

The Jersey Broadcaster

NEWSLETTER OF THE NEW JERSEY ANTIQUE RADIO CLUB

February 2000

Volume 6 Issue 2



MEETING/ ACTIVITY NOTES

Reported by Marsha Simkin and
Marv Beeferman

February will be a busy month for the NJARC, so we'll open our Meeting Notes with a few reminders. First and foremost is **DUES**, which remain unpaid by close to 100 members. Did you know that nearly two-thirds of our budget goes to the production of the *Broadcaster*? That leaves only one-third for conducting the remainder of club business including the holiday party! It would be nice if we could firm up our finances early in the year (no later than March) so we can plan for future events. Please check the date adjacent to your name - if its "1/00," a \$15 renewal would be greatly appreciated. Send your check to our membership secretary, Marsha Simkin, at 10 Avalon Lane, Matawan, N.J. 07747. Marsha has also asked anyone who took their membership badge home to wear it at the next meeting.

Our **Winter Repair Workshop** is scheduled for February 19th at the Grace Lutheran Church. Facilitators are requested to arrive at 8:00 AM for setup and participants can begin to filter in around 9:00. Our first workshop was so successful that organizer Al Klase asks anyone planning to attend to notify him at (908)-782-4829 (evenings) or skywaves@bw.webex.net so a headcount can be finalized. The 2000 NJARC **BCB DX Contest** starts Friday, February 18th...full details are included in December's *Broadcaster*. And don't forget that entries for the **Home-brew, One-Tube Radio Contest** are due at the April 14th meeting.

The club has agreed to support the InfoAge project with a Pioneer Member-



MEETING NOTICE

The next meeting of the NJARC will take place on Friday, February 11th 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 732-446-2427 for directions. This month's meeting will feature the viewing of the video "The Secret Life of Machines: Television" provided by Ted Sowirka. In addition, a mini-auction will be held of some club donations lovingly cared for by Ray Chase including test instruments, some older hi-fi units, a tape recorder and turntable and a very nice RCA 630TS TV that is missing only a tuner.

ship of \$250. Individual memberships are encouraged and applications are available from Phil Vourtsis. The club has also been asked to support John Dilks in a display at the Trenton Computer Fest. John will be bringing his Mobile Amateur Radio Museum and has arranged for additional space for NJARC exhibits. This provides a great opportunity to promote

sponsor displays at an assisted living facility in Paterson and at the Barnegat Library; contact Marv Beeferman for further information.

January's "Open Forum" was well-supported - here's some of the contributors:

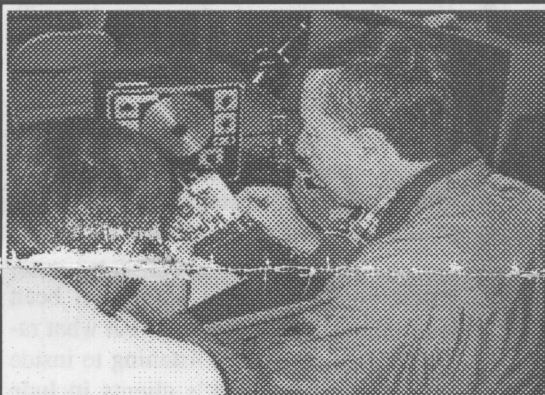
- Bernard Gindoff again amazed the club with two new 3-D caricatures, "Tubeman" presented to Gary D'Amico for his excellent work as Tube Program Chairman and "Antenna Bug," that invisible nemesis of receivers and transmitters.

- Bob Allerton displayed a 1935 Popular Radio article where a California undertaker was offering a \$1200 steel coffin complete with a radio receiver. The pitch? - the soul lingers near the body until judgment day.

- Ed Ledner introduced us to <http://scriptorium.lib.duke.edu/adaccess>, Duke University's web site where 2500 old radio and TV ads are available for viewing or downloading.

- Ken Roginski prompted a discussion of the restoration and preservation of fiberboard radio backings with a 1938 Emerson.

- George Shields displayed a 1937 VE301G Volksenfanger (people's radio). George explained that the radio was intended to be sold to people who could normally not afford one, utilizing only



Schmooze with the experts and let them help you bring that dead radio back to life at the NJARC Winter Repair Workshop - February 19th, Grace Lutheran Church, 9:00 AM

the club and attend the computer fest at the same time (a computer museum exhibit is also planned). If you are interested in supporting this worthwhile project by either attending or contributing displays/artifacts, contact John at (609)-927-3873 (<http://www.eht.com/oldradio>). The club has also been approached to

THE JERSEY BROADCASTER 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. 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. 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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two vacuum tubes and no rectifier. The displayed set was contained in a wood cabinet, a more rare example, since only 200,000 of the total 2.3 million produced were made this way. George also displayed a German license required for radio ownership; the license could be purchased from local post offices for 24 marks for the year or 2 marks per month. A clause was added to the license during the war which stated that the postal police could enter an owner's premises at any time to check if a radio was altered for espionage work.

• Marty Friedman showed a Philco 46 obtained at our last swapmeet which he nurtured back to health, cabinet crack and all.

THEY KNOW WHAT YOU LISTENED TO LAST SUMMER ON YOUR CAR RADIO

By Catherine Greenman

The following article appeared in "The New York Times" for January 20, 2000...Ed.

Like easy listening? Classic rock? Howard Stern? Next time you drive to a concert arena or down a freeway, your car radio could be transmitting some information of its own: your listening tastes.

For the last four years, Mobiltrak, based in Birmingham, Ala., has been marketing a device that finds out what radio stations people are listening to inside their cars. Mobiltrak's clients include concert arenas, shopping malls and car dealerships, all of whom pay to install the shoebox-size devices at the entrances of their businesses.

The monitor works by picking up signals from a car's radio oscillator, the part of the radio that tunes into the station. The data is recorded and sent via modem to Mobiltrak, which then sends an e-mail report to its clients on a daily or weekly basis. Companies use Mobiltrak's device to determine whether the money they spend on radio advertising is being spent

in the right places. Knowing the stations customers listen to as they drive in is one way of finding this out, they say.

"If we're going to spend advertising dollars in Boston to encourage people to come see Aerosmith, we want to determine which radio stations have the best opportunity of reaching an Aerosmith listener," said Mike Ferrel, president and chief executive of SFX Entertainment, a major concert promoter and venue owner and operator. He said SFX had paid Mobiltrak "a number in the high five figures" for a three-year deal.

Another Mobiltrak user, Lenny Sage, vice president of the Universal City Nissan car dealership in Los Angeles said, "We recognize that people channel surf, but with the amount of sources we get on a weekly basis, about three to four thousand, we think we're getting a good picture of what they listen to."

Other Mobiltrak clients include radio stations themselves, which have commissioned the company to install monitors along major freeways and other heavily trafficked roads. "We've wired the entire market in Los Angeles, Phoenix and Atlanta," said Lucius Stone, vice president for sales and marketing at Mobiltrak.

Mobiltrak (www.mobiltrak.com) is not the first to monitor people's radio choices. The British Broadcasting Corporation's television licensing group, for example, deploys so-called detector vans to drive down residential streets and detect oscillator signals from televisions inside houses. The group then verifies with its database that each homeowner has a license for the television set, which is required in Britain.

Mobiltrak works without the car's occupants even being aware that their listening habits are being monitored. That has raised concerns among some privacy experts.

"The practice is deplorable, but like so many other laws relating to privacy, there are all sorts of loopholes in wiretap laws," said David Banisar, a lawyer with Privacy International, a privacy watchdog group based in London that focuses on surveillance by government and corporations.

Mobiltrak and its clients maintain that the monitoring device performs a random sweep of car radios but does not identify
(Continued on page 4)



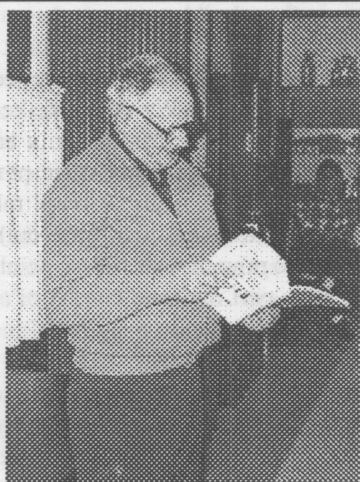
Bernard Gindoff presents tube program coordinator Gary D'Amico with his latest creation..."Tubeman."



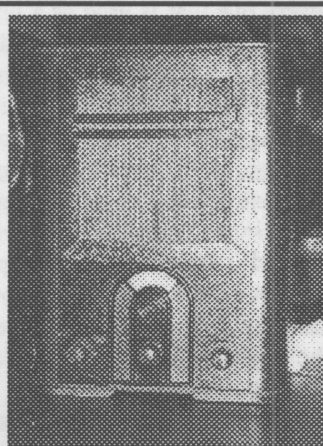
A closeup of Tubeman.



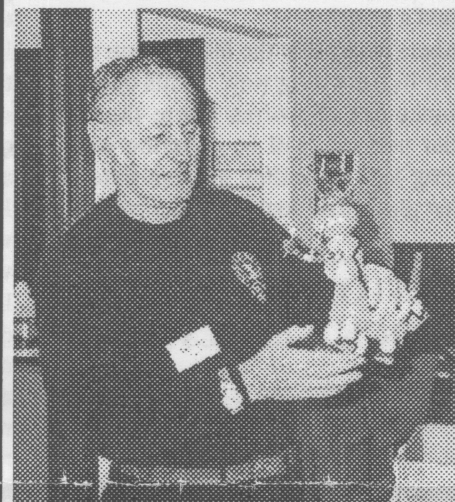
One of 2500 old radio and TV ads available at Duke University's web site.



Anyone interested in a steel coffin complete with radio receiver for those slow evenings with nothing to do?



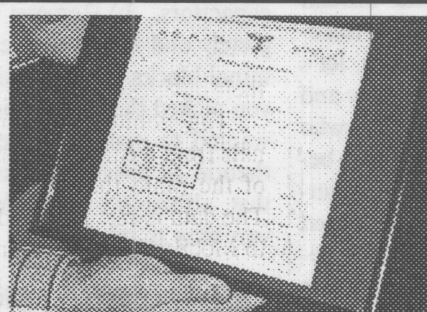
A rare 1937 wood cabinet Volksenfanger described by George Shields.



Another Gindoff original...the Antenna Bug.



Marty Friedman's Philco 46.



George Shield's German radio license.

the car or its occupants and therefore does not infringe on people's privacy.

"It's not personal, it's generic," Mr. Ferrel said. "We get information that a car is listening to 97.5, not that the person is listening to 97.5."

A random sampling of radio station "hits" might be considered relatively harmless, and not much different from an Internet site's recording the number of hits it gets. But couple the monitoring device with a digital camera that reads license plates, critics say, and these companies will be able to match individual car owners to their favorite radio stations.

"There's the opportunity and economic motivation to match the license to the listening data," said Jason Catlett, president of Junkbusters Corporation, a consumer privacy Web site (www.junkbusters.com). "This would be of enormous interest to radio stations, which are paid by advertisers according to their audience demographics. Imagine if they could prove that more than 50 percent of their audience makes over \$75,000 a year."

Others worry that the information could be used in the wrong way. "This opens an enormous can of worms where the commercial pressure will be to refine who is listening to what station at what time and in what place," said Joel R. Reidenberg, pro-

gizmos and why were so many unique types produced? One reason could have been to insure that servicemen would buy only Philco parts. Another possibility could be that the use of dual-capacitor units and tie points simplified wiring and soldering operations, thus reducing assembly time and lowering labor costs. But whatever the case, their use may have been the reason why so many 50+ year-old Philcos still work. Special precautions were taken to insure that only the best waxes and foils were used in their construction. A vacuum pump was used to rid the wax of all traces of moisture, thus allowing the condenser to be thoroughly impregnated with high temperature wax. They were then given a 1,200 volt zap in a test jig, weeding out faulty units.

Although originally well-made, time and environment still play havoc with paper capacitors. Ed Lyon, in his article "Those Philco Capacitors," suggests replacing every one that is used as a plate-to-next grid audio coupling element since leakage will cause real bias problems in these applications. Other applications where Ed suggests that leakage could cause problems is in AVC bypass units and power line bypass-to-ground units. In the AVC circuit, impedances are very, very high and a leaky capacitor bypass will load the AVC line terribly. In power line bypass applications, heat will develop due to the constant leakage current and cause the unit to ooze its contents. Ed adds that many collectors want all "boats" replaced just for safety's sake or to be able to play the radio often.

If you came across some bad blocks during the repair process, you probably chose one of three directions depending on your restoration preferences: a) Disconnect and bridge the blocks with new capacitors, b) Remove the blocks completely and install new capacitors on terminal blocks, or c) Rebuild the blocks. If you picked the third option, you probably wanted to make your restoration as authentic as possible or more likely knew that, although sealed, blocks are actually very easy to rebuild.

BASIC CONSTRUCTION

Blocks consist of a black Bakelite case, or shell, in which one or two condensers

are installed, wired to the appropriate terminals and then sealed in place with a tar mixture. However, the tar did not provide an adequate seal since it tended to shrink over time. Some early blocks also contain a resistor. The block was fastened to the radio chassis by a single self-tapping metal screw that, for certain blocks, also served as a chassis ground. Solder terminals riveted to the top of the Bakelite case provided connections to the components mounted inside.

Often, extra solder terminals were added to serve as tie-points only. These tie-points have no internal connections, but provide a convenient means for making connections and for supporting other external components such as resistors. These tie-points can be easily mistaken for internal capacitor terminals.

WHAT'S INSIDE?

One of the first and most important steps in the rebuild process is determining what's actually inside that black case. Unfortunately, blocks are not marked with capacitor or resistor values like conventional components. However, a block's part number is usually hot-stamped on the side of its Bakelite case, except for very late production units that have their part number imprinted with yellow paint.

Philco part numbers consist of a four-digit number followed by an alphabetic suffix (i.e., 315-AB, 7625-DU, etc.). These part numbers carry some intelligence with regard to the internals of the block. For example, blocks with the same four-digit number contain capacitors of the same value (blocks in the 3615 series contain 0.05mF capacitors). The letter "S" (single) always signifies that the block contains a single capacitor. The letter "D" (dual) in a suffix indicates that two capacitors of the same value are contained in the block.

It would go beyond the scope of this article to present a full listing of the composition of the internals of all Philco blocks. However, some excellent sources are available to pin this information down. One of the best is "Philco Condensers and More" by Ray Bintliff, WIRY available from sources such as Antique Radio Classified. Not only does it provide detailed service data for block

RESTORING PHILCO BLOCK CAPACITORS

Edited by Marv Beeferman

They go by various names depending on who you talk to; block condensers, little black capacitors, boat-shaped black things, condenser blocks, etc. but the official Philco name was "Universal Black Bakelite Condenser." For this discussion, let's just call them "blocks" for consistency and to cut down on typing time. Anyone who has tried to restore a Philco radio made before World War II has probably encountered them. Up through 1937, Philco used numerous blocks in its sets; those made between 1937 and 1942 usually had only one block - the AC line bypass.

Other than to confuse future generations, why did Philco come up with these

condensers but also data for Philco metal-cased condensers and tone controls. The book provides a cross-reference between the block's part number and a figure illustrating internal and external connections and component values. Additional sources include Rider's Volume 2 and Philco Service Bulletin No. 289 (published in 1937) which provide tables and charts that explain all internal connections and parts values.

GETTING TO WORK - REMOVING INTERNALS

Earlier restorers have recommended a number of methods for removing the tar and components from a block. Since I haven't tried them all, I thought that listing them here and giving you the opportunity to experiment and choose the method you find most comfortable and efficient.

Scrape the Stuff Out

One restorer, describing the melting method as messy and smelly, finds it easier to just scrape out the sealing compound and internals. The compound may or may not come out easily, depending on the individual block. If it is still waxy, it is easily scraped out with a pocket knife. On others, it might be hardened making it more difficult to dig out. In any case, be careful; if you are too rough, the block could break. Soaking in trichloroethylene, alcohol or lacquer thinner has been suggested to aid the process but they are nasty and flammable.

Scraping will shortly reveal the old components that will need to be removed. Scrape out all remaining wax until the shell is empty and clean. Then unsolder the tiny wires from their lugs and remove them. Make sure that the rivet holes are open and not obstructed by solder.

Turn Up the Heat

Applying heat to remove the old tar-like filler seems to be the more preferred method. It's how the heat is applied where collectors differ. In all cases, however, it is best to clip the leads of the internal components at the point where they exit the block's rivets prior to applying heat. This will make it easier to remove the compo-

nents.

Steam heat is one suggestion which allows water to get between the Bakelite housing and the tar so that the tar slips out quite cleanly. To steam-heat one of the units, it may be placed tar-side up in a little basket or rack in a metal pot which is partly filled with water and heated on a hot plate.

A heat gun will also work, but it tends to splatter the tar. It can also produce excessive temperatures that can blister the Bakelite shell. A heat lamp seems to be a better choice since it offers better temperature control. Once the Bakelite block is brought up to temperature and the tar begins to flow, the components can be pried out.

Ray Bintliff, in his "Philco Condensers and More," suggests a holding fixture that can make it easier to handle the Bakelite block during the heating and removal process. A simple device made from a piece of aluminum stock can be drilled and tapped at one end to accept a screw that will hold the block in place. Scraping tools can also be made from aluminum stock and filed to fit the inside of the shell. A chisel edge should also be filed on the tools to obtain the best cleaning action.

Ray also reminds restorers to be sure to wear gloves, eye protection and protective clothing when working with a heated Bakelite block. Of course, try not to rush the job and work carefully.

After the old components and tar are removed from the case, excess solder and the old wires should be removed from the terminals. Final clean-up should be performed while the case is still hot. A tooth brush is useful in cleaning tar from the top of the block and the terminals. Paper towels can also be used to remove any remaining tar from the exterior of the case. The inside of the case does not have to be "squeaky clean."

INSTALLING NEW COMPONENTS

Replacement capacitors should always be rated at a voltage higher than that ever encountered in the circuit. Ceramic discs, Mylars or mica replacements are all acceptable. In general, the voltage rating of original block capacitors exceeded actual circuit voltages (Philco's ranged from 200

to 1200 volts) so voltage ratings of at least 600 volts will be satisfactory in most applications. Cathode by-pass replacements can be rated as low as 200 VDC. But be careful, however, replacing screen bypass capacitors. Philco would employ those rated at 200 VDC since a screen grid will normally run between 100 and 125 volts. But during set warm-up, when tubes are still cold, the bypass capacitor voltage may run as high as 450 volts. Therefore, a 500 to 600 volt replacement would be a better choice. For resistor replacements, a 1/2-watt unit is adequate.

The last step is to guide the replacement leads through the proper rivet holes, push the new capacitor(s) and resistor into the block and solder their leads to the solder lugs at the same points where the tiny wires from the old part were soldered. *Voila...* a rebuilt Bakelite block.

TO POT OR NOT TO POT

Some purists will re-seal the completed unit to return it to its most original condition. However, if the block requires repair at a later date, the process is made more difficult. Nor does it add additional mechanical support for the internals; component leads will be quite adequate. Finally, the open part is on the side that mounts against the chassis and cannot be seen.

If you care to replace the tar, be careful of your choice of substitutes such as black caulking. One restorer has pointed out that some caulk manufacturers may add carbon particles to achieve the black color, and such caulk would tend to be conducting. The resulting leakage around the newly installed components might be sufficient enough to cause trouble.

REFERENCES:

1. Ray Bintliff, WIRY, "Philco Condensers and More" (Beta-Tek Publications, 2 Powder Horn Lane, Acton, MA 01720)
2. Antique Radio Classified, Vol. 6, No. 10 (October 1989), Fred Geer, "Philco - Vivid Beauties to Predictas," Ron Ramirez, "Rebuilding Philco Condensers"
3. The Antique Radio Gazette, Vol. 9, No. 2 (Spring 1981), Richard Foster,

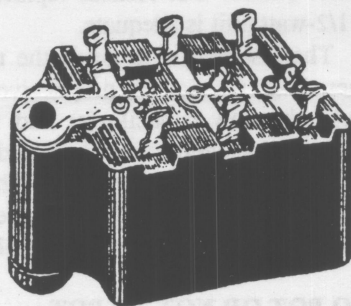
"Tidy Up that Philco"

4. Radio Age, Vol. 6, No. 6, "Tidy Up that Set..."

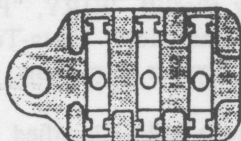
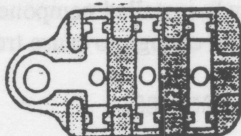
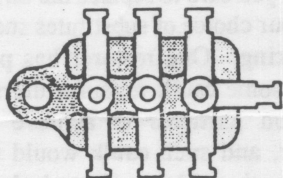
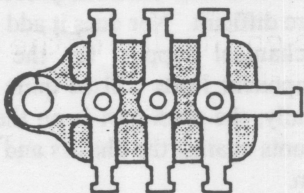
5. MAARC Newsletter, Vol. 4, No. 11 (November 1987), Ed Lyon, "Those Philco Capacitors"

6. MAARC Newsletter, Vol. 10, No. 8 (August 1992), Brian Belanger, "Service Note: Philco Bakelite Block Condensers"

7. MAARC Newsletter, Vol. 10, No. 10 (October 1993), "Tidbits"



A typical Philco block capacitor

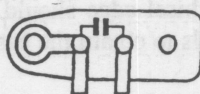


Philco block capacitors came in two styles, universal and standard, with and without a ground terminal.

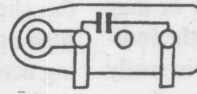
PHILCO BAKELITE BLOCK CAPACITORS LISTED BY PART NUMBER

PART NO.	FIG.	PART NO.	FIG.	PART NO.	FIG.
3615-AA	D19	3615-BG	X	3615-OSU	H02
3615-AB	D05	3615-BH	X	3615-P	B26
3615-AC	D16	3615-BJ	X	3615-R	B10
3615-AD	C01	3615-BK	D02	3615-S	D09
3615-AE	D01	3615-BL	D10	3615-SG	G02
3615-AF	A09	3615-BM	B07	3615-SU	H02
3615-AG	D04	3615-BN	X	3615-T	B13
3615-AH	D03	3615-BP	X	3615-U	D12
3615-AJ	B19	3615-BR	X	3615-W	-D13

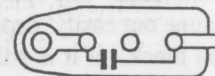
FIGURES D01 THRU D12



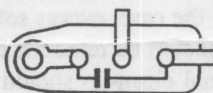
D01
3615-AE
0.05



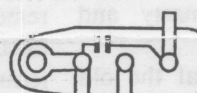
D02
3615-BK
0.05



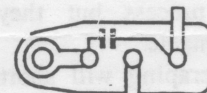
D03
3615-AH
0.05



D04
3615-AG
0.05



D05
3615-AB
0.05



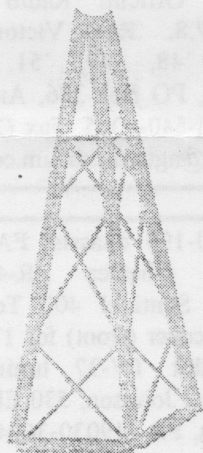
D06
3615-BC
0.05

Sections from Ray Bintliff's "Philco Condensers and More." Note the easy cross reference between the capacitor's part number and its figure showing the values and connections for internal components.

SUPER WINTERMEET 2000

Delaware Valley Historic Radio Club

announces



its third all-indoor swapmeet and auction at the Grimes Center, St. Denis' Church, in Havertown, PA., on March 4, 2000. Just west of Philadelphia, the site has easy access from the PA Turnpike or I-95. It is a large meeting hall with easy, ground floor unloading from the parking lot. The auction is planned for 11 o'clock. Food and beverages will be available. Seller setup begins at 7:30 AM. Buyers only admitted at 8:00 AM.

RATES: Buyers: \$3 at the door on the day of the event.

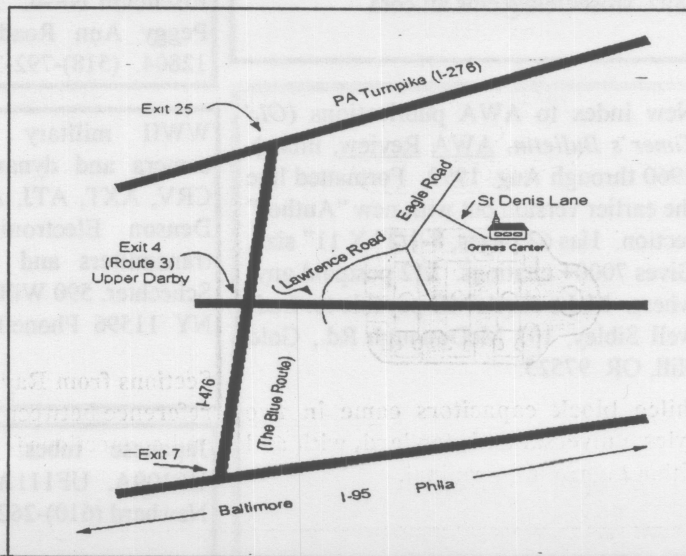
Sellers: the rate is \$15 per table in advance, \$20 per table on the day of the event. **THIS IS A SELLOUT MEET!!! RESERVE EARLY** to guarantee a space.

To reserve your space, just send a check, payable to DVHRC, to P.O. Box 847, Havertown, PA 19083. For confirmation, send SASE.

For information contact: Bill Overbeck at 610-853-3199 or Dave Abramson at 610-827-9757. Website info <http://pw2.netcom.com/~firstake/dvhrc.htm>

DIRECTIONS: *From the PA Turnpike:*
Use exit 25A (I-476 south) to Exit 4 (Rte 3/Upper Darby.) Stay left. Turn left at the second light (Lawrence Road.) at the next light, go left onto Eagle Road. At the third light, turn right onto St. Denis Lane; head for the Grimes Center on the left.

From I-95: Go north on I-476 to Exit 4 (Rte3/Upper Darby.) Stay left. Turn left at the second light (Lawrence Road.) at the next light, go left onto Eagle Road. At the third light, turn right onto St. Denis Lane; head for the Grimes Center on the left.



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

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.

7JP4 CRT, good filament, screen looks OK, make offer. Alton Dubois Jr., 67 Peggy Ann Road, Queensbury, NY 12804 (518)-792-3130.

Radio schematics and service data, \$2.50 plus #10 SASE (price is for 1 to 5 pages of data per model; over 5 pages, copy charge is 20 cents per page). US & Canadian models 1920s to 1960s. Questions/quotes answered with a SASE. Steve Rosenfeld, PO Box 387, Ocean Gate, NJ, 08740. Phone (732) 269-2022 Fax (732)-269-2897. srosenfeld@ems.att.com

New index to AWA publications (*Old Timer's Bulletin*, *AWA Review*, misc.), 1960 through Aug. 1999. Formatted like the earlier version but with new "Author" section. Has 63 pages, 8-1/2" X 11" size. Gives 7000+ citations. \$12 postpaid anywhere. Make check/MO payable to: Ludwell Sibley, 102 McDonough Rd., Gold Hill, OR 97525.

The ever-handly 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 97525-9626 for \$19.95 postpaid in the U. S. and Canada, \$24.95 by air overseas. Clubs get a discount on multiple copies.

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.

Crosley Clock Radio, Model F-25MN, 1950s vintage, has speaker that points down, very good condition, \$65. Contact Rick @ 732-370-8206 or rweinga@aol.com Can e-mail picture if requested.

WANTED

Cast aluminum lid for Eveready #2 radio, circa 1928. Good photo would help if lid is not available. Need two, four-inch black No. 483 dial knobs for Fried Eisemann NR-6. Alton Dubois, Jr., 67 Peggy Ann Road, Queensbury, NY., 12804. (518)-792-3130.

WWII military television receiver, camera and dynamotor with numbers CRV, AXT, ATJ, ATK, purchased from Denson Electronics. WWII Navy transmitters and receivers. Maurice Schechter, 590 Willis Ave., Williston Pk., NY 11596 Phone/fax: (516-294-4416)

Japanese tubes: UF134, UZ135, UF109A, UF111A, UY133A. Lewie Newhard (610)-262-3255

The May 1966 issue of *Electronics Illustrated*. Richard C. Yingling, 2 S. Locke Ave., Yeagertown, Pa. 17099 (717)-242-1882

Information on "Lang" radios: literature, pictures, pricing, etc. Charles J Dreitleio, 515 Elizabeth St., New Milford, NJ 07646 (201)-384-3862

Gernsback's Official Radio Service Manuals: 5,7,8. RCA Victor Service Data: '47, '48, '49, '51. Mike Tannenbaum, PO Box 386, Ambler PA 19002. (215)-540-8055 Fax (215)-540-8327 or k2bn@agtannenbaum.com

Emerson AU-190 chassis; FADA 659 dial glass; Chelsea ZR-4 audio transformer; Sentinel 400 Television; Plastic CRT cover (front) for 17" Philco Predicta; Pilot TV-37 tuning knob (wood). Frank Johnson, 530 Elford Rd., Fairless Hills, PA 19030-3624. (215)-943-8295

Sales literature, service manuals, and equipment for theatre sound/broadcast use by RCA Photophone, Century Sound, Motiograph, Altec, Western Electric, etc. Theatre catalogs by Jay Emmanuel Publications, Philadelphia. Scott Stillwell, 2328 Cambridge Circle, Hatfield, PA 19440. (215)-393-1833 Pager: (800)-717-9306

Chassis and speaker for Sparton 517B (Machine Age to Jet Age, pg. 187) or Sparton 527-2 (Machine Age to Jet Age II pg. 283). Joe Bentrovato, 84 E. Munson Ave., Dover, NJ 07801. (973)-361-7392

Repairs wanted: Have wind-up floor model Victrola. Winds and turns but stops when needle is lowered to record. Mildred Coleman, 5038 Gainer Rd., Phila. 19131. 215-879-3047 Ans. Machine:215-477-8151