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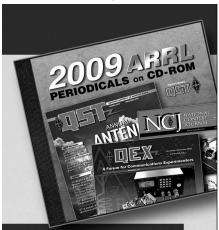
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OLD RADIO

Getting Started with Spark

My father-in-law, Bud Cavileer now a SK, told me one day that he was a ham back in the late 1920s. I was surprised to hear this, because at the time I had been married to his daughter for over 10 years, and never had he mentioned it before.

He told me that he had a good friend when he was a teenager who was studying for his license and encouraged my father-in-law to get into ham radio. Together they built two transmitters out of old Ford Model T spark coils they found in his father's garage. They didn't need an antenna, as they only lived a couple of houses away from each other. Every night they would practice sending Morse code to each other using the old spark coils, and they listened with crystal-set receivers. In no time at all they had their code speed up and passed the test.

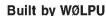
Bud became W3DAK. He built a twotube push-pull transmitter with 210s, and eventually had a National SW-3 receiver. He ran everything on batteries in the early days because he didn't have commercial electricity. Later after he married he gave up ham radio, gave away his station and spent all of his time trying to make a living. This was during the Depression. He said he missed ham radio for a while, but then took up other family related hobbies.

Bud's story about using the Ford spark coil is one I have heard many times from old-timers. The early hams used what they could find that was cheap, or at least inexpensive, to get started. I'm told a Ford

spark coil would get you across town, and maybe a little farther if you had a good antenna. Many hams got started with a Ford coil, and then bought more powerful coils as they could afford them. They were available from 1/4 kW up to 1 kW for battery-powered spark coils, and for even higher power, ac powered coils could be purchased.

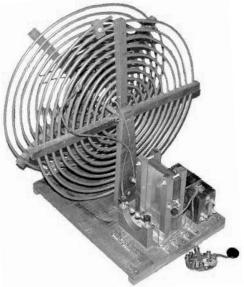
Several years ago I found a Ford spark coil at an estate sale. It had "Fahnestock" clips soldered on all the electrical contacts and had a pair of pointed wires pushed onto the high voltage connections to make a spark gap. I have seen others like this in friends' collections.

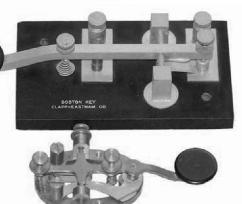
Recently I found a spark transmitter at the on-line auction place. It appeared to be an original late-teens homebrew with a Ford spark coil. I always wanted a spark transmitter like this, so I bid on it and won.



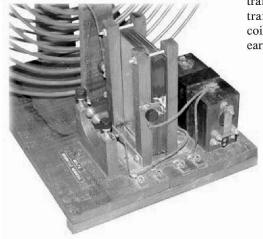
It was built by (SK) Melvin Andrew, WØLPU (ex-W9LPU), of Brownville, Nebraska. Melvin was a very active ham who enjoyed ham radio. After close inspection I estimate that he built this transmitter some time in the late 1940s out of old parts. It is very well made and true to what one would have looked like in 1920. Melvin enjoyed showing this at club meetings and hamfests. Eventually he donated it to Leo Myerson, WØGFQ, for his Omaha Radio Museum.

The most noticeable thing about this transmitter is the "Pancake" oscillation transformer with its two huge 18 inch coils. Its function is best described in an early advertisement that says:









An important and exclusive feature of this Oscillation Transformer lies in the fact that it permits either direct or inductive coupling in such a degree that a pure, well-maintained wave, which can be closely tuned at the receiving station, is easily secured. It will work wonders in decreasing the damping and raising the efficiency of a station. Every portion of both windings is accessible to the clips so that the variation of inductance is gradual, thus insuring absolute resonance between the two circuits and permitting the radiation of a greater amount of energy from the aerial, instead or wasting it in heat at the spark gap. The range of a station using one of these oscillation transformers is not only greatly increased, but the wave made pure so that interference is largely eliminated. The primary and secondary windings are heavy 1/4 inch copper tubing wound spirally in specially notched wooden frames. The coupling is variable by a sliding movement of the secondary coil.

John Dilks, K2TQN

125 Wharf Rd, Egg Harbor Township, NJ 08234-8501



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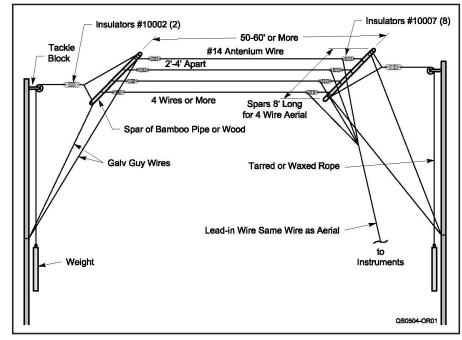
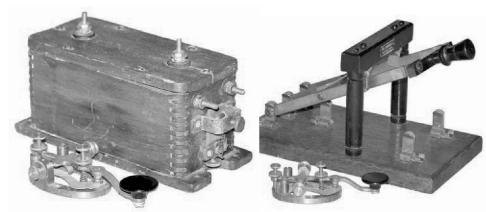


Figure 1—A well-made spark station had an antenna like this one. It was originally designed in the 1910-1915 time frame.



If you study the photo closely, you can see all of the components of a spark transmitter. Aside from the coil, just described, you will see two brass spark gaps mounted left front. Next is the high voltage condenser made from photographic plate glass with foil pressed in-between each glass plate. To the right is the Ford spark coil shown with Fahnestock clips soldered to the contacts. The pancake coil to the rear slides on the wooden dowel for coupling. The standard-size key placed in my photos are to help scale the size of the components.

In time most hams would have purchased a larger spark coil and replaced the Ford coil. I have included a photo with three of them for you to compare. From the left they are ½ kW, ½ kW and ¾ kW in size. The one on the left is an automotive type but was also used with radio, and the other two were made just for spark transmitters by MESCO, Manhattan Electric Supply Company, of New York. There were numerous other manufacturers of spark coils and most of them look similar to these shown.

I've also included a photo of a Western Electric (WE) spark coil of the ¹/₄ kW size. I have not found any information on a WE spark coil and would like to learn what WE equipment it might have been used with.

The key you would use with spark needs to have heavy contacts. The contact size should be at least ¹/₄ inch to carry the current. Sometimes a ham would take two silver dimes and file them flat, then mount them on an old telegraph-type key. The two keys shown in the photo were made for spark. The large key is known as the "Boston Key" and was made by the Clapp-Eastham Company of Boston. The smaller key was made by the J. H. Bunnell Company of New York. In another photo you can see Bunnell's ¹/₄ inch silver contacts.

You would also need an antenna changeover switch. The one shown was made by the Wm J. Murdock Company of Chelsea, Massachusetts. Aside from being a double-pole double-throw for the antenna, there is an extra, large, single-pole contact to turn on the motor of your rotary spark gap, if you had one. (I'll show one of those to you in a future column.)

Future Plans for the Spark Transmitter

This spring I plan to add the spark transmitter to my mobile, "K2TQN Old Radio Museum." I hope you will be able to visit it at a future hamfest. To find my hamfest exhibit schedule, please visit my Web page: www.eht.com/oldradio/arrl/index.html.