



SIGNALS

MONTHLY NEWSLETTER

Volume 45 Issue 09

Web Site <http://www.n5cxx.us>

June 2024

CARC Membership Meeting

Tuesday 18 June 2024 5:30 PM

**The Meeting will be at
Woodcreek Church Richardson TX
(and via Zoom)**

**CARC's Plans For Field Day
Discussion**

any questions and let me know if you plan to participate in field day from the Club station at the Collins Aerospace site.

Mike – WD5TX (president@n5cxx.us)”

If you're new to ham radio or haven't participated in Field Day before, check out <https://www.arrl.org/field-day> for rules and other details. Also, to get a feel of the action during Field Day, do a search for "Field Day" on YouTube.



The Allied invasion of continental Europe 80 years ago was a logistical tour de force. Its success hinged on an operative communications network unifying the invading armies and their support systems.

The U.S. Army Signal Corps, or “SigC,” was tasked with establishing massive, reliable, multi-channel high-speed voice and “data” networks. These networks would support a mission buildup of more than a million troops in a hostile environment.

That meant two-way voice circuits to keep decision-makers in touch and high-speed channels to exchange reconnaissance photos and situation maps evaluating the impact of aerial and ship-launched ordnance.

SigC's design baselines were high capacity and agility, with low latency. Communications with the beach had to be established speedily using whatever gear made it to shore in the contested landings. The system had to be mobile: Radio supplemented by ad-hoc wire telephony. Contact within operating units had to survive when troops mistakenly landed in one another's sectors.

An article by Mark Durenberger in RadioWorld presents some interesting reading about the details of this massive communications undertaking. Read it here: <https://www.radioworld.com/columns-and-views/roots-of-radio/how-the-army-handled-d-day-communications>.



The June meeting of the Collins Amateur Radio Club will be held on Tuesday, June 18th, starting at 5:30pm at Woodcreek Church, 3400 E. Renner Rd., Richardson.

NOTE: THE JUNE MEETING IS BEING HELD ON THE THIRD TUESDAY DUE TO SCHEDULING CONFLICTS AT THE CHURCH.

Following a brief business meeting, our President Mike Montgomery, WD5TX, and others will discuss CARC's plans for Field Day, which takes place the fourth weekend of June 22 and 23. The Club will be operating indoors in the CARC Radio Room.

Here's an important announcement from Mike:

“The current plan is to have the club station, N5CXX, at the Collins Aerospace facility (3200 Renner Rd) on the air using generator power with two HF stations. Presently we have two employees who will be escorts and points of contact. If you would like to participate and/or operate from the Club station, please email me at president@n5cxx.us.

Since I need to get a visitor list to Collins Security and approved prior to Field Day, I do not want to wait until the last minute. Again, please reach out if you have

CARC LEADERSHIP			
PRESIDENT		VICE-PRESIDENT	
Mike Montgomery	WD5TX	Bill Fell	KK5PB
president@n5cxx.us		vp@n5cxx.us	
SECRETARY		TREASURER	
Jim Brown	AF5MA	Mark Dempsey	N5MD
secretary@n5cxx.us		treasurer@n5cxx.us	
ACTIVITIES CHAIRMAN		IMMED PAST PRESIDENT	
Frank Krizan	KR1ZAN	Bill Swan	K5MWC
activities@n5cxx.us		Director@n5cxx.us	
STATION TRUSTEE		NEWSLETTER EDITOR	
Mike Montgomery	WD5TX	Jim Skinner	WB0UNI
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MEMBERSHIP		WEBSITE MANAGER	
Bill Fell	KK5PB	Mike Hollingsworth	W5QH
membership@n5cxx.us		webmaster@n5cxx.us	

Hall are located on the east side of the church building, with big signs by the entrance door. Contact Janet Crenshaw, WB9ZPH at 972.302.9992.

Plano testing is on the third Saturday of each month, 1300 hrs at Williams High School, 1717 17th St. East Plano. Check Repeater 147.180+ for announcements.

Richardson The Richardson Wireless Klub (RWK) VE team hold license testing on the third Thursday of each month at St. Barnabas Presbyterian Church, 1220 West Beltline Rd. Testing begins at 1900 hrs in room 12. Enter through the Northern most door on the east side of the church building. For further information contact Don Klick KG5CK. 972.464.2889 or E-mail rwkhamtest@gmail.com.

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VE SESSIONS

The Northeast Metro ARRL License Testing Group will hold testing sessions on the **first** Monday each month (except holidays) at the Garland Amateur Radio clubhouse in downtown Garland TX, 1027B Austin St., Garland TX 75040 beginning August 2023. Time 6-8pm. All who want to test for an amateur radio license are welcome. You will need **photo ID, FRN from FCC** and **\$15.00 correct cash**. All forms, etc., will be provided by testing group. You can reserve a seat by calling Kerry Weeks at 214.478.3230 or email at weeks.kerry@gmail.com in advance of the test.

Dallas tests are held on the fourth Saturday of each month at 1000 hrs. 13350 Floyd Rd. (Old Credit Union) Contact Bob West, WA8YCD 972.917.6362

Irving tests are held on the third Saturday of each month at 0900. Fifth and Main St. Contact Bill Revis, KF5BL 252-8015

McKinney VE test sessions are held at the Heard Museum the first Sunday of the month. The address is 1 Nature Place, McKinney TX. The time of the testing is 1430, ending no later than 1645. **Note: no tests given on holiday weekends.**

Garland testing is held on the fourth Thursday of each month, excluding November, and begins at 1930 sharp. Location is Freeman Heights Baptist. Church, 1120 N Garland Ave, Garland (between W Walnut and Buckingham Rd). Enter via the north driveway. A HUGE parking lot is located behind the church. Both the parking lot and the Fellowship

President's Message

Another short message this month. Field Day is right around the corner. A few important items with regards to Field Day this year. If you plan to operate from the club station, you must let me know. I have to submit names of all visitors to site security. I will also be the POC for escort and will coordinate all escorting of visitors. More details to come, but please reach out if you have any questions. I am excited that N5CXX will be on the air for Field Day this year. Just a few months ago, I was unsure that I would even be able to participate this year due to travel. It has been several years since I have participated in Field Day and I am looking forward to it this year. Whether you operate from the club station, another club, or from home I hope that it is enjoyable.

Mike Montgomery
WD5TX

Vice-President's Report

No members paid renewal dues this month or updated their information. No challenge coins were purchased at the general membership meeting which was cancelled due to weather events. We have 67 challenge coins in inventory currently. I will have challenge coins available for purchase at \$5 each at the June general membership meeting.

Membership Status:

Current Active Memberships = 52
Inactive Memberships = 23

Full Members = 38 (includes life and retiree members)

Associate Members = 14

New/renewed Members = 0

Members moved to Inactive Status = 0

Expired memberships awaiting renewal = 0

Continuing membership is important to the CARC. Through the skills and experiences of all our members, our club provides fellowship, education, and service opportunities. If you have questions about your membership status or other membership-related questions, please contact me. Thank you to all of our members for your support and contributions to the CARC.

73, Bill, KK5PB

Secretary’s Report

28 May 2024

The meeting scheduled for 28 May was canceled due to damage caused by severe weather earlier in the day. The program will be rescheduled for presentation at a future meeting.

Minutes of CARC Board of Directors Meeting

11 June 2024

President Mike Montgomery WD5TX began the informal pre-meeting workshop via Zoom at 1907.

The following Board members logged into the meeting:

- Mike Montgomery WD5TX, President
- Bill Fell, KK5PB, Vice President
- Jim Brown AF5MA, Secretary
- Mark Dempsey, N5MD, Treasurer
- Bill Swan K5MWC, Immediate Past President

One non-voting CARC member also logged in:

Frank Krizan KR1ZAN

Topics addressed included:

General plans for Field Day. Mike Montgomery noted that Club operations would be powered by propane generator.

The repository for all Club account information and passwords, as proposed at the last meeting, was discussed. Jim Brown offered a first draft for comments and additions. After some discussion, Board members agreed to submit specific changes and additions by email in preparation for a second draft to be reviewed at the next meeting.

Frank Krizan offered options for the program to follow the November Annual Meeting. Plans will be announced at a later date.

Formal Board Meeting. As there were no formal actions proposed in the workshop, no formal Board meeting was called. The Board adjourned at 1756.



For those members working on Club projects, events or activities, a check request Form for reimbursement of expenditures or for funding advancements is now available in the Member’s Only section of the n5cxx.us website. The form is entitled “Collins ARC Check Request Form.” It is located in the “Business” table near the top of the section.

The Club Treasurer requests that this form be used for standardizing funding / reimbursement requests. Questions about any part of the form should be addressed to treasurer@n5cxx.us

If you don’t know the access codes for the Member’s Only section, contact the webmaster at webmaster@n5cxx.us.



The purpose of the Collins - Raytheon Emcomm On the Air Event (OTA) is establishment of intra-site emergency communications by ham radio. Entering its second decade, the OTA invites both on-site and home stations that affiliate with a site. Employees and retirees are invited to participate.

N7FUL

On-The-Air Event

Next On-the-Air event to be held Friday June 28, 2024 at 1700 Z

Net control will be W7SA Catalina Radio Club Station Tucson, AZ

1700 Z – 20M Phone USB 14.270 : If the frequency is busy, move up or down 5 kHz.

1720 Z – 15M Phone USB 21.305: If the frequency is busy, move up in 5 kHz increments.

1740 Z – 10 M Phone USB 28.380 : If the frequency is busy, move up in 5 kHz increments.

1800 Z – 20M Digital-USB. Mode - Olivia 8-500.

Dial Frequency USB 14071.5, 1500-Hz Offset (14073.00 Water-Fall Frequency).

TOWERS & ANTENNAS FOR SALE

Bill Hammon, KA5SOT, formerly of Garland, is selling his property in Teague, TX and has the following tower and antenna materials for sale:

A 55-foot Rohn 45 tower with a Force 12 antenna, rotor recommended by Force 12 (with controller) and Comet Dual Band Vertical. In addition, there's a 200-ft roll of unused LMR-400 coax. Bill will sell the entire package for \$1000 -- HOWEVER, you will have to take it all down. Bill says he has a tower jack which can assist in separating the sections.

An 80-ft of Rohn 45 (8 - 10ft sections) laying on the ground and in great shape. Bill is asking \$200 per section (current MSRP is \$372).

An 80-ft commercial tower (similar to Rohn 25); 4 20-ft sections, \$200.

Teague, TX is 100 miles south of Dallas, 150 miles north of Houston and 160 miles northeast of Austin.

Because of the property sale, Bill needs to have all tower and antennas sold and removed by July 15th.

Contact Bill directly at 254-498-2410. Please be sure to leave a message.

Or you can send me your name, call and phone number and I'll send your info to him.

FYI ... I am not involved in availability or price negotiations.

Frank KR1ZAN. frank@krizan.org

Search Is On for a New Activities Chairman

Life situations change, and I must regrettably announce that I will not be able to continue as Activities Chairman beginning in 2025.

The job of Activities Chairman primarily involves arranging for monthly speakers for our Club meetings and encouraging teams to participate in operating activities. I have handled the job of lining up speakers since 2018 and won't be able to begin in early 2025, so it is time for someone to step in and accept this important task.

Programs are already lined up for 2024 (yes, there are a couple of TBDs, but I'm waiting for confirmations from potential presenters). By the time we get to 2025, half or more of the months will be lined up, too.

The sooner someone can step up and accept the job of Activities Chairman, the sooner I can work with that person in learning the ropes. It's not that hard and a very satisfying chore.

If you'd like to discuss the job with me, email me at frank@krizan.org or call 214-563-6679.

73, Frank KR1ZAN

CARC Community Service Activities

Siren Testing Dennis Cobb WA8ZBT and Jim Skinner WB0UNI participate in the Richardson outdoor warning siren testing. The June 2024 test was cancelled "based on discussions between Richardson and the surrounding cities." The sirens are monitored by amateur radio operators and reports made using the Richardson Wireless Klub (RWK) repeater at 147.120 MHz. Siren testing occasionally uses the University of Texas at Dallas (UTD) repeater at 145.430 MHz, as backup. The June City of Garland test was also cancelled.

Crime Watch Patrol Jim Skinner WB0UNI participates in Richardson Duck Creek Crime Watch Patrol (CWP). CWP members, after successful completion of Richardson Police Department training, patrol their neighborhoods and report

Excerpt from Jack, W5TFB's Book

Watch this space for the next excerpt from Jack's book.



Here are the meetings we have lined up for the rest of 2024. There are two open slots, so if you'd like to give a presentation or have a suggestion for one, send your ideas to frank@krizan.org.

Jun 22/23 - ARRL Field Day

Jul 23 - Ice Cream Social

Aug 27 - Fox-Plus and the active ASCENT Projects - Jonathan Brandenburg, KF5IDY

Sep 24 - Magic Band Revealed - 6 Meter DXing - Jim Wilson, K5ND

Oct 22 - "Why Contest?" - Eric Silverthorne, NM5M, and George Perkins, N5UI, of the DFW Contest Group

Nov 19 - Annual Meeting / Elections and "fldigi - the Ham's Digital Toolbox" - Frank Krizan, KR1ZAN

Dec 10 - CARC Christmas Dinner - Aboca's Italian Grill

And we are set for a couple of months in 2025:

Jan 28 - Show and Tell Night

Feb 25 - ARRL Night

Upcoming Events

Daily	DFW Early Traffic Net (NTS) at 6:30pm 146.88 – PL 110.9Hz
Daily	DFW Late Traffic Net (NTS) at 10:30pm 146.72 – PL 110.9Hz
Daily	Texas CW Traffic Net at 7:00pm on 3541 KHz and at 10pm on 3541 KHz www.k6jt.com
Tuesdays	Collins ARC Drive Home Net. 442.8 (+5) MHz, PL=110.9 Hz (K5QHD repeater), 5:30-6:00pm (no net 4 th Tuesday.)
1st Wednesday	Richardson Emergency Siren Test. At noon using the Richardson Wireless Klub (RWK) repeater at 147.120 MHz.
2nd Wednesday	ARES North Texas HF Net Every month—3860 KHz at 8:30 pm—9:30pm
JUNE	
22-23	Field Day Objective: To contact as many stations as possible on the 160, 80, 40, 20,15 and 10 Meter HF bands, as well as all bands 50 MHz and above, and to learn to operate in abnormal situations in less than optimal conditions. Details at http://www.arrl.org/field-day
JULY	
13-14	IARU HF World Championship. Objective: to contact as many other amateurs, especially IARU member society HQ stations, around the world as possible using the 160, 80, 40, 20, 15 and 10 meter bands. Begins 1200 UTC Saturday and ends 1159 UTC Sunday. Details at http://www.arrl.org/iaru-hf-world-championship
AUGUST	
3-4	222 MHz and Up Distance Contest. Work as many stations as possible on the 222 MHz through 241 GHz bands using any allowable mode. Begins at 1800 UTC Saturday and ends at 1759 UTC Sunday. Details at http://www.arrl.org/222-mhz-and-up-distance-contest
17-18	10 GHz & Up – Round 1. North American amateurs work as many amateur stations in as many different locations as possible in North America on bands from 10-GHz through Light. Operations may take place for 24 hours total beginning at 6:00 AM local Saturday though 12:00 midnight local Sunday. Details at http://www.arrl.org/10-ghz-up .
24-25	EME - 2.3 GHz & Up Contest Objective: To work as many amateur stations as possible via the earth-moon-earth path on any authorized amateur frequency above 50 MHz. Details at http://www.arrl.org/eme-contest .

Presidential Communications Railroad Car

The following article, starting on the next page, was contributed by Bill Swan, K5MWC. Bill made the following comment: Collins actually did the antenna work on this car. Collins is specifically mentioned on the second to the last page and the last page. I was told that the railroad tracks behind building 416 which everyone wondered why they were there was that is where the "crate" was set to do the antenna work. I cannot validate that, but it certainly could be true. Rather lengthy but interesting and it illustrates the breath of the work that Collins did. Also of course it shows how communications to support the President has changed.

The Presidential Communications Railroad Car “Crate”

Presidential Rail Car, U.S. Number
1 Ferdinand Magellan
a National Historic Landmark



The Great Seal of the President of the United States as displayed in bronze on the rear gate of the FERDINAND MAGELLAN

The Presidential Communications Railroad Car Crate”

A Brief history of the Ferdinand Magellan in Presidential Service (Or Life before "Air Force One")

The newly rebuilt Ferdinand Magellan was presented to President Roosevelt on December 18, 1942, exactly 14 years from the day it rolled out of the Pullman Company shops as a new unit. During World War II, for security reason, only the word "Pullman" appeared on the outside of the car so that from a distance, the rolling fortress looked like any other private rail car. Whenever it was part of a train, however, the train moved under the commodity code "POTUS" (the first letters of President of the United States.) Every railroad official knew that "POTUS" had the right of way over all other rail traffic. To lessen the chance of sabotage during the war, the car did not have a permanent storage location in Washington, D.C. It was moved around when not in use and stored on various sidings at Washington's Union Station, the Potomac Railroad yards, the Naval Gun Factory at the Navy Yard and in the sub-basement of the Bureau of Printing and Engraving.

Hitched to the end of a private train that included baggage cars, sleeping cars for staff and a communications car that at some point was replaced by a hospital car, the Magellan could function as a veritable White House on wheels—a reverberating fortress. And as “Presidential Rail Car U.S. Number 1,” it took precedence over all other rail traffic.



The Dining Room



The Presidents State Room

The last trip for the Ferdinand Magellan in government service was in 1954 when Mrs. Eisenhower traveled in it from Washington, D.C. to Groton, Connecticut to christen the world's first nuclear powered submarine, the U.S.S. Nautilus. After this trip, the car stood idle for four years. It was declared government surplus in 1958 and was offered to the Smithsonian Institution.

The Presidential Communications Railroad Car “Crate”

In recognition to the Army Signal personnel and their unusual assignment POTUS

The Presidential Train Ferdinand Magellan - White House communications via, **3WTE** on wheels. We feature the U.S. Army Signal Corps., General Albert J. Myer, and Radio Railcar installation.

One fall day in October 1956 12noon EDT will long be remembered by hundreds of 14 MHZ SSB State side amateurs. It was the day W3WTE was, of all places, 60 feet below the Cleveland, Ohio, Railway Terminal Tower Station working the bands. The detail was called “Operation Earthworm” We have a QSL courtesy of W3WTE.

“POTUS” an acronym, stands for President of the United States! The special railroad car of the White House away from home, luxury living, rolling home, and lecture platform, communications, safety, press corps and energy car. This amazing city on wheels was at times a nightmare for the Secret Service, Railroad and logistics involved in the Presidents safety. There was an advanced two car train and each crossing was inspected by the Secret Service and rail authorities.



Above radio control console occupies part interior of presidential communications General Myers Car. Multiple control panels, a maze of gadgets for radio broadcasts, radio photo

transmission, tape recordings of presidential speeches and incoming and outgoing teletype printer copy.

The Presidential Communications Railroad Car “Crate”



The generator room



The WHCA communications car (Crate)

Two diesel AC generators are on the right side of car, can supply enough power to operate the train in any capacity. Mr. Charles Clemens K6QD spoke of his duties much earlier when first assigned to Presidential Communications in 1942. He was chosen to be the first CW operator between the Presidential Train and the White House via HF radio in railroad Car 1401, “The White House on Wheels.”

Clemens explained some front seats had been removed and an operating table installed full of radio devices in there place. Telegraph lines alongside the tracks provided a lot of clicks that made it difficult to copy poor signals, mainly in the southwest part of the U.S.A. The clearance requirements for railroad cars prohibited using a real antenna. The radio operators used a wire inside an insulating tube mounted on standoffs about six inches above the metal roof of the car. This was later changed to a copper tube, the same size as the insulating tube, with much better results. Continued the frequency complement ran from 3 MHZ to 17 MHZ. (Car 1401 built in 1914 would be replaced in the 50s by the modern General Albert Myer car) Myer was the first Signal Corps Commander. Clemens K6QD Signal Corps operator said “I was supposed to contact a number of Army stations along our shakedown trip in 1942 riding the rails, none of them more than a couple of hundred miles from our route. As might be expected, results were poor and it was decided to contact WAR in the Pentagon at Washington direct. Successful contacts were made from New Orleans and on the way home.

The small detachment that Clemens knew had evolved into the White House Army Security Agency and finally White House Communications Agency. They wouldn’t believe how much equipment they could eliminate by satellite communications today.

The only real difficulty came when we were close to Washington DC.” Clemens added “Overall, our results were encouraging and we were assigned the task of accompanying President Roosevelt on his swing stumping around the country visiting military bases and aircraft plants.

The Presidential Communications Railroad Car “Crate”

Equipment and facilities were improved over the years and when Clemens left in 1948, the car had a small operating room, a code center, a small bunk room with four bunks, a lounge room and the baggage half of the car packed with equipment.

Clemens continued “To make a long story quite short, I worked six years on the Presidential Train, traveling with Presidents Roosevelt and Truman in the United States, Canada and Mexico. We logged well over a hundred thousand miles.” Today, the train is no more, Old 1401 is gone, only known by gild of 1401 above the entry door, Gen. Myer car has been retired and the Ferdinand Magellan is restored and on display in Florida.

The small detachment that Clemens knew had evolved into the White House Army Signal Agency and finally White House Communications Agency. They wouldn’t believe how much equipment they could eliminate by satellite communications today.



Copy of the POTUS QSL W3WTE

The Presidential Communications Railroad Car “Crate”

Partially scripted from March, 1975 Ham Radio Magazine article, “Brass Pounding on Wheels”, by K6QD CC Jr., and Railroad Magazine February 1953. Thanks to Glenn Laser W3WTE for a copy of the POTUS QSL. Glenn advised the card was found at a yard sale or Ham fest in WV and presented to him. - It would be a pleasure to sit and talk with Mr. Clemens today, but I believe he is a silent key because the call has been reissued several times. I can’t come up with anything on the two communications coaches whether they avoided he cutters torch.

When the Ferdinand Magellan was taken out of service in 1958, The two communication railcars were moved and during the 1960’s and 70’s and stored at the New Cumberland Army Depot just outside of Harrisburg, Pa. The communications car was to be maintained by WHASA/WHCA out of Camp David. Their mission was to provide communications for the President, while on trips, whether campaigning for office, or traveling via rail.

President Kennedy used Crate on one of the last official trips when he went to the Army Navy football game in Philadelphia in 1961.



President Kennedy departing Philadelphia

The official call sign of the Presidential Train was City Hall this was used when the train was actually in use, but Crate was used as the un-official call sign by the Camp David (Cactus) personnel that maintained the communications equipment onboard. Crate consisted of two old WWII train cars. They were 85' in length, painted Olive Drab, with three axel trucks. One was a converted Hospital Car. This car was converted into living quarters for SS and WHASA / WHCA personnel. It had a small kitchen, some bunks for sleeping, a small bathroom with a shower and a living area. An old Hallicrafters SX-63 was installed for entertainment.

The Presidential Communications Railroad Car “Crate”



The Presidential Rail Car “Crate” is shown at the Thirteenth Street Station in Philadelphia (1961)

SIGNALS
June 2024

The Radio car was a converted something and appeared to have been gutted and then built as required. There was a window installed so the operation could be viewed from the hallway that passed between the rail cars. As you were sitting at the console behind you, there was a large glass window which was by the walkway in the left side of the car. Looking out that glass window past the walkway was another large glass window which was on the car body. If anyone on the platform were to look into the car window, they would see the whole console and operators.



Lounge Area (1961)



Radio Room (1961)

The Radio Car had to be placed on the tracks, so it faced the Hospital car because of the coax connectors on the front end. The train had to be configured with the Hospital car toward the train engine and the Radio or Communications Car following. The coax connectors on the Hospital car were connected by coax jumpers to the coax connectors on the Communications Car. This was also because on the opposite end, (from the coax connector end) were connectors which carried audio to the end of the train.

The Presidential Communications Railroad Car “Crate”

The last car would be an Observation Car where the President would ride, stand and speak to the crowds, who would come to see him while on campaign trips.



Switchboard Room



View of the Comm. Center

The Radio Car had a console installed which handled all the HF Comm. equipment, the audio amps and VU Meters for the audio PA function and two patch panels for audio routing. It also had rooms for the AC power generators, radio equipment, switchboard and a small Comm. Center.

The radio console consisted of two HF Receivers (R-390A), two SSB/ISB Converters (CV-157) and a TTY converter (CV-116). Two TMC (GPT-750) 1KW transmitters were used for phone patch audio and TTY traffic.



The radio Console in (1961)

The Presidential Communications Railroad Car “Crate”

On the top of this car was two HF antennas designed by Collins Radio. Hard to explain, but in the center of the roof of the car the antennas were grounded to the roof using three 90degree elbows. A total of six, three for each antenna about 6 to 8 inches in diameter which fed three pipes in each direction to the end of the cars. About 3' from the end of antennas, the three pipes were bonded together and fed at that point, with 50 ohm coax, to connectors on the trailing side of the car. The pipes were supported by insulators from the center ground, out to the ends.



The Communications Car on the siding in VA. (1961)



Radio Antennas on Radio Car

The two cars were stored at Indian Town Gap Army Depot near Harrisburg, Pa. primarily because President Eisenhower used it several times and it was close to Gettysburg and his farm. In early 1967 I actually took a trip on the Presidential Train (Crate) from Harrisburg to Union Station in DC, and back. All of the guys from M Street came down for a tour we spent the night and went back the next day. It was a total farce, I think the officers wanted to get away for a couple of days and have a party. There was some story about LBJ taking a train ride to Philadelphia for the Army - Navy game, but of course it never happened. I have always wondered if LBJ ever knew that he had something other AF-1 at his disposal.

In the late 1960's the TMC (GPT-750) 1KW transmitters, R-390's and CV-157's were replaced with a Collins Radio state of the art transmitter/receiver, with automatic antenna tuners. The control units were mounted in the console, with the main TX / RX equipment mounted in two 6' 19" racks.

There is no confirmation as to when "Crate" was removed from service or the disposition of the railcars.

Need another Badge or Coffee Mug?



Order from The Sign Man of Baton Rouge at:
<https://www.thesignman.com/clubs/collinsarccart.html>

**Join Us On Tuesdays
for the Collins ARC
Drive Home Net
5:30pm 442.7 MHz
+5MHz, PL=110.9Hz
(No Nets on Meeting Nights)**
Logs now available on n5cxx.us website

The Amateur's Code

by Paul M. Segal, W9EEA (1928)

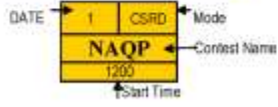
The Radio Amateur is:

- CONSIDERATE** - never knowingly operating in such a way as to lessen the pleasure of others.
- LOYAL** - offering loyalty, encouragement and support to other amateurs, local clubs and the American Radio Relay League, through which Amateur Radio in the United States is represented nationally and internationally.
- PROGRESSIVE** - with knowledge abreast of science, a well built and efficient station, and operation beyond reproach.
- FRIENDLY** - with slow and patient operation when requested, friendly advice and counsel to the beginner, kindly assistance, co-operation and consideration for the interests of others. These are the hallmarks of the amateur spirit.
- BALANCED** - Radio is an avocation, never interfering with duties owed to family, job, school or community.
- PATRIOTIC** - with station and skill always ready for service to country and community

CDXA Periodic Table of Contests - 2024

January	February	March	April	May	June	July	August	September	October	November	December
6 R	3 CSRD	2 S	8 CSRD	4 CSRD	1 CSRD	1 CS	3 C	1 CSRD	5 CS	2 C	6 CS
RTTY Roundup 1800	VT QSO Party 0000	ARRL DX - SSB 0000	LA QSO Party 1400	7th Area QSO Party 1300	KY QSO Party 1400	RAC Canada Day 0000	NAQP - CW 1800	TN QSO Party 1800	CA QSO Party 1800	Sweepstakes - CW 2100	ARRL - 160M 2200
13 C	3 CSRD	9 CSRD	3 CSRD	4 CS	1 D	13 CS	10 C	7 C	12 R	9 R	7 D
NAQP - CW 1800	MN QSO Party 1400	OK QSO Party 1400	MS QSO Party TBD	IN QSO Party 1800	ARRL - INT. Digi 1800	LARU 1200	WAE DX - CW 0000	CWops Open 0000	Makrothen - RTTY 0000	WAE DX - RTTY 0000	FT Roundup 1800
20 S	3 CSRD	8 C	8 CSRD	4 CSRD	8 CSRD	20 CSRD	10 CSR	7 CS	12 CSRD	16 S	14 CS
NAQP - SSB 1800	BC QSO Party 1800	Stew Perry TBC 1500	MO QSO Party 1400	DE QSO Party 1700	ARRL - VHF 1800	CQWW - VHF 1800	MDC QSO Party 1400	CO QSO Party 1300	NV QSO Party 0300	Sweepstakes - SSB 2100	ARRL - 10M 0900
20 CSRD	4 C	9 CSRD	13 CSRD	4 CSRD	15 C	20 R	17 S	8 C	12 CSR	23 C	28 CS
ARRL - VHF 1900	NA Sprint - CW 0000	ID QSO Party 1800	NM QSO Party 1400	New England QSO Party 2000	Stew Perry TBC 1500	NAQP - RTTY 1800	NAQP - SSB 1800	NA Sprint - CW 0000	AZ QSO Party 1500	CQWW - CW 0000	RAC Winter 0000
26 C	10 R	10 R	13 CS	11 CS	15 CSRD	27 CS	24 CSRD	14 S	12 CSRD	Monday C	26 C
CQ - 160M CW 2200	CQWW WPX - RTTY 0800	NA Sprint - RTTY 0000	GA QSO Party 1800	CQM DX 1200	WV QSO Party 1800	RSGB IOTA 1200	HI QSO Party 0400	WAE DX - SSB 0000	PA QSO Party 1800	KIUSN Test 1800	Stew Perry TBC 1900
27 R	17 C	10 CSRD	TBD CSRD	18 CSR	Monday C	Monday C	24 D	14 CSRD	12 CSRD	Friday C	Monday C
BARTG RTTY Sprint 1200	ARRL DX - CW 0000	WI QSO Party 1800	ND QSO Party TBD	AR QSO Party 1400	KIUSN Test 0000	KIUSN Test 0000	WW Digi DX 1200	ARRL - VHF 1800	SD QSO Party 1800	KIUSN Test 2000	KIUSN Test 0000
Monday C	26 S	16 R	20 R	20 C	Friday C	Friday C	24 CSRD	14 CS	19 CSRD		Friday C
KIUSN Test 0900	CQ - 160M SSB 2200	BARTG RTTY 0200	CQMM DX 0700	CQWW WPX - CW 0000	KIUSN Test 2000	KIUSN Test 2000	KS QSO Party 1400	AL QSO Party TBD	NY QSO Party 1400		KIUSN Test 2000
Friday C	24 CSRD	24 R	20 CS	Monday C			24 CS	21 CSRD	19 CS		
KIUSN Test 2000	SC QSO Party 1900	NA Sprint - SSB 0000	MI QSO Party 1800	KIUSN Test 0000			OH QSO Party 1800	IA QSO Party 1400	Worked All Germany 1500		
	24 R	30 S	20 CS	Friday C			Monday C	21 CSRD	18 C		
	NAQP - RTTY 1800	CQWW WPX - SSB 0000	ON QSO Party 1800	KIUSN Test 2000			KIUSN Test 0000	TX QSO Party 1400	Stew Perry TBC 1500		
	28 CSRD	Monday C	27 CS				Friday C	21 CSRD	30 CSRD		
	NC QSO Party 1500	KIUSN Test 0000	FL QSO Party 1800					KIUSN Test 2000	NH QSO Party 1800	IL QSO Party 1700	
	Monday C	Friday C	Monday C						21 CS	28 S	
	KIUSN Test 0000	KIUSN Test 2000	KIUSN Test 0000						NJ QSO Party 1800	CQWW - SSB 0000	
	Friday C		Friday C						21 CSRD	Monday C	
	KIUSN Test 2000		KIUSN Test 2000						WA Salmon Run 1800	KIUSN Test 0000	
									22 R	Friday C	
									NA Sprint - RTTY 0000	KIUSN Test 2000	
									28 R		
									CQWW - RTTY 0000		
									28 CS		
									ME QSO Party 1200		
									Monday C		
									KIUSN 0000		
									Friday C		
									KIUSN 0000		
									2000		

LEGEND
 GOLD = Major Contest = 10 points
 Blue = QSO Party = 7 points
 Pink = DX Contest = 5 points
 C = CW S = SSB
 R = RTTY D = Digital





Richardson, Texas
www.N5CXX.us

**3200 E Renner Rd
 Mail Station 461-290
 Richardson, TX 75083-0766**

TO:



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CLUB STATION PHONE
 TBD

N5CXX REPEATER
 441.875 MHz +5 MHz Input
 131.8 Hz PL - RX and TX

N5CXX-1 PACKET BBS COL Node
 145.05 MHz

N5CXX-N1, NRCXX-N2 & N5CXX-N3 HSMN-MESHNET Nodes 2.4 GHz

Membership Meeting
 Tuesday 18 June 2024 5:30 PM
 THE MEETING WILL BE AT
Woodcreek Church Richardson TX

NEXT SIGNALS INPUTS DEADLINE:
→→→ 12 July 2024 ←←←