

GATES STUDIO REVIEW

GATES RADIO COMPANY

QUINCY, ILLINOIS

JUNE, 1947

GATES OUTPUT SOARS

EASTERN TERRITORY SALES WARRANT MORE MANPOWER

Lawrence J. Cervone is the newest member of the Gates force of sales engineers. Larry, as most everyone knows him, is working out of the New York regional office. He is a highly qualified individual with considerable recent experience acquired with the Westinghouse organization, who as you well remember, is the Export distributor for Gates products. In addition, he worked for RCA several years, had valuable training in college, as well as being a Radio Technician in Uncle Sam's Navy.

Mr. Cervone is looking forward to meeting the various broadcasters in the eastern territory, and we know the assistance he is able to offer you will be most welcome.

Incidentally, Larry is a confirmed Easterner, born and raised right in New York City.

★ PHASING IS NECESSARY

In view of the increasing congestion of the broadcast band due to recent grants for new stations and increases in power and added nighttime operation for existing stations the need for directional antennae is increasing with each new grant.

With the necessity of directing the power radiated by a radio station comes also the need for dividing the power among the antennae comprising the directional array and adjusting the phase relationship of the currents flowing in the antennae. Since each directional antenna is designed to the coverage requirements of a station its phasing equipment must be built to meet the requirements of the directional antenna in the most efficient manner possible. Gates engineers are equipped to meet the design requirements of your phasing equipment. Your consulting engineer's specifications are followed closely and the design of the phasing equipment is submitted to your consultant before construction is begun.

When you ask for equipment costs and delivery information be sure to include such pertinent information as the number of elements, current ratios, phase angles, elements spacing, power and frequency. With this information the Engineering staff will send you a quotation as well as a relatively accurate delivery date.

ON THE AIR WITH GATES

The various personnel of the Sales Department have really been on their toes the last couple of months. Among the new 250 watt installations to go on the air will be the Sandhills Broadcasting Co. and the Sandhills Community Broadcasting Co., both of Southern Pines, N. C., completely Gates equipped. Brewton, Alabama; La Salle, Illinois; Thomasville, N. C.; Albuquerque, N. M.; Middlesboro, Ky.; Somerset, Ky.; and Belle Glade, Florida are other new units also 100% Gates.

One kilowatt stations, with complete studio facilities, will be located at Newport News, Va.; Wadesboro, N. C.; KDZA Pueblo, Colo.; KUBA Yuba City, California; Guayamo, Puerto Rico; Kennett, Mo. These are just a few of the BC1E jobs that have been shipped or are being shipped.

5 KW stations, although not as numerous, are keeping the boys on the transmitter line working overtime to get out deliveries. WCAX, Burlington, Vermont; Ponce, Puerto Rico; Topeka, Kansas are some that are ready for shipment or the packing department.

Pictures of some of these installations will be published as they are available.

★ WTHH — WTHH-FM PORT HURON TO HAVE COMPLETE GATES INSTALLATION

One of the most complete installations to go on the air in the next couple of months will be the new station at Port Huron, Michigan. This station is owned by the Port Huron Times-Herald with Wm. W. Ottaway, Louis A. Weil, and James Ottaway as the officers of the corporation. This station will consist of a completely Gates equipped 1000 watt AM transmitter and a 10,000 watt FM unit.

Mr. Robert Kaufman has taken over the installation details in their entirety and plans to get the station on the air in the early summer. All the buildings are being specially constructed for the specified custom-built equipment. The transmitter and larger equipment will all be placed in air conditioned rooms, while an overall color scheme of Gates Rose Grey will predominate throughout the installation.

The AM station will be heard on 1360 KC while the FM will operate on channel 256 which is 99.1 megacycles.

1947 SHIPMENTS BREAK ALL RECORDS

More Gates broadcasting station equipment was sold this year than at any time in the history of the company. Impetus of the record output was the wholesale allocation by the F.C.C. of construction permits for new stations following the termination of wartime restrictions on new outlets. The sales engineers really did a swell job.

Conversion to Peace Time Business

With the added experience obtained through filling numerous war contracts and the addition of several first class engineers for the development of new items, as well as other qualified personnel, a most complete line of equipment is available from Gates. As a result, the broadcasting station may obtain from Gates a complete set-up from the smallest studio accessory to the tower itself. In other words this overall purchase plan from one manufacturer makes it possible to have the shipments move concurrently with the construction work on the studio and transmitter house and the pieces of equipment are received as they are needed. Each month we see more and more new broadcasters taking advantage of this business arrangement. However, in many instances station owners or managers realize that it is well to have their broadcasting equipment on hand ahead of time. In other words avoid having a heavy payroll without any equipment with which to work.

★ NEW CATALOGUES IN MAIL

One of the busiest spots during the last month was the Sales Promotion Department. Several thousand catalogues were compiled, packaged and mailed to all Radio Stations, other potential customers and consulting engineers. This leather bound edition includes the complete line of transmitting and studio equipment designed and built since the war. From time to time as new circulars are made up these will be mailed to you to insert in your catalogue.

A reminder to all Station Engineers . . . Be on the watch for your NEW BLACK LEATHER GATES CATALOGUE. If not received by the time you get this paper please drop a line to the Sales Department with your correct mailing address.

Gates Presents . . . Walter Read



One of the best known men in the radio field on the West Coast is none other than Walter Read. Station owners, chief engineers, and station managers know that Walt's name has been connected with radio for a long time. In the Gates expansion program he was chosen to head the West Coast office. Walt has a large territory but he is still giving the customers the personalized service which typifies Gates. With his twenty-five years background in radio broadcasting stations KOOS, KVAN, KINY, and KFQD, his experience and good judgment are of valuable aid to both old and new outlets.

As you have been advised the west coast office is located at 1350 N. Highland Avenue, Hollywood 28, California.



The wife's new fur coat had just been delivered, and she was in ecstasies of delight admiring it. But suddenly a look of sadness replaced her happy expression.

"What's the matter?" asked her husband. "Aren't you satisfied with it?"

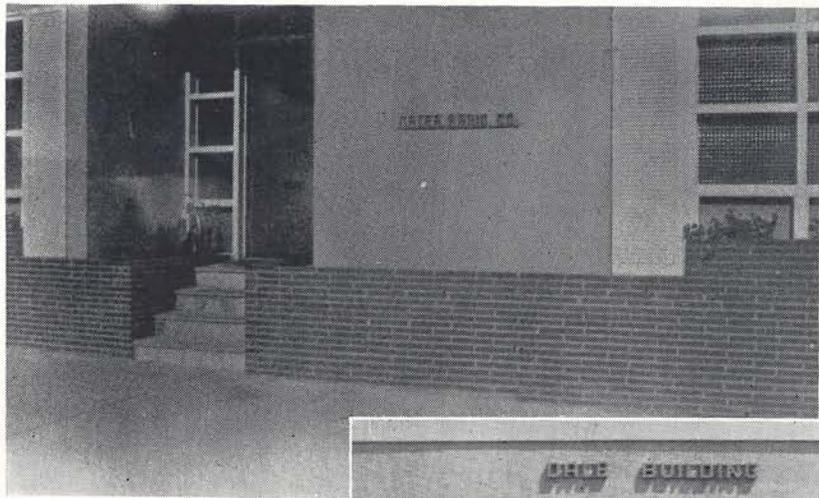
"Oh, yes," she replied, "but I just can't help feeling sorry for the poor creature that was skinned."

"Thanks!" replied hubby.



The judge had just awarded a divorce to a wife who had charged non-support. "And," he said to the husband, "I have decided to give your wife \$50 a month."

"That's fine, judge," the man replied, "and once in a while I'll try to slip her a few bucks myself."



1350 N. Highland Ave.
Hollywood 28, Calif.



WEST
COAST
OFFICE

NEW MIDWEST SALES ENGINEER

Mr. E. G. Rainey of Wichita, Kansas has joined the personnel of Gates in the capacity of a Sales Engineer for the Midwest territory. Ed has had much experience in the field of radio. After completion of his schooling he worked up to be engineer at KFH in Wichita until Uncle Sam needed him during the war. His time in the Coast Guard was well spent however, because he learned more about his chosen field. After his discharge he returned to station KFH. His desire to get into the sales engineering field prompted him to make a change, first to one of the smaller companies and finally to Gates. We are sure Mr. Rainey's likeable personality will be well received by our customers.

Ed's main problem since joining our staff is finding living quarters for his wife and two children, Diana, 8 and Edward II, a bouncing, inquisitive two-year-old, who are still in Kansas. Although flying is Rainey's hobby, if you see a new green Studebaker pull into town, you will realize that the airplanes have some competition.



SYMPATHY . . .

Our sympathy to Frank Schnier on the death of his Dad last month.

NEW PERSONNEL

Edward DeGroot is one of the new fellows who has joined Gates in the general factory as wireman under Johnnie Anderson. Eddie was in the Army for three years and attended Radio School after his discharge.

Charlotte Polan is the new steno at the New York Office. We hope she will like her position with Gates. We are sure she will enjoy working with the other personnel at the New York Office.

Mabel Bush has taken over the duties of matron as Mrs. Fisk had to undergo an operation. Although quite new, she really knows her "beans" when it comes to cooking coffee.

Omer Walton, an ex-gob, is one of the new wiremen on the 250C line. After spending two years in the Navy he returned to Quincy College and with the completion of school, came to work at Gates.

Roy Bush, who was one of the boys in the packing department during the war, who later left Quincy, is again back at Gates in the Stock Department. While away he succumbed to a little Miss who is now Mrs. Bush.



Indignant woman to luscious looking librarian: "Funny you don't have that book. My husband said you had everything."



A Newcomer's Viewpoint of the Annual Gates Party . . . By Faye Fuller

May 26, 1947 was a day long awaited by Gates personnel. The annual party held at the Hotel Lincoln-Douglas was preceded by a week of frenzied shopping for frocks, hats and accessories, and in my opinion the end justified the means. What a party! Every available space in the ballroom was taken up with the long beautifully decorated tables. The food was good; the service excellent. Musical selections were rendered very skillfully by a trio from Quincy High School.

But the high point of the evening was the after dinner entertainment supplied by members of our own organization. Francis Wentura, Assistant Chief Engineer, was Master of Ceremonies. He did a good job too (even considering those questionable jokes). Nelda Haschmeyer gave a short summary of the progress of the Gates Company since she started working here. It must be quite a thrill to realize you have helped build a business, especially one of such quality as Gates.

Mr. McEwen introduced the guests among whom was Clare Heald who lead us in group singing for which he is famous. The accompanist was Harry Love who is one of Quincy's favorite pianists. Clever Norbert Jochem gave us a brief look-see into the workings of the Engineering Department. It seems that some of the engineers are quite over-

worked, especially Bill Parker. It must be tiring turning those calendar pages each month. No kidding, though, they tell me Bill really knows his stuff. He is responsible for our FM you know.

Mrs. Beck won the lady's hat contest, and a very beautiful hat it was, trimmed with violets — very becoming to Beckie, too. Some gorgeous ties were displayed in the contest to judge the loudest tie — and not one had a gravy stain! It was rather difficult to choose the winner because the boys really outdid themselves when it came to choosing ties to wear that night. After much applause and retakes the audience selected Willard Lindsay (BC 5 production line) as the winner.

Mr. Pippenger and Mr. Myers gave short talks. If Myers could have his 'druthers', he'd druther not talk, but Art did a marvelous job and should be heard. Mr. Grimwood was supposed to give us his version of the adagio later that evening, but sorry to say, I did not get to see it. His beautiful wife was the object of many admiring glances.

Then there was an hilarious skit which featured Harold Laws, Bob Flotkoetter, Nibs Jochem and Lib Hildebrandt. Bob was supposed to be the straight man but got as many laughs as the comedians.

Mr. Gates told us about the growth of

the company since its beginning, and expressed his desire and intention to carry on with the plans of his parents whose ideals have made it such a grand place to work.

Mr. McEwen gave a few closing remarks and had Emily Hussong, Eunice Hanawalt and Ginny Sharp pass out the Profit Sharing Bonus checks.

After the tables were cleared away, there was dancing to music furnished by one of Quincy's "grooviest" orchestras.

The only thing that could have made the evening more perfect for me would have been hearing Wilma Cox at the piano. How about next year, Willie????

It was an all-round swell party, and I am making my reservations as of now for next year.



Sam Jones and his wife were boating on the Mississippi River when Sam drowned. After searching three days for the body, his wife returned home, instructing the searching crew to notify her if they found any trace of him.

A week after her return, a telegram followed:

"Body found with thousand dollars worth of pearls. Awaiting further instructions."

She telegraphed back: "Send pearls and reset bait."

VISITORS IN OUR PLANT KEEP US ON OUR TOES

What value to the company does a visitor have other than coming to see you, enjoying himself and possibly buying some equipment? In some concerns probably no value, but in the radio manufacturing plant a great deal indeed.

Obviously, we must show visitors our factory. They come in with eyes wide open, and are always very kind in their remarks. Yet what they finally buy is our guide as to whether or not they have been impressed. Consequently, we as a manufacturer must have several important things for these visitors to see and they must be factual as well as "show."

First, we must have a neat, well kept plant. How can you make good equipment in a dirty, poorly organized factory? You cannot, so we must keep it clean, attractive and yet realize it is a factory; a busy place where a small amount of disorder is reasonable, but the very disorder must have an obvious reason.

Secondly, our methods of manufacturing must be good. If we took a visitor into our metal working department, for example, and he witnessed a chassis or cabinet being whittled out with a chisel, he would probably think "these fellows are behind the times." If our wiring was not accomplished with a system, such as cable boards, the visitor would think "the next one will be different, there is no uniformity."

In our finishing department, instead of modern spraying and surfacing equipment, if we paint with a brush, our visitors would simply say to themselves, "it can't help but look bad." If our office desks are cluttered up he thinks, "how could I expedite anything in a mess like that?"

For that reason, we at Gates are rather pleased that over 90% of those who visit our plant buy our equipment. They are loud in their praise at times for the good wiring that is done and the neat workmanship in the most intricate equipments. They seem to like the massive design and the little extras which do not show up in a picture, but which are quickly noticeable when viewed in person.

A company such as Gates competes with three of the industry's, if not the country's largest corporations: namely, General Electric, RCA and Western Electric. These three sell their well established names by an investment of millions in advertising each year. As a result, the apparatus manufactured by a company such as Gates cannot be produced with the assumption that it is just as good. Instead it must have those added extras which will make the broadcasting engineer want Gates equipment because of the extras that are put into the apparatus. Thus the customer realizes that the Gates nameplate is important but not expensive.

— P. S. Gates,

THE BEST THINGS IN LIFE ARE FREE

In these days of higher costs on every material article, it might be well if some of us considered all those things which have not gone up in price.

What value do you place on your wife's love or your children's affections? How much would you charge for a warm friendly handclasp from a lifelong friend? Would you care to write a price tag on a beautiful Spring day or on the twinkle in your youngest child's eye as he stands open mouthed before his first Xmas tree?

The esteem in which your neighbors hold you — is there any monetary consideration there? The good will which your company has built up over a period of years — what do you carry as its value on "your" balance sheet? That grand feeling of elation, the sense of pride and security that full home ownership gives . . . inflation can never touch that!

The mercenary world attempts to set a price on everything. Thank God they haven't completely succeeded!

— Selected.



Patient (who complains of having bad dreams): "Every night I dream of a ravishing blond with a million dollars who begs me to marry her."

Psychiatrist: "Very interesting, Sir, but what's bad about it?"

Patient: "Waking up."

* * *

"Who is really the boss in your house?"

"Well, of course the wife assumes command of the children, the servants, the dog, the cat, and the canary, but I can say pretty much what I please to the goldfish."

* * *

It isn't the thing we do or say,
But all in the way we do or say it.
What would the egg amount to, pray,
If the hen got up on the perch to lay it?

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Gates Develops High Fatigue Amplifier for United Aircraft

(Pictures on following pages.)

Amplifier Installed at Hamilton Standard Propeller Co.

In connection with the problems of the research and testing of aircraft components of numerous types, particularly propeller, the engineering staffs of Gates Radio Company and Hamilton Standard Propeller Company of East Hartford, Connecticut, a division of United Aircraft Corporation, have completed installation of super power audio amplifiers for the purpose of creating mechanical vibration energy.

Typical of these units is one most recently completed to fulfill this requirement.

Photographs show the constructional details of a 12.5 Kw unit which will deliver 20 cycle audio frequency energy with very low distortion content into a load impedance as low as .75 ohms. This energy is then transferred to an apparatus resembling a huge large speaker armature which in turn delivers the power to the testing point.

First Propeller Tests Now Impractical

The first airplane propellers were little more than boards, turned by an uncertain engine, trying to give lift to flat wings bound together with a myriad of struts, wires and braces. The end of World War I saw the airplane and its components emerged from cut-and-try to a scientific and mathematical actuality. The interval of peace saw the airplane propeller branching to many types. Where the first propellers were to lift the plane from the ground, now they are designed for altitude, for speed, for economy; they were designed with variable pitch to meet a number of requirements; they were designed of many different materials to meet many specialized needs. World War II placed an unprecedented demand and urgency for products and new design, speed of production far exceeded anything in the commercial competition for market supremacy. Every device that would speed development and testing was enlisted.

Hamilton Standard Pioneered "Fatigue" Amplifiers

One such device was the "fatigue" or "vibration" amplifier. The Hamilton Standard Propeller Company pioneered this development. They have in service two two-kilowatt amplifiers, and have often found even a few hundred watts additional power would have solved a particular test. This, with the prospect of larger and larger propellers, resulted in the decision for an amplifier capable of delivering twelve kilowatts.

The propeller design under test—often consisting of about the middle third portion of the whole unit—is suspended

"motor". Pickup devices such as microphone, small loud speaker, or a mechanical-magnetic linkage, is placed near the propeller. The pickup feeds into the amplifier which in turn drives the motor, and when properly adjusted, maintains the propeller vibrating at its natural frequency. This natural frequency varies from thirteen to fifty cycles. With numerous strain gauges and other data collected, the engineer or metallurgist can tell from the fractures obtained the quality of design and material.

The "motors" used resemble the moving coil speaker construction, only of course, much larger. One of the "motors" used on one of the two kilowatt amplifiers was once a loud speaker at the World's Fair. The motor to work on the ten kilowatt amplifier is approximately 40 inches in diameter, 30 inches high and weighs about a ton. The spider, which corresponds to the voice coil, is 20 inches in diameter. Air pressure hoses are connected to cool the field and spider.

Gates Called Upon for Larger Unit

The Gates Radio Company built the amplifier, using as a foundation the panels and frames of their standard five and ten kilowatt broadcast and eight kilowatt short wave transmitters. The unit is 11 feet long, 7 feet high and 5 feet deep, requiring only two external pieces of apparatus, the power transformer and output transformer. The panels are finished in three tones of gray, and the appearance is that of a high quality broadcast station.

The basic mechanical design is similar to a short wave transmitter the type of which the Gates Radio Company built a large number during the war. 6C6's, triode connected, in push-pull serve in the input stage. A pair of 807's are used in the second stage, and the stage to which the feedback is introduced. The driver stage consists of four 845's in push-pull parallel. The power amplifier stage consists of four 891-R's in push-pull parallel. Each filament is operated single phase, but the two tubes on each side are out-phased by Scott connected filament transformers. These transformers are of the current limiting type, which with a step-start arrangement, effectively limits the high inrush current of cold filaments. Feedback is taken from the power amplifier or plates through resistance-capacity networks back to the 807 grids.

The main rectifier consists of six 872's delivering 9000 volts DC. A front panel control permits the setting of the static plate currents on the power tubes, all four tubes being individually metered.

Unusual Output Transformer Designed

The output transformer is designed to work into resistive loads of 48, 24, 12, 8, 6, 4, 3, 2, 1.5, 1 and .75 ohms. This is accomplished by a two secondary winding which works in combinations to give the first three impedances. These secondaries couple into an auto-transformer section to obtain the matching for the lower values. The auto-transformer and output transformer are built into a single case. To match a load, a number of connections have to be made; this is done by means of jumper bars. These jumpers are so spaced that they fit only the predetermined connections. The remaining adjustments are to select the current and voltage ranges for the desired output, the lowest full scale reading being 150 watts. As the voltage and current vary widely between the .75 ohm and 48 ohm load, a chart for several operating powers gives the ranges required for the different loads. As the apparatus may be operated by men not too familiar with electronic equipment of this type, the termination was engineered for maximum simplicity, and the rest of the amplifier made as straightforward as possible with necessary protective interlocks, grounding circuits, and sequence relays. As the amplifier may be required to operate days at a time without shut-down, all components are oversized. T preformed cable connects the two amplifier units and the center control panel. The external wiring has been reduced to a minimum.

The amplifier was designed to cover the range from 20 to 600 cycles, the output falls off rapidly above 1000 cycles. The distortion is less than 4% from 100 to 600 cycles, the specifications calling for 6% maximum at 10 kilowatts output. At 40 cycles, the distortion was specified as not exceeding 6% with 5 kilowatts output, but at 30 cycles the full 10 kilowatts was obtainable with the 6% distortion limitation. Only at the very 20 cycle edge did the distortion reach up to the specifications. The noise was anticipated as possibly giving trouble, as the output transformer was designed especially for the low frequencies but the application of feedback resulted in a noise level 51 db below 10 kilowatt output, 35 db below 250 watts, while the specifications called for 40 db below 10 kilowatts.

The project was carried on at the Gates plant under the supervision of Project Engineer L. B. Petery and Chief Engineer Fred Grimwood. At Hamilton Standard, Mr. H. G. Richards in charge of the vibration department represented that company and Mr. Joe Colleti supervised the actual installation.

Antique Amplifier

(Hamilton Aircraft Corp.)

This Audio Amplifier showing front panel flanked by two small meters gives output of 100 to 15,000 watts. Area at the top is specially designed for Hamilton Standard recording amplifier and recording meters.

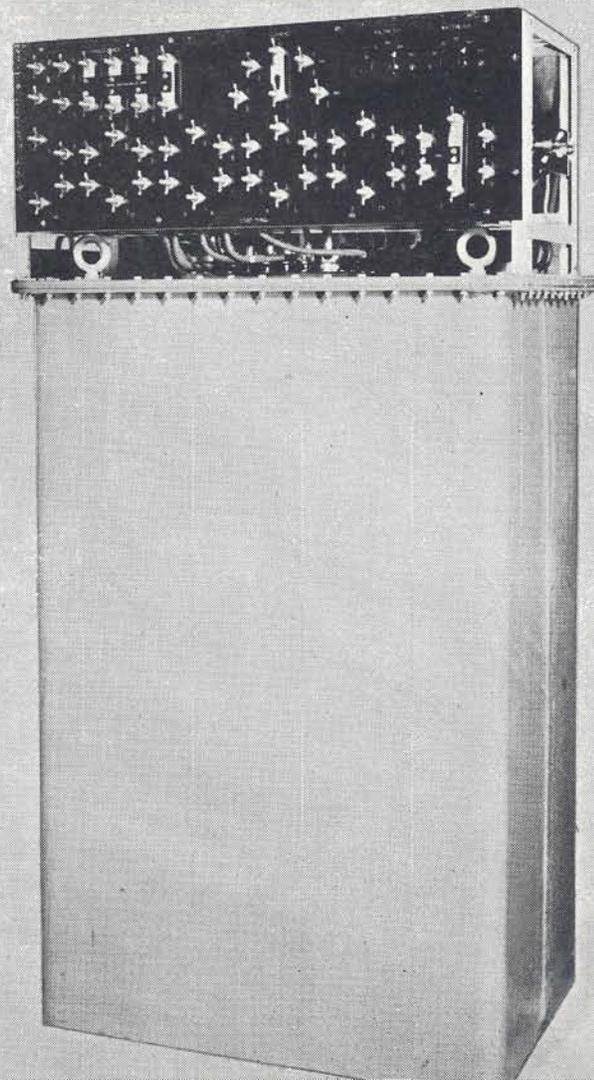
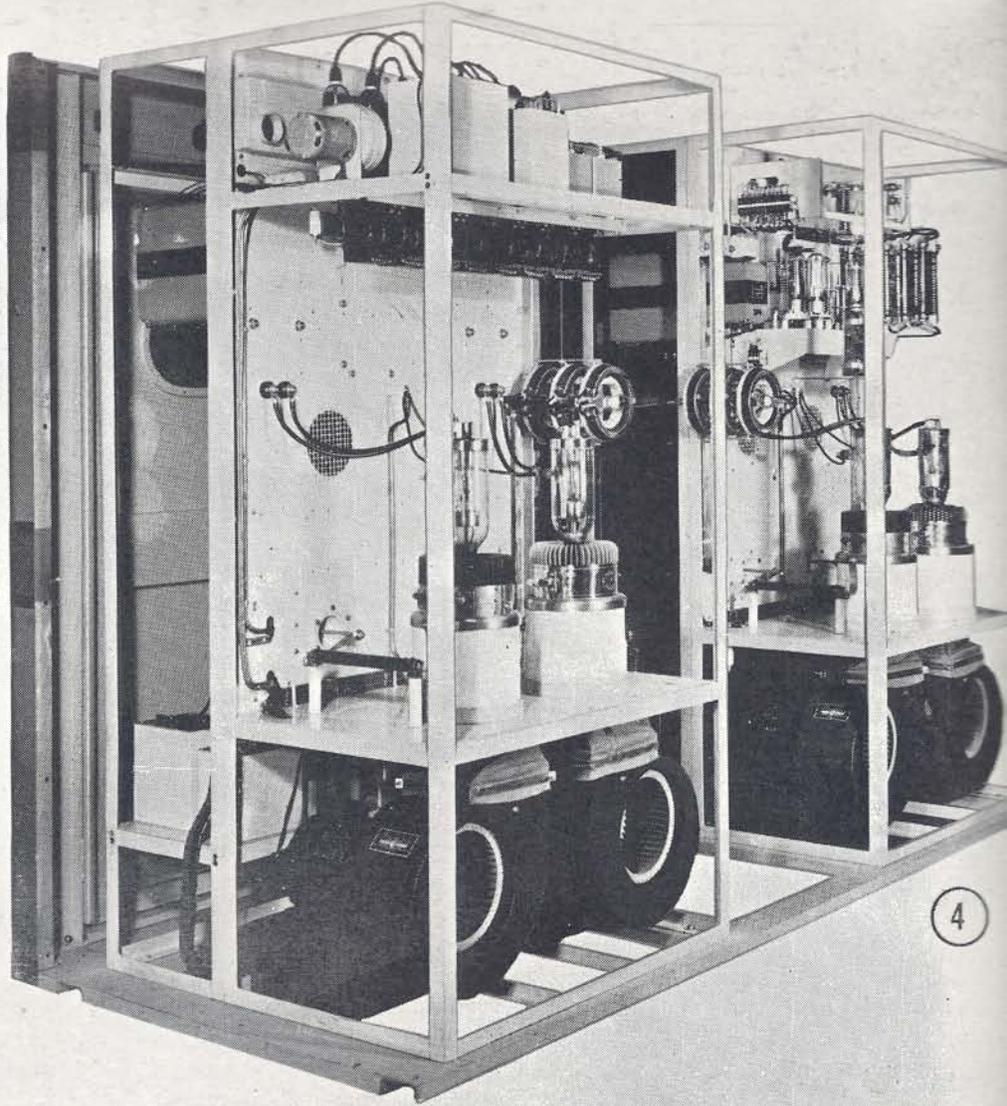
Normal operation without opening the door may be adjusted and read, as well as the amplifier.

Inside shield of right section reveals filament transformers at top. Meters may be seen on lower shelf.

Two banks of power amplifier tubes are in the nearest section. Audio driver units and cooling fans deliver more than twice the output specified by tube manufacturers.

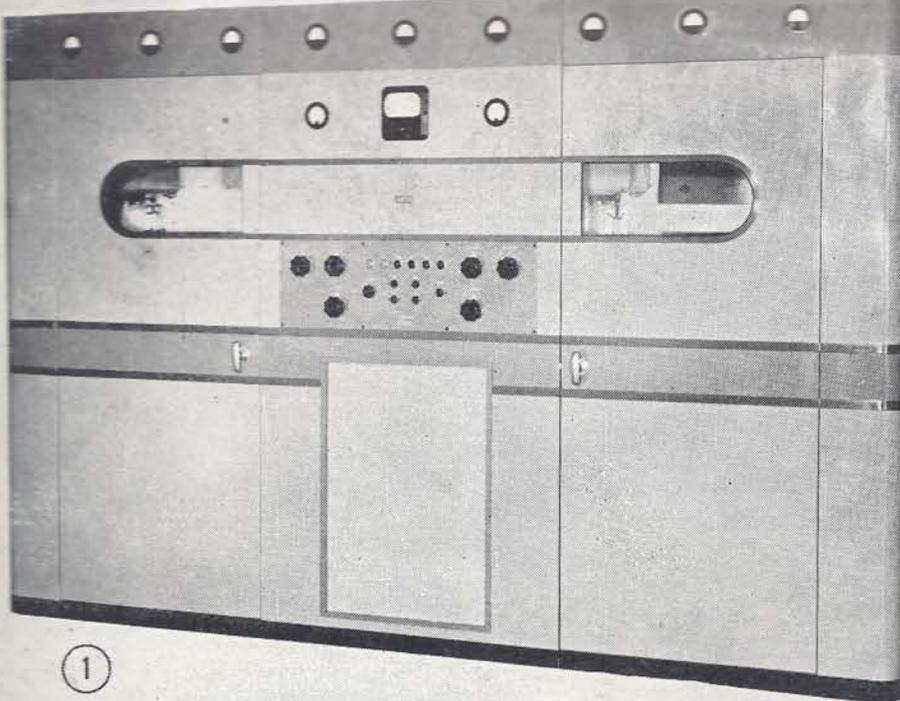
Capable to loads from 48 to 75 ohms. To minimize the error in making load adjustments, range switches for

Company
Illinois

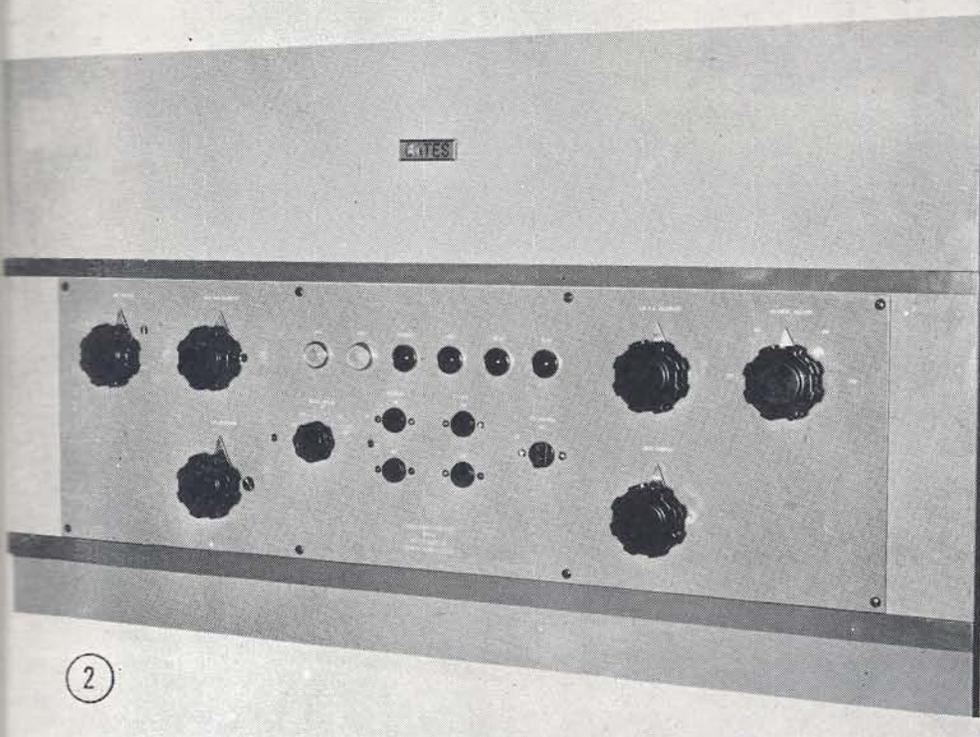


15,000 Watt Fa

(Designed for Unite



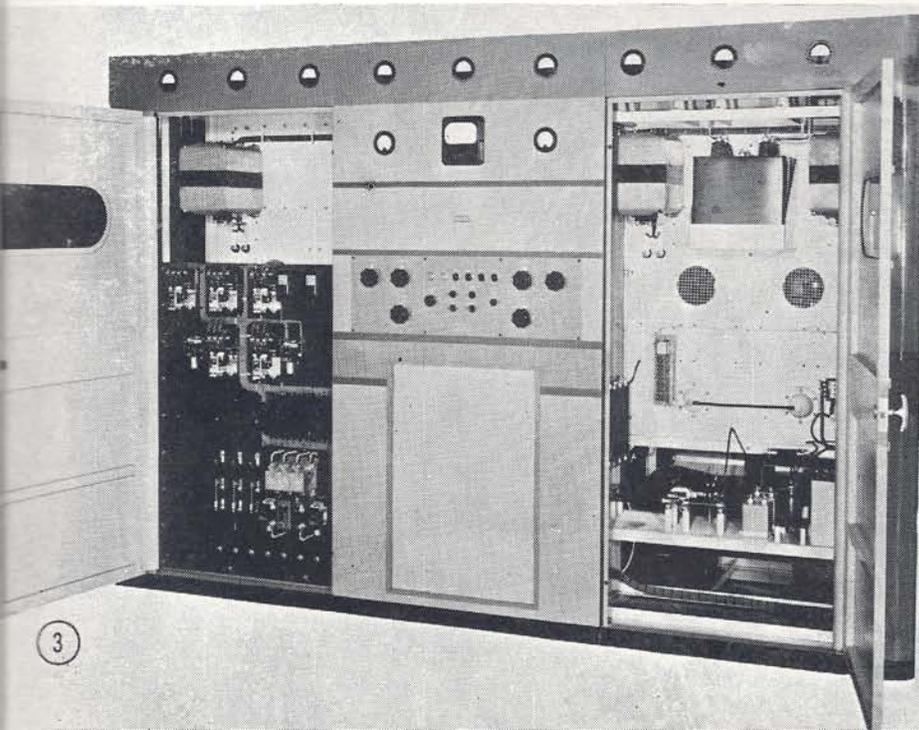
① FRONT VIEW OF 10,000 WAT
panel control. Large square mete
the accurate power reading from
bottom of center panel was espec
Propeller to mount their control



② Control panel allows full functio
doors. Voltages and currents ma
operate the power circuits of the

③ Front view with doors open and
moved showing high voltage filter
Bias rectifier and ground rel

④ Rear view of amplifier showing
Main rectifier located on top of
are at top of far section. Individ
amount for cooling the air as spe



⑤ Special output transformers to
Specially designed jumpers mini
justments. At the very top, on
the output watt meter.

Gates Radi
Quincy,

Engineer Co-Operation Available for FM Permittees

THE Engineering Department of Gates Radio Company has made an intensive study of the coupling methods and transmission line circuits employed in FM and combination AM-FM broadcasting. Permittees of new FM broadcast stations may consult Gates Engineers about field problems without obligation.

F. C. C. Approvals Received

Gates FM transmitters have received final approval by the Federal Communications Commission on the basis of acceptable design, performance and operating characteristics. Separate authorizations have been received on the Type BF-250A and BF-1A and the BF-3A.

The design of each of these transmitters has been proof tested through months of operation at the Gates' Experimental Station W9XLZ.



BF-1A



BF-3A

Approval of the BF-10A 10-kilowatt FM transmitter is expected at an early date as final proof tests are now completed.

All Gates FM transmitters use direct crystal control and are in matching cabinets so that sequence power increase from 250 watts to the maximum rating can be progressively made by the addition of simple amplifier units. The 1 kilowatt and the 3 kilowatt amplifier units may be added to existing equipment for power increases. The driving wattage on either is less than 100 watts. This may also be done with the 10 kilowatt amplifier if a driving wattage of approximately 2.6 kilowatts is available.



In the pictures across the top of the page —

Outside view of the station.

Announcer Joe Greenawalt in the control-transmitter room.

Lorenzo K. Lisonbee, one of the owners of the station, taking transmitter reading.

Lower picture —

Looking into the control room and beyond into the studio show window mentioned in article.

KTYL . . . MESA, ARIZONA

One of the latest innovations to be used in broadcasting station setups was incorporated in the very modern new outlet at Mesa, Arizona, known as the Drive-In feature whereby approximately fifty cars may park outside. There the occupants watch the programs thru a large double plate glass window. Loud speakers have been installed outdoors for the enjoyment of visitors. To put on the finishing touches the three acre tract has been artistically landscaped. Under the able management of A. E. Mickel, this station promises to be one of the finest in the southwest.



"NEW LOUD SPEAKER MODELS"

Mr. and Mrs. P. S. Gates, a daughter, Mary Belle, arrived May 8.

Mr. and Mrs. Virgil Hall, a son, Donald Lee, arrived April 17.

Mr. and Mrs. Robert Kuhl, a daughter, Linda Diane, arrived May 11.

Mr. and Mrs. Hardin Stratman, a son, Terry L., arrived May 9.

Congratulations to the proud parents.



Mechanic — "The trouble with the car, madam, is that there's a short circuit in the wiring."

Woman Driver — "Well, can't you lengthen it a little?"

There's a family nobody likes to meet,
They live, it is said, on Complaining Street,
In the city of Never-are Satisfied,
The river of Discontent beside.

They growl at that and they growl at this,
Whatever comes there is something amiss;
And whether their station be high or humble,
They are always known by the name of Grumble,

The weather is always too hot or cold,
Summer and winter alike they scold;
Nothing goes right with the folks you meet
Down on that gloomy Complaining Street.

They growl at the rain and they growl at the sun,
In fact, their growling is never done.
And if everything pleased them there isn't a doubt
They'd growl that they'd nothing to grumble about.

But the queerest thing is that none of the same
Can be brought to acknowledge his family name,
For never a Grumbler will own that he
Is connected with it at all, you see.

And the worst thing is that if any one stays
Among them too long he will learn their ways,
And before he knows of the terrible jumble,
He's adopted into the family of Grumble.

So it is wisest to keep our feet
From wandering into Complaining Street;
And never to growl, whatever we do,
Lest we be mistaken for Grumblers, too.

Let us learn to walk with a smile and a song,
No matter if things do sometimes go wrong,
And then, be our station high or humble,
We'll never belong to the family of Grumble!

Anonymous

Static

Rain, Rain go away
Come again some other day
That Mississippi's on its way
To our door —

To our door, only one half block — but on the bluff, so we're not really worried for ourselves, but all the "little peoples" along the river — even Gates has gone "Rainey" with a Midwest Sales Engineer — P.S. wears his felt fedora every morning and switches to the straw at noon — it seems new cars have sprung up like the proverbial mushrooms — Howard Young, a '47 DeSoto, Bill Parker, a '47 Plymouth, Wentura's Super Deluxe Maroon '30 Ford coupe, Frank Bruening and Lindsay '42 Studebakers — of course some just had the old one repaired, especially the Packing Department — "Car Woes" is their theme song — Flotkoetter was mired down one Saturday afternoon while fishing: next thing he knew a bull was trying to play hard ball with Bob's '37 Ford — Jim McKeown and Carl Holtman had their sisters at the banquet, they came together and left together, looked fishy — Mary Adcox is back to work after seeing her boy thru a tonsillectomy — the girls in the console department are most happy about their new metal back high-chairs, they are really swell for line work, especially consoles — on the picture of the Gates annual banquet Juanita Gibbs and Don McCabe are the two smiling faces in the front row and we do mean front row, the month of August for them 'tis said around the machine shop — Ida Taylor is back after a 4000 mile trip through Arizona, New Mexico and old Mexico. This year she didn't even have a flat tire — last year something went wrong



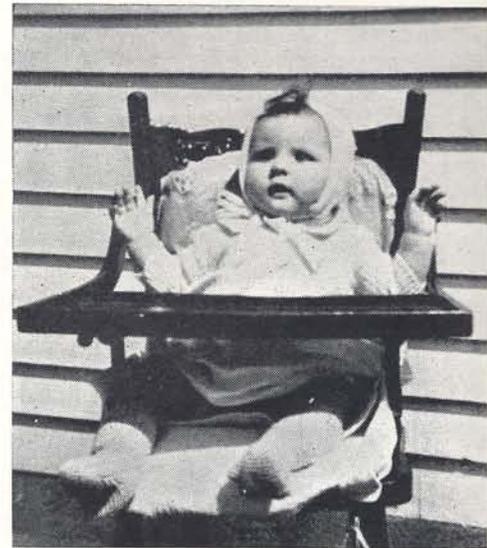
GR 9091's being completed and tested prior to shipment. Frank Schnier, Don Fontaine and Howard Decker are the men in charge of the testing.

every day. It really was wonderful!! — John Lewis the leadman on the 250C line has left to be one of the "Coupon Clipping" boys at a new station in Belleville, Illinois. Best of luck at WIBV, Johnnie — with the baseball season here P.S. and all the rooters are having quite a time, either dodging in and out of the grandstand between showers or else getting baked a faint "purple" with no roof overhead — the boys in the factory are wondering just what will happen next in the Lindsay-Mohannah feud, doctored tobacco, mixed tools, what next — Howard is wondering what Wentura has that he hasn't — Francis was able to get a certain payroll gal on the dance floor at the party, after Howie was informed she couldn't dance — it looks like Quincy is back in the running again with Shade since her last "transformer" date — Ed "Frankie" Rainey's ambition is to get one of those bow ties that light



CONGRATULATIONS . . .

Saturday, June 7 Donald Hamann of the Sheet Metal department and Henrietta Kramer were married in St. Mary's Church. The bride wore the traditional white and a large reception followed Saturday evening. The entire sheet metal department from Gates was present. It seems Johnnie Beckgerd's girl caught the brides bouquet, and now he hasn't a chance to back down.



One of the items Vandeenboom keeps as private stock . . . Karen Jean Vandeenboom.

up and say "Gates Radio" on it as he calls on potential customers — the three girls on the second floor who are better known as the "Power Supply" girls, Adcox, Call and Tucker — did you know that 4001 steps were necessary, and 80 stoops were made on each round of catalogues, total 2000 catalogues; some of the girls did it just for the exercise, we are told — just think, as of Friday, June 13 we had only 90 more days till vacation or if you work Saturday mornings there will be 18 hours and 45 minutes longer you have to work . . . but we will have another Studio Review before then.

★

Man Motorist (barely avoiding a roadside crash): "Why on earth didn't you signal that you were turning in?"

Girl (who has just crossed into her home driveway): "I always turn in here, stupid."

* * *

Emily (in crowded car, to her friend): "I wish that good looking man would give me his seat."

Five men got up.

* * *

Housewife: "Why should a big, strong man like you be out begging?"

Hobo: "Well, lady, it's the only profession I know in which a gentleman can address a beautiful woman like you without an introduction."

* * *

Functions at the fashionable hotels in London have nearly reached normal. At the Piccadilly everybody drew to attention when the page boy called for a Mr. Neutrosponsiavanci. A dignified Latin slowly rose to his feet and asked, "What initials, please?"

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... WITH THESE BUILT-IN OPERATING ADVANTAGES

This Unit provides ALL features you want most. Besides its vertical chassis for easy accessibility, the three-quarter length front and full-length rear doors, plus modern styling, it gives you:

DIRECT CRYSTAL CONTROL

... eliminating the necessity of specially designed motors or critically tuned circuits—an important engineering accomplishment.

SIMPLIFIED ADJUSTMENTS

Only a limited number of components and controls are used—for simplicity of adjustments and ease of operation.

THE BASIC UNIT FOR ADDED POWER

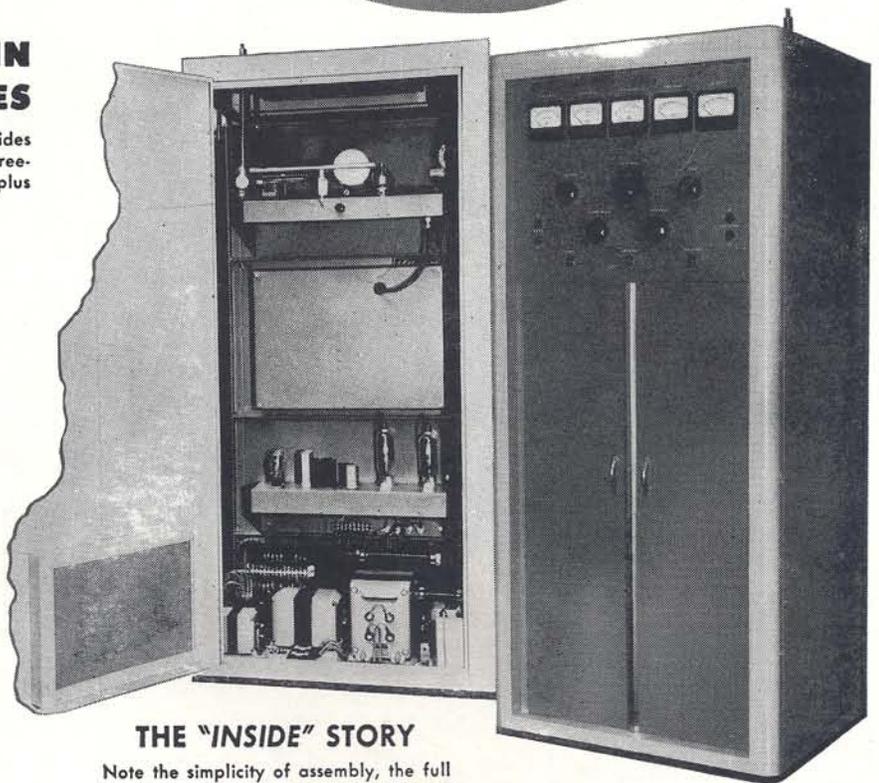
Permits increase of power by the addition of a 1 KW or a 3 KW amplifier constructed in a matched cabinet. Hence obsolescence is obviated.

FORCED AIR COOLING

... is used throughout on all power amplifier tubes to secure long life.

EXCEEDS ALL FCC STANDARDS

All requirements of the Federal Communications Commission are exceeded by the characteristics of this FM Transmitter.



THE "INSIDE" STORY

Note the simplicity of assembly, the full length door exposing the inter-unit construction—and how accessible all parts are thus rendered.

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