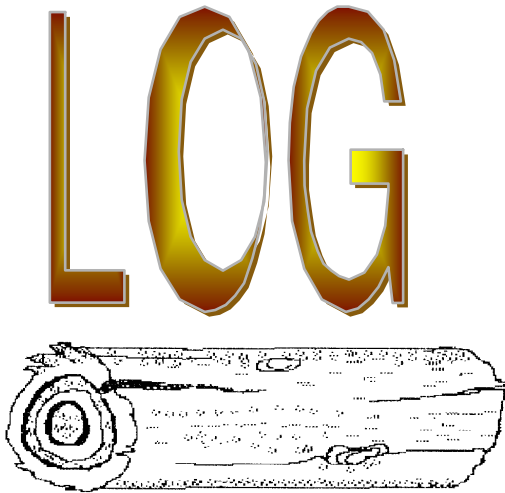




FOUNDED 1947



Web:

<http://www.westparkradiops.org>

Email: w8vm-ar1.net

CLUB'S W8VM SKCC #12111

April – May 2025
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WEST PARK RADIOPS AMATEUR RADIO CLUB



WEST PARK NEWS *

Monday night nets are on the NODXA's repeater at 8 p.m. Listen or check in. Join the fun. We thank the Northern Ohio DX Association for our use of their repeater, W8DXA, 147.36+ (107.2). Our meeting schedule varies. Pay attention to our opportunities to announce meeting changes.



UPCOMING CONTESTS AND ACTIVITIES...

(sourced from WA7BNM and ARRL information)

Apr 5 Some State QSO Parties
Apr 12 SKCC Weekend Sprintathon
Apr 19 Michigan QSO Party
Apr 26 10-10 Int. Spring Contest, Dig
May 3 10-10 Int. Spring Contest, CW
May 10 FISTS Saturday Sprint
May 16-18 Dayton Hamvention
May 24 CQ WW WPX Contest, CW
May 30 K1USN Slow Speed Test

* Subject to Change,
Including order of events,
locations and times.

LOOK FOR 6M OPENINGS

Thursday Evenings FT4 Contest

*Subject to change



WEST PARK RADIOPS MEETINGS & PROGRAMS FOR 2025*

April 8 } Golden Corral 11:30 a.m.*
May 13 } North Olmsted Library 2 p.m.*

"GERRY" MURPHY K8YUW SK...

Gerald "Gerry" Murphy, 88, beloved husband of the late Elizabeth "Ibby", passed away peacefully at the Ohio Veterans Home in Sandusky, OH on February 25, 2025. (Gerry was a long time member of West Park Radiops. - de editor).

(from the ARRL bulletins)
03/11/2025

Gerald E. "Gerry" Murphy, K8YUW, passed away on February 25, 2025. He was 88 years old, and the founder of the Hurricane Watch Net (HWN).

Gerry was a proud graduate of Lakewood High School class of 1954. He served his country and spent more than twenty years in the US Navy as a Seabee and rose to the rank of CECS Chief Petty Officer. He served several tours in Vietnam. Following retirement he worked as a building inspector for the city of Lakewood.

According to a statement released by current HWN manager Bobby Graves, KB5HAV, Murphy, then 28 years old, was stationed at the U.S. Naval Mobile Construction Battalion Center in Davisville, Rhode Island, in 1965. During his time off, he handled countless phone patches and messages to and from military-deployed personnel as a member of the Intercontinental Amateur Radio Net (IARN) on 14.320 MHz.

On Labor Day Weekend that year, Hurricane Betsy was moving through the Bahamas, and many people were asking about this storm. Back then, hurricane forecasting was still in its infancy and the public didn't have access to 24-hour news and weather. "There was so much interest in what the storm was doing that it created a major disruption in IARN activities," said Graves. "Murphy suggested to the Net Manager to move those interested in the storm up 5 kHz to get them off the net, and the Net Manager agreed. Marcy Rice, KZ5MM, located in the Canal Zone (Panama), followed Murphy, and together they established the first Hurricane Watch Net on 14.325 MHz."

Murphy managed the Hurricane Watch Net until February 1988, and continued to serve as Assistant Net Manager until he retired in March 1991.

WHAT HAPPENED TO THE WC, WR, WK, WT PREFIXES...

(From <https://ac6v.com/73.php>)

AUGUST 5, 2004.

The FCC has ceased issuing 2x3-format Amateur Radio vanity call signs that begin with the prefixes WC, WR, WK and WT (eg, WR1AAA, WC4ZZZ). The Commission has acknowledged that it erroneously granted more than 150 WR and WC-prefix 2x3 vanity call signs from 1997 through September 2003, when it began rejecting such call sign requests.

In the late 1970s, the FCC announced a new Amateur Service call sign assignment system. It provided four standard call sign groups, designated Group A, B, C and D, delineated by license class and issued sequentially with no backfilling. The FCC's Bill Cross, W3TN, recently told the nation's volunteer examiner coordinators (VECs)

that the FCC also had a "Group X." These included WC (RACES), WR (repeater), WK and WT-prefix 2x3-format call signs reportedly reserved for special-use licenses.

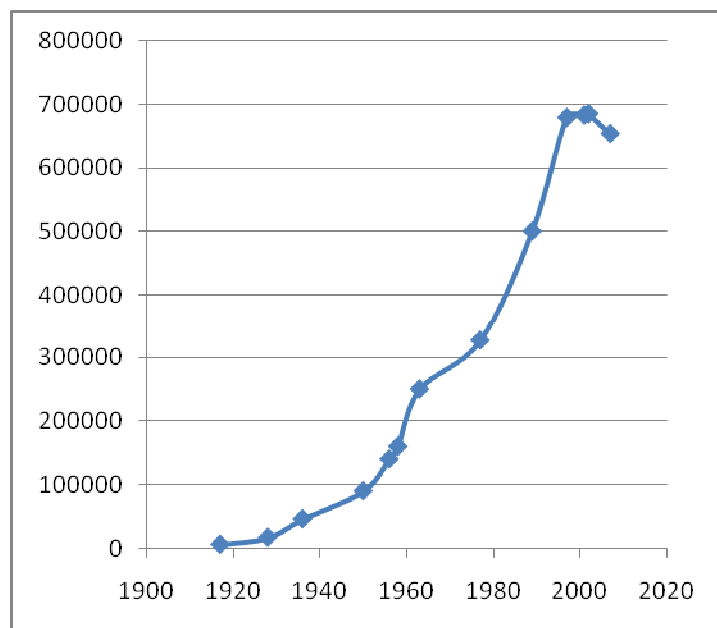
The FCC stopped issuing repeater call signs in 1983 and ceased renewing RACES licenses in 2000. After the current vanity program began in 1996, several ham clubs sought new and formerly held repeater and RACES-type call signs. When the Universal Licensing System came along in August 1999, however, the FCC encountered some licensing system programming shortcomings, including the anomalous assignments of WC and WR-prefix 2x3 call signs as acceptable formats.

USA AMATEUR RADIO POPULATION OVER TIME...

<https://ac6v.com/history.php>

USA AMATEUR RADIO POPULATION

YEAR	Number
1917	6000
1928	17000
1936	46000
1950	90000
1956	140000
1958	160000
1963	250000
1977	327000
1989	500000
1997	678473
2001	682240
2002	684355
2007	652984



Graph
added by
AF8C

HOW CHIPS ARE MADE...

<https://www.youtube.com/watch?v=g8Qav3vIv9s>
<https://www.youtube.com/watch?v=dX9CGRZwD-w>

The first video is a good start. But I can't say enough about the quality of the second YouTube video above from a source named "Branch Education". They have a whole series of "tech" related video you should not miss watching! Bring your popcorn.

“LID” ORIGINS ...

(from various authors on the AC6V website)

My granddad was a railroad telegrapher. He said that the term lid came from operators who would put the lid of a Prince Albert tobacco tin on the sounder so they could copy the code easier. It was a practice that was frowned on by operators who did not have to do this and it became the slang used for bad operators. They would also say that such an operator had a "tin ear".
73 Mark WA0DC

The best explanation I have heard was that if "lid" was not sent properly in landline (American Morse) code, it sounded like "dd": daaah, dit dit, dah dit dit. (daaah = long dash) It was a basic test of a proficient operator.
73 JD, AC6PV

I have also heard that LID came from the early days of land morse.. an operator who could not send well put a LID eg: slowed down the traffic. J. Gold WB2AFS

From The Internet ---- Actually no, it isn't the lid, but it is the can itself. The tobacco can was shaped similar to a pocket flask but had a flip top metal lid on it. If you removed the lid and stuck the can in between the sounder and the reflecting box then it amplified the sound and gave it a little rounder tone (removed some of the click). Some of the local old timers tell me they would fill the tobacco can with sand. Varying the depth of the sand changed the tone.

VACUUM TUBES ...

And here's the inside story of how vacuum tubes ("valves") were assembled back in the day.

https://www.google.com/search?q=youtube+vacuum+tube+manufacturing&client=firefox-b-1-d&sca_esv=8afe513a2b09f157&biw=1263&bih=618&ei=8n68Z-qhL6LcptQP4rug6QM&ved=0ahUKEwj4s_Av9yLAXUirokEHEIdKD04ChDh1QMIEA&uact=5&oq=youtube+vacuum+tube+manufacturing&gs_lp=Egxnd3Mtd2l6LXNlcuAilXlvdXR1YmUgdmFjdXVtIHR1YmUgbWFudWZhY3R1cmZzIFFECEY0AEyBRAhGKABMgUQIRigATIFECEY0AEyBRAhGKABMgUQIRirAjIFECEYqwIyBRAhGJ8FMgUQIRifBUiDYFCNBliqXXACeAGQAQCYAY0BoAGsDaoBBDAuMTW4AQPIAQD4AQGYAhGgAqoPwgIKEAAYsAMY1gQYR8ICBhAAGBYHsICCxAAGIAEGIYDGIoFwgIIEAAYogQYiQXCaggQABiABBiiBMICBxAhGKABGAqYAwCIBgQGBgiSBwQyLjEl0AeNcQ&sclient=gws-wiz-serp#fpstate=ive&vld=cid:50650d2c,vid:bj2d_H4ucF8,st:0

THAT ENGINEER JUST SIGNALLED “Q” AT THE GRADE CROSSING!!! ...

(from various sources)

Sources

U.S. DOT Federal Railroad Administration

Next time you are stuck at a railroad grade crossing, before the train arrives, listen to the horn. – Tnx David, K8YQL
--

<https://railroads.dot.gov/railroad-safety/divisions/highway-rail-crossing-and-trespasser-programs/train-horn-rulequiet-zones>

<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-II/part-222/subpart-B>

<https://beriomolina.com/wp-content/uploads/2018/05/Union-Pacific-Horn-Codes.pdf>

<https://www.eugene-or.gov/DocumentCenter/View/26193/Required-Train-Horn-Signals>

U.S. CODE OF FEDERAL REGULATIONS

§ 222.21 When must a locomotive horn be used? (*Italics – words inserted by editor*)

(a) Except as provided in this part, the locomotive horn on the lead locomotive of a train, light locomotive consist, individual locomotive or lead cab car shall be sounded when such locomotive or lead cab car is approaching a public highway-rail grade crossing. Sounding of the locomotive horn with two long blasts, one short blast and one long blast shall be initiated at a location so as to be in accordance with paragraph (b) of this section and shall be repeated or prolonged until the locomotive occupies the crossing. This pattern may be varied as necessary where crossings are spaced closely together.

Required Train Horn Signals

The following are the required horn signals listed in the operating rules of most North American railroads, along with their meanings. Signals are illustrated by an "o" for short sounds, and "-" for longer sounds. (Note that these signals and their indications are updated to reflect modern practice.) Those rules marked with an asterisk (*) must be sounded when and/or where applicable. Those signals without an asterisk convey information to employees; they must be used when voice communication is not available. Rule Sequence Indication[9]

14 (a) o Applying air brakes while standing. *DIT*

14 (b) * - - Proceeding. Releasing air brakes. *DAH DAH*

14 (f) * o o - Acknowledging a flagman's stop signal. *DIT DIT DAH*

14 (g) * o o Acknowledging any signal not otherwise provided for. *DIT DIT*

14 (h) * o o o Backing up. *DIT DIT DIT*

14 (j) o o o o Calling for signals. *DIT DIT DIT DIT*

14 (l) * - - o - *DAH DAH DIT DAH*

1. Trains or engines approaching public highway grade crossings shall sound the horn at least 15 seconds, but no more than 20 seconds before the lead engine enters the crossing. Trains or engines travelling at speeds greater than 45 mph shall begin sounding the horn at or about, but not more than, one-quarter mile (1,320 feet) in advance of the nearest public crossing. Even if the advance warning provided by the horn will be less than 15 seconds in duration. This signal is to be prolonged or repeated until the engine or train occupies the crossing; or, where multiple crossings are involved, until the last crossing is occupied. 2. Approaching tunnels, yards, or other points where railroad workers may be at work. 3. Passing standing trains.

14 (m) * o Approaching passenger station. *DIT*

14 (o) o - Inspect train for a leak in brake pipe system or for brakes sticking. *DIT DAH*

14 (p) * Succession of sounds Warning to people and/or animals.

14 (q) * - o *DAH DIT*

When running against the current of traffic: 1. Approaching stations, curves, or other points where view may be obscured; and 2. Approaching passenger or freight trains and when passing freight trains. Exception: Engine horn signals required by rules 14 (b) and 14 (h) do not apply after momentary stops in continuous switching movements.



RADIO BINGO...

Thank you to Kevin, K8VUS, for the copy of RADIO BINGO by Don, W8IDM-sk

RADIO Bingo

Pearson Call Sign Challenge

W81DM/SK

[illegible]

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**WEST PARK RADIOPS ARC meets
Once a month
Time and Location are on page one.**

Dues \$15/yr-suspended. We welcome anyone interested in amateur radio to our activities. We operate Monday night nets on 147.36+ MHz (PL 107.2 Hz) at 8:00 p.m. Eastern.

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