

"Ten" Series Signals Soon Into Effect

The list of "Ten" signals included in the report of the chairman of the Standards Committee printed on page 8 of the January, 1940, issue of the Bulletin seems to have met with general approval at the Chicago meeting of the committee and with approval also of the members of the Executive, Frequency Allocations and Engineering Committees who also met at Chicago. No complaints or criticisms have been received by the chairman of the committee from the membership at large. The "Ten" signals as listed have been officially adopted by the Wisconsin chapter of APCO. The use of these signals has definitely been effective in speeding up interstation communication. The signal meanings have been carefully selected for both municipal and state systems. With the approval of the Executive Committee these signals will go into effect in Iowa, Minnesota, Wisconsin, Missouri, Indiana and Illinois at once. For the benefit of all those interested in placing these signals into use in other systems, they are reprinted herewith:

- 10-1 Receiving poorly.
- 10-2 Receiving well.
- 10-3 Stop transmitting.
- 10-4 Acknowledgement.
- 10-5 Relay.
- 10-6 Busy.
- 10-7 Out of service.
- 10-8 In service.
- 10-9 Repeat, conditions bad.
- 10-10 Out of service—subject to call.
- 10-11 Dispatching too rapidly.
- 10-12 Officials or visitors present.
- 10-13 Advise weather and road conditions.
- 10-14 Convoy or escort.
- 10-15 We have prisoner in custody.
- 10-16 Pick up prisoner at.....
- 10-17 Pick up papers at.....
- 10-18 Complete present assignment as quickly as possible.
- 10-19 Return to your station.
- 10-20 What is your location?
- 10-21 Call this station by telephone.
- 10-22 Take no further action last information.
- 10-23 Stand by until no interference caused to Iowa (Mo.) etc.
- 10-24 Trouble at station—unwelcome visitors—all units vicinity report at once.
- 10-25 Do you have contact with.....?
- 10-26 Can you obtain automobile registration information from.....?
- 10-27 Any answer our number.....?
- 10-28 Check full registration information (lic., motor, name, stolen, etc.)
- 10-29 Check for wanted.
- 10-30 Does not conform to rules and regulations.
- 10-31 Is lie detector available?
- 10-32 Is drunkometer available?

- 10-33 Emergency traffic at this station—clear?
 - 10-34 Clear for local dispatch?
 - 10-35 Confidential information.
 - 10-36 Correct time?
 - 10-37 Operator on duty?
 - 10-38 Station report—satisfactory.
 - 10-39 Your Nr.....delivered to addressee.
 - 10-40 Advise if Officer.....available for radio call.
 - 10-41 Tune tokcs. for test with mobile unit or emergency service.
 - 10-60 What is next item (message) number?
 - 10-61 Stand by for CW traffic on kcs.
 - 10-62 Unable to copy phone—use CW.
 - 10-63 Net directed.
 - 10-64 Net free.
 - 10-65 Clear for item (message) assignment?
 - 10-66 Clear for cancellation?
 - 10-67 Stations carry this item (message).
 - 10-68 Repeat dispatch.
 - 10-69 Have you dispatched....?
 - 10-70 Net message (State net traffic).
 - 10-71 Proceed with traffic in sequence (busy here).
- (This "80" series is reserved for assignment by nets for local use. The meanings shown are suggestions and are intended for use in Mo., Ill., Iowa and Minn.)
- 10-80 tower lights at this station burned out.
 - 10-81 Officer Nr will be at your station
 - 10-82 Reserve room with bath at hotel for officer Nr.....
 - 10-83 Have officer Nr..... call this station by telephone.
 - 10-84 Advise telephone Nr..... your city that officer Nr..... will not return this date.
 - 10-85 Officer left this station for (Jefferson City) (Des Moines).....
 - 10-86 Officer Nr left this station for at
 - 10-87 Officer Nr will be in..... if officer Nr..... will be in.
 - 10-88 What phone number shall we call to make station to station call to officer Nr.....?
 - 10-89 Request radio service man be sent to this station.....
 - 10-90 Radio service man will be at your station
 - 10-91 Prepare for inspection (date)..... (time).....
 - 10-92 Your quality poor—transmitter apparently out of adjustment.
 - 10-93 Frequencies to be checked this date.
 - 10-94 Test—No modulation—for frequency check.
 - 10-95 Test intermittently with normal modulation for.....
 - 10-96 Test continuously with tone modulation for

FOR SALE OR TRADE—One unused Sylvania carbon anode 212D. Address inquiries to Editor, APCO Bulletin, Jefferson City, Mo.

When you correspond with radio manufacturers, mention the APCO Bulletin.

INTERCITY TRAFFIC NOTES

The problem of proper wording, proper sequence and completeness of information and proper cancellations of intercity police messages will always be with us. This is because there are approximately 50,000 police departments in the U. S., many thousands of which file messages for intercity delivery over the radio and wire services. Most of these departments have no intercity communication facilities of their own, and therefore are not likely to have trained communication personnel in their employ. Because of the large number of departments involved, it is hopeless to expect that any educational campaign would be fully effective. However, it is obvious that both APCO and the IACP working together on this problem can accomplish much.

Captain Leonard has offered space in the Chiefs News Letter, which will be used to good advantage by the State System Standards Committee in presenting boiled down information on proper message formation, and uses and abuses of the intercity facilities to our busy Chiefs. T. M. B. Lowe, Illinois State Highway Maintenance Police, 601 Sangamon, Springfield, Ill, is chairman of this committee, and would appreciate your suggestions.

WPPA CANCELLATIONS

Some cancellations of WPPA's are worded about as follows:
ALL STATIONS

CANCEL OUR WPPA NUMBER SIX OF MARCH TENTH TIMBUCTU POLICE DEPARTMENT

In some stations, WPPA's are filed by date, and the message cancelled is easily located and identified. In large departments with adequate record facilities, however, the information may be filed in many different files; such as: each car by license, make, model, motor number; each person by name and all aliases, fingerprints, etc. Other information may be broken down into other files, all of which may not be in the same bureau.

For this reason, in addition to the originating stations' number, and date, each car and person should be named in the cancellation. In the case of cars of popular makes, the body style should also be given, as the files on such cars are broken up because of the large number of cards.

The operator racks his ears; With gain turned high, no signs he hears.

A complete fadeout is born— It's caused by magnetic storm. This happens in the light of day Because of sunspots, so they say.

Conditions still are bad at night; It puts us in an awful plight. If we cannot work someone, This job will not be much fun. Mr. Sun, please wash your face And all of those sunspots erase!

—The Night Owl

finch facsimile

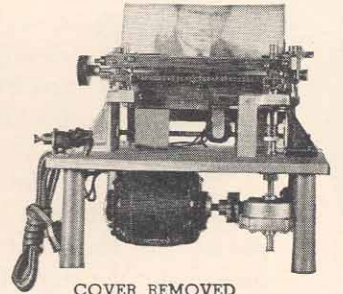
FOR POLICE

Enables stations, sheriffs' offices and patrol cars to communicate constantly *in writing*. Transmits pictures of PERSONS WANTED or MISSING, facsimiles of BAD CHECKS, AUTO NUMBERS and other data for all points. . . Reception is on a continuous roll, working day or night, whether the peace officer is in or out of his car or station.



Above: scanner for station or mobile use—sends a message 8½ in. x 6 in.

Two types of Finch facsimile equipment, for police facsimile broadcasting in writing, with pictures



At right: standard recorder—receives on continuous roll 6 in. wide. For station or mobile use.

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