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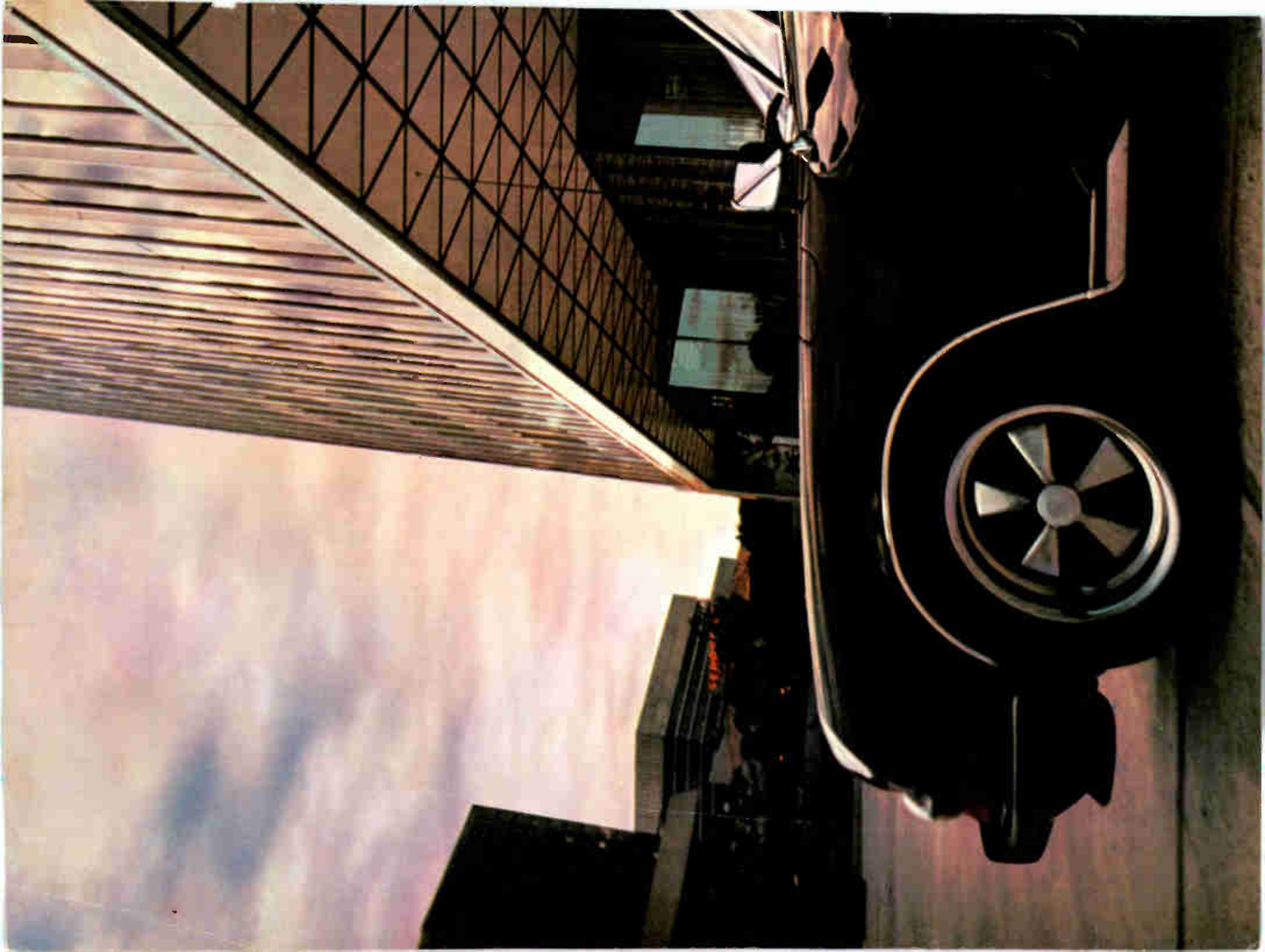
JULY, 1977 - \$1.50

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Licensing Slow-Down Expected

A conflict between the Federal Communications Commission and the White House Office of Management & Budget could be jeopardizing the whole Citizens Band radio licensing program as it now exists.

The FCC is desperately trying to hold onto a relative handful of people it has convinced Congress it needs, to keep cranking out CB licenses at the present hot pace — about two weeks — but the OMB decision may be going against that.

It's not a question of money, particularly. Congress has already provided that, in recognition of the fact that ten times as many CB applications are pouring into the Commission's Gettysburg, Pennsylvania, office every month than was the case back in 1975 when the FCC asked Congress for its money for this year.

Unless OMB solves the problem by telling the FCC it can have the 31 positions involved on a "permanent" basis, rather than the "temporary" basis they have been working under, the Commission has to get rid of them, almost immediately, under Civil Service Commission regulations.

The FCC, itself, has looked at a number of alternate ways to approach the CB licensing problem, and has concluded that no better way has been proposed than the present operation, if the licensing of CB radio is to continue at all. That, apparently, is the problem — OMB feels that CB licensing could be eliminated entirely.*

Whichever way the decision goes, look for the CB licensing speed to suffer, starting about the middle of June, since some of the "temporary" people have already started to leave. Even if the FCC

wins out, it will take some time to re-hire people and crank up its present system again at top efficiency.

FINES

CB licensees who use more power than authorized, or who use a frequency not authorized for CB stations, will be paying the full statutory "forfeiture" of \$100 for their first offense in the future, rather than the reduced amount of \$50 which the Commission had been applying for first offenses.

The first-offense forfeitures have also been raised to \$75 for communicating or attempting to communicate over 150 miles, and for operating with an overheight antenna.

Violations of "failure to identify transmissions by assigned call sign," or "repeated failure to reply to official Commission correspondence," the agency said, will continue to draw the \$50 first-offense forfeiture.

For second offenses, the Commission said, the \$100 forfeiture will apply, "or, when appropriate, the Commission will initiate license revocation proceedings."

FEES

It's ironic that about 20% of the CB license applications the FCC is receiving still have "fees" attached to them, even though the Commission abandoned the requirement for fees as of the beginning of this year.

A report from the General Accounting Office has now advised the Congressional subcommittees which ride herd on the FCC that it feels the Commission can come up with a fee schedule that the courts will uphold.

400-CHANNEL SETS?

Think about this . . . A 400-channel CB radio unit with 100 watts of power that gets an easy 100-mile range through a repeater, or, if you'd rather, lets you talk privately with the car ahead of you on the highway.

The FCC is thinking of that possibility, and has contracted for a study project to discuss the matter. The study project, now underway, will tell us, some time about the middle of September of this

year, what at least one research group's findings are on the future of CB.

In speculating on the development of a new "personal radio service," the FCC sees a service either in the 222-224, 894-902, or 928-947 MHz bands, with somewhere between 30 and 400 channels.

It would provide for either AM, sideband, or FM modulation, and operate between 1 and 100 watts of power, from handheld portables or home base transceivers. The Commission is also toying with reserving up to 20 channels for use with repeaters, to create a system somewhat like what the amateurs now have.

But — present 23-or 40-channel units aren't soon to be obsolete. The Commission is just studying alternatives as to what it might do way down the road. It will probably take years.

CB AND BOATS

Communication via CB radio between small boats in distress, and shore stations which could do something to help, is definitely better than no communications at all, the FCC has held in a break-through decision which took some jousting with US Coast Guard policies.

The argument against the Commission's decision was that it might hamper the national policy to encourage small boat owners to equip their boats with regular VHF marine radio equipment, as opposed to CB, which is not monitored by the Coast Guard.

After weighing the relative merits and demerits of the use of CB for marine safety purposes, the FCC wound up granting "special authority" to a Cape Canaveral, Fla., marine equipment dealer to operate his CB station by wireline remote control. The authority permits the dealer — Beacon Marine Corp. — to use a better antenna site for improved communications with small boats over a much wider offshore area.

The Beacon Marine decision is no guarantee that the Commission will follow the same policy on any kind of wholesale basis around the country, but it is definitely strong encouragement to others who might be wanting to do the same kind of thing.

*Ed. Note: Before readers are tempted to support such a move, they might check some of the communications chaos on Guam described in a feature appearing next month, "After Typhoon Pomelo: CB Keeps Schools Operating." Problems experienced on the island from unlicensed Asiatic CB sets show what could happen to U. S. communications. Closer to home, linear outflows walking all over Channel 19 at present will never be brought under control if the licensing process were suspended.

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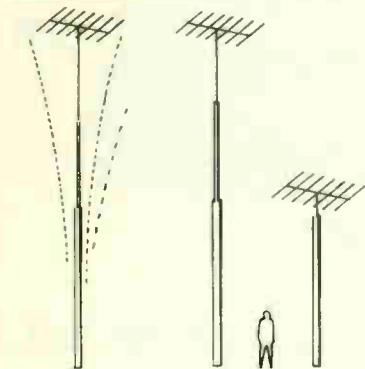
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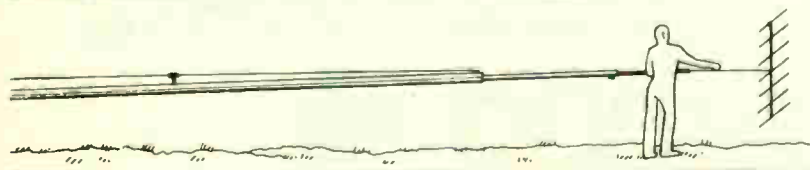


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SERVING TWO-WAY RADIO

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'The Americans' and CBers . . .

We receive so many letters from CBers complaining about each other, especially about illegal operators, foul talk, skip and linears, that we don't publish them any more. Anyone who listens in on the citizens band learns quickly that it is being abused. In general, however, most of the CB rules violators are good, otherwise honorable people who get carried away when they reach for the mike. And, of course, some of them are idiots. Instead of griping about each other, let's read something good about ourselves.

In 1974, Gordon Sinclair made a recording about "The Americans." You have no doubt heard what this Canadian radio and TV commentator had to say about us as a whole. For the information of those who haven't heard Gordon Sinclair's commentary, here are some excerpts:

"This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all the earth. Germany, Japan and, to a lesser extent, Britain and Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts. None of these countries is today paying even the interest on its remaining debts to the United States. When the franc was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled in the streets of Paris. I was there. I saw it.

"The Marshall Plan and the Truman Policy pumped billions upon billions of dollars into discouraged countries. Now newspapers in those countries are writing about the decadent, warmongering Americans. . .

"I can name you 5,000 times when the Americans raced to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble?

"You talk about scandals, and the Americans put theirs right in the store window for everybody to look at. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their noses at the lands that are gloating over their present troubles. I hope Canada is not one of these."

That's what Gordon Sinclair had to say about us. And there's a lot we could add about CBers who stand ready and have often helped their fellow man in need of assistance or comfort.

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Letters to the Editor

Address all Letters to: Editor, CB Magozine, 250 Park Ave., New York, NY 10017.

AAA NOT INTO CBing

In your May issue there is an article regarding certain Holiday Inns using CB base stations. There is a reference that suggests the American Automobile Association as a source (for other such motels). Please . . . advise your readers not to contact AAA for information. Kenneth R. Porter, Manager AAA Travel Services Falls Church, Virginia

FUROR OVER 'STEEPLEJACK'

As part of its coverage of the "Great Blizzard" and how CB helped the Northeast avert what might have been a gigantic disaster, the author, Pete Bowles, provided a few examples of interference in rescue operations by thoughtless CBER's.

Edward M. Kelly at the Buffalo FCC office told CB MAGAZINE he couldn't

say whether any complaints were filed specifically against "STEEPLEJACK," because of the great number of total complaints. The Buffalo office was forced to close several days, and such calls would not have been received.

But there are other opinions as to the actions of "Steeplejack." The magazine has received several letters citing "outstanding service" by Perrino. One letter had 81 signatures.

Two examples of comments from "Steeplejack's" defenders:

"Steeplejack" did one heck of a fantastic job on Channel 13 . . . he worked with the snowmobilers, Buffalo PC Precinct 15, the Abbot Manor Nursing Home and Buffalo Mercy Hospital. He has all of Channel 13 in South Buffalo backing him up." (Mrs. Nancy Tufts)

"I was directly involved with

"Steeplejack's" fantastic handling of the emergency . . . after losing all heat; having my water pipes burst, and running low on food; it was he who located a four-wheel-drive vehicle to get my family to warm shelter and get some much needed food in our home . . ." (Wayne Canfield)

The FCC's Kelly said no FCC action has been taken in the current "Steeplejack" controversy, although the agency has taken action in the past due to prior complaints. He added that while the FCC couldn't legally designate a certain channel for rescues, they had asked everyone to cooperate during the blizzard — but some didn't.

BROWNING UNIT SOUGHT

This is an open letter to all CBERs. I need a Browning Mark II SSB-15 SSB

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Letters to the Editor

unit. If anyone can tell me where I can purchase this unit, it would be greatly appreciated.
Benjamin Poles, KHN-6038
1723 N. Peach St.,
Philadelphia, Pennsylvania 19131

FUEL INJECTION INTERFERENCE PROBLEM SOLVED

This is in regard to the problem of J.I.K. Jr. KIT-1224 (October issue) regarding CB interference with his fuel injected Saab. I had the same problem with my 1974 Volvo. The solution was offered by Buddy Sales in Reseda, CA. They said the problem is prevalent in Porsches and most fuel injected cars. Simply build an RF shield around the computer unit on all four sides and ground it. In my case, I used a medium mesh screen wire and grounded it to the chassis. My interference was not only from my own unit but from 18-wheelers running a footwarmer. When I tried to pass, I'd lose half my speed when they keyed on.

My own Volvo dealer and the West Coast distributor of Volvo was unable to help me with the problem. They have now been duly advised since this can result in a tragic accident. You can help by helping make car manufacturers aware of the problem. CB and fuel injection seem to be the coming thing. I feel safeguards should be manufactured into an injection system to avoid this.
Don Hall, KQY-1156
Twentieth Century Fox Film Corp.
Beverly Hills, California

MINISTER PRAISES CB

I thought you might like to know that since you included my letter in the "Letters to the Editor" section of the December issue, I have gotten two letters from California. The one that really was special was a letter that came from Connecticut from a former parishioner and friend with whom we had lost contact.

I also want to send some "flowers" your way because you do put out one fine magazine. CB radio holds a

mighty dear spot in my heart and always will. I have met some fine people and made some wonderful friends. In spite of all the problems and bad points, I don't believe I will ever want to shut down my little old CB radio station. CB radio has given me a whole lot more than I've given to it and that is a fact of which I can give numerous examples.
Rev. J. Lloyd Black,
Winchester, Virginia

TEN-SIGNALS ARE CONFUSING

In reference to the use of ten-signals on CB radio, I suggest the use of the ten-signals devised by APCO. However, when the person with whom you are communicating is NOT familiar with this (or any) code, DO NOT use any code. In most situations, plain language, rather than signals or codes, will be more efficient anyway. In my area, more and more CBers are using non-standard codes most of which I have never heard of.
Jeff E. Howell, KQC-7758
Bedford, Indiana



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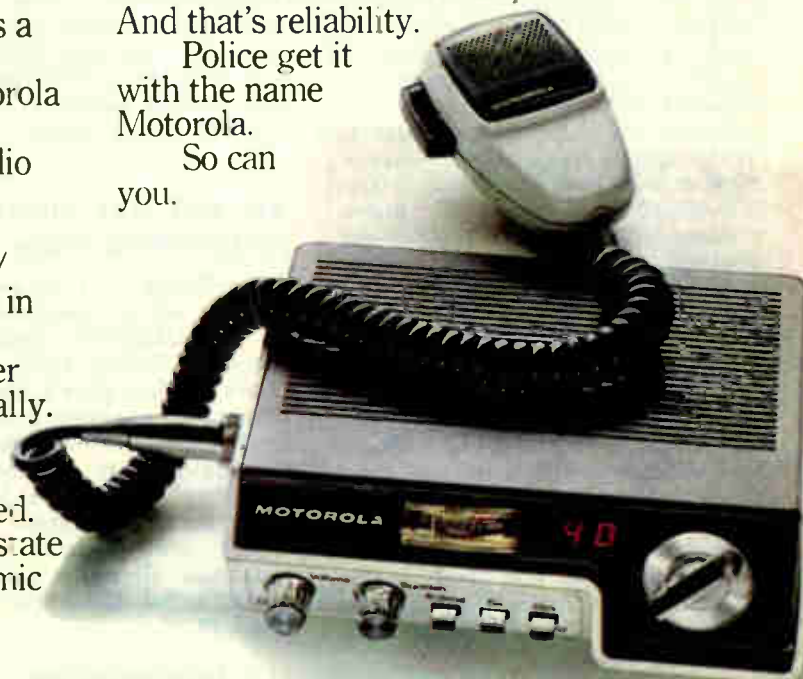
A professional-quality 3½-inch top-fire speaker produces an audio fidelity that must be heard to be fully appreciated.

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ALERT VOLUNTEERS FIND MISSING YOUTH

ANAHEIM, CALIFORNIA — A search team, spearheaded by Saddleback ALERT Team 733, recently helped locate missing nine-year-old David Kain in nearby Brea. The boy was found crying but unhurt in the hills. ALERT Team 733, operating out of Anaheim, is one of hundreds of teams nationwide whose members monitor Channel 9, providing emergency aid and high-way assistance to the general public. ALERT national headquarters is at 438 Baltimore Street, Gettysburg, Pennsylvania, 17325.

NEW FCC CB RADIO SERVICE RULES NOW AVAILABLE

WASHINGTON, D.C. — A newly published edition of the Citizens Band (CB) Radio Service Rules is now available from the Government Printing Office for \$1. The booklet, Subpart D of Part 95 contains only the CB regulations. Last December's Rules amendment provided that only Subpart D of the Rules is required for legal operation of a CB Station. Copies may be ordered from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Stock number to be used in ordering is 004-000-00342-0. Subpart D Rules changes will be found in The Federal Register, available for study at most public libraries.

REACT TEAM FURNISHES SHERIFF'S DEPARTMENT WITH CB RADIO

LOGAN, WEST VIRGINIA — A CB set was recently installed in the Logan County Sheriff's Department to provide round-the-clock monitoring of emergency Channel 9 in this area. The CB unit was furnished by the REACT Rescue Team 2263 and the Logan County Citizens Band Club, Inc.

CB LEGAL IN THE CANAL ZONE

GATUN, CANAL ZONE — CB radio is legal in the Republic of Panama, but severe penalties apply to the unlicensed user. There are neither

wattage nor broadcast distance limitations, but Canal Zone Residents must present a Zone CB license for which a test was passed. Users are not restricted to the Spanish and English languages.

MSP POLISHES UP ITS CB PROGRAM

LANSING, MICHIGAN — The Michigan State Police has added two new features: The MSP system has changed its call sign to KMI-0911; this embodies the MI postal abbreviation for Michigan and the "911" phone number which police agencies hope eventually will be used in all communities for emergency calls. (The old call sign was KZL-3698.)

With the help of the Automobile Club of Michigan, MSP is providing car window decals to indicate a CB set has been marked with the owner's driver license number. It's a variation of the "OPERATION IDENTIFICATION" technique which has helped householders protect or regain property.

Capt. Paul Ruge of the MSP Safety and Traffic Division, says five extra troopers would have been needed to handle the emergency messages for deer season campers which were handled by Houghton Lake area CBers.

'CBs AND BEAR FACTS' PUBLISHED FOR CBers

OKLAHOMA CITY, OKLAHOMA — A public service brochure, prepared by the Oklahoma Department of Highway Safety Office, instructs CBers on that state's highways the proper way to obtain help in time of need. Titled "CB's and Bear Facts," the booklet is available from patrolling Troopers, and from the toll road booths throughout the state. Copies are available by writing Oklahoma Highway Safety Office, State Capitol, Oklahoma City, Oklahoma 73105.

FAA AUTHORIZES CB AND ANTENNA FOR AIRCRAFT


WASHINGTON, D.C. — The Federal Aviation Administration (FAA) will permit a permanent CB radio and antenna installation on an aircraft

provided the installation does not create a hazard. For FAA approval, such installations may require a flight test evaluation to ascertain that normal flight characteristics have not been altered.

The FAA does not recommend CB radio operation during IFR operations because of the potential distraction from flight responsibilities or the possible failure of receiving Air Traffic Control instructions. The use of portable electronic devices on U.S. registered civil aircraft places the responsibility on the operator or pilot in command for determining that the unit will not interfere with communications or navigation equipment.

Advisory circular 20-62C provides information regarding the installation of parts and products on certificated aircraft. Advisory information concerning CB radios is in the final stages of preparation and should be distributed in the near future by the Federal Aviation Administration, Department of Transportation, General Aviation Division, AFS-800, Flight Standards Service, Washington, DC 20591.

CHANNEL 9 MONITOR WORKS SKIP TO BREAK UP MARIJUANA RING

PHOENIX, ARIZONA — More than three tons of marijuana was seized by the Arizona Department of Public Safety following a tip supplied by a monitor for Phoenix REACT, Inc. The incident occurred when the monitor picked up a skip call from an unknown Texas location. That transmission stated that a truckload of the illegal weed would cross the U.S.-Mexico border near Sells. The monitor relayed that information to the Arizona DPS which launched an aerial search. The observers located a two-ton stake truck in the area, within whose bed were sacks of marijuana surrounded by a camouflage of oranges. The truck's driver abandoned the vehicle but was apprehended by a DPS ground unit. A DPS spokesman said the some 6,400 pounds of marijuana had a street value of "just under half a million dollars." 

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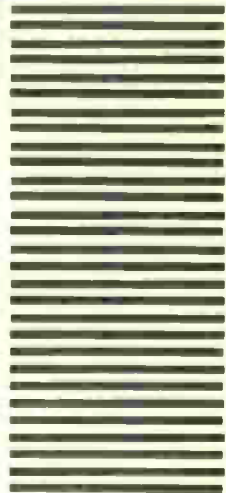
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HELP! FEATURE

WILDFIRE!

Three times the prairie fire was about to win; three times CB saved the day.

By Ruth Randolph

There is nothing more destructive than an out-of-control prairie fire. It takes everything in its path . . . houses, barns, machinery, cattle, hay, trees, flowers, ground-nesting birds, small animals and often human lives. Osage County, Oklahoma, with more than a million and a half acres of rolling grasslands, has been a frequent victim of this natural disaster. But the people who inhabit these prairies now have a formidable weapon against wildfires — the CB radio in their pickup trucks.

Mary Hazelbaker, an avid Citizens Band enthusiast, keeps her base station on all day, every day, seven days a week, so on February 17, 1976, she was the first to monitor a distress call indicating a massive prairie fire was in the making.

She recalls, "It was rancher John Sherrill. He said, 'We've got a fire going over at Mule Christenson's place at Lost Man Creek. We need help right now.'"

Mary immediately relayed the message to the Fairfax police captain who, in turn, called on the volunteer fire department on his CB unit. She then contacted the Osage County sheriff.

W. T. (Turk) Wade, civil defense director for the neighboring town of Pawhuska, had also monitored Sherrill's plea. "I started contacting ranchers close by on CB. Ranchers would be out in their pastures and they'd say, 'I'll be right over when I round up my boys.' And by God," adds Wade, "they were!"

As the sky was blackened with a fog of smoke so thick the sun appeared only as a flaming red ball, the first of the 300 people who would fight the fire began to arrive. They came in converted army surplus fire trucks, oil field tank trucks, ranch spray rigs, pickups, jeeps and Cadillacs.



They were volunteer and county fire fighters, ranchers, cowboys, oil field workers, school boys and townspeople. They were armed with guts, wet burlap feed sacks and, most importantly, CB radios.

CBs held the whole thing together. Radios constantly crackled instructions, questions, determined locations, conditions.

At first the fire front was about a block wide, two or three miles long. Fire fighting units were widely spread out but the action along the lines of fire was the same. As the high intense flames shot over each ridge the men

formed lines. Water-soaked gunny sacks were quickly passed hand to hand. Then the fire fighters raised them high over their heads and slammed the wet sacks into the burning fury as it approached their positions. With this furious pounding the flames were retarded. Then after a fast check with the CB, spray trucks (trucks or trailers, normally used to spray cattle for ticks, flies and grub worms, that are equipped to hold anywhere from 200 to 400 gallons of water) then rolled to another threatened location. The footmen trotted beside them and tried to keep pace. Fire lapped at their feet.

However, in the gaps between the fighting units, the flames never slowed down. They burned to roads and passed them with firey leaps and spread into other sections of virgin, tinder-dry grass. This fire moved erratically. As it hit one pasture, large areas were left completely untouched. On an adjoining range, however, the whole 160 acres seemed to explode at one time. In what seemed like just a few minutes it

had jumped a big lake, the surrounding ravine and was gone again.

Vehicles carrying precious water were threatened. Tank trucks, lines of them, red-balled a convoy to the critical firelines.

Now the calls came crackling, "Turn the cattle loose. If you can't take the time to cut the barbed wire, ram it down with the trucks. But get the cattle out!"

Cowboys in pickup trucks sped to pasture fence rows. Fences were flattened and bawling cattle herds took off in mad frightened disarray. Here and there, a cow mother remembered her baby, slowed down and, bawling, tried to coax the little one to keep up, but the press of the others forced her on.

Usually the fences fell quickly but on one occasion they held. A cowboy had to use wire cutters. The flames were racing along their hooves as the frantic, insane beasts thundered toward him. He, just in time, cut the last strand and sprang out of their way as the animals poured through the opening and surged past him. The pasture of fine beef animals was safe.

But not only were ranch holdings in jeopardy. Radio voices were heard to order "Get to

[continued on page 17]

HELPI is a regular feature spotlighting those who give their time, talents and resources to help those in need. Readers are invited to nominate individuals to be so covered. The editor requires (a) An accurate account of the event; (b) Full details; (c) Names and address of those involved. Send to: HELPI EDITOR, CB Magazine, 531 North Ann Arbor, Oklahoma City, OK 73127.

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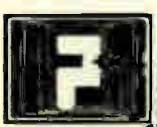
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Palomar 49 and Digital 400 have not been approved by the Federal Communications Commiission. These devices are not, and may not be, offered for sale or lease, or sold or leased until the approval of the FCC has been obtained.

WILDFIRE!

[continued from page 15]

Magnolia" or "to Kewanee" or "Check on Phillips" or to any of the other dozens of oil tank farms that dot the area. This is the rich Osage country (See **CB MAGAZINE**, June, 1977), where oil has been pumped from under its surface since 1897. Population here is sparse but the financial investments are tremendous.

The raging fire still played hopscotch — first on the west side and then on the east side of a main highway. It looked for a while as if all of Shidler (population 714) would have to be evacuated. But whether it was the work of the fire fighters, a wind change, or just the capriciousness of the blaze, it did not enter the town. Instead, it changed course and raced north-easterly across open country toward the Kansas border.

The fire front now extended over six to eight miles. The panting men, spray rigs and the

caravans of oil field and fire fighting trucks raced ahead to meet the inferno head-on. They set up their lines and the method — wet sacks raised overhead, then slammed hard against burning grass — again and again.

Then more trouble: over the channels came, "We must have

In just a few minutes the fire had jumped a big lake and surrounding ravine and was gone again.

more water. We are running out of water." or "This spray rig's bone dry!" Without water the fight was hopeless. Everything was about to shut down, when out of the smoke-filled horizon, like the cavalry in an old Indian movie, appeared a line of oil field company water tank trucks. They

had come in answer to the myriad of CB broadcasts. Cries went up from the weary men. The spray trucks were filled, gunny sacks were soaked and the fight was on again.

Then more trouble: "I've got to get out of here and get to town and get some gasoline," reported man after man. Or, "Hell, I've been runnin' on empty for the last 30 miles. This ain't gonna run on air much longer." Vehicles pressed into immediate service had arrived at the fire in the condition the SOS had found them in, many with only marginal gasoline in their tanks. But again their needs were met. A large CB-equipped gasoline truck owned by a Pawhuska oil jobber arrived with enough gasoline to fill every tank. And once more the fire fighters and footmen raced on ahead of the flames, trying with each mile to form a barrier against the flaming fury.

And CB again came to the fire fighters' aid. They were exhausted; they hadn't eaten all day. Betty Wade, wife of Turk Wade, said, "I had most of a

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WILDFIRE!

[continued]

Christmas turkey in the freezer, so I called some of the other CBers and with what they had in their freezers, we made up about 300 sandwiches. Then we filled everything we could get our hands on with coffee and we carried it out there. Boy! Did that gang eat!"


Now it was almost midnight. They had fought the fire 12 hours — all of that smoke-filled day and on into the destructive night.

And then, finally, the fire was over.

With the dawn came an eery sight — a sea of blackness. Over 45 square miles lay desolate. White-faced, soot-splattered cattle wandered over the blackened, rock-marked landscape and here and there lay the charred carcasses of baby calves. Miles and miles of barbed wire fences lay on the ground. Fence posts, their bottom halves now burned stumps, hung limply from the wires still erect. A few corrals were charred. Some buildings were burned. Two men had been burned seriously enough to require extended hospitalization and a young man had an injury from a pickup mishap.

Osage County Farm Agent, Harold Murnan, estimated the damage, conservatively, at over \$5 million.

Turk (PONY EXPRESS) said, "I don't know how many CB clubs were represented. I know Ponca City was there and of course, Pawhuska Club. Others sent supplies. But everything was so strung out I sure didn't see them all."

Turk agreed with Mary Hazelbaker who said, admiringly, "So many people did so much there is no way to give credit to everyone. They just did what needed to be done. Everyone just went where there was something to do and then did it." 

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Guide to Channel 9 Monitoring — Part 4

This is the last installment of a series which consists of Channel 9 monitoring procedures excerpted from the "Citizens Band Communication Manual" published by the National Highway Traffic Safety Administration, U. S. Department of Transportation, for the guidance of participants in the government-sponsored NEAR [National Emergency Aid Radio] program. These monitoring guidelines are published here for the information of existing and prospective Channel 9 monitors, either as team members or as independent individuals.

TELEPHONE TECHNIQUES

Some of your calls for assistance may come over the telephone and you will be using the telephone to relay calls. The telephone is still the most commonly used means a citizen has for obtaining the services of a public-safety department. Many of the techniques listed here apply equally well with radio communication.

Remember, when you lift the receiver of your telephone you are about to meet someone, to engage in a conversation as important as a face-to-face visit, and *YOU are the sole representative* of your department.

Answer promptly. Treat each call as an emergency. Put yourself in the place of one who may be ill, or suffering from fear or panic. Every ring for that person lasts an eternity. Try to answer *within three rings*.

Identify yourself and your department. This insures the caller that he has placed his call properly and thus has a calming influence on him.

Speak directly into the mouthpiece. This insures that you will be properly understood and will not have to waste time repeating information. Speak up! Don't swallow your words.

Observe telephone courtesy. A calm, competent, decisive voice that is courteous will reduce chances that the caller will be antagonistic. Explain to the caller what action you intend to take and how soon assistance may be expected to arrive at the scene.

Take charge of the conversation. After the initial exchange and when you sense the needs of the calling party, cut off superfluous wordage by leading the caller into questions to which you need answers; questions as to who, what, where, when. Be courteous but firm.

Take down all information. Write it. Never leave anything to memory.

Explain waits. Explain why it will take time to check for information and that you will call back. A party waiting on a "dead phone" may become irritable and uncooperative.

Avoid jargon or slang. Use good English. Some terms you may use frequently, such as 10-4, ER (emergency room), etc., will not be meaningful to most callers.

Show interest in the person's call. The person calling has or needs information, and to him it is important. Get the caller's name when possible; it makes

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Guide To Channel 9 Monitoring . . .

[continued]

him feel you have a personal interest in his call. Do not, however, call strangers by their first name.

Try to visualize the caller. The telephone is an impersonal thing and we may tend to be curt and less courteous, or we may lose our temper easier than if we were meeting the party in person. Remember, the caller may be under tremendous strain. Try to reassure and calm him.

Make sure that information from the caller gets to the proper person. Never give the caller misinformation, never guess, but refer them to the proper party even if it means transferring the call. If the caller requests information that is not immediately available, obtain his name and number and return his call.

Let your coworkers know of your whereabouts when

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leaving your position. Place and receive your own calls; this provides far better harmony with the citizen than letting someone else do the calling for you. Post a list of frequently called numbers. Place such numbers, as well as other important numbers, within view of the operating position.

Transfer calls when necessary, and tell the caller that you are transferring him. Terminate all calls positively and courteously.

Ask yourself — what would happen if you:

Fail to identify yourself?


Fail to write down information?

Let the caller ramble on and don't get the essential information?

Have the caller wait without telling him you're putting him on "hold"?

Display boredom or irritation with the caller?

FCC rules prohibit all deceptive or unnecessary messages as well as profane and indecent language. FCC further prohibits dissemination of confidential information that was transmitted over the radio. No person shall reveal, discuss, or make public information heard on the radio system except with personnel to whom it was intended or on express permission of the originator of the message. Penalties for violations of FCC rules and regulations range from \$100 to \$10,000 and up to one year in prison.

FCC Rules and Regulations require that call letters of each station be used by all parties engaged in the conversation. Each letter and numeral must be separately and distinctively pronounced. Exception: Units of the same station after identifying each other with the call letters may identify as units only. 



"I don't think this guy ever gets out of the house."

JULY, 1977

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Happy Birthda

An exuberant CBer's welcome to our third hundred years.

By Robert C. Bennett, KYL-3372*

It's the Fourth of July and I'm all keyed up and trying you, America. I want to wish you a happy one there, America. I want to shout Happy Birthday to you over this ole' power mike. I want it to reach down into the Louisiana Bayou Country. I want to shout it across the Rockies, to Gunnison and Creed, in Colorado State and I want someone up around Bangor, in the Maine State, to hear me. I want a truck farmer in Arizona, a rodeo cowboy in Montana and a fisherman out of Sausalito, on the sunnyside, in California to hear me. I want to say howdy to the party just breaking up in that Nevada Dice City. I want my voice to cover this massive, incredible huge bulk of rolling land, America.



For 35 years, you have been my home and people. I have ridden buses over you, driven cars across you, flown above you, sailed around you, climbed your hills and mountains, walked your beaches on three coasts. I have talked, drunk, loved, cried, eaten and slept with your people. I want to break for them all, out there somewhere, across the miles and years. I want to say

howdy to them and dump a bucketfull of threes and eights all over them. They are America. They are me.

We are all travelers, and there is a community among us, as we go. Once, all night in Nebraska, when we were crossing from Lincoln to Grand Island, and then on down to Ogallala, a guy in a Ford station wagon chases us all the way. We talked with him in the Ogallala dawn about how long the night had been and how good Colorado would be — and we were road brothers.



There has been the road, incredible stretches of it, across the plains states I love so well. I want someone with a good rig — someone in North Dakota — to bury that prairie sea in threes and eights for me. Start at Fargo and shout through the prairie depths to Bismark and then all the way over to Williston and half way into Montana, the Big Sky country.



You're big, America and your child, Montana, is big like you. Her eastern plains are open and naked. Nothing can hide there. Her mountains, snow-capped year round, proclaim your grandeur. And on the Fourth of July there's a fine rodeo in Choteau. Some of the local boys in a pick-em-up truck will go into town this afternoon to try some bull-riding against the college kids from Bozeman.

I shout 73's to you, Choteau bull-rider, the spirit of America, wild, hooting, hanging in there all the way, tenacious and feisty. You are America.

Drink a can of Olympia for me at the Cornell tonight. Hold a

woman tight, Choteau American boy. You're where it's at.

Hey, Good Buddies, down Mississippi way. 10-5 a message for me. How about it? The little town of Bonita sits across the river from Meridian. There is a little Baptist church there, and they'll have a service for America today. Southern ladies will come in cool white dresses, bringing pecan and sweet potato pie to Preacher Rockwall. After the service, they'll stand on the church lawn and the bees will buzz in the sweet honeysuckle. 10-5 this to them, Good Buddy. Tell them that we are counting on them and their prayers and their stability. Tell them that they are the spirit of us and that I love them.



We're trying you one time Valparaiso, Indiana, where my friend, Mark Ottey and I played on the sand dunes with girls in swim suits — Valparaiso — Land of a thousand McDonald's hamburger stands and Pizza Huts. How is it mid-America on your two hundred and first birthday? How does it go at Mid-Continent?

We're calling you New Orleans, jazz-bo playing a beat-up piano at Bourbon and Toulouse Streets. We know you're out there, where the Great River pours into the Gulf. Good time city are you, with your music and river boat rides, where the crowds come and go all night, digging you for what you are, for the All-American Dixieland all over your face. The Saints Go Marching In. A sailor is drunk somewhere in you, New Orleans. Someone is falling in love; someone is planning a divorce. Your people will hold



* Bennett (THE MAN FROM MAINE) is director of Communications at El Centro College in Dallas.

y, America



family picnics today at City Park. I have been there. I have seen them come with picnic baskets and lawn chairs. I have seen the dirty faced kids and the grandpas and grandmas. I was with you one Fourth of July, a long time ago, New Orleans. Somewhere in Memphis a steel worker, the guy

whose tinker toys are the steel girders on a fifty two story building, is getting ready for the Fourth. Somewhere in Georgia, DIRTY HARRY is pushing his Peterbilt as hard as she will go, trying to make it home to Charleston for the Fourth. Coming from San Antonio or Beaumont, he's got the pedal to the metal, and he'll make it. In Cincinnati, a light burns in a hospital room. A nurse is reading a magazine. She is watching an ill child. She's off at seven to celebrate the Fourth. A telephone operator in Des Moines yawns and smooths her hair down over her earpiece. A waitress in Atlanta has no holiday. She is making coffee. "We open at four," she says, and then she dumps the urn.

They are the ones who make you tick, America. They are the ones who make you what you are. They pour a billion cups of coffee, change a million flat tires, make a billion telephone connections. They are getting things done. They are your guts, America. In your heartland, they are yawning and getting up this Fourth of July morning.

Are you by it, Washington State? Are you on the channel somewhere, you Port Angeles cherry-pickers? The apples are ripening in Wenatchee. The Fourth of July is always big in Ellensburg and Enumclaw. How is the moonlight at Lapush these

days? Is the little post office-store still there? Is the Ritzville Road as hot as it used to be? Do radiators still go dry in that stifling heat? Is there still snow at Mount Rainier's Summerland on the Fourth? Washington, a state of contrasts, stuck in the corner, playing opposites to my state, Maine. I salute you; upon you!

I'll turn that ole' beam nor'-nor'east now. I'm hollering for you, Maine State, way up there in the piney woods. How about you, Route 1 traffic, going through Brunswick,

Wiscasset, and Rockland, on down to Ellsworth? Are you by it, POTATO MAN, way up in Aroostook County? How about you, my island home of Winalhaven?

Put some fresh blueberry pie and a can of Eagle sardines in Ira's dinner pail, Evelyn. He's going out to haul his lobster traps this Fourth of July. Get out the old fire truck, Cy Davidson and drive it through Main Street. Strike up the band, Sonny Polk. Have them play, "The Stars and Stripes Forever." Step proudly, members of the Ladies' Auxiliary. Step on out, Ethel Doughty and Sylvia Anthony. You're at the heart of it.

You're Americans! You're celebrating freedom.

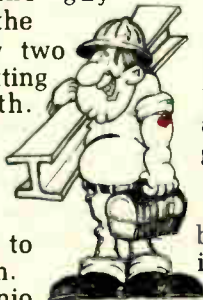
Your ancestors from Popham Colony took food to Plymouth one winter. The Halls, Vinals, and Carvers fought in the Revolution, drove them ole- Red Coats plumb out of the Bay. Yankees, Downeasterners, I have your blood in me. You're where it started; you're my source.

Well, I guess I've had my nickel's worth, or more, so I'll back it on out. Threes and eights to the channel, all over this freedom land. May you have a fine one, Mr. America. We gone.

We go to eat barbecued cabrito and German potato salad under an old oak tree with some CB buddies at a deserted farm outside Dallas. Our XYL's and kids are there, and the kids run and play and eat huge pieces of watermelon. We shop talk, comparing ra-did-dios, antennas and coaxes. We remember aloud winter nights we have spent by the channel. We remember the times we have helped one another — in bad weather, in bad luck times, sickness. And as the day fades, on the far southern horizon we watch the fireworks from the Cotton Bowl.

I am glad to be an American. I am glad to have known the Choteau bull-riders and the Vinalhaven fisherman. I am glad to be a CBer, so I can holler and shout all over this land at you. I am glad that CBs have made us a family again, a picnic bunch under a tree with kids and watermelon on the Fourth of July. CBers have recaptured the wagon train spirit in the Nebraska night. They have injected a huge dose of love, care and concern into a massive, shifting, shiftless society. I am glad to be a CBer on this, America's 201st. I am glad to be in Texas, the heartland, eating cabrito and watching fireworks, far away with CB buddies, channel companions.

It is pure uptown Americana. It is the thick of it. I'm into it deep and there is no ten-seven in sight! I think back over those long stretches or superslab; I see those faces; I hear those voices, far away over the coax. They are most America. They are most me.



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A CBer's Vacation: Modulating From Nashville To Natchez Along America's Wilderness Highway.

By Robert Mercer

The Sumerians reportedly invented roads. Americans made them into adventures; some have even been made into National Parks.

The Natchez Trace is one such adventure. It was a wilderness

highway for centuries; but then it was forgotten in a few decades. Today, the CB-equipped tourist can rediscover this route of empire, while living the new adventure opened by electronic communications.

There are no Indian villages left along this ancient game trail

which once united the Chickasaw, Choctaw and Natchez Nations. There are no Kentucky boatmen walking north toward home, like those who first rafted American goods to Spanish Natchez in 1785. There are no mail riders who rode the post road from Nashville to that new American town, Natchez, in 1800. There are the descendants of these frontiersmen to be met and historic places to be seen.

But to enjoy such a trip, the wise CB tourist should give careful consideration to planning his vacation long before he gets into his car or RV, as Tom T. Hall has learned. (See following page).

Scenes from along the Natchez Trace: A rail fence that parallels the parkway in Mississippi, country entertainer Tom T. Hall at Sunday afternoon rehearsal, button-size flowers along the Buffalo River and back stage at the Confederate Pageant.



Some Vacation Travel Tips from A Tourism Pro— TOM T. HALL

"I am a big tourist," Tom T. Hall declares. It's a good description of a man who spends eight months each year shuttling across America in a CB-equipped bus.

The 40-year-old country songwriter and entertainer sits in his comfortable office at Hallnote Music contemplating his return to the road in four days. The Hallnote building is a converted duplex with offices downstairs and a 16-track recording studio upstairs. It is a few yards from I-65 which heads south out of Nashville to join the Natchez Trace Parkway near Columbia.

He became a tourist by accident. "I didn't come to Nashville to become a performer. I came to be a writer." Hall was already a successful writer and radio announcer in Roanoke, Virginia, prior to coming to Nashville January 1, 1964, ("I picked that date so I could remember it."). He succumbed to Mercury Record's invitation to record some of his songs and "wound up with a bus and a band."

Hall says, "I enjoy going up in the shotgun seat and sitting and drinking coffee . . . and listening to the radio." But one will not hear THE STORY TELLER on the channel much. "It is difficult for me to talk on a CB radio because a lot of people recognize my voice Then, I can't talk about anything but music."

He believes in using the CB judiciously. "The driver of the bus has command of the radio.... He has a very serious concern in getting from one place to another. So we try not to hobby around with the radio on the bus. We use it professionally."

Hall sees CB users as falling into two categories. "There's people out for a good time — tourists — then there are professionals who have to make

their living; who use the radio to make their traveling more efficient and safe."

Hall expresses doubt over the current use of CB. "It was designed to communicate and I don't know to what extent we should use it for entertainment."

As a tourist, Hall says, "I'd do more listening than I would talking You can find out as much listening as you can talking. Of course, that's true in any phase of life. On CB radio, if a tourist can only listen he'd have a great deal of information he didn't have otherwise. If he didn't understand something, he could break and find out what they're talking about." Hall's 15-year-old son operates a base station from the family's Fox Hollow Farm near Franklin. Hall says his son has been instructed not to harass Interstate truckers.

The "big tourist" disagrees with the way many of his fellow travelers plan their vacations. "They could take a minute and ask for information. A lot of tourists never get directions anywhere. They just go out and think they can find it. Well, that's time consuming."

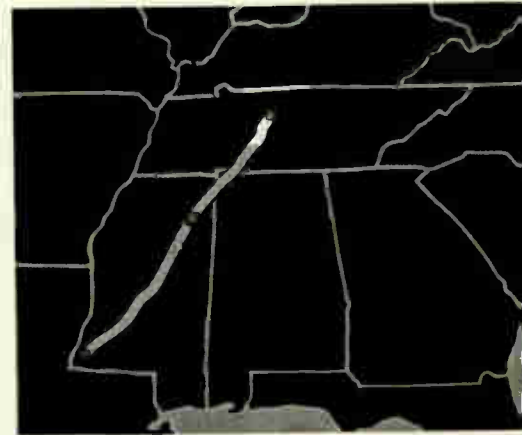
Research is part of Hall's traveling habit. "Sometimes tourists go on vacations and read road signs. They try to plan their tours by reading road signs. But of course, there is nothing current about a road sign. Those things are there the year round. They should read their newspapers, look in their phone books — I recommend the Yellow Pages — or talk to people in the community who have base stations." He says festivals, often the most memorable vacation experience, can be missed easily by road sign readers.

But Hall warns tourists to be careful where they obtain in-

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Channel 18 and the Music City CB Club Jamboree chatter are squelched into silence as the car leaves Opryland and follows the darkened Interstate around the eastern flank of sprawling Nashville. A guitar plays over the car's AM radio, announcing the start of this Saturday evening's second performance at the Grand Ole Opry.

The clarity of the music contrasts with the static memory of an Oklahoma farm kitchen in the midst of a 1950 drought. There, a small white radio, obtained at the Green Stamp store, sat on top of the refrigerator. A chair, pulled tight against the appliance, allowed a small boy to stand so his chin could rest on his hands on top of the refrigerator and he could stare into the radio



speaker. The sound seemed better if one could see it. And out of the static would come the voice of Minnie Pearl screeching her friendly, "HOW-DEE!"

But that was ((Good Lord!) 25 years ago and the little farm boy and the Grand Ole Opry have moved to the suburbs.

The old opry home, Ryman Auditorium, stands vacant at Fifth and Broadway, opening its doors only to nostalgic tourists. Even though this former Union Baptist Tabernacle (built in the 1880's by a born-again riverboat captain) was but one of many homes for the Opry, many country fans would like the Opry to return to the Ryman. But the Ryman today is surrounded by porn places, bars, hock shops, tour buses and parking lots. One country entertainer has called for

the destruction of the Ryman to spare tourists the necessity of going near the adult book stores.

As a tourist approaches the edge of Nashville's northern suburbs, he can turn to Channel One and give a hollar for TOE TAPPER. Carol Fox will tell him whatever information she has about Opryland and the Grand Ole Opry. She has a job of which many CBers dream. "My title is CB Operator." She didn't know that was the job for which she was applying when she answered an ad by Opryland's Information Center. While the center needed someone who could do many information tasks, they mainly wanted someone to man their new CB base station.

The base is so new most people are unaware of it, despite recent notices on brochures, billboards

and radio. But word does spread over the CB. "If I get one call in a night, usually I'll get several in a row right after it." Most callers are passing through Nashville and want Opry ticket information.

TOE TAPPER gives excellent directions to the new Grand Ole Opry auditorium, a building looking like someone tilted a slab of rock up from the Tennessee hills and hollowed it out for a theater. Inside, it has a balcony worthy of the second tier at any baseball park.

Light-stained wood and red upholstery under the vaulted roof reminds one of the modern churches springing up across the South. And at almost every performance, all 4,400 seats are filled by the faithful. Millions more from Texas to Canada listen to the services over WSM. The most faithful gather on their knees below the stage, flashcubes poised at each star's entrance.

The whole idea of the Opry, which began in 1925, is to have a

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Natchez Trace—The Starting Point

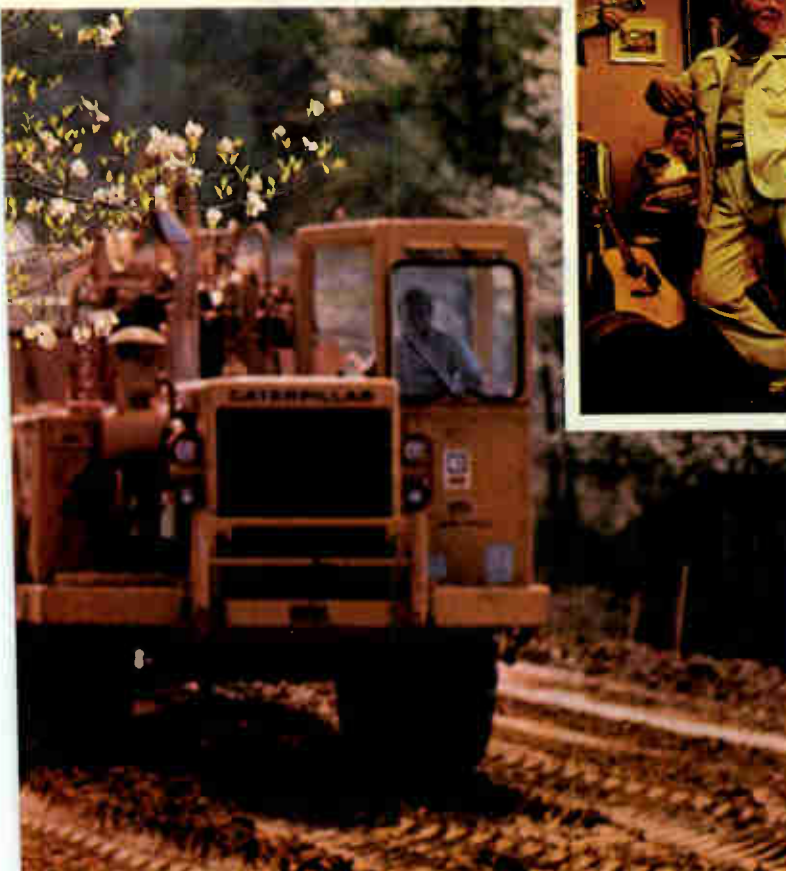
Nashville: Music City Provides Celebrities, Nostalgia And Music, Music, Music.

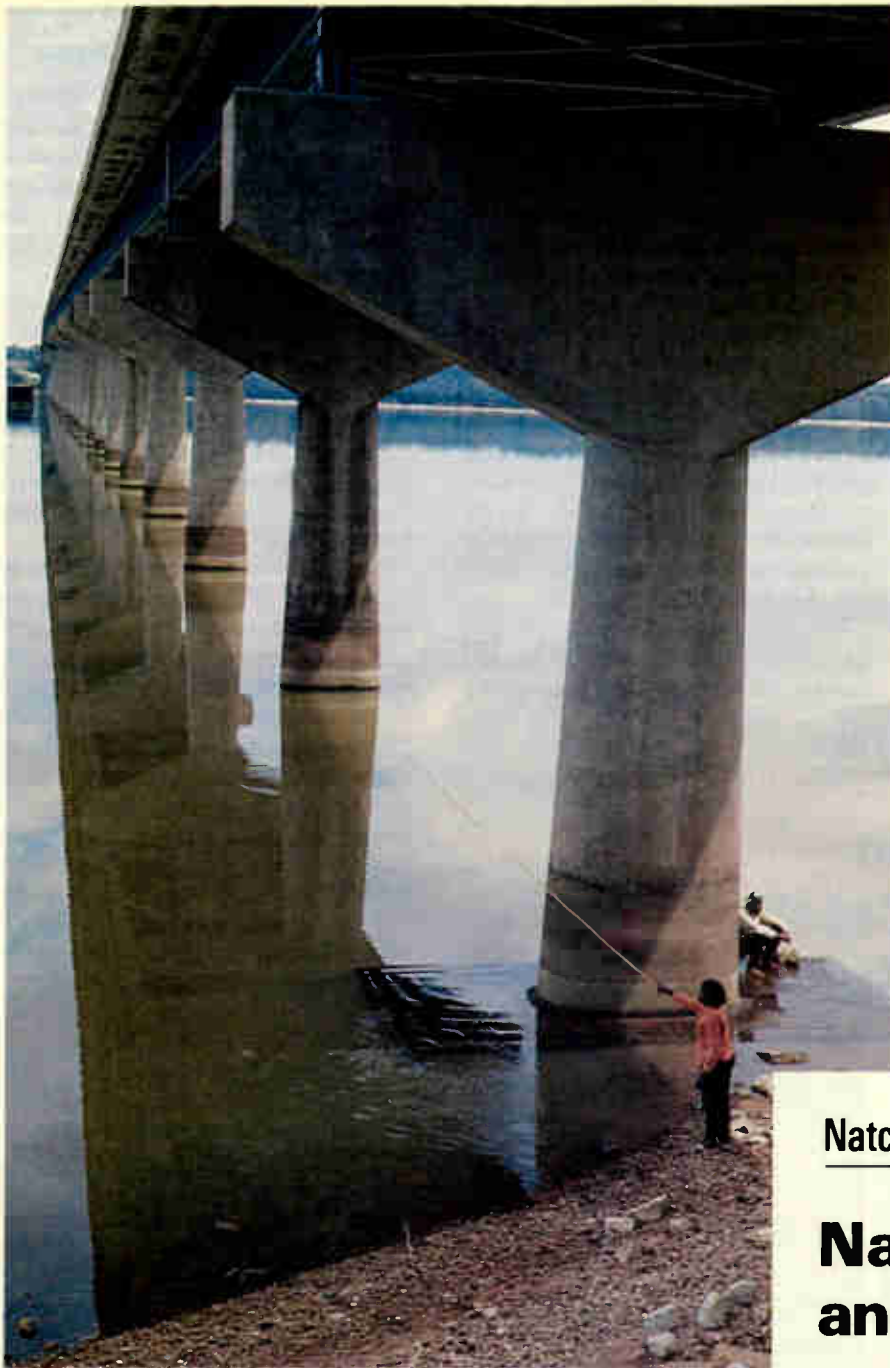


Below Left: The natural look of the parkway is no accident. Care is taken to preserve stands of dogwood and other beautiful plant life, as well as historical sites. The route is cut carefully so it will look as natural as possible.

Center: An impromptu dance breaks out during an informal session of picking and singing in Roy Acuff's dressing room between Saturday night performances at the Grand Ole Opry.

Below Right: The Grand Ole Opry has fled to the suburbs, leaving the old Ryman Auditorium amid a collection of porn shops and bars.





Left: Almost a mile long, the Natchez Trace Parkway bridge across the Tennessee River has replaced the Chickasaw-operated ferries of the 1800's. Now it's a good place to let kids burn off energy and catch a mess of fish for the next campsite supper.

Below: Members of the Hampshire Men's Club enjoy a game of cards on a rainy Monday.

Opposite Page: Tourists now keep the trail along the bank of Metal Ford worn smooth, where once men such as Andrew Jackson and Aaron Burr traveled between Natchez and Nashville. Slag from an early foundry can still be seen in the water mill race which was dug along the ford.



Natchez Trace—1st Leg

Nashville-To-Tupelo: and Folks With The



When John Swaney, the first post rider on the Natchez Trace, left Nashville to deliver mail to Natchez, the Harpeth River was a hard nights ride away. There he rested briefly at the cabin of Tom Davis, the last white man's cabin until he arrived at Natchez.

Until the final leg of the Parkway is completed (the entrance should be near the Davis cabin site), travelers cruise quickly south along I-65, noting that Smokey is parked on the overpass, right where the 18-wheelers said he was five miles back. But one does not worry about him.

Even double nickels is too fast when on vacation.

As one slips past Franklin and crosses the Harpeth, it is difficult for the tourist to believe that this rolling farmland was the site of "The Gettysburg of the West" in 1864. Here, retreating from the Battle of Nashville, General John Bell Hood tried a final stand against Union forces. He lost 8,578 men, including six generals, before retreating farther down the Natchez Trace to Tupelo, Mississippi.

Taking the Thompsons Station turnoff, one passes more battle markers next to pastures of contented cows. A day could be expended between Nashville and the entrance of the Trace, just reading battle markers. A book on the Civil War would be a worthwhile addition to any glove compartment.

Rain forces one to seek a motel in Columbia rather than push on to the Meriwether Lewis Campground on the parkway. It is still raining the next morning when one visits the home of President James K. Polk. The house is not open for tours this early in the morning, a man says. One turns to leave, but he invites you to tour the garden with him, ignoring the drizzle. He says his name is Henry Jones and he has been gardener at the Polk home for 14 years. Even on a soggy morning,

The "Men's Club" is a store front across from the service station. A few worn chairs and a table are the sole furnishings.

A group of old men sit around the table playing cards while young men, who have been given a holiday by the weather, stand and watch. It is explained that dues for the club are \$5.

"A month?"

"Forever."

Beyond that, if the club needs something, the hat is passed.

L. W. Greenfield talks as he continues to play a winning game. He lived in Kettle Mill, until the Parkway condemned his farm. "They bought me out in 1968. Give me sixty days to clear out. I moved over here to Hampshire and bought me some land."

Then he raises a question echoing up and down the "Notches" Trace. "I came over here in '68 and they haven't finished that thing yet. I wonder if they ever aim to?"

Asked how long his family owned the farm, Greenfield replies, "My wife lived there all her life." They've forgotten the generations before that.

While admitting, "They treated me alright," Greenfield complains, "They didn't pay me what I wanted; what I thought it was worth."

The condemnation came as no surprise, however. "They come

legends associated with the Trace, "It's sorta like a dream. You hear about things that happened years ago and you wonder if it's so or not."

The completed portion of the parkway begins west of Hampshire at Gordonsburg, apparently an abandoned settlement. This part of the Trace is south of the Duck River, where in 1791 three travelers were found dead. They belonged to a party of eight, and only two of the eight lived to see Nashville. It could have been Indians, but already Indians were being replaced by bandits, acting like Indians, as the Trace's main hazard.

Death on the early Trace, particularly murder, was a common occurrence to everyone, except to the person being murdered. But one death which still produces reams of historical analysis is that of explorer Meriwether Lewis. The then governor of the upper Louisiana Territory was enroute to Washington to settle a dispute over expenditure of funds. He had left his office in St. Louis in September 1809, taking a boat down the Mississippi. While enroute, word came of a possible British blockade of New Orleans, so he abandoned the boat and cut inland, joining the Trace just below the Tennessee River. Traveling north, he arrived at Grinders Stand, or Inn.

That evening, Lewis was alone in the cabin when Mrs. Grinder

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Lazy Days, Plenty of Memories Time To Relate Them.

the beauty of his work is enjoyable. But eventually, his pride in his work outlasts the ability of the visitor to absorb rain drops, and one begs leave of him.

Pushing on through the rain to Hampshire, one breaks on Channel 19 for local information. Most small towns along the Trace run on 19 since there is no nearby Interstate traffic to jam it up. One gets a quick response to a query about where to find an older person who remembers when there was no Natchez Trace Parkway. The voice directs one to the "Men's Club" on the main street.

through there marking it out and surveying, I'd say 20 years before they bought it." His son's farm, on the border of the parkway, escaped condemnation.

Greenfield seems quite content with the outcome. "I think it's grand. I think I bettered myself a lot (moving to town). Got lots of good friends, good connections here, highways and blacktop and stuff like that."

But the man, who as a student in 1925, drove the area's first school bus, a covered wagon, is not overly impressed with the parkway idea. "It's just an old Notches Trace road." As for



Near Right: Splitting a log not only provides a lesson in pioneer life for visiting tourists, but will fuel the noon cooking fire for Don Hooker of the living history program at Mount Locust Stand. He and his wife grow and cook their meals in the pioneer manner.

Far Right: Seventy miles a day is enough for any tourist on the trace. And accommodations are much improved over the one-room cabins which once served as inns along the trace while housing the inn keeper's family, too.



Natchez Trace—2nd Leg

Tupelo-To-Natchez: An Ancient Temple, Frontier Churches, Inns And A History-Changing Battleground.



The village of the Chickasaws is an outline on the ground near the Natchez Trace Parkway headquarters. It is probably the first Indian village along the Trace ever visited by a white man. The man was Hernando Desoto and the year was 1540. The Indians finally tired of this self-declared "Child of the Sun"

and ran him off the following spring.

Some 300 years later, in 1832, the Indians themselves were forced to leave by other white men in the "removal" to Oklahoma. But a few stayed, receiving a section of their own land in exchange for their culture. Jo Carothers is a descendant of those who stayed behind. She and her husband, D. R., operate Jo's Snack Bar and Grocery near the Tupelo entrance to the parkway.

The snack bar and grocery are next door to Chiz's, a bar, restaurant and motel complex which is a center of controversy in Tupelo. State Law says that tourist businesses within a certain distance of a national or state park are a resort, and can have entire bars open 24 hours a day, 7 days a week. Chiz has declared himself a resort, much to the ire of the dry forces in town. It's the hottest news since hometown boy Elvis Presley made good.

But next door to Chiz's, it's all apple pie, chicken dumplings, stew, or whatever Mrs. Carother's customers have requested she cook for lunch today. There is no menu. "Everybody feels right at home here," she says, adding, "Everybody helps wait on themselves." Though she is only open from 10:30 a.m. to 1:30 p.m., Mrs. Carothers seats about 50 tourists each week alongside her regular customers.

She says she has one goal in life. "I'm going all the way to Nashville whenever they get it (the parkway) finished. Think I'll make it?"

Just up the road north, workmen are trying to see that she does. While the casual observer sees nothing unusual about the way the earthmovers cut the next leg of the Trace into a hillside dotted with blooming dogwood, back at Tupelo headquarters, landscape architects correct this impression. Billy Morgan and

Milton J. Orcutt speak of "parkway standards." Maintaining the standards means inspecting the route prior to construction, designating both historic and natural sites to be saved. The route is also planned to disturb as little of the natural topography as necessary, or at least make it look undisturbed.

"It's something we're proud of because it leaves the parkway looking natural," Orcutt says. "It's not a shoot-up affair," referring to the sharp banks created where Interstates gouge through hills.

As the road is constructed, the architects decide what the area will look like. A plat book, which Orcutt calls their "Bible," details for highway mowing crews what areas are meadow, where to leave thin brush to display a stream, and where to encourage heavy growth to hide a factory. There is nothing accidental about the scenery the traveler sees.

Asked when the Trace will be completed, John S. Mohlhenrich, chief of interpretation (public information), cannot give a date. "Money just dribbles out of Congress." While the money has dribbled the past 40 years, the cost of constructing the Trace has risen from \$52,000 per mile to \$1.4 million.

While assuring, "There is a commitment to complete the parkway," he explains that many areas have been added to the National Park System in recent years, further diluting funding the system receives from Congress. Some \$165 million is needed to complete the road.

The reason the parkway is in several disjointed sections is to satisfy the requirement that any money allotted is split proportionately between Tennessee, Alabama and Mississippi. Also, as the money dribbles in, there may be enough to build a bridge, but not the roadway to it. Parkway administrators must piece the Trace together slowly.

Even in the years the parkway is allotted extra funds, there is always repair work to be done on old sections of the road.

In keeping with the changing lifestyles of travelers, bicycle and hiking trails are being added on the new sections of the Trace.

This is good news to Dave Baker, an environmental specialist at the Tupelo headquarters, who pedals between his office and an outdoor classroom. There he teaches visiting school children about the history and natural life of the parkway. "We get more people who cycle the whole length of it than come out of town," he says. Lack of shoulders make bicycling and hiking hazardous. While warning of the hazards, Baker adds, "We don't discourage it."

Baker advises traveling north to south in the spring, and from Natchez to Nashville in the fall, to best observe the changing season. He adds, "There's really lots to see, but not when you're driving it." He recommends writing for information in advance of a visit to the Trace and some historical research in the library. A wild flower guide should be packed, too.

About 13 million cars drive the Trace annually, most of these are commuters. However, there are indications more tourists are using the parkway, since there was an increase of 27 percent in the number of visitors to the Parkway headquarters in 1976. Attendance to the living history program, such as Mount Locust Stand, has increased 41 percent in the past year.

Tourists are always within mobile transmitting range of a base station in Mississippi, Dexter Bailey says. The owner of Bailey CB Shop has been active in CBing in this town of 38,000 for the past several years. He was president of one CB club in town, but resigned when his hobby grew into a business last year. In Tupelo, there are three CB clubs, all using Channel 12. Up north in Saltville, 17 is the popular channel. Luka uses Channel 8. Black voices are heard in many areas on Channels 6 and 10. The Lee County sheriff, based in Tupelo, operates on 21. Everyone meets on Channel 19.

Sights for the touring CBer to see in Tupelo includes Elvis Presley's birthplace and the Tupelo National Battlefield. Fought to an indecisive conclusion on July 5, 1864, this battle and the Confederate victory at Brices Crossroads delayed

Confederate attacks on General William T. Sherman's supply trains long enough to allow his march to the sea.

Heading south out of Tupelo on the longest completed stretch of the parkway, an observant traveler can see the public's and government's changing idea as to the purpose of the parkway. There has been an evolution of design between old and new sections of the Trace. The Tupelo to Jackson section is among the oldest and was built only after the federal government agreed to Mississippi's demand that it serve as an efficient commuter road.

Landscape Architects Morgan and Orcutt explained this section has a design speed of 70 miles per hour. There is much more "cut and fill" to level hills and bridge gullies than on the section north of Tupelo, being built with a design speed of 50 miles per hour. The final leg of parkway into Nashville may even be closer to 35 miles per hour, twisting to follow the original Trace better. The emphasis there is on park.

Possibly the prettiest campground on the parkway is Jeff Busby, named after the Congressman who submitted the bill to rebuild the historic road.

[continued on page 83]

W. G. Lovorn pauses from building a cradle to explain how he became a chairmaker in Thomastown, Mississippi.



Right: A mellow Saturday morning adds to the charm of the Tom McNeely home, which the attorney and his wife are working to restore. After five years, they have already invested more than the purchase price in building materials.

Below Right: Weeta Colebank, a partner in the "Cock o' the Walk" restaurant in Natchez Under-The-Hill, is trying to recapture the flavor of flatboats and keelboats whose meanest crewman wore a red turkey feather in his hat as a challenge to cock o' the walks of other vessels.

Natchez Trace: Road's End

Natchez: History Kept Alive With A Passion; Old Homes To Stay In And The Best Eating In Mississippi.

"Natchez is the only place where a young lady starts making her debut at age three and ends at 21," Abigail Healy alleges.

The Natchez Pilgrimage guide is emphasizing how the annual spring tour of ante bellum homes seems to engulf the entire town of 21,000. From dancing around the Maypole in the Confederate

Pageant to being a hostess in a fine plantation home, there is something for all ages to do.

While it is a time for members of the Pilgrimage Garden Club and its friendly rival, the Natchez Garden Club, to score social points, the main focus of the event is preserving and sharing the old homes.

"We really don't have tourists in Natchez. We have guests," Mrs. Healy states. It seems hard to believe until one realizes almost all of the 35 homes visited during the Pilgrimage are privately owned — and lived in.

Even Stanton Hall, the most stately of Natchez homes and now owned by the Pilgrimage Garden Club, is the residence of Louise Ferguson, the live-in hostess. While her living room is secure from tourist eyes, her bedroom is on display. "I live here and I enjoy it and it's a challenge to

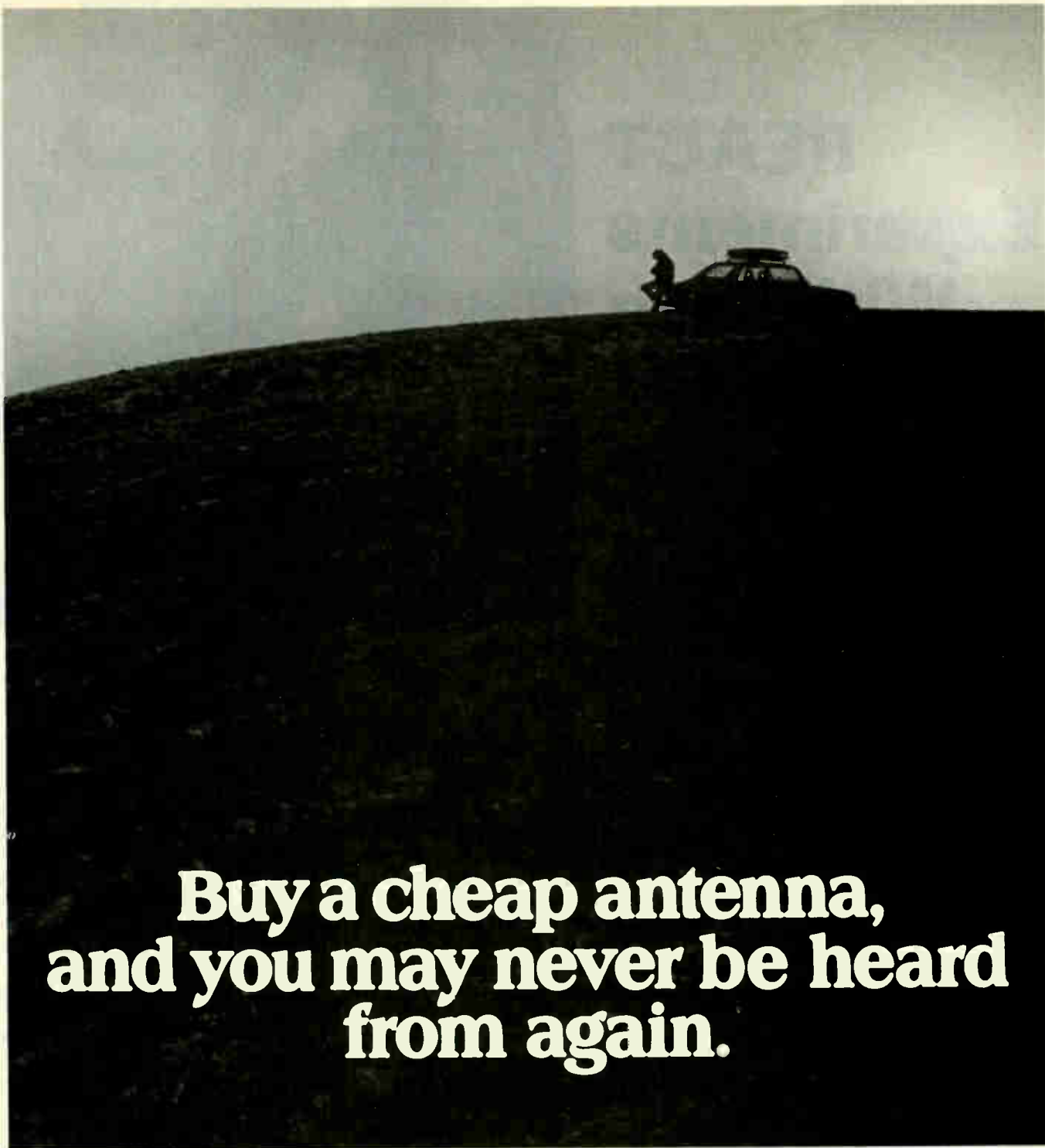


meet the public every day," the retired nurse says.

Out north of town, near where the Natchez Trace used to carry travelers to Port Gibson, sits Landsdowne. When Mrs. George Marshall III's grandchildren are visiting, they make the fifth generation of Marshalls to sleep under the roof of the 1853 home. While the home once was surrounded by 800 acres, these

(continued on page 65)





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REACT Experiments With Teen Members

New Jersey group forms junior group with excellent results.

By Marguerite Karaczan



Junior REACT members sign up for their first test as serious volunteers — the time consuming Halloween patrol operated each year by the Burlington County group for a full week around the pranksters holiday.

In most respects REACT 2253 in Burlington County, New Jersey, differs little from other well organized teams around the country.

But in another respect, REACT 2253 is unique, for it has the first, and so far the only, junior team in the country — 19 young men and women between the ages of 12 and 17 who are already dyed-in-the-wool CB enthusiasts.

When Robert Clark of Mount Holly, New Jersey, REACT 2253's coordinator, first proposed this innovation, he found himself caught in a very painful bind.

On the one hand were his own children and their friends, all dying to get into the CB act. On the other hand were all the "Doubting Thomases" both on his own team and at REACT National Headquarters in Chicago.

Junior REACTers? What would be the point? Especially, since none of them would be eligible for a CB license. How could a bunch of teenagers be anything but a headache and a nuisance to the senior members who took their volunteer work so seriously?

Fortunately Bob Clark, better known to CBers all over Burlington County as "THE MECHANIC," was in a strong position to press his case. A charter member of REACT 2253 when it was formed in 1971, there was no question about his dedication to community service. As the father of two boys and two girls, it had to be presumed that his faith in young people had some basis in experience.

"Junior REACTers? What would be the point? Especially since none of them would be eligible for a CB license. How could a bunch of teenagers be anything but a headache . . ."

Most importantly, perhaps, he was willing not only to fight for his idea, but to implement it by forming and supervising the junior team himself.

It didn't happen overnight, but eventually his persistence wore

down the opposition. With the reluctant agreement of his own club, he called the first Junior REACT meeting for September, 1976. By November, when national headquarters broke down and agreed to give the group official recognition, it had already elected its officers, started collecting dues (50¢ a month), acquired handles and temporary call numbers, taken part in two community service projects and laid out a busy agenda for future meetings.

Already some of the adults who had thought they were doing THE MECHANIC a big favor by letting him form his junior team are beginning to have second thoughts about exactly who is helping whom.

For example, ever since its inception, REACT 2253's big dream has been a building to call its own, a place where it can have both a permanent home base and facilities for meetings and social events for its 110 members.

So far all it has is a building fund, in the early stages of growth.

Every year the team stages a big Coffee Break as a means of making new friends and raising money. The profits from these affairs are located as follows: 50% for the team's favorite charity (The Helene Fuld Kidney Fund), 15% for medical supplies (crutches, wheelchairs, etc.) for members and neighbors in need, and 25% for the building fund.

When the junior team had disposed of the mechanics of getting itself organized, and started planning fund-raising

"When the junior team has disposed of the mechanics of getting itself organized, and started planning fund-raising activities, it was decided to allocate 50% of all the money raised to the building fund

activities, it was decided to allocate 50% of all the money raised to the building fund.

Right now the juniors meet in member's homes, but as their group grows they're going to need a permanent team base as much as the adults.

They have already staged a bake sale and a car wash in aid of the building fund and their own favorite charity — the Jerry Lewis Muscular Dystrophy Drive, chosen because they wanted to do something for youngsters whose health problems make it impossible for them to do such exciting things as belonging to a REACT team.

Meanwhile, even before they had won official recognition, the juniors were given an ideal chance to display their sincerity.

The police departments of Mount Holly (which is the seat of Burlington County) and four neighboring townships had requested REACT 2253's help in patrolling their streets every night of the week leading up to Halloween, from 7 p.m. until the mischief makers called it a night.

When Bob Clark suggested sending out the juniors on a one-to-one basis with the seniors, the

JULY, 1977

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REACT Experiments . . .

[continued]

latter were willing to give the plan a try, but many had serious doubts about it.

How would the juniors respond to such a large demand on their free time? And how useful would they be on patrol?

Take 14-year-old David Gillison, for example.

As Vice President of Junior REACT, David could be expected to have an interest in its activities. However, in addition to going to school five days a week, David also delivers papers seven days a week.

Could he make time for nightly patrols as well?

He could and did, missing only one night.

Not all the juniors were able to commit that much time to the project, but their overall attendance record was excellent.

On the busiest night of the week — Mischief Night — David reported early to the Mount Holly police station where Bob Clark was busy setting up an antenna in the parking lot and Lloyd Price, a.k.a. "THE PROFESSOR," was setting up his Realistic Navaho in the room the police had provided for use as a REACT base.

As the seniors were signing in, David was assigned to ride with Bud Moore, "THE PRINTER," whose Dodge Demon is equipped with LTD AM/SS with PA function.

At 18:50 hours, THE PROFESSOR got on Channel 23 to announce: "REACT 2253 is now on the air." Five minutes later THE PRINTER and David were pulling out of the police parking lot to patrol the Mount Holly area, for which THE PRINTER was net controller.

Almost immediately, it was David who spotted the motorist in trouble on High Street. Having quickly determined that his problem was being attended to by another REACT member not on Halloween patrol, THE PRINTER headed for the residential neighborhoods where the town's mischief makers were already at

work with soap, toilet tissue and raw eggs.

Since this was the fourth year that REACT 2253 had done this job, the pranksters were on the alert. But so was David, whose quick eyes spotted a lot of mischief, including some that hadn't even happened yet (the raw egg still in the hand).

As THE PRINTER noted, "That's what he's here for. He lets me watch what I'm doing."

Acting as a floater, THE PRINTER kept very busy reporting everything David saw and using base control to keep other volunteers in his area effectively dispersed.

Meanwhile, in addition to spotting potential danger — the paper bag in the street that could contain broken glass, the toilet tissue swags that could conceal rope — Davis was assessing the mischief potential of various groups of teenagers. Recognizing the troublemakers among them, he also knew every REACT

"How could David and the other juniors remain so alert after so many hours on patrol? No doubt for the same reason the seniors could — because they were enjoying the sense of service that REACT was giving them

..."

member who drove by and displayed an intimate knowledge of the layout of the town that even THE PRINTER, a fellow native, could not match. ("That's because you haven't gone all over town selling newspaper subscriptions," David explained.)

Most nights, it was close to the witching hour before the mischief makers called it quits.

How could David and the other juniors remain so alert after so many hours on patrol? No doubt for the same reason the seniors could — because they were enjoying the sense of service that REACT was giving them, the knowledge that their efforts really were helping to prevent malicious mischief.

It was not too long ago that senior REACTers had to sell themselves to local police forces, to prove they asked nothing but the chance to be useful and that they had the self-discipline to

“... no adult can be as effective as another teenager in the search for a runaway.”

accept direction from uniformed personnel.

The members of REACT 2253 have already taught the junior team the two basic rules that made their own acceptance possible: 1) Don't volunteer to help the police; wait to be asked, and 2) Never leave your vehicle without permission from base control.

The juniors can see for themselves how frequently the police do call on these dedicated volunteers — and the speed with

which police cars respond to REACT's requests, since no conscientious REACTer ever cries wolf.

Now the country's first junior team is out to prove, to police and public alike, its own dedication to REACT's highest standards.

Of course Bob Clark is sure they can do it and is looking forward to the end of his term as team coordinator so that he can devote more time to helping them.

As he has watched them struggling to master the Ten Code, Part 95 of the FCC rules, the mechanics of CB transmission and the procedures of REACT 2253, he has also seen them developing the same kind of pride in a civic job well done that motivates their elders.

To reinforce this sense of pride, he is helping them to develop a uniform, inexpensive enough for each to be able to afford, yet distinctive enough to make them instantly identifiable to the fellow citizens they serve.

“I think of the kids as a kind of farm team for REACT 2253,” he says.

But he also knows that no adult can be as effective as another teenager in the search for a runaway. Whenever REACT 2253 is called on to aid the police in such a search, it is almost invariably a junior who supplies the educated guess or the remembered remark that lets the adults know where to start looking.

Unlike Allen and Cindi Clark, two of THE MECHANIC'S children who are Junior REACT officers, not every member of the team has the use of a CB in the family home or vehicle. But now that the other adults have learned the value of having a junior along on patrol, THE MECHANIC feels sure that as each junior reaches 18, he or she will be fully qualified for instant membership in the parent organization.

That leaves only one problem for the members of REACT 2253 — how to handle the impatience of all the teenagers in Burlington County who can't wait to be old enough to join the junior team!



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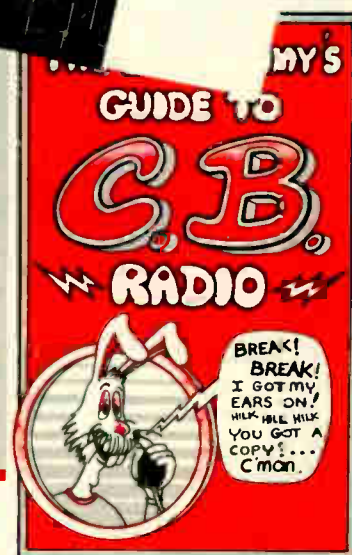
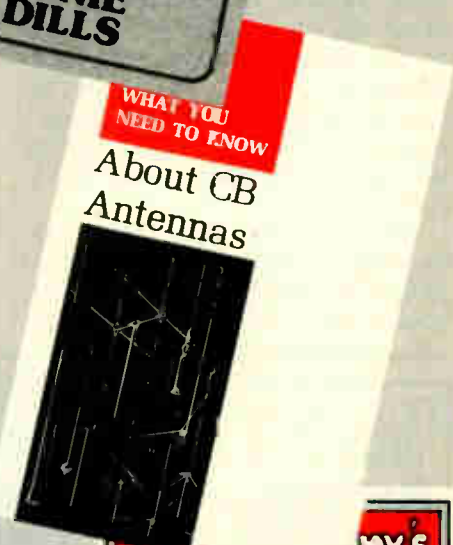
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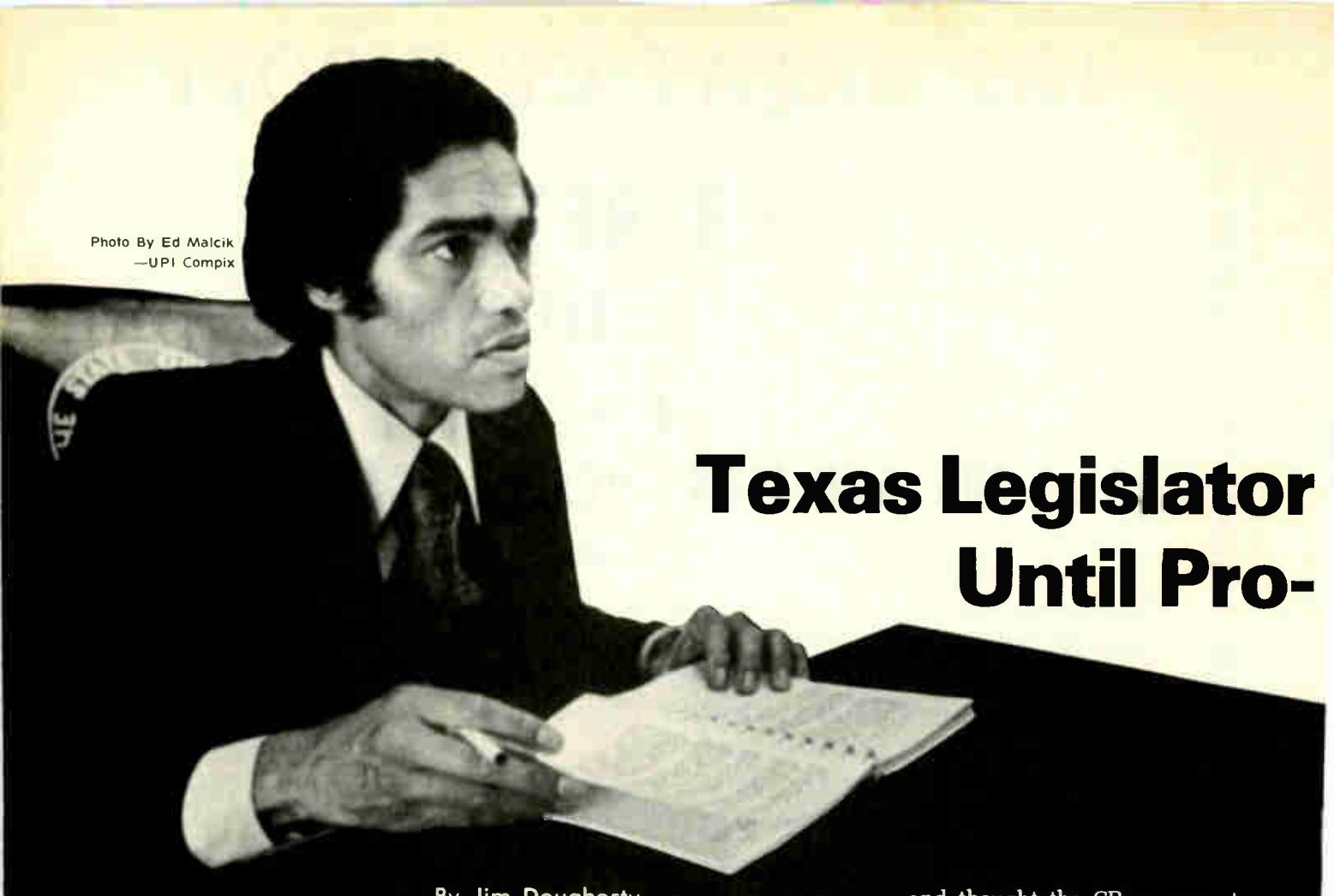


Photo By Ed Malcik
—UPI Compix

Texas Legislator Until Pro-

By Jim Dougherty

Texas State Representative Samuel Hudson hopes to separate sometimes warring neighbors with his TV interference filter legislation and he is losing weight in the process.

The Dallas lawmaker introduced H.B. 1440 calling for television sets to filter out stray signals from CB radios before they disrupt reception. Hudson's bill would require sets made after January 1, 1978, and sold in Texas, to be equipped with the filter.

But only a few weeks remained in the 1977 session of the legislature and at **CB MAGAZINE'S** press time, Hudson was concerned with the fate of H.B. 1440. "Time is of the essence," Hudson said. "They can 'grease' a law through to make chili the state dish, but they plod along when it comes to people-oriented legislation like this."

Hudson was prompted to introduce the legislation by constituents who complained of CB broadcasts disrupting audio and video reception. One woman told Hudson that a neighbor responded to her complaints of CB bleedover by an abrasive monologue through her favorite soap opera.

After study, Hudson came to the conclusion that the TV sets, not CBers, were at fault. "The Federal government quit requiring the filters several years ago so the TV makers save 16¢ in parts, the viewers suffer for it and CBers are the fallguys," Hudson said.

Hudson reports CB-owning constituents to be pleased with the proposal. "At first I was confused

and thought the CBers were to blame, but now I know it's the fault of TV's which aren't shielded properly," Hudson said.

Hudson's bill has been sidetracked in subcommittee after what he considers an adequate hearing. According to Hudson, no one from the TV industry spoke in opposition to the proposal.

The legislator has had his share of problems this session of the legislature. He has introduced over 100 pieces of legislation and when his measures began to be sidetracked in committee he vowed to "eat nothing" until all of his legislative package was given a hearing and reported out of committee. Hudson has made good his threat and has lost 40 pounds since his hunger strike began on March 23.

According to Hudson, the TV industry would have nothing to lose by putting interference filters on new sets sold in Texas after January 1. But, if his law is passed and a manufacturer does not build in the filter, the manufacturer will be liable for damages incurred or \$100, whichever is greater.

Although the bill, if passed, does not cover currently unfiltered TV receivers, Hudson says one CBER in Dallas has, as a gesture of goodwill, offered the filter free of charge to people complaining of interference to a local CB club.

Hudson is also concerned with the occasional abuse of emergency Channel 9, and he favors strict penalties for the misuse. "REACT units are great things and help a lot of people . . . me and my family included," Hudson said. When he and his family were involved in an accident last winter, REACT came to their aid. "These people can't do their job

CB LEGISLATION

Sam Hudson fasts to force bills out of committee. One would make filtration of TV sets mandatory.

Refuses To Eat CB TVI Bill Gets Hearing

sometimes because of a very, very few people who misuse Channel 9.

It may take another belt loop or two, but if Sam Hudson gets his way the Texas Legislature will put the squelch to CB bleedover.

Text Of The Hudson TVI Filter Bill


An act relating to certain sales of television receivers that are not equipped with interference filters.

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Section 1:

(1) "Interference filter" means a device that substantially prevents the disruption by electromagnetic signals of the normal reception of audio and visual communications by a television receiver, other than disruption originating before the signals are transmitted or disruption caused within the television receiver.

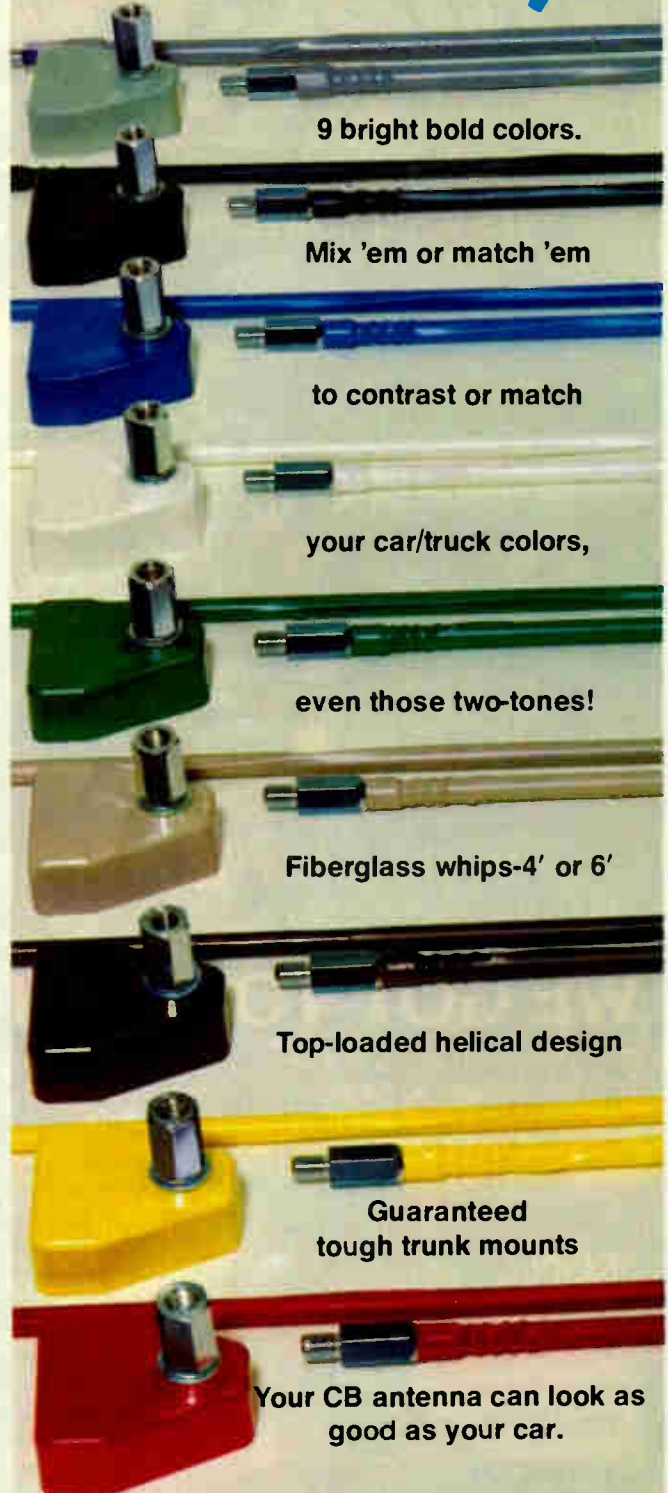
(2) "Merchant" means an individual, corporation, or association in the business of selling television receivers to the public.

Sec. 2. A merchant who sells a television receiver manufactured after January 1, 1978, that is not equipped with an interference filter is liable to the buyer for the amount of actual damages incurred or \$100, whichever is greater. 

JULY, 1977

the end of the drab CB antenna

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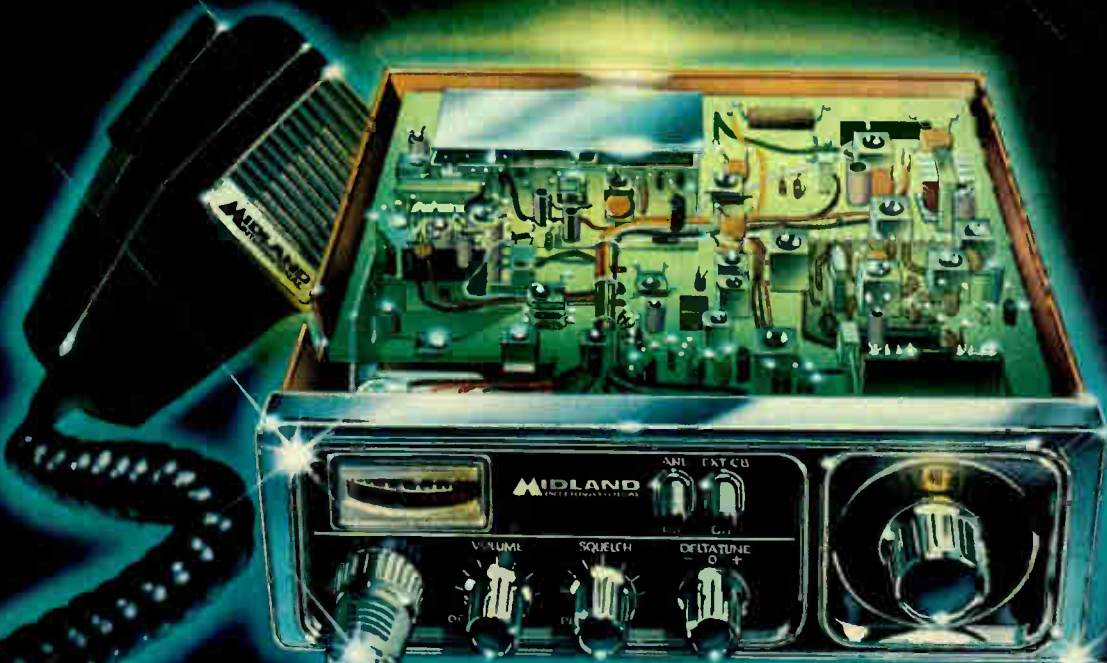
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By Darrell Arnold

On the night of December 30th, 1976, George Maske was monitoring his mobile CB unit as he drove through the dark cold streets of the Colorado ski resort of Aspen. Radio traffic was pretty quiet until, suddenly, an excited voice came on.

"Breaker one-nine for the Aspen Police Department. Break for APD."

George listened with interest. He knew that Aspen Police only monitored emergency Channel 9, not 19. He heard the call come again and yet a third time, but there was no police response. He

could tell by the agitation in the man's voice that this was more than just a routine call.

Finally, George keyed his own mike. "Breaker, you've got a mobile rig here. What's your problem?"

"Yeh mobile, I just saw a hit and run on Main Street and I'm following the guy who did it. If you can go down to Channel 9 for me and get the cops, I'd sure appreciate it."

"Ten-four, Breaker," George answered. He quickly switched his rig to nine and came on again.

"Breaker nine for APD. Breaker for Aspen Police."

"This is APD, go ahead."

"We've got a breaker on Channel 19 with a possible hit and run driver. Could you go over and talk to this guy?"

"Ten-four, Breaker, will do."

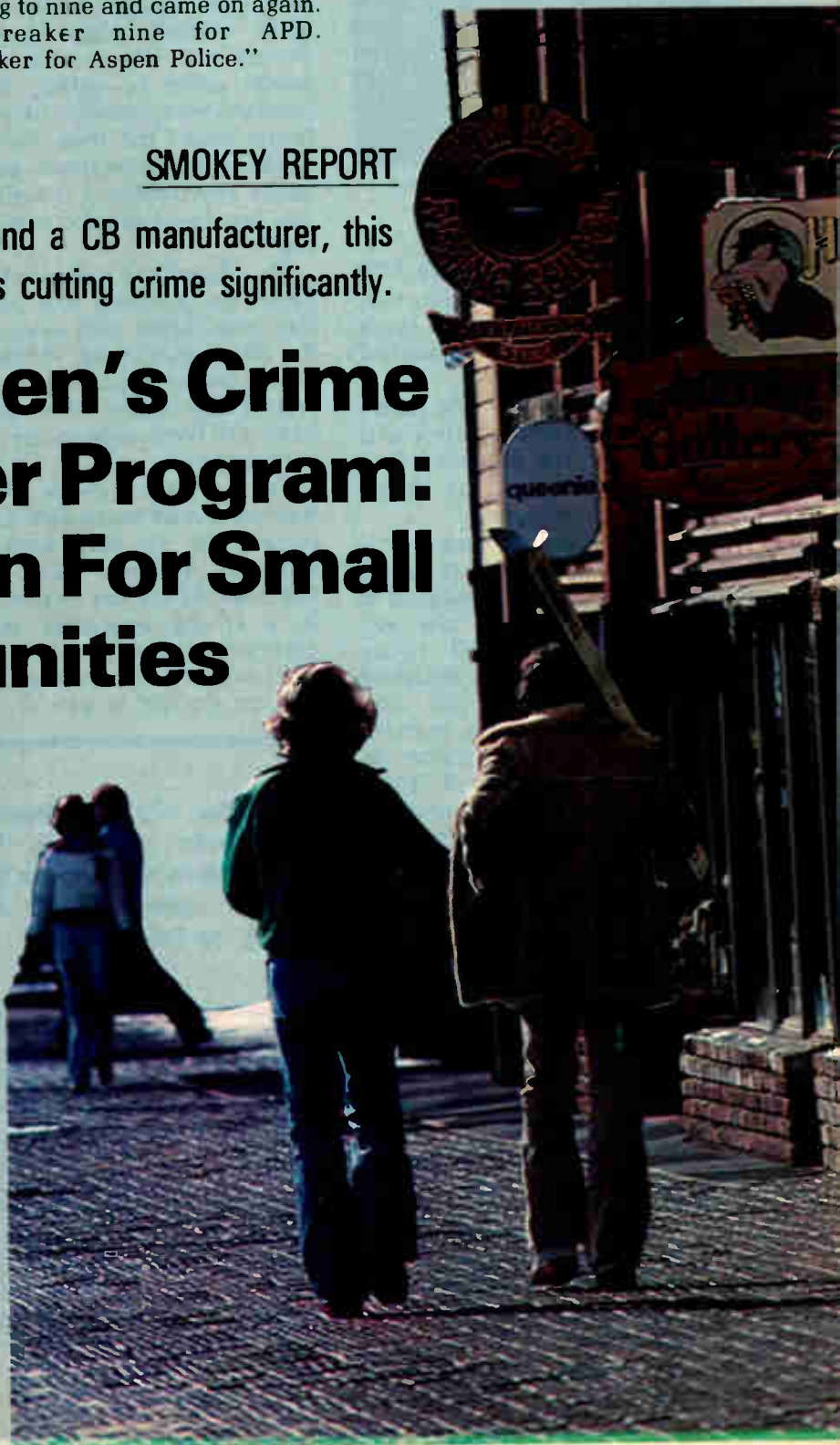
George followed the dispatcher over to 19 and listened to the conversation. The CBer told her that he had been driving on Main Street when he saw a car hit a woman crossing the road. When the car kept going, he followed

SMOKEY REPORT

Thanks to CBers and a CB manufacturer, this famous ski resort is cutting crime significantly.

Aspen's Crime Buster Program: A Model Plan For Small Communities

*Below: Sgt. Darrel Horan talks to CBers while on patrol in Aspen.
Right: Shoppers and skiers stroll among the many stores that are always the main target of thieves.*





A Crime Buster decal marks the window of this member.

and had been trying to raise APD ever since. He went on to say that the driver found out he was being followed and was now parked beside the road.

The dispatcher took the man's twenty and ordered a patrol unit to the scene. The following day, George learned that the driver had been apprehended.

George Maske is one of a growing number of CBers in the Aspen area who are turning on to a new and exciting law enforcement program, CB Crime Busters. The program is designed to give CBers a direct link with the police department in matters of crime prevention. Since its beginning, in August of 1976, Crime Busters has registered 96 official members and has stirred the interest of the entire community.

Detective Mike Chandler started the program as part of a multi-faceted plan to enlist the aid of the public in preventing crime in Aspen. Chandler states, "In the beginning, it was just an idea to help us communicate more with the public. We are committed to making the police department a vital part of the community.

"One day, I noticed that there were a large number of CB antennas in this town. It hit me that there were a lot of people around who were interested in communicating with each other. I

thought that, maybe, the police department could communicate with them as well.

"A lot of my officers thought it was a crazy idea. They said that CBers were nuts and they weren't going to go out of their way to help the police. Some of these men have worked on departments in other states and they had seen some pretty bad relations with CBers."

"I didn't want to give up just like that, so I spent a couple of months listening to CB. I found that local people really had a good attitude about law enforcement. When newcomers would drive in asking if any Smokeys were hiding around, the locals would tell them that they ought to just slow down and not cause any trouble. I thought that was great and decided to give it a try."

To Chandler's pleasant surprise, the program took off and has been flying high ever since. To date, almost 40 official CB Crime Buster reports have been logged and many other reports have also been made in car-to-car transmissions.

For Aspen CBers, Crime Busters is a lot more than just an opportunity to play cops and robbers. William Havu, who operates the Gallery Frame Shop, is a strong supporter of the program. "I joined because I'm a merchant, and we are always the first on the list to get hit. Most

The CBer told the dispatcher he'd been driving on Main Street when he saw a car hit a woman. When the car kept going, he followed . . .

criminal trespass in this town is against the merchant. I felt it was advantageous to me to join the program and do my part to help prevent burglaries and break-ins."

Bill goes on, "Crime Busters is an adjunct to the police department. There are so many eyes out there, so many watching and CB makes it easy to get hold of the cops. It triples or quadruples

their force and I'm pretty sure it has cut down crime."

Another Crime Buster member is H. E. Anderson, a custom-home builder whose handle is "RED RANGER." Though he lives in Grand Junction, 130 miles away, his work takes him to Aspen for two or three days of every week.

"This program is a great way to help protect property and equipment we have to leave around the job site. Besides, by being in touch with the Aspen Police, I am also in contact, through them, with the Sheriff's office and the highway patrol. The highway to Aspen is very busy and lots of things happen there. I make the trip constantly and I like to have access to those agencies."

George Maske, known to fellow CBers as "BLUE GOOSE," has watched the program since it began. "It's a terrific idea. It gives the citizen direct communication with the police when he sees something happen. We get along well with the police in this town. They don't have the "macho" attitude that I was used to back East. They seem to care about people around here and I think Crime Busters gives us a chance to really help them do their jobs. As long as we work in conjunction with them, we're going to be helping the community a lot more than the police can by themselves."

Maske enthusiastically relates, "CBers are really getting into this. Incidents happen all the time. Just the other day, a guy had gone into a shop to have his CB repaired before he left for Arizona. When he left the shop, he forgot his suitcase. The guy in the shop has a rig set up and he called out trying to get somebody to track this guy down. I was monitoring at the time and I happened to see the guy drive away from the shop. I stopped him and told him about it and he got his suitcase back."

Initially, APD had some difficulties getting the program started. According to Detective Chandler, the first problem to be overcome was acquiring CB units for the patrol cars. The departmental budget just couldn't accommodate it. Chandler

[continued on page 46]

Aircommand CB Brings out the "Bogart" in you!!

Around the office Harold Earnshaw may have the personality of a paper cup. But when he hits the road with Superscope's Aircommand CB-640, he's ready for anything.

Maybe it's knowing that Aircommand's got **40 channels** with the cleanest, clearest reception on the road today. And Aircommand's **exclusive scanner** that "beeps" when there's a call on emergency Channel 9. And **LED (light-emitting diode) displays** for both **signal strength** and **digital channel numbers** — easier to read, night or day. And **delta fine tuning control** to compensate for off-channel signals. And **phase-locked-loop** to maintain ultra-stable performance under a wide variety of operating conditions. And **automatic gain control** to boost weak signals, tone down overly strong ones for uniform reception. And **automatic noise limiting** and **noise blanking controls** to suppress harsh interference. And knowing that Aircommand CB is brought to you by the makers of Marantz stereo systems — the world's finest.

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Crime Busters . . .

[continued from page 44]

contacted some manufacturers and Motorola agreed to provide MOCATS and antennas free.

"It was great," says Chandler. "They helped us more than I could have hoped. We could never have gotten off the ground without them."

With that problem settled, he turned to a more unsettling one, trying to convince his own officers that CB would be an asset in the patrol car. Some were skeptical that the units would be too noisy and the CBers wouldn't help them anyway. The officers did agree to try it, however, and most of them have gotten around to liking it. They found it provided a way to fight the tedium of eight hours of patrol, and they could also communicate with each other.

Sgt. Darrel Horan is one of those patrol officers. "As it worked out, most of our Crime Buster calls come directly to the patrolman and don't even get logged in through dispatch. People call us by our handles while we are on duty and tell us what is happening.

"When some of us go on duty, we broadcast on 19 that we will be on for the next eight hours and if they need assistance all they have to do is give us a call. The folks out there really seem to appreciate that kind of effort. When outsiders come into town, the locals tell them to give us Smokeys a call. They know that

we are listening and are ready and able to give them a hand."

"BLUE EAGLE" is the handle of Sgt. William Drueding. He found that CB proved to be helpful, even without Crime Buster members. "I was monitoring and could hear a couple of people who were unhappy and were looking for another individual. It came over the CB that they were intending to have a fight. I knew who the one guy was, because I recognized his voice. I just looked for him and found him and calmed him down. I did take a weapon from him, too.

"I have one in my own car. When I'm off duty and see a cop going somewhere, I can contact him and find out what is going on."

For Detective Chandler, a third problem was getting information about the program out to the public. With the help of officers, meter maids, and other city employees, he combed the town, placing brochures on every vehicle with a CB antenna. In addition, they visited every local distributor of CB equipment and parts and left them with handout information.

"We blitzed the town with advertising," says Mark Minter, police illustrator and clerk in charge of crime prevention. "Mike and some of the officers lent their voices to some humorous radio ads based on 'What will those Aspen Smokeys think of next?' I plugged CB into the weekly crime prevention comic strip we run in the Aspen Times. We even left information at gas stations and anywhere else



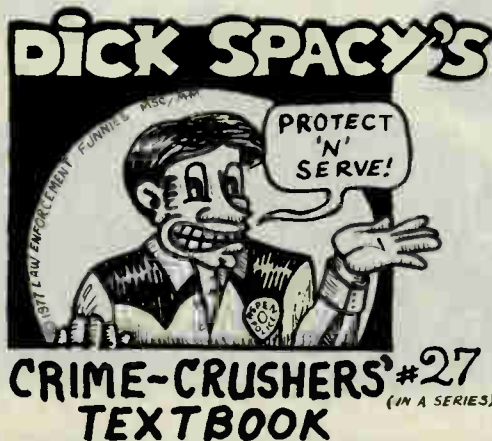
George Maske broadcasts to other CB Crime Busters

people might go to get their cars worked on."

The distributed information explained that the police were in need of aid from CB operators to help Aspenites in times of need. It mentioned that APD would be monitoring emergency Channel 9, 24 hours a day and would appreciate any calls having to do with missing people, emergency messages, stolen vehicles, accidents and the like.

Besides general information, the department also passed out "Instructions and Rule Guidelines," a printed card listing proper procedures and actions to be taken should a Crime Buster alert be needed. They also provided handouts explaining what kinds of things to look for

The weekly crime prevention comic strip run in the Aspen Times.



BREAKER 9 FER THAT C. B. CRIME-BUSTER BASE! I NEED A MOTORIST A-SSIST ON THE CASTLE CREEK BRIDGE!

Got a citizen's band radio? Then we've got a program for you. C.B. CRIME BUSTERS—a community organization of C.B. buddies working together in locating lost children, helping in accident situations, looking for stolen cars and the like.

If you want to be a part of what's happening in Aspen and Pitkin County, come on down to City Hall and join up. It's free.

~ A COMMUNITY CRIME PREVENTION EFFORT OF THE ASPEN TIMES AND THE ASPEN POLICE.

when they notice suspicious activity. The idea is to help the citizen decide when he should and should not call.

One pamphlet details what happens during an official police alert:

"Breaker one-nine, Break one-nine. This is the Aspen Police Department. We have a CB Crime Busters alert. Would all CB Crime Buster members please drop down to emergency Channel 9 for the alert? All subsequent transmissions will be over Channel 9. KBD 81611."

[Members now switch to the emergency frequency for the actual alert.]

"Breaker nine, Break nine. This is the Aspen Police Department Crime Buster Base. Stand by for a CB Crime Busters alert. All subsequent transmissions will be over Channel 9. KBD 81611."

[Now the dispatcher broadcasts the alert information.]

For citizens who register with APD, there is official recognition that they are members. Each gives his name, address, phone number, his call letters and his handle. Each is given an official CB Crime Buster decal for his car.

Perhaps more than anything else, Crime Busters has aided greatly in controlling drunken drivers. In Aspen, the busiest time of the year is winter, when road and street conditions are extremely dangerous. Under these circumstances, the drunk driver is a serious threat. CBers are able to report offenders to the police, and officers can come out and quickly get them off the streets before anyone gets hurt.

A specific example of how CB helped prevent a crime occurred when a Porche was stolen in Aspen. The Crime Buster alert was broadcast, detailing a description of the stolen vehicle. Before too long, the vehicle was spotted and reported. It was well down the valley from Aspen, still parked on top of the truck trailer the thief was hauling it on. The Aspen police speculate that perhaps the criminal had a CB and heard the alert himself. He then might have decided to get his tractor loose from the trailer before he got caught. The thief

JULY, 1977

wasn't caught, but the car was recovered.

Mark Minter mentioned that communication by CB is very important in Colorado. "Distances between towns and people are often great and CB is sometimes the only way to communicate. We can reach a lot of people who aren't right here in town and scatter information all

"We blitzed the town with advertising . . . plugged CB into the weekly crime prevention comic strip we run in the Aspen Times."

over these mountains. It really helps relay information from CBers to the highway patrol or the sheriff."

One CBer, who calls himself "YUKON," is also Deputy Pete Murphy, of the Pitkin County Sheriff's Office. "CB has been a real boost to cooperation around here between citizens and law

enforcement agencies. The people see that us Smokeys can be good guys. We try to be citizens, too, not just cops. We really try to make them understand that the man in the patrol car is there to help people, not to bust them. CB has made it possible for us to get the word out."

The Aspen police are trying to help people before they get hurt or ripped off. Crime Busters seems to have helped many of them realize that the police really do care. In the words of Mark Minter, "They know we are more than just a bunch of armed notetakers."

George Maske points out that in Aspen the police often let people know, over CB, that they are setting up a speed trap and they also give the location. The CBers who are speeding slow down a little and so does the rest of the traffic. "The folks begin to realize that all the cops are trying to do is slow them down and make them more careful. They really appreciate it. I've heard guys come back and say, 'Hey Smokey,

[continued on page 49]



Talk Power Receive Power

TP-1 Talk Power speech compressor ■12 VDC/110 VAC operation
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■price \$69.95.

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■heavy duty components ■short circuit protection ■fused line
■superior regulation for high peak transmitted signal output
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Crime Busters. . .

[continued from page 47]

thanks a lot for telling us about the Kojak with the Kodak'."

"Our job is to help people," says Detective Chandler. "Crime Busters helps us to get that job done. We have only been operating for less than a year and I can't give you hard statistics on how effective the program has been. I can guarantee, however, that our communication has been enhanced. We have caught criminals we never would have without the help of our Crime Busters."

Contractor Red Anderson feels Crime Busters has great potential in many communities besides Aspen. "I wish they would start something like this everywhere. A lot of citizens are concerned about law enforcement. By registering with the police, they know who we are and they know we can be trusted. Crime Busters gives us a chance to inform the police without them thinking we are just a bunch of crackpots trying to give them a hard time."

George Maske sums it up this way, "I'm in Crime Busters because I care. In the long run, the CB is going to save a lot of property and perhaps a lot of lives. I stay involved as much as possible. I want to help people, and I hope that if I ever need assistance, somebody will do the same for me. It all starts at home." (E)



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JULY, 1977

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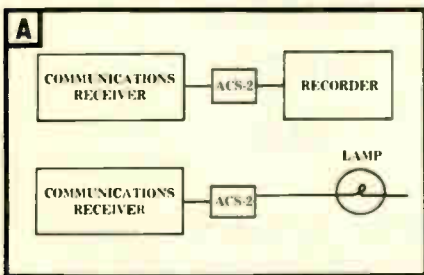
Some of the CB products described in CB Scope, in product reports, in articles or advertisements, may not be offered for sale or lease, or sold or leased until FCC approval has been granted. Publication of information on these products may sometimes occur, however, before grant of FCC approval.

AUDIO CONTROL SWITCH **A**

The ACW-2 offers numerous applications for control from any audio source. It is suited to the control of recorders connected to communications receivers to provide for unattended recording of incoming messages. Fast response time insures that the complete message is received when used to activate a recorder. The high impedance input permits operation from audio levels as low as 0.5 volt peak-to-peak. The low current drain makes the ACS-2 suited for battery supply operation. For more information, write to **Minuteman Systems**, PO Box 247, Lexington, NE 68850 or use **SPEDE No. 077-1**

CB CASE **B**

A rugged, lightweight, molded case protects CB equipment and accessories, when they are removed from the vehicle. Molded of high density polyethylene with a double wall, the case is highly shock-



resistant. Interior is of shock absorbent polyfoam. For more information, write to **Platt Luggage, Inc.**, 2301 South Prairie Road, Chicago, IL 60016, or use

SPEDE No. 077-2

TVI FILTERS **C**

The TVI problem could be at the transceiver, the TV set or in the AC power line. Where, determines the type filter required. If the transceiver is radiating harmonics at the same frequency assigned to one or more of the local TV channels, installation of the Model AV-800 low-pass filter on the transceiver should clear up the problem. If the problem is at the TV receiver due to so-called "front end" overloading installation of the Model AV-811 filter on the TV lead-in should solve it. The filter lets the TV signals come through unhindered, while choking off the incoming CB signal. The third type problem is caused by transmission of the CB signal through AC power lines. This calls for use of the Model AV-820 AC line filter which can contain CB signals at the transceiver.



When used at the TV set, this filter prevents outside CB signal from entering the TV through the AC line. For more information, write to **Avanti Research & Development Inc.**, 340 Stewart Ave., Addison, IL 60101, or use

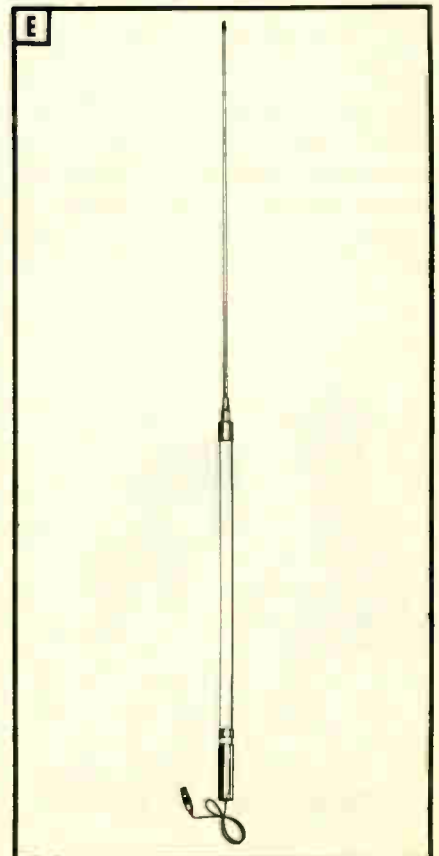
SPEDE No. 077-3

CB CONSOLE **D**

An auto console for CB sets features a theft-prevention CB holder that allows the driver to easily lift the CB out of the console when he leaves the automobile; the CB unit is simply attached to a self-adhesive plate that can be popped into or out of the console. The console mounts on the car's transmission hump. The console has compartments for keys, tools, beverages, etc. For more information and a free catalog, write **Jensen Auto Consoles**, 300 Fay Ave., Addison, IL 60101, or use **SPEDE No. 077-4**

BASE ANTENNA **E**

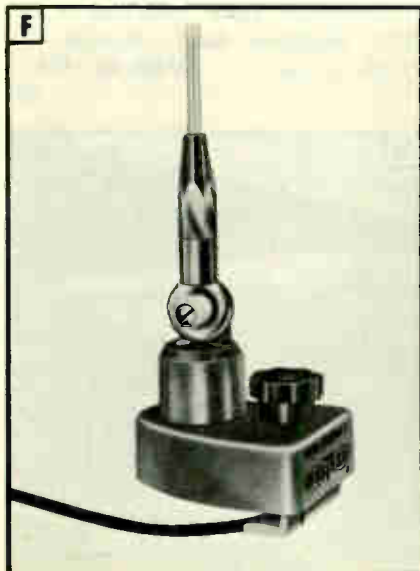
A new base station antenna, nicknamed the "Stingray" (GC18-2340), is a 16' (40.64 cm) fiberglass, om-



nidirectional antenna engineered for 23 or 40 channel use. SWR is rated at 1.3:1 or better. Fiberglass construction makes it weatherproof, lightweight, (9 lbs.) and rugged. The design eliminates the need for troublesome radials and coils. Another feature is its low angle of radiation. It maximizes signal efficiency by allowing it to hug the earth's surface, rather than shooting the signal straight up. For more information, write **GC Electronics**, 400 South Wyman, Rockford, IL 61101, or use **SPEDE No. 077-5**

HIDE AWAY ANTENNA [F]

The Hustler "HUSTLOFF" is an instant removal, store in the trunk, instant remount antenna. The special design trunk lip mount firmly clamps to any trunk lid with the twist of a knob. Operation is instant and easy. Positive grounding is assured with the heavy duty, case hardened clamp assembly. Mounted antenna cannot be removed when trunk is closed. Features include a 180° swivel for positioning antenna to optimum vertical location, 17' (5.18 metres) Mil Spec coax with all connectors factory attached. This antenna is available with 48" (121.92 cm) standard or 55" (139.70 cm) heavy duty stainless steel antenna for 40-channel coverage. Additional information may be obtained from: Sales Department, **New-Tronics Corporation** 15800 Commerce Park Drive, Brookpark, OH 44142, or by using **SPEDE No. 077-6**

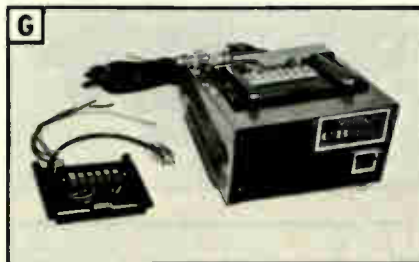


POWER SUPPLY [G]

The VISTA CB-IIIR power supply provides 13.8 VDC 3 amps continuous. It incorporates a built-in slide mount for ease of attachment of power and antenna connectors. The model also has a built-in speaker, thereby making it possible to use a mobile CB transceiver as a base station. For more information, write to Robert H. Lorey, marketing manager, **Clifford Industries Inc.**, P.O. Box 436, Camarillo, California 93010, or use **SPEDE No. 077-7**

ANTENNA MOUNT [H]

The STOWIT provides a fast, easy way to hide a trunk- or roof-mount CB antenna out of sight of thieves when a car is to be left unattended. The bracket also permits the antenna to be quickly returned to operating position. The device can be used on most domestic and many foreign-made cars. It will not affect SWR nor interfere with reception in any way. It's simple to install and requires just four holes through the inside hollow core trunk panel with no holes needed in any outer panels. It is made of heavy-gauge steel and designed to last for years. Also, it protects the antenna when using a car wash. Details and prices are available by



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writing to **Holly Enterprises, Inc.** PO Box 486, Addison, Texas 75001, or use

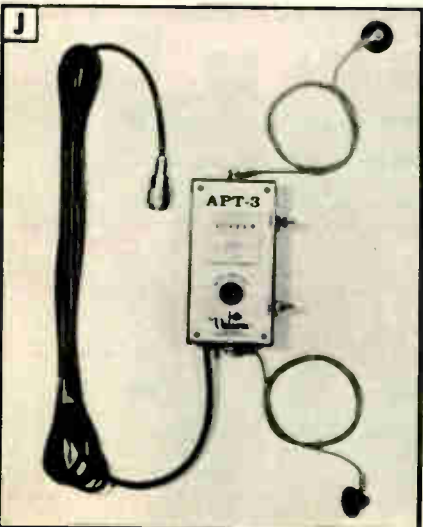
SPEDE No. 077-8

TVI FILTER **I**

The RMS CB-300F is a 300-ohm CB interference filter that connects directly to the VHF antenna terminals on the rear of a TV set. Features of the filter are miniaturized circuitry, totally shielded network and housing, and heavy duty twisted and tinned twin-lead, that is oval cut for additional strength at the connection point. For additional information, contact Arthur Wasserman, **RMS Electronics Inc.**, 50 Antin Place, Bronx, New York 10462, or use **SPEDE No. 077-9**

BASE ANTENNA **J**

If you live in a high-rise building or where installation of an outdoor base station antenna is prohibited, you can use the APT-3 shoestring antenna. It consists of a control box and two wires that form a dipole. The control box attaches to a window by means of suction cups. Each of the two wires has a suction cup at the free end. These suction cups keep the dipole vertical. The control box is connected to the base transceiver through coaxial cable. A knob on the control box enables tuning the system for maximum effectiveness as indicated by a



built-in meter. The APT-3 has been tested at the **CB MAGAZINE** test lab and was found to be very effective; not as good as a roof-top base antenna, but surprisingly good considering it was tested in a one-story building. The manufacturer says that the average user reports 8-mile range. Range is increased when installed above ground level. For details, write to: **Valcom Incorporated**, P.O. Box 937, Las Cruces, New Mexico 88001, or use

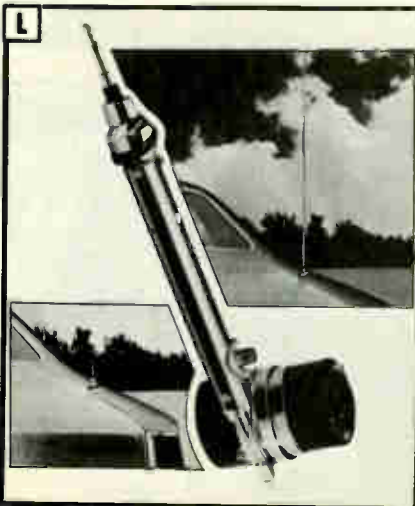
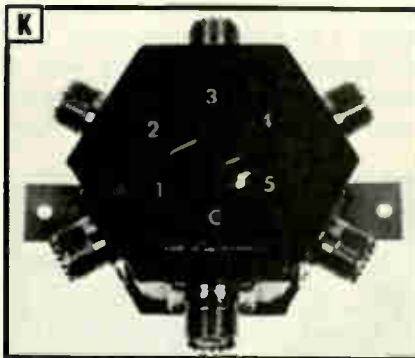
SPEDE No. 077-10

NEW CATALOG

The new 96-page Heathkit Catalog describes nearly 400 electronic kits that will suit almost any interest. It is available free from **Heath Company**, Dept. 350-11, Benton Harbor, MI 49022, or you can use **SPEDE No. 077-11**

COAX SWITCH **K**

A new, special purpose coax switch, the Gold Line Big Dummy, can't be fooled. It automatically protects up to five CB sets on one antenna from accidental damage. If anyone accidentally or



otherwise keys a demonstrator CB rig while it is not connected to a proper terminating load, the final RF amplifier of the rig could (very likely) sustain serious damage. With a Big Dummy, any one CB set is connected straight through the switch to the antenna and thus properly load terminated, the remaining four sets are automatically also properly load terminated into 50-ohm loads, all within the Big Dummy. Available at your local Gold Line dealer. **SPEDE No. 077-12**

RETRACTABLE ANTENNA **L**

The Archer motorized CB antenna extends to its full 33" (83.82 cm) length or retracts into the fender of a car at the flip of a switch. It can be easily wired to turn the CB radio on automatically when extended and off when retracted. The telescoping stainless steel antenna is powered by a rugged motor and drive system. No special tools are required for installation, and the antenna comes complete with a toggle switch for dash mounting, 18-foot (5.49 metres) coaxial cable and wiring harness and all mounting hardware. The antenna is available at **Radio Shack** stores and dealers, nationwide.

ANTENNA MOUNT **M**

The window antenna mount trademarked "SMOKEY," is designed for use on vehicles having no trunks, such as sports cars, vans, trucks, and station wagons with roll-down rear windows. It can be removed and placed in the back seat or trunk. For more information, contact **Deep South Marketing Corp.**, 2828 Telephone Road, Houston, TX 77023, or use **SPEDE No. 077-13**



CB Radio Interference. What Can You Do About It?

By F. T. Scott, chief engineer,
J. W. Miller Division, Bell Industries

CB MAGAZINE has been and will continue to be in the forefront in informing CBers about TVI and RFI problems. This article was written by F. T. Scott, chief engineer of the J. W. Miller division of Bell Industries. He explains what filters do, where they are applied and recommends specific filters made by his own company since he was responsible for their design.

More and more people are experiencing mysterious noises emanating from their stereo/hi-fi systems and television receivers. Also, strange pictures appear on the screens of their TV's.

This type of interference is not new and is not peculiar to CB radio. It is characteristic of any radio transmitter operating in close proximity to various receiving apparatus, including television receivers and audio equipment. The main reason that CB radio accounts for so many complaints of this type is the sheer number of CB transmitters that have been, and are continuing to be, sold to the public.

The situation is not hopeless. In the majority of instances, this type of interference can be readily solved by first determining where the signal is entering the equipment (television, hi-fi, etc.) and then installing the appropriate filters at the point of entry.

Before proceeding with a step-by-step approach to solving the interference problem a few words about filters may be helpful. Filters, of course, are not peculiar to electronics.

A filter in a general sense is simply a device which allows the desirable to pass through it and prevents the undesirable from doing the same. Hence an air filter is intended to pass only air and to prevent the passage of dust, dirt, etc. Water filters, oil filters, etc. function in a similar fashion. The quality of the filter determines just how successful it is in preventing the passage of the unwanted substance. Filters used in electronics perform their intended function by permitting the passage of desired "frequencies" and reducing the magnitude of undesired frequencies which can pass through. It is important to note that a filter, regardless of

quality, does not eliminate interference. Fortunately elimination of the interfering signal is not required in order to eliminate the "effect" of the interference.

All that is required to eliminate the effect of the interference is to reduce its magnitude sufficiently so that, compared to the magnitude of the desired signal, it does not "interfere" with the desired signal. This is the task a filter accomplishes.

Since all communication services operate on different frequencies, it follows that with the use of the appropriate type of filter we can prevent one service from interfering with other services. The types of filters we are primarily concerned with in terms of CB interference are low-pass filters and high-pass filters. A low-pass filter passes all frequencies below a certain point and attenuates all frequencies above that point. A high-pass filter performs the opposite task, passing all frequencies above a certain point and attenuating all frequencies below that point.

Low-pass filters are used to prevent radio frequency energy from being coupled into or out of the AC power lines, to prevent radio frequency energy from being coupled into audio equipment (where it is rectified, amplified, and then becomes audio interference) and to prevent harmonic radiation from transmitters. (Citizens band transmitters operate on approximately 27 MHz. The second harmonic would fall at 54 MHz — television Channel 2, and the third harmonic at 81 MHz — Channel 5 of your television receiver.) If energy on these frequencies is allowed to be transmitted it cannot later be separated from the television signal since both are on the same frequency. Hence the only solution in this instance is the installation of a low-pass filter on the CB transmitter which permits transmission of the 27 MHz fundamental frequency and prevents the transmission of the 54 and 81 MHz signals.

Since the lowest television channel operates at 54 MHz and the CB transmitter operates at 27 MHz it follows that a high-pass filter installed at the television receiver would prevent the entry of, and hence interference from, a nearby transmitter. This type of problem is referred to as "front end

overload." It is not the fault of the CB operator nor his transmitter.

The problem arises from a very strong signal close to the television set of sufficient magnitude that the selectivity of the television receiver is inadequate to properly reject the signal. The high-pass filter solves the problem by reducing the magnitude of the CB signal to the point that the selectivity of the television receiver is adequate to separate it from the desired signal.

With this brief background in the causes of interference and the use of filters we can proceed with a logical step-by-step approach to solving the problem. First determine how the unwanted signal is entering the equipment and then install the proper type of filter at the point of entry. To simplify the problem we can separate the two major types of interference. The first we will treat is television interference; the second, audio interference.

TELEVISION INTERFERENCE

Television interference can be caused by the interfering signal being coupled into the receiver in one or more of the following ways listed in the order of decreasing probability: (1) The television antenna, (2) the AC power line, and (3) coupled directly into the receiver wiring. The first two causes may be readily treated by the set owner. The third would require professional help.

First, determine whether all channels are affected equally or if the problem is predominately on Channels 2 and/or 5.

(a) If the interference appears on Channels 2 and/or 5 only, the problem cannot be eliminated at the television set. The solution lies in the CB transmitter. The CBER must install a transmitting type low-pass filter between his transmitter and antenna to reduce harmonic radiation, as shown in Figure 1.

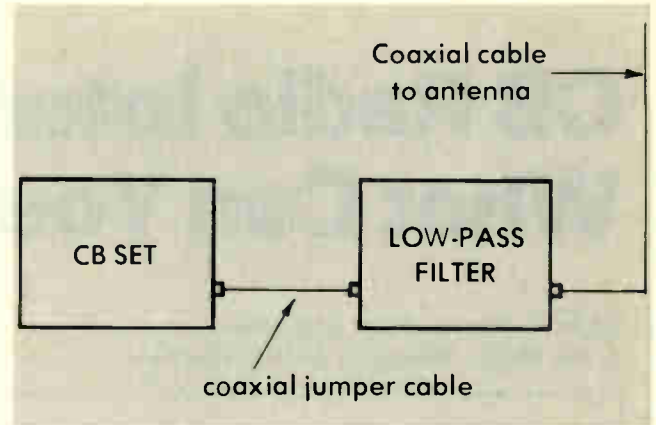


Figure 1. Low-Pass filter at CB set attenuates harmonics of 27-MHz band signals.

(b) If all channels are more or less equally affected (particularly 2 through 6) the problem is either front end overload, the signal being coupled into the TV by way of the AC power line, or coupled directly into the receiver wiring. To help determine which, try disconnecting the television antenna and if interference is still present, short the antenna terminals on the television receiver with a small

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Grant

piece of wire (a pin will do). If the interference disappears it is reasonable to assume the problem is front end overload. The solution is to install a TV high-pass filter at the antenna terminals, as shown in Figure 2.

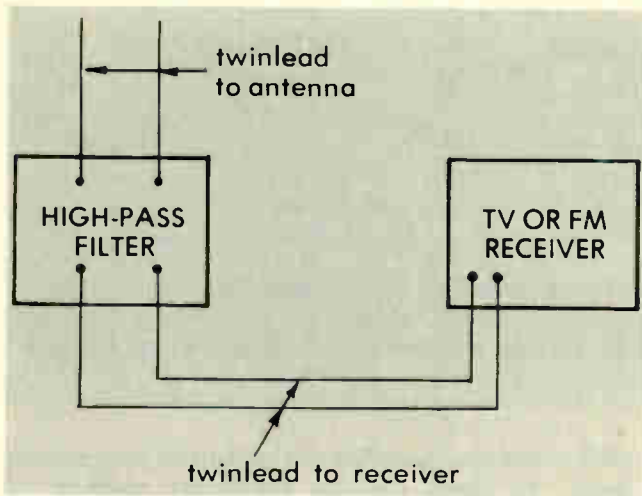


Figure 2. High-pass filter at TV or FM receiver input attenuates 27-MHz band signals to minimize or eliminate overload interference.

If the interference is still present with the antenna terminals shorted, the next probability is that the interference is coming in on the AC power line. The only way this can be checked is to install a good AC power line filter between the AC line and the

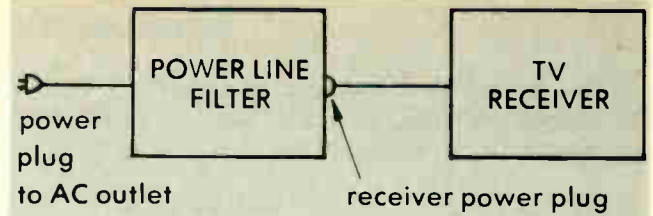


Figure 3. Power line filter prevents feed-through of CB signals through the power line.

television receiver, as shown in Figure 3. If neither the antenna nor the power line filter will solve the problem, we can assume that the interference is being picked up directly by the receiver wiring and the need for professional assistance is indicated.

AUDIO INTERFERENCE

Interference to audio equipment from radio transmissions is the result of the radio signal being coupled into the equipment where it is rectified and subsequently amplified and mixed with the desired audio program.

Listed in the order of decreasing probability are the means of entry: (1) Pickup by microphones, phono cartridges, tape players, FM receiver; (2) Pickup on long speaker leads; (3) The AC power line; (4) Coupled directly into amplifier wiring.

First, note whether the interference is present only when using a microphone, record player or tape deck. If so, that particular unit can be assumed

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INTERFERENCE FILTER SELECTION GUIDE

This chart lists the part numbers of the J. W. Miller filters recommended by the author, F. T. Scott, chief engineer of the J. W. Miller division of Bell Industries. These filters are sold by CB dealers and electronics parts distributors.

FILTER TYPE	WHERE USED	HOOK-UP	MILLER PART NO.
Low-Pass	CB transceiver	Figure 1	C-511-T
High-Pass *	TV receiver	Figure 2	C-513-T3
High-Pass *	FM receiver	Figure 2	C-513-T3
Audio Input	Hi-fi amplifier	Figure 4	C-505-R
Audio Output	Speaker terminals	Figure 5	C-506-R
Power Line	TV receiver	Figure 3	C-508-L or C-509-L

* C-513-T3 is for TV and FM receivers with 300-ohm antenna terminals fed through 300-ohm twinlead cable. C-513-T1 is for interfacing a receiver with 300-ohm antenna terminals with 75-ohm coaxial cable. C-513-T2 is for use with receivers with 75-ohm antenna terminals fed through 75-ohm coaxial cable.

to be picking up the radio signal and coupling it to the amplifier. The solution is to install an audio input low-pass filter between the offending accessory, or accessories, and the amplifier, as shown in Figure 4.

If the interference is still present when all accessory inputs (microphone, phonograph, tape deck, FM receiver, etc.) are disconnected from the am-

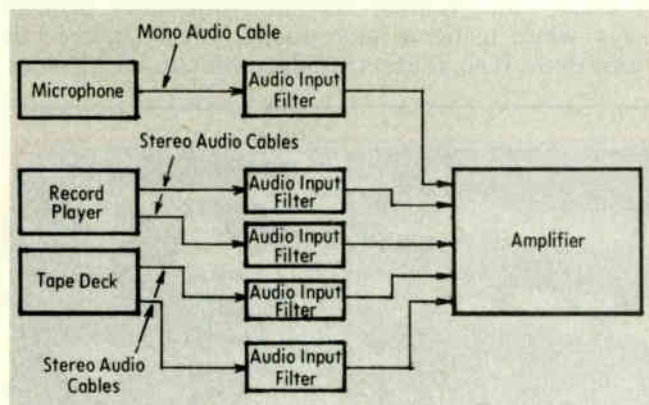


Figure 4. Audio input filters attenuate CB signals picked up by program source devices. Needed only on input cables of devices picking up radio signals. These filters plug into the amplifier's input jacks.

plifier, the next possibility is pickup on long speaker leads. To check for this possibility, connect the speakers to the amplifier with **very short** leads. If the interference is gone, the solution is to install an audio output low-pass filter between the amplifier and the long speaker leads, as shown in Figure 5.

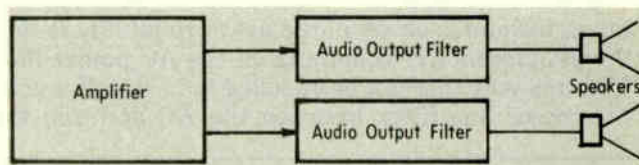


Figure 5. Audio output filter prevents passage of CB signals picked up by speaker leads from getting into amplifier.

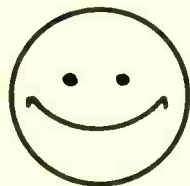
If the interference is still present with all inputs disconnected and with short speaker leads, the next suspect is the AC power line. Install a good power line filter between the equipment and the power line, as shown in Figure 3.

If the problem is not solved at this point, we can assume that the interference is coupled directly into the wiring of the amplifier and the need for professional assistance is indicated.

If the hi-fi system is equipped with an FM receiver and the interference is only noted when playing the FM receiver through the hi-fi system, we can assume the interference is entering through the FM antenna. To prove this, disconnect the FM antenna and if the interference is still present, short the antenna terminals on the FM receiver with a small piece of wire (a pin will do). If interference is gone, we can assume the problem is front end overload and the installation of a TV high-pass filter between the receiver and antenna should solve the problem. (See Figure 2.)

These are simple approaches that can be taken by non-technical people. Most of the time they are effective. In special cases where problems persist, only trained technicians should be permitted to do more extensive trouble shooting, especially inside the equipment. Once the equipment is damaged, repair or replacement can be very expensive. **CB**

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 THAT'S A FOUR MERCY SAKES THERE
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BONES! LOOK... I GOT YOU A PET!!



A PARROT?!

HE DOESN'T TALK YET BUT I FIGURED THAT IF I PUT HIM HERE NEXT TO YOU... HE'D PICK UP A WORD OR TWO.

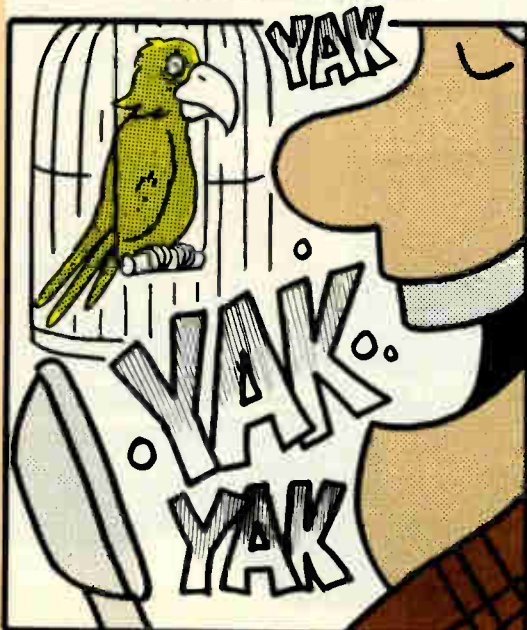


SEE YA' LATER...

O.K. O.K. BREAKER ONE FIVE... C'MON BACK "MOONROCK"



YAK! YAK! YAK! YAK! YAK! YAK! YAK! YAK! YAK! YAK!



YAK! YAK! YAK!



LATER...

PLEASE! GET ME AWAY FROM THIS RATCHET MOUTH!

YAK! YAK! YAK! YAK! YAK! YAK!

CB MAGAZINE will pay \$25 for each "CB Chuckle" published. CB oriented incidents or humorous fiction are welcomed. Manuscripts of original material should be addressed to: CB Chuckles Editor, CB MAGAZINE, 531 North Ann Arbor, Oklahoma City, Oklahoma 73127.

CB Terminology—A Very Unofficial Guide

By Nat B. Read, Jr.

Arrest 'em up stop: Bear in a roadside park
Bear: Fuzzy wuzzy ("Fuzz" for short). Will sometimes take bread or lettuce and sometimes not. Never seems to hibernate enough. Can be trained to ride a motorcycle and take pictures. Don't feed the bears unless invited to.
Big slab: The 10-20 for 10-42ers who go the big 10-7
Bird in the air: Foul
Blue rapper: Base station
Camera: When you see one, you say "CHEESE it"
Chicken Coop: Where not to lay an egg
Come back: Go ahead
Collecting green stamps: Getting licked
Cotton picker: Words cotton pickers used when cotton pickers picked cotton

Dummy: CBER who gets caught by a dummy
Eighteen wheeler: Four cars and a motorcycle
Electric teeth: Re-volting bite
Flip: (See flop)
Flop: (See flip)
Fifty dollar lane: More than double nickels can buy
Glory wagon: Almighty dollars' spectacular result
Go: 10-100
Go ahead: Come back
Go-go girls: Lots of legs and not much brains
Good numbers to you: Like 38-24-36
Instamatic: Whoever it takes, gets framed
It's clean: Time to drive dirty
Keep 'em between the ditches: Don't pull over to let any bridges pass you!
Lettuce: The same as bread?
Monster lane: Where you're most likely to meet a bear
Open season: When bears hunt people
Over your shoulder: Well, to begin with, 16 out of 18 wheels
Polaroid: A land camera that makes interesting things develop quickly
Pregnant roller skate: Done wrong in Germany
Roger: A "yes" man
Shake the trees: Shake them too hard and you're down to bear branches
Smoke: Turns up when things aren't cool
Smokey bear: Every time you see him, you're reminded: "Always Be Careful!"
Smokey report: When a bear's 10-9er 10-70s
Streaking: Bare attraction
Thirty weight: Has to be drained every 100 miles
Uncle Charlie: Uncle Sam's brother-in-law
Westbound and down: Gerald R. Ford

White wrapper: Polar bear
10-9er: What a Smokey carries in his holster
10-10: Rin's surname
10:33: Overdue 10-100
10:36: Numbers used by a CBER who hocked his watch to buy a 2-way
10-400: (See "Big Slab")



"Breakfast will be ready in a few minutes, Dear."

From The Mikes Of Babes

By Genevieve McClelland

I was driving my daughter home one night when our three year old twin grandson picked up the CB Mike and did a pretty good imitation of his daddy. He said . . .

"Breaker One-Nine, Good Buddy."

There was a burst of garbled noise so he waited patiently and then tried again.

"Breaker One-Nine, Good Buddy. Come Onnnnnnnnn!"

This time there was only silence and the little fellow waited again. Finally, with a resigned look on his little face, he said . . .

"I think I just loosed my Good Buddy!"

CB



"They're feeding the bears for sure at camp site twelve."

JULY, 1977

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It's Time For A Summer Tune-Up

Following months of exposure during the coldest winter most of us can remember, your mobile rig(s) could be tired and in need of a tune-up, just as your car does. Temperature changes can cause changes in tuned circuits, as can shock and vibration. To find out if your rig is performing up to par, take it to a professional

"To determine if your rig is performing right, take it to a professional service shop for a check-up and a tune-up, if needed . . ."

service shop for a check-up and also a tune-up, if needed. Ask the "pro" to make the measurements listed in Table 1. After the measurements have been made, he will know if tune-up and/or repairs are needed.

After the bench measurements have been made, the antenna system SWR should be measured, with the transceiver installed in the car. You can do it yourself if you have an SWR meter, or you can have it done by the shop. The SWR should be checked on all channels, and should be lowest on Channel 12 if you have a 23-channel set, or on Channel 20 if you have a 40-channel rig. If SWR is greater than 2.5:1 at midband, the antenna probably needs adjustment or replacement. If it is higher than 4:1, you may have an open or shorted coax or an improper ground at the antenna mount.

If you have a base station, this is a good time to check the SWR of its antenna system and to inspect

the physical condition of the antenna and its coaxial down lead.

While you're at it, check your base station for TVI (television interference). To check for TVI, set your TV on Channel 2 while transmitting. If there is any effect on the TV screen, your rig is a potential source of TVI. Then set your TV to all of its other VHF channels (2-13) and check for TVI. If you cause TVI only on Channels 2, 5 and/or 9, install a low-pass filter at the transceiver.

But, if you cause TVI on other channels as well, install a high-pass filter also at your TV set's VHF antenna terminals. If these measures don't eliminate the TVI, have your base transceiver's transmitter retuned, especially

the TVI trap inside. And, if you still cause TVI, try installing a power line filter at your transceiver and one at each affected TV set. Although eliminating TVI won't extend your base range, it is the right thing to do.

If the serviceman finds that your base or mobile rig transmits off frequency on any channel, overmodulates and/or generates more than 4 watts output (unmodulated), you could be cited by the FCC for violating the rules. The pro should correct any such problems.

Selecting a CB service shop may be a problem in some areas. If you don't know of one, look in the Yellow Pages under "Radio Communication Equipment and Service." Alternatives include

TABLE 1
CB TRANSCEIVER CHECK-UP

Measurement	Correct Results
<i>RF Output Power</i>	3-4 watts on all channels
<i>Modulation</i>	60-95 percent (must not exceed 100 percent)
<i>Transmit Frequencies</i>	Within ± 0.005 percent of channel frequency on all channels
<i>Sensitivity</i>	Better than 1 microvolt for 10 dB (S+N)/N on all channels
<i>Selectivity</i>	Symmetrical — 30 dB or more down at ± 10 kHz of channel carrier
<i>S-Meter Calibration</i>	S-9 indicated with 50 or 100 microvolt input signal
<i>Audio Output</i>	Within 20 percent of rated value in watts
<i>Voltage Stability</i>	Transmitter and receiver operate with 11.7 and 15.9 volts DC input (mobile unit) or 98 and 130 volts AC input (base)

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Summer Tune-Up...

[continued]

writing to the manufacturer of your transceiver for the name and address of its nearest authorized service station, asking the communications officer of your police department, or asking fellow CBers. They may know of someone locally who is qualified, but who has not yet hung out his or her shingle.

The service shop should have at least one technician who has a First Class or Second Class Radiotelephone Operator license. The shop should also have adequate measuring instruments. If it has a spectrum analyzer, the technicians will be able to measure modulation level and the strength of transmitter harmonics with speed and accuracy.

If your transmitter is not correctly tuned, your output power may be low, and modulation may be downward (causing output power to fall as you modulate) instead of upward. And if your receiver is not tuned for maximum sensitivity and selectivity, your receiving range may be impaired and bleedover may be severe.

Since you have money invested in CB equipment, you're not getting what you pay for unless performance is up to par. 



"They have a seven foot range. They're for people who like to talk to themselves."

Everything



you have to know about base station CB the **Realistic 455**

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SWR. And whether you talk loud or soft, the built-in power mike circuitry has automatic modulation control to assure you of full and consistent "talk power". An LED shows relative modulation level. Delta-tune switch brings in off-frequency stations. You even have the luxury of a digital alarm clock/timer. Add a remote speaker and you've got a 4-watt PA system. Mobile mounting bracket, AC and 12 VDC power cords, plug-in dynamic mike included. By Realistic — leading the way in CB since 1960. Just \$239.95*.



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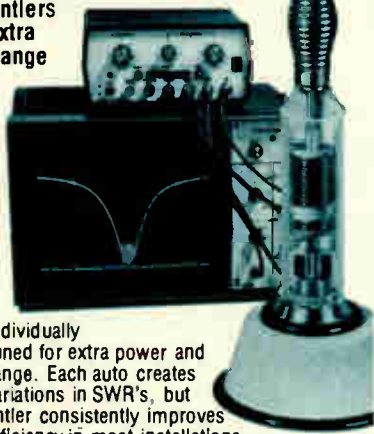
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COURTESY IN ORDER ON SIDEBAND

Q. While "copying the mail" on Channel 16 recently, there was a conversation going on between two CBers which was repeatedly being "stepped on" by a bleed-over. After a few minutes, another station (apparently with a power mike) cut in asking the two CBers to switch to another channel because they were interfering with SSB Channel 16 which was reserved for SSB. One of the CBers asked what FCC rule said that 16 was for SSB. The reply was "none — only by gentlemen's agreement." Is there anything to this? Or is this only "one man's opinion" locally? (F.A.M., KABD-5577, Pittsburgh, Pennsylvania).

A. No channel, not even 16, has been reserved for exclusive use by sidebanders. However, as a courtesy to them, why not avoid using AM on Channel 16? By the same token, perhaps sidebanders should stay off Channels 9 and 19 as a return courtesy.

MIRROR MOUNT BEST FOR VANS

Q. I have a Dodge Van with a 102" fiberglass whip antenna mounted on the bumper. I have been told by some people I shouldn't tune it and by others that I should. What should I do? Should I tune it? I'd like to do it myself if it isn't too involved. (D.A.S., KPJ-2340, Santa Monica, California).

A. Your whip antenna probably does not have a tuning adjustment. It should be designed to have low SWR when properly installed. A 102" whip on the bumper of a van seems to be the wrong kind of antenna for you because the van body can distort your radiation pattern. A loaded

antenna (with a tuning tip) attached to a rear view mirror mount should be better. You can tune such an antenna for minimum SWR using an SWR meter.

CORVETTE ANTENNA PROBLEM

Q. I would like to use one of the new electric retractable antennas as a replacement for the regular AM antenna on the left rear fender of a 1959 Corvette (fiberglass body shell). Can this be done? What about a ground plane? I have heard of using copper window screen on the underside of the fender. Feasible? The antenna companies have not responded. (T.R.P., Oak Park, Illinois).

A. Metallized tape is available that can be used as a ground plane. But, your radiation pattern would undoubtedly be less than ideal. Best bet is to use an antenna that does not require a ground plane. You can use a special mount so you can remove the antenna when parked.

READER NEEDS SCHEMATIC

Q. I am in need of a schematic for a Hallicrafters SX-25 communications receiver. I have taken this unit to a repair shop and the repairman informs me that he can go no further until he locates a schematic for it. We have tried all of the radio parts houses and ham operators for this schematic, without success. No listing even in Sam's Photofact. No help from the manufacturer either. If a schematic could be located, I surely would appreciate it. Even borrowing one for a short while and returning it, or a photocopy would help. I would be more than

Questions and Answers

While we would like to, CB MAGAZINE can no longer reply to questions by mail, because of the increasing numbers of questions received. The most interesting questions and their answers will be published, about three months after receipt. Send questions to CB MAGAZINE, Editorial Offices, 250 Park Avenue, New York, NY 10017.

happy to pay for it. (G.W.S., KHP-3410, Lancaster, Pennsylvania).
A. Any reader who has the schematic is requested to contact George W. Shaub, 2008 Ursinus Ave., Lancaster, Pennsylvania 17603. There should be many of these receivers still in use.

RAIN AFFECTS ANTENNA EFFICIENCY

Q. The SWR at my base station runs 1:1.1 to 1:1.2 with output varying between 3.6 and 4 watts. However, during rain, the SWR jumps to 1:2.5 to 1:3 and the output falls to 2 to 3 watts. I have repeated this observation many times. As soon as the surface of the antenna becomes dry, the SWR and power output return to normal. This is not caused by a wet coax-antenna coupling as has been suggested. Could it be that a non-conductor (i.e., rain which is distilled water) coating the surface area of the antenna itself, impedes the radiation of the electromagnetic energy? (W.W.G., KTD-8326, Arlington, Texas)

A. The drop in power output and increase in SWR is quite normal. Rain is a conductor and causes a conductive film on your antenna which accounts for the increase in measured SWR. However, the figure you give, 1.3:1, is still well within acceptable operating limits. Actually, an increase in SWR to 1.5:1 would result in only a 4% loss in power output. Assuming that you are using an in-line wattmeter, we believe the readings you are getting are misleading. A wattmeter is most accurate when used with a 50-ohm dummy load. For a more accurate measurement, you might want to use a field strength meter. We believe you will find that in actuality there is an insignificant difference in power output, if even perceptible, when your antenna is wet.

COAX LOSS NOT TOO HIGH

Q. My base antenna is fed through 50 feet of RG-58 coax and my SWR is 2. How much power am I losing as a result of high SWR? (L. M., Caracas, Venezuela).

A. The attenuation of your coax would be 1 dB if SWR were 1. This causes a 20 percent power loss. Your SWR of 2 adds 0.2 dB more loss, an additional 4.5 percent of power loss. The total loss will be 1.2 dB for a total power loss of 24 percent. If your rig delivers 3.6 watts, for example, your antenna would absorb about 2.9 watts if SWR were 1. But, with an SWR of 2, your antenna would absorb almost 2.8 watts. Don't worry about it. Hardly anybody would notice the difference.

40-CHANNEL CONVERTORS ILLEGAL

Q. I saw a commercial on a local television station for a converter to increase a 23-channel CB to 40. I have read that present CB radios are not to be converted to 40 channels — only those in production and in manufacturers' warehouses (before sale) may be converted from 23 to 40 channels. I feel that it is in the interest of many CBers to let them know that they could be in trouble if they have their present 23-channel rigs changed to 40. (S.B.H., KDH-4004, Columbus, Ohio).

A. What you read was true, but not longer. A manufacturer may "remanufacture" a 23-channel set, if economically and technically feasible, and if the remanufactured version is FCC type-accepted and certified for 40-channel operation. However, the rule in regard to converters still holds — an external or internal converter may not be used to expand channel capacity from 23 to 40.

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How To Monitor Power Output — Instantly and Continuously



Wonder about your output power, SWR and frequency when you key your transmitter? You won't have to wonder — you'll know — if you install an in-line tester series with the coax lead-in. The Hickok CB Monitor 38 is a new digital instrument operable from either 12-14 volts DC or 105-125 volts AC. You can use it with a mobile transceiver or base

station unit. You can leave it permanently connected as a monitor, or as a temporarily-connected test instrument.

The CB Monitor 38 the product of a pioneer in the radio test instrument business, Hickok meters have been highly respected by technicians and engineers, for more than 50 years. The Cleveland-based

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12. **Frequency Counters** — Digital clock and six-digit L.E.D. read out models in stock.
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company has progressed with the times and for several years has been manufacturing digital test instruments for professional use.

The new solid state CB Monitor 38 is a professional quality digital instrument, but is designed for use by consumers. It is easier to use by far than an external or built-in SWR meter since there are no calibration adjustments to make. And, it is easier to read than a meter since it has a 6-digit display.

You can read your transmit frequency with an accuracy of ± 0.001 percent (five times tighter than the ± 0.005 percent FCC frequency tolerance for CB transmitters). Just set the power switch to ON and the function switch to FREQ. Every time you key the transmitter, glowing digital readout will indicate the frequency at the channel you have selected.

When transmitting on Channel 1, for example, if the display indicated 26.9650, you know your carrier is almost exactly on frequency. If 26.9661 or 26.96639 is indicated, you will know that your carrier frequency is close to the upper or lower FCC frequency tolerance limits. As you switch channels, you don't have to touch the monitor.

To measure transmitter output power, set the function switch to PWR and read the digital display. It will indicate output power between 1 and 10 watts with ± 0.1 -watt resolution. If the display indicated 3.92, for example, your actual output power is 3.93 watts ± 0.1 watt.

That's better accuracy than the ± 5 percent of a professional grade RF wattmeter, which could

indicate from 3.7 to 4.1 watts when actual power is 3.92 watts. And it's much more precise than a CB user type RF wattmeter with a ± 10 percent accuracy rating which could indicate from 3.5 to 4.3 watts with 3.92 watts actually there. Although your transceiver may have an S/RF meter, it only indicates relative output power and is not calibrated in watts.

With the CB Monitor 38, you can check output power on any channel. By setting the function switch to SWR, you can instantly check SWR by merely keying the transmitter. As you switch from Channel 1 to 23, or to Channel 40, you can quickly determine the effectiveness of your antenna on all channels. The instrument's SWR range is from 1:1 to greater than 10:1, and no calibration adjustments are required. This instrument should be great when adjusting an antenna for minimum SWR.

In fact, with a tunable antenna matcher in the circuit, SWR can be fine-tuned, channel by channel, by adjusting the antenna matcher, when using a 23-channel antenna with a 40-channel rig.

Easier to read than any analog meter (one with a scale and moving pointer), the new CB Monitor 38 will enable you to check transmitter performances just by keying the transmitter. **CB MAGAZINE** engineers tested it and like it.

The CB Monitor 38 is sold by Hickok distributors. To get the name and address of the distributor nearest you, write: Hickok Electrical Instrument Co., 10514 Dupont Avenue, Cleveland, OH 44108.

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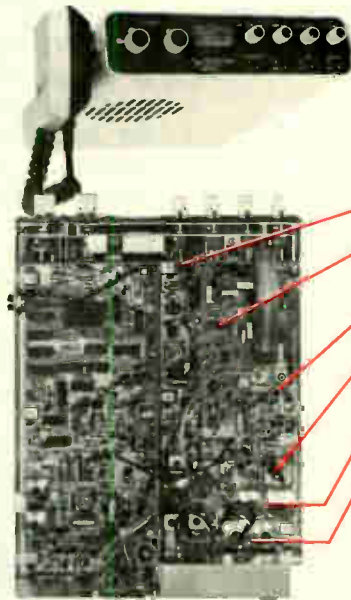
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Peak Envelope Power — What Does It Mean? How Is It Measured?

By David Talley

The power rating of a radio transmitter is a fair indication of its effective range. This assumes, of course, that other factors, such as the antenna system, antenna height and the surrounding terrain are typical. The rated output power is actually the unmodulated radio-frequency carrier which is developed in the final power-amplifier stage of the transmitter.

In the case of single sideband (SSB) transmitters, there is normally no unmodulated power emitted. Single sideband transmitters are designed to suppress the carrier and to generate only one sideband when modulated. Hence the appellation, "single sideband." These transmitters generally are rated in watts of Peak Envelope Power (PEP), as will be later explained.

CARRIER OUTPUT POWER

Measuring the output carrier power is comparatively simple for AM transmitters. The instruments required are a dummy load and a calibrated RF watt-meter or equivalent device. It is important that the dummy load has the same impedance as that of the transmitter output circuit (normally 50 ohms unbalanced to ground) for accurate indications by the RF wattmeter. The RF wattmeter and dummy load should be directly connected to the transmitter by a very short length of 50-ohm coax.

INPUT POWER MEASUREMENTS

Transmitters are also rated in watts with respect to the direct current (DC) power input to the final or power-amplifier stage. Measurements of the DC input power to the final stage are readily made with simple instruments. Multiplying the collector current (in amperes) by the collector voltage will give the DC input power.

SINGLE SIDEBAND POWER RATINGS

Single sideband transmitters as previously mentioned, are designed to emit only one sideband and to suppress the carrier. There will be no output power from a single sideband transmitter until it is modulated. Consequently, the output signal from a single sideband transmitter actually comprises a modulation "envelope" which contains the audio frequencies of the modulating signal. For instance, if the modulating signal is speech, the modulation envelope would contain frequencies in the range of about 250 to 3000-Hz.

Two amplitude values associated with the modulation envelope are used for determining power ratings of single sideband transmitters. One is the maximum or peak value of the modulation envelope reached during a specific time period of the modulating signal. The other is the average amplitude contained in the modulation envelope over the same time period. Figure 1 is a sketch of an oscilloscope presentation showing the relation between the average and peak envelope power for a typical voice-modulated single sideband signal. The radio-frequency power at the maximum crest or peak of the audio-frequency modulation envelope is called the Peak Envelope Power, commonly abbreviated PEP. It is also defined by the FCC as

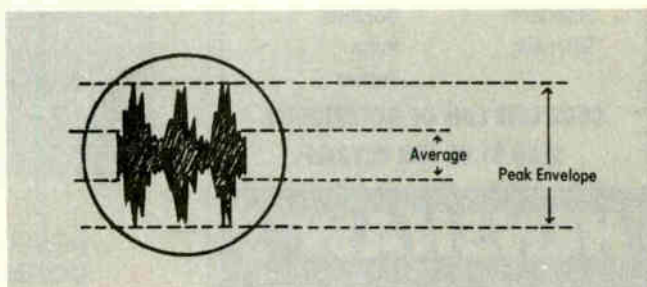


FIGURE 1 — Typical Oscilloscope Presentation of Voice-Modulated Single Sideband Signal, Showing Relation Between Average and Peak-Envelope Power.

equivalent to the average power supplied to the antenna transmission line by a transmitter during one RF cycle at the highest crest of the modulation envelope, taken under conditions of normal operation.

The ratio of peak to average amplitude will vary considerably with speech because of the diverse characteristics of different voices. During voice transmission, envelope peaks will occur randomly and will have no direct relations with the meter readings of the transmitter or any connected RF wattmeter. For example, the wattmeter may be calibrated in watts, but such calibration is meaningless for voice transmission. The meter can only be calibrated in watts by using a single tone sine-wave input signal, as from a 1000-Hz oscillator. Voice-modulated signals are certainly not sine waves.

MEASURING PEP OUTPUT

The power output of a single sideband transmitter can be measured by observing the radiated signal on a calibrated oscilloscope. For this purpose, two equal audio tones (such as 500 and 2400-Hz) are used to simultaneously modulate the transmitter. It is essential that the modulation level of these applied tones be kept below that at which distortion occurs. Intermodulation distortion is indicated by a flattening of the audio peaks (sine waves) observed on the oscilloscope.

The PEP output of a single sideband transmitter is closely related to its intermodulation distortion. The attainable peak envelope power will decrease as the distortion products increase. In other words, the PEP depends upon the ratio of the signal to the allowable intermodulation distortion. As a general rule, a ratio of 25 dB (300:1) is about the minimum value for a good single sideband transmitter. For optimum operations, a 30 dB ratio (1000:1) is desirable.

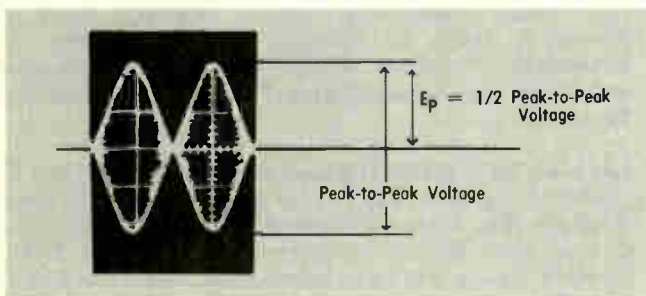


FIGURE 2 — Measuring PEP Output With Two-Tone Test Signals.

Figure 2 is an oscilloscope representation of a two-tone signal from a single sideband transmitter. Assuming that the oscilloscope has been calibrated directly in RF volts, the output power may be derived from the observed oscilloscope pattern and then calculated.

As an example, if the indicated peak voltage (1/2 of peak-to-peak) on the oscilloscope were 34 volts, the PEP output will be:
 $PEP = (0.707 \times 34) \times (0.707 \times 34) / 50 \text{ ohms} = 11.55 \text{ watts.}$

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June 30 - July 1-2-3, CANADA. Event: 4th Annual Jamboree Convention. **Sponsor:** Holiday Island G.R.S. Club. **Place:** Dunollie Trailer Park, Route 19, Charlottetown, Prince Edward Island, Canada. **Events:** Camping, Prizes, Trophies, Entertainment. **For more information,** contact: Roy Wilson, President, Holiday Island G.R.S. Club, P. O. Box 1222, Charlottetown, P.E.I., Canada.

July 1-2-3, MINNESOTA. Event: 2nd Annual Minnesota CBers MD Jamboree. **Sponsor:** Cold Countries International Sidebanders, Inc. **Place:** Trout Air Recreational Center, Forest Lake, Minnesota. **Events:** Prizes, Games, Dances, Camping. All proceeds to Muscular Dystrophy. **For more information,** write: C.C.I.S.I., P. O. Box 8633, White Bear Lake, Minnesota 55110. Or, call Jim Marter - 612/426-5211.

July 2-3-4, OHIO. Event: Jamboree '77. **Sponsor:** Golden Mike CB Club, Inc. **Place:** Summit County Fairgrounds, Rt. 91 and Howe Rd., Talmadge, Ohio. **Events:** Prizes, Games, Entertainment, Camping. **For more information,** write: Golden Mike CB Club, Inc., P. O. Box 75, Aurora, Ohio 44202.

July 2-3-4, OKLAHOMA. Event: Northeastern Oklahoma Grand National CB Jamboree. **Sponsor:** 10-33 CB Team. **Place:** Nowata Fairgrounds, Nowata, Oklahoma. **Events:** Prizes, Refreshments. **For more information,** write: Betty Eden, Box 247, Delaware, Oklahoma 74027. Telephone 918/467-3449.

July 2-3-4, TEXAS. Event: Jamboree. **Sponsor:** CBers of the High Plains. **Place:** Agricultural Building, South of Plainview, Texas on Business U.S. 87. **Events:** Entertainment, Trophies, Prizes. **For more information,** write: CBers of the High Plains, P. O. Box 731, Plainview, Texas 79072.

July 2-3-4, NEW MEXICO. Event: Southern New Mexico CB Jamboree. **Sponsor:** Las Cruces Radio Team, Inc. **Place:** Southern New Mexico Fairgrounds, 12 miles west of Las Cruces, New Mexico on Interstate 10. **Events:** Prizes, Displays, Dance. **For more information,** write: Las Cruces Radio Team, Inc., P. O. Box 1631, Las Cruces, New Mexico 88001. Telephone 505/523-9202.

July 2-3-4, NEBRASKA. Event: Jamboree. **Sponsor:** NEB Sidebanders Club. **Place:** Gage County Fairgrounds, Holmesville, Nebraska. **Events:** Prizes, Entertainment, Refreshments, Displays. **For more information,** write: NEB Club, Box 81, Holmesville, Nebraska 68374.

July 3, PENNSYLVANIA. Event: 4th Annual Coffee Break. **Sponsor:** Three-Thirteen CB Radio Club, Inc. **Place:** Connellsville Area Sr. High School, Connellsville, Pennsylvania. **Time:** 10 AM to 10 PM. **Events:** Trophies, Prizes, Entertainment. **For more information,** write: Three-Thirteen CB Radio Club, Inc., P. O. Box 320, Connellsville, Pennsylvania 15425. Or, call SIZZLER, 412/887-5608.

Event sponsors are urged to mail notices 90 days in advance to **CB MAGAZINE**, Editorial Offices, 531 N. Ann Arbor, Oklahoma City, OK 73127. Please state: 1-Dates, times of event. 2-Type of event. 3-Sponsor's name. 4-Location and directions. 5-Attractions, prizes, etc. 6-Admission charge, if any. 7-Whom to contact for details: Name, address, phone.

July 7-9-10, CALIFORNIA. Event: 2nd World Jamboree. **Sponsor:** International CB News & Truckers Gazette. **Place:** Los Angeles County Fairgrounds, Pomona, California. **Events:** Prizes, Trophies, Entertainment. **For more information,** write: World Jamboree, 1545 E. Orange Grove Blvd., Pasadena, California 91104.

July 8-9-10, NEW YORK. Event: Jamboree. **Sponsor:** International Order of Chiefs & Squaws QSL Club. **Place:** Whitney Point Fairgrounds, Whitney Point, New York. **Events:** Displays, Trophies, Refreshments, Prizes. **For more information,** write: International Order of Chiefs & Squaws QSL Club, P. O. Box 25, Binghamton, New York 13903. Telephone 607/722-3536.

July 8-9-10, MICHIGAN. Event: 9th Annual Jamboree. **Sponsor:** Roaring Twenties CB Club, Inc. **Place:** Saginaw Fairgrounds, Saginaw, Michigan. **Events:** Prizes, Refreshments, Displays, Games, Trophies. **For more information,** write: Pete Wilbanks, 10221 Crosby Lake Road, Clarkston, Michigan 48016. Telephone 313/625-1553.

July 9-10, TEXAS. Event: 2nd Annual Texas Panhandle CB Jamboree. **Sponsor:** Pampa CB Club. **Place:** Dumas County Community Building, Dumas, Texas. **Events:** Prizes, Trophies, Entertainment, Camping, Dance, Displays. **For more information,** write: 720 Naida St., Pampa, Texas 79065.

July 10, PENNSYLVANIA. Event: 9th Annual Jamboree. **Sponsor:** Harrisburg Area REACT Team Inc. **Place:** Willow Mill Park, R. D. 1 Mechanicsburg, Pennsylvania. **Time:** 12 Noon to 6 PM. **Events:** Prizes, Trophies, Rides. **For more information,** write: Jamboree Chairman, P. O. Box 3722, Harrisburg, Pennsylvania 17105.

July 10, NEW YORK. Event: 2nd Annual Southwestern Jamboree. **Sponsor:** Royal Ed-Nor. **Place:** Smith Hollow Road, Olean, New York. **Events:** Prizes. **For more information,** write: Jamboree Chairman, N. David Grimes, 3742 Birch Run Road, Allegany, New York 14706.

July 10, WISCONSIN. Event: CB Break. **Sponsor:** Southern Wisconsin Citizen Band Club. **Place:** Warner Park, Hwy. 113 & North Sherman Ave., Verona, Wisconsin. **Events:** Entertainment, Prizes, Refreshments. **For more information,** write: SWCBC, Box 153, Verona, Wisconsin 53593. Telephone 608/845-6039.

July 15-16-17, CANADA. Event: Camp-a-Weekend. **Sponsor:** Port Colborne Modulators. **Place:** Sherkston Beaches, Sherkston, Ontario. Located on Lake Erie border, 15 miles west of Fort Erie. **Events:** Camping, Games, Prizes. **For more information,** write: Port Colborne Modulators, P. O. Box 102, Port Colborne, Ontario L3K 5X7.

July 15-16-17, IDAHO. Event: 5th Annual Dummy Jamboree. **Sponsor:** Dummy Club. **Place:** Flying H Ranch KOA,

Hayden Lake, Idaho. **Events:** Prizes, Talent show, Dance. **For more information,** contact: Lois Kern, Jamboree Control, Box 522, Potlatch, Idaho 83855. Telephone 208/875-5301.

July 15-16-17, MONTANA. Event: Treasure State CB Jamboree. **Sponsor:** Bagdad Shrine. **Place:** Rodeo Grounds, Butte, Montana. **Events:** Displays, Games, Dance. **For more information,** write: P. O. Box 3083, Butte, Montana 59701.

July 15-16-17, NEW YORK. Event: Bison City Jamboree. **Sponsor:** AmCan Radio Club. **Place:** Island Lanes, 1887 Whitehaven Road, Exit N 19 off I-190, Grand Island, New York. **Events:** Entertainment, Prizes, Trophies, Camping. **For more information,** write: Am-Can Radio Club, Inc., P. O. Box 147, Buffalo, New York 14223.

July 15-16-17, OKLAHOMA. Event: 6th Annual National Sideband Convention. **Place:** Tulsa Fairgrounds, Expo Square, 21st & Yale St., Tulsa, Oklahoma. **Events:** Prizes, Business Meeting, Dance. Amusement park on grounds. **For more information and advance tickets,** write: National Sideband Convention, P. O. Box 15656, Tulsa, Oklahoma 74115.

July 15-16-17, TEXAS. Event: 3rd Annual Gulfoast Jamboree. **Sponsor:** Alvin Ranger CB Club. **Place:** Runge Park, Arcadia, Texas, off Hwy. 6 between Alvin & Galveston. **Events:** Dance, Prizes, Games, Trophies. **For more information,** write: Jamboree Chairman Johnny Booth, Rt. 2, Box 299 #2, Alvin, Texas 77511. Telephone 713/331-6849.

July 16-17, OHIO. Event: Jamboree in the Hills (a music spectacular). **Sponsor:** WWVA Radio. **Place:** Brush Run Park near Airport Rd., St. Clairsville, Ohio, off Interstate 70. **Time:** July 16 - Noon to Midnight, July 17 - 11 AM to 6 PM. **Events:** Top country music stars — Johnny Cash, June Carter Cash & Carter Family, Mickey Gilley, Tom T. Hall, Tammy Wynette & others. **Tickets:** \$25 adults & teens. \$12.50 under 12. **For more information & tickets,** write: Jamboree USA, WWVA Radio, Wheeling, West Virginia 26003.

July 16-17, OHIO. Event: Jamboree. **Sponsor:** International Radio Patrol. **Place:** Richland County Fairgrounds, Mansfield, Ohio. **Events:** Prizes, Entertainment. **For more information,** write: Al Hogan, 1108 Walker Street, Mansfield, Ohio 44906. Telephone 419/747-7613.

July 16-17, SOUTH DAKOTA. Event: Jamboree. **Sponsor:** Crystal Busters Radio Club. **Place:** City Park, Lake Kampeska, Watertown, South Dakota. **Events:** Prizes, Refreshments. **For more information,** write: Crystal Busters Radio Club, 1335 4th Ave., SE, Watertown, South Dakota 57201.

CB Happenings [cont'd]

July 16-17, INDIANA. Event: 14th Annual Midwest CB Campout-Jamboree. **Sponsor:** Midwest CB Horizontal Club. **Place:** Eby's Pines, Rt. #2, Bristol, Indiana. Junction US 131 & Interstate 80-90. **Events:** Displays, Prizes, Trophies, Refreshments, Camping. **For more information,** write: Evans Johnson, P. O. Box 10231, Lansing, Michigan 48901.

July 17, PENNSYLVANIA. Event: "Lollipop" Special Fun Break. **Sponsor:** Concerned CBers for MDA. **Place:** Lieutenant J. C. Stone Field, N. Park, North Hill, Pennsylvania. **Time:** Noon to 6 PM. **Events:** Prizes, Trophies, Drawings, Games, Refreshments. All proceeds to go to Muscular Dystrophy Association. **For more information,** contact: Telephone 412/481-5616 or 412/481-5633.

July 22-23-24, WYOMING. Event: Jamboree. **Sponsor:** Jack-a-lope CB Club. **Place:** 4-H Building, State Fairgrounds, Douglas, Wyoming. **Events:** Prizes, Trophies, Entertainment, Dance. **For more information,** write: Jack-a-lope CB Club, P. O. Box 789, Douglas, Wyoming 82633.

July 23-24, KANSAS. Event: 3rd Annual Jamboree. **Sponsor:** Country Bumpkin CB Club. **Place:** 3-I Exhibition Bldg., So. US 83 & Riverside Drive, Garden City, Kansas. **Time:** July 23 — 9 AM to 6 PM. July 24 — 10 AM to 4 PM. **Events:** Prizes, Displays, Trophies, Entertainment. **For more information,** write: Jamboree Chairman, Rene Pennington (VAN GO), 315 Park Circle, Meadowlark Park, Garden City, Kansas 67846. Telephone 316/275-6346.

July 23-24, ILLINOIS. Event: 2nd Annual Jamboree. **Sponsor:** Fox River Valley CB Club. **Place:** McHenry County Fairgrounds, Woodstock, Illinois, Hwy. 47 & 120. **Events:** Games, Exhibits, Trophies, Dances. **For more information,** write: Ray Freitag, P. O. Box 511, Fox Lake, Illinois 60020. Telephone 312/587-0582.

July 24, NEW YORK. Event: Superbreak & Jamboree '77. **Sponsor:** A.L.E.R.T. CB Club. **Place:** Turner-Schrader American Legion Post, Route 21, Shortsville, New York. **Time:** Noon to 10 PM. **Events:** Prizes, Entertainment, Refreshments. **For more information,** write: A.L.E.R.T. CB Club, P.O. Box 613, Shortsville, New York 14548. Telephone 716/289-9471.

July 24, PENNSYLVANIA. Event: 3rd Annual Coffee Break. **Sponsor:** Country Club CBers. **Place:** Wolf's Corner, Pennsylvania. **Time:** 10 AM to 6 PM. **Events:** Prizes, Trophies, Entertainment, Refreshments, Displays. **For more information,** write: Country Club CBers, Box 21, Tylersburg, Pennsylvania 16361. Telephone 814/744-8858.

July 29-30-31, WASHINGTON. Event: 6th Annual Salmon Bake Weekend Campout. **Sponsor:** Port Angeles Peninsula Pacers CB Club. **Events:** Salmon Dinner, Dances, Games, Camping. **For more information,** write: Port Angeles Peninsula Pacers, P. O. Box 535, Port Angeles, Washington 98362.

July 29-30-31, PENNSYLVANIA. Event: 3rd Annual Coffee Break & Campout. **Sponsor:** Warren County CB Club. **Place:** Warren County Fairgrounds, Barton Run Road,

Route 6, Pittsfield, Pennsylvania. **Events:** Prizes, Trophies, Entertainment. **For more information,** write: Activities Chairman, Warren County CB Club, P. O. Box 504, Warren, Pennsylvania 16365.

July 29-30-31-August 1, CANADA. Event: Jamboree. **Sponsor:** Spruce Capital Radio Association. **Place:** Ex. Grounds, Prince George, B.C. **Events:** Prizes, Games, Refreshments, Dances. All proceeds to go to United Appeal. **For more information,** write: Spruce Capital Radio Association, P. O. Box 2005, Prince George, B.C. Telephone 604/563-6111.

July 30, VIRGINIA. Event: 1st Annual Wilderness Road CB Jamboree. **Sponsor:** Golden Triangle CB Association. **Place:** New River Valley Fairground on Route 100, three miles north of Exit 32 on Interstate 81, Blacksburg, Virginia. **Time:** 10 AM to 11 PM. **For more information,** write: Chris Pack, Rt. 1 Box 33, Christiansburg, Virginia 24073. Telephone 703/382-8873.

July 30-31, TENNESSEE. Event: 2nd Annual Jamboree. **Sponsor:** Williamson County Channel Masters. **Place:** Harpeth Square Mall, Franklin, Tennessee. **Time:** 10 AM to 7 PM both days. **Events:** Prizes, Trophies, Displays, Games, Flea Market. Proceeds in part to go to American Heart Assoc. & Williamson County Rescue Squad. **For more information,** write: Donald Pierce, Williamson County Channel Masters, P. O. Box 594, Franklin, Tennessee 37064. Telephone 615/794-3233.

July 30-31, TENNESSEE. Event: 2nd Annual Jamboree. **Sponsor:** Raven CB Club. **Place:** Hardeman County Fairground, Bolivar, Tennessee. **Time:** July 30 — 9 AM to 12 PM. July 31 - 10 AM to 5 PM. **Events:** Prizes, Trophies, Displays, Refreshments. **For more information,** write: Lee Sadler, Raven CB Club, Elliott St., Humboldt, Tennessee 38343. Telephone 901/784-5082.

July 30-31, NEW MEXICO. Event: 5th Annual Jamboree. **Sponsor:** Cactus Patch CB Club. **Place:** Western Skies Motel, Albuquerque, New Mexico. Exit 167, I-40. **Events:** Prizes, Trophies, Displays, Dance. **For more information,** write: Jamboree Chairman, P. O. Box 11113, Albuquerque, New Mexico 87112. Telephone 505/294-5159.



"AND I'VE BEEN WONDERING WHY THEY KEEP SAYING 'GOOD LORD, HAVE MERCY' SO MUCH."


TECHNICAL FEATURE

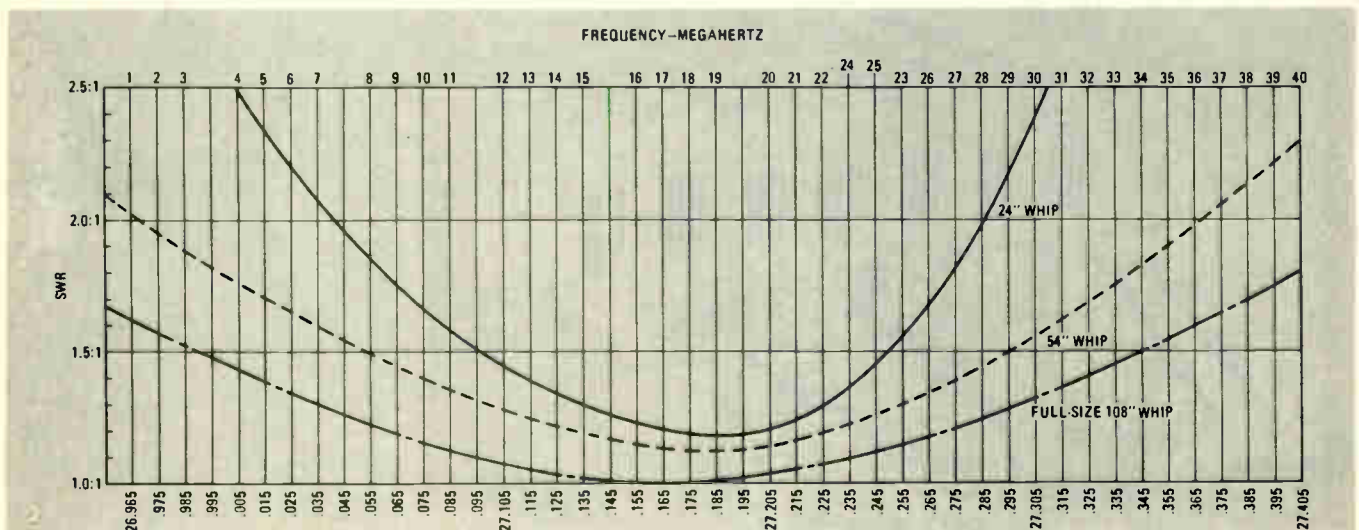
Mobile Antennas — Longer Is Better?

Which is better, a short or a long mobile antenna? For esthetic or anti-theft reasons, short antennas are very popular. If you are concerned about appearance and easy detachability and concealment (when not in use), the short antenna is your cup of tea. But, if you want maximum range, a longer antenna is better especially for 40-channel operation. The diagram (courtesy of *Radio-Electronics*) clearly shows the difference between long and short antennas in regard to SWR at the extreme ends of the band.

Many of us are overly concerned about SWR. You can connect a dummy load to the far end of the coax and get an SWR of 1.1 or less. But, it won't radiate. A "rubber duck" antenna only 18 inches long can have a low SWR at mid-band, but its radiating surface is so small that it can't radiate much energy.

At 27 MHz, a quarter-wavelength is about 2.8 meters (108 inches). The physical length of a quarterwave antenna can be reduced by using a loading coil — at its base, center or near the top — to make its "electrical length" equivalent to a quarterwave.

But the most effective mobile CB antenna is 108-inch whip mounted in the center of the metal roof of a car. Since very few would tolerate such an installation, most CBers buy shorter, loaded antennas, even if range is less. 



Some antennas, particularly the shorter mobile whips, perform best over just a few channels on each side of resonance. SWR losses rise as you tune away from the channel to which the antenna is tuned. The curves compare the SWR's of a full-length quarter wave whip and two shorter coil-loaded types.

Realistic TRC-457 AM/SSB Transceiver

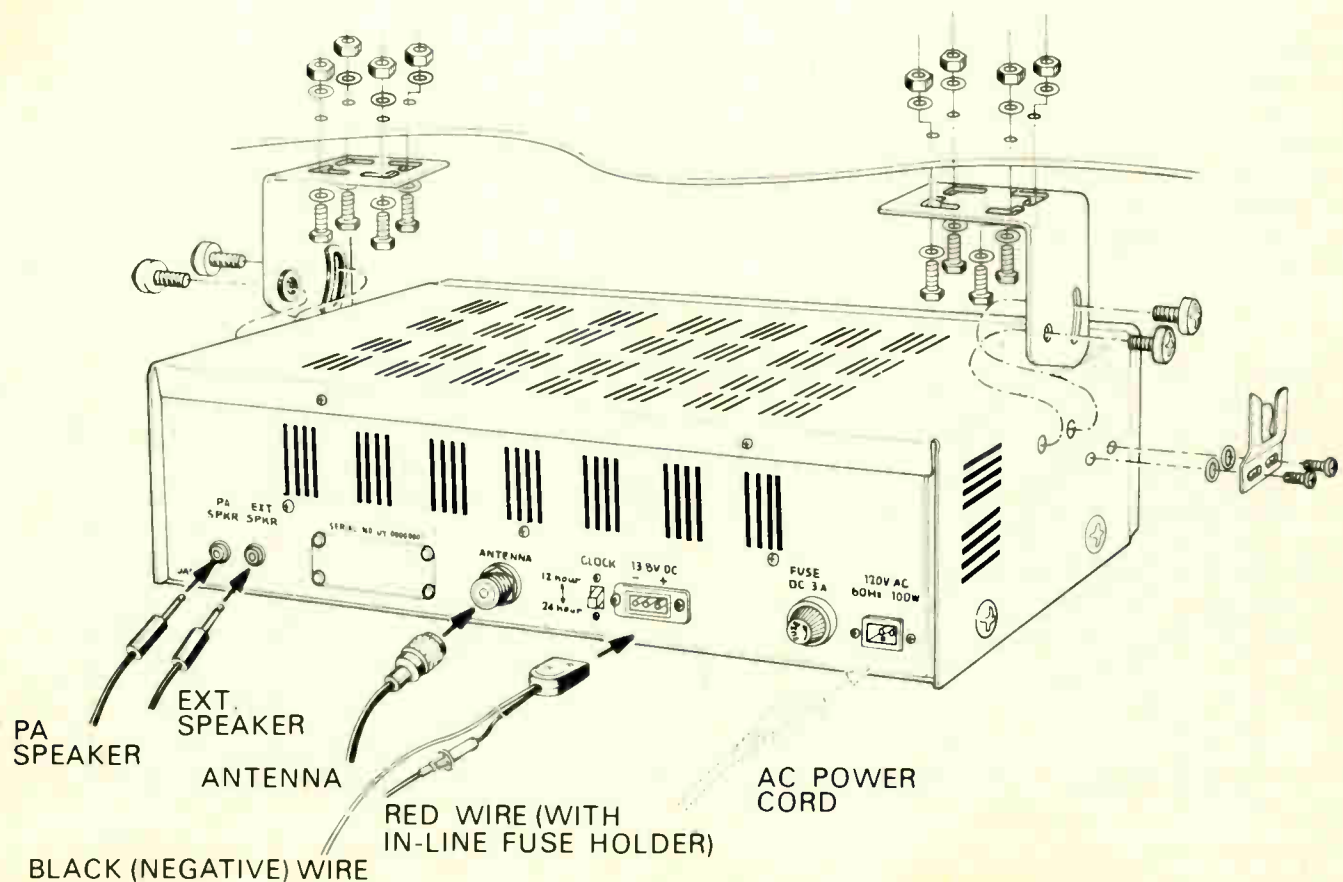
One of the most sophisticated luxury-class CB sets is Radio Shack's new Realistic TRC-457. It is a combination AM/SSB transceiver operable on all 40 CB channels. Since it operates from either 120 volts AC or 13.8 volts DC, it can be used as a base station or as a mobile rig. As can be seen on this month's cover, the Realistic TRC-457 is attractive enough to put in the living room since it has the general appearance of hi-fi radio receiver. It can be installed in a vehicle or on a boat using the mounting bracket furnished with the set. It is somewhat larger than a conventional mobile rig — 4" x 15" x 11-1/2" HWD (10 x 29.2 x 38 centimeters) — because its housing contains so much circuitry.

In addition to bipolar transistors, diodes, FETs, MOSFETs, varactors and LEDs, this set uses large

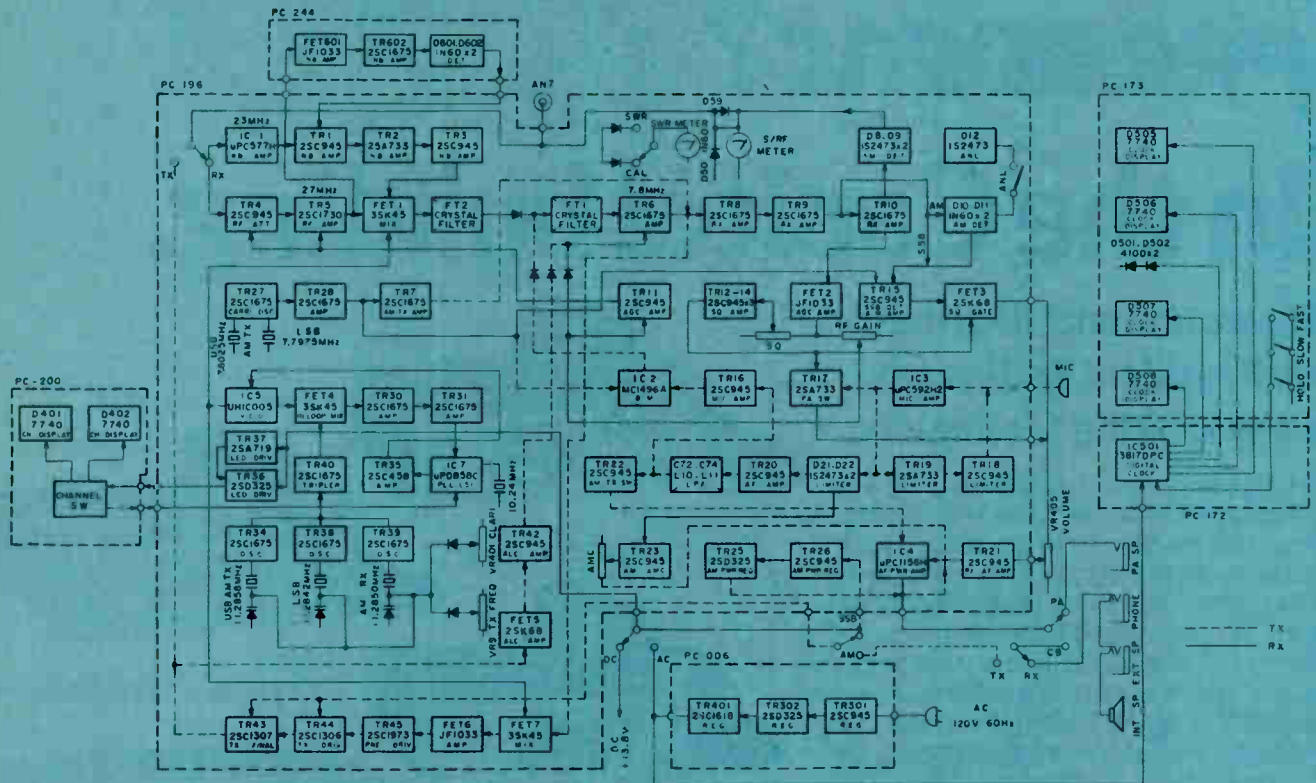


scale integrated circuits. The PLL synthesizer uses only six crystals to generate the required signals for AM and SSB transmission and reception. The receiver has an electronic attenuator ahead of the RF amplifier to prevent front-end overloading and to ensure wide-range AGC action.

The noise blanker senses noise at 27 MHz picked up by the antenna and keys the signal path on and



BLOCK DIAGRAM



off ahead of the selectivity filters and the IF amplifier. A dual-gate MOSFET is used as the mixer to minimize overload and intermodulation.

The transmitter, which has a maximum output rating of 4 watts in the AM mode and 12 watts PEP in the SSB mode, has a microphone amplifier circuit with a dynamic range of 60 dB between 98 percent and 80 percent modulation in the AM mode, and between 12 watts PEP and 10 watts PEP in the SSB mode. Spurious signals are attenuated 65 dB or better (5 dB more than required by the FCC).

Adjacent channel selectivity in the receive mode is rated at 70 dB on AM and SSB. Sensitivity for 10 dB S/N is rated at 0.5 microvolt for both AM and SSB. In the SSB mode, maximum sensitivity is rated at 0.25 microvolt. The clarifier, which varies only the receiver frequency, has a range of ± 1.25 kHz. And the receiver delivers a whopping 5 watts of audio and up to 6 watts to a public address speaker in the PA mode.

The technically minded reader will be impressed by the block diagram of the Realistic TRC-457. You do not have to possess technical knowledge to see that the front panel has all the controls for convenient and efficient operation plus two meters, one indicating SWR and the other that functions as an S/R/F meter. On the front panel is a digital clock using LEDs that can be set to indicate 12-hour or 24-hour time. Also on the front panel is a digital LED channel indicator.

An RF gain control enables adjustment of receiver sensitivity as required for very strong and weak

signal reception. Push buttons are provided for cutting in the noise blanker, switching to the PA mode, and for control of the SWR meter functions.

The drawing of the back panel shows that jacks are provided for a PA speaker, an external speaker, the antenna transmission line and for the AC and DC power cables. On the front panel is a jack for headphones which can be used for operating the rig without bothering others nearby.

Battery drain is less than 0.7 ampere when the unit is in the standby mode (set to receive but with no signal present), and less than 1.6 ampere when delivering 5 watts of audio. In the LSB or USB (single sideband) mode when transmitting, battery drain is 1.6 ampere with no modulation and 2.5 amperes when delivering maximum output power. In the AM mode when transmitting, battery drain is 2 amperes with no modulation and 3 amperes when fully modulated. The transceiver can be operated from a power source that has either a negative or positive ground.

When used as a base station, AC power consumption in the receive mode is 40 watts when no signal is received and 60 watts when delivering maximum audio. When the transmitter is keyed on but not modulated, AC power consumption is 65 watts in the AM mode and 45 watts in either SSB mode. When fully modulated AC power consumption is 100 watts in any mode.

This attractive, high-performance AM/SSB transceiver can be inspected at Radio Shack stores nationwide.

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40-Channel AM Mobile



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40-Channel AM/SSB Mobile



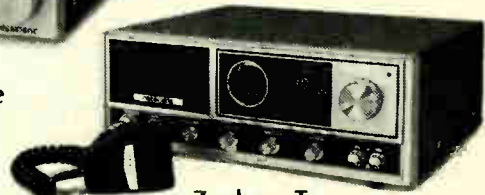
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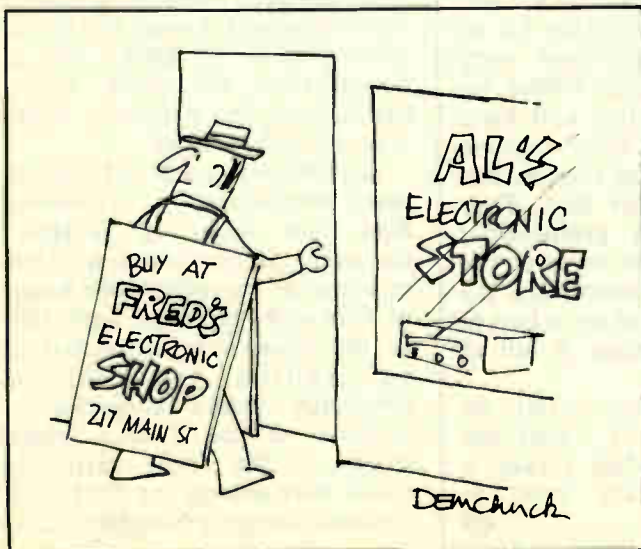
(SEE REVERSE SIDE FOR MAILING ADDRESS)

077

the Lincoln, Nebraska division of Hy-Gain Electronics Corporation. He will be responsible for all activities assigned to Lincoln, including marketing, engineering, operations and warranty service. He has served Hy-Gain for twelve years in a variety of engineering and operations management positions.

Siegel Elected to Radio Club

CLIFTON, NEW JERSEY — H. "Hy" L. Siegel, public relations official at Radio Shack headquarters in Fort



JULY, 1977

radio Club of
mittee here.
radio com-



manufacturers,
rs attended
Vegas. At-
models in

including Texas Instruments' SM-172 mobile and SB-173 base CB units. These are firsts in the field, with push-button command control head built into the microphone.

New Johnson Subsidiary Formed

CLEAR LAKE, IOWA — The E. F. Johnson Company has announced the formation of a wholly-owned subsidiary, Johnson American Inc., which will have the responsibility for manufacturing and marketing all CB radios under the two trade names of "Messenger" and "Viking." The new subsidiary has facilities in Clear Lake and Garner, Iowa, and in Atlanta, Georgia. Carl Insel, general manager of the Personal Communications Division, was elected president of the new subsidiary.

Cobra Communications Promotes Flynn, Appoints Cole

CHICAGO, ILLINOIS — William J. Cole has been appointed director of engineering at Dynascan's Cobra Communications Product Group. He had been with Motorola Communications Corp. for 20 years in similar capacities.

Patrick S. Flynn has been promoted east central regional sales manager for the Group, replacing recently resigned Dave Glass. Flynn, who had been a sales training manager for Cobra Communications, assumes responsibility for coordinating activities with Cobra's independent distributors in CB radio sales and promotion, purchasing, advertising and training in the Central states.

®

Nashville . . .

[continued from page 27]

good time. Fans are continually in and out of their seats, fetching hot dogs and pop. And back stage is a stage manager's nightmare. Behind the performers, in view of the audience, are two rows of church pews filled with guests of performers and advertisers. The

John (The W.C.) Marlan owns what is probably the smallest four-wheeler on channel. A duplicate of his chair was presented to another youth at the Spring Music City CB Club Jamboree.



Tom T. Hall . . .

[continued from page 26]

formation. "The worst place in the world to get instructions is from someone on the street corner. I know of people who have lived in Nashville all their lives and they've never been to the Grand Ole Opry and don't know where it is. They're reluctant to admit they live here and don't know. So, they'll send you off on a wild goose chase."

Hall recommends, "Talk to professional people . . . hotel clerks, cab drivers, policemen."

Now that motels, and even some law enforcement agencies, are installing CBs, the traveler can even talk to these professionals on the radio. He dismisses mobiles as a source for local information. "I find that

population in the pews continually changes, while behind the curtain, others mill and talk.


Even the performers come and go on stage, playing their part, then dropping back to chat with a friend until their instrument is needed again. And somewhere in the middle of it all, a stage announcer breaks in to give a word for Martha White's Flour, Fender Guitars, or Budy's Sausage. With each ad, a stage backdrop descends displaying the advertiser's product.

But out on the Interstate, it all sounds smooth as Roy Acuff follows the opening guitar and welcomes a group of tourists from "our great neighbor to the north" and extends birthday and anniversary greetings to listeners across middle America. Then he launches into a gospel song. As he sings, "later on, we'll understand, later on, we'll know all about it," one is back at the Opry less than an hour before in Acuff's dressing room.

The room is full of people. Some are talking, others are sipping from paper cups, but none are violating the large red sign declaring, "No Smoking." In the corner, Acuff is seated in a reclining chair, his boots kicked off (like most boots at the Opry, they have zippers down the side.)

most of the people talking on the radio are transient and they don't know much more about the territory than I do."

While Hall enjoys CB enough to record the song, "Negatory Romance," he gripes, "I'll tell you what CB radios have done for us that I don't appreciate very much. The truck stops where we have to stop, buy fuel and have our bus serviced have become tourist stops. And, of course they weren't intended for that. They were intended for professional travelers. And when we're on the road trying to get somewhere, it's really tough for us to get a bite to eat because the place is full of tourists."

What does the "big tourist" do on his vacation? "I travel the year round. So, when I take a vacation, I naturally want to come home." 

Acuff reads a note sent backstage and talks to a lovely lady seated next to him.

Acuff rises and begins to talk to a couple of musicians seated against the wall, picking quietly. "Wait, I'll get my book," he tells them, returning with a small loose leaf notebook. They begin playing and singing a gospel song with Acuff. Other musicians enter the room and, along with backsliders with good memories, begin to sing along. The group moves from song to song; gospel gives way to bluegrass and solos on the mandolin and banjo. A man whose name one should know, but doesn't, begins to do a jig, stopping to slowly lift a pant's leg and display bright red socks, with the encouragement of the throng. The time for the second performance arrives, and the real entertainment of the evening ends.

Everywhere one goes in Nashville, one is reminded of the influence of country music. Ten miles east of Opryland is the Hermitage with its guitar-shaped driveway. It is appropriate that the home of Andrew Jackson, criticized by easterners for having country dances in the White House, should have such a driveway.

The Hermitage also provides a glimpse into the swift transition the Natchez Trace area made from savage woods to domesticated plantations. Two-hundred yards behind the mansion are two log cabins. These comprise the original Hermitage where Jackson entertained such notables as former Vice President Aaron Burr. The cabins, built in 1804, are no better than the slave cabins found near the mansion, which was started in 1819.

Across town, south of Nashville near Brentwood, is Travelers' Rest, the home of Jackson's partner, John Overton. Construction of Travelers' Rest began in 1799 and continued until 1887 as the house was expanded by succeeding generations. Originally called Golgotha — because of the Indian burial mound in the front yard, the house was among the first truly civilized things a Natchez Trace

[continued on next page]

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Nashville . . .

[continued from page 78]

traveler saw approaching Nashville.

The parlor, called the "Room of History," hosted many dignitaries of the early 1800's, including Sam Houston. It was also where Overton planned Jackson's campaign for president and helped Jackson write his letter of acceptance for the presidency.

Curator at Travelers' Rest, J. C. Yelton, can recite the history of the house and Overton (who subdivided the Chickasaw Bluffs to form Memphis). But he and his wife, who live in the newest part of the house, find too many people not "wanting to know the details; just wanting to see."

In the same area, which is home for many country performers, is Cheekwood, the former mansion of the family who owned Nashville's Maxwell Hotel, famous for its coffee. Today, the mansion is an art museum and botanical garden. The taste at Cheekwood is eclectic, ranging from the Cheek family's collection of 18th century European art to 1970's modern sculpture. Many pieces of the sculpture are scattered around the museum grounds and double as playground equipment for children.

Perhaps the most surprising structure in this capital of country culture is a replica of the Greek Parthenon in Centennial Park. While a replica, the huge building offers more than the real thing. Along the roof are friezes of mythological characters. The real friezes were stolen from the

Parthenon a hundred years ago by the British Museum, which has declined to return them to Greece.

As the Parthenon's dark shadow reaches across the park, Vicky Roscoe picks out a tune, note by note, on her guitar and a group gathers around. She is embarrassed by the audience since she is still teaching herself to play. However, the student at Bellvue High School continues her playing.

The park is a good place to learn, she says. "It's peaceful and it's pretty." Sitting where several country musicians claim to have learned their art, she considers the future. "I want to learn to play as well as I can and maybe do something with it when

"The chatter on Channel 18 continues into Sunday as the base station at the Music City CB Club Jamboree invites any and all to the event."

I get older." However, she doesn't see herself a country entertainer. "I like hard rock," she says softly.

The chatter on Channel 18 continues into Sunday as the base station at the Music City CB Club Jamboree invites any and all to the event. While country music, dancing and drawing for prizes keep the pace active both days, the most common activity is discovering exactly what that voice one has heard all year looks like. (The BALD EAGLE really is. He also sold \$1,001-worth of tickets to the charity event. And the JAPANESE UNDERTAKER is a

short white-haired man in a big car.)

But the main event, the reason for it all, comes at 4 p.m. Sunday. The money raised by the jamboree has bought a motorized wheel chair for Ricky Whitson, 18. As Music City CBers lift a smiling Ricky into the chair, members from most of the 25-plus CB clubs in Nashville applaud. Sitting beside Ricky in another motorized chair is John (THE W.C.) Marlan, wiping away tears with a red bandana. Last year, it was THE W.C. who received a wheelchair.

John's father, Preston (THE NUMBER ONE WHITTILER), is president of the Music City CB Club. He explains CB clubs in Nashville have many charity projects each year. "When they put on a jamboree, we all try to do our part."

But the one, besides the BALD EAGLE, who worked hardest at his part was THE W.C. He sold more than \$400 worth of tickets by daily mobiling his way down to the nearby service station and talking with customers. It was something he couldn't have done without the chair. "It's just increased my mobility 500 percent. That's what you strive for is to be able to do more things on your own and not have to depend upon other people."

THE W.C.'s chair is not exactly like Ricky's new chair. THE W.C. has a whip antenna. The 23-Channel CB is powered by the motor batteries and has a range of 15 to 20 miles. "He don't have that motor noise," Raymond Carver (TRAILBLAZER) explains.

"It started out as sort of a joke," THE W.C. says, "but the more we talked about it the more practical it seemed. Just in case my chair was to break down, I could always get help." The 21-year-old W.C., an honorary member of the Music City CB Club, Nashville's oldest, also has a base station. "It stays on constantly."

It is hard to leave THE W.C., who with the aid of a CB and a motorized wheelchair measures freedom in blocks. But there are 450 miles between Nashville and Natchez, and 200 years of history.

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Nashville-To-Tupelo ...

[continued from page 29]

(her husband was away) heard a shot. She said she and Lewis' aides and slave found the explorer lying wounded in his bed, half his skull blown away, according to one report. A less reliable report had him shot many times after his throat was slashed. Even though Lewis took all night to die, it was never clear whether he shot himself or was bushwacked. The just-retired President, Thomas Jefferson, ruled it suicide as a result of political pressure on Lewis. People who erect monuments have been kinder.

The Grinder Stand site is nine miles south of Gordonsburg in Meriwether Lewis Park. Two-hundred yards north of the cabin site is a stone spire marking Lewis' grave. Next to it are many pioneer graves — Milliken, Tait, Salder, Half and Flanigan. But several of the graves closest to Lewis' simply read, "Unknown."

All that is left of the Grinder cabin is a few stones outlining the hearth. Pausing to ponder the site of Lewis' death, one is startled as the shadow of an eagle slips over the stones.

When the Trace was made passable for wagons in 1806, it took about two weeks to traverse what was still a wilderness path. Even keeping a strict eye on the 50 mile per hour speed limit, one can do the Trace in 10 hours today. However, taking advantage of each historical marker, the average miles per hour slips to 15 or less. Stops include Metal Ford, where the Trace crossed the Buffalo River. Despite the fact that an old iron smelter once stood there, the crossing obtained its name from the river stones which appeared as a cobble (or metaled) stone road.

But Metal Ford, the Napier Mine, an iron ore mine operating into the 1900's, and the 2-1/2-mile Old Trace Loop Drive also gives one an opportunity to examine nature's contribution to the Trace. It is easy to understand the attraction the area held for man.

Hunger soon has a stronger attraction than nature and
JULY, 1977

history, as one stops at the Natchez Trace Grocery, where Highway 64 passes under the parkway. James Ray is proprietor of the store. The shy man pulls out blocks of baloney and cheese, slicing them and slapping them between bread. The diner selects between mayonnaise or mustard in jars next to the cash register. Leaning back on the pop cooler, after one has made a selection, it's time for a good lunch and conversation.

Ray helped clear the Trace both north and south of his store.

"They build just so many miles at one time, you know. The first job I worked on was in '48 on the south side of Highway 64. The next one I worked on was in '52." That took the parkway from his store to the Buffalo River.

Besides tourists, the state highway crews stop. "Don't make no lot of money, but I sell a lot of stuff."

Ray alternates between road work and the store. "My wife was running it the first time while I was working. Now I'm running it while she's a working. That's a

"I just installed my CB, and I don't know a screwdriver from a monkey wrench."



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Nashville-To-Tupelo . . .

[continued]

pretty good idea, don't you know."

Asked about any old timers who might remember way back when, young John Gordon directs you to his relative W. J. (Junior) Adams, whose father recently died, but passed on many stories to his 50-year-old son.

Adams and his wife have farmed along the Trace all their lives. Raised near Collinwood, several miles south of their current farm, the couple as newlyweds lived in the log cabin built by the family's first settlers in the early 1800's. But even family history has become blurred. "I forget exactly how it does go," Adams says.

He does remember his grandfather's stories of Confederate and Union troops traveling this section of the Trace. His grandfather, an 18-year-old confederate sympathizer, hid from Union troops under a pile of tarps in the barn. Adams says the soldiers probed the pile with bayonets as they removed tarps. "He said they lacked one row of tarps getting to him." Adams still has the rifle clutched by his grandfather that day.

There are other stories he learned as a child, Adams says. "I've heard them, but that's a long time to think about them."

By the time Adams and his wife became aware of the Trace in the 1920's and 30's, it was an open range where their fathers pastured hogs and cattle. They remember the difficulty of rounding up animals in the thick woods which had grown over the road.

Hearing that an old man in Hampshire had called the Trace a "curse to this country," because it divides farms and commercial vehicles cannot drive on it, Adams replies, "I think the Trace is a grand thing."

He is not bothered by the 50 miles per hour speed limit. "You've got to drive the speed limit wherever you go anyway." Even though he can't haul farm produce on it, he says, "It's real convenient to me."

He also takes exception to another complaint. "They'll tell you it takes too much land, but you can still get it," he says, noting that farmland within the parkway right of way can be leased cheaply.

"If I had a farm joining it, I'd be proud of it . . . It just makes your place more valuable."

The traveler finds himself welcomed all along the Trace. That includes the state forestry department tower south of Collinwood. In charge of the tower is a man whose family welcomed the Adams family to Tennessee. He is part Cherokee. He still maintains contact with the branch of the family who followed the Trail of Tears to Oklahoma. But his forebearers chose to accept a land patent (or grant) and become farmers like the white settlers.

The man is still welcoming people to this part of Tennessee. "I've had them from Switzerland, Berlin, Germany and just a number of foreign countries."

But his main concern is preventing fires. "You just hope it doesn't come up these dry days." He says CBers reporting fires should contact the Waynes-

"By the time Adams and his wife became aware of the Trace in the 1920's and 30's, it was an open range where their fathers pastured hogs and cattle."

borough jail, who monitor Channel 9, he believes, and the jail will contact the forestry department.

Buford Kilburn says he's used to tourists interrupting his work in the hay meadow to talk, but he still seems embarrassed. The hay meadow is land he and his father rent from the parkway. It used to be the family's land. Where the road crosses the ridge to the south is where the family home stood. He says they have gotten used to the parkway, but admits, "We didn't like it then."

Kilburn has a CB, but can't get up the nerve to talk on it yet. "I just got it," he explains. But if a

tourist were to call him, "Well, I'll just talk to them. Treat them as nice as I can. That's all you can do."

Travelers most likely will see Kilburn and his son, Tony, cutting hay in August.

Following the parkway into Alabama one comes to the Tennessee River. A long bridge now spans the flow where George Colbert, chief of the Chickasaws, had a ferry. The river is much wider today since this is really the back water of TVA's Pickwick Lake. Instead of crude rafts which could be swept downstream, resulting in anonymous fates for passengers, powerful boats push nine-barge tows between New Orleans and the upper Tennessee Valley.

(North of here where I-40 crosses the Tennessee, a shout over Channel 19 brought a reply from a tow boat captain, who spotlighted the car from his bridge.)

Making such large tows possible is what, until recently, was the world's highest lock. It is a part of Wilson Dam, about 20 miles upstream. Opened in 1959, the lock, with a 20 million ton capacity, replaced the original lock with a 2.5 million ton capacity. The dam itself was built in 1925 as a power source.

But the lakes also have great fishing, Martin S. Gresham will tell you. He is found behind the counter at Ray Gresham's Pro Shop in Florence, near Wilson Dam. "We catch some mighty good ones," he brags, referring mainly to large mouth bass. With about 48-hours notice and \$45 for a single, or \$65 for a double, Gresham will arrange for one of the shop's ten fishing guides to take a visitor out.

The pro shop is just adding CBs to their boats. Gresham says the bass boats have begun using Channel 23 much of the time. There is no traffic on the channel as one gives a shout for a bass boat. But all it does is wake up a belligerent racket jaw whose powerful base walks all over the channel, forcing trespassers on his private frequency to turn south to Mississippi.

The northern section of the Trace ends just south of the Tennessee River on Highway 72.

Heading west, one turns south at luka, Mississippi, onto Highway 25. In luka, Tom T. Hall's advice about asking local people for a good place to eat bombs. It must have been the cafe owner's brother-in-law. Fortunately for other travelers, it is not a one-cafe town. A park with mineral springs offers a good place to turn loose any number of car-crazed kids.

The journey between sections of the Trace proves as interesting as the parkway itself. Observing the different types of businesses along the road, it soon becomes obvious logging is a major occupation in the area. Continuing

"There is no traffic on the channel as one gives a shout for a bass boat. But ail it does is wake up a belligerent racket jaw whose powerful base walks all over the channel, . . ."

the practice of switching channels frequently (a scanner would be nice), one finds some local traffic on 21. Another mobile directs the visitor to a sawmill four miles off Highway 25. It is not operating today. Turning west on Highway 30 toward Booneville, CB traffic thins, so a garage becomes a place to seek information. A customer says to find a sawmill working, just go back to the store, over the ridge, turn north and go up past the church. "You can't miss it." He forgets to mention the "Y" in the road. A farm wife says to go right.

Climbing the one-lane gravel road up onto the ridge, the car swings around a bend in the woods and confronts a large, unfinished house. In the shadow of the house is the Jackson Lumber Manufacturers sawmill. Tullen L. Jackson rolls logs onto the carriage of the sawmill and locks them in place. A pull on a lever starts the carriage, which looks like a railway flat car, rolling toward the circular saw. The saw rips off a slab, which his son, Andy, feeds into a board trimmer. The trimmed board rolls down a rack where another son, Glen, stacks the board.

The sons, in their late teens and early twenties, represent the fourth generation of Jacksons to operate a sawmill on this ridge. It is one of six sawmills in Prentiss County.

"We work hard, but we live at it," Tullen says. He never mentions the subject, but his plain speech is that of a religious man.

"We've got more work than we can do," Tullen says, but he still informs his sons they will not begin work until the afternoon of the next day, so he can attend a neighbor's funeral. One of the boys is itching to knock off work so he can head for town.

Among the work the Jacksons have to do is completing their house. Glen says his father can't stand the idea of paying someone to build the house for him when he has carpenter's skills himself. It has already been nine months in the making.

The Jacksons are sawing up all types of trees today. The logs were timbered by a neighbor who is building a bridge or an equipment shed. It is a rough-cut job. If it were for a house, the boards would also be planed smooth and allowed to air-cure several months.

While many in the county cut down hardwood stands and planted fast-growing pine to satisfy pulp mills, others refused to go along with the state-sponsored campaign. Now, a growing furniture manufacturing industry provides a market for hardwoods. "A lot of folks that kept their hardwood are glad," Tullen says.

The Jackson's sawmill, built 30 years ago in Corinth, Mississippi, requires hand labor to operate it. Most new mills are hydraulic operated. However, the Jackson mill will handle longer logs and make a finer board than the new mills. Most new mills cut railroad crossties. Even the sawdust from the mill is used for land fill and compost.

There are many sawmills to be seen from the highway going toward Tupelo, but if one wants to see the Jackson Lumber Manufacturers' mill, remember, turn right at the "Y" next to the church graveyard.

Tupelo-To-Natchez . . .

[continued from page 31]

Camping areas slope down each side of a ridge, providing each camper with his own private wilderness. Tents and RV's live side by side.

Two couples in a motor coach home, one couple from Florida, the other from San Francisco, sit outside and read the evening paper, bought at the service station and general store at the campground entrance. They are averaging 70 miles per day along the Trace. They feel no need to hurry. They read until the moon and fireflies begin to compete with the residual sunlight.

Thomastown is a stop recommended by a parkway employee in Tupelo. It must qualify as the chair capital of Mississippi, if not the South. Greg Harkins, an employee at Thomastown Chairworks, says there are five or six chair makers in the village.

Counting the owner, three people work at Harkin's factory. They work as a team, first cutting logs into lumber on their own sawmill. Then the team moves to the milling room of the brick factory and turn chair legs and rounds. The completed pieces are taken upstairs and assembled into 100 ladderback and 100 rocking chairs each month.

Harkins explains about Thomastown, "It's always had a history of chair making here, starting about 150 years ago."

W. G. Lovorn works alone in a rambling tin building amid sawdust piles and finished chairs hanging off the rafters. He is puzzling over some turned pieces. When he hears who sent the visitor, Lovorn mumbles something about rangers and then adds, "He sent that Smithsonian bunch down here."

He explains, "I went to Washington about three years ago when they were starting off that Bicentennial deal. Mississippi was the feature state." He took along the huge lathe standing against the wall. It is made out of lumber and an old truck transmission which still has a reverse gear. He claims the

Tupelo-To-Natchez . . .

[continued]

reverse gear allows him to back up and correct mistakes.

He continues to toy with the turnings, consulting the visitor as to which end should go up. He is copying an 1845 cradle — out of a book. This is his second one.

As for chair making, "I didn't really intend to, I was forced into it." After a heart attack, he retired from teaching science and "woodwork." He copied a 60-year-old rocker made by a deceased master chairmaker. Eight years later, people still are ordering copies.

On down the parkway is the Cypress Swamp nature trail. The swamp is bridged by a walkway taking visitors over what was the Pearl River. Since the river changed course, the area has become a swamp which will eventually silt in and form woodland. The mosquitos are thick and one is reminded of the writings of Trace travelers. They explained in detail how they wrapped their heads in cloth to keep away the pests. Others told of wading for days through the swamps, the sunlight barely able to penetrate the foliage.

Others wrote of panthers screaming in the night, sounding as if a woman was in distress.

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Highway 27 offers a quick 20-mile drive to Vicksburg Military Park. Laid out in a 16-mile loop drive are the defenses of both Union and Confederate forces during General Grant's six-week siege of Vicksburg, which ended July 4, 1863. The peaceful park amid rolling hills is punctuated by its national cemetery with 17,000 tombstones. And these are just the Union dead, of which 13,000 are unknown. A museum and a short movie explain the history of the battle which cut the south in half and put the Mississippi River under Union control. Like General Grant, the visitor should allow plenty of time.

Returning to the parkway, one arrives at Rocky Springs, the site

"Churches along this section of the Trace were the only havens for what we call civilization. The road was famous for its Godless bands."

of a town which died with king cotton. Tucked back off the parkway, a section of the original Trace runs through the campground. It is a deep rut, twice the height of cars, which can drive on one piece of it. The overhanging Spanish moss makes it the most impressive stretch of the old trail. A short walk off the old Trace is the last building of Rocky Springs, the United Methodist Church. Built in 1837, the church rests just above an eroded gully which the forest is working hard to reclaim. The gully shows the effects of cotton farming techniques which ruined an entire region's economy. Add that to the yellow fever epidemic of 1878, and the town was doomed. Yet the church still lives, with services held every Sunday.

Churches along this section of the Trace were the only havens for what we call civilization. The road was famous for its Godless bands.

A year after the Methodists staked out Rocky Springs, the Presbyterians sent missionaries to Port Gibson. Early descriptions of the "Kaintucks" on the Trace

show a need for divine intervention. General Andrew Jackson, at the Battle of New Orleans, described some of his troops. "I never met a Kentuckian who did not have a rifle, a pack of cards and a bottle of whiskey."

The Catholic bishop of Louisiana wrote in 1798, "The emigration from the western part of the United States and the toleration of our (the Spanish) government have introduced into this colony a gang of adventurers who have no religion and acknowledge no God."

All that remains of this battle with the Devil are the churches, and one should search them out. The most unique is the First Presbyterian Church in Port Gibson with a golden hand on top, pointing skyward, in the manner of 19th century pastors.

When General Grant landed his troops near Port Gibson and marched off to capture Jackson before wheeling west to besiege Vicksburg, he discovered the Trace had already declined into a disjointed series of back country roads. Because of piecemeal construction efforts, the tourist faces the same situation south of Port Gibson.

Picking up the next section of parkway west of Fayette, the visitor arrives at Mount Locust Stand. Built in 1777, the old inn has been completely restored and is used for a demonstration showing 18th century pioneer life. Park Technicians Jan Goodman and Don Hooker portray innkeepers. Goodman performs household tasks such as hooking rugs, spinning cotton and cooking. Hooker cuts wood, builds fires and works in the blacksmith shop. Both work in the garden.

Parking their cars at the ranger station about a quarter of a mile away, the couple walk up a section of the old Trace each working day and enter another century. Visitors must make the same journey mentally since the innkeepers will not answer 20th century questions. "It helps if you have a real good imagination and a sense of humor," Goodman says.

During the working day, the couple must rely on their pioneer skills to feed themselves. They cook the food from their garden

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Natchez. . .

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did not constitute the basis of Landsdowne's prosperity. Like most plantation owners in Natchez, the Marshall's real farming was done on the flat, black Mississippi Delta in Louisiana. (One slave reportedly contended the delta was created by the Devil.)

Margaret Marshall sits on her veranda in the humid afternoon air recalling the stories her husband, who died at the beginning of the 1977 Pilgrimage, told of his mother. After the Civil War, taxes and the boll weevil quickly took the lands in Louisiana. The Mrs. Marshall of that day sold eggs and garden produce to raise the cash necessary to keep Landsdowne in the family. Today's Mrs. Marshall leaves guests with a feeling of how painful this was for a woman

for lunch. "We eat good," Goodman brags. However, the 20th century intrudes. State health regulations will not allow visitors to partake.

"This would have been a high class stand to visit," Hooker informs. Despite travelers being relegated to the floor, porch or yard at night, the three-room inn was much better than the one-room dirt-floored log cabins which were the norm. One English traveler wrote of being charged a quarter for the privilege of sleeping in the yard of one stand. The price included a meal of milk and mush.

Contrasting to the outline on the ground which was the Chickasaw village is Emerald Mound, south of Mount Locust. It is an imposing temple mound with two smaller mounds on either end of its football field-sized top. No one knows who built it, though the conjecture is that it may have been a group of sun worshippers, similar to the Aztecs. Like so many places along the Trace where men surrendered to the entangling forest, there is only the silent suggestion of what must have been, broken by the cry of a startled raven.

who shortly before had slaves at her command.

While many of the families saved their homes, they could barely maintain them. Ron Miller, an architectural historian and curator of the Grand Village of the Natchez Indians, has written that poverty preserved the Natchez homes. If the families had had money, the homes would have been remodeled, sacrificing their historic value.

The pilgrimage was an attempt to save social pride in the face of depression poverty, Mrs. Marshall says. When, in 1932, the Federated Garden Clubs of Mississippi informed the Natchez Garden Club it wanted to tour their gardens, the Natchez ladies were in a quandary. No one had been able to afford gardens for years. Somebody suggested showing their homes, instead.

"Who'd want to see those old things," Mrs. Marshall remembers someone spouting. But it was all they had.

After the first tour, other garden clubs asked to come. The ladies took the hint and in 1933 held their first pilgrimage. The Pilgrimage Garden Club was formed to organize the event.

Thirty-eight states were represented during the first pilgrimage, Hattie Stacy, executive secretary of the Pilgrimage Garden Club, says. In 1976, 70,000 people representing all 50 states and many foreign countries attended the month-long pilgrimage in March. For those who can't wait, a new Fall pilgrimage is scheduled October 1-16.

Along with the tour of homes, a Confederate Pageant has been added; also a Candle Light Tour of homes. The Confederate Pageant is a tableau, admittedly romanticized, of the main events in a southern girl's life over a century ago. Another play "Southern Exposure," is a satire by the Natchez Little Theater Group. "Some of the older ladies do not sanction it," Mrs. Stacy admits. But like the pageant, "Everyone enjoys it. And they cannot believe it is all amateur."

In keeping with the idea everyone is a guest, one can even stay in some of the private homes in Natchez. The guest fees are



Dancers from the Audobon School, named for ornithologist James Audobon who once taught in the Natchez area, perform at the confederate pageant during Natchez's spring pilgrimage.

what make it possible to continue to restore the fine old houses. But reservations must be obtained months in advance, Mrs. Stacy warns. "They'll come back year after year and stay at the same little old lady's house."

CB MAGAZINE stayed in the Tom McNeely, Jr., home. "The house kind of gets a hold of you," McNelly explains of restoring old homes. He and his wife, Glenda, have owned Shadyside for five years. McNeely, an attorney, explains the house which was built in 1853, was payment to the attorney who settled the estate of Estevan Minor, an American who served as governor of Spanish Natchez.

While the six-room house with its nearby two-story kitchen and servant quarters building were purchased at a low price, the McNeelys have put more than the amount paid into restoring the structure and are still thousands of dollars away from completion.

Today, they laugh while telling of the panic they used to experience if a rain storm struck while they were away from Shadyside. The roof leaked, and it was necessary to man the pots, pans, kettles and buckets in the attic to catch the drips. It was a system with which Tom McNeely was able to live until the night he fell through the ceiling. The roof has since been repaired.

When one departs on a Saturday morning after McNeely has served up his locally famous waffles, the truth of his statement comes home. The house demands another visit.

[continued on next page]

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Natchez . . .

[continued]

During Pilgrimage Week, while the gentle folk were enjoying themselves upon the bluff, the more lively visitors were enjoying themselves in that den of iniquity called "Natchez-Under-The-Hill," the old red light and gambling district.

A few old buildings remain down by the river, with the aid of a city ordinance prohibiting the destruction of any pre-1900 structure. Trying to recapture some of the flavor, literally, of the old "Natchez-Under-The-Hill" is the "Cock O' the Walk." The restaurant opened this spring and serves catfish, skillet bread, hush puppies and sassafrass tea, along with stronger brew for would-be rivermen.

Sallie Ballard and Weeta Colebank explain a red feather was worn in the hat of the best fighter on each flat boat. This also obligated him to fight any other "cock o' the walk" he met. Mike Fink was such a man. He and Davey Crockett once fought for four straight days. The women, who are partners with George Eyrich, speculate 1806 must have seen a lot of fighting under the hill. There was room for 86 keel boats to tie up at once.

As one sits with the ladies on the deck-like veranda of the old clapboard house, which may have been an accounting office for cotton brokers, the sandbars of Vidalia, Louisiana, are clearly visible across the river. It was the scene of many duels and fights, including knife fights by Jim Bowie.

While the ladies brag, "We are the first place on the Natchez Trace to eat and drink, and the last place to be refreshed if you're headed for New Orleans." The second, or second to last, sits just at the top of the bluff.


The "Side Track Restaurant and Lounge" occupies the old Natchez railroad depot. Featuring gourmet fare, it becomes impossibly crowded during Pilgrimage season. Like most things on the Trace, time is



Louise Ferguson, live-in hostess at Stanton Hall, one of the most impressive ante bellum homes in Natchez, explains the history of the home to visitors.

needed to enjoy it. Other favored eating places include "King's Tavern," dating from 1789, and "Carriage House Restaurant," located just behind Stanton Hall.

For the real history buff, there is the Grand Village of the Natchez Indians, just outside of town. The Natchez Indians were descendants of the Aztec Indians of Mexico. Their culture included human sacrifice, yet they got along amicably with white man after French explorer Robert LaSalle first contacted them in 1682. A French trading post was built next to the Natchez village in 1713. In 1716 Fort Rosalie was built by the French, providing the basis of a growing settlement. But in 1729, amid rumors of French designs on Indian lands, the Natchez revolted, massacring all French settlers. In the next two years French retaliation obliterated the Natchez tribe.

History is a passion in Natchez. While Mrs. Ballard and Mrs. Colebank search for the right rusty tin to put an authentic patch on the roof of their restaurant, or strip the final layer of paint from fine old cypress siding, they ask a favor: "We'd like the CB folks to push for the finishing of the Trace. We've tried for 40 years." 

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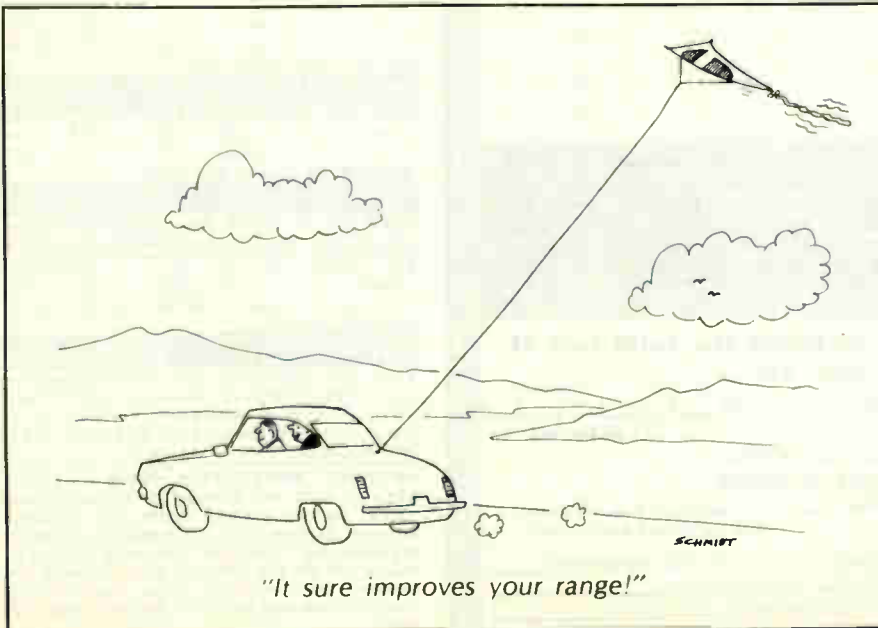
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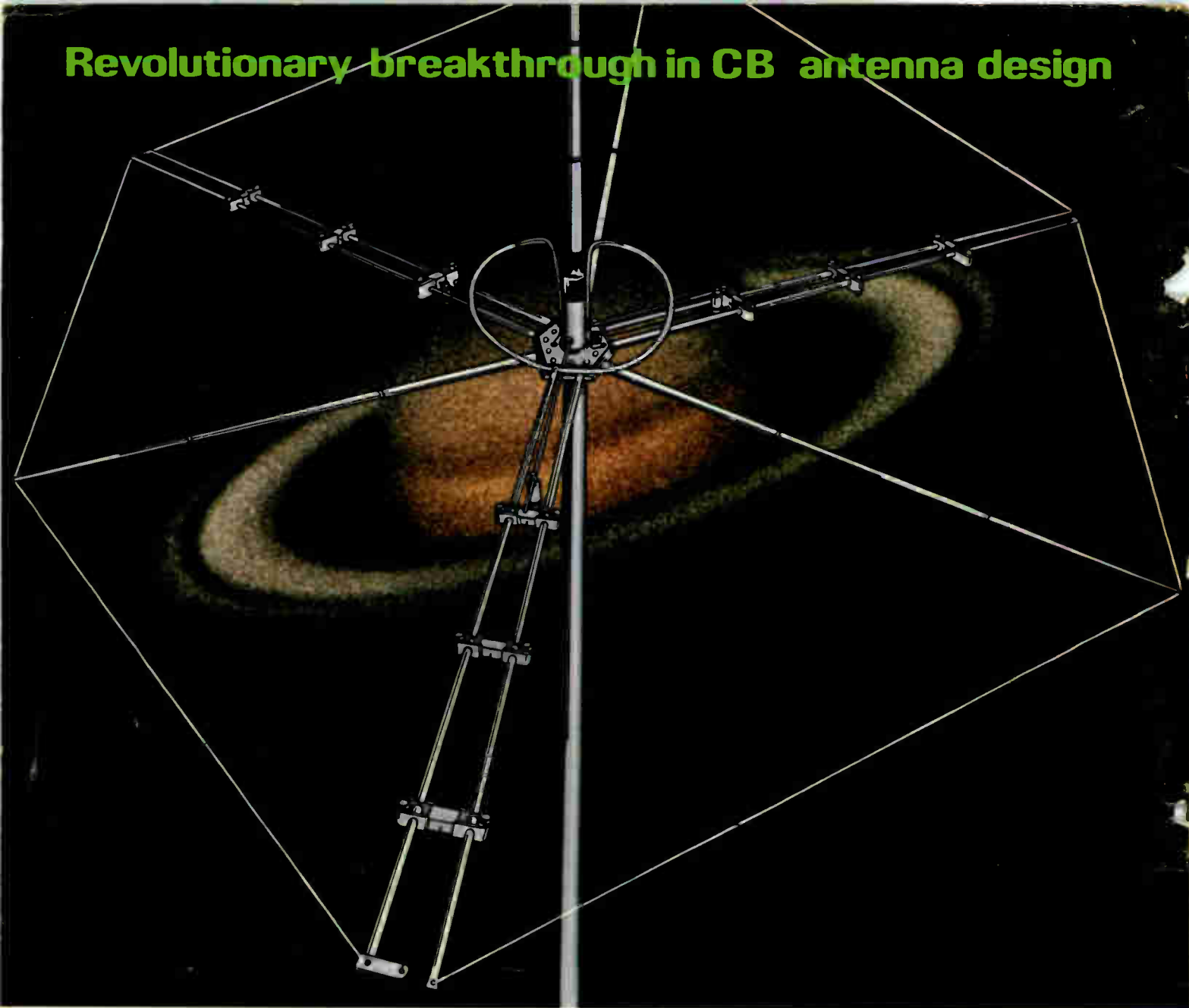


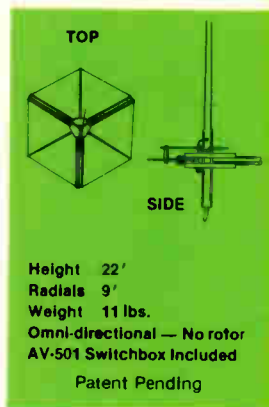
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