

C. P. R. A.

CHIEF HOHMANN AGAIN SPEAKS TO GROUP REGARDING PRIVATE OWNERSHIP OF COMMUNICATIONS SYSTEMS

The City of Vernon was host for our May 29th meeting held in the Council Chambers of the Vernon City Hall. Mayor Robert Furlong delivered the welcoming address and was well supported in his cause by Councilman Millard, Assistant Fire Chief L. C. Husted, and Captain Harris. The City of Vernon is unique in that more than 95% of all structures within its boundaries are used for industrial or commercial purposes and while its assessed valuation is represented by a nine digit figure, the city has less than two hundred registered voters. Following the Mayor's talk, guests and visitors were introduced and the commercial members present were allowed a few minutes each to describe their wares.

Treasurer Eddie Simon reported on the good condition of our bank account and his report was accepted unanimously. Fred Crowder, Chairman of the Frequency Committee, announced that Culver City had placed an official request for power increase. A motion to grant this request was passed. A request from the City of Fowler for the assignment of three frequencies was set aside, pending further consultation with members representing the San Joaquin Valley.

Bill Durham delivered a message from President Walt Williams, stating that the national membership drive was progressing satisfactorily with the exception of some midwest cities and Texas. Hirsch Calvert reported on the legal involvements in changing the name of our organization and the matter was held over until next meeting. The Secretary read two letters pertaining to securing authorized representation in CPRA from the State Division of Communications. CPRA President, Bob Miller, was authorized by motion to personally represent CPRA on a visit to the head office of the State Division of Communications and to take whatever steps he thought necessary to promote good will and an expression of cooperation between the two agencies.

The Secretary also read a letter written by CPRA to the State Highway Maintenance Frequency Allocation Committee asking that a Southern California representative of highway maintenance problems be delegated as a member of their Frequency Committee. The establishment of such a committee member would make it possible to hold joint meetings in Southern California, carrying representations of most of the Safety Services Frequency Committees.

Docket 10500 was referred to the Frequency Allocations Committee for study and recommendation at the next meeting. Mention was made over a rumored plan to establish TV Channel 4½ in the 76 mc region and lack of detailed knowledge on this and Docket 10500 brought out a successful motion that CPRA subscribe to the "Federal Register" and "Mobile Services" magazines. These periodicals are to be received by the Chairman of the Frequency Allocation Committee.

Lunch was held in the dining room of the Acme Brewery and immediately after lunch the group was conducted on a very informative and interesting tour through the brewery itself.

Fortunately, all of the members completed the tour successfully and the meeting was reconvened in the afternoon to consider the very serious proposition of the State of California contracting for Public Safety Radio Communications from The Pacific Telephone and Telegraph Company. At the time of the meeting, the State Legislature had before it a proposal that in the fiscal year 1953-4 all radio communications possessed by the California Highway Patrol be sold to the P. T. & T. Co., and in turn be leased back to the California Highway Patrol with certain proposed alterations. Considerable discussion was forthcoming touching on the lack of economical justification for such a move, and emphasizing the possible disadvantages resulting from private ownership of Public Safety Communications facilities. A warning was sounded several

times that the same procedure could occur in the jurisdiction of any one of the active members present and in fact, several members mentioned that inquiries were recently received in their districts pointing toward just such offers from the Telephone Company in the future. It was made obvious that APCO itself would virtually cease to exist were all Public Safety Communications leased from private communications utilities throughout the nation, and again it was emphasized that members desiring to ward off such an encroachment should keep their operations economical and efficient and should be prepared to present to their own management and administration, accurate cost accounting figures including cost of materials, depreciation, and investment interest. A telegram which had already been sent to the California State Legislators on behalf of CPRA was read to the group. The telegram was worded as follows:

"In behalf of the California Public Safety Radio Association, representing the law enforcement agencies, fire departments, and communications divisions of various governmental subdivisions, of Southern California, we feel that it is dangerous and not in the best interest of taxpayers to contract with a private utility for law enforcement radio communications services for the following reasons:

a. An impartial survey would prove that governmental ownership and maintenance is decidedly more economical over a period of five years or more.

b. Private utilities do not have a background of experience in providing truly emergency radio communications.

c. Private utilities do not at this time have the facilities to provide the maintenance that would be needed for a State System.

d. Service restoration of Highway Patrol Radio in the event of floods, earthquakes, etc., could be delayed by prior importance of more remunerative circuits, such as microwave, disaster, radio broadcasting, and toll lines.

e. At no time, including during periods of emergency conditions such as major fires, floods, earthquakes and strikes will they guarantee twenty-four hour service and their own personnel is subject to strikes. In fact, their usual procedure is to simply allow for rental rebates to compensate for outage periods.

We appeal to you to rescind the action taken by your Committee regarding the procedure item for radio communications for the California Highway Patrol."

A review of various telephone offers indicated that rentals on mobile units vary between \$21.00 and \$23.00 per

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CPRA

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month per unit, in different installations. Some members felt that this was a moderate charge but the general consensus of opinion was that governmental ownership and maintenance could be effected for less than this amount.

JUNE 26th MEETING AT RIVERSIDE

Our June meeting was held at the Mission Inn in Riverside, California, with Harvey Platt acting as the host member. Notations were made on the announcement cards to the effect that technical business would be held to a minimum and a more thorough discussion of Telephone Company ownership would be held. All members were requested to bring their Chiefs and other administrative supervisors, if possible. It was unfortunate that the meeting conflicted with other meetings of County Supervisors and a Sheriff's organization, but a good turnout resulted and many supervisors who had not previously attended our meetings were present.

The technical business was dispensed with first, and consisted of the following: the City of Fowler was granted a release on 155.25 mc and 155.07 mc. Docket 10500 was brought up for discussion and it was pointed out that the protest period had expired and the best we could do was to have our Frequency Committee study the new 450 mc allocations and recommend a new blocking scheme for the five Public Safety services. Hirsch Calvert accepted the appointment of a Central Clearance Committee to receive suggested revisions of Part 10 of the FCC Rules and Regulations. All interested members should submit their suggestions to him, in time for them to be organized and combined for submission to the National Conference to be held August 25th to 28th, inclusive, in Detroit. For purposes of furnishing accurate information to the FCC, the Chairman of the Frequency Committee was delegated to furnish to the Secretary, an accurate list of counties covered by our Frequency Committee, and, if possible, a map depicting the boundary lines between CPRA-NCAPCO Frequency Committee jurisdictions. Bud Whiteman advised that the change of Inter-system network to FM was awaiting action by the California Highway Patrol.

A letter from Mr. Garver, Chairman of the Highway Maintenance Allocations Committee, was read, stating that Mr. Garver would make an effort to appoint a new member of his committee, said member to be active in the Southern California area to coordinate Highway Maintenance Frequency Allocations with

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the other Public Safety groups. Karl Sprague suggested that the establishment of a "group membership" to CPRA and APCO be considered, such that governmental agencies could pay for more than one member, the larger dues being payable in a lump sum.

In advance to hearing the main speaker, the subject of the proposed purchase of the California State Highway Patrol Radio System by the Pacific Telephone and Telegraph Company, was reviewed and brought up to date. It was pointed out that the State budget, as finally passed, did contain a provision which would make it possible for the P. T. T. Co. to purchase the radio system in question but that such a contract was not made mandatory as was previously thought, and was subject to review by the Director of Finance (through his Department of Communications and his State Communications Advisory Board) and was subject to his approval and also subject to the approval of the Highway Patrol itself. Whether our early protests in this matter caused these special conditions to be injected into the budget provision for this contract, or whether these conditions were always in the proposed budget, is difficult to ascertain because of the ramifications of the State budget forming procedure. At any rate, the provisions are in the final passage and the conditions just mentioned will permit our APCO organizations to discuss more fully with State officials, the dangers of such a contract.

A letter from the California State Employees' Association was read, stating that the Association would question any attempt by the State Legislature to arbitrarily assign the P. T. T. Co. as the purchaser of the State Patrol radio system. The Association said it is their belief such an assignment would be in violation of State Law.

After an excellent lunch, during which Riverside City and County officials, and State Senator Dilworth and State Assemblyman Backstrand, were introduced by Harvey Platt, the meeting was

reconvened and Chief Hohmann of the Los Angeles City Police Department was presented as the main speaker. Chief Hohmann distinguished between governmental ownership and utility ownership of communications systems by the following analysis: The administrators of a "government owner" emergency communications system are responsible for operation in the interest of the public. This places the liability for outages and message errors onto the administrators and away from the individual officers who are dependent on this communication system, as a facility to aid them in performing their duties. The administrators of a "privately owned" communications system are responsible to their stockholders to produce reasonable profit and economic security, and the responsibility for outages is converted to monetary terms. In this manner the liabilities for false arrest through improper or delayed messages falls upon the individual officers and after a time, seriously affects their morale and efficiency. A police department operated and maintained radio system is treated as a responsibility under the State Police Officers oath, whereas private operation of such a system involves merely a civil contract.

Civil contracts in themselves lean towards standardization of operation and equipment among the agencies served, and do not permit flexibility of individual ingenuity and application to special cases of communications. There are times that poor communicating conditions caused by earthquakes, rainstorms, telephone strikes, etc., coincide with major crimes and it is during these periods the utmost of flexibility in Public Safety communicating systems must be utilized. Adjoining agencies find it temporarily expedient to interchange equipment; repair parts are sometimes loaned from one agency to another; and maintenance personnel is kept on duty for many hours beyond the normal working day. Messages normally handled by teletype or telephone are relayed part way by radio, and transmitter frequencies are shifted to fill in where outages may occur. Variations such as these would be difficult, if at all possible, to obtain under a standardized scheme of maintenance and operation, dictated by a corporation rule book.

Chief Hohmann stated that the need for profit under private ownership might make it necessary for the most remunerative circuits to get the first and best attention, both during normal times and in times of need. He also pointed out that telephone companies have a tendency to involve their existing land lines,

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where possible, into Public Safety communications systems operated by them and that frequently such land line usage could become the weak link of a Public Safety radio system during periods of emergency. The Chief recognized the usefulness of the utility subscriber telephone system but believes that two or more communication networks independent and unrelated as to outage causes are the best safeguard.

For a general illustration the case of the California state teletype service was mentioned, wherein the original control of the system by the Department of Justice provided for message acknowledgments on inquiries regarding arrests, yet the present system, designed according to the telephone company's recommendations, sometimes permits messages to be lost, and prisoners to be held without follow up charges. This particular example illustrated the inflexibility of corporation standardization, the increase of liability on the individual law enforcement officers, and the reason for the reluctance of these officers to rely on the communicating system.

During a discussion of Chief Hohmann's talk, Senator Dilworth indicated his willingness to investigate the deficiency of the present state wide teletype system. Senator Dilworth also

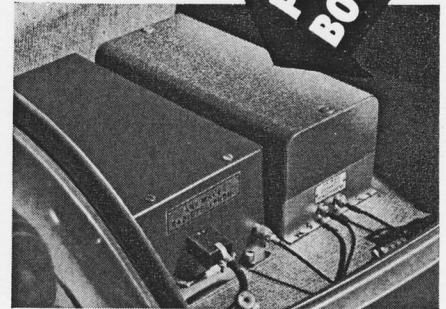
stated that he did not know why the Senate Finance Committee called for a survey on the Highway Radio Patrol system by the telephone company rather than using the services of the state's own Department of Communication for this purpose, but he did reiterate the fact that before the telephone company's recommendations can be followed regarding the purchase of the State Highway Patrol radio system, it will be necessary for the State Department of Communication to confirm the telephone company's findings.

It was generally agreed among those present that the Highway Patrol system has had a long history of inadequate supervision and has been continually hampered by state red tape. It was believed that if the APCO organizations and their members, along with the State Department of Communications, would seriously endeavor to aid the Patrol both in solving its own individual problems and in executing cooperative system contracts, that any need for an outside agency would be eliminated. In fact, it was deemed expedient that all radio using state agencies be encouraged to look to the Department of Communications, the NCAPO and to CPRA for aid, and cooperative service.

K. V. KEELEY, Sec'y

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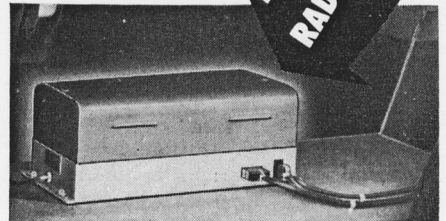
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