



(Refer to the APCO Ten Signal Card—5,000 sold in 30 days!)

Continuing with our discussion of the APCO TEN SIGNALS:

Signal 10-9: This is a statement of condition, *not an apology!* If it is necessary to ask for a repeat then it is necessary—whatever the cause. One of the most important unsaid and unwritten understandings in a communications system is that no one ever, ever, asks for a repeat unless it is necessary. To explain why the request is made is to destroy the use of the Signal and the understanding. To say: “10-9 you wuz covered” is to indicate to the world that here lies a less than mature organization. If you have to say 10-9 then say it and cut everything else off. If the Signal is being used incorrectly, the fact will soon be discovered.

Signal 10-10: This signal could be used in conjunction with others: “Ten-Ten at Main and Live Oak. Ten-Thirty-Two and Ten-Zero.”

Signal 10-11: Self-explanatory.

Signal 10-12: As stated in our previous discussion on Signal 10-3, Signal 10-12 means a physical stand-by, i.e., to pause or to stop. It does not mean the same thing as Signal 10-3 which means to stop transmitting, i.e., you can, for instance, 10-12 but not 10-3. “Proceed to Live Oak and Main and 10-12 until further notice.”

Signal 10-13: This can pertain to a weather report or a road condition report or both, since they

FROM THE OPERATING POINT

(A continuing seminar based on the APCO Operating Procedure Manual - 23,000 printed to date)

are usually related. “Request latest 10-13 on Highway 50 west.”

Signal 10-14: Self-explanatory.

Signal 10-15: Self-explanatory. Used as a question, a base station might query a mobile unit: “10-43 regarding a 10-15 at corner of Live Oak and Main?”

Signal 10-16: Self-explanatory.

Signal 10-17: As a statement: “10-17 10-18.” As a question: “10-17 reference 10-16 Live Oak and Main?”

Signal 10-18: Used to speed up an assignment. When a job is to be done and it is necessary that it be done with dispatch, add this signal. “10-19 headquarters 10-18.”

Signal 10-19: See above. Usually refers to a physical location. Can conceivably be used to refer to a status: “10-19 10-42.”

Signal 10-20: A most important signal. Normally, always used by mobile units when giving 10-7's, 10-8's, and *when called*. It is of the utmost importance that a mobile unit give its location when it is called, since a great many calls are made just for the purpose of ascertaining a specific mobile unit location; so, if the location is given automatically in the reply to a call two extra transmissions are eliminated. Wrong: Base: “Base to 5.” Mobile: “5, go ahead, Base.” Base: “10-20?” Mobile: “Corner Live Oak and Main.” Right: Base: “Base to 5.” Mobile: “5, Corner Live Oak and Main go ahead, Base.” When going 10-7: “5 to Base. 10-7 corner Live Oak and Main, 5.”

Signal 10-21: “10-21 #5 at Ocean 5-1515.”

Signal 10-22: A commonly used signal. Meaning—forget it, disregard, cancel, don't do it, etc. “10-22 on the 10-21 for #5.”

Signal 10-23: Self-explanatory. Meaning—have arrived at where the action is. “#5, 10-7 at 10-23.”

Signal 10-24: Meaning: “I have done what I have been instructed to do.”

Signal 10-25: Nine times out of

ten this signal simply means “meet (ing)” and nine times out of ten it is posed as a question. “#5, 10-25 #6?” This is also usually interpreted as “contact,” i.e., are you in contact with —, or, I am in contact with —.

Signal 10-26: This is an action signal, meaning usually that someone is being detained until something else expected happens or added information is furnished. This signal in itself means 10-18.

Signal 10-27: This is usually a request for information pertaining to a drivers license. It can be used in conjunction with any type of license according to the nature of the department or added identification.

Signal 10-28: A request for vehicle registration information and can be used in conjunction with the previous Signal: “10-27, 10-28 on (name and address of driver) driving (type of vehicle), license # ———.”

Signal 10-29: If the above requested information doesn't seem to add up; “10-29 on subject and vehicle.” Also, used commonly in conjunction with Signal 10-28: “10-28, 10-29 on license # ———.”

Signal 10-30: This signal used to mean: “Illegal use of radio.” Since this infers that the person using the signal is an expert on department and Federal Communications Rules and Regulations, which is placing quite a weight of responsibility on him, and since it means sticking his neck out in the public domain of the radio frequency spectrum, the meaning of the signal has been diluted to mean: “Unnecessary use of radio.” This condition can be determined by any responsible communicator. Use this signal when all else fails, especially when your formal communications are being continually interrupted by irresponsible and irrelevant transmissions. “10-30, #5, 10-3.” (You have already asked him to 10-3 #5%æX! times—so let him have it!) Ω



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"A MATTER OF BELIEF"

The American public of late is witnessing a series of spectacular controversies. The Fortas case, the Bucher case, the trial of Ray for the murder of Martin Luther King, campus battles, Vietnam, tax loop holes, reluctance of elected officials to make personal disclosures they require of others, have all dramatized one of the deepest problems and anxieties of our time: the crisis of belief.

Using the land mobile radio users controversy with other users of the frequency spectrum as a reference, we wonder how many more such specialized problems exist in the country today which also portray this crisis of belief.

In view of the absolutely incredible, inconsistent and positively biased broadcast user testimony being bandied about in the proceedings of FCC Docket 18261 — the proposal by the Federal Communications Commission to allow limited land mobile frequency reallocation in the lower seven UHF TV channels — it can be safely stated that the public safety community is watching the FCC with particular concern.

Deep-rooted in the 18261 contention is this large matter of belief and credibility. From the Commission's viewpoint, when consultants disagree, what to do? From the public safety radio user's viewpoint the matter is more compounded. When consultants disagree before a regulatory body which seems to have little other resource, what to do?

At about this point in heated controversies there is an almost irresistible compulsion to abandon reason and give careless relief to long pent emotions. It is well, however, to remember that the American community is sheltered in glass houses. Ironically enough, on most street corners of our communities we can conjure up the appropriate signs: "No brick throwing. By order of the Department of

Public Safety" and the need for restraint is evident.

With this in mind, and striving for nothing more than firm ground in this day of the credibility gap, we are not to be condemned when we advise the members of the Federal Communications Commission that we — those public servants who actually work daily in the streets, back alleys, in blazing holocausts, natural disasters, with assassins, rapists, addicts and the whole lot of those perverts of society who care not for glass houses — are concerned about the extent to which we can rely upon their own many statements which profess to recognize our frequency needs. In a sense, this is another kind of credibility question.

We are concerned because we can document these past statements and yet, if the kind of filings opposing our requirements prevail, we will be forced to conclude that the Commission has never understood us, never believed us, and that this unfortunate climate still exists. Our future limitations would then be incredible indeed.

The commission has been confronted with studies by many consultants, including the IITRI study by APCO, and certainly there is an important place for the experts. But, it is also worth noting that much of the data submitted in opposition to our needs are but mere recitations by persons who have not endured our experience and who as such have never responsibly faced a mob, an armed three-time loser, a midnight hotel fire or a flash flood.

The only expert in the business of dying is dead. The only expert in the needs of the public safety radio user is the public safety radio user who suffers from that need. We stand now at the curb in the affluent telecommunications market place, which seems better known to the Commission than is our precincts, and ask the Commission to remember us and to view our problems realistically.

We have done through due process all that we can do. The mob we meet in the street does otherwise. The Commission should thoroughly understand this.

We wonder.

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