

The following is from the late Chris Rickard's document archive.

X Code.

Instructions.

1. From a point of view of security operating signals must be regarded as the equivalent of plain language. On these grounds the use of certain signals would be dangerous to security. Such signals have been marked with an asterix.*
2. In War. Operating signals marked with an asterix must be recoded, except in emergency when rapidity is essential, they may be transmitted without recoding.

Note (a) Aircraft will normally use operating signals from the DF section unrecorded.

(b) Operating signals marked with an asterix in the "Tuning" and "Waves" section may be used unrecorded if the frequency is omitted.

3. Operating signals are not to be used for communicating with mercantile marine vessels or ground W/T stations.

Instructional.

- X 16 Correct.
- X 38 WT Exercise (No.....) will be carried out now (or at.....).
- X 39 WT Exercise will now cease.

VS Conduct.

- X 52 Your signalling lantern is too bright.
- X 53 Your signalling lantern is too dim.
- X 54 Your signalling lantern is out of focus.
- X 82 Use flashing.
- X 87 Use W/T.

General.

- X 100 Affirmative. Yes.
- X 103 Now (until.....).
- X 105 From.....until.....
- X 107 At.....
- X 112 Interrogative.
- X 114 Negative. No. Not.

Apparatus and Systems.

- X 148 CW (Continuous Wave).
- X 153 Switch off I.F.F. sets for ten minutes in area denoted except for ships whose call signs follow.
- X 156 ICW (Interrupted Continuous Wave).
- X 161 Listening-through apparatus.
- X 170 Power.
- X 173 Receiver (Receiving model).
- X 175 R.T. (Radio Telephony).
- X 178 Switch on I.F.F.
- X 187 Transmitter.
- X 191 V.S. (Visual Signalling).
- X 193 Water-borne.
- X 194 Air-borne.

Aircraft.

- X 195 Am reeling in aerial (preparatory to landing at).
- X 196 The call sign of shadowing aircraft is.....
- X 197 Am reeling in aerial to pick up a message.
- X 198 Request local weather report now or at..... (or every.....hours).
- X 199 Am working with aircraft in flight.
- X 200 Am forced landing (at.....).
- X 201 Call sign of strike aircraft is.....

R.T.

- X 204 I cannot hear your speech, use W/T.
- X 206 Listen out for R.T.
- X 208 Use R.T.
- X 209 Your speech is too weak to read; close distance.

Communicaton. Note and Strength.

- X 241* Am in W/T (or.....) communication with.....(onkcs).
- X 242 Air raid in progress this station.
- X 244 Am closing down for duration of air raid warning.
- X 245 Am moving and will endeavour to keep in communication while on the move.
- X 247 Am shifting to read another station but will call you as soon as I can (or at.....).
- X 249 Decrease strength of signals.
- X 257 Have nothing to communicate (Series and or originators number of last message was.....).
- X 259 Have something to communicate or have message, or number of messages denoted. (at....).
- X 260 How are my signals?
- X 261 Increase strength of signals.
- X 263 Lower your note.
- X 267 Nothing heard from you (at.....).

- X 269 Raise your note.
- X 271 Report time I (or.....) was last heard.
- X 273 Report when you are in W/T (or.....) communication with.....
- X 277 Resume normal W/T communication now (or at.....).
- X 279 What strength are my signals (or those of.....)?
- X 281 What is the quality of my note?
- X 283 Your note is bad..... Try to improve.
- X 285 Your note is clear and musical.
- X 287 Your note is unsteady (rising and falling).
- X 289 Your signals are fading strength.....to.....
- X 291 Your (or.....) signals are (or were at.....) readable and clear, strength.....
- X 295 Your signals are unreadable. Clicks only being received.

Calls and Answers.

- X 290 Answer calls for me on present frequency.
- X 299* Am calling you on.....kc/s.
- X 300* Answer me (or.....) (on.....kc/s).
- X 303 When will you call me again?
- X 305* Call me again at.....on present frequency (or on.....kc/s).
- X 308 Have been (.....is, or has been) calling or answering you (or.....) since.....
- X 310 Inform.....that I am calling or answering him.
- X 312will answer calls.
- X 314 Will call you again as soon as possible (or at.....) on present frequency.
- X 315* You are advised to call.....(call sign onkc/s).

Messages.

- X 316 Am using SYKO card letter.....for.....day.
- X 319* Can you accept message for.....
- X 321 Distress message made at.....(by.....) received.
- X 322 Denote SYKO card in use.
- X 323 Executive signal for last message (or following message) has been made, or was made at.....
- X 324 Authenticate your last transmission or your.....
- X 326 Following message in SYKO.
- X 327 Following is what.....made (or what was made at.....).
- X 332 Following is remaining portion of message incompletely transmitted to you (or to.....).
- X 333 Give me your message (for.....) I will dispose of it.
- X 335 Have you received the Executive Signal for message.....?
- X 336 Correct indicators (message settings) of message.....(indicated) are.....
- X 354 Repeat what was made by.....at.....
- X 356* Pass this message (or messages) to.....by.....
- X 361 Am unable to pass your message at.....

- X 363 Pass following signal to.....on return to base.
- X 370 Send by broadcast method.
- X 383 This message is passed to you for your information.
- X 396 Use direct method.
- X 397 Use 'I' method (with.....).

Defects and Delays.

- X 399 Delay was due to a fault in.....
- X 403 Delay was due to raising or lowering W.T. mast.
- X 405 Delay was due to working another station.
- X 407 Have been closed down due to electric storms.
- X 415 My accumulators are run down.
- X 417 My.....apparatus is temporarily out of action.
- X 419 My (or.....).....appears to be correct.
- X 421 My.....(or.....of.....) is defective.
- X 422 My remote control is out of action. I am working close control.
- X 423 My.....installation correct (repairs completed).
- X 424 S.E. unserviceable. (Note S.E. Special Equipment.)
- X 425 There appears to be a fault in your..... apparatus
- X 429 What was the cause of delay in answering?
- X 435 Your.....appears to be defective.
- X 436 Your relay appears to be sticking.
- X 437 You are missing shorts.
- X 439 You are causing delay by answering out of turn.
- X 441 You are causing delay by slowness in answering me (or.....).

Time.

- X 443 Request a timing signal now (or at.....).
- X 444 Shift receiver to read timing signal now (or at.....).
- X 445 Timing signal will be transmitted now (or at.....).

Telegrams.

- X 446 Open and signal contents of private telegram for
- X473 Private telegram received for.....request instructions.
- X 475 Retain private telegram (for.....) until arrival.

W/T Guards and Duties.

- X 483* AM (.....is) keeping W/T watch on.....kc/s.
- X 486* Am keeping watch on frequency denoted for first 5 minutes on each half-hour.
- X 487* Am keeping watch on frequency denoted from 10 to 15 and 40 to 45 minutes past the hour.

- X 494 Close down (reopen at.....).
- X 496 Closing down now (or at.....).
- X 497 Closing W/T watch without awaiting reply owing to probable attack by hostile aircraft. Will call you again as soon as possible.
- X 498 Closing down due to electrical storms. Will call immediately reception is possible (or at.....).
- X 511 is in W/T company.
- X 513 Keep continuous W/T watch until further notice.
- X 515* Listen out for messages from..... (on.....kc/s).
- X 530* Take over W/T guard on your present frequency (or on.....kc/s).
Note. For Naval use the method of passing in messages may be indicated by a letter vide Station Communication Orders.

Waves.

- X 538* Am about to shift receiver to.....kc/s.
- X 540* Am about to transmit on.....kc/s.
- X 541 Change to main night frequency now, or at.....hours.
- X 542* Am (or.....is) using.....kc/s.
- X 543 Change to alternative night frequency now or at.....hours.
- X 545 Change to main day frequency, not or at.....hours.
- X 547 Change to alternative day frequency now, or at.....hours.
- X 548* Shifting to normal frequency(ies) (or.....kc/s).
- X 550* Shift receiver to.....kc/s.
- X 552 Shift to Divisional (or Squadron) wave (or note frequency).
- X 556* Shift to normal frequency (or.....kc/s).
- X 558 Shift to Sub-Divisional wave (or note frequency).
- X 560* Transmit on.....kc/s and receive on.....kc/s.
- X 564* Shift to D/F frequency.....kc/s and keep look out for aircraft call sign.....

Interference and Operating.

- X 575 Interference is being experienced from.....
- X 579 Listen out before transmitting. You are causing unnecessary interference.
- X 581 Make call signs more distinctly.
- X 587 "Q" was made to you by me (or by.....) during your last transmission.
- X 593 Who, or what, is interfering with you?
- X 597 You are (or.....is) causing interference by inattention to order to wait.
- X 599 You are (or.....is) causing interference (on.....kc/s).
- X 602 Your morse is bad, difficult to read.
- X 604 Your spacing is bad.
- X 606 You are sending at the same time as this station (or as.....).

Tuning.

- X 607* Am about to send call sign on my present frequency (or on.....kc/s).
- X 609* Am about to send call signs on my present frequency (or on.....kc/s): obtain receiving adjustments and then tune your transmitter to the same frequency by listening-in.
- X 613 Decrease frequency slightly. Transmit your call sign five times on new adjustment.
- X 615 Decrease frequency very slightly to clear interference.
- X 617 Increase frequency slightly. Transmit your call sign five times on new adjustment.
- X 617 Increase frequency very slightly to clear interference.
- X 623 Please measure my frequency.
- X 625* Please send call sign on your present frequency (or on.....kc/s) for one minute, or until "Q" is received.
- X 267 Send in alphabetical sequence of call signs. Each station is to make it's call sign once (or.....times).
- X 629 Tune in (.....) on Divisional (or Squadron) wave.
- X 631 Tune in (.....) on Sub-Divisional wave.
- X 637 Your crystal (or master oscillator) does not appear to be controlling.
- X 639 Your (or.....) frequency is correct.
- X 641 Your (or.....) frequency is.....kc/s high.
- X 643 Your (or.....) frequency is.....kc/s low.
- X 649 Your (or.....) frequency is.....kc/s.
- X 651 Your (or.....) frequency is steady.
- X 652 Your transmitter does not appear to be correctly neutralised.

D/F.

- X 661* Bearing of you (or of.....) was.....class,, or its reciprocal, from me (or from.....) at.....
- X 662* Bearing of you (or of.....) was.....orclass.....from me (or from.....) at.....
- X 663* Bearing of you (or of.....) was.....class.....sense determined, from me (or from.....) at.....
- X 665* Bearing should be regarded as approximate only, owing to unfavourable circumstances.
- X 666* Bearing of you was.....class.....Balloon barrage within 60 miles of me on this bearing.
- X 667* Cannot determine bearing of.....
- X 669 Cannot determine your position.
- X 670* Cannot determine your position, your bearing from me (or.....) was.....class, sense determined at.....
- X 671* Cannot plot your position, you are in line, or nearly in line with D/F stations baseline.
- X 672 Increase height to enable more accurate bearing to be plotted.
- X 673* Carry out short D/F procedure.
- X 675 Commence revolving beacon transmissions now (or at.....).
- X 678 Am homing on my D/F gear.
- X 679* Listen out on D/F on.....kc/s (or between.....and.....kc/s).
- X 680* The magnetic course to steer with zero wind to reach me (or.....) is.....(degrees) at.....(time). There is a balloon barrage within 60 miles of me on that track.
- X 685* Ready to take your bearing (or bearing of.....) on my normal wave or.....kc/s.

- X 687* Send your call sign and dashes of 5 seconds duration alternately (on.....kc/s) to enable bearing(s) to be obtained.
- X 689* Signal bearing is determined approximately.
- X 691* Stand by to determine my position (or position of.....) by means of the RA method now (or at.....). The executive signal will follow.
- X 693* Take bearing on rotating beacons.
- X 694* Change over to loop D/F on.....kc/s.
- X 695* Take bearings and plot position from rotating beacons.
- X 696* What is the magnetic course to steer with zero wind to reach you?
- X 697* My position by rotating beacon bearings is.....
- X 698* The magnetic course to steer with zero wind to reach me is.....degrees at.....(time).
- X 699* What are my D/F bearings from stations denoted?
- X 700* What is my true bearing from you?
- X 701* Cease transmitting until further notice.
- X 702* What is my position?
- X 704* What is my position by D/F cross bearings by gridded map (or squared chart) method?
- X 705 Carry on normal D/F work.
- X 706 What is my position by D/F cross bearings from nearest landmark? (or from.....).
- X 708* What is my position by D/F from station denoted?
- X 710* When ready (or at.....) carry out the procedure to enable your position to be fixed by RA method.
- X 712* Your distance was approximately.....miles from me (or from.....) at.....
- X 714* Your position was.....class.....by cross bearings from.....and.....at.....
- X 715* Your bearing appears to be between.....degrees and.....degrees on my radio (?). Onionometer and sense indicates you are to the.....(direction) of this station.
- X 716* Your signals are not sufficiently strong for good determination of bearings in present unfavourable circumstances.
- X 717* Switch on wireless beacon.
- X 718* Beacon will be operating from.....to.....
- X 719* Beacon cannot be operated at present.
- X 720* Beacon No.....no longer required.
- X 721* Beacon (or beacons) now in operation is (are) number(s).....kc/s.
- X 722* Steer.....degrees for two minutes if possible and make K and longs while you are doing so.
- X 723* Am unable to steer as requested.
- X 724* Surface craft using call sign.....co-operating. Change to.....kc/s and follow D/F procedure when called.
- X 725* Am I above the aerodrome?
- X 726* Check correctness of last QDM given.
- X 727* Check sense of last QDM given.
- X 728* Check correctness of last QDR given.
- X 729* Check sense of last QDR given.
- X 730 I am about to send my call signs and dashes of five seconds duration at intervals in order that you may home on me.
- X 731* Aircraft plotted (believed to be you) in position (co-ordinate).....course.....times.....
- X 732 Wait.....miles distance on a true bearing of.....degrees from my station.

- X 733 Is the S.I. Beacon (mark indicated) in operation?
- X 734 The S.I. Beacon (mark indicated) is in operaton.
- X 735 The S.I. Beacon is out of order.
- X 736 What is your distance from my station in nautical miles?
- X 737 My distance from your station in nautical miles is.....
- X 738 What is your true bearing and distance from my station?
- X 739 My bearing is.....true. I am.....nautical miles from you.
- X 740 May I home on the S.I. Beacon (mark indicated)?
- X 741 You may home on the S.I. Beacon (mark indicated).
- X 742 You may not home on the S.I. Beacon (mark indicated).
- X 743 May I approach using the S.I. Beacon (mark indicated)?
- X 744 You may approach using the S.I. Beacon (mark indicated).
- X 745 You may not approach using the S.I. Beacon (mark indicated).
- X 746 The S.I. approach Beacon is out of order.

Special (for Royal Air Force only).

- X 960 You are using an incorrect reply to my challenge signal.

Notes:

The X code was officially discontinued in (possibly) 1943 after American pressure to replace it with the Q code. However, there are indications it was used unofficially for some years after.

The following groups were passed to me by operators using long term memory.

- X 28 What is the name of Operator?
- X 29 Name of Operator is.
- X 48/63 Operator to Operator.
- X 103-7 Use Long Pad (long signal by DSL or Semaphore).