

# K9YA Telegraph

Robert F. Heytow Memorial Radio Club

Volume 8, Issue 9, September 2011



## Barry Goldwater, K7UGA

*The 1964 Presidential Campaign*

*Philip Cala-Lazar, K9PL*

**B**arry Goldwater, K7UGA, was the first and, so far, only, amateur radio licensee to ever run for the presidency of the United States as his party's candidate. After first winning his seat in the U.S. Senate in 1952 and well before his 1964 presidential campaign, the American

public knew Republican Senator Barry Goldwater of Arizona was a very active amateur radio operator.

Ham radio was integral to the senator's multi-faceted persona as pilot, WWII veteran, sportsman, photographer and businessman. Reviewing the breadth of amateur radio references in the media's Goldwater coverage (before, during and after his presidential campaign) it may be said he was nearly as identifiable as a celebrated ham radio operator as he was a distinguished U.S. senator.

**September 29, 1961**

**Chicago Tribune**

*Sen. Goldwater Reflects Self-Reliance of Old West*

One of series of six articles offering political standpoints and personal perspectives of Sen. Goldwater and Gov. Nelson Rockefeller as "...the leaders of the conservative and liberal wings of the Republican party." Carolyn, Goldwater's sister, was quoted, "He wired up everything in the house, from toilet seats, to the headboard of his bed, assembled his own radio transmitter and was a ham operator at 13." (Other sources state he was 12 when first licensed.) Also noted was his friendship with Gen. Curtis Lemay, K3JUY/K4RFA/KØGRL/W6EZV, U.S. Air Force chief of staff.

In 1961, Senators Goldwater, ex-6BPI, and Andrew F. Schoepel (R-Kans.) cosponsored Senate bill S.2361 to amend the Communications Act of 1934 by granting reciprocal licensing.

**November 9, 1963**

**Chicago Tribune**

*Brinkmanship Keeps Peace—Goldwater*

From his home in Washington, D.C., and again licensed, Goldwater, now K7UGA/K3UIG, spoke via amateur radio for 45 minutes to a 10<sup>th</sup> grade class at Valley Stream North High School located in Franklin Square, N.Y. "The senator is a veteran radio amateur whose call letters are K3UIG. The school's station letters are WB2KFG."

**December 22, 1963**

**Chicago Tribune**

*Housewife Finds Time to Talk as 'Ham'*

Chicago housewife and amateur radio operator, Eve Cudia, K9EMS was interviewed. "I understand Senator Goldwater has a license, too, but I haven't worked him yet." She had QSO'd with musicians Pee Wee Hunt, K1AYA, and Tex Beneke, KØHWY; Gen. Curtis LeMay, W6EZV; Capt. Kurt Carlsen, W2ZXM, hero of the freighter

*Flying Enterprise*; and entertainer, Arthur Godfrey, K4LIB.

**March 1964**

**73**

**"de W2NSD/1" – "New Hampshire Primaries"**

Wayne Green, reporting on the New Hampshire primaries, offered this about Sen. Goldwater, "He refused to say

*"He wired up everything..."*

*CONTINUED - GOLDWATER ON PAGE 7*

### **Inside This Issue...**

<i>Barry Goldwater, K7UGA</i>	<i>Page 1</i>
<i>A Bicycle Mobile Adventure - V</i>	<i>Page 2</i>
<i>K9YA Field Day</i>	<i>Page 4</i>
<i>Radio Room Clocks</i>	<i>Page 5</i>
<i>Churchill Today</i>	<i>Page 6</i>

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# A Bicycle Mobile Adventure

## Part V

Scott B. Laughlin, N7NET



### Summary of Part IV

Bruce and Carmen asked to join Alice and Wiley in their trek to Oregon. Wiley prefers he and Alice travel alone. It enables them to set their own pace and stop when they wish. But recalling the incident at Vulture Summit the previous night causes him to reassess his convictions, at least for the time being. The four of them strike out for Prescott.

Paul, a Yavapai County Sheriff's Deputy, joins them as they pass through Yarnell and

accompanies them to Prescott. A long, mountain grade is a serious challenge for Alice. She and Wiley, traveling more slowly, are soon far behind.

When they arrive at Prescott, they discover that Paul's wife has already picked him up and they are headed back home. Bruce and Carmen are waiting on a bench outside a cafe. Alice is bushed. After Wiley declares that tomorrow will be their rest day Bruce announces he and Carmen have decided to continue on for a couple more hours.

Alice and Wiley are once again traveling alone.

### Part V

After dinner, Alice pours over the Arizona map. "Do you suppose we could visit the South Rim of Grand Canyon? It's off the route, but we'll be close, you know."

Wiley, lying on the bed watching television is slow to respond. "Sure, if that's what you'd like to do. But there's no way to cross the canyon. We'll have to back track to Williams."

"There's another exit to the east."

"There is, but it leads into the desert, leaving too many desolate miles for us on a bike."

"Okay. Here's another idea. The map indicates a small road heading east from Drake. After a few miles it

turns north and takes us straight into Williams. That would save us from having to travel on Interstate 40.

Wiley gets off the bed and looks over her shoulder. "Let's do it," he says. "Avoiding Interstate 40 is a good thing."

The following morning, after sleeping in, they take McBark to a nearby park. Then they explore downtown Prescott while he snoozes in the room.

At dawn on the second day they have breakfast and then continue north. At mid morning they stop at a convenience store in the outskirts of Chino. It may be their last opportunity for coffee. McBark marks a perimeter, covering the scent of other dogs passing this way earlier.

The highway is still damp from a recent rain shower. The moisture has awakened the arid plant life. The air is heavy with the scent of pine, juniper, and sage. The fragrance is almost overwhelming. "I think I could

hyperventilate trying to get enough of this," Wiley says.

They reach Drake shortly before noon. The road in question is unpaved. It's dirt. Maps sometimes have errors. The chance that it might lead into the remote backcountry and then dead end is a possibility. Finding a large flat rock, they decide to have lunch while they consider their options.

They are nearly finished when they hear the growl of a truck engine. A large tractor-trailer laden with flagstone appears from the back road, a heavy cloud of dust fogging in its wake. Wiley puts his sandwich aside and flags down the sweaty, heavyset man at the wheel.

"Is this dirt road open all the way to Williams?" Wiley shouts over the clatter of the idling engine.

"Sure is. The first seven or eight miles of it are dirt. Turn left when you come to the asphalt. It's take you right into Williams." His squinting eyes wander to Alice seated on the rock then to the tandem leaning against a juniper tree. "Are you two traveling on that?"

"Yes, we are."

"Well, that's one way of beating on gas price, I suppose. Anyway, there are some hills, but they're short.

*"...too many  
desolate miles..."*



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You won't have any problems with this road." He smiles, and then shifts his Kenworth into gear. The cab lurches to one side as he engages the clutch. The diesel engine snorts and black smoke bellows from the exhaust stack as the heavy rig continues toward the highway.

Rejoining Alice, Wiley finishes his lunch. "The trucker says the road is okay, but I don't think we should try it if we can't raise a repeater from here." Taking the ARRL directory from a pannier, he thumbs the pages. "Bill Williams Mountain has a repeater on it," he adds, entering the frequency and PL tone into the HT. Keying up, one watt brings up the repeater. "We're okay. You ready?"

The roadway is gray dust that's ground into a fine powder flowing ahead of the bike tire like water. Each side of the track is studded with pine.

Eventually, they reach the asphalt. It's newly paved and smooth. After a time they spot a sign announcing that they are traveling through the Prescott National Forest and that Williams is only four miles further north. They roll to a stop and lean the bike against the signpost. McBark takes the opportunity to stretch his legs while they sip water and discuss what lay ahead.

"You want to get a motel in Williams, or would you rather camp in the forest? Forest camping is legal here and it's free, you know," says Wiley.

"Can we afford another room so soon? I mean, this would be three nights in a row."

"We can make up for it later. It may be several days before we can find a place to shower," he warns. "Route 66 goes through Williams. Tying up early will give us a chance to visit the tourist traps."

"Okay, let's get a room."

They pass by the post office as they enter Williams. Two more blocks and they find a motel along Old Route 66.

"The dog will cost you an extra five dollars," says the lady behind the glass partition."

"He's a clean dog," argues Alice.

The lady behind the window won't budge when Alice suggests she might ignore the charge this one time. She'd probably heard every excuse at least once and her responses sound rehearsed.

"Pay the fee or find another place," she states firmly. Wiley says nothing. He knows that arguing is hope-

less, so he looks for a diversion. "Read this, Alice," he says, handing her a post card he's found in a rack near the window.

*Williams received its name from the nearby Bill Williams Mountain and Williams River. The real Bill Williams was born in NC in the late 1700s. He was a traveling preacher in Missouri, a trapper in Texas, a surveyor on the Santa Fe Trail, and a guide of John C. Fremont. He was known to visit Arizona only once.*

"How strange is that?" she chuckled, and pushed a five toward the woman.

After McBark is settled they set out to explore the Mother Road. The shops are filled with belt buckles, photos, paintings, baseball caps, and coffee mugs, each reflecting Route 66 in one manner or another. At the east edge of town, near a wrecking yard,

they find a display of personal effects that they would have the tourist believe were abandoned by the Dust Bowl travelers heading for California a half-century earlier. There are tricycles, scooters, broken car wheels, leaf springs, axles, short lengths of railroad track, spikes, and shiny window cranks. A short distance away, near a hackberry tree is an old sedan, possibly a 1920s vintage. The wheels, seats, and running gear have long since vanished. Only the body remains. Against the rusting hulk leans a slate.

"A message board. You remember the Joad family in John Steinbeck's novel, *The Grapes Of Wrath*?" asked Alice.

"Never read the book," he said.

"A pity. You don't know what you've missed. Folks headed for California during the Dust Bowl Days left messages here for friends and relatives who were following. Trouble was, none of the Joads could read. I think they depended on a preacher who was traveling with them."

The sun is low as they head for Safeway for bedtime snacks and a quart of milk.

"Are you folks riding the train to Grand Canyon in the morning?" asked the dark haired checker.



*"...one watt brings up the repeater."*



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CONTINUED - BICYCLE MOBILE ON PAGE 8

# K9YA Field Day

*Steve Wolfcale, N9WAT*



Steve, N9WAT

Leading into Field Day I was very busy at work and somewhat at a sleep deficit, so a bit apprehensive. Friday I worked from home and was able to pack the truck and pick up our food in between e-mails and phone calls for work. Saturday morning I left about 45 minutes later than planned. Arriving on site Mike, N9BOR, and Art, WB9JKZ, were waiting, so we stacked items on the tailgate before I drove the truck

up to the pavilion.

Art had the tower staged and Mike and I took our time setting up. The weather was beautiful, a little hot in the direct sun, but nowhere near the heat we have had in past years. We took our time setting up the screen room and it paid off with a better fit and function than past years where it ended up a little askew. Three of us and one draftee easily raised the tower. I took my time tying off the maypole antenna ends while Mike set up the station. When it was all done, we still had an hour and a half to spare so we had a lunch of whole-wheat pita sandwiches filled with vegetarian spread, fresh avocado and tomato. Sorry Mike, I left the fresh baby lettuce and alfalfa sprouts at home!

Mike fired the opening volley at 1800 Z and we switched off about every hour or hour and a half. Around dinnertime we had homemade vegetable soup and ate in shifts. I was concerned because I hadn't operated since last year's FD and I usually practice with Morse Runner, the week or two leading up to FD. This year I couldn't find time due to my work schedule. But my code seemed good enough as long as I had someone who could send halfway decent. Later that night I was pretty tired and was starting to doubt I could operate all night, but I was having fun and, surprisingly, at about 2 A.M. I started to feel energized. The weather was cooperating and we worked through the night taking catnaps while the other operated. The storms that

previously caused us to suspend operations for a time were absent, allowing us to operate continuously. I believe this happened only once before in our years at this site. Morning quickly rolled around and we had toast, coffee and granola for breakfast, once again taking turns so we could stay in continuous operation.

Overnight we wore winter jackets but the sun warmed us and the jackets came off around 9:00 A.M. At some point in the night we realized we would do pretty well in QSOs and this was exciting. We took turns the rest of the morning and I started organizing and preparing for take down as Mike operated the last hour. Like set up, we took our time taking everything down, stowing properly, and carefully packing my truck. Even at our leisurely pace, we rolled out a little after 2000 Z, which is average. The really strange part for me was that I was really feeling great and not tired at all. I got home and completely unloaded the truck, cleaned up the dishes, put the camping stuff back in the garage attic, and returned everything to its proper place. Then I went back to work and put in a few hours at the computer. Must be something about being outdoors for a day, getting in touch with nature or perhaps it was CW utopia. This "Morsetopia" lasted through most of the following week. Quite remarkable, but we missed Chuck, NIØC, and John, AAØBP! As great as it was, FD will be even better when we are back up to our full roster. ■



K9YA Field Day 2011  
Camp Lakota, Woodstock, Illinois



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# Radio Room Clocks

**Denis O'Brien, N2JJF**  
*Ex R/O, Marconi Marine and Freelance*

This is a short narrative on how the radio room clock functioned on ships of the Worldwide Merchant Marine.

As a result of the Titanic disaster in 1912 the Third Radio Telegraphic Convention was held in London the same year. This mandated 24-hour telegraphy watches on 500 KHz and Silence Periods at 15 and 45 minutes past the hour.

On ships with only one operator onboard the auto alarm was turned on when off watch. This was how a 24-hour watch was maintained on single operator ships. When any ship was in distress the first thing the operator sent was twelve 4-second dashes. To help the r/o time the dashes the clock face had 4 second marks in red around the outside edge over which the sweep-second hand passed enabling the radio operator to accurately transmit the 12 four second dashes prior to sending the SOS.

Upon receipt of 4 consecutive 4-second dashes the auto-alarm was triggered, ringing bells on the bridge and r/o's cabin. This enabled the

r/o to respond when he was off watch or retired to bed for the night.

The silence period lasted from 15-18 and 45-48 minutes past each hour. On the clock face the silence period was usually marked in red between 15-18 and 45-48 minutes. The other green marks at 30-33 and 00-03 were for radiotelephone on 2,182 kHz. Bridge personnel sometimes monitored this frequency, whereas 500 kHz was monitored continuously.

The 500KHz frequency was used as both a calling frequency and a distress frequency, so you can imagine how busy this frequency was near major shipping lanes and coasts,

therefore, it was absolutely necessary to establish these silence periods. This enabled weak stations that may have been in distress to be heard.

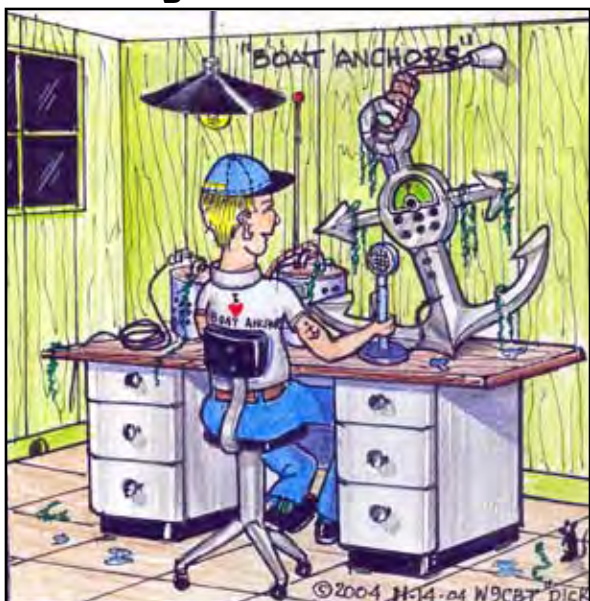
During the Silent Period all ships and coast stations worldwide ceased transmission during this time. And, God forbid that you transmitted accidentally during this period, you would have heard dozens of stations telling you: QRT: SP (Stop sending-Silence Period).

Prior to the start of first watch of the day the accuracy of the clock was checked against the WWV Fort Collins time signal. The clock also had to be wound up, which usually was good for a few days. The bridge chronometer was also checked at the same time and logged accordingly.

So the simple radio room clock performed a very important function in the radio rooms of merchant marine ships since 1912 to the late 1980s. ■



## Ham Lingo DICK SYLVAN, W9CBT



"I'M RUNNING 100% BOATANCHOR GEAR!"

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5



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# Churchill Today

*A Stroll Through London*

**Dieter Klaschka, DL2BQD**



Strolling through London you can see Winston Churchill's statue located near the British Parliament, it is a strong and energetic depiction of the great man. Don't miss seeing either of these British icons.

Only some steps away, in the heart of the city, you will find the War Cabinet Museum located where Churchill and his staff worked in a subterranean nerve center. It was a strange feeling to see my hometown on the River Oder on a map

displaying war activities in the 40s.

Another day took us to Bletchley Park where you can see the fabulous ENIGMA.

There is so much info on the Internet about its story, so many books, I need not go into depth. But, I strongly advise you to read *Code Breakers: The Inside Story of Bletchley Park* by Hinsley and Stripp and I promise you will start searching for other material. Bletchley Park also features a small statue of Alan Turing.

At Bletchley, David, G3ZPA, was in charge of Hut 1 and had many stories to tell. Hut 1 dealt in diplomatic wireless messages.

David loaned a FIALKA cipher machine to the exhibition. It was the successor to the Enigma for Warsaw Pact states during the Cold War. A look back into history—what a strange world we live in.

We next visited HMS *Belfast* moored near Tower Bridge. The vessel had been active at a time when I was three years old and later in the Korean War.

We were cordially welcome at both club stations, Bletchley GB2BP, and aboard the *Belfast*, GB2RN.

So, we could have some very constructive conversations. Me serving in the late GDR army and my son now being a wing commander—military matters are not out of our interests

Well, we ham radio operators have the unique opportunity to talk to people and support friendly understanding.

Use it!

Here (<http://www.cryptomuseum.com/crypto/fialka/>) you will find a simulator for FIALKA, Violet in English, and I felt free enough to write a text in Russian on the machine: *Mir mira: Peace for the World.*

73, Tom, DM4EA, and Dieter, DL2BQD ■

## The Rod Newkirk Collection: From the Pages of the K9YA Telegraph

Our favorite amateur radio renaissance man, Jeff Murray, K1NSS, reviews *The Rod Newkirk Collection: From the Pages of the K9YA Telegraph 2004-2009* on his Dashoons Website. The Dashoons site is an Aladdin's Cave of delights—be sure to drop by and savor the treats.

Jeff, a very talented and prolific artist and illustrator, is the author of the graphic novels, *lid*,



*kid*, *space cadet* and *Sky BUDDIES* reviewed on these pages in the July 2009 and August 2010 issues. He is also responsible for the special holiday cover appearing on the December 2010 issue of the *K9YA Telegraph*.

*The Rod Newkirk Collection: From the Pages of the K9YA Telegraph 2004-2009*

<http://www.k9ya.org/books.htm>



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anything against anyone, preferring to acquaint us with his positive views." Further: "I suspect that one of Barry's most serious problems is going to be his ignoring of politics and speaking out with facts rather than just telling everyone what they want to hear. Our problems would be unbelievably simplified if we had a ham for president."

On May 28, 1964 President Johnson signed the reciprocal licensing act into law.

**July 15, 1964**

**Chicago Tribune**

*Barry Is Active Ham Despite Convention*

"The handle here is Barry."

News of Sen. Goldwater's ham radio operation during the Republican National Convention held in San Francisco. K7UGA/6 was located at Goldwater's campaign living quarters on the 15<sup>th</sup> floor of the Mark Hopkins Hotel. His "...set is about the size of a large suitcase." By his second day at HQ he had almost 100 QSOs: "The conversations range from exchanging views on equipment to the weather."

"It is the tradition of the hams to exchange call cards after their talks. Many plaster the walls of their studio [sic] with them. Goldwater is sending out cards to all he talks with from here."

**July 16, 1964**

**Chicago Tribune**

*'Presidential Thing' Snares Man of Ability—Barry Goldwater*

In profiling a "Versatile American," the article details some of the senator's many accomplishments: "ham" radio operator, Air Force jet pilot, excellent golfer, noted photographer, author, fluent Spanish speaker, widely traveled, major general in the U.S. Air Force Reserve.

**August 1964**

73

"Letters"

Comment from a reader suggesting U.S. amateurs' "collective bargaining" power with regulatory agencies is strengthened with "...with Mr. Barry Goldwater in their ranks."

**August 23, 1964**

**Chicago Tribune**

*Fellow Hams Greet Barry in New York City*

At the ARRL convention, Sen. Goldwater "...avoided politics tonight in an appearance at the convention of the American Radio Relay League, being attended by 5,000 hams."

"Goldwater told of feverishly working his ham radio while locked up in a hotel room at 'a recent convention of a political party.'"

"He has a radio transmitter in his car, intends to have a ham set put in the airliner he will use for campaign

travel, and uses a walkie-talkie to communicate with his wife around home."

**August 23, 1964**

**Chicago Tribune**

*Headlines Ahead*

"Listen for an airborne chuckle from Barry Goldwater, the G.O.P.'s best-known amateur radio hobbyist, when the Johnson administration issues a postage stamp in honor of his 300,000 fellow ham operators. They vote, too."

**August 28, 1964**

**Chicago Tribune**

*Thanks for Ticket, Barry Tells Johnson*

The ticket referred to by Sen. Goldwater is the Johnson-Humphrey candidacy as it defined the "... differences between..." the two parties.

The senator was aboard his yacht *Sundance* in Newport Beach, Calif. while on a "seafaring vacation." He was "... indulging in his hobby aboard the yacht—amateur radio." "(T)he Arizona Senator has 'worked' 125 ham radio contacts since boarding the *Sundance* here last Tuesday."

**October 1964**

73

"A HAM in the White House?"

Wayne Pierce, K3SUK, takes a humorous look at a Goldwater presidency in three pages of cartoons. (see: *K9YA Telegraph*, May 2008, p.7)

**October 1964**

*QST*

"The National Convention"

Sen. Goldwater, in a speech given at the August 1964 ARRL National Convention in New York City, mentioned his League membership as a nine year old and his recent re-licensing as K7UGA/K3UIG. Propelling Goldwater back into the ranks of amateur radio were the KWM2 Collins transceiver and roof-mounted vertical antenna installed by generals John Bestic and Curtis LeMay during his absence from his Washington, D.C. apartment. Major General John Brereton Bestic was then the U.S. Air Force's first deputy director for National Military Command System, Headquarters Defense Communications Agency.

**October 4, 1964**

**Chicago Tribune**

*Barry Goldwater's House on the Hill*

A pictorial of Senator Goldwater's home and family.

"Like his father, son Michael is an amateur radio enthusiast."



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CONTINUED - GOLDWATER ON PAGE 8

October 16, 1964

Chicago Tribune

Article by reporter Frank Hughes, W9KJ.

The Illinois Amateur Radio Operators for Goldwater Committee was formed to support Sen. Goldwater in his bid for the presidency. In a mailing to "all state amateurs and clubs," they outlined their program.

*Ham Operators Aid Goldwater Campaign*

1. *Soliciting contributions to the Goldwater campaign fund.*
2. *Asking help in distribution of Goldwater literature.*
3. *Asking for volunteers to work on election day, driving voters to the polls or providing radio communication for party workers.*
4. *Helping to organize citizens band groups to support Goldwater.*

Senator Goldwater "...has been an amateur radio operator for more than 40 years, first licensed in Phoenix when he was 12 years old." An active amateur, "he may often be heard on the 20-meter phone band [about 14.3 megacycles] with a powerful single-sideband signal."

For those in QSO with the senator who don't recognize his voice or call, there's: "The name here is Barry, and I work for the government."

October 24, 1964

Chicago Tribune

*Comparison of Major Candidates*

Barry Goldwater: "Hobbies: Amateur Radio, Photography, Aviation, and Camping and Other Outdoor Activities."

October 31, 1964

Chicago Tribune

*'Ham Radios' Sought to Aid Poll Checks*

"The Illinois Amateur Radio Operators for Goldwater organization issued a call yesterday for amateur operators with radio-equipped cars to help in furnishing communications Tuesday for Operation Eagle Eye, the Republican poll watching organization."

November 1, 1964

Chicago Tribune

*Barry Waits—Passes Time at Ham Radio  
Relaxes at Hobby Before Election*

From his Phoenix home on election eve K7UGA was the subject of a huge 20-meter pile-up on 14.290 Mc. as "he talked, one after the other, at the rate of one station every 20 to 30 seconds, to more than 100 'hams' in the space of an hour or so."

History tells us Senator Goldwater lost to Lyndon Johnson by a massive landslide. Goldwater carried only his home state and five other states.

History also tells us it was not the end of Goldwater's presence in the U.S. Senate and on the amateur bands. He continued to serve in the senate until his retirement in 1987 and remained a staunch and vigorous spokesman for the amateur radio service until he became a silent key in 1998. Barry Goldwater was revered during his lifetime for his extensive MARS operation, his amateur radio public service announcements and as one of the founders of the Capitol Hill Amateur Radio Society, W3USS. ■

<http://www.youtube.com/watch?v=5Jss9FYmzq8>

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CONTINUED - BICYCLE MOBILE FROM PAGE 3

"I didn't know there was a train," said Alice.

"Oh yes, every morning," she said with a quick smile. "It's the biggest attraction we have here. That and the gun fight at the depot."

"Gun fight?" echoed Alice.

"Oh yes. You won't want to miss that."

"What time does all this happen?" asked Wiley.

"The gun fight occurs a few minutes before the train leaves at 9:30. But the preparation, food and supplies for the park concessions, starts about seven o'clock." ■

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