

8MT	R. M. Sincock and J. G. McKinley, Uniontown, Pa.....	A	77.0	79
8ML	F. M. Murphy, Cleveland, O.....	B	70.8	79
3ZE	H. A. Snow, Washington, D. C.....	B	68.8	78
8DT	F. J. DeMarest, Williamsport, Pa.....	A	81.3	76
8IK	K. G. Preston, Ashland, O.....	A	81.3	76
1AK	H. C. Bowen, Fall River, Mass.....	B	85.3	76
8EF	A. G. Heck, Mannington, W. Va.....	B	81.3	76
1NAQ	J. C. Randall, Hartford, Conn.....	B	79.2	75
8ZD	B. P. Williams, Pittsburgh, Pa.....	A	73.0	75
9ME	Slagle and Kinney, Ft. Wayne, Ind...	A	72.8	75
3AR	A. P. McDowell, Philadelphia, Pa.....	B	70.8	74
1CK	P. F. Robinson and F. M. Oliver, Braintree, Mass.....	A	64.5	72
8DV	J. E. Ahrend, Monaca, Pa.....	A	66.6	72
8ZL	Mr. and Mrs. Charles Candler, St. Mary's, O.....	A	81.3	72
2ZM	L. M. Spangenberg, Clifton, N. J.....	A	73.0	70
3CS	F. G. Raser, Trenton, N. J.....	A	68.8	70
3BD	W. L. Anspach, Philadelphia, Pa.....	A	62.5	70
8ZW	J. C. Strobel, Wheeling, W. Va.....	A	73.0	67
8VB	C. Mathews, Marlette, Mich.....	A	62.5	65
8ZF	M. H. Pancost, Lansing, Mich.....	B	66.6	64
5ZP	H. E. DeBen, New Orleans, La.....	A	66.6	62
9OX	C. F. Pflum, and J. A. Kolb, Louisville, Ky.....	A	66.6	62
8ACH	J. A. Victoreen, and P. A. Frantz, Cleveland, O.....	A	62.5	60
9FQ	L. Pfeiler, and G. Riddell, Sheboygan, Wis.....	A	62.5	57
4AL	C. W. Clodfelter, Winston-Salem, N. C...	B	62.5	50

by manufacturers on both sides for the best performance of their respective amateurs. The U.S. stations transmitting were 1HAA, 2RK, 2ZL, 1UD, 1DA, 1RU, 1XV, 1AW, 1AE, 9ET, 2ABR, 8AB, 2BK, 2DX, 1AK, 1RV, 2ABE, 3SM, 8XA, 2EB, 1GH, 1BBO, 1DB, 2QR, and 1BBK; while in the United Kingdom over 250 amateurs enrolled their names with Mr. Phillip R. Coursey, B.Sc., organizer of that end of the tests, from which entrants some thirty logs of signals received were handed to "The Wireless World" for examination.

The arrangements on this side were in the hands of our Operating Department, at the request of Mr. M. B. Sleeper, originator of the plan, and arbitrary signals were assigned for transmission by various entrants. In England, then, a careful examination of the receiving logs against the confidential copy of the assigned signals would show who had been heard. After careful checking it can be said that not one entrant received a single word or signal which *unquestionably* can be attributed to an American amateur station. We are now in receipt of a letter from Mr. Coursey, amplifying upon his cablegram reporting the failure of the tests, and adding the information that in spite of the inability definitely to assign to American amateur sources any of the received signals, a number of their best equipped stations were able just to hear extremely faint C.W. signals on 200 meters which, however, were far too faint to be read for checking up with the schedules. These results were attained only by many stages of amplification, in many cases as many as eight or ten steps being used. With this super-amplification the British contestants had two big difficulties with which to contend: first, harmonics from commercial stations, which were of great bother; and, second, jamming from other entrants by radiation from their oscillating receiving valves. This is contrary to law in Great Britain, which we must remember is of very small area in comparison with our country—so much so that it has been found necessary to prescribe that all heterodyning shall be by a separate oscillator. On such high amplification it readily can be seen how the radiation of an autodyne receiver completely spoiled the reception for other amateurs in the vicinity.

Failure of the Transatlantic Tests

AS our readers know, on February 1st, 3d and 5th some two dozen American stations transmitted prearranged signals which were listened for by a large number of British experimenters in the hope of getting across, with prizes offered

Naturally we are disappointed in this outcome—the more so as American amateurs have demonstrated that our amateur signals *do* get across all right, and that on an ordinary detector-two-step. Such reception is a new field for British experimenters and they hardly can be expected to show the same performance as an American dyed-in-the-wool ham who has learned how get amateur DX only after

years of patient struggle. We have tested most of the circuits used by the Britishers, and find them one and all decidedly inferior to our standard American regenerative circuit using variometer tuning in secondary and tertiary circuits. We would bet our new spring hat that if a good U.S. amateur with such a set and an Armstrong Super could be sent to England, reception of U.S. amateurs would straightway become commonplace.

We do not mean to deprecate the loyal co-operation shown by our English confreres, however. For the admirably complete way in which they go into a problem we have the greatest respect, and we are most sincerely grateful for their interest and enthusiastic co-operation in this, our first attempt to get overseas on schedule. We will all hope for better luck next time.

Amateur Radio Recovers a Stolen Auto

IN November of last year QST pointed out editorially the splendid service that Citizen Wireless could be to the community in aiding in the recovery of stolen automobiles, and urged A.R.R.L. members to see what co-operative movements could be put into effect in their territories. We have since recounted the work that has been started and described how, in New York City, our editorial was the means by which Sergeant Chas. F. Pearce, in charge of the New York Police Station, KUVS, succeeded after several years of effort in getting the permission of his department to institute the service in New York City. KUVS has broadcasted descriptions of stolen cars nightly at 7:30 and 11:30 on 400 meters, and the information is copied by amateurs in nearby cities and turned over to their police departments.

Now we have the news that a recovery has been made by Amateur Wireless, and credit for the first instance of this kind from New York City goes to Messrs. Richard Frank and Wm. Michel, of Union Hill, N. J., operating station 2TK. KUVS on March 21st included in its broadcast "Alarm No. 1668—Two ton auto truck, painted green; marked on both sides (Gillen Bros., 34 Twelfth St., Brooklyn); 97 boxes oranges." This was picked up by Frank and Michel and given to their police. The Union Hill detective force were instructed immediately and within a very few hours the car was discovered in a garage in that city, and New York police advised accordingly. Our congratulations to 2TK.

Other police departments are showing much interest in the New York experiments and officials in many of the smaller

towns around the big city are arranging with local amateurs to pick up the broadcasts for them. Jersey City will soon begin work on a police radio station of its own, and other municipalities have the matter under consideration. Meanwhile KUVS continues its broadcasts, and amateurs who have not already reported receiving same will confer a favor on Sergeant Pearce if they will send him a postal acknowledgment, care Police Radio, 240 Center St., as the department desires information on the range of the station.

Transcon Dope

THE following additions to the story of the Transcons have developed since our article in March QST:

Transcon 14 msg. nr. 3 was reported as terminating at 1DY at 2 a.m. Jan. 15th. 1DY passed the message on to 1MD, Dorchester, a spark coil station by the way, who made the final delivery about 2:10.

We originally reported Transcon 16 reply nr. 1 as being hung up at 1JBT, Dorchester, Mass. So it was, for that "night", but the next morning 1JBT gave it to 1FU, also Dorchester, to QSR, and it seems it did go on to some other station past 1FU.

Transcon 15 Special, from Maxim to Bessey, reported at 6JT at 4:20 a.m. but apparently getting no further. 6AE, Stanford University, Calif., advises us that immediately after 6JT got the message from the east he started it to him (6AE), 6ZK being on 375 at that time. QRM was so bad that it took half an hour to get it OK at 6AE, after which time 6ZK could not be raised and had apparently turned in. So, even if it never reached its scheduled destination it got thru to the west coast and to within 15 miles of 6ZK.

The Washington's Birthday Relay

THE free-for-all relay that was held on February 22d under the management of W. H. Kirwan, Old Man Ex-9XE of Davenport, Iowa, with the co-operation of the A.R.R.L. Operating Department personnel, was a big success in spite of perfectly rotten weather in many parts of the country. It will be remembered that the idea was for every interested amateur, wherever he might live, to pick up the various sections of the message coming thru the air from different parts of the country, piece them together, and deliver to the highest municipal official in his town, get a receipt, and report to Davenport. Some splendid time records were made and concrete evi-