

TRAINING MANUAL

**ONTARIO BEAVER SLOW SPEED NET,
OBSSN**

AND

ONTARIO BEAVER NET, OBN

PLUS

ONTARIO BEAVER NET HISTORY

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Ex pre WW II VE3PI After WW II VE2RZ
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ONTARIO BEAVER NETS TRAINING MANUAL
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ONTARIO BEAVER NETS TRAINING MANUAL INTRODUCTION

During a recent conversation with George Neeson, VE3BDM; George made mention of a training manual that one of the American Nets are using. I guess this planted the germ of an idea, and I thought I should do something about a manual for the Ontario Beaver nets. I hope the manual will be interesting and serve as a refresher to those who do check into the Ontario Beaver Nets.

The name of the net revives the history and tradition of a traffic net that was in existence prior to WW II. QST for Jan. 1939 makes mention of the Beaver Net. There is approximately a two month lag from when reports are sent in till they appear in the journal, so I think it safe to say the Beaver Net existed in 1938. The year 1998, sixty years later would have been the diamond anniversary of the original Beaver Net if it had continued as The Beaver net. It should make you proud to be associated with a net that has a tradition of service to both Amateur Radio and the public.

Addendum to the Introduction. Sept. 1999

My original compilation became unretrievable from my old computer, not compatible with my new Y2K compliant one with a different word processor. Fortunately Doug Berry, VE3XTM had a hard copy of the original, which he made available to me. Early this year the use of the International Morse Code was abolished for the shipping industry.

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ONTARIO BEAVER NETS TRAINING MANUAL

2. Introduction cont'd.

Many new amateurs are now licensed with a Basic License with no code requirement, and with advanced technology and construction methods, we are no longer able to construct our own receivers and transmitter, there is not the same thrill of getting on the air with something we built ourselves, with that box of parts we put together as a home made rig had brought a signal from a distance and that she/he copied your CQ and call sign, that had been sent with trembling fist.

Something of the romance and fun of Amateur Radio must be missing for the type of appliance operators we have become. Even for those of us who did it the hard way, now go to the Ham Radio Emporium and pay our money for a lovely manufactured rig, with all sorts of features we would never have even dreamed of.

It was just a very short time after being licensed when a fellow ham asked me if I would QSP a message for one of the mining towns of Northern Ontario. He was in the Toronto area. At that time I had not heard of traffic nets. I agreed to take his traffic and made a sked with him in case there would be a reply coming back in answer to his message. I was living with my parents, and after receiving the message, called CQ one of the mining towns and received a reply, and he said he would relay the message the rest of the way. I made a sked with him for the following day. This was during the 30's economic depression days, there was hardly any work south but the mining areas of Northern Ontario and Quebec were busy. So we had

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plenty of traffic going back and forth between friends up North and their friends, left behind in the south.

How long our phone and morse traffic nets will continue is anyone's guess. When I applied to the Department of Marine for my first license, two of the lines on the application we had to fill out were 'The nearest Coast Station' and 'The nearest Telegraph Office'. Many persons did not have a telephone, and when it was necessary to advise someone at a distance of serious illness or death, a Telegram was sent from the nearest Railway Telegraph Office, or the slower way of mailing a letter.

Railroad telegraphers used American Morse considered to be a faster code than the Continental Code, which became the International Morse. Land line telegraphy gave us 73, 88, & (the ampersand) and what we mistakenly send as Hi Hi. Land line morse operators sent Ho Ho, like the Santa Claus HO HO, meaning laughter. When you are using radio telephone, laugh so the other party knows you enjoyed it. Don't say Hi., which sounds like you were greeting someone that came into the shack.

The American Morse letter O was two dits, with space between the dits greater than the letter i but less than the space between characters. You can not send it correctly with an electronic keyer and paddles because the length of dits and dahs as well as the spaces

Cont'd over

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4. Introduction cont'd.

are controlled by an electronic timer or clock. You can send it correctly with the old fashioned telegraph key, sometimes referred to as a pump handle, or the mechanical key using the weighted pendulum, there were many versions, but the Vibroplex is still available and in use by many of us.

It was after the restoration of amateur privileges following WW II, when I operated as a VE2 that I started with traffic nets, and that is the best way to get a message to it's destination by ham radio.

TRAINING MANUAL

FOR THE

ONTARIO BEAVER SLOW SPEED NET, OBSSN

AND

ONTARIO BEAVER NET, OBN

Compiled by

Al Taylor, VE3WV

Ex pre WW-II VE3PI After WW-II VE2RZ
VE3CFA, VE3AEY

ONTARIO BEAVER NETS TRAINING MANUAL
NET CALLING and CHECK IN PROCEDURE

1.

TRAFFIC NETS operate on TIME. Each of us should know how well our station clock maintains correct time from the last time we compared it to CHU Ottawa on 3.330 Mhz. Or 7.335 Mhz. Or WWV. Traffic nets always keep their log in UTC or Zulu time.

It has been a rule of traffic nets that 1 minute after the start time, if the regular NCS has not called the net, anyone of the net members is authorized to do so. The regular NCS will not be offended, she/he will thank you for taking it on. When you QNG, (take over) continue for the rest of the session. If and when the scheduled NCS checks in, they are counted as a check-in like everyone else on the net. There are times when anyone may be unavoidably detained, and we all know this.

QSK BREAK-IN All stations on a traffic net should be able to operate break-in, it saves the time of having to operate a send/receive switch.

OBSSN start time is 1815 local time, when on Standard time there is a 5 hour difference with UTC, and when we are on Daylight time the difference is 4 hours.

CQ Obssn obssn Ontario Beaver Slow Speed Net obssn QND pse QNZ de
(call sign of NCS sent twice) QTC? QNI K

This a general call to the Net, QND it is a directed net. Once having checked in and acknowledged by NCS we make no further transmissions, except when directed to by NCS. It is custom to QNI (check in) by sending one or two letters of the suffix of your call

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2. NET CALLING and CHECK IN PROCEDURE

sign.

The NCS sends what he/she heard, and you check in by sending:

de (your own complete call sign) gm, ga, or ge (name of NCS) QNI QRU

(If no traffic) or QTC followed by the destination, or call sign of

the station your traffic is for and the number of messages. NCS will

acknowledge with your call sign followed by AS (the wait signal),

QNZ K please zero-beat. Some of our receivers use narrow band

filters and unless you are on frequency you will not be heard. Be

sure your RIT Receiver Incremental Tuning is turned OFF no Off-set.

This very important on a Morse net. Net frequency is where the NCS

calls the net, and NCS is not going to tune around looking for you.

QTC? list your traffic with destination and number of messages.

When calling the OBN send a few VeEs, this is just to give a little

more time to adjust to the NCS frequency. Note listed net

frequencies are always nominal +/- . The Net Frequency is the

frequency being used by the NCS. It is the privilege of NCS to chose

the actual spot, sometimes there is QRM or a QSO in progress close to

or on the net frequency. The net normally operates on a particular

frequency by custom, however, we have no more right to use that

frequency than any other party, so we use just common courtesy and

QSY up or down to permit the QSO in progress to continue.

When band conditions are not the best, we may have to QSP for a

station that QNIs and is not heard by NCS, or the one that is to

receive traffic.

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NET CALLING and CHECK IN PROCEDURE

3.

QTC? How many messages have you and destination? It has long been a custom for the Ontario Beaver Nets to have one of the stations act as liaison to the Ontario Phone Net. When ve3bdm checked in the NCS asked him if he was going or could go to the Ont. Phone Net, like this; ge George ve3bdm opn? Ve3bdm acknowledges and indicates he will or is going to opn by simply sending the letter 'C' meaning yes. NCS continues; tu ve3bdm AS (Thank you ve3bdm please Wait). Here is an example; ve3pxr has 2 messages for Hamilton and 1 for Brighton. de ve3pxr ge (name of NCS) QNI QTC Hamilton 2 Brighton 1 AR. NCS acknowledges in similar manner to above telling ve3pxr AS. When the NCS is satisfied there are no more check ins, proceeds to clear the traffic, knowing Hamilton is best cleared over the OPN sends ve3bdm and ve3pxr up or down from the net frequency 5 or 10 Khz to clear Hamilton tfc. The call sign of the station that is to receive is sent first followed by the call sign of the one that has the traffic. Ve3pxr ve3bdm u5 Hamilton 2. Ve3bdm and ve3pxr both send 'G' meaning gone, and the station that is to receive the traffic finds a clear spot close to where they were told to go. The frequency up 5 may have some QRM that would make receiving difficult, when he is satisfied he calls ve3bdm and ve3bdm will send QRV?, meaning are you ready, ve3pxr replies with QRV, meaning I am ready. NCS knows that ve3wv is in a good location to take the Brighton traffic and sends ve3wv u5 Brighton after ve3bdm then both QRU QNX. Ve3wv waits till he hears ve3bdm and ve3pxr complete the transfer of

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4. NET CALLING and CHECK IN PROCEDURE

traffic and immediately calls ve3pxr indicating to go ahead with the Brighton traffic. Ve3bdm returns to the net frequency indicating his return by sending the suffix of his call followed by clr. In this way the NCS knows the traffic has been successfully passed. Ve3wv up 5 for Brighton traffic, on completion will indicate to ve3pxr that they are both excused from the net. They may return to the net frequency indicating the traffic cleared, although it is not obligatory, in this case the NCS knows they clear their traffic.

Comparison of Morse and Phone procedure in listing their traffic:

Morse net QTC Hamilton 2 Brighton 1 AR

Phone net I have 2 for Hamilton and 1 for Brighton OVER

On phone we say it.

Here is another example of a check in, ve3bdm is NCS and at the invitation to check in QNI he hears Z, he sends Z and hears GE George de ve3xtm QNI QRU wds ve3wv K Earlier in this treatise we said to use a letter or letters from the call suffix. We have another station that checks in frequently and he always sends X. Doug avoids the confusion of two stations checking in with the same letter by sending Z, and of course those who act as NCS are now aware of this and know who it is without even waiting for his call sign. However, during the regular check in procedure, Doug indicated no traffic but he wants to have wds (words), or a short chat with ve3wv. Chats are often held on the net frequency after the net is finished, however,

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NET CALLING and CHECK IN PROCEDURE

5.

sometimes if they are not needed for traffic, NCS will tell them wds u5 or d5 and they will return to the net frequency for the duration of the net.

Calling the OBN. The Ontario Beaver Net operates at any speed you are comfortable with. CQ obn obn Ontario Beaver Net obn QND pse QNZ de (call sign of NCS sent twice) v v v QTC? QNI K. The difference here being the sending of vees to give time for zero beating the Net frequency.

The net liaison query, when one is going to the OPN or can go to OPN we simply send 'C', when we are unable to go a simple 'N' for no is sufficient, no explanation needed. Explanations require valuable net time, are unnecessary and superfluous.

MESSAGES GOING OUT OF PROVINCE

QNI as usual but list tfc as QTC ecn with numeral. Ecn Eastern Canada Net and Digital APLINK NTS handle traffic leaving and coming into Canada, and Ontario. Just list as above, leave the routing to the NCS. NCS knows who can pass it along for you, NCS will possibly have someone going to the OPN or OSN take the traffic. Have no fear it will get to it's destination.

CLOSING THE NET SESSION

When all traffic possible has been dispatched, NCS closes the net session with something such as: Tnx all for QNI obssn or obn QRU QNF (ge or 73) de ve3xtm SK

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6. INTERNATIONAL Q SIGNALS VERY SUITABLE TO MESSAGE TRAFFIC

International Q Signals were developed by an International Convention for Safety of Life at Sea. Many have to do with shipping and are not applicable to Amateur Radio. They are for Morse use only, in fact they were developed before Radio Telephony. The following short list in combination with ARRL QN signals increase the efficiency of our Morse Traffic Nets.

The Q signals have both an interrogating meaning and a response, when used as a Question they are followed by the Interrogation Mark or Question Mark.

QUERY	RESPONSE
QRQ ? Shall I send faster?	Send faster (... wpm).
QRS ? Shall I send slower?	Send slower (... wpm).
QRT ? Shall I stop sending?	Stop sending.
QRU ? Have you anything for me?	I have nothing for you.
QRV ? Are you ready?	I am ready.
QRW ? Shall I tell that you are calling him on Khz?	Please tell that I am calling him on Khz.
QSB ? Are my signals fading?	Your signals are fading.
QSK ? Can you hear me between your signals and if so can I break in on you're your transmission?	I can hear you between my signals, break in on my transmission.
QSL ? Can you acknowledge receipt?	I acknowledge receipt.
QSP ? Will you relay to?	I will relay to
QSV ? Shall I send a series of vvv on Khz.?	Yes send a series of vvv on Khz.
QSZ ? Shall I send each word twice (or .. times?)	Send each word twice (or .. times).
QTA ? Shall I cancel message number ...?	Cancel message number ...
QTB ? Do you agree with my number of words?	I do not agree with your number of words; I will repeat the first letter of each word and first figure of each number.
QTC ? How many radiograms have you to send?	I have ... radiograms for you (or ...).

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ARRL QN SIGNALS FOR MORSE NET USAGE ONLY

7.

The QN signals used on North American Traffic Nets originated in the late 1940s in the Michigan QMN Net, and were made known to ARRL head-quarters by W8FX. W1UE the assistant communications manager at ARRL headquarters, thought enough of them to print them in QST, and later to make them standard for ARRL nets. Unfortunately my back issues of QST are incomplete so I am unable to state what issue they appeared in. They may be used either as an interrogation or response.

* For use by the Net Control Station

- QNA* Answer in preArranged order.
- QNB* Act as relay Between _____ and _____.
- QNC All net stations please Copy.
I have a message for all net stations.
- QND Net is Directed (Controlled by Net Control Station).
- QNE Entire net standby. Sometimes used to identify a weak signal.
- QNF Net is Free (not controlled).
- QNG Take over as Net Control Station. Act as NCS.
- QNH Your net frequency is High
- QNI Net stations report In.
I am checking Into the net. (Follow with a list of traffic.)
- QNJ Can you copy me or _____?
- QNK* Transmit messages for _____ to _____.
- QNL Your net frequency is Low.
- QNM* You are QRMing the net. Stand by.
- QNO Station is leaving the net. Out of net.
- QNP Unable to copy you.
Unable to copy _____.
->

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8. ARRL QN SIGNALS FOR MORSE NET USAGE ONLY cont'd.

- QNQ* Move frequency to _____ and wait for _____.
- QNR Answer and Receive traffic.
- QNS Following Stations in net.
- QNT I request permission to leave the net for ___ minutes.
- QNU The net has traffic for you.
- QNW How do I route traffic for _____?
- QNY Shift to another frequency (or to ___ Khz. to clear traffic with _____).
- QNZ* Zero-beat your signal with mine.
- * For use by the Net Control Station.

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BOOKED TRAFFIC

11.

Occasionally, when originating messages from public places, a situation may occur where a number of messages may have identical parts, the same message going to several different addresses. Sending and receiving time can be saved if the common parts are sent once, then the different parts which would be the number, name and address are sent separately. Here is a typical example, of a message, picked up during a County Fair demo of Amateur Radio, the names, addresses and telephone numbers are all fictitious and it is purely coincidental if some one by any of these names were at the address given for examples only:

Hr book of 3 R ve3pac ARL 9 Picton On Sept 6 BT
ARL Fifty we are enjoying the Picton Fall Fair BT Mom and Dad
Nr 11 Jason Smith RR 1 HASTINGS K0L 1Y0 Tel 705 696 3519 AR 2
Nr 14 Katie Brown RR 2 CAMPBELLFORD K0K 1L0 Tel 705 924 2824 AR 1
Nr 15 Becky Jones RR 1 HASTINGS K0L 1Y0 No Tel given AR
End book of 3.

The numeral 2 following AR means there are 2 more left, we send it that way as a guide to the receiving operator. A book is not limited to 3, and use of the book method saved sending the preamble and message text 3 times. In the example given suppose an amateur at Campbellford received the book of 3, she/he might relay the remaining 2 to Hastings. She/he might know one of the parties and deliver it, but send the remaining one to another amateur in Hastings.

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12. NET REPORT FORMAT

One of the requirements of all traffic nets is the net report sent to the net manager. At the end of the month, the net manager compiles the information contained in each net report into his own report to the Section Traffic Manager, STM. The activities of the various nets appear in TCA, The Canadian Amateur, the American amateurs have their information in QST. The net reports are transmitted in NTS message format to the net manager, except that it is superfluous and unnecessary to send his full name and address, which all takes time, we all have other things to do.

Here are examples of acceptable net report format, for this example we assume that ve3bdm is Net Manager. (George was Net Manager at one time.), and that ve3pxr was NCS, the regular NCS didn't show.

Keeping to the format makes for reliability.

Nr 48 R VE3PXR 19 Toronto Aug 1 VE3BDM BT

Obssn 312217z ve3pxr QNG x QNS va3pm/opn ve3bb hk gbk xtm x

Tfc 3/3 time 13 mins x 73 BT Fred AR

First the number, this is Fred's message number, we can number from the first of the year, first of the month, it's your choice, the message numbers are for tracing purposes. R, it is Routine. The originating station is ve3pxr. 19, There are 19 words in the text only, counting the x's or xrays. Toronto the place of origin, the Date followed by the Net Manager's call sign. BT, the break sign for separation of preamble, address and text, another break sign and the Sig. AR end of message.

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NET REPORT FORMAT cont'd

13.

TEXT Obsn, the net, 312217z the 6 figure group giving the date and time in U.T.C. or zulu indicated by the Z. Note the late start time 2217z and QNG following the NCS call-sign. Same practice used on other nets so we might as well do it the established way, then when you have gained sufficient confidence to go to another net, you will be familiar with the general format. You may be asked to QSP, or relay, it will then be old hat to you. Call sign of NCS, QNG, Fred was acting NCS, either pre-arranged or after one minute no show of NCS, he took control.

QNS, stations that checked in, usually in the order of QNI. You will note va3pm/opn, this shows that va3pm was the liaison station to the OPN, Ontario Phone Net. Va3pm would therefore receive any traffic traffic that was going to some place where the net members could not deliver. When he checked in with OPN he would say he was from the Ont. Beaver Net, and list the traffic, again leaving it with the OPN NCS to decide who should take it for delivery or relay.

Traffic, the number of messages 3/3 3 listed and 3 cleared or passed. There may have been more listed but, they may have been canceled, QTA, so are not in the count.

The time duration of the net in minutes from the initial call till the net was closed by the NCS. The message concludes with the usual
73 BT and Sig.

Cont'd ...

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14. NET REPORT FORMAT cont'd.

ALTERNATE NET REPORT FORMAT

NR 48 R VE3PXR 18 TORONTO Aug 1 VE3BDM BT

Obn 312230z ve3pxr QNG x QNS va3pm/opn ve3bb ve3gkb va3xtm x

QTC 3/2 QND 6 mins x 73 BT Fred AR

Note here the start time is on the half hour, Fred is continuing to act as NCS, in the preceding obssn report the start time was shown as 2217z, the regular NCS had not shown at 2215z, so Fred had taken over ve3pxr QNG.

Not much different that the first, the preamble is the same except for the word count, and the report is for the OBN, Ontario Beaver Net. Text gives the information but uses the International Q sig QTC for the traffic, and QND for the time the net was directed.

In this example we have shown 3/2 3 listed and 2 passed. There was one listed for ve3wv who didn't QNI. The msg ends with the usual Amateur greeting 73 and BT to separate text from the signature.

AN ALTERNATE FORMAT (used by ve3cza since gbssn before obssn)

Nr 7 R ve3cza 16 Goodwood Aug 8 Al ve3wv BT

QNS obssn Aug 8 ve3wv xtm/opn gkb cza x

Tfc 2/2 time 8 mins x 88 BT Sam AR

The above net report sent by ve3cza gives the required information, but omits the start time of the net, which is a time established by consistent day after day use over several years by the GBSSN and GBN predecessors of OBSSN and OBN.

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OTHER TRAFFIC NETS

15.

It was 1949 after WW II, when the National Traffic System concept was developed by George Hart, W1NMJ of ARRL Headquarters, when he was assistant Communications Manager. It takes into account the times when most Amateurs are available, and therefore the Time Zones which had been developed by a Canadian Sir Sanford Fleming, a Civil Engineer with the Canadian Pacific Railway. The Standard Time System was adopted world-wide in 1884.

The NTS was designed to move traffic across the continent and made use of the times when most amateurs were available. Previously message traffic had been moved by various Trunk Lines. Although the two Ontario Beaver Nets cover a wide area of Ontario, the nets operate during the time slot slated for local nets. We use the same practices as the Nets of the National Traffic System NTS, and therefore the proficiency you gain on the Ontario Beaver Nets is not wasted, you are already prepared for Section and Region Nets.

Anyone who has listened to or participated in National Traffic System Nets, may have heard the term "cycle", followed by a number one, two, three or four. A cycle refers to a nets scheduled meeting time. The order in which the various nets meet is essential to the operation of the system.

Refer to QST, May 1998 page 85.

I know some of you don't receive QST, so for your interest here is the important part, the schedule. The Eastern Area Net is an upper echelon net.

Cycle One		Cycle Three	
10.00 AM Section		4.00 PM Section	OSN
10.45 AM Region		4.45 PM Region	
11.30 AM Area		5.30 Area	
12.30 PM Region		6.30 Region	
Cycle Two		Cycle Four	
1.00 PM Section		7.00 PM Section	OSN and OPN
1.45 PM Region		7.45 PM Region	ECN
2.30 PM Area	EAN	8.45 PM Area	EAN
3.30 PM Region		9.30 PM Region	ECN
		10.00 PM Section	OSN

Message Traffic crosses the country, west to east and east to west by a few dedicated operators, who maintain schedules with each other and with Area nets for exchange of traffic. So you see it doesn't just happen, it is planned. That is why it is reliable.

EAN Cycle 2	7243 Khz.	M-F	EAN Cycle 3	3670/7050 Khz.	Dy.
EAN "	2 7050 Khz.	S, Sn.	EAN "	4 3670	Khz. Dy.

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16. OTHER TRAFFIC NETS

	Local Time	Examples
Ontario Section Net Daytime	4.00 pm	OSND Ont. Section Net Daytime 3667 Khz.
Local Nets operate prior to 7.00 pm and should have liaison to a Section Net or Nets;	6.30 pm	OLN, Open Line Net Toronto and area On 2m Rptr VE3RPT
Ontario is a Section and should have liason to the Region Net with out of province traffic.	7.00 pm	OPN, Ont. Phone Net 3742 Khz. OSN Ont. Section Net 3667 Khz.
Region Net Cycle 4 should have liaison to Area Net with out of province traffic.	7.45 pm	ECN, Eastern Canada Net 3655 Khz.
Area Nets North America East of Mississippi River has 3 cycles or sessions daily. The process then reverses itself.	8.30 pm	EAN, Eastern Area Net see cycles on page 15.
Region Net Cycle 4, traffic coming into the province if not cleared to OSN C4 is held to the following day for OPN or OSN C3 or C4.	9.30 pm	ECN, Eastern Canada Net 3665 Khz.
	10.00 pm	OSNL Ont. Section Net Late 3667 Khz.

During Winter months OSND operates on 3667 Khz. However during Summer months OSND operates on 7040 Khz.

(Note at present 2001 there is no OSND no one could be found when VE3PXR had to give up for health reasons.)

A word about DIGITAL APLINK. A Digital Net is also listed as ECN, George ve3bdm has been operating a dedicated digital terminal at his QTH which links Canada to ECN 11RN, it is an automatic system, George tells me that 50% or more of cross border traffic is now moving by Digital Mode, APLINK. The Digital System requires computers connected through the transceiver automatically shifting from send to receive as required and with error checking due to transmission fades, static etc. If the person entering the message types it incorrectly, the system accepts that as being what was intended. If the signature intended was Roberta and the typist typed Robert, the message would arrive with signature Robert instead of Roberta. GIGO, Garbage In Garbage Out, as the computer people say.

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COMPARISON INTERNATIONAL & AMERICAN MORSE

17.

This comparison is shown for interest only, land-line morse was completely done away with in the 50s, in favour of the teletype. Originally the railroad dispatchers telegraphed the orders for trains to wait and take a siding to permit another train proceeding in the opposite direction to continue, or a slow freight to allow a fast freight or passenger train to overtake it. As a train went past the station the dispatcher with a long pole with a hoop at one end would hold it up so the locomotive operator could put his arm through the loop and then retrieve the written train orders, and drop the pole for its next use. Stock broker's office had a morse operator to mark the board showing the latest stock quotes. In larger centres the railways would have a down-town office to handle the commercial telegrams and the ordinary person could drop in and file a message.

	INTERNATIONAL MORSE	AMERICAN MORSE	ICAO PHONETIC ALPHABET
A	.-	.-	ALFA
B	-...	-...	BRAVO
C	-.-.	... .	CHARLIE
D	-..	-..	DELTA
E	.	.	ECHO
F	..-.	.-.	FOXTROT
G	--.	--.	GOLF
H	....	....	HOTEL
I	..	..	INDIA
J	.----	-.-.	JULIET
K	-.-	-.-	KILO
L	.-..	---	LIMA
M	--	--	MIKE
N	-.	-.	NOVEMBER
O	---	. .	OSCAR
P	.---	.....	PAPA
Q	--.-	..-.	QUEBEC
R	.-.	. . .	ROMEO
S	... .	... .	SIERRA
T	-	-	TANGO
U	..-	..-	UNIFORM
V	...-	...-	VICTOR
W	.-.-	.-.-	WHISKEY
X	-.-.	.-..	X-RAY
Y	-.-.-	. . . .	YANKEE
Z	--..	... .	ZULU
PUNCTUATION			
Period	.-.-.-	...-..	
Comma	--.-.-	.-.-	
?	..-..	-.-.-	
Colon	--....	-.- . . .	
Semi-colon	-.-.-.	... . .
Hyphen	-....- -..	
!	none at present	---	
Apostrophe	.-----	..- . -..	
/	-.-.-	.- . .	
()	-.-.-.-	(. . . . - .)	
"	.-.-.-.	" . . - . - . " . . - . - . - .	

18. ONTARIO BEAVER NETS TRAINING MANUAL
 COMPARISON INTERNATIONAL & AMERICAN MORSE

FIGURES		
INTERNATIONAL MORSE	AMERICAN MORSE	EXAGGERATED PRONUNCIATION
1 .----	.--.	WUN
2 ..----	..--..	TOO
3 ...--	...-.	THUH-REE
4 ....-	....-	FO-WER
5 -.....	---	FI-YIV SIX
7 --....	--..	SEV-EN
8 ---...	-....	ATE
9 -----.	-...-	NINER
0 -----	—	ZEERO

NOTE:

As you will observe the American Land-Line Morse character for zero and the letter L used a longer dash than normal. Also other letters C, O, R, Y and Z used a longer space between parts of the character; that space was greater than the normal space between parts of a character but less than the space between two successive letters of the same word. It was considered to be a faster code, but the convention for Safety of Life at Sea rejected the American Morse in favour of the Continental code. It was felt the spaces in the characters of American Morse would make it less reliable when received over radio, under adverse propagation conditions. So the the Continental became the International Morse, we use in radio.

ARRL Numbered Radiograms

The letters ARL are inserted in the preamble in the check and in the text before spelled out numbers, which represent texts from this list. Note that some ARL texts include insertion of numbers.

Group One—For possible "Relief Emergency" Use

- ONE Everyone safe here. Please don't worry.
- TWO Coming home as soon as possible.
- THREE Am in _____ hospital. Receiving excellent care and recovering fine.
- FOUR Only slight property damage here. Do not be concerned about disaster reports.
- FIVE Am moving to new location. Send no further mail or communication. Will inform you of new address when relocated.
- SIX Will contact you as soon as possible.
- SEVEN Please reply by Amateur Radio through the amateur delivering this message. This is a free public service.
- EIGHT Need additional _____ mobile or portable equipment for immediate emergency use.
- NINE Additional _____ radio operators needed to assist with emergency at this location.
- TEN Please contact _____. Advise to standby and provide further emergency information, instructions or assistance.
- ELEVEN Establish Amateur Radio emergency communications with _____ on _____ MHz.
- TWELVE Anxious to hear from you. No word in some time. Please contact me as soon as possible.
- THIRTEEN Medical emergency situation exists here.
- FOURTEEN Situation here becoming critical. Losses and damage from _____ increasing.
- FIFTEEN Please advise your condition and what help is needed.
- SIXTEEN Property damage very severe in this area.
- SEVENTEEN REACT communications services also available. Establish REACT communication with _____ on channel _____.
- EIGHTEEN Please contact me as soon as possible at _____.
- NINETEEN Request health and welfare report on _____.
(State name, address and telephone number.)
- TWENTY Temporarily stranded. Will need some assistance. Please contact me at _____.
- TWENTY ONE Search and Rescue assistance is needed by local authorities here. Advise availability.
- TWENTY TWO Need accurate information on the extent and type of conditions now existing at your location. Please furnish this information and reply without delay.
- TWENTY THREE Report at once the accessibility and best way to reach your location.

- TWENTY FOUR Evacuation of residents from this area urgently needed. Advise plans for help.
- TWENTY FIVE Furnish as soon as possible the weather conditions at your location.
- TWENTY SIX Help and care for evacuation of sick and injured from this location needed at once.

Emergency/priority messages originating from official sources must carry the signature of the originating official.

Group Two—Routine messages

- FORTY SIX Greetings on your birthday and best wishes for many more to come.
- FIFTY Greetings by Amateur Radio.
- FIFTY ONE Greetings by Amateur Radio. This message is sent as a free public service by ham radio operators at _____. Am having a wonderful time.
- FIFTY TWO Really enjoyed being with you. Looking forward to getting together again.
- FIFTY THREE Received your _____. It's appreciated; many thanks.
- FIFTY FOUR Many thanks for your good wishes.
- FIFTY FIVE Good news is always welcome. Very delighted to hear about yours.
- FIFTY SIX Congratulations on your _____, a most worthy and deserved achievement.
- FIFTY SEVEN Wish we could be together.
- FIFTY EIGHT Have a wonderful time. Let us know when you return.
- FIFTY NINE Congratulations on the new arrival. Hope mother and child are well.
- *SIXTY Wishing you the best of everything on _____.
- SIXTY ONE Wishing you a very Merry Christmas and a Happy New Year.
- *SIXTY TWO Greetings and best wishes to you for a pleasant _____ holiday season.
- SIXTY THREE Victory or defeat, our best wishes are with you. Hope you win.
- SIXTY FOUR Arrived safely at _____.
- SIXTY FIVE Arriving _____ on _____. Please arrange to meet me there.
- SIXTY SIX DX QSLs are on hand for you at the _____ QSL Bureau. Send _____ self-addressed envelopes.
- SIXTY SEVEN Your message number _____ undeliverable because of _____. Please advise.
- SIXTY EIGHT Sorry to hear your are ill. Best wishes for a speedy recovery.
- SIXTY NINE Welcome to the _____. We are glad to have you join us and hope you will enjoy the fun and fellowship of the organization.

** Can be used for all holidays.
ARRL numbers should be spelled out at all times.*

ARRL RECOMMENDED PRECEDENCES

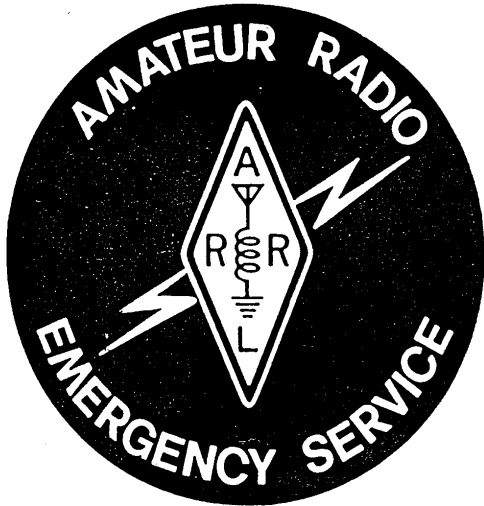
Please observe the following ARRL provisions for PRECEDENCES in connection with written message traffic. These provisions are designed to increase the efficiency of our service both in normal times and in emergency.

Precedences

- EMERGENCY** Any message having life and death urgency to any person or group of persons, which is transmitted by Amateur Radio in the absence of regular commercial facilities. This includes official messages of welfare agencies during emergencies requesting supplies, materials or instructions vital to relief of stricken populace in emergency areas. During normal times, it will be very rare. On CW/RTTY, this designation will always be spelled out. When in doubt, do not use it.
- PRIORITY** Use abbreviation *P* on CW/RTTY. This classification is for a) important messages having a specific time limit b) official messages not covered in the emergency category c) press dispatches and emergency-related traffic not of the utmost urgency d) notice of death or injury in a disaster area, personal or official.
- WELFARE** This classification, abbreviated as *W* on CW/RTTY, refers to either an inquiry as to the health and welfare of an individual in the disaster area or an advisory from the disaster area that indicates all is well. Welfare traffic is handled only after all emergency and priority traffic is cleared. The Red Cross equivalent to an incoming Welfare message is DWI (Disaster Welfare Inquiry).
- ROUTINE** Most traffic in normal times will bear this designation. In disaster situations, traffic labeled Routine (*R* on CW/RTTY) should be handled last, or not at all when circuits are busy with higher precedence traffic.

Note — the precedence always follows the message number. For example, a message number may be 207 *R* on CW and “Two Zero Seven Routine” on phone.

ADMINISTRATIVE HEADQUARTERS NEWINGTON, CONNECTICUT, U. S. A. 06111



**AMATEUR RADIO
DISASTER WELFARE MESSAGE**

NR	PRECEDENCE	HX	STATION	CHECK	PLACE OF ORIGIN	TIME	DATE
	W			ARL			

TO: _____ TELEPHONE _____

STREET _____ CITY _____ STATE _____

(PLEASE CHECK NOT MORE THAN TWO STANDARD TEXTS FROM LIST BELOW)

- _____ ONE Everyone safe here. Please don't worry.
- _____ TWO Coming home as soon as possible.
- _____ THREE Am in _____ hospital. Receiving excellent care and recovering fine.
- _____ FOUR Only slight property damage here. Do not be concerned about disaster reports.
- _____ FIVE Am moving to new location. Send no further mail or communication. Will inform you of new address when relocated.
- _____ SIX Will contact you as soon as possible.
- _____ SIXTY FOUR Arrived safely at _____.

DATE _____ SIGNATURE _____ TELEPHONE _____

Please Note: Messages should have delivery telephone numbers. Delivery of messages requiring postage or telephone toll charges is optional with the delivering station.

MESSAGE ACCEPTED AT	SENT TO	TIME	DATE	OPERATOR	CALLSIGN

ONTARIO

BEAVER NETS

HISTORY

COMPILED BY AL TAYLOR, VE3WV
EX pre WW-II VE3PI,
AFTER WW-II VE2RZ, VE3CFA, VE3AEY

HISTORY OF THE ONTARIO BEAVER NETS

I thought those of you who check into the Ontario Beaver Nets would like to have a bit of knowledge about it's history, so here goes, and I trust it will not be boring. When we know the history, we are part of it. The net has a long history, some-thing of which to be proud of, from before the WW II years, in 1938.

Some of us on the net remember back to the days before we renamed the Grey Bruce Net to become The Ontario Beaver Net, the word Ontario being more descriptive of the coverage than Grey Bruce the name of just two counties.

In part I must thank Dennis Garrod, VE3CYR for giving me some information, which triggered my search of some of my old QST magazines. Den's letter to me dated October 13, 1993, says the ARRL Beaver Net was operating as early as 1938, and he has a list of the stations and frequencies they used.

Stations at that time operated crystal controlled or as we used to say we were rock-bound.

The Canadian radio amateurs were shut down in 1939 with the outbreak of World War II, our American brothers continued as the U.S.A. remained out of the war till after the Japanese attack on Pearl Harbour. We were not permitted to get back on the air till late in 1946, when the 10 metre band was released. The military were still occupying parts of the 80 metre band, and a LORAN navigation system was still operational very close to the 160 metre band.

QST, May 1938 page 100, "The Ontario Traffic Net has sixteen stations meeting six nights a week." QST, 1939 page 105, "The Beaver Net is now in two sections, the new one the Maple Leaf Net." When you consider that the Station Activities section of the magazine lags by about two months, so the report in Jan. 1939 would indicate the net was operating in 1938.

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QST, April 1947 on page 116, Station Activities section, "The Beaver Net (c.w.) is in operation again," "Look for them on 3535 kc." We used the term Kilocycles then, that term being replaced by Kilohertz in honour of Heinrich Hertz. The station activities section further notes that ATR schedules Buckeye and Beaver nets.

That statement verifies the information imparted to me by Dennis in his letter. The Buckeye net is an Ohio based net verified by looking up the ARRL Net Directory, Ohio is known as the Buckeye State. VE3ATR was Reuben Lautenslager in Kincardine.

NTS National Traffic System

Have you often wondered why OBSSN and OBN are not part of the N.T.S. A very simple reason, the net operates at the incorrect time for what is known as a Section Net. Ontario is a section and section nets are supposed to start operation at 7.00 pm. Obssn and Obn operate during the time for local nets.

The National Traffic System NTS was conceived and written up in QST September 1949 by George Hart, W1NMJ, who was Communications Manager at ARRL Headquarters in Hartford, CT. N.T.S. was based on the use of the Standard Zones, which were developed by a Canadian Sir Sanford Fleming for the railroad system. Standard time zones were adopted world-wide in 1884. Previous to the advent of Standard Time, every centre of importance had it's own time system, very confusing indeed, for travel and the movement of trains.

The concept of the N.T.S. was that traffic could be moved easily in each time zone, if the nets operated during a certain hour when most amateurs would be home and could operate their stations to receive and send traffic during a certain hour. This seemed to indicate between 6.00 pm to 7.00 pm for local nets and 7.00 pm for the sections. With a liaison between the different sections and time zones. Long haul traffic across the continent is handled

by a select few, really dedicated morse operators who keep liaison to the nets and maintain skeds with each other.

I understand that Reuben VE3ATR took the Beaver Net and made it into more or less a club net of the Grey and Bruce counties as a training net, eventually being run by Reg. Gibbs VE3DPO in Hanover. Instead of routing their outgoing traffic to the N.T.S. they routed it to either the 8th area net 8RN in the U.S.A. or the Michigan Section Net QMN.

Reg Gibbs VE3DPO had a stroke in 1989 and became a Silent Key May 5th 1992. After Reg's stroke the net was managed by VE3BDM George Neeson, till he wanted to return to University and change his career. Both GBSSN and GBN, now the OBSSN and OBN have been under my care since 1991. We retained the names GBSSN and GBN for one year, the anniversary of Reg. becoming a Silent Key as respect for Reg. who as far as those in the net could remember was the net's founder.

Because of the wide area represented by those who check in and keep the net going we felt the name Ontario should be included when renaming. Ontario Beaver revives two net names in use back in 1938. We are now into the start of the next century 2001. This year will mark my 10th year of managing the Ontario Beaver Nets. It has been a privilege to serve Ham Radio in this capacity, and it has certainly helped with my enjoyment of now over 20 years of retirement. You can guess the rest. I was first licensed in 1935 with the call sign ve3pi, there are still one or two hams still around who were my contacts that first year. Sadly though many have been Silent Keys for many years.

A note of co-incidence, news correspondents used to sign 30 at the end of their despatches to their news papers, carried over the old land line telegraph system by operators using American Morse. If you compare the

4.

American Morse figures 3 and 0, with S and K of International Morse, you will see a similarity. SK with the International Morse meant end of work. On H.F. Phone, you may have heard some of the operators, who probably haven't used their key or bug for many years will sign off and say it like didididahdit daah, dragging out the final dah at the end, without realizing they were saying 30, instead of SK.

30 SK End of Work

Al Taylor, ve3wv

EX pre WW II ve3pi, On restoration of privileges following WW II, ve2rz, ve3cfa, ve3aey