

RADIO NEW YORK INTERNATIONAL<http://rfny.simplenet.com/>

For those of you who might have missed RNY, check out this URL where you can relive it via Real Audio! This site is under construction so check it frequently!

In late July of 1987, I, along with Allan Wiener and 3 pirate radio associates, sailed a 27 year old 150 foot long former Japanese fishing ship from Boston Harbor to a point located 3 1/2 miles south of Long Beach, Long Island, New York. There, we dropped a 20,000 pound anchor into the international water - and Radio New York International (RNI) was born.

Inside the hull of the former drug smuggling vessel was a fully functioning studio, connected to transmitters that would carry the signal to the world on 5 different frequencies: FM 103.1; AM 1620; Shortwave in the 49 meter band; and Longwave at 150 Hz.

After 3 nights of testing the FCC came aboard and served us with a Cease-and-desist order which we obeyed for one day. Since we were in international waters and beyond the legal jurisdiction of the United States and the FCC, Al Wiener

decided to tempt the hand of fate and allowed Jim and myself to do our show from 6:00 PM to Midnight. Five hours after our show ended the Coast Guard and the FCC arrived, arrested Al Wiener and Ivan Rothstein, and seized the ship! Here is that final broadcast. During the voyage of the Sarah I made sure to take plenty of pictures, which I am currently scanning - look for

The Urban DX'er

The Urban DX'er is published monthly through the cooperative efforts of Bob Kozlarek, WA2SQQ and Charlie Hargrove, N2NOV

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Contributions of information for future issues is always welcomed and greatly appreciated. Please send your E mail to NYDXA@hotmail.com

them to arrive here over the next few days. The story of America's most notorious pirate ship is a BIG one - this is just the tip of the iceberg, so to speak! This show was broadcast during a world-wide media frenzy that swirled around RNI. We were testing the waters (no pun intended) and just letting everyone know who we were, why we were there, and we especially wanted reception reports on our world wide signal.

AIR CHECKS OF THE 70'S<http://rfny.simplenet.com/page8.html>

Here is our favorite DJ in the whole wide world, Jack

Armstrong on 10Q radio, and WIBG, a great AM station from Philadelphia, PA. There is also an aircheck of WIFI 92 Philadelphia from Feb 1976. WIFI was a neat station, and a good FM DX from Philly to Brooklyn. Also, we have a short clip of Howard Hoffman on WPIX in 1976. You can hear a fifteen year old Hank Hayes call in to Howard with some pretty bad 'cold' jokes. Someone sent in a tape of a collage of radio stations in 1972 (I believe it's from a record called "The Bootleg Top 40 Vol II). Either way it's some pretty cool DJ's, including Mickey Harvey of CKEY fame, Imus in the Morning calling the "Dating Game" to be a contestant, and "Harv Moore" (of the "Cruisin" series) doing afternoons on WPGC Washington, DC.

PIRATE AIR CHECKS<http://rfny.simplenet.com/page5.html>

WFAT 1620 AM began on New Years Eve 1977 at the tone of 11:30 PM and broadcast for an incredible sixteen months before being visited by half a dozen Field Agents of the Federal Communications Commission - including the head of the New York Field office, Henry Paulisen, himself!

Here this and much more!

AM DX'ING - ITS THAT TIME OF THE YEAR AGAIN!

DX Tests

WIBW-580, Topeka, KS Monday, October 5, 1998
- will include code Ids within their normal

on-the-hour regular IDs from 0100 to 0600 ELT. Their normal night pattern will be used (directed toward the southwest). Their regular format at this time is talk. (Arranged by Bill Hale for the NRC CPC.) Reception reports should be sent to:

*Mr. Ed O'Donnell
Operations Manager
WIBW-AM
P.O. Box 1818
Topeka, KS 66601-1818*

WSGI-1100, Springfield, TN, Monday, October 19, 1998 - will conduct tests between 0100 and 0600 ELT. The test will be comprised of C&W music along with Morse Code IDs. This daytime-only station will be operating with 1000 watts non-directional. (Arranged by Bill Hale for the NRC CPC.) Reception reports may be sent to:

*Mr. Bill Gray
General Manager
WSGI-AM
P.O. Box 909
Springfield, TN 37172-0909*

KEYZ-660, Williston, ND will conduct tests on Monday, October 19, 1998 at various intervals from 0105 to 0130 and prior to the news at :00 from 0200 and 0600 ELT. The test will consist of 1000 Hz tones of about 30 seconds duration along with Morse Code IDs during the 0105 to 0130 period, commencing after ABC Network News and local news, and the code ID at the top of the hour preceding ABC News from 0200 to 0600 ELT. Their format is C&W music. KEYZ will be on their nighttime directional pattern sending 26,895 watts ERP toward 018 degrees True. (Arranged by Bill Hale for the NRC CPC.)

Reception reports may be sent to:

*Mr. Earl R. Gross, WDOAPE
Chief Engineer
KEYZ-AM
410 6th Street East
Williston, ND 58801-5552*

SCA REVISITED

Several issues in the past we did an article on

receiving SCA broadcasts from local FM broadcast stations. Typically, these are the background music stations we hear in restaurants. In addition to elevator music, several other services use the subcarriers to deliver reading books for the visually impaired and PRN, the Physicians Radio Network. Ironically I received two related pieces of e mail this month on SCA.

Ken, N2MUK wrote, "Bob, I have recently started exploring SCA reception within the regular FM broadcast band. It have been real fun. I would like to find out more about SCA broadcasters and where I am obtain their license information. I have a trick in receiving SCA with a HF radio capable of receiving 30 KHz to 100 KHz in FM mode. The following is the text to help RX SCA signals. I got this information thru the internet and it works for me. I have it connected to the 2010 for FM broadcast and the TS-850 tuned either to 67 or 92 KHz depending on what I like to listen to.

A few weeks ago, I posed a question about listening to SCA transmissions on the FM commercial broadcast band. An article in Monitoring_Times claimed that connecting a vlf receiver to an FM broadcast receiver would permit SCA detection.

Necessity being the mother of invention, a way was found to confuse the ICOM R71A into tuning below 100 kHz¹, and after receiving substantial inspiration from Will Martin, Phil Karn, and others I now can report success! With the R71A in the FM mode, tuned to 67 kHz, I connected the ICOM's vlf antenna input through a 0.1 ufd capacitor² to the earphone jack of a \$16 General Electric AM/FM portable radio, and can now listen in on the world of SCA! In the first few minutes of tuning around, I've heard the Physicians' Network, Muzak, commodity reports, and several data transmissions.

I built a simple SCA interface, consisting of a capacitor and resistor, into a plastic film canister.

Most activity is heard with AM/FM radio tuned to the FM broadcast band, and the R71A set to 67 kHz FM. Aside from the Muzak, commodity reporting, and the Physicians' Network, I also heard an announcer reading from Popular Communications on CRIS, the Chicago Radio-land Information Service. This service carries programming of interest to the handicapped.

was listening to was indeed a pursuit.

It was a marine unit chasing two perps (NYPD lingo for the bad guys) on a stolen Jet Ski. Communications were going through Burlington and I assume that they were on the Delaware River because they were operating in both NJ & PA. It seems the perps were a bit ahead of the cops and found a boat ramp where they abandoned the Water-craft and ran on foot in to Philadelphia.

I would have to take a map out and look at it to be sure, but I doubt that I would have heard that one with your run of the mill vhf/uhf repeater system.

By the way, does anyone happen to know the geographical boundaries for Troops A, B, & C ?

Eddie, KC2AYC

CELL PHONE JAMMERS?

By CHESTER DAWSON, Associated Press

<http://www.nandotimes.com>

TOKYO, August 26: They ring in concert halls, in movie theaters, in restaurants. Japan has gone so crazy over the cell phone that its ring has become almost inescapable. Complaints about the din of mobile phones have become so shrill that entrepreneurs are getting rich from an unexpectedly lucrative spin-off business: jamming devices.

"Japanese peoples' manners have gone from bad to worse. Our product compensates for this with technology," said Kyoin Takafuji, director of Medic Inc. Medic, one of the first companies to market small-range jammers for private use, has sold about 6,000 of its Wave Wall devices since their debut one year ago.

The contraptions send out powerful signals on the same frequencies as those used for both incoming and outgoing calls, rendering mobile phones mute. It is as if the phone had been turned off or taken beyond the range of the service area: No calls can be made or received.

Wave Wall isn't cheap. The standard version, which has a 20-foot jamming radius, sells for \$480.

Sporting three stubby antennae, it is no bigger than a pack of cigarettes and lightweight enough to be mounted on a wall. Its short range is sufficient for

blanketing compact areas, such as cozy coffee shops. Several of the jammers can be strategically placed to work in tandem for larger spaces, including concert halls, hospital hallways or movie theaters.

Many upscale restaurants already ban calls at the table. Movie theaters warn audiences to switch off mobile phones, and recorded messages on trains ask passengers not to use them at their seats.

But with 39 million mobile phone owners out there, such efforts have done little to squelch the ringing in Japan's ears. So, say an increasing number of entrepreneurs, bring on the jammers.

According to a poll released recently by a Japanese telecommunications industry group, 75 percent of 1,300 people randomly surveyed consider mobile phone use in public places to be annoying. Almost half of those polled own mobile phones.

The government, however, has concerns about jammers.

The Ministry of Posts and Communications released policy guidelines in June officially restricting the use of jamming devices to "theaters or concert halls where the degree of public nuisance is significant."

Officials say they are concerned that malicious use of jammers could threaten the integrity of the phone system. For example, emergency calls could be blocked from reaching doctors and others.

There's also concern over the potential for interference with other electronic devices, such as pacemakers. For many, though, the jammer is a promising cure for a modern plague.

"It's so impolite when people think nothing of chatting on a cell phone in a public place," said Yoshiko Takeyama, a 24-year old waitress. "It'd be nice to have special seating for people who don't want to be bothered by calls, like no-smoking areas."

-Eddie Muro

FIND THE BIRDIE!

Get a load of this, two days ago I mentioned to Dave that I was having a problem with the RELM MS-200. It was getting hung up on 118.125 with a

loud hum that fluctuated as I moved the radio around the room. I then placed the radio in two other rooms and it was fine. I then went back to the original room and punched the same freq in to my Pro-2005...again, i got this hum.

I was on the phone this morning with Frank-N2VRA and I mentioned it to him. He asked if I had a VCR in the room. I do have one so he suggested unplugging it. So tonight I did unplug the VCR and the hum was still there. I just had a hunch and I decided to unplug my General Instruments cable-TV converter.... guess what??? That was the source of my RF interference.
Eddie Muro

(Editors Note: Any device that uses a micro-processor is capable of emitting an RF signal. The oscillator running at the fundamental frequency is often used as a clock signal. As such, it's a square wave and its harmonics can be heard up the band! This is one reason why "serious" DX'ers often prefer older tube type receivers which tend to be birdie free.)

"R" CORNER

Here's the latest list of hot frequencies recently received from our partner in crime in CT! These frequencies were noted to be in use at the U.S. Tennis Open in NY..

- 450.2875 WCBS Cue / Feeds
- 464.100 Reporters Portables
- 450.7875 CBS-TV / USA Net
- 123.100 Fuji Blimp
- 123.500 Family Channel Blimp
- 126.050 LaGuardia Comms with Blimps
- 450.8125 Metro Traffic Helos
- 470.9875 NYPD detail at USTO
- 450.1625 Cuing - Camera Crews
- 455.4625 Cuing - Camera Crews
- 455.0125 USA Net Live Audio
- 450.1625 USA Net Live Audio
- 455.9125 ?? Active near US Open

also....

"R" reports that Al Weiners (Radio Network Intl) station **WBCQ** has been testing with tones and voice ID on 7.415. While no schedule was noted, most tests seem to occur around 2100Z

Radio New Zealand Int'l has been heard on the following frequencies and times

- 1650Z @ 6.145
- 1750Z @ 11.675
- 1950Z @ 17.675
- 0500Z @ 11.905
- 0705Z - 1015Z @ 9.700
- After 1200Z @ 6.100

RNZI has been the victim of some moderate hits in staff and budget. SWL reports would be appreciated!

SCANNER LIST

de Eddie

I just setup a Mailing List, that will allow users to post messages about scanning & SWLing in the NYC / LI area.. If you want to join the List, go to: <http://www.onelist.com/subscribe.cgi/ScanCom>

SCANNIST GROUP

SCANNIST is intended as a friendly gathering place for those who share an interest in monitoring radio communications, particularly in that portion of the frequency spectrum above 30 MHz. The primary goal is to foster the exchange of ideas and experiences, to ask and answer questions, and to stimulate discussion of a wide variety of subject areas of shared interest.

If you find yourself skipping the news group posts about "the best scanner to buy" or "the frequency for the Walmart in East Weewaw", you'll be comfortable here. You certainly don't have to be an expert, a lifelong scannist or a professional monitor to feel at home on the SCANNIST List.

If you think SCANNIST is for you, just send e-mail to: k4cc@aol.com with the following information:

- FIRST NAME:
- LAST NAME:
- CITY/AREA OF RESIDENCE:

How long have you been scanning?
What are your favorite monitoring targets?
Comments:

NYPD TO THE RESCUE!

When Air Station Brooklyn closed down this Spring, boaters and fisherman alike were concerned about the response time for rescue helicopters in case of an emergency. Well thanks to the NYPD Aviation Unit their fears can be put to rest.

A real test happened last Friday (August 14) when the AU received a call from the USCG. They had two boats on scene by a tanker near the Ambrose Light Tower in the Atlantic. A crew member on board the tanker had suffered severe burns and needed to be taken to a hospital, ASAP. The nearest CG helo was 40 minutes away so CG called NYPD AU. Aviation 14 Air Sea Rescue scrambled to the scene with a crew chief and a pilot / EMT aboard. The pilot / EMT was hoisted to the deck of the tanker, being no landing area available. He triaged the aided then called for the stokes basket to be lowered.

Both the aided and the pilot were hoisted up to the hovering Bell 412SP helicopter and when both aboard they headed "forthwith" to the East 34st Heliport where EMS and ESU waited. En route the patient stopped breathing and the pilot advises SOD Central of the situation. By the time they landed in Manhattan the patient had resumed breathing. He was loaded onto the EMS ambulance and rushed to Cornell Burn Unit. A very dramatic incident and a very professional job done by the members of NYPD Aviation.

With the Air Station helos reassigned to Air Station Atlantic City I think we might see more of these ocean rescues. Of course PD Aviation is ready to go. And kinda ironic is that PD AU now are based at the old Air Station facilities, having moved in last month.

Also not sure if Nassau Aviations 3 Bell Long Rangers and Bell 407 have a hoist but Suffolk Countys PD 3, a Eurocopter BK 117, is hoist equipped. You also have the Air National Guard at Gabretski Airport with their Sikorsky UH 60 BlackHawks but that is still a distance out.

PRO TURBO / HB-232

For those of us who labored hours building and installing Bill Cheeks HB-232 computer interface, there is good news! Now Updated to do even more - PRO TURBO is here!

Now includes recording so that when you go out you can hear everything that went on while you were gone, you can play this back and listen only to those frequencies that you want to listen to.

You can record loops of 20 minutes length so that you have that last 40 minutes of recording, you can

do an immediate record of what is happening right away. You can also record 24hrs a day if you want and it can be selective, you can record just the channels that you to record without locking out all the frequencies that you don't want to record.

True 32bit Windows Software for the CE/HB 232 interface for the Radio Shack Pro-2004, 2005, 2006 scanners. It does everything the DOS program does, and more. The program uses very little resources, so your system is still usable under Windows, in fact the author of the program runs 2 copies of the program on his system with no problem at all. Some of the most used scripts are now actually part of the program, log a block of channels, search and store, auto-program lock a block of channels. If you have added more memory to your scanner, such as the 6,400 channels mod you can switch between the 16 groups right from within the program with very little support circuitry.

Also with a few more components you can have an on screen S-meter, you can even control the volume of the scanner if you have it connected to your Sound blaster compatible sound card.

So if you would like to give it a try, you can download the program at <http://www.iaw.on.ca/~jabba/pro-turbo.htm>

POCSAG/FLEX DECODERS

<http://www.geocities.com/SiliconValley/Network/8916/digital.html>

Check this page out!

STATEN ISLAND FERRY

The Staten Island Ferry uses VHF marine radio for it's communications. Channel 19 156.950Mhz is the "House" frequency. Bases are in St George in SI & Whitehall in Manhattan. The boats are usually called up on channel 13 156.650Mhz or 16-156.800Mhz and asked to "go to house". Ferries are called by name ie. Barbari, Lehman, Kennedy, Legion, etc. Also there is terminal operations on 158.730Mhz, but never verified. Via USENET!

BC895 DISCRIMINATOR TAP

I've seen numerous complaints from those who have had trouble getting

applications working that need unfiltered base-band audio from the BC895 discriminator.

Most people are tapping the discriminator at pin 9 of IC3 and this seems to be the problem. IC3 P9 is NOT the right place to get at the discriminator signal. The signal at that point is actually the 3rd IF output with the base-band audio impressed on it (i.e. AM). What you actually have is the desired signal, but translated to the 3rd IF frequency (~450 KHz).

This is not going to work well with most applications that require the discriminator output.

The actual base-band discriminator tap point is found on the bottom of the circuit board and is MUCH easier to get at and solder to than IC3 P9 anyway. The signal is ~1.5V P-P riding on a 2V DC bias.

To get at it, remove the bottom cover of the radio. Orient the radio so that the rectangular silver shielded box is at the top of the radio and the rotary VFO knob is at the lower right hand corner.

The tap point is a solder pad at the lower terminus of a vertical trace about an inch long. The pad is located at a point 3.6" from the top edge of the circuit board and 2.6" to the left of the right edge of the circuit board.

I use this tap point with TrunkTrac and it works very well. Hope this is useful.
Greg Knox
Via USENET!

CANADIAN COAST GUARD

Following the announcement of the crash of the SwissAir jet, I put out a request for any active frequencies. Many of you responded with 5.717 USB that turned out to be quite active. This evening, Werner Funkenhauser, a frequent contributor to the newsletter from Canada, forwarded me these additional frequencies. Though the rescue efforts have ended, these are nonetheless active frequencies that you may wish to add to your database.

Canadian Coast Guard - Halifax

2514 2582 2598 4410
6518 2134 2237

Canadian Military - Halifax

3046 4730 4752 5718
6693 6716 6746 9010
11233 11249 13254
18027

Thanks Werner!!

HF AERO MONITORING

By "R"

<Editors Note> I received a package of information from "R" today - with his permission I'll paraphrase his comments and create a mini tutorial on HF Aero monitoring.

After a discussion that followed the net of 8/19, I thought readers might find this information interesting. Charlie's comments touched upon the fundamentals so here's a second installment!

As most already know, aircrafts follow certain routes, the most efficient way to get from point A to point B. Factors considered in creating these routes include distance, reliance on favorable air currents, and weather. Routes are also used to avoid conflicts and congestion in the skies. These routes are said to be "invisible" to the naked eye; ah, but look up! You will notice that even over a short period of time several airliners fly over the same path over and over. Along these routes certain points are mandated where they must check in and alert ground control stations when they are passing certain locations. The Ground stations are further broken down into units that include Flight Service Stations and International Flight Service Stations. You'll hear these referred to as an FSS or IFSS. The FSS conducts domestic or regional flights while IFSS handle long range communications. Both the FSS and IFSS have control of specific boundaries. Any aircraft within this area must establish its position with that ground station.

So what's all the chatter and numbers they pass so quickly? The basic information includes the aircraft type, flight number. In addition they will read off their current position and time in UTC and flight level (altitude). Next, you will hear them name two additional positions and give their ETA (Estimated Time of Arrival.) During any inclement weather and during winter months they may mention weather conditions, visibility, any storm activity and outside temperature in degrees Celsius. The last bits of information will include what their instrumentation

shows to be the wind direction and speed. Wind direction is given in compass heading and wind speed in knots.

Aero communications are fast paced as many aircraft are entering and exiting the same air space at the same time. After a while it becomes very monotonous as the same "speech" is repeated over and over by each aircraft. And regardless of the aircrafts origin, English is the official language by agreement on all intercontinental ocean air routes. Occasionally on some domestic routes native languages can be used. The FSS works the Long Distance Operational Control - LDOC for short.

Aircraft also use a selective tone paging system called SELCAL. It's used to relieve weariness and the nastiness of radio QRN. Like your pager, a code is entered for a particular aircraft that will set off an alarm on the planes flight deck. This indicates that a ground station wants to chat. Most of these communications are in USB. You'll notice on the frequencies that follow that each control center typically have at least four frequencies. Reason? To address the ever changing HF propagation that changes daily and throughout the seasons. Usually, higher frequencies are favored during daylight hours.

So now that you're an expert on HF Aero communications, here some places you can listen.

N Atlantic (NAT-A): 3.016, 5.598, 8.906, 13.306, and 17.946 Mhz.
These include Canary Islands, Gander NF Canada, New York, Paramaribo Surinam, Santa Maria Azores, Shanwick Ireland.

N Atlantic (NAT-B): 2.899, 5.616, 8.864, 13.291, 17.946 Mhz.
These include Gander NF Canada, Reykjavik Iceland, and Shanwick Ireland.

N Atlantic (NAT-C): 2.862, 5.649, 8.879, 13.306, and 17.946 Mhz
These include Gander NF Canada, Reykjavik, and Shanwick.

N Atlantic (NAT-D): 2.971, 4.675, 8.891, 11.279, 13.291, and 17.946 Mhz.
These include Bodo Norway, Cambridge Bay NWT (Canada), Churchill Manitoba, Gander NF Canada, Iqaluit NWT Canada, Reykjavik Iceland, and

Shanwick Ireland.

N Atlantic (NAT-E): 2.962, 6.628, 8.825, 11.309, and 13.354 Mhz. These include New York and Santa Maria Azores.

N Atlantic (NAT-F): 3.476, 6.622, and 8.831 Mhz
These include Gander NF Canada, and Shanwick, Ireland.

Selcal communications can be found in the following frequency ranges:

2.850-3.155	3.400-3.500
4.650-4.750	5.450-5.730
6.525-6.765	8.815-9.040
10.005-15.100	11.175-11.400
13.200-13.360	15.010-15.100
17.900-18.030	21.850-22.000
23.200-23.350	

All frequencies are in Mhz and usually in USB.

Now in addition to routine aero traffic, emergency (airline crashes) communications are often carried out on the following frequencies:

3.023 5.680

Rescue Operations

3.023	3.488	3.939
5.420	5.670	5.680
6.760	8.364	8.893
9.025	18.271	

Again, all freq's in Mhz and USB

SW LISTINGS

"R"

Radio Pakistan has been heard on with news and commentary on :

15.534 & 17.720 from 1100-1120UTC

11.570, 15.170, 15.469, and 17.720 from 1600-1630UTC

7.485, 11.975, and 15.489 from 0230-0245 UTC.

Afghanistan - Voice of Sharia in English has been noted from 1700-1715 UTC on frequencies between 7.196.5 - 7.200 (Very unstable transmitter!)

Radio Flanders -(Belgium) will change at end of October at 2230UTC via Bonaire Relay and Radio

Nederlands transmitters. No frequencies released at this date.

HINGHAM PD ON LINE

<http://www.hpd.org/>

This is a real progressive police dept, they have real audio access right off their web page

AM BCB DATABASE ON LINE

<http://members.aol.com/bcblogbook/main.htm>

We are just about at the time of year when the AM Broadcast band starts to quiet down. Check out this URL where you can search by frequency, state, and several other fields.

ITINERANT FREQUENCIES

VHF LOW BAND

35.040, 43.040

VHF HIGH BAND

151.505, 151.625 (Red Dot), 154.570 (Blue Dot), 154.600 (Green Dot), 158.400

UHF BAND

451.800, 464.500 (Brown Dot), 464.550 (Yellow Dot), 456.800, 469.500, 469.550

NYDXA / SPECTRUM JUNKYARD JOINS WEB RING!

Over the past few weeks I've been in HTML mode making a few changes to my web page which we use for the net. If you have not visited it, please check it out at <http://www.hili.com/~4runner>

Along with the changes, Charlie and I decided to create a separate e mail account that would be easier to pass along on the net. Hence forth, direct all net related mail to nydxa@hotmail.com

My web page is also now part of the Radio Scanner Web Ring.

The Radio Scanner Web Ring is for Webmasters of web pages related to the radio scanner community to provide a means to link together all the various pages. There are several lists of scanner related pages on the Internet (ALL EXCELLENT SITES!), but you have to find these sites first. Now you can get to all of these sites from one place! Visit my page above and use the Web Ring navigation bar at the bottom of the page to travel the "ring". The Web Ring organization offers a directory of other rings at

<http://www.webring.org>

Visit their page, click on "directory" and enter a search word for your particular interest. In seconds you will receive a list of other Web Rings that cater to what you searched for. Connect to one and simply jump from one site to the next - it's better than any search engine and you are sure to find lots of new information!

A Web Ring is not a search engine, or index page of web pages like Yahoo!, Alta-Vista, Excite etc.. A Web Ring is a way for related web pages to be linked

together so that visitors may visit pages on the same topic by simply clicking to the next page. Yes, you can get a list of the pages in the Web Ring, but you can not search the pages within the Radio Scanner Web Ring for a specific topic outside of scanners.

Bob, WA2SQQ

FCC DATABASE ONLINE!

<http://gullfoss.fcc.gov:8080/cgi-bin/ws.exe/beta/genmen/index.hts>

I was just a matter of time before the source for all these frequency data CD's went on line. Above, is the URL for the FCC's experimental database that they once charged for. Though labeled as a "beta" site, it appears to be fully functional. Enjoy it - thanks for this one goes to "Ken" <soyboy@inx.net>

NJ RAIL SCANNING

Though not a complete list, here's a list of very active frequencies for railroads that serve the greater NY / NJ area.

Amtrak

160.920-Road
161.205-Police
161.295-Police

Black River and Western

161.085-General Operations

Conrail

161.070-Lehigh Line
160.800-Trenton Line
160.980-River Line
160.860-Branch Line
160.740-North Bergen Yard

160.770-Elizabeth Yard
161.355-Browns Yard(South Amboy)
161.130-Maintenance
160.680-Police Dispatch
160.560-Police Mobile

Morristown & Erie

160.230-Road
161.100-Yard

New Jersey Transit

161.235-North Jersey Coast Line and Raritan Valley Line
161.400-Hoboken Division
160.950-Yard
160.440-Maintenance
161.115-Maintenance
160.830-Police
161.520-Police

New York Susquehanna & Western

160.485-Road

Port Authority Trans Hudson "PATH"

160.470-Road
161.460-Maintenance
161.040-Police

U.S. Navy Railroad

140.025-General Operations NWS Earle

BERGEN COUNTY UPDATE!

I've just been informed that Bergen County Police can now operate on the Port of Authority trunked system. The system will be fully operational by early 1999. That's the good news - the bad news is that it's a GE Erickson system so your trunk tracker won't follow it :(

Primary users include: Detective/Special Security Details & Newark Airport Police operations

866.2125, 866.8125, 867.3750, 867.8750, 868.5500
868.6000, and 868.9125

in addition.....

868.9675 Systemwide Police Simplex

and...

866.0125 National 800 Calling Channel [pl- 156.7]
866.5125 Tac 1
867.0125 Tac 2

867.5125 Tac 3
868.0125 Tac 4

Repeaters for National Channels are only turned on as needed

GOOD NEWS, BAD NEWS...

<http://www.strongsignals.net/htm/newsflash.htm>

August 7, 1998 Thanks to Jeff Goldman, Compuserve's HamNet SysOp, for passing along the following details.....

First the bad news...Jeff has word from a very reliable source that iCOM America has just received a "memo" from the FCC saying they will no longer certify any of their radios which are "modifiable". Future production runs of the currently certified IC-T8, IC-PCR1000, IC-R8500 and IC-R10 will not be allowed into the US unless they are unmodifiable with regard to reception of the forbidden cellular frequency ranges.

As we speak, the radios and production capabilities are being changed to reflect this new status. For the T8, that means that the last shipment to the US with "modifiable" radios will be August 20. One can only assume the other radios will follow shortly. Once these shipments are in and dealer inventory of them depleted, you will no longer be able to buy a modifiable (i.e. cell capable) unit here in the US.

Due to this development, the first shipment of the new IC-R2A is expected to be delayed until January '99 at the earliest. I am not sure if this effects just the US units or the European models as well.

Jeff has also confirmed that the USENET mod concerning the cell restore for the IC-Q7A is NOT reliable. This mod, if performed, will simply restore a European band plan which is also lacking 800MHz coverage and will in NO WAY restore American cellular receive coverage. Jonathan Clough of Javiation in England assures that the IC-Q7E is FULL coverage though.

Now, for the good news...A K America of Chicago, which is owned by Yupiteru of Japan, will distribute Yupiteru radios to Wireless Marketing of Illinois (mentioned earlier today regarding the RELM changes). Beginning in '99, these radios will bear the Fox or Cherokee name and dealers will be allowed to order from either company. Pricing is expected to remain the same but smaller order

sizes will be allowed.

Yupiteru has promised that, due to the expiration of certain scanner-related patents held by another manufacturer, a high-end receiver can be expected next year which will employ some of these "scanner technologies" as well as having computer control, alpha-tagging and possible PL tone capabilities.

UPDATED AR8000 AND NEW TRIDENT RECEIVER

<http://www.strongsignals.net/htm/newsflsh.htm>

August 19, 1998

Thanks to Jonathan Clough of Javiation for passing along the following details!

Would seem the latest production of AR8000 has seen a "new" keypad fitted! They keys are a little taller and of a slightly harder compound. They also have a more rounded "Top" and quite a lacquered finish - more of a resemblance to the AR8200 keys.

The numbering/lettering is also a little larger.

I have put details of a new small handheld from Trident [TRX-100XLT] on our web pages. It isn't out yet and the initial evaluation versions will hopefully be available towards the end of September so it will be some time before it hits the "shelves" for real.

The Urban DX'er would like to thank all those who contributed to this months issue!

Mike Pollack, Eddie Muro, "R", Ken - N2MUK, Ryan Holly, Charlie - N2NOV, KC2AYC, Werner Funkenhauser, Jeff Goldman
