



# Cleveland Chapter One NEWSLETTER

Established 1951

Winter Quarter 2022

W8LYD 146.850 PL 110.9

<http://qcwa-cleveland-1.org>

## HOW ABOUT A LIVE TOUR OF THE W1AW STATION! JOIN OUR WINTER LUNCHEON ON 8 JANUARY 2022 AT NOON VIA ZOOM



W1AW STATION IN NEWINGTON, CT.

Many hams consider a visit to ARRL Headquarters and the W1AW station in Newington, CT to be a bucket list item, or even a trip to ham radio mecca. For those of you who have never been there, a tour via Zoom is a good substitute, especially when our tour guide is none other than **Joe Carcia, NJ1Q**, the W1AW Station Manager.

Some of the items we expect you'll see include the three studios where visiting hams can operate W1AW, the MARS station, the workshop, the museum case and Old Betsy, the spark gap transmitter that belonged to Hiram Percy Maxim!

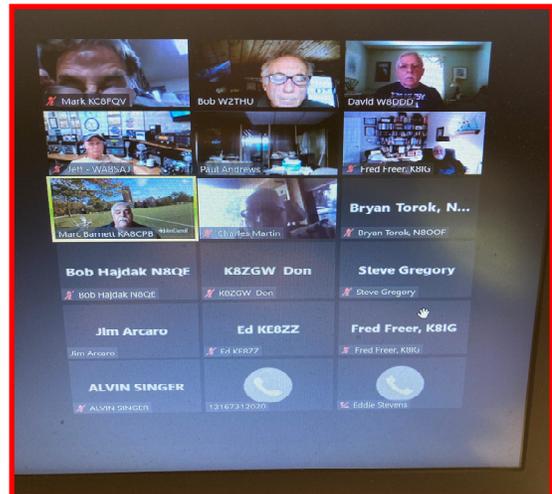
**An email containing the Zoom link will be sent to you a day or so prior to the meeting.**

Bring your lunch and a friend to your favorite streaming device for a program that you will not want to miss.

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### FALL ZOOM MEETING



Members watching Marc Barnett, KA8CPB

Thanks to **Marc Barnett, KA8CPB** for his informative program on station grounding. Many of us learned that our ham shacks need more protection from lightning and other transients.

### ARE YOUR QCWA DUES CURRENT?

Log into the members only page at [QCWA.org](http://QCWA.org) to check. Please re-up if you let your membership expire.

### Future Luncheon Dates

*April 9, 2022, July 9, 2022, October 8, 2022,  
January 14, 2023*



## Cleveland Chapter One Newsletter

**Editor:** Robert M. Winston, W2THU  
**Distribution:** Fred Freer, K8IG  
**Roster changes:** Notify Secretary/Treasurer Jim Arcaro, WD8PFK <jgarcaro(at)juno.com>  
**Meetings:** Second Saturday of January, April, July, and October at: *To be determined*  
**Dues:** \$10.00 per year if you want this Newsletter mailed to you via USPS. Dues are free if you are 80 or older or accept this Newsletter via email only. **Copyright © 2022** by Cleveland Chapter One QCWA. All rights reserved.

### Chapter One Officers

**President:** Robert M. Winston, W2THU;  
 (216) 924-3314, <w2thu(at)arrl.net.>  
**Vice President:** Fred Freer, K8IG; (440)446-8000, <k8ig(at)arrl.net>  
**Secretary/Treasurer:** Jim Arcaro, WD8PFK;  
 PO Box 324, Wickliffe, OH 44092; (216) 337-2793 <jgarcaro(at)juno.com>

### Operational Group

**Membership reporter:** Open  
**Net controls:** N8ZT, KC8UIQ  
**QCWA Journal reporter:** K8IG  
**License trustee:** N8ZT  
**Awards chair:** Open  
**Chief radio officer:** K8QOT  
**Chapter musicians:** WB8ADF  
**Webmaster:** K8ZGW  
**Sunshine reporter:** Betty Scholz, KC8FF,  
 <gearcutter(at)aol.com>

■  
 Please notify Secretary/Treasurer Jim Arcaro of any changes in your address, e-mail etc. so your roster information can be kept current. Thanks.

## PEOPLE

### New Members:

**John van der Pyl, WH2U** of Oberlin  
**Chuck Dial, KB8LJ**, of North Olmsted

Both John and Chuck are members of QCWA and are now members of Chapter 1. Welcome to both.

(New members and friends are welcomed on our Wednesday night net on the NORMA repeater, 147.015.)

### Happenings:

**Bob Hajdak, N8QE**, finished 2nd in Ohio and 5th in W8 as a low power, single operator entry in the 2021 ARRL VHF Contest. FT-8 contacts in Asia, Africa, South America and Europe with only 40W on 6 meters increased his 6m DXCC to 63!

**Jeff Covelli, WA8SAJ**, reports DX contacts on 10m, making progress in selling off his service parts and his K-4 order is getting closer! (but probably not in time for Xmas).

**George Mistic, KE8RN**, was a proofreader for the 3rd edition of the Heathkit Amateur Radio book, also recommended by WA8SAJ.

**Joan Andrews, N8YFF**, has been doing a terrific job as Midcars Service Control Operator on Wednesdays, Thursdays, and Sundays on 7.258 MHz. Why not check in?

**Bob Winston, W2THU**, was elected Director of Operations for the Geauga ARA.

### Silent Keys:

With deep regret, we note the passing of the following member of Chapter 1:

**Tom Bishop, W8TAB**, after a long struggle with cancer. Tom was active in many area ham clubs, a commercial pilot, avid boater and an accomplished roller skater, among many other talents.

## SEC'T/TREASURER REPORT Jim Arcaro, WD8PFK

Members and Friends,

I am pleased to report that the current Treasury balance is 4,768.47 as this is being written on 12/23/21.

We would like to wish a warm welcome to two new QCWA Chapter 1 members: **KB8LJ Charles Dial**, and **WH2U John Van Der Pyl**. Welcome aboard.



Once again a reminder - please notify me of any changes to: Call Letters, Physical address, or Email address. My Email address in in the Newsletter masthead, or mail it to PO Box 324 Wickliffe 44092.

Another reminder to "Friends" - once you have been a Ham for 25 years, you are required to join National QCWA to become a member. You no longer qualify for Friend status. That's the rules.

73, Jim

**Editor's Note: Jim has indicated that he needs to step down as Chapter's 1's Treasurer and Secretary for personal reasons. We are currently searching for a chapter member who can serve in this position. Jim has done an excellent job in both positions! Please contact Bob Winston, W2THU (w2thu(at)arrl.net) for more information. Thank you.**

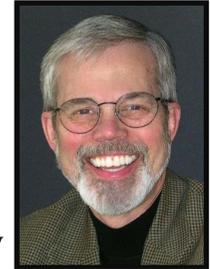
### FRIDAY LUNCH BUNCH

Every Friday around 11 AM, a group of hams meet at the Manhattan Deli, located on Ridge Road, just west of SOM Center Road in Willoughby Hills. This is not a QCWA event. All hams, and even non hams, are welcome. The food is very good

## NEWS FROM OUR VICE-PRESIDENT Fred Freer, K8IG

Recently I joined the Long Island CW club (LICW) as a result of an invitation from Howard Bernstein, WB2UZE. Frankly, I had little knowledge of LICW although I'd certainly heard of it. I thought that the club's entire focus was on CW. How wrong I was!

What a treasure trove of information, education and entertainment LICW has proved to be. As I approach my 80<sup>th</sup> year, and anticipate retirement at month's end, I was not exactly looking for more things to do because they seem to readily find me!



However, LICW has some regular activities that I've now added to my calendar. For example, every Saturday at 1100, there is a boat anchor forum on Zoom. On Monday nights, at 1900 EST, Greg Algieri, WA1JXR hosts a Zoom forum entitled "the doctor is in." For those who wish, there are extra class license reviews, an antenna forum, a number of user groups and a whole lot more. This certainly is not to exclude a whole host of classes at all levels for those interested in learning or enhancing their CW skills. Try it, you might like it ([www.longislandcwclub.org](http://www.longislandcwclub.org)).

This last week, I received my copy of the new third edition book entitled *Heathkit: A Guide to the Amateur Radio Products* by Chuck Penson, WA7ZZE. For those Heathkit nostalgia fans who miss the excitement and skill development that came from the delivery of a box from Benton Harbor Michigan, this book will rekindle fond memories. The table of contents identifies 14 chapters and 11 pages of indices and the tome weighs 3.75 pounds. The black and white graphics are eye-catching and the descriptions well written all on semi-glossy paper. You might consider making this a holiday gift for yourself and spend some time in front of your fireplace (real or imagined) this holiday season.

You have my best wishes for a safe, healthy, and enjoyable holiday season and a best ever new year!

## JIM RUSSELL, W8BU Cleveland's Pioneer Ham

The November 2021 *QCWA Journal* featured a cover photo of the January 1922 *QST*, which celebrated the first transatlantic QSOs via amateur radio between North America and Scotland 100 years ago. All of the US & Canadian hams were located on the east coast except for 2 in Pennsylvania, 1 in Ontario and 8BU in Cleveland, Ohio! 8BU was Jim Russell, later known as W8BU, an attorney and early spark gap radio aficionado. Jim lived at 4348 West 223rd Street in Fairview Park.

QCWA researched these hams, partly to see how many of them later became QCWA members. For example, John DiBlasi, W2FX (previously 2FD and W2LKC) was QCWA's first president. The article gives a short biography of some of those QCWA members who were featured in the 1922 QST cover page, mentioned above. It also states that nothing else is known about **Jim Russell, W8BU**.

P or B	2.50	
	\$10.50	
(Please Print or Type)		
1. James L. Russell	Date	11/17/65
FULL NAME:	PRESENT CALL:	W8BU
Having been a Gov. Licensed Radio Amateur since: 1915 8AL, Page 145 Dept. of Commerce call book dated 1 July 1915, I have held the previous calls: 8BU page 72 Amateur Radio Call Book dated December 1922 (CALLS & DATES)		
My Complete Address is: 4348 West 223rd Street (STREET OR AVENUE)		
Cleveland Ohio (CITY OR TOWN AND STATE)		Zip Code No. 44126
Signed: 		
Proposed by: W8KS R. G. S. (PROPOSER MUST SIGN TO BECOME VALID)		
Mail this form to Augustine J. Gironda, W1JL, Executive Secretary, 1417 Southbrook Avenue, Manhattan, N. Y. 10461 with Entry Fee of \$1.00 PLUS at least 2 year's dues of \$5.00. MAKE ALL CHECKS M.O.'S PAYABLE TO: QUARTER CENTURY WIRELESS ASSN., INC. (or QCWA, Inc.)		
Please furnish the following information COMPLETE: ANSWER ALL QUESTIONS.		
1. Date of Birth	Aug 8 1899	Location: AKRON, OHIO
2. Radio Licenses Held and Grades	Extra Class	
3. Present Occupation	Self Employed Attorney	
4. Bands Operated: CW	SSB <input checked="" type="checkbox"/>	

Chapter 1 sent a request to all its members and headquarters seeking further information about W8BU. QCWA President **Ken Oelke, VE6AFO**, sent us a copy of W8BU's original application card, which verified that Jim was also a QCWA member and confirmed that he was a self employed attorney, born on 8 August 1899 and first licensed in 1915!

Member **David Kazdan, AD8Y**, connected us with Janice Garda, Associate VP of Student Affairs at Case Western University, whose grandfather was Frank Miller Jones Murphy, W8ML. Janice located a nice article in the Cleveland Plain Dealer's Metro Life section

published on 3 October 1985, entitled *When retired lawyer talks, stricken areas tune him in*.

That article reported that Jim spoke of passing traffic after the then recent Mexico City earthquake and also after Hurricane Gloria. He said that in 1910 he tinkered with Model T Ford parts (*spark coil? ,ed.*) oatmeal boxes and wire to make radios. He gave a demonstration of wireless at the Cleveland Grays Armory, charging a nickel to send a message from one end of the building to another. He confirmed that he was one of 22 hams to work Scotland in 1922.

We also learned that W8BU was teaching the blind to become hams, and that his most dramatic moment was when, after listening for two years to hear the Naval carrier *Essex*, he finally made contact in 1964, so he could talk to his grandson who was a crew member. The photograph accompanying the article depicts his wife, **Eila, WA8EBS**, talking on the radio, into a D-104, but the picture is too grainy to print here or identify the rig (credit to West Park Radioops for the information on Eila.).

Member **Jim MacMillan, WA8ZHN**, reports that W8BU was a magistrate in Rocky River Municipal Court during Prohibition, and that W8BU and his brother David Russell taught the novice class at Lorain County Community College where Jim's wife, Gail, **WD8EHL**, was licensed. Apparently, W8BU's ambition was to live in 3 centuries, but missed that goal by less than 3 years, having become a silent key on 17 August 1997.

**George Mistic, KE8RN**, remembers W8BU when George worked at Bernie's Ham Shack in the late 1960s and Jim would come in to shop. George believes that Jim owned a Collins S-Line and a Clegg Thor on 6 meters.

Bob Winston, W2THU, searched the Ohio Supreme Court attorney directory and found that James L. Russell was admitted to the Ohio bar on 29 August 1925, having graduated from Cleveland Law School, the predecessor to Cleveland Marshall Law School, now affiliated with Cleveland State University.

If you have any further information about W8BU, please contact w2thu(at)arrl.net.

# President's Perspective

By Bob Winston, W2THU

Now that the Omicron variant is saturating our planet at lighting speed, many of us are tired of the constant Covid news reports, wearing masks, getting vaccinated, and plain being careful of where we go and what we touch. This is the third round of this highly infectious and lethal virus that has killed our friends and family and changed our lives so much.



**Chapter 1 Luncheon pre-Covid**

I am also concerned about the long term effect on our chapter, which is one of the most vibrant in QCWA, with a sound membership, quarterly luncheons, weekly nets and a fine newsletter. When Covid is tamed, will we resume our very popular luncheons? Will we find a restaurant still in business that is attractive to our far flung membership? Can we resume where we left off? Thus, with your help, our immediate challenge will be to emerge even stronger than before.

It's time to say good-bye to 2021, which has not been a good year and welcome 2022. Many thanks to all of you who have contributed your time and expertise to keep the chapter running so smoothly. My new year's wish is a return to normalcy, good health and may your wishes come true!

**Please join us on Zoom at noon on Saturday, 8 Jan 2022, for a terrific tour of W1AW Maxim Memorial Station. I look forward to seeing you there.**

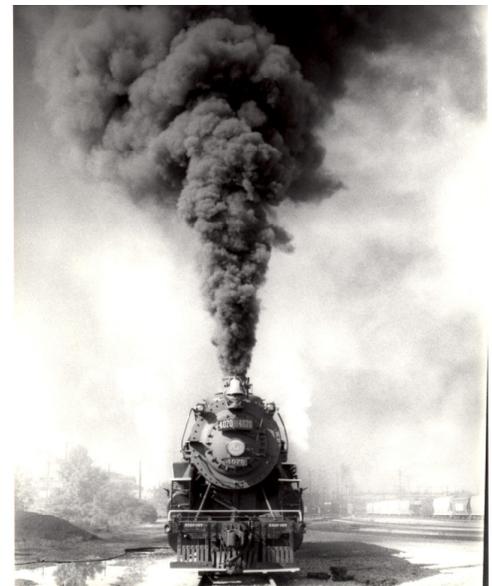
Best 73 de W2THU, Jeannie, KC8MNW & Kelby

# STEAM TRAIN MOBILE

By Jim Arcaro, WD8PFK

In the mid to late 1980's, I was a crew member on the 4070 steam train. We hauled passengers between Cleveland and Akron, on the Cuyahoga Valley Line, in the summer and fall, with a stop at Hale Farm and Village. In 1988, the 4070 was celebrating its 70th Birthday - having been built in 1918.

Almost at the last minute, a couple of us Ham Radio operators came up with the idea of an HF special event station for one day, and it would be on the moving train. Sort of a "Mobile Field Day" / Special Event Station. The first car behind the locomotive and tender was a combine car. Those cars were half seats, and half space for baggage. The crew used it to store tools that might be needed in a pinch. The seats were used for off duty crew, and family members.



The combine was about 80 feet long, so we constructed a V-shaped dipole. The center was supported by about a three foot high piece of PVC, with plastic T's on each

end. The ends were tied off, with insulators, to each end of the car. We could not go higher because of a low bridge clearance near Peninsula, as well as low hanging tree branches. The dipole was fed by a length of ladder line, which we ran through one of the open windows. We set the HF rig up and tuner on a small table in the first seats closest to the storage area. In the storage area we placed a small gas powered generator, which we chained down, so it could not move. The baggage doors were left open - with guard fences - to get rid of the minor amount of fumes.

*Please turn to page 7*

## HISTORIC AM EQUIPMENT FROM THE 1950s AND 1960s (continued from Fall 2021 newsletter)

By George J. Mistic, KE8RN

**Multi Products Company:** The Multi-Elmac brand of AM-CW equipment promoted for mobile use started in 1952. The receivers included the AM broadcast band and transmitters all covered 80/75, 20, and 10 meters; some covered 160, 40, 11, and 6 meters depending on the model. Transmitters had built in VFOs and plate modulators but power supplies were external and optional. The equipment could be used mobile or for fixed stations.



**Multi- Elmac PMR-8 Receiver and AF-8 Transmitter**

**Barker and Williamson:** B & W made their model 5100 and 5100-B from 1954 until 1961; it was sort of their version of the Johnson Valiant II and the Heath TX-1 Apache in that it had a built-in VFO, AC power supply and ran 140 watts input of plate modulated AM on 80/75 to 10 meters. The 1962 model 6100 SSB-CW transmitter would operate on AM by adding a carrier to SSB.

**Morrow Radio Manufacturing Company:** Morrow made mostly AM-CW equipment intended for mobile operation but usable for fixed station application. Most transmitters had built-in VFOs; some receivers could optionally be equipped with AM broadcast band coverage if desired; they were forced to do this because Gonset and Multi-Elmac supplied it so cars did not need factory AM radios.

**Heath Company:** At Heath, AM was provided on many products until the SB-Line transmitters and transceivers starting in late 1963 offered only SSB and CW. The DX-family of transmitters all included AM operation except the DX-20 which was CW only. The DX-100 and DX-100B were plate modulated; the DX-35, DX-40, and DX-60 family until 1976 used screen grid modulation as did the MT-1 Cheyenne mobile transmitter. The 1958 TX-1 Apache 80/75 to 10 meter AM-CW used plate modulation for a great AM signal; it was sold until 1964.



**Heath TX-1 Apache Transmitter**

**Allied Radio Company Knight Kits:** The Knight transmitter products featured AM operation using screen grid modulation on the T-60, T-150, and T-150A and sold AM as an option on the premium high power T-400 transmitter.

**Lafayette Radio Company:** Lafayette made some inexpensive AM-CW transmitters in the early 1960s; the imported HE-25 Voyager and the USA made KT-390 Starflite. Both used screen grid modulation for AM.

## OLD TIME QSL CARDS by Tom Miller, W1PD

No question that times have changed and continue to evolve, like it or not. Unfortunately one ham radio tradition seems to be losing its appeal over the years. The mailing of QSL cards seems to have become a lost art of acknowledging a QSO with another ham radio operator.



No doubt the cost of postage has played a big roll in the reduction of mailing QSL cards. The cost to print cards has become costly too and there's fewer QSL card printers than in the past, U.S. based anyways. There are QSL card printers in Europe but there's the high cost associated with off-shore printing.

And, of course there's the electronic QSO confirmation method of e-QSLing (sending via email) and shared logging programs such as LoTW (Logbook of The World). So there are many more ways today of confirming a QSO.

There are still many hams, like myself, who send out QSL cards often and who doesn't enjoy receiving a QSL card in the mail?

All this brings me to a QRZ.com message I received a few months ago asking me for a scan of my QSL card. The request came from Bob Green, W8JYZ in Harris, NC.

Bob, who has a website called *QSL Cards From The Past*, claims to have scanned and posted over 2,200 QSL cards from U.S. and Canada dating from the early 1920's on his website. And he states he has collected over 56,000 QSL cards over the years and offers a complete listing of these cards, by call sign, on his website: <http://www.oldqslcards.com/>

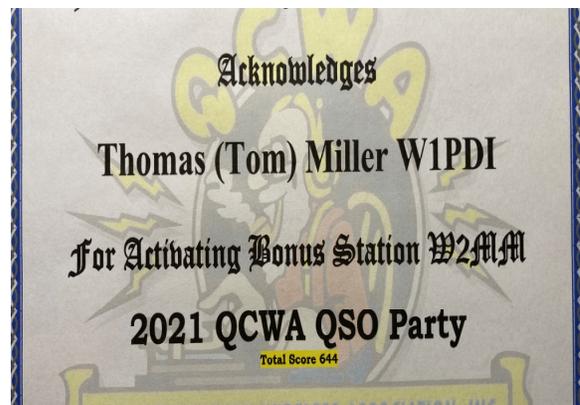
There's more on Bob's website besides lists and scans of old QSL cards. There's QSL card background information, a listing of many ham operators of notoriety and other QSL card related

stories. Pictures of old time ham shacks, links to ham radio related websites and much more.

I was pleasantly surprised to see my father's 1946 QSL card among the 2,200 Bob scanned and posted.

Bob closes his website with, "The Purpose of this Website is to SAVE as many Old QSL Cards as possible and to get them back into the HANDS of the People they mean the MOST to."

For those licensed for a while now, check out Bob's website and you might find your QSL card featured or maybe a card of someone you knew or worked from the past.



Certificate recently awarded to Tom

(This article was erroneously omitted from our Summer 2021 Newsletter. Apologies to Tom—formerly W1PDI)

## STEAM TRAIN MOBILE

(Continued from page 5)

While we were standing still we checked everything, before we left the yard. I was surprised the antenna tuned up as well as it did, but it did. Once we got moving we tried calling CQ on 40 meters. Nothing. We tried again. Nothing. Then I told Bill, the owner of the HF rig, to call

"CQ Steam Train Mobile". Within a minute or two we had a pile up. People wanted to know what we were doing, how we were doing it, etc. We talked to Hams in Ohio, Pennsylvania, West Virginia and other surrounding states. I came up with a QSL "letter", as opposed to a card, which featured a drawing of the front of the locomotive, similar to the picture I later took. My apologies to Bill – It has been many years since we did this, we lost contact, and I have forgotten his call letters, and what rig and tuner we used.