

TRAFFIC CALL

Newsletter of the Ben While Memorial Nets

Founded 1938

Hit and bounce CW Traffic Net - Hit and Bounce Slow Net

JUNE 2001

REMINDER- PICNIC

We hope you have it on your calendar, Traffic Handlers' Picnic at Newark Valley NY, Saturday July 28th. If you can make it on Friday, there will be a supper at Orlando's Restaurant in West Endicott NY at about six pm and on.

Orlando's is about one door West of the street corner of Main St. and Nanticoke (NY 26) in West Endicott. A little further West on Main St. is one of the Motels -- The EconoLodge, 749 W.Main tel.754-1533 or 800-8453224. Some folks already made their reservations there.

Other motels in the Endicott, Johnson City and Vestal NY area are: JC -- Red Roof, Best Western both are right off of Exit 70N on NY 17. Hampton Inn (behind the Wegmans Supermarket) Vestal -- Courtyard Marriott (new), Howard Johnson, Holiday Inn and a new Hampton Inn on Vestal Parkway (via Exit 70S on NY 17) Our location in Newark Valley (almost into Maine NY) is just a bit west of NY 26. We're 5.0 mile East of the Village of Newark Valley which is on NY 38 and we are 2.5 miles West of the hamlet of Maine NY which is on NY 26, the primary access. If you're coming south on 1-81 take NY 26 South at Whitney Point exit.

If you are coming north on 1-81 from Pennsylvania, take NY 17 West to Endicott NY and then in West Endicott, NY 26 North to Maine.

Youse guys driving in from either E or W direction on NY 17, take NY 26 North to Maine NY. Take Lewis Street West up past the Maine Town Hall for 2.5 miles and you will be there.

If you insist on approaching from Newark Valley, go East for 5.0 miles or Rock Street (Rock Road outside the Village). Stay on the paved road, bearing to the left -- we are on the right side of road going East - redwood ranch with lotsa antennas on roof

Talk-in will be on 2M 146.73 (-600) repeater in Vestal NY. Our telephone is (607) 642-8930.

HOPE YOU CAN MAKE IT.-THE PICNIC STARTS ABOUT 10 AM_

73, Bill W2MTA ,

Hit and Bounce Net - Manner's Comments

Summer has arrived, with her storms wreaking general havoc on the bands. Thanks to all who stayed through the QRN and QSB which plagued the band for most of the month of May. Fifty-three different stations, QNI 585, listed 484 pieces of traffic and cleared 412. Average time per session 35 minutes. Teamwork again, and traffic was handled. Everyone deserves a medal!

Top traffic handler for May is NG1A who checked in 9 times and brought 93 pieces of traffic. **KA8WNO 91; K8LJG 91; K2BCL 36; AB4E 30; W8RTN 19; WX4H 20; WA3UNX 14; and WD8DHC 11.** Thanks to all who checked in whether or not you brought traffic. **Perfect attendance in May WX4H;** 30 days were K2BCL and WOGRW,A134E 29, KA8WNO 26, W2MTA 25, WA3UNX and N9KHD 24, W3JKX and AC4DV 22, KA5NNG 21, K8LJG and NIDHT 20, W8RTN 19, N4ABM and AF4QZ 17, KK3F and KA8VWE 16. New QN1 in MayK5NO, Stan in AR.

AB4E hospitalized

At this writing, AB, AB4E, had surgery and has been moved back into ICU. It is possible that he will undergo another operation. Roy, AC4DV, has been visiting him daily, and will keep us informed via HBN. If you wish to send a card, please send to his home address.

TRIP I will be away (in WV) from June 25 until July 6. Hopefully you have received this issue before that time. Sorry it's late. Some reports were missing. Please say a little prayer for our AB. 73 ARF -Sis

HIT AND BOUNCE SLOW NET

NIANAGER'S COMMENTS

C. M. Shearer (Sam). WB5ZJN, Manager

Thirty-one great guys made this month's net operations a big success. We had a QN1 of 382 and a QTC of 128. This month's top honors go to Jim, WA8DUH; Sam, KG2HA; and Ad, NR9K, with perfect attendance. Near perfect were Gail, K2BCI (30),-, Don, K2YAI (30); Cid, W3QQ (29); Chuck, N30N (28); and Bill, W2MTA (27). As always, everyone's participation is greatly appreciated, and, whether you checked in once or thirty-one times, it is your participation that makes this net successful.

Statistics: Again our numbers are the highest they have been in the past four years. Thanks to the business we have received from Fred, NGIA, our QTC is also higher. Again, I want to stress that we make it a point to handle all traffic. If we cannot pass the traffic directly, take it to HBN or another net. The main thing is not to let an opportunity to move traffic pass us by.

Italy: It did not even dawn on me that while I was in Florence visiting one of the many exquisite churches, I would be at the presence of the grave site of Guglielmo Marconi (1874-1937). He is buried in Santa Croce along with Michelangelo, Machiavelli, Galileo, and several others. This church, like so many others in Italy, was adorned with beautiful paintings and frescos by Biotto, Gaddi, Donatello, and others. My university choir sang several concerts, and singing for Italians in Italy is like no other audiences I have ever performed in my 38 years as a conductor. Italians know how to express their appreciation for good music. After a concert that was nearly two hours long, they were yelling "bis, bis, bis," which means more, more, more." Quite a thrill for my students and this conductor.

HAPPY BIRTHDAY

JULY: I W2MTA; 14 WB8KPE; 16
WIPEX; 17 N4DY; 21 W2EAG; 24 K5UPN
AUGUST: 2 N60D; 24 KC8GMT;
30 W4VFJ

RAILROADS AND MORSE TELEGRAPHY-KA5NNG

Recently, as yet another off-shoot of my interest in Morse telegraphy, I've been learning a little about how the telegraph had been used to control train movements on the railroads before the advent of the automatic interlocking systems.

The telegraph was used to both control train movement into and out of "blocks"; and also in conjunction with the later automatic systems to control overall train movement/priority by means of written "train orders".

Some of the "Rules for Telegraph Operators" promulgated by the railroads in those days make interesting reading today. For example:

2. Operators must be constantly on duty during the hours assigned to them, and must not leave their offices to go to meals, deliver messages, or for any purpose that will take them out of bearing over five minutes, without permission, and will report to the dispatcher upon their return

3. Offices will be in charge of the day operator. Operators at day and night offices must not leave the office until relieved

12. They must regulate speed of transmitting to suit the ability of the receiving operator. Under ordinary circumstances, the sending operator will be held responsible for errors.

(Taken from "Railroad Telegrapher's Handbook" by Tom French). Somehow, I don't think rules 2. and 3. would "fly" in today's workplace, Hi. It's also unfortunate that there isn't any way to apply rule 12. To amateur operation. That second sentence would be quite appropriate considering some of the really bizarre CW on the bands these days. Hi.

..... I had a pretty interesting QSO with Larry W811S who is a retired railroad telegrapher. We talked about the use of the telegraph to regulate the movement of trains, and then Larry offered to send me a few samples of real Train Orders. He not only did that, but also sent a couple of sample issues of a newsletter from The International Association of Train Order Collectors. (It sometimes seems as if there is an organization dedicated to collecting just about everything. Hi).

The safeguards built into the railroad rules regarding the Train Orders are also interesting. An order might be sent to a number of stations simultaneously, and each operator was required to repeat the entire message back to the dispatcher and, all the other operators were required to listen to the repeat for errors. There were also "fail-safe" rules for the actual signaling of the trains such that the actual signal device had to be operated when it was in the sight of the engineer of the approaching train. So, if the engineer came to a signal that indicated "proceed", but hadn't seen the signal device move from "stop" to "proceed", he was required to stop the train. (To avoid the possibility of an accident resulting from a signal "stuck" in the "proceed" position).

It always surprises me how much detail there is to just about any subject once you start investigating it. But it is lots of fun (at least I think it is) learning about such arcane skills. []

A bit of Ozarkian humor from the pages of the Ozark's Mountaineer magazine.

Each year, just before deer hunting season, an Ozark farmer tries to protect his cattle by painting in huge letters on each animal: COW. When asked if he put a different sign on bulls, he replied, "Nope. No use confusing those city fellers with details". -KA5NNG

TREASURERS REPORT

N4ABM Ole, Treasurer

Balance as of May 22/01 \$162.52 Contributions:

W4VFJ 25.00 June 1/01

N3COR 10.00 June 12/01

Expenditures: Postage/Mailing (81.57) April 12/01 (87.38) May 16/01

Balance as of June 19/01 28.57

To make contributions, please make checks payable to

Merritt Olsen, 12106 Stirrup Rd., Reston, VA 20191-2104

Do not make payable to HBN.

Checks are preferred for purposes of record keeping.

Do not send contributions to Traffic Call.

SOME THOUGHTS ABOUT RECIPROCITY -KA5NNG

It has long been said that "you can't work them if you can't hear them", and while that is true enough, it doesn't necessarily follow that if you CAN hear them you CAN work them, which some of the published misinformation about the reciprocity theorem might lead you to think was true.

There are a number of reasons why the reciprocity theorem can't be directly applied to our day to day radio communications. One major reason is that the antenna characteristics of greatest importance are different for transmitting versus receiving. For transmitting use, we desire our antennas to be as efficient as possible, that is, we want as much of the radio energy fed into it as possible to be radiated. In the case of receiving, efficiency is of much less importance, especially on frequencies below about 10 MHz. The reason for that is two-fold. First, the important parameter when receiving is how strong the desired incoming signal is with respect to the noise level. At frequencies

below about 10 MHz, the predominant source of noise is that which is external to the receiving system (as opposed to the inherent internal noise of the antenna and receiver, etc.). That being so, the ratio of signal to noise is not affected by antenna efficiency. While it is true that an antenna of low efficiency "picks up" less of the desired signal than a more efficient antenna, it also "picks up" less noise, and so the actual S/N ratio is basically not affected. Probably, the most common situation where this occurs is mobile operation on the lower bands. A mobile whip on 80 meters may have an efficiency of somewhere around 5%. So, you put in 100 watts of RF and it radiates only 5 watts de facto QRP Hi. On receive however, the mobile whip will provide reception comparable to a full size efficient antenna, assuming the receiver has sufficient gain to compensate for the weaker signal levels involved (and just about every modern receiver does). So, in that situation, it could easily happen that while you were hearing lots of stations well, they might not hear you well or at all.

Besides the differences between transmission and reception above, there is the fact that for the reciprocity theorem to be valid, the medium through which the waves propagate must be linear, passive, and isotropic. Which means that the theorem does not apply to sky wave propagation via the ionosphere. -KA5NNG

NCS NEEDED for HBN on Thursdays until further notice. If another day would be better for you, it might be possible to exchange days with another NCS. Give it a try.

Hiram Percy Maxim, et al. -KA5NNG

ARRL's founder Hiram Percy Maxim was an inventor as was his father and uncle. In 1908, H.P. invented a firearm silencer known as the Maxim silencer. His father, Sir Hiram Stevens Maxim (a U.S. citizen living in England) invented the first practical fully automatic gun mechanism (machine gun) in 1884. The Maxim machine gun was also known as the Vickers because it was manufactured by that firm for many years. It was adopted as the U.S. Army's M1915. H.P.'s uncle, Hudson Maxim, together with R.C. Schupphaus developed the first smokeless gunpowder to be made in the U.S. It was also the first such powder to be adopted by the U.S. government. Hudson Maxim also invented a smokeless cannon powder which was used extensively in **WW 1**.

CORRECTION: This year K2YAI, Don Woodruff is celebrating his 57th wedding anniversary, not his 57th year in Amateur Radio, as was printed in the April issue of TC. My apologies, Don. Congratulations! [Ed]

The following is an excerpt from W3EAG's Training Manual:

WHAT IS A NET?

A traffic net is an organized group of amateur operators gathered on a designated frequency for the purpose of exchanging formal written third party messages in the United States, Canada and abroad where third party traffic is legal.

The main reasons to check into a traffic net are:

- A. To provide an outlet for delivery in your area.
- B. To bring traffic into the Net.
- C. To perform as a liaison station.
- D. To enjoy camaraderie of the Net members, all of who are performing a public service.
- E. To keep trained for emergencies.

The Net Control Station (NCS) -

The NCS is a station that has been assigned by the Net Manager to control or run the net on an assigned day. The Net Control Station is the Master of Ceremony. While the Net is directed, his/her directions must be carried out without question. He is in charge!

Liaison Stations - One or more stations assigned to take messages destined for areas outside of the Net's normal coverage and also stations bringing in traffic from those outside areas or Nets. The Net Manager appoints liaisons.

Net Members -

Stations that check in at random to represent a city, town, village or other designated part of the net's coverage. The Net Manager keeps strict account of the membership on a roster with a tally of check-ins and liaisons that an individual may perform.

MEETING TIMES Most NTS nets meet at a fixed time, on a designated frequency, on a daily basis. Many nets meet more than once a day, conforming to the NTS structure. Refer to the Net Directory for times and frequencies.

Listing the Nets from the lowest to the highest levels, they are: the Local Net, the Section Net, Region Net, Area Net and TCC (Transcontinental Corps). We will also discuss Independent Nets.

1. Local Nets -

Generally cover a comparatively small area such as a city, county or designated zone within a section. They are usually operated on VHF serving as traffic or emergency nets. Coverage depends on the range of the repeater.

2. Section Nets - Operate at ARRL Section Level and may consist of more than one state within the section, depending on availability of

operators, traffic and terrain. Mode: May be phone or CW, but generally Cycle 4 is CW. Q/C

3. Region Nets -Coverage basis is usually a call area. In some areas this may differ because of time zone changes, etc. The 1RN, 2RN, 3RN and 8RN observe call area boundaries.

4. Area Nets - Are the highest level nets and consist of Eastern, Central and Pacific areas. TCC liaison stations take traffic from area to area nets on 'schedules, dictated by the TCC Director or on an individual basis.

All the above nets are bound together by liaison stations, whom are assigned by the Net Managers, either coming in or going out of the nets upward or downward. Also, these nets may meet one or more times daily, conforming to the ARRL NTS cycle structure, either CW or phone.

INDEPENDENT NETS - Are nets that are recognized, but not sanctioned by the ARRL. They may or may not have assigned liaison stations. Coverage depends on the band of operation, sometimes covering wide areas. The Net Managers are usually elected by the net membership. Many members are usually affiliated with NTS. Most NTS nets meet at a fixed time, on a designated frequency, on a daily basis. Many nets meet more than once a day, conforming to the NTS structure. Refer to the Net Directory for times and frequencies.

7042 K-Hz 8:30 AM Daily
(alt 7114 KHz)

Sunday	WA4DOX	Obie
Monday	KA8WNO	Jack
Tuesday	WA3UNX	Don
Wednesday	N4ABM	Ole
Thursday	QNG needed	
Friday	WD8DIN	Sis
Saturday	W2EAG	Mark

HBSN 3714 KHz 7:30 AM Daily

Sunday	VE3DTR	John
Monday	Open	
Tuesday	NR9K	Ad
Wednesday	WB5ZJN	Sam
Thursday	N3ON	Chuck
Friday	WD8DHC	Mike
Saturday	Open	

