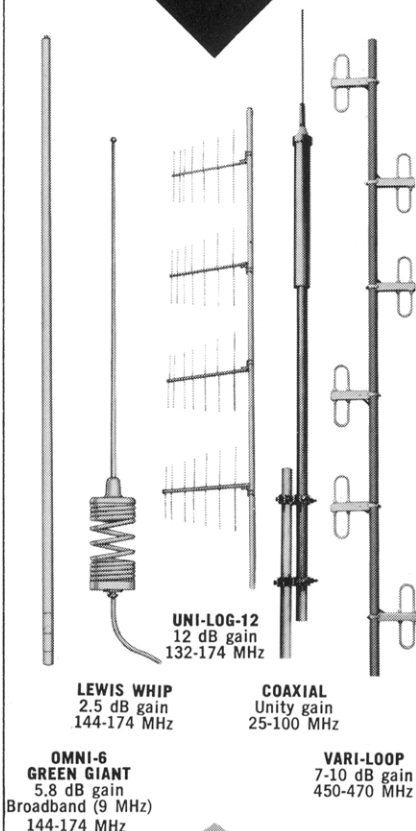


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## PUBLIC SAFETY BEAT

(Continued from Page 8)

and yet he cannot ask for information to find out if that is a stolen car. He is risking his life when he walks up to that driver, and yet, this is the condition of our coordinated communications system in Lake County, Illinois, which is near Waukegan.

Yes, we do intend to make more use. The IITRI study has given information on that.

This comes under public administration: What about county wide systems and metropolitan police departments? Because I really think that is what you were saying, Commissioner, and I can't answer that, because that is up to the people of this country.

In Toronto, Canada, they have a metropolitan police department. However, it has been my opinion that most citizens still want home rule. That is why we have cities like Burbank and Beverly Hills, and so on, because these people want their own city council, where the citizen can, like I am today, go before the council and tell them what he thinks and why, and they want their own chief of police.

We had a situation in Signal Hill, California, where some city councilmen decided they could save money by abolishing the police department and contracting with the LA County sheriff.

The four councilmen who pushed that were recalled by the citizens, and the very first thing the new city council did was to cancel the contract with the sheriff and put their own police back in.

Every time a businessman had a problem, he called the captain, and he said, "I am just the captain, call the sheriff," and the sheriff would be out.

COMMISSIONER JOHNSON: I am delighted to have you here. You have contributed a good deal this morning, as you always do.

One thing I particularly noted this morning of interest was this concept of standards for effectiveness of the system, which seems to me to be a very constructive way to approach it.

You referred earlier to the Bell System's inadequacy to perform in an emergency which is an observa-

tion that I have made on occasion myself, and yet, I would have to recognize that you pay a price as you increase the capability of a system to respond at all times.

The rates the rate payers must now pay for telephones are substantially less than those rates would be if they could pick up the phone on Mother's Day and Christmas and in time of emergency and be guaranteed access to a line.

So, someone has to make a choice, someone has to balance, just as someone when they are on a search mission for a missing ship or plane over the ocean at some point makes the judgment, "No, we are not going to go on looking anymore."

Now, I gathered in the course of your remarks that you find acceptable a standard in which one percent of the calls will take one minute to be placed, five percent will take 30 seconds, and the remainder can be made in five seconds or less of waiting time.

Is that an accurate recollection?

MR. BROOKING: That is correct, and these figures are borne out in the written material which I included. I should have noted this so I could have answered it faster. But that is essentially what we are saying, that—here it is, at the bottom of page 13 of the written statement.

"Thus, out of 100,000 messages about 1,000 would experience more than a one minute delay before getting on the air and about 5,000 would experience more than a 30 second delay. Indeed, a number of messages would experience a delay greater than two minutes."

And I believe it is about 500, would experience a delay greater than two minutes.

If we are shooting for a response time of under four minutes, we are dead right there, and let me point out why. First of all, there are a sequence of events that are required to get the car where it is wanted. First, you have the dispatchers obtaining the information from the citizen via telephone. Then you have the dispatcher waiting for the channel, and finally, when he gets it, he informs his patrol car, via radio.

Then the patrol car has to travel

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