

## NIKOLA TESLA'S GALENA

By Ed Cummings, ex-LWP

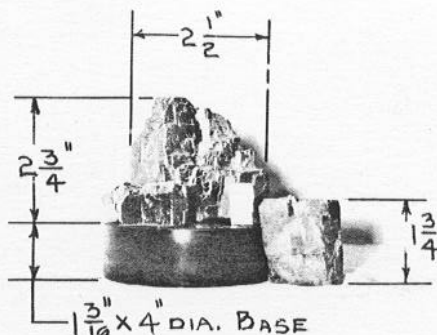
Back in 1925 I worked for the Franklin Machine Company of Providence, R.I. At that time, Franklin also owned and operated the Harris Corliss Steam Engine Company and the George H. Corliss Engine plant.

At the Geo. H. Corliss plant, in an unused building, piled near a heap of scrap metal, I spotted an old open core transformer. The beautiful mahogany case had been smashed, apparently with a sledge hammer and left a wrecked mess.

I rounded up an old timer and bringing him to the spot, asked him how the thing got there. What he told me follows:

"Prior to Franklin ownership, the plant was run by American & British Mfg. Co., who also ran a plant in Bridgewater, Connecticut." The old timer went on to say, "In the early 1900's, the A&B Company contracted Nikola Tesla to erect wireless stations at Bridgeport and Providence. The idea being to establish communication between them, sell stock and lay ground work for a wireless communication system."

The old gent then led me to a nearby office and there on an old bench against



the wall, I saw a huge piece of galena weighing close to 4 pounds. "The galena," my friend said, "just had to be part of Tesla's supply because he just couldn't conceive what use engine makers would have for it. Most likely this office was the station."

He could give me no further information on the project since it petered out like many others of the time. I can't prove any of this but I still have the galena which I mounted on a base (see photo) plus one of the secondary sections from the old transformer.

### PIONEER STATION AT MARION, MASS. - - -

WIMI tells us that many of the VLF components used at this early Marconi Station (later RCA/Air Force) were shipped for use at VLF stations WWVL (20 kc.) and WWVB (50 kc.) at Fort Collins, Colo. As mentioned earlier, we believe one of the Alexanderson alternators was trucked to the Smithsonian. More on this later.

MORE ON COL. GREEN (mentioned in last Bulletin) The Colonel died around 1936 and the 1938 hurricane did considerable damage to the estate including the private airport and balloon hangar. When his sister died, M.I.T. received the estate who used it for meteorological research. It was sold last year to a religious order.

If you're interested in the Colonel's mother, Hetty Green, suggest you buy the book titled "The Day They Shook the Plum Tree". (Available as a paperback). Another book published earlier is titled "Hetty Green, the Witch of Wall Street".

HONEYCOMB COILS are apparently still available. As a result of the article in October, 1962 QST on how to build a receiver to copy VLF NAA - - 300 sets of honeycomb coils were sold at \$9.95 per set by the Coto-Coil Co. of Providence, R.I. (Tnx Ed Cummings)

### OHM'S LAW

The most common of all electrical equations - few know of its origin. G.S. Ohm published his original paper in Berlin, May 1, 1827 under the title "The Galvanic Chain, Mathematically Treated". A long winded document of 40 pages written in the 19th Century style, the average student would find it unwieldy and difficult to interpret; however, Ohm clearly perceived the cause - and - effect relationship of what we call voltage and current.

Ohm worked under tremendous handicap since it was a time when there were few if any electrical instruments and only minute sources of electrical energy of unreliable origin. The most complete work on the subject may be found in a book published in 1892 by Dr. E. Lommel at Leipzig, Germany. A resume is written in "Weston Engineering Notes", Vol.7, No.2 (E. Young)

XMAS CARDS - - we were swamped around the holidays with a dozen projects including getting the bulletin out - - hence, very few, if any, Xmas cards found their way to the Holcomb mail box - - BUT -- we did appreciate the many nice cards that were received and the XYL (Helen) read each one over and wanted to know all about the sender !