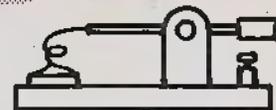
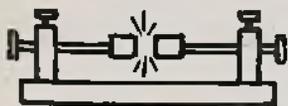


Spark-Gap Times

Published By

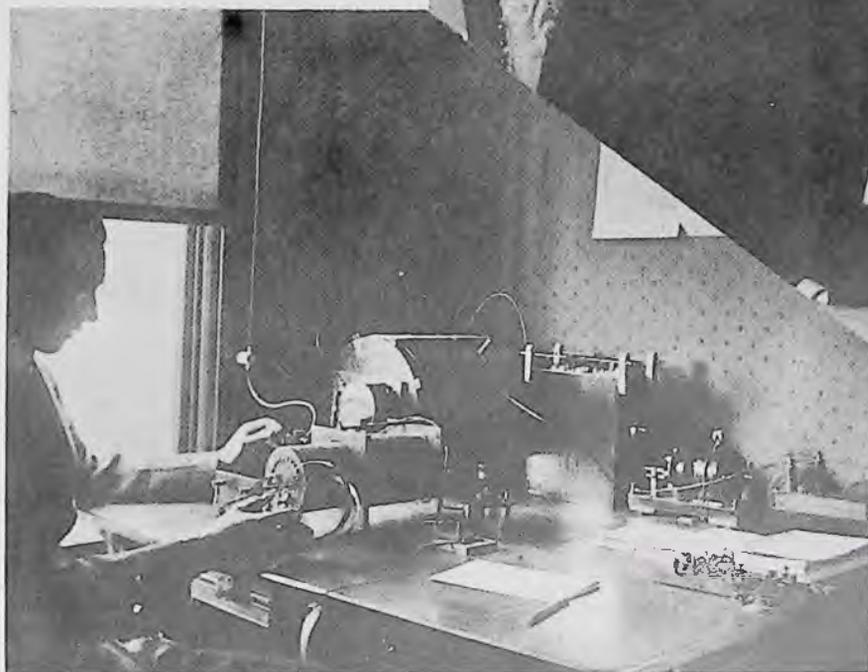
The Old Old Timers Club



NUMBER 31 VOL. 6

CHATTANOOGA - TENNESSEE

FEBRUARY 1966



CLARENCE F. PFEIFER, W2FG
DISTINGUISHED CHARTER MEMBER O.O.T.C.
(see page 1)

PRICE 50 CENTS

hallicrafters
has harnessed
500 watts of
brute power
for only \$395.



NEW SR-500
Jornado
 tri-band transceiver!

Own your own private tornado—500 watts worth of sheer power for the big, effortless signal you've always wanted in a transceiver. And that's just the beginning! You get:

Exclusive Hallicrafters AALC (Amplified Automatic Level Control) providing up to 12 db. of effective compression • RIT (Receiver Incremental Tuning) with ± 3 kc. for superior net and CW operation • A superbly designed crystal lattice filter which makes the most of the desirable SSB transmission characteristics • A built-in changeover relay permits direct operation with the HT-45 or other linear amplifier • Sensitivity is less than $1 \mu\text{v}$ for 20 db. S+N/N ratio • Receiver employs a separate AVC amplifier providing a figure of merit of 100 db. • Price: \$395.00 less power supplies and mobile mounting kit.

Get the full story from your distributor or write for complete specifications today.

"Quality through Craftsmanship"



hallicrafters

5th & Kostner Aves., Chicago, Ill. 60624
 Export: International Div., Hallicrafters
 Canada: Gould Sales Co., Montreal, P.Q.

Spark-Gap Times

FEBRUARY 1966

PAGE 1

TABLE OF CONTENTS

	PAGE
EDITOR'S OPINION	2
LETTERS	3-6
ARTICLES	
U. S. NAVAL RADIO STATION 7DJ - REALLY! — BY HOWARD S. PYLE	7
A PIONEER "RI" REMINISCES — BY HOWARD S. PYLE, W7OE	8-9
"TO ALL OOTC MEMBERS—YOUR COOPERATION URGENTLY NEEDED"	10
FINANCES	11
NEWS ABOUT MEMBERS	
A SIDE LIGHT ON THE "EXTRA" CLASS TICKET — BY HOWARD S. PYLE	12-14
EXCERPTS FROM THE 1919 DIARY — BY W3OY ART. JOCOBY	15-18
WIRELESS HISTORY OF FRANK M. GAGER, W8LSI & W8FDH	19-20
WIRELESS HISTORY OF LEON A. BARTHOLOMEW, W6LC	21-23
PICTURES	24
"S.O.S. WE ARE ON FIRE" S.O.S. "WGT" —BY RICHARD JOHNSTONE	25-26
A BELATED HERO'S RECOGNITION — BY GEORGE H. JETTE, W1UE	27
NEWS FROM KPFK, 90.7 MC FM	27
BERT OSBORNE, W4MF, RETIRES FROM ELECTRIC POWER BOARD	28

* * * * *

*
*
* THE PICTURES ON THE COVER ARE OF OUR DISTINGUISHED CHARTER *
* MEMBER CLARENCE PFEIFER, W2FG, AS HE TUNED THE EARLY RIG *
* (ABOUT 1914) AND AS HE IS TODAY 51 YEARS LATER. CLARENCE *
* IS STILL WORKING AND LOOKS TO BE 50. HE HAS LED A LONG AND *
* INTERESTING CAREER IN WIRELESS AND HIS EXPERIENCE DATES *
* BACK TO 1908. THE OOTC SALUTES YOU CLARENCE. *
* * * * *

EDITORS OPINION

LOOKING FORWARD INTO THE FUTURE IT IS HOPED THAT A NUMBER OF THINGS CAN BE ACCOMPLISHED DURING THE NEXT TWO YEARS IN THE INTERESTS OF OOTC.

FIRST OF ALL THE CONSTITUTION AND BY-LAWS COMMITTEE HAD MADE A VERY GOOD REPORT ON RECOMMENDED CHANGES AND IT IS HOPED THAT THE DIRECTORS WILL GIVE THIS PROBLEM SOME SERIOUS THOUGHT SO THAT BEFORE THE YEAR IS OUT WE CAN HAVE A STREAM-LINED, EFFECTIVE CONSTITUTION.

WE ANTICIPATE AN INCREASE IN MEMBERSHIP OF ABOUT ONE HUNDRED FIFTY OR TWO HUNDRED DURING 1966. THE WONDERFUL JOB DONE BY JOE UHALT, W5NO, SHOWS WHAT CAN BE DONE IN METROPOLITAN CENTERS. JOE PUT ON A MEMBERSHIP DRIVE IN NEW ORLEANS AND GOT ABOUT 25 NEW MEMBERS FOR US. A NEW ORLEANS CHAPTER HAS BEEN FORMED AND WE'LL HAVE A FULL ACCOUNT OF THE FIRST MEETING IN THE NEXT SGT.

THE FIFTY YEAR PIN COMMITTEE HAS DONE MUCH WORK ON THE PROJECT OF DESIGNING A PIN FOR MEMBERS WHO HAVE PASSED THE 50 YEAR MARK. THEY HAVE SOME VERY GOOD IDEAS AND THERE IS A REQUEST OF THIS COMMITTEE HEADED BY FRANK SHANNON, W3QR, FOR SUGGESTIONS REGARDING THE PIN, IN THIS ISSUE.

THE OOTC BLUEBOOK SHOULD MAKE ITS APPEARANCE AT ALMOST ANY TIME. OUR BLUEBOOK EDITOR AND PUBLISHER, CLARENCE "ROB" ROY, HAS BEEN WORKING HARD ON THIS TEDIOUS JOB AND SHOULD HAVE IT COMPLETE FOR 1965 IN THE VERY NEAR FUTURE. YE OLDE COPPE BOYE II, WHO DID THE FIRST EDITION OF THE BLUEBOOK KNOWS WHAT A JOB IT IS AND CAN SYMPATHIZE WITH ROB-ROY.

WE HAVE DESIGNED A QSL CARD FOR THE OLD OLD TIMERS CLUB AND AS SOON AS ROB-ROY HAS THE BLUEBOOK OUT OF THE WAY WE'RE SURE THAT HE WILL GET US UP SOME QSL CARDS. WE DON'T KNOW IF THE MEMBERS REALIZE IT OR NOT, BUT THIS OOTC QSL CARD CAN BE OF TREMENDOUS ASSISTANCE TO US IN EXPANDING OUR MEMBERSHIP. EVEN IF YOU HAVEN'T USED ANY QSL CARDS FOR YEARS YOU SHOULD BUY SOME OF THESE CARDS, WHEN THEY ARE AVAILABLE, AND

HELP DO AN ADVERTISING JOB FOR OOTC. SOME OF THE MEMBERS HAVE QUESTIONED THE DESIGN OF THE CARD, THE ILLUSTRATION AND THE OLD ENGLISH TYPE. THE 1915 VINTAGE RIG THAT THE OM IS OPERATING REPRESENTS THE FIRST REAL EFFECTIVE HAM RIG AND AFTER ALL IT'S SOME 50 YEARS OLD. WE COULD HAVE HAD HIM ADJUSTING A CATWISKER DETECTOR AND USING A SLIDE TUNER AND A SPARK COIL TRANSMITTER, BUT 1915 REPRESENTS THE REAL BEGINNING OF AMATEUR RADIO, WHEN THE ARRL WAS STARTED, ETC. OLD ENGLISH TYPE? WELL, IT'S OLD AND LOOKS GOOD, THAT'S ABOUT THE ONLY REASON FOR IT. LIKewise, THE MEMBERSHIP CERTIFICATE AND THE MAST-HEAD OF SGT ARE OLD ENGLISH, SO WHY NOT USE IT ON THE QSL CARD?

WELL, YOCEB-11 HAS A LITTLE MORE TIME THAN HE USED TO. HE EXPECTS TO BE WORKING AGAIN AT A REGULAR JOB SOON, BUT IT WON'T BE THE HIGH PRESSURE JOB HE DID HAVE. "SPARK-GAP TIMES" SHOULD SHOW A DEFINITE IMPROVEMENT THIS YEAR. WE HOPE THE MEMBERS WILL CONTINUE TO SEND IN STORIES AND PICTURES. WE WANT TO EXTEND AN INVITATION TO THE NEW MEMBERS TO SEND US ANY MATERIAL THEY THINK WOULD BE INTERESTING TO THE READERS. SEND US PICTURES OF YOU, PICTURES OF YOUR RIG BOTH ANCIENT AND MODERN, PICTURES OF ANTENNAS, SHIPS, ANYTHING YOU THINK WOULD BE OF INTEREST. WE'D WELCOME SOME TECHNICAL ARTICLES TOO WITH PICTURES, REGARDING RECEIVERS, EXCITERS, LINEARS, ANTENNAS, ETC. WE CAN'T PAY YOU FOR YOUR ARTICLES AND WRITINGS BUT MAYBE WE COULD REPRINT ARTICLES THAT YOU HAVE BEEN PAID FOR. ALSO IF YOU HAVE ANY SUGGESTIONS ABOUT THE MAKE-UP OF SGT'S LET'S HAVE THEM. CONSTRUCTIVE CRITICISM IS WELCOMED!

ALSO ANYTIME ANY MEMBER WANTS TO TAKE ON THE JOB OF EDITING THIS JOURNAL—DON'T BE BASHFUL, SPEAK UP. YOCEB-11 INHERITED THE JOB ONE NIGHT AND DOESN'T PROFESS TO KNOW MUCH ABOUT IT. THE SALARY ISN'T ANYTHING TO BRAG ABOUT AND IT TAKES QUITE A BIT OF TIME TO EDIT IT, BUT DON'T LET THAT DISCOURAGE YOU.

73's,
YOCEB-11, W4MF

Spark-Gap Times

FEBRUARY 1966

PAGE 3

LETTERS

OCTOBER 19, 1965

DEAR YOGB II:

JUST TO ADVISE THAT ONLY AN HOUR AGO THE LOCAL MEMBERS OF THE NEW ORLEANS UNIT OF THE OOTC HAVE SELECTED TO HOLD THEIR FIRST ANNUAL INSTALLATION OF OFFICERS AND BANQUET.

IT WILL BE AT ANTOINE'S RESTAURANT, IT COULD NOT BE OTHERWISE ANYWAY THE FIRST ONE. ALSO, IN LIEU OF THE FACT THAT ROY ALCITORE, HAS BEEN NOMINATED TO SERVE AS THE FIRST PRESIDENT OF THE NEW ORLEANS UNIT.

IT MAY BE OF SOME INTEREST TO YOU TO LEARN THAT THE BIG DATE IS WEDNESDAY, DECEMBER 1ST. COCKTAILS WILL BE SERVED AT 6:30 PM AND DINNER AT 7:30 PM. I GUESS IT WILL BE NEARER TO 8 PM WHEN THEY EAT.

I WAS THINKING THAT IT WOULD BE A NICE VENTURE IF YOU COULD COME DOWN FOR THE OCCASION TO INSTALL THE FIRST, AND NEW OFFICERS. I WISH I COULD TELL YOU THAT WE WILL PAY YOUR WAY AND LODGING BUT, THIS CANNOT BE BUT, WE CAN ASSURE YOU A VERY NICE EVENING AND WE WILL PAY YOUR DINNER CHECK.

HOPE YOU WILL THINK ABOUT THIS AND LET ME KNOW SOON AS YOU CAN. WE MIGHT BE ABLE TO USE YOU AS A NEWS ITEM TO GET SOME NEWSPAPER PUBLICITY WHICH MIGHT HELP THE MEMBERSHIP DRIVE WHICH HAS STOPPED AT 22 OF WHICH I GOT 14. I BELIEVE IT IS POSSIBLE TO GET FIVE MORE.

SO DROP ME A LINE AND LET ME KNOW WHAT YOU FEEL ABOUT COMING DOWN FOR ONE EVENING. I REMAIN, SINCERELY YOURS,
JOSEPH H. UHALT, W5NO
5 WARBLER ST.
NEW ORLEANS, LA. 70124

OCTOBER 27, 1965

MR. JOSEPH H. UHALT, W5NO
DEAR JOE:

THANKS A MILLION FOR YOUR LETTER OF OCTOBER 19TH WITH THE GOOD NEWS ABOUT THE NEW ORLEANS CHAPTER OF OOTC. WONDERFUL! WONDERFUL! WONDERFUL! I CAN'T TELL YOU HOW ELATED I AM TO HEAR THIS NEWS!

I'M PUTTING A PICTURE OF YOU N.O. CHAPS (THE OTHER ONE THAT ROY SENT ME, HE'LL KNOW) WITH A CUT-LINE STORY ABOUT YOUR ACCOMPLISHMENT IN GETTING THE RECORD NUMBER OF NEW MEMBERS, IN THE DECEMBER SGT'S.

AS SOON AS MY PLANS FIRM UP A BIT I'LL LET YOU KNOW ABOUT COMING DOWN, CAN'T TELL YET AS I'M RETIRING FROM THIS JOB NOVEMBER 1 AND AM EXPECTING TO MAKE OTHER CONNECTIONS, PRONTO. GIVE MY REGARDS TO ROY, PHIL SPENCER, LOU GALLO, AND ALL THE OTHERS. HAMMOND WAS IN CHATTANOOGA IN SEPTEMBER, BUT I WAS HEADED FOR NEW YORK WHEN HE CALLED, SORRY!

BEST 73'S - AND QRX. SINCERELY,
BERT, W4MF - YOGB II

NOVEMBER 1, 1965

DEAR ROBIE:

OUTSIDE OF LIFE MAGAZINE YOUR "SPARK GAP TIMES" IS MY FAVORITE MAGAZINE AND I READ IT OVER AND OVER FROM COVER TO COVER. I CAN HARDLY WAIT FOR THE NEXT ISSUE AND YOU HAVE DONE ME JUSTICE BY PUBLISHING SEVERAL ANECDOTES IN THE PAST.

I ALSO NOTE THAT YOU HAVE PUBLISHED SEVERAL OOTC STATION PHOTOS AND THEREFORE I SNAPPED ONE OF MY OWN LAST WEEK WITH YOUR'S TRULY SMILING FROM CHEEK TO CHEEK.

NOW I AM WONDERING IF I CAN MAKE PART OF A PAGE IN THE NEAR FUTURE? CAPTION MIGHT READ SOMETHING ABOUT:

RADIO'S FIRST CHILDREN'S STORY TELLER-- "THE MAN IN THE MOON" ON WOR STATION FROM 1922 TO 1924. STARTED IN BROADCASTING OVER WJZ'S FIRST STATION IN NEWARK, NJ. OR SOMETHING ABOUT THE "HAM" WHO ANSWERED A CQD CALL IN WORLD WAR 1 SAVING THE LIVES OF 350 STEAMSHIP PASSENGERS. OR THE FIRST LICENSED HAM TO PUT A WIRELESS IN A MOBILE IN 1922 AND LICENSED BY THE DEPT. OF COMMERCE. OR ONE OF THE FIRST NEWSPAPER RADIO EDITORS (NEWARK SUNDAY CALL 1921 TO 1942). ALSO RADIO SARGENT IN WORLD WAR 1 FROM 1917 TO 1919. BEGAN WIRELESS IN 1907, AND LICENSED 2GC, U2GC AND W2GC SINCE 1912 TO 1965 (SAME CALL).

PLEASE RETURN PHOTO IF YOU DO NOT USE THIS ONE. I THINK SOME OF THE OOTC WILL SURELY REMEMBER THE OLD MAN--NOW 73 YEARS AND STILL POUNDING BRASS AND USING THE MIKE AT 145 BOGERT ROAD, PINE BROOK, NJ 07058. SINCERELY, 73,
ALBERT EDWIN SONN, W2GC

Spark-Gap Times

DECEMBER 11, 1965

DEAR YOGB 11:

HERE IS THE PHOTO YOU ASKED FOR, IT IS A FLASHLIGHT SNAPSHOT AND I GUESS AS GOOD AS CAN BE EXPECTED. YOU CAN CUT OFF THE SIDES OR ARRANGE IT AS DESIRED AND YOU NEED NOT RETURN IT.

AM ALSO SENDING A COUPLE OF PICTURES OF MY OLD SPARK SET IN RIDGEWOOD, NJ FROM 1908 TO 1917. THESE WERE TAKEN SOMEWHERE AROUND 1914 I BELIEVE. OF COURSE I WENT THRU ALL THE PHASES INCLUDING SINGLE SLIDE TUNING COIL, ELECTROLYTIC DETECTOR, 75 OHM PHONE, ONE-INCH SPARK COIL, ETC. THE PICTURES SHOW THE LAST RIG IN USE BEFORE WW1 WITH ALL HOME-MADE UNITS EXCEPT THE 1/4 KW CLAPP-EASTMAN TRANSFORMER (WHICH IS NOW IN THE ARRL MUSEUM ACCEPTED BY CURATOR ROLAND BOURNE), THE MURDOCK ROTARY RECEIVING CONDENSER, AND THE KEYS. THE MECOGRAPH BUG KEY IS NOW IN ED RASER'S COLLECTION. THE LARGE HELIX WAS WOUND WITH HEAVY ALUMINUM WIRE, THE TRANSMITTING CONDENSER WAS MADE FROM PHOTO PLATES WITH EMULSION SOAKED OFF, THE ROTARY GAP MADE FROM AN OLD FAN MOTOR AND HAD A WONDERFUL NOTE. THE HOT WIRE METER USED THE CASE FROM AN OLD ALARM CLOCK.

MY CALL BEFORE LICENSE DAYS WAS RD (FOR RIDGEWOOD), THEN LATER 2FA. THE LATTER WAS LOST IN WW1, BUT GOT BACK INTO THE GAME WITH 2FG IN 1924. MANY OF THE HAMS I WORKED IN THOSE DAYS HAVE DEPARTED, BUT A FEW ARE STILL AROUND AND ACTIVE; JUST CHECK YOUR OOTC ROSTER AND BLUEBOOK!

AS YOU KNOW, AMERICAN MORSE WAS THE STANDARD CODE FOR WIRE AND WIRELESS IN THIS COUNTRY BEFORE 1912, SO HAMS WERE PROFICIENT IN THAT CODE, AND HAD TO LEARN THE INTERNATIONAL CODE WHEN IT CAME INTO GENERAL USE LATER, HOWEVER THIS WAS EASY AS THE FOREIGN SHIPS HAD BEEN GOOD TEACHERS. THERE ARE A NUMBER OF OLD TIMERS STILL HAVING SKEDS IN THE OLD CODE, SOME OF THEM THAT COME TO MIND ARE W2EXM, K2ET, W2AG, K2JU/K4JU, W2SVR, W3JO, K2BUE, W2ZH, K1BD, W4RJX, W4NPG, W3SMY, W3EX. OH, LET US NOT FORGET RALPH BARBER, W2ZM, WHO IS DUE BACK ON THE AIR ANY DAY NOW.

EVEN THOUGH I AM QUITE A WAY BEYOND THE AGE OF MOST RETIREES THESE DAYS I MUST STILL CARRY ON IN BUSINESS, SO I FIND LESS TIME THAN I WOULD LIKE FOR CONTACTING ALL MY OLD FRIENDS.

MY BEST WISHES FOR HAPPY DAYS FOR THE

FUTURE GO TO ALL THE MEMBERS, PLUS SINCERE THANKS TO THE WHOLE GROUP DOING SUCH GOOD WORK FOR THE OOTC.

73,
CLARENCE H. PFEIFER, W2FG
53 WARREN STREET
NEW YORK, NY 10007

DECEMBER 1, 1965

YOGB-11:

ENCLOSED FIND COPY OF AN OLD PHOTOGRAPH THAT YOU MAY LIKE TO USE IN SPARK GAP TIMES. THE WRITER STARTED THE RADIO COURSE (I BELIEVE SIX MONTHS) AT THE EAST SIDE YMCA IN EAST 86TH STREET, NEW YORK CITY IN EARLY 1915 AND AFTER COMPLETING SAME WENT TO THE MARCONI SCHOOL AT DUANE AND ELM STREETS IN NEW YORK CITY, OBTAINED HIS FIRST CLASS COMMERCIAL AT THE BROOKLYN NAVY YARD AND SHIPPED OUT TO SEA ON THE STANDARD OIL TANKER MOTANO IN DECEMBER 1915.

IN THE PHOTOGRAPH YOU WILL FIND INSTRUCTOR HARRY SADENWATER (NOW DECEASED) DIRECTLY BENEATH THE TOP LOCKER DOOR PANEL IN THE RIGHT SIDE OF THE PICTURE. INSTRUCTOR ELMER BUCHER IS TO THE RIGHT OF HARRY SADENWATER AS SEEN ON THE PICTURE.

THE VIEW OF THESE TWO INSTRUCTORS SHOULD FIND A WARM AND FAMILIAR FEELING IN MANY AN OPERATOR. THE WRITER IS SEATED WITH HIS ARM UP TO HIS CHIN JUST BELOW AND TO THE LEFT OF INSTRUCTOR SADENWATER AS SEEN ON THE PICTURE.

73 TO YOU, BERT, AND EUNICE AND THE REST OF THE STAFF.

GROVER W. WIZEMANN, W2ES
731 HOLLYWOOD DRIVE
NORTHFIELD, NJ 08225

YE OLDE COPYE BOYE 11:

IN ANSWER TO YOUR POSTCARD REQUEST, THIS WILL HELP FILL A LITTLE SPACE. I'LL HAVE A COUPLE MORE FOR YOU IN A FEW DAYS--A FEW MORE ANECDOTES OF EARLY RADIO INSPECTOR DAYS AND ANOTHER ON A SUBJECT WHICH I THINK WILL BE SOMEWHAT OF A SURPRISE TO A LOT OF OOT'S.

I'M RIGHT UP TO MY EYEBROWS BUILDING, DRAWING, PHOTOGRAPHING AND WRITING UP COPY FOR MY SEVENTH BOOK FOR THE SAMS COMPANY; HAVE A DEAD-LINE OF DECEMBER 15TH ON MY CONTRACT AND LOTS TO DO YET BUT CAN ALWAYS

Spark-Gap Times

FEBRUARY 1966

PAGE 5

LETTERS CONT'D

TAKE AN HOUR OR SO OUT FOR OOTC AND SGT, SO SOUND OFF WHENEVER I CAN LEND A HAND WITHIN MY CAPACITY.

SUE AND I ARE LIVING NORMAL AS USUAL WITH OF COURSE, THE USUAL NORMAL UPSETS AS WELL! NOT HEALTHWISE, WE'RE BOTH FINE THAT WAY NOW, BUT WE'VE HAD A DITCHING MACHINE PLOWING UP OUR LAWN FOR A NEW SIDE-SEWER LINE SO NOW THE YARD IS CROSSED WITH MOUNDS OF DIRT AND AN 11-FOOT DEEP TRENCH! (I'M GOING TO DROP A NICE LONG GROUND RADIAL IN THE 200 FOOT TRENCH BEFORE THEY BACK-FILL..HI!)

HOPE THINGS FB WITH YOU, I'LL WRITE MORE WHEN I CLEAR THE BOOK.

73, "YB" - W70E

HOWARD S PYLE

3434 74TH AVENUE, SE

MERCER ISLAND, WASHINGTON 98040

OCTOBER 5, 1965

OYCB-11:

CONGRATULATIONS ON THE AUGUST ISSUE OF SGT. IT WAS WELL WORTH WAITING FOR. THE STORY BY THE RADIO OPERATOR OF THE DIRIGIBLE AMERICA WAS REALLY TOPS. INCIDENTIALLY, ANOTHER STORY OF THE SAME EVENT, BUT WRITTEN BY ANOTHER OF THE OFFICERS, I BELIEVE WAS PUBLISHED ABOUT TWO YEARS AGO IN TRUE MAGAZINE AND WAS ACCOMPANIED BY PHOTOS AND SKETCHES. THE PICTURE ON PAGE 28 OF SGT OF THE EARLY SPARK COIL TRANSMITTER AND RECEIVER WAS ESPECIALLY AMUSING BECAUSE I HAD ABOUT THAT TIME SET UP A SMALL EXHIBIT ALMOST IDENTICAL ENTITLED "AMATEUR RADIO FIFTY YEARS AGO", IN CONNECTION WITH A MODERN AMATEUR STATION OPERATING AT THE COOPER HOSPITAL ANNUAL HORSE SHOW AND MART AT GARDEN STATE PARK IN CHERRY HILL. THE STATION WAS RUN JOINTLY BY SJRA AND CHERRY HILL HIGH SCHOOL CLUB. THE EXHIBIT WAS ON DISPLAY SATURDAY AND SUNDAY AND SEVERAL THOUSAND PEOPLE SAW IT. ONE OTHER ITEM OF INTEREST, I RECENTLY PICKED UP ABOUT 10 COPIES OF A HAM MAGAZINE ENTITLED "THE MODULATOR" WHICH LATER BECAME "AMATEUR RADIO", AND WAS PUBLISHED BY THE SECOND AMATEUR RADIO DISTRICT IN THE EARLY 20'S. IN THE MAY 1925 ISSUE THERE IS AN ARTICLE BY FRED PARSONS, W2EXM, AT THAT TIME 2AMB, ENTITLED "TWENTY YEARS BEFORE THE RADIO MAST". ANOTHER EXTREMELY INTERESTING STORY I RAN ACROSS IN

THE MAY 1926 "RADIO BROADCAST" BY J. M. BASKERVILLE WHO BROKE INTO WIRELESS WITH THE DEFOREST CO. IN 1905, AND WHO PROBABLY RECEIVED THE VERY FIRST OPERATOR'S "CERTIFICATE OF SKILL IN RADIO COMMUNICATION" ISSUED AT NEW YORK NAVY YARD MAY 25, 1911.

I WAS DELIGHTED TO LEARN OF THE SUBSTANTIAL INCREASE IN MEMBERSHIP OF OOTC, NOW ALL WE NEED IS THE ADDITIONAL SHEETS FOR THE BLUEBOOK. I ENJOY READING THE LETTERS YOU RECEIVE FROM MEMBERS AND FEEL SURE OTHER READERS OF SGT DO LIKEWISE.

BEST REGARDS AND KEEP UP THE GOOD WORK.

SINCERELY,
FRANK ATLEE, K2PI

YOYCB-11:

MY APOLOGIES FOR NOT BEING MORE PROMPT IN ACKNOWLEDGING THE SPACE YOU ALLOTTED TO MY FOTO AND LETTER TO EUNICE, IN THE OCTOBER SGT. I FEEL VERY FLATTERED TO BE AMONGST SUCH A FINE GROUP OF REAL OLD TIME RADIO OPERATORS.

HAD I FOLLOWED MY FIRST INCLINATIONS, I PERHAPS MAY HAVE BEEN ONE OF THE OPERATORS ON THE GRACE LINE SHIPS, SUCH AS THE SANTA ISABEL AND SANTA LUISA MENTIONED IN SGT IN WHICH ART JACOBY OPERATED AS W20Y AND W30Y. HOWEVER, I BECAME SIDETRACKED, AND WENT INTO THE US NAVY INSTEAD, SO THE MERCHANTMEN LOST AN OPERATOR THAT THE NAVY GAINED. OF COURSE, I AM EXTREMELY PROUD OF MY YEARS IN THE NAVY, UNTIL I FINALLY RETIRED IN 1944 AS CHIEF RADIOMAN, BUT I HAVE ALWAYS REGRETTED THAT I DIDN'T FOLLOW MY ORIGINAL INCLINATION AND BECOME A MERCHANTMAN OPERATOR.

MY LOVE FOR SHIPS IS STILL WITH ME, FOR DURING THE PAST YEAR, I HAVE BECOME QUITE ACTIVE AGAIN, AFTER SEVERAL YEARS OF "SILENCE". ONE OF MY FAVORITE HOBBIES NOW, IS WORKING VESSELS AT SEA, ALL OVER THE WORLD, AND TO DATE (DURING PAST 6 MONTHS) HAVE WORKED 78 DIFFERENT SHIPS IN MEDITERRANEAN, INDIAN OCEAN, N & S ATLANTIC, N & S PACIFIC, BOTH NAVY AND MERCHANTMEN. JUST THIS MORNING (5 O-CLOCK EST), I WORKED THE CARRIER INDEPENDENCE, MID-ATLANTIC BETWEEN CAPETOWN, SA & RACIFE, BRAZIL. SHORTLY AFTER, I WORKED AN OLD FRIEND ON THE AFRICAN STAR (W1WWA/MM), WHO WAS ALSO IN THE MID-SOUTH ATLANTIC. HAVE BEEN QUITE CONSTANTLY IN QSO WITH CARRIERS WASP, FDR, BOXER, FORRESTAL, ETC. IN VARIOUS POSITIONS IN THE MED. I JUST LOVE SHIPS, BERT. HI. MY COLLECTION OF "PICTURE-QSL'S" FROM SHIPS AT SEA IS QUITE IMPRESSIVE, IN-

Spark-Gap Times

LETTERS CONT'D

CLUDING SUBS, GEODEDIC SURVEY SHIPS, DD's, ETC.

MY PRESENT 300 PEP (DRAKE TR3/RV3 COMBINATION) INTO TA-33 JR, 12AVQ VERTICLE & 124 FT CENTER-FED DIPOLE, TAKES ME TO JAPAN, ASIA, MANY PACIFIC ISLANDS, CHINA, MANY COUNTRIES IN AFRICA (NUMERAL PREFIXES), AND OF COURSE ALL PARTS OF EUROPE, INCLUDING MANY IRON CURTAIN COUNTRIES.

So, WITH SMALL POWER, I DO GET AROUND QUITE A BIT, ON SS8, 20, 40 ES 80. MY ANT-ARTIC CONTACTS ALONG WITH ZL & VK ARE SEVERAL, AND OFTEN, ON ALL BANDS, BOTH ON SHORT PART AND LONG PATH.

I SOON AM INCLUDING JOHNSON MATCH-BOX AND 800 PEP LINEAR, SO I WILL THEN BE ABLE TO JOIN THE "MULTI-TUDE" WITH MUCH LESS EFFORT. HI.

I HOPE I AM NOT TAKING UP TOO MUCH OF YOUR TIME BERT, BUT FELT I DID OWE YOU AN ACKNOWLEDGEMENT OF YOUR KINDNESS AND EFFORT IN MY BEHALF. WITH SINCERE BEST WISHES AND SEASONS GREETINGS, VERY SINCERELY,

DAVE BUDREAU, K1BPJ
APARTMENT 12
6 CONTINENTAL COURT
WOBURN, MASS. 01801

OCTOBER 4, 1965

DEAR EUNICE:

PLEASE PUT JOHN ALLENDER (W3CJN) AND MYSELF DOWN FOR THE OOTC QSL CARDS. THE COLOR COULD BE RED AND WHITE, OR BLACK AND WHITE. GLAD WE GOT OUR STORY IN SPARK GAP TIMES.

73,
JIM BURNS, W3KOU
2705 GIBBONS AVENUE
BALTIMORE 14, MD.

AUGUST 29, 1965

DEAR EUNICE:

THANK YOU KINDLY FOR ALL--INCLUDING YOUR WONDERFUL LETTER, OOTC PIN - 50 YEAR AWARD, CERTIFICATE, SEAL. MY, WHAT A LOT OF GOODIES TO RECEIVE ALL AT ONCE! ALSO IN A LATER MAILING, RECEIVED SPARK GAP TIMES, PLUS ROSTER OOTC. ENJOYED SGT VERY MUCH, AS IT BROUGHT BACK TO ME MANY OF THE THINGS WE DID IN THOSE PIONEERING DAYS, BOTH ON LAND

AND SEA! I AM VERY GLAD TO NOW BE CLASSED AS AN OOTIMER!

RE: DICK JOHNSTONE, AND HIS BOOK, WITH MY ROSTER OF WEST COAST COM'L OPERATORS--KEPT FOR 50 YEARS--SOME WERE MY SHIPMATES, OTHERS I HAVE MET IN VARIOUS PORTS THROUGHOUT THE WORLD. DICK WAS HAPPY TO HAVE ME INCLUDE IT IN HIS BOOK.

VERY FINE ON YOUR CLOSENESS TO RECEIVING YOUR OOTC 50 YEAR AWARD. WON'T BE LONG NOW, THE WAY THE YEARS FLY BY. YES, QUITE AN HONOR TO HAVE A COUPLE WITH THE SAME LENGTH OF TIME IN YEARS WITH AMATEUR RADIO.

YOU CERTAINLY ARE HEART AND SOUL IN OOTC. CAN TELL BY YOUR WONDERFUL LETTERS--SUCH ENTHUSIASM TOWARD A CAUSE SO ENJOYED BY SO MANY FELLOW AMATEURS.

THANKS AGAIN FOR ALL, AND AM ANXIOUSLY AWAITING COPY OF BLUEBOOK WHICH THORN MAYES SARATOGA, CALIF (OOTC MEMBER) SHOWED ME LAST YEAR.

"YOURS FOR A BETTER WIRELESS", 73,
SINCERELY,
EARLE WOHLER, W6FS
7531 EAST HURLBUT AVENUE
SEBASTOPOL, CALIF. 95472

OCTOBER 2, 1965

DEAR EUNICE:

JUST A LINE TO SAY THAT WHEN I RECEIVED THE AUGUST ISSUE OF SPARK GAP TIMES, IT SURE BROUGHT BACK A LOT OF MEMORIES. I SURE ENJOY EVERY ISSUE AND WAIT THE DAY OF ITS ARRIVAL.

ALSO AM SURE INTERESTED IN AN OOTC QSL BUT FOR THE LOVE-A-MIKE EUNICE, WHY THE TUBE RECEIVER WID ALL THE SPARK EQUIPMENT. THINGS JUST DON'T LOOK RIGHT TO AN OLD OLD TIMER AS IN THOSE DAYS A TUNING COIL WID A SLIDER OR A LOOSE COUPLER WAS MORE IN KEEPING WID A CATWISKER DETECTOR WID GALENA, CARBARUNDUM, IRON-PYRITES AND THE LIKE. EVERYTHING LOOKS NORMAL, THE TRANSFORMER, ROTARY, O.T. ANTENNAE SWITCH, GOOD OLE' MULTI-WIRE ANTENNAE, YES EVEN THE PUSS. BUT THE TUBE EQUIPMENT AND THE GREBE RECEIVER-UH! LET'S HAVE A CARD BUT A CARD REPRESENTATIVE OF THE OOTIMER.

WHICH BRINGS TO MIND EUNICE. AT THE TIME I APPLIED FOR MEMBERSHIP, I ALSO SENT IN THREE DOLLARS FOR THE BLUEBOOK AND WONDER IF IT IS IN THE PROCESS OF MAKE-UP, OR IF I HAVE BEEN MISSED. LET ME KNOW SOMETHING.
"ANDY", W6QV, 4532 PAULHAN AVENUE,
LOS ANGELES, CALIF. 90041

ARTICLES

U. S. NAVAL RADIO STATION 7DJ - REALLY!
By: HOWARD S. ("YB") PYLE

MOST OOT'S ARE AT LEAST VAGUELY FAMILIAR WITH THE FACT THAT EARLY IN WORLD WAR I, THE U.S. NAVY ACCEPTED AND TOOK OVER THE QUARTERS AND FACILITIES OF THE DELUXE AMATEUR STATION, 1AJ, OF ALLESSANDRO FABBRI OF OTTER CLIFFS, BAR HARBOR, MAINE. NAVAL CALL LETTERS WERE ASSIGNED AND IN ALL RESPECTS IT BECAME A CONVENTIONAL NAVAL RADIO STATION BUT ALSO INCLUDING RESEARCH FACILITIES PARTICULARLY FOR DEVELOPMENT OF RECEIVING ANTENNAS AND EQUIPMENT.

WHAT MANY OOT'S DO NOT KNOW HOWEVER IS THAT, TO THE BEST OF OUR KNOWLEDGE THE ONLY STRICTLY AMATEUR STATION OPERATING LEGALLY THROUGHOUT THE PERIOD OF THE WAR USING ITS OWN ORIGINAL AMATEUR CALL LETTERS, WAS 7DJ AT HOQUIAM, A SMALL CITY ON GRAY'S HARBOR ABOUT HALF-WAY DOWN THE PACIFIC COAST OF THE STATE OF WASHINGTON! 7DJ WAS TAKEN OVER BY THE NAVY, LOCK, STOCK AND BARREL, AND THE NAVY HANDSOMELY COMPENSATED THE OWNER FOR USE OF HIS RESIDENCE AND HIS AMATEUR EQUIPMENT WHICH REMAINED INTACT...A NON-SYNCHRONOUS ROTARY SPARK TRANSMITTER! THERE MAY HAVE BEEN OTHER AMATEUR STATIONS IN THIS STATUS ELSEWHERE IN THE COUNTRY; I CAN FIND NO RECORD OF SUCH HOWEVER...DO ANY READERS KNOW OF THE EXISTENCE OF ANY AT THAT TIME?

AS A YOUNG NAVAL RADIO OPERATOR IN 1917, I WAS ASSIGNED TO THE PERMANENT NAVAL RADIO STATION NPD AT TATOOSH ISLAND, WASH. OFF THE TIP OF CAPE FLATTERY ABOUT 80 MILES NORTH OF 7DJ AND APPROXIMATELY 100 MILES WEST OF THE SEATTLE NAVAL STATION NVL. FROM NPD WE OFTEN ACTED AS A RELAY STATION FOR THE HOQUIAM STATION TO THE PUGET SOUND NAVY YARD (NPC); THE MUSICAL NOTE OF THE NON-SYNCH ROTARY AT 7DJ STILL REMAINS AS A FOND MEMORY WITH ME.

THE LATE JIM PARROTT, EX-W7KX, AN OOTC MEMBER UNTIL HE RECENTLY JOINED OUR 'SILENT KEYS', WAS A CHIEF RADIOMAN IN THE NAVAL RESERVE WHEN 7DJ WAS COMMISSIONED AND JIM WAS ASSIGNED AS OPERATOR-IN-CHARGE. WERE JIM STILL WITH US, HE COULD NO DOUBT SUPPLY MANY NOSTALGIC ANECDOTES OF HIS WAR-TIME TOUR OF DUTY THERE.

THE ORIGINAL 7DJ WAS LISTED IN THE OFFICIAL GOVERNMENT CALL BOOK OF 1915 AS ASSIGNED

TO HENRY W. BLAGEN AT HOQUIAM, WASH. PRESUMABLY HE WAS THE OWNER AT THE TIME THE NAVY TOOK OVER IN 1917. CURRENTLY THE CALL W7DJ APPEARS IN MY YEAR-OLD CALL BOOK AS HELD BY EARL H. THOMS OF SEATTLE; WONDER IF HE KNOWS THE HISTORICAL SIGNIFICANCE OF HIS CALL? THE ORIGINAL LICENSEE, BLAGEN, IS NOT LISTED IN EITHER THE QCWA NOR THE OOTC MEMBERSHIP ROSTERS, ALTHOUGH HE WOULD MOST CERTAINLY BE ELIGIBLE TO BOTH. WHETHER HE IS STILL A HAM, HAS PERHAPS MOVED TO ANOTHER CALL AREA, JOINED SILENT KEYS OR ABANDONED HAM RADIO AS A HOBBY, WE DO NOT KNOW...DOES ANYONE?

THE 1915 GOVERNMENT CALL BOOK ALSO INCLUDED THE POWER OF THE STATIONS; 7DJ WAS LISTED AT 5 WATTS! RATHER OBVIOUSLY IN THE 2 YEAR INTERIM BETWEEN 1915 AND 1917 WHEN HIS STATION WAS TAKEN OVER, 7DJ MUST HAVE INCREASED POWER; A SYNCHRONOUS ROTARY GAP WITH A 5 WATT SPARK RIG DON'T QUITE ADD UP; INITIALLY IT WAS PROBABLY A SMALL SPARK COIL INSTALLATION. FURTHERMORE 7DJ PUT A SIGNAL INTO TATOOSH, NPD, THAT WAS WORTHY OF A KILOWATT AND WE WERE USING A CRYSTAL DETECTOR WITH AN IP-76 RECEIVER AT NPD! OUR FANCY DEFOREST 3-TUBE "ULTRAUDION", USING GLOBULAR 2-FILAMENT TUBES WITH FLASHLIGHT CELLS FOR 'B' BATTERY, REMAINED COLD AND DARK! THE NAVY YARD HAD SENT IT TO NPD FOR OUR USE AND EVALUATION BUT AS NONE OF US COULD SEEM TO MAKE THE THING TICK, WE CHOSE TO CONTINUE USING THE PERIKON DETECTOR OF THE IP-76; TIMES HAVE CHANGED!

—HOWARD S. PYLE, W7OE

WE WISH THE MEMBERS OF THE "OLD OLD TIMERS CLUB" WOULD TRY THEIR HAND AT WRITING UP ARTICLES, STORIES, ANECDOTES FOR "SPARK GAP TIMES". "YE OLD COPYE BOYE" HAS HAD TO SCRATCH AROUND FOR MATERIAL. ALSO WE COULD USE PICTURES OF YOUR OLD RIG OR YOUR PRESENT ONE WITH YOU IN THE PICTURE. THERE MUST BE A WORLD OF STORIES OUT THERE. PLEASE SEND THEM IN. WHAT SAY OM'S?

A PIONEER "RI" REMINISCES
By: HOWARD S. PYLE, W7OE

SINCE MY LITTLE STORY, "CONFESSIONS OF AN FCC EXAMINER" APPEARED IN THE JANUARY 1965 ISSUE OF ELECTRONICS ILLUSTRATED, I'VE RECEIVED A NUMBER OF LETTERS FROM OOT'S WHO BASKED IN THE "GOLDEN" YEARS OF HAM RADIO, SUGGESTING THAT I 'TELL MORE'. THE EDITOR OF SGT BEING WILLING, HERE GOES FOR A FEW MORE ANECDOTES OF MY EXPERIENCES AS A DEPARTMENT OF COMMERCE RADIO INSPECTOR, PRIOR TO THE EXISTENCE OF FCC.

DURING THE EARLY '20'S WHICH USHERED IN THE HYSTERIA OF RADIO BROADCASTING, WE OF THE RADIO INSPECTION SERVICE LANDED RIGHT IN THE CENTER OF THE BEDLAM; WE GOT IT FROM BOTH SIDES! THE BCL'S RAISED H - - L ABOUT AMATEUR INTERFERENCE WITH BC RECEPTION; THE HAMS ON THE OTHER HAND WERE JUST AS VECIFEROUS IN DENYING GUILT. OUR SERVICE WAS HANDED THE JOB OF ARBITER; FROM THE COMPLAINT STANDPOINT FROM BOTH SIDES, WE WERE TO BE THE "ACCEPTOR-REJECTOR". B-R-O-T-H-E-R... WOT A HEADACHE?

AMONG THE MANY DEVIIOUS WAYS AND MEANS WE NECESSARILY HAD TO DEVISE TO EITHER PROVE THE BCL WRONG OR THE HAM AT FAULT, THE WASHINGTON OFFICE CAME UP WITH THE IDEA THAT PERHAPS, IF THE ASSISTANT RI'S IN THE VARIOUS DISTRICTS WERE WILLING, EVEN IF THEY WERE ALREADY OVERBURDENED, TO LISTEN NIGHTLY ON THE BC BAND FOR AMATEUR INTERFERENCE, LOG SUCH AND TAKE CORRECTIVE ACTION, IT WOULD BE ANOTHER PLUG IN THE HOLE. THE DEPARTMENT HAD NO MONEY WITH WHICH TO PURCHASE EQUIPMENT AND NO FUNDS FROM WHICH TO PAY OVERTIME; IT WOULD HAVE TO BEA 'LABOR OF LOVE'. TO THE BEST OF MY KNOWLEDGE, THE ASS'T RI'S COOPERATED 100% ON THEIR OWN TIME AND WITHOUT COMPENSATION. THOSE OF US WHO HAD HAM RADIO EQUIPMENT (I WAS THE ONLY RI IN THE 8TH DISTRICT SO EQUIPPED AT THE TIME) WERE REQUESTED TO LISTEN NIGHTLY ON THE HAM BANDS DURING THE 'QUIET HOURS' WHICH HAD BEEN ESTABLISHED WHERE HAM INTERFERENCE WITH BROADCASTING WAS EXCESSIVE. DID THEY HEAR A HAM VIOLATING THE QUIET HOUR REGULATIONS, THEY WERE TO CALL HIM AND 'TELL HIM OFF'. A SPECIAL CALL, "RI" WAS ASSIGNED ALL SUCH INSPECTORS...MINE WAS 8RI. THIS WAS A BLUNDER FOR IT DIDN'T TAKE LONG FOR THE WORD TO GET AROUND THAT IF YOU GOT A CALL FROM AN 'RI' IT WAS A RADIO INSPECTOR... DON'T ANSWER HIM! SO, THIS ARRANGEMENT WAS

SOON DROPPED AND WE REVERTED TO OUR CONVENTIONAL HAM CALLS; MINE WAS 8FT THEN.

ONE NIGHT WHILE I WAS SLOWLY COMBING THE FREQUENCIES, I CHANCED ON A LONG 'CQ' BY A HAM IN INDIANA. THIS WAS IN THE 9TH DISTRICT BUT FOR MONITORING PURPOSES WE DISREGARDED DISTRICT LINES. TIME ZONES TOO WENT BY THE BOARD IF THE VIOLATOR WAS OPERATING IN DEFIANCE OF THE RULE IN HIS PARTICULAR ZONE, MAYBE EVEN OVERLAPPING INTO OURS. HE WAS, SO I CALLED HIM, STILL USING 8RI. EVIDENTLY THE CALL HAD NO SIGNIFICANCE TO HIM AT THAT TIME, ANYWAY HE BLITHELY ANSWERED, GAVE ME A SIGNAL REPORT AND THE USUAL CHIT-CHAT INVOLVING HANDLE, QRA ETC. I RETURNED HIS COURTESY (?) THEN ASKED HIM, "HOW COME YOU ARE OPERATING DURING QUIET HOURS?" HIS REPLY WAS SHORT BUT MOST INCRIMINATING; "...HA,HA, THE RI DON'T KNOW IT!" WHEN I SIMPLY CALLED HIM AND SAID, "THIS IS THE RI!" I CAN JUST PICTURE HIS CONSTERNATION! IT WAS MOST EVIDENT IN HIS NEXT TRANSMISSION; HIS FIST MUST HAVE WOBBLLED ALL OVER THE KEY FOR HE WAS NEXT TO UNREADABLE BUT THE GIST OF IT WAS THAT HE WAS "TERRIBLY SORRY...WON'T EVER DO IT AGAIN" ETCETERA! A VERBATIM COPY OF MY LOG WENT TO THE 9TH DISTRICT INSPECTION OFFICE THE NEXT DAY; PROBABLY THE LAD GOT A CITATION. I'LL NEVER KNOW BUT I NEVER AGAIN HEARD HIM ON THE AIR!

AGAIN I 'MIND THE TIME' AS RUBEN WOULD SAY, WHEN I RAN INTO A SOMEWHAT DISCONCERTING LITTLE EXPERIENCE, TO SAY THE LEAST. THIS TIME IT WAS CHASING DOWN NUMEROUS COMPLAINTS OF AMATEUR QRM EMANATING FROM A SMALL COAL-MINING TOWN IN WEST VIRGINIA ALL POINTING TO A LOCAL AMATEUR. CARRYING A DECREMETER AND BRIEF CASE, I KNOCKED ON THE DOOR OF A DILAPIDATED SHANTY IN A PRETTY QUESTIONABLE NEIGHBORHOOD. OUTSIDE IN THE STREET A GROUP OF TEEN-AGERS OF BOTH SEXES WERE HORSING AROUND A BON-FIRE. THEY SHOUTED, "HEY YOU GUYS, LOOK AT THE CITY SLICKER... HE CAN'T SELL ANYTHIN' TO DA GUY IN DERE!" TOOK ME FOR A FULLER BRUSH MAN I GUESS!

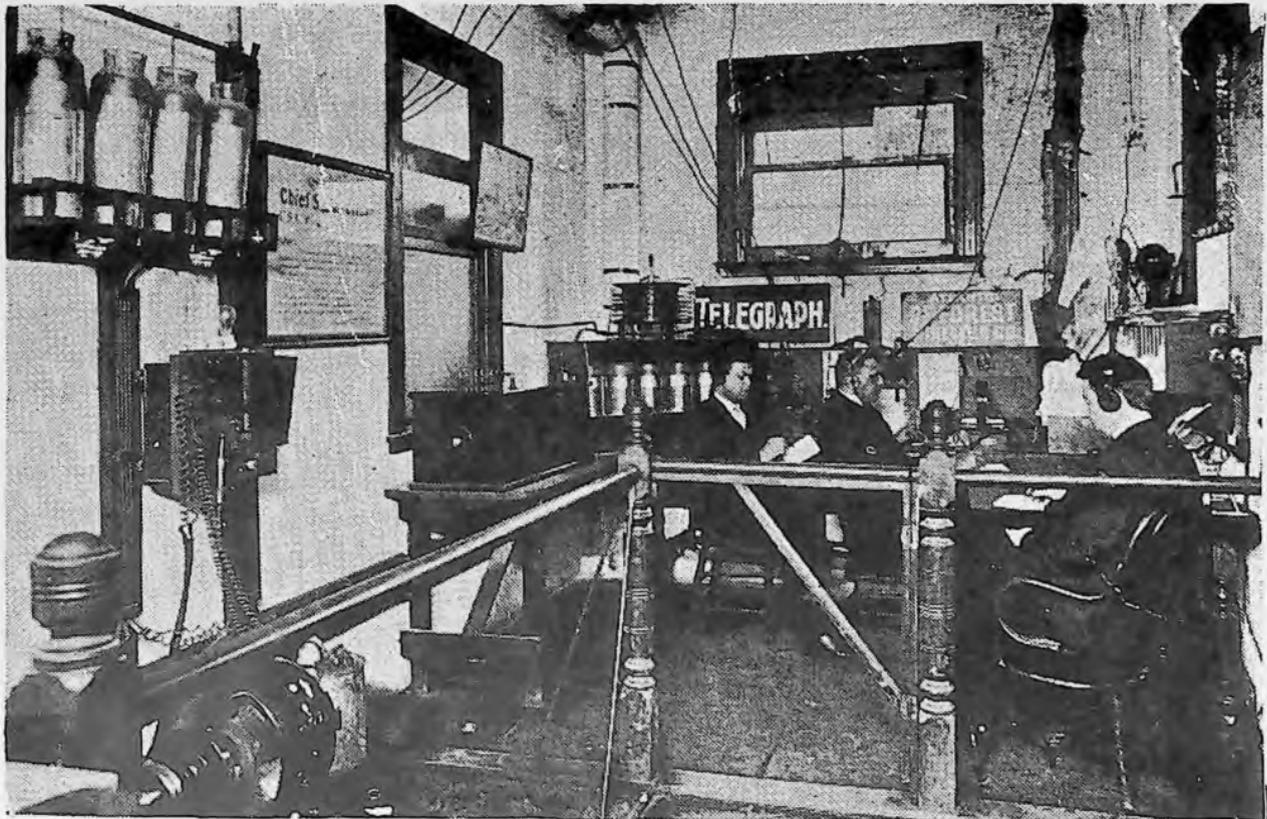
MY KNOCK WAS ANSWERED BY A BURLY, UNSHAVEN INDIVIDUAL IN DIRTY TROUSERS AND AN UNDER-SHIRT. "WHADDA YA WANT?" HE GROWLED THROUGH HIS HANDLE-BAR MUSTACHE. I WAS DUMB ENOUGH TO THROW BACK MY COAT LAPEL AND EXPOSE THE SHINY AND IMPRESSIVE BADGE OF THE U.S. DEPARTMENT OF COMMERCE. ALMOST BEFORE I COULD ANNOUNCE MYSELF AS A 'RADIO INSPECTOR' HE

A PIONEER "RI" REMINISCES CONT'D

SHOUTED, "HEY KIDS, A REVENOGER." BOY, THAT DID IT! THE KIDS GRABBED FIREBRANDS FROM THE FIRE AND RAN FOR ME! I NEVER THOUGHT OF MYSELF AS EXACTLY A 'COWARD' BUT SEVEN OR EIGHT KIDS ARMED WITH FIRESTICKS WERE JUST TOO MUCH...! TOOK OFF AT A RUN, SHOOK THEM JUST BEFORE REACHING THE STREETCAR LINE WHERE LUCKILY A CAR WAS COMING (WE WEREN'T FURNISHED AUTOMOBILES IN THOSE DAYS AND THE DEPARTMENT HAD NO FUNDS FOR TAXI FARE). I MADE IT TO THE DOWNTOWN AREA AND TO THE US MARSHALL'S OFFICE IN THE COURT HOUSE. EXPLAINING THE SITUATION GOT ME AN ARMED ESCORT OF TWO DEPUTIES WITH AN OFFICIAL CAR AND WE DEPARTED FOR THE BELLIGERENT AREA AFTER THE MARSHALL ADMONISHED ME WITH, "YOU GOTTA WATCH IT IN THIS MOONSHINE COUNTRY, SON; WE'VE GOT SOME PRETTY BAD ACTORS." THIS TIME WE GOT IN AMONG SURLY MUTTERINGS AND OMINOUS SCOWLS. THE OLD ROTARY HAM GEAR, BELONGING TO THE BURLY INDIVIDUAL'S SON WHO, INCIDENTALLY WAS A MEMBER OF THE 'FIRE-BRAND GROUP' OUT FRONT, WAS A SORRY MESS. ABOUT THE ONLY THING LEGAL ABOUT IT WAS THE FEDERAL LICENSE HANGING FROM A NAIL IN THE WALL! I CLOSED HIM DOWN, SEALED THE KEY, THE

POWER SWITCH AND THE GAP, SPOKE MY LITTLE PIECE AND DEPARTED. UPON RETURNING TO THE OFFICE IN DETROIT SOME FEW DAYS LATER, THE SUPERVISOR, S. W. EDWARDS, CONFIRMED MY ACTION WITH AN OFFICIAL LETTER TO THE STATION OWNER-OPERATOR, CLOSING HIM DOWN FOR A SIXTY DAY PERIOD. BUT, AND HERE'S THE PAYOFF, I HADN'T BEEN BACK A WEEK BEFORE THE LETTERS FROM IRATE BC LISTENERS IN THE SAME TOWN, COMPLAINING OF THE SAME GUY, BEGAN TO TRICKLE IN! EVIDENTLY HE HAD BROKEN THE FEDERAL SEALS AND WAS POUNDING BRASS AGAIN WITH THE OLD ROCK-CRUSHER! AS HE HAD ALREADY PILED UP SEVERAL FEDERAL OFFENSES, THE SUPERVISOR CITED HIM TO THE FEDERAL DISTRICT COURT AND FILED CHARGES! WHATEVER CAME OF IT WE NEVER HEARD...IT WAS OUT OF OUR JURISDICTION WHEN THE COURT TOOK OVER AND HEARD OUR EVIDENCE. A FINE AT LEAST, PROBABLY; CONFINEMENT IN A FEDERAL JAIL, MAYBE...WHO KNOWS? AT ANY RATE WE HAD NO MORE COMPLAINTS ON THAT GUY!

AND THEN THERE WAS THE TIME...BUT DON'T LET ME BORE YOU WITH NOSTALGIC REMINISCING...IF YOU'D LIKE SOME MORE OF THE SAME...AND I'VE STILL GOT PLENTY...HOW ABOUT DROPPING A CARD TO YE OLDE COPPYE BOY II OR DIRECT TO ME AND SAY SO...ALWAYS GLAD TO SIT AROUND THE OL' CRACKER B'AL AND SWAP NOSTALGIA!



DEFOREST WIRELESS OPERATING ROOM, 42 BROADWAY, NEW YORK. PICTURE TAKEN DURING 1916 OR 1917. ANY OOT'ERS IN THIS PICTURE? PIC SUBMITTED BY ED LATTA, OF HAWTHORNE, NJ WHO WAS WIRELESS OPERATOR FOR OLD DOMINION LINE.

"TO ALL OOTC MEMBERS—YOUR COOPERATION URGENTLY NEEDED"

PLEASE OFFER YOUR SUGGESTIONS AND/OR COMMENTS TO YOUR COMMITTEE ON "TASK OF AN APPROPRIATE 50 YEAR BAR" OR "SOMETHING" TO VISUALLY IDENTIFY THOSE INDIVIDUAL OOTC MEMBERS, WHO HAVE RECEIVED THEIR RESPECTIVE "50 YEAR ENDORSEMENT" FOR THEIR OOTC MEMBERSHIP CERTIFICATES. THIS VISUAL IDENTIFICATION, POSSIBLY, COULD BE A "50 YEAR BAR"--OR A DIFFERENT COLOR (BACKGROUND) MEMBERSHIP PIN FOR RECOGNITION OF HAVING BEEN IN "WIRELESS"--(RADIO) OVER 50 YEARS SINCE ESTABLISHING THEIR "FIRST TWO-WAY QSO".

DUE TO TIME, DISTANCE, AND DIFFICULTY TO "EYE BALL QSO" EACH MEMBER, YOUR COMMITTEE WOULD APPRECIATE YOUR HELP IN THE FORM OF A LETTER WITH COMMENTS AND/OR SUGGESTIONS AS TO DESIGN (OR METHOD) FOR RECOGNIZING (VISUALLY) OUR "50 YEAR" MEMBERS OF OOTC. ADDRESS YOUR COMMITTEE C/O W3QR, FRANK J. SHANNON, SR., APT. 829, 1500 MASS. AVENUE, NW, WASHINGTON, D.C. 20005; OR TO W2Z1, ED RASER, 19 BLACKWOOD DRIVE, TRENTON, NJ; W1TE, ANDREW SHAFER, 315 N ADAMS STREET, NW, NEW CASTLE, OHIO.



W4TK, "BOB" (ROBT. H. REID, JACKSONVILLE, FLA.) AT THE RIG, AND A NICE NEAT STATION IT IS BOB. "CUHN'L" BOB IS A TV ENGINEER AT WJXT-TV.

FINANCES

EUNICE R. THOMPSON
OOTC SECRETARY-TREASURER
ITEMIZED EXPENSES

NOVEMBER 30, 1965

NOVEMBER 2, 1965	WALLACE LELAND (ADVANCE FOR POSTAGE AND PLATES)	\$ 25.00
NOVEMBER 4, 1965	PERLEY B. DUNN (RIBBON \$2.00 STAMPS \$2.00)	2.77
NOVEMBER 4, 1965	C. BERTRAM OSBORNE (FREIGHT ON ROSTERS \$5.93 POSTAGE \$4.20)	10.13
NOVEMBER 10, 1965	WALLACE LELAND (ADVANCE FOR POSTAGE AND PLATES)	100.00
NOVEMBER 17, 1965	CARDINAL PRINTING COMPANY (TWO TYPES ENVELOPES \$ 5.20 16.25 CARDBOARDS 1.50 TAX .92)	23.87
NOVEMBER 22, 1965	ARRL-QST (CLASSIFIED AD FOR 11 MONTHS)	37.40
NOVEMBER 22, 1965	ELECTRIC POWER BOARD (PAPER FOR ROSTER \$30.24 TAX .91)	31.15
NOVEMBER 22, 1965	C. BERTRAM OSBORNE (CLASSIFIED AD IN QST ONE MONTH)	3.40
NOVEMBER 22, 1965	EUNICE R. THOMPSON (POSTAGE \$28.26 STAPLES 1.80 TAPE 1.74 TAX .15)	<u>31.95</u>
		\$265.67

SOUTH PARIS SAVINGS BANK	\$1010.00
CHECKING ACCOUNT BALANCE	\$1620.52

NO CHARGE ON OOTC CHECKING ACCOUNT AS OF NOVEMBER 30, 1965.

NEWS ABOUT MEMBERS

A SIDE LIGHT ON THE "EXTRA" CLASS TICKET
 BY: HOWARD S. PYLE, "YB" OF W7OE

WITH ALL OF THE CURRENT HULLABALOO WHICH THE CONTROVERSIAL SUBJECT OF "INCENTIVE LICENSING" HAS STIRRED UP AND WITH PARTICULAR EMPHASIS ON THE "EXTRA" CLASS HAM TICKET, IT SEEMS A GOOD TIME TO RELATE A SOMEWHAT SIMILAR SITUATION INVOLVING THE COMMERCIAL RADIO OPERATOR FIELD SOME YEARS AGO.

IT'S COMMON KNOWLEDGE OF COURSE THAT ALTHOUGH THE AMATEUR EXTRA CLASS LICENSE HAS BEEN A VALID ISSUE FOR A GOOD MANY YEARS, RELATIVELY FEW HAMS HAVE EVER APPLIED FOR ONE; I BELIEVE A RECENT ESTIMATE PLACED THE FIGURE AT SOMETHING LESS THAN 2%. AND WHY SO LOW? A VERY LEGITIMATE ARGUMENT WAS ALWAYS PUT FORTH TO THE EFFECT THAT "... WHY GO THROUGH SUCH AN INTRICATE BUNCH OF QUESTIONS AND HAVE TO ALMOST DOUBLE YOUR CODE SPEED WHEN NO ADDITIONAL PRIVILEGES ARE OFFERED?". IT WAS A GOOD QUESTION TO WHICH THERE SEEMED TO BE NO REASONABLE ANSWER. THE RECENT INTRODUCTION OF FCC DOCKET 15928 HAS PUT A NEW FACE ON THE WHOLE PICTURE. IF AND WHEN THE PROVISIONS OF THIS PROPOSAL, INSOFAR AS THEY CONCERN THE EXTRA CLASS ARE ADOPTED, THERE WILL BE ADDITIONAL PRIVILEGES! WHETHER THE PROPOSAL BECOMES A PART OF OFFICIAL FCC REGULATIONS OR NOT IS, AT THIS WRITING, ANYONE'S GUESS OF COURSE.

HERE'S WHERE HISTORY REPEATS ITSELF; SOMETHING THAT VERY LIKELY ONLY A RELATIVELY FEW OF THE OT'S KNOW. THIS SAME IDENTICAL SITUATION WAS TRUE FOR A NUMBER OF YEARS IN CONNECTION WITH COMMERCIAL RADIO OPERATOR LICENSES! SHORTLY AFTER WORLD WAR I, I BELIEVE IT WAS, A "COMMERCIAL EXTRA FIRST GRADE" LICENSE WAS ESTABLISHED. LIKE THE CURRENT AMATEUR EXTRA CLASS IT OFFERED NO ADDITIONAL PRIVILEGES EITHER. SO, RELATIVELY FEW WERE EVER ISSUED ---SOME 200 I THINK IT WAS---AFTER WHICH IT WAS DISCONTINUED. THIS WAS, TO THE BEST OF MY RECOLLECTION IN ABOUT THE MIDDLE 1920'S.

BE THAT AS IT MAY, IN JANUARY OF 1921 I SUDDENLY DEVELOPED A YEN TO GET ONE OF THE THINGS ANYWAY! I HAD NO NEED FOR IT; AT THE TIME I WAS A CHIEF RADIOMAN IN THE U.S. NAVY SERVING AS WATCH SUPERVISOR AT THE 13TH NAVAL DISTRICT COMMUNICATIONS HEADQUARTERS STATION, NPC AT THE PUGET SOUND NAVY YARD. THE NAVY, OF COURSE, REQUIRED NO LICENSE OF

ANY KIND AND AS I HAD AT THAT TIME, NO INTENTION OF LEAVING THE NAVAL SERVICE IN THE FORESEEABLE FUTURE, WHY BOTHER TAKING A REPUTEDLY STIFF EXAM FOR A LICENSE FOR WHICH I COULD HAVE NO EARTHLY USE? WHY? I DUNNO... JUST THE CHALLENGE MAYBE... I WAS 23 YEARS OLD AND THE WORLD WAS STILL MY OYSTER!

ANYWAY, I WANGLED A 72 HOUR LEAVE AND ON JANUARY 10, 1921 I PRESENTED MYSELF AT THE RI'S OFFICE IN THE SMITH TOWER BUILDING IN SEATTLE AND ANNOUNCED MYSELF AS A CANDIDATE FOR THE EXTRA GRADE COMMERCIAL TICKET. THE INSPECTOR-IN-CHARGE, THE LATE O.R. REDFERN, LOOKED A BIT STARTLED AND SAID, "ALL RIGHT; YOU SAID IT, NOT ME!" TURNING TO HIS RATHER ELDERLY CLERK, S. G. MOYER, AN OLD TIME WIRE TELEGRAPHER, HE ASKED HIM TO GIVE ME THE APPLICATION BLANK WHICH I PROCEEDED TO DUTIFULLY FILL OUT.

THEN IT CAME; I HADN'T BEEN ABLE TO GET MORE THAN A FEW VERY THIN AND SKETCHY IDEAS OF WHAT THE EXAM WAS ALL ABOUT FROM A FEW OF MY SEA-GOING COMMERCIAL BUDDIES...THEY HAD NEVER BOTHERED TO FIND OUT...CALLED ME A 'SUCKER' TO EVEN THINK OF TAKING IT! I WAS STILL DETERMINED TO GO THROUGH WITH IT THOUGH AND THERE I WAS, READY TO GO...FINDING OUT THE 'HARD' WAY I GUESS YOU COULD CALL IT! THE CODE TEST FIRST; THIRTY WPM AND NO TYPEWRITER NOR BUG! I HAD BEEN CONSISTENTLY DOING THAT IN MY DAILY OPERATION AT NPC BUT A MILL AND A BUG WERE A FAR CRY FROM A PENCIL AND A HAND KEY! JUST TRY SOMETIME WRITING AT 30 WPM WITH A STICK FOR FIVE MINUTES...YOU'LL SEE WHAT I MEAN! I TURNED IN SOME PRETTY SCRAWLY COPY BUT THEY DID MANAGE TO DECIPHER IT SO ON WITH THE NEXT PORTION OF THE EXAM. BET YOU'D NEVER FUESS...NO, NOT THE WRITTEN QUESTION-ANSWER ROUTINE BUT 25 WPM IN THE AMERICAN MORSE LAND LINE TELEGRAPH CODE FROM A TYPICAL CONVENTIONAL MORSE SOUNDER! FIVE MINUTES OF THIS ADMINISTERED BY THE EX-TELEGRAPHER CLERK, ALSO COPYING WITH A STICK, AND I THOUGHT MY WRIST WOULD GIVE UP ENTIRELY! THE SENDING WAS BY HAND KEY BY THE EXAMINER AS THEY HAD NO MORSE DISCS FOR THE 'INFERNAL MACHINE' (OMNIGRAPH) BUT THE EX-TELEGRAPHER HAD A GOOD FIST AND IT WASN'T TOO BAD. LUCKY I WRITE WITH MY LEFT HAND AND SEND WITH MY RIGHT... ALWAYS HAVE...SO MY FIST HELD UP FB THROUGH BOTH THE MORSE AND CONTINENTAL SENDING TESTS.

EXTRA CLASS TICKET, W7OE CONT'D

FOR THE MORSE PART OF THE EXAM, I WAS FORTUNATE AGAIN IN THAT SHORTLY AFTER LEAVING HIGH SCHOOL I HAD BECOME A 'STUDENT TELEGRAPHER' WITH WESTERN UNION IN PORTLAND, OREGON WHERE I GOT SUFFICIENT BASIC TELEGRAPHY TO MAKE ABOUT 15 WPM BY THE TIME I RESIGNED TO GO TO SEA AS A "WIRELESS" OPERATOR. UPON LATER ENLISTMENT IN THE NAVY I WAS ASSIGNED TO A SHORE STATION (NPD, TATOOSH ISLAND, WASH.) WHERE I WAS REQUIRED TO WORK A MORSE WIRE TO SEATTLE ALONG WITH MY RADIO WATCH DUTIES. A YEAR OF THAT BROUGHT MY SPEED UP TO MAYBE 20-25 WPM BEFORE I WAS TRANSFERRED TO SEA DUTY IN THE NAVAL OVERSEAS TRANSPORT SERVICE BETWEEN THE U.S. AND EUROPE. WITH NO MORSE WORK AT SEA, IT SET MY SPEED BACK A BIT BUT A COUPLE YEARS LATER I WAS ASSIGNED TO THE SEMI-HIGH POWER NAVAL STATION, NVH, AT KETCHIKAN, ALASKA. THAT GAVE ME A COUPLE OF YEARS ON THE LAND-LINE BETWEEN THE RADIO STATION AND THE DOWN-TOWN LOCAL OFFICE OF THE ALASKA CABLE SYSTEM (ARMY SIGNAL CORPS) WHICH BROUGHT MY MORSE SPEED UP TO ABOUT 35 WPM. TRANSFER TO NPC AT PUGET SOUND NAVY YARD GAVE ME ANOTHER YEAR OR SO OF MORSE AND THAT, TOGETHER WITH 'MOONLIGHTING' FOR THE LOCAL WESTERN UNION OFFICE ON MY DAYS OFF, MADE ME A PRETTY FAIR MORSE OPERATOR SO THE 25 WPM AT THE RI'S OFFICE WAS NO PROBLEM.

HAVING PASSED THE CODE TESTS, I MADE READY FOR THE WRITTEN PORTION OF THE EXAMINATION...KNOW WHAT IT WAS? THREE, REPEAT THREE, COMPLETE FIRST CLASS EXAMINATION QUESTION SHEETS! EACH ONE TOOK A FULL DAY TO COMPLETE...LUCKY I HAD TAKEN A 72 HOUR LEAVE! A FEW DAYS AFTER TURNING IN MY PAPERS I GOT MY REWARD; THE MAIL BROUGHT ME AN IMPRESSIVELY ENGRAVED, SALMON PINK, OFFICIAL U.S. GOVERNMENT CERTIFICATE PROCLAIMING TO THE WORLD THAT I WAS A "RADIO OPERATOR, COMMERCIAL EXTRA FIRST GRADE"! I STILL HAVE THE OLD 'PINK TICKET' No. 140, POSTED ON MY HAM SHACK WALL. A BIT FADED WITH AGE...IT IS DATED JANUARY 12, 1921, THE TYPING IS BARELY LEGIBLE BUT STILL READABLE.

THE COMMERCIAL EXTRA GRADE TICKET INCLUDED A 'STATUS' CLAUSE WHICH THE AMATEUR EXTRA CLASS OBVIOUSLY DOES NOT CARRY. ON MY TICKET IT READS:

"IN TESTIMONY OF TRUSTWORTHINESS AND EFFICIENT SERVICE AS RADIO OPERATOR FOR APPROXIMATELY 123 MONTHS, 51 OF

WHICH WERE SERVICE AT SEA, AND OF SUPERIOR KNOWLEDGE AND SKILL ASCERTAINED BY SPECIAL EXAMINATION, THIS EXTRA GRADE LICENSE IS GRANTED."

WELL AND GOOD, I HAD THE TICKET BUT OF WHAT VALUE WAS IT TO ME? NEARLY A YEAR LATER I FOUND OUT. THE NAVY DEPARTMENT HAD DECIDED THAT THEY WERE TOP-HEAVY WITH CHIEF PETTY OFFICERS AS A RESULT OF THE 1918 ARMISTICE. THEY OFFERED HONORABLE DISCHARGE PRIOR TO EXPIRATION OF ENLISTMENT TO ANY CPO WHO INDICATED THAT HE WANTED OUT. YOU EX-NAVY GUYS KNOW HOW IT GOES..."IF I COULD EVER GET OUT OF THIS SO-AND-SO OUTFIT I'D PUT AN OAR OVER MY SHOULDER AND START HIKING INLAND UNTIL SOMEONE ASKED ME WHAT IT WAS, THEN I'D SETTLE THERE." THAT WAS STOCK TALK THROUGHOUT THE SERVICE...MAYBE STILL IS, AND IT WAS NO DIFFERENT AT NPC. WHEN OFFERED A CHANCE TO PULL OUT THOUGH, MY BUDDY, THE LATE 'BUD' REILLY AND MYSELF WERE THE ONLY TWO CHIEF RADIOMEN IN THE ENTIRE 13TH NAVAL DISTRICT TO TAKE 'EM UP ON IT! WE WENT DOWN TO THE COMMANDANT'S OFFICE, FILED OUR REQUEST FOR DISCHARGE AND THREE HOURS LATER WE WERE O-U-T, THE INK STILL WET ON OUR HONORABLE, SPECIAL-ORDER DISCHARGES. HERE'S THE PAY-OFF THOUGH; TWO HOURS AFTER WE WERE OFFICIALLY DISCHARGED, A DISPATCH FROM THE NAVY DEPARTMENT CAME THROUGH MODIFYING THEIR PREVIOUS AUTHORITY BY STATING THAT THE INITIAL DISPATCH"...DID NOT APPLY TO CHIEF RADIOMEN!" THERE WAS A SHORTAGE IN THAT BRANCH BUT WE WERE OUT AND IT HAD TO STAND!

NOT ONLY WERE WE OUT OF THE NAVY BUT, AS WE SOON DISCOVERED, PRETTY MUCH 'OUT ON A LIMB'. JOBS WERE SCARCE; MARINE RADIO OPERATORS WERE A DIME A DOZEN AT THAT TIME DUE TO WAR DISCHARGES AND THERE WERE LONG WAITING LINES AT ALL 'STATIC ROOMS'. MY EXTRA GRADE LICENSE BROUGHT ONLY SOMEWHAT DISDAINFUL LOOKS...WHY HAD I BEEN SUCH A BOOB AS TO HAVE GONE THROUGH SUCH AN EXAMINATION, THEY SEEMED TO SAY BUT...NO JOB!

I FINALLY WIRED THE U.S. SHIPPING BOARD IN WASHINGTON. THEIR REPLY STATED THAT IF I COULD REPORT TO NORFOLK, VA., (I WAS THEN IN SEATTLE!) WITHIN TEN DAYS THEY WOULD HAVE A SHIP FOR ME! WELL, I SUNK WHAT I HAD LEFT OF MY DISCHARGE PAY IN A RAILROAD TICKET AND TOOK OFF. WHEN I REPORTED, GUESS WHAT I DREW? A BEAT-UP LITTLE OLD 7500 TON WAR-BABY, THROWN TOGETHER IN 30 DAYS AT THE OUTBREAK OF THE WAR AND, SINCE THE ARMISTICE SOME THREE YEARS BEFORE, ANCHORED UP THE JAMES RIVER IN MOTH-BALLS, RUSTING AWAY! THE S.S.

EXTRA CLASS TICKET, W7OE CONT'D

LAKE WINTHROP WAS CERTAINLY NO PRIZE BUT I WAS GETTING HUNGRY ENOUGH TO GRAB AT THE STRAW AND AWAY WE WENT TO TURK'S ISLAND TO PICK UP SALT, HAUL IT TO SAN DOMINGO, LOAD SUGAR THERE AND TAKE IT TO NEW YORK. I SPENT THE FIRST TWO DAYS AFTER LEAVING NORFOLK, WORKING OVER THE ALMOST INOPERATIVE CRYSTAL RECEIVER SO THAT I COULD AT LEAST HEAR NAM AND NAO AND COPY NAA TIME SIGNALS AND PRESS. MY EXTRA GRADE TICKET? THE SHIP WAS AUTHORIZED TO CARRY A 'SECOND GRADE' (12WPM) YELLOW TICKET COMMERCIAL OPERATOR...ANY KID JUST OUT OF RADIO SCHOOL WOULD HAVE BEEN ELIGIBLE! AND THE PAY!? \$65.00 A MONTH AND FOUND...THE 'FOUND' WAS A MOLDY BUNK IN THE RADIO SHACK AND AT LEAST TWO MEALS OF BOILED RICE AND CODFISH DAILY!

AT NEW YORK I HOLED UP AT THE SEAMAN'S CHURCH INSTITUTE FOR A FEW DAYS AND AS A CONSIDERABLE NUMBER OF OPERATORS 'ON THE BEACH' WERE QUARTERED IN THE CHEAP BUT VERY COMFORTABLE INSTITUTION, BEATING THE JOB-HUNTING PATH DAILY, I SOON PICKED UP A BIT OF THE EAST COAST MARINE RADIO SITUATION. AMONG OTHERS, ONE RUMOR WAS THAT UNITED

FRUIT WERE HIRING ONLY EXTRA GRADE OPERATORS FOR THEIR 'GREAT WHITE FLEET'. A WIRE TO BOSTON BROUGHT ME A REPLY ALL RIGHT TO THE EFFECT THAT "...POLICY ABANDONED; INSUFFICIENT EXTRA GRADE OPERATORS AVAILABLE, NO PRESENT VACANCIES AND LONG LIST OF FIRST GRADE OPERATORS HAVING SENIORITY WITH UNITED FRUIT AWAITING ASSIGNMENTS." THAT DID IT; I CALLED ON MY LONG-TIME FRIEND, HUGO GERNSBACK, THEN EDITOR OF RADIO NEWS AND BETWEEN US WE COOKED UP A JOB FOR ME WITH A SMALL RADIO MANUFACTURING COMPANY IN CINCINNATI... LATER IT BECAME THE CROSLEY CORPORATION!

So, YOU GUYS WHO HAVE MOANED FOR MANY YEARS THAT THE AMATEUR EXTRA CLASS LICENSE WAS JUST A PIECE OF FANCY WALL-PAPER CAN MAYBE TAKE A LITTLE CONDOLENCE FROM THE FACT THAT YOUR COMMERCIAL BROTHERS WERE PADDLING THE SAME CANOE. WHETHER THE HAMS KEEP THE EXTRA CLASS LICENSE AS IS (I HAVE ONE OF THEM ALSO), GET SOME ADDED PRIVILEGES OR THE THING FOLLOWS THE PATH OF THE OLD COMMERCIAL EXTRA AND BECOMES A DISCONTINUED ISSUE, IS ANYONE'S GUESS RIGHT NOW; IT ALL DEPENDS UPON THE FINAL OUTCOME OF THE PROPOSAL UNDER FCC DOCKET #15928. "73" AND 'HAPPY HAMMING'!

HOWARD S. PYLE, W7OE

The United States of America

NUMBER
140

**DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION**

LICENSE

RADIO OPERATOR, COMMERCIAL, EXTRA FIRST GRADE

This is to certify that **HOWARD S. PYLE**
has been examined and passed, pursuant to the Radiotelegraphic Convention, in

- a) adjustment, operation and care of apparatus;
- b) transmitting and sound reading at a speed of thirty words a minute, continental; thirty words a minute, American Morse;
- c) use and care of storage battery or other auxiliary;
- d) knowledge of international regulations and acts of Congress to regulate radio communication;
- e) knowledge of United States Naval Radio Regulations.

and is hereby licensed, as required by law, a Radio Operator, Commercial Extra First Grade, for two years.

In testimony of trustworthiness and efficient service as Radio Operator for 183 *months, of which* 51 *months were service at sea, and of superior knowledge and skill, ascertained by special examination, this extra grade license is granted.*

C. W. Redman *E. F. Dewar*
Examining Officer *Secretary of Commerce*

A. G. ... *E. T. ...*
Vice Public *Commissioner of Navigation*

1966

EXCERPTS FROM THE 1919 DIARY OF A MARCONI OPERATOR - W30Y - CONTINUED FROM DECEMBER 1965 ISSUE

JUL 15 LEFT ROTTERDAM 9.30 AM BOUND FOR NORFOLK. STRONG TIDES CARRIED SHIP WAY OFF HER COURSE. JUST AT DUSK NORTH FORELAND WAS ABEAM. COULD SEE THE RADIO STATION MOST VERY PLAINLY, ALSO SOME SORT OF AN AMUSEMENT PARK.

JUL 16 PASSED CLOSE TO THE USS PANTHER, ALSO THE ARMY TRANSPORT POCAHONTAS BOUND FOR SOUTHAMPTON WITH A SHIP LOAD OF AMERICAN BOY SCOUTS. LATER SAW AN EX-GERMAN WARSHIP BEING TOWED BY 2 BRITISH TUGS.

JUL 18 FINE WEATHER. NOTHING UNUSUAL TO REPORT. READING MOST OF THE TIME. THIS CONTINUED THROUGH THE 25TH.

JUL 29 HEARD CAPE MAY CALL ME WITH TRAFFIC BUT I COULD NOT RAISE HIM.

JUL 30 FINALLY MADE CONTACT WITH CAPE MAY. MSG SAID PROCEED TO HAMPTON ROADS. UP ALL NIGHT MAKING OUT PAYROLL.

JUL 31 GETTING BEARINGS FROM CAPE HENRY UNTIL 3.30 AM. ANCHORED OFF SEWALLS POINT 10.30 AM.

AUG 1 VISITED A VERY NICE YL AT OCEAN VIEW VA. SHE WAS THE NIECE OF THE CAPTAIN OF THE OLD DOMINION LINE SS JAMESTOWN, WHERE I MET HER.

AUG 2 WENT TO THE RCA OFFICE AND URTA DURING THE MORNING. HEARD RADIO TELEPHONE FROM THE SS DARIEN, CLOSE BY.

AUG 3 DOCKED AT SEWALLS POINT COAL PIER 10 AM. TO OCEAN VIEW LATER IN THE DAY.

AUG 5 SIGNED ON AGAIN FOR ANOTHER TRIP. THE SS SEWALLS POINT AND THE SS WM N PAGE ARRIVED DURING THE DAY. A MURDER WAS REPORTED TO HAVE TAKEN PLACE ON THE FORMER. NO FURTHER DETAILS.

AUG 6 SAILED SHORTLY AFTER MIDNIGHT, BOUND FOR CIVITA VECCHIA, ITALY. ROME ONLY 45 MILES SOUTH. HEARD WSE WORKING THE SS DEEPWATER BOUND FOR NEW YORK.

AUG 11 WORKING VCE, CAPE RACE MOST EVERY EVENING.

AUG 14 STILL HANDLING TRAFFIC WITH VCE, DISTANCE NOW ABOUT 1500 MILES. VERY GOOD SIGNALS AT BOTH ENDS.

AUG 19 APPROACHING THE STRAIT OF GIBRALTAR. PICKED UP SPARTEL LIGHT AT CAPE SPARTEL LIGHT AT CAPE SPARTEL, MOROCCO SHORTLY BEFORE MIDNIGHT. SAW THE LIGHTS OF TANGIER. JUST BEFORE DUSK PASSED

2 BIG BRITISH BATTLESHIPS AND 2 DESTROYERS.

AUG 20 PASSED GIBRALTAR ABOUT 4 AM. ALONG THE COAST OF SPAIN ALL DAY. VERY ROCKY AND MOUNTAINOUS. SAW SNOW-CAPPED MT MULHACEN, 11421 FEET HIGH, 40 TO 50 MILES INLAND. THESE MOUNTAINS ARE PART OF THE SIERRA NEVADA.

AUG 21 BEAUTIFUL WEATHER. HAD A SHORT CONTACT WITH THE TRANSPORT EDELLYN. THEY HAD BEEN TO SIBERIA AND JAPAN AND NOW RETURNING VIA TRIESTE AND GIBRALTAR.

AUG 22 PASSED THE ISLAND OF MINORCA ABOUT 8 AM.

AUG 23 7 AM. PASSING ALONG THE COAST OF SARDINIA. VERY ROCKY AND SPARSELY INHABITED. LATER PASSED THROUGH STRAITS OF BONIFACIO, BETWEEN CORSICA AND SARDINIA. CORSICA ALSO VERY MOUNTAINOUS. SHORTLY AFTER 7 PM. PICKED UP THE LIGHT AT CIVITA VECCHIA AND ANCHORED OUTSIDE THE BREAKWATER ABOUT 9 PM.

AUG 24 PASSED INSIDE THE BREAKWATER 7 AM. AND TIED UP ALONG SIDE OF THE SS TIDEWATER, A SISTERSHIP OF THE GLEN WHITE BUT NOW OPERATED BY THE GREEN STAR LINE.

AUG 25 TOOK THE 9.45 AM TRAIN TO ROME. SAW THE WELCOME SIGN OF THE AMERICAN YMCA SO I WENT THERE FIRST AND THEN GOT A ROOM AT THE BRISTOL HOTEL, JUST ACROSS THE SQUARE. IN THE AFTERNOON I TOOK THE YMCA TRIP TO THE COLOSEUM, CATACOMBS, CHURCH OF QUO VADIS AND THE BATHS OF CARACALLA ALONG, THE APPIAN HIGHWAY. THERE WAS A GROUP OF AMERICAN RED CROSS NURSES IN THE CROWD, SO I HAD A VERY NICE TIME.

AUG 26 I SLEPT TOO LONG IN THE MORNING, SO I MISSED THAT TRIP. IN THE AFTERNOON WE WENT TO ST PAULS OUTSIDE THE WALLS AND THE PALATINE HILL. THESE TRIPS WERE VERY INTERESTING. A PERSON SEES SO MUCH IT IS VERY HARD TO REMEMBER EVERYTHING.

AUG 27 VISITED ST PETERS CATHEDRAL AND THE VATICAN. WALKED ALL MORNING AND THE ONLY REST PERIOD WAS IN THE SISTINE CHAPEL BRIEFLY. IN THE AFTERNOON WE VISITED THE BATH OF DIOCLETIAN, SEVERAL PICTURE AND ART GALLERIES, CHURCH OF ST PETER IN CHAINS AND

EXCERPTS FROM THE 1919 DIARY CONT'D

- AUG 28 THE CATHEDRAL OF ST JOHN LATERAN. IN THE MORNING WE VISITED THE ROMAN FORUM AND THE MAMERTINE PRISON WHERE ST PETER WAS IMPRISONED. IN THE AFTERNOON WE VISITED VARIOUS MUSEUMS ON THE CAPITOLINE HILL.
- AUG 29 AT ST PETERS AGAIN IN THE MORNING. SPENT MOST OF THE TIME DOWN BELOW IN THE OLD CHURCH. ALSO SAW THE ROOM WHERE THE TREASURES OF THE CHURCH ARE KEPT.
- AUG 30 WENT THROUGH THE VATICAN AGAIN IN THE MORNING. TOSSED SOME COINS IN THE TREVI FOUNTAIN. THE LEGEND IS YOU WILL RETURN SOMETIME IN THE FUTURE IF YOU TOSS COINS INTO THE FOUNTAIN. SHOPPING FOR SOME CAMEOS.
- AUG 31 TOOK A WALK THROUGH THE VILLA BORGHESE, A VERY BEAUTIFUL PARK. RETURNED TO THE SHIP AT CIVITA VECCHIA IN THE AFTERNOON.
- SEPT 1 THE RADIO OPERATOR FROM THE TIDE - WATER ABOARD IN THE AFTERNOON.
- SEPT 2 DOING CLERICAL WORK FOR THE OM. FINISHED CARGO AT 5 PM WHEN THE SEWALLS POINT ARRIVED AND SHORTLY AFTERWARDS THE TIDEWATER LEFT.
- SEPT 3 LEFT CIVITA VECCHIA 7 AM FOR NORFOLK, VA. HAD A SHORT CHAT WITH THE SEWALLS POINT WHILE LEAVING. PASSED BETWEEN SARDINIA AND CORSICA ABOUT 6 PM.
- SEPT 5 HEARD THE SS TIDEWATER A SHORT DISTANCE AHEAD OF US. PASSED CAPE SAN PALOS DURING THE AFTERNOON.
- SEPT 6 PASSED GIBRALTAR AT 1.15 PM. (I COULD NOT SEE THE PRUDENTIAL SIGN.) PASSED THE TIDEWATER AT 6 PM.
- SEPT 8 FINE WEATHER. 47 MILES AHEAD OF THE TIDEWATER. HEARD THE SS WM N PAGE IN THE EVENING. CALLED HER BUT GOT NO RESPONSE.
- SEPT 10 TODAY ABOUT 120 MILES AHEAD OF THE TIDEWATER. FINE WEATHER AND MAKING GOOD TIME.
- SEPT 11 ENGINE BROKE DOWN. DRIFTED AROUND FOR ABOUT 5 HOURS. COPIED POLDHU PRESS OF WHICH I STILL HAVE THE ORIGINAL TYPEWRITTEN COPY. SOME NEWS ITEMS: THE LORD MAYOR OF CORK WHO IS HUNGERSTRIKING IN BRIXTON PRISON FOR 29TH DAY HAD A VERY BAD NIGHT. HE IS MUCH WEAKER AND SUFFERING GREAT PAIN. SALE OF 40 EX-GERMAN LINERS REPARATION ALLOTMENT TO GREAT BRITAIN ADVERTISED TODAY. NEW YORK REPORTS FIRST SERIOUS ATTEMPT SABOTAGE TRAMWAYCAR ELECTRIC TRAIN STRIKE IN BROOKLYN OCCURRED YESTERDAY WHEN MOTORCAR CONTAINING 9 MEN RACED ALONGSIDE TRAIN NEAR 22ND AVENUE POURING FUSILLADE REVOLVER SHOTS INTO CARS. POLICE ON MOTORCYCLES AT 50 MPH THROUGH STREETS PURSUED AND OVERTOOK MOTORCAR AND CAPTURED OCCUPANTS. NO ONE INJURED. (SIGNED WIRELESS PRESS.)
- SEPT 12 PASSED CLOSE BY TO A WATER SPOUT.
- SEPT 13 RUNNING HEAD ON INTO A SEVERE STORM. EVERYTHING NOT SECURELY LASHED DOWN PITCHING AND TOSSING AROUND. STORM GOT SO FURIOUS THAT WE HAD TO RUN BEFORE IT, CONSEQUENTLY WE WERE HEADING FOR ENGLAND. KEPT BUSY BAILING OUT WATER OF BOTH SHACKS DURING THE DAY.
- SEPT 14 SHIP BEHAVING VERY WELL RIDING BEFORE THE STORM. WINDS 75 MPH. FROM THE SOUTH. STORM ABATED AFTER SUNSET AND SHIP RETURNED TO ITS COURSE. SPOKE TO THE PAGE BRIEFLY.
- SEPT 15 BUSY ON THE AIR. CHECKED A DUTCH SHIP'S CHRONOMETER AND GAVE WEATHER REPORTS TO ANOTHER. CONTACTS MADE WITH THE PAGE AND THE TIDEWATER, THE LATTER BEING ABOUT 100 MILES AHEAD OF US AT NOON.
- SEPT 19 FINE WEATHER CONTINUES. THE PAGE RELAYED MY TRAFFIC TO NEW YORK. RECEIVED ONE FROM CAPE MAY.
- SEPT 21 SIGHTED A SQUADRON OF US WARSHIPS OFF THE COAST. ARRIVED HAMPTON ROADS AND ANCHORED OFF QUARANTINE 6 PM.
- SEPT 22 SHIP FUMIGATED IN THE MORNING. LEFT QUARANTINE 4 PM. AND ANCHORED OFF SEWALLS POINT 5 PM. NO ONE PERMITTED ASHORE, WAITING FOR THE IMMIGRATION OFFICERS TO COME ABOARD.
- SEPT 23 MOVED OVER TO THE NEWPORT NEWS SHIPYARD AND DOCKED AT NOON. NO ONE PERMITTED ASHORE YET.
- SEPT 24 PAID OFF IN THE AFTERNOON. MANY HANDS COMPLAINING ABOUT THEIR PAY.
- SEPT 25 REPORTED TO THE RCA OFFICE AT NORFOLK.
- SEPT 27 CAPTAIN REDINGTON LEAVING THE GLEN WHITE. CAPTAIN K HANSEN REPLACING HIM. I ALSO WANTED TO QUIT BUT CAPTAIN HANSEN PERSUADED ME TO MAKE A-

EXCERPTS FROM THE 1919 DIARY CONT'D

- NOTHER TRIP.
- SEPT 28 MOVED OVER TO SEWALLS POINT AND STARTED LOADING.
- SEPT 29 FINISHED LOADING AND SHIP LEFT AT 3.30 PM WITH AN ENTIRE NEW CREW FOR MESSINA, SICILY.
- SEPT 30 WE RAN RIGHT INTO A GOOD SIZED STORM. DID A RUSHING BUSINESS IN THE "SLOP CHEST" FOR OILSKINS AND SEA BOOTS. (FOR THOSE NOT ACQUAINTED WITH THE EXPRESSION "SLOP CHEST", IT IS A STORE ROOM WHERE ALL SORTS OF CLOTHING, SHOES, BOOTS, RAINCOATS, HATS, CIGARS, CIGARETTES, TOBACCO, PIPES, CANDY ETC. ARE SOLD TO MEMBERS OF THE CREW. THE SLOP CHEST IS USUALLY OPEN ABOUT ONE HOUR DAILY, USUALLY AFTER SUPPER.) I WAS IN CHARGE OF IT AND HAD TO KEEP AN ACCOUNT OF ALL PURCHASES MADE AND THE MONEY DEDUCTED FROM EACH INDIVIDUAL AT TIME OF BEING PAID OFF. I RECEIVED EXTRA COMPENSATION FOR DOING THIS AS WELL AS FOR ALL THE CAPTAIN'S CLERICAL WORK.
- OCT 4 RAINING DAY AND NIGHT THROUGH THE 7TH. KEPT BUSY BAILING WATER OUT OF THE SHACKS.
- OCT 9 HEARD THAT THE RADIO OPERATORS WERE DUE FOR A RAISE NOVEMBER 1ST. MAXIMUM \$200.00 PER MONTH. LICENSES TO BE GRADED AND SHIPS CLASSIFIED.
- OCT 10 ATTEMPTING TO RAISE THE SS COLD-BROOK, THE SKIPPER'S FORMER SHIP.
- OCT 13 SIGHTED LAND IN VICINITY OF CAPE ST VINCENT, SPAIN ABOUT 3 PM.
- OCT 14 RECEIVED MSG FROM GIBRALTAR INSTRUCTING US TO PROCEED TO PALERMO INSTEAD OF MESSINA. WHILE PASSING THE ROCK ABOUT 12.30 PM THE SIGNAL STATION SENT US THE SAME MSG WITH THE HELIOGRAPH. THE MSG WAS RECEIVED VERY PLAINLY.
- OCT 16 FINE WEATHER IN THE MEDITERRANEAN. KEPT BUSY WITH THE OM'S CLERICAL WORK. SOLD OVER \$450.00 WORTH OF GOODS SO FAR THIS TRIP FROM THE SLOP CHEST.
- OCT 17 SEVERE LIGHTNING STORM. COULD NOT HEAR ANY SIGNALS DUE TO QRN.
- OCT 18 ARRIVED PALERMO 8 AM. AND ANCHORED INSIDE THE BREAKWATER. HELPED THE OM PAY THE CREW AFTER SUPPER.
- OCT 19 BEGAN DISCHARGING CARGO. WENT ASHORE WITH SOME OF THE DECK OFFICERS. I GOT LOST AND RAN INTO A YANK FROM ROCHESTER, NY BY NAME OF MANUSE. ASHORE AGAIN. VISITED SEVERAL CHURCHES, CITY HALL, KINGS PALACE CAPELLA PALATINA AND THE CATHEDRAL. LATER ON TOOK A CAR UP TO MONREALE. VISITED THE CATHEDRAL THERE, WHICH IS VERY BEAUTIFUL. ONE THING IS VERY INTERESTING THERE. IN FRONT OF THE ALTAR IS A BRASS STRIP ABOUT ONE INCH WIDE MOUNTED IN THE FLOOR. AT HIGH NOON, ON A CLEAR DAY, THE SUN SHINES ON IT THROUGH AN APERTURE IN THE ROOF AND LIGHTS UP THE ENTIRE STRIP. RETURNED TO PALERMO AND HAD DINNER AT THE HOTEL VICTORIA.
- OCT 23 VISITED THE CATACOMBS AND THEN LUNCHEDED AT THE HOTEL DES PALMES WHERE WE WITNESSED A BEAUTIFUL WEDDING. LATER ON I SHOOK HANDS WITH THE GROOM. AFTERWARDS WE DROVE ALONG THE VIA LIBERTY.
- OCT 24
- OCT 25 BACK TO MONREALE TAKING PICTURES.
- OCT 27 FINISHED DISCHARGING CARGO AND SAILED AT 3.30 PM.
- OCT 31 PASSED GIBRALTAR ABOUT 5 AM. HAD SOME TRAFFIC FOR THE RADIO STATION THERE.
- NOV 3 RECEIVED NEWS THAT SENATOR HARDING WAS ELECTED PRESIDENT OF THE US FROM THE ARMY TRANSPORT PRESIDENT GRANT.
- NOV 4 THE PRESIDENT GRANT VISIBLE ASTERN OF US AT NOON. ALSO HEARD FROM THE WM. N PAGE. SHE PASSED GIBRALTAR 5 HOURS AFTER WE DID.
- NOV 6 THE PRESIDENT GRANT PASSED US AT NOON. THE PAGE HOLDING HER OWN, ABOUT 100 MILES ASTERN.
- NOV 7 THE FOOD HAS BEEN VERY POOR THIS TRIP, NOTHING VERY TASTY. MANY ITALIAN SHIPS IN THE AREA CAUSING PLENTY OF QRM.
- NOV 9 THE 2ND COOK WENT ON A SPREE THIS MORNING THROWING ALL SORTS OF SUPPLIES OVERBOARD. THE OM AND A COUPLE OF DECK OFFICERS SEARCHING QUARTERS FOR LIQUOR AND ONLY FOUND SEVERAL BOTTLES.
- NOV 10 SAW A PARTIAL ECLIPSE OF THE SUN FOR SEVERAL HOURS TODAY.
- NOV 12 ANOTHER STORM BREWING WITH STRONG HEAD WINDS AND HEAVY SEAS. STORM WARNINGS UP ALL ALONG THE COAST. CHIEF ENGINEER WORRYING ABOUT SHORTAGE OF COAL DUE TO WEATHER CONDITIONS.

EXCERPTS FROM THE 1919 DIARY CONT'D

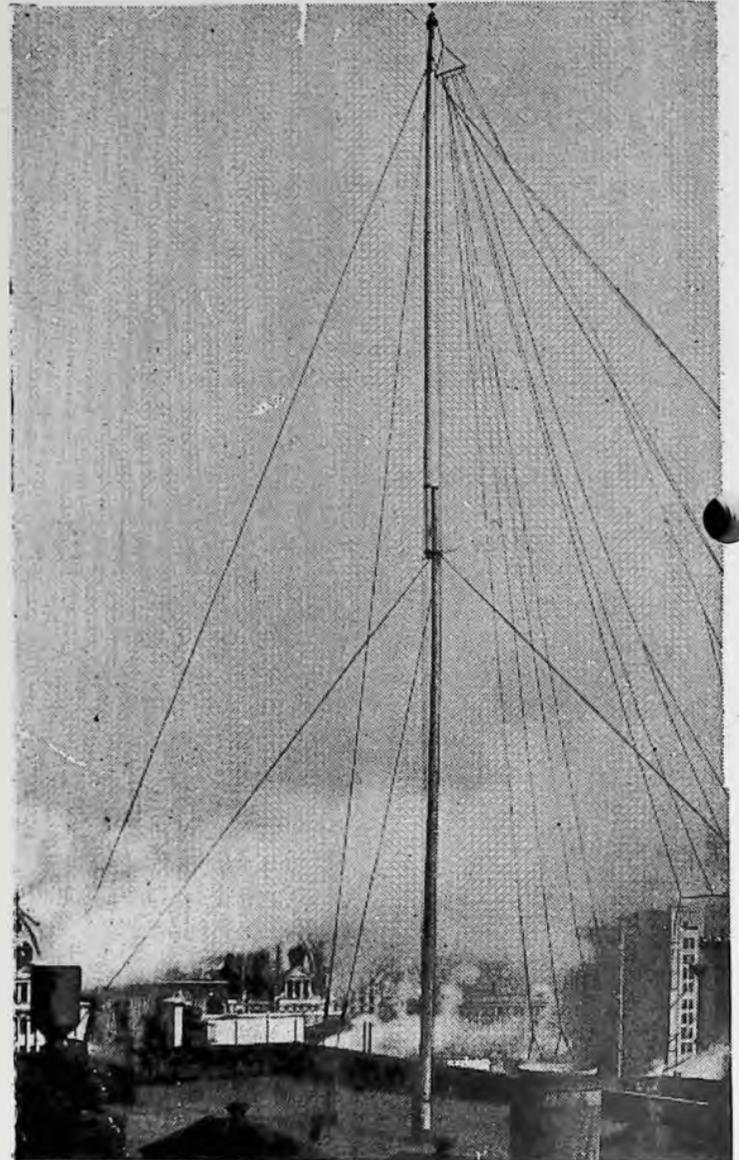
- Nov 13 UNABLE TO CLEAR TRAFFIC DUE TO THE PRESIDENT GRANT ON AIR MOST ALL DAY.
- Nov 14 WEATHER OK AGAIN. GOT UP EARLY AND CLEARED MY TRAFFIC. THE PAGE ARRIVED HAMPTON ROADS SHORTLY BEFORE NOON. KEPT BUSY MAKING UP PAYROLL AND TAKING SLOP CHEST INVENTORY.
- Nov 15 ARRIVED HAMPTON ROADS AND OFF QUARANTINE 7 AM. REMAINED THERE UNTIL 5 PM, UNABLE TO GET A PILOT.
- Nov 16 PILOT ABOARD AT 9 AM. MOVED SHIP NEAR TO NEWPORT NEWS. WENT ASHORE AND BOARDED THE SS WINDING GULF BUT COULD NOT LOCATE THE OPERATOR. REPORTED TO THE RCA OFFICE IN NORFOLK AND REMAINED ASHORE OVERNIGHT.
- Nov 17 AT THE URFA OFFICE I WAS TOLD THAT THE RADIO OPERATORS DID NOT RECEIVE A WAGE INCREASE.
- Nov 19 CREW READY TO SIGN ARTICLES FOR ANOTHER TRIP. I TOLD THE SKIPPER I WAS LEAVING. HE REQUESTED ME TO MAKE JUST ONE MORE TRIP, BUT I SAID "NO". PACKED MY BELONGINGS AND WENT TO NORFOLK AND TOOK THE 6 PM. BOAT TO CAPE CHARLES.
- Nov 20 ARRIVED HOME, ALLENTOWN, PA 9 AM.
- Nov 30 WENT TO NEW YORK AND RESIGNED MY JOB WITH RCA. I HAD CHARGE OF WNY FOR A FEW HOURS. WAS REQUESTED TO SEE MR. SANDBACH IN THE TRAFFIC DEPT OF RCA IN THE WOOLWORTH BUILDING. HE WANTED TO SEND ME UP TO THE RADIO STATION AT CHATHAM, MASS. I TURNED DOWN HIS OFFER.
- DEC 2 STARTED WORKING FOR THE PENNA POWER AND LIGHT CO. AND REMAINED WITH THEM UNTIL I WAS RETIRED MARCH 1, 1963.

PRIOR TO 1918 I OPERATED ON THE FOLLOWING SHIPS:

EL DIA KKY 5-27-16 to 7-18-16
NUECES KEH 8-5-16 to 10-11-16
BATON ROUGE KSG 10-18-16 to 2-14-17
SABINE KEB 2-15-17 to 4-21-17
APACHE KVA 4-22-17 to 8-12-17
JAMESTOWN KOC 8-13-17 to 9-28-17
EL CID KKT 9-29-17 to 11-7-17
MONTEREY KKY 11-18-17 to 6-9-18 FOLLOWED BY THE NACOOCHIE KFP, SANTA ISABEL WHN, GLEN WHITE KSIE.

IN CONCLUSION I WISH TO SAY THAT I RECEIVED A GREAT DEAL OF PLEASURE IN WRITING

THESE INCIDENTS BECAUSE THEY BROUGHT BACK MANY PLEASANT MEMORIES TO ME. I ALSO WISH TO TAKE THIS OPPORTUNITY TO EXPRESS MY APPRECIATION FOR THE INTEREST SHOWN BY VARIOUS OOTC MEMBERS IN THESE ARTICLES. I HAVE ALREADY HEARD FROM SEVERAL WHO HAD SERVED ON SOME OF THE SAME SHIPS I WAS ON.



DEFOREST WIRELESS STATION MAST AND ANTENNA AT 42 BROADWAY, NEW YORK. PICTURE TAKEN DURING 1916 OR 1917. THIS PICTURE AND THE ONE OF THE OPERATING ROOM WERE SUBMITTED TO SGT BY ED LATTA.

WIRELESS HISTORY OF FRANK M. GAGER, WOLSI & WOFDH

THE FIRST PERIOD OF WIRELESS IN MY LIFE WAS AN ASSOCIATION WITH MY OLDER BROTHER. AS EARLY AS THE TENDER AGE OF EIGHT YEARS OR SO I HELPED HIM WIND COILS, PUT UP ANTENNAS AND, MOST IMPORTANT, TAKE A SMALL WAGON AND KEEP UP THE DRY BATTERY SUPPLY. WE LIVED ON THE EDGE OF TOWN AT 1430 COLLEGE STREET, DUNMORE, PA., NEXT TO SCRANTON, PA. WE HAD NO HOUSE ELECTRICITY UNTIL AFTER WORLD WAR I. THE SPARK COIL CRYSTAL DETECTOR STATION WAS POWERED WITH No. 6 DRY CELLS. SOME AUTOMOBILES OF THIS PERIOD USED FOUR No. 6 DRY CELLS TO GET A CRANKING SPARK. AFTER THE MOTOR STARTED, THEY SWITCHED TO MAGNETO I BELIEVE. MANY CARS WERE KEPT AT THE LIVERY STABLES OF THE TIME AND THESE ESTABLISHMENTS WERE A WELCOME SOURCE OF HALF USED No. 6 DRY CELLS. WE GOT THEM FOR FREE FOR THE CLEAN-UP OF TAKING THEM AWAY. WE SELECTED THE BEST OF THE LOT BY SHORT CIRCUIT TEST, AN INDICATION OF 30 TO 35 AMPERES BEING A SUPERIOR ONE. THIS WAS A PERIOD OF SINGLE SLIDE TUNERS, DOUBLE SLIDE TUNERS, LOOSE COUPLERS AND MANY FORMS OF CRYSTAL DETECTORS AND ELECTROLYTIC DETECTOR CELLS. I PERSONALLY REMEMBER PICKING OVER MANY A PAIL OF ANTHRACITE COAL TO GET A GOOD PIECE FOR USE WITH A CAT WHISKER TYPE DETECTOR. (WE NOW KNOW THAT SOME OF THIS COAL IS HIGH IN GERMANIUM CONTENT HI.) THE STATION CALL LETTERS WERE MY BROTHER'S INITIALS "CG". THE TELEPHONES WERE A FRENCH OR BELGIAN PAIR, A PAIR OF HOLTZER CABOT MAKE AND SINGLE TELEPHONES OF PERHAPS E. I. Co. I WAS THE KID BROTHER AND WAS NOT ACCEPTED IN THE COMPANY OF THE HAMS OF THE TIME, BUT I DID GET TO VISIT THE STATIONS 8SX AND 8SY, THE LATTER BECAUSE I KNEW THE YOUNGER BROTHER OF THE OWNER. OFTEN TIMES WHEN MY BROTHER VISITED OTHER STATIONS HE HAD ME OPERATE CG SO HE COULD WORK HIS STATION AND HEAR HOW IT SOUNDED ABOUT OUR TOWN. IN THIS MANNER I MADE A NUMBER OF PRE-1917 CONTACTS WITH STATIONS THAT USED INITIALS AND OTHERS THAT WERE LICENSED. DX, TRANSMISSION OF THE PERIOD, WAS TO WORK WILKES BARRE, PA., JOHN STENGERS STATION 8ZS. THIS WAS 20 MILES WITH A ONE-INCH SPARK COIL.

ANTENNAS USED WERE TWO. A 125-FOOT FOUR-WIRE FLAT TOP STRUNG BETWEEN THE HOUSE AND A TREE WAS THE MAIN ONE; AN INDOOR ANTENNA STRUNG UP IN THE ATTIC AND OF ALUMINUM WIRE

WAS BELIEVED TO HAVE SPECIAL PROPERTIES-- BECAUSE OF ITS PRICE?

MOST OF THE EQUIPMENT WAS HOME BREW BUT MY BROTHER PURCHASED ONE EQUIPMENT OF THE PERIOD, A TRANSMITTER-RECEIVER ON A BREADBOARD WITH A SINGLE TELEPHONE. APART FROM THE BIG SPARK COIL OUR HOME BREW EQUIPMENT WAS FAR SUPERIOR. IF I HAD AN OLD ELECTRO IMPORTING Co. CATALOGUE I COULD PICK OUT THE EXACT SET WHICH HE PURCHASED.

BOOKS AND KNOWLEDGE OF THE PERIOD WERE SCANTY AND WHAT YOU HAD CIRCULATED AROUND THE GANG. WILLIAM B. DUCK'S CATALOGUE, E. I. Co's CATALOGUE AND THE PUBLICATIONS ELECTRICAL EXPERIMENTER AND QST WERE ABOUT ALL I SAW. I DO HAVE, HOWEVER, A SMALL GREEN BOOK "WIRELESS TELEGRAPHY" BY STONE IN WHICH MY MOTHER WROTE "TO CURTIS, XMAS 1912". THIS BOOK HAD A LOT OF HOW TO MAKE AND THE THINGS WE MADE WERE STRONGLY INFLUENCED BY THIS TEXT. THEN THERE WAS THE NEARBY AMATEUR MARIX VANDERVEKEN 8SX (POST WAR 8ABW/8DCX I BELIEVE) WHO WAS MIXED UP WITH THE ELECTRICAL ASPECTS OF SCRANTON'S STREET RAILWAY SYSTEM. HE WAS SENIOR TO BOTH OF US BUT VERY HELPFUL INDEED. THERE WAS ALSO REGINALD MAYNARD 8SY ALONG WITH ROY ERHARDT 8TY, DANNER 8CF, BROWN 8UD, PECK 8OY, FEDER 8HR, AND CAWLEY 8AEG.

THE SECOND PERIOD OF WIRELESS IN MY LIFE BEGAN WITH THE RECEIVING PERIOD START-UP IN 1919. MY BROTHER WAS INTERESTED IN GIRLS AND DID NOT JOIN ME IN STATION EFFORTS AT ALL. THIS PERIOD BROUGHT A NEW CROP OF HAMS ON THE AIR ALONG WITH A FEW OF THE OLD TIMERS. WHEN WE WERE ALLOWED TO TRANSMIT, I USED A SPARK COIL AND CRYSTAL DETECTOR, FOLLOWED LATER WITH A MORE POWERFUL SPARK AND CW TRANSMITTERS. I HAD DEFOREST AUDIONS, MARCONI VT'S, ELECTRON RELAYS BY MOOREHEAD? AND SOME W.E. VT-1 AND VT-2 TUBES. BEFORE DROPPING DOWN TO SHORT WAVES, THE VARIOMETER-VARIOCOUPLER, A TAKE OFF OF GREBE'S CR-3, WAS POPULAR STUFF.

I HAVE ATTEMPTED TO DETERMINE JUST WHEN I WAS FIRST LICENSED WITHOUT SPECIFIC SUCCESS. ATTACHED IS THE BEST MY PERSONAL RESEARCH HAS ACCOMPLISHED. THE COPY SHOWS TWO DOCUMENTS. ONE A LICENSE RENEWAL NOTICE DATED 17 NOVEMBER 1922. ASSUMING A TWO-YEAR LICENSE PERIOD, I WAS LICENSED 8BYH ON OR BEFORE THIS SAME DATE IN 1920. THE OTHER DOCUMENT SHOWS THE EFFORTS OF THE FCC IN MY BEHALF

WIRELESS HISTORY OF FRANK M. GAGER CONT'D

WHICH STATES THAT I WAS LISTED 8BYH IN THE DEPT. OF COMMERCE CALL BOOK 1922.

AFTER WORLD WAR I STATIONS IN THE DUNMORE SCRANTON AREA INCLUDED ROY ERHARDT 8CE/8ZQ, MR. TARBOX 8CQ/8CLC, RUSS WEIDNOR 8ARI, ED AVERY 8BKA, HIS BROTHER 8AYE, DOUG SHOTTEN 8ACS, 8ABW VANDERVEKEN, JOHN MCGOLDRICK 8AJA, ALEX SPEAR 8AKL, LEEDS 8ADQ, GLENN ORSTEIN 8RH, OSCHMANN 8ACX, STANLEY DOLPH 8BUW, WILBUR STEVENS 8CHV, PERCY MCFARLAND 8UM, CHESTER KAUFMAN 8SM AND TO BE SURE, OTHERS.

MY SPARK WAS SHORT LIVED. MY FIRST CW WAS FIVE WATTS, THEN TO FOUR-FIVE WATTERS, TO A SINGLE FIFTY WATTER AND THEN FINALLY TO TWO-FIFTY WATTERS. I BELIEVE THAT MY FIVE WATTER WAS HEARD ACROSS THE ATLANTIC IN THE SECOND QST SPONSORED TESTS. IF I HAD SOME OLD QST'S I AM SURE I COULD FIND IT. OUR LIBRARY AT THE NAVAL RESEARCH LABORATORY DOES NOT GO BEHIND 1923. ALSO I WAS IN THE BUSINESS OF RELAYING MESSAGES AND THERE ARE OLD QST'S WHICH LIST MY CALL WITH THE NUMBER OF MESSAGES ORIGINATED AND RELAYED. THESE WOULD BE UNDER EASTERN PA. SCM REPORTS I THINK.

AFTER WW1 ACTIVITY OF THE LOCAL RADIO CLUB WAS HELD IN THE ERIE RAILROAD'S TELEGRAPH STATION IN THE MIDDLE OF THE YARDS IN THE SCRANTON-DUNMORE AREA. THE OLD TIMER WHO HEADED UP THE CLUB (A RECEIVING ENTHUSIASTS ONLY) WAS HANK BLACKBURN. WHAT BECAME THE ELECTRIC CITY RADIO CLUB STARTED THERE BUT LATER ON WE MET IN THE SCRANTON BOARD OF TRADE BUILDING I BELIEVE. I REMEMBER ATTENDING A MEETING AT THE LATTER LOCATION WHEN THE RESULTS OF THE SECOND TRANSATLANTIC TESTS WERE ANNOUNCED. DURING THIS PERIOD I HIT THE PRESS, IN RADIO NEWS I BELIEVE, FOR A TEN DOLLAR PRIZE ON "HOW TO USE OLD SPARK OSCILLATION TRANSFORMERS FOR CW TRANSMISSION".

I OPERATED 8BYH UNTIL I WENT TO PENN STATE WHERE I BECAME A MEMBER OF THE OPERATING STAFF OF 8XE IN THE FALL OF 1923. I NOTE THAT THE NOV. 1923 QST, UNDET C.H. STEWART'S ATLANTIC DIVISION REPORT THAT 8XE WILL BE OPERATED BY 3BVA, 3CBU AND 8BYH. I OPERATED 8XE FOR THE REMAINDER OF 1923 AND PART OF 1928. I ALSO OPERATED WPSC BROADCAST FOR THE COLLEGE BECAUSE I WENT TO SEA WITH A COMMERCIAL LICENSE DURING 1924-KUH S.S. MUNWOOD. I ALSO SPENT A SUMMER ON THE GREAT LAKES ON WPY. I HELD THE COMMERCIAL TICKET (HAVE

THREE OLD ONES IN MY POSSESSION) FOR THREE OR FOUR PERIODS. OPERATED MIT'S 1MX AND SOME OF 1XM ON THE COMMERCIAL LICENSE. I BELIEVE I TOOK THE LICENSE W1JGZ IN 1933, HELD IT CONTINUALLY UNTIL I CHANGED IT TO W3LSI IN 1946.

I AM A LIFE MEMBER OF THE PENN STATE RADIO CLUB, THE WALTHAM RADIO CLUB (MASS), HEADED UP THE BOSTON COLLEGE RADIO CLUB, AND WAS A MEMBER OF NAVAL RESEARCH LABORATORY RADIO CLUB WHILE IT WAS UNDER THE WING OF W3WV LEO YOUNG AS W3NKF.

PROFESSIONALLY I HAVE BEEN ASSOCIATED WITH THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY FIVE YEARS, BOSTON COLLEGE TEN YEARS, HARVARD UNIVERSITY TWO AND ONE HALF YEARS AND THE NAVAL RESEARCH LABORATORY SEVENTEEN YEARS. I AM A MEMBER OF IEEE (EX IRE AND AIEE SINCE '24), APS, AAAS, SIGMA XI'S RESA, TAU BETA PI, ETA KAPPA NU, AND HOLD TWO DEGREES FROM PENN STATE AND ONE FROM MIT. BEFORE ENTERING THE GOVERNMENT SERVICE I DID CONSIDERABLE CONSULTING WORK AND I HOLD PROFESSIONAL ENGINEER LICENSE, DISTRICT OF COLUMBIA N01968.

I HAVE LEANED HEAVILY ON MY MEMORY IN RECALLING NAMES, DATES AND LICENSE CALLS, ETC. I ASSURE YOU THAT MY INTENT HAD BEEN TO BE ACCURATE, BUT I FEAR THAT I MIGHT HAVE SOME HONEST MISTAKES.

—FRANK MALCOLM GAGER, W3LSI & W3FDH



PICTURE TAKEN IN ROTTERDAM, HOLLAND, BY ART JACOBY, W3OY, WHEN HE WAS SEEING THE WORLD THROUGH A PORT HOLE.

WIRELESS HISTORY OF LEON A. BARTHOLOMEW, W6LC
—GENERALLY KNOWN AS "BART."

IT WAS IN THE YEAR 1908 THAT I SAW THE FIRST HAM RIG IN ACTION. IT WAS OWNED BY A SCHOOL BOY NAMED RAYMOND LEWELLING OF ABOUT MY OWN AGE, 12 YEARS. BEING THE BANKER'S SON HE COULD AFFORD SOMETHING LIKE THAT. FOR A SMALL TOWN LIKE ST HELENA IT WAS QUITE A LUXURY. AS I REMEMBER IT AN ELECTROLYTIC DETECTOR, LOOSE COUPLER, VARIABLE CONDENSERS, HEAD PHONES SERVED FOR THE RECEIVING PART. THE TRANSMITTER WAS A STEP UP TRANSFORMER USING A STRAIGHT GAP, AND GLASS PLATE CONDENSERS. THE ANTENNA WAS SOMETHING TO BEHOLD. FOUR WIRES 700 FEET LONG AND ALL OF IT OVER 100 FEET HIGH. WONDER WHAT WAVELENGTH HE WAS USING HI. THERE IS WHERE THE BUG BIT ME WHEN I WAS TWELVE YEARS OLD, GOING TO SCHOOL IN ST HELENA, CALIFORNIA.

IT WASN'T UNTIL WE MOVED TO MUNCIE, INDIANA TWO YEARS LATER, THAT I MADE MY FIRST VERY CRUDE "WIRELESS". TWO SHARPENED UPRIGHT CARBONS IN A WOODEN BLOCK COMPRISED THE DETECTOR. A NEEDLE THAT HAD BEEN BLUED BY HOLDING IN A FLAME WAS LAID ACROSS THE SHARP PART. THE GROUND CONNECTED TO ONE AND THE ANTENNA THE OTHER. A COUPLE OF DRY CELLS CONNECTED IN SERIES WITH THE TWO CARBONS AND A 75 OHM "WATCHCASE" RECEIVER BOUGHT FROM THE ELECTRO IMPORTING CO. OF NEW YORK. A FIXED CONDENSER WAS FASHIONED OUT OF 4 SQUARE INCHES OF WAX PAPER FOR THE DIELECTRIC, SOME TIN FOIL WAS USED FOR THE PLATES. IT WAS IN TURN BRIDGED ACROSS THE RECEIVER. THE TRANSMITTER WAS MADE OF ONE AUTOMOBILE SPARK COIL, A DISCARDED SPARK PLUG FOR THE GAP, A FRUIT JAR HALF FULL OF WATER, WITH TINFOIL PASTED AROUND THE OUTSIDE FOR THE TRANSMITTING CONDENSER. IN BOTH OF THE LOCATION SOME TWO BLOCKS APART THE ANTENNA WAS ABOUT 50 FEET LONG AND 25 FEET HIGH. A SCHOOL BOY FRIEND OF MINE WORKED THE TRANSMITTER WHILE I LISTENED. I WAS REALLY PROUD OF WHAT I HAD BUILT AND THAT IT WORKED.

WE MOVED SEVERAL TIMES AFTER THAT AND IN 1914 I MADE THE FIRST HIGH VOLTAGE STEP UP TRANSFORMER, ROTARY GAP AND GLASS PLATE CONDENSER IN OIL. I COULDN'T AFFORD THE MANUFACTURED ARTICLE. MY NIEGHBORS BEGAN TO HAVE LOT OF TROUBLE WITH BLINKING LIGHTS. WE WERE ON THE END OF A VERY LONG SECONDARY CIRCUIT. THE RECEIVER CONSISTED OF A HOME MADE LOOSE COUPLER, A SILICON CRYSTAL DETECTOR, A

CLAPP EASTHAM 43 PLATE VARIABLE, A PAIR OF BRANDES 2000 OHM PHONES. I WORKED OTHER LOCAL HAMS BUT DIDN'T SEEM TO GET OUT OF TOWN OR HEAR ANYONE OUTSIDE EITHER UNTIL I GOT MY FIRST HAM LICENSE FEB. 15, 1917 WITH CALL LETTERS 8HD. I WORKED ONE OUT OF TOWN HAM IN SAGINAW, MICHIGAN ABOUT 100 MILES. APRIL 7, 1917 CAME A LETTER FROM THE DEPARTMENT OF COMMERCE ORDERING ALL RADIO APPARATUS TO BE DISMANTLED WITHIN 48 HOURS AFTER RECEIVING THE NOTICE. SO I HAD AN EIGHTH DISTRICT CALL FOR ABOUT TWO MONTHS.

THE NEXT QTH WAS TO BE IN LOS ANGELES, CALIFORNIA. QST CEASED PUBLICATION WITH THE SEPTEMBER ISSUE 1917 NOT TO BE RESUMED UNTIL JUNE 1919, SO IF YOU WANT TO CREATE A FUROR JUST PUT AN AD IN QST, "WANTED ALL OF 1918 QST, WILL PAY \$1000.00."

I WENT TO WORK FOR THE CITY OF LOS ANGELES AS A METER TESTER. I LIKED L.A. IN THOSE EARLY DAYS, NO SMOG, NO TRAFFIC SIGNALS, EVEN ON THE MAIN STREET. NO FREEWAYS. STREET CARS FOR TRANSPORTATION INSTEAD OF STINK BUGGIES. THE GOVERNMENT WASN'T IN ANY HURRY TO LET THE HAMS RESUME, SO QST GOT AFTER THE POWERS IN WASHINGTON AND THEN CAME THE MAD SCRAMBLE TO GET LICENSED. ALL PREVIOUS HAD BEEN CANCELED. ONLY ONE CHAP THAT I KNEW GOT HIS PREWAR CALL BACK AND THAT WAS HOWARD SEEFRED 6EA (NOW A SILENT KEY). (I WAS VISITING VANCE PHILLIPS A FEW DAYS AGO AND AS HE HAD A 1913 CALL BOOK I LOOKED UP 6EA AND SURE ENOUGH HE WAS LISTED IN IT.)

BY NOW THE BUG WAS REALLY BITING SO I TOOK THE EXAM WHICH CONSISTED OF DRAWING A SIMPLE DIAGRAM OF A SPARK TRANSMITTER, AND A CRYSTAL RECEIVING SET. THE CODE SPEED WAS 10 WORDS PER MINUTE AND I HAD BEEN PRACTICING WITH AN OMNIGRAPH (AUTOMATIC CLOCK WORK DRIVEN CODE PRACTICE SET), SO I PASSED AND WAS GIVEN 6LC ON FEB. 26, 1920. MY QTH THEN WAS 349 WEST 79TH ST., LOS ANGELES, CALIF. IN 1921 I MOVED TO 937 WEST 81ST STREET, LOS ANGELES, CALIF. I HAD BEEN DOING SOME EXPERIMENTING WITH TRANSFORMER OIL AS A CONDENSER DIELECTRIC HOPING TO WHIP THE PROBLEM OF BLOWN CONDENSERS. I HAD TRIED 1/4 INCH THICK PLATEGLASS WITH THE SAME RESULTS, AT SOME CRITICAL POINT RIGHT IN THE MIDDLE OF A QSO A PLATE WOULD PUNCTURE AND ONE WOULD HAVE THE

WIRELESS HISTORY OF LEON A. BATHOLOMEW, W6LC, CONT'D

MESSY JOB OF DISMANTLING THE OIL FILLED ASSEMBLY AND REMOVING AND REPLACING THE BROKEN PLATE. I HAD A FIRE ONE NIGHT IN THE TRANS-MITTER HOUSE, A BUILDING WHICH WAS LIKE A GLORIFIED DOG HOUSE IN THE CENTER OF THE BACK YARD. A TRANSFORMER HAD CAUGHT ON FIRE. ONLY DAMAGE WAS TO THE TRANSFORMER. NOW SOMETHING WOULD HAVE TO BE DONE.

I BOUGHT A QUANTITY OF HEAVY SCRAP ALUMI-NUM IN SHEET FORM FROM THE DON LEE CUSTOM AUTO BODY PLANT ON SOUTH MAIN STREET. AS I HAD NO CAR I CARRIED THE BUNDLES OF JAGGED METAL TO THE STREET CAR LINE AND WAITED UN-TIL A CONDUCTOR WOULD LET ME BOARD THE CAR. I TOOK THE METAL TO A TIN SHOP WHERE I COULD BORROW THE USE OF A FOOT POWER SHEAR. CUT INTO 10" X 12" PIECES, IT WAS NO LONGER A PROBLEM TO GET THEM HOME. AT A MACHINE SHOP I HAD BRASS TUBE SPACERS ACCURATELY CUT TO SLIP OVER LONG $5/32$ " BRASS RODS. END PIECES OF BAKELITE WERE THEN BORED WITH EIGHT HOLES FOR THE RODS. THE ALUMINUM SHEETS WERE BORED TO MATCH THE END PIECES. WHEN ASSEMBLED THERE WERE 28 ALUMINUM PLATES, WITH EVERY OTHER ONE AT RIGHT ANGLES TO THE NEXT ONE. IT WAS JUST A STACKING ASSEMBLY JOB THEN TIGHTENING THE NUTS ON THE END OF THE RODS AND BEHOLD WE HAD A FIXED CONDENSER WITH NOTHING BUT AIR BE-TWEEN THE PLATES. SLIPPED INTO A TANK OF OIL AND THE AIR CONDENSER BECAME AN OIL DIELEC-TRIC THAT WOULD WITHSTAND HIGH VOLTAGES WITH-OUT BREAKING DOWN EXCEPT ON A SURGE OF POWER. INSTANTLY SELF-SEALING IT WAS A VAST IMPROVE-MENT ON THE SOLID DIELECTRICS THEN IN GENERAL USE. TWO CONDENSERS WERE MADE TO BE USED IN PARALLEL.

NEXT WAS THE TRANSFORMER TO GO WITH THE CONDENSERS. I HAD GIVEN QUITE A LOT OF STUDY TO THE DESIGN WHICH WAS TO BE VERY DIFFERENT THAN THE REGULAR ONES ON THE MARKET. FIRST IT WAS TO HAVE 10,000 VOLTS AS ITS HIGH VOLT-AGE, 230 VOLTS TO BE USED ON THE PRIMARY AT FULL POWER AND 115 FOR "LOW" POWER. THE PRI-MARY LAYERS WERE MADE OF #14 SINGLE COTTON ENAMEL WIRE WOUND IN TWO LAYERS ON EACH OF THE LONG LEGS OF THE CORE. THEN $1/4$ INCH OF YELLOW EMPIRE INSULATING CLOTH OVER THE PRI-MARY WINDINGS. HAVING THE JOB OF TESTING IN-SULATING MATERIAL IN THE TEST DEPARTMENT OF THE CITY OF L.A., I KNEW THAT ONE THICKNESS WOULD STAND 10,000 VOLTS BREAKDOWN. A QUARTER INCH WOULD HOLD ANY VOLTAGE THE TRANSFORMER WOULD GENERATE. THE SECONDARY PIES OF WHICH

THERE WERE 28, WERE WOUND WITH #28 SINGLE COTTON COVERED WIRE, DIPPED IN INSULATING VARNISH, THEN TAPED WITH LINEN TAPE. THE TWO SECONDARIES WERE CONNECTED IN SERIES AS WERE THE PRIMARIES. THE CORE IRON THAT THE PRIMARIES WERE WOUND ON HAD BEEN CUT TO SIZE FROM SOME DISCARDED CORE FOUND AT THE RE-WINDING DEPARTMENT OF THE CITY. THE TWO PRI-MARY CORES WERE STOOD ON END AND THE END PIECES PUT IN AND THEN WOODEN CLAMPS COMPLE-TED THAT END. THE SECONDARY PIES WERE THEN PUT IN PLACE AND CONNECTED IN SERIES. THE COMPLETED TRANSFORMER WAS SUSPENDED FROM THE WOODEN TOP SO IT COULD HANG IN AN OIL TANK CREATED FOR IT. IT TOOK 35 GALLONS OF HIGH GRADE TRANSFORMER OIL TO FILL THE THREE TANKS. IT WAS A TENSE MOMENT WHEN THE FINAL ASSEMBLY WAS CONNECTED TO THE OSCILATION TRANSFORMER, ANTENNA AND BURIED COUNTER-POISE. RF CHOKES CONSISTING OF 1000 TURNS OF #26 SINGLE COTTON COVERED WIRE CONNECTED THE TRANSFORMER DIRECTLY TO THE CONDENSERS. NO MORE BACK FIRING OF THE CONDENSERS INTO THE TRANSFORMER CAUSING A FIRE. 115 VOLTS WERE FIRST APPLIED. THE ROTARY GAP A HY-RAD ALUMINUM WHEEL OF EIGHT TEETH OR PADDLES WASN'T GIVING A HIGH ENOUGH NOTE SO TWO MORE STATIONARY ONES WERE ADDED TO FIRE BE-TWEEN THE OTHER TWO RESULTING A MOST PLEAS-ING CHIME LIKE TONE. THE "LOW" POWER WORKED SO GOOD THAT FULL POWER WAS NEXT APPLIED. ONCE TUNED UP, ALL OF THE 56 SERIES GUY WIRE INSULATORS HAD A BIG FAT SPARK ON THEM. THE CLOTHES LINE COULDN'T BE TOUCHED. WHAT A NOISE! IT WAS DEAFENING AND COULD BE HEARD TEN BLOCKS AWAY ON A STILL NIGHT. THE TRANS-MITTER MORE THAN LIVED UP TO EXPECTATIONS. IT WAS THE FIRST SPARK STATION HEARD IN HAWAII AS PER LETTER FROM CLIFFORD J. DOW, 6ZAC. FARTHEST EAST WAS BY W. S. HALSTEAD, 2LH IN WHITE PLAINS, NEW YORK. NORTH 9AHC ELLENDALE, NORTH DAKOTA. IN THE SUMMER OF 1922 I MOVED TO SANTA BARBARA AND WENT TO WORK FOR THE SOUTHERN CALIFORNIA EDISON CO. I HAD NO WAY OF GETTING MY TWO 75 FOOT POLES MOVED, SO HAD TO LEAVE THEM. THE RADIO GEAR WAS STORED WITH A FRIEND OF MINE, WHO WHILE I WAS WAITING TO GET A HOUSE BUILT, "BORROWED" THE $1/4$ HP 3450 RPM MOTOR AND THE ROTARY GAP AND NOT KNOWING HOW TO START THE MOTOR WITH A SEPARATE SWITCH AS I HAD ALWAYS DONE PROBABLY SET FIRE TO HIS SHACK. ANYWAY THE MOTOR AND GAP WAS THUS LOST BY FIRE. I

WIRELESS HISTORY OF LEON A. BARTHOLOMEW, W6LC CONT'D

JOINED THE SANTA BARBARA AMATEUR RADIO CLUB AND SEVERAL YEARS AGO THEY WERE HOST TO A RADIO CONVENTION. I VOLUNTEERED TO PUT ON A DEMONSTRATION OF MY OLD "WIRELESS". FIRST I BORROWED A ROTARY WHEEL FROM 6AAK HERE IN SANTA BARBARA AND TOOK IT TO A FOUNDRY AND MACHINE SHOP AND THEY MADE AN EXACT COPY OF MY OLD HY-RAD WHEEL. NOT HAVING A 3450 RPM MOTOR I USED A BELT TO DRIVE THE WHEEL AT THE SAME SPEED AS I HAD USED BEFORE. THE POWER COMPANY GAVE ME 35 GALLONS OF TRANSFORMER OIL. THE ASSEMBLY WAS SET UP ON THE STAGE AT RECREATION CENTER. HEAVY WIRES WERE BROUGHT UP THROUGH A SMALL TRAP DOOR IN THE BACK OF THE STAGE. THE WHOLE ASSEMBLY WAS MOUNTED ON A PLATFORM EQUIPPED WITH CASTERS SO IT COULD BE ROLLED OUT TO FRONT CENTER STAGE WHEN IT CAME TIME FOR THE SHOWING. BELIEVE ME YOU NEVER SAW SUCH A SURPRISED AUDIENCE. THE SPARK REALLY ECHOED IN THAT ASSEMBLY HALL. FULL POWER WAS USED AND AS ALL THE LIGHTS HAD BEEN TURNED OUT IT WAS REALLY SPECTACULAR. THAT WAS THE LAST TIME THE OLD ROCKCRUSHER WAS FIRED UP, BUT I HAD A YEN TO PHOTOGRAPH IT JUST LATELY SO I ASSEMBLED IT AND POSED IT FOR PICTURES, BUT NO POWER. THE TANKS ARE EMPTY AND I AM JUST TOO OLD TO SLUG THE MONSTER AROUND.

MY CW EXPERIENCES ARE SO MEDIOCRE THAT THERE ISN'T ANYTHING TO WRITE ABOUT. I BUILT THE BREAD BOARD SET USING THE TWO 245'S IN PUSH PULL ON 80 METER CW. THEN I GOT A 50 WATT HEATH KIT DX-20 WHICH I WORKED ON 40 METERS, BUT THE QRM GOT SO TOUGH AND MY RECEIVER WOULDN'T TUNE OUT THE QRM SO NOW I HAVE TRADED IN ALL OF THE GEAR (NOT INCLUDING THE SPARK) HI ON A DRAKE TR-3 AND MATCHING ACCESSORIES.

GONE ARE THE DAYS WHEN ONE COULD CREATE SOMETHING LIKE MY OLD SPARK SET WITH THE UN-ORTHODOX TRANSFORMER AND CONDENSERS. THE HAMS BEAT A PATH TO MY DOOR SO NOW I AMUSE MYSELF BY TRYING TO LOCATE SOME OF THE OLD TWO LETTER HAMS SUCH AS 6KC, 6UP, 6KP, 6GR, AND OTHERS. SOME I HAVE, THROUGH CALL BOOKS, BEEN ABLE TO TRACK DOWN AND IT HAS BEEN FUN TO CORRESPOND WITH THEM. 6IS WHO LIVES IN BALDWIN PARK USED TO VISIT ME IN L.A. AND HE IS AT PRESENT DOING SOME GLASS BLOWING, MAKING REPLICAS OF THE ORIGINAL DEFOREST AUDION. I USED TO HAVE TWO OF THE ORIGINALS BUT IN MOVING SOMETHING HAPPENED TO THEM. THAT JUST ABOUT WINDS UP MY EXPERIENCES.

—LEON A. BARTHOLOMEW, W6LC "BART"
2215 CAROLTON WAY
SANTA BARBARA, CALIFORNIA

THE WINTHROP SUN TRANSCRIPT

Page Two

Thursday, May 13, 1965

Radio Ham of Year

Winthrop Man Is Honored

By PAUL M. O'BRIEN

Stewart S. Perry, W1BB of Winthrop, has been chosen as "Ham of the Year" for 1965 by the Federation of Eastern Massachusetts Amateur Radio Assns. He will be presented with the award at the New England A.R.R.L. convention.

Perry, who was first licensed in 1912 as "SS," was chosen as ham of the year for his efforts in preserving the 160 meter band for amateur operation. His efforts in particular have been aimed at promoting and utilizing the International Quiet Sun Year.

IZSY is a two-year program run by the United States Government as a sequel to the IGY program of 1957-58. Reports on the test which will compare conditions which were present during the period of low sunspot activity

with conditions which were present during the last period of high sunspot activity, will be processed and recorded by W1BB.

Perry also organized and conducted six transatlantic DX tests on 160, which included amateurs from many foreign countries who were able to participate only through the efforts of W1BB.

Notable among these were the Japanese who were allowed to operate on 160 (on the spot frequency—1890kc.) through four years of persuasion by Perry to the Japanese government.

Perry aroused interest in 160 to the point in Southern Rhodesia that a special beacon now operates 24 hours a day on 1801.5 kc.

W1BB is the only amateur in the world to hold the A.R.R.L.'s

Worked All Continents award for 160 meters. He is currently working toward DXCC on the band, and has 86 countries worked, and obviously confirmed.

International interest in Perry's efforts can be noted by the number of radio publications which regularly announce each DX test, among these: Radio ZS Magazine; South Africa, Japanese CQ, Radio Craft; Great Britain, and many more.

Perry also has been responsible for obtaining permission for amateurs in Iceland, Greenland and the Dominican Republic to operate on 160 meters.

Perry has other amateur interests which include: The Winthrop CD Net, which he has organized for the past 30 years, and emergency communications; he is EC

of Winthrop, and is active in RACES.

Perry lives at 36 Pleasant st. with his wife Alice (who is also a ham—W1DQF). The Perrys spend their vacation time in Harrington, Me., where he operates portable 1 during the Summer season.

The rig at W1BB is Viking Valiant, and HQ-170, SX-100 combination giving him the maximum legal limit, which he feeds into a 250-foot doublet, or 520-foot "V" on his favorite band—160.



WA2LHP, BILL, (DOCTOR WM A GEOHEGAN) NEW YORK CITY AT THE RIG. GLAD TO SEE YOU WITH A KEY INSTEAD OF A MIKE, BILL.

W7COH, RIG, (TOWNSEND RIGBY, STEVENSVILLE, MONT.) WHEN HE WAS CHIEF OPERATOR ON THE SS YALE IN 1912-13. "RIG" WAS ALSO AT STATION KPH AMONG OTHER ASSIGNMENTS.



THESE TWO PICTURES TAKEN APRIL 6, 1917 SHOW THE WEST MAST OF STATION KPH WITH THE SHACK AT REAR AND THE EAST MAST WITH OPERATOR RICHARD JOHNSTONE IN UNIFORM LOOKING VERY HANDSOME. THESE MASTS OF THE MARCONI STATION AT DALY CITY WERE 250' HIGH.

"S.O.S. WE ARE ON FIRE" S.O.S. "WGT"

By: RICHARD JOHNSTONE

(OOTC) FORMER OPERATOR KPH SF AND AUTHOR OF THE BOOK "MY SAN FRANCISCO STORY OF THE WATERFRONT AND THE WIRELESS".

HERE IS AN ACCOUNT OF A FIRE AT SEA, CERTAINLY THE MOST FEARED DISASTER ABOARD SHIP, AND THE SAVING OF SOME 430 PERSONS, PASSENGERS AND CREW OF THE LINER "CONGRESS."

THE STEAMER CONGRESS WAS BUILT AT CAMDEN NJ AND LAUNCHED ON THE 25TH OF MAY 1913. A STEEL SHIP 442 FEET IN LENGTH, A 54 FOOT BEAM AND OF 8622 TON. THIS TWIN SCREW, TWIN STACK VESSEL WAS DESIGNED FOR THE PACIFIC COASTWISE RUN, TO CARRY 975 PASSENGERS BETWEEN SAN DIEGO, SAN FRANCISCO AND SEATTLE. HER TWIN STACKS EACH CARRIED THE RED MALTESE CROSS, WHICH INDICATED THE LINER WAS A MEMBER OF THE PACIFIC COAST STEAMSHIP COMPANY FLEET OF 20 VESSELS.

ON OCTOBER 7TH 1913 THE CONGRESS ARRIVED IN SAN FRANCISCO, AFTER A LONG VOYAGE AROUND CAPE HORN. THE PANAMA CANAL WAS NOT YET OPEN FOR TRAFFIC.

THE CONGRESS "WGT" WAS EQUIPPED WITH A MARCONI 2 KW COMBINATION QUENCHED GAP AND ROTARY TRANSMITTER FOR THE MAIN SET AND HAD A HALF KW QUENCHED GAP AUXILIARY SYSTEM, ENTIRELY BATTERY OPERATED. EVEN IN THOSE GALENA CRYSTAL DAYS THE WGT COULD BE HEARD ALL OVER THE PACIFIC ON HER MAIN SET. IN 1915 IT WAS MY FORTUNE TO BE AN OPERATOR ON THIS BIG LINER WHICH WAS AN OPERATOR'S DREAM. NEVER FORGET THE FIRST DAY ABOARD. RECEIVED THE FOLLOWING DIRECT ORDER FROM THE CAPTAIN HIMSELF.

"WIRELESS OPERATORS ARE TO HAVE NOTHING TO DO WITH THE GIRLS--OTHERWISE KNOWN AS FEMALE PASSENGERS."

THE SKIPPER HAD BUT ONE EYE, AND BELIEVE ME HE COULD SEE MORE WITH ONE EYE THAN ANY TWO PEOPLE WITH FOUR. HE WAS A GREAT PERSON THOUGH, A MASTER MARINER OF ABILITY AND COURAGE.

ON THE AFTERNOON OF SEPTEMBER 14TH 1916 THE BIG SHIP WAS ENROUTE TO SEATTLE FROM SAN FRANCISCO, ABOUT 25 MILES OFF SHORE, PASSING BY COOS BAY, OREGON WHEN A FIRE WAS DISCOVERED IN THE AFTER PART OF THE SHIP.

THE MAIN WIRELESS SET WOULD NOT FUNCTION DUE TO SHIP'S GENERATOR'S BEING DIRECTLY IN THE PATH OF THE FIRE. THE BATTERY OPERATED HALF KILOWATT EMERGENCY SET WAS USED TO SEND THE "SOS WE ARE ON FIRE SOS WGT".

THE DISTRESS CALL WAS IMMEDIATELY ANSWERED BY THE STEAMER GREAT NORTHERN "WIR", THE EUREKA MARCONI STATION "KPM" AND THE MARSHFIELD MARCONI STATION "KPX". THE US NAVY STATION AT CAPE BLANCO "NPF" ALSO ANSWERED THE CALL. THE GREAT NORTHERN WAS 10 HOURS STEAMING TIME AWAY FROM THE CONGRESS AND COULD DO NOTHING.

EUREKA STATION QUICKLY REPORTED THE CIRCUMSTANCES TO THE MAIN OFFICE OF THE STEAMSHIP COMPANY IN SAN FRANCISCO, WHILE MARSHFIELD STATION CONTACTED THE COOS BAY HARBOR-MASTER REQUESTING ANY AVAILABLE VESSELS IN PORT BE RUSHED TO MEET THE BURNING STEAMER. THE NAVY STATION AT CAPE BLANCO BROADCASTED THE CALL FOR ASSISTANCE.

MARSHFIELD DISPATCHED THE US HARBOR DREDGE COL. P S MICHIE TO MEET THE CONGRESS, ALONG WITH THE GAS SCHOONER TILLAMOOK, AND A US LIFE SAVING STATION POWER BOAT. THE STEAM SCHOONERS YELLOWSTONE AND A M SIMPSON BOTH PROCEEDED TO SEA TO AWAIT THE ARRIVAL OF THE DISTRESSED VESSEL.

ABOARD THE CONGRESS THE ENGINE ROOM CREW WERE HAVING A ROUGH TIME OF IT KEEPING UP STEAM AND THE ENGINES RUNNING SO TO GET THE STRICKEN SHIP AS CLOSE AS POSSIBLE TO THE BEACH, BEFORE THEY WOULD HAVE TO GIVE IN TO THE FIRE AND SMOKE.

AT 430 PM THE CONGRESS DROPPED ANCHOR OFF THE COOS BAY BAR. FORTUNATELY THERE WAS A SMOOTH SEA AND NO WIND. THE SHIP SWUNG STERN TO THE BEACH AND THE LIFE BOATS WERE LOWERED ON THE STARBOARD SIDE, BEING RAPIDLY FILLED WITH SURVIVORS. THE DREDGE MICHIE TOOK ALL ABOARD AND AT 715 PM PULLED AWAY FROM THE BLAZING SHIP. CAPTAIN COUSINS WAS THE LAST TO LEAVE HIS SHIP AND GET ABOARD THE DREDGE. AT THE TIME OF THE DISASTER IT WAS FORTUNATE THAT THE DREDGE WAS WORKING ON THE COOS BAY BAR, ALTHOUGH THE TWO STEAM SCHOONERS WERE STANDING BY. BY 10 PM THE COL. MICHIE DOCKED AT NORTH BEND WITH ALL THE PASSENGERS AND CREW OF THE CONGRESS. THERE WERE A FEW MINOR INJURIES BUT ALL HANDS WERE SAVED. THE VESSEL WAS NOW A BURNED OUT HELPLESS BULK, STILL SMOKING AND WITHIN A QUARTER MILE OF THE BEACH. MUCH PRAISE WAS GIVEN BY THE PRESS AND SURVIVORS TO THE GOOD PEOPLE OF

"SOS WE ARE ON FIRE" CONT'D

THE COOS BAY AREA. THEY ALL TURNED OUT AND HOUSED, FED AND CLOTHED THE SURVIVORS UNTIL A SPECIAL TRAIN ARRIVED FROM SEATTLE TO COMPLETE THE INTERRUPTED SEA VOYAGE.

THE OFFICERS AND CREW OF THE CONGRESS ALSO RECEIVED APPLAUSE FROM THE RESCUED PASSENGERS, THE PRESS AND TOWNSPEOPLE OF MARSHFIELD AND NORTH BEND. CAPTAIN COUSINS SEAMANSHIP AND QUICK THINKING IN RUSHING FOR THE BEACH, MADE HIM THE HERO OF THIS DISASTER. HIS ACTIONS SAVED ALL THE LIVES ABOARD BUT LOST HIS SHIP. THIS WAS CAPTAIN COUSINS SECOND FIRE AT SEA.

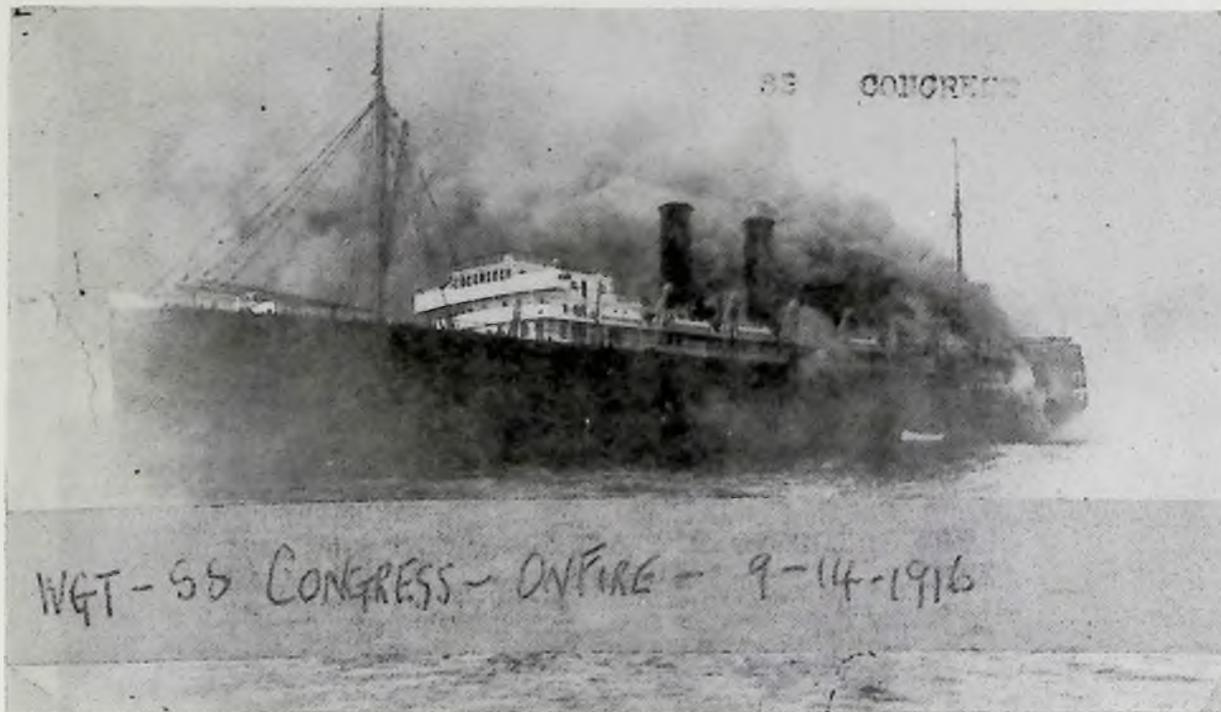
TWELVE YEARS AGO HE WAS CAPTAIN OF THE SS QUEEN WHEN THAT VESSEL CAUGHT FIRE OFF THE OREGON COAST. ROUGH WEATHER TOOK A TOLL OF FOURTEEN LIVES, BUT THE QUEEN WAS SAVED AND PROCEEDED TO SEATTLE UNDER ITS OWN POWER.

THIRTY MEN OF THE CREW WERE PLACED ABOARD THE CONGRESS GETTING THE HULK READY TO TOW TO SEATTLE BY THE TUGS ONEONTA AND TYEE.

THE CONGRESS WAS REBUILT AT SEATTLE AND SOLD TO THE CHINA MAIL STEAMSHIP COMPANY OF SAN FRANCISCO, RENAMED THE NANKING (KKEE) AND ALONG WITH THE SS CHINA (WWA) AND SS NILE (VRE) WAS IN THE PACIFIC COAST-ORIENTAL RUN FOR SEVERAL YEARS. IN THE 1920'S THE CHINA MAIL COMPANY CEASED OPERATIONS AND THE NANKING WAS SOLD TO THE ALEXANDER LINE AND RENAMED THE SS EMMA ALEXANDER (WGCN).

THE GOOD OLD SHIP LEFT SAN FRANCISCO IN THE 1930'S WITH A BRITISH FLAG AT HER STERN, SAILING FOR ENGLAND, DOING HER PART IN CONVOY, DURING WORLD WAR 2.

—RICHARD JOHNSTONE



NEWS ABOUT MEMBERS

A BELATED HERO'S RECOGNITION GEORGE H. JETTE, W1UE

THE FIRST DISTRESS CALL EVER RECEIVED BY WIRELESS WAS AT THE SOUTH FORELAND WIRELESS STATION, WHEN IT RECEIVED A SIGNAL FROM THE EAST GOODWIN SANDS LIGHTSHIP, WHEN IT WAS RAMMED BY THE S.S. R.F. MATHEWS ON MARCH 3 1899 IN ENGLAND.

THE FIRST DISTRESS CALL FROM AN AMERICAN VESSEL WAS SENT OUT BY THE RELIEF LIGHTSHIP #58, WHILE ON STATION AT NANTUCKET SHOALS ON DECEMBER 10, 1905. THE CALL USED WAS THE WORD HELP. THIS WAS A YEAR BEFORE S.O.S. THE OPERATOR ON THE LIGHTSHIP WAS W. E. SNYDER, ELECTRICIAN'S MATE 2ND CLASS U.S. NAVY.

THE OPERATOR IN THE WIRELESS ROOM OF THE NEWPORT TORPEDO STATION AT NEWPORT, R.I. WAS BEN J. REYNOLDS ELECTRICIAN'S MATE 1ST CLASS, U.S.N. HE WAS GOING OFF WATCH AND REACHED DOWN TO TIE HIS SHOELACE WITH HIS HEADPHONES STILL ON. HE HEARD A VERY FAINT SIGNAL FROM THE LIGHTSHIP CALLING "HELP", LEAKING BADLY, IN DANGER OF SINKING". BEN RECEIVED THIS FAINT SIGNAL THROUGH A VERY SENSITIVE ELECTROLYTIC DETECTOR, WHICH CONSISTED OF A FINE PLATINUM WIRE WHICH WAS ADJUSTABLE INTO A SMALL CUP OF SULPHURIC ACID.

BEN IMMEDIATELY NOTIFIED THE COMMANDER OF THE FIRST NAVAL DISTRICT, WHO ORDERED

THE SMALL TENDER "HIST" OUT, AND WHICH WAS UNABLE TO MAKE ANY HEADWAY OUT, DUE TO TREMENDOUS WAVES AND STORM, AND IT PUT BACK INTO PORT.

BEN THEN CALLED THE SUPERINTENDENT OF LIGHTHOUSES AT HIS HOME IN BEVERELY, MASS., AS IT WAS EARLY SUNDAY MORNING. HE IN TURN CONTACTED CAPT. GIBBS, AT NEW BEDFORD WHO WENT OUT IN THE HEAVY LIGHTHOUSE TENDER "AZALEA" AND THEY TRIED TO TOW THE LIGHTSHIP, BUT THE TOW LINE PARTED IN THE HEAVY SEAS. THE AZALEA LOWERED A LIFEBOAT ON THE LEE SIDE AND THEY PICKED UP THE CREW OF THE LIGHTSHIP, AND THE AZALEA ACTED AS A BUFFER SHIELDING THE LIFEBOAT FROM THE HEAVY SEAS. ALL WERE RESCUED. THE RELIEF LIGHTSHIP #58 SANK SOON AFTER THE RESCUE.

CAPT. GIBBS RECEIVED THE CONGRESSIONAL GOLD MEDAL AND HIS MATE ALSO RECEIVED A COMMENDATION.

NO RECORD WAS EVER MADE OF THE RECEIVING OPERATOR, WHO MADE THE RESCUE POSSIBLE BY HIS QUICK ACTIONS, BEN J. REYNOLDS OF NEWPORT, R.I. WHO WAS OPERATOR IN CHARGE AT THE TORPEDO STATION NEWPORT, R.I. IN 1905. BEN DID RECEIVE A POSTCARD SIGNED BY "ALL HANDS" ON THE LIGHTSHIP THAT WERE RESCUED WITH THEIR SINCERE THANKS.

NEWS FROM KPFK, 90.7 MC FM

OCTOBER 28, 1965

THE WORLD OF THE "HAM" RADIO OPERATOR WILL BE MADE AVAILABLE TO HAM AS WELL AS NON-HAM INDIVIDUALS ON KPFK (90.7 MC FM) ON A WEEKLY BASIS BEGINNING OCTOBER 31, 1965, AT 10:30 A.M.

THE PROGRAM, "CALLING CQ", WILL BE MODERATED BY RAY MEYERS, WELL-KNOWN HAM AUTHORITY AND COLUMNIST FOR THE LOS ANGELES HERALD-EXAMINER. HE WILL CONDUCT INTERVIEWS AND COMMENT ON NEWS AFFECTING HAM GROUPS ACROSS THE UNITED STATES.

MEYER, A LONG-TIME LOS ANGELES RESIDENT, HAS BEEN INVOLVED IN THE HAM RADIO FIELD FOR OVER 50 YEARS AND IS A RETIRED LIEUTENANT COMMANDER IN THE U. S. NAVY.

THE FIRST PROGRAM OF THE SERIES WILL BE MODERATED BY KPFK'S DIRECTOR OF DRAMA AND LITERATURE, DAVID OSSMAN.

FOR INFORMATION CONTACT: KEN HORN, 3729 CAHUENGA BLVD., NORTH HOLLYWOOD, CALIF.
MAILING ADDRESS: LOS ANGELES 38

Spark-Box Times

FROM BIG TOWNS, OR OUT OF THE STICKS, PROSPECTIVE CANDIDATES FOR '66 ARE PACKING UP THEIR BAGS OF TRICKS AND WORKING HARD AT POLITICS!



C. BERT OSBORNE RETIRED AS SALES MANAGER OF THE CHATTANOOGA ELECTRIC POWER BOARD AFTER MORE THAN 28 YEARS OF SERVICE!



THE GIRL IN THE NEXT OFFICE!



I MUST GET BUSY AND FIND SOME NEW JOBS FOR MY CONGRESSMEN!

PRESIDENT JOHNSON WENT HOME TO CONTINUE HIS CONVALESCENCE!



BILL RAOUL

THE CAVALIER CORPORATION HAS COMPLETED 100 YEARS AS A LEADING INDUSTRY IN OUR CITY!



THE TENNESSEE RESTAURANT ASSOCIATION HELD ITS ANNUAL MEETING IN CHATTANOOGA!

GOOD EATING.



SESSIONS COURT JUDGES WERE VOTED A PAY RAISE BY THE COUNTY COUNCIL!

LITTLE WILLY KING

Spark-Gap Times

SPARK-GAP TIMES IS PUBLISHED BI-MONTHLY BY THE OLD OLD TIMERS CLUB. THE SUBSCRIPTION PRICE TO MEMBERS IS \$2.50 PER YEAR. A LIMITED NUMBER IS AVAILABLE TO NON-MEMBERS AT \$.50 PER COPY - \$3.00 PER YEAR.

* * * * *

PRESIDENT & ACTING EDITOR SGT
C. BERTRAM OSBORNE, W4MF
1608 HIXSON PIKE
CHATTANOOGA, TENN. 37405

VICE PRESIDENT & AWARDS CHAIRMAN
JACK DUNN, W6WPF
18123 MARILLA STREET
NORTHRIDGE, CALIF. 91324

SECRETARY-TREASURER
EUNICE R. THOMPSON, W1MPP
CHRISTIAN HILL ROAD
LOVELL, MAINE 04051

HISTORIAN
EDW. G. RASER, W2Z1
19 BLACKWOOD DRIVE
TRENTON 8, N.J. 08628

MEMBERSHIP & PUBLICITY
WM. J. MCKEE, W1KC
240 MORELAND STREET
WORCESTER 9, MASS. 01609

ASSISTANT SECRETARY
WALLACE H. LELAND, W2WL
2457 LOFT AVENUE
BALDWIN, N.Y. 11510

NET MANAGER
ROY E. ARMSTRONG, W5RIH
511 CHERRY RIDGE DRIVE
SAN ANTONIO, TEXAS 78213

BLUE BOOK EDITOR
CLARENCE R. ROY, W8HR
P. O. BOX 43 STN. B
CANTON 6, OHIO 44706

HONORABLE FOUNDER
HUBERT E. INGALLS, W1NQG
RFD
EPPING, N.H. 03042

* * * * *

FIRST 13 ORIGINAL MEMBERS

#1	HUBERT E. INGALLS	W1NQG	#9	H. W. LIPPINCOTT	W2DH
	HONORABLE FOUNDER		#10	ERIC LEAVENS	W2OUS*
#2	IRVING VERMILYA	W1ZE*	#11	LEWIS SPRINGER	W2ENX*
#3	ROLAND BOURNE	W1ANA	#12	LELAND K. SWART	W2RBH
#4	JOHN E. WILKINSON	W1TK	#13	CHAS. W. WEBBER	W3CC
#6	FRANKLIN STANDISH	W1JZU*	#14	ROBT. S. FENIMORE	W4TY
#7	ARTHUR A. STOCKELLBURG	W1SS			
#8	CLARENCE PFEIFER	W2FG			

* — SILENT KEY

EARL E. CLINE, SR., W4PPZ
PRESIDENT EMERITUS
* — SILENT KEY

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, EUNICE R. THOMPSON, W1MPP, CHRISTIAN HILL ROAD, LOVELL, MAINE.

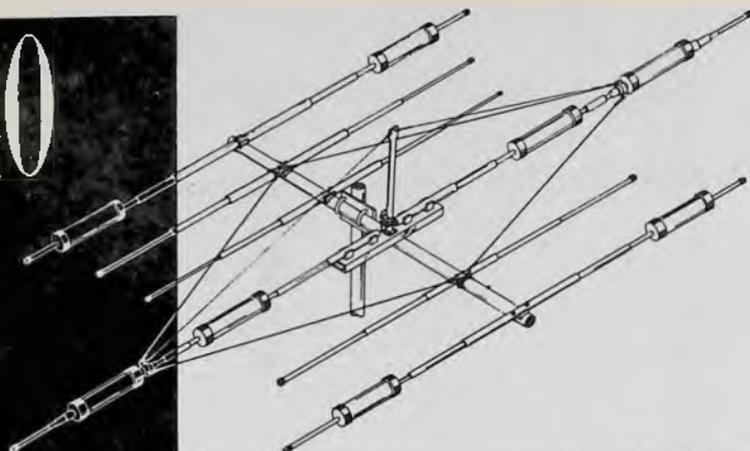
*SEND SELF-ADDRESSED ENVELOPE WITH 10¢ IN STAMPS WITH ORDER FOR GUMMED STAMPS.

TA-3640

for 10
15
20
and
40
meters

Mosley Electronics, Inc.

4610 NORTH LINDBERGH BLVD.
BRIDGETON, MISSOURI 63044



Put your signal where it counts. Use the ultimate in Ham beams - - - the Mosley TA-36 with Kit TA-40KR added to radiating element. Employs 4 operating elements on 10 meters, 3 operating elements on 15 meters, 3 operating elements on 20 meters. SWR is 1.5/1 or better at resonant frequencies over all 4 bands. Constructed of heavy-wall aluminum for maximum strength. Rated for full power.

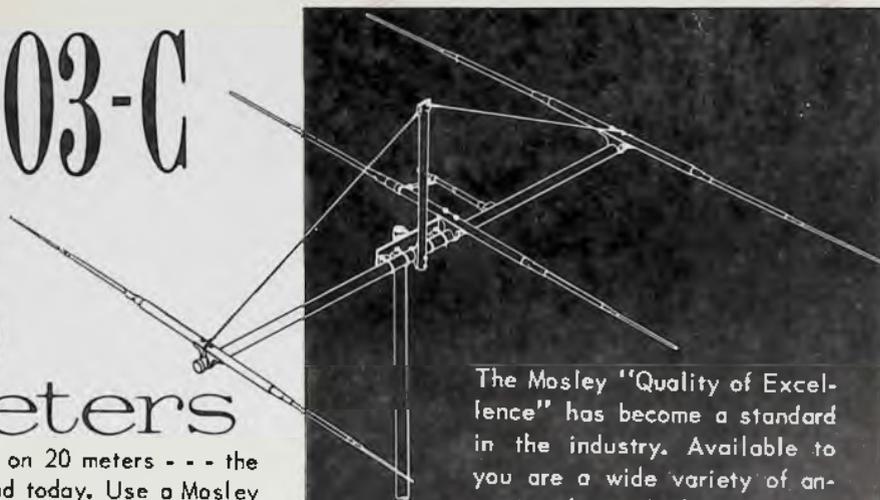
Write for detailed specifications and performance data on the Mosley TA-3640.

A-203-C

for
20
meters

Concentrate on 20 meters - - - the best DX band today. Use a Mosley full-size A-203-C wide spaced, gamma matched, 20 meter beam. Features: VSWR 1.5/1 or better. Rated for full power. Assembled weight 40 lbs. Turning radius 22 feet.

Exclusive Mosley element design virtually eliminates element flutter and boom vibration.



The Mosley "Quality of Excellence" has become a standard in the industry. Available to you are a wide variety of antennas from which to choose, plus antennas custom made to order. Let Mosley know your antenna needs.

Mosley Electronics, Inc.

4610 N. LINDBERGH BLVD., BRIDGETON, MO. 63044