

Miscellaneous EMC Society History Items

Daniel D. Hoolihan, Associate Editor

Why is There No Television Channel 1 in North America?

In North American broadcast television frequencies, Channel 1 is a former broadcast (over-the-air) television channel. During the experimental era of TV operation, Channel 1 was initially allocated 44 – 50 MHz in 1937. But, it was moved around the lower Very High Frequency (VHF) spectrum repeatedly, with the entire band displaced upward to 50 – 56 MHz due to an early 40 MHz (1940) allocation for the Frequency Modulation (FM) broadcast band. FM radio was moved to its current frequency band (88 -108 MHz) in 1946. TV Channel 1's frequency band was then reallocated to 44 to 50 MHz. Land Mobile Radio and television broadcasters shared the same frequencies until 1948. This shared allocation was eventually found to be unworkable, so the FCC divided the two parties and reallocated the Channel 1 frequencies for public safety and land mobile use and assigned TV channels 2-13 exclusively to broadcasters. Aside from the shared frequency issue, this part of the VHF band was (and to some extent still is) prone to higher levels of radio-frequency interference (RFI) than even VHF 2 (System M). Neither Canada nor Mexico allocated television frequencies until 1946, so the historical Channel 1 (System M) is exclusively a U. S. allocation artifact.

Engineering Rules – Global Standard Setting since 1880, by JoAnne Yates and Craig N. Murphy

This book was published in May of 2019. JoAnne Yates spent some time at one of the recent IEEE EMC Symposiums gathering information for the book. Her book breaks standards development into three waves: The First Wave (Pre-1900 to 1930), The Second Wave (1930s to the 1980s), and The Third Wave (1980s to the present time). She and her co-author devote one chapter to "US Participation in International RFI/EMC Standardization, World War II to the

1980s." In the chapter, she highlights "an American professor of electrical engineering named Ralph M. Showers. In the larger history of private standard setting, Showers exemplifies the hundreds of standards leaders in specific fields. He had many of the qualities shared by these people and by the standardization entrepreneurs we have discussed in the earlier chapters – especially the diplomacy, personal reserve, intellectual independence, and commitment to standardization of Charles le Maistre." For those people who like history and standardization, this book is an excellent addition to your library. It is available from Johns Hopkins University Press, 2715 North Charles Street, Baltimore, MD 21218-4363, www.press.jhu.edu.

Secretaries of the EMC Society

Following is a list of the secretaries that have served the EMC Society Board of Directors since 1957. The years that they served are listed after their names. Note the extended terms of Leonard E. Thomas, Sr. and Janet Nichols O'Neil. Additional information can be found on the Secretaries of the IEEE EMC Society in Issue No. 210, Summer 2006, of the IEEE EMC Society Newsletter, pages 44 and 45.

Albert Kall: 1957-1959

Milton Kant: 1960-1961

Zigmund V. Grobowski: 1961-1963

Albert Kall: 1963-1964

James S. Hill: 1964-1965

Leonard W. Thomas, Sr.: 1965-1981

L. A. "Art" Wall: 1982-1983

Donald Clark: 1984-1985

Gilda Haskins: 1986-1987

Janet Nichols O'Neil: 1988 to present

EMC

Team EMC Rides Again in New Orleans!

By Ray Adams and John LaSalle, Team EMC Co-founders



A funny thing happened during the 2012 IEEE EMC Symposium in Pittsburgh, Pennsylvania. Two of the Symposium attendees, the authors of this article, were waiting for the gala boat and watching several bikes whiz by on the bike path. Being avid bike riders themselves, they thought that next year during the Symposium week, they'd like to go on a bike ride. Spring forward to the 2019 IEEE Symposium on EMC+SIPI in New Orleans with Ray and John, plus a few other bike riders who also liked the idea of a bike ride during the Symposium week. According to John, "This was our 7th Annual Ride (we had two rides in 2015 - Santa Clara and Dresden - since there were two Symposiums that year). We have ridden in Denver, Raleigh, Santa Clara, Dresden, Ottawa, Washington DC, Long Beach and



Team EMC bike riders listen intently to “Ride Leader” Tim Peterson (far right facing team) with Keysight Technologies. Tim described the route the riders would take through historic New Orleans and the treat at the end of the ride at legendary Cafe du Monde.

New Orleans.” The group is now officially known as “Team EMC” and has its own colorful jerseys as can be seen in the photos accompanying this article.

The size of the group varies each year, as well as the “Ride Leader”, who chooses the route. To accommodate riders of different skill levels, there are generally two groups 1) A leisure group that averages around 12 mph, and 2) A performance group that averages around 17-18 mph. Local road conditions impact the speed and difficulty of the rides each year. One thing that is consistent each year, however, is the fun! Note the rides are scheduled very early on Thursday morning of the Symposium week so participants can

get back to the convention center in time for the technical sessions or booth duty.

This year in New Orleans, due to local road conditions, Team EMC had one large leisure group ride starting at the Hilton New Orleans Riverside through the historic French Quarter to City Park. On the return to the hotel, Team EMC stopped in Jackson Square at Cafe du Monde on Decatur Street for some coffee and beignets.

If you are interested in joining the Team EMC ride next year during the Symposium in Reno, Nevada, watch for details on the Symposium website at www.emc2020.emcss.org.

EMC



The number of Team EMC bike riders has grown over the years since the first ride held during the 2013 IEEE EMC Symposium in Denver, Colorado. The team posed for a group photo outside the Hilton New Orleans Riverside – the host hotel for the 2019 IEEE International Symposium on EMC+SIPI. Consider joining the team ride in Reno, Nevada at next year’s symposium. Note the rides are scheduled very early on Thursday morning of the Symposium week so participants can get back to the convention center in time for the technical sessions or booth duty.