATION. IRVING'S BIRTHDAY IS JUNE 29TH. THE MEMBERS OF OOTC THANK YOU KEN AND EUNICE FOR ALL YOUR HARD WORK. GOD BLESS YOU AND KEEP YOU.



C. J. SEDLAK SR., K2HR
SPARK RIG OF 1914 VINTAGE.



PAUL WATSON, W3BO WITH HUGE TRANSMITTING
TUBES FROM HIS GREAT COLLECTION.



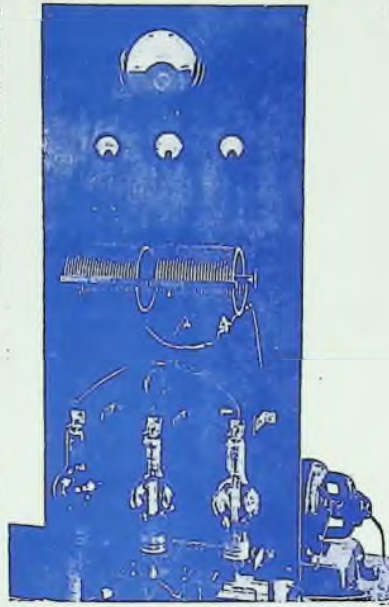
HISTORICAL COLLECTION OF
ANTIQUE GEAR OF HOWARD SEEFRED, W6EA

MEMORIAL SECTION — W1ZE

SYMBOL OF AN ERA IN RADIO



1 HAA ANTENNA
SEE OCT. 1920 QST



1 ZE TRANSATLANTIC TX
SEE FEB. 1923 QST



NEWFOUNDLAND 1901
MARCONI IN SOFT HAT



IRVING VERMILYA - LAST SUNSET DAYS 1964



W1ZE MOBILE
1935



REPORTING FOR
DUTY 1945

SILENT KEYS

THE SILENT KEY

I JUST RECEIVED THE WORD TODAY,
THAT MY OLD FRIEND HAD PASSED AWAY.
SO MANY UNDERSTOOD THAT HE
WAS WIDELY KNOWN AS 1 ZE.

HE OCCUPIED A PLACE UNIQUE
OF NUMBER ONE IF SO TO SPEAK.
THE INTEREST OF HIS LIFE BEGUN,
THAT FAR-OFF DAY IN NINETY ONE.

FROM THAT TIME ON HE CAME TO BE,
A VERY SPECIAL FRIEND TO ME.
WE SERVED TOGETHER IN A WAR,
AND KNEW WHAT WE WERE FIGHTING FOR.

HE ROSE TO GREATNESS ON HIS OWN,
AND SOON BECAME SO WIDELY KNOWN
THAT HE BECAME TO EVERYONE,
THE UNDISPUTED NUMBER 1.

HE WAS ABOUT THE FIRST TO START
AN INTEREST, IN THIS INFANT ART.
WE ALL REMEMBER THAT THEY GAVE
THE EARLY NAME OF "ETHER WAVE".

AS YEARS HAVE PASSED YOU MAY RECALL,
THE MOST RESPECTED OF THEM ALL.
FOR FAR AND WIDE IT SEEMED TO BE
THAT EVERYONE KNEW 1 ZE.

WHEN QSO, BEHIND THE TALK,
THE CONSTANT TICKING OF THE CLOCK
WOULD INDICATE, MOST ANYWHERE,
THAT 1 ZE WAS ON THE AIR.

FROM NINETEEN ONE TO SIXTY FOUR,
IS COUNTED SIXTY YEARS OR MORE.
SINCE NINETEEN TWELVE, YOU MAY RECALL,
THE MOST RESPECTED OF THEM ALL.

AND NOW IN NINETEEN SIXTY FOUR,
WE ALL WILL HEAR HIS VOICE NO MORE.
A SAD, DEPRESSING THOUGHT TO ME,
THAT HE IS NOW A "SILENT KEY".

ALTHOUGH HE'S GONE, IT SEEMS TO ME,
A CLEAR CQ FROM 1 ZE,
WILL ECHO CLEARLY IN OUR EARS
IN DAYS TO COME, FOR MANY YEARS.

TO US HE WAS A VALUED FRIEND.
AND THIS IS SURELY NOT THE END.
FOR WHILE WE LIVE HE'LL ALWAYS BE,
ALIVE AND REAL IN MEMORY.

WE ONLY KNOW A VALUED FRIEND,
HAS REACHED THE FINAL "JOURNEY'S END".
IN FUTURE YEARS THERE CANNOT BE
ANOTHER HAM, LIKE 1 ZE.

FAREWELL, DEAR FRIEND, MAY YOU REMAIN,
AT PEACE WITH GOD AND FREE FROM PAIN.
FROM THIS TIME ON YOU'LL ALWAYS BE,
THE BEST REMEMBERED "SILENT KEY".

THOUGH TIME GOES ON FROM YEAR TO YEAR,
AMONG US ALL WHO STILL ARE HERE,
ERE LONG WE FULLY UNDERSTAND,
WE'LL JOIN YOU IN THAT HAPPY LAND.

BUT IN THE MEANTIME WE'LL REJOICE,
ALTHOUGH WE MISS YOUR WELCOME VOICE.
YOU COULD NOT EVER, EVER BE
WHAT WE WOULD CALL, A "SILENT KEY".

FROM TIME TO TIME BOTH GREAT AND SMALL,
WILL HEAR THE CLOCK AND HEAR THE CALL.
YOU'LL ALWAYS BE RIGHT HERE TO STAY,
YOU SIMPLY CHANGED YOUR QRA.

A VOICE WILL SPEAK, BEYOND THE GRAVE,
FROM GRATEFUL FRIENDS FOR HELP YOU GAVE.
A R9 SIGNAL, LOUD AND CLEAR
WILL ANSWER, JUST AS THOUGH YOU'RE HERE.

AND SO, DEAR FRIEND, WE DO NOT GRIEVE,
WE KNOW YOU FELT IT TIME TO LEAVE.
SO, REST IN PEACE, WE KNOW YOU WILL;
FOR WE ALL FEEL YOU'RE WITH US STILL.

—HAROLD W. CASTNER
Ex 1 BI

IRVING, THE AMATEUR

IF THE PRIME ATTRIBUTES OF AN AMATEUR COULD BE EXPRESSED IN TWO WORDS THEY MIGHT BE: ENTHUSIASM, RELIABILITY. IN FEBRUARY 1917 THE EDITOR OF QST CITED IRVING FOR ENTHUSIASM. SOME FORTY YEARS LATER, ON THE DAY HE RETIRED, HIS EMPLOYER SAID THIS: "WITH HIS EXCEPTIONAL QUALIFICATIONS HE HAS COMBINED EXCEPTIONAL DEPENDABILITY. IN THE 21 YEARS HE HAS WORKED FOR ANTHONY & SONS, HE HAS NEVER FAILED TO OPEN THE STATION ON TIME. HE WALKED ACROSS THE ICE IN THE WINTER OF 1940-41 TO GET TO THE TRANSMITTER. HE HAS OPENED THE DOORS ON TIME WHEN THERE WAS NEITHER BOAT NOR BOATMAN TO GET HIM ACROSS TO THE ISLAND. WE COULD ALWAYS RELY ON MR. VERMILYA."

FROM THE BEGINNING TO THE END HE WAS ENTHUSIASTIC, RELIABLE. JUST THINK WHERE THE WORLD MIGHT BE TODAY IF THESE TWO TRAITS WERE DOMINANT IN EVERYBODY.

HIS SELF-REGENERATING ENTHUSIASM WAS FIRST FIRED WHEN HE MET MARCONI IN 1901 AT GOAT HILL, NEWFOUNDLAND AT THE TIME OF THE FIRST TRANS-ATLANTIC TEST SIGNALS. BY 1904 HE HAD MADE HIS FIRST RECEIVER, SOON FOLLOWED BY A TRANSMITTER USING THE CALL VN IN MOUNT VERNON, N.Y. HE WAS THE FIRST AMATEUR TO ATTAIN OFFICIAL STATUS WHEN ON DEC. 12, 1912 HE WAS AWARDED CTF. OF PROFICIENCY NO. 1 FOLLOWING EXAMINATION AT BROOKLYN NAVY YARD AND ASSIGNED THE CALL 2 OR.

SETTLING IN MATTAPOISETT, MASS. IN THE EARLY 20'S HE WAS ASSIGNED THE CALL 1HAA. A SKEPTICAL BOSTON REPORTER VISITING HIS STATION CHALLENGED HIM TO REQUEST THOSE WITHIN RANGE TO MAIL AN AUDIBILITY REPORT.

40 REPLIES CAME BACK FROM 8 STATES AS FAR AS OHIO PLUS 1 EACH FROM D.C. AND QUEBEC. ON DEC. 12, 1925 AT 11:35 P.M. IRVING CALLED BRITISH 2KW AND IN 37 MINUTES SENT 14 MSGS. TOTALING 365 WORDS WITH 750 WATTS AND RECEIVED 100% QSL BY CABLE NEXT DAY. A FEAT—EVEN IN 64.

IN 1923 IRVING BECAME N.E. DIVISION MGR. FOR ARRL AND ABOUT THIS TIME WAS ASSIGNED THE NOW FAMOUS WIZE. IN 1935 HE WAS RUNNING PRACTICE CODE SESSIONS 3 EVENINGS A WEEK FOR HAMS IN A LOCAL RADIUS.

IRVING, THE OPERATOR

YEARS BEFORE AMATEUR STANDARDS WERE ESTABLISHED IRVING WAS A COMMERCIAL OPERATOR. AT 16 HE SIGNED ON AT \$30 A MONTH WITH THE UNITED WIRELESS CO. AND FOR NINE YEARS WAS AFLOAT MOST OF THE TIME. HE MOVED UP RAPIDLY TO 50 WPM AND ACQUIRED THE NICKNAME OF "SPEEDO". MORE SIGNIFICANT HOWEVER WAS THE UNIFORM, DISTINCTIVE RHYTHM OF HIS FIST WHICH ASSURED EASY COPY ANYWHERE IN THE WORLD. HE WAS ONE OF THE EARLIEST USERS OF THE BUG.

WITH THE ADVENT OF CODE TRANSITION HE DID NOT ABANDON MORSE BUT USED IT IN MANY OF HIS OOT CW CONTACTS UP THROUGH RETIREMENT YEARS.

HIS TOURS TOOK HIM TO CENTRAL AND SOUTH AMERICA, TO THE AZORES, SEVERAL BRITISH PORTS AND GREECE. IN COASTAL SERVICE HE WAS ON THE SS NORTHLAND AND NORTHSTAR. HIS MOST GLAMOROUS ASSIGNMENT WAS ON THE YACHT OF A BROOKLYN MILLIONNAIRE, ROBERT GRAVES. THIS TOOK HIM TO THE WEST COAST AND PANAMA. WHEN DOCKED IN NEW YORK IRVING HAD LUSH PAID VACATIONS IN THE CATSKILLS. HIS LATER LAND HITCHES WERE AT WSK SAGAPONACH, L.I. AND WSE, SEA GATE.

IRVING, THE TECHNICIAN

FROM BOYHOOD HE DEVELOPED THE KNACK FOR MAKING THINGS WORK. NO FORMAL TECHNICAL EDUCATION HIS, ENTHUSIASM IMPELLED HIM TO DIG OUT THE FACTS. FEW OF HIS CONTEMPORARIES WERE BETTER VERSED IN THEORY THAN HE. BEGINNING WITH A SIMPLE TELEGRAPH LINE WHICH WAS GRADUALLY EXTENDED TO FIVE MILES WITH A SCORE OF STATIONS, HE HAD TO BATTLE OHM'S LAW WHILE STILL IN PRIMARY SCHOOL. AT ONE TIME IT TOOK 83 GRAVITY CELLS TO POWER THE SYSTEM. HIS FIRST PRACTICAL EXPERIENCE WITH A VOLTAGE DIVIDER CAME WHEN HE BYPASSED THE TROLLEY WIRE THROUGH A SERIES BANK OF LIGHT BULBS AND TAPPED OFF BULB NO. 1 TO GET SUFFICIENT "SAFE" VOLTAGE TO OPERATE THE SOUNDERS.

THAT IRVING KNEW HIS WAY AROUND WAS PROVED IN 1910 WHEN NAMED NOT MERELY OPERATOR BUT MANAGER OF THE 150 KW RCA OVERSEAS STATION WCC AT WELLFLEET, MASS. KNOWN AMONG EASTERN OOT'S AS THE OLD ROCK CRUSHER.

IN 1914 WHILE DOING A HITCH ON THE SS NORTHLAND HE DEVELOPED HIS OWN VERSION OF 600 METER PHONE AND AS-FOUNDED SHIP AND SHORE OPERATORS ALL THE WAY FROM EASTPORT, MAINE TO PHILADELPHIA.

1918 SAW HIM SHIFT ENGINEER AT THE MAMMOTH LONG RANGE RCA STATION AT MARION, MASS. ANT. CURRENT 400 AMP.

IN THE MIDDLE 30'S HE WAS OPERATING THE EXPERIMENTAL STATION WIXAL WHICH WAS PROBING THE POSSIBILITIES OF THE 30-50 MCS BAND FOR FUTURE TV CHANNEL ALLOCATIONS.

IN THIS PERIOD HE ORGANIZED A BROADCAST LISTENERS' CLUB WITH 450 MEMBERS WHO SUBSCRIBED TO A

MAINTENANCE SERVICE OPERATED BY IRVING AND THREE HELPERS.

THE SCHEMATICS OF WIZE WERE CARRIED MOSTLY IN IRVING'S HEAD AND AT TIMES ITS COMPONENTS WERE SCATTERED OVER TWO OR THREE FLOORS. NOTHING STAYED PUT, AS THE STATION EITHER PROGRESSED WITH THE STATE OF OF THE ART OR WAS A COUPLE OF YEARS AHEAD OF IT.

IRVING, THE MOBILEER

A REPORTER WROTE IN 1935 THAT IRVING'S MOBILE LOOKED LIKE THE CONTROL ROOM OF THE LOCAL BROADCAST STATION. HE SAID IT CONTAINED 4 RADIOS, A POLICE TRANSMITTER AND A 5 METER TRANSMITTER AND RECEIVER. (HE OVERLOOKED THE 200 POUNDS OF STORAGE BATTERY IN THE TRUNK.)

AT THIS TIME IRVING PREDICTED THE COMMON USE OF RADIO TELEPHONES IN AUTOMOBILES. NEWSPAPERS RAN HEADLINES ON THIS STATEMENT.

IRVING TRAVELED WITH A TELEPHONE DIRECTORY. HE WOULD LOOK UP A NUMBER, CALL HIS OWN STATION IN MATTAPOISETT, USUALLY ON 5 METERS. RELAYS WOULD CLICK, A PREHISTORIC PHONE PATCH WOULD CUT IN AND THE SWEET VOICE OF CENTRAL WOULD ASK "NUMBER, PLEASE." THE REST WAS ROUTINE. IRVING LIKED TO DO THIS WHEN PARKED JUST OUTSIDE THE HOUSE HE WAS CALLING. A LIFTING OF COMMERCIAL EYEBROWS QUENCHED THE GROWTH OF THIS SPORT.

BEFORE 1952, U.S. MOBILES CROSSING INTO CANADA HAD THEIR TRANSMITTERS DISABLED AND SEALED AT THE BORDER. IRVING WAS ON HAND WHEN THIS INDIGNITY WAS OUTLAWED AND RECEIVED THE FIRST FOREIGN MOBILE PERMIT ISSUED BY THE CANADIAN GOVERNMENT. IRVING LIKED THE TOP HAT ANTENNA.

IRVING, THE BROADCASTER

IN 1921 THE FIRST LOCAL BROADCASTING BEGAN IN THE NEW BEDFORD, MASS. AREA THROUGH WDAU, IRVING'S 50 WATT. IT WAS THE 3RD STATION ESTABLISHED IN NEW ENGLAND AND THE 11TH IN THE U.S. AND WAS HOUSED ON THE PREMISES OF A MILL SUPPLY FIRM WHICH BENEFITTED INDIRECTLY FROM THE BROADCASTS. NEITHER PARTY TO THE TRANSACTION BECAME RICH AND FINALLY THE LANDLORD WANTED THE SPACE FOR MORE LUCRATIVE USES.

RATHER THAN ABANDON BROADCASTING IRVING RELOCATED THE STATION IN HIS MATTAPOISETT HOME IN 1923. THE PARLOR SERVED AS THE STUDIO AND THE EQUIPMENT WAS SCATTERED THRU THE HOUSE. ITS CALL WAS WBBG.

THE LITTLE STATION DEVELOPED ENOUGH OF A FOLLOWING SO THAT BY 1925 IRVING WAS ABLE TO RELOCATE IT IN THE NEW BEDFORD HOTEL, WITH CALL LETTERS WNBH. POWER ALLOWED WAS 250 WATTS IN DAYLIGHT AND 100 WATTS NIGHT. STORAGE BATTERIES SUPPLIED THE 2000 VOLTS HT IN THE NEW LOCATION. PAYING SPONSORS WERE ACQUIRED, THE FIRST BEING A CHURCH WHICH CONTINUES BROADCASTING ITS SERVICES TODAY.

IN 1929 THE TRANSMITTER WAS RELOCATED IN FAIRHAVEN, ACROSS THE INLET FROM THE CITY, WHERE A TALL SMOKE STACK SUPPORTED THE ANTENNA.

AFTER 8 YEARS OF ONE-MAN OPERATION IRVING SOLD THE STATION TO A LOCAL PUBLISHER ON A CONTRACT WHICH RETAINED IRVING AS MANAGER.

IN 1936 WIXEQ, A TRANSMITTER ON 31.6 MCS. WAS PUT ON THE AIR SIMULTANEOUSLY WITH WNBH. IN 1939 THE FREQUENCY WAS CHANGED TO 42.3 MCS. THIS STATION WAS HEARD IN ARIZONA.

A NEW TRANSMITTER BUILDING WAS ERECTED IN 1940 ON CROW ISLAND, MID-WAY BETWEEN THE TWO FORMER SITES AND SHADED BY A 375' TOWER. NIGHT POWER WAS INCREASED TO 250 WATTS AND AN FM TRANSMITTER WAS AUTHORIZED UNDER THE CALL WFMR.

WITH THE CONTINUED COMMERCIAL GROWTH, THE STAFF INCREASED AND NOW WITH TWO STATIONS TO MAINTAIN IRVING WAS DESIGNATED TRANSMITTING ENGINEER WHICH CONFINED HIS FUTURE ACTIVITIES TO CROW ISLAND.

THE 1944 HURRICANE TOOK THE TOWER, WITH IRVING UNDER IT, BUT WITH AN IMPROVISED ANTENNA HE HAD BROADCASTING BACK ON SCHEDULE IN 2 HRS.

THE TRANSMITTER STATION OPENED DAILY AT 5 A.M. OVER 19 YEARS NO CITATION FOR IRREGULARITIES HAD COME FROM THE FCC.

IRVING, THE MILITARY MAN

ENLISTING IN 1917, THE NAVY MADE HIM CHIEF ELECTRICIAN, RADIO. HE WAS SOON UPPED TO WARRANT OFFICER, RADIO GUNNER AND ASSIGNED SUCCESSIVELY TO STATIONS AT BELMAR AND NEW BRUNSWICK, NEW JERSEY.

HE ALSO SERVED A TOUR OF DUTY ON THE U.S. DESTROYER DELPHIE IN THE NORTH SEA, BRITISH ISLES.

IN 1943 HE SERVED A TOUR OF DUTY WITH THE CAP COASTAL PATROL IN ANTI-SUBMARINE ACTIVITY WITH THE RANK OF TECHNICAL SERGEANT.

AFTER RETIREMENT HE REGULARLY PARTICIPATED IN THE ARMED FORCES DAY ANNUAL RADIO ROUND UP TO EARN QSL CARDS FROM WAR, NSS AND AIR.

HE WAS A LOCAL LEGION MEMBER.

IRVING, THE PUBLIC SERVANT

ENTIRELY ON HIS OWN INITIATIVE AT THE DEPTH OF THE 1933 DEPRESSION HE ESTABLISHED RADIO SERVICE FOR THE NEW BEDFORD AREA POLICE. CITY FUNDS AT LOWEST EBB, HE PERSONALLY UNDERWROTE THE PURCHASE OF TRANSMITTING EQUIPMENT FOR \$3500. HE MAINTAINED IT AT A CHARGE OF \$11.25 A WEEK. HOW, IF EVER, HE RECOVERED HIS COST IS NOT CLEAR, BUT HE DID ESTABLISH STATION WPFN WITH 100 WATTS ON 1712 KCS.

HE SUPERVISED THE INITIAL INSTALLATION OF RECEIVERS IN SIX NEW BEDFORD CRUISERS AND IN THREE FAIR HAVEN CRUISERS. HE GUARANTEED 30 SECOND SERVICE, SEVEN DAYS A WEEK WITH A TEST CALL EVERY HALF HOUR AND OPERATED WPFN ON THAT BASIS FOR SIX YEARS ENDING 1939.

THIS ACTIVITY STARTED AT A TIME WHEN FEW POLICE DEPARTMENTS ANYWHERE WERE UTILIZING RADIO AND AT A FRACTION OF THE PRICE QUOTED BY ESTABLISHED MANUFACTURERS. IN 1940 HE INSTALLED THE FIRST TWO-WAY RADIOS IN TWO POLICE CARS. IRVING HIMSELF BECAME A SWORN-IN MEMBER OF THE POLICE FORCE AND AS A RESULT OF THE SUPERIOR PERFORMANCE OF HIS INSTALLATIONS WAS WIDELY KNOWN AMONG POLICE CHIEFS.

IRVING, THE SPOKESMAN

FEW AMATEURS HAVE DONE MORE, IN THEIR RESPECTIVE SPHERES, TO PROMOTE THE PUBLIC UNDERSTANDING OF RADIO. HIS DISCOURSES WERE NOT NARROWLY LIMITED TO AMATEUR ACTIVITIES. HE HAD THE ABILITY TO TALK THE ENTIRE SUBJECT IN TERMS THE LAYMAN COULD ASSIMILATE. IN COUNTLESS NEWS ITEMS WHERE VERMILYA WAS QUOTED TWO THINGS STAND OUT: CLARITY AND ACCURACY.

HE HAD THE PATIENCE, TOOK THE TIME TO SEE THAT REPORTERS AND WRITERS PRESENTED THEIR STORIES IN CORRECT TERMS AND WITH HOMELY ILLUSTRATIONS THAT WOULD MAKE THE TECHNICAL ASPECT CLEAR. HE WAS NOT MERELY VOCAL; HE WAS ARTICULATE.

IN HIS EARLY CAREER HE WAS A FREQUENT CONTRIBUTOR TO QST. HIS TALKS BEFORE CONVENTIONS, SOCIETIES AND CLUBS WERE ALMOST COUNTLESS. THOSE WHO HAVE HEARD THESE TALKS (NEVER SPEECHES) REMEMBER HIM AS A CALM, OUTGOING FRIENDLY MAN WITH UNFAILING, GENTLE HUMOR. IN ANY GROUP HE QUICKLY FITTED IN, JUST LIKE THE PROVERBIAL OLD GLOVE.

WHENEVER THE AMATEUR WAS UNDER ATTACK IRVING ALWAYS SEEMED FIRST TO SPRING INTO THE BREECH TO DEFEND THE AMATEUR, WHEN DEFENSE WAS DESERVED. IN ANY EVENT HE WOULD EXPLAIN ALL ANGLES OF THE INCIDENT.

THUMBING QUICKLY THROUGH A FILE OF CLIPPINGS THE NAME "VERMILYA" APPEARS SO OFTEN THAT THE TERM "PUBLICITY HOUND" SEEMS TO APPLY. BUT DILIGENT READING REVEALS NOT ONE STATEMENT WHERE VERMILYA IS PLUGGING HIMSELF FOR PERSONAL GAIN OR PRESTIGE. HE IS ALWAYS TAKING PAINS TO EXPLAIN SOMETHING. FEW PEOPLE IN THEIR AMBITION TO "GET SOMEWHERE" WOULD TAKE SUCH PAINS.

FROM EARLIEST CHILDHOOD IRVING SEEMED TO HAVE VOLTS IN HIS HEAD, AMPERES IN HIS VEINS AND WATTS IN HIS BONES—ALL THE MAKINGS OF AN ELECTRONIC AUTOMATON. YET ALL THOSE WHO HAVE HEARD THOSE MEASURED, SONOROUS TONES, TO THE BACKGROUND OF A TICKING CLOCK—"THIS IS WIZE, ON CAPE COD"—KNOW THAT THE VOICE WAS COMING FROM A HEART, EVEN AS FROM YOURS AND MINE.

QRN, HETERADYNES, ORM

216

QST

August, 1916



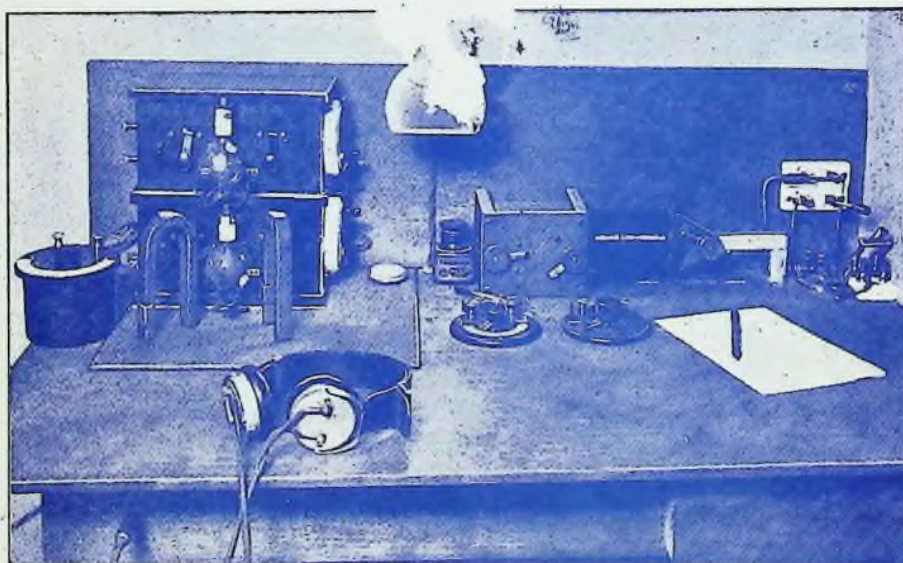
Radio Station 8AEZ

M. B. West, Lima, Ohio.

Antenna.

The antenna of this outfit is of the "T" type made of six No. 12 copper wires, 76 feet high and 78 feet long. The lead is made by twisting together all six wires running directly to the sending set

joints are made with copper sleeves. Iron pipe masts set in the top of Telephone Company's poles form the support. The ground connection is six feet long and consists of six No. 12 copper wires soldered to the water pipe.



SENDING SET

A three quarter Kw. transformer, eighteen 10"x14" plates of windshield glass 3-16" thick coated with 8x12 tinfoil with well-made connections immersed in oil forms the sending condenser; a rotary gap consists of an 8" Bakelite disc mounted on short shaft and driven by a belt from a wall motor at 4,000 R.P.M., four studs and

four stationary electros, two on each side of the disc connecting to the condenser terminals, the rest of the set consists of a pancake type oscillation transformer as shown. This novel rotary connection gives four breaks or sparks in series and is very efficient as the call 8AEZ testifies.

OPERATION "TWENTY" with

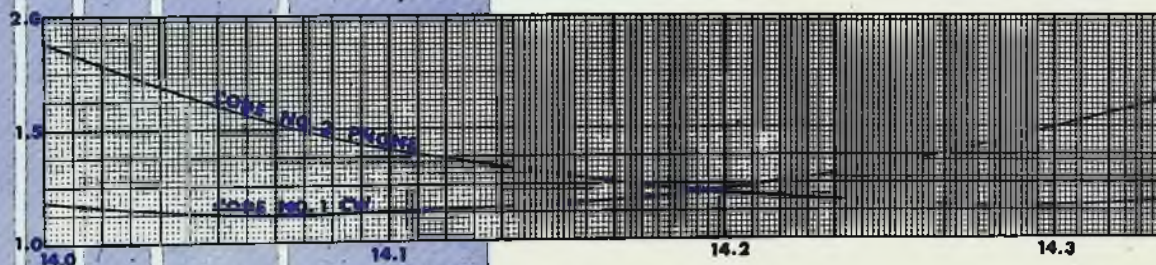
A-203-C by MOSLEY

- VSWR - 1.5/1 or better.
- GAIN - 8 db. or better.
- FRONT-TO-BACK - 24 db.
- BOOM LENGTH - 24 ft.
- MAXIMUM ELEMENT - 37 ft.
- TURNING RADIUS - 22 ft.
- ASSEMBLED WEIGHT - 40 lbs.
- SHIPPING WEIGHT - 49½ lbs.
- WIND LOAD (80 mph wind) - 140 lbs.
- HANDLES FULL LEGAL POWER!

The new clean-line A-203-C, will give your signal the DX punch needed to over-ride the heavy QRM. A-203-C is a wide spaced, 3 element, full size 20 meter beam that equals or out-performs many four to six element arrays. "Gamma" matched for 52 ohm impedance, featuring an anti-flutter design that virtually eliminates all element flutter and boom vibration.

SWR / FREQUENCY CURVES FOR MODEL A-203-C

52 OHM IMPEDANCE



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1965 MOSLEY ANTENNA CATALOG
"THE ANTENNA FOR YOU"

Mosley has a complete line of the finest commercially built antennas for the most dependable communications possible.

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FIRST 13 ORIGINAL MEMBERS

#1 HUBERT E. INGALLS
HONORABLE FOUNDER
#2 IRVING VERMILYA
#3 ROLAND BOURNE
#4 JOHN E. WILKINSON
#6 FRANKLIN STANDISH
#7 ARTHUR A. STOCKELLBURG
#8 CLARENCE PFEIFER

W1NQ
W1ZE*
W1ANA
W1TK
W1JZU*
W1SS
W2FG

#9 H. W. LIPPINCOTT W2DH
#10 ERIC LEAVENS W2OUS*
#11 LEWIS SPRINGER W2ENX*
#12 LELAND K. SWART W2RBH
#13 CHAS. W. WEBBER W3CC
#14 ROBT. S. FENIMORE W4TY

* — SILENT KEY

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100	LETTERHEADS -----	\$2.00
200	GUMMED STAMPS (WITH OLD OLD TIMERS SEAL) -----	\$1.00*
	LAPEL PINS (EITHER PIN TYPE OR LAPEL PIN) -----	\$2.00
	OLD OLD TIMERS CLUB "BLUE BOOK" --- FIRST ONE ONLY -----	\$3.00
	NON-MEMBERS AND AFTER THE FIRST ONE TO MEMBERS -----	\$5.00
	REPRODUCTION OF 1913 GOVERNMENT CALL BOOK -----	\$2.00
	SUPPLEMENT (SET) -----	\$3.00
	AWARD CERTIFICATE -----	\$1.00
	1909, 1910 AND 1911 E.I. COMPANY AND MODERN ELECTRICS CALL BOOK (SET) -----	\$3.00

SEND ALL ORDERS TO THE SECRETARY-TREASURER, MR. EARL C. WILLIAMS, W2EG, 507 WAYSIDE ROAD, NEPTUNE, N.J.

*SEND SELF-ADDRESSED ENVELOPE WITH 10¢ IN STAMPS WITH ORDER FOR GUMMED STAMPS.