

# Spark-Gap Times

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The Old Old Timers Club

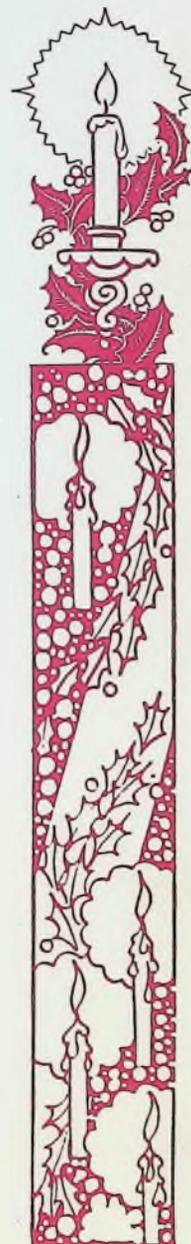
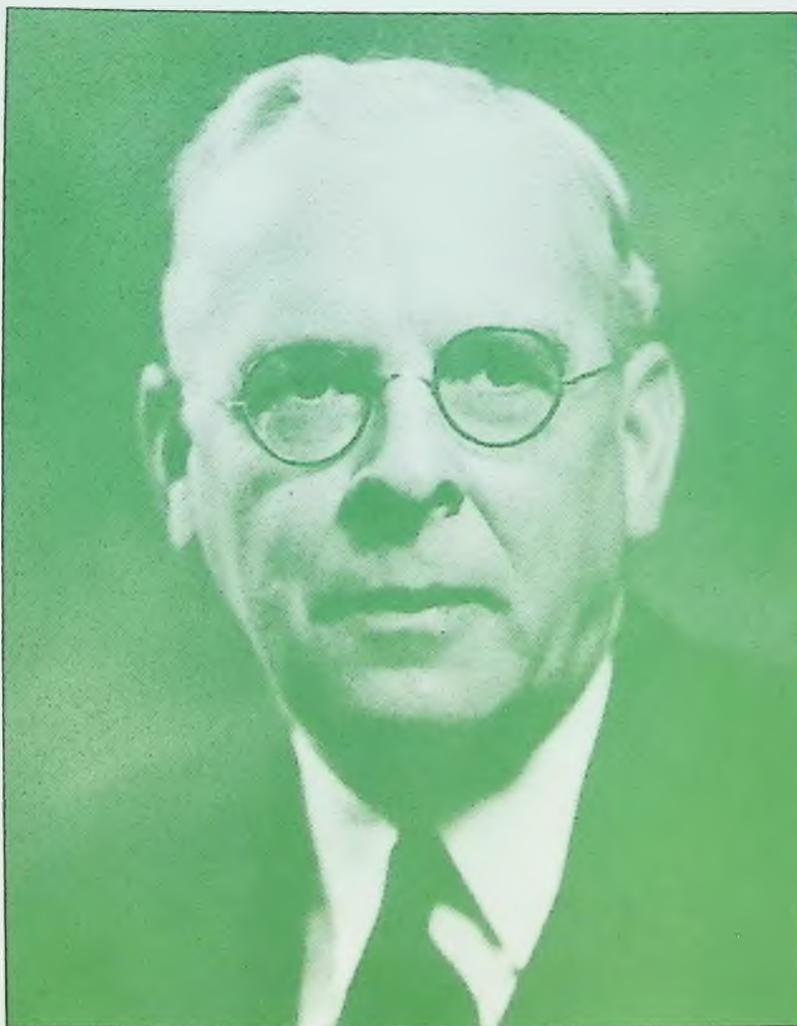
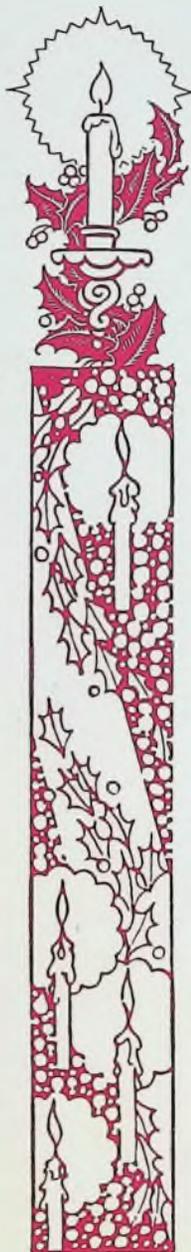


NUMBER 24 VOL. 4

CHATTANOOGA - TENN.

DECEMBER 1964

## Seasons Greetings



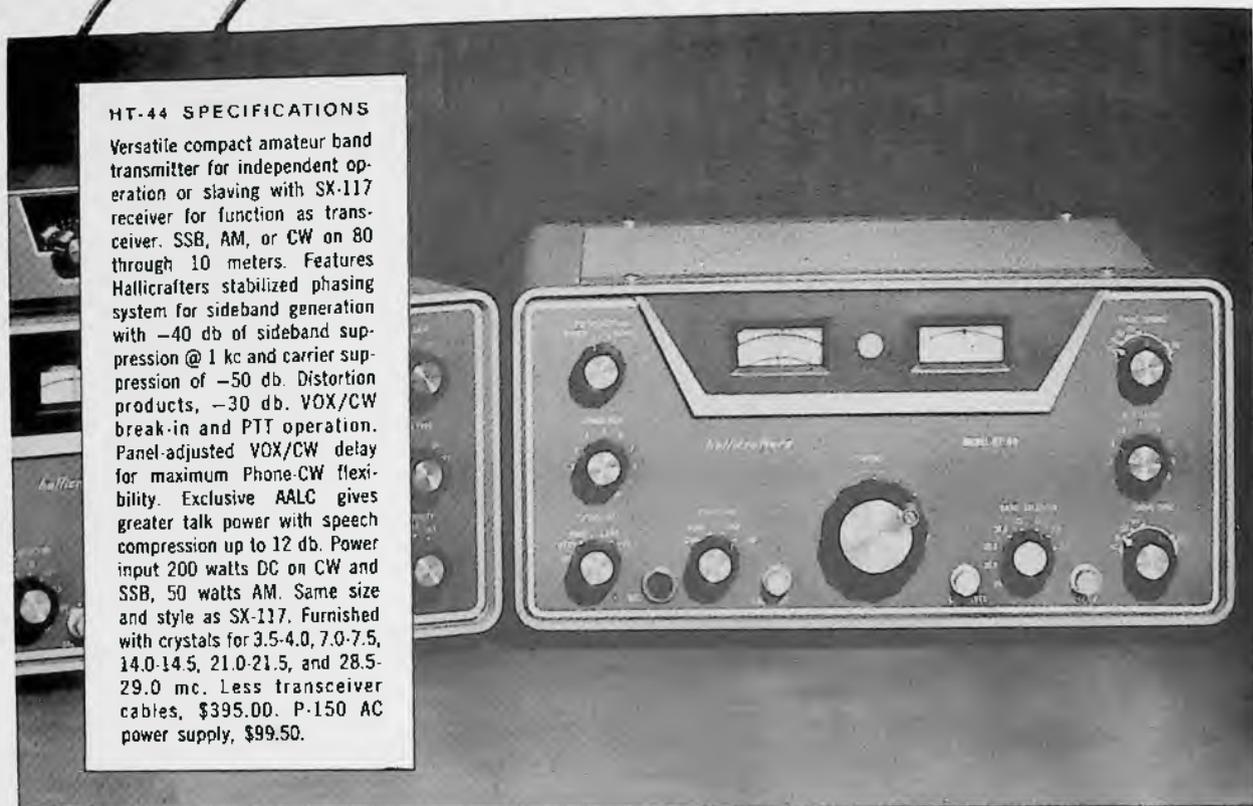
H. H. LIPPINCOTT, W2DH  
One of the original founders of OOTC  
(see page one)

# 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.



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OUR COVER PICTURE

"H. H.", HAINES H. LIPPINCOTT, W2DH, A YOUNG OLD OLD TIMER WHO WAS #9 ON THE LIST OF PIONEERS OF AMATEUR WIRELESS WHO FOUNDED OOTC. HE IS A WRITER OF NOTE AND IS WORKING ON THE PUBLICATION OF A BOOK — "FIFTY YEARS OF WIRELESS."

\* \* \* \* \*

# Spark-Gap Times

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DECEMBER 1964

## EDITORS OPINION

WELL ANOTHER FAMOUS HAM HAS BECOME A SILENT KEY. EARL WILLIAMS, W2EG, SECRETARY-TREASURER OF THE OLD TIMERS CLUB PASSED ON SOMETIME DURING THE EARLY MORNING OF OCTOBER 23<sup>d</sup>. MERRILL BEAM, K2BX, KINDLY INFORMED YOCCB-11 BY LAND LINE.

EARL WAS ONE OF THE OLDEST LICENSED AMATEURS ON THE BOOKS, HAVING RECEIVED HIS TICKET IN JANUARY 1913, JUST ABOUT A MONTH AFTER IRVING VERMILYA, W1ZE, WAS LICENSED 12-12-1912. EARL, LIKE MOST OF US SCROUNGED AROUND GETTING HIS FIRST RIG TOGETHER IN 1907 AND BY "LIBERATING" (WINQ) A TELEPHONE RECEIVER AND SPARK COIL GOT ON THE AIR. DURING WW1 HE HELPED TRAIN MANY RADIO MEN AT RUTGERS UNIVERSITY.

HE WAS ELECTED TO THE SECRETARY-TREASURER'S JOB FOR OOTC IN 1959. HE HAS DONE A MARVELLOUS JOB AS SEC'Y OF OUR CLUB, KEEPING THE RECORDS IN WONDERFUL FASHION AND DOING A HEAVY AMOUNT OF WORK. IN ADDITION TO KEEPING ALL THE MEMBERSHIP AND FINANCIAL RECORDS OF THE CLUB HE CARRIED ON A STEADY CORRESPONDENCE WITH THE MEMBERS AND PROSPECTIVE MEMBERS. THEN TOO HE HANDLED ALL MAILING CHORES CONNECTED WITH SPARK-GAP TIMES UNTIL THIS YEAR WHEN WALLIE, W2WL, KINDLY AGREED TO RELIEVE HIM OF THIS WORK. CLINE USED TO JUST SHIP ABOUT 10,000 SHEETS OF PRINTED MATTER TO HIM WHICH HAD TO BE COLLATED AND STAPLED TOGETHER BEFORE MAILING. THIS WAS 2 OR 3 DAYS WORK. THEN THE BLUEBOOKS—WE STILL REMEMBER THAT PICTURE OF A GARAGE FULL OF BLUEBOOKS!

YES, EARL DID A PRODIGIOUS AMOUNT OF WORK UNCOMPLAININGLY. WE WONDER HOW MANY OF OUR MEMBERS KNEW OR GAVE A SECOND THOUGHT TO EARL AND THE TREMENDOUS AMOUNT OF WORK THAT HE DID FOR THE MEMBERSHIP. EARL WILL BE MISSED—VERY SADLY.

WE HAVE ASKED JOHN HERLAND, W2MDB; MERRILL BEAM, K2BX; DICK KLEINBERGER, W2AEC; AND ED RASER, W2Z1; TO ACT AS A NOMINATING COMMITTEE TO GIVE US AS QUICKLY AS CONVENIENT A LIST OF MEMBERS WHO WOULD BE WILLING TO TAKE ON THE JOB. IF THE COMMITTEE GETS THE LIST IN BEFORE THIS ISSUE OF SGT GOES TO PRESS WE'LL CARRY IT BUT IF NOT A SPECIAL LETTER WILL GO OUT TO THE MEMBERSHIP.

THE POST OFFICE DEPARTMENT WILL RELEASE SOMETIME THIS MONTH, PROBABLY BEFORE THIS ISSUE REACHES YOU, A SPECIAL COMMEMORATIVE POSTAGE STAMP IN HONOR OF AMATEUR RADIO OPERATORS AND THE HALF CENTURY OF PUBLIC SERVICE AND ADVANCEMENT IN RADIO COMMUNICATIONS BY THE AMERICAN RADIO RELAY LEAGUE. MORE THAN 100 MILLION COPIES OF THE NEW STAMP WILL BE

PRINTED AND SOLD AT ABOUT 40,000 POST OFFICES FROM COAST TO COAST, PROVIDING AN UNPRECEDENTED AMOUNT OF PUBLICITY FOR THE ACTIVITIES OF HAMS. YOCCB-11 SUSPECTS EVERYONE KNOWS ABOUT THIS BUT THERE MIGHT BE A MEMBER OR TWO WHO HASN'T HEARD ABOUT IT. FULL DETAILS ARE CARRIED ON PAGE 99 OF THE OCTOBER 1964 ISSUE OF QST.

THE OLD YEAR WANES AND 1964 IS ABOUT TO PASS INTO THE SHADOWED PAST. IT WAS AN EVENTFUL YEAR IN WHICH WE LOST SEVERAL BELOVED MEMBERS. CLINE, W4PPZ; IRVING, W1ZE (THE NUMBER ONE AMATEUR IN THE U.S.); EARL, W2EG; TOM, W6KAA; MORT, W6HSC; LARRY, W6Y1; TO MENTION SOME OF THE BETTER KNOWN OT'S. IT WAS AN ELECTION YEAR AND THERE IS NO BEAM ON THE WHITE HOUSE YET. WE GOT SOME IMPORTANT NEW MEMBERS INCLUDING HERB, W6ZH, THE PRESIDENT OF ARRL; AND BARRY, K7UGA, U.S. SENATOR AND REPUBLICAN CANDIDATE FOR THE PRESIDENCY. WE HAVE GAINED MANY NEW MEMBERS AND HAVE TRIED TO DO A BETTER JOB ON "SPARK-GAP TIMES". BILL HALLIGAN AND CARL MOSLEY HAVE CONTRIBUTED HEAVILY TO SGT WITH THEIR ADVERTISEMENTS. ROB-ROY (CLARENCE ROY), W8HR HAS BEEN THE HEAVIEST CONTRIBUTOR TO SGT, HAVING MADE THE COVERS AND MOST OF THE HALF-TONES FOR THE JOURNAL—GRATIS. ROBIE IS ALSO OUR BLUEBOOK EDITOR AND WILL SOON HAVE A NEW EDITION OF THE BLUEBOOK OFF THE PRESS. THE CLUB IS VERY MUCH INDEBTED TO ROBIE AND YOCCB-11 WOULD APPRECIATE IT IF OUR READERS WOULD DROP HIM A LINE AND THANK HIM FOR THE WONDERFUL SERVICES RENDERED.

WHILE WE'RE IN THE BUSINESS OF THANKING PEOPLE WE WANT TO THANK ALL OUR CONTRIBUTORS TO "SPARK-GAP TIMES". SOME OF YOU HAVE BEEN WONDERFUL—TAKING THE TIME TO WRITE OF YOUR EXPERIENCES. DON'T STOP—KEEP IT UP AND LET'S HEAR FROM SOME OTHERS. YOCCB-11 IS NOT AN EDITOR, AND DOESN'T CLAIM TO BE ONE, WE JUST PRINT WHAT COMES ALONG. DOES ANYONE WANT TO BE EDITOR? WELL WE'VE ALL HAD OUR UPS AND DOWNS THIS YEAR BUT WE'LL TAKE NEW HOPE IN CHRISTMAS AND THE NEW YEAR. HOPE SPRINGS ETERNAL—SO THE MAN SEZ AND WHO ARE WE TO CONTRADICT HIM. AS THE SNOW FALLS AND THE WIND WHISTLES AROUND LET'S ALL THANK OUR DEAR LORD FOR THE BLESSINGS THAT WE HAVE ENJOYED DURING THE PAST. LET'S FORGET THE UNPLEASANT HAPPENINGS AND HOPE FOR BETTER DAYS AHEAD. YOCCB-11 WISHES EACH AND EVERY MEMBER OF OOTC THE MERRIEST CHRISTMAS EVER, AND GOOD HEALTH AND HAPPINESS DURING 1965.

73's, BERT, W4MF

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A LETTER OF HOLIDAY GREETINGS FROM OUR HONORABLE FOUNDER HUBERT INGALLS, W1NQ, TO THE MEMBERS OF THE OLD OLD TIMERS CLUB.

NOVEMBER 12, 1964

DEAR OLD OLD TIMERS:

JUST A FEW LINES TO EXTEND GREETINGS FOR THE COMING HOLIDAYS AND THE APPROACHING NEW YEAR 1965. IT WAS INDEED A GREAT SHOCK TO RECENTLY LEARN OF THE PASSING OF OUR VERY EFFICIENT SECRETARY - TREASURER OF OOTC, MR. EARL C. WILLIAMS OF NEPTUNE, N.J. I HAVE KNOWN EARL FOR A GOOD MANY YEARS AND HE HAS ALWAYS HAD ONE OF THE OUTSTANDING SIGNALS ON THE ATLANTIC SEABOARD. HIS OLD CALL WAS W2-CGY. I IMAGINE IT IS GOING TO BE A DIFFICULT TASK TO FIND A MAN TO FILL HIS SHOES.

THE CLUB IS JUST SEVENTEEN YEARS OLD THIS MONTH AND DURING THIS TIME WE HAVE RECORDED FORTY SILENT KEYS, ALTHO IT IS HEARTENING TO NOTE THAT WE NOW HAVE A MEMBERSHIP WELL OVER THE 500 MARK. I THINK THAT I SPEAK FOR THE RANK & FILE, WHEN I SAY THAT WE ALL WISH TO VOICE OUR THANKS TO MR. BERT OSBORNE W4MF, FOR THE WONDERFUL JOB HE HAS DONE ON "SPARK GAP TIMES" AND THE BUSINESSLIKE MANNER IN WHICH HE HAS CONDUCTED THE OFFICE OF PRESIDENT.

THIS IS THE FIRST ANNIVERSARY FOR OUR FAIR LADY, THE DUCHESS OF CHRISTIAN HILL, IN MCING THE OOTC THURSDAY EVENING ROUND TABLE ON 3940 KC. CONGRATULATIONS EUNICE ON THE MARVELOUS JOB YOU ARE DOING, BY ALL MEANS KEEP UP THE GOOD WORK.

I AM SURE THAT BERT OSBORNE W4MF, WILL BE GLAD TO RECEIVE ANECDOTES FROM ALL MEMBERS, PERTAINING TO THEIR EARLY DAYS IN HAM WIRELESS. I HAVE CERTAINLY ENJOYED THE NOSTALGIC YARNS THAT HAVE APPEARED IN OUR JOURNAL DURING THE PAST THREE YEARS AND AM LOOKING FORWARD TO SEEING MANY MORE IN THE FUTURE.

THE DROUGHT IS STILL SERIOUS UP HERE IN NEW ENGLAND AND WE HAVE TO NURSE ALONG OUR ARTESIAN SUPPLY. MY SIX HOBBIES, HAM RADIO, ASTRONOMY, HORTICULTURE, RACING HOMERS, CARPENTRY & PHILATELY KEEP ME OUT OF MISCHIEF; AND I HAVE ONLY ONE COMPLAINT--THE DAYS ARE MUCH TOO SHORT.

FRATERNALLY YOURS,  
*Bert Ingalls, W1NQ*  
HONCRABLE FOUNDER OOTC

## LETTERS

YOCB-11

SEPT. 1964

I OBTAINED SOME OOTC PUBLICITY AT THE NYC ARRL CONVENTION RECENTLY AND HAVE RECEIVED FROM BILL, WIKC - THE INTRODUCTION TO THE OOTC.

AS I ASKED, WHAT ARE THE REQUIREMENTS AS TO YEARS SERVICE AS A HAM? I DON'T SEEM TO FIND ANY REFERENCE TO WHETHER WE NEED 20, 25, 30, OR 40 YEARS LICENSED HISTORY.

ENCLOSED "INTRODUCTION" ALSO FAILS TO SAY JUST WHAT ARE REQUIRED; SOOOO I DON'T KNOW IF I AM AN ELIGIBLE OR NOT. PLEASE ENLIGHTEN ME.

WAS FIRST LICENSED IN MAY 1925 AND OPERATED A COUPLE OF YEARS PRIOR TO THAT DATE.

AM STILL ACTIVE AND HAVE BEEN CONTINUOUSLY. AM WITH THE FCC NOW SINCE 1940.

73 QM  
TEX, W4TE

5729 MARYLAND AVE.  
FALLS CHURCH, VA.

YOCB-11

SEPT. 1964

I WOULD LIKE TO PUT AN APPEAL OR AD IN SPARK GAP TIMES, FOR QST'S, VOL. 2, NUMBERS 1, 4, 5, AND 10, TO COMPLETE MY SOLID COLLECTION. ALSO A LARGE CHAMBERS LOOSE COUPLER AND A SMALL CHAMBERS LOOSE COUPLER. IF ANY OLD TIMERS HAVE ANY OF THE ABOVE, I WOULD BE GLAD TO PAY A FAIR PRICE.

I WOULD LIKE TO VOICE MY OPINION ON SGT. I KNOW OF NO OTHER PAPER SO LITTLE WITH SUCH VAST HISTORICAL INFORMATION, AND I ONLY HOPE THAT THE MEMBERS APPRECIATE THE WORK THAT GOES INTO THIS GREAT PAPER.

BEST 73'S  
A. G. WENTZEL, JR. W2HX

AMATEUR RADIO STATION  
318 GARDNER AVENUE  
TRENTON 8, N. J.

DEAR EARL:

OCT. 1964

THANK YOU FOR YOUR LETTER OCTOBER 1ST, TELLING ME THAT I AM NOW A MEMBER OF THE OLD OLD TIMERS CLUB, WHICH LETTER I ASSURE YOU MADE ME VERY HAPPY. I ALSO RECEIVED THE 50 YEAR AWARD WHICH IS LIKEWISE VERY MUCH APPRECIATED.

PLEASE CONVEY BEST 73'S TO BERT OSBORNE AND JACK DUNN AND TO YOUR GOOD SELF.

CORDIALLY YOURS,  
LOS GATOS, CALIF. RALPH M. HEINTZ

THE FOLLOWING LETTER WAS SENT BY W2EG TO WARREN, W2GTB, AND IS A SAMPLE OF HOW EARL WAS ALWAYS TRYING TO IMPROVE THINGS. I THINK IT WOULD BE FINE IF YOU COULD DO THIS WARREN. - YOCB-11

NEPTUNE, N.J.

WARREN A. FORD, W2GTB  
1491 PARKWOOD BLVD.  
SCHENECTADY N.Y. 12308

WARREN:

AFTER TO-NIGHT'S ROUNDTABLE I STARTED THINKING AND IF YOU KNEW THE SIZE OF MY BRAIN, YOU WOULD REALIZE THAT IT IS A DIFFICULT THING TO DO. WE HOLD THESE SESSIONS EVERY THURSDAY NIGHT, ENJOY OURSELVES, BRUSH OUR HANDS AND SIT BACK FOR ANOTHER WEEK. THIS IS A PLEASURE THAT WE ALL LOOK FORWARD TO.

WHY NOT PASS INFORMATION ON THESE MEETINGS ALONG TO "SPARK GAP TIMES" IN EVERY ISSUE. THERE ARE MANY THINGS SAID, INCIDENTS THAT HAPPEN AND INFORMATION GIVEN OUT THAT SHOULD BE OF INTEREST TO ALL OF OUR MEMBERS. THERE SHOULD BE A SMALL COLUMN ON THIS IN EVERY ONE OF OUR ISSUES. THIS SHOULD BE INTERESTING ENOUGH TO ACT AS A INCENTIVE FOR OTHER ROUNDTABLES TO START UP IN OTHER PARTS OF THE COUNTRY.

I WONDERED WHERE WE COULD GET A ROVING REPORTER TO TAKE CARE OF THIS UNTIL I THOUGHT OF A 70 YR. OLD YOUNGSTER UP IN SCHENECTADY BY THE NAME OF WARREN FORD. I THOUGHT TO MYSELF, HE'S JUST THE GUY WHO CAN DO IT. THE ONLY THING LEFT NOW, IS TO ASK YOU. THIS NEED NOT BE DONE IN ARTICLE FORM, JUST JERKY THOUGHTS AS YOU JOY THEM DOWN. THE MAIN IDEA IS TO HAVE A REPORT READY EVERY OTHER MONTH ON THE ACTIVITIES OF THE PAST TWO MONTHS. THIS LETTER, OF COURSE, IS JUST A "FEELER" AND A APPOINTMENT OF THIS KIND MUST BE MADE BY OUR PRESIDENT, BERT OSBORNE, W4MF

AWAITING YOUR REACTION, I AM

SINCERELY YOURS,

EARL C. WILLIAMS, SEC. W2EG

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## YOGB-11 - LETTERS CONTINUED:

MR. BERT OSBORNE, W4MF, PRESIDENT OCT. 1964  
MR. EARL C. WILLIAMS, W2EG, SEC. TREAS.  
MR. PERLEY B. DUNN, W6WPF, AWARDS CH.

DEAR OM'S:

THIS IS TO TELL EACH OF YOU HOW VERY DEEPLY I APPRECIATE BECOMING A MEMBER OF THE OLD OLD TIMERS CLUB, AND TO ACKNOWLEDGE THE RECEIPT OF THE CERTIFICATES, THE "50 YEAR AWARD", AND THE PIN.

I SHALL LOOK FORWARD WITH MUCH ANTICIPATION TO RECEIVING SPARK GAP TIMES, AND IF THERE IS ANY CHARGE IN CONNECTION WITH ITS PREPARATION AND MAILING, I SHALL BE HAPPY TO PAY MY SHARE.

AGAIN, WITH MUCH APPRECIATION AND MANY THANKS,

SINCERELY, - AND 73

HERB

HERBERT HOOVER, JR. W62H

LOS ANGELES, CALIF.

\*\*\*\*\*

OOTC: OCTOBER 1964

IN THE AUGUST ISSUE BERT WICK ASKED FOR A NAVY DEPARTMENT LETTER.

I SENT HIM ONE. HERE IS A COPY OF IT FOR YOUR RECORDS.

SINCERELY,

CLARENCE A. MCKEE, K2ET

MOUNT VERNON, NEW YORK

(HERE IS REPRODUCTION OF NAVY DEPT. LETTER REFERRED TO ABOVE.)

NAVY DEPARTMENT  
UNITED STATES NAVAL RADIO SERVICE  
OFFICE OF  
DISTRICT RADIO SUPERINTENDENT

DEAR SIR:

IN CONNECTION WITH THE AMATEUR RADIO ORGANIZATION OF THIS DISTRICT, I BET TO CALL YOUR ATTENTION TO THE FACT THAT YOUR DUTIES AS A MEMBER THEREOF CAN BEST BE PERFORMED IF YOU BECOME A MEMBER OF THE NAVAL RESERVE. THE LAST NAVAL APPROPRIATION BILL MADE PROVISIONS FOR RADIO OPERATORS ENTERING THE NAVAL COAST DEFENSE RESERVE, MEMBERS OF WHICH DO NOT GO TO SEA. THERE IS ALSO A VOLUNTEER NAVAL RESERVE WHICH IS COMPOSED OF PEOPLE WHO DO NOT CARE TO ACCEPT PAY FOR THEIR SERVICES, AS PROVIDED FOR THE COAST DEFENSE RESERVE AND OTHER BRANCHES.

THE COMMANDANT OF THE 3RD NAVAL DISTRICT, WITH HEADQUARTERS AT THE NAVY YARD, BROOKLYN,

NEW YORK, WILL BE GLAD TO FURNISH FULL INFORMATION REGARDING ALL QUESTIONS ABOUT THIS SERVICE, PAY, ETC. IT IS SUGGESTED THAT WHEN APPLYING TO THE COMMANDANT FOR SERVICE IN THIS RESERVE THAT YOU BE PROVIDED WITH LETTERS OF RECOMMENDATION, AND ANY OTHER PAPERS YOU MAY HAVE TO PROVE YOUR ABILITY AS A RADIO OPERATOR.

RADIO OPERATORS ARE URGENTLY NEEDED NOW FOR THE NAVY. ANYONE WITH PROPER CREDENTIALS WISHING TO JOINT THE SERVICE FOR RESERVE OR ACTIVE DUTY AT SEA MAY DO SO AT THE ABOVE ADDRESS, AFTER PASSING THE REQUIRED EXAMINATION. YOU WILL GREATLY ASSIST THIS OFFICE AND RENDER ASSISTANCE TO THE COUNTRY BY MAKING THIS KNOWN TO ALL RELIABLE OPERATORS, AND URGING THEM TO JOIN ONE OF THE BRANCHES.

TRUSTING TO HAVE YOUR COOPERATION IN THIS MATTER, I AM

VERY TRULY YOURS,  
LIEUTENANT, U.S. NAVY.

\*\*\*\*\*

OCTOBER 6, 1964

YOGB-11:

A THOUSAND THANKS FOR THE OCTOBER ISSUE OF SPARK-GAP TIMES.

YOU HAVE GIVEN ME GREAT COVERAGE, AND YOU MAY BE ASSURED THAT I APPRECIATE THIS MORE THAN I CAN EVER TELL YOU.

WITH BEST 73s,

BARRY GOLDWATER, K7UGA

\*\*\*\*\*  
GOOD NEWS! GOOD NEWS! GOOD NEWS!

EUNICE THOMPSON, W1MPP, HAS JUST AGREED TO ACCEPT THE APPOINTMENT TO SECRETARY-TREASURER OF OOTC. CONGRATULATIONS EUNICE—CONGRATULATIONS OOTC & THIS NEWS FROM JOHN HERLAND, W2MDB.

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QST  
AMATEUR NUMBER ONE  
BY: IRVING VERMILYA

MARCH 1917

THIS CONCLUDES PART ONE OF AMATEUR NUMBER ONE WHICH APPEARED IN FEBRUARY. THE VERY FACT THAT PART OF MR. VERMILYA'S ARTICLE HAS BEEN READ MEANS THAT ALL THIS DESCRIPTION IS UNNECESSARY. IT'S A RII-ROARING ARTICLE WITH SPARKS ALL OVER. THE DECUREMENT OF THIS SECOND PART IS FAR LESS THAN TWO-TENTHS.

EDITOR

SUBMITTED BY: BILL GOULD, K2NP  
CONTINUED FROM OCTOBER ISSUE OF  
SPARK GAP TIMES .....

ONCE AGAIN THE AIR REVERBERATED WITH A TERRIBLE CRASH, AND AFTER I HAD JUMPED A YARD OR SO, I LOOKED UP TO SEE IF MY AERIAL WAS STILL UP. I HAD VISIONS OF IT LAYING IN A MELTED HEAP, AS I DIDN'T SEE HOW ANYTHING LESS THAN A TEN THOUSAND VOLT CURRENT COULD MAKE SUCH AN UNROAR. I GOT UP COURAGE, AND TOOK ANOTHER LISTEN -ALL QUIET-SO- I CAME OUT WITH MY FAMOUS QUESTION, "WHO THE H---". FOR AN ANSWER THIS TIME, I GOT - "THIS IS GEORGE CURTIS CANNON, TEN BLOCKS AWAY WITH A TWO KILOWATT. HOW DO I COME IN?" "IT'S FINE," I ANSWERED. "I THOUGHT I WAS SHOT." WELL, NEEDLESS TO SAY, IT DIDN'T TAKE US LONG TO GET TOGETHER, AND WHEN WE DID, A MOST INTERESTING RACE BEGAN. I LOOKED AT HIS TWO KILOWATT, AND THEN WENT HOME AND LOOKED AT MINE. IT LOOKED LIKE A TOY. ONCE MORE I TOUCHED UP THE GENEROUS DAD I THEN HAD, AND TOLD HIM I HAD TO HAVE A TWO KILOWATT IN ORDER TO MAKE MYSELF HEARD. I GOT IT, AND THEN INVITED CANNON DOWN TO LOOK IT OVER. HE IMMEDIATELY ORDERED UP A THREE KILOWATT. GOOD NIGHT! MY BRAIN NEARLY BUSTED TRYING TO FIGURE UP SOME WAY OF BEATING THIS OUT. I HAD AN OLD MOTORCYCLE, AND TOGETHER WITH SOME OLD JUNK, AND AN APPROACHING BIRTHDAY, I MANAGED TO SCRAPE TOGETHER ENOUGH TO ORDER UP A FIVE KILOWATT TYPE E TRANSFORMER AND CONDENSER FROM MY OLD FRIEND CLAPP-EASTHAM. I WENT TO CANNON, AND AGAIN INVITED HIM IN TO SEE SOMETHING. THERE WAS NOTHING TO IT, FELLOWS. HE JUST SAID "BY G--, I'VE GOT TO GET ONE OF THEM THINGS, TOO," AND OUT WENT HIS ORDER BY TELEGRAM, --HE COULDN'T WAIT FOR A LETTER, --"PLEASE SHIP BY EXPRESS FREIGHT TOO SLOW". I THEN GOT MR. CANNON DOWN ONE DAY AND SAID "NOW LETS CALL THIS THING OFF. I GUESS WE CAN BOTH MAKE QUITE A DENT IN THE AIR ANY TIME WE FEEL SO INCLINED". HE AGREED, -- AND THERE WE WERE,

EACH WITH A GREAT FIVE KILOWATT AND ONLY TEN BLOCKS APART. WELL, WE TURNED TO LOOK THE SITUATION OVER, AND SEE IF WE COULD REACH JAPAN OR SO. (WE HAD READ-"GET A MILE FOR EVERY WATT CONSUMED.") OH YES, MAYBE WE DO NOW, BUT NOT IN THOSE DAYS.

AT THAT TIME THERE WERE LOTS OF ELECTROLITIC DETECTORS IN USE WHICH CONTAINED WIRE WORTH THIRTY-FIVE CENTS AN INCH. EVERY TIME CANNON OR I STARTED UP, I GUESS WE BURNED UP ABOUT TEN INCHES OF SOME POOR STRUGGLING HAMS' DETECTORS WHO HAPPENED TO BE LISTENING IN. CANNON FINALLY BOUGHT THE WIRE BY THE YARD AND SOLD IT TO THE KIDS THAT CAME TO TELL US WE HAD PUT THEIR DETECTOR ON THE BUM.

WHILE CANNON AND I WERE WORKING ONE DAY, WE SUDDENLY STOPPED TO LISTEN IN TO SEE WHAT WAS DOING. THERE WAS PICKEREL "PK" AT THE WALDORF AND HE WAS CUSSING US OUT FOR FURTHER ORDERS. AMONG OTHER THINGS HE SAID "THOSE? X!!!X BLANKETY BLANK PIRATES UP 'IN MOUNT VERNON HAVE BENT THE DIAPHRAMS OF MY PHONES. HOW THE-(MORE BLANKS)-SAM HILL CAN I GET WHAT YOU'RE TRYING TO SAY". HE WAS TRYING TO GET SOME MESSAGES FROM "DD" OLD BELLEVUE HOTEL IN PHILADELPHIA.



"HAD A LITTLE ARGUMENT WITH 42 BROADWAY-ON, -AND LEFT A BOOK ON MY KEY."

CONT'D NEXT PAGE...

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AMATEUR NUMBER ONE

...CONTINUED.....

WHILE I AM ON THE SUBJECT OF "WA", I WANT TO AGAIN ASSERT THAT MR. JACOB WEISS DID HEAR THE STATIC DISCHARGE FROM THE WALDORF AERIAL, AS I HAD HEARD IT MANY TIMES MYSELF, AND UPON INVESTIGATION, FOUND THAT DURING CERTAIN TIMES, A SPARK WOULD JUMP HIS ANCHOR GAP WITH A LOUD CLICK EVERY TIME HE THREW HIS AERIAL SWITCH TO THE SENDING POSITION.

A FEW DAYS AFTER THIS MOST BEAUTIFUL CALL DOWN THAT WE HAD RECEIVED, I WAS SURPRISED TO HEAR A CONTINUOUS ROAR IN MY PHONES FROM CANNON'S SPARK. I SAT THERE FULLY TEN MINUTES LISTENING TO IT, AND NEVER A LET UP. PRETTY SOON, I WALKED CANNON, AND SAID HE HAD HAD A LITTLE ARGUMENT WITH 42 BROADWAY, SO HE LEFT A BOOK ON HIS KEY WHEN HE CAME OUT. HE DIDN'T SEEM TO WORRY ABOUT IT AND BEFORE HE GOT BACK AND TOOK THE BOOK OFF, ONE HOUR AND TWENTY MINUTES HAD ELAPSED. I AM SURE NO ONE GOT MUCH THROUGH, AS WHEN WE LISTENED IN, IT WAS A QUIET AS A GRAVEYARD. THE NAVY YARD DID MANAGE TO GET UP COURAGE THEN AND ASKED HIM "WHAT HE MEANT BY SUCH ACTIONS", TO WHICH I SEEM TO RECALL A REPLY TELLING HIM "TO MIND HIS OWN BUSINESS AND SHUT UP". CAN YOU IMAGINE SUCH TALK THESE DAYS TO A NAVY YARD? YES, I GUESS WE WERE PIRATES ALL RIGHT; BUT THE OTHER SIDE WAS JUST AS MUCH TO BLAME, FOR THEY ALWAYS SWORE UNMERCIFULLY AT US EVERY TIME WE OPENED UP, AND WE OF COURSE DID NOT HAVE TO TAKE SUCH ABUSE FROM THEM. AS WE OFTEN SAID "GET OUT YOU DON'T OWN THE AIR". I CAN REMEMBER OFFERING TO PAY MR. PAYNE'S CARFARE UP TO MT. VERNON TO SHOW HIM HOW TO TUNE, WHEN HE THREATENED TO COME UP AND CHOP MY AERIAL DOWN. MR. PAYNE WAS THEN OPERATOR AT 42 BROADWAY, AND IS NOW CASHIER OF THE MARCONI COMPANY.

I HEARD "NY" CALL ME ONE DAY AFTER SOME VERY STRENUOUS WORK ON THE PART OF MY 5 K.W., AND WHEN I ANSWERED UP, HE SENT ME THE FOLLOWING "DO YOU WANT A JOB ON A BOAT AS OPERATOR-SIGNED HUGHES" DID I? WELL, I SHOULD SAY I DID. I SAID SOMETHING LIKE, "YEA BO, I'LL BE DOWN TOMORROW". REMEMBER FELLOWS, THIS WAS LONG BEFORE OSCILLATION TRANSFORMERS, GOVERNMENT LICENSES, AND SO FORTH WERE EVER THOUGH OF. IN OTHER WORDS, IT WAS THE DAY WHEN THE FELLOW WITH THE MOST KILOWATTS WON. I

WENT DOWN, AND MR. HUGHES TOLD ME IF I WOULD GUARANTEE TO SHUT UP THAT D--- BLUNDERBUSS OF A SPARK OF MINE WHILE I WAS AWAY, HE WOULD BE ONLY TOO GLAD TO GIVE ME A JOB ON A SHIP TO SOUTH AMERICA (AND I HEARD HIM SAY TO DUFFY, "I HOPE IT SINKS").

THE SHIP WAS TO SAIL IN THREE OR FOUR DAYS SO I STARTED IN TO GET READY. BUT BEFORE LEAVING, I WENT UP TO SEE THE WIRELESS STATION WHICH WAS ON THE TOP FLOOR OF 42 BROADWAY. HERE I FOUND MR. BUCHER THE MAN WHO NOW HAS THE WIRELESS SCHOOL FOR MARCONI COMPANY, AND HAS WRITTEN SUCH GOOD WIRELESS BOOKS. WELL, BOYS, IF YOU COULD HAVE SEEN HIM THE DAY I MET HIM, YOU WOULD CERTAINLY ROAR. HIS FACE WAS AS BLACK AS A COAL HEAVER'S. AND HIS SHIRT TORN. HE CARRIED A LITTLE PIECE OF WIRE AND A PAIR OF PLIERS IN HIS HAND. HE ASKED ME WHERE I WAS GOING AND I TOLD HIM I WAS GOING TO GIVE THE STATION THE ONCE OVER. I ASKED HIM WHAT HAD HIT HIM AND HE SAID THAT A LITTLE EXPERIMENT HE WAS TRYING HAD NOT COME OUT JUST RIGHT.



"WHERE ARE YOU GOING?"

I HEARD LATER THAT IT WAS ALL CAUSED BY A ROTARY SPARK GAP MADE OF CELLULOIDE WHICH HAD EXPLODED. SOME MONTHS LATER, HE STARTED HIS FIRST SCHOOL, AND HAS HAD ONE EVER SINCE. I SHALL NEVER FORGET THE FIRST ONE. I WAS ABOUT TWENTY FT. BY TWENTY, AND HAD A FEW OLD BOXES IN IT FOR SEATS. ONE BUZZER OUTFIT COMPLETED THE APPARATUS AND TWO PUPILS WERE ALL I COULD FIND ABOUT THREE DAYS AFTER IT STARTED. WHAT A CONTRAST TO THE SAME MR. BUCHER OF TODAY, AND HIS SCHOOLS!

I DROPPED IN AT THE WALDORF ON MY WAY HOME, AND AS I WALKED INTO THE LITTLE STATION AWAY UP ON THE ROOF, THERE WAS THE MAN WHO LOVED MY SO - PICKEREL. OF COURSE, NEVER SAYING SEEN ME BEFORE, HE DID NOT KNOW ME. I VERY INNOCENTLY SAID "I'VE GOT A LITTLE AMATEUR STATION AND WONDER IF YOU HAVE EVER HEARD IT?"

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....CONTINUED....

"MAYBE, WHAT DO YOU SIGN?" CAME BACK THE ANSWER. WELL, NOW FELLOWS, I DIDN'T LIKE THE LOOKS IN THAT FELLOW'S EYE, SO I TOLD HIM I WAS "WA" FROM YONKERS, WHO IN REALITY WAS MY FRIEND RUNYON FROM THAT CITY. HE TOLD ME VERY NICELY, "OH YES, I HAVE HEARD YOU TALKING TO THAT GUY "VN" IN MT. VERNON. IF I EVER SEE THAT LAD, BELIEVE ME, HE IS GOING TO HEAR FROM ME. I'D LIKE TO HAVE HIM AND THAT FELLOW CANNON OUT TO SEA SOMEWHERE ON A NICE DARK NIGHT". THERE WASN'T MUCH DOING IN THE AIR, SO HE LET ME LISTEN IN. MUCH TO MY SORROW, I HEARD NO OTHER THAN THE OTHER "WA" RYNYAN WORKING AWAY FOR ALL HE WAS WORTH WITH CANNON. THEY WERE SAYING HOW "VN" HAD A JOB, AND HAD GONE TO NEW YORK. I TOLD PICKEREL THAT THERE WAS NOT MUCH DOING IN THE AIR, AND THAT I'D TELL HIM IF ANYONE CALLED. GEE! SAY I WAS GLAD WHEN THOSE TWO GUYS GOT THROUGH. I LAID THE PHONES DOWN AND SAID "WELL GOOD MORNING, MR. PICKEREL, I MUST BE GOING". I THOUGHT I'D BETTER GET A GOOD HEAD START.

CANNON SUDDENLY FELT THE NEED OF A LARGE LEAD-IN INSULATOR AND ONE DAY HE WENT DOWN TO BUY IT FROM MR. HUGHES, SUPERINTENDENT OF THE UNITED WIRELESS. THE MINUTE HE SAID, "I'M CANNON FROM MT. VERNON", HUGHES HAD AN AWFUL STRONG DESIRE TO CALL A COP. HE TOLD CANNON HE COULD NOT BUY ANYTHING FROM THE UNITED WIRELESS WITH ALL THE CASH HE HAD.



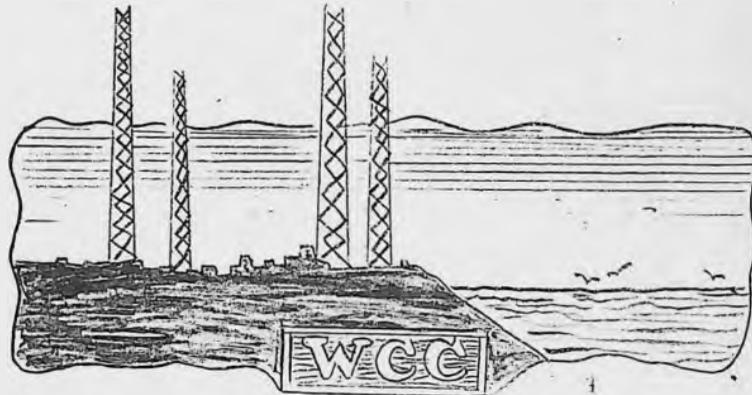
"I'VE GOT A LITTLE AMATEUR STATION-  
I WONDER IF YOU HAVE EVER HEARD IT"

NOW IT SO HAPPENED THAT CANNON'S FATHER WAS MORE THAN AN ORDINARY MAN. AMONG HUNDREDS OF JOBS, ONE OF HIS FEY ONES WAS PRESIDENT OF THE PACIFIC COAST COMPANY, WHICH WAS ENTIRELY EQUIPPED WITH UNITED WIRELESS. GEORGE, FOR THAT IS CANNON'S FIRST NAME, WENT IMMEDIATELY AND NOTIFIED HIS DAD WHAT MR. HUGHES HAD SAID, WHEREUPON DAD CALLED UP MR. HUGHES AND HAD A

NICE LITTLE FRIENDLY CHAT WITH HIM. WHEN GEORGE RETURNED TO THE OFFICE, MR. HUGHES NOT ONLY WANTED TO GIVE THE INSULATOR FREE OF CHARGE, BUT HE OFFERED TO SEND A REPAIR MAN UP TO INSTALL IT. CANNON WENT HOME WITH HIS LEAD-IN ALL SAFE AND SOUND.

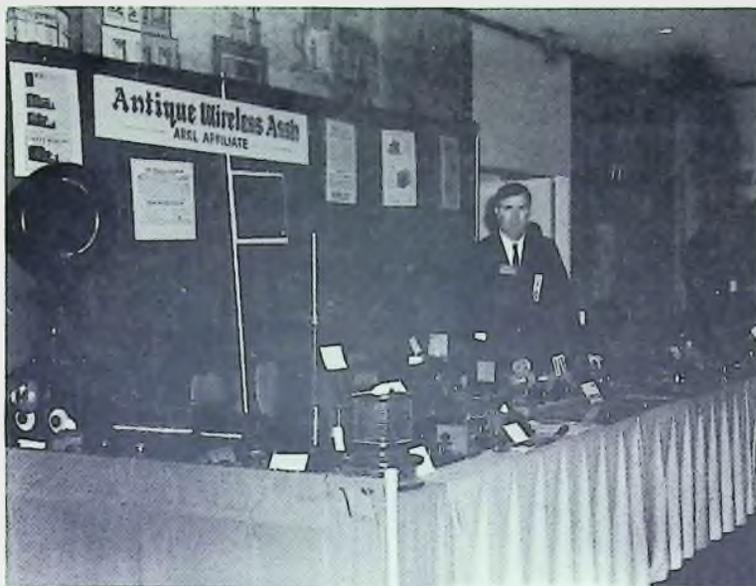
I MADE MY TRIP TO SOUTH AMERICA, WHICH WAS FULL OF THRILLS AS WELL AS THE MANY HUNDREDS OF OTHER TRIPS I MADE. I WILL NOT ATTEMPT TO DESCRIBE THEM HERE AS I GUESS I HAVE ALREADY TAKEN UP ENOUGH OF EVERYBODY'S TIME, AND THE EDITOR MUST HAVE A HEADACHE BY NOW. IF I HAVE PLEASSED ANY OF YOU, AND I HEAR FROM YOU THAT YOU WOULD LIKE TO HAVE MORE, I WILL AT A LATER DATE WRITE AGAIN.

I STAYED WITH THE UNITED WIRELESS, UNTIL THE MARCONI COMPANY TOOK IT OVER. THEY TOOK ME WITH IT, AND I SOMETIMES THINK THEY MADE A BAD BARGAIN, BUT BY THAT OLD "STICK TO IT, BULLDOG GRIP," I AM STILL HOLDING ON, AND HERE I AM TODAY, MANAGER OF ONE OF THEIR LARGEST STATIONS, "WCC" SOUTH WELLFLE CAPE COD, MASS. I HAVE GROWN VERY FOND OF "Q S T" AND I THINK THE RELAY LEAGUE IS GREAT. MY ONLY ADVICE TO YOU ALL IS "GOOD LUCK, AND STICK TO IT".



## AMATEURS OF PORTLAND, OREGON

AT A MEETING HELD IN 325 MORGAN BLDG. ON DECEMBER 15, 1916, THE AMATEURS OF PORTLAND ORGANIZED AN ASSOCIATION TO BE KNOWN AS THE NORTHWEST AUDION ASSOCIATION. A CONSTITUTION WHICH HAD BEEN DRAWN UP PREVIOUSLY BY A COMMITTEE WAS READ AND ACCEPTED. THE PURPOSE OF THE ASSOCIATION IS TO ADVANCE AND DEVELOP THE ART OF RADIO. TO GIVE THOSE WHO WISH TO AN OPPORTUNITY TO GO DEEPER INTO THE SUBJECT. DUES FIXED AT TWENTY-FIVE CENTS PER MONTH.



BRUCE KELLEY, W2ICE, SECRETARY OF THE ANTIQUE WIRELESS ASSOCIATION, MANNING THE A.W.A. BOOTH AT THE NATIONAL A.R.R.L. CONVENTION AT THE NEW YORK HILTON, AUGUST 21, 22, & 23, 1964. THIS WAS A FINE DISPLAY OF ANTIQUE GEAR INCLUDING A ROTARY SPARK SET, A 1922 TUBE TRANSMITTER, AND A MARCONI COHERER RECEIVER.



THIS PHOTOGRAPH SHOWS SOME O.O.T.C. MEMBERS BEFORE THE A.W.A. DISPLAY BOOTH. LEFT TO RIGHT: DICK KLEINBERGER, W2AEC; BILL GOULD, K2NP; BERT OSBORNE, W4MF; MERRILL BEAM, K2BX; HAROLD VOORHIS, NDM; AND

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## "AN OLD OLD TIMERS BIOGRAPHY"

BY: FRANKLIN ATLEE, K2PI

IN THE LATE SPRING OF 1911, WHEN I WAS 15, OUR CLASS IN PHYSICS AT HIGH SCHOOL REACHED THE CHAPTER IN OUR BOOK ABOUT "WIRELESS TELEGRAPHY." THE TEXT BOOK WAS ONE THAT HAD BEEN PUBLISHED SEVERAL YEARS PREVIOUSLY, AND DESCRIBED THE COHERER TYPE DETECTOR. IT JUST HAPPENED THAT ONE OF THE BOYS IN THE CLASS HAD BECOME INTERESTED IN "WIRELESS" ALREADY, AND GAVE US ALL A TREAT BY BRINGING IN TO THE CLASS A PORTABLE RECEIVER. CONNECTING THE ANTENNA POST OF THE RECEIVER BY A PIECE OF BELL WIRE TO A HEAVY WIRE SCREEN ON THE SCHOOL BUILDING'S ROOF, WHICH WAS DIRECTLY OVER THE PHYSICS LAB., WE WERE TREATED TO SIGNALS FROM THE 5KW SPARK STATION OF THE WANAMAKER STORE, PHILA. (MHE).

AT ABOUT THE SAME TIME I HAD BEEN IN THE HABIT OF BUYING MODEL AEROPLANE AND VARIOUS OTHER "HOBBY KITS" (WHICH LATTER COST ABOUT 50¢ EACH) FROM THE SCHWARTZ TOY EMPORIUM ON CHESTNUT STREET IN PHILA. THESE KITS WERE MANUFACTURED AND SOLD BY THE THOMAS M. ST. JOHN CO. OF NEW YORK, CITY, WHICH SOME OF THE OLD TIME NEW YORK AREA HAMS MAY RECALL. THE KITS COVERED A WIDE RANGE OF SUBJECTS, AND I BOUGHT THEM ALL, BEING PARTICULARLY INTERESTED IN "FUN WITH MAGNETISM", "FUN WITH ELECTRICITY" AND "FUN WITH TELEGRAPHY." THE ELECTRICITY KIT CONTAINED EQUIPMENT FOR EXPERIMENTS IN STATIC ELECTRICITY, BUT ALSO TOUCHED ON THE SUBJECT OF BATTERIES, GENERATORS, ETC. DESPITE THE LOW PRICE OF THESE KITS, THEY CONTAINED EXCELLENT INSTRUCTION BOOKS. THE "FUN WITH ELECTRICITY" KIT IN PARTICULAR CONSISTED OF QUESTIONS AND ANSWERS BETWEEN TEACHER AND STUDENT. I MUST HAVE SPENT HOURS READING THE BOOK OVER AND OVER AND PERFORMING THE EXPERIMENTS, WHICH AT THAT TIME PROVED FASCINATING.

THE "TELEGRAPHY KIT" WAS SOMEWHAT SIMILAR TO THOSE AVAILABLE TODAY, CONTAINING TWO STRAP KEYS AND TWO SOUNDERS. LUCKILY I WAS ABLE TO PERSUADE MY YOUNGER BROTHER TO PRACTISE THE MORSE TELEGRAPH CODE WITH ME, AND DURING THE SUMMER OF 1911, AN UNCLE WHO WAS VISITING US INQUIRED IF WE COULD REALLY SEND A MESSAGE BY WIRE. WE HAD SET UP ONE KEY AND SOUNDER IN A SMALL OUTHOUSE ABOUT 50 YARDS FROM THE FARM HOUSE WHERE WE LIVED THAT SUMMER. MY UNCLE GAVE MY "KID BROTHER" A MESSAGE TO SEND TO ME IN THE FARM HOUSE. I THINK MY UNCLE CONWAY GOT A SURPRISE WHEN I COPIED THE MESSAGE CORRECTLY, WHICH AS I RECALL WAS "ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY."

LOOKING OVER THE MAIL ORDER CATALOGS OF THE

ST. JOHN COMPANY THE FOLLOWING SPRING, I NOTICED THAT THEY ADVERTISED SIMPLE WIRELESS RECEIVERS AND TRANSMITTERS. THESE WERE EACH MOUNTED IN A SMALL OAK-FINISHED BOX WITH A BRASS HANDLE. IN JULY I ORDERED A RECEIVER TO BE SHIPPED BY EXPRESS TO OUR NEAREST RAILWAY STATION, WESTTOWN, NEAR WEST CHESTER, PA. (ONE OF US DROVE MY DAD TO THE STATION THERE EVERY MORNING BY HORSE AND BUGGY). IN SEVERAL WEEKS' TIME THE SHIPMENT FINALLY ARRIVED, BUT IT TURNED OUT TO BE THE TRANSMITTER INSTEAD OF THE RECEIVER, SO ANOTHER DELAY ENSUED BEFORE I FINALLY OBTAINED THE RECEIVER. THIS CONSISTED OF A SINGLE-SLIDE TUNING COIL, SILICON "CAT-WHISKER" DETECTOR AND A SINGLE 75-OHM HEAD-PHONE. FOR AN ANTENNA I USED TWO ALUMINUM WIRES IN PARALLEL, ABOUT 25 FEET LONG AND THREE FEET APART, SUSPENDED FROM THE CHIMNEY OF OUR OLD STONE FARM HOUSE, ABOUT 20' HIGH, TO THE TOP OF A LILAC BUSH ABOUT 25 FEET AWAY. FOR THE GROUND CONNECTION WE USED THE TELEPHONE COMPANY'S GROUND ROD WHICH WAS HANDY. SAD TO RELATE HOWEVER, ALTHOUGH I TRIED AT VARIOUS TIMES OF DAY AND NIGHT AND WITH VARIOUS ADJUSTMENTS OF THE TUNER AND DETECTOR, THE ONLY THING TO BE HEARD WAS FAINT VOICES, APPARENTLY FROM THE TELEPHONE GROUND SYSTEM. THIS WAS DISCOURAGING, BUT SINCE THERE WERE PLENTY OF OUTDOOR PLEASURES AS WELL AS CHORES TO BE DONE, I DECIDED TO GIVE UP "WIRELESS" UNTIL WE MOVED BACK TO THE CITY IN OCTOBER, (CENTER CITY, PHILA.). JUST ABOUT THE FIRST THING I DID AFTER GETTING UNPACKED WAS TO TAKE THE RECEIVER UP ON THE ROOF AND RIG UP A TEMPORARY ANTENNA AND GROUND TO TRY MY LUCK. I WAS IMMEDIATELY REWARDED BY HEARING STRONG WIRELESS CODE SIGNALS, PROBABLY FROM THE WANAMAKER STORE ONE-HALF MILE AWAY, OR FROM THE PHILA. NAVY YARD, I COULD NOT TELL WHICH, SINCE I HAD NOT HAD A CHANCE TO PRACTISE THE CONTINENTAL CODE. HOWEVER, AFTER GETTING THE RECEIVER INSTALLED IN MY BEDROOM FOR THE WINTER, AND SPENDING MANY HOURS LISTENING TO THE FEW LOCAL STATIONS I COULD RECEIVE, I BEGAN TO BE ABLE TO IDENTIFY CALL

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" AN OLD OLD TIMERS BIOGRAPHY "

By: FRANKLIN ATLEE, K2P1

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LETTERS AND COPY A FEW WORDS. THAT WINTER ALSO I OBTAINED COPIES OF MODERN ELECTRICS MAGAZINE AND SECURED CATALOGS FROM THE FAMOUS EI COMPANY OF NEW YORK CITY, J.J. DUCK COMPANY OF ST. LOUIS, ETC., AS WELL AS LEARNING THE LOCATION OF THE VERY FEW STORES IN PHILA. WHICH SOLD WIRELESS EQUIPMENT TO "HAMS" OF THE DAY. DURING LATE WINTER 1912-13, I MANAGED TO BUY A BETTER CRYSTAL DETECTOR (PERIKON) AND BUILT MY OWN "LOOSE COUPLER" BY FOLLOWING DIRECTIONS IN ARTICLES IN MODERN ELECTRICS. A PAIR OF BRANDES "SUPERIOR" HEAD-PHONES AND A STORE-BUGHT VARIABLE TUNING CONDENSER ENABLED ME TO RECEIVE A GREAT MANY MORE STATIONS, WHILE CONTINUING TO IMPROVE MY CODE-RECEIVING SPEED.

BACK TO THE FARM AGAIN FOR THE SUMMER OF 1913, BY WHICH TIME I HAD BOUGHT ONE OF THE FAMOUS F.B. CHAMBERS LOOSE COUPLERS ILLUSTRATED IN FEBRUARY 1964 QST MAGAZINE. BY THE TIME WE MOVED BACK TO THE CITY (A RENTED FOUR-STORY HOUSE) I COULD READ CODE AT ABOUT 20 W.P.M. AND BEGAN TO THINK ABOUT GETTING A TRANSMITTER. AS A RESULT, WITH CHRISTMAS MONEY, I WENT ALL OUT AND PURCHASED A ONE-INCH SPARK COIL, ZINC SPARK GAP AND TELEGRAPH KEY. SENDING PRACTICE WAS ACCOMPLISHED BY SETTING UP THE TRANSMITTER (DURING THE CHRISTMAS VACATION) IN THE DINING ROOM (SECOND FLOOR REAR), WITH THE RECEIVER INSTALLED IN A FOURTH-FLOOR FRONT BEDROOM, WHERE MY BROTHER TRIED TO COPY MY TRANSMISSION. SHORTLY AFTER NEW YEAR'S THE ENTIRE RIG WAS INSTALLED IN MY OWN FOURTH-FLOOR BEDROOM AND A SEND-RECEIVE SWITCH ADDED. CONSEQUENTLY, AS OF JANUARY 1914 I WAS IN BUSINESS, USING MY INITIALS AS CALL LETTERS. IT WAS ANOTHER FEW WEEKS HOWEVER BEFORE MY FIRST RADIO CONTACT, WHICH WAS PRE-ARRANGED BY PHONING A FRIEND (HP, LATER 3PN) WITH A RECEIVER ONLY, ABOUT A MILE AWAY. (STRANGELY ENOUGH, FOR SOME ODD REASON I HAD NOT "WISED UP" TO THE USE OF CQ AS A GENERAL CALL). ANYWAY, BY THIS TIME I FELT QUALIFIED AND THOUGHT IT WOULD BE SAFER TO OBTAIN AN AMATEUR LICENSE, HAVING HEARD THROUGH THE GRAPEVINE THAT TROUBLE MIGHT OTHERWISE ENSUE.

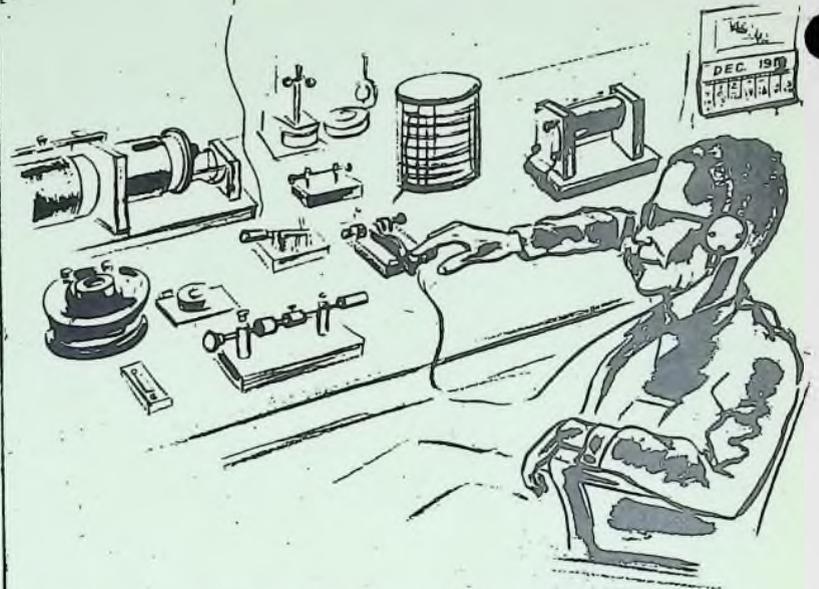
IN LATE 1913 BEFORE I HAD A TRANSMITTER, I BEGAN TO HEAR, IN ADDITION TO THE NAVY STATIONS, SHIPS, THE WANAMAKER STORES, AND

TIME SIGNALS AND NEWS FROM NAA, ARLINGTON, V. (AT 10 P.M.), CONVERSATION BETWEEN WHAT I GUESSED WERE LOCAL AMATEURS WITH TRANSMITTERS. PRACTICALLY ALL OF THESE USED TWO-LETTER CALLS, WITH VERY FEW EXCEPTIONS. EARLY IN 1914, JUST BEFORE I APPLIED FOR MY LICENSE, AT THAT TIME AS I RECALL, (NO TEST WAS REQUIRED, SIMPLY A DESCRIPTION OF THE HAN'S TRANSMITTER AND HIS CONFIRMATION THAT HE COULD SEND AND RECEIVE AT 15 W.P.M. I MAILED THIS DATA TO BALTIMORE'S RADIO INSPECTOR AND ABOUT MARCH 1914 I RECEIVED A LICENSE AND THE CALL LETTERS 3P1, WHICH I WAS PROUD TO SEE LISTED IN THE GOVERNMENT CALL BOOK OF JUNE 1914.) I OFTEN HEARD CALLS WHICH INCLUDED THE FIGURE "13" FOLLOWED BY TWO LETTERS. I ESPECIALLY REMEMBER 3CH WHO TURNED OUT TO BE MALCOLM FERRIS IN WEST PHILA. I SUBSEQUENTLY HAD FREQUENT QSO'S WITH HIM AND WE EXCHANGED SEVERAL EYEBALL QSO'S ALSO. I REMEMBER BEING SURPRISED TO NOTICE THAT EVEN WITH THE FAINT SIGNALS WE GOT FROM MOST STATIONS WITH OUR CRYSTAL DETECTORS, HE COULD COPY STATIONS ON THE "MILL", AS A TYPEWRITER WAS THEN AND STILL IS CALLED BY OPERATORS.

ONE OF A NUMBER OF COMPARISONS OF EFFECIENCY OF AN AMATEUR'S RECEIVING EQUIPMENT WAS HOW LOUD HE COULD RECEIVE CERTAIN WEAK STATIONS, NOTABLY WSE IN BROOKLYN, NAM IN NORFOLK AND NAK (?) IN WASHINGTON. I RECALL MALCOLM TOLD ME PROUDLY ONE DAY HE HAD COPIED NAM "ON THE MILL" FOR HALF AN HOUR IN DAYLIGHT, WHEN OUR RECEPTION IN CENTER CITY WAS LIMITED TO ABOUT 100 MILES.

SHORTLY AFTER GETTING THE TRANSMITTER, I PURCHASED THE FAMOUS F.B. CHAMBERS LOOSE COUPLER FOR RECEIVING. THIS HAD A GUARANTEED FREQUENCY RANGE OF 150 TO 3000 METERS, WHICH TOOK IN AMATEURS AT 200 METERS, SHIPS ON 600 METERS, THE NAVY YARD AT 1000 METERS, WANAMAKER'S STORES AT 2500 AND NAA ON 3000. THIS GAVE THE HAM PLENTY TO LISTEN TO AT ANY TIME OF THE DAY OR NIGHT, ESPECIALLY IN PHILA. WITH SHIPS CONTINUALLY COMING AND GOING FROM THE PORT. RECEPTION AT NIGHT OF COURSE WAS GREATLY INCREASED. AS TO DISTANCE

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AMATEUR RADIO STATION 3PI

A SKETCH OF "FRANK" ATLEE, PRESENT K2PI, AT HIS OLD RIG OF 1914. HIS CALL THEN WAS 3 PI.



YOUNG "FRANK" IN 1920 WHILE OPERATING ON THE USMV KILKENNY A YACHT OWNED BY THE U. S. DEPARTMENT OF COMMERCE.



USMV KILKENNY, KKI.

## " AN OLD OLD TIMERS BIOGRAPHY "

BY: FRANKLIN ATLEE, K2P1

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WE USED TO BRAG ABOUT GETTING NAR IN KEY WEST, NAX (OR WAS IT NAZ?) IN CANAL ZONE, ETC.

AFTER GETTING A DeFOREST AUDION, THE WHOLE PICTURE CHANGED AND DAY-TIME RECEPTION DOUBLED OR TRIPLED THAT WITH THE CRYSTAL DETECTOR. ALAS, HOWEVER, FOR SOME REASON, AFTER A TIME, THE AUDION SEEMED TO LOOSE SOME OF ITS SENSITIVITY, EVEN THOUGH THE A & B BATTERIES WERE CHECKED AND FOUND O.K. WORD GOT AROUND THAT SENSITIVITY COULD BE RESTORED BY OBTAINING A LARGE ELECTRO-MAGNET SUCH AS ONE THAT HAD BEEN DISCARDED FROM AN OLD MOTOR, ETC., AND PLACING ITS POLES CLOSE TO THE AUDION TUBE. THIS DID HELP, BUT IN TIME SENSITIVITY DROPPED OFF AGAIN AND THE ONLY ANSWER WAS TO BUY A NEW AUDION FOR \$6.00. I SUPPOSE THE VACUUM IN THIS TUBE MAY HAVE HAD A SLIGHT LEAKAGE AND WHEN THE AIR ENTERED SENSITIVITY DECREASED.

DURING MY FIRST FEW YEARS AS A HAM, I WAS STUDYING LIBERAL ARTS AT THE U OF PA. HAVING ENTERED IN THE FALL OF 1913. I SOON FOUND OUT THAT THEY HAD THEIR OWN SMALL RADIO CLUB, THE STATION CONSISTING OF  $\frac{1}{2}$  KW TRANSFORMER AND STRAIGHT SPARK GAP, LEYDEN JAR CONDENSER AND POSSIBLY SOME SORT OF HELIX. A HIGH FOUR WIRE AERIAL WAS SUSPENDED FROM THE ROOF OF HOUSTON HALL WHERE THE STATION WAS LOCATED, TO A BRICK CHIMNEY OF THE POWER HOUSE NEARBY. CALL LETTERS WERE UP. OPERATION OF THE STATION WAS DIFFICULT BECAUSE THE CLUB POOL ROOM WAS DIRECTLY ADJOINING THE STATION AND WHEN ANYONE WAS PLAYING, RECEPTION OF WEAK SIGNALS ON THE CRYSTAL DETECTOR WAS A PROBLEM. IN 1915 I JOINED THE CLUB AS TREASURER AND IMMEDIATELY FOUND A CLASS-MATE WHO WAS A FELLOW-HAM..AND HAS SINCE BEEN A LIFE-TIME FRIEND. HIS ORIGINAL CALL (LICENSED THAT IS) WAS 3QZ. IN 1915-16 HE AND I FORMED A SMALL GROUP OF HAMS WHICH HELD MEETINGS, VISITED OTHER HAMS VIA BICYCLE, ETC. SINCE HE LIVED ON THE INSIDE FRINGE OF THE SO-CALLED "MAIN LINE" OUT OF PHILA., WE CALLED IT THE MAIN LINE RADIO CLUB. WHILE ACTIVE IN THE SPRING OF 1915, WE VISITED SEVERAL UP-AND-COMING HAMS IN THE VICINITY OF ARDMORE, PA. MOST OF WHOM ARE STILL ACTIVE AND SOME ARE MEMBERS OF OOTC. ONE DAY WE RODE UP TO CONSHOHOCKEN TO VISIT A HAM NAMED NORMAN REIFF. SINCE HE WAS ON TOP OF A HIGH HILL AND HAD A VERY GOOD ANTENNA, HE WAS GETTING AMAZING

RECEPTION COMPARED WITH WHAT WAS POSSIBLE IN CENTRAL PHILA. THE RIDE BACK INVOLVED PEDALING UP A LONG HILL (OR WALKING THE BIKE UP) AND I RECALL THAT I FELL FAR BEHIND OUR GROUP AND ARRIVED COMPLETELY EXHAUSTED AT OUR LAST PORT OF CALL, A HAM IN WYNEWOOD, PA. BEFORE I WAS ABLE TO PROCEED HOME A HALF HOUR'S REST WAS REQUIRED, PLUS SOME HOT CHOCOLATE AND BUNS. WE MADE NO MORE BICYCLE EXCURSIONS THEREAFTER AND THE CLUB SOON BROKE UP.

SHORTLY BEFORE WORLD WAR I, I TRIED OUT THE ARMSTRONG REGENERATIVE CIRCUIT FOR RECEIVING, BUT WITH ALL OTHER HAMS I WAS FORCED TO DISMANTLE THE ENTIRE RIG WHEN OUR COUNTRY ENTERED THE WAR. ACTUALLY I HAD NOT HAD MUCH OPPORTUNITY FOR HAM RADIO DURING LAST YEAR BEFORE THE WAR, AS I WAS AWAY FROM HOME TEACHING SCHOOL. I DID MANAGE TO RIG UP MY RECEIVER IN MY ROOM AT SCHOOL ON STATEN ISLAND AND GOT THE RETURNS OF THE 1916 PRESIDENTIAL ELECTION BY RADIO TO THE ASTONISHMENT OF BOTH STUDENTS AND FACULTY.

IN MAY 1917 I INQUIRED IN PHILA. ABOUT ENLISTING IN THE NAVY AS RADIO OPERATOR, BUT WAS ADVISED BY TOM APPLEBY (NOW W3AX) AND JOE VAN HORN (NOW W3PW) WHO HAD HEADQUARTERS AT THE OLD PHILA SCHOOL OF WIRELESS) TO FIRST GET SOME EXPERIENCE BY OPERATING ON MERCHANT MARINE SHIPS, SINCE THESE VESSELS WERE BADLY IN NEED OF OPERATORS AND WITH MY AMATEUR LICENSE AND CODE SPEED I COULD OBTAIN A TEMPORARY COMMERCIAL LICENSE, IF I WOULD AGREE TO STUDY FOR THE FIRST CLASS COMMERCIAL OPERATOR'S TICKET. AFTER A YEAR OF OPERATING THE JUNIOR OPERATOR'S NIGHT SHIFT ON COAST-WISE VESSELS (M & M T Co.) DURING THE VERY ROUGH WINTER OF 1917-1918, DURING WHICH TIME I DID ENOUGH STUDYING TO TAKE THE TEST FOR 1ST GRADE COMMERCIAL LICENSE, I PASSED IT AND WAS ISSUED THE 2 YEAR LICENSE IN BOSTON BY INSPECTOR BATCHELLER.

DURING LATE SUMMER 1917, WHILE STILL JUNIOR OPERATOR ON THE M & M.T. LINE, RUNNING FROM NORFOLK TO BOSTON, I LEARNED THAT ONE OF THEIR BOATS RAN

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By: FRANKLIN ATLEE, K2PI

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REGULARLY FROM BOSTON TO PHILA. AND LAID OVER IN PHILA. FOR A WEEK OR MORE TO LOAD, BUT REQUIRED ONLY 24 HOURS TO UNLOAD IN BOSTON. THIS MEANT THAT, AS THE WAR WAS ON AND THE RADIO ROOM WAS LOCKED WHILE WE WERE IN PORT, IF I COULD GET ON THAT RUN I WOULD HAVE ALMOST EVERY OTHER WEEK AT HOME FREE. THE MARCONI MANAGER IN BALTIMORE, FRANK CHAPMAN, AGREED TO THIS IF I COULD SWAP PLACES WITH THE OPERATOR OF THE DORCHESTER, WHICH WAS RUNNING FROM BOSTON TO PHILA. THIS WAS ARRANGED BY MY WAITING IN BOSTON FOR ABOUT A WEEK, AT WHICH TIME ANOTHER JUNIOR OPERATOR WAS ASSIGNED TO MY SHIP. LATER THE DORCHESTER WAS REPLACED ON THE BOSTON RUN BY THE "GRECIAN", ON WHICH I SPENT THE ROUGH WINTER OF 1917-18 UNDER CAPT. PAGE. CAPT. PAGE WAS A VERY TIMID SOUL AND I RECALL THAT ONCE WHEN I HEARD AN SOS SIGNAL AND REPORTED IT TO HIM HE SIMPLY REMARKED THAT THE VESSEL IN TROUBLE WAS TOO FAR AWAY FOR US TO HELP. WHEN PROCEEDING AROUND CAPE COD IN A SNOW STORM, FOG, ETC., HE WOULD USUALLY HEAVE TO OR ANCHOR UNTIL THE WORST HAD PASSED, THEREBY INCREASING THE LENGTH OF THE TRIP BY A DAY OR SO, WHILE MOST OF THE CREW PLAYED CARDS IN THE RADIO ROOM; IN FACT CAPT. PAGE WAS ABOUT THE ONLY ONE WHO DID NOT JOIN US IN THIS ACTIVITY; HE WAS BUSY FRETTING ABOUT THE DELAY AND MAKING SURE THE FOG HORN OR WHISTLE BLEW AT REGULAR (10 SECOND) INTERVALS.

- I MENTIONED THE DORCHESTER ABOVE, BECAUSE SHE WAS LATER USED AS A TROOP TRANSPORT DURING WORLD WAR II AND WAS TORPEDOED AND SUNK IN THE NORTH ATLANTIC IN 1943 WITH THE FAMOUR FOUR CHAPLAINS ABOARD.

HOWEVER, I SEEMED UNABLE TO GET USED TO SEA-LIFE AND WAS GLAD WHEN LEE MANLEY OF MARCONI COMPANY ASKED ME TO HELP OUT IN THEIR OFFICE (ASSIGNING OPERATORS AND HANDLING CORRESPONDENCE AND TELEPHONES) IN THE SPRING OF 1918. BUT AFTER A FEW MONTHS THIS WORK ALSO BECAME TEDIOUS AND I FINALLY WROTE TO WASHINGTON TO INQUIRE WHETHER MY EXPERIENCE WOULD BE OF VALUE IN THE ARMY SIGNAL CORPS. AS A RESULT, IN SEPT. 1918 I WAS INDUCTED AS A VOLUNTEER AND SPENT TEN DAYS ROUGHING IT IN TEMPORARY BARRACKS AT CAMP VAIL IN NEW JERSEY, FROM WHENCE OUR GROUP WAS SENT TO THE SIGNAL CORP. OFFICERS' TRAINING SCHOOL AT YALE UNIVERSITY. ABOUT THAT TIME THE "FLU EPIDEMIC" BROKE OUT AND I

WAS HOSPITALIZED FOR NEARLY TWO WEEKS. THE TRAINING COURSE CONSISTED OF EIGHT WEEKS TECHNICAL RADIO AND FIELD TRAINING FOLLOWED BY FIVE WEEKS MILITARY TRAINING AT FORT MEADE, MD., BUT AFTER COMPLETING ONLY FIVE WEEKS OF THE TECHNICAL PART OF THE COURSE, AT WHICH TIME THE WAR HAD BEEN OVER BY A MONTH, AND THE COLLEGE NEEDED THE DORMS, WE WERE USING, OUR GROUP WERE GIVEN HONORABLE DISCHARGES AND SENT HOME, DEC. 11th, 1918. THE FOLLOWING SUMMER I TOOK ANOTHER SHORT STINT IN THE COASTWISE STEAMER RADIO OPERATOR GAME AND THEN BY A STROKE OF LUCK WAS OFFERED A JOB AS RADIO OPERATOR ON A COAST GUARD INSPECTION BOAT OWNED BY THE DEPT. OF COMMERCE, NAVIGATION SERVICE. THIS PARTICULAR "YACHT", THE USMV KILKENNY, HAD BEEN USED BY THE GOV. DURING THE WAR, AFTER WHICH IT HAD BEEN ASSIGNED TO THE DEPT. OF COMMERCE TO INSPECT MOTOR BOATS ALONG INLAND WATERWAYS FROM TRENTON, N.J. TO NEWBERN, N.C. IT WAS ALSO AVAILABLE FOR USE BY HERBERT HOOVER, THEN SECRETARY OF COMMERCE, FOR ENTERTAINING GUESTS ON SHORT TRIPS DOWN CHEASPEAKE BAY. LUXURIOUS QUARTERS WERE AVAILABLE BELOW DECKS, ASTERN, FOR THIS LATTER PURPOSE, SINCE THE CREW HAD QUARTERS IN THE FO' CASTLE, AND RADIO OPERATOR LIVED AND WORKED IN A SMALL STRUCTURE ABOVE DECK ABOUT THREE TIMES THE SIZE OF A RHONE BOOTH, WHICH CONTAINED A ONE-HALF KILOWATT TRANSMITTER, NAVY TYPE RECEIVER WITH CARBORUNDUM DETECTOR, PLUS A PULLMAN TYPE BERTH FOR SLEEPING. A SMALL PORTABLE OIL HEATER WAS NECESSARY DURING COLD WEATHER, SINCE THE SHACK WAS RATHER EXPOSED AND THE SHIP'S ENGINEER WAS ANXIOUS TO CONSERVE THE EDISON BATTERIES FOR THE SHIP'S MOTOR EMERGENCIES. IN ANY CASE MY TRANSMITTING RANGE WAS VERY LIMITED BECAUSE OF THE SHORT ANTENNA, AND MY LACK OF SUCCESS IN OBTAINING A LOADING COIL TO REACH 600 METERS. MEANTIME, SINCE IT WAS NOW LATE FALL OF 1919, FORMER HAMS WERE ITCHING TO GET BACK ON THE AIR, AND AS THE HEADQUARTERS OF THE U.S.M.V. KILKENNY WERE IN BALTIMORE, I PAID A VISIT TO THE OFFICE OF RADIO INSPECTOR R.V. CADMUS TO INQUIRE WHEN HAM LICENSES WERE TO BE ASSIGNED AND IF I COULD OBTAIN THE CALL 3FA. I GOT NO FIRM PROMISE, BUT WHEN THE LICENSES CAME THROUGH I WAS DELIGHTED TO FIND MY REQUEST

.....CONT'D NEXT PAGE.....

## " AN OLD OLD TIMERS BIOGRAPHY "

By: FRANKLIN ATLEE, K2PI

.....CONTINUED.....

HAD BEEN GRANTED. I THEN SET UP SHOP, DURING THE SHORT PERIODS I WAS AT HOME, WITH AN IMPROVED SPARK OUTFIT, PICTURES OF WHICH ARE SHOWN HEREWITH. SPARK COIL IS A 100 WATT AMRAD COIL WITH A QUENCHED GAP AND LOOSE COUPLED OSCILLATION TRANSFORMER. AS I RECALL, THIS RIG PUT OUT ABOUT .2 AMP AT 200 METERS AND WAS GOOD FOR ABOUT 20 MILES. AT THAT POINT I ALSO JOINED ARRL AND HANDLED SOME TRAFFIC THROUGH THE LOCAL SECTION MANAGER CHARLES STEWART, 3ZS OF ST. DAVID'S, PA. (HIS NAME WAS MENTIONED IN A RECENT ISSUE OF QST)

WHILE ON DUTY IN THE WINTER OF 1919-20 ON THE USMV KILKENNY, ONE OF MY JOBS WAS TO WRITE UP AND MAIL TO WASHINGTON THE REPORTS OF VIOLATIONS OF SMALL BOAT REGULATIONS PERPETRATED BY THE OYSTER BOATS ON CHESAPEAKE BAY. SOMETIMES A MINOR VIOLATION WOULD BE OVERLOOKED BY THE CAPTAIN OF OUR "TENDER" AND WE WOULD BE REWARDED WITH A BUSHEL OF FRESH OYSTERS, WHICH WE OPENED ON THE DECK AND ATE RAW-DELICIOUS!

IN THE SUMMER OF 1920, AFTER RADIO OPERATORS' UNIONS HAD SUCCEEDED IN GREATLY INCREASING "SPARKS" SALARIES, I TOOK A JOB AS OPERATOR ON A ONE MAN SHIP (EX.-WWI FREIGHTER) THE SS WENAKEE, WX11. THIS BOAT CARRIED COAL FROM PHILA. TO NORFOLK, VA. AND LIKE THE DORCHESTER AND GRECIAN, SPENT A WEEK OR MORE IN PHILA. LOADING AND ONLY 24 HOURS AT THE OTHER END. ONE DAY IN THE LATE SUMMER I HAPPENED TO STOP AT THE PHILA. OFFICE OF THE U.S. SHIPPING BOARD AND DISCOVERED THAT THE MAN IN CHARGE OF THE RADIO DIVISION WAS MY OLD HAM FRIEND, CHARLIE SERVICE, EX 3QZ, 3ZA, PRESENTLY W4IE. THIS WAS A FORTUNATE BREAK FOR ME BECAUSE ON ONE OCCASION I FAILED TO GET OUT TO THE WENAKEE BEFORE SHE SAILED FOR NORFOLK AND CHARLIE USED HIS AUTHORITY TO SEND ME TO NORFOLK BY TRAIN TO REPORT FOR DUTY. SHORTLY AFTERWARDS CHARLIE KINDLY OFFERED ME A JOB IN HIS OFFICE, AND SINCE WINTER WAS COMING ON, I WAS GLAD TO ACCEPT. HIS OFFICE ROUTINE INCLUDED THE INSPECTION OF SHIPS IN PORT TO CHECK THEIR RADIO, AND I HAD THE PLEASURE OF VISITING THE WENAKEE IN THE CAPACITY OF INSPECTOR SHORTLY THEREAFTER TO THE SURPRISE OF THE CAPTAIN. THIS CAPTAIN AND I HAD NEVER BEEN FRIENDLY, ALTHOUGH THE 2ND MATE, AN OLD SEAMAN, WANTED TO TEACH ME NAVIGATION, AND ONE OF THE ENGINEERS, WHO WAS TAKING MAIL ORDER LESSONS ON THE HAWAIIAN GUITAR, GAVE ME A USED MANDOLIN HE OWNED IN EXCHANGE FOR AN OLD BEAT-UP GUITAR WHICH I HAD BROUGHT ABOARD. I ALSO JOINED THE CREW IN SWIMMING AND FISHING FROM THE BOAT WHILE WE WERE ANCHORED OFF NORFOLK DURING THE SUMMER.

I RECALL RECENTLY READING IN ONE OF THE LEADING

HAM MAGAZINES ABOUT SOME OF THE EARLIEST RADIO TELEPHONE TESTS WHICH WERE MADE FROM AN AMERICAN SHIP OFF THE NEW JERSEY COAST. I BELIEVE THIS WAS IN THE LATE SPRING OF 1920, AS I HAPPENED TO BE LISTENING IN ON MY HAM STATION (THEN 3FA) AND SUDDENLY HEARD VOICES LOUD AND CLEAR, MENTIONING TESTS AND THE NAME OF THE VESSEL, I DON'T RECALL THE FREQUENCY OR SHIP'S NAME BUT IT WAS PROBABLY IN THE VICINITY OF 100 METERS OR 1500. THESE VOICES WERE QUITE STARTLING, SINCE UP TILL THEN I HAD NEVER HEARD ANYTHING FROM THE HEAD PHONES EXCEPT SPARK SIGNALS AND I REMEMBER I WAS SO EXCITED ABOUT IT THAT I WANTED TO PHONE THE INFORMATION TO OUR LOCAL PAPER, THE PHILA. EVENING BULLETIN, BUT NOT KNOWING WHO AT THE PAPER WOULD BELIEVE ME OR BE INTERESTED, I DECIDED TO LET IT GO. APPARENTLY THESE TESTS PROVED TO BE ABOUT THE EARLIEST SUCCESSFUL OFFICIAL CIVILIAN BROADCAST OF VOICES EVER TO BE HEARD ON THE AIR.

UNFORTUNATELY THESE HAPPY DAYS CAME TO AN ABRUPT END WHEN MY FAMILY MOVED TO ANOTHER HOUSE SEVERAL BLOCKS AWAY WHILE I WAS OUT OF TOWN. WHILE MY TRANSMITTER AND RECEIVER GOT THROUGH THE MOVING SAFELY, PRACTICALLY ALL OF MY OLD CALL BOOKS, MAGAZINES, LICENSES, CATALOGS, SCHOOL RECORDS, ETC. WERE LOST. IN ADDITION, SHORTLY AFTER WE MOVED, SPARK TRANSMISSION BECAME ILLEGAL. EARLY IN 1923, WHILE WORKING FOR THE ATWATER KENT CO., IN PHILA. I DID MAKE A FEEBLE ATTEMPT TO GET TOGETHER THE PARTS FOR A CW RIG, BUT THE FASCINATION OF BROADCAST LISTENING, AND THE EFFORT OF LEARNING CW TECHNIQUES WERE TOO STRONG, SO I NEVER GOT ON THE AIR AGAIN (UNTIL 1962) ALTHOUGH I DID ATTEND SEVERAL HAM RADIO CONVENTIONS IN PHILA. AND NEW YORK CITY AS LATE AS 1925, AND MY AMATEUR OPERATOR'S LICENSE DID NOT EXPIRE UNTIL 1926.

THE STORY OF MY REINCARNATION AS A HAM, BEGINNING IN EARLY 1958 AND RESULTING IN MY BECOMING A DYED-IN-THE-WOOL CW HAM IN THE MIDDLE OF 1962 IS ANOTHER LONG TALE OF BLOOD AND SWEAT AND TEARS, A SERIES OF HEADACHES WHICH I WOULD ALMOST PREFER TO FORGET.

AS A PASSING THOUGHT, I MIGHT MENTION

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## " AN OLD OLD TIMERS BIOGRAPHY "

BY: FRANKLIN ATLEE, K2PI

.....CONTINUED.....

THAT AS A SO-CALLED OLD TIMER I HAVE BEEN PARTICULARLY INTERESTED IN TWO-LETTER CALLS QSO'S AND QSL'S. SO FAR I HAVE SUCCEEDED IN OBTAINING OVER 60 OF THE LATTER, AND HOPE TO HAVE 100 BEFORE THE END OF THE YEAR. PLEASE UNDERSTAND - THIS ISN'T A FORM OF SNOBBERY- JUST LAZINESS - TWO LETTER CALLS ARE EASIER TO COPY AND SEND THAN THE SIX DIGIT DEALS, MANY OF THEM MOBILE, MARITIME MOBILE, ETC. IT IS UNFORTUNATE THAT MANY MEMBERS OF OOTC HAVE NOT RECEIVED TWO-LETTER CALLS, ALSO THAT MANY HAMS WITH TWO-LETTER CALLS WHO ARE ELIGIBLE FOR OOTC ARE NOT INTERESTED IN JOINING ANYTHING. "JUST A LONE WOLF" THEY SAY. (SOME DON'T EVEN QSL)

IN CONCLUSION I MIGHT MENTION THAT SOME OF THE HAMS OF MY BEGINNER'S YEARS ARE STILL

ACTIVE AND I HAVE CONTACTED THEM BY RADIO EYEBALL QSO, ETC. W2LY, W4IE, W2ZI, W3SQ, W2BQ, ETC. THE FIRST TWO, PLUS SEVERAL HAMS WITH WHOM I WORKED AT RCA BEFORE RETIRING IN 1961, WERE INFLUENTIAL IN MY RETURN TO "HAMMING", WHICH HAS PROVED A REWARDING DECISION AND EXPERIENCE.

IF MY MEMORY SERVES ME, I SEEM TO RECALL THE ST. JOHN CATALOGS OF 1912 ALSO ADVERTISED A RADIOTELEPHONE SENDING AND RECEIVING OUTFIT WHICH THEY CLAIMED HAD A RANGE OF FIVE MILES. JUST WHAT IT CONSISTED OF I WOULD SURELY LIKE TO KNOW - PERHAPS SOME OF THE LARGE PUBLIC LIBRARIES OR MUSEUMS HAVE SOME OF THESE OLD CATALOGS ON FILE.

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\* WANTED: A GOOD, LIVE-WIRE SECRETARY-TREASURER FOR OOTC \*

\* \* \* \* \*

\* WITH THE PASSING OF EARL WILLIAMS, W2EG, THE CLUB NEEDS \* \* \* \* \*

\* \* \* \* \*

\* A GOOD, LIVE-WIRE SECRETARY-TREASURER. JOHN HERLAND, \* \* \* \* \*

\* \* \* \* \*

\* W2MDB, IS ACTING AS CHAIRMAN OF A NOMINATING COMMITTEE. \* \* \* \* \*

\* \* \* \* \*

\* SEND YOUR NAME OR THE NAME OF A SUGGESTED CANDIDATE \* \* \* \* \*

\* \* \* \* \*

\* FOR THE JOB TO JOHN. THE JOB IS NOT TOO HEAVY, WALLIE, \* \* \* \* \*

\* \* \* \* \*

\* W2WL, HAS TAKEN OVER THE MAILING OF SPARK-GAP TIMES. \* \* \* \* \*

\* \* \* \* \*

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THE ABOVE NOTICE IS VOID. IT WAS PREPARED BEFORE IT WAS KNOWN THAT EUNICE THOMPSON, W1MPP, HAD TAKEN OVER THE SECRETARY-TREASURER'S JOB. EUNICE'S ADDRESS IS:

EUNICE THOMPSON, W1MPP  
 SECRETARY-TREASURER O.O.T.C.  
 CHRISTIAN HILL ROAD  
 LOVELL, MAINE 04051

**JUMF-BOX** — that jumbled word game.

P	Y	L	P	U	S
○			○		○

UNJUMBLE THESE SIX SCRAMBLES  
ONE LETTER TO EACH SQUARE TO  
FORM SIX ORDINARY WORDS.

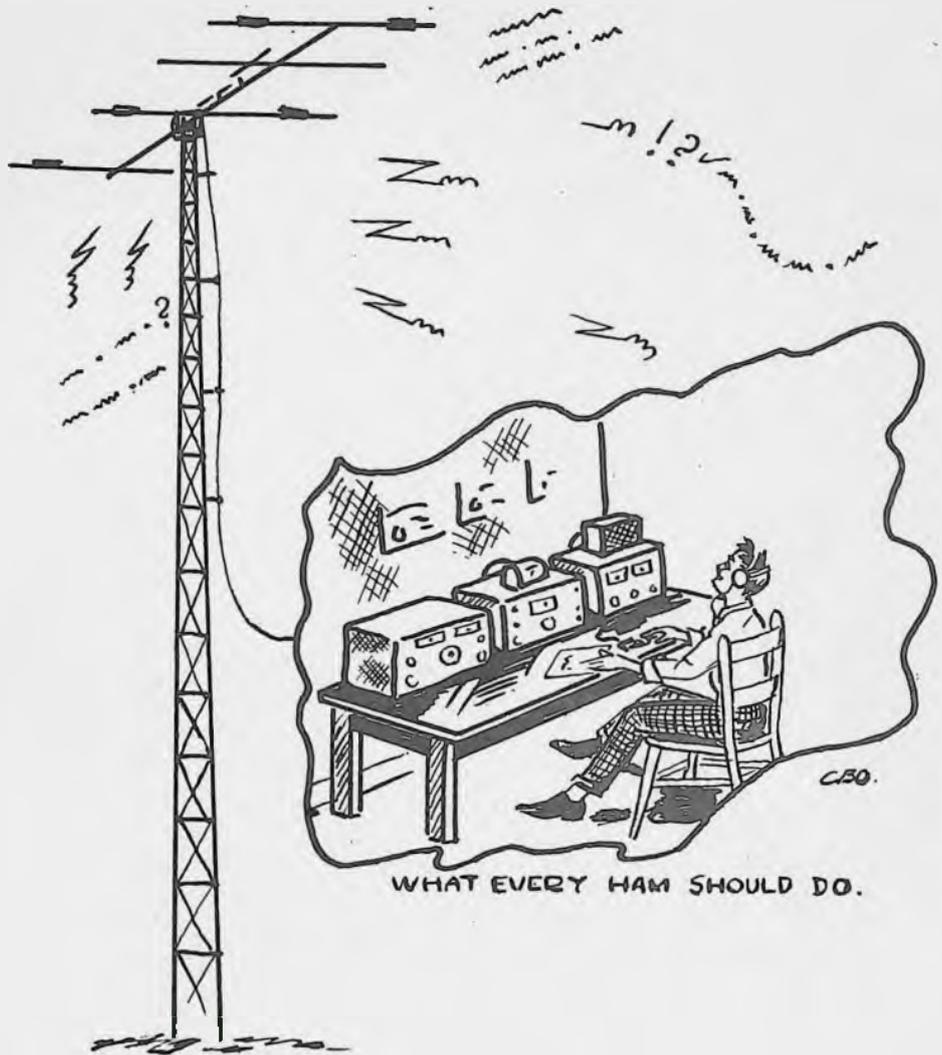
T	O	P	U	P	T
	○		○		

F	E	B	R	U	F
		○			○

T	E	R	L	I	F
		○	○		

D	O	T	R	I	E
					○

G	I	L	S	E	N
	○			○	



WHAT EVERY HAM SHOULD DO.

NOW ARRANGE THE CIRCLED LETTERS TO FORM THE  
SURPRISE ANSWER SUGGESTED BY THE ABOVE CARTOON

○	○	○	○	○	○	○	○	HIS	○	○	○	○	○	○	○	○
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## ARTICLES

### PIONEER WIRELESS MAINTENANCE

BY: HOWARD S. PYLE, W7OE

YOU REALLY OLD, OLD TIMERS WILL GET A KICK FROM THE FOLLOWING ENTITLED "A FEW USEFUL HINTS" WHICH APPEARED IN THE "HANDBOOK OF TECHNICAL INSTRUCTION FOR WIRELESS TELEGRAPHISTS" BY J. C. HAWKHEAD AND H. M. DOWSETT, PUBLISHED IN LONDON IN 1915 BY THE WIRELESS PRESS LTD. THIS OF COURSE, COVERS EQUIPMENT BUILT BY THE ENGLISH MARCONI COMPANY RIGHT AFTER THE TURN OF THE PRESENT CENTURY:

"KEEP ALL PARTS OF THE "BRADFIELD" LEADING-IN INSULATOR CLEAN. THE ROD SHOULD BE REMOVED AT LEAST ONCE A WEEK, AND SHOULD BE THOROUGHLY CLEANED FROM RUST. (EVIDENTLY THEY USED AN IRON ROD THROUGH THE LEAD-IN INSULATOR, RATHER THAN BRASS AS WE DID). ATTENTION SHOULD BE PAID TO THE LOCK NUTS ETC. IF THESE LITTLE MATTERS ARE NOT ATTENDED TO, THE WHOLE INSULATOR MAY BE RUINED. THE ROD WILL BE FOUND TO JAMB, AND TO BE REMOVABLE ONLY BY SMASHING THE EBONITE TUBE. (EBONITE WAS THE ENGLISH TERM FOR HARD-RUBBER OR ITS EQUIVALENT AS WE KNEW IT). THE THREAD OF THE LOCK NUTS MAY BECOME SO BADLY WORN THAT IT WILL BE IMPOSSIBLE TO MAKE A GOOD ELECTRICAL CONNECTION. (WHY? HOW OFTEN PRAY TELL, DID THEY REMOVE THESE "LOCK NUTS"?) IF THE WHOLE INSULATOR BE TAKEN TO PIECES ABOUT ONCE A MONTH, ATTENTION CAN ALSO BE PAID TO THE STUFFING BOX. (!)

SPARE "BRADFIELD" TUBES (THAT WAS THE TERM FOR THEIR LEAD-IN INSULATOR) SHOULD NOT BE KEPT IN A LEANING POSITION. THEY SHOULD BE LAID FLAT DOWN ON THE DECK OR IN A DRAWER, OTHERWISE THEY ARE LIABLE TO BEND, ESPECIALLY WHEN IN HOT CLIMATES. IT IS DIFFICULT TO PASS THE ROD THROUGH A BENT TUBE WITHOUT BREAKING THE TUBE. ALL SPARE PARTS SHOULD BE KEPT IN A GOOD CONDITION. IT IS NOT ADVISABLE TO KEEP SUCH SPARES AS MAGNETIC PRIMARY WINDINGS (?) AMONGST A NUMBER OF HEAVY COACH SCREWS, TOOLS ETC.

A LITTLE CARE MIGHT BE EXERCISED IN THE MAINTENANCE OF THE REPAIR OUTFIT, AS REPAIRS ARE MUCH MORE EASILY CARRIED OUT WHEN GOOD TOOLS ARE AVAILABLE.

SEE THAT BOTH SIDES OF THE MAGNETIC DETECTOR ARE ALWAYS READY FOR INSTANT USE.

REMOVE ALL FUSES WHEN IN-PORT, AS THIS IS AN EFFECTIVE WAY OF PREVENTING UNAUTHORIZED AND INCOMPETENT PEOPLE FROM WORKING THE GEAR SHOULD THEY OBTAIN ADMISSION TO THE ROOM IN THE OPERATOR'S ABSENCE.

THE OPERATOR'S ABSENCE.

KEEP ALL BARE COPPER LEADS CLEAN AND BRIGHT. DO NOT TRY ANY SUCH LABOR-SAVING DEVICES AS PAINT, ENAMEL, ETC.

DO NOT MAKE THE CABIN LOOK LIKE A RAG-SHOP OR A NURSERY BY STICKING NEWSPAPER CUTTINGS ETC., ALL OVER THE BULKHEADS.

DO NOT SPREAD OIL INDISCRIMINATELY OVER NEW INSTRUMENTS. IT DOES NOT IMPROVE THEIR APPEARANCE. A DRY DUSTING BRUSH OR DUSTER SHOULD BE SUFFICIENT.

DO NOT BE AFRAID OF DRAWING ATTENTION TO A LEAKING CABIN. NOTHING IS SO CONDUCTIVE TO BAD WORKING AS WET AND DIRTY APPARATUS.

THE DISCHARGER (SPARK GAP) SHOULD BE GIVEN CAREFUL ATTENTION. THE OCCASIONAL APPLICATION OF A DUSTER BY KEEPING THE SURFACE INSULATION IN GOOD CONDITION WILL CONSIDERABLY PROLONG THE LIFE OF THE DISCHARGER. RENEW THE LIME IN THE ZINC TRAY OCCASIONALLY (THE SPARK GAP WAS ENCLOSED IN A MUFFLING BOX AND A ZINC TRAY FILLED WITH QUICKLIME WAS PLACED IN THE BOTTOM OF THE BOX TO ABSORB MOISTURE AND THE GASES PRODUCED WHEN THE SPARK WAS DISCHARGING!) KEEP THE ELECTRODES (OF MUSH-ROOM SHAPED CAST IRON!) CLEAN AND SMOOTH.

KEEP THE EARTH ARRESTERS CLEAN - WHICH DOES NOT IMPLY ANY NECESSITY TO RUB OFF THE LACQUER! (EARTH ARRESTERS, IN EFFECT, WERE A RATHER ELABORATE EQUIVALENT OF WHAT WE TERM A "LIGHTNING ARRESTOR")

AFTER A PROLONGED RUN, BE CAREFUL TO SEE THAT NO PART OF THE APPARATUS HAS BECOME UNDULY HEATED. CAREFUL ATTENTION TO THIS ADVICE MAY LEAD TO THE DETECTION OF AN INCIPIENT FAULT, AND MAY PREVENT A SERIOUS FIRE TAKING PLACE.

USE YOUR NOSE AS WELL AS YOUR EYES AND EARS TO DETECT SIGNS OF BURNING OR UNDUE HEATING FROM ELECTRICAL LEAKAGE, BAD CONNECTIONS AND SO ON. NEVER LEAVE ANY SUCH SYMPTOM UNACCOUNTED FOR OR UNREMEDIED.

NEVER PUT IN THE MAIN SWITCH BEFORE ASCERTAINING THAT THE HANDLE OF THE STARTER IS ON THE "OFF" POSITION. (THEY USED HAND STARTERS TO PLACE THE MOTOR-ALTERNATOR SET IN OPERATION)

WHEN WORKING WITH A STRANGE OR NEW SET OF APPARATUS, EXAMINE THE HIGH TENSION AND OSCILLATORY CIRCUITS BEFORE CLOSING THE SWITCH OF THE A.C. (SWITCH) BOARD.

DON'T NEGLECT YOUR TUNING-LAMP AS AN INDICATOR AS TO WHETHER YOUR APPARATUS IS ALL

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## PIONEER WIRELESS MAINTENANCE

By: HOWARD S. PYLE, W7OE

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IN ORDER. (THE "TUNING LAMP" WAS NOTHING MORE THAN A FOUR VOLT LAMP, IN SERIES WITH AN ADJUSTABLE INDUCTANCE, THE TWO BEING MOUNTED ON A TEAKWOOD BASE AND CONNECTED IN THE GROUND LEAD. THIS WAS BEFORE ADOPTION OF THE 'HOT WIRE AMMETER' AS AN OUT PUT INDICATOR).

THE ABOVE QUOTES FROM THE BOOK MAKE IT PRETTY EVIDENT THAT EVEN IN THE EARLY DAYS, MAINTENANCE OF THE WIRELESS EQUIPMENT WAS CONSIDERED AN IMPORTANT PART OF THE OPERATORS' DUTIES. THE FOREGOING, WHILE

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PROBABLY PHRASED A BIT DIFFERENTLY, WAS ISSUED TO ALL SEA-GOING WIRELESS OPERATORS BY THE ENGLISH MARCONI COMPANY AS WELL AS BY THE CANADIAN AND LATER AMERICAN SUBSIDIARIES. ALL OF THE ABOVE IS AUTHENTIC COPY FROM THE BOOK, HOWEVER I HAVE ADDED CERTAIN REMARKS IN PARENTHESIS, FOR CLARIFICATION.

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## "KDKA - 1919 - 20"

By: WILLIAM K. THOMAS W3RV

PRIOR TO THE YEAR OF 1913 (APRIL 1908 TO BE EXACT) BGM WAS FIRST HEARD USING A COIL PRODUCED BY THE HENRY FORD PEOPLE ALTHOUGH NEVER INTENDED FOR USE AS A HAM TRANSMITTER. LATER BGM EXPANDED TO A PACKARD TRANSFORMER PLUS A ROTARY GAP AND STILL LATER ON GRADUATED TO A QUENCHED GAP (THE THING TO DO IN THOSE DAYS). REMEMBER THOSE THREE LITTLE WINE GLASSES WITH LEAD STRIPS INSIDE FORMING A SORTA ELECTROLYTIC BY-PASS ACROSS THE AC LINE? I DO, BUT I STILL "DIMMED" THE HOUSE LIGHTS WHEN STOMPING ON THE STRAIGHT KEY.

ALONG ABOUT THIS TIME THE MURKLE FLOCKER COMPANY, LIBERTY AVENUE, PITTSBURGH, STARTED STOCKING SOME HAM GEAR (SOME?) THEY HAD A LOOSE-COUPLER IN KIT FORM WITH THE PRIMARY AND SLIDING SECONDARY ALREADY WOUND FOR SALE ALONG WITH SOME INSULATORS AND MAGNET WIRE. I JUST KNEW THAT LOOSE-COUPLER WOULD OUTSTRIP MY DOUBLE SLIDE TUNING COIL. IN CONNECTION WITH THIS LOOSE-COUPLER I AM REMINDED OF A STORY. THROUGH DEVISIVE MEANS AND THE HINTS OF A YOUNG BOY WITH A BIRTHDAY IN THE OFFING, I THOUGHT I HAD PAVED THE GROUND NICELY SO I COULD OWN ONE OF THOSE SUPER-DUPER LOOSE COUPLERS WHICH MEANT MORE TO ME AT THAT TIME THAN ANYTHING ELSE ON EARTH. LIKE ALL BIRTHDAYS IT FINALLY ROLLED AROUND. I WAS NOT ALLOWED IN THE "SITTING ROOM". THE TWO SLIDING DOORS BETWEEN IT AND THE MAIN HALL WERE CLOSED EARLY THAT MORNING ON THE EVENTFUL DAY. IN EARLY AFTERNOON I WAS FINALLY ALLOWED TO ENTER THE PORTALS AND I HAD VISIONS OF A SHINY MAHOGANY FINISHED LOOSE-COUPLER

PERCHED ON A SMALL TABLE SET IN THE CENTER OF THE ROOM. THE DOORS WERE OPENED AND I WAS GREETED BY A LUSTY "SURPRISE" MADE BY YOUNG MALE AND FEMALE VOICES. THAT WAS SISSEY STUFF FOR ME BUT MY GREAT-GREAT AUNT CAME TO THE RESCUE THAT EVENING AS I WALKED HER TO THE STREET CAR. SHE SLIPPED A BILL INTO THE PALM OF MY HAND WHICH AS I RECALL WAS ENOUGH TO PAY FOR THE LOOSE-COUPLER PLUS A COUPLE CHUNKS OF GALENA. FISCHER SCIENTIFIC OF PITTSBURGH IN THOSE DAYS WOULD SELL A FELLER CHUNKS OF GALENA AND/OR SILICON FOR A SMALL AMOUNT AND NEVER SEEMED TO BE TOO BUSY TO WAIT ON US.

WORLD WAR I PUT A STOP TO THE ACTIVITIES OF 8DE AND AS MANY READERS WILL RECALL OUR ENTIRE STATIONS HAD TO BE DISMANTLED. WHY? GOOD QUESTION; I NEVER DID LEARN JUST WHY, BUT SOON DOWN CAME MY 6-WIRE ANTENNA AND 6-WIRE COUNTERPOISE AND OFF I WENT TO FRANCE TO FIGHT THE WAR TO END WARS AND AFTER SIX MONTHS WITH THE ARMY OF THE OCCUPATION IN GERMANY, I RETURNED HOME TO HAM ACTIVITIES AGAIN.

WESTINGHOUSE ELECTRIC & MFG. CO., EAST PITTSBURGH, PA. WAS AT THAT TIME INTERESTED IN THE BROADCASTING PHASE. IT WAS MY GOOD FORTUNE TO BE EMPLOYED IN THE DEVELOPMENT OF THE FIRST TRANSMITTER USED BY KDKA DURING THE HARDING-COX ELECTION RETURNS. AFTER WORLD WAR I, I WAS ASSIGNED THE CALL OF 8LF, THIS FIRST KDKA TRANSMITTER WAS A SIMPLE AFFAIR (OUTLAWED TODAY) CONSISTING OF A COUPLE FIFTY WATT BOTTLES FABRICATED LOCALLY AS AN OSCILLATOR AND A COUPLE MORE TRIODES MODULATING THEM. THE TRANSMITTER ASSUMED THE

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PICTURE SHOWS THE TRANSMITTER AT "KDKA" IN 1920 WITH "TOM", W3RV, (2ND FROM LEFT); MAN ON LEFT IS A DRAUGHTSMAN; MAN HOLDING THE "ELABORATE" MIKE IS "L. H. ROSENBERG SPEAKING"; MAN ON RIGHT IS JACK FRAZIER TELEPHONE AND WIRE CHIEF IN THE (W) PLANT, PITTSBURGH.

" KDKA - 1919 - 20 "

By: WILLIAM K. THOMAS W3RV

....CONTINUED....

SHAPE OF A STRAIGHT BACK CHAIR WITH GEAR HANGING UNDERNEATH THE SEAT AND TUBES MOUNTED ON TOP PLUS THOSE LARGE DUBILIER CAPACITORS HERE AND THERE. THIS ENTIRE PROJECT COST A PRETTY PENNY AS IT WAS FABRICATED BY SPECIALIST MACHINISTS AND NOT BY ORDINARY WORKMEN.

THE FIRST STUDIO OF KDKA WAS MERELY A LARGE TENT ERECTED ON THE ROOF OF A NINE STORY BUILDING IN THE HEART OF THE EAST PITTSBURGH PLANT, ACCESSIBLE ONLY BY A FREIGHT ELEVATOR. THIS STUDIO WAS A TEMPORARY AFFAIR AND ESTABLISHED MAINLY TO ACCOMODATE THE EARLY "LIVE" AMATEURS WHO WANTED TO GET ON RADIO. THE STUDIO WAS A SHORT-LIVED AFFAIR AS A HEAVY WIND WIPED IT OUT OF EXISTENCE. ON THIS SAME ROOF A BUILDING 10FT BY 30 FT WAS ERECTED TO HOUSE THE "TRANSMITTER AND RECEIVER" WITH A SEPARATE ROOM FOR OPERATION OF CW BETWEEN CLEVELAND AND EAST PITTSBURGH. THE INPUT FROM THE END FED HORIZONTAL ANTENNA WAS QUITE HANDY AND FED THROUGH A NORMAL FEED-THROUGH INSULATOR. THIS WAS A MODERN BROADCASTING STATION OF THE EARLY DAYS OF THE YEAR OF 1920, IN FACT KDKA REPEATEDLY HAS BEEN KNOWN AS THE FATHER OF RADIO BROADCASTING. CRUDE AS IT WAS, BY TODAY'S STANDARDS, IT STILL "GOT OUT" AND HOW WITH AN ANTENNA NINE FLOORS ABOVE GROUND AND A SIMILAR COUNTERPOISE ABOUT 300 FEET BELOW THE ANTENNA. THE MODERN RECEIVER OF THOSE DAYS WAS A CRYSTAL AFFAIR WITH THE FIRST VACUUM TUBE RECEIVER USING UX-199 TUBES. ONE OF THE EARLY RECEIVERS (COMMERCIAL AT THAT TIME) MAY BE SEEN ON THE SHELF TO THE LEFT OF THE OPERATOR ALONG WITH A LARGE LOADING COIL.

VISUALIZE A PRIMA DONA IN ALL HER FINE CLOTHES RIDING A FREIGHT ELEVATOR AND THEN PERFORMING INSIDE A TENT. NEEDLESS TO SAY LAND-LINE AMPLIFIERS WERE SOON DEVELOPED AND A DOWN-TOWN PITTSBURGH STUDIO IN ONE OF PITTSBURGH'S OLDEST HOTELS CHANGED THIS STORY.

A DUPLICATE TRANSMITTER WAS BUILT AND AGAIN IT WAS MY GOOD FORTUNE TO INSTALL IT AT THE CLEVELAND BRANCH OF WEMCO; THEN HIRE A COMMERCIAL OPERATOR TO RUN THE SHACK AND RETURN TO PITTSBURGH. ONCE BACK I WAS ASSIGNED THE JOB OF POUNDING BRASS IN HANDLING TRAFFIC BETWEEN THE TWO WESTINGHOUSE BRANCH LOCATIONS. I HIRED EDDIE LANDON AS THE CLEVELAND OPERATOR, (KDPM) AND AS FAR AS I KNOW HE IS NOW STILL WITH WESTINGHOUSE BUT AT THE PITTSBURGH MAIN STUDIO. WHILE PLOTTING ANTENNA CURVES USING

AN ALEXANDERSON ALTERNATOR AS AN RF SOURCE OF ENERGY THE FAR END ANTENNA WOODEN SPREADER CAUGHT FIRE, THE ORIGINAL KDKA ANTENNA CONSISTED OF 6 WIRES SPACED THREE FEET APART AND SUPPORTED AT BOTH ENDS BY WOODEN SPREADERS. THE FAR END WIRES WERE NOT CONNECTED TOGETHER. THEY WERE LATER ON. YOU HAVE HEARD THE EXPRESSION "THOSE WERE THE GOOD OLD DAYS" AND FOR MY MONEY THEY TRULY WERE JUST THAT. IN YOUR MIND VISUALIZE THE DIFFERENCE BETWEEN KDKA OF 1920 AND 1964! I WILL NOT ELABORATE ON THIS POINT BUT THE ANTENNA IS NO LONGER SUSPENDED ABOVE THE EAST PITTSBURGH PLANT BETWEEN A SMOKE STACK AND THE TOP OF A NINE STORY BUILDING. IT IS NOW REMOTELY CONTROLLED AND LOCATED MANY MILES AWAY FROM THE MAIN STUDIOS IN DOWNTOWN PITTSBURGH. TONY MAGLIOLI (W3OX) IS STILL AN ATTENDANT AT THE REMOTE TRANSMITTER SITE IN BAKERSTOWN.

SOME DAY I WANT TO RETURN TO PITTSBURGH AND LEARN IF THE MEN IN THE ACCOMPANYING PICTURE (EXCLUDING THE FELLER IN FRONT OF THE TRANSMITTER, WHICH IS YOURS TRULY) ARE STILL AROUND. NOTE THE "ELABORATE" MICROPHONE USED IN 1920/ IT WAS A COMMON CARBON BUTTON MIKE HOUSED IN A PASTERBOARD BOX AND WRAPPED WITH FRICTION TAPE AND HELD BY "L. H. ROSENBERG SPEAKING". THE MAN ON THE STOOL TO THE REAR WAS A DRAFTSMAN AND BORROWED FOR THE EXPOSURE. THE MAN TO THE RIGHT WAS JACK FRAZIER, THEN THE CHIEF OF TELEPHONE AND WIRE OF THE PLANT.

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BEWARE OF THOSE WHO FALL AT YOUR FEET -  
THEY MAY BE REACHING FOR THE EDGE OF THE RUG.

\*\*\*\*\*

A MAN MUST DO WHAT HIS CONSCIENCE TELLS HIM  
IS RIGHT - UNLESS HE CAN GET OUT OF IT.

\*\*\*\*\*

ONE WAY TO REDUCE YOUR BILLS IS TO PUT  
THEM ON MICROFILM.

\*\*\*\*\*

THE FAMILY MAN REPORTS THAT HIS BIGGEST  
FINANCIAL PROBLEM IS HAVING TOO MUCH  
MONTH LEFT OVER AT THE END OF HIS MONEY

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## THOSE NASTY KICKBACKS By: ALBERT E. SONN, W2GC

IN THE GOOD OLD WIRELESS DAYS THERE WAS A TERM USED IN WIRELESS CALLED "KICKBACKS" AND THEY DIDN'T REFER TO TODAY'S MEANING OF GETTING MONEY BACK FOR BEING CROOKED IN CONTRACTS. THESE "KICKBACKS" WERE CAUSED BY HIGH VOLTAGES GETTING INTO THE ELECTRICAL LINES AND FIXTURES OF OLDER WIRED HOMES WHERE THEY WOULD FLASH FROM THE LINE TO THE GROUNDED SIDE OF THE FIXTURE CAUSING DAMAGE AND SOMETIMES FIRE.

ONE SUNDAY MORNING WHEN I WAS PUSHING A KILOWATT OUT ON MY AERIAL I HEARD THE CLANGING OF FIRE ENGINES IN MY NEIGHBORHOOD. THEY CAME CLOSER AND FINALLY PULLED UP IN FRONT OF A NEIGHBOR'S HOME NEXT DOOR WHO WAS ON THE SAME SUPPLY LINE. I SAW SMOKE AND MY FACE TURNED RED FOR I HAD A FEELING THAT I WAS TO BLAME. I HAD "KICKBACKS" BEFORE IN MY OWN HOUSE. THE FIREMEN WENT IN AND STARTED TEARING THE WALLS DOWN IN THE BATH-

ROOM NEXT DOOR TO GET AT THE BURNING WOODWORK. THE "KICKBACK" WAS FROM SPARKS JUMPING TO THE GROUND IN MY NEIGHBORS HOUSE. IT TOOK HALF AN HOUR TO EXTINGUISH THE BLAZE WHICH PARTLY RUINED THE BATHROOM AND CONTENTS. THE HOME OWNER NEVER KNEW WHAT HAPPENED OR WHO CAUSED THE FIRE. BUT NEXT DAY THE PUBLIC SERVICE CAME UP AND INSTALLED A NEW 5 KW TRANSFORMER ON THE POLE ACROSS THE STREET WHICH PUT ME ON THE PRIVATE 110 VOLT CIRCUIT. FROM THEN ON ALL I HAD TO DO WAS TO HAVE MY FATHER CALL IN AN ELECTRICIAN TO REPAIR OUR DAMAGED LIGHT FIXTURES OF WHICH THERE WERE PLENTY IN THOSE GOOD OLDER WIRELESS TIMES.

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## CHISTES

MADAME DE STAEL Y EL PRINCIPE TALLEYRAND ESTAN CHARLANDO EN UN SALON PARISIENSE, CUANDO DE PRONTA ENTRA UNA HERMOSA DAMA JOVEN, LLAMANDO LA ATENCION DE TODOS LOS HOMBRES PRESENTES...INCLUSO EL VENERABLE DIPLOMATICO.

SU INTERLOCUTORA LE PREGUNTA ASTUTAMENTE:

"PRINCIPE, IMAGINESE QUE ESTAMOS JUNTO CON ESA JOVEN DAMA EN UN BOTE, Y QUE EL BOTE ZOZOBRA. CON TODA SINCERIDAD A CUAL DE NOSOTRAS USTED SALVARIA?"

A LO CUAL TALLEYRAND REPLICA, INCLINANDOSE GRACIOSAMENTE:

"PERO MADAME, USTED ES UNA EXCELENTE NADADORA...!"

\*\*\*\*\*

LA MAS GRANDE CONFUSION REINA EN EL SET DONDE UNA PELICULA ESTA SIENDO FILMADA. EN UN MOMENTO DADO, EL DIRECTOR, UN NOMBRE FAMOSO EN LA INDUSTRIA DEL FILM, PREGUNTA A SU SECRETARIA:

"DONDE ESTA MI LAPIZ?"  
DETRAS DE SU OREJA."

EL DIRECTOR FRUNCE EL ENTRECEJO Y VOCIFERA:

"DETRAS DE MI OREJA?...JOVEN DAMISELA HAGAME EL FAVOR DE SER MAS PRECISA. CADA SEGUNDO CUENTA! QUIERE DECIRME DETRAS DE CUAL OREJA?"

\*\*\*\*\*

## MY FAVORITE JOKES

THERE WERE 10 KIDS IN MY FAMILY. I NEVER SLEPT ALONE UNTIL I WAS MARRIED.

\*\*\*\*\*

MY WIFE IS MAD AT ME AGAIN. I TOLD HER HER STOCKINGS WERE WRINKLED. SHE WASN'T WEARING ANY.

\*\*\*\*\*

TWO DRUNKS WERE WALKING ALONG A RAILROAD TRACK. ONE SAID "THESE ARE THE WIDEST STEPS I EVER WALKED UP IN MY LIFE."

THE OTHER DRUNK SAID, "IT'S NOT THE WIDE STEPS THAT ARE KILLING ME..IT'S THIS LOW HANDRAIL."

\*\*\*\*\*

TWO OLD WOMEN FRIENDS MET ON THE STREET FOR THE FIRST TIME IN YEARS. ONE OF THEM SAID, "HOW'S YOUR SON THESE DAYS?"

"HE'S A SCHIZOPHRENIC," REPLIED THE OTHER.

"REALLY!" EXCLAIMED THE FIRST WOMAN. "WHERE IS HIS OFFICE?"

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THE OLD-FASHIONED GIRL USED TO HIDE MONEY INSIDE HER BODICE, BUT THE MODERN GIRL PREFERS TO PUT IT WHERE IT WON'T BE SEEN!

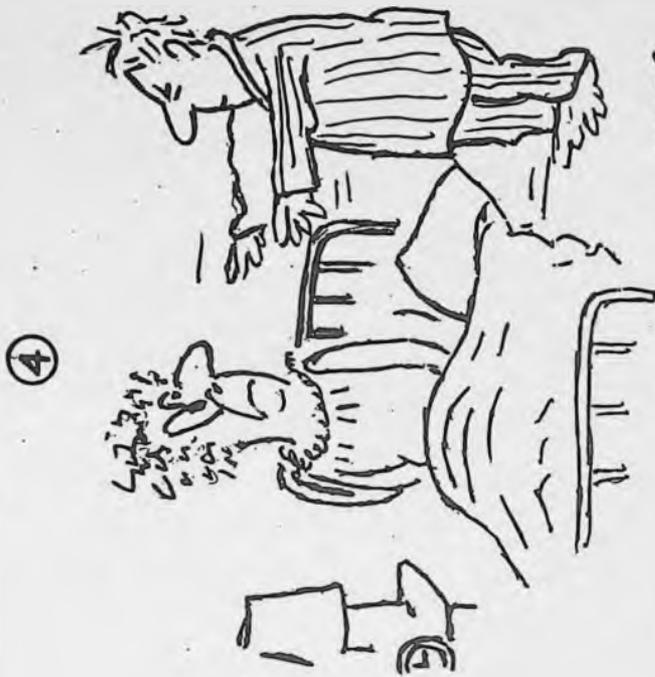
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# Spark-Gap Times

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Old Old Timer:



REDRAWN BY WREG

APOLGY TO SYVERSON

## STORIES

### AN EXPERIENCE DURING WORLD WAR I IN THE MEDITERRANEAN

By: HARTLAND B. WILDER VE2SF  
364 GLENGARRY AVE.,  
MONTREAL, CANADA

PERCY LEONARD AND I WERE WIRELESS OPERATORS ON H.M.S. OCEANA DURING THE FIRST WORLD WAR. ALTHOUGH SHE HAD QUITE A NICE SOUNDING NAME THE OCEANA WAS AN OLD TUB. SHE WAS AN ALL STEEL SHIP AND IF SHE HAD EVER BEEN TORPEDOED SHE WOULD HAVE GONE DOWN LIKE A STONE. WHEN WE JOINED THE OCEANA IN LONDON SHE HAD ONLY ACCOMODATION FOR ONE WIRELESS OPERATOR AND THIS CONSISTED OF A SINGLE BUNK IN THE WIRELESS ROOM. WE COMPLAINED TO THE NAVAL COMMANDER IN THE PORT OF LONDON AND THEY BUILT US A NEW SLEEPING CABIN. THIS NEW CABIN WAS NOT MUCH BETTER THAN THE REST OF THE SHIP, VERY SMALL AND CHEAPLY BUILT. THE BUNKS WERE TOO CLOSE TOGETHER AND IN THE LOWER ONE YOU COULD NOT SIT UP STRAIGHT FOR YOU WOULD HIT YOUR HEAD. I WAS THE JUNIOR OPERATOR AND HAD TO TAKE THE LOWER BUNK.

WE WOULD LOAD COAL AT BARRY DOCK AND THEN WAIT FOR A CONVOY TO GIBRALTAR AND DELIVER THE COAL TO DIFFERENT FRENCH NAVAL BASES ALONG THE NORTH COAST OF AFRICA. IN THE MEDITERRANEAN WE WERE NOT IN CONVOY AND USED TO STICK VERY CLOSE TO THE SHORE, THE REASON FOR THIS WAS THAT IF WE WERE TORPEDOED WE MIGHT BE ABLE TO BEACH THE SHIP BEFORE SHE SANK. THERE WERE LOTS OF SUBMARINES IN THIS CALM BODY OF WATER (AFTER BEING IN THE ATLANTIC) BUT THANK GOODNESS WE NEVER SAW ONE.

BIZERTA WAS ONE OF OUR PORTS OF CALL. IT IS A REAL EASTERN CITY AND LOOKED MARVELLOUS FROM A DISTANCE, BUT WHEN YOU GOT CLOSE THE SMELL WAS BAD AND ONLY SOME PARTS OF IT WERE ATTRACTIVE. BEFORE THE WAR IT WAS A SUMMER RESORT AND HAD A VERY WONDERFUL BEACH. DURING WAR TIME THIS BEACH WAS DESERTED BUT LEONARD AND I USED TO STROLL UP AND DOWN IT OFTEN. ONE DAY WE WERE SITTING ON THE SAND ADMIRING THE LOVELY BLUE MEDITERRANEAN WHEN TWO GIRLS IN EASTERN DRESS WITH VEILS CAME DOWN TO THE WATERS EDGE AND WADED IN. THE GIRLS HAD NOT SEEN US AND WE WATCHED WITH A GREAT DEAL OF INTEREST. THEY SOON CAME ASHORE AND STRIPPED OFF THEIR ROBES AND AS FAR AS WE COULD TELL THEY SEEMED TO BE IN THE NUDE. WE WERE QUITE A DISTANCE AWAY AND COULD NOT SEE ALL WE WISHED WE WISHED WE COULD BUT DECIDED TO STAY STILL AND WATCH. BOTH GIRLS WERE LOVELY SWIMMERS AND THEY MUST HAVE STAYED IN AT LEAST HALF AN HOUR. WHEN THEY CAME ASHORE AND WERE FULLY DRESSED, WE STARTED TO STROLL OVER IN THEIR DIRECTION. WHEN THEY SAW US THEY

STARTED TO RUN AND OUR HOPES OF PLEASANT COMPANY FADED. THEY DID NOT GO FAR HOWEVER, AND WE CONTINUED TO STROLL NEARER. WE FINALLY CAUGHT UP AND TRIED TO TALK TO THEM. THEY COULD NOT UNDERSTAND ENGLISH OR FRENCH AND LEONARD'S SPANISH BROUGHT NO RESULTS. WE CONCLUDED THAT MUST BE ARABIC AND THEN RESORTED TO SIGN LANGUAGE.

AFTER WAVING OUR HANDS AND GOING THROUGH ALL KINDS OF ANTICS WE DECIDED THAT THEY WANTED US TO FOLLOW THEM. NOT HAVING ANYTHING BETTER TO DO WE READILY AGREED TO THE IDEAS. IT WAS A WIDE BEACH AND WHEN WE GOT NEAR THE CITY SIDE WE COULD SEE A FOREIGN CAR PARKED NEAR SOME TREES. THE CAR WAS COMPLETE WITH COLOURED CHAUFFEUR AND THE FOUR OF US GOT IN THE BACK SEAT. THEY TOOK US FOR A LOVELY DRIVE AND OUR OPINION OF BIZERTA CERTAINLY CHANGED, FOR IF YOU KNEW WHERE TO GO IT WAS A VERY INTERESTING CITY. BY THIS TIME WE WERE PRETTY WELL LOST AND I WAS BEGINNING TO GET A BIT SCARED, THE DRIVER KEPT ON HOWEVER, AND WE WERE SOON OUT OF THE CITY AND GOING ACROSS THE DESERT. I WAS REALLY SCARED BY NOW AND MADE SEVERAL ATTEMPTS TO GET THEM TO TURN AROUND, POINTING AT MY WATCH AND MAKING TURNING SIGNS WITH MY HANDS. I KNEW THAT THE SHIP WAS SUPPOSED TO SAIL THE NEXT MORNING AT DAYBREAK AND THIS WAS BEGINNING TO LOOK LIKE AN ALL NIGHT AFFAIR. LEONARD SEEMED TO BE ENJOYING HIMSELF IMMENSELY HOWEVER.

WE FINALLY ARRIVED AT A LARGE BUILDING WITH HIGH STONE WALLS ALL AROUND, IT LOOKED LIKE SOME SORT OF A MOSQUE. IT SEEMED TO BE WELL GUARDED AND FOREIGN LEGION TYPE SOLDIERS WERE ALL OVER THE PLACE. WE DREW UP AT THE DOOR AND WERE MET BY FOUR BLACK MEN. ONE RELIEVED THE CHAUFFEUR, TO DRIVE THE CAR AWAY, TWO HAD LARGE PALM LEAF FANS AND KEPT THE AIR MOVING, FOR IT WAS QUITE HOT, AND THE OTHER OPENED THE DOOR AND ESCORTED US INTO THE BUILDING. WE SEEMED TO BE IN SOME SORT OF A PALACE WITH ALL THE ORIENTAL SPLENDOUR AND EASTERN FURNISHINGS OF A SULTANS HAREM. LEONARD AND I WERE

.....CONT'D NEXT PAGE.....

## AN EXPERIENCE DURING WORLD WAR I IN THE MEDITERRANEAN

By: HARTLAND B. WILDER VE2SF

.....CONTINUED.....

MORE OR LESS RESIGNED TO OUR FATE BY NOW AND DECIDED TO ENJOY OURSELVES. WE WERE TAKEN ALL OVER THE PALACE, IT MUST HAVE HAD A LEAST FIFTY ROOMS WITH A LOVELY OPEN AIR COURTYARD AND PLENTY OF BALCONIES OFF THE UPSTAIRS ROOMS. WE WERE SERVED COFFEE AND SMOKED TURKISH PIPES. THE GIRLS SMOKED TOO AND AS THEY PARTIALLY LIFTED THEIR VEILS WE HAD THE FIRST GLIMPSE OF THEIR FACES. THE ONE I WAS WITH WAS QUITE A BIT OLDER THAN THE ONE LEONARD WAS WITH, BUT THEY WERE BOTH VERY GOOD LOOKING IN AN ORIENTAL WAY. WHAT WAS BOTHERING ME MOST WAS THE BLACK MAN WITH THE LARGE FAN THAT STAYED RIGHT BEHIND US ALL THE TIME. I DID NOT KNOW WHAT TO DO TO GET RID OF HIM.

ALTHOUGH WE DID NOT SEE ANY OTHER GIRLS ON OUR TOUR OF THE BUILDING WE SEEMED TO SENSE THAT THERE WERE SOME MORE AROUND. LEONARD SAID TO ME SEVERAL TIMES, "I WONDER WHERE THE HAREM IS." WE WERE REALLY GETTING QUITE FRIENDLY AND ASKED THE GIRLS THEIR NAMES. WE POINTED TO OURSELVES AND REPEATED OUR NAMES SEVERAL TIMES. THEY SEEMED TO BE ABLE TO SAY PERCY O.K. BUT MY NAME WAS DIFFICULT FOR THEM SO I CHANGED IT TO BILL. AFTER QUITE A STRUGGLE THEY GOT THE IDEA AND WE FOUND OUT THAT THE ONE I WAS WITH WAS FATIMA AND LEONARD'S FRIEND WAS ZINKA.

LEONARD WANTED TO DANCE AND AS FATIMA SEEMED TO BE THE BOSS HE TRIED TO MAKE HER UNDERSTAND THAT WE WOULD LIKE SOME MUSIC. THIS WAS QUITE A JOB AND I COULD NOT HELP MUCH FOR I AM NOT MUSICALLY INCLINED AT ALL. THEY DID NOT SEEM TO GET THE IDEA WHEN WE TOOK THEM IN OUR ARMS AS YOU WOULD ANY DANCING PARTNER. FINALLY LEONARD'S VOCAL EFFORTS BROUGHT SOME RESULTS AND FATIMA SENT ZINKA ON AN ERRAND. IN A FEW MINUTES A TEN PIECE ORCHESTRA APPEARED WITH SOME OF THE MOST PECULIAR INSTRUMENTS YOU EVER SAW. THEY WENT INTO ACTION AND THE SOUNDS THEY PRODUCED WERE TRULY AMAZING. LEONARD AND I GOT UP AND TRIED TO DANCE TOGETHER BUT THE BEAT WAS ALL WRONG AND WE JUST COULD NOT GET GOING. THE GIRLS JUST LAUGHED AT US. WE SAT DOWN AGAIN AND WERE RATHER FRUSTRATED.

FATIMA SENT ZINKA ON ANOTHER ERRAND AND IN A SHORT TIME ABOUT TWENTY-FIVE OF THE MOST BEAUTIFUL GIRLS YOU EVER SAW APPEARED. THEY WERE VERY SCANTILY CLAD AND THEIR FIGURES WERE PLAINLY VISIBLE THROUGH THEIR SHEER CLOTHING. THEY HAD FINGER NAILS ABOUT TWO INCHES LONG THAT WERE COLORED THE SAME AS THEIR TOE NAILS.

THE SHADE OF EACH GIRLS COLORING WAS DIFFERENT AND THEIR BREASTS WERE TINTED TO MATCH. THE EFFECT WAS REALLY STARTLING FOR THE BREASTS WERE DARK IN THE CENTER AND THEN FADED OUT TO A LIGHTER SHADE. THEY PARADED IN FRONT OF US BUT FATIMA MOTIONED TO THEM NOT TO COME TOO CLOSE.

THE ORCHESTRA STARTED TO PLAY AND THE BEAT WAS JUST RIGHT FOR THEIR MODE OF DANCING I THINK THAT THE MODERN TERM FOR IT WOULD BE BELLY DANCING. THE ARM MOVEMENT WAS SUPERB THEY ALMOST SEEMED TO BE DOUBLE JOINTED AND THEIR LONG FINGER NAILS ADDED TO THE LENGTH OF THEIR ARMS. I WAS CERTAINLY FACINATED AND LEONARD SEEMED TO BE THE SAME. I MUST ADMIT MY EYES WERE NOT ALWAYS ON THEIR ARMS. AS THE DANCE PROGRESSED THEY GRADUALLY CAME CLOSER AND CLOSER TO US. THEY WERE ALL DARK SKINNED EXCEPT ONE WHO REALLY COULD HAVE BEEN TAKEN FOR AN AMERICAN. I WAS WATCHING HER VERY CLOSELY AND AS SHE PASSED ME I SAW HER LIPS MOVE AND WAS SURE SHE SAID, "HELLO SAILOR."

I GLANCED SIDWAYS AT FATIMA AND SHE SEEMED RESTLESS AND NOT TOO PLEASED, HOWEVER, I MADE UP MY MIND THAT WHEN THE DANCE WAS FINISHED I WOULD ATTEMPT TO SPEAK TO THE LIGHT SKINNED GIRL. AS THE TEMPO INCREASED THEY WORKED THEMSELVES UP INTO ALMOST A FRENZY. ALL THE GARMENTS ABOVE THE WAIST WERE REMOVED AND THEY WERE CERTAINLY A MARVELOUS AND EXCITING SPECTACLE TO BEHOLD. WHEN THE DANCE FINALLY CAME TO AN END LEONARD AND I SAT THERE IN A DAZE, HARDLY ABLE TO MOVE, WE WERE ACTUALLY PANTING. THE LIGHT SKINNED GIRL CAME OVER AND SPOKE TO FATIMA AND ALTHOUGH SHE MOTIONED FOR HER TO SIT DOWN BESIDE ME SHE DID NOT SEEM PLEASED.

MY NEW FRIENDS NAME WAS SIMPLY MARY AND SHE COULD SPEAK ENGLISH PERFECTLY. SHE WAS AN AMERICAN NURSE WHO HAD BEEN ON A SPECIAL MISSION FLYING EAST ALMOST A YEAR AGO. THE PLANE HAD BEEN FORCED DOWN AND THE PILOT KILLED. SHE HAD BEEN FOUND BY THE SULTAN AND BROUGHT INTO HIS HAREM. SHE TOLD ME THAT THE SULTAN WAS A VERY WONDERFUL MAN AND THAT HE WAS AWAY FIGHTING WITH LAWRENCE OF ARABIA. SHE WAS PERFECTLY CONTENT AND HAD NO DESIRE TO RETURN TO THE U.S.A. AT PRESENT. SHE GAVE ME A MESSAGE FOR HER FAMILY HOWEVER.

ALL OF A SUDDEN FATIMA CLAPPED HER HANDS AND ALL THE GIRLS, INCLUDING MARY, IMMEDIATELY LEFT THE ROOM. ZINKA TOOK LEONARD UPSTAIRS AND I WAS LEFT SITTING ON A

.....CONTINUED NEXT PAGE.....

# Spark-Gap Times

## AN EXPERIENCE DURING WORLD WAR I. IN THE MEDITERRANEAN

By: HARTLAND B. WILDER VE2SF

.... CONTINUED .....

LARGE WIDE EUROPEAN TYPE CHESTERFIELD WITH ONLY FATIMA AT THE OTHER END. THE CHESTERFIELD MUST HAVE BEEN TEN FEET LONG, FOR I REMEMBER HER FEET WERE TOWARDS ME AND THERE MUST HAVE BEEN FOUR FEET BETWEEN US. THE BLACK MAN WITH THE FAN FINALLY LEFT AND SHE

TURNED AROUND AND PUT HER HEAD ON MY LAP. OH! BOY! WAS I SCARED? I SAT THERE ALL A TWITTER AND FINALLY DECIDED TO GET UP. SHE PULLED A SHORT, SHARP, PEARL HANDLE DAGGER FROM HER ROBE AND LUNGED AT ME. I JUMPED BACK AND .....HIT MY HEAD ON THE UPPER BUNK AND WOKE UP.

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## TROUBLE, TROUBLE, DOUBLE TROUBLE

By: J. ERNEST SMITH, WIPJE

BACK IN THE SUMMER OF 1929, I WAS VACATION RELIEF OPERATOR FOR WESTERN UNION IN RAPID CITY, SOUTH DAKOTA. AT THAT TIME THE TELEGRAPH CIRCUITS CONSISTED OF A QUADRUPLIX BETWEEN RAPID CITY AND SIOUX CITY, IOWA, AS WELL AS ABOUT ONE HUNDRED "STIX" CONNECTIONS TO VARIOUS TOWNS IN THE BLACK HILLS AND THE WESTERN HALF OF THE STATE. THE STIX WIRES CAME INTO A CONCENTRATOR - A TWO MAN SWITCH BOARD ARRANGEMENT COMPLETE WITH LIGHTS WHICH COULD BE TURNED ON BY OPERATORS AT THE STIX LOCATIONS. MOST OF THESE LOCATIONS WERE RAILROAD DEPOTS OUT ON THE PRAIRIE WITH VERY LITTLE TRAFFIC BUT SOME WERE WESTERN UNION OFFICES WITH ENOUGH BUSINESS TO JUSTIFY A FULL TIME OPERATOR. ONE OF THESE REMOTE OFFICES WAS IN BELLEFOURCHE SOUTH DAKOTA WITH A WOMAN OPERATOR-MANAGER, WITH A HIGH SPEED BUG AND A QUICK TEMPER. NOW IN CASE YOU HAVE FORGOTTEN, A WOMAN OPERATOR FREQUENTLY THROWS IN AN EXTRA DOT OR TWO JUST BECAUSE SHE FEELS LIKE IT BUT, IF YOU "BREAK" HER AND ASK FOR A REPEAT, THIS IS A REFLECTION ON HER "FIST" AND SHE MAY TAKE THE REST OF THE AFTERNOON TO TELL YOU WHAT SHE THINKS OF YOUR "COPYING" ABILITY. THE WOMAN IN BELLEFOURCHE WAS NO EXCEPTION. AS A CONSEQUENCE THE LIGHT FROM BELLEFOURCHE WAS IGNORED BY THE TWO OPERATORS ON THE CONCENTRATOR AS LONG AS THEY COULD FIND SOMETHING ELSE TO DO.

WAS PLACED AT THE BOTTOM OF THE STACK. I MADE A MENTAL NOTE THAT IT WOULD TAKE HER ABOUT AN HOUR TO GET TO MY MESSAGE SO I WAITED TO SEE WHAT WOULD HAPPEN. SURE ENOUGH IN ABOUT AN HOUR ONE MESSAGE WAS NOT PLACED ON THE HOOK BUT CAREFULLY LAID ASIDE AND, WHEN SHE GOT HER FIFTEEN MINUTE "SHORT", I SAW HER SHOWING IT TO THE OTHER GIRLS IN THE OFFICE SO I KNEW THE WOMEN HAD BEEN NOTIFIED. NEEDLESS TO SAY, I SAW TO IT THAT THE MEN ALSO RECEIVED THE WORD. FROM THEN ON, EVERYONE WAITED TO GET THE BOY-FRIENDS ANSWER.

I WORKED A SPLIT SHIFT AND ONE MORNING THE LIGHT FROM BELLEFOURCHE CAME ON. THE BOSS WAS NEARBY SO I QUICKLY PLUGGED IN AND COPIED A FIFTY WORD DAY MESSAGE. THE MESSAGE WAS FROM A YOUNG GIRL IN BELLEFOURCHE TO HER BOY FRIEND IN HURON, S.D. WHICH MEANT THAT IT WOULD HAVE TO BE SENT OVER THE QUADRUPLIX TO SIOUX CITY AND THEN SENT BACK TO HURON FROM THERE. I DON'T REMEMBER THE EXACT FIFTY WORDS BUT THE MESSAGE SAID THE GIRL WAS IN TROUBLE AND WANTED HER BOY FRIEND TO TALK TO HIS MOTHER AND WIRE BACK INFORMATION ON WHAT SHE SHOULD DO. THERE WAS A GIRL OPERATOR ON THE SENDING SIDE OF THE "QUAD" WITH A STACK OF MESSAGES AN INCH HIGH IN FRONT OF HER. MY MESSAGE

WHEN I CAME BACK TO DO THE SECOND HALF OF MY SHIFT, I DIDN'T HAVE TO ASK WHETHER THE ANSWER HAD COME OR NOT. THE STRAIN ON THE OFFICE STAFF WAS BEGINNING TO SHOW. THIS WAS BACK IN THE DAYS WHEN PEOPLE WHO SENT TELEGRAMS THOUGHT THEY WERE UNTOUCHED BY HUMAN HANDS. ACTUALLY WE HELD A CONFERENCE IN THE OFFICE THAT NIGHT - MEN AND WOMEN TOGETHER. BELLEFOURCHE WAS ONLY FORTY MILES AWAY AND MAYBE WE COULD DO SOMETHING ABOUT IT. THE ONLY TROUBLE WAS WE COULDN'T AGREE ON WHAT SHOULD BE DONE.

THE NEXT MORNING A TELEGRAM CAME IN FROM THE BOY FRIEND. IT ALSO WAS FIFTY WORDS BUT ALL IT SAID WAS HE COULDN'T TALK TO HIS MOTHER. THAT BOY MUST HAVE BECOME A POLITICIAN-NO ONE ELSE COULD USE SO MANY WORDS TO SAY SO LITTLE. BY NOW THE OFFICE STAFF WAS MILLING AROUND LIKE MICE IN A CAGE. ONE OF THE GIRLS BEGAN TAKING UP A COLLECTION WHEN I ASKED WHAT FOR SHE SAID, "IT'S GASOLIN MONEY, I'M GOING TO DRIVE UP THERE TONIGHT AND TELL THAT GIRL SOME OF THE FACTS OF LIFE. I WAS ON THE YOUNG SIDE IN THOSE DAYS AND COULD HAVE USED SOME OF THOSE "FACTS" MYSELF.

THE NEXT MORNING I HAD JUST WARMED UP MY CHAIR WHEN THE BELLEFOURCHE LIGHT FLASHED. I GRABBED THE PLUG WHILE THE OFFICE GATHERED AROUND. A SHORT MESSAGE BUT TO THE POINT: "CAME AROUND TODAY - EVERYTHING OKAY -"

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"A MEMORIAL TO OUR DEPARTED BROTHERS"

WRITTEN BY W1CDX, MODIFIED SLIGHTLY BY  
W1MPP FOR THE MEMORIAL TO W2EG — AND  
FOR ALL OUR SILENT KEYS.

THE DIPOLE FEEDERS STAND AT EASE  
GENTLY SWAYING IN PEACEFUL SLACK,  
THE OPEN LINE WILL SUPPORT A VINE  
GROWING NEAR THE RADIO SHACK.

CHEERFULLY DID THE FLAT TOP SING  
WITH GREETINGS AND 73 —  
THERE IS NOW BUT SILENCE, ALL IS HUSHED  
FOR DEATH, HAS STILLED THE KEY.

LORD, GIVE US FAITH THAT THERE MAY BE  
A PLACE FOR HAMS IN ETERNITY.  
THAT ONCE AGAIN, WE MAY QSO  
WITH THOSE DEPARTED WE USED TO KNOW.

WITH DX TESTS, SWEEPSTAKES, OTHER JOYS,  
TRAFFIC NETS FOR THE QSP BOYS —  
CHANNELS CLEAR, NO QRM,  
WITH GOD IN HEAVEN, NET CONTROL.

FAREWELL OM AND 73  
YOU HAVE AN HONORED PLACE IN OOTC.  
YOUR RACE IS FINISHED, OURS YET TO RUN  
'TIL OUR FINAL SK, THY WILL BE DONE.

## SILENT KEYS

### SILENT KEYS OF THE OOTC TO NOVEMBER 7, 1964

K4KJ	115	HAROLD B. DOTÉN	1964
W1CNC	79	ALEXANDER R. JOHNSON	1960
A1AGM	353	HENRY A. TADGELL	1963
W1DLH	63	ARTHUR E. RIDLEY	1957
W1ED	53	ALFRED J. CARVER	1964
W1FRP	66	EVERETT G. GRAY	
W1FUR	21	GREENLEAF W. PICKARD	1956
W1FZU	6	FRANKLIN H. STANDISH	1960
W1GE	41	EVERETT S. ROGERS	1952
K1KWL	250	W. A. ZARTH	1962
W1NHO	350	RICHARD T. SMITH	1963
W1OE	50	HAROLD W. BEAN	1961
W1QU	69	JOSEPH F. COOK	1956
W1ZE	2	IRVING VERMILYA	1964
W2AE	26	HENRY P. BROUGHTON	1959
W2EG	17	EARL C. WILLIAMS	1964
W2ENX	11	LEWIS SPRINGER	1958
W2FO	319	HENRY T. HAYDEN	1963
W2GEC	157	GEORGE E. BURGHARD	1963
W2GOX	30	JOHN PRESTON	1948
W2MB	18	LESTER SPANGENBERG	1958
W2OUS	10	ERIC LEAVENS	1958
W2QZM	40	ROBERT R. ROBB	1949
W2UOC	73	CHARLES J. HEISER	
W2WWG	68	GEORGE F. KOSTER	1954
W2ZL	83	GEORGE J. ELTZ	1959
W3FH	95	GEORGE W. VANKIRK	1954
W3KBB	27	WILLIAM V. CANHAM	1957
W3ZS	94	JOHN H. STENGER, JR.	1953
W4BB	174	EMERY LEE	1959
K4IFR	246	CHESTER J. CORRIGAN	1962
W4PPZ	61	EARL E. CLINE, SR.	1963
W4TW	136	LAWRENCE P. HARSCH	1959
W4ZB	37	PATRICK W. MCVICKER	1960
W4ZL	119	FRED MULLER	1956
W6HSC	354	MORTIMER O. SMITH	1964
W6IR	346	ERCIL ARNOLD	1964
W6IZ	25	EDMUND H. HANSEN	1962
W6KAA	116	THOMAS M. STEVENS	1963
W6RR	28	C. PALMER BALLARD	1953
W6YI	39	LARRY J. BARTON	1963
W7NLD	256	RICHARD S. FISHER	1961
W8GNO	159	CYRIL K. KISER	1961
W8GQ	365	ALLEN D. GUNSTON	1963
W8WV	117	HOYT S. SCOTT	1953
W9FAW	155	LEVIN J. PEEK	1962
W9WK	96	CARROLL W. THOMAS	1962
VE1HI	52	KEITH S. ROGERS	1954
VE3JE	60	FRED SWART	1962
VE3XL	182	ROBERT A. CAMPBELL	1963
KP4KD	110	EVERETT W. MAYOR	1960
K6EA	442	HOWARD SEEFRED	1964

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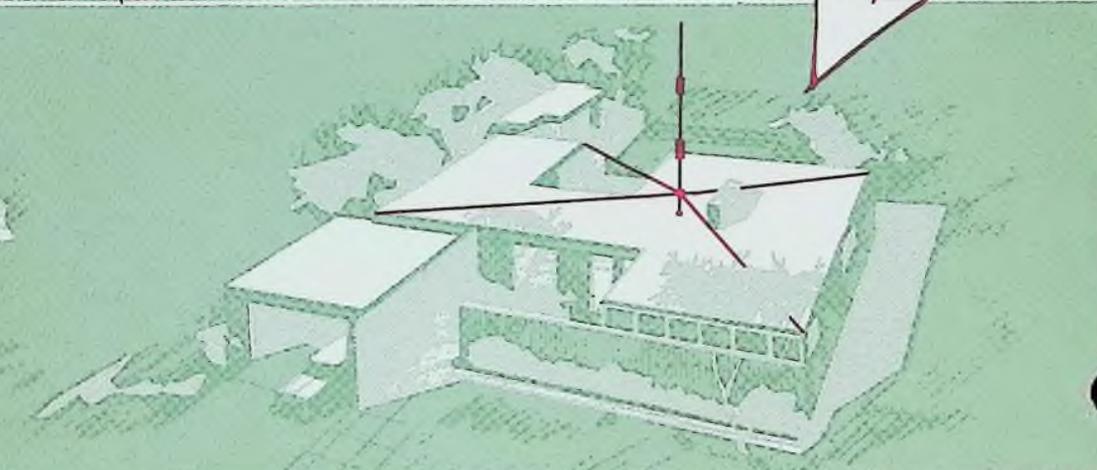
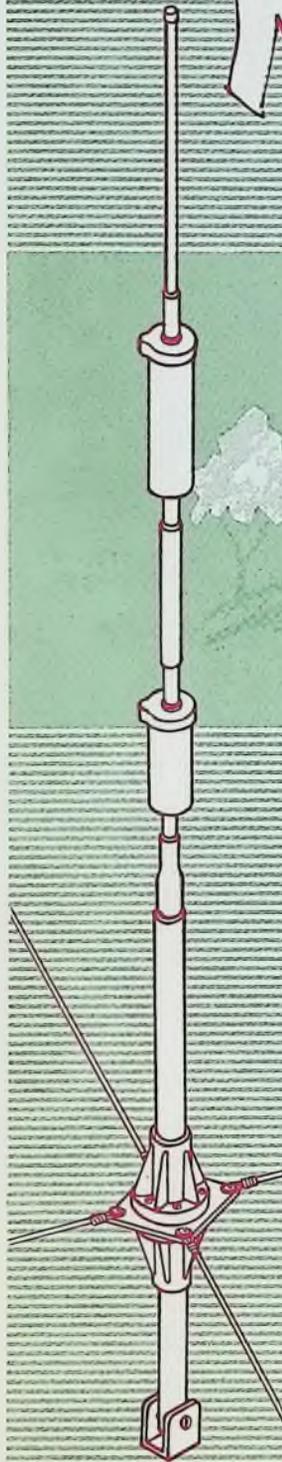
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