

Midwest Amateur Radio Service

Midcars

7258 kHz

3903 kHz

Operations Manual

PREFACE

The Midwest Amateur Radio Service (Midcars) was founded on January 23, 1968 by two amateurs, W9WWE and K9DDT. The Service operates as a non-profit corporation by virtue of a charter issued by the State of Illinois in 1969. The daytime operation of the Service is on or near 7258 kHz and in the evening in or near 3903 kHz.

The primary aim of Midcars is public service. Through a skilled and disciplined organization, our purpose is to provide efficient, dependable emergency communications on an all-day, every-day basis. By providing monitored frequencies, on which mobiles are given priority, accidents or other emergency situations may be quickly reported and receive prompt attention. The frequencies on which Midcars operates also provide places where stations may meet and move off or receive assistance or information.

No traffic of a non-emergency nature shall be handled on frequency except, at the discretion of the Service Control station, a brief message may be passed when it is impractical for the stations involved to move off frequency.

FREQUENCIES

Midcars lays no claim to any particular frequency. However, as determined by the Board of Directors, the Service Control station will attempt to maintain Service operation as close to 7258 kHz and/or 3903 kHz, or other designated frequency, as is practical.

CHECK-IN PROCEDURE

It is not required that a station be a member of Midcars in order to participate, although it is hoped that our goals will be shared to the extent that a voting membership will be desired.

Stations responding to a call by Service Control should give only their call sign, ONCE ONLY and wait to be acknowledged. The words "Check-in", "Break", and "Recheck" should NOT be used.

If you wish to report an emergency, the word "Emergency", followed by your call sign, will receive instant priority. If mobile, so state on the initial call-in. When Service Control has completed a list of check-ins on a given stand-by, each station will be acknowledged individually, in turn, except that mobiles will be acknowledged first.

When acknowledged, the following procedure should be followed: Give the call-sign of the Service Control station, followed by your call-sign, your name and location. If you are QRU, state that you have one-way or two-way facilities into your area.

If you are looking for a particular station or location, make a brief call for it on your first transmission. You may assume Service Control's permission to so. If you get no reply, say "Please list" or "Do not list", as you wish. If you wish to contact a station you know to be on frequency, say "Contact" and wait to be acknowledged. Use the work "Contact" only for this purpose.

IMPORTANT: If you list traffic, always check out when leaving the frequency. When moving off to another frequency to establish contact, help Midcars maintain its reputation for courtesy by always inquiring if the frequency is in use.

SERVICE CONTROL STATION

The Service Control station is the focal point of our entire operation. Although not a requirement, it is preferred that he be a member of Midcars. In any case, he should be aware of the purposes of our organization and be fully acquainted with the contents of this Manual. The major contribution to the success of our efforts clearly rests with these individuals.

Service Control should have a strong, clean signal and his manner should command the respect of participating stations. He should be firm and brief but friendly, remembering that he is merely coordinating the efforts of a skilled and dedicated group of amateurs. If Service Control makes his transmissions short, participating stations are likely to be equally brief.

Service Control should frequently announce that he is standing by for mobiles only, since mobile operation is the primary function of Midcars. After logging all the mobiles on a particular stand-by, he should NOT announce that he is standing by for fixed stations only, thus excluding mobiles. Instead, he should merely say, "This is Midcars, W9---" or "W9--- for Midcars", thus opening the Service for any check-ins, including mobiles.

After each stand-by for check-ins, Service Control should quickly announce the calls he has logged, before going back to the top of the list. Otherwise, those calling will not know whether or not they have been heard.

Service Control should, as time permits, call up the mobiles who have already checked in and give them an opportunity to make a transmission.

Service Control should use restraint in the frequency with which he gives his own name and QTH. This information is unnecessary unless asked for and wastes valuable time.

Consistent involvement and careful attention to detail is the only sure way to acquire the expertise necessary to be ready to smoothly and expeditiously handle the Service. When an emergency arises, Service Control must exercise good judgment as to what steps to take, in what order. In general, it is usually wise to suspend normal operation until all pertinent facts have been ascertained, and for as long thereafter as deemed necessary.

In the case of an emergency involving a vehicle, Service Control should ask the nature of the emergency, the exact location (highway number, nearest exit if an Interstate, direction of travel, and what type of assistance—ambulance, police, fire equipment, etc.) is needed. Control should then call for a station in the vicinity of the emergency, remembering that all State Police offices in any one State are in touch with each other, so a phone call to one will obtain the aid of any other. If no station is quickly available in the State where the emergency exists, Service Control should ask a station in another location to make a phone call to relay the information. Reimbursement for such authorized calls, where a toll charge is involved, will be made by Midcars.

ADDITIONAL OPERATING SUGGESTIONS

No station should assume Service Control until station equipment has warmed up sufficiently to assure minimum drift.

If QRM near the frequency appears to be unintentional, Service Control may, at his discretion, designate a station to move off and explain our operation to the interfering station and solicit his cooperation in a friendly manner.

If QRM is obviously intentional, it should be ignored completely. This is the best way to frustrate the intruder. Participating stations should be warned to not address remarks to the interfering station. This merely aggravates the situation. UNDER NO CIRCUMSTANCE should a Midcars station move off frequency and intentionally QRM another station.

If intentional QRM makes normal operation temporarily impractical, Service Control may elect to rag-chew with some of the strongest stations on frequency until the QRM subsides.

When poor skip or other conditions make operation difficult, one or more alternate Service Control stations should be asked to put out calls from their areas to obtain better coverage. At such times, the original Service Control station is responsible for proper operation of the Service.

Should procedural questions arise, they should not be discussed at length on the Service but rather off frequency or by letter to a Midcars Officer or Coordinator.

This manual has been prepared with just one thought in mind: To help Midcars to better serve the public and our fellow amateurs. It does not cover all possible aspects of Midcars operation and is not intended to do so. But if it helps smooth the way for our newer Service Controllers and helps make participation in Midcars a more rewarding experience, it will have served its purpose.

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