Ak-Sar-Ben Radio Club mentioned on Page 2 - and is highlighted

At the USCDARA conference in May (see *RACES News* below) there was some discussion concerning the QRM situation between RACES and casual amateurs in the 3990–4000 kc. RACES segment, and the complications and confusions caused by concurrent operation by RACES and the AREC during an emergency. Observers aren't supposed to do much talking, but your observer at the conference felt called upon to comment at this time and did so. We made the following three points and then sat down: (1) RACES can operate for both wartime and peacetime disasters, but its operating frequencies are limited; (2) the AREC can operate only for peacetime emergencies, but it can utilize any amateur frequency; (3) *ergo*, best possible effectiveness for emergency communication can be brought about by the maximum of cooperation and coordination between the two.

Doesn't that make sense? In a majority of cases, it is being done just this way. In our EC Annual Report summary, we find that of the 163 ECs who indicated that a RACES plan exists, 121 of them said their AREC and RACES groups were identical. Only 33 said they are entirely separate, and only 16 indicated that there was any antagonism between them. These are good statistics, but they don't tell the whole story. What of the AREC groups who have gone completely to civil defense and RACES? What of the RACES groups who will have no truck with AREC at all? These are not shown in our statistics.

Yes, it is a complicated picture, made more so by the idiosyncrasies of human nature. Neither our ECs nor civil defense directors are entirely to blame, but both are partly to blame. It is natural for c.d. directors to want to organize amateurs under RACES for their own purposes without the influence of an already-organized amateur group. It is also natural for already-organized amateur groups to resist being "taken over" by civil defense. But what is natural is not necessarily what is most beneficial, because the whole aspect of civil defense is decidedly unnatural. When civil defense calls out RACES, they are limited to RACES frequencies in any operation under c.d. jurisdiction. In natural disasters, operation has nearly always, therefore, included participation by amateur groups, usually under the AREC. These amateur groups would serve no useful purpose in a war emergency because they could not operate; therefore, they should be signed up in RACES and be a part of their civil defense. It is completely ridiculous for each to regard the other as a competitor, a rival, a deterrent, to their success. Are we striving for the maximum efficiency in emergency communication, or aren't we? Let's get together.

We amateurs can do only half of it. Civil defense must do the rest. All right, let's make sure we do our part. Sign up in c.d., get RACES going in your area, if it is not already in process. Don't wait for civil defense to come to you, *you go to it*. Devise your plans to use non-RACES frequencies for peacetime emergency work, RACES frequencies alone in any plans for wartime communications. It takes two to cooperate. Make sure that your cooperative overtures are beyond reproach.

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Sometimes we wish that someone else had the job of coordinating all these emergency reports and making concise accounts out of them. In March and April, Old Man Weather played a number of grim pranks throughout the Midwest, inflicting tornadoes, snow and ice storms at various places here and there. In May, he moved into the northeast with a different kind of caper, drying everything up so that the tinder woods were a sucker for a fool with a match. Most of these emergencies were fairly localized, so we think they should be reported separately, although they are mostly part of an overall picture.

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The Minnesota Phone Net started a special emergency session at 1800 CST, March 14, running continuously for 43 hours. The first station on the air with emergency traffic was KØEPT of Redwood Falls, assistant EC for that county. He succeeded in getting traffic to Minneapolis for the telephone company. By 1800 on March 14 several other towns and cities in southern Minnesota were depending on amateur radio for communication, so the MPN started its emergency session. A total of 383 formal messages and many informal ones were handled. Traffic consisted of messages for CAA from Redwood City to Minneapolis, road and track conditions, personal inquiries, requests for assistance, requests for blood for transfusions, Western Union messages, highway patrol messages, death messages, funeral announcements, meeting cancellations and many others. In the Mound area, 10 AREC members under EC KØBFS monitored their ten meter frequency for over 12 hours and handled traffic there for people in the Maple Plain, Watertown, St. Bonafacious Delano and Long Lake areas who had only partial telephone and wire service, and also provided liaison for the 3820 groups.

Stations acting as NCS on 3820 were *WØs* EMZ HUX IYP JIE LUX OJG PBY QKA RVO TCK UMX WVO and KØDNM. Among the more active stations were *WØs* AAC BBY FWN FWO GOG IRD IYP KAI KFN KYG LCM OSJ QDZ QIQ TJA VEO WBH/m, *KØs* ADF CRB CUO DEF EPT HKK, W9FYS. Others participating: *WØs* BGY BUO BWM CFN CSP CWB DFP DIY DZZ EMZ FAJ FBT FBY FDY FOZ EWG FWX GTX GWJ HEO

NATIONAL CALLING AND EMERGENCY FREQUENCIES

3550	3875	7100	7250
14,050	14,225	21,050	21,400
28,100	29,640	50,550	145,350

Amateur mobiles accompanied by National Guardsmen participated in the "Miracle Mile" (Easter Seals) drive in Omaha, Nebr., on April 14, then lined up for this picture. Front row, l. to r.: WØYEV, WØNPA, KØDXS, WØYZV, WØJJK, WØAEM. Back row: KØDFQ, KNØGZJ, KØAMM, KØCQS, WØAVM, KØCHK, K9ADB/Ø. In rear: W8WVR/Ø.

Amateurs from Western Canada check reports after a mobile radio practice at the Communications Officers course held at the Canadian Civil Defense College, Arnprior, Ont. In the group are *VEs* 7IU 7AGQ 7AAJ 7AAK 4KG 6WL 6CE 6YG 6KC 5FY and 5RL.

HOB HUU IIW IRJ IRM JBT JHS JMI KLG KXW LER LUP MBD MZI MZR NGA NNG NTV OET OEU OJK OPX OSH PET PNM QQW QVR RAK SV TBR TBX TGF TOF TQQ TUS TWO TXQ UCF UKW UMX URI VMK VOA VRY VTZ VYL WAS WBF WTP WEA WVT WYS YMM YNY ZBM ZMK ZNM ZOB ZQB ZSW ZTB, *KØs* ALL AUJ BFS BKY BNU BTE BUD CAZ DAW DEC DED DIA DLZ EEO EHL ELU/Ø EWC GHH GQU, K9ENQ, *W9s* REQ SQM.

Much good publicity was afforded the amateur operations in this emergency.

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The biggest storm was a midwestern blizzard which came out of the southwest to do its dirtiest work in an area encompassing parts of Colorado, New Mexico, Texas, Oklahoma, Kansas and Nebraska, then moving eastward across the plain until it died out, affecting Iowa, Missouri and Illinois as it went, and being felt, weather-wise, in various other sections of the country. Our information comes mostly from Kansas SCM WØICV, and will be supplemented with reports from individuals and WØNIY's "Midwest Clixs," which contained a detailed summary.

WØFER of Hayes, Kans., was the first to get going with emergency traffic by contacting WØNI of Topeka to get the National Guard activated on the morning of March 23. At 0745, WØFNS ordered KPN on an emergency basis, operating until 2315 that night. From then until the emergency was over, KPN operated every day from 0600 until conditions closed in at night. NCS who were largely instrumental in keeping things going were *WØs* VZM FCE ONF VGE TNA QCL QML FNS and KØWDJ. Amateurs handled five death messages, located and handled traffic on snowbound trains for Union Pacific, Rock Island and Santa Fe railroads, obtained information for four different power companies and several telephone companies, handled traffic for National Guard and the police, handled medical information and traffic for the dispatch of snowplows. SCM WØICV says that he received reports from the Scott County Radio Club, the Ft. Hayes QSO Club and the Wheat Belt Radio Club, in addition to reports from individuals.

The Boot Hill Amateur Radio Club of Dodge City, Kans., also makes mention of traffic handled for the Santa Fe Railroad, which was without communication between Dodge City and Amarillo, Texas, through the good offices of *WØs* TYR CSV QMG and FRW of Syracuse, Kansas, and W5KZZ of Amarillo. *KØs* GCA and ATH and *WØs* QMG and CSV obtained ambulances and snowplows to remove persons injured in an LP gas explosion near Montezuma, Kans., to the hospital in Dodge City. KØEWW was the only communication out of Ingalls, reporting on the condition of 40 people stranded near there. Formal messages totaled 47, informals 251.

In Oklahoma, the only communications facilities open to Guymon were those of K5HSS, who reported snow drifted 12 feet deep around his shack. He handled traffic with Oklahoma City via W5OQT.

The Kansas e.w. nets, QKS and QKS SS, were in extended operation during the storm, helping to relieve the overload on KPN and continuing effective operation after KPN was bogged down in bad conditions. These two nets handled over 100 formal messages between March 24 and 27, maintained liaison with KPN (mostly through WØFNS, Kansas PAM), exchanging traffic with National Guard links and maintaining liaison with the Tenth Regional Net. Many operators spent long hours at the key to make this possible.

In Iowa, the southwest corner of the state was hardest hit, dozens of towns being isolated communications-wise. The Iowa 75 Meter Net, with approximately 100 stations participating, handled traffic for the Burlington and Great Western railroads, the Associated Press and Western Union. Amateurs furnished the only communications for a time from and to Hamburg, Bedford, Pacific Junction and Shenandoah, and partial service to Red Oak and Glenwood. A Burlington railroad official said, "We likely could never have turned a wheel on our line from St. Joseph to Pacific Junction if it hadn't been for the amateur radio operators." About 250 communications were handled.

The Nebraska Emergency Phone Net was in nearly continuous emergency session from 1230 March 24 to 2230 March 25, NCSed by *WØs* MAO EFK ZNI FTQ ZOU and KØBDF. About 78 stations participated. Traffic was handled for the railroads and Western Union and for many other agencies. Members of the Ak-Sar-Ben Radio Club handled emergency traffic of all types, including some outstanding six-meter work between Omaha, Fort Crook and Nebraska City by KØBWV, KØCHK and W9DEO/Ø.

A consolidation of reports reveals the following list of stations participating in this emergency, not including those already mentioned above: *WØs* AQD AQZ ATH ALD AER AXZ AFZ AXC AHW BET BJD BND BDK BUL BMV BZL BYC BLI BWP CWG CVN COK CXF CC DSM DQR DLP DOK DHR EKL EIM EIN ECD ESG FPY FDJ FON FQD FJN FDL FCP GFU GYK GIH GUO GBJ HJM HFP HCS HCH IHN INW IFR IBB IYW IYU ITM ICV IXB JEY JDX JAS JYW KKS KRZ KOK KXB KUC KUJ KSY LNW LOU LOW LEA LIX LNW LCX LJO LUS MI MXG MVG MML MCH MHS MWN MHB NVX NIO NIT NHT NRJ NIY NZ ONI OHX OFP ORB PAH PNV PHY PRI QJU QQQ QJC QXP QHF QJM QPR QGG QNI RBO ROZ RCY RIZ RME RC RKW RSX RLZ RR RND RNE SEH STC SYZ SZF SAF TSD TDG THX TMW TXP TOL UPY UTO UID UUH UFP UOL UYK UJK VGX VTT VND VWP VVE VJD VLO VDX VRZ WAY WPY WWR WWN WFP WBK WCL WDE WCO WAP YLO YIP YYW YVM YOV ZSZ ZXN ZXM; *KØs* AFZ APV ACC AQZ AMM BAJ BET BRX BYH BJO BIU BJD BYN BXF BRS CBN CVR CHP CEY CKG DKY DIW DQR DMS DNF EWS GUL HIC IBU; W4DJD/0; *W5s* AAJ BOM DVE FRB FBQ HGH KY KCG QT VJO VNC ZTU; K5BOM.

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On April 2, the whole southern section of Colorado was engulfed in a heavy snowstorm that left Canon City without power or communication, and most of Pueblo without power. Amateur radio contact was established with Canon City from Pueblo at 0900, KØEDF on emergency power making contact with WØNIT. For the next three days Canon City kept in almost constant contact with Pueblo, Colo. Springs and Denver. In Pueblo, *WØs* DML NCB and NIT worked in shifts. The Colo. Springs end was held up by *WØs* TV UFT KVD and CVG, and the Denver end by WØBWF and KØHPF. Traffic was handled for the Red Cross, telephone company, newspapers, radio stations, the railroads, commercial concerns and individuals. KØEDF