

Craig

As the official and I might add effective mouth piece of our organization, you should tap the till and go to Washington for the hearings.

Krowe told me the other day that I should make sure that the "fig" lives from the "Nut factory" at O & PC should go along.

Ray Hoffmann and myself are going! We will leave Chgo next Saturday on the B+O "Columbian", which is a chair car train. This train leaves ~~Chgo~~ Chgo at 4:00 P. If you are going, come with us.

The "Flash" isn't going so we won't have to watch him eat french toast topped off with buttered toast.

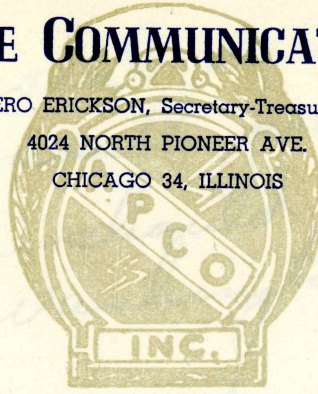
Send me a message as to what you plan to do, re above

73
H. Barnes

ASSOCIATED POLICE COMMUNICATION OFFICERS, INC.

ERO ERICKSON, Secretary-Treasurer

4024 NORTH PIONEER AVE.
CHICAGO 34, ILLINOIS



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Reno, Nevada

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Police Department
Los Angeles, Calif.

1948 Conference Chairman
PAUL E. FRANKLIN
Police Department
Houston, Texas

November 10, 1947

Mr. H.G. Barnes
47 15 West Vliet St.
Milwaukee, Wisconsin

Dear Hank;

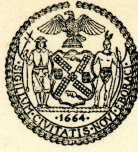
Was pleased to receive your note of the 8th, but due to circumstances, I will be unable to go to Wash D.C. Things stack up with confusion here since I just moved to the above address after standing by for 6 weeks biting my nails.

Thanks for the nice words ref mouthpiece and I sure hope that doesn't make me a "blabber-mouth". One thing I just can't stand is the windy kind. They usually are short in the horsepower department when it comes to work, apparently for the reason that all of the steam goes for blowing the whistle!

The "nut-factory" aint no joke. "CD" (Dralle) came down with nerves and the Doc tells him he must take 2 months off and forget "Q" messages and radio before he goes flat on his back. So he is gg to go to Calif on Thursday and 4 PM today I'm into another new operator. Wonder how long it will take for him to "burn out"? See via grapevine where boss is gg to come up and inspect WQPC, so I better hang around and get the rest of my ants up (he might catch me with my ants. down, hi!) The Wilcox aint fired up yet. Too much inventory and freq. checks.

Been giving the needle to Kronos with a 62 "Deacon?" Tollis sputters around really enjoying it, but we get plenty silence from PDK. Got a warning about haming from the boss to all hands -- guess 2 days pay will go down the drain if the FCC tickets any of the gang.

Yours for more French Toast with dry toast.



**POLICE DEPARTMENT
CITY OF NEW YORK**

NEW YORK 13, N. Y.
OFFICE OF ACT. SUPERINTENDENT OF TELEGRAPH
March 9, 1945.

ASSOCIATED POLICE
COMMUNICATION OFFICERS
RECEIVED
MAR 1 2 1945
SECRETARY'S OFFICE

ASSOCIATED POLICE
COMMUNICATION OFFICERS INC.
RECEIVED
~~MAR 10 1945~~
SECRETARY'S OFFICE

PSE RETURN

Mr. Ero Erickson
Secretary-Treasurer
APCO
7135 Irving Park Road
Chicago 34, Illinois

Dear Ero:

In your letter of February 9, 1945, you have asked several questions relative to our Coastal Telegraph station W P Y, following are the facts concerning this station. This Department has owned and operated a station in the Coastal Telegraph service since 1916 (original call letters KJVS). It was installed for the purpose of communicating with a police boat that was equipped with similar type apparatus. It was also used to communicate with vessels in distress or requiring police assistance in the waters surrounding or within New York harbor. Since our police launches (12) are now equipped with very high frequency radiotelephone apparatus our Coastal Telegraph station is used only for the latter purpose. A continuous listening watch is maintained on 500 kc. (calling wave). Our working wave is 438 kc. The range of the transmitter is approximately 200 miles during the day and 400 miles at night.

We have a number of radiotelegraph operators assigned to this Bureau, but unfortunately their ranks are becoming thinner all the time and only last summer we lost three men to the U.S. Maritime Service. It was necessary only recently to modify our radio station licenses for WPEE and WPEF to provide for remote control operation due to the shortage of operators and it looks very much as though we will lose a few more of the boys.

I want to apologize for not answering your communication before this but I had to do a little checking on the price of a transmitter and also check the number of messages that are transmitted via Western Union and US mail to the midwest by our Correspondence Bureau. The figures that we have on hand would not warrant the installation of this type of communication at this time. However, we have a proposed plan for postwar operation that will revamp our entire communication system and at that time we may be able to find some place for this type of service.

March 9, 1945

This Department has made several tests with radio teletype and found it to be very satisfactory. From the information we have on hand it is being used with success over wide areas. It is my opinion that this type of communication would be more suitable for Police telegraph service.

In reference to verification of motor vehicle registrations, that service is not handled by this Department as all requests are handled by the State Police through the Motor Vehicle Bureau, Albany, N.Y. I personally can see no reason why there is such a long delay as four days in response to a verification. I have personally investigated a number of requests to this Department via teletype and have found the average time to be five to six hours in the forwarding of the requested information.

Please do not take this to mean we are not interested in intercity radiotelegraph communication and if available would like to have additional information on the method, procedure and type of message transmitted over the present network.

Hoping this furnishes you with the necessary information, I remain,

Very sincerely yours,

Francis A. Burns

Francis A. Burns
Secretary-Treasurer
New York Chapter, APCO
240 Centre Street
New York 13, N.Y.

Mr. Francis A. Burns - Page #2

ASSOCIATED POLICE
COMMUNICATION OFFICERS INC.

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MAR 19 1945

SECRETARY'S OFFICE

In my own department, as you probably noticed in material submitted to the FCC by the police representatives at the recent Washington hearing, I went so far as to figure the cost for our radiotelegraph messages at commercial rates and balanced that against our operating costs. It is easy to show a quite substantial saving on radiotelegraph. Naturally, we do send many many more messages by radiotelegraph than we ever would if we had to pay commercial rates. This is one of the chief advantages of having radiotelegraph. From my own experience on the Patrol in the early days prior to installation of our CW facilities, a great many border line cases were not followed through to a successful conclusion merely because of the expense involved in long distance calls or telegrams. Now with an easy and economical method of checking with other states, several times as many cases are thoroughly checked, re-

March 16, 1945

Mr. Francis A. Burns
Secretary-Treasurer

New York Chapter APCO

240 Centre Street

New York 13, New York

Dear Inspector: above, since it is necessary to have operators on duty at all times, the same operators can usually handle telegraph traffic

Erickson mentioned to me that he had some correspondence with you about the possibility of a CW contact in New York City. Insofar as everyone now in the CW network is interested in such a contact, I am presumptuous possibly in thinking you would be interested in our viewpoint. Certainly no one as far removed from the New York City Police Department as I am could know just what type of communication is really best for you. I do know, however, that radiotelegraph has proven most satisfactory to a number of large cities and even to the small midwestern departments when considered from the economic standpoint and the reliability of the service. As you know, a large number of the stations are now linked together by radiotelegraph. The cost of any other method of communication would be almost prohibitive due to the distances involved, particularly in the midwest and west. These stations find radiotelegraph economical for several reasons, chief among which is the cheap initial cost of the equipment and the fact that operators generally have duties in addition to operating, or more correctly, they operate in addition to duties for which men would have to be employed. Stations in the radiotelegraph net having traffic for your department, for instance, are able to deliver it by courtesy of the Ohio State Highway Patrol who relay it into your teletype net.

I realize it might be a little difficult for you to go to your department and justify radiotelegraph on the benefits solely to your department alone (although I do believe it can be done), but certainly it would be easy to justify in the interest of law enforcement in general. With New York City as the contact point of the eight-state teletype system, much could be done to foster interstate traffic.

COMMUNICATIONS OFFICE
RECEIVED
MAR 1 9 1945
OFFICE

In my own department, as you probably noticed in material submitted to the FCC by the police representatives at the recent Washington hearing, I went so far as to figure the cost for our radiotelegraph messages at commercial rates and balanced that against our operating costs. It is easy to show a quite substantial saving on radiotelegraph. Naturally, we do send many many more messages by radiotelegraph than we ever would if we had to pay commercial rates. This is one of the chief advantages of having radiotelegraph. From my own experience as an officer on the Patrol in the early days prior to installation of our CW facilities, a great many border line cases were not followed through to a successful conclusion merely because of the expense involved in long distance calls or telegrams. Now with an easy and economical method of checking with other states, several times as many cases are thoroughly checked, resulting in many apprehensions and recoveries that would have not been made had not such facilities been available.

New York Chapter APO

It is rather difficult to condense the radiotelegraph picture to a single letter. However, I do know that all departments now in the telegraph network would very much like to see New York City on CW and as I mentioned above, since it is necessary to have operators on duty at all times, the same operators can usually handle telegraph traffic without seriously interfering with their other duties. As in the case of Missouri where we have all stations equipped with telegraph transmitters, we merely employ operators with both radiotelegraph and radiotelephone licenses. No additional personnel is required, the cost of equipment being the only additional expense.

To sum it all up, I would sure like to see you on CW.

Best regards

J. M. WHERRITT, Editor

APCO Bulletin

JMW:mb

cc: Mr. Eric Erickson

and the fact that operators generally have duties in addition to operating the telegraph, they operate in addition to duties for which men would have to be employed. Stations in the radiotelegraph not having traffic for your department, for instance, are able to deliver it by courtesy of the Ohio State Highway Patrol who relay it into your teletype net.

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Dear Ed:

I hope Lee Fetcher has not forgot to
to turn in my APCO dues HI hi

Have you got the Lake Michigan swing yet,
thanks for the cards from the boats

yours Rundy

THE IRVING PRESS

COMPLETE PRINTING SERVICE

SPECIALTY DIE CUTTING

3408 IRVING PARK ROAD
TELEPHONE IRVING 5005

Chicago 18, Ill., January 24, 1945

Sold to

Associated Police Communication Officers, Inc.,
7135 W. Irving Park Road
Chicago 34, Illinois

Your Order No. _____

Our Order No. 338

1,700 - Letters and Letterheads	16. 00
- 2,000 - Letterheads	8. 00
DIRECTORY and REFERENCE GUIDE COMMITTEE	
1,500 - Letterheads	6. 00
1,000 - #10 Envelopes	3. 50
MICHIGAN CHAPTER	

\$ 33. 50

TERMS: NET CASH—NO DISCOUNT

ALL CLAIMS FOR ERRORS SHOULD BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

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3408 IRVING PARK ROAD
TELEPHONE IRVING 5005

Chicago 18, Ill., Dec. 30, 1944

Sold to

Associated Police Communication Officers, Inc.,
7135 W. Irving Park Road
Chicago 34, Illinois

Your Order No. _____

Our Order No. 292

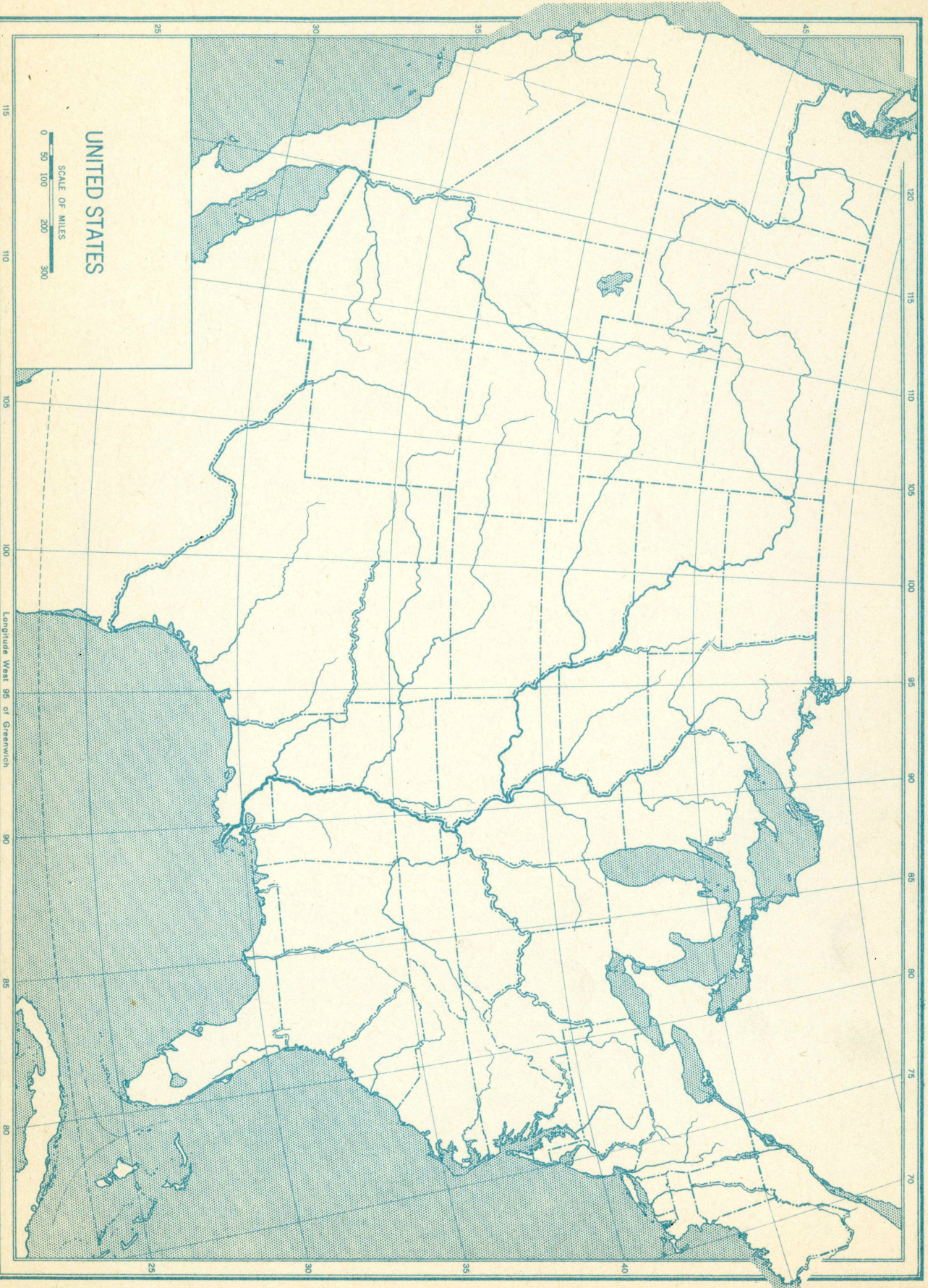
1,000 - Letterheads	4. 00
500 - #10 Envelopes	3. 00
INDIANA CHAPTER	
500 - #10 Envelopes	3. 00
OHIO CHAPTER	

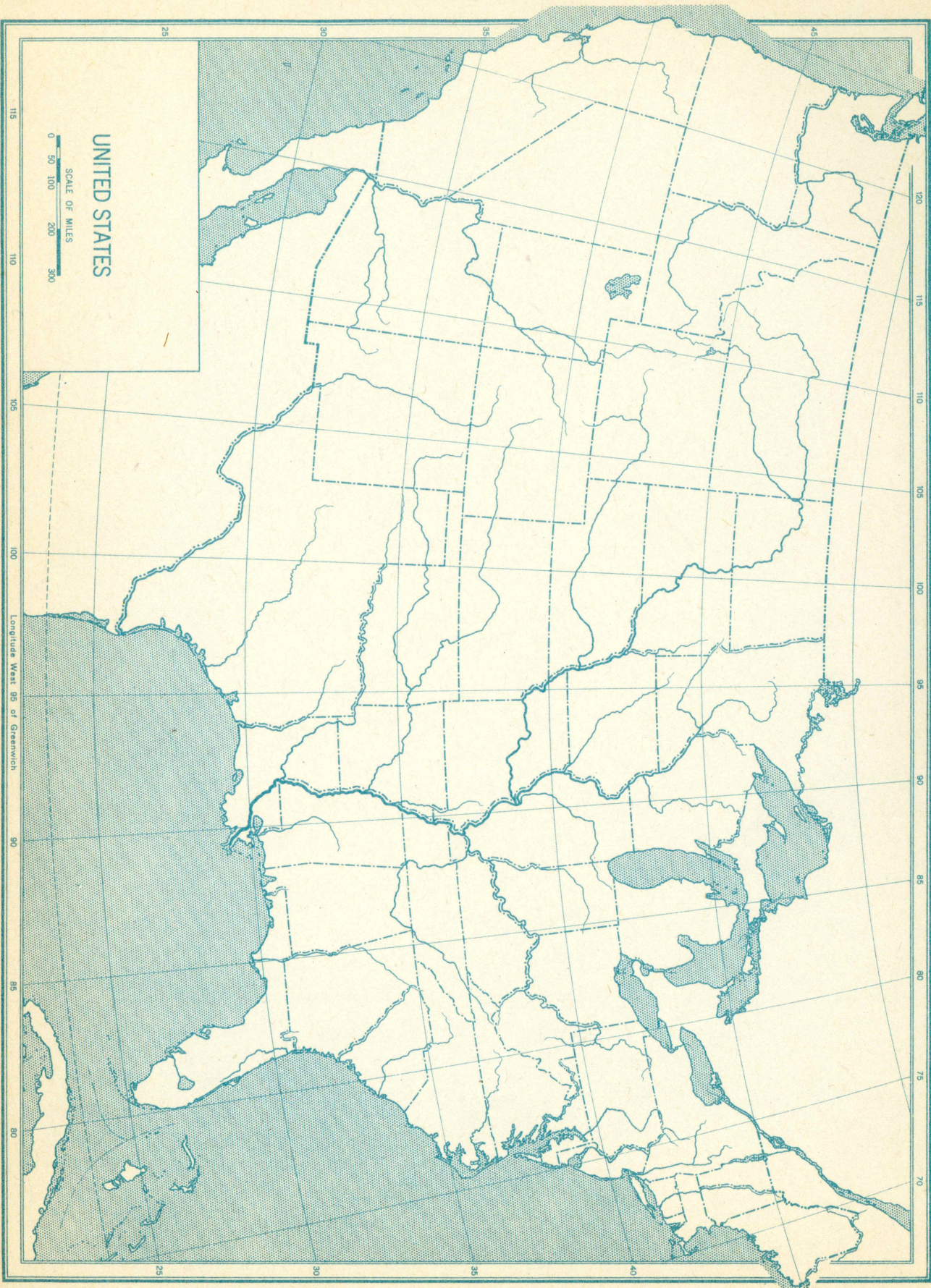
\$ 10. 00

PAID
THE IRVING PRESS
F.J.B. -

TERMS: NET CASH—NO DISCOUNT

ALL CLAIMS FOR ERRORS SHOULD BE MADE IMMEDIATELY UPON RECEIPT OF GOODS





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Chief Counsel
915 N. 64th Street, Philadelphia, Pa.

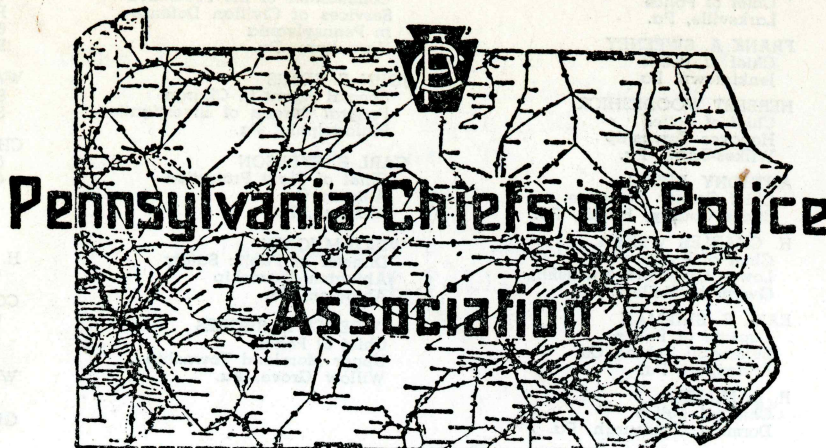
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Assistant Superintendent of Police
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Auto Bus Co.
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Superintendent of Police
Haverford Township
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 - JOHN G. GOOD**
Chief of Police
Williamsport, Pa. 1946
 - GEORGE J. CHRISTOPH**
Chief of Police
Erie, Pa. 1945
 - F. J. ECKHART**
Captain of Police
Wilkes-Barre, Pa. 1947
 - H. S. CAREY**
Chief of Police
Altoona, Pa. 1945
 - LAWRENCE H. SHORES**
Chief of Police
Upper Moreland Township
Willow Grove, Pa. 1945
 - SAMUEL W. GEARHART**
Superintendent of Police
Lower Merion Township
Ardmore, Pa. 1945

Ero Erickson, Sec-Treas.
National Chapter APCO
7135 Irving Park Road
Chicago 34, Illinois

F. B. TITUS, Secretary
Asst. Chief of Police
LANSDOWNE, PA.

August 7, 1945

Dear Sirs:

This is to advise you of the formation of the Pennsylvania Chiefs of Police Association "Radio Committee" comprised of the following members:

- C. M. Wilhelm - Chairman**
- | | | |
|----------------|-----------------|---------------------|
| Guy E. Parsons | Harvey P. Scott | George J. Christoph |
| John Juba | | Samuel W. Gearhart |

The chief objective of the committee will be to promote cooperation among the police of Pennsylvania and surrounding States in the use of ultra high frequency police radio, including the granting of frequency clearances in lieu of agreements from each licensee.

The Radio Committee is officially recognized by the Federal Communications Commission.

Address all correspondence to the committee to:

Colonel C. M. Wilhelm, Chairman
Radio Committee
c/o Pennsylvania State Police
P. O. Box 871
Harrisburg, Pennsylvania

Your cooperation and assistance is requested.

Very truly yours,

F. B. Titus,
Secretary



RESOLUTIONS COMMITTEE

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County Detective
Coraopolis, Pa.

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Chief of Police
East Lansdowne, Pa.

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The Bell Telephone Co.
Philadelphia, Pa.

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Gwynedd Valley, Pa.

EARL F. SHIPMAN
Captain of Police
Summerill Tubing Co.
Bridgeport, Pa.

R. B. MILLER
Chief of Police
Dormont, Pittsburgh, Pa.

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Upper Moreland Township
Willow Grove, Pa.

PUBLIC RELATIONS CO.

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Scranton, Pa.

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Chief of Police
Carnegie, Pa.

EDUCATIONAL COMMITTEE

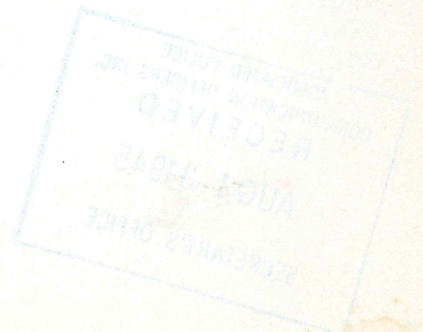
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Chief of Police, Altoona, Pa.

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Pennsylvania State Police
Harrisburg, Pa.

W. RAYMOND SAKERS
Chief of Police, Ridley Park, Pa.

GEORGE J. CHRISTOPH
Chief of Police, Erie, Pa.

JOHN G. GOOD
Chief of Police
Williamsport, Pa.



LOWER MERION TOWNSHIP POLICE DEPARTMENT
MONTGOMERY COUNTY, PENNSYLVANIA
TOWNSHIP BUILDING
ARDMORE, PA

Major Samuel W. Gearhart
Supt of Police

May 19th, 1945.

Federal Communications Commission
Washington,
D. C.

Gentlemen:

At a meeting of the Philadelphia Metropolitan Police Radio Licensees Association held May 18th, 1945, in the Lower Merion Township Building, Ardmore, Pa., it was unanimously voted to disband this Association, as of June 1st, 1945, in favor of the new Radio Committee set up by the Pennsylvania Chiefs of Police Association.

It is our understanding that you have received notification from the Pennsylvania Chiefs of Police Association of the organization of this Committee, under date of May 11th, 1945, and this letter will serve as official notice from the Philadelphia Metropolitan Police Radio Licensees Association of their willingness to have this new committee serve as the official body in all matters concerning police radio in the state of Pennsylvania.

Respectfully submitted,

/s/ Samuel W. Gearhart

SAMUEL W. GEARHART,
President
Philadelphia Metropolitan Police
Radio Licensees Association.

M

PENNSYLVANIA CHIEF OF POLICE ASSOCIATION

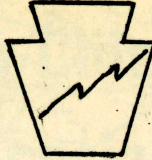
RADIO COMMITTEE

Guy E. Parsons
Assistant Superintendent of Police
Philadelphia, Penna

Harvey P. Scott
Superintendent of Police
Pittsburgh, Penna

George J. Christoph
Chief of Police
Erie, Penna

C.M. WILHELM, Chairman
Commissioner
Pennsylvania State Police
Harrisburg, Penna.



John Juba
Chief of Police
State College, Penna

Samuel W. Gearhart
Superintendent of Police
Lower Merion Township
Ardmore, Penna

Pennsylvania Police Radio Licensees Represented by this Association.

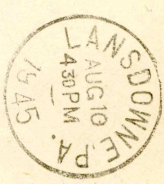
<u>Town</u>	<u>Frequency (KC)</u>	<u>Town</u>	<u>Frequency (KC)</u>
Albington	33940	Aliquippa	33500
Allentown	30580/37100	Altoona	35900
Ambridge	35500	Ardmore (LMT)	35500
Beaver (Co.)	30700	Beaver	37100
Beaver Falls	37100	Bethlehem	33500
Bethlehem (Co.)	31900	Bradford	37900
Bristol	31500	Brookline	31100
Butler	35900	Clifton Heights	39500
Coatesville	33100	Collingdale	37900
Coraopolis	37900	Elkins Park	31100
Elwood City	33940	Ephrata	31500
Erie	37100	Folcroft	37900
Glenolden	37900	Hanover	35900
Harrisburg	37900	Jenkintown	33940
Kingston	31100	Lancaster	37100
Lansdale	39100	Lansdowne	39500
Lebanon	33500	Lower Moreland	33940
McKeesport	33100	Marple Twp.	31780
Meadville	37100	Media	31780
Hilton	35500	Morrisville	33100
Nether Providence Twp.	31780	New Castle	2442/37780
New Kensington	31900	Norristown	33500
Norristown (Co.)	2366/30580	Norwood	37900
Oil City	2482	Parkside	31780
Philadelphia	2474/30980	Phoenixville	30700
Pittsburgh	1714/39900/39380	Pottsville	35900
Prospect Park	37900	Ridley	31780
Ridley Park	37900	Rose Valley	31780
Scranton	33100	Sharon	31500
Sharon Hill	37900	Spring City	30580
Springfield (Del. Co.)	31780	Spring Garden Twp.	37780
State College	37900	Swarthmore	2474/31780
Tinicum	37900	Uniontown	39100
Upper Dublin	33940	Upper Moreland	33940
Upper Providence	31780	Upper Southampton	30580
Warren	31100	Washington	39500
West Chester	33100	Wilkes-Barre	2442
Williamsport	33100	Yeadon	39500
York	2442/37780	Penna. State Police	33940/37500

Not Represented

Barwick	37500	Chambersburg	39500
Charleroi	39500	Chester	37500
Clairton	31500	Jeannette	33500
Latrobe	35900	Lewistown	33500
Lock Haven	33500	Monessen	39500
Monongahela	39500	Reading	2442/33220
Sewickley	31100	Sewickley Heights	33100
Waynesboro	33500		



F. B. TITUS, SECRETARY
LANSDOWNE, PA.



Ero Erickson, Sec-Treas.

National Chapter APCCO

7135 Irving Park Road

Chicago, 34, Ill.

PERSONAL



MISSOURI STATE HIGHWAY PATROL

HUGH H. WAGGONER, SUPERINTENDENT
JEFFERSON CITY

ADDRESS REPLY TO
COMMANDING OFFICER, TROOP C
MISSOURI STATE HIGHWAY PATROL
KIRKWOOD

JUNE 3, 1945

DEAR ERICKSON:

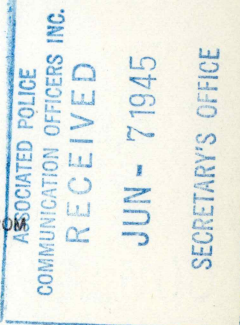
I HAVE JUST FINISHED READING YOUR INTERESTING ARTICLE ON REVISION OF THE C-W OPERATING PROCEDURE, IN THE CURRENT ISSUE OF THE APCO BULLETIN. IT SEEMS THAT I NEVER RUN ACROSS YOU ON THE C-W NET ANY MORE BUT I DO KEEP IN TOUCH WITH YOUR ACTIVITIES BY READING YOUR MANY ARTICLES IN THE BULLETIN.

GETTING BACK TO YOUR ARTICLE, LET ME SAY THAT I CONCUR WITH YOU NEARLY ONE HUNDRED PERCENT ON THE EXISTING CONDITION OF THE C-W NET, BOTH ZONE AND INTERZONE. THERE ARE ONE OR TWO ASPECTS THOUGH, UPON WHICH I WOULD LIKE TO EXPAND. ONE IS THE EXTREMELY CLOSE WATCH THE FCC MONITORING STATIONS KEEP ON OUR FREQUENCIES. I CAN NOT UNDERSTAND WHY THEY ARE SO EXACTING WITH ONE BRANCH OR TYPE OF SERVICE AND SO LENIENT WITH OTHERS. BY THAT I MEAN THE AIR LINES. I KNOW THAT YOU ARE AS FAMILIAR WITH THE OPERATION OF THEIR C-W AND PHONE CIRCUITS AS I AM SO WILL NOT GO INTO DETAIL EXPLAINING HOW THEY FUNCTION. WE ALL REALIZE THAT PROMISCUOUS TRANSMISSIONS COULD NOT BE TOLERATED, BUT I DO BELIEVE SOME OF THE PRESENT RESTRICTIONS COULD BE REMOVED. IT IS MY BELIEFE THAT OUR SERVICE IS JUST AS IMPORTANT AS THAT OF THE AIRLINES.

NOW THE QUESTION OF SPEEDING UP THE HANDLING OF OUR TRAFFIC BY REVISION OF RULES ETC, THAT IS A FINE IDEA AND SHOULD, BY ALL MEANS, BE DONE. BUT, DON'T YOU THINK WE CAN DO A LOT TO BRING THIS ABOUT BY INCREASING THE EFFECIENCY OF OUR OPERATING PERSONNEL? IT JUST SEEMS TO ME THAT A LOT OF THE BOYS DO NOT TRY TO IMPROVE AND ARE SATISFIED TO GO ALONG FROM DAY TO DAY IN A STATE OF LETHARGY. I AM SURE THAT THIS HAS NOT ESCAPED YOUR OBSERVATION. WELL ERO, KEEP UP THE GOOD WORK, THIS INCLUDES THE ENTIRE OPERATING PROCEDURE COMMITTEE, AND I KNOW EVERYTHING WILL WORK OUT OKAY. INSTEAD OF "A CHICKEN IN EVERY POT", OUR SLOGAN SHOULD BE "A FREQUENCY FOR EVERY NET".

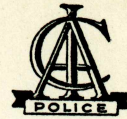
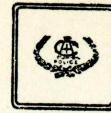
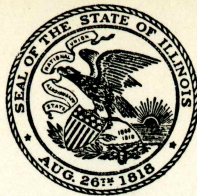
BEST PERSONAL REGARDS,

Ruby - R-H-P-6



STATE OF ILLINOIS
DWIGHT H. GREEN, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY
GENERAL OFFICE, SPRINGFIELD



DIVISION OF STATE POLICE
~~HARRY I. CURTIS~~ SUPERINTENDENT
HARRY I. CURTIS.

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JOHN H. CRAIG, FIRE MARSHAL
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IDENTIFICATION AND INVESTIGATION

ILL STATEPOLICE
STATION WQPM
MACOMB, ILL.
OCT. 19 1945

DEAR ERO--

AM VERY SORRY TO DEFLATE BA'S HOPES, BUT ELMER ADVISES ME THAT HE DIDNT RESIGN IN 1942 TO TAKE A DEFENSE JOB. HE ASKED T.P. FOR A LEAVE OF ABSENCE BUT IT WAS DENIED, SO HE JUST WENT OUT THERE AND WORKED A WEEK WHILE STILL WORKING AT WQPS. SO-O-O-O THAT CLEARS THAT UP.

THE RECEIPT RECEIVED OK, I THOUGHT OF IT AFTER I GOT HOME, REMEMBERED YOU STARTING TO WRITE ONE OUT BUT SOMETHING HAPPENED AND I NEVER GOT IT.

I ALSO STARTED TO TELL YOU ABOUT THE SMITH DEAL AT CANTON, BUT GOT WAYLAVED SOMEHOW. YOU SEE SMITH IS NO LONGER CHIEF AT CANTON, AND IS CLEAR OUT OF THE POLICE DEPT. SO HIS MEMBERSHIP CAN BE CHECKED OFF THE LIST. HOWEVER, I AM GOING TO TRY AND GET THE NEW CHIEF TO SIGN UP IF POSSIBLE. WHAT IS THE DUES OF ASSOCIATE MEMBER ANYWAY. CANT SEEM TO FIND IT ANYPLACE. SEEMS LIKE IT WAS \$2.50 BUT NOT SURE. I AM GOING OVER TO CANTON NEXT MONDAY AND WILL SEE WHAT CAN BE DONE AT THAT TIME.

SURE I WILL SERVE ON THE CW COMMITTEE, AND WILL GET SOMETHING WRITTEN UP ON IT AS SOON AS POSSIBLE. WHO ALL WILL BE ON THE COMMITTEE XX~~X~~ I HOPE THAT I WILL BE ABLE TO ATTEND THE CONFERENCE NOV. 7 & 8. AM MAKING PLANS TOWARD THAT END, BUT NOT CERTAIN AS YET.

SAY WHY COULDN'T SOMETHING BE ADDED IN THE RECOMMENDATIONS TO THE FCC TO AMMEND SECTION 13.12-- SPECIAL PROVISIONS, RADIOTELEGRAPH FIRST CLASS. AND PUT A PERIOD AFTER THE WORD STATION, LEAVING OFF THE LAST DOZEN WORDS. THAT IS JUST AN FCC RULE & REG. AND HAS NOTHING TO DO WITH ACTS, TREATIES, ETC THAT I CAN FIND. MAYBE THE APCO HAS ENUF POWER TO SWING IT NOW. EH.

NOW THAT YOU HAVE A FULL CREW THERE, WHAT YOU DOING ABOUT WORKING THE DOGWATCHES AND EVENING SHIFTS.--- I HAVENT BEEN WORKING EITHER SINCE GETTING 5 MEN, EXCEPT WHEN SOME ONE GETS SICK OR IS ON VACATION. THIS YEAR I DIDNT CHANGE THE SKED ANY JST WORKED WHAT EVER WATCH THEY HAPPENED TO HAVE WHEN SICK OR TOOK VACATION. NATURALLY THEY TOOK THE VACATIONS ON THE DOGWATCH. I ALSO GOT ROPED IN FOR 2 WEEKS OF IT DUE TO WILSON AND EYMANN BOTH GETTING SICK. I THINK WHEN THE 40 HOUR WEEK GOES IN I AM GOING TO CHANGE THAT RULE HERE AND NOT WORK ANY OF THEM, ONLY IN CASE OF EMERGENCY WHEN THERE ISNT TIME TO CHANGE THE SKED. I REALLY THINK NICK SHOULD BE APPROACHED ON THE SUBJECT, TO PUT OUT AN ORDER TO THAT EFFECT SO IT WOULD BE THE SAME AT ALL STATIONS, AND STOP ALL THE GRIPE FROM THE OPERATORS. I THINK NICK FAVORS THAT ANYWAY, BUT HAS NEVER PUT IT INTO WRITING.

WELL THE SHERIFF HANCOCK CO. HAS FINALLY RCVD HIS C.P. WILL HAVE ANOTHER CONTACT OVER THIS WAY SHORTLY. Wafa.

From the Safety Services angle we should insist that Safety on land is no different than on sea. Since a 1st class CW

Since the FCC is disposed to change the licensing of operators now and is spending time on it, I think a concerted effort in the form of a petition to the FCC be launched at once. I wonder what you think of this?

required for safety purposes. an exception (2) stations for which licensed operators are the "public interest, convenience and necessity" coupled with this section also makes room for a 1st class CW license on to alter licensing. Disregarding the permit, which they altered the Communications Act of 1934 which gives the FCC a "right" of 5 years of service. Order 133 refers to Section 318 of up the need for 1st class CW with the tentative requirement exam, also Chapter recommendations. In addition, I brought on June 4. At this meeting we recommended an improved permit the Commission sent Mr. Percy of their staff to Indianapolis mobile operators have licenses made such a kickback that Order 133 of the FCC which deleted the requirement that

In response to a portion of your letter of October 19, 1945 dealing with the possibility of recommending an amendment to Section 15.12 of the FCC rules and Regulations to allow the issuance of a 1st class Radiotelegraph license to police operators, I would like to say that it seems like an opportunity to do so is beginning to present itself. (You might be surprised at the response, but we want you to know that the "Yoon" takes things seriously and has a good filing system.)

Dear Art:

Mr. R.A. Carnahan
Illinois State Police
Station WQPM
Macomb, Illinois

June 9, 1946

Y

DEPARTMENT OF COMMUNICATIONS
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

Very 73

Anyone on QPO yet?

As a bit of information, Wasconsin klicked about the "on call" radio engineers supplied by radio equipment manufacturers agents who reside as far as 300 miles from the equipment they supposedly service. The term availability for service was studied but no one could definite it in miles or minutes. I know this touches upon your area somewhat and I wonder what you think of it. Should 40 miles be the limit, should 30 minutes be considered a good available time, or 1 hour, or what? The FCC man suggested a regular maintenance schedule of check ups on equipment, similar to BC jobs. I think about 90% of the jobs are troubleshooting and repair type of work. You simply let it break down, and then you repair it.

We'd be very happy to receive your reaction to the above and look into this improvement further. I doesn't mean much to me personally since I already have a first CW license, however, I think that the dignifying of the police radio operating profession needs a lot of improvement, especially in the face of intruders by commercial concerns offering to do it for a flat rate, no license questions asked.

Rule 218 says, in part "Provided, however, that the Commission it shall find that the public interest, convenience and necessity will be served thereby may waive or modify the foregoing provisions-- which leads me to reason that if they can waive permits, they should be able to modify (meaning improve) the CW qualifications.

We have looked up Section 13.12 in our volume of 1941 ARCO Bulletins which contains an article about this subject. Wheritt mentioned international agreements as a prohibition to any improvement. It seems that all international agreements are up for revision any way and that now is the time to study the change -- agreements notwithstanding.

License is not good for Chief Operator jobs unless specially endorsed on the fact of the license, it would not be across legs to allow first class to other services, to be valid only within that service -- endorsement type of recognition. It would allow the use of the term "First Class" to men who do not have it, although they are better operators for our service than some guy who has gone to sea for 20 years (1st class x 20) The present 1st class licenses of course are available to men at coast stations, however, it does not provide chief operator privileges until after a year at sea. This experience requirement should be tacked on police services.

MO-KAN CHAPTER
ASSOCIATED POLICE COMMUNICATION OFFICERS, INC.

HARRY W. DUNCAN
Secretary-Treasurer

c/o Missouri State Highway Patrol

JEFFERSON CITY

Sept. 1. 1945

OFFICIAL PUBLICATION
"THE APCO BULLETIN"

PRESIDENT
M. A. WILT
POLICE DEPARTMENT
KANSAS CITY, KANSAS

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EVERETT COX
POLICE DEPARTMENT
KANSAS CITY, MO.

2ND VICE-PRESIDENT
HAROLD MILLER
STATE HIGHWAY COMMISSION
TOPEKA, KANSAS

SERGEANT-AT-ARMS
RALPH McNAIL
POLICE DEPARTMENT
ST. LOUIS, MO.

Ero Erickson, Chairman
Intercity Relations Committee
Assoc. Police Communication Officers, Inc.
7135 Irving Park Road
Chicago 34, Illinois

Dear Ero,

Please note that I address you as Chairman of the Intercity Relations Committee, for it was only recently that I noted you had been appointed to this Chairmanship. Having been a member of this important sounding but non-functioning committee for the past year I feel it only right that I should address a few remarks to our new Chairman on the possibilities of this committee and make some slight effort to get it out of the non-functioning class, which in itself would be unique among the majority of A.P.C.O. committees.

man

*Class of 1938
Jimmie Prach*

I feel it fortunate that a C.W./is heading this committee, for it is in this field that a real service can be performed by this committee. I know your time is pretty well occupied with zone work so I am wondering if you really know what is happening to our inter-zone net? I am not so much concerned about zone work- Ill SP will take care of Illinois, and Mo SP will take care of Missouri, because they are directly concerned, but who is to give inter-zone a helping hand? Actually the reliability of most stations in the inter-zone service has reached the point where each message in itself is a task to deliver. No doubt the operator shortage has contributed largely to this situation, but we're still not doing the best with what we have. Let's take a look at what used to be fairly reliable contacts. KOSO- hardly ever on difficult to get traffic into Okla, WPEC- a hit and miss proposition not reliable, KASP- he just "aint" there no more, KGHO- good when you can raise him, WQPS- did he ever ZBR to anyplace except Illinois?, WPGQ- it's a rough road from Mo to Ohio, MPWV- I faintly remember that call. I could go on

Mr. Ero Erickson - 2.

and on. I have always felt that our inter-zone service was the backbone of police radiotelegraph, yet it receives the least attention. A station drops out of inter-zone but no one says anything about his services being missed and encouraging him to get back on. Some state buys a new radio system- a salesman probably camps on the door step until they buy, but no one tells them why they should also have a station in the inter-zone service.

I beleive our committee might be able to help the situation some, at least some letters could be written and we might get some results. I have more or less wandered around in this letter but I would appreciate hearing from you on the ideas I have tried to get across.

Very truly yours,

Harry W. Duncan

Harry W. Duncan

P.S. When do you think we might reasonably expect something on our new C.W. frequencies? I wanted Capt. Wherritt to get the gentry at Indianapolis to go on record as urging the FCC to prompt action on our pending radiotelegraph frequencies.

ASSOCIATED POLICE COMMUNICATION OFFICERS, INC.

ERO ERICKSON, Secretary-Treasurer, Chicago, Illinois

7135 IRVING PARK ROAD
CHICAGO 34, ILLINOIS



President
FRANK W. WALKER
East Lansing, Mich.

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Madison, Wis.

2nd Vice-President
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Boston, Mass.

Sergeant-At-Arms
C. H. KNUDEL
Toledo, Ohio

Bulletin Editor
J. M. WHERRITT
Jefferson City, Mo.

August 27, 1945

TO: Members of Intercity Relations Committee

A.C. Kadow, Elgin, Ill.
H.F. Wareing, Milwaukee
Harry F. Quandt, Waukegan, Ill.
H. W. Dunca, Jefferson City, Mo.
F.E. Gastenholz, Muskegon, Mich.

C.D. Farmer, Raleigh, N.C.
A.B. Shirk, Columbus, O.
H.B. Calvert, Pasadena, Cal.
ERO ERICKSON, Chicago

Gentlemen:

President Groenier having appointed me chairman of the Inter-City Relations Committee, replacing Lee S. Fetcher who has ~~left~~ resigned, it seems to be a necessary task to discuss the objectives and plan the progress of our group.

The Intercity Relations Committee appears to be the portion of the APCO that has a lot to do with the expansion of the national police communication network, whether the mode of transmission be radiophone or CW. During recent years the expansion of the police inter-communication facilities have gone forward without the benefit of ~~committee~~ Intercity Relations Committee action and progress has been possible ~~through~~ largely through the efforts of individual members of the APCO and others.

HISTORY

In about 1934 as the police shortwave radio ~~departments~~ expanded in the 1600 kc and 2400 kc. bands, it became apparent to a number of cities that by utilizing the nightly skywave inter-city communication over long distances would be possible at very little cost. The APCO came into existence at St. Louis about this time as a direct result of the need for co-operation in network and frequency assignment matters. The long distance communication was assigned to the zone and interzone channels, to keep the main station channels clear for vital traffic to mobile units and the addition of mobile units increased. The pattern of distribution took the form of a main CW network in the middlewest and west, with ~~the~~ the smaller departments ~~connecting to the network~~ who could not ever hope to add CW, operating into the network via their land station phone channel. It is obvious that a system of separate and individual departments operating in this fashion results in work for the Intercity Relations Committee.

Committee objective
As close as can be determined, the policy of this committee is one of fostering ~~further~~ the addition of more and more cities and states into the network.

Aug. 28, 1945

The Directory and Reference Guide Committee advises that there are still a number of states without contact ~~in~~ with the National Police Communications Network. It seems to be a task for our committee to do promotional work to bring about contact with all of the states in the country.

Although ~~xxxxxxxx~~ a large number of states can be reached by means of police radio network connections, coverage within numerous states is quite spotty, very limited in area, and often very unreliable. Through the discussion of this problem, we should be able to work out means by which we can reinforce the present ~~xx~~ networks through the extension of routes into new areas.

With travel conditions returning to normal, it might be advisable to consider possible network connections to U.S. possessions and bordering countries. International ~~xxxxxxxx~~ circuit connections with Canadian and Mexican authorities might be suggested through the Chiefs' association. As an example, quick exchange of motor vehicle registration between this country and any of the Canadian provinces has definite value. One particular area which might benefit from inter-communication would be Ontario, which carries considerable tourist traffic between Detroit and Buffalo. We have no information as to the final administration of the Al-Can Highway but it does seem possible that eventually American tourist traffic find its way to Alaska. Our chiefs should be able through the proper police network connections, to send a radiogram to Alaska with the same ease as he now contacts the next state. Some connection with the Signal Corp who handle Alaskan communication, seems likely in the future.

A pre-war long haul contact which was used quite a deal, is revealed by C.B. McMurphy of Alameda County California, which consisted of a 1714 kc. phone contact with Hawaii. Fast exchange of license registration information of both Hawaiian and the States cars was made possible. The practice ~~by-people~~ of transporting automobiles by boat while visiting either California or Hawaii, brought on the need for MVB information when the vehicle was stolen in either place. This link provided a required service at no cost and it seems that this circuit should be revived in some form, possibly using CW. ~~xxxxxx~~ Following Pearl Harbor the stations of 1714 kc. were no longer used, since they have not been heard.

It is recalled that Capt. O'Neil's station WPEK used to contact Havana Cuba in a series of ~~xxxx~~ daily tests.

DEFINITE TASKS

All of the foregoing is problematical but very interesting. The attention of the committee should be focused on definite local problems and circuit additions. Some areas should consider the possible elimination of time consuming relaying ~~but~~ working out means of direct contact. Through the addition of CW facilities by large departments who can now begin to interview the increasing number of qualified operators becoming available from the services, it can be ~~xxxxxxxx~~ expected that new states will added to the contact list. Unreliable long haul phone relaying will begin to decline

Example: Madison Wisconsin is adding zone CW which will allow the elimination of ~~relax traffic~~ radiotelephone traffic between WPKD Milwaukee and Madison since the closer radiotelegraph stations will be able to contact Madison directly. This will relieve the Radiophone "Milk Circuit" network and speed operations.

Example: Oakland California will soon be on the air on interzone channels which will eliminate the need for teletype relaying of messages from ~~the network~~ the CW network in the east via KGPL Los Angeles. Speedy contact ~~with~~ with the Bay area will result.

Example: Lt. Ben Demby is installing CW at Miami which will provide contact into this important city, which formerly was maintained by airmail. Due to the large winter tourist ~~traffic~~ population, and attendant problems, this contact is important.

Interzone CW

Since each state government should be able to afford the installation of at least one interzone station, it should be the objective of this committee to promote this idea. ~~Since~~ The present FCC rules make the exchange of police radio information ~~mandatory~~ by radiotelegraph mandatory and the fact that our Report No. 1 and testimony to the FCC supports this scheme, it is evident that, times being normal, we should recommend this course to be followed.

(CW contact to busy centers of East-- mention)

TAX? Problem

Short Haul Radiophone

It is apparent that a great number of police radio departments are not aware of the possibility of the economical contact with the police communications network by the mere addition of a receiver to monitor the neighboring department. Acting as a committee, there are numerous cases in which we can help to explain this facility to the departments involved.

Recently the radio engineer of Charleston So. Carolina surveyed the possibility of being included in the network and contact with North Carolina. Since South Carolina has no State police Radio System, we suggested the Wisconsin, "Milk Circuit" type of intercommunication. Apparently due to the long haul required for the VHF equipment, contact was not possible. Since the addition of a State Police System is scheduled soon, Charleston will then possibly be included in the network.

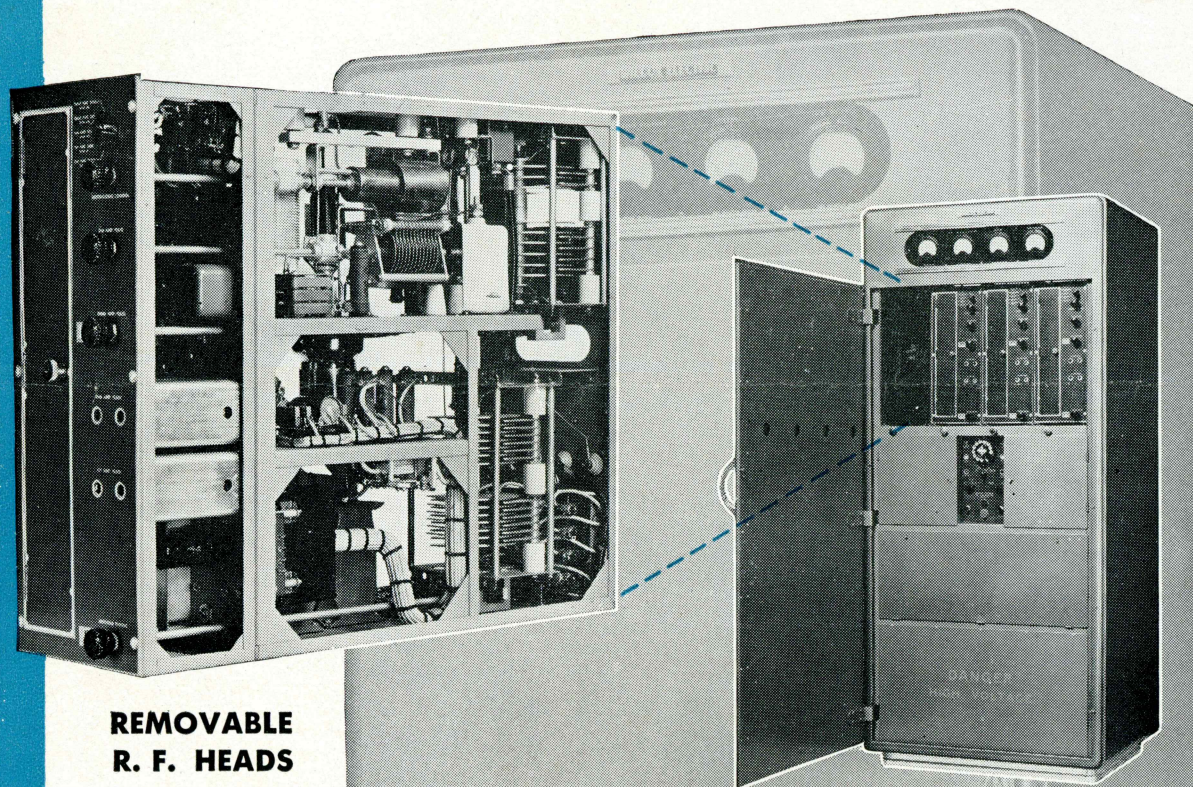
Since Radio'Phone contacts usually fall within the limits of APCO Chapters, it should be the job of each committee member to look after this Intercity Committee matter at each of the Chapter meetings. With most of the stations involved present at the meeting, your job of promoting more and better Intercity Relations should be relatively simple. Much can be done remotely by mail, but much more is possible ^{thru} personal contact.

When definite cases of improved contact ^{are completed} appear in your vicinity please advise us, so that the Directory ^{committee} can be notified as well as including it in our report of activity to the next APCO conference. *What do you think?*

Respectfully submitted,

Ero Erickson - Intercity Chairman

Wilcox Type 99A Transmitter



REMOVABLE R. F. HEADS

All radio frequency circuits are included in the 2-20 Mc. R.F. head shown above. All connections to the transmitter cabinet are by means of plugs and receptacles.

A medium power transmitter, designed particularly for aeronautical service. Equally adaptable to other fixed services. Check these features for their application to your communication problems:

- ★ Four transmitting channels, in the following frequency ranges:
125-525 Kc. Low Frequency.
2- 20 Mc. High Frequency.
100-160 Mc. Very High Frequency.
Other frequencies by special order.
- ★ Simultaneous channel operation, in following maximum combinations:
3 Channels telegraph.
2 Channels telephone.
1 Channel telephone, 2 Channels telegraph.
- ★ Complete remote control by a single telephone pair per operator.
- ★ 400 Watt plus carrier power.
- ★ Low first cost. Removable radio frequency heads are your protection against frequency obsolescence.
- ★ Reliability backed by two years of engineering research, one year of actual field operation.
- ★ Available with all-steel, or wood pre-fabricated transmitter house complete with primary power, antenna, and ventilation fittings.
- ★ Not a "post-war plan," but a field-tested transmitter now in production.

An inquiry on your letterhead outlining your requirements will bring you complete data.

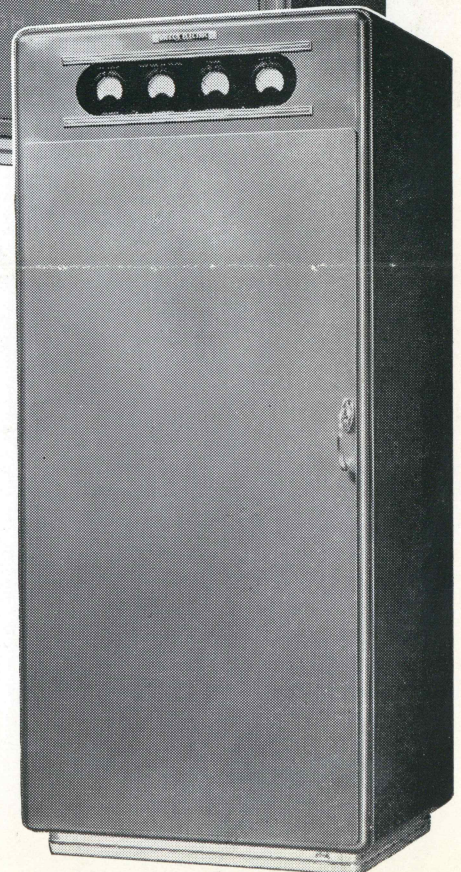
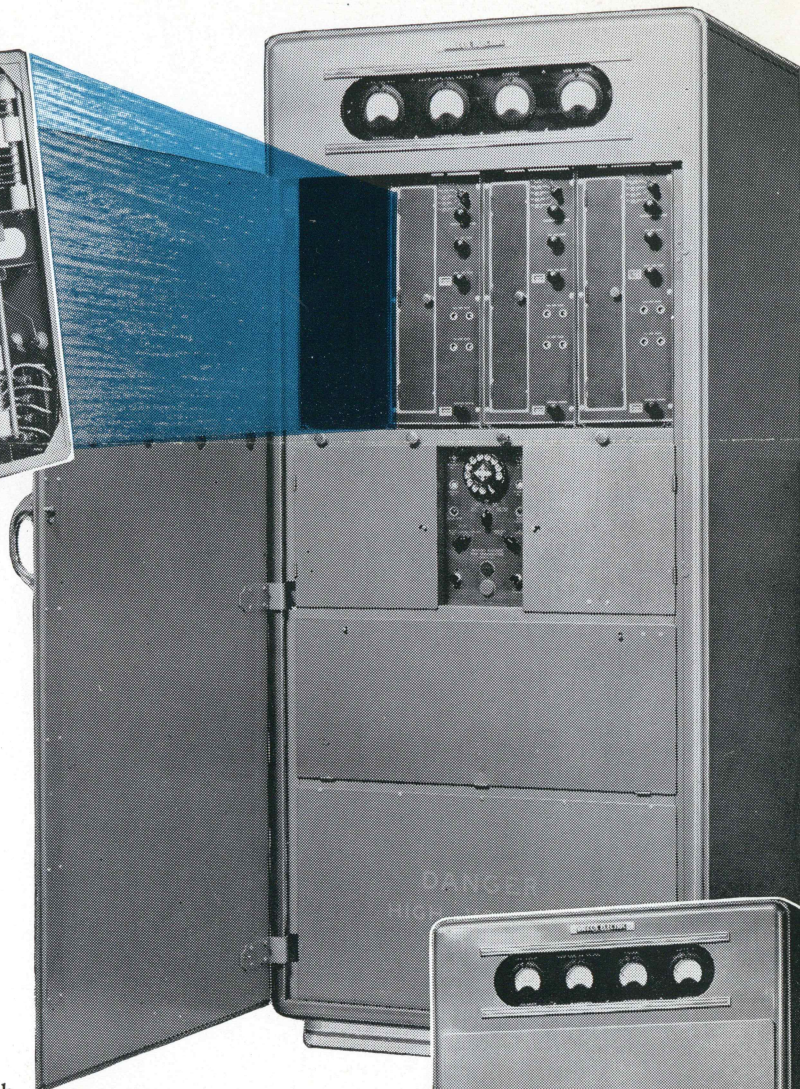
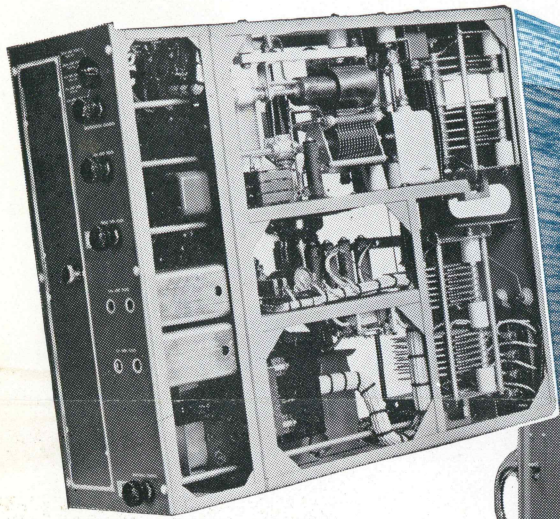


WILCOX ELECTRIC COMPANY, INC.

Manufacturers of Radio Equipment

Fourteenth and Chestnut Kansas City, Missouri

Wilcox TYPE 99A Transmitter



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WILCOX ELECTRIC COMPANY, INC.

Manufacturers of Radio Equipment

Fourteenth and Chestnut Kansas City, Missouri



WILCOX ELECTRIC COMPANY

Radio Equipment Manufacturers

FOURTEENTH & CHESTNUT, KANSAS CITY 1, MO.

6 November 1945

WQPC
7188 Irving Park Road
Chicago 34, Illinois

Attention: Mr. Ero Erickson

Dear Sir:

Receipt is acknowledged of your letter of 1 November 1945, concerning the Wilcox Electric Company Type 99A Transmitter.

Mr. J. E. Gardner usually handles inquiries such as yours, but as he is presently out of town, I am taking the liberty of forwarding two sets of descriptive literature to you. I am also sending a copy of this letter to Mr. Gene Gobel, of the Galvin Manufacturing Company, together with two sets of descriptive literature. I trust this will be satisfactory until Mr. Gardner can send you more complete data.

Thank you for your inquiry.

Very truly yours,

WILCOX ELECTRIC COMPANY, INC.

J. E. Gardner - By K.K.
J. E. Gardner
Sales Manager

kn
Enc.
cc: Mr. Gene Gobel

2200 Geneva
Dearborn, Michigan
September 3, 1945

Mr. Eric Erickson
7135 Irving Park Road
Chicago, Illinois

Dear Mr. Erickson,

Because of climatic conditions and the health of my wife, I am being forced to move away from Michigan to a climate that is warm and dry. For more than two years I have been associated with the Wayne County Sheriff's Road Patrol, Wayne, Michigan, and am a charter member of the Michigan chapter A P C O. I am still interested in police radio communication, and Neal Jackson, Secretary-treasurer of our Michigan chapter A P C O, suggested that I write to you for information regarding employment in Arizona or Texas. I have Phoenix and Austin particularly in mind.

I am sorry to admit that I am in arrears on my dues for 1945. In attempting to make payment to Mr. Jackson at the last A P C O meeting, he suggested, though he said he had no such right, to wait until I was certain that I would continue on in police communication work, and thus enable me to remain an A P C O member.

Any information you may have will be greatly appreciated.

Yours very truly,

Maurice W. Higgins

Maurice W. Higgins



October 7, 1945

To: Members of Intercity Relations Committee
Zellon Audritsh
C.H. Nicholson
Kenneth Conroy
Warren Lane
Ray Hoffman

F.C.C. Radiotelegraph Rules

Dear OM:

During the 5 Chapter arrangements committee meeting of Sept. 23, President Groenier suggested that work be started on information on changes desirable for recommendations to the FCC in order to bring the radiotelegraph rules up-to-date. He felt that the chairman of the Intercity Relations committee, being involved by the nature of the committee, should get the ball rolling on this important subject.

In light of the strict adherence to zone and interzone rules continually required and which have been drastically tightened thru strict enforcement, it would benefit the CW service if the CW rules were modified to conform with modern practice. Work should start in the chapters concerned with CW by discussing desirable improvements to speed the delivery of traffic.

It is proposed that the Five Chapter Conference of November 7 and 8 at Chicago, consider various proposals to improve the efficiency of the CW networks and submit them to the National Executive Committee which is expected to meet on November 8.

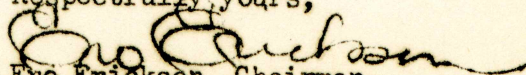
Admittedly the interzone circuit has much room for improvement, as can be easily vouched for by you men who work it each day. Lacking additional radio channels, the next best thing is improved procedure. Information on channels may be available during the 5 Chapter Conference. We have no report here.

Sgt. Derby suggests a "Z" signal for "Does not conform with regulations". Some Illinois brass pounders feel that uninterrupted transmissions of books of messages in the zone service should be requested, instead of being required to acknowledge each one separately. Others feel that better monitoring of the interzone calling channel is a prime requirement. Increased criminal apprehension requires greatly improved CW. What do you think?

It is hoped that Harry Duncan, chairman of the sub-committee on radiotelegraph of Committee 1, will be able to attend the Chicago meeting. In the meantime, we should strive to complete helpful information for Harry, so he will be able to deliver a swell report of new proposals.

This matter should be discussed by your chapter. If no meetings are scheduled, please do your part as a committee member and send them in direct.

Respectfully yours,


Eric Erickson, Chairman
Intercity Relations Committee