

The Texan

Newsletter of the Texas NTS CW Net (TEX)

**** See "TSN Corner" and "RN5 Corner" on the Last Pages ****

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July - August 2017



Summertime Propagation and Traffic

Those of you who operate on daytime nets have certainly noticed how terrible propagation has been of late. 40 meters is up and down, and 20 is extremely difficult to use for the daytime Central Area Net and also for Inter-Area Traffic Network skeds.

By comparison, we are much better off during the nighttime. 40 has been working well for RN5, although of late there is fairly long skip on late RN5. 80 seems to be OK for both sessions of TEX. In "normal" times, we would have switched to 40 long before this, but since 80 seems to be acceptable, there is no pressing reason to move early TEX. The late net would never be on 40.

The only problem with 80 for the early net is that Sam, W5CU, who has been in Colorado off and on, cannot check in. No problem on the late session. Sam has a potent signal on both 40 and 80 here, almost as strong as when he is in OK. We could use 40 for the 2 nights that Sam has RN5 (Sunday / Monday) if everyone agrees, but that would be a bit confusing unless we moved every day to 40. What are your thoughts, NCS and liaison stations? Should we try 40 for early TEX?

We need some more traffic, particularly on the early session. How about everyone creating at least one message a week to send to RN5 or TTN or another TEX member?

New QNI Newsletter

Thanks to James Wades, WB8SIW, a new QNI Newsletter is available on <http://www.qni-newsletter.net/> . Some very interesting articles including, among others:

1. The Standardization of Time
2. Cliff Clavin (from Cheers) was a ham
3. ICS-213, the Mythology that won't die
4. Unilateral Decisions
5. Dayton Hamvention report
6. Community Outreach – National Communications Strategy
7. Solar Power
8. The Future is Here, and it is the Radiogram

9. Aviation Based Exercise Messages (read this one – you may have to handle some of these)
10. Local-State Traffic / EMCOMM Net affiliation (with RRI)
11. The Universal Radiogram Format

Another Story by Vic W7VSE A TRIP TO CALIFORNIA

While this story does not have anything to do with radio, it is still interesting for a glimpse into the years when it took place, and it all started in the TEX back yard, so to speak. Thanks again to Vic.

Being born in 1922, I grew up during the first great depression. Money was very hard to come by and we made do with what we had or could get for free. Hardly anyone had money for a bus or train ticket, and airplane travel was in the distant future. When you wanted to go out of town, there were two ways you could afford. Hitchhiking and riding a freight train. I did a lot of both. My hometown, Waurika, Oklahoma, was a main stop for the Rock Island trains that passed through. The mainline was only a couple of blocks from our house. I still miss those lonesome steam train whistles. I guess the town was really created when the Rock Island Railroad decided to make it a stopping place for all trains. About 250 railroaders moved into town with their families and the town grew up around the railroad stop. Our town was a little over 100 miles northwest of Fort Worth, TX, and was about the second fuel and water stop on the way north. We had a roundhouse, turntable, coal chute, depot with Morse telegraphers, a yard with several tracks for storing empty boxcars, and some unused cabooses, a stockade for holding livestock and loading platforms to put them on and off the trains. There was also a pumping station where the railroad pumped water from Beaver Creek into a 50 ft high (or more) metal holding tank where they applied the chemicals to the water to make it clean enough to use in the steamers. Then they pumped it underground about a half-mile away and stored it in another similar tank that had the necessary plumbing to get it to the main line to be placed in the boilers of the steamers.

It was fun to watch the loading process at the coal chute. They placed coal on a conveyer belt and put several hundred pounds of it in a chamber above the tracks. The steam engine would pull his coal car underneath that chamber and the coal chute operator would open the bottom of the chamber and all that coal would go crashing down into that coal car. It made a tremendous noise and all that weight falling into the car would cause the coal car to jump up and down on the track. Quite a sight and sound to behold.

We kids that grew up there became very well acquainted with all these railroad things. We climbed on the empty boxcars and cabooses and even took some of the things home with us that were stored in the cabooses. There were warning flares similar to the ones we use on the highways today, and a little item we called a “dynamite.” It was a warning device that was strapped to the rails and when a train ran over it there would be a loud explosion – loud enough to hear above the noise of the train. It’s a wonder some of us didn’t get severely wounded learning how to explode those things at home, or set fire to something valuable with those flares, but boys will be boys you know, and we did have fun.

One year, during the 1930s, the railroad constructed a quarter mile long (approximate) trough about three feet wide and four feet deep between the rails so the trains could pick up water on

the fly. They modified the train with a scoop that the engineer could lower into this 4-foot ditch filled with water and proceed slowly along and scoop the water right up into the storage tank for the boiler. Then he would haul in the scoop and proceed on his way without having to stop for water. I don't think the idea caught on. It might have been because this happened about the same time as the diesel/electric engines came along and removed the need for water.

As I said, catching freight trains and hitchhiking was part of life for many people in that era. We kids played on the railroad quite a bit. We saw the hoboes getting on and off the trains, so we tried it ourselves. At first, we would catch a slow moving train and ride a short distance and get off. Later on we would catch a train and ride to the next stop. El Reno, Oklahoma, about 80 miles away was the next junction north and Bowie, Texas, a little over 50 miles away, was the next junction south. You could usually catch a train and ride to the next junction, get off and wait for a train going back and get home the same day. We kids didn't have much money or anything else in the 20s and 30s, so some of us tried to emulate the hoboes. As we got older, we got bolder and took longer trips. One year I went to Houston, Texas which took about 4 or 5 days round trip. One summer one neighbor kid and I went to St Louis, MO and stayed a week or so with his aunt and then caught a train back. (But that's another story.)

The longest trip I ever made was to Pueblo, Colorado. A friend, named Joe Skinner, and I decided we wanted to go to California. So we caught a freight on a hot August day. I think we were either 16 or 17 years old. It was hot weather and we left Waurika wearing khaki pants and a tee shirt and tennis shoes and carried very little else. We caught a freight train to El Reno, then caught another train westbound going to Amarillo, Texas. When we got to Sayre, Oklahoma, three railroad "bulls" kicked all the hoboes off the train and when the train pulled out of the yards there was one man on top of the 1st boxcar, one in the middle of the train, and one near the end of the train. If we tried to catch the train they would come to the ladder and stomp on your hands and make you get off. They did not allow us to catch the train when it pulled out. We hung around the yards and hobo jungle near Sayre for a whole day and night. Then one of the older hoboes told us he knew how to catch the train. He said he had been there before. He said those three railroad men that kicked us off the train lived there in Sayre, and had to come back, so they had to stop that train out a few miles west of Sayre to let them get off. We believed him and we all walked several miles down the railroad westbound and came to a place that had parking spaces for cars. We got out of sight in the brush just west of there and waited for a train to leave town. Many hours later a westbound train came and stopped and let the 3 men get off and then "highballed" (two blasts on the steam whistle) and started picking up speed. We were waiting and ran over to the tracks and caught the train on the fly before it gained enough speed to out run us. All that practice catching trains on the fly back in Waurika paid off. I think we went from Waurika to Amarillo on the Rock Island Railroad. In Amarillo, we found out from other hoboes where to catch a train going to Colorado and we waited for a train to pull out. Many hours later, we caught one and I think it was the Denver and Rio Grand Western (D&RGW) railroad. Or maybe we rode another railroad into Denver. All this happened in the late 1930s and my memory has dimmed quite a bit since then. After we got out of Denver, Colorado, I am almost sure we were on the D&RGW. We were to cross the Rocky Mountains. We went through the Moffett tunnel, supposedly one of the longest railroad tunnels in the country. At one place we came out of a tunnel and went under a bridge that looked like it was a quarter mile up in the air. (many years later I drove a car across that bridge and stopped to look down at that railroad where I had been on that freight.) We finally got to Pueblo, Colorado and it was very cold. In

fact there were a few inches of snow everywhere and these two Okie kids wished they had brought their long handles. We got off the train in Pueblo, and tried to bum something to eat. We were cold and very hungry. I had mooched food before, but I wasn't very good at it. I went up to a house and knocked on the front door. A lady, old enough to be my mother, or grandmother, answered the door and I asked her if I could mow her lawn for something to eat. When I had said that, we both turned and looked over where the lawn should be and it was solid snow several inches deep over the whole yard. She smiled and told me to go around to the back and she would give me something to eat. She let me inside and brought out some leftovers and they really tasted good. I ate until I bulged at the seams. She asked me where my coat was and I told her it had been very hot when we left Oklahoma and we thought it was that way everywhere so we would not need a coat. She went to another part of the house and came back with a World War One trench coat and told me to try it on. I put it on and it was probably for a guy 6 foot 5 (and I was only 5 foot 8.) The sleeves were about three inches longer than my arms and the bottom of the coat drug the floor. She said it was probably too big for me (an understatement, if I ever heard one) and I told her yes it was too big but it sure felt good. She said take it with you if you want it. I did want it, and when I left the house wearing that coat I cut a 3 foot wide swath in the snow as I walked and drug that coat down the street.

Joe and I finally figured out that we didn't want to go to California. It must be too cold out there. So we decided to catch an eastbound train and go back home. There in the yards in Pueblo, they must have used iron Pyrite along the tracks like we used white rock back home. Iron Pyrite looks like gold nuggets and I walked up and down the tracks picking up shiny pieces of that rock and sticking them in the coat pockets to take home with me. The coat originally weighed about 10 pounds, I guess, and I must have added a few more pounds of iron Pyrite. We finally caught a train going back to Amarillo, and the only place we could get any protection from the wind and weather was an empty coal car. There was a string of several coal cars and we ended up on the first one behind a boxcar for more protection from the wind and weather. Coal cars have a lot of coal dust in the bottom of the car and when the train is moving the coal dust is blowing around and gets in your eyes, mouth and nose and other places--very unpleasant. Joe and I huddled underneath that trench coat for warmth and to get away from the coal dust. Then, about 40 miles out of Amarillo, it started to rain. By the time we pulled into the yards at Amarillo, that coat had soaked up many more pounds of rainwater. It took us both to lift that coat up and we each got on an end of the coat and tossed it over the side of the coal car. I think I heard it go PLOP on the concrete above the noise of the freight train. And, the coat must still be there, because I didn't walk the several blocks back to pick it up after we got off the train.

It was very early in the morning when we reached Amarillo and very cold. We could smell something baking in the air, so we homed in on that smell and found the bakery. I think we had fifteen cents to our name, and we asked the guy what we could have for that much money. He loaded us down with bakery things. Some of them might have been a day old, but they sure did taste good and filled out all the wrinkles in our stomachs. We were there in Amarillo for a day waiting for a train. We had a choice to make. We could go back through Sayre, the way we came, or we could catch a FW&D (Fort Worth & Denver) train on another track going to Bowie, TX. While we were trying to make up our minds, a train pulled out going to Bowie. The Bowie train showed up first, so we caught it. This meant we would be about 52 miles from home when we got to Bowie, but we could wait for a train coming out of Ft Worth on the Rock Island, or hitchhike on old highway 81 up to Waurika.

When we got to Bowie, we had been on the road for about 10 days. We waited for many hours for a train from Ft Worth. Finally, we were tired of waiting and we decided to hitchhike to Waurika. Now this was a dumb decision because we had not bathed in the 10 days we had been on the road and due to riding in that coal car from Pueblo to Amarillo, we both looked much darker than we should have. We could have been mistaken for Africans.

Nevertheless, we walked a mile or two over to the outskirts of Bowie on highway 81, and started trying to thumb a ride. After a couple of hours of cars whizzing by, we decided no one was going to pick us up, so we started walking up the road. We passed by a farmhouse near the road and there was a garden next to it. We angled into the garden to see if there was anything good to eat. The only thing we found was some large Bermuda onions about golf ball size. We pulled a few of those out of the ground and walked on up the highway peeling the outside skin and the dirt off the onions and eating them. They were fairly mild and sure tasted good. Now a car stopped and picked us up. We got in the back seat and breathed a smelly breath of relief. After only a mile or so, the driver suddenly decided that he had to turn off at the next intersection and he put us out on the road again. I'm sure that he couldn't stand the sight or the smell of us.

Later on a truck stopped and we got on the back where the driver couldn't smell us and rode all the way to the intersection of highway 81 and highway 70, about a mile or so from home. We walked that mile and were thankful to be home. We were black dirty, hungry, tired and sleepy. It took about two weeks before we scrubbed the last of that coal dust out of our skins. And so ended our Hobo trip to California.

TEX Mailbox:

Sam, W5CU, wrote on June 19: I'm back on the air from Pagosa Springs CO. Dipole @ ~50' using my Yaesu smokers! Signals are great on 40 so far but no joy hearing early TEX on 80m, sorry. CU on the nets. / Sam

Then on June 21 he added: Yes, I'm operating from a rental house that I found. Actually, we're doing pretty well with the rebuild and should have some \$\$ left when the house is complete, so I decided to get out of condo world and spend a little more for a house and a lot. The old Yaesu radios are working fine, and this house has a garage that is set up well for my station (plenty of room as it is too small to get either of my vehicles in HI). I'm using another W5GI Mystery collinear dipole based on the Pagosa formula (suspended between two Ponderosa pines), oriented N-S, and it seems to be doing OK.

40m may be too long for most of your stations. I remember last year that early TEX was not doable before the summer solstice but beginning in July as the days shortened I was able to get in OK.

73, Sam

- . . . -

James, WB8SIW, wrote on June 20: Hello Everyone: In the near future, Radio Relay International will begin implementing an on-going training and evaluation project in which various RRI Registered Radio Operators will be asked to participate.

An RRI volunteer, Tom Hammond (K8BKM), will periodically originate radiogram messages containing FAA or NAV Canada aviation data. Upon receipt of the radiogram, the RRI member to whom the test message is addressed is asked to e-mail a copy of the message as

received back to Tom. He will then track the accuracy level of our networks to identify trends and areas needing improvement. This will serve as an initial phase in the emergency communications training and exercise cycle. It will also demonstrate our ability to handle complex data in a professional manner for our customer while providing a unique and challenging operating activity.

All messages will be originated with a ROUTINE precedence. This precedence was selected in order to encourage the propagation of the messages through the entire system, thereby testing accuracy at all network layers without specific time constraints. Again, the idea is to measure accuracy and expose RRI personnel to message content that does not lend itself to predictable content, "cookie cutter texts" or assumptions.

Each message will include the word "TEST" at the start and conclusion of the text. An HXC precedence will also be included. A suitable service message should be returned to Tom at which time a message is received/delivered.

Ideally, the RRI member will be sufficiently active on his preferred network to receive the messages directly during a routine net session. However, telephone or e-mail delivery to the addressee is permitted once the message arrives at the addressee's destination state/local network.

If you are interested in participating in this training activity and have not yet registered with RRI, please do so in the near future. Simply go to this link to download the RRI registration form:

<http://radio-relay.org/wp-content/uploads/2017/02/Fillable-RRI-Registration-Form-1601-Final-Approved-2016-11.pdf>

Please e-mail the completed registration form to: james.wades (at) radio-relay (dot) org

Thank you,
James Wades (WB8SIW)
Radio Relay International

Ed: Note that I have relayed a few of these. They have words in the text that come directly from airline pilot flight plans and must be copied exactly as sent. A real challenge and kind of fun, too.

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Rodney, W5DY, wrote on June 28 after getting his antenna back up following the lightning damage:

So far, I am OK. The 520 stopped working a few days ago and the 706 is not performing good and there have been storms in my area, so I have been off since Sat night. The new (to me) rig should be here tomorrow and hopefully I will have it on tomorrow night. It's a Yaesu FT1000.

I finally heard back from Tentec. They have just about priced themselves out of the repair business, so I won't be sending the Omni 7 there. I think it is OK, but just not sure yet. The guy locally I took it to said he got it to come on by using a jumper on the power board, so I just need to find out what he did and go from there. I may wind up taking it back to him if he feels

he can fix it. He is old and doesn't do much since retiring.

- . . . -

Scott, N7NET wrote: take a look at <https://www.youtube.com/watch?v=jHHj09tVi9Q>

This is from a 1944 movie where the dancer is passing a coded message with her taps. I think the message is in American Morse. Would you pass this on to Vic, w7vse, and get his take on it?

I'd appreciate it.
73 de Scott/n7net

Vic W7VSE responded: Hi yawl ! Nice movie. Yes I could read a few words of the original Morse code in her dance steps, but I could not attach it where it should apply. Enjoyed it though and tnx for sending. 73, Vic

- . . . -

Charlie, W5GKH, lost his dear wife Wilma in early July, shortly after her 92nd birthday. Our sincere condolences, Charlie. He sent along the following link to her obituary:
<http://m.bakerfuneralhome.net/obituaries/wall?obituaryId=2081110>

- . . . -

Randy, N5RL, has been fighting cancer as most of you know. Received the following from him on July 12: Think I need to bring you up to date. I just finished 12 weeks of chemo and finally am getting back to my old self. It took a bit of time after my last treatment in June. A CT scan taken last week along with a looksee in the bladder was very encouraging. As part of the treatment, I will be having surgery 1 August when they remove my left kidney and Ureter (where the advanced cancer was located) right up to the bladder. I'm happy to report that the minor cancer in the bladder itself no longer exists, at least for now. I'm not sure how long my recovery might take from the surgery but as a minimum I expect to be pretty much out of action from 1 August until about a week later. I figure by then I ought to be moving around well enough so that operating will not be a problem. In any case, I can't see it keeping me down for long and I will keep you advised. 73 ! Randy N5RL

On August 7, Randy reported: Hi Fellas. Well its been 6 days since I had my surgery and recovery is going well. I was on the operating table for 7 hours when they took my kidney and associated "hardware" out. I've got a catheter and bag (ball and chain !) until Wednesday and then thank goodness I get rid of it. This will make it easier to find a comfortable sitting position when I operate which has been my main problem since the operation. My recliner is good and everything else is sort of an uncomfortable event ... which explains my absence from the CW net. I hope to be more active after Wednesday but for now I am in the recuperation mode. I have more to be done but I'll take that day by day and week by week, keeping you aware of my operational status. 73 ! Randy N5RL

Ed: Very happy to report that Randy is back on the air and appears to be recovering from his ordeals very well. You're an inspiration to us all, Randy !

- . . . -

Many of you will be receiving some of **Glenn, VE3GNA's** messages. He sent the following on August 15: Folks: here is my new text effective Aug 14. I thought it time to modify the text somewhat and this is what I have arrived at. 73, Glenn

R HXC VE3GNA ARL 19 TAMWORTH ON <DATE>
BT

ARL FIFTY SIX NEW AMATEUR
 RADIO LICENSE HOPE YOU WILL
 ENJOY ALL THIS GREAT HOBBY
 HAS TO OFFER 73
 BT
 GLENN VE3GNA

TEX Net Topics

The TEX Duty Schedule and Roster are shown on the following pages. No major changes have been made to either, but we definitely need more help from those of you willing to accept a regular spot. Rodney and I are doing more than we should have to do, and Jim fills in the other gaps. Thanks to all who are helping out and also the backup stations for those slots that are open or with the regular station unavailable. We have a lot of Open slots now, so please consider taking one or more of them. We particularly need more NCS stations (7), but RN5 liaisons (4) are also lacking.

Sam, W5CU, is spending more time in CO this summer, rebuilding his house that was destroyed there by the attic explosion and fire. As reported in the Mailbox, he found a rental place that allowed him to put up antennas again and we are delighted to hear his bodacious signal coming in from CO.

CAN and WAN and RN5 all continue on 40 meters. Possibly moving early TEX was discussed at the start of this newsletter.

TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5DY	N5RL	Open	Open	N5RL	W5FEA	Open
Backup	W5FEA	W5FEA	W5DY	W5DY	W5FEA	W5DY	W5FEA
NCS #2	W5DY	K6JT	Open	Open	Open	W5DY	Open
Backup	K6JT	W5DY	K6JT	K6JT	K6JT	W5FEA	K6JT
RN5 #1	W5CU	Open	K5GM	N5RL	N5RL	Open	W5CU
Backup	W5DY	N5RL	W5DY	W5DY	W5FEA	W5FEA	W5FEA
RN5 #2	W5CU	Open	K5RG	K6JT	K6JT	Open	W5CU
Backup	W5FEA	K6JT	W5DY	W5DY	W5DY	W5DY	K6JT

TEX/1: **3541**/7053/3595 at 19:00 CT; TEX/2 **3541**/3595/1841 at 22:00 CT

RN5/1: **7108**/3567 at 19:30; RN5/2: **7108**/3567/3598 at 21:30 CT

TSN: **3570** - 19:45 CT; CAN: **7052**/3552/3595/7108 - 20:30 CT; WAN: **7052**/3552 - 22:30 CT

RN5 Backup: W5CU, W5DY, W5FEA, K5GM, K6JT, K5RG, N5RL

NCS Backup: W5CU, W5DY, W5FEA, K5GM, K6JT, K5RG, N5RL

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5AF	Sam	Cleveland	* N7NET	Scott	McKinney
KW5AS	Skip	Victoria	* KB5NJD	John	Duncanville
N5BA	Brian	Houston	N5NVP	Jim	Scott LA
WA5CAV	Dick	Pineville LA	K1PKZ	Paul	Tom Bean
W5CU	Sam	Edmond OK	WA5PRI	Don	Thibodaux LA
W5DAE	Don	San Angelo	W5QLD	Ron	Corpus Christi
W4DLZ	Frank	Florida	K5QOW	Gary	Reagan Wells
* W5DY	Rodney	Goliad	* K5RG	Ken	Houston
* W5ESE	Scott	Dripping Springs	N5RL	Randy	San Antonio
* W5FEA	Jim	Graham	W5ROK	Steve	Richardson (K6JT op)
W5GKH	Charlie	West Columbia	KD5RQB	Jason	Atlanta
K5GM	Pete	Austin	W5TMO	Mike	Austin
W9GVW	Eric	San Antonio	K5TSK	Jim	Pearcy AR
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	NE5V	Chris	Liberty Hill
N7KRT	Jeff	Victoria	WB8WKQ	Jeff	Michigan
* W6LFB	Jim	Denton	K6YBV	Bob	Placerville CA
WA5MS	Marty	Argyle	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Statistics:

June 2017:

Jim, W5FEA, with 59 out of 60 (98%) was unable to continue his over 3 year "perfect attendance" due to being in the hospital emergency room at late TEX time. Happy to say he is fine now. Don, W5DAE, with 56 (93%) was 2nd. Notice how his keying has improved a lot? Pete, K5GM, took 3rd with 50 (83%). Thanks again to all of you who checked in for your support.

Visitors to the net included Deroy AA5R from Austin, Dick WA5CAV from LA, Greg K5EDM from AR. and Frank W4DLZ from FL. It was good to hear Scott, W5ESE, check in again after a long absence. Come join us more often, Scott. Welcome to all !

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 1.9 per net session (2.0 last month). Net time averaged 11.2 minutes per session (compared to 10.1 last month). Check-ins averaged 5.2 per session (5.2 last month).

TEX Net Statistics (June 2017)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
WA5CAV	Dick	0	1					
	LA	1						
W5CU	Sam	2	7		1			

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
*		5			4			
W5DAE	Don	28	56					
		28						
W4DLZ	Frank	0	1					
	FL	1						
W5DY	Rodney	19	39	9	4			
		20		6	3			
K5EDM	Greg	0	3					
	AR	3						
W5ESE	Scott	1	1					
*		0						
W5FEA	Jim	30	59	10	12	20		
*		29		1	4	29		
K5GM	Pete	23	50	1	4			
*		27						
W9GVW	Eric	7	7					
*		0						
K6JT	Steve	10	36				10	
*		26		23	14		26	
WA5MS	Marty	3	3					
		0						
W5QLD	Ron	1	1					
		0						
K5QOW	Gary	11	11			9		
*		0						
K5RG	Ken	0	7					
*		7			5			
N5RL	Randy	20	30	10	9	1		
*		10						
AA5R	Deroy	0	1					
	Austin	1						
Totals		313		60	60	59	36	0
				100%	100%	98%	60%	0%
QTC 1		31	115					
QTC 2		84		Sessions:		60		
Time 1		326	672					
Time 2		346						

July 2017:

Jim, W5FEA, with 62 out of 62 (100%) started a new run of “perfect attendance”. Don, W5DAE, with 54 (87%) took second, and Rodney, W5DY, with 50 (81%) was third. Thanks again to all of you who checked in for your support.

Visitors included Greg K5EDM from AR, and Eric NM5M from Plano. Good to hear Brian, N5BA check in again after a long absence.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 1.6 per net session (1.9 last month). Net time averaged 10.2 minutes per session (compared to 11.2 last month). Check-ins averaged 5.4 per session (5.2 last month).

TEX Net Statistics (July 2017)

Call		QNI	Total	NCS	RN5	TTN	DFW	TSN
N5BA	Brian	0	1					
		1						
W5CU	Sam	2	9		2			
*		7			5			
W5DAE	Don	27	54					
		27						
W4DLZ	Frank	0	1					
	FL	1						
W5DY	Rodney	26	50	12	1			
		24		11	7			
K5EDM	Greg	0	1					
	AR	1						
W5FEA	Jim	31	62	10	11	18		
*		31		2	4	29		
K5GM	Pete	23	43		5			
*		20						
W9GVV	Eric	5	5					
*		0						
K6JT	Steve	9	32	1			9	
*		23		18	11		23	
WA5MS	Marty	17	17					
		0						
NM5M	Eric	0	1					
	Plano	1						
W5QLD	Ron	1	1					
		0						
K5QOW	Gary	17	17			13		
*		0						
K5RG	Ken	0	4					
*		4			4			
N5RL	Randy	26	38	8	12			
*		12						
Totals		336		62	62	60	32	0
				100%	100%	97%	52%	0%
QTC 1		26	102					

QTC 2		76		Sessions:	62		
Time 1		317	633				
Time 2		316					

Operating:

Rodney, W5DY, created this set of NCS suggestions a couple years ago. Perhaps it is a good time to refresh our memories with it.

Net Call-up routine:

```

TEX DE X5XXX TEXAS CW TRAFFIC NET ALL WELCOME
QND QNZ QNN X5XXX JOHN IN SOMETOWN TX
BT
QNA RN5.....GET TRAFFIC LIST
QNA TTN.....GET TRAFFIC LIST
QNA DFW.....GET TRAFFIC LIST
SEND STATIONS WITH TRAFFIC OFF FREQUENCY
QNA STATIONS WITH TRAFFIC (or WITH QTC)
AFTER ALL STNS WITH TRAFFIC ARE CHECKED IN SEND THEM OFF FREQUENCY
TEX DE X5XXX QNI

```

Sending stations off frequency to pass traffic:

Some pre-net monitoring is a good idea if you have time. Before opening the net, listen up and down frequency to see if there is any activity. This will give you a fairly good idea of where to send stations to pass traffic.

Do not send any stations off frequency until all liaisons have been called to check into the net, then send them off frequency to pass traffic. Send the ones with the fewest number of messages first, the ones with the most traffic last.

We do not see too much of this, but when sending more than 4 stations off frequency, consider which way you will send them according to the other stations already up 2 and down 2. Try not to put 4 stations that could interfere with each other close together. Example: W9GVW and W5CU are up 2. W5FEA and K5RG are down 2. You need to send N5RL and K6JT off to send traffic. Since Eric and Randy are both in San Antonio, don't send them up 4. Instead, send them down 4. Doing things like this will minimize stations coming back and having to be re-directed.

If you have excused all stations from the net, but still have stations off frequency passing traffic: After 10 minutes of total net time have elapsed with no further checkins, close the net. If there are only two stations off frequency passing traffic, it is simple. Close the net and go where the two stations are, wait for them to finish, then thank each one and let them know the net is closed.

If you have stations on more than one frequency passing traffic, close the net, stay on net frequency and wait for all except the last two to return, thank them and let them know the net is closed. Then you can go to the frequency where the last two are and do the same thing.

Here are the composite reports for the last 2 months for traffic handled at the region and above levels. Only cycle 2 9RN and cycle 4 TEN are not RRI affiliated. All of the Digital Traffic Network is RRI. Some reports were only partially complete due to illness or resignation of the respective managers, as indicated in the notes.

NTS Central Area Activity for June 2017

Net	Sessions	QTC	QNI	QTR	Rate
Day 5th Call Area	13	44	100	136	0.324
Cycle 2 9RN*	13	432	94	148	2.919
Day 10th Call Area #	7	39	47	64	0.609
Night 5th Call Area	60	60	300	432	0.139
Night 9th Call Area	54	174	125	343	0.507
Cycle 4 TEN*	48	136	121	408	0.333
Day Central US	13	235	108	374	0.628
Night Central US @	30	282	222	534	0.528
Day Inter-Area Traffic	52	179	52		100%
Night Inter-Area Traffic	90	160	64		71%
Total Voice/CW Nets		1741	1233	2439	
DTN Digital			Received	Sent	
WB9FHP Central Hub/9th		428	217	211	
W5SEG 5th Call Area HUB		240	69	171	
KM0R 10th Call Area HUB		2844	1638	1206	
Digital Stations (9)		2113	800	1313	
Total DTN Digital		5625	2724	2901	
Total Central US		7366			
* Not Radio Relay International affiliated					
# Manager in therapy - no report - thanks to Dave, ND0CW, for his reports					
@ Manager resigned, nominations open. Composite from NCS reports received					

Central US Nets Activity for July 2017

Net	Sessions	QTC	QNI	QTR	Rate
Day 5th Call Area \$	5	6	33	44	0.136
Cycle 2 9RN*	12	469	70	132	3.553
Day 10th Call Area #	11	11	66	81	0.136

Net	Sessions	QTC	QNI	QTR	Rate
Night 5th Call Area	62	54	282	443	0.122
Night 9th Call Area	59	163	174	370	0.441
Cycle 4 TEN*	51	126	213	455	0.277
Day Central US	13	292	100	323	0.904
Night Central US @	31	192	216	479	0.401
Day Inter-Area Traffic	52	222	52		100%
Night Inter-Area Traffic	93	90	61		66%
Total Voice/CW Nets		1625	1267	2327	
DTN Digital			Received	Sent	
KM0R Central/10th HUB		628	296	332	
KK5QT 5th Call Area HUB No Report		0			
WB9FHP 9th Call HUB		2472	1454	1018	
Digital Stations (9)		2137	688	1449	
Total DTN Digital		5237	2438	2799	
Total Central US		6862			
* Not Radio Relay International affiliated					
# Manager in therapy - thanks Dave, ND0CW, and Bob, W0LAW for their reports					
@ Manager resigned, nominations open. Composite from NCS reports received					
\$ Manager had stroke, in rehab, totals from KC5OZT & KE5LTA reports					

Until October, thanks for all your support of TEX. Alerts will be sent out if there are any changes during the next 2 months. Any frequency change will also be posted on the TEX website. Have a great end of summer and early fall.

73, Steve K6JT

TSN Corner

Texas Slow Net (Tuesday - Friday) 1945 CT 3570.0 KHz +/- QRM

Website: <http://www.k6jt.com/tsn/>

Net Manager: Jason KD5RQB, fallishere2@hotmail.com



Photo Courtesy of VE3UU

Greetings From Northeast Texas

July was a rocky month for the Texas Slow Net. Carroll KB5TCH was in the hospital for several days. I am happy to report Carroll is back on the air and calling the TSN Net. Then I received word that Howard WD5IDB became a Silent Key.

That leaves an opening for a Wednesday night NCS. If you are interested in filling the position please get in touch with me.

TSN Activity Reports

Month	QNI	QTC	Nr. Operators
June no report			
July 13 Sessions	21	7	4

Net Control Stations

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No Net	No Net	Carroll KB5TCH	(Open)	Carroll KB5TCH	Sam KK4HCF	No Net

July 2017 QNS

Name	Callsign	QNI
CARROLL	KB5TCH	8
SAM	KK4HCF	6
DON	W5DAE	6
JASON	KD5RQB	1

TSN Roster (January 2016 to January 2018)

Callsign	Name	QTH
AC5BE	Joe	MATAGORDA, TEXAS
KX5C	Ron	SILSBEE, TEXAS
W5CBP	Chris	ALBUQUERQUE, NEW MEXICO
W5DAE	Don	SAN ANGELO, TEXAS

Callsign	Name	QTH
W5DY	Rodney	GOLIAD, TEXAS
WD0ESF	Mike	MEDICINE LODGE, KANSAS
W5FEA	Jim	GRAHAM, TEXAS
W9GVW	Eric	SAN ANTONIO, TEXAS
KK4HCF	Sam	MARYSVILLE, TENNESSEE
KB5KWO	Steve	NORMAN, OKLAHOMA
KC0M	Larry	BRANSON, MISSOURI
N5NVP	Jim	SCOTT, LOUISIANA
K8PKN	David	ORWELL, OHIO
N5RL	Randy	SAN ANTONIO, TEXAS
KD5RQB	Jason	ATLANTA, TEXAS
KB5TCH	Carroll	DOUGLASSVILLE, TEXAS

Stop by any evening Tuesday through Friday on 3570kHz at 7:45p.m. CT.

This is a great place to learn how to handle traffic on CW. If you are a voice net traffic handler, this is a great addition to your amateur radio skill set. See you on the air!!

73,
Jason KD5RQB

RN5 Corner

RRI Fifth Call Area Net (Daily) 1930 CT and 2130 CT on **7108**
Alternate Frequency 3567 or 3598 when conditions warrant
Serving TX, OK, LA, AR, MS, TN, AL, and NFL
Frank Thrash W4DLZ (W4DLZ@ARRL.NET)
Net Manager

Hello guys and welcome to Edition 55 of the **RN5 Corner**.

Frank is still recuperating, having fallen once again and injured himself. He has been getting on the air from time to time, including taking his NCS slots when he is able. He continues to improve, but is not back to what would be called normal yet.

Jerry, W4SU, continues as unofficial assistant manager for RN5 while Frank is out of action. Jerry has been collecting the net reports and producing the monthly composite. Thank you very much, Jerry, and please continue until Frank indicates he is ready to resume those duties.

Sam, W5CU, is in Colorado as of this writing and is back on the air as reported in the main newsletter (TEX Mailbox). With RN5 on 40, Sam is able to check in on both early and late with an outstanding signal.

Jack, K5WNU, has been off the air due to a storm destroying his antenna. He has put up another one, at least temporarily, in order to resume checking in. But he is also taking some more trips during August.

Dick, WA5CAV, continues to check into RN5 for LA, even without an operating CW net there to help offload traffic. Thank you, Dick, for your continued support of RN5.

John, KC4FL, has been regularly checking into RN5 from FL. Keep that in mind when you get some FL traffic. NFL has been part of RN5 for quite a while and we can pass traffic for the state to John (or Ben, KZ8Q) in lieu of routing it through the Eastern Area and Region Net 4 for the small amount that trickles in these days. Sam was able to pass some a few nights ago, in fact.

We need NCS and Liaison stations as you can see from the duty roster. Thanks to those of you (primarily Jerry) for filling in the open slots or those due to absences. The net, both sessions, remains on 40 meters for now. Conditions continue to be poor, and traffic is only coming in as a trickle from CAN as a result. Thanks to all of you for your support and hanging in there.

73, Frank W4DLZ
RN5/4 CW Net Mgr.

(Schedule, statistics, and roster on the next page)

RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5FEA	W4DLZ	W5CU	W4SU	W4SU	W4DLZ	Open
NCS #2	W5FEA	W4DLZ	W5CU	K6JT	W4SU	W4DLZ	WA4ZPZ
CAN TX	Open	Open	Open	W4SU	W4SU	Open	W4SU
CAN RX	W5CU	Open	Open	K6JT	WA4ZPZ	Open	W5CU
DRN5	Open	Open	K5RG	Open	Open	Open	Open

2017 Statistics

MONTH	JUNE	JULY
SESSIONS	60	62
QTC	60	54
QNI	300	282
QTR	432	443
AVG QTC	1.0	0.9
AVG QNI	5.0	4.5
AVG QTR	7.2	7.1

The following roster shows stations coming to RN5 in the past 3 years and their states.

Region Net 5 Roster

Call	Name	State	Call	Name	State
W4AGL	JIM	FL	K6JT	STEVE	TX
WA4BAM	JOHN	FL	N5NVP	JIM	LA
WA5CAV	DICK	LA	WA5PRI	DON	LA
W5CU	SAM	OK*/CO	KZ8Q	BEN	FL
W4DLZ	FRANK	FL	K5RG	KEN	TX
W5DY	RODNEY	TX	N5RL	RANDY	TX
NS7E	ART	TX	W4SQE	ANDY	TN
W5ESE	SCOTT	TX	W4SU	JERRY	AL
W5FEA	JIM	TX	K5TSK	JIM	AR
KC4FL	JOHN	FL	K4VIZ	TOM	AR**
W5GKH	CHARLIE	TX	K5WNU	JACK	MS
K5GM	PETE	TX	NA5YO	DOUG	TX
W8IM	DEAN	FL	WA4ZPZ	TOM	AL

* When W5CU is not present on Late RN5, OK traffic may be sent to the TEX station

** K4VIZ is no longer active. Send AR to K5TSK or the TEX station for the 7290 net (do not use DRN5)

73, Frank W4DLZ