

# The Jersey Broadcaster

NEWSLETTER OF THE NEW JERSEY ANTIQUE RADIO CLUB

August 1998

Volume 4 Issue 8



## MEETING/ ACTIVITY NOTES

Reported by Marv Beeferman  
and Marsha Simkin

Opening remarks at the July meeting centered on the Clinton picnic, our upcoming Fall swapmeet, the 100th anniversary of Marconi's America's Cup race transmission and various technical questions.

Because the September 26th date initially chosen was not available, our Fall swapmeet will be on October 10th. It was felt that September 19th was too close the the AWA Rochester meet and October 3rd was not available. The revised date seems adequate with regard to weather and it will provide us with the ability to run two consecutive ads in Antique Radio Classified, one a month before the meet and a second "reminder" a week before. Details are included with this month's Broadcaster.

Al Klase's suggestion to organize a commemoration of the 100th anniversary of Marconi's radioed reports of the America's Cup races to northern New Jersey's Highlands lighthouse was met with some interest. A reenactment using vintage equipment, vessels and costumes would probably result in a minor "media" event and a source for great publicity for all involved. It was agreed that a good start would be the researching of local newspapers of the day to recover important details. Give Al a call at (908)-782-4829 if you have additional input or feel you might be interested in participating.

As noted in this month's Meeting Notice, NJARC will have the distinct honor to be the first to preview John Dilk's mobile radio museum. For those with web access, a description and photos may be found at the following address:



## MEETING NOTICE

The next meeting of the NJARC will take place on Friday, August 14th at 7:30 PM in the Grace Lutheran Church, corner of Route 33 and Main Street in Freehold. Contact Marv Beeferman at 609-693-9430 or Phil Vourtsis at 732-870-7104 for directions. This month's program will feature the live debut of John Dilk's K2TQN mobile radio museum. Although a limited description is presented in the Meeting/Activity Notes section, it doesn't come close to the real thing. Let's express our enthusiasm for John's efforts with a large turnout. We will also be accepting volunteers to help with October 10th's swapmeet (note new date).

<http://209.27.18.165/k2tqn/rv.htm>

For those without web access, John's mobile museum is housed in a vintage



Who is this man...what is this van... and why are they smiling?

(what else?) 1973 Dodge Crown Rv with 41,000 original miles. It's powered by a 440cu engine. As John says: "It purr's like a kitten -- a B-I-G kitten -- a lion!." The van sports a 24" rear door and 36" front door...just the thing for allowing access for those large boat anchors John has a fondness for. The interior has plenty of room for shelves, cabinets and an operating vintage station. Other amenities include two roof-mounted air conditioners and AC fluorescent lighting. John says the flat, uncluttered rear is a good candidate for a painted old radio scene..."Rock

stars and country-western singers will think they passed into a time warp as they drive by!" Among some of the display items John is considering is a 1926, 3-tube homebrew short wave receiver, an SX-28 receiver, and a 1940's homebrew HF transmitter. The transmitter will be mounted on a lazy Susan so it may be rotated to admire the internal workmanship. Let's offer John a show of enthusiasm for his project with a great turnout for the August meeting.

The program for the evening was an impressive presentation by Al Klase charting the development of the Alexanderson alternator system and his successful efforts to record a commemorative broadcast from SAQ in Grimeton, Sweden. Al's projection of the text and illustrations from a Toshiba notebook computer onto a movie screen and physical representation of the actual broadcast's code (recorded on a spectral analysis computer program) added a professional touch that kept attention high. But rather than providing a summary of Al's talk (which wouldn't be difficult since Marsha Simkin took excellent notes while your editor daydreamed of years gone by), a recent article appearing in Houston Vintage Radio Association's *The Grid Leak* provides a more accurate picture and is reproduced in this month's Broadcaster.

**THE JERSEY BROADCASTER**, published a minimum of ten times each year, is the newsletter of the New Jersey Antique Radio Club (NJARC) which is dedicated to preserving the history and enhancing the knowledge of radio and related disciplines with special emphasis on contributions made by the state of New Jersey. Dues are \$15 per year and meetings are held the second Friday of each month at the Grace Lutheran Church, corner of Route 33 and Main Street in Freehold N.J.

Submissions are welcome in typewritten or diskette (5-1/4" or 3-1/2") form with formats in ASCII, WordPerfect, Word, etc. Photos in high contrast black and white are appreciated but color photos are acceptable. The Editor or NJARC is not liable for any buying and selling transactions or for any other use of the contents of this publication.

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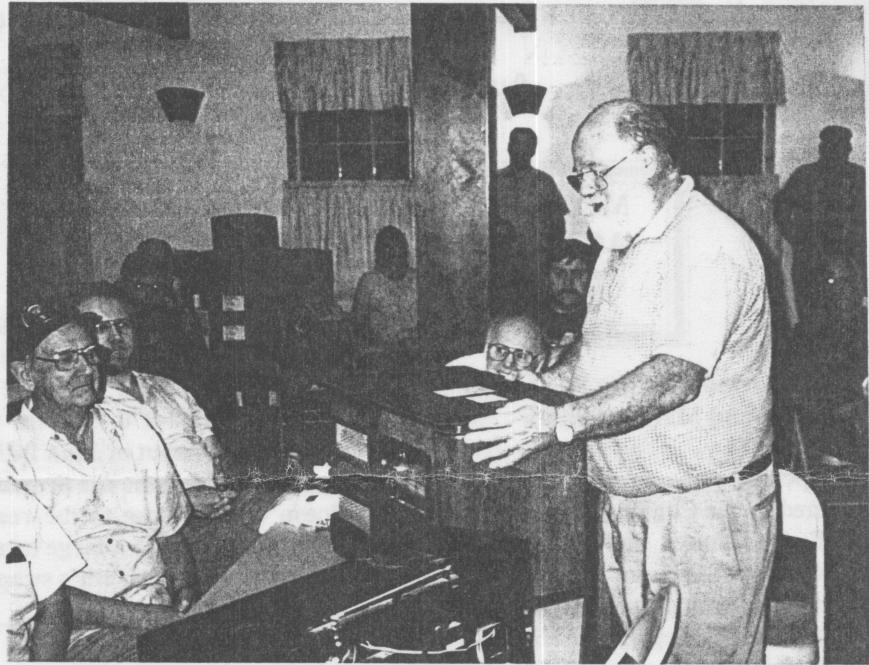
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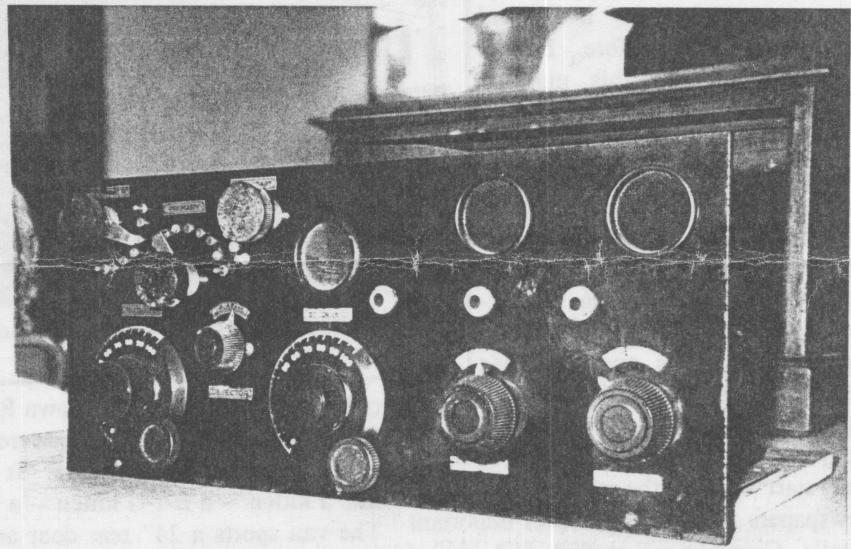
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(609)-927-3873  
<http://www.eht.com/oldradio>



John Dilks displays a 1937 AC/DC Pilot radio featuring a drum dial, 3 bands, 2-speed tuning and original Pilot tubes. John found this radio during a recent visit to his daughter near Brant Rock.



Another one of John's finds from Brant Rock...a John Reinartz receiver featuring 3-199's.

## NORWEGIAN BAKELITE

By Marv Beeferman

When a 1937, Zenith model 12-S-232 tombstone appeared in the first edition of *The Collector's Guide to Antique Radios* (1991) by Marty and Sue Bunis, the \$160 price tag seemed reasonable...BC, SW, ornate wooden case with a 2-section grill, black dial, tuning eye, etc. Indeed, the one I picked up at a yard sale about five years ago in excellent condition seemed like a good buy at \$75. In the second edition (1992) of the same reference, we notice a significant price jump to \$750, with the radio now being labelled the "Walton's tombstone." The Waltons? Mention this family name to anyone twenty years or younger and they'll probably have no idea what you're talking about. But for us older folks, this popular series was a weekly ritual in the late 70's and early 80's and, in many scenes, the Zenith 12-S-232 adorned the living room of Jim Bob's house. In one segment, a Radiola 20 with its conspicuous loop antenna was identified in Ike Godsey's store (see *Radio Age*, Vol. 4, No. 5) but the effect on its selling price was minimal.

I'm not sure if the "Walton Zenith" will still bring today's asking price ten years from now; it seems that the original price-hype is already fading. But each era has its own value catalyst, and the Beatle's Paul McCartney may be taking Jim Bob's place. The National Trust of England, a conservation charity, has purchased and donated to the ages 20 Forthlin Road, home to the family of Sir Paul McCartney from 1955 to 1964. The Trust has ripped out all the decorating enhancements of the last three decades, restored its serviceable 1950's appearance and is about to make the home available to the public.

Fans will be able to tour the house in groups of 14. Stepping into the house, they will encounter the famous parlor, a strikingly modest setting for the beginning of a songwriting partnership that would influence popular music around the world. In

one corner is...could it be?,,yes, a black-and-white Bush television that is the same model as the one the McCartneys bought in 1953 to watch the coronation of Queen Elizabeth. Could it also be the same model that George Shields showed us how to restore in the May issue of the *Broadcaster*? Is George now the proud (and probably wealthy) owner of the McCartney TV!

The kitchen is a trip to Betty Crocker land with period appliances, tin boxes with "Bread" and "Biscuits" stenciled on their sides, Lifebuoy soap bars, and a clothesline for dish towels. But wait, what is that to the right? No...not the same model Phillips radio that Mr. McCartney wired with earphones so young Paul could listen upstairs to Radio Luxembourg, the only source those days for American rhythm and blues music by people like Little Richard and Fats Domino. For those of you with any Phillips radios in your collection, I suggest that you wait before trying to unload them at the next swapmeet. For who knows, when the exact model number is eventually published (a trip to England would be well worth the effort to gather such vital information), you may be the proud owner of the McCartney radio!



For the present, however, I wouldn't press too much to buy up every Bush TV and Phillips radio in site, speculating that you might eventually wind up with a McCartney replica. At a presentation offered during a preview to the restored McCartney home, one unimpressed listener asked of England's National Trust, "So when are you buying a Spice Girls house?" Just as quickly as Paul McCartney can displace the Waltons as a driving force for the next "gotta-have," so can fickle collectors suddenly turn their attention to a new celebrity icon...the Guild, Spice Rack radio.

## Radio Station SAQ Grimeton - The Link to America

By Durell Roth

*The following article appeared in Volume 20, Number 5 of the Houston Vintage Radio Association's *The Grid Leak*. It is reprinted here with the kind permission of Editor David Moore and the author...Ed.*

On May 28, radio listeners with VLF equipment had the rare opportunity to receive a commemorative broadcast from SAQ in Grimeton, Sweden. Known as "Radio Station Grimeton--the Link to America," SAQ began operation in 1924, using a 200-kilowatt alternator designed by Dr. E. F. W. Alexanderson, the chief designer for General Electric (GE), which manufactured the system. Known, too, as "The Greatest Radio Station," SAQ, operating on a wavelength of approximately 17,440 meters, quickly proved the reliability of international wireless and became a major station in the world-wide communications network operated by the Radio Corporation of America (RCA). In 1946, in favor of the more efficient vacuum-tube transmitters, station personnel removed the alternator from active service except for scheduled monthly tests designed to help maintain the unit in operating condition.

Today, Radio Station Grimeton--the Link to America, is a museum owned by Telia Mobile, formerly the Swedish Telecommunications Administration. On October 11, 1995, the station was declared a Listed Historic Establishment by the County Administration of Halland, Sweden. From personal correspondence with SAQ engineer, Bengt Degas, I got the distinct impression that the facility is run as much like a wireless station as it is a museum. After SAQ was declared a historic site, Degas says that the station had to remain as it was during its time of full service, and funds would be made available to keep everything in working order. He went on to say that, since that time, two of the six antenna towers have been (Continued on page 4)

*(Grimeton...continued)*

repainted; and that the alternator, its ancillary equipment, and the massive VLF antenna have been fully maintained and used, along with the SAQ call sign, for periodic special tests and commemorative broadcasts.

During these broadcasts, radio listeners around the world have had an opportunity to experience the adventure of VLF receiving and an opportunity to hear the SAQ call sign in Morse code from the only 200-kilowatt Alexanderson alternator system in working order today.

A complete Alexanderson alternator transmitting station consists of three major sections: an alternator, magnetic amplifier, and a multiple-tuned antenna. The alternator generates the radio frequency current directly at the frequency of operation. The frequency of the signal current is solely dependent on the number of field poles in the unit, and on the speed at which the armature is rotating.

To achieve the 200-kilowatt power level required for the SAQ station, Alexander-son designed an armature with 64 sections, each section generating about 100 volts at 30 amperes. An air-core transformer containing 63 independent primary windings corresponding to each armature section combine the output of each section in a single secondary winding for a total alternator output of 2,000 volts at 100 amperes. In his 1920 article, "The Alexanderson System for Radio Communication," published in the October issue of the General Electric Review, Elmer E. Bucher describes the alternator as being, "...an inductor type of generator with a solid steel rotor having several hundred slots milled radially on each side of the rim." Describing the driving motor, he continues, "The alternator is driven by a 600-h.p. induction motor of the wound-rotor type, which is operated from a 60-cycle, 2300-volt, quarter-phase source of supply. The motor is connected to the alternator through a double helical gear (with a speed step-up ratio of 1:2.97), which operates in a container partially filled with oil." An alternator system operating as described would generate a constant-amplitude carrier wave without modulation. Modulating the alternator requires the use of a magnetic amplifier.

The magnetic amplifier is basically a transformer used to control the output level

of the alternator. It is used for both CW and voice transmission and can be thought of as a variable impedance which is connected in shunt with the external circuit of the alternator. When the system is used for telegraphy the amplifier reduces the output voltage of the alternator and detunes the antenna system when the telegraph key is open and performs the opposite function when the key is closed. To operate the alternator in a radio-telephony mode, the magnetic amplifier must be biased such that it causes the alternator output to vary in accordance with the audio signal, thus producing amplitude modulation of the r-f current in the antenna.

At SAQ, the antenna is a six-tower, multiple tuned, in-line array over 2,000-meters long. Each tower is 127-meters tall and is equipped with a horizontal crossarm at the top which supports a 12-conductor feedline. At six specific points along the 2,000-meter array, each conductor of the feedline is connected to a ground-mounted tuning coil, thus forming six series-tuned, top-loaded, vertical radiators. This is the VLF array that engineers installed when the station opened in 1924, and, along with the original 200-kilowatt Alexanderson alternator, is the array used for special test and commemorative broadcasts today.

Knowing that a special test of the SAQ station would take place sometime before June, 1998, four of us, Paul Bigelow, Nick Broline, Jim Lindley, and I, began to assemble VLF receiving systems. The four-station receiving network here in Austin consisted of the following equipment: Jim Lindley: Three-foot square loop antenna with home-brew preamplifier, both designed and built by Broline. Signal from the preamp was fed to a Palomar VLF converter and then to an ICOM 781 receiver with a Timewave DSP-9 processor. Lindley also used a soundblaster card in a high end Pentium PC with AF9Y's FFTDSP spectral analysis program. Nick Broline: Tracor series-tuned, 54-turn, 3-foot diameter, shielded loop antenna followed by a home-brew preamplifier and up-converter. Output signal from the converter was coupled directly to a Kenwood 690S and a Timewave DSP-9 processor. A Fluke model 207 phase tracking receiver with a 50 Hz i-f bandwidth

was used as a second receiver. Paul Bigelow: 100-foot long-wire antenna, and an alternate 6-foot diameter loop feeding directly into a Kenwood R1000 receiver. Durell Roth: Five-foot square Broline-loop antenna with home-brew preamplifier feeding a Palomar VLF converter. The converter output signal was fed directly to a Drake 2B/2BQ receiver with a Timewave DSP-9 audio processor. A Kenwood TS-940 was the backup receiver.

Around the middle of May, much of our receiving equipment was working, and each of us began making background noise level readings and monitoring the signal level of stations like WWVB at 60 Kc and NAA at 24.0 Kc. These signals were loud and clear at each receiving site, but we allowed ourselves no boasting. It is well known that the background noise level on VLF is estimated to be at least 30 db higher now than it was when SAQ was active in the 1920's. Equally well known is that the very signal we were seeking is extremely difficult to receive anywhere in the U.S. and particularly challenging in the central and western parts of the country. A comparatively low background noise level at our frequency of operation, 17.2 Kc, however, was encouraging; and then came the announcement from SAQ. The test transmissions would be made on May 28, and this year would be a little different than those past. The propagation challenges remained the same; but, this year, SAQ had received the Swedish Industrial Heritage Association's award for industrial heritage preservation, and the station would make two thirty-minute CW transmissions using the original VLF equipment. The first transmission would be from 0915 to 0945 UTC, and a second from 1500 to 1500 UTC.

At four o'clock in the morning the day of the test, I was in contact with Broline and Lindley on the two-meter amateur band. We all listened intensely and compared noise levels and test signals, but all too quickly the transmission time ended without our receiving so much as a "dash." Because of work schedules, I was the only one in the group available for the second transmission time, and by default became the designated listener. By 1445 UTC, I had noticed a slight decrease in (Continued on page 5)

*Grimeton...continued)*

the background noise and a drastic change in propagation. Hoping this would be a positive sign, I eagerly awaited the second test, but again the period came and went without even the letter "S."

All was not lost, however. This year the SAQ prize goes to Al Klase, N3FRQ, in Flemington, New Jersey--and possibly to others as yet unknown. Klase was able to copy portions of the 1500 UTC transmission and will be making a "wave file" available on the WWW so we, too, can listen. Maybe someone can make cassette tapes available too for those who are not on the web.

Congratulations to Al Klase on a job well done. And to the rest of us who had "negative copy," better luck next year. In the meantime, happy listening to everyone on VLF.

## A ZENITH GOES HOME

By Larry Johnson, K5YF

*The following is the second installment of an article that began in the July Broadcaster and originally appeared in QST for April 1998...Ed.*

### A Plea for Help

That evening, I was finally able to get the back open, only to be greeted by a huge mud dauber's nest inside. The finest collection of cobweb specimens one could hope to find had become intertwined among the tubes and the tuning capacitor. Not an auspicious beginning by any stretch of the imagination. After completely disassembling and checking the unit, I elected to bring it up slowly using a Variac.

Meanwhile, I also sought some advice. I had no idea what to do with the case, and I needed a schematic. A Mayday went out over the Boat Anchors Reflector on the Internet.

The Variac was up to maximum and no

smoke ... a good sign. As I tuned the radio with the volume cranked wide open, I was blasted by silence. Not even a hum. Very likely the 3V4 audio tube was bad--probably along with the rest of the tubes. But this is what Elmers are for. A quick call to Gary--during which he mentioned that he also happened to have a Zenith Trans-Oceanic--turned up a spare 3V4.

I got maybe half a dozen e-mail responses, all with the same advice: use black shoe dye and paste wax to restore the case. I tried to imagine what that would look like. To say the least, I was skeptical. Another message advised where I could get a set of schematics.

Let's see. What tubes does this little fella have? Assuming the tubes in the radio were the right ones, I counted one 1U4, two 1U5s, one 1R5, and a 3V4 (plus a spare set). The next day, I placed an order for the tubes and schematics. Replacing the 3V4 with the one I'd gotten from Gary, I was now greeted by static. Progress!

When the tubes and schematics arrived, a folded piece of paper greeted me as I opened the box. It contained instructions on how to modify a 1R5 to replace the 1L6 in the Zenith Trans-Oceanic. Huh? *What 1L6?* Digging through the box, I found the schematic. Sure enough. It showed the tube lineup for my set as one 3V4, one 1U5 or 1S5, two 1U4s, and a 1L6.

Now I had two problems. First, I needed a 1L6. Second, the count of 1U4s and 1U5s originally in the radio appeared to be wrong. With the spares I'd ordered, I had enough tubes--just no 1L6. Using a Dremel tool, I performed the recommended pin removal surgery on the 1R5 to make it compatible with the 1L6 wiring. After installing the tubes, it was time to try the radio again. A definite station! Only one to be heard on the Standard Broadcast band, but real music nonetheless. When was the last time real music had come through that speaker?

I continued to be curious about the 1R5. Was it *really* a suitable replacement for the 1L6? Responses from the Boat Anchors Reflector, such as "adequate on the broadcast band, not good on higher frequencies, and really requires realignment", were less than encouraging. Another question went out to the list.

"Anybody know where can I find a 1L6?"

I got one ominous reply. "Good Luck. Those tubes are difficult to find." Not satisfied with having to settle for a 1R5 and discouraged at not having a lead on the correct tube, I put the radio aside for a while. Only "a while" turned into a couple of months.

### A Second Attempt

It was now mid-summer. Rummaging through the shack one day, I stopped and looked at the Zenith--resting in its new home on the end of the workbench. Enough procrastination. It was time for another call to the Boat Anchors Reflector. Information came back telling where to find the 1L6. Sure enough, a phone call the next day and two were on their way. Another phone call to my favorite electronics supply house and the capacitors were en route.

Capacitors and tubes arrived several days later. Plugging the 1L6 with a quiet comment to the radio of "C'mon fella, you can do it," I turned the radio on and started tuning the BC band. Music, a local talk show, more music. Punching the 2-4mc button, I kept tuning. A South American station, a religious music station, more music. The radio was alive! After 35 years, it was *really* alive!

As you might expect, given the age of the filter capacitors, there was a definite hum in the audio. It was then that I made a mistake that cost me several weeks plus a certain amount of frustration. Using clip leads, I bridged the replacement electrolytics across each section of the existing filter cap, then turned the set on. The hum was still there but almost gone. Wonderful! Several evenings of replacing capacitors and it was time for the acid test. Turning the radio on, I started to tune. The stations were much clearer, sensitivity seemed better, an alignment was definitely needed, but that distracting hum in the audio was still there! I was baffled.

I spent evenings over the next several weeks trying to track down the source of the hum. Lifting the leads one by one on the electrolytics did not help. Another call to Gary. "Yep, sounds like power supply hum. Something is wrong with the filter capacitors or your wiring." More (Continued on page 6)

(Zenith...continued)

evenings of searching. Checking with a 'scope, I could *see* the ripple. Obviously, I was missing something.

Then it hit me! How could I have been so blind? I had only *bridged* the new electrolytics in parallel with the old filter capacitor sections, so my initial test with the clip leads was misleading. The old filter capacitor was leaky beyond belief! It needed to come out of there altogether. I made the necessary changes, reconnecting everything with clip leads to test.

By this time, the Zenith and I had developed a close personal relationship. We had nightly conversations. Once again, I whispered words of encouragement to the Zenith as I switched it on. There was that instantaneous pause as the I-V tubes caught up with the current. The shack filled with deep, rich notes of music as the local AM station KQUE played *The Impossible Dream*. There was no trace of hum. I spent the remainder of the evening sitting in the shack, listening to the Zenith. The audio was simply beautiful!

### The Final Stage

I completed the rest of the electrical work with only minor obstacles. During alignment, the dial cord broke. Inspection showed that the dial cord had actually been replaced at one time--incorrectly. Instead of being run through the slots in the chassis, it was wrapped around the tuning knob outside the chassis. Immediately, I understood why. I wouldn't have wanted to take this thing apart either. It was also during alignment that I discovered the slug in the 19-meter antenna coil was wedged in with a small jugged square of rubber. I just laughed, "Dick OM, I can see exactly where you've been in this radio."

I approached the cosmetic restoration process with some trepidation. After gluing and clamping the separated case and gluing the loose fabric back on, it was time to try the recommended dye-and-polish trick. Applying the dye, it began drying before I could finish the side I was working on. A sinking feeling grew in my stomach as I worked my way around the set. When I finished, I was horrified. I was convinced the radio was ruined, but there wasn't much I could do but let it dry.

Several hours later, I applied the wax

shoe polish. I surveyed the results with cautious optimism. It certainly looked a lot better than with the dye alone. After attacking the case with a shoe brush and giving it a final rubbing with a rag, I carried the case outside into the sunlight. Wow!!! This looked good! In fact, this looked great! Encouraged and relieved, I turned to the final step.

I was concerned about the plastic front. Not only was it fragile and cracked, the dial window was clouded. My remedy of choice was Novus plastic polish, but I worried that the labels screened onto the inside of the plastic window might come off. Twenty minutes later, I held it up to the light. The window was perfectly clear. The labeling was intact. I had managed to clean and polish the whole front without breaking it or worsening the cracks.

Reassembling the radio, I sat there, admiring the final results. What had started as an impossible dream six months earlier was complete. "Little fella, you are one beautiful radio," I declared.

### The Zenith Goes Home

It was time to give the Zenith back to Don, but I put it off for several days. I enjoyed having the set in my shack, and I really didn't want to let go of it. But, with some regret, I packed up the radio and a spare set of tubes with my schematics and notes.

I walked into Don's office and set the refurbished radio on the table where I'd first met it six months earlier. Don's eyes got big, and he smiled. Plugging it in, I flipped up the lid and turned it on. Once again, the deep, rich sound of a local AM station filled the air. Don didn't say a word as he tuned through the bands, stopping to listen to different stations. Finally, he spoke, "This is amazing. I'm not going to give it to my brother as a birthday present. I'm going to give it to him for Christmas. I want to be there so I can see the look on his face when he opens it."

Before I left, Don said he wanted a bill for the work. Laughing, I replied, "You can't afford the labor." But he insisted.

"Okay," I responded, "The 1L6s were a little pricey, so I'll give you a bill for the tubes and capacitors." But I did ask for

the right of first refusal if he or his brother ever decided to part with the set. "That radio and I have become good friends," I told him.

Later, I wandered back down to Don's office to say goodbye to the radio. I stood there looking at the Zenith, still sitting on the table, still singing its song. Reaching out for one last touch, I bid it farewell, thinking, "Good-bye, my friend. Maybe one day our paths will cross again."

Several days later, I left him an itemized bill for the tubes and capacitors. It came to \$105.31.

### A Zenith Comes Home

A couple of weeks had passed when Don asked me to come down to his office. When I walked in, it was *deja vu* as a vision of the dirty, ragged Zenith crossed my mind. With a mischievous glint in his eye, Don said, "I have a check for \$105 in my pocket, but I have something else that you may want even more. You have to make a choice."

I felt a little awkward and, at first, didn't quite know what to say. "Don, you don't have to do anything special," I said finally. With that, Don reached down behind his desk, picked up a very familiar black "briefcase," and placed it on the desk.

I was dumbfounded. "He can't do this," I thought. "That's his brother's radio." But then I took a closer look and realized it wasn't the same set.

In that same instant, Don flipped up the front to reveal a beautiful Zenith Trans-Oceanic B600. As I sat there speechless, he flipped down the map case inside the lid to reveal the original station maps. Then he showed me the original owner's manual, stowed in the back compartment. Unfolding the original schematic, he held it up and said with a grin, "You can't do anything without this." There was no doubt in my mind that Don had carefully planned this moment, and was obviously enjoying every bit of it.

As he carried the Zenith over to the table to plug it in, I was finally able to get my voice back enough to ask, "Where and how did you get that?"

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(Zenith...continued)

He explained. He had remembered when I'd mentioned that Gary also had a Zenith Trans-Oceanic. Gary had acquired his Zenith a couple of years earlier from Tucker Electronics when they closed down their museum. He had not done any work on it, but it was museum quality. When Don told him why he wanted to buy it, Gary didn't hesitate to say yes. "It couldn't go to a better home," he told Don.

After Don finished his story, I told him I could not just accept this radio and offered to pay him the difference. Don's response was firm. "No. I knew how you liked that radio. I can never repay you for what you did for me. This is the best way I know how."

At this point it dawned on me that Don never intended there to be a choice. I looked at the Zenith Trans-Oceanic sitting on the table. A good friend had come home.

#### Epilog--*Deja Vu* All Over Again

This story had an unusual twist. While museum quality, the B600 had set for a number of years, so minor restorative work was in order, including refurbishing the case and brass as well as an alignment. I completed the work in a couple of evenings and a weekend. The result was a beautiful, mint Zenith Trans-Oceanic, which was playing in my shack as I wrote this article. Just as I finished--literally on the last line--the song *The Impossible Dream* came on the radio again.

The next day at work, I showed Don a copy of this story. "This is amazing," he said. "There's more here than you know. It has to do with *The Impossible Dream*."

I told Don about how I'd had the Zenith on while I was working on the story, and that just as I'd finished it, *The Impossible Dream* began to play again.

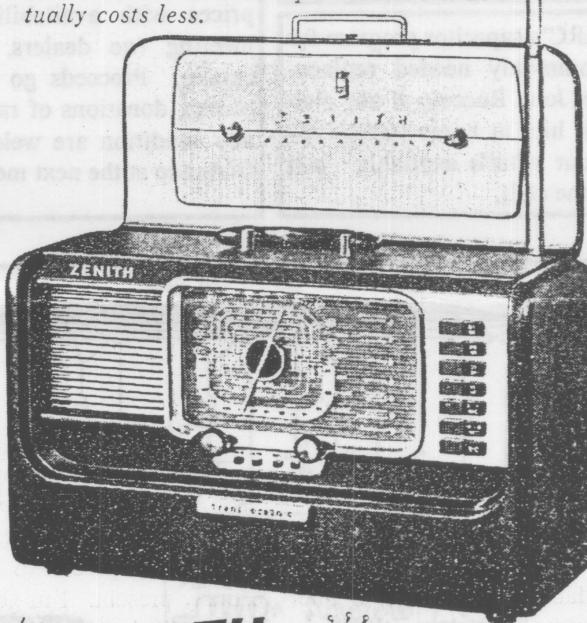
He just laughed. "Let me tell you something else," he said. "When my wife and I got married, we had a big wedding - 700 people. We each picked a song to be played for the wedding. One of my friends suggested *The Impossible Dream*. That was the song that was played at my wedding."

# This is the one

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## CONNECTIONS

Free exposure for buyers and sellers! Unless requested otherwise, each ad will run for two months in both the *Jersey Broadcaster* and the *Delaware Valley Oscillator*. All buying and selling transactions are the responsibility of the parties involved.

## FOR SALE

Howard Sams PhotoFact volumes 1-2-3-4-5-6. Good condition. Call after 5 PM. Steve Hrobak, 62 River Road, Montville, N.J., 07045. (973)-334-7024.

Next list of *highly collectible* tubes now being assembled. Send SASE for list of duplicates, to be mailed in May. Jerry Vanicek, PO Box 4743, Chicago, IL 60680. No phone calls, please. (3/98)

Check out NJARC's capacitor program for those most commonly needed replacements. Contact John Ruccolo at any club meeting or call him at home (609)-426-4568 to find out what's available. All proceeds go to the club.

The ever-handy reference *Tube Lore* gives 186 pages of insightful scoop on about every North American tube there is. Reviewed by Eric Barbour in *Vacuum Tube Valley* as "an instant classic." Available from Ludwell Sibley, 102 McDonough Road, Gold Hill, OR 9725-9626 for \$19.95 postpaid in the U.S. and Canada, \$24.95 by air overseas. Clubs get a discount on multiple copies. (3/98)

Tektronix 556 dual-beam oscilloscope with roll-around cart and 53C, 53/54B, 1A4 (4-channel amp) and 1A1 (dual-trace) type plug-ins. Working and with manuals, \$75. Also selling a pair of Ritron (Carmel, IN) 2-channel portable walkie-talkies, Model RT-150, for \$25. They both work and take 9-volt batteries. John Okolowicz, 624 Cedar Hill Rd., Ambler, PA 19002, (215)-542-1597, grillecloth@compuserve.com. (3/98)

The NJARC tube program offers clean, tested, boxed tubes at very reasonable prices with availability at any club meeting (no dealers, please...not for resale). Proceeds go to the club. Of course, donations of radio-type tubes in any condition are welcome. See Gary D'Amico at the next meeting.

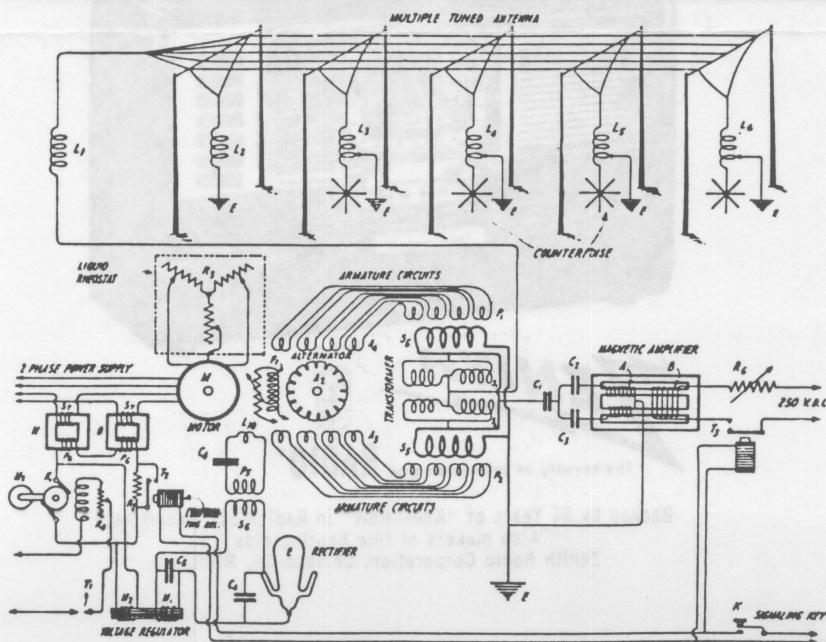
Communications and military radios, test equipment and some radar items. Send long SASE for large list. No sales until you have received my list; looking for some trades. Ray Chase, 1350 Marlborough Ave., Plainfield, N.J. 07060. (908)-757-9741. (3/98)

## WANTED

Buying European Radios! Grundig, Telefunken, Saba, Normende, Blaupunkt, French Radios, Polish Goplana, etc. Must be in mint or close to mint condition and in working order. No junkers, please! Richard Brill, P.O. Box 5367, Old Bridge, N.J. 08857 (732)-607-0299 Fax: (908-679-8524) rgbent@aol.com

Any *Wireless Age* magazine, 1922-1925, and any *Radio in the Home* magazine (published in Philadelphia). John okolowicz, 624 Cedar Hill Rd., Ambler, PA 19002, (215)-542-1597, grille cloth@compuserve.com. (8/98)

Edison Model 10 (or equivalent) dictaphone cylinders. Tony Trope, 33 Jackson Court, Fordes, NJ, 08863 (3/98)



A simplified circuit of a typical 200-kW station using the Alexanderson alternator.

Source: The A.W.A. Review, Volume 3, 1998, pg. 130.