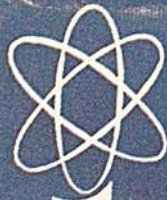


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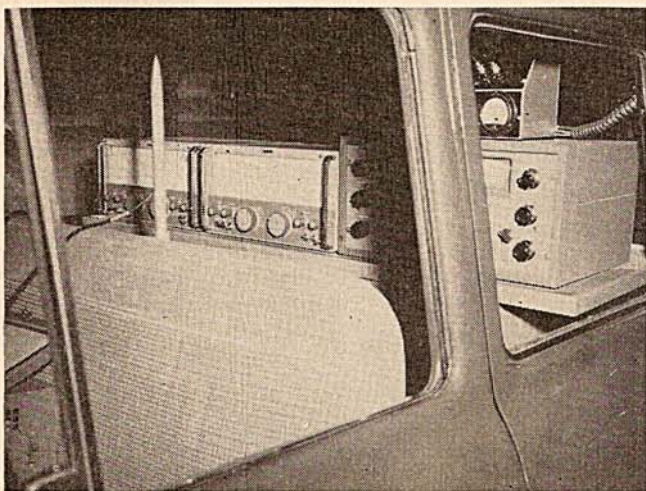


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DOT "big brother" of the Canadian airwaves

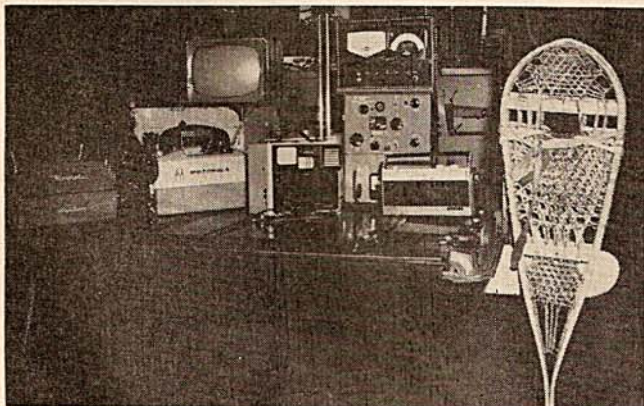


Behind the driver sits the Eddystone transmitter and receiver etc.

To most readers of *electron*, the sight of a DOT truck such as the one on our front cover is enough to send the proverbial shiver of apprehension up their spine. And you immediately start wondering what piece of electronic gear you have operating that is causing interference in the airways. To some, in fact (certainly not readers of *electron*!), the fear of being caught using transmission equipment illegally might heighten the apprehension.

Truth of the matter is, however, most of the daily assignments of DOT trouble shooters is pretty mundane and routine with very little of the James Bond type of excitement to even stimulate the daily routine. Whereas the average DOT office, such as the Montreal office we interviewed, receives between fifteen and twenty complaint calls per day, they are mostly the run-of-the-mill-type — a housewife complaining about interference on her TV or radio, which generally could have been handled by her local service technician, a local taxi company complaining that something or somebody is jamming their channel.

They do get some unusual assignments from time to time, and a recent one was when they had to load their gear on a Ski-Doo in order to track down a break in a



This picture gives you some idea of how complete their list of gear is for tracking down complaints, be they human or electro/mechanical. Even to a portable TV and radio for ascertaining whether the interference is being caused in the home owner's set only or from outside.



Mr. H. Boucher of the Montreal office demonstrates a portable unit — obviously not the secret service variety.

remote transmission line. They also had one of those freak complaints when the filling in a women's tooth was resonating at the same frequency as a local radio station.

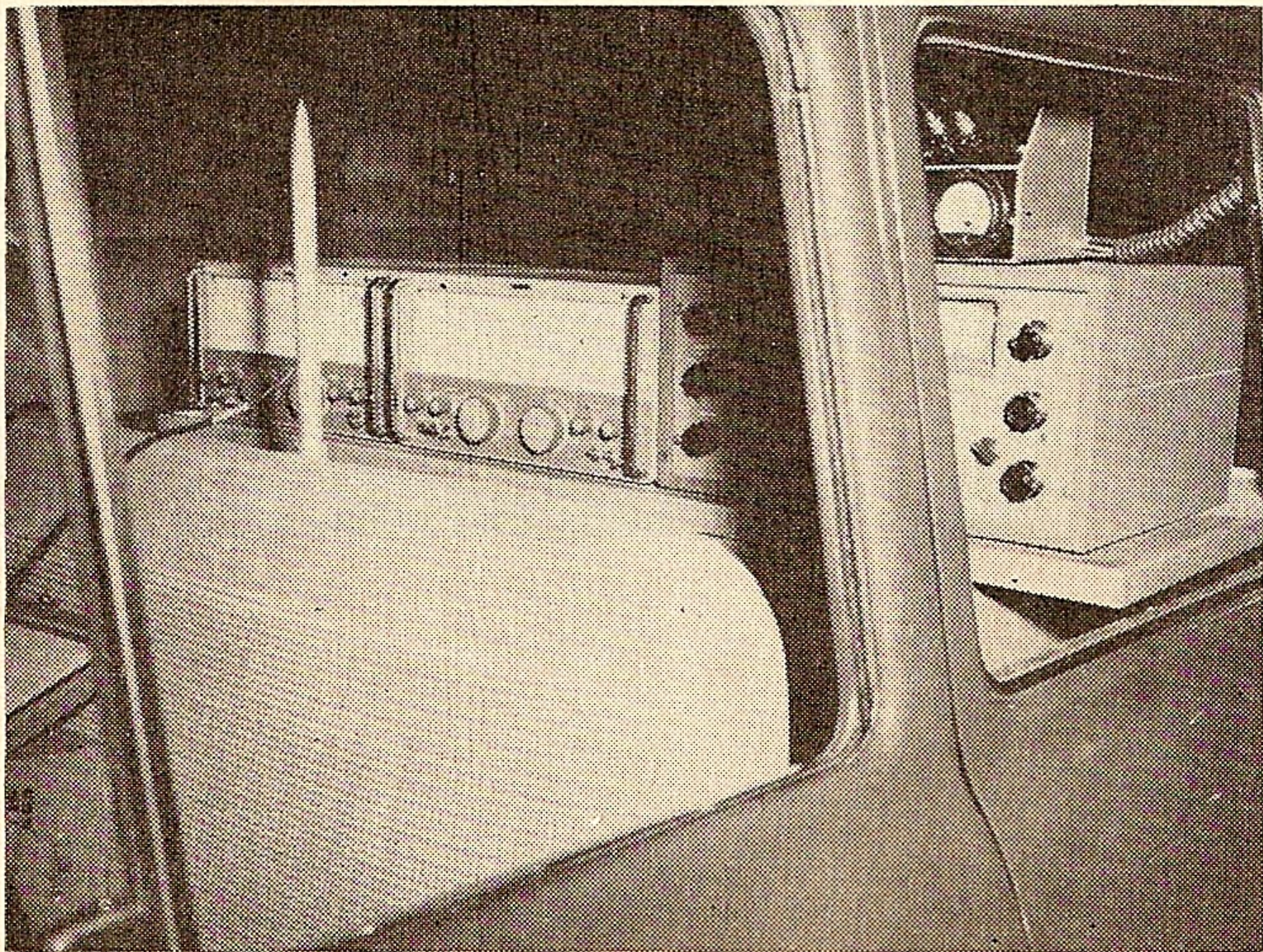
They do have some James Bond type gear for secretly tracking down on illegal transmitters. This is German equipment which is worn in the clothing and is probably the same equipment that the Germans used during World War II for the same purpose. It consists of a DF loop that is sewn into the back of a vest worn under the coat. The receiver is pocket-sized and is connected to what looks like a watch and is worn on the wrist in the same manner. This, in effect, is a read-out for the field strength meter which tells the wearer when he is getting close.

In order to home in on the transmitter, the wearer simply turns around until he gets a maximum strength reading, then he lowers the volume and starts walking. If the signal strength increases he is going toward the signal and if it decreases, he simply turns 180° and closes in.

The long list of equipment from the Eddystone receivers and Motorola portables to the Hallett Ignition System and Bendix Navigator represents an expenditure of over \$8000.



Front interior view of truck shows transceiver under the dash and a field strength meter beside the driver. A man can then home in on his own by simply turning the volume down as it increases and checking his read-out as he drives.



Behind the driver sits the Eddystone transmitter and receiver etc.