

Prouty 2024 – ARES Saturday Operations Guide

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There's a lot here, but please read it all, and bring it along as a reference guide

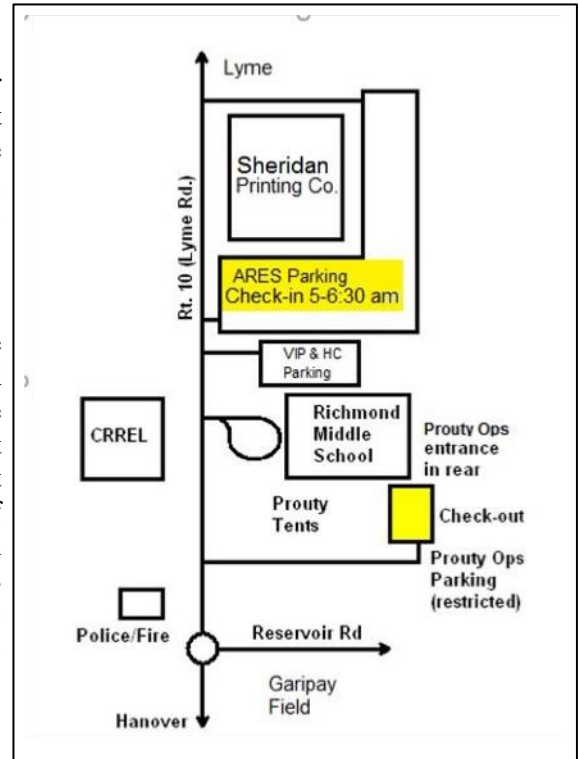
Saturday - Arrival & Checking In & Out

SAG Stations

Go directly to your SAG. Bring printouts of the maps and other information we emailed you. Your Prouty Communications T-shirt should be in the SAG supplies. Check into the net as soon as you are set up and ready to operate at your SAG. When your SAG closes, contact Net Control (NCS) for permission to secure. Once the NCS clears you to leave, you can head home or join the festivities at RMS.

Mobile Stations (Rovers, resupply, rider recovery, etc.)

The morning check-in point will be in a designated portion of the Sheridan Printing Company parking lot from **5-6 am**. We're closed and gone by 6:30 am. It's just to the left of the Richmond Middle School (see map on right.) The Twin State Radio Club crew will get you supplied with magnetic Prouty Vehicle signs, bike repair and first aid kits, and outfitted with an APRS tracker if you don't have one. If you are riding in another Prouty vehicle, you can leave your car in that lot. When you're done for the day, Prouty equipment and supplies must be dropped off in the RMS gym. Any loaner radio/APRS equipment should be returned to the Prouty Ops Center in the RMS library before you go home.



Job Descriptions

Rovers

Rovers are assigned a small patrol area, usually between two SAGs, to watch for safety hazards, broken-down bikes, and injured or ill riders. You may need to transport a rider and bike to a designated location. You should take care of as many non-medical problems as you can on your own. Report problems to Net Control only if you cannot handle them, or if they are likely to reoccur. For medical problems, see the Medical Protocol section below. You may also be asked to relocate supplies from one SAG to another, or to or from the Resupply Truck located at the Piermont SAG. When a section closes, you will be asked to help “sweep” closed routes. Pull off the road as far as possible and use 4-way flashers. Wear a high-visibility vest when you are out of your vehicle (it will be in the Rover kit.) If you can, bring a stiff push broom for clearing sand, glass or other hazards.

Rider Recovery

In previous years we had CAP vans, but due to a change in their policies, a small bus will shuttle riders who can't continue the ride back to RMS. Details are still being worked out, but it will probably go up and down Rt. 10 from Piermont to RMS, stopping at Lyme SAG. Rovers who pick up riders will have to leave their route to drop them off at either Piermont or Lyme. We plan to have a ham and APRS tracker on-board the bus.

SAG Stations

SAG stands for “Stop And Go” – it's a rest and refreshment stop for riders, and nine of them are arranged along the routes. The SAG radio operator's job is to report any problems or needs to Net Control. This includes calling for medical assistance or a Rider Recovery vehicle, and reporting rider hazards or traffic problems that cannot be corrected by SAG staff. (In some parts of the country, SAG is used to describe what we call “rovers.”) **There will be no SAGs in Vermont this year due to the Thetford bridge and I-91 southbound closure.** SAGs 8 & 9 are on the Gravel Ride and not manned by hams.

Re-Supply

A single well-stocked resupply truck will be stationed at the Piermont SAG. SAG Captains may attempt to contact them via cell phone if additional supplies are needed, or via our net if there is no cell service at either end. You can contact nearby SAGs to see if they have extra supplies if you are low or out. Rovers can help move supplies as needed. 100% of the reserve supplies are on the re-supply truck – *no additional supplies are stocked at RMS!*

Standard Operating Procedures

Repeaters: Hanover, NH: 145.33- 100Hz; E. Corinth, VT: 147.21+ 100Hz; Newbury, VT: 147.345- 136.5Hz
Simplex backups: 145.33 100.0Hz, 146.55, 146.58, 446.55

Only high-power mobiles on the net! No sites on the route have good enough coverage for reliable handheld communications. Weak signals slow the net down and result in misunderstandings. Portables can and should be used for simplex communication between hams at the same SAG on 146.55 or 446.55, or to monitor the repeater.

Cell Phones

Although cellular coverage along the route is variable, encourage Prouty volunteers to call the Prouty Operations Center rather than using Amateur Radio whenever possible. (SAGs along Rtes. 25A and 25 have no cell service.) This will help reduce unnecessary radio traffic. The Prouty Operations Center phone number is **603-646-1593**.

Reporting Medical and Other Emergencies

If ambulance or police are needed, and you have cell phone coverage or a land-line, call 9-1-1 directly and without delay. If not, relay the information to Net Control and they will make the call. Be prepared to report the LOCATION OF EMERGENCY, TYPE OF EMERGENCY, BIB NUMBER(S), and SPECIFICS OF ANY INJURIES. Be aware that you could reach either a NH or VT 9-1-1 operator due to our border location, and they may have to transfer your call. In order to maintain patient privacy, Do NOT transmit the name of an injured rider over the radio – just the bib number. If you only have their name, call Prouty Operations Center from a cellphone.

If you call 9-1-1, you must also notify Net Control of the rider's bib number, and brief details of the accident or illness and condition. If you can, determine the ambulance's destination. It will likely be DHMC or Cottage Hospital, depending on the town and level of injury. Place an orange "Lost and Found Tag" on the bike and enter as much rider information as possible. Arrange to deliver it to RMS, and inform Prouty Operations.

In the event that we are forced to operate on simplex, relay the message (write it down verbatim if you are acting as a relay) to the nearest station with a working phone, or go to a nearby residence or business and ask to use their phone to call 9-1-1. The same applies if you are out of all communications range.

Medical Assistance Protocol

If you choose to render first aid as a bystander, *do so only to the extent of your training*. In the event that a person with a higher level of training (EMT, physician, etc.) chooses to intervene, you must allow them to take over. This is the law! Always defer to the ambulance or Prouty medical staff unless you are a licensed physician and willing to accept legal medical control. Important – a conscious and lucid patient can always refuse care or transport – that is their legal right. NEVER MOVE A SERIOUSLY INJURED PERSON UNLESS THEY ARE IN IMMINENT DANGER!

Lost and Missing Persons

If a lost or missing person report is brought to you, ask the person reporting it to stay with you until all information has been passed to Prouty Operations. Net Control will have a form to fill out to be sure we get all needed details. Messages regarding missing children have **Emergency** precedence, messages about missing adults have **Priority** precedence.

Vehicle vs. Bicycle Accidents

When a rider is involved in a collision with a motor vehicle, both parties are legally required to render reasonable assistance and notify the police. Notify Net Control immediately of any observed or reported accidents.

Bike Repairs

Rovers will have tools and some parts in their kits. Work with the rider to do what you can, or check with Net Control for the nearest bike technician and transport bike and rider if necessary. If unrepairable, ask Net Control where to bring them for a shuttle bus ride to RMS.

Operating Do's and Don'ts

- We operate a directed net. All calls must be to Net Control, who will then direct the message appropriately. Call Net Control in the “you, this is me” format: “Net, this is SAG 4.” No FCC call-sign is needed *when calling*.
- Legal station identification should follow standard ARES protocol. Use only your tactical call sign to call other stations. At the end of the exchange, sign with both your tactical and FCC calls, i.e. “SAG 4, W1XYZ.” When we hear your FCC call sign, we know you're done with the exchange.
- If you need to speak directly with another station on the net, do it like this: “Net from SAG 4 – direct with Rover 3-4?” After Net Control says “go ahead SAG 4,” make your call quickly. As with any ARES net, keep all transmissions and messages brief and to the point. Plan out what you will say before keying the mic.
- Pay close attention to what is happening on the net. Listen to the net closely for *at least* 15 seconds to be sure another situation isn't currently being handled before calling Net Control with your own needs. Don't interrupt – wait until they are through. The only exceptions are Emergency or Priority messages.
- If you are unable to reach one repeater, try another. 145.33, 147.21, and 147.345 have variable and overlapping coverage areas, even in the far northern areas of the routes. Some SAGs, like Warren, require a gain antenna on a mast to reach a repeater. Remember that moving your antenna (or vehicle) even a foot or so can often improve the signal dramatically.
- If you are out of repeater range and have an urgent message, you can try operating simplex on the repeater's output frequency and try to contact the nearest SAG station or Rover. Be sure the repeater's correct CTCSS encode tone is still on. If you receive such a call from another station, ask Net Control for repeater silence so you can copy the simplex message, or ask the other station to move to 146.55 simplex. Relay the message as requested.
- If we need to set up a simplex link for any reason, or if interference prevents use of the repeater frequencies, we will first try 146.55, then 146.58. 446.55 may also be used for an on-site backchannel. A simplex net will require extreme discipline, since most stations won't be able to hear each other, and messages will have to be relayed. If you have a dual-band radio, try monitoring both simplex frequencies. (To avoid interference, we do NOT use 146.52.)

Message Read-Back

When you receive a message with directions or information, especially to pass along to someone else at your location, it helps to “read-back” the message's essentials to the sender *in their words* to make sure you have it right, and make it easier for you to remember. This procedure is used by public safety, the military, and even NASA! It works.

Net congestion can be a big problem, so eliminating non-essential messages is important.

- DO tell Net Control if you need to be away from your radio for an extended period.
- We don't need to know if you're just out helping a rider or doing other regular tasks.
- DON'T tell Net Control where you are. If you have APRS on board, Net Control can see you on the map. If not and they need to know, they'll ask.
- DO call Net Control immediately if someone needs medical attention or to report a hazardous situation.
- DON'T get long winded – brief, accurate messages are the rule.

Message Precedence

When calling Net Control, indicate the message precedence as Emergency, Priority, Recovery, Repair or Routine, by saying “SAG 2 to net, Priority/Emergency/Recovery/Repair/Routine.” This helps the Net Control prioritize calls.

An **Emergency** is any situation that immediately threatens life or property or a missing child. Lightning in your vicinity is an Emergency. Emergency messages have *absolute priority* over all other communications. If you have an Emergency message, immediately break into the net. All uninvolved stations must stop transmitting and listen until the Emergency situation has been cleared unless they are directly involved or asked to help.

Priority messages have precedence over all other messages – except Emergency – and include medical needs or immediate hazards to participants. Urgent inquiries (about injured or *truly missing adult riders*, for instance) should be considered Priority messages.

Repair messages are (obviously) requests for bike repairs.

Recovery messages are requests for rider and bike pickup for return to a SAG or RMS. Net Control must be notified when you pick up a rider and are transporting them in your vehicle. You must also notify Net Control when you have delivered them to their destination. If it's a minor child, let us know that, too.

All other messages are considered **Routine** or **Welfare**. For these it's not necessary to announce the precedence on the air. Welfare messages are *casual* inquiries made by family members or friends about riders.

Route and SAG Opening and Closing Times

Arrive at your SAG at least 15-30 minutes before its scheduled opening time. We try to stick to the published closing times as closely as possible; however, there might be delays in closing if a lot of riders are behind schedule. Plan to be available until at least 5pm – just in case.

Route Closing Times & Locations: (All diversion sites staffed with volunteers and hams)

10:30 AM: Orford, NH – Start of Rte. 25A (100 milers diverted to the 50-mile Ride)

12:30 PM: Pike, NH – Start of Brushwood Rd. (Diverted to the 77-Mile Ride)

Rover Sweep:	Start Sweep:	End Sweep:
Rover 1-2...@ 11:30am	Orford, NH - Start of Rte. 25A	SAG 2
Rover 2-3	SAG 2 closing	SAG 3
Rover 3-4	SAG 3 closing	SAG 4
Rover 2-4	SAG 2 closing, assist with moving supplies forward	SAG 5
Rover 4-5	SAG 4 closing	SAG 5
Rover 5-6	SAG 5 (Wait for the arrival of Rover 4-5)	SAG 6
Rover 6-7	SAG 6 closing	E. Thetford Rd
Rover 1-7	SAG 7 closing – River Rd from E. Thetford Rd	Rt 10
Rover SF-1	SAG 1 closing – check E. Thetford Rd and Rt 10	Start/Finish
Gravel 1 & 2	Time TBD, from Rt 10 northward on course	Rt 10

SAGs are only closed after the preceding route sections have been “swept” and are clear of riders. Rovers must stop at the end SAG to “officially” close the SAG, and also notify and release safety volunteers or public safety that may still be on duty. Slow-moving stragglers who will cause significant closing delays may be asked to accept a ride forward (or back to RMS). If they do not accept a ride, they must be notified that there will be no further support on the route.

SAG Tear-Down & Cleanup FAQ

ARES members are not expected to assist the SAG crew, but you may if you want to. They've been told what to do, but if the SAG crew has questions about what to do with certain items, here are some answers:

What stays:

- Trash/recyclable/composing bins to include generated material - these items will be picked by Casella.
- 5-gallon water bottles are to be left for later pickup unless otherwise instructed.
- In most cases, tables, chairs, and tents.

What's picked up by the close-down box truck:

- Bike racks, water pumps, coolers.
- SAG signs, route signs.
- Non-food supplies.

Food:

- Leftover food may be moved forward to another SAG by a Rover, returned to RMS by the close-down truck, or given away by the SAG captain.

RMS Parking

The designated Ham and Prouty vehicle parking location is at the Sheridan Printing parking lot to the left of RMS, in the section of the lot that is closest to the road. Parking behind the Sheridan Printing building is for their weekend employees. Don't block the access road or limit access for tractor trailer trucks. Parking behind RMS is restricted to short term Rover sign and gear drop off only. There is a small number of people working in the Prouty Operations Center who may need immediate access to their vehicles. The left-hand RMS parking lot is reserved for VIPs and the handicapped. (See map on page 1)

SAG Addresses and Parking

In General: Please don't park in front of a SAG. Vehicles block a cyclist's view of on-coming traffic and could result in a serious accident. Park in designated areas, and never in front of, or close to, someone's driveway or a side-road. Prouty needs to be a "good neighbor" everywhere we go. If the SAG captain or site owner specifies a spot, try to make it work. SAG radio ops should consult with the SAG captain and perhaps the property owner regarding an operating location.

SAG 1 – Lyme Town Common, Rt 10. Drive around the town common in a clockwise manner and enter "On The Common Road" at the north end. Do not attempt to enter from the southern end...there are far too many riders and cones on that part of the street. No parking on the grass.

SAG 2 – Mt Cube Farm. 1364 NH Rte. 25A – ample parking at SAG.

SAG 3 – NH Fish Hatchery, 25 Fish Hatchery Rd. Warren. The SAG is right on Rt. 25 at Fish Hatchery Rd.

SAG 4 – Upper Valley Stewardship Center - 2719 Mt. Moosilauke Hwy. Pike. There is ample parking on site.

SAG 5 – 108 S. Court St (Rt 135) Woodsville – Coventry Log Home Sales Office is open on Saturday. Please do not occupy customer parking. There is ample parking well beyond the split rail fence.

SAG 6 – Piermont Village School, 131 Rt. 10, Piermont – Rovers should park across the street at the library.

SAG 7 – 261 River Rd. Lyme - There is no parking at the SAG, only limited roadside parking. If roadside parking is necessary, park *south* of the entrance to the SAG stop, this allows for an unobstructed view for cyclists.

SAG Radio Notes

SAG 1 – A mobile should be able to reach either the 145.33 or 147.345 repeaters. The TSRC Comm Trailer should be there for alternate Net Control operations, parked alongside the Common, and the built-in radios can be used.

SAG 2 – The 145.33 repeater is possible with high power and a good antenna, but 147.345 should be easy.

SAG 3 – Warren is behind mountains for both repeaters. High power and a good antenna are needed.

SAG 4 – Pike should be able to reach both repeaters, but a good antenna and high power are a good idea.

SAG 5 – Woodsville should be able to reach both repeaters, but a good antenna and high power may be needed.

SAG 6 – The 147.345 repeater will be your best choice, but 145.33 should also be possible.

SAG 7 – If operating away from the car, a mobile radio and a gain antenna should reach the 145.33 repeater.

General Courtesy

It should go without saying, but we are the public face of Prouty, Amateur Radio, and ARES. People can be frustrating at times, but please go out of your way to be polite and helpful regardless. If you find yourself unable to do so, please pass the situation off to someone else and take yourself out of it.

Vehicle Incident Report Form

You will find a copy of this form in your folder along with the maps. It is to be used if any vehicle used on the Prouty's behalf is involved in a collision or causes personal property damage. This includes your own vehicle. Fill it out to the best of your ability and turn it in to Bruce Bouchard at RMS. This is critical for insurance purposes!

THIS IS A REFERENCE GUIDE – PRINT IT OUT AND BRING IT WITH YOU!