



## COVER PHOTO

The addition of an all-new automatic message relay set to the Model 28 line of communications equipment has been announced by Teletype Corporation, Chicago, Illinois.

The new unit, called the Model 28 RT (reperforator transmitter-distributor), is a high capacity, self-contained, punched tape message relaying facility for receiving wire signals at speeds ranging from 60 to 200 words per minute, converting them into perforations in paper tape and transmitting them at the same or another speed to local or remote receiving stations.

It is designed for a variety of uses in communications, data processing and automation—included in these are applications as an input-output speed converter, intermediate message storage, business machine-communications linkage, automatic data accumulator and control device for automated factory equipment.

The RT Set features three message relaying devices: (1) a receiving unit for accepting income wire signals, punching and printing the signal data on a standard 11/16 in., 5-level "common-language" paper tape; (2) a sending unit for reading and translating the taped data into electrical impulses for transmission either cross-office or cross-country; (3) and a tape handling unit with tape supply reel, intermediate tape storage bin and tape winder reel.

A choice of three tape punching components are available for adapting the RT Set to a wide range of individual application requirements—a typing and a non-typing tape punch for accepting sequential (serial) signals and a non-typing tape punch for accepting parallel signals.

A special-design twin-shaft sending component features transmission of sequential or parallel-wire signals and automatic end-of-message shut off.

Receiving and sending units will operate at the same or different speeds, e.g., receive at 60 WPM, transmit at 100 WPM.

Model 28 RT Sets may be mounted singly or in pairs in a newly designed universal cabinet featuring on-off switches, tape warning lights and other facilities essential for external control of equipment within the cabinet.

For further information contact Teletype Corporation, Dept. SP-4, 4100 Fullerton, Chicago 39, Illinois.

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## NEWS

Here is some dope from Bruce! Taken from copy on RTTY 21 mc  
 "QST QST QST DE ZL11WB ZL1WB AT-  
 TENTION WOBP/W6VPC/W6AEE  
 LEGAL FSK LEGAL FSK LEGAL FSK  
 LEGAL FSK MARCH 5, 1959  
 zero to 850 cycle shift following frequencies  
 3500 to 3550 kc  
 7000 to 7100 kc  
 14000 to 14100 kc  
 210000 to 21100 kc  
 28000 to 28100 kc  
 effective immediately yes we are on  
 lower 100 kcs of fifteen now!!  
 and "any shift up to 850!"

Bruce says the Radio Inspector called him up to give the good news, and then I contacted him when I saw his signal on the panadaptor last Wednesday nite—right after our usual contact with KR6AK! He had not been able to get the message across to any one else then, so at least I guess I am the first one to get it, hi. Hmmm, that oughta fix old B.P. He is always claiming firsts. Anyhow sure pleased that ZL-govern-ment has seen fit to extend FSK privileges to most all bands they have dowunder!

BOB, W6NRM

# "ARMED FORCES DAY"

## Amateur Communications

### 16 May 1959

All amateur radio operators are invited by the Army, Navy, and Air Force to participate in Armed Forces Day communication exercises on Saturday, 16 May 1959. The co-sponsors of the amateur radio activities are the Director, Naval Communications, and Military Affiliate Radio System (MARS) representing the Army Signal Corps and the Air Force Director of Communications and Electronics.

The amateur radio activities will be conducted in three categories. Category one will consist of a CW receiving contest and is open to anyone who can copy International Morse Code at twenty-five words per minute. The Secretary of Defense will attest on a certificate of merit to the code copying proficiency of any listener who submits a perfect copy.

Category two consists of a radioteletypewriter (RATT) test of receiving proficiency, and is open to any amateur station capable of receiving radio teletypewriter transmis-

sions. The message sent will be a special Armed Forces Day message and a certificate of merit signed by the Secretary of Defense will be awarded to participants who submit perfect copies. This is a new award and will be similar to the CW certificate award.

Messages copied in the contest should be submitted to: Armed Forces Day Contest, Room BE1000, The Pentagon, Washington 25, D. C.

Category three, is the highlight of the Armed Forces Day amateur radio activities, consisting of military-to-amateur transmitting and receiving contacts, for all holders of valid U. S. amateur radio licenses. Headquarters stations of the Army, Navy, and Air Force in Washington, D. C. will establish radio contact with amateur stations and will acknowledge these contacts with a new type vari-colored QSL card. Contact may be made with the Headquarters station of each of the three services providing an opportunity to qualify for the three different QSL cards.

Complete details are as follows:

A CW receiving competition will feature a message from the Secretary of Defense. All individuals, amateur operators, and others are eligible to participate. A certificate of merit will be issued to each participant who makes a perfect copy. Transmissions will be at twenty-five words per minute on the following schedules:

Time 16 May 1959	Call Sign	Frequencies (KCS)
160300Z (2200-EST)	WAR/AIR Army & Air Force radio, Wash, D. C.	3347, 14405, 20994
160300Z (2200-EST)	NSS (Navy radio, Washington, D. C.)	3319, 4010, 6970, 14480
160300Z (1900-PST)	A6USA (Army radio, San Francisco, Cal.)	6997.5
	NPG (Navy radio, San Francisco, Cal.)	3319, 7595, 14927.5
	NPD (Navy radio, Seattle, Wash.)	7455
	AF6AIR (Hamilton AFB California)	7832.5
1100GCT (2000 India)	NDT (Navy radio, Kami Seya)	2287.5, 4545, 9427.5, 13471.5, 16445, 23010

Each transmission will commence with a five-minute CQ call. It is not necessary to copy more than one station, and no extra credit will be given for so doing.

Transcriptions should be submitted "as received." No attempt should be made to correct possible transmission errors. Time, frequency, and call sign of the station copied shall be indicated as well as the name, call sign (if any) and address of the individual submitting the copy.

A radioteletypewriter (RATT) receiving competition will feature a special message from the Secretary of Defense. A certificate of merit will be issued to each participant who makes a perfect copy. Transmissions will be at sixty words per minute on the following schedule:

Time 16 May 1959	Call Sign	Frequencies (KCS)
160330Z (2230-EST)	WAR (Washington, D.C.) NSS (Washington, D.C.) AIR (Washington, D.C.)	3347, 14405, 20994, 3319, 7375, 14480 7915
160330Z (2130-CST)	A5USA (Ft. Sam Houston Texas) NDS (Great Lakes, Ill.)	5302.5 7455
160330Z (1930-PST)	A6AIR (Hamilton AFB, Cal.) A6USA (Army radio, San Francisco, Cal.)	7832.5 6997.5
160345Z (2145-CST)	NDF (New Orleans, La.) NDW (San Francisco, Cal.) NPD (Seattle, Wash.)	6970 3319, 7375 7455

Each transmission will commence with a period of ten minutes of test and station identification to permit amateurs to adjust their equipment. At the end of the test period, the message will be transmitted. It is not necessary to copy more than one station, and no extra credit will be given for so doing. The message should be submitted as received. No attempt should be made to correct possible transmission errors. Time, frequency, and call sign of the station copied should be indicated as well as the name, call sign and address of the amateur concerned.

Military stations, WAR, NSS, and AIR, will be on the air from 161800Z (1300 EST) to 170500Z (2400 EST) on 16 May 1959 to contact and test with amateur radio stations. Amateur contacts will be discontinued from 170245Z to 170400Z to allow Armed Forces Day CW and RATT broadcast competitions.

Military stations will operate on spot frequencies outside the amateur bands as follows:

Station	Military Frequencies (KCS)	Appropriate Amateur band (megs)
WAR (Army radio, Washington, D.C.)	4020 (Voice)	3.8 to 4
	4025 (SSB-Voice)	3.8 to 4
	6997.5 (CW)	7. to 7.2
	20994 (CW)	21.1 to 21.25
	4010 (CW)	3.5 to 3.8
	*4012.5 (SSB-Voice)	7.2 to 7.3 & 3.8 to 4
	3319 (RATT)	3.5 to 3.8
	6970 (CW)	7. to 7.2
	7375 (RATT)	7. to 7.2
	14385 (SSB-Voice)	14.2 to 14.3
NSS (Navy radio, Washington, D. C.)	14480 (CW)	14. to 14.2
	20075 (CW)	21. to 21.25
	*14927.5 (RATT) see note	
	3347 (CW)	3.5 to 3.8
	7635 (Voice)	7.2 to 7.3
	14405 (SSB-Voice)	14.2 to 14.3
	15715 (CW)	14. to 14.2
AIR (Air Force radio, Washington, D. C.)		

\*Operator transmitting on 4012.5 (SSB) will listen in the AM, SSB, sections of 40 and 75 meter bands for AM or SSB stations.

\*NSS will key 14927.5 KC simultaneously with one of the RATT frequencies listed above. This frequency will be utilized as frequency propagation conditions dictate.

Military stations will listen for calls from amateurs within the appropriate amateur bands. Contacts will consist of a brief exchange of location and signal report. This is a test of military-to-amateur communications and no traffic handling or message exchange will be permitted. An acknowledgement (QSL) will be sent to each amateur station worked. Each of the military stations will acknowledge separately.

## SILENT KEY, ARCH, W7CCB

Funeral services for Archie L. Bolstad, age 61, were held March 2nd at the University Lutheran Church in Seattle. He was buried in Washelli Cemetery just north of the city.

"Arch" had worked for the Pacific Tel. and Tel. Co. for more than 37 years and was the customer equipment engineer at the time of his death. He was born in Seattle and was graduated from Queen Anne high school and the university of Washington.

Arch was a member of Seattle Lodge No. 164, F. & A. M. Seattle Commandery No. 2, Knights Templar, and Nile Temple of the Shrine. He operated one of the first amateur radio stations in the Seattle area. Also served as radio operator aboard the famous Battleship Oregon in the First World War. Archie held amateur radio license W7CCB for many many years although he had also held several other calls prior to the issuance of the W7 call. The earlier calls were of the "self selected variety" which are familiar to the real old-timers.

He had a complete station in the basement of his home and was quite active over the past twenty or thirty years and was a member and active in Q.C.W.A. His interest and activity in amateur radio teleprinter work was intense and regularly participated in the Puget Sound two meter net for the past several years.

Arch was an excellent mechanic and had one of the finest home workshops anyone

could want, including lathe and other metal working tools as well as wood-working equipment. Whatever the job was his standards were high and the finished projects were always a joy to behold.

Too much cannot be said of the loss to the ham fraternity of W7CCB as well as the loss felt by all of his friends for he was a fine Christian gentleman, who really loved his fellow man. Charitable towards all with no malice for anyone. Always ready to give a helping hand, with advice, finances, hard work or whatever was needed and an outstanding trait of his was: a promise made a promise kept.

To those active in RTTY you can appreciate what Arch did for the RTTY'ers by reading page eight of "By" Kretzmans RTTY handbook where he handed out credit to Archie Bolstad W7CCB and Harold Wade, W7HRC for being instrumental in getting the release of the first model 26's. Arch explained to PT&T just what amateur radio really was and convinced them that the hams were conscientious, reliable and dependable and by the release of such equipment to the hams it would be of inestimable value national defense all of this finally resulting in the release of over 250 model 26's for hams throuth the nation as well as Canada and Alaska.

To Harold, W7HRC, are we indebted for the information about Archie, W7CCB and the loss of so fine a man and gentleman as W7CCB will be deeply felt by all of us.

-BUCK, W6VPC

# "ZL IN W LAND"

Third Installment of 3  
ZL1WB, BRUCE ROWLAND

First visitors for the new year were John WOQKA and Woody KOGEF from Mankato and we enjoyed an interesting technical discussion with them centered around radio teletype. Amateur fashion.

Catastrophe struck the antenna system at this time—14 degrees below freezing and 35 mph winds caused mechanical failure and the tribander began gyrating. 300 feet of co-ax does not take long to wind itself around the tower with that breeze. But half an hour up the tower and I had rigged a new clamp the heart of which is a model "T" puller.

Then came the first meeting for 1958 of the Twin City "RATS." "Button Pushers" next technicality consisted of running individual RG-17U co-ax from the super "E. H.T." supply thru suitable switches to each of the three transmitters for single or multiple operation. With the narrow shift skirmish date not far off we spent much time conducting "far-reaching if inconclusive" experiments with narrow filters and vain attempts to "stabilise" the LF VFO.

"Beep" and I were delighted to have Ken W6WIS visit with us and help scare some of the "crows" from the bathroom. After much nattering and "vocal chord lubrication" Ken resumed his tour of duty.

Again the QCWA dinner-meeting held at Colemans of St. Paul proved to be yet another fine stag party.

With stable winter conditions prevalent I was thus enabled to try for the first time the pit-falls of ice-skating. By good fortune not once did I feel the need nor necessity for a cushion. In between times I found time to hook a panadaptor into the super-pro receiver. At seven below zero and with a most brilliant aurora overhead the "RATS" met at the home of WOQFP Vern Holman. Many of the gang turned out to make this a most enjoyable evening.

A letter from "down under" revealed the plight of ZL1AHO Ron and ZL1AKW Hilton . . . No tape for their printers . . . so in short order "Beep" was "relieved" of sev-

eral rolls and they were on the way to New Zealand. Once again the anniversary sweepstakes were enjoyed in the accepted "air" that surrounds contestants.

The following week two model 15 printer units arrived from Buck W6VPC and I was "detailed" to take charge of the basement which I promptly did and before long bits and pieces spread across the floor. By devious means "Beep" proposed that perhaps one good unit could be composed from the two which he could utilize with an interesting scheme he had "dreamed" up for protecting the copy onto a large screen.

On the weekend the Twin City "RATS" connived to give me a "round" of the RTTY shacks and Bob KOAKG arrived early in the forenoon to drive me firstly to the home of Bruca WOHZR. Bruce joined us on the tour and we made a stop at Bob's home where his wife Jean had a luncheon prepared for us. After inspecting the "brand new" shack of KOAKG the "entourage" headed off for WOAUS . . . where we found Bob awaiting us. The serving of "refreshments" at this location tended somewhat to "delay" us and so it was somewhat later that we arrived at the fabulous "Dug Out" of Harold WOLFI . . . better known as "Ry." At this point in our travel ole "BP" caught up with us and joined the tour. We all proceeded to the home of George WOHFU where we found much to interest us. That same evening I visited the shack of Hank WORLI thus ending a fine "shack crawl."

The social calendar had much to offer and at this time found Beep and I "looking in" on the cinerama production "Seven Wonders of the World." "BP" found this an excellent opportunity to retrieve some of his lost sleep.

Early in March Ralph Baranow of Point Bullen fame and his wife Irene visited the den of WOBP. It was indeed a pleasure for us to meet a fellow to and for whom we had conveyed many personal messages on the "KL7OOT-WOBP-USPO network."

Later I spent an enjoyable evening with Vern WOQFP and we were able to discuss many RTTY pros and cons. Subsequently with the "children of all ages" I was able to enjoy the thrills and excitement of the Shriners circus which was performing in the Minneapolis auditorium. "Parasitics" in Beep's stomach at this time prevented him attending this clever and very colourful display thus again depriving him of yet another opportunity to catch up on his sleep.

The "RATS" gathered for the March meeting in the shack of "Ry" WOLFI. This was to be my last attendance with the RTTY gang in the upper midwest prior to departing for the eastern seaboard. Many of the gang were present giving me an opportunity to bid them all farewell. I will long remember my happy association with them.

Later that week Beep and I attended a lecture and demonstration given by Mr. Covey at and the special facilities engineer of data transmission at 1000 WPM employing tape recordings and teletypewriters. As the weekend drew near WOBP lost no time checking over the equipment. The narrow shift party was "on." The results were rather gratifying.

The "Upper Midwest Chapter of QCWA" held a further dinner-meeting in St. Paul which we attended. Again a fine time was had by all. I had an opportunity to "chauffeur" Lou WOGNS to his motel on the verge of Minneapolis and had an exciting time "converting" my "left hand" driving habits to Louis vehicle and the Twin City traffic. More by good luck than good management I was able to leave Lou and his auto in good shape.

At this time with around 45 states confirmed and a "WAS RTTY No. 1" in sight the ole man took me across to St. Paul on a visit to the print shop of KOAAB feeling that a "WOBP QSL" supply would be necessary to coax in three more states . . . The success of that venture is now well-known.

Then this was it. Arising at 5 a.m. on Sunday March 23rd Beep and I prepared to leave for New York. At 7 a.m. we were airborne on the "Champagne Flight" of Northwest Airlines. So concluded a truly remarkable sojourn of seven long wonderful months in and around the Twin Cities. Generously made possible by the old timer WOBP, himself. The need to express 20 lbs.

of technical literature and overweight baggage plus the knowledge of amateur RTTY "principles and practices" that I acquired during this period clearly reflects how valuable Beep had made my visit. I am particularly grateful to Beep and the fine folk in Minneapolis who did so much to show me this very fine time. I will always recall with considerable pleasure my stay in Minnesota . . . a highlight of my tour thru the United States.

It has been my personal privilege to enjoy the friendship and hospitality of a fellow who has grown up with and indeed done much in the promotion of a hobby which so many of us enthuse about . . . amateur radio.

Our flight to New York was extremely pleasant affording excellent aerial views of the countryside as the aircraft clipped along the airlines. Within hours of our arrival at Idlewild airport Beep and myself stepped into the office of "ARTS" at West 47th Street to meet Clay W2EBZ Alice and Mary. Minutes previously we had learned that Clay would be flying to Michigan in a few hours on account of family bereavement. All four of us walked to the capitol airways depot and at 1800 hours Clay was on his journey. The homeward walk took us via the "Automat," the "Flea Circus" and the magnificent sight of Times Square brilliantly lighted with all manner of illuminated advertisements and flashing signs such that I had never seen before.

The following day I was present at the luncheon gathering of many "distinguished active East Coast RTTYers" at the Manhattan Hotel where I had an opportunity to meet both new and familiar faces and call-signs. This was followed by "cocktail hour" in the apartment of W2EBZ where many of the gang "checked in" prior to the banquet. Forty-five soles filled the "Aurora" restaurant in Greenwich Village and the 1958 New York RTTY banquet was in progress and soon proved to be a "wizzard shindig" to be sure. It was my privilege to be "honoured guest" on this occasion. It was regretted by all present that W6AEE Merrill and Margaret and Lou VE2ATC could not attend thru last-minute alterations.

Some days later I paid a visit to "CQ" headquarters but the "obscure editor" was pot in. The weather was wet and cold but

between cloudbursts I was able to see much of the great city. I traveled to the Coliseum and via the subway to Wall Street the financial hub of the world. From there to the central post office and the Empire State. Seemingly "excessive" charges prevented me from ascending to the top of this gigantic structure. Later I visited Grant's tomb and Barnard College. Of particular interest was my visit to the museum of the White Star Line on Lower Broadway. A visit to the office of "Wire and Radio Communications" formerly "Telephone and Telegraph Age" resulted in meeting Mr. Carl Nelson who generously presented me with copies of the magazine and several additional publications of historic interest. That evening we went to the Knickerbocker Radio Club W2-KYN and also observed the roller skating derby at the 9th N. Y. Regiment National Guard Armory. On the weekend we visited Felix and Mrs. Estaban W2ZKV which was most enjoyable.

In the evening we walked to Times Square and observed the interesting display by U. S. Rubber and the sights of Radio City including the magnificence of the RCA building. Of immense interest was my visit to the United Nations headquarters followed by the New York public library and the New York Daily News building.

The next week started with another fruitless call at "CQ" a prowl thru fabulous "Radio Row" and a brief view of the closing moments in the Trinity Place Stock Exchange. From Battery Park the last ferry of the day took me to Bedloes Island and a climb of 168 steps to the head of the famed "Statue of Liberty" for a remarkable panorama of the eastern metropolis.

A favorite evening pastime was tripping across the Hudson on the New York Central lines ferry to Weehawken which always provided a most spectacular sight of Manhattan with its myriads of colored lights brilliantly illuminating the innumerable skyscrapers and depicting the city in its finest hours of darkness. A climb of 220 steps to the East Boulevard in Weehawken provided a rewarding view of the City.

Walking the West Side waterfront docks was always very interesting and often provided closeups of many Atlantic liners . . . Queen Elizabeth, Queen Mary Olympus SS America and numerous others. A bus trip to Fort Tyron Park from 5th Avenue took

me past Cleopatra's Needle in Central Park and the George Washington bridge terminating at the "Cloisters." One evening we traveled via subway to Wall Street past the Stock Exchange and Francis Tavern of George Washington fame to the terminal of the Staten Island Ferry. Here I was able to enjoy the cheapest and finest ferry rides that I will ever make. Ever-changing scenes of Manhattan and Brooklyn provided fascination throughout the brief voyage in itself too short to absorb all the sights on but one trip.

Calling again at "CQ" I find Wayne is away in Dayton, Ohio at the hamfest there. However, on Friday, April 18th I took a Quaker City bus to Camden, New Jersey, where I was met by Phil, W2JAV, who took me to the RCA showroom prior to driving me to his home in Hammonton. I met Jim, W2OEM and XYL Purl and also had an opportunity to "work RTTY" with WO-BP and W6NRM who was at W6CQK/6. Phil drove me up to Trenton where we visited Ray W2TAM and Don W2AUE and subsequently W2ZQ, the base station of the Delaware Valley Radio Club. In the evening we attended the annual Old Timers Nite Roundup and banquet held in the ballroom Stacy-Trent hotel. It was my pleasure and privilege to speak before the gathering of some 200 amateurs.

Next Phil drove me to visit Dick, W3CRO and also to deliver a "small" power transformer which Dick required for a "QRP" rig. We both enjoyed our visit with Dick and on the homeward ride we stopped by at W2OEM for a dinner invitation and some hours later I was on my way back to New York City after a memorable trip to Southern New Jersey. Phil sure spared no effort to make my visit intensely interesting for me which I appreciated very much.

Back in the city I made a further call at "CQ" and after a "repeat performance" a few days later I was able to catch Wayne at his office. We chatted for several hours before the job at hand demanded his attention. Even then I forgot to renew my subscription to "CQ" . . .

After more tripping the Hudson and pacing the docks I took a train out of Grand Central terminal for Hartford, Connecticut where I was invited to stop over and visit ARRL headquarters and stay with Ed W1-BDI and Mrs. Handy. I was sure glad of

the opportunity which Ed afforded me to visit the "home" of amateur radio and my tour through headquarters was extremely enjoyable. It was a great thrill to meet so many of the fellows whose call signs were so familiar to me from past readings in "QST." It was a real treat to have luncheon with the distinguished executives of the American Radio Relay League.

I will never forget my visit to Hartford, particularly the memorial station W1AW and the home of W1BDI. I will treasure the beautifully bound and autographed copy of the 1958 handbook which the staff presented to me.

A Trailway bus carried me from Hartford to Boston where I was met by Jack W1BGW and Mrs. Berman. For some eighteen months previously Jack shared with me the DX record for amateur RTTY. We had plenty to speak of and it is not surprising that we nattered into the small hours of the next morning. Jack then drove us out to Scituate to visit W1IY and Mrs. MacDonal. We made an interesting tour of "WRUL" short-wave broadcast station where I met Don and Wayne W1PXC before visiting Buster W1MB and Chas W1-FH. On returning to Jack's home in Dorchester I was able to natter with Beep WO-BP, Bud and Mary W6CG/K6OWQ Skipper W2RUI, Al and George K2HHH. I returned to NYC with high hopes that I would at last have the opportunity to meet perhaps the most controversial figure that all amateur radio may ever know. W2BFD. But it was not to be. I commenced my trek westwards deprived of my last hope of ever making his acquaintance. Reluctantly, but in common with the majority of RTTYers I must continue to draw my own conclusions from that which has been written with the added advantage of possessing first hand knowledge of the operations of "VHF-ARTS" and "ARTS."

I enjoyed a brief pleasant stop-over with Johnny W2RTW in Elmira who showed me the well-known Harris Hill glider field and the "Rural Radio" station. John accompanied me to Lockport and the home of Skipper W2RUI. We visited Oscar W2SDE and met John W2ORI. Again the wee hours of the morning found us discussing a variety of topics. Skipper also took me on a very interesting tour of the civil defense communications facilities in the courthouse

basement.

As no visit to this area seemingly would not be complete without so doing Floyd drove me up to visit the famous Niagara Falls and also cross the Canadian border and down to Fort Niagara. The camera worked overtime. Before returning to Lockport Skipper took me on to his summer residence beautifully located on the banks of Lake Ontario.

Oscar dropped in at W2RUI shack that evening and we worked NSS and NSS1 operating the Armed Forces day schedule. The following day Skipper and I spent out at the summer residence where Skipper had promised a spin about the lake in his speedboat. A nasty chop and a temperamental motor compelled Skipper and I to take our first ducking of the season as we both jumped overboard to save the craft from becoming battered on the rocks. A tiger for punishment Skipper was at it the next day but again the motor showed no wish to ever start. That evening Skipper Ralph W2RPO Matt W2RGO and Doug W2FAN took me to dinner at the Park Hotel. Afterwards we went again to the civil defense center and on to the shack of W2RUI for more interesting ragchewing. At midnight came a phone call from Dick W6CQI with wonderful news that an air ticket to San Francisco was awaiting me in Chicago, which would carry me to California in time for the upcoming NCARTS banquet at which I was scheduled guest speaker.

Skipper drove me to the Greyhound bus station and saw me on my way to Chicago via Buffalo, Erie and Cleveland after a particularly fine stay in Lockport. Arriving in Chicago I was again able to renew the acquaintance of George W9SPT who drove me out to visit Ray W9GRW and Mrs. Robinson. It was a great pleasure to meet them all again after some eight months. 2 a.m. the following morning found me aboard United Airlines Mainliner bound for San Francisco. Shortly after my arrival Dick picks me up at the airport and I am headed for his home in Palo Alto. It was like old times meeting Dick Jean and his family again and I was extremely happy to see them all after my long travels across the nation. We had lots to talk of.

The NCARTS banquet was a wonderful function and I was very thrilled to see their now-familiar faces again. It was a great

moment for me. Buck W6VPC and Maribel invited me to visit with them in Oakland which I was happy to do. Buck and Clyde W6CBF arranged to take me to the meeting of the "Society of Radio Operators" which was indeed a privilege for me. I was proud and glad of the invitation to address the gathering which afforded me a most intensive hearing. Clyde drove me home via the Oakland airport, where he showed me thru his aerial photography plant which was particularly interesting. The next day Buck and I commenced to decipher the wiring of his model 19 table, prior to driving me down to Sunnyvale for a picnic with his brother's family. We had a very pleasant time. Upon returning to Dick's home in Palo Alto I took a bus via Redwood City to Pan American World Airways at the International Airport of San Francisco. Here Ken W6WIS took me to lunch after which he drove me to the aeronautical radio station site to observe their "Troposcot" V.H.F. tests with outbound aircraft to Honolulu. In the evening Ken took me to the home of Bob K6GZ and it was a great pleasure for me to meet this top notch traffic man of the west coast. I was greatly intrigued by the apparatus that Bob possesses.

Back in Palo Alto Dick and Jean invited me to attend the play "Midsummernight's Dream" staged at the Sanford University amphitheatre. This was a very creditable production which we all enjoyed immensely.

Tommy VE2AGF/W6 and Mary invited me to stay with them in San Mateo and I was able to head the testing, packing, and dispatch of the now-familiar RDJ pulse analysers. Before long we were shipping them to all corners of the nation. Business was sure brisk.

Tom invited me to the San Mateo Radio Club's picnic, where with his supervision I found myself the winner of some fifty gallons of gasoline. Tom took me to visit Fred K6EER at his fine QTH. Bob W6NRM took me down to Press Wireless Inc. transmitting station. Here we met RAG W6RZL, who explained the workings and showed the equipment to us.

Howard W6FYM drove me down to Fresno for the Pacific division ARRL convention. We stayed at the Palm Motel. Howard invited me to the "Buzzards" meeting—a most enjoyable function.

By some miscarriage of justice Howard

and I overslept the next morning and we found that Chuck W6PHS had had to install the RTTY operating display almost lone handed. I spent a real wonderful time in the company of Bob W6MTJ Gin W6LFF Clyde W6CBF Jeri W6QMO Chuck W6PHS and Howard W6FYM. It is unforgettable.

Howard and I succeeded in rising earlier the following day and so we took in the SSB breakfast prior to attending the banquet which wound-up a very successful convention. For a great portion of the homeward journey to the Bay area Howard and I maintained consistent communication with Chuck W6PHS, on two metres.

Tom, VE2AGF/W6 invited me to attend a meeting of the San Mateo Radio Club, along with Bob W6NRM/6. I was privileged to speak to the members about amateur radio in New Zealand. Subsequently I was made an honorary member, and later attended the next monthly meeting to become better acquainted with the group.

W6NRM/6 drove me over to visit Chuck W6PHS, and Geri W6QMO, and collect the model 15 which Chuck had "worked over" to be "as new."

Back in San Mateo I resumed dispatching analysers, repairing meters, drilling and fitting panels and equipment into the racks Tommy had erected in the basement of "55." A "small celebration" brought yet another day to a close, after Bob and I had prepared the station wagon for a 600-mile drive which we would start the next morning. Arising considerably earlier than I had hitherto thought myself capable of, I was fortunate in catching a magnificent view of "Sputnik 3" as it sped across the sky.

Later, Bob and I drove off towards Lake Tahoe, via Stockton, on Highway 50. The day was glorious, and by mid-afternoon W6NRM/ZL1WB graced the western banks of the lake. Stopping frequently to observe the many scenic beauties on the lake, and those walking down the by-ways Bob and I decided to start off for Reno in the hope that Bob would be able to locate some of the gang there before it became dark. Coasting thru the streets of fabulous Reno we were pleasantly surprised to see a very familiar station wagon parked nearby, and shortly afterwards found Bob W6MTJ, and Gin W6LFF, who had been doing their best to "take down" the "one arm" bandits of Reno, after a semi-successful attempt in Las

Vegas a few days before. We were overjoyed at the prospect of spending some hours in the pleasure of their company, sightseeing such places as the Holiday Hotel. As the night drew on we took leave of Bob and Ginny and Highway 89 took us some miles out of Reno, until we found a favorable spot to "park up" for the night. The following day we made another early start and drove on thru Quincy and down thru the Pleasant River valley. The weather was superb, and we made many stops to take photographs of "items of interest." We found San Francisco shrouded in fog and consequently the temperature depreciated rather quickly!

I spent a few days with Jack W6CQK/6 at his home in Redwood City. "Climate best by government test." Jack showed me his deluxe remote control, and transmitter, and took me to visit Ed W6RBO. That evening we were visited by Roy W7GHW/6 of San Carlos, within minutes of working him via RTTY.

Jack and I then attended the Mobile Radio Club picnic at Saratoga Springs for a real pleasant outing. Bob W6NRM/6 invited Jack and myself to dinner prior to smuggling me back to the home of Tom VE2AGF/W6 and Mary. Bob, Mary and I drove into San Francisco and across the famed "Golden Gate" for a wonderful panorama of the Bay area. We visited Fishermans Wharf and the International Airport on the homeward trek.

Later, Bob and myself assisted Tommy and the "Eimacers" to set up their field day site at San Carlos. I was privileged to meet Bill and Mrs. Eitel on this occasion. After the "fray" was over we pitched in to clear the site and "restore" the basement of VE2AGF/W6. Then I transferred to the home of Howard W6FYM and Jean in Belmont who had so kindly invited me to assist them celebrate Independence Day, blowing their "for sale" sign to smithereens with "Hi octane" cherry bombs, apparently retrieved from the Cherry tree itself! With Howard, I visited Hank K6IXS, and did a little towards removing and later restoring, his beam and tower on the roof of his home. Prior to leaving we also depleted his stock of "canned goods." To end yet another fine week, Hank K6IXS, Dick W6CQI, Howard W6FYM, took me "surplussing" around San

Jose, Oakland airport and San Francisco, which was sure terrific. The quantity and quality I had never before imagined.

In the evening Chuck W6PHS, and Geri W6QMO joined us all at Howard's home for a corker barbeque, which wound up a fine visit and I returned once more to my "base" at Tom and Marys, from where I attended what was to be my last meeting with the San Mateo Radio Club, on this unparalleled tour. "Lady luck" favored the tickets which Bob W6NRM had given me, and I became the proud possessor of a nice milliammeter, and splitstator capacitor.

At 2 p.m. the following day, I was flying to Los Angeles thru the courtesy of Frank W6AJU, and a short while later the plane landed at Lax and I was motoring to Arcadia with Merrill and Margaret Swan. It was indeed my pleasure to meet again this wonderful couple. Merrill took me around to visit Lew and Mrs. Rogerson, W6SCQ, and later my old friends Bud W6CG, and Mary K6OWQ.

I was privileged to be present at the meeting of SCRTS and it gave me a good deal of pleasure to renew old acquaintances, and meet new ones. This was indeed a particularly enjoyable function. Merrill W6AEE generously donated yet another model 26 which I gladly consented to take back with me to NZ for "someone else who will put it on the air."—Such is the spirit of SCRTS.

Bud and Mary invited me to stay at their home, and I was able to spend considerable time with Bud at the studios of KHJ-AM-TV station in Hollywood. I experienced the fun of mobile OW operating, commuting back and forth. Thru the kindness of the engineering staff of KHJ I had a fine trip thru the residential portions of Hollywood. In the corridors of Mutual Don Lee Broadcasting Co. I met many personalities—in particular Dr. Henry Richter W6VZA, whom I had previously met at the home of Bud and Mary during my initial visit to L. A. Henry was "Moscow-bound" the day prior to my departure for NZ.

Bud, Mary and "Pop" took me to see the San Gabriel Valley Radio Club satellite tracking station which was extremely interesting—I thought how envious fellow hams home in NZ, particularly the Auckland VHF group, would be!

On the way home, we visited Howdy W6GRW and Elsa, who were preparing their trailers in readiness for a vacation upstate. Subsequently, Bud and I spent a "late night" at KHJ, returning in the small hours of the morning. I failed in my bid to "cure all" in Buds VFO, with a XTAL-FSK deal, and had to restore the Heathkit to its maker's specs! In the evening Frank called around in his jalopy, and drove me over to see the Civil Defense H.Q. At the L.A. sheriff station, which was very well organized and equipped.

So, it came to pass, my visit to L.A. concluded, and Bud drove me to the Burbank airport where U. A. carried me back to the bay, after a splendid week with the Southern Californian gang.

Time was rapidly passing, and the end of this glorious epoch was drawing ever near. Now I began in earnest carefully crating the innumerable items of equipment that would soon be shipped to N. Z.

Tom, VE2AGF, Mary, and Bob, W6NRM took time to take me to Half-Moon Bay, and later to picnic at the San Mateo College Park. I even spared time to go "prospecting" under Tommys lawn for a truant sprinkler system. The resultant crater "hastened" my departure for Palo Alto where I was to spend my last week in U.S.A. with Dick W6CQU and Jean. Dick permitted me to "monkey" about with a batch of 15 typing units and I particularly enjoyed the task of salvaging components which had somehow been spared from the blows of the hammer. A visit to the "Golden Garbage Can" junk yard provided a sorry sight of some 150 model 15 typing units similarly reduced to "garbage" with precious little available for reclamation.

Then we attended the "farewell banquet" arranged by NCARTS for Major Frank Ivey K6OUR, and myself, an occasion which I shall never forget. Buck W6VPC gave me a 15 keyboard on behalf of the gang, to complete the unit which Dick, Chuck and the boys had "worked over" for me. Ray W9GRW, sent me sync gears and slide rails, to add "polish" to the entire deal. I was now the proudest possessor of a complete model 15!!! With no small thanks to you all, I have "graduated."

Officially, it was "farewell" to NCARTS, but I had yet a few days grace, and was able

to "look over" the stock at Zacks radio, and Red Johnsons, with Dick W6CQI, Keith K6-KSX, and Bob WA6ANG. I was also privileged to be present at the San Jose barbeque to witness Gin W6LFF carry off the beautiful SX101 main prize!!!

I enjoyed a brief stay with Doc W6NKP and Mrs. Graham and Crystal before returning to Palo Alto, whence Dick drove me to visit Nic W6VVF, and Isobel, with Clyde W6CBF. In all a very fine and fitting climax to my sojourn in USA, and sunny California.

On the 28th July 1958, it became my saddest task to say farewell, though not "good-bye" to Jean and the boys. Dick, and Kris accompanied me to the airport where Bob W6NRM, Chuck W6PHS, Howard W6FYM, and Ken W6WIS gathered to wish me "bon voyage" also on behalf of those of the gang that could not be present. From the very spot where twelve months before I had made my arrival; now I was making my departure. All too quickly, the plane was loaded, the ramp removed, and the Qantas Superconstellation severed me from the host of true friends that I had come to meet and know so well thru the course of my travels in the year gone by. The giant airliner struggled aloft under the strain of excess baggage I carried—laden down with Eimac 4X250B, Vac Variables, Heathkit Multi-meter, XTALS, Co-Ax Connectors, photographs, books of "RTTY" and teletype, cameras, and souvenirs of all kinds. "Somewhere" on the blue Pacific "SS Oronsay" labored with 40 cubic feet of model 15, 26, 14, 75A1, and a host of teletype components sufficient to retain sparkles in anyone's eyes for many years to come. Indeed, for me, constant reminders of the friendliness, hospitality, and generosity of the American people. How inadequate it does seem to say just "thank you" to everyone of you for your kindnesses to me. I sincerely appreciate everything that was done, adding up to make this a most unforgettable experience of an entire life-time; unique in the annals of amateur radio.

May we meet again, some day.



## KL7CAT

HENRY R. ESTLE (TED)

Born in Oneonta, N. Y., November 25, 1920.  
XYL—"Peggy"

Daughter 16 year old name Barbara

Son 14 years old name "Ted" Jr.

Graduated from Oneonta high school in 1939 majoring in Art and Music. Played drums professionally from age 4 (four) to 23. Entered Army Air Corp in 1943 as radio operator and mechanic. Upon release from army in 1945, worked as a press photographer and photo engraver for Oneonta Daily Star until 1947.

Entered U. S. Army Security Agency in 1947. Plans to retire in 5 years at Port Charlotte, Fla.

Hobbies besides radio are photography, music, fishing—and the latest is coin collecting.

Member of MARS, ARRL, and the Anchorage Amateur Radio Club.

The following is a list of equipment in the shack as shown in the composite photo.

From left to right: TT-7/FG, Bell & Howell tape recorder; SC-88 receiver on top of which is the CV-62. F.S. Converter; NC-300; TBS-50 (used strictly for MARS) and the Valiant.

The antenna system consists of a CDR-22 and a 3 element WRL tri-band beam 30 ft. high.

Work only 10, 15 & 20 meters at the present time. Usually around 14, 340 kc or 14,140 kc in the evenings between 7 and 8 p.m. Alaska time.

Weekends, I'm usually on 10 meter phone between 29.3 and 29.4 until 1500 hrs A.S.T. Would like to try a sked with east coast on RTTY on 10 meters. No. 10 meter RTTY QSO's as yet.

"TED" KL7CAT

The "Cat" of Mountain View, Anchorage, Alaska

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Society Contact the Following:

W6AEE — Merrill Swan

W6SCQ — Lewis Rogerson

For Traffic Net Information:

W6FLW W61ZJ

For "RTTY" Information:

W6DEO W6AEE



### MARS ACTIVITY

The Third Army Mars is really rolling with RTT operation. Most NCS stations in the area have been issued equipment and very soon a regular daily net will be in operation on 5850 kc. MARS RTT stations in Florida are: A4E1, A4OVO, A4EHU, A4-EAS, A4GVK, A4WMN, A4SEA, A4TJU, and A4RTJ.

Plans are being made for A4EHU to present a series of on-the-air- (phone) lessons on the basic fundamentals of radioteletype, beginning in February. This will be on the area-wide net frequency of 5850 kc. Any non-members who are interested in "reading the mail" look up your nearest Army MARS member for schedule and reference material.

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### TAPE STYLING

We assume all machines (printers) have been cleared and line spaced ready to copy.

Punching or keying:

1. Start with 12 ltrs, 5 spaces, 2 cr, 2 lf, 2 ltrs.
2. End of lines: 1 ltrs, 2 cr, ?? lf, 2 ltrs.
3. End of text: Ltrs, 2 cr, 8 lf, 12 ltrs.  
Transmitting for the express purpose of reperfing:
1. Ryry and testing as required for adjustment of equipment, and clear machine (cr cr lf lf ltrs ltrs).
2. Signal bells, mark for 5 sec., then start as No. 1 above.
3. To break in for instructions: 10 sec. mark; resume signal: unmodulate or drop carrier then 5 sec. mark, then resume transmission.

Style: ltr cr cr lf ltrs

This at the end of each line will allow five characters of overlap for splicing a corrected line into an existing tape and I it won't show on a receiving reperf either. Trying to recommend this procedure to all originators of art work and or broadcasts, etc.  
RUS-K6ZBL

— 0 —

"Thank you for the RTTY magazine samples which were received amazingly prompt yesterday. \_\_\_\_\_ tells me he will probably not be talking to you until Saturday, so I am writing instead.

As I have found only about 2 articles in QST over the years on RTTY, your magazine is apparently the only one on the subject other than CQ's article each month and occasional schematics, etc. If I may be permitted to comment, I find it well organized and informative but far out of line pricewise as compared to national, local, and organizational papers. As an engineer also, and having been connected with cost analysis, it is regrettable that, as I understand, production costs are equaling selling costs. It is not known what salaries are involved, or whether articles are contributed for payment or for the prestige of publication, so these are unknown factors; however I would assume a cheaper grade of paper, single spacing, possibly News Letter format, and especially fewer and smaller photos would substantially reduce costs. For example, the Nov. 1958 issue could have been entirely contained within one page for the news value of the RTTY Bulletin. Had I received it when new, it would have been discarded within minutes. (I also suggest getting lower publication mail rates—bulk postage.)

I only wish that your publication warranted an immediate subscription, *but I must withhold decision pending your reply.* I can say that this new facet of amateur radio interests me (20 yrs. in ham radio), my wife, \_\_\_\_\_ and my father (42 yrs. in ham radio) very, very much.

I note in Dec. 58 issue, references to May 53 (Adapting ART13) and May 54 (Freq. Meter TU). Do you have these, and can you send me a copy of each? If I subscribe, what back issues prior to Nov. 57 can you supply unbound, and at what cost to me via Parcel Post?"

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Preliminary RTTY Sweepstakes report by authors as noted.

"Started fine. First hour worked Mexico, Hawaii, Australia, Alaska" (first contest for our neighbor lad down the street and he got two countries we didn't!) WOLFH: "I win your burned out 833. More than doubled my score over last year. This year I worked two stations in two states. Did not hear you at all." WOBB: "Oh pshaw!" (report your scores fellers even if as low as si.) WO-NME: "Terminal unit blew up on Friday the 13th!" K2USA: "We are using a forty meter 3 element full size beam 90 feet high. It is a real monster, each el is 64 feet long but it sure works good." (Yea, KH6IJ gave a better report to him than me at same time!) WOYMB: "Lost some good operating time on Fri nite while we had a snow storm that dropped eight inches of snow. The snow static was so bad for a while that I could not hear anyone." (Forward such complaints to WX bureau). W9BMV: "Mine might be good enuff to win an empty beer can. Worked 48 stations but couldn't copy two. Need one of those WOBB TU jobs that can copy stuff you can't hear." (Yup, never rebuild, make new TU and always improve worst one to be best, until you print at least 16 DB below white noise level.) W8RTZ: "Didn't hear you on during the contest and wondered if there is any truth to the rumor that you slept through it?" (Unquestionably true. Can't understand why am still so sleepy a week later.) W5-TVG: "Gads, what recuperative powers you possess!" (Speel xxx sleep is a waste of time. Many folks die in bed. - dangerous.) K6ZBL (Fri nite): "Just worked K6JRR who gave me number 107. Wonder what he has been smoking?" (Several fellers missed some numbers including WOBB but were more subtle than starting Friday with number 100 to give the boys a thrill!) W4-EHU: "Worked all districts except the fourth!!! Also nose and Geri. Couldn't hear CAS at all when you were working him. Sure hope you came out on top Beep in spite of your time wasting (as far as scoring is concerned) EAG chews as I think you deserve the cup for your ardent (or is it fanatic) devotion to this form of madness." (Thanks chum. Pshaw, old Beep don't never take no contest serious like. Prefers to masticate the fabric.) W7LPM: "Hear lots of

guys on but they are all yakking and not making points." (Yup.)

Our little squibb last week about WUUCOD Charlie W7HRC having extra 26 machines in his Seattle area that the phone company would bust up if not sold, brought more response than CQ-DX. Both coasts erupted. Most worthy sec. of NCARTS Buck W6-VPC, quickly passed the word and Walt nettles the surplus to store in his warehouse to distribute at cost. . . We are pickled tink that old Buck is out of the hospital from minor surgery. Being sick in bed with three nurses, could be quite an experience!!!

While we have never invited mailing in copies of Bulletin Bullcasts, preferring hams retain them to read from time to time, our vanity is elevated to receive such fine mailed copy from nearby on narrow shift 80 and via 40 & 15 from Conn, Oklahoma, Mexico, Alaska and Hawaii the past week . . . Empie ZS6KD has the model 15 printer and terminal unit working and has had a two way RTTY QSO with his sponsor Don K2AAA as well as Butch W9EWC the past week. He is on weekends on fifteen and twenty. We got a distress call last night to help cure the governed motor hash, and related all our woes and partial cures . . . Don via Kurt skipper of "Flying Enterprise II" sent some gear to an engineering school in Hong Kong. Don yesterday received a most exceptionally appreciative letter of gratitude from the Jesuits there who are praying for Don, who says he needs it. Golly we had hoped to meet Don some day.

WOBB

— 0 —

As I mentioned on the telephone, if you want to put a notice in the RTTY mag I would be glad to offer the benefit of the knowledge gained in my work on teletype here the last few years. This would be only on mechanical type trouble or chronics that may be giving trouble to the boys. Of course would not have any ideas at all on their radio coupling to TTY as that would be entirely out of my line. Only the mechanics of the TTY themselves. Also another exclusion would be on the #26, as this was obsolete before I started in. Only the No. 14 - No. 15 - and No. 19. Possibly the No. 28's also.

Everett Swan  
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Oklahoma City