The Jersey Broadcaster is distributed to members of the New Jersey Antique Radio Club via email as a PDF file. Back issues of many of our newsletters are available on the club’s website: www.njarc.org/broadcaster/

Meeting Notice
Our October meeting will be held on Friday, 10/13 at Bowen Hall, Princeton University. The Tech Talk will be “The Broadcasting Boom of 1922-1923” by Mike Molnar. The presentation will cover the story of the developments that made radio broadcasting boom from around a dozen stations on the air at the end of 1921 to several hundred by the end of 1923. For our non-local members and anyone else who is unable to make it to the meeting in person, the meeting will also be livestreamed at www.YouTube.com/@njarc.

Meeting Review
By Dave Sica

Our September meeting was “Bread Boarding in the Past and Today” was the topic of the Tech Talk at our September meeting. NJARC member Leo Assur discussed the original way that circuits were “breadboarded” during development, and demonstrated the various ways this process is done today.

The tools available include various prefabricated substrates with electrical connections pre-established to allow components to be plugged into the board along with jumpers and connectors used to configure the circuitry.

A recording of the meeting is available on the club’s YouTube channel (www.YouTube.com/@njarc) as are recordings of many of our other “Tech Talk” presentations.

From the President’s Workbench

Greetings Fellow Enthusiasts.

This is an interesting story that started back in May. My two car garage is located on a different street just below my house. I live on the lower side of a mountain, Clausland Mt. to be exact. As you all can understand, no car has parked in the garage for some 30 years; I’m an Antique Radio Collector.

So one sunny Spring day, I was taking inventory of all the radios, chassis, tubes and stuff that I’ve forgotten that I have, in my garage and I saw our Village Building Inspector, Charlie, across the street scolding a roofing contractor for not having a Building Permit. (In the 1980s, I had his job.) He turned around to say “Hi” to me, and was amazed by the amount of stuff I was surrounded by! He pointed to a nice original finish 1941 Firestone BC/SW tabletop model S-7403-7 and said “wow, is that radio for sale? How much would you want for it?” So I said “I’d think about it.” Not knowing the chassis condition, I didn’t want to commit to him.

Finally, I got around to it, but when I took off the back there was a surprise inside. A child’s vintage “Matchbox” toy was jammed between the speaker and field coil! Inside the cast metal car body was stamped “1939 Mercedes Tootsie Toy USA.”

I did a re-cap with Dicky Kaps and changed out a couple of out of tolerance resistors and it worked, but it had a serious alignment problem. This called for the “Wizard of Repair Clinics” to intervene! I asked Nevell Greenhough to investigate the problem at our Summer repair clinic. Armed with his Tiny SA Spectrum Analyzer, it didn’t take him long to bring that 82 year old radio into the 21st century!

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Calendar of Events

Check the calendar on our website for the latest information about upcoming events. Some key dates for upcoming events are:

- October 13: NJARC meeting, Princeton NJ
- October 10: DVHRC meeting, Telford PA
- October 20: HARPS meeting, Suffern NY
- November 13: DVHRC meeting, Telford PA
- November 18: NJARC Fall Hamfest/SwapMeet, Parsippany NJ
- November 24: HARPS meeting, Suffern NY
- December 9: NJARC Holiday Party, Jackson NJ
- December 15: HARPS Holiday Party, Suffern NY
- May 10-11: Kutztown Radio Show XLVIV
A few weeks ago, I surprised the Building Inspector in his office with the Firestone radio and the vintage Matchbox Mercedes. We talked about the History of the world that was happening in 1941 and all of that heard on this vintage radio. We also speculated about a little boy sticking his toy car into the vent hole through the back of the radio... he would probably be in his 80s today!

Charlie was very grateful for the radio and the car. He offered me a handful of cash. I said no, but I did want a favor from him. I wanted him to “look the other way” because I planned on opening a Massage Parlor in my garage. He said “With a Happy Ending!?”

— Richard Lee, President NJARC

The Matchbox Mercedes wedged inside the radio

The Firestone radio and the Mercedes seeing the light of day, after many years stuck on a garage shelf

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1939 Mercedes Matchbox car

Nevell attending to the alignment of the Firestone radio at our Summer clinics

Piermont Building Inspector, Charlie, receiving the 1941 Firestone radio and the 1939 Matchbox Mercedes
I finally completed restoring a radio - for me!

I picked up this Admiral console a few years ago, don't recall where, when or how much. Turns out, based on researching it, it's kind of rare and has a unique look. Cosmetically it's identical as the model AM3, but this one, AM6, has push pull 6L6s and two 5W4 rectifiers.

I'd see it every time I came down to the basement, and finally decided after all these years to tackle it.

My first job was to replace the broken fabric belt. I decided to tackle this before the electrical restoration, and it was a royal pain. I have a set of General Cement fabric belts, as does the club, but this belt was missing from both. Enter eBay. The tuning dial is a two needle clock type mechanism with three gears and two pulleys. After removing the dial from the chassis (and gears), it was necessary to disassemble the dial mechanism to replace the belt. Reattaching it to the variable capacitor gear assembly was another project. I used everything from ignition wrenches to tweezers to incantations. After final success it was off to the radio stuff.

After eliminating any possible catastrophes, via a Variac and dim bulb tester, it just hummed. Surprisingly most of the caps tested within 10% of their value, but did have high leakage; in the megohm range (didn't bother checking ESR). Likewise almost all of the resistors were off by 20% or greater.

Instead of a driver transformer to drive the push pull 6L6s, Admiral used a tapped choke. Perhaps it was a cost saving measure, but as they went for two rectifiers and push pull output, it's surprising.

As I progressed, the patient slowly came to life. My first problem was the eye tube. The schematic specifies a 6G5, which is equivalent to a 6U5. However, the 6U5 installed was as bright as a candle in the rain. After unsuccessfully trying to locate a bright 6U5, both in my meager inventory and the club’s, Ray Chase provided me with a bright 6U5. Now here’s something that I discovered. Normally, B+ goes to the plate of the eye tube, then a 1 meg resistor connects from the plate to the target. This set was factory wired with B+ going to the target, then to the plate through the resistor. So, I decided to "correct" that. What’s that?! Now, no illumination of the tube! How’s that possible? Well trying various tubes and repeated rewiring, I could only get the tube to illuminate with B+ going to the target. I spoke to a few tube savvy club members, who also couldn't explain this. So, I conceded, and left it wired "incorrectly" as specified, and it's a nice bright green. One of the mysteries of life.

I had other minor problems. The volume does not completely go to zero when the control is turned down. It looks like there might be leakage within the 2d detector/1st audio tube. Again tried numerous substitutions, the only change was the quiescent volume level, proportionate with the gain of the tube. OK, another mystery.
Replaced the hideous grill cloth with something more appropriate and gave it a coat of Pledge Orange Oil, and it looks and sounds great. Fortunately the cabinet was in excellent condition. There was no label inside the cabinet, but there's a guy on Facebook that makes them. Printed it using the “Antique” option in my photo editor program to give it an off white look.

I have a friend who, when visiting, always asks me if I want to sell this radio. Now he really wants it!

Just waiting for my Talking House transmitter that I just ordered to arrive.
The EKKO Company periodically published lists of broadcasting stations with call letters, ownership and locations for partakers in the stamp program.

In February of 1927, the EKKO Company sent out a letter that outlined upcoming changes that were going to take place in the radio industry as well as their verification collections.

The public was informed that the government was going to have to act to regulate the broadcast industry. It warned that many stations currently on the air would be eliminated when this happened. It alerted them to the fact that if they wanted to keep their albums and collections up to date they would have to act quickly. It also provided suggestions on how to do this including the purchase of a revised album for $1.00.

In a PS it also told them to send to the Government Printing Office for monthly lists for stations ownerships and addresses. The service was 25¢ for a year. It looked like their days of providing these lists were over.

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Some stations printed their own stamps.

KFI
Earle Anthony
Los Angeles CA

KFCB
Nielsen Radio Supply Co
Phoenix AZ

KFSO
Airfan Radio Corp
San Diego CA

KFWI
SAN FRANCISCO CALIFORNIA

KFCB
Nielsen Radio Supply Co
Phoenix AZ

KGEZ
Kalispell MT

KMOX
Voice of St Louis
St. Louis MO

KOA
General Electric
Denver CO

KRE
Berkeley Daily Gazette
Berkeley CA

KSAT
SAT Broadcast CO
Ft. Worth TX

WAPI
Alabama Polytechnic Institute, Auburn AL

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EKKO and Other Radio Verification Stamps
(continued)

WHAS
Courier-Journal
Louisville Times
Louisville KY

WCOA
Municipal Broadcasting Sta
Pensacola FL

WHAD
Marquette University
Milwaukee Journal
Milwaukee WI

WPSC
Pennsylvania State College
State College PA

WSB
Atlanta Journal
Atlanta GA

WSM
National Life & Accident
Insurance Co
Nashville TN

WTIC
Travelers Insurance Co
Hartford CT

CKAC
La Presse
Montreal Quebec Canada

CKY
Manitoba Telephone System
Winnipeg Manitoba Canada

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Something that is successful often leads to copy-cats and the verification stamp craze was no exception. The P M Bryant Company, also from Chicago soon joined in. Their plan differed from the EKKO one in that they sold their stamps and album directly to the collectors who were too eager to correspond with the stations themselves. The stations were eliminated from the process as the listener already had the stamp and just had to paste it in the album when he heard the broadcast. This may be one of the reasons the EKKO Company eventually decided to sell directly to the public as well.

Another producer of verified reception stamps was Arthur Foerster, a Vice President of the Newark News Radio Club. His stamps were known as AFCO stamps. These were similar in design to EKKO stamps as they depicted a bald eagle flanked by two radio towers emitting lightning bolts. Listeners sent Foerster a reception report along with postage and a nickel for a radio stamp. AFCO stamps did not last long as they started in the middle to later 1930’s and by then the hobby had run its course. Stamps were being sold and traded just to fill the albums. Radio technology was far more advanced and the appeal of listening to faraway stations was no longer noteworthy.
A later form of the verified reception stamp was active into the 1980s. The Adventist Church created a program where the listener would send them information about broadcasts they had heard and they would receive a stamp. This also was short lived. These were imprinted with the letters QSL not verification of reception.

Recent auctions on Ebay show the continued popularity of verification stamps. A lot consisting of an EKKO album with over 500 stamps pasted in, the original mailer for the album and 2 radio logs sold for over $3000. An album with about 260 stamps sold for $1780.50 even though its covers were detached. Individual stamps seem to go for $3.99 to over $100.

A California auction house sold an accumulation of over 600 stamps in an album for over $6000. This was far above the original auction estimate of $2000-2500.

Just another thing else to look for!

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New Jersey Antique Radio Club's
Fall Swap Meet and Ham Fest
Parsippany PAL Building
33 Baldwin Road
Parsippany, NJ 07054
Just off Route 46,
Adjacent to Smith Field

Saturday November 18th, 2023
Refreshments Available
(40) 8 Foot Tables
$30.00 for members
$35.00 for non-members
Reserve Additional tables $25.00
At the door $30.00

Open to the Public
8am to 12 noon
Vendor setup at 7:15am
$7.00 Entrance Fee
Club Donation

For Directions
Visit our website: www.njarc.org
or use your favorite phone app
33 Baldwin Road
Parsippany NJ 07054

Vendors Make Your Reservation Now!

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