

MARCONI SERVICE NEWS

Volume 2



November, 1917

Published at 533 Broadway, New York

By and for Marconi Employees

The Business Ten

- I Honor the CHIEF. There must be a head to everything.
- II Have confidence in yourself, and make yourself fit.
- III Harmonize your work. Let sunshine radiate and penetrate.
- IV Handle the hardest job first each day. Easy ones are pleasures.
- V Do not be afraid of criticism — criticise yourself often.
- VI Be glad and rejoice in the other fellow's success — study his methods.
- VII Do not be misled by dislikes. Acid ruins the finest fabric.
- VIII Be enthusiastic — it is contagious.
- IX Do not have the notion success means simply money-making.
- X Be fair and do at least one decent act every day in the year.

Special Prices to Marconi Employees

Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply you with any book on wireless published in America at regular published price. We can also import on order any book published abroad. Send us your orders. They will receive prompt attention.

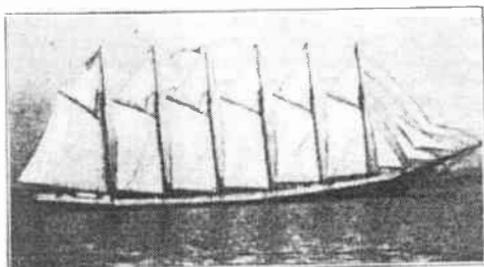
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TWIN SISTERS FOUNDER TOGETHER

By George B. Ferguson



No handsomer vessels ever sailed the seas than the six masted schooners Edward B. Winslow and Addie M. Lawrence, alike in every detail. On the fourteenth day of June they set sail from Boston for St. Nazaire, France, in company. They separated on leaving Boston lightship, and twenty-five days later, on the morning of the ninth of July, picked each other up 50 miles off St. Nazaire channel, and dropped the mud hooks' about a mile apart. Taking a pilot the Lawrence proceeded, but immediately ran on a reef, broke her back and sunk in a few moments. Her operator was F. E. Zahn. There

was a heavy sea running which instantly flooded the radio cabin, killing the apparatus. After several attempts the crew got away in lifeboats, without loss of life.

I, on board the Winslow, gave Zahn the merry Ha Ha, as we received our pilot and bore away for port, but my laugh was a little premature, for twelve hours later, about 2:40 A.M., I was awakened by Captain Newcombe and ordered on deck at once, as the ship was on fire. Gaining the deck my first thought was of the untimely Ha Ha I had given Zahn. I sent out S.O.S. and French patrol boats came to our aid. Everything possible was done to save the fine vessel, but she was doomed. The smoke drove all hands aft, and the donkey boiler room was soon all ablaze. When the sails caught fire, riggings and spars, ropes and blocks fell to the deck and the ship burned to the water's edge.

A piece of wreckage struck me on the knee cap and put me out of business. After three days in St. Nazaire hospital I took a train to Bordeaux, and sailed for New York on the Rochambeau in company

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with the crews of the steamships Kansan, Masapequa, and Prelanes, and the schooners Colleen Bawn, Addie M. Lawrence and Edward B. Winslow. Excepting for the number and variety of yarns spun by this extraordinary company of shipwrecked mariners, the return voyage was uneventful, and when these lines see daylight the writer will again be en route for the war zone on the Ockenfels doing his bit for democracy.

ALL IN A DAY'S WORK

By Clarence Cisin

(Concluded)

We left Fowey with the whole town lined up to bid us farewell. The second day out, about 4 a.m., just as I was coming off watch, we sighted the body of a man lashed to a mast, floating quite near us. The form was withered and apparently eaten away. It seemed like an ill omen. The next morning at 5 we sighted a crowded life-boat. The people in it were waving to attract our attention. We overtook it, and saw twenty-three men—thirteen Chinamen and ten Englishmen. As we steamed past them, they looked up at us with a pitiful, imploring expression, as if they feared we would not stop for them. We took them aboard, and found that they were from the S. S. Glenstrae (Br.) torpedoed the evening before. The Captain immediately gave me a code message, asking that one of the destroyers relieve us of these men as we had but three life-boats; only sufficient for our own crew. I got in touch with a British patrol, and within a couple of hours it was alongside and took the shipwrecked men away.

A few days later, on August first, we had just about cleared the war zone, and were beginning to lose that strained, constantly alert, half expectant, half dreading, expression that marks men who have reason to hold the submarine in great respect. A few of the men had decided to undress the next time they turned in. Someone started a song about old New York town, and everyone joined in heartily. The third mate washed his laundry which he had let accumulate since the beginning of the trip because, as he said, "Clean laundry and dirty subs are a poor combination." Then it happened! I was taking my noon siesta, and was suddenly awakened by sounds of running and confusion and shouting on deck. Luckily I had only to put on my slippers and rush on deck to find out the trouble. The after-part of the ship was a dense mass of smoke, with flames shooting up at frequent intervals. Everyone was shouting, and running up and down. Someone said, "Try and heave that ammunition overboard." We had 110 rounds of ammunition for our three-inch guns stored away, and about 2,000 rounds of machine gun ammunition in my operating room. The Captain bellowed down from the bridge, "Send out the S.O.S." I started the generator and one of the oilers came rushing in and said, "Sparks, the fire is uncontrollable. Keep the distress call going." I was already shooting it out, saying, "Ship on fire. Burning oil." The fire was gaining such rapid headway that within five minutes the flames were licking in the windows of my

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operating room and the curtains caught fire. We had three life-boats on the after poop outside my cabin, and they were being lowered away. It was impossible for any of the engineers to get below to the engine room, because of the fire and smoke, and the ship was going ahead full speed. I was still repeating the distress call and heard through my open window one of the naval lads shouting, "We're leaving wireless." I grabbed Trixie and ran from my cabin. Two of the boats were already away from the ship. I slid down the falls with the pup in my teeth, just as they cut away the last rope. It was only good luck that kept us from capsizing, as the Navajo was going ahead full speed. We managed to get clear and rowed away from the undertow created by the propellers. The fire had gained such headway that the whole poop was now a mass of flames. We were 1,000 miles from land in an entirely unused ocean track, and the only ship we had seen in four days was the patrol boat which had relieved us of the Glenstrae's survivors. It seemed probable that some time would pass before we stood any chance of being picked up. And then the shells started to explode. First the ammunition for the rapid fire gun went off with staccato reports, that sounded very much like the automatic trip hammers used in steel construction work; then the deep boom of the large shells, followed by the peculiar whizzing sound as the projectile shot out. The whole after-part of the ship was one sheet of roaring flame. We expected to see the boilers go at any moment. The life-boat which I was in was in charge of the second mate; we also had the second assistant engineer and eight of the Portuguese crew. Everyone took a hand at the oars, except one big Portuguese fireman—he was a man who must have been born on a rainy day—he had an ugly, crabbed, nature, which made him very much disliked while on shipboard; he had lost one eye and the other eye had a ferocious, animal gleam in it; and he sat back like a passenger, watching the rest row. I suggested to the second mate that this fireman relieve the second assistant engineer, who was an elderly man; and the second mate ordered him to do so. The fireman scowled, and replied, "No savvy". He savvied as well as anybody, but probably the combination of fright, laziness, and natural meanness, made him refuse. The second mate did not have his revolver with him, so we planned to use the end of an oar upon the fireman's head. A life-boat is no place for excess baggage—also, this man setting such an example would undoubtedly result seriously because of the other Portuguese. We had but a limited amount of water and hard-tack aboard; and it was necessary to maintain strict discipline. I was edging over toward him with the intention of grasping his arms while the second mate utilized an oar, in an effort to prove that wood is harder than ivory, when we saw the smoke of a steamship in the distance. All grievances were immediately forgotten in the joy of the sight. No words can express with any degree of justice the feeling that ran through us. Within an hour we were, including the four pups, all safely aboard. The vessel which rescued us was the Greek steamer IOSSIFOGLU. (The name "Iossifoglu" is hard to pronounce, but our joy in being on her is easy to understand.) We all felt like giving three cheers for Greece and all things Grecy. There

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were two American firemen aboard, and their first remark was, "Well, you sure have struck a hungry ship", and they were right. Meals consisted chiefly of potatoes and tea, and tea and potatoes. An old saying, slightly changed, "Never look a Greek horse in the mouth," might be appropriate. However, compared to hard-tack and water, it was indeed sumptuous. I had a hunk above a Greek steward. He had the greatest collection of trained animals, marching back and forth along the walls and over the bunks, that it has ever been my misfortune to encounter. They did not apparently annoy him in any way, but I firmly believe that he must have spent considerable time in drilling them, as they would stand at attention, form in fours, fix bayonets and charge. The first night aboard they certainly annoyed me. All through the night I would strike the wall with a resounding whack—sometimes killing the enemy—and invariably saying with heartfelt emphasis, "Damn". About 2 a.m. the poor Greek steward knocked on my bunk and said, "What you mean, 'gol damn, gol damn' all night? What you mean?" I explained briefly, but to the point. The next day we had a general hunt for shoes, socks, underwear, and various wearing apparel, as some of us were shy everything, and most of us required something. We were bound for Limerick, Ireland. As the Greek ship was a neutral one, we did not feel very much uneasiness while going through the zone.

On August 5th we steamed up the River Shannon. The country is rugged, hilly and green, with a scattering of thatch-roofed huts dotting the hillsides. We arrived in Limerick that evening and were very much touched by the kind hospitality shown us there. There is a great deal of disturbance and unrest among the Irish people at present, as the Sinn Fein element, which feels greatly incensed against England, is growing in majority every day, and is doing everything in its power to handicap her. The far-famed ready wit of the people is indeed justified. One of our men while getting a shave was cut, and angrily asked the barber why he didn't learn his business, whereupon the tonsorial artist replied, "Kape your mouth shet, if you want to be shaved. And anyway your face is made wrong." The waiter in our hotel would have been called exaggerated upon any vaudeville stage. Upon being sarcastically informed that he was never born to be a waiter, he replied, "Sure and I knew that long ago. I was born to be a Prince, it's only circumstances that make me a waiter". The last word is their natural heritage.

We left Ireland seven days later and sailed from Liverpool on the American liner New York. The little pup received so many kisses and so much petting from pretty girls that many a man remarked he wished he were a dog. We arrived in New York without any excitement while crossing. I have just received a letter from a wireless operator at the land station at Bleville, France. I met this chap while in Havre, and as he had picked up our distress calls we had quite a feeling of intimacy. His letter reads:

"My dear Mr. Cis'in:

I'm really happy to have the honor to know you, but very sorry that you did not stoped a long while to Le Havre. I think that was not last times see you, it will be for another. Don't

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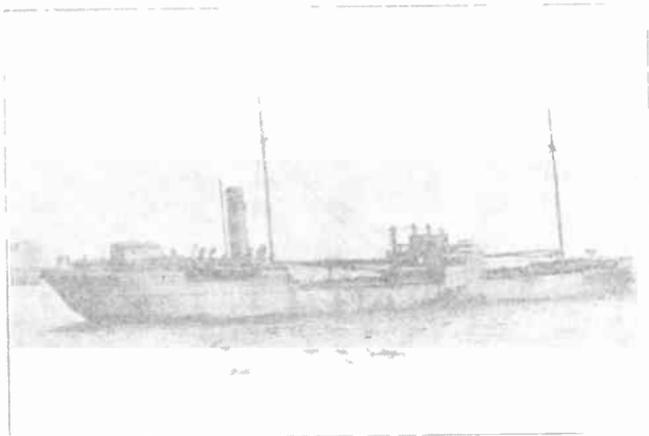
wish receive any S. O. S. of S. S. 'Navajo' like this on the last 5 July at 11 a.m. and 4 p.m. (Very constantly)

Your devoted new friend.

(Signed) H. C.

P.S. Excuse, please, my America writing, it is my first letter of this language".

The owners of the steamship have mailed me a very liberal gift, accompanied by a kind letter of appreciation. I expect to be on my way across again within a short time and feel that because of the necessity of supplying our troops with food and ammunition, the game is worth the candle.



The Ill-fated Navajo

MARCONI SCHOOL OF INSTRUCTION, NEW YORK

By C. Sandbach

Many of you, no doubt, are well acquainted with the New York school, having graduated therefrom. Others have not had an opportunity of making our acquaintance. To these, we bow.

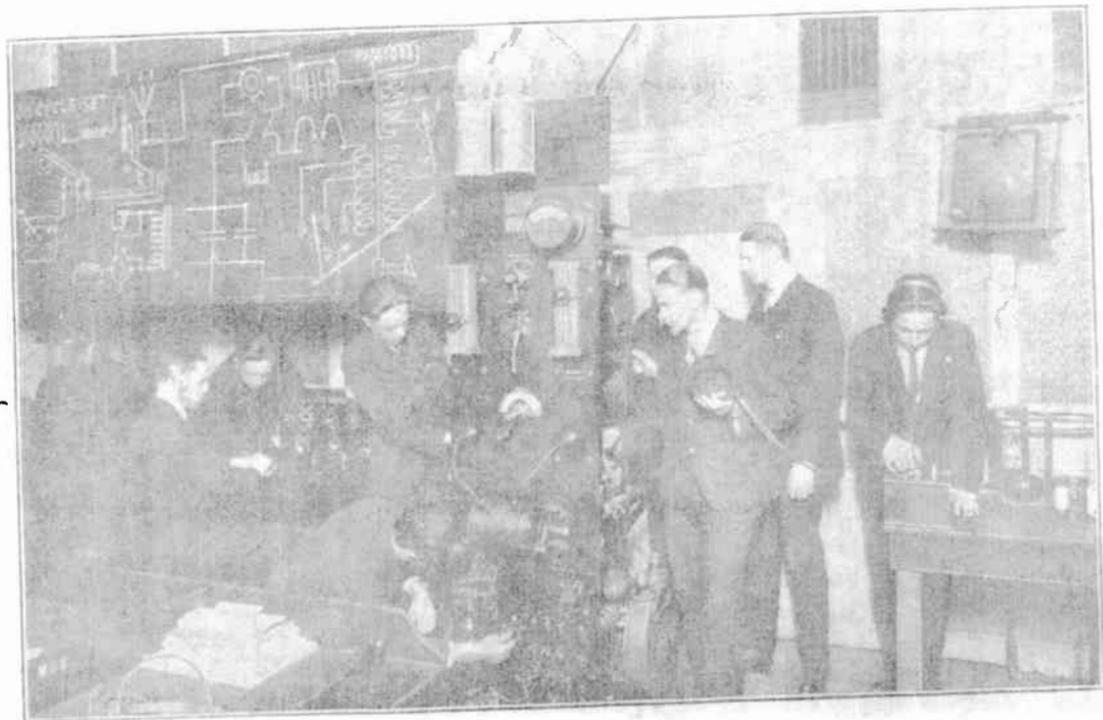
Our school is rather spacious, though we could do with much more room if we were to do full justice to the apparatus and to the students.

We have four standard sets fully installed: (Minus aerial, during wartime): a 1 k.w., 60 cycle, non-synchronous, rotary set; a 2 k.w., 240 cycle, synchronous, rotary set; a quarter k.w., 500 cycle, synchronous,



Marconi School, N. Y.—Class Work

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Marconi School — Laboratory Work

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rotary set (Cargo set—and a beauty at that); and a standard 2 k.w., 500 cycle, quenched gap set. We have most types of tuners, including 106, 107a, and that dandy thing, the 112. In addition we have a ten-inch spark coil, and spare parts of almost every description for demonstration purposes. I might add that we are now using the finest text book that has ever been written on Wireless Telegraphy. The title, "Practical Wireless Telegraphy," is very appropriate.

We have two classes, a day and an evening class. The day class gets a technical lecture each morning, with code and traffic instruction during the afternoon. The evening class has technical lectures on Monday and Thursday evenings, with code and traffic instruction Tuesday, Wednesday and Friday.

The code tables are all worked off motors and are divided into five sections: (1) 1-5 words per minute; (2) 5-10 words; (3) 10-15 words; (4) 15-20 words; (5) 20 and above. The students are aided in their studies by numerous circuit diagrams which decorate the walls.

The average time taken for a beginner to obtain his First Grade license is three months in the day class and from four to four and a half months in the evening class. The teaching of telegraph code is a study of psychology. It is one of the most interesting duties I ever had to perform. Some grasp it without any trouble, while with others it seems the hardest thing in the world. One student was over three weeks learning the alphabet. I thought he would never learn it. Then, suddenly, he got a grasp of it and he shot up at breakneck speed, stepping up at the rate of a section a week. He told me he mastered it by reading, in the

telegraph code, the signs in the subway cars.

Did you hear about the ladies we had, though? One of them said she "Could quite understand them attaching the Ground lead to the hull of the ship,—but how do they get from the hull of the ship to the bottom of the ocean"?

AN APPRECIATED LETTER

Belleville, N. J., August 6, 1917.

Marconi Wireless Telegraph Co.,
New York City.

Attention Mr. M. H. Payne.

Gentlemen:—

Enclosed is receipt signed by my wife, per your letter of 3rd inst., for the Five Hundred Dollar life insurance check from the Travelers Insurance Co.

We both wish to express our thanks to you, Mr. Pillsbury and Mr. Edwards for the many kindnesses shown Eugene and ourselves; in fact to all of your Company that have had to handle any part of the necessary work caused by our loss of our only boy.

This has been a revelation to us, and the evident desire of the Marconi Company to further the interests of its individual employees entitles you to greater success in your future business.

I remain,

Yours very truly,

S. H. BOOTES.

(Operator Eugene H. Bootes died suddenly on the S. S. Carolina, in Porto Rico.)

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Married, at Petaluma, Cal., September 8, Walter H. Graff to Alma E. daughter of Mr. and Mrs. A. S. Hall.

The bride's home was handsomely decorated with ferns and asters, and a wedding breakfast was served, after which the happy pair departed on an automobile honeymoon. The wedding gown was of blue silk and the bride received a profusion of gifts. The groom, who is considered a lucky dog, is stationed at the Naval Radio station at Bolinas, and was married in uniform. He graduated from the University of California as an Electrical Engineer, and has been in the Marconi Service at Kahuku and Bolinas for several years. He has prepared a cosy home for his bride at Bolinas village, where the good wishes of their friends will follow them.

At Richfield Park, N. J., September 12, at the Church of St. Mary's, Charles Sandbach, Instructor at Marconi School, N. Y., to Florence N. Francis, of Richfield Park, late of Edinburgh, Scotland.

At Elizabeth, N. J., October 10, Bernard Muller of the Stock room at the Marconi Works, Aldene, to Anna Dean, of Elizabeth. Mr. Muller's associates at the Works presented them with a fine set of china.

At Roselle Park, N. J., September 22, Edward Anthers, of Brooklyn Navy Yard, to Anna Haverband, of the Girls workroom, Marconi Works, service.

Aldene. Her associates presented a handsome cut glass water set with silver hound reflector.

At Rahway, N. J., September 9, at the German Presbyterian Church, Albert Bendlein, of the Blacksmiths department, Marconi Works, Aldene, to Emily Weiss, of Rahway. They received many valuable gifts.

At Philadelphia, October 13, Oswald R. Aberg, of the Drafting department, Marconi Works, Aldene, to Emilie P. Westdall.

BOLINAS ECHOES

Everything at this station is now decidedly naval, and such terms as pipe down, turn to, etc., are getting to be quite common. Of course we all lack the regulation sea dog roll, which takes time to acquire.

Owing to the exceptionally fine weather conditions this summer, the beaches have been thronged and the boys declare it the pleasantest season in the history of the station. Dances, beach parties and clam bakes have been weekly affairs, and attended by all from the station who could be spared.

The deer season has just closed, and thanks to some of the guard stationed here, we did not lack for venison. Some very fine hucks were downed and the last day of the season was celebrated with a barbecue. There was an abundance of roast venison and trimmings and the happy day will long be remembered.

The boys are conducting their own mess, under the supervision of a mess captain, who is successful in keeping down the cost as well as the kicks.

We receive the Service News regularly and it certainly means a good deal to the regular men at this station, as it keeps us in touch with our friends and interests in the Marconi service.

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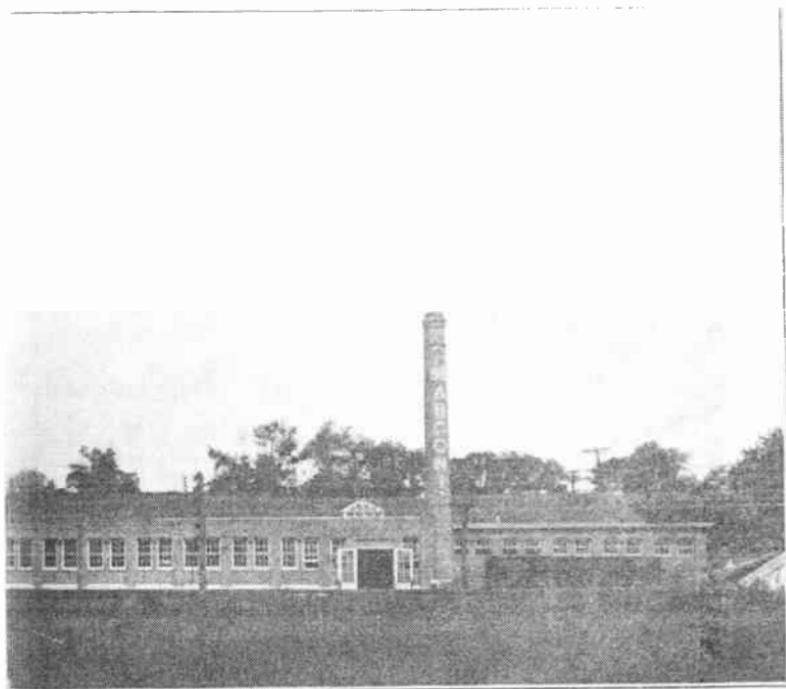


THE NEW MARCONI WORKS

Now that the new factory is in full swing, the Marconi boys and others in the service will doubtless be interested in a general description. Reference here to "New factory" instead of an addition to the old is entirely justified, as every machine and device operated for manufacturing has been removed from the old building to the new; but do not conclude for a moment that the old building has been abandoned. No indeed; activity, in every nook and corner, is now as great as ever—only it's mental, instead of mechanical. More definite reference to this transformation will be made later.

Entering the new factory, with recollections of the old, is analogous with suddenly landing in the Great White Way after leaving some alley

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on the East side, or stepping into a modern automobile factory from a bicycle shop—which definitely suggests as existing the following important conditions: Space, light and air without which no modern factory is able to reach its maximum efficiency. A few figures concerning the space will indicate how this has been brought about. The old factory plot covers about 10,000 sq. ft., the new factory over 39,000 sq. ft., its greatest length and depth being 295 and 175 feet respectively.

The general design and construction of the building is modern in every detail. Retaining walls are of brick with as little space between windows as design of construction will permit, guaranteeing maximum light and ventilation. The roof, of the saw tooth type of construction, windows facing North, rests on girders, supported by widely spaced columns.

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Comparing spaces in the old and the new building, the following figures will be of interest: Manufacturing department—space actually occupied by machinery in the old building, about 2,400 sq. ft. In the new building over 8,000 sq. ft. Assembling department, in the old building approximately 1,000 sq. ft., in the new 4,000.

Test room in the old building—well, you wouldn't have known you were in it unless you heard the tone of the spark gap of the transmitter under test. Incidentally it was located somewhere in what was known as the old laboratory on the ground floor. In the new building over 2,100 sq. ft. of space is given to testing transmitters alone. In addition, space is occupied in the old building for the testing of receivers. The drafting department has expanded from the space occupied by a few drawing tables to 2,500 sq. ft. This includes the room occupied by one of the most interesting devices—the Revolute—a continuous feed blue print machine making it possible to produce thousands of blue-prints during a day's run, as well as producing a single copy while you wait.

Space definitely allotted for other purposes is as follows: Finished stock room 2,500 sq. ft., semi-finished stock room 2,600 sq. ft., tool room 1,350 sq. ft., as well as smaller rooms for special purposes. Construction work—from raw material to the finished product, is definitely progressive. Entering the new factory on the right, through a spacious passage-way from the old building the raw material gradually passes through various processes of machinery and designing till it passes to the rear where assembling begins. This branch of the work is continued on the left until the completed instrument is ready for test in test rooms adjoining. After test it is delivered to the shipping department and soon finds its way to the railway platform for shipment, having made a complete circle during its construction travel through the most interesting of factories.

The old factory—proud of its past record—is devoted primarily to management and engineering. The second floor has been subdivided into many offices for use of department heads and their assistants. The spacious drafting room is on this floor. Stock and shipping rooms—greatly expanded—occupy the major portion of the ground floor.

Now that the efficient management of the company has been so definitely supplemented by the most modern of wireless construction factories, it can be easily understood why there exists the enormous demand for Marconi sets for ship and shore stations—why the boys feel proud to be known as Marconi operators and take such great delight in the care and operation of the company's product.

Chas. E. Apgar.

HANDICAPPED

The traveller had four minutes in which to catch a train.

"Can't you go any faster than this?" he asked the conductor.

"I could," replied the conductor, "but I am obliged to stay with my car."

NOTICE TO OPERATORS

Referring to special order number 55, covering abolition of 10-word minimum, the Pacific American Fisheries Company, Bellingham, Washington, should be added to the list.

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BRASS TACKS. DRIVEN BY C. J. ROSS



WATCH YOUR STEP

When the o'd s'ar salesman made a slip
That lost an order of world fame
The Board said, speaking of the skip
"That Old John Barleycorn was to blame".
They thought not of the days of yore
When the old veteran in his prime
Made famous those that he sold for
And spread their name in every clime.

They did not recollect the vim
That in the past he oft' displayed
No matter what was piled on him
The countless record sales he made.
Boards as a rule don't stop to dream
Of days gone by, of vanished fame.
A level head, an eye that gleams,
Is what you need to play their game.

Thus ever runs the game of life,
Take warning, you, in vigorous youth,
Shining your moment in the strife
Time's finger points at you—forsooth.
It's hard perhaps this thing compare,
The reckoning day seems off so far,
For in your youth you're living where
Both flattery and illusion are.

Temptation's usually on the job
When success is at its height
Watching for his chance to rob
And to strip you of your might.
But warning signs along the way
Are telling you through other's tears
How swiftly glory flies away,
How lonely are repentant years.

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A NEW BOOK



MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the debut in print of Marion Annie, the 13 months darling of G. W. Nicholls, District Superintendent at Boston. This little lady weighs 17 pounds and is a marvel of good nature. She goes to sleep with a smile and wakes up with the same smile at six in the morning, calling Daddy until poor Daddy appears. She is fond of music and talks fluently, but is difficult to understand.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious bachelors and maidens to be selected by the Editor who will act as Chairman.

"Pleiades Club; Telegraphers' Paradise on Planet Mars" is the latest and happiest contribution by Jeff. W. Hayes to the telegraph literature of the world. The author takes his readers, in thought, to the planet Mars, where they are heartily welcomed by a long list of former colleagues. Happiness reigns supreme, and telegraphic tournaments are of frequent occurrence. A telegraphers' tabernacle has been instituted and is the scene of daily visitation from the craft. A wireless wand, wielded by an expert operator, writes the daily bulletins on the azure sky in letters of lire. Everybody is happy and harmonious.

A perusal of this little volume should bring calmness to the spirit and tranquility of soul to the reader. Price 50 cents. Address:

Jeff. W. Hayes,
5353 Glenwood Ave.,
Chicago, Ill.

NOTICE TO AFFILIATED COMPANIES' OPERATORS

Operators in the employ of the Marconi International Marine Communication Company and the Societe Anonyme Internationale de Telegraphie sans Fil will please report to the Resident Inspector at 25 Elm Street, New York, between 9 and 10:30 A.M. No personal matters will be dealt with at any other time.

PLATURIA SUNK

The Standard Oil ship *Platuria* was torpedoed September 15, and we are happy to announce the rescue of Radio officers Winslow Neely and W. B. Peters.

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A CRANFORD HOUSE PARTY

On a recent Sunday Mrs. J. B. Elenschneider entertained a party of Marconi-ites at her charming suburban home, opening the proceedings with a particular brand of life preserver which just naturally made one feel kindly toward the whole world and forgetful of all the trials and tribulations which attend the life of the busy wireless worker. The hostess has all the heralded and famous satisfiers of epicurean tastes beaten a thousand miles when it comes to putting up one of those fine, wholesome delicious repasts, for which her ability is known to all who have had the pleasure of sitting at her table. The grace and system with which she presides over a large gathering is simply wonderful.

In addition to music and refreshments there was a competitive series of games of croquet, in which the hostess added to her laurels of the day by making the highest score. Mr. Elenschneider was present but kept modestly in the background. The guests were, Miss Elenschneider, Mr. and Mrs. C. J. Ross, Mr. and Mrs. David Sarnoff, Miss L. A. Horton, and Messrs. A. Steiu, Jr., and G. W. Hayes.



EXECUTIVE OFFICE

General Manager Nally, Chief Engineer Weagant and Commercial Manager Sarnoff have returned from a business trip to Washington.

Mr. Pillsbury spent his vacation across the water—in Brooklyn.

Misses Wishart and Kennelly have returned from their vacations looking very fit.

Mrs. Harold J. Kennedy, our most recent bride, was presented by her office associates with a handsome dinner set of 90 pieces.

Mr. Everett spent a happy vacation fishing and clamming on Cape Cod.

George S. De Sousa, Traffic Manager, visited Portland and Seattle, Washington, during the month of September. He was away one week.

Everybody regrets the resignation of Miss Katherine Hoffman who leaves us after 5 years service. Her cheerful and helpful spirit and the fine quality of her work made her services very valuable. We shall miss her pleasant smile and winning ways.

G. W. Hayes has been appointed Purchasing Agent. Vice Lee Lemon transferred to other duties.

Walter W. Baldwin succeeds Miss Hoffman, as Secretary to the Comptroller.

EASTERN DIVISION

W. A. Noyes of the Amazonia succeeded P. Battiaton on the San Marcus. Battiaton in turn relieved E. Dynner on the City of Montgomery. G. Kavanagh was replaced by Dynner on the Nacoochee.

C. B. De La Hunt was assigned to the Baton Rouge at New Orleans.

The Florida sails with A. A. Angell who was assigned at Galveston.

E. Vogel, senior, and A. J. Krynski, junior, have been replaced on the El Sol by E. C. Stephens, as senior, formerly of the Munwood to which

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vessel Vogel has been assigned, and E. Handler, as junior, who was relieved from the Monterey by J. W. Allen who had been on leave. Krynski is at present on the Sagua.

Before Stephens and Handler sailed on the El Sol, however, this vessel was taken over by the Government; therefore, Stephens sailed on the S. V. Harkness in place of H. M. Pruden who has resigned, while Handler assumes the duties of the resigning junior operator on the Pearl Shell, J. S. Lanning.

J. Ach, junior on the Cherokee has resigned, E. F. O'Mara taking his place.

W. H. Boyle of the Santa Rosa, was assigned as senior to the Plymouth when the former vessel was taken over by the Government. W. F. Hertz, a new man, will sail as junior on the Plymouth.

The Gov. Brooks will sail with M. Lock, a new man, as operator.

J. A. Moore, a new man, has replaced R. Sussdorff on the Paloma, the latter now being on leave.

The Caloria will sail with M. Dreyfus, a new man, as junior, who was assigned to her when T. D. Callan relieved C. Kephart as the junior on the Nassovia.

C. R. Underhill has been transferred from the Tidewater to the Wico where he relieved F. H. Gardner who is on leave. The unassigned list furnished F. A. Shaeffer as senior for the Tidewater.

When the Neches was taken over by the Government, her operator, J. A. Worrall, was placed on the Manchuria. C. A. Russell, formerly of the Grace, will sail as junior on the Manchuria.

The Creole's senior, L. R. Schmitt, is on leave, P. Podell of the Carolina replacing him. B. N. Lazarus formerly of the Wm. Rockefeller reliev-

ed Podell on the Carolina.

A. R. Champlin will sail on the Ruth instead of R. C. Thomas, who remained on the Amazonia four days before taking R. Klipp's place on the El Cid, Klipp having missed the ship.

The Nassovia's senior, A. Bernswiller, has changed places with B. Beckerman, senior on the Hamilton. Beckerman remained on the Nassovia but six days when he was relieved by J. Houlberg, who was on the Halifax up to the time the Canadian Co. assigned one of their operators to her. R. B. Y. Scott is the Canadian operator now on the Halifax.

R. McManus, junior of the Wico, was assigned to the W. G. Warden after W. S. Holmes had missed that ship at Baton Rouge. Holmes has resigned.

The El Dia sails with J. H. Cox, a new man, as junior in place of T. J. Nunan who has resigned.

The senior of the City of St. Louis, M. Beckerman, has resigned, being replaced by P. Krieger who was relieved by H. V. Griffing on the El Norte who had been on sick leave. J. Valesco, who has been on leave, took H. A. Thompson's place as junior on this ship when the latter resigned.

S. C. Tennery, formerly of the Motano, will sail as junior on the Mongolia instead of L. J. Ward, who will sail as junior on the Satsuma.

The Medina has been taken over by the Government; her operator, H. S. Parsons, has been transferred to the Rochester.

C. A. Coe, formerly of the Baton Rouge, will sail on the Teresa.

E. Tamburo, a new man, will do the same on the Northwestern.

L. Cruttenden is now on the unassigned list due to the fact that the Bermudian on which vessel he was senior, has been taken over by the

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British Admiralty; the junior, W. F. Cotter, has resigned.

A. Dorner, formerly of the Gulf Division, will sail as junior on the City of Columbus in place of W. H. Walker, who has resigned.

On account of the Brammell Point being laid up at Baltimore, R. J. Costigan has been transferred to the Munalbro where he relieved F. Reb, who has taken the place of G. W. Shepard on the Jane Palmer, the last named operator having resigned.

R. A. Clarke, a new man, replaces S. Hopko on the H. H. Rodgers, the latter having been transferred to the Monterey.

R. B. Mosher, formerly of the Charlton Hall, relieved C. R. Underhill, Jr., on the Rio Grande, when the latter resigned.

R. J. Costigan remained on the Munalbro but two days when he was relieved by N. L. Bode, a new man.

The Walter D. Munson will sail with J. S. Brunhouse, a new man, who was sent to Baltimore to join the vessel, at which place she was equipped.

The waiting list supplied W. Clark-in as junior for the Nacoochee when O. Pfaltz resigned.

W. R. Weeks resigned while junior on the Philadelphia.

The El Dia will sail with R. J. Costigan as junior in place of J. H. Cox, who has resigned.

L. J. DeStasio of the Gulf Oil changed places with E. G. Zahn of the Gulf Coast. Zahn resigned after ten days' service on the Gulf Oil, being replaced by J. W. Allen, formerly of the Monterey.

I. Hunter of the Nelson was relieved at Philadelphia by J. W. Ashmore.

R. A. Germon of the Frederic R. Kellogg returned to Frisco. The unassigned list furnished G. Pope for this vessel.

The Cubore will sail with W. Osterloh, who was at Baltimore.

T. R. Hicks, formerly on leave, takes S. Knapp's place on the Oregon, the latter now being on leave.

The Dora will sail with H. H. Warner, a new man, as junior instead of D. E. Foster, who has resigned.

R. W. Young, who has been assigned to the superintendent's office for several months, has returned to sea service and sailed for Africa and the far east on the Amazonia.

SPOKES FROM THE HUB

H. O. Bixby, of the Belfast, has resigned and was relieved by H. Moulton, a new man, who made three trips on the Belfast and transferred to the Suwannee which has been renamed City of Rome.

A. T. Barber and H. S. Smith, a new man, were assigned to the Kolu sailing for a Southern port. Barber returned to Boston and is now on the Belfast.

O. N. Edey transferred from the City of Rome to the City of Bangor and thence to the City of Augusta, where he has settled down.

J. L. Bermingham of the City of Bangor, has resigned. L. F. Martin transferred from the City of Augusta to the City of Bangor.

R. G. Philbrook transferred from the Gov. Cobb to the City of Rome. P. W. Pratt resigned to return to school when the Cobb laid up. E. F. Harber left the Cobb owing to illness.

L. Wadsworth, a new man, made one trip on the newly equipped Arlington and was relieved by J. N. Smith.

Operators Doherty and McKay are on the City of Athens, formerly the Somerset. Operator Stoncer formerly junior resigned.

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First sergeant H. J. Meldrum, U. S.S.R.C., formerly manager of the Boston station, is in camp with the Army Reserve Signal Corps.

It is rumored that Operator Leason, now in the New York Division, has become engaged to a charming young Englishwoman.

SOUTHERN DIVISION

Fred Schwab has been engaged at Philadelphia as assistant to Constructor Manley.

E. E. Hill has left our service at Providence. He is a member of the Massachusetts Signal Corps.

R. W. Twine resigned to return to school at Norfolk.

Operators Sherman and Haake have been assigned to the Essex as senior and junior, respectively.

Harry Helgeson is now in Alpina, Michigan, enjoying a much needed vacation.

T. M. Scharf and J. S. Dodge, (a new man) have been assigned to the Ontario at Baltimore.

H. G. Hopper, formerly of the Ontario is now senior on the Juniata with Theo. S. Brown as assistant.

M. Riser is junior on the Persian. Take good care of him Cutey.

H. C. Kruhm has returned to our service on the Sun as assistant to J. F. McQuaid.

C. D. Anderson was relieved on the Toledo by J. H. Leister, a Gulf Division man. Anderson returns to school.

Who is the suspicious looking character at Newport News that boards foreign ships looking for English marmalade? We trust Mr. Gerson will get a good description of him and also the number of his Marconi badge.

J. F. Diehl, of the Eastern Division relieved G. S. Shaffer on the Borgestad.

Earl August is taking a short sojourn to the war zone on the Norlina.

The Augusta of the West Indies Sugar Corporation was equipped at Baltimore. J. S. Spinale is in charge.

J. W. Casebeer has returned to our midst and has been assigned to the Rheatia as assistant.

John Canfield is on sick leave.

Walter Osterloh has been assigned to the new steamship Cubore recently equipped at Baltimore.

J. P. Hunter relieved W. Faries as junior operator on the H. C. Folger at Philadelphia.

William Kurtz has been assigned to the Merrimack as junior relieving J. C. Lewis who returns to school.

Constructors Sinclair and Gerson installed our standard 1-2 k.w. equipment on the new S.S. Walter D. Munson at Baltimore. Eleven amperes radiation was obtained.

Constructor Manley installed equipment on the new steamship W. H. Tilford at Wilmington, Delaware.

Our construction force installed three auxiliary equipments on foreign vessels during the month of September.

Owing to Government operators being supplied F. E. Zahn has been relieved on the Carolinian at Newport News.

GULF DIVISION

Acting Division Inspector Hubner has resigned to accept a position as Radio Draftsman in the Industrial Department in the Navy Yard here.

J. E. Brouseard is handling the Excelsior by himself on her trip north for inspection and repairs.

T. C. Hyres has resigned from the Excelsior as junior to re-enter school.

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S. J. Weiss has resigned as senior on the Coahuila. R. V. Replogle succeeds him and G. T. Davis, a new recruit, has been assigned as junior.

P. J. Barkley and D. W. Jolls are still enjoying smooth sailing between Tampa, Key West and Havana on the Olivette.

L. E. Adler and K. J. Fruching are still on the Mexico as senior and junior respectively.

T. Bowen, late of the Torres has been transferred to the Eastern Division and is now in charge of the Anna.

C. C. McCann, late of the Panuco, has resigned to re-enter school. He has been succeeded by A. F. Christiansen, a new recruit, who is making good.

George W. Pope in charge of the Frederic R. Kellog succeeds R. A. Germon who has resigned and returned to Frisco.

B. G. Kreutel thought he had a liking for aviation but has changed his mind and is still on his old home, the George E. Warren.

A. Krog, late of the Catania, has been assigned to the C. A. Canfield.

A. Lizarraga is still holding down senior on the Jalisco.

Henry McKiernan has re-entered the service and is assigned to the J. M. Danziger.

R. Pindado, who has been junior on the Ponce, has been promoted to Senior. R. L. Wolter is junior.

W. K. Storrs is in charge of the Harold Walker.

J. F. Sullivan is still riding on the waters of the Gulf and Atlantic as senior on the Edward L. Deheny, Jr. C. D. Sweeney is on the L. V. Stoddard.

H. H. Tilly is still going his rounds on the Mexicano.

N. B. Watson is senior on the M. S. Bacoi.

A. P. West, late of the W. G. Warden is at present on the Tamesi.

L. L. McCabe, the old veteran of the S. Y. Wild Duck, has accepted assignment as senior on the Viking. V. C. McIlvane is junior.

O. Treadway, late of the George Hawley, has been succeeded by Bryan Spain. Treadway takes the Freeport Sulphur No. 2.

L. G. Ainly, an old employee, is on the William Green.

J. Bernert has been assigned to the M. S. Pennant, vice J. H. Leister, who has resigned to accept assignment in the Southern Division.

J. A. Burch is in charge of the Torres.

E. S. Donovan and I. C. Patchin are senior and junior on the Edward L. Deheny.

J. F. Forsyth and A. T. Toeffler are senior and junior respectively on the Charles E. Howard.

N. C. Hilgenberg, a new recruit, is assigned to the S. T. Tormentor.

F. S. Jones, one of the best wire operators of the north west, is at present senior on the San Ramon.

GREAT LAKES DIVISION

R. J. Plaisted has re-entered the service and is holding down the City of Buffalo, vice Donald Hoffman, resigned. Hoffman couldn't stand the weather.

T. W. Putnam has re-entered the service. Putnam succeeds R. W. Sayles on the W. F. White. Sayles deserted the White at Buffalo.

Herman Sams, a new man, relieved Glenn A. Munro on the City of Detroit III.

The Octorara has laid up for the season. Operators O. E. Dunlap, Jr., and A. L. Shafer have returned to school.

The Juniata has been laid up for the season. H. F. Kohnitz relieved

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R. Krajick on the E. J. Earling. W. G. Boyes has returned to his home.

The Tionesta has been laid up. Operators H. E. Blasier and S. E. Anderson have returned to school.

S. Y. Nokomis II has been commandeered. Operator A. J. Tomasso has returned to his home in Philadelphia.

The Minnesota has been commandeered. Senior Z. A. Turner has been assigned to the SS Lakeland, vice G. D. Rogers, who resigned, when the Captain increased his salary from \$72.00 to \$95.00 a month. Rogers didn't have the heart to accept it. W. P. Thielens has returned to school.

G. Covey has re-joined the Lakewood, vice Paul E. Fischler, resigned, because the skipper stopped his pay at the filing time of a message he never received.

D. W. Gibbs, a new man, relieved J. A. McCaffry on the Alpena. McCaffry has been assigned to the Lakeport.

W. C. Evans relieved Harvey Kelley on the Alabama. Kelley has returned to school.

The Georgia has been laid up. J. A. Goosirich has returned to school.

J. B. Coleman returned to school. Martin Pierson relieved Coleman on the Arizona.

R. H. Hecht, junior on the Missouri, has enlisted in the Signal Corps. D. C. Baldwin relieved Hecht.

PACIFIC COAST DIVISION

H. W. Underwood and V. Doran were assigned as senior and junior to the former German ship Elsass now the Appelles, bound for New York.

The Hermosa plying between San Pedro and Avalon, operator C. H. Hibbard in charge, has laid up for the season.

H. E. Wright joined the U.S.S.B. Steamer Watauga bound for New York during the early part of the month.

F. C. Reed replaced W. Griffith as operator in charge of the Alliance. Mr. Griffith is on sick leave.

R. W. Baer relieved C. Bryan of the Beaver. Mr. Bryan is leaving our service to continue his medical studies.

The Bark Berlin of our Northern section was recently laid up at Portland for the season. Operator Sturley is now on vacation.

The Hill Liners Northern Pacific and Great Northern were taken over by the Government the latter part of this month. Operator Ticknor of the Great Northern was assigned to the City of Topeka and junior operator F. M. Richards has been granted a short leave of absence. L. V. R. Carmine of the Northern Pacific is now on the Klamath. Junior operator E. A. Werner of this vessel has been transferred to junior on the Queen.

V. DuCette has relieved V. Bird as junior on the Humboldt.

W. E. Grant, a new man, has been assigned to the Maui.

H. J. Scott has replaced F. M. Ryan resigned, as junior, on the President.

E. O. Mohl, a former member of our staff, has re-entered the service and is now holding down the Queen as combination operator and freight clerk.

Dolph Creig of Seattle was recently assigned junior on the War Sailor.

The Windber with J. S. Knowles is operating as a one-man vessel.

The San Francisco construction department equipped the new steamer Santa Elena with a half kilowatt 500 cycle and the Wilhelm Jebsen with a similar set during the early part of this month.

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