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THE WIRELESS AGE APRIL 1930

Great Lakes Division, Radiomarine

CLEVELAND

The Carferry Marquette & Bessemer No. 2 has gone into commission, marking the beginning of the 1950 season on the Great Lakes. W. P. Wickmann, a new man, has been assigned to the M. & B. No. 2 as Purser-Operator. Charlie Blue has rejoined our forces to assist in aircraft work. Charlie was formerly on MRI. We are all glad to have you with us again Charlie. L. P. Lewis was transferred from Marine to Aircraft. We have not yet quite figured out how Louis can wiggle around in the tail end of a plane—one more problem for Jerry. We always have doubted FJ's ability as a public speaker—but we believe now that his services will be in demand. Construction soon will begin on our Detroit, Michigan, station. Call letters WAA. An ET-3626 and an ET-3655 will be installed. Waiter Love, former Second Trick man at WCY will be in charge. Eloyd Gray of the National Air Transport, Radio Department, recently entertained the RCA and NAT families at his home, and everyone had a most enjoyable time. Mr. and Mrs. Gray's hospitality was keenly appreciated, especially because it afforded the opportunity for the two "families" to become better acquainted. We must not forget Smitty's hospitality—his acquaintance with the former helped. A. G. Amerski, Harold Smith, Peter Rice, Horace Clark and Walter Love will manage WCY, WBL, WGO and WAA respectively. Clyde Richelieu, formerly Second Trick at WBL, will transfer to WRL as Second Trick man, with C. H. Stevens as Third. We expect to see friend Newt back at WCY as Second Operator and Ellwood Fisher holding down Third. R. G. Nelson and George Thompson are expected to assist at WGO as Second and Third and Elmer Fritz and Elmer Webster at WBL. * * * *

CHICAGO

D. S. Little and his assistant, G. I. Martin, who guide the activities of the Great Lakes Division, changed planes at Chicago recently enroute to Cleveland from the International Air Exposition at St. Louis. Kenosha, Wis. again was brought into the limelight. This time the radio equipment of the SS Illinois was the means of information to Steamship officials that the SS Petroskey (not equipped) was disabled and drifting helplessly off Kenosha, due to engine trouble. Just by fate, or call it what you may. the Illinois came upon the Petroskey in the wee small hours of the morning and towed her into Kenosha. Wade C. Cole is the operator aboard the Illinois. L. W. Bear, former operator of WEDC and recently one of the operators of WIBO, accepted a newly created combination Purser-Operator assignment aboard the SS Bainbridge. R. S. Turner re-installed the equipment in the Purser's office. The change put Sam Lapmsky on the beach. Delmar DeHart, operator of the Alabama, has centered his social activities in Muskegon. Vague reports indicate DeHart is much in demand as a social bug. Kenosha papets please copy. H. G. Ende has finally migrated to

New Orleans. It is probable Mr. Ende will prove to the Gulf Division that our former references to him in these columns were quite correct. As a near poet he is a better pharmacist and much better as an operator. No doubt his Chicago friends, mostly femmes, have sighed over his absence—mostly sighs of relief. By the time this appears in print, at least we hope, the new Short Wave transmitter will have been received and installed in WGO. The transmitter will be one of the latest 200 Watt models. * * * *

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RCA NEWS - June 1930

Great Lakes Division, Radiomarine Corporation

CLEVELAND

OUR Storekeeper, W. E. Roszman, heads the list with a permanent assignment to the good ship "Matrimony." Heavy seas ahead Rus. Congratulations. We all wish you great happiness and prosperity. With the season's activities in full swing numerous operator assignments have been made. Our list shows Bill Kielar, a good scholar and judge of bum "operating," parading the deck of the Robert Hobson again this season. Welcome "An." Ernest Thornhill joined the Youngstown for another season. Harvey Bates returned this season and assigned to the Steel Motor. Charles Baker, a new man, occupies a berth on the Fayette Brown. We welcome also R. T. Baird, a newcomer, aboard the S. B. Way. Kenneth Carlson, survivor of the Wisconsin disaster, has chosen the Win. McLaugh/an. Francis Carnahan rejoined the Elton Hoyt II. The oldest of the old timers, Sam Culbertson, again is discovered aboard "The Harvester." It will be interesting to know that our records show Sam first boarded "The Harvester" in 1916. Is that right "SK"? J. H. Crews came up from the Gulf Division and may be found on the Harvey Brown. Charles E. Clark has joined the Amasa Stone. Charlie held down the Wm. P. Snyder in 1928. A. E. Corcoran is riding the W. E. Fitzgerald. Roy Closs again is aboard the Tug Favorite. D. W. DeHart assigned to the Charles M. Schwab. John F. Drake, new in commercial operating circles, is aboard the Sonora. G. J. DeVlieg, we presume, found a special attraction on Canadian shores, therefore the Steel Electrician. Likewise with Harry Ende on the Steel Chemist. C. L. Hack assigned as Senior and S. L. Gladfelter as Junior on the Eastern State. L. Suhadolink assigned as Senior and Rhea Johnson as Junior on the Western States. We notice "Hank" Guthman back on the Col. Pickands. Ed Jenkins is aboard the Venus. The get-together-boy with boxes of candy or what have you bribing the Chief Operator. A. J. Jenquin assigned to the J. E. Savage. Lawrence King rejoined the Lagonda. "Wady" Cole still is pounding em out on the Illinois. Sam Lapinsky is attached to the Alabama. Little John Little is with the Samuel Mather again this season. V. K. Lewis formerly on the George W. Mead is now on the H. G. Dalton. Leonard LaFrank, a new man, is tossing along on the carferry Ashtabula as purser-operator. Charles W. Myers reported in from the Eastern Division and was assigned to the

Graham C. Woodruff, formerly the M. A. Bradley. John Prater is attached to the Benson Ford. J. W. Seymour a new man is being initiated aboard the Sultana. Dean Slauson heard about Canada and asked for the Steel Motor. Cyril Whittingham is with the Angeline of the Cleveland Cliffs fleet. George Wilson is on the Henry Ford. R. Westover rejoined the J. M. Kennedy. We all offer most heartfelt sympathy to Operator Charles Leonhardt during his hour of grief. His place on the Shenango was taken by C. P. Halloway. K. M. Meredith assigned to the E. G. Matthiot. A. L. Bergom joined the Harry Coal by, one of the world's largest ore carriers. C. R. Johnson reported in from Eastern Division and was assigned to the John A. Topping. James Scott mans the Ford Tug Barrallton. Jerry Covey and Norm Walker have migrated to Euclid Beach for the season. It looks as if the Beach will be a busy place this Summer. Frank Weide found time despite his many duties to try aircraft work by assisting our regular force with the T.A.C. jobs. We wonder if other officers can boast every person—man and woman and their children, as being so air-minded as to consider flying safer than roller coasters of the park. Norm Kraus almost passed out when receiving orders to catch five ships to service at Toledo within a period of a few hours. He found he had to spend the greater portion of his allotted time traveling there by train. Thanks to T.A.C, a "duck" carried him there in record time and he made his service calls with good connections. Then L. P. Lewis dashed madly out, caught a Ford Tri -motor to Detroit and reached the new Pittsburgh freighter in time to calibrate it, although the dispatcher said connections were impossible. Rock gardens and fish pools seem to be in demand in Lakewood. See D.S.L. or M.G. for details. Incidentally we release family secrets in announcing that friend Martin enjoyed the season's first swim, in his best suit and his own back yard — in the family fish pond. It all happened too quickly for press photographers to be on hand — and that's fast! Bill Walker claims a distinction never afforded another of the Lakes Division—a birthday surprise party (which really proved a surprise to him) at which the attendance included our General Superintendent T. M. Stevens, the Division Superintendent, Assistant Superintendent and the Chief Operator. While business may be slow to some, it is still the old push to us. We have not seen a day with enough hours to permit our catching up on service and new installations— and this isn't doing either so excuse us until next issue.

CHICAGO

Walter C. Love after assisting in operation and construction at WGO the last Winter left for Detour, Mich., where he will build and place in operation RCA's new marine coastal station, WAA. We again wish to thank Mr. Love for his good work and cooperation here. Partly on account of ice conditions a large number of Great Lakes vessels had alate start. This condition should serve as an explanation to those men who are planning to return to their old assignments in this district. Charles Blue surprised the staff on a recent visit. We had all believed Charley had decided that service work was too tame for him. Charles Bisbee relieved E. J. Webster aboard the M. S.

Sandnzaster. Webster in turn relieved Clyde C. Richelieu at WGO. Richelieu went to F. J. Clarkes polar hut, WRL, atop one of Duluth's hills to operate for the season. Delmar DeHart, another of our "Hermoso hombres" transferred from the Alabanza to the C. M. Schwab. Vague reports indicate DeHart cut quite a figure in the social circles of Muskegon. Sam Lapinsky after a patient wait of two months, relieved DeHart aboard the Alabanza. Adelbert D. Schultz did an admirable job of fitting out and operating the Tug John F. Cushing out of Chicago for the season. Julian De Campi Roemheld fitted out the South American at Holland, Mich., and remained aboard until the vessel arrived in dry dock in Manitowoc, Wis. Rhea S. Johnson learned to his astonishment that marine radio operating is a far cry from amateur operating. The S. S. Harry Croft has good receiver equipment, Rhea. We suggest you make better acquaintance with it. Don't forget to include preambles to your radiograms.