

CB NEWS

60p

FIRST ISSUE

HIT ME WITH A
SMOKEY REPORT
FOXY LADY

THE AIR IS
CLEAR-SO PUT YOUR
PEDAL TO THE METAL
AND LET YOUR
MOTOR TOTE'ER!

YOUR INTRODUCTION TO
**CITIZENS
BAND RADIO**

Headlines

STATEMENT ON CB RADIO BY PATRICK WALL, CHAIRMAN, PARLIAMENTARY CB RADIO COMMITTEE

"The Home Secretary has now given the green light for introduction of CB Radio - or as he prefers to call it 'Open Channel'.

"The discussion document may, however, delay matters. It is therefore of importance for all supporters to obtain a copy and to write in to the Home Office to urge speedy introduction of legislation.

"I hope that he will receive at least 100,000 letters this Summer".

"You will also note that in answer to a question he banned 27 MHz so do not let us get involved in that argument as the police and customs are now cracking down on illegal sets which will remain illegal on 27 MHz once Open Channel is legalised".

"Rallies should continue and like the Trafalgar Square rally on the 6th July will also prove a great success, this will largely depend on the numbers present so try to get there."

"It is now up to us so let us go to it so as to get Open Channel legalised and operating by the start of 1981."

BREAKERS COULD CAUSE DEATHS - CLAIM.

Owners of radio-controlled models fear that breakers using the same wavelength could cause fatal accidents.

A Midlands retailer of remote-control models said that CB users were busting in on at least 15 legally entitled clubs in the country on the same frequency.

"Radio-control modellers pay a licence fee to operate on 27 MHz - CB Radio operates illegally on the same channel and causes considerable interference with potentially dangerous and expensive consequences," said the retailer.

"By broadcasting at the same time as a model aircraft they can cause loss of control which could cause it to crash. This could cause death if it fell on anyone."

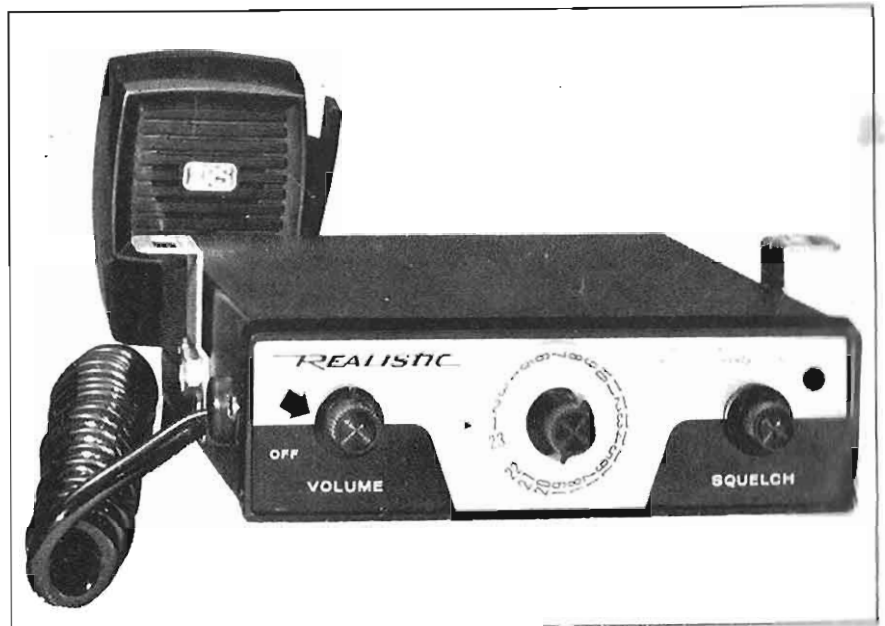
"There are 80,000 modellers in Britain and they feel that they could be seriously inconvenienced if CB was allowed on their wavelength. The modellers have nothing against CB Radio as such but only against it using the 27MHz band. Breakers are virtually

pirating the airwaves is their claim.

The problem has its roots in the United States from where much of the equipment being used illegally in this country is imported. Citizens' Band has been legal in the States since 1958 and operates on 27MHz. The modellers asked for CB to be legalised but on a different band. However, it is difficult to prove that breakers are causing model accidents. Without a receiver, the modeller cannot tell for sure but a rig broadcasting at the same time as a control unit will cause loss of power.

But breakers are growing in number all the time and are pressing for the present frequency. They claim they have never had complaints of interference from anyone. Indeed, many of them came into CB through the radio model hobby.

CBers say that they know where the local modellers fly their aircraft and "pull the big switch" when driving by.



C.B. NEWS

Vol 1

No. 1

Published & Distributed by:

Crofts Publishers Limited,
47 Derby Road,
Heanor,
Derbyshire DE7 7QH.

Editorial Offices:

C B News,
Empire House,
Empire Road,
Leicester.

Advertising Enquiries:

Telephone Lorraine on
Langley Mill (077 37)
2460

Printed in England by:

Trader Web Offset Ltd,
Heanor Gate Estate,
Heanor,
Derbyshire.

C B News is registered in Great
Britain. Business Reg. No 2556270.

**Issue Number 2
Out November.**

WELCOME TO A NEW WORLD OF RADIO

EDITORIAL.

Welcome to CB NEWS! In recent months those responsible for our air waves have experienced an increase in opposition to existing laws. The freedoms enjoyed by our American counterparts as far as wireless communication is concerned must reach our country in the near future to avoid possible wholesale violation of our statute book. Already, CB rigs are entering the United Kingdom through the back door and it is this equipment which, if allowed to continue to enter our country unchecked, will spoil our chances for our own "open channel" citizens radio service. In a matter of months an announcement in our Houses of Parliament is expected to open the door to an exciting new era of broadcasting - one which will be available to all and will certainly be enjoyed by countless thousands throughout the UK. This introductory copy of CB NEWS looks at the growth of the CB Radio in the United States and in some areas tries to predict parallels with our proposed system.

Because of the legend of the CB'ers rivalry with the United States Law Enforcement Agencies much of what has been reported in connection with this market has been over glorified. CB NEWS would like to make it clear that the Editors and production staff in no way would want to see a British CB "them and us" situation. The police have a difficult enough job as it is and we would like to see potential CB operators co-operating with our police force as and wherever possible. It is stated elsewhere in this magazine that unlike in the United States we expect such radio contact with our law enforcement services be prohibited. Perhaps in the circumstances this would be the best policy, provided of course that our "Bears" do not have ears.

Our first issue attempts to identify for the layman the simplicity of CB Radio and for the enthusiast interested in the American operation we publish the United States Federal Communications Commission's rules and regulations relating to the citizens band radio service. We now invite all our readers and those organisations involved in petitioning the Government to introduce legislation to write to us so that we may publish your views and comments in our next issue. We would also like to hear from those readers technically aware of this new market to contribute features which they feel would be of interest to fellow enthusiasts. It should be pointed out however, that it will not be the policy of CB NEWS to support those organisations at present operating CB rigs illegally.

We hope you will enjoy this our first issue and we ask you to keep a watchful eye on the bookstalls for the next issue of CB NEWS.



THE EDITOR.

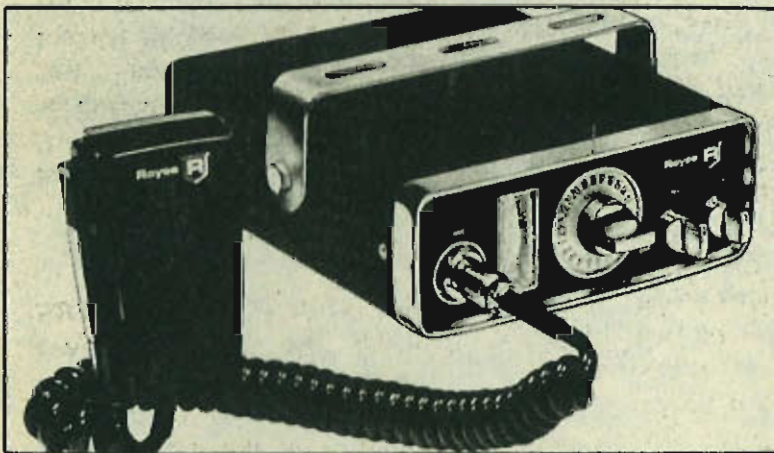
CB NEWS advises all readers that to operate an unlicensed radio transmitter in the United Kingdom is an offence. It is also illegal to own, import or install such equipment. This publication should in no way be considered an incitement to own CB equipment prior to legislation.

It has been said that the lowering of the American national speed limit to 55 miles per hour together with fuel shortages brought about the mushrooming effects of Citizen Band Radio in the mid '70's.

Citizens Band Radio

Truck drivers have had CB's fitted in their cabs for years, yet it wasn't until 1974 when a United States nationwide strike by the trucker's inadvertently created greater public interest in this area. Truckers, unable to communicate by the roads, kept these on air-plots and counter-plots were tuned into eagerly by Mr America. Since that time, spurred on by movies such as "Convoy" and C.W McCall's hit song of the same name the CB has become another essential of the American Dream. Like a second colour television set, Americans now possess a second, and even a third CB, boasting base sets in their homes, their office, their motor-cycles and on their boats as well as in their car.

In this introductory magazine it would be wrong of us to "talk technical" as we would assume that like many of our editorial staff readers may hitherto only have thought about radio frequencies as far as knowing that Radio Luxembourg transmits on 208 metres on the Medium Wave. So, we intend to keep our editorial content as simple yet as interesting as possible.



'C.B. 4 U.K.'

But when?

In London, the Greater London Council published a consultative paper entitled "Citizens Band Radio, March 1980". It contains the following 20 paragraphs. By the time you read this, the views solicited in that paper now are already being analysed by the Director General of the G.L.C. and it may only be a few months before Citizen's Band Radio comes to the United Kingdom.

1. CITIZENS BAND RADIO.

There has been considerable discussion recently about Citizens band (CB) Radio. It is now legal in 19 countries, including 13 in Europe, but not yet in this country. It is essentially a system which provides a readily available means of two-way personal communication over comparatively short distances. The system, as it operates in this country, gives much more freedom than is currently allowed in respect of radio in this country. Although radio amateurs are allowed to operate here they have to be able to demonstrate competency in radio technology and are not allowed to broadcast on business matters: licences are severely restricted and are hedged in with conditions. Generally these amateur operators work their sets from their homes, although many have been granted "mobility" additions to their licence.

2. POTENTIAL USES AND ABUSES Those in favour of CB radio argue that there should be a basic personal freedom to communicate without having to go through a state monopoly. They point out that not only does CB provide a hobby and recreation, but it is also socially and commercially very useful. In the USA, where CB radio started in the fifties and really got under way by 1974, some ten million sets are said to be in use, largely fitted to lorries and cars, it is used for booking hotel rooms, for ordering meals in advance, for warning of traffic jams or accidents, for calling emergency services, etc. Many lives, it is claimed, have been saved in the USA by the instant communication CB offers. On the other hand, fears are expressed of the system being used for socially undesirable purposes, e.g. planning of criminal enterprises, co-ordinating illegal activity, obscene statements, extremist political views etc.

3. AN ISSUE FOR LONDONERS

THE COUNCIL BELIEVES The Council believes that an issue which so clearly touches on the rights and freedoms of the individual is one on which those who live and work in London should be given the opportunity to make their views known. The Council is therefore publishing this paper, which looks at some of the considerations, as a basis for consultation.

4. THE COUNCIL'S OWN

APPROACH The Council firmly believes in the freedom of individuals to take advantage of modern technology in their work and recreation, subject only to this freedom: not interfering in an unacceptable



way with the freedom and rights of others. The Council, therefore, considers that there is no case for keeping CB radio illegal, unless it be on the grounds of this proviso and having regard to any public expenditure cost that might be incurred in controlling the operation of CB radio in order to protect the freedom and rights of others.

5. The Council also cares about the safety of the citizen and the preservation of law and order in the capital and is particularly concerned that due regard should be paid to these aspects when the subject of CB radio is under consideration.

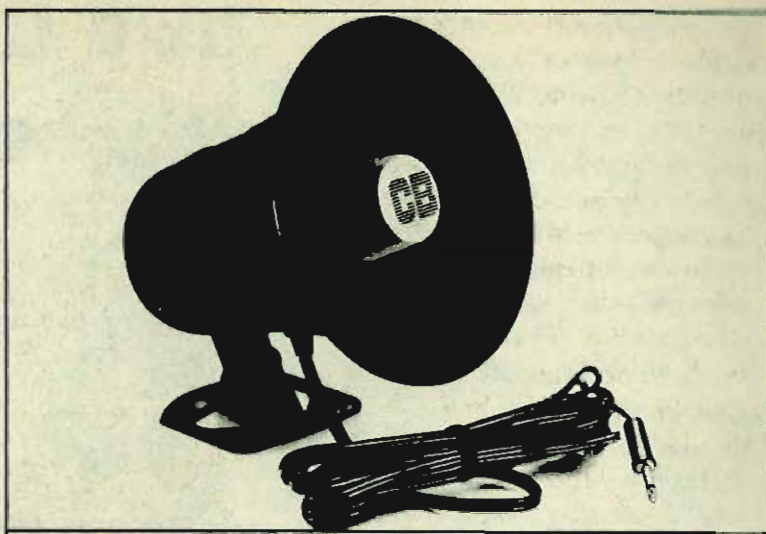
6. **HELP AND SELF-HELP**
Dangers and emergencies are inevitable in the day to day life of a great city like London - whether these arise from criminal or natural causes. It is a cardinal principle of city life that help shall be brought rapidly to those who need it. But the first essential is to know that help is needed. Even in a crowded city people can only too easily find themselves cut off or out of touch with help when it may be needed in an emergency.

7. Possible examples come readily to mind. There is the elderly person who is vulnerable to sudden illness when living alone or to an attack in the street. The speed with which help can be contacted and summoned in such cases might well mean the difference between life and death. CB radio could be invaluable to a disabled driver who might have broken down and be incapable of walking to a telephone. It could be a boon to lonely,

crippled, blind or bedridden people who may feel much in need to be in contact with others.

8. The use of CB radio to summon help depends of course on the message being received by others who will pass it on to the emergency and other services - probably using the ordinary emergency telephone system. The greater the freedom that may be allowed in the use of CB radio, the greater will be the number of people able to pick up and respond to such a call. Help sought in this way should not itself increase the number of calls on the emergency services, although it may well mean that such calls are received more quickly. However, there would undoubtedly be practical and manning problems if the emergency services were to attempt to monitor CB radio calls directly themselves.

9. There are bound to be financial and manpower restraints on the scope and extent of the help which the public sector can provide or hold in reserve



P.A.

4 C.B.

10-4

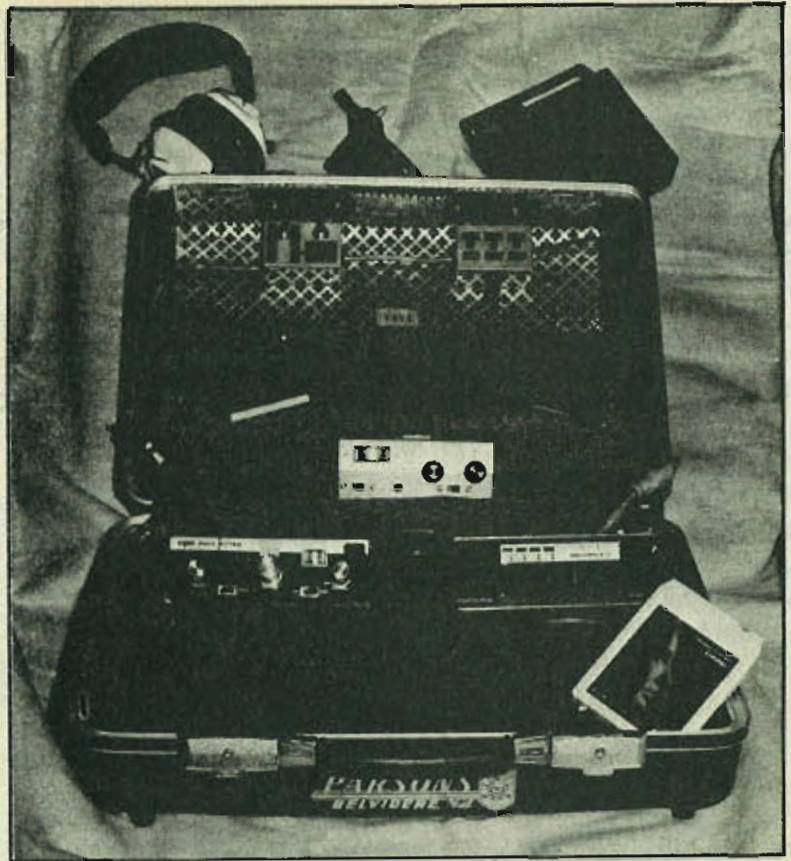
ADVERTISING ENQUIRIES

If you wish your products and services to be advertised in our next issue please contact our editorial office for a rate card. Whilst it is obviously the intentions of the publishers to accept advertisements for CB rigs once legalised, on no account will advertising for such equipment be accepted prior to legalisation.

to meet conditions of danger or emergency and it is important that the help should if possible go to those who need it most and cannot help themselves. It is in recognition of this that civic-minded citizens often band themselves together to provide self-help in the event of sudden emergencies. Their efforts are much to be respected and the Council believes that they should be encouraged. Here again the ability to establish and maintain rapid inter-communication on a mobile basis may be of critical importance.

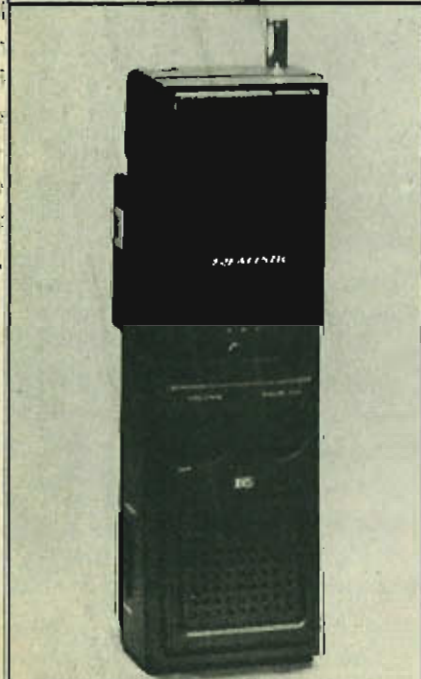
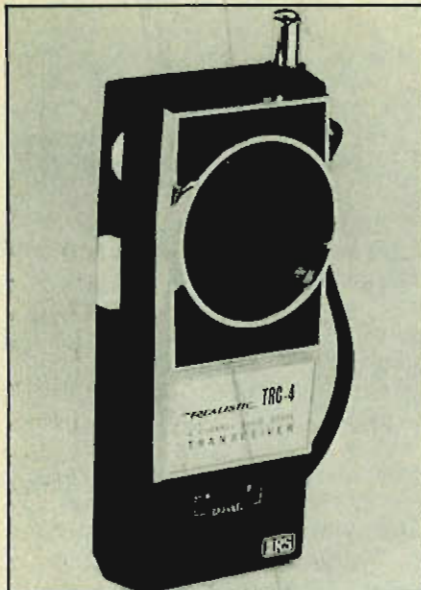
10. Flooding resulting from excessive rainfall provides one situation where monitoring and an ability to communicate information rapidly is of importance. For example, the Pinner Association and Pinner South Residents Association run a joint flood warning committee which recently functioned very efficiently and effectively when during one night 1½ inches of rain fell in Pinner. Nevertheless, difficulties in communication were experienced between individual wardens and the flood headquarters. On this occasion, due to the comparatively small rainfall (compared with the 4 inches that fell on one day in August 1977) the five minutes which it took to get the message to the headquarters about the rate at which the River Pinn was rising was not critical - but that time lag could have been another matter altogether if the rainfall had been at the 1977 level.

11. Then again, there are cases where the ability to make rapid contact could help in preserving and maintaining law and order



and where communication of the kind provided by CB radio might well be an additional weapon to be used in the fight against crime and vandalism. Hooligans might well think twice before attacking people like resident caretakers, for example, if they knew that instant communication was to hand and might greatly increase the chance of being caught before they could get away.

12. It is against the perspective of considerations such as these that the potential abuses mentioned earlier (paragraph 2) need to be seen. On the questions of planning criminal enterprises and co-ordinating illegal activity, protagonistists of CB radio would argue that this goes on already and would, indeed, be made a much more

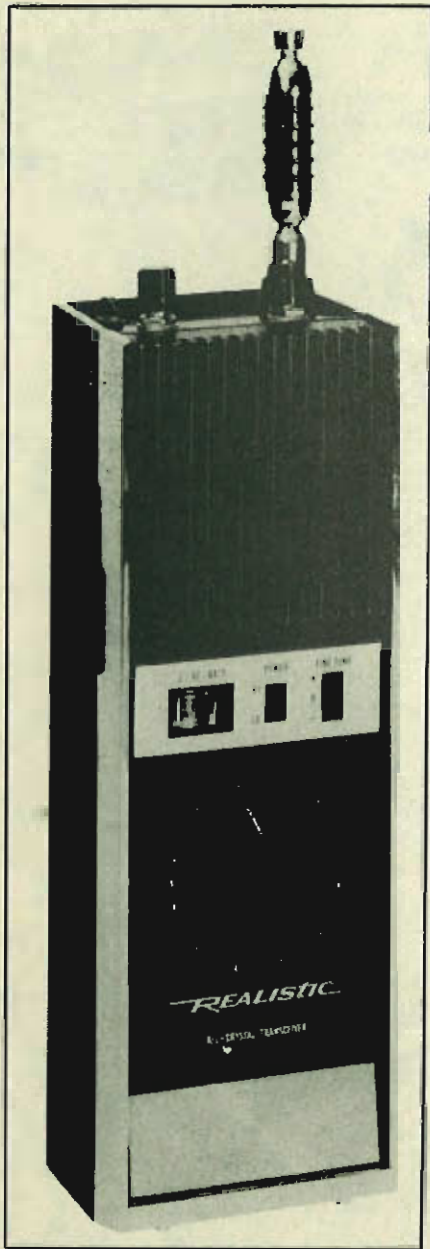


risky operation if CB were legalised and many more people were able to overhear the messages. They believe, moreover, that some safeguard against abuses could be provided by building an electronic device into each set to identify it so that monitoring could check any illegal operation. Technical experts confirm that such a device is feasible.

13. EXISTING ILLEGAL OPERATION In spite of the risk of fines of up to £400 and of Customs and Excise seizure of sets, many thousands are already operating CB radio in this country, unofficially and illegally. They are doing so on the 27mHz band. It is also understood that some 75,000 to 100,000 sets designed for signals on this particular frequency are awaiting sale in warehouses in the U.K.

14. DISADVANTAGES OF THE 27m Hz BAND There is common ground between the Government and advocates of making CB radio legal here that 27 mHz is an unsuitable frequency for the purpose. It directly threatens the users of hospital and other paging systems and the activities of model aircraft enthusiasts; and in addition it is understood that the harmonics of transmissions on this band can also interfere with broadcasting, the emergency services, old people's alarm systems and aircraft operation. Signals at this frequency also have a longer range than is required.

15. ECONOMIC CONSIDERATIONS Estimates have been made that there could be a requirement of between 6 million and 8 million sets if CB



radio were permitted in this country. A potentially large new market could thus be created for British, and London firms - particularly if the controls imposed on band, modulation and set specifications were such that all manufacturers, overseas as well as in this country were starting from a new base in the design of product, with type approved equipment having to perform accurately to the frequency chosen and the system being required to be capable of extension to accommodate e.g. data transmission and station coding to identify the broadcaster. The Government's clear intention to require a frequency other than 27 MHz if CB radio is to be allowed would remove an advantage which America and Japan would otherwise have, since they allow broadcasting on that wavelength and the sets are produced accordingly.

16. THE GOVERNMENT'S REACTION The Government's present views were indicated in a Commons debate on 6th December, 1979. They had the

matter under careful consideration, but had not yet reached a decision. They believed that the really strong argument was the one based on personal freedom. Against this they balanced the need to find a suitable frequency band, which they saw in part as depending on the outcome of the world administrative radio conference in Geneva. This has just finished its work. They recognised that a proper specification and good frequency planning could minimise the risks of interference, but stressed that these could never entirely eliminate it. They considered that complaints would multiply, especially in closely built-up areas, and that work and cost to public funds of the Post Office's radio interference service would increase accordingly.

17. The Government saw that the question of resource and staff costs as crucial to their consideration of the issue. If they should decide to introduce CB they would wish its regulation to be as simple and as free from bureaucratic shackles as could be devised. Nevertheless,

they would feel it necessary to ensure that a new service did not cause unacceptable interference to other users; that proper equipment was used; and possibly that some sanction was retained against the user who deliberately behaved improperly or caused risk to other services. But, however simple they kept the system of control, there would be a requirement for staff to carry out the administrative and regulatory functions - and this would mean expanding the public sector, in however small a degree. Experience in the rest of the world had pointed to a sharply increased work load, both in the making of regulations and in monitoring and enforcement when a CB service had been introduced.

18. As a counter to the Government's concern about increased costs to public funds, it was argued in the same debate that if 6 million sets were sold at £75 each, VAT on the resulting sum (£450 million) would be £67½ million; and that a £5 licence fee for a set with a net life of three years would bring in a further £30 million. (Taxation questions are not, of course, relevant to the principle whether or not CB radio should be made legal in this country. The figures from the Commons debate are quoted here to illustrate that potential sources of revenue need also to be taken into account when considering cost implications associated with making it legal).

19. WHAT DO CITIZENS THINK? As its name implies, Citizens Band Radio is a system which, if legalised, would be



One of the newer modular rigs to discourage thievery

available for use by the ordinary citizen. This paper has attempted to set out some of the considerations that need to be taken into account and provides an opportunity for the citizens (and workers) of London, and any other interested parties, to make their views known to the Council.

20. The Council in turn will make sure that the general direction of those views is made known to the Government. Even if a decision in principle is reached by the Government in the meantime, it will no doubt be followed, if it is a decision in favour, by a period of consultation by the Government as to the detailed requirements that will need to be met - and the Council will be able to contribute in that connections, views that have been forwarded to its response to this consultation paper.

In the United States (and it is only possible for us to analyse the United States in great depth as they have it off to a fine art) two way radio communication over short distances was given Governmental approval by the Federal Communications Commission as far back as 1947. There are three Citizens Band classes:

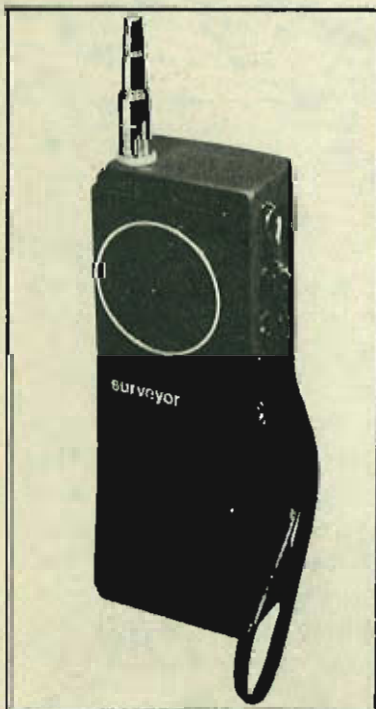
STATESIDE C.B. SYSTEMS

CLASS A General restricted to maximum transmitter power of 60 watts on either AM or FM for radio-telephone type equipment.

CLASS B This was the original CB'ers series of the early fifties. Power was limited to a maximum of 5 watts and like 405 line television sets this classification is now extinct.

CLASS C is the one CB frequency readily available in the United Kingdom subject of course, to a Post Office licence. However, no voice communication is allowed and the transmitter impulses are specifically intended for the radio control of models, garage door openers and similar hardware. By separating and limiting channels in this way it alleviates the fears explained in some consultive documents that model aircraft would uncontrollably descend out of the skies in their thousands.

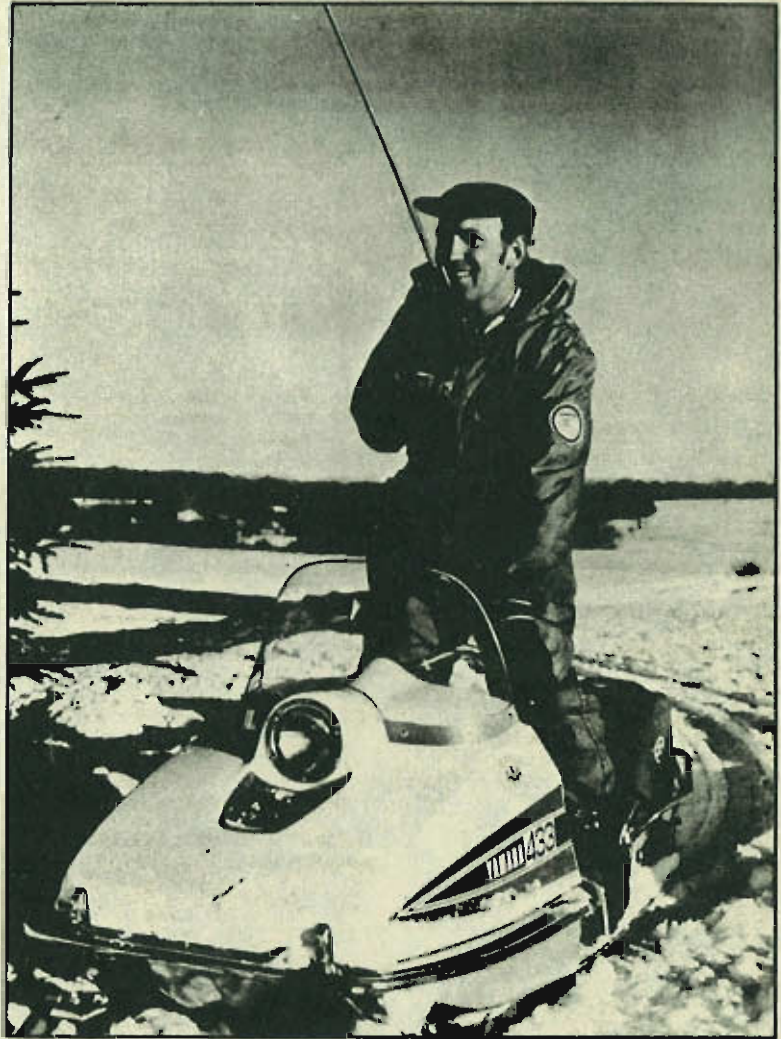
CLASS D is a 40 channel classification available to users throughout the USA, Canada and Mexico. Initially, 23



channels (frequencies) were allocated by the F.C.C. in 1958 but 17 more were added in order to keep up with the unprecedented demand for private transmission. Of the 40 channels, channel 9 is known as the national emergency channel and is monitored 24 hours a day by amateur enthusiasts and channel 23 is used on a shared basis with Class C stations. Here begineth the fear of raining model aircraft.

(The F.C.C. is at present considering even more expansion of the Citizens's Band radio facility extending available frequencies to overlap into possible UHF areas currently enjoyed by those wealthy Americans who boast their own amateur television channel. These new channels will be known as Class E)

When and if, CB Radio is introduced into Great Britain it is likely that the powers that be will embellish the rules and regulations of going on the air with as much bureaucracy as they feel necessary. We think perhaps a whole new computer could be installed in Swansea; creating thousands of new jobs for people who would be responsible for issuing tens of thousands of new licences. In the United States however, all you had to do to receive a licence to operate a class D station was to fill in a simple form known as FCC505, obtain a copy of the F.C.C. rules and regulations and send US\$4. The government department administrating this found that the collection of four dollars was too much of a hassel that now it cost nothing. Also, to obtain the rules and regulations



Low-power, 100 milliwatt walkie/talkies like the one shown in use were shifted to the 49 MHz band as of February 12, 1976, although their use is legal until March 18, 1983. (Courtesy Pace Communications, Div. of Pathcom, Inc.)

you had to send a couple of dollars to Washington but you don't now as they no longer felt it necessary to issue such a publication and now the people selling the merchandise are obliged to supply the rules and regulations with the equipment. Here endth bureaucracy. Just to prove how simple it is in

America, we reproduce the FCC form 505 together with their step by step instructions on how to complete the form. Step 7 should amuse people in the UK especially the part about you want more than 15 transmitters you'll have to attach a written explanation of why!

STEP 7 Check the appropriate box again. This part of the form is also used for licence renewal or to increase the number of transmitters covered by your station licence. If you want more than 15 transmitters you'll have to attach a written explanation of why. Also, if you are renewing an existing licence, give your call sign.

STEP 8 Check the appropriate box.

STEP 9 Decide how many transmitters you want and check the appropriate box. The average person should probably check 1-5.

STEP 10 Read what you are signing in Step 11.

STEP 11 Sign the Application.

STEP 12 Don't forget to date the application.

Stuff the whole thing in an envelope - don't send the \$4.00 fee, the licence is free after January 1, 1977 - and mail the form to the Federal Communications Commission, Gettysburg, Pennsylvania 17326. This is the only address that should be used for licence applications. Any other address is wrong, since the F.C.C. is still using up older forms. do not address any other mail but an application to this address - it will only confuse things. You will receive by mail, your licence, and a call sign, which is good for a period of 5 years from date of issuance unless it is revoked for cause. Don't worry if it takes a little time to get your licence back. The F.C.C. is currently backlogged with about 250,000 licence applications.

1. (STATION CALL SIGN) _____	UNITED STATES OF AMERICA FEDERAL COMMUNICATIONS COMMISSION	FCC FORM 452-C Revised
TRANSMITTER IDENTIFICATION CARD		
THIS CARD ATTESTS THAT AUTHORIZATION HAS BEEN RECEIVED FROM THE F.C.C. FOR INSTALLATION AND/OR OPERATION OF THE RADIO TRANSMITTER TO WHICH ATTACHED.		
2. NAME OF PERMITTEE OR LICENSEE _____		
3. LOCATION(S) OF TRANSMITTER RECORDS _____		
4. TRANSMITTER OPERATING FREQUENCIES _____ CLASS D CITIZENS BAND		
5. SIGNATURE _____ (PERMITTEE, LICENSEE, OR RESPONSIBLE OFFICIAL THEREOF)		
CURRENT FCC AUTHORIZATION FOR THIS TRANSMITTER EXPIRES _____		
EM-169		104067

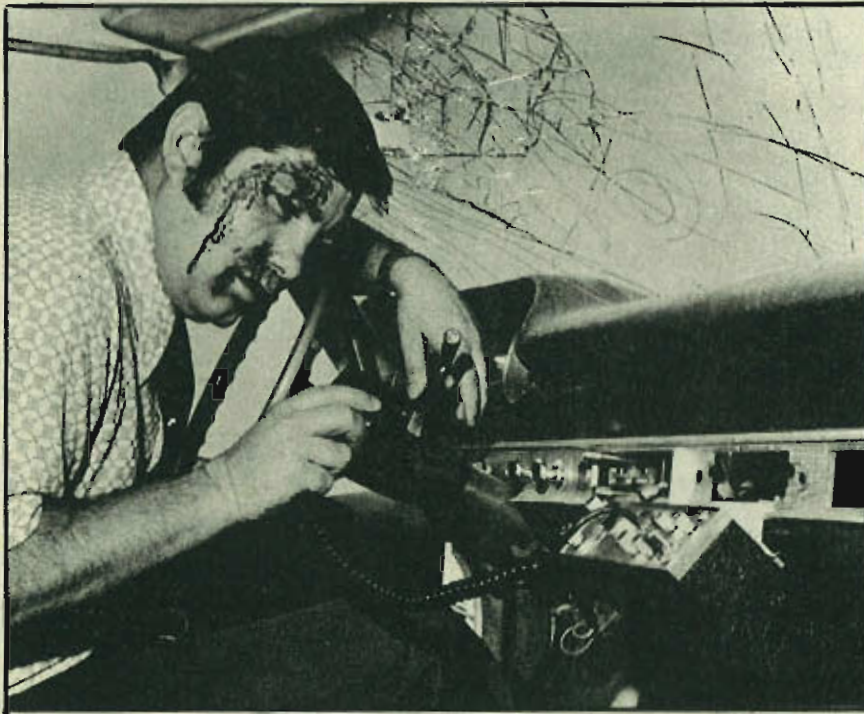
In addition to the licence, mobile operators are expected to carry a Transmitter Identification Card but that is as much as is required under American law.

So, to summarise the state of the game in the States; Channel 9 is for emergencies, route information and the availability of food and lodgings. Channel 19 is the unofficial two way channel for the truckers and Channel 13 like channel 19, is unofficially for boat owners for marine information.

In the United Kingdom the operating procedures for a commencement of transmission via radio telephone are very much similar to those procedures which are officially requested (though already over used) by the Federal

Communications Commission in the USA. For instance, a water board in Britain may well use the call sign AQUA and it's base station would be known as AQUABASE. Consequently, any mobile stations would be known as units 1,2,3 etc but would still use the call sign AQUA. In America a CB user must commence his transmission with a call sign eg. KABC3456 and KABC3456 unit one would be the base station and KABC3456 units 2,3,4 etc would be mobile sets. Most CB'ers however identify themselves with "handles" which were at one time frowned upon by the authorities. Since 1975 however, the use of such "handles" as Rubberduck, Sugar Britches, etc has received F.C.C. approval provided the call sign is also given at the commencement of transmission.

In the 1950's, British television viewers were introduced for the first time to the famous American "10- codes". Famed actor Broderick Crawford used to conclude every episode of the top rated Highway Patrol series with the catchphrase, "Leave your blood in the blood bank, not on the highway, 10-4" Of course, 10-4 means 'affirmative of O.K.' and for the uninitiated we publish below the official 10 codes used by the American law enforcement agencies as well as the more dedicated CB'ers.



10-4

- 10-0 Caution
- 10-1 Unable to copy - change location
- 10-2 Signal Good
- 10-3 Stop transmitting
- 10-4 Acknowledgement (O.K.)
- 10-5 Relay
- 10-6 Busy - stand by unless urgent
- 10-7 Out of Service
- 10-8 In Service
- 10-9 Repeat
- 10-10 Fight in Progress
- 10-11 Dog case
- 10-12 Stand by (stop)
- 10-13 Weather/road report
- 10-14 Prowler report
- 10-15 Civil disturbance
- 10-16 Meet complainant
- 10-18 Complete assignment quickly
- 10-19 Return to.....
- 10-20 Location
- 10-21 Call..... by telephone
- 10-22 Disregard
- 10-23 Arrived at scene

Letter	Spoken As	Letter	Spoken As
A.....	ALFA	N.....	NOVEMBER
B.....	BRAVO	Q.....	OSCAR
C.....	CHARLIE	P.....	PAPA
D.....	DELTA	Q.....	QUEBEC
E.....	ECHO	R.....	ROMEO
F.....	FOXTROT	S.....	SIERRA
G.....	GOLF	T.....	TANGO
H.....	HOTEL	U.....	UNIFORM
I.....	INDIA	V.....	VICTOR
J.....	JULIETT	W.....	WHISKEY
K.....	KILO	X.....	X-RAY
L.....	LIMA	Y.....	YANKEE
M.....	MIKE	Z.....	ZULU

Numeral	Spoken As
0.....	ZERO
1.....	WUN
2.....	TOO
3.....	THUH-REE
4.....	FO-WEH
5.....	FI-YIV
6.....	SIX
7.....	SEVEN
8.....	ATE
9.....	NINER

- 10-24 Assignment completed
- 10-25 Report in person(meet)..
- 10-26 Detaining subject, expedite
- 10-27 (Drivers) licence information
- 10-28 Vehicle Registration Information
- 10-29 Check record for wanted
- 10-30 Illegal use of radio
- 10-31 Crime in progress
- 10-32 Man with gun
- 10-33 EMERGENCY
- 10-34 Riot
- 10-35 Major crime alert
- 10-36 Correct time
- 10-37 (Investigation) suspicious vehicle
- 10-38 Stop suspicious vehicle
- 10-39 Urgent use light, siren
- 10-40 Silent run, no light siren
- 10-41 Beginning tour of duty
- 10-42 Ending tour of duty
- 10-43 Information
- 10-44 Request permission to leave patrol..... for.....
- 10-45 Animal carcass in..... lane at.....
- 10-46 Assist motorist
- 10-47 Emergency road repairs needed
- 10-48 Traffic standard needs repairs
- 10-49 Traffic light out at.....
- 10-50 Accident

10-4

- 10-51 Wrecker needed
- 10-52 Ambulance needed
- 10-53 Road blocked at.....
- 10-54 Livestock on highway
- 10-55 Intoxicated driver
- 10-56 Intoxicated pedestrian
- 10-57 Hit and run
- 10-58 Direct Traffic
- 10-59 Convoy or escort
- 10-60 Squad in vicinity

- 10-61 Personnel in area
- 10-62 Reply in message
- 10-63 Prepare make written copy
- 10-64 Message for local delivery
- 10-65 Net message assignment
- 10-66 Message cancellation
- 10-67 Clear for net message
- 10-68 Despatch information
- 10-69 Message received
- 10-70 Fire alarm
- 10-71 Advise nature of fire
- 10-72 Report progress on fire
- 10-73 Smoke report
- 10-74 Negative
- 10-75 In contact with
- 10-76 En route
- 10-77 ETA (estimated time of arrival)
- 10-78 Need assistance
- 10-79 Notify coroner
- 10-80 Chase in progress
- 10-81 Breatherlizer report
- 10-82 Reserve lodging
- 10-83 Work school xing at.....
- 10-84 F meeting.....advise T
- 10-85 Delayed due too.....

13 Code

There is also a Q-code and a rapidly growing 13-code which is possibly the most fun. We reproduce the 13-code here for your hilarity.

- 13-1 All units copy and think you're an idiot
- 13-2 Yes, I copy but I'm ignoring you
- 13-3 You're beautiful when you're mad
- 13-4 Sorry about that, big fella
- 13-5 Same to you, Sam
- 13-6 OK, so I goofed, none of us are human
- 13-7 If you can't copy me, it's

- your fault, because I'm running 3000 watts
- 13-8 You sound so illiterate your parents couldn't have been married
- 13-9 Are you running "ancient mary"?
- 13-10 I'd gladly help you out, but I don't know how you got here in the first place
- 13-11 Have you tried blowing your nose? It might clear your ears
- 13-12 It sounds like you still have foot-in mouth disease
- 13-13 Your friends must have pinned your co-ax again
- 13-14 I know now what an antenna with less than unity gain sounds like
- 13-15 Why did you pay for a licence if you only run 130 milliwatts?
- 13-16 The mouse running your generator must be tired
- 13-17 The only reason you're able to go horizontal is because your antenna fell down
- 13-18 If I could copy you, I'd be tempted to answer
- 13-19 Are you talking into the back of your mike?
- 13-20 Is your mike clinking or is your upper plate loose again
- 13-21 Good grief: are you being paid for the word?
- 13-22 If you had spoke for another 30 seconds you would've been eligible for a broadcasting licence
- 13-23 You made more sense the last time you were smashed
- 13-24 Either my receiver is out of alignment or you're on Channel 28
- 13-25 That's new antenna? I could get better signals from a damn string
- 13-26 What a fantastic signal, give me a few minutes so I can

bring the mobile unit into your driveway so I can copy your message

CB RELATED TERMS

ANL Automatic Noise Limiter
BASE Intended for use in one place

BEAM Type of highly directional antenna

CB Citizens Band, the common name of the Citizens Radio Service

CHANNEL Common name for a CB frequency

COAX Coaxial cable used to connect the antenna to the transceiver

CRYSTAL A piece of quartz used to control frequency

DECIBEL (db) Unit of measure for the loudness of sound

DX Long distance

FREQUENCY The pitch of a radio signal that distinguishes it from another

Hz Hertz (cycles per second)

KHz Kilohertz (kilocycles) or thousands of cycles per second

LSB Lower sideband

MHz Megahertz (megacycles) or millions of cycles per second

MICROVOLT One millionth of a volt

MOBILE Any set intended for use while in motion as in any vehicle

NOISE BLANKER See Noise Limiter

NOISE LIMITER A circuit that reduces noise from man made devices

PA Public address

PEP Peak envelope power, applies only to SSB receivers

PL-259 Connector used to connect the coaxial antenna line to the transceiver

RF Radio frequency signals above 15 KHz

RFI Radio frequency interference



CB designed specifically for a motorcycle, held in place on the gas tank by straps. (Courtesy Beltek Corp.)

S-UNIT Units (from 1-9) indicating the relative strength of a received radio signal

SKIP A radio signal, reflected by the ionosphere which is bounced back to earth at a far distant point

S/N Signal to noise ratio

S + N/N Signal plus noise to noise ratio

SSB Single sideband

SQUELCH Circuiting that quiets the speaker until a signal is received

SUPERHET Superheterodyne circuit, commonly used for its high sensitivity and selectivity.

SWR Short for VSWR

TVI Television interference

UHF Ultrahigh frequency; 300-3000 MHz

USB Upper sideband

VAC Volts alternating current

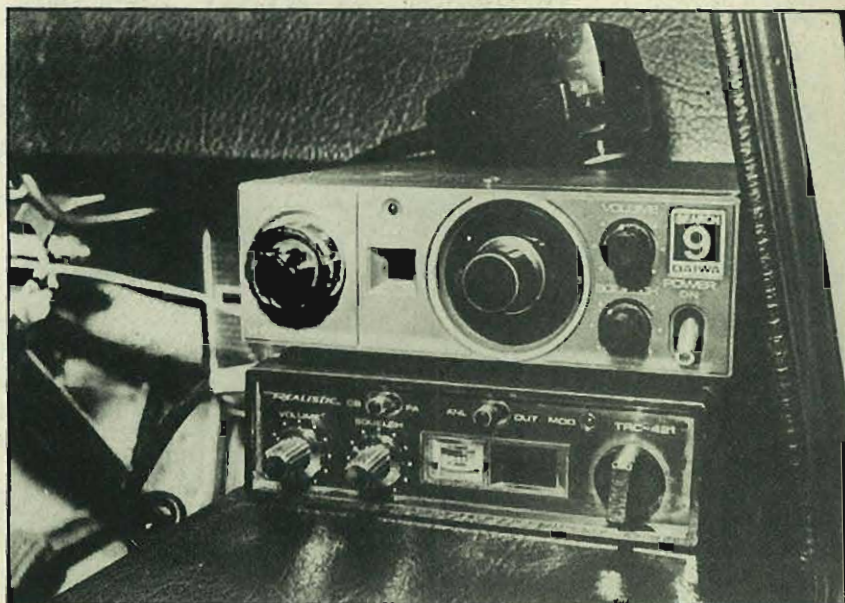
VDC Volts direct current

VHF very high frequency; 30 - 300 MHz

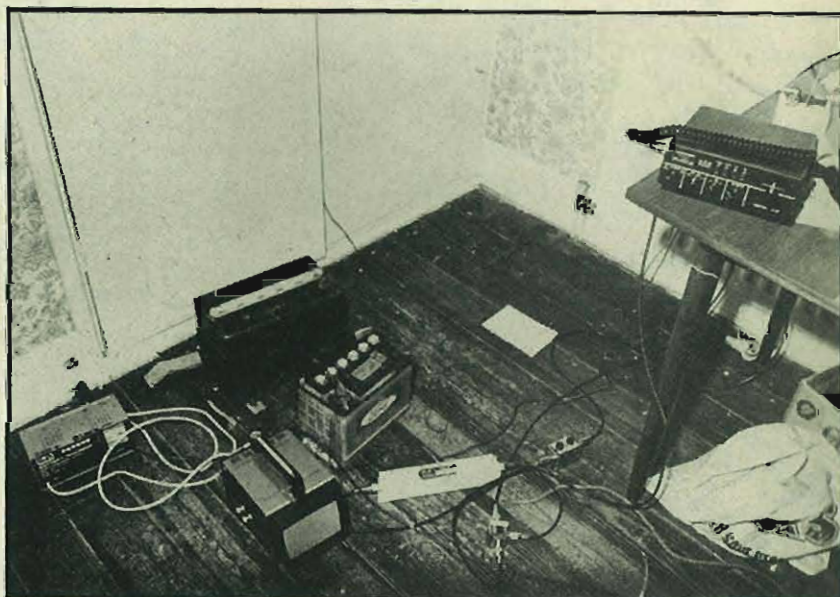
VSWR Voltage standing wave ratio. A rating of the efficiency of an antenna VSWR of 1:1 is ideal but rarely achieved. The lower the VSWR the better as more transmitter power is going into the antenna.

Potential Use In The U.K.

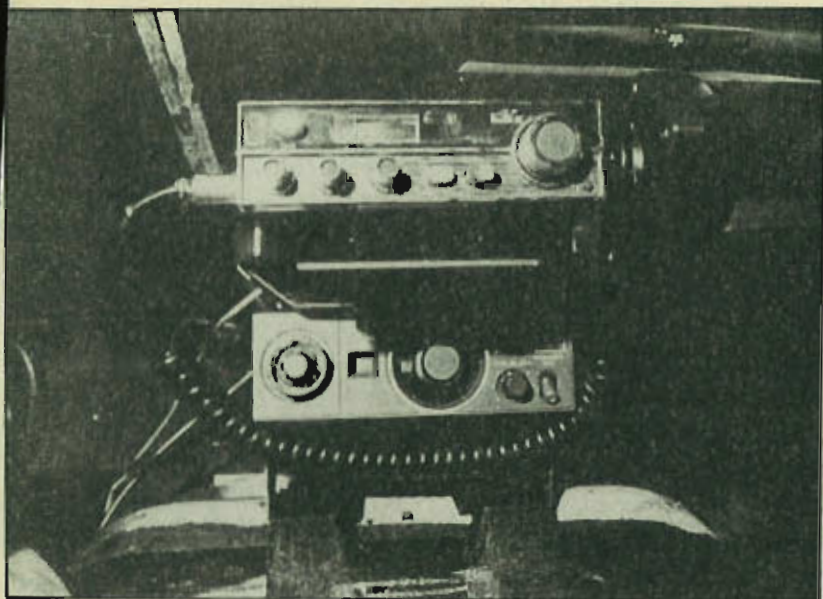
When Britons finally get their Open Channel as promised by the Home Office, who'll be first in the queue to buy rigs? Undoubtedly, those who'll benefit most are those to whom rapid, long distance, electronic communication has so far been denied - the masses behind the wheel. Mobile two-way radio will fascinate people: it will seem like magic to ride along in a car and talk with someone miles away just by squeezing a microphone. Lorry drivers and all other motorists - police patrols too - will find CB Radio a vital tool to keep things together on Britain's roads. It will give them an extra sense stretching miles ahead to perceive changing road and weather conditions, accidents, and other driving hazards. The mapless driver need never be lost again with a rig by his side. The saving on the national fuel bill could bring smiles to those at the Exchequer as millions find quicker ways from A to B even forsake the car at times to conduct their affairs over the air. The majority of CB users will be lorry drivers. It will make sound business sense to the haulage boss to have 'ears' on his wagons. The chatter of the air waves and road reports will keep his drivers awake and alert to what is going on and liable to affect them. In the States, truckers with CB have dodged hold-ups and fog banks countless times just by having their ears on. CB will



1. The ledge beside the driver makes an ideal site for his two part rig. Above: a 2m radio Ham receiver Below: a TRC 421 40 channel CB radio.



2. This base station in a spare room may look untidy but it works and, as any CBER will tell you, that's the main thing! One car battery provides all the juice needed by the Ham International rig on the table and it's owner 'gets out' using a 27MHz beam antenna like a hoop. The TV set on the floor is to check that the long white box (a TVI interference interceptor) is working.



3. Inside this van, the 2m radio Ham receiver (below) is bolted over the gear box, but, the 40-channel Stalker IV CB radio, with gain control and dimmer switch, slides out for indoor use (and to beat CB thieves).

give long haulers something to do, particularly at night on long, boring hauls. And when two or three artics bunch and start a long pull together, radio communication will make the miles seem shorter. These drivers will probably get the most out of their rigs simply by way of the miles they cover and the hours they put in. But you won't have to chauffer an 18-wheeler to get plenty of use from a CB radio. Any kind of driving in an unfamiliar town or city offers plenty of opportunity to put a rig to good use getting guidance from the locals without having to stop.

A breakdown along a lonely stretch of road on a cold and nasty night is less dire a situation both for the driver and his employer when there is a CB to hand. Listening on the emergency channel - there should be one - will almost certainly be someone with a tow rope or spanner and five minutes to spare.

Companies may find that properly fitted CB rigs add to the retail value of their trucks on the second hand market while bosses who fear opposition, through damage to cabs by hole drilling drivers keen to fit their own antennas, will be pleased to hear about clip-on ones.

Sales representatives and deliverymen will be among those to benefit from mobile two-way radio. Small businessmen may find it cheaper to use CB than Post Office's Air Call or other networks to keep in touch with his employees on the road. Commercial drivers all over the



5. CB radio completes these two custom vehicles: rig inside antenna outside.

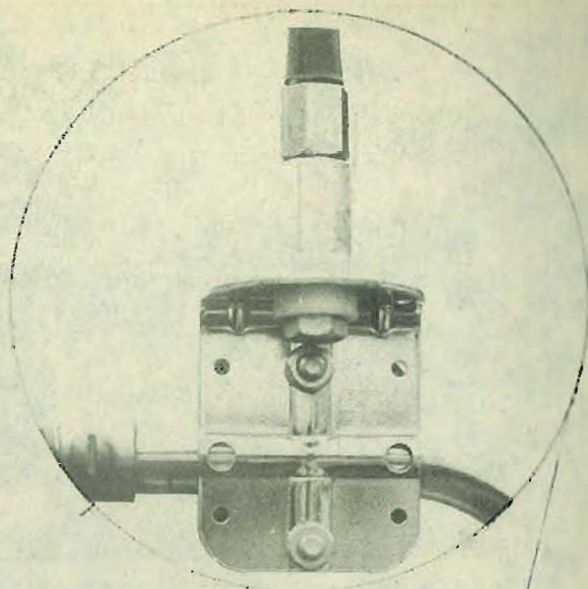
country need never spend time at their branch offices again: being radioed all the assignments of the day before they even leave the breakfast table!

The everyday motorist could do a lot worse than fit a CB radio. The rig will probably last longer than the car and in its life time enable him to listen in to a mine of traffic information, mainly from lorry drivers, the 'gurus' of the road who know all the right turns and best places to eat.

Still on wheels, CB will find other roles. At work, combine harvester and bulldozer drivers, for example, will find two-way radio an asset in summoning ancillary vehicles to collect wheat and rubble. Racing and other competitive drivers can radio instructions ahead to their crew in the pits so knocking off those all-important seconds on lap times.

Sportsmen in other fields will be keen to acquire rigs. In any event where team members are likely to be separated from each other or their coach, sets, particularly low power "walkie-talkies", will come into their own. Boating, hill walking, orienteering, hunting and fishing will all be enhanced by CB. Race marshals linked by CB can cover the event more effectively while youth groups and cadet units will put two-way radio to many good uses in their outdoor activities.

The Englishman at play too will need his CB either to call up friends for a party or to let his wife know he's stuck in rush hour traffic and won't be back in time for that anniversary date! Out camping he can give



4. Giving a truck 'ears' is easy. This Firestick antenna is clamped on to a wing mirror and can be quickly removed leaving no unsightly holes when the vehicle is sold.



6. Truckers stand to gain the most from CB radio.

Pressure Groups

ORGANISATIONS LOBBYING FOR YOU

The following British organisations are lobbying for the legalisation of Citizens' Band Radio in the U.K.

National Campaign for legalisation of Citizens' Band Radio, 16 Church Road, St Marks, CHELTENHAM, GL51 7AN; Citizens' Band Association (president Mr James Bryant), address as above.

United Kingdom Citizen's Band Campaign (and magazine), 32 Downbank Avenue, BARNHURST, Kent (Mr Bernie Murray) The National Steering Committee, 15 Fordel Road, Catford, Greater London (chairman Mr Theo Yard).

Mr Bernie Murray writing in the UKCBC Magazine said:

"The Home Secretary recently announced that the Government was in favour 'in principal' of a CB system in this country to be known as Open Channel. The Government would shortly issue a consultative paper etc. etc. Now what exactly does this mean?

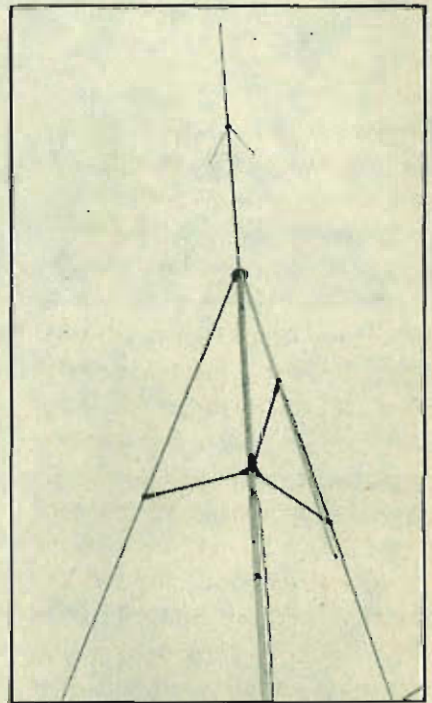
"In my view it means little more than that the Government will introduce CB in Britain at a time of its own choosing."

Mr Murray said that the efforts of UKCBC members and supporters had made the

Government so aware of the demand for CB that it had to make the announcement.

"Certainly we are entitled to our moment of euphoria," Mr Murray told members, "but equally, now is not the time to sit back and assume the battle is won."

He said that his organisation and others were pressing for "any social channel" - not 27 MHz - with licence fees and rules similar in common sense



8. This 40' Starduster antenna has an 'outer space' design but is more efficient than most.

terms to those of the FCC in the United States and FZZ in Western Germany.

Organisations such as the UBA (United Breakers Association), and illegal users such as the 10-4 club of east London and Hart of England in the Midlands with over 100 members were not aiding the cause said Mr Murray.

Brant



7. The ultimate CB radio: a Cobra set with AM/FM stereo radio receiver plus 40 channel rig with squelch and digital read out on clip-on microphone.

his children a headset and feel at ease as they stray out of ear-shot. The kids will appreciate it too. But the indoor types will not be left standing when the CB radio boom comes to Britain. For thousands, home will become "base" as wives and mothers give Jimmy Young a miss to talk with neighbours over the air and chat to motorists; husbands and sons may man the rig to monitor the emergency channel. Not everyone will want to do this but many service-minded citizens will form their own associations throughout the country to help the police, fire, and ambulance services during emergencies. Britain can certainly look to the States for inspiration. There,

Channel 9 is the emergency CB channel; it cannot be used for private conversation. It can be used by motorists to summon assistance and is monitored around the clock in every state by voluntary aid groups. One of the foremost of these is REACT (radio Emergency Association Citizens Teams) formed in 1962. It has 50,000 members who each buy an extensive kit, pay subscriptions, and put in a minimum number of hours a week. REACT is a serious enterprise and people who get their kicks from driving around with a little yellow light flashing on top of their cars will not finish the probation period. There are other such voluntary organisations to monitor Channel 9. Such a system could work successfully in this country at no expense to the tax payer - a point which the Home Office will be bearing in mind. The English are adept at building a form of recreation around any aspect of life. So will it be with CB. Many clubs will be founded doubtless on the strength of a few CBers getting together one evening for an "eyeball". Already, though CB is currently illegal, there are numerous flourishing clubs up and down the country holding regular clandestine meetings and raffling rigs and so on.

We can now only wait for the day - not so very long now-when Britons will get what they want and need: an inexpensive radio system to bring millions of strangers together relieving their tedium, advising and aiding them, and improving the quality of life. CB manages this, now it is for the Home Office to manage CB.

American C.B. Law

American CB law, the rules and regulations that govern the use of CB equipment, are as you might expect somewhat skimpy and of course by the time the craze reaches the UK it is projected that much tougher guide lines will be "part of the deal". At one time you couldn't use the air waves for general communication but now this restriction has been removed. The F.C.C. only has five hundred people to "police" the market and five million are reputed to own CB's, so they only act in extreme violation of the law such as regular use of profanity, the playing of music and the use of the air waves to solicit for business. Prostitutes in the States are regular violators of this law. The maximum communication distance for a CB'er is 150 miles; in the United Kingdom this may be as little as 15 miles. Conversations are limited to no more than five minutes per break; in the UK 2 minutes may well be the maximum duration. The F.C.C. has to act against operators who are known not to have a licence and who disregard the rules regarding obscenity and also those CB'ers who crank up their transmitters from the legal maximum of 4 watts to an illegal high of 100 watts or more. The department is also extremely sensitive about operators who keep "keying" the mike (pushing the mike

button without speaking) as this breaks transmission and of course prevents other users from broadcasting by blocking out the signals of nearby transmitter carriers. Throughout the whole Continent of North America CB users enjoy reciprocal facilities with CB'ers in Canada and Mexico but those who cross frontiers are requested to have the necessary permits to prevent confiscation of their equipment - or as outlined in Chilton's CB Handbook a border police operation has been known to apply a .38 calibre slug between the transmitter dials - thus rendering the equipment useless.

Those operators who take the CB system seriously are those who tend to benefit from owning such equipment. Abuse of the air-waves only alienates the authorities. In the USA, CB Societies help to police the system themselves and it is not unknown for a posse of CB'ers to gang up on a persistent violator and subsequently confiscate his rig. Even worse fates have been deemed on the gentlemen who make suggestive comments when children are broadcasting with the supervision of their parents. In many State areas citizens also monitor certain channels and on a national scale the Radio Emergency Association Citizens Team (REACT) listen in to the 24 hour emergency channel in association with the police. The emergency channel, as previously outlined, is number nine but it is well known to the "audience" listening in to the most interesting dialogue on the truckers channel, number 19, that a break on that frequency would facilitate assistance within minutes.

Basics

The basic rules of broadcasting are very simple. Since all CB channels in the States are shared the first rule to learn is consideration. Because everyone is not able to talk at the same time, patience is a virtue and a courteous operation always listens first on the desired channel making sure it is clear. If someone else is talking one either waits until they have finished or requests a break in transmission, hence the well known term; Break, Break, Break or Breaker Breaker.

"Smokey Reports" are legendary. It is this part of CB broadcasting in the States which is unlikely to be "enjoyed" by the law enforcement officers in this country. It may well be the policy or even law, to make it illegal to communicate with the police or other emergency services. This will be a controversial subject for a long

time. The legality of the fact that one operator can communicate with another operator advising him of a radar speed trap is always in question. Generally, in most American States this abuse is tolerated owing to the fact that it has been proved that the speed of the traffic has been reduced since the introduction of CB. Many law enforcement officers feel that as long as someone slows the traffic down that is all that matters. As one officer said, "Saving lives is more important than issuing speeding tickets". Also, as there are always sufficient "Smokies" around the frequency of Smokey Reports makes it possible for a driver to become so confused that he is expecting a police patrol to pop up out of every location. If however, a CB operator aides a felony by assisting the guilty party to evade or escape apprehension, then such deeds are both illegal and highly punishable. It should be said at this point that the job of a police officer commands respect and more often than not it is a thankless and unrewarding career. Whilst "Smokey Reports" can be fun CB operators are in the main encouraged to respect and obey the law. Just because you have a CB radio it does not mean that you will be able to avoid the traffic cop because, as you know many "Smokies" also "have ears" and it is the police as well as the F.C.C. in the States who listen in to ensure that sufficient dignity is maintained at all times.

Freak Weather

Occasionally, in Great Britain it is possible to switch on the television set and watch Belgian television though, it must be said that whilst the picture is clear enough the sound is on a different frequency and consequently the audible side is not receivable alongside the picture. This is brought about by freak weather conditions and can even happen with respect to a CB'er's equipment. Radio signals, as with a television picture can skip and bounce off the ionosphere extending the normal communication range. At certain times of the year VHF radio listeners in Scotland can receive transmission from taxi drivers in London.

By the same token a CB operator in Nashville can sometimes communicate with one in Seattle, some two thousand miles away. Such a reception is possible but not predictable, and as such is illegal. The F.C.C. have a 150 mile rule which means that if a skip breaks ie one which is received from an operator whose signal is not in the area but has bounced off the ionosphere then the receiver is obliged not to communicate with the sender. The same rule applies to a CB operator who wishes a message to be passed on to another operator not in his range via another CB'er; this must be done if the total distance covered is greater than 150 miles.

Walkie Talkies

In the USA not all CB radio equipment requires a licence. For instance, a hand held walkie talkie with a power output of 100 milliwatts or less (1/10 of a watt) does not require a CB licence. These are generally children's types of walkie talkies or equipment used for in-house business communication. It is a rule of the F.C.C. that unlicensed equipment is not to be used to communicate with licensed equipment ie transmitter with a power output of even 1.5 watts. Not all walkie talkies are unlicencable a range manufactured by the Tandy Retail Outlet known as Radio Shack has 23 different channels and is able to operate on the maximum permitted power output.

Controls

Whilst it is not legally possible for you to own a CB rig at present, you will see that we have illustrated throughout our magazine pictures of the kind of equipment available in the United States. This is for your interest only and as previously outlined equipment manufactured for the potential British market may well be of a different design to satisfy our nations requirements. However, we would like to briefly mention the controls of the CB equipment which will highlight the simplicity of operation:

1. ON/OFF/VOLUME

Just like a normal transistor radio all CB rigs have a switch to turn it on or off. These are normally located on the front of the set.

2. SQUELCH

Unlike a normal transistor radio, CB transceivers (transmitters/receivers) have an additional knob which is used to adjust the sensitivity of the receiver portion of the set. Without this control one would experience a scratchy static sound which would be caused by the receiver itself. All this control does is to eliminate the squelch allowing the incoming signal to be heard, silencing the background noise.

3. CHANNEL SELECTOR

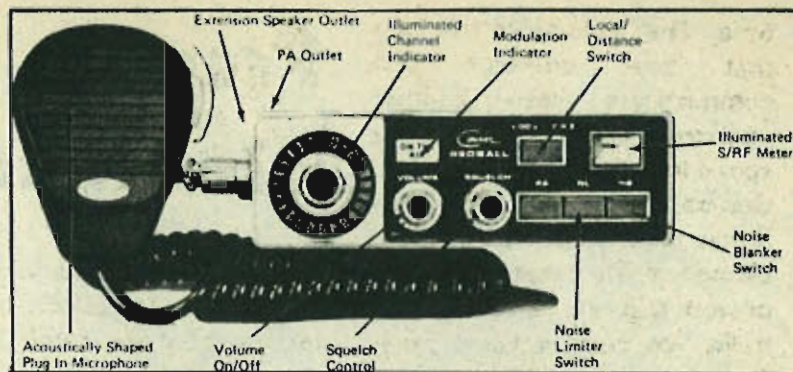
Assuming that we have more than one channel to broadcast and receive on, our sets also will have a channel selector rather like those multi-position knobs located on early VHF television sets. On some American equipment the channel selector has been located on the microphone housing facilitating one handed control possible - a boon to the motorist.

4. AUTOMATIC GAIN CONTROL

"AGC" is a term which is used by CB freaks. It is a feature of the circuitry to prevent over loading the receiver when in the vicinity of a third party transmitter. In other words, if you had the volume turned to maximum to receive a very weak signal then if you did not have this control you would have your head blown off when a strong signal was received.

5. AUTOMATIC NOISE LIMITER

The ANL acts as a filter. It reduces the static between signal input substituting silence



in place of man made static such as near by machinery, car ignition or other electrical and mechanical engine interference. Generally, the ANL is an on/off switch and manually controlled. Some sets also have a "Noise Blanker" which is a more complicated version of the ANL and can also eliminate pulsating noises from your equipment.

6. S. METER

More expensive sets have meters which determine the strength of the incoming signal in S. Units from one to nine. An S1 signal is weak and an S9 signal is strong. The meter measurement is decibels. Some equipment also has a RF meter which monitors the power of your own signal when transmitting and indicates the efficiency of your equipment.

7. DELTA TUNE

This is a three position switch allowing the user to correct the receiver for off-channel signals and to receive the signals best for their frequency with the minimum of distortion.

8. DX - LOCAL CONTROL

This facility is ideal for town work giving the operator the choice to receive local short-

range calls or DX long distance communication at the slide of a switch.

9. TONE CONTROL

This is nothing more than a treble/bass control like a kind found on normal AM radio and stereo record players.

10. MICROPHONE

There are two main kinds of microphone available - one the hand variety or more convenient for the driver, head sets and microphone similar to those ones used by telephonists. The latter is more suitable for operators of public service vehicles.

Some equipment manufactured in the States will also have indicator lights advising the user whether they are in a broadcast or receive situation, microphone gain control to vary the percentage of modulation, and even a CB/PA switch giving sets the capability of the user talking through the microphone to those people on the sidewalk by public address. Police radios already have this facility in the UK but it is unlikely that the general public will be able to enjoy this facility in this country.

AMERICAN CB SLANG

ACNE: rough road in need of repair

AIR BEAR: police in helicopter

ALICE IN WONDERLAND: driver who appears lost or confused about where he's turning

ALL THE FLOWERS YOU CAN

HANDLE: best wishes to you

JIVE TALKING

ALLIGATOR: CBer who talks to much; CBer who has a 'big mouth'

ALMOST HEAVEN: West Virginia (like the song)

ANCHOR BODIES: wife and children

ANCIENT MARY: A-M car radio

ANGEL BUGGY: truck hauling dangerous cargo (nitro etc.)

ANGEL FACE SPECIAL: wife

APPLE EARS: CBer who listens, but won't talk

AROUND THE HORN: tuning through all forty CB channels

ASPHALT PILOT: truck driver

BACK DOOR CLOSED: rear CB vehicle in a line of two or more watching for police

BACK OUT: stop transmitting

BACKGROUND TOO HEAVY: background noise too strong

BAND AID: ambulance

BAREFOOT: legal operation of CB in terms of power; eg. "Hey good buddy, are you sure you're running barefoot in that mobile?"

You're blowing my windows out

BASE RIG: CB set installed in home or other immovable location

BATTERY ACID: truck stop coffee

BEAN STORE: Restaurant

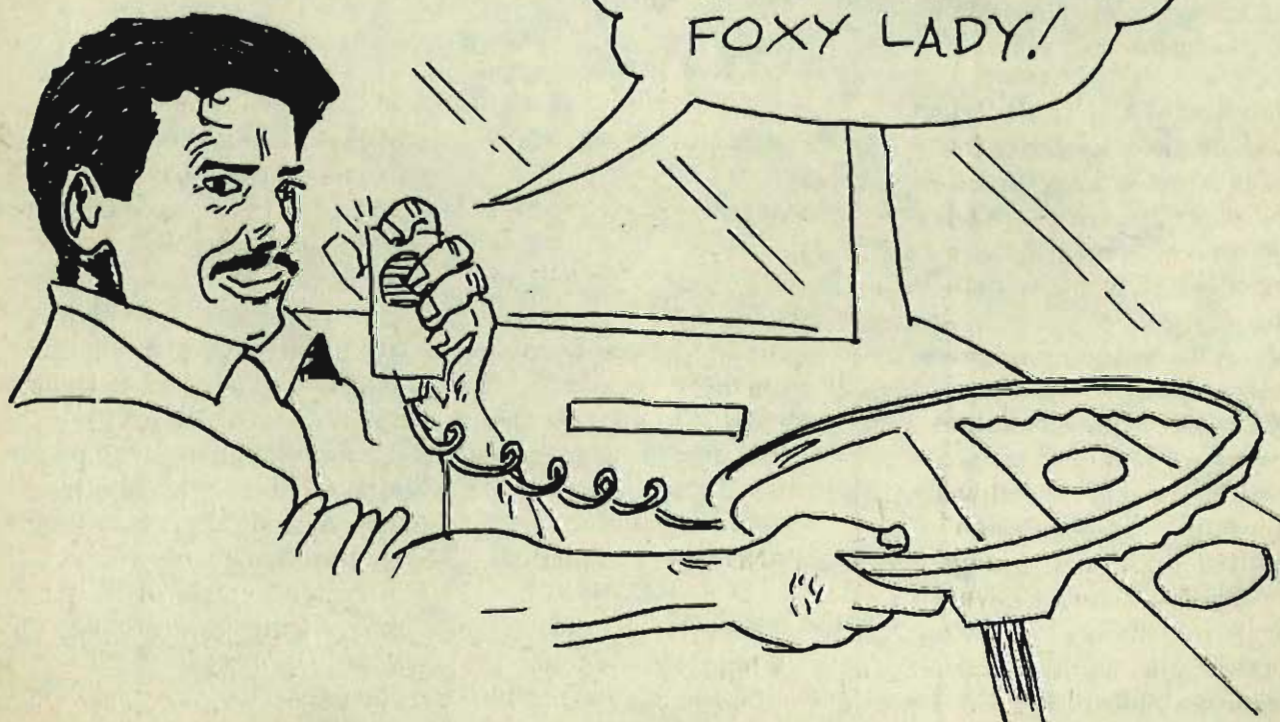
BEAR: police of any kind

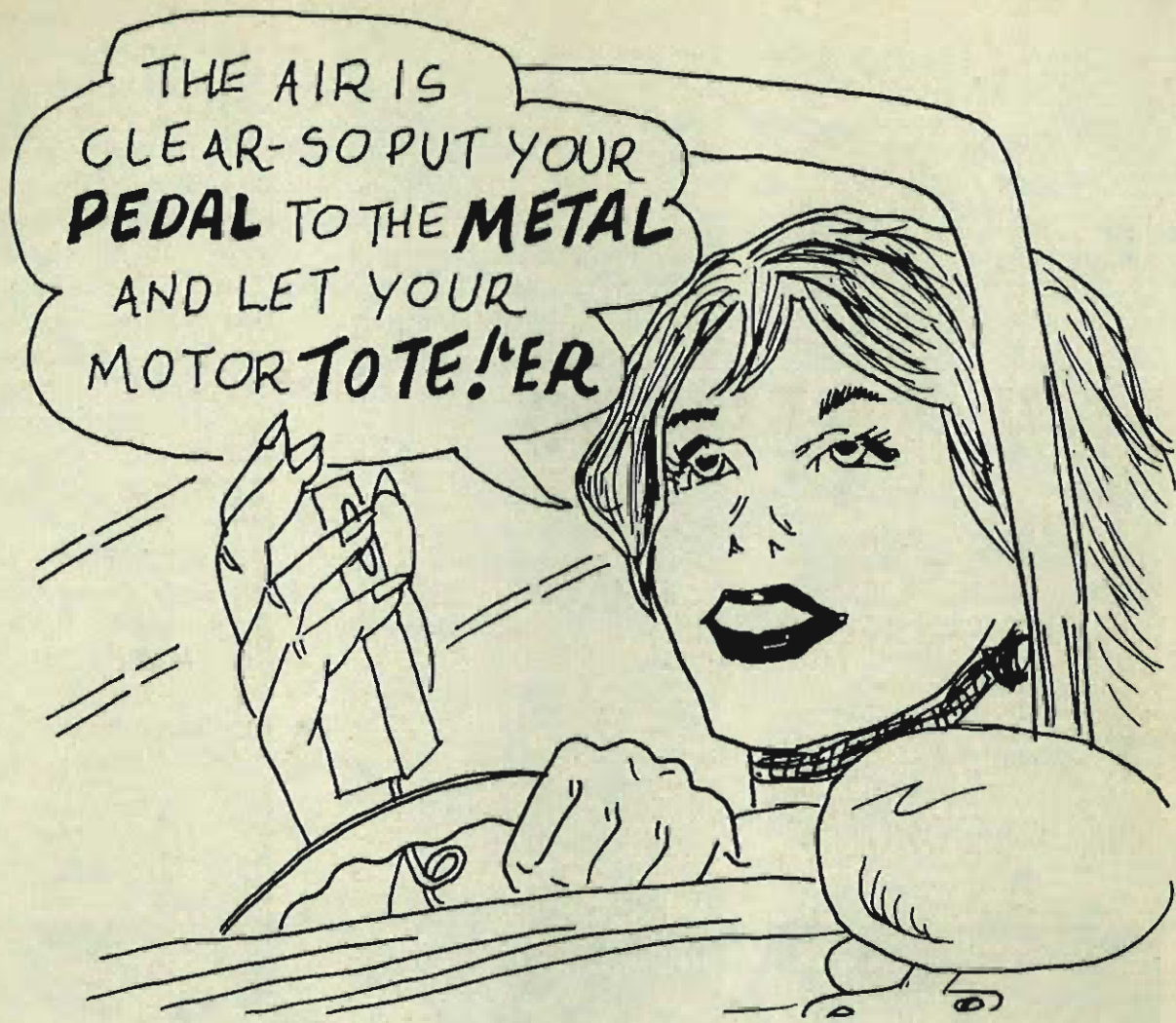
BEAR IN BUSHES: speed trap

BEAR MAKING LIKE BUCK

ROGERS: police with a radar gun, eg. "We got a bear making like Buck Rogers at this milepost 190"

BEAR POEM: speeding ticket





BEAR POPULATION EXPLOSION: police are everywhere
BEAR TAKING PICTURES: Police with radar
BEARS ARE EXTINCT: road is clear of police
BEAR'S LAIR: police station
BEAVER: woman or girl
BEAVER BEAR: woman state trooper
BEAVER CLEAVER: truck driver who has a way with women
BEDSHEETS: overmodulation
BENNIES: pills used to prevent sleep
BIG DADDY: F.C.C.
BIG DOG: greyhound bus

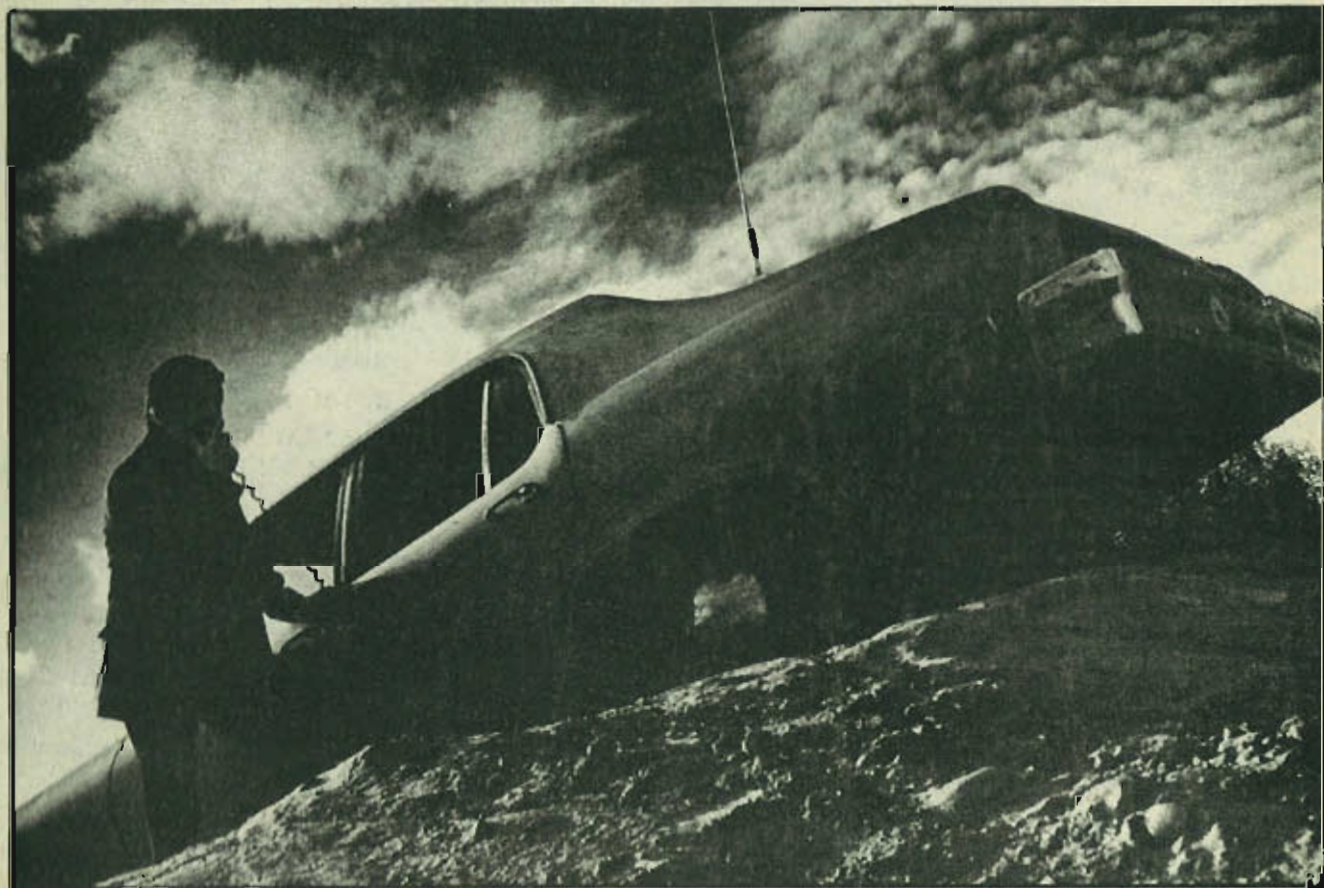
BIG EARS: clear reception of signal
BIG MAMA: 9-foot whip antenna
BIRD-DOGGIN': following closely behind another vehicle so police radar will only catch the first vehicle
BIT ON THE SEAT OF THE BRITCHES: got a speeding ticket
BLACK AND WHITE: police car, police
BLACK WIDOW: CBer using obscene language
BLOWN DONUT: flat tyre

BOLOGNA SANDWICH: interference is coming from another station; conversation interrupted by another CBer, eg "Someone just gave you a bologna sandwich
BOOB TUBE: television
BOOGIE FEVER: Slow-moving vehicle
BOOGIE MAN: state trooper
BOOGIEING: nightclubbing
BOOM WAGON: truck hauling dangerous cargo
BOULEVARD OF BROKEN DREAMS: road with a great many speed traps
BRA BUSTER: bosomy woman

BRAIN BUCKET: motorcycle helmet
BREAK OR BREAK: request for use of channel; any attempt to break into a transmission
BRUSH YOUR TEETH AND COMB YOUR HAIR: police radar ahead, slow down to avoid getting caught in radar unit
BUCKET MOUTH: loud mouth or gossip; obscene or profane talker
BULL JOCKEY: idle talker, one who uses his CB rig to pass the time of day
CALIFORNIA TURNAROUNDS: pep pills
CARGO GETTERS: hi-jackers
CARPET MONKEYS: children
CARTER CRANBERRIES: peanuts
CATBOX: toilet
CHARLIE'S ANGELS: police women
CHEW AND CHOKE: restaurant
CHROME DOME: roof-mounted antenna

CONFETTI: snow
CONVOY: a procession of CB vehicles travelling the expressway together and keeping in constant touch via CB
COUNTY MOUNTY BOUNTY: fine levied on a driver; particularly in a situation where he must pay up or spend the night in jail without benefit of a hearing or trial
COW PIE: a muddy section of road under repair

D.D.T. don't do that
DANDRUFF: light snow
DANIEL BOONE TIME: hunting season
DASHER FLASHER: undercover police
DIDN'T EAT ENOUGH BEANS: out of gas
DOWN IN THE GRASS: signal buried in static, eg, "Hey, radio check, you be down in the grass"



EARS: CB radio, dual antennas
EARS AND EINGS: homosexual on the air

EARS ON: CB radio turned on; eg "Got your ears on, good buddy?"

EASY GREASY: icy road

EVEL KNIEVEL SMOKEY: motorcycle police

EVERYBODY MUST BE WALKING THE DOG: all channels are busy

EYEBALLING: slowing down to look at an accident

EYEBALLS: headlights

FINGER-LICKING GOOD: good looking person

FIVE-FINGER DISCOUNT: stolen goods

FLIPPER: return trip, change direction

FLOP BOX: motel or hotel room

FOUR LEGGED GO-GO DANCERS: pigs

FRONT DOOR, BACK DOOR, ROCKING CHAIR: the front door and the back door are the road ahead and behind. The lead vehicle in a convoy watches the front the rear watches the back and those in the middle are the rocking chairs

FUZZ BUSTER: device for detecting radar

GARBAGE: interference on the channel; litter

GARBAGE MOUTH: one who uses obscene or profane language

GIVE IT THE BERRIES: accelerate

GOING WITH THE GRAIN: travelling on pep pills

GOOD BUDDY: fellow CB'er term of greeting originally used by truckers but now used by most highway CB'ers

GRANDMA LANE: slow lane

GRASS DRIVER: marijuana dealer

GRASSHOPPER: park policeman



GREASY SPOON: restaurant
GRITS AND FRITZ: President Carter and Vice President Mondale

GRIZZLY BEAR: federal agents

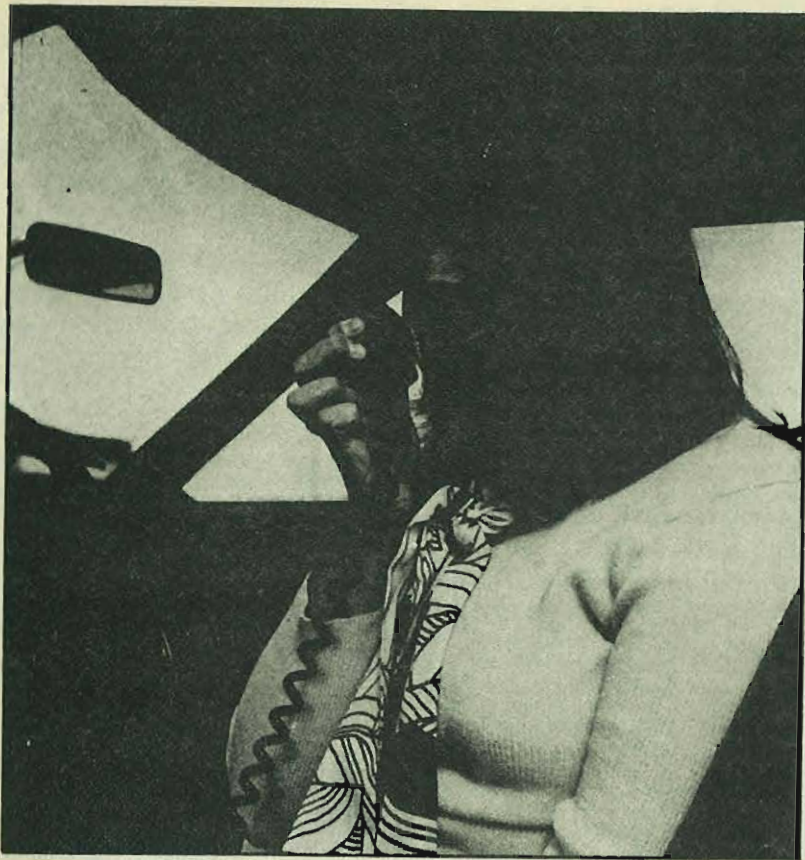
GUMBALL MACHINE: RW3 emergency vehicle with flashing lights on top

HAG BAG: female bum

HANG IT IN YOUR EAR: nonsense

HASH AND TRASH: background noise, signal unclear

HAULING STALE AIR: driving a refrigerated truck without freight



HAY BURNING SMOKEY: police on horseback
HAEMORROID WITH A POLAROID: police on your bumper with radar
HIT ME ONE TIME: answer back so I'll know my radio is transmitting
HIT THE SNORE SHELF: go to bed
HOLE IN THE WALL RATS: tunnel Authority Police
HOME ON ITS BACK: camper
HONEY BEAR: female state trooper
HONEY BUGGY: septic tank truck
HORIZONTAL MAMA: prostitute
HOT N HEAVY: strong signal
HOT PANTS: smoke, fire
HOUSE APE: child
HOW AM I HITTING YOU: how do you receive my transmission
IN THE MUD: transmission not coming clearly, interference equals strength of your transmission

INDIANS: neighbours who get interference on television because of CB transmission
INSTAMATIC: radar set-up
IT'S YOUR NICKEL: your turn to talk

JAILBAIT: desirable girl below the legal age of consent
JAMMED OUT: station blocked out by interference, probably caused deliberately

KEEP THE ANTENNA WIGGLIN' AND THE GIRLS GIGGLIN': sign off

KEEP THE BEAVERS IN YOUR LAP AND THE BEARS OFF YOUR BACK AND YOU HAVE YOURSELF A FINE DAY: sign off

KEEP THE BIG ONE BETWEEN THE DITCHES AND THE LITTLE ONE IN YOUR BRITCHES: drive safely, sign off

KEEP THE BUGS OFF THE GLASS AND THE BEARS OFF YOUR TAIL: sign off

KEEP THE ROLLING SIDE DOWN AND THE SHINY SIDE UP: drive safely, sign off

KICK THE DOUGHNUTS: check the tyres

KIDDIE CAN: school bus
KNOCK IT ABOUT: the way is clear, drive desired speed

KNOCKING ON THE BACK DOOR: vehicle approaching from the rear at high speed

KOJAK WITH A KODAK: state trooper with radar

LADY BEAR: policewoman

LADY BREAKER: female CB operator asking for channel

LATRINE LIPS: one who uses profane language on the CB

LAY DOWN: stop transmitting so someone else can speak

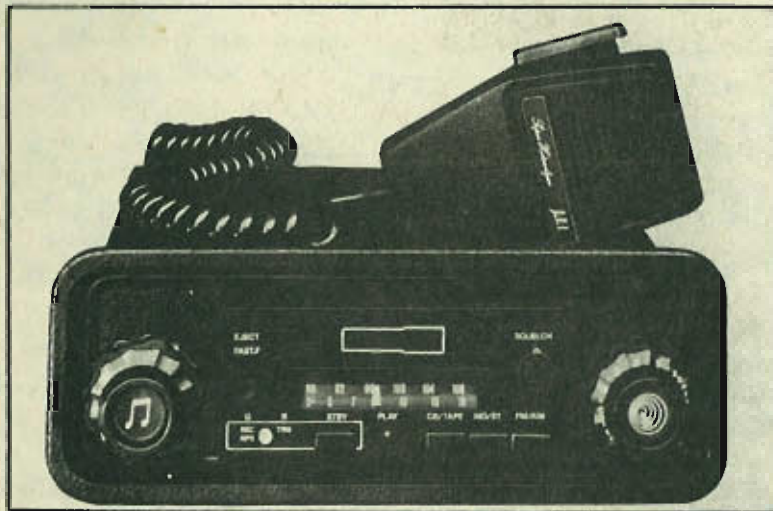
LAY IT ON ME: tell me about it

LET THE PEDAL HIT THE METAL: accelerate

LOADED WITH VOLKSWAGEN

RADIATORS: running empty

LOOKING CHOICE: the road is clear
 LOST THE BLUES: out ran the police
 LOUD AND PROUD: clear reception of signal
 MAGIC NUMBERS ON YOU: best wishes
 MALFUNCTION JUNCTION: traffic jam
 MAY ALL YOUR UPS AND DOWNS BE BETWEEN THE SHEETS: sign off
 MAYDAY: distress call which is normally repeated three times
 MERCY: common expression acknowledging reception of remark; universal euphemism for all the words that are illegal on the air



MICKY MOUSE METRO ON A TRICYCLE: local police on a three wheeled motorcycle
 MILK RUN: easy trip
 MOLLIES: pep pills
 MOTION LOTION WITH NO MOTION: bad fuel

NAZI GO CART: Volkswagen
 NERVE CURVE: hairpin curves on mountain roads, tricky piece of road

NOTHING BUT A GREEN LIGHT AND A WHITE LINE: the way is clear, sign off

ONE IS IN THE SHOWER, ONE IN THE BATHTUB WATCHING: police car with radar and a chase car up the road
 OUR NICKEL IS UP: CB conversation has reached five minute time limit

PANIC IN THE STREETS: FCC enforcement apparatus is working in the area

PANTS ON FIRE: getting a speeding ticket

PARK YOUR MOUTH: be quiet

PEAKED UP: CB radio transmitting more than four watts

PEDAL TO THE PETAL: accelerator pedal to the floor, drive fast

PEG LEG: driver who breaks and accelerates in a disturbing manner interrupting movement of traffic

PIGEON PLUCKER: police pulling in speeders and issuing tickets

PILGRIM: answer to "Turkey" eg "Sit on it Turkey... Bite it Pilgrim"

PIPELINE: specific channel eg "We'll give you a holler on the pipeline tomorrow"

PLUCKING CHICKENS: police at a speed trap pulling in and ticketing motorists

POP EYE: vehicle with one light

POTATO JUICE: vodka

PRESIDENT'S MEN: Federal Government Officials

PRIME TIME: time spent with wife or girlfriend

PUSH WATER: gasoline

PUT IT TO THE FLOOR AND LOOKING FOR SOME MORE: full speed

PUT ON THE FEEDBAG: eat a meal, eg "We be gone good buddy it's time to put on the feedbag"

PUT YOUR PEDAL TO THE METAL AND LET YOUR MOTOR TOTE'ER: accelerate

OSL CARD: postcard bearing callsign of other CB operators and used to verify communication or to report reception
QUIZ: breath test

R AND R: rest and recuperation
R.V.M: rear view mirror
RAKE THE LEAVES: last CB vehicle in a line of two or more, look for police from the rear
RAT RACE: heavy traffic
RED EYES: person who is high on marijuana
RENT-A-BEAR: private security guards

REWIND: return trip
RIG RIP-OFF: stolen CB radio
ROAD TAR: coffee
ROLLER DERBY: accident or wreck
RUBBER BANDING: traffic alternatively slowing down and speeding up within short distances
RUBBER DUCK: lead CB vehicle in a line of two or more
RUBBERNECK: watch women; slow down to look at a break down or accident
RUDE DUDE: reckless or rude driver
RUNNING BAREFOOT: operating CB set legally (in terms of power)

SAN QUENTIN QUAIL: underage woman
SANDBOX: toilet
SCREAMING SMOKEY: police car with siren on
SEAT COVER: attractive woman or girl passenger
SILLY BAND: citizen band channel used by teenagers
SISTER: accompanying vehicle without communication ability: eg "My sister is low on fuel and we'll have to stop briefly"

SIT ON IT: be quiet
SITTIN' ON THE TOP SHELF: feeling fine
SMILE AND COMB YOUR HAIR: radar ahead eg "you better smile and comb your hair when you go by that mile marker 188"
SMOKE (SMOKEY) REPORT: police location report
SMOKEY: police of any kind
SMOKEY BEAR: state police
SMOKEY BEAVER: policewoman
SMOKEY CHOPPER: police helicopter
SMOKEY ON FOUR LEGS: mounted police
SMOKEY THE BEAR: state police
SMOKEY WITH EARS: police with CB eg "Talk to the Pig Iron he's smokey with ears"
SNAFU: foul up
SNOW BUNNY: skier
SNOW WHITE AND THE SEVEN DWARFS: wedding procession which is slowing traffic
SOUP COOLER: mouth
SQUEEZE HER EASY: slow down
SQUEEZE ME: move closer
STARVE THE BEARS: don't let the police give you a speeding ticket
STAY BETWEEN THE JUMPS AND THE BUMPS AND TRUCK OVER ALL THE HUMFS: drive safely, sign off
STICK A PIN IN IT: nonsense
STICK JOCKEY: truck driver
STINK BOX: cattle truck
STROKING: flattery
STROKING IT: moving fast
STROLLER: CB'er with a walkie-talkie
SUICIDE JOCKEY: trucker hauling explosives
SUPER TROOPER: Oregon State trooper

TAGS: licence plates



TALKING CANDLE: person who uses CB to help others
 TALKING SKIP: talking to someone at a great distance, due to radio signal reflected by the ionosphere
 TAR: coffee
 TEDDY BEAR: state trooper
 TEN-FOUR: hello, positive, yes, I understand
 TEN-POUNDER: excellent reception
 THE BRITISH ARE COMING: warning that police are in the area
 THROW A SHOE: get a flat tyre
 TIJUANA TAXI: police, an official vehicle with lots of lights and markings
 TIME ON THE DIME: estimated time of arrival at destination
 TOO MANY GRAPES ON THE GRAPEVINE: too many people monitoring this channel
 TOOTHACHE: need new tubes in your radio

TROUSERS AND SKIRTS: bisexual
 TRUCK ON: move on
 TUNNEL OF LOVE: road where conditions or obstructions cause interference with CB reception
 TWO STOOL BEAVER: very fat woman
 WAGON TRAIN: parade
 WALKING THE DOG: speaking on the CB over a long distance; clear reception of signal
 WALL TO WALL AND TREE
 TOP TALL: clear reception of signal
 WATCH YOUR TOES: keep your speed down
 WHACKEY TOBACKEY: marijuana
 WHAT KIND OF COPY: request for meter reading
 WHAT'S YOUR DUTY, TUTTY FRUITY?: what's your occupation

WHIPPER: antenna
 WHO DO YOU PULL FOR: who do you work for?

X-RAYING: trooper with a radar

YO YO: vehicle varying speed
 YODEL: give me a call on the CB
 YOU DROPPED YOUR HANDKERCHIEF: the police have clocked you exceeding the speed limit
 YOU DROPPED YOUR HANDKERCHIEF AND THE GENTLEMAN IS GOING TO RETRIVE IT: police spotted you speeding and you're being tailed
 YO YO MOUTH: one who talks too much

ZONKER: drug
 Z'S: sleep

U.S. T-SHIRT DESIGNS



7211



7891



6864



7883



7184



7185



7182



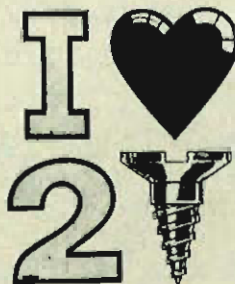
7210



7515



7616



6880



7635



7220



7186



7866



7857



7221



7200



7212

Unisex T-Shirts (round neck) are available in sizes Small (30/32 in.), Medium (34/36 in.) and Large (38/40 in.). Colours available: Red, White, Black, Light Blue, Navy Blue and Yellow.

Post your order together with a cheque or Postal Order, made payable to "MAYBE BABY FASHIONS" for £3.50 for each T-Shirt ordered. Please add 35p. for postage and packing.

Post your Order to:

**MAYBE BABY FASHIONS,
P.O. Box 8,**

**Felixstowe, IP11 7JN
Suffolk.**

F.C.C.

RULES & REGULATIONS

The Federal Communications Commission Rules and Regulations Part 95 is for sale from the Superintendent of Documents, United States Government Printing Office, at \$1.50 per copy.

CONTENTS—PART 95

Subpart A—General

- Sec.
- 95.1 Basis and purpose.
- 95.3 Definitions.
- 95.5 Policy governing the assignment of frequencies.
- 95.6 Types of operation authorized.
- 95.7 General citizenship requirements.

Subpart B—Applications and Licenses

- 95.11 Station authorization required.
- 95.13 Eligibility for station license.
- 95.14 Mailing address furnished by licensee.
- 95.15 Filing of applications.
- 95.17 Who may sign applications.
- 95.19 Standard forms to be used.
- 95.25 Amendment for dismissal of application.
- 95.27 Transfer of license prohibited.
- 95.29 Defective applications.

- 95.31 Partial grant.
- 95.33 License term.
- 95.35 Changes in transmitters and authorized stations.
- 95.37 Limitations on antenna structures.

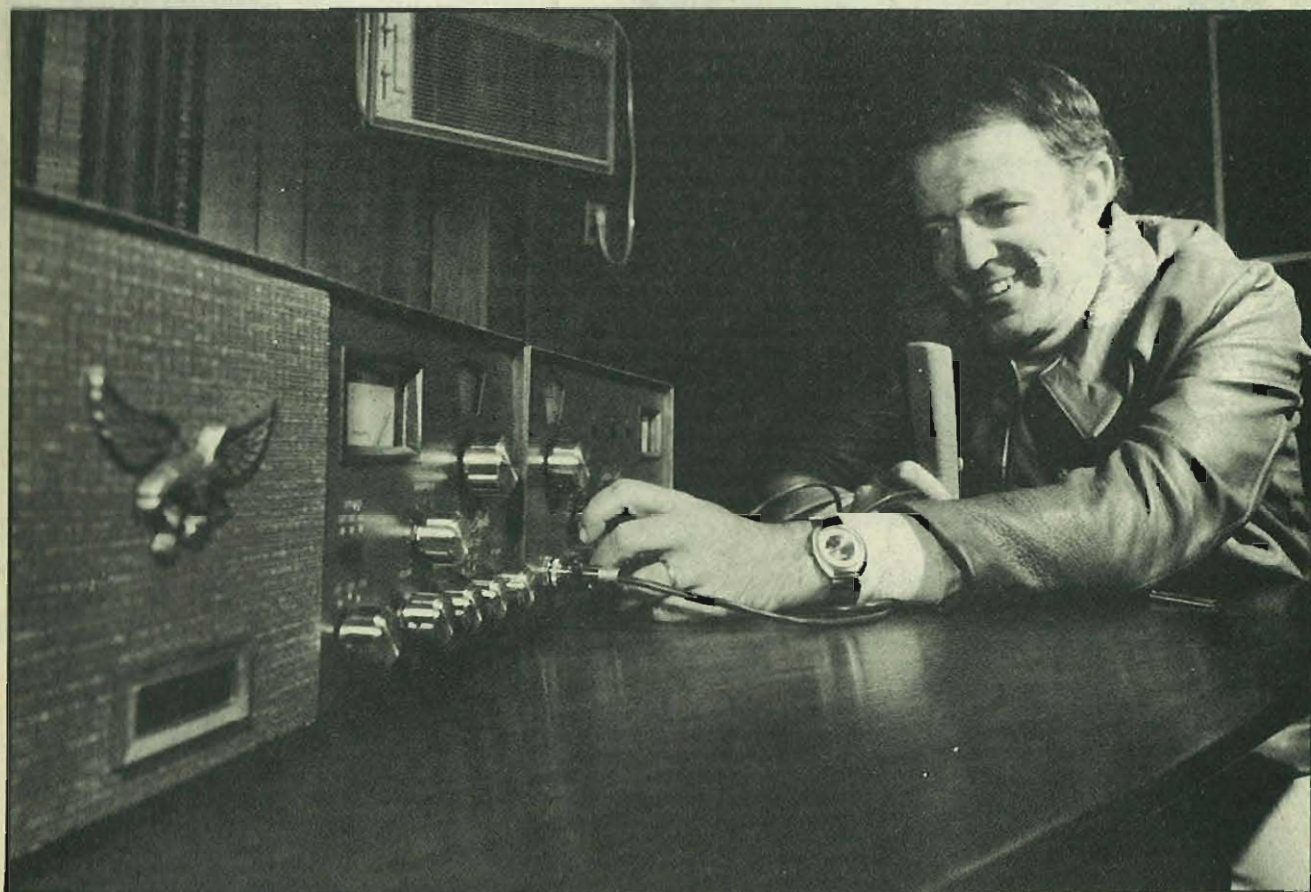
Subpart C—Technical Regulations

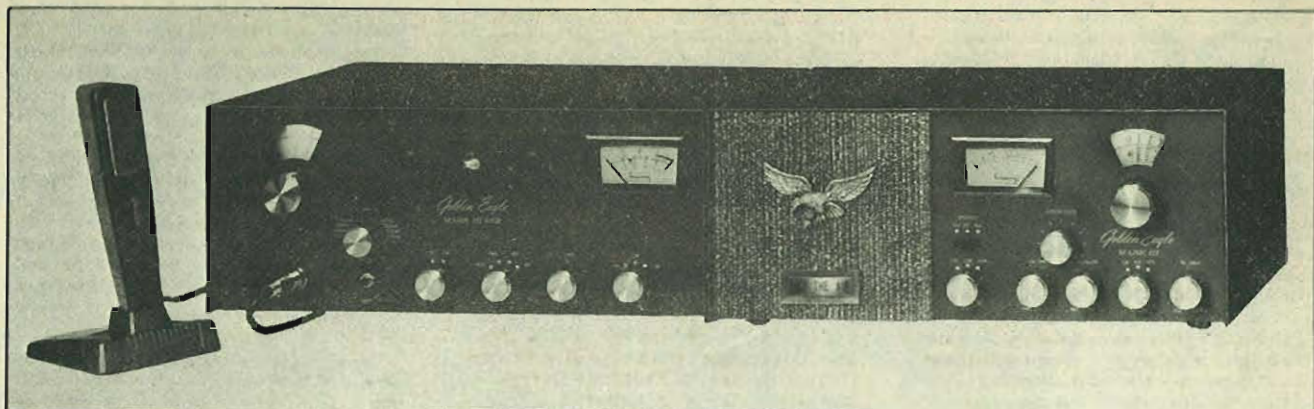
- 95.41 Frequencies available.
- 95.43 Transmitter power.
- 95.44 External radio frequency power amplifiers prohibited.
- 95.45 Frequency tolerance.
- 95.47 Types of emission.
- 95.49 Emission limitations.
- 95.51 Modulation requirements.
- 95.53 Compliance with technical requirements.
- 95.55 Acceptability of transmitters for licensing.
- 95.57 Procedure for type acceptance of equipment.
- 95.58 Additional requirements for type acceptance.
- 95.59 Submission of noncrystal controlled Class C station transmitters for type approval.

- 95.61 Type approval of receiver-transmitter combinations.
- 95.63 Minimum equipment specifications.
- 95.65 Test procedure.
- 95.67 Certificate of type approval.

Subpart D—Station Operating Requirements

- Sec.
- 95.81 Permissible communications.
- 95.83 Prohibited communications.
- 95.85 Emergency and assistance to motorist use.
- 95.87 Operation by, or on behalf of, persons other than the licensee.
- 95.89 Telephone answering services.
- 95.91 Duration of transmissions.
- 95.93 Tests and adjustments.
- 95.95 Station identification.
- 95.97 Operator license requirements.
- 95.101 Posting station license and transmitter identification cards or plates.
- 95.103 Inspection of stations and station records.
- 95.105 Current copy of rules required.





- 95.107 Inspection and maintenance of tower marking and lighting, and associated control equipment.
- 95.111 Recording of tower light inspections.
- 95.113 Answers to notices of violations.
- 95.115 False signals.
- 95.117 Station location.
- 95.119 Control points, dispatch points, and remote control.
- 95.121 Civil defense communications.

Subpart E—Operation of Citizens Radio Stations in the United States by Canadians

- 95.131 Basis, purpose and scope.
- 95.133 Permit required.
- 95.135 Application for permit.
- 95.137 Issuance of permit.
- 95.139 Modification or cancellation of permit.
- 95.141 Possession of permit.
- 95.143 Knowledge of rules required.
- 95.145 Operating conditions.
- 95.147 Station identification.

AUTHORITY: §§ 95.1 to 95.147 issued under secs. 4, 303, 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303. Interpret or apply 48 Stat. 1064-1068, 1081-1105, as amended; 47 U.S.C. Sub-chap. 1, III-VI.

SUBPART A—GENERAL

§ 95.1 Basis and purpose.

The rules and regulations set forth in this part are issued pursuant to the provisions of Title III of the Communications Act of 1934, as amended, which vests authority in the Federal Communications Commission to regulate radio transmissions and to issue licenses for radio stations. These rules are designed to provide for private short-distance radiocommunications service for the business or personal activities of licensees, for radio signaling, for the control of remote objects or devices by means of radio; all to the extent that these uses are not specifically prohibited in this part. They also provide for procedures whereby manufacturers of radio equipment to be used or operated in the Citizens Radio Service may obtain type acceptance and/or type approval of such equipment as may be appropriate.

§ 95.3 Definitions.

For the purpose of this part, the following definitions shall be applicable. For other definitions, refer to Part 2 of this chapter.

(a) Definitions of services.

Citizens Radio Service. A radiocommunications service of fixed, land, and mobile stations intended for short-distance personal or business radiocommunications, radio signaling, and control of remote objects or devices by

radio; all to the extent that these uses are not specifically prohibited in this part.

Fixed service. A service of radiocommunication between specified fixed points.

Mobile service. A service of radiocommunication between mobile and land stations or between mobile stations.

(b) Definitions of stations.

Base station. A land station in the land mobile service carrying on a service with land mobile stations.

Class A station. A station in the Citizens Radio Service licensed to be operated on an assigned frequency in the 460-470 MHz band with a transmitter output power of not more than 50 watts.

Class B station. (All operations terminated as of November 1, 1971.)

Class C station. A station in the Citizens Radio Service licensed to be operated on an authorized frequency in the 26.96-27.23 MHz band, or on the frequency 27.255 MHz, for the control of remote objects or devices by radio, or for the remote actuation of devices which are used solely as a means of attracting attention, or on an authorized frequency in the 72-76 MHz band for the radio control of models used for hobby purposes only.

Class D station. A station in the Citizens Radio Service licensed to be operated for radiotelephony, only, on authorized frequencies in the 26.96 MHz to 27.41 MHz band.

Fixed station. A station in the fixed service.

Land station. A station in the mobile service not intended for operation while in motion. (Of the various types of land stations, only the base station is pertinent to this part.)

Mobile station. A station in the mobile service intended to be used while in motion or during halts at unspecified points. (For the purposes of this part, the term includes hand-carried and pack-carried units.)

(c) Miscellaneous definitions.

Antenna structures. The term "antenna structures" includes the radiating system, its supporting structures and any appurtenances mounted thereon.

Assigned frequency. The frequency appearing on a station authorization from which the carrier frequency may deviate by an amount not to exceed that permitted by the frequency tolerance.

Authorized bandwidth. The maximum permissible bandwidth for the particular emission used. This shall be the occupied bandwidth or necessary bandwidth, whichever is greater.

Carrier power. The average power at the output terminals of a transmitter (other than a transmitter having a suppressed, reduced or controlled carrier) during one radio frequency cycle under conditions of no modulation.

Control point. A control point is an operating position which is under the control and supervision of the licensee, at which a person immediately responsible for the proper opera-

tion of the transmitter is stationed, and at which adequate means are available to aurally monitor all transmissions and to render the transmitter inoperative.

Dispatch point. A dispatch point is any position from which messages may be transmitted under the supervision of the person at a control point.

Double sideband emission. An emission in which both upper and lower sidebands resulting from the modulation of a particular carrier are transmitted. The carrier, or a portion thereof, also may be present in the emission.

External radio frequency power amplifiers.

As defined in § 2.815(a) and as used in this part, an external radio frequency power amplifier is any device which, (1) when used in conjunction with a radio transmitter as a signal source is capable of amplification of that signal, and (2) is not an integral part of a radio transmitter as manufactured.

Harmful interference. Any emission, radiation or induction which endangers the functioning of a radionavigation service or other safety service or seriously degrades, obstructs or repeatedly interrupts a radiocommunication service operating in accordance with applicable laws, treaties, and regulations.

Man-made structure. Any construction other than a tower, mast or pole.

Mean power. The power at the output terminals of a transmitter during normal operation, averaged over a time sufficiently long compared with the period of the lowest frequency encountered in the modulation. A time of $\frac{1}{10}$ second during which the mean power is greatest will be selected normally.



Necessary bandwidth. For a given class of emission, the minimum value of the occupied bandwidth sufficient to ensure the transmission of information at the rate and with the quality required for the system employed, under specified conditions. Emissions useful for the good functioning of the receiving equipment, as for example, the emission corresponding to the carrier of reduced carrier systems, shall be included in the necessary bandwidth.

Occupied bandwidth. The frequency bandwidth such that, below its lower and above its upper frequency limits, the mean powers radiated are each equal to 0.5% of the total mean power radiated by a given emission.

Omnidirectional antenna. An antenna designed to the maximum radiation in any horizontal direction is within 3 dB of the minimum radiation in any horizontal direction.

Peak envelope power. The average power at the output terminals of a transmitter during one radio frequency cycle at the highest crest of the modulation envelope, taken under conditions of normal operation.

Person. The term "person" includes an individual, partnership, association, joint-stock company, trust or corporation.

Remote control. The term "remote control" when applied to the use or operation of a citizens radio station means control of the transmitting equipment of that station from any place other than the location of the transmitting equipment, except that direct mechanical control or direct electrical control by wired connections of transmitting equipment from some other point on the same premises, craft or vehicle shall not be considered to be remote control.

Single sideband emission. An emission in which only one sideband is transmitted. The carrier, or a portion thereof, also may be present in the emission.

Station authorization. Any construction permit, license, or special temporary authorization issued by the Commission.

§ 95.5 Policy governing the assignment of frequencies.

(a) The frequencies which may be assigned to Class A stations in the Citizens Radio Service, and the frequencies which are available for use

by Class C or Class D stations are listed in Subpart C of this part. Each frequency available for assignment to, or use by, stations in this service is available on a shared basis only, and will not be assigned for the exclusive use of any one applicant; however, the use of a particular frequency may be restricted to (or in) one or more specified geographical areas.

(b) In no case will more than one frequency be assigned to Class A stations for the use of a single applicant in any given area until it has been demonstrated conclusively to the Commission that the assignment of an additional frequency is essential to the operation proposed.

(c) All applicants and licensees in this service shall cooperate in the selection and use of the frequencies assigned or authorized, in order to minimize interference and thereby obtain the most effective use of the authorized facilities.

(d) Simultaneous operation on more than one frequency in the 72-76 MHz band by a transmitter or transmitters of a single licensee is prohibited whenever such operation will cause harmful interference to the operation of other licensees in this service.

§ 95.6 Types of operation authorized.

(a) Class A stations may be authorized as mobile stations, as base stations, as fixed stations, or as base or fixed stations to be operated at unspecified or temporary locations.

(b) Class C and Class D stations are authorized as mobile stations only; however, they may be operated at fixed locations in accordance with other provisions of this part.

§ 95.7 General citizenship requirements.

A station license shall not be granted to or held by a foreign government or a representative thereof.

SUBPART B—APPLICATIONS AND LICENSES

§ 95.11 Station authorization required.

No radio station shall be operated in the Citizens Radio Service except under and in accordance with an authorization granted by the Federal Communications Commission.

§ 95.13 Eligibility for station license.

(a) Subject to the general restrictions of § 95.7, any person is eligible to hold an authorization to operate a station in the Citizens Radio Service: *Provided*, That if an applicant for a Class A or Class D station authorization is an individual or partnership, such individual or each partner is eighteen or more years of age; or if an applicant for a Class C station authorization is an individual or partnership, such individual or each partner is twelve or more years of age. An unincorporated association, when licensed under the provisions of this paragraph, may upon specific prior approval of the Commission provide radiocommunications for its members.

NOTE: While the basis of eligibility in this service includes any state, territorial, or local governmental entity, or any agency operating by the authority of such governmental entity, including any duly authorized state, territorial, or local civil defense agency, it should be noted that the frequencies available to stations in this service are shared without distinction between all licensees and that no protection is afforded to the communications of any station in this service from interference which may be caused by the authorized operation of other licensed stations.

(b) [Reserved]

(c) No person shall hold more than one Class C and one Class D station license.

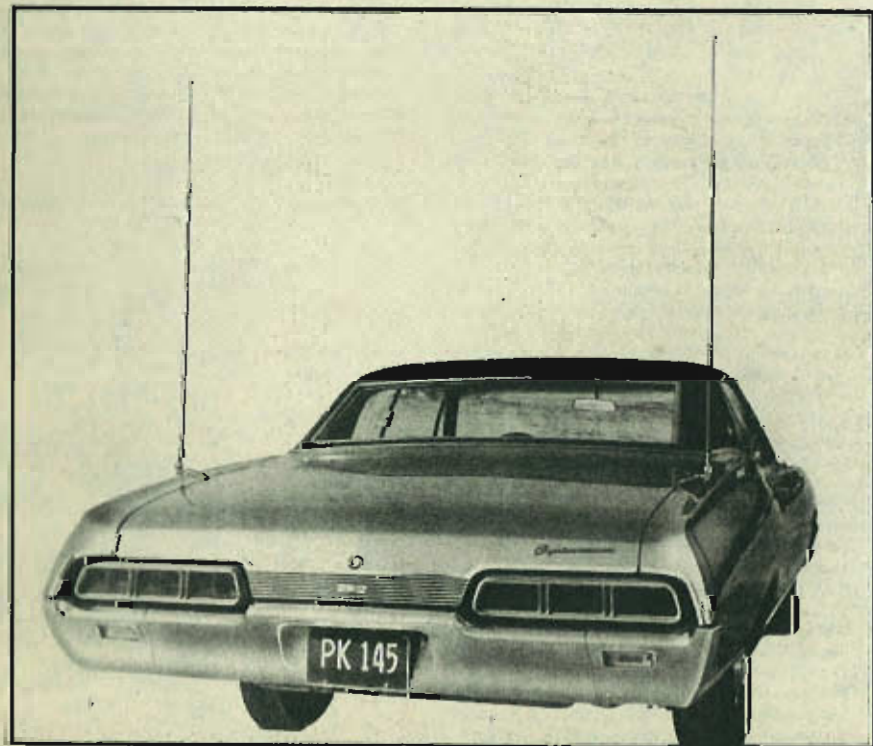
§ 95.14 Mailing address furnished by licensee.

Except for applications submitted by Canadian citizens pursuant to agreement between the United States and Canada (TIAS No. 2508 and No. 6931), each application shall set forth and each licensee shall furnish the Commission with an address in the United States to be used by the Commission in serving documents or directing correspondence to that licensee. Unless any licensee advises the Commission to the contrary, the address contained in the licensee's most recent application will be used by the Commission for this purpose.

§ 95.15 Filing of applications.

(a) To assure that necessary information is supplied in a consistent manner by all persons, standard forms are prescribed for use in connection with the majority of applications and reports submitted for Commission consideration. Standard numbered forms applicable to the Citizens Radio Service are discussed in § 95.19 and may be obtained from the Washington, D.C., 20554, office of the Commission, or from any of its engineering field offices.

(b) All formal applications for Class C or Class D new, modified, or renewal station authorizations shall be submitted to the Commission's office, Gettysburg, Pa. 17326. An application for a temporary permit shall be made by completing and making the certifications required by FCC Form 555-B. Applications for Class A station authorizations, applications for consent to transfer of control of a corporation holding any citizens radio station authorization, requests for special temporary authority or other special requests, and correspondence relating to an application for any class citizens radio station authorization shall be submitted to the Commission's Office at Washington, D.C. 20554, and should be directed to the attention of the Secretary. Applicants for Class A stations in the Chicago Regional Area, defined in § 95.19, shall submit their applications to the Commission's Chicago Regional Office. Applications involving Class A or Class D station equipment which is neither type approved nor crystal controlled, whether of commercial or home construction, shall be accompanied by





supplemental data describing in detail the design and construction of the transmitter and methods employed in testing it to determine compliance with the technical requirements set forth in Subpart C of this part.

(c) Unless otherwise specified, an application shall be filed at least 60 days prior to the date on which it is desired that Commission action thereon be completed. In any case where the applicant has made timely and sufficient application for renewal of license, in accordance with the Commission's rules, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

(d) A temporary permit may not be held by an applicant already holding a Class D station license.

(e) Failure on the part of the applicant to provide all the information required by the application form, or to supply the necessary exhibits or supplementary statements may constitute a defect in the application.

(f) Applicants proposing to construct a radio station on a site located on land under the jurisdiction of the U.S. Forest Service, U.S. Department of Agriculture, or the Bureau of Land Management, U.S. Department of the Interior, must supply the information and must follow the procedure prescribed by § 1.70 of this chapter.

§ 95.17 Who may sign applications.

(a) Except as provided in paragraph (b) of this section, applications, amendments thereto, and related statements of fact required by the Commission shall be personally signed by the applicant, if the applicant is an individual; by one of the partners, if the applicant is a partnership; by an officer, if the applicant is a corporation; or by a member who is an officer, if the applicant is an unincorporated association. Applications, amendments, and related statements of fact filed on behalf of eligible government entities, such as states and territories of the United States and political subdivisions thereof, the District of Columbia, and units of local government, including incorporated municipalities, shall be signed by such duly elected or appointed officials as may be competent to do so under the laws of the applicable jurisdiction.

(b) Applications, amendments thereto, and related statements of fact required by the Commission may be signed by the applicant's attorney in case of the applicant's physical disability or of his absence from the United States. The attorney shall in that event separately set forth the reason why the application is not signed by the applicant. In addition, if any matter is stated on the basis of the attorney's belief only (rather than his knowledge), he shall separately set forth his reasons for believing that such statements are true.

(c) Only the original of applications, amendments, or related statements of fact need be signed; copies may be conformed.

(d) Applications, amendments, and related statements of fact need not be signed under oath. Willful false statements made therein, however, are punishable by fine and imprisonment. U.S. Code, Title 18, section 1001, and by appropriate administrative sanctions, including revocation of station license pursuant to section 312(a) (1) of the Communications Act of 1934, as amended.

§ 95.19 Standard forms to be used.

(a) *FCC Form 505, Application for Class C or D Station License in the Citizens Radio Service.* This form shall be used when:

(1) Application is made for a new Class C or Class D authorization. A separate application shall be submitted for each proposed class of station.

(2) Application is made for modification of any existing Class C or Class D station authorization in those cases where prior Commission approval of certain changes is required (see § 95.35).

(3) Application is made for renewal of an existing Class C or Class D station authorization, or for reinstatement of such an expired authorization.

(b) *FCC Form 555-B, Temporary Permit, Class D Citizens Radio Station.* This form shall be used when application is made for a temporary permit.

(c) *FCC Form 400, Application for Radio Station Authorization in the Safety and Special Radio Services.* Except as provided in paragraph (d) of this section, this form shall be used when:

(1) Application is made for a new Class A base station or fixed station authorization. Separate applications shall be submitted for each proposed base or fixed station at different fixed locations; however, all equipment intended to be operated at a single fixed location is considered to be one station which may, if necessary, be classed as both a base station and a fixed station.

(2) Application is made for a new Class A station authorization for any required number of mobile units (including hand-carried and pack-carried units) to be operated as a group in a single radiocommunication system in a particular area. An application for Class A mobile station authorization may be combined with the application for a single Class A base station authorization when such mobile units are to be operated with that base station only.

(3) Application is made for station license of any Class A base station or fixed station upon completion of construction or installation in accordance with the terms and conditions set forth in any construction permit required to be issued for that station, or application for extension of time within which to construct such a station.

(4) Application is made for modification of any existing Class A station authorization in those cases where prior Commission approval of certain changes is required (see § 95.35).

(5) Application is made for renewal of an existing Class A station authorization, or for reinstatement of such an expired authorization.

(6) Each applicant in the Safety and Special Radio Services (1) for modification of a station license involving a site change or a substantial increase in tower height or (2) for a license for a new station must, before commencing construction, supply the environmental information, where required, and must follow the procedure prescribed by Subpart I of Part 1 of this chapter (§§ 1.1301 through 1.1319) unless Commission action authorizing such construction would be a minor action with the meaning of Subpart I of Part 1.

(7) Application is made for an authorization for a new Class A base or fixed station to be operated at unspecified or temporary locations. When one or more individual transmitters are each intended to be operated as a base station or as a fixed station at unspecified or temporary locations for indeterminate periods, such transmitters may be considered to comprise a single station intended to be operated at temporary locations. The application shall specify the general geographic area within which the operation will be confined. Sufficient data must be submitted to show the need for the proposed area of operation.

(d) *FCC Form 703, Application for Consent to Transfer of Control of Corporation Holding Construction Permit or Station License.* This form shall be used when application is made for consent to transfer control of a corporation holding any citizens radio station authorization.

(e) Beginning April 1, 1972, FCC Form 425 shall be used in lieu of FCC Form 400, applicants for Class A stations located in the Chicago Regional Area defined to consist of the counties listed below:

ILLINOIS

- | | |
|-----------------|-----------------|
| 1. Boone. | 21. Kane. |
| 2. Bureau. | 22. Kankakee. |
| 3. Carroll. | 23. Kendall. |
| 4. Champaign. | 24. Knox. |
| 5. Christian. | 25. Lake. |
| 6. Clark. | 26. La Salle. |
| 7. Coles. | 27. Lee. |
| 8. Cook. | 28. Livingston. |
| 9. Cumberland. | 29. Logan. |
| 10. De Kalb. | 30. Macon. |
| 11. De Witt. | 31. Marshall. |
| 12. Douglas. | 32. Mason. |
| 13. Du Page. | 33. McHenry. |
| 14. Edgar. | 34. McLean. |
| 15. Ford. | 35. Menard. |
| 16. Fulton. | 36. Mercer. |
| 17. Grundy. | 37. Moultrie. |
| 18. Henry. | 38. Ogle. |
| 19. Iroquois. | 39. Peoria. |
| 20. Jo Daviess. | |



- | | |
|------------------|----------------|
| 40. Platt. | 47. Tazewell. |
| 41. Putnam. | 48. Vermilion. |
| 42. Rock Island. | 49. Warren. |
| 43. Sangamon. | 50. Whiteside. |
| 44. Shelby. | 51. Will. |
| 45. Stark. | 52. Winnebago. |
| 46. Stephenson. | 53. Woodford. |

INDIANA

- | | |
|-----------------|-----------------|
| 1. Adams. | 28. Madison. |
| 2. Allen. | 29. Marion. |
| 3. Benton. | 30. Marshall. |
| 4. Blackford. | 31. Miami. |
| 5. Boone. | 32. Montgomer. |
| 6. Carroll. | 33. Morgan. |
| 7. Cass. | 34. Newton. |
| 8. Clay. | 35. Noble. |
| 9. Clinton. | 36. Owen. |
| 10. De Kalb. | 37. Parke. |
| 11. Delaware. | 38. Porter. |
| 12. Elkhart. | 39. Pulaski. |
| 13. Fountain. | 40. Putnam. |
| 14. Fulton. | 41. Randolph. |
| 15. Grant. | 42. St. Joseph. |
| 16. Hamilton. | 43. Starke. |
| 17. Hancock. | 44. Steuben. |
| 18. Hendricks. | 45. Tippecanoe. |
| 19. Henry. | 46. Tipton. |
| 20. Howard. | 47. Vermilion. |
| 21. Huntington. | 48. Vigo. |
| 22. Jasper. | 49. Wabash. |
| 23. Jay. | 50. Warren. |
| 24. Kosciusko. | 51. Wells. |
| 25. Lake. | 52. White. |
| 26. Lagrange. | 53. Whitley. |
| 27. La Porte. | |

IOWA

- | | |
|-------------|---------------|
| 1. Cedar. | 5. Jones. |
| 2. Clinton. | 6. Muscatine. |
| 3. Dubuque. | 7. Scott. |
| 4. Jackson. | |

MICHIGAN

- | | |
|---------------|-----------------|
| 1. Allegan. | 13. Kalamazoo. |
| 2. Barry. | 14. Kent. |
| 3. Berrien. | 15. Lake. |
| 4. Branch. | 16. Mason. |
| 5. Calhoun. | 17. Mecosta. |
| 6. Cass. | 18. Montcalm. |
| 7. Clinton. | 19. Muskegon. |
| 8. Eaton. | 20. Newaygo. |
| 9. Hillsdale. | 21. Oceana. |
| 10. Ingham. | 22. Ottawa. |
| 11. Ionia. | 23. St. Joseph. |
| 12. Jackson. | 24. Van Buren. |

OHIO

- | | |
|--------------|--------------|
| 1. Defiance. | 4. Van Wert. |
| 2. Mercer. | 5. Williams. |
| 3. Paulding. | |

WISCONSIN

- | | |
|-----------------|-----------------|
| 1. Adams. | 18. Manitowoc. |
| 2. Brown. | 19. Marquette. |
| 3. Calumet. | 20. Milwaukee. |
| 4. Columbia. | 21. Outagamie. |
| 5. Dane. | 22. Ozaukee. |
| 6. Dodge. | 23. Racine. |
| 7. Door. | 24. Richland. |
| 8. Fond du Lac. | 25. Rock. |
| 9. Grant. | 26. Sauk. |
| 10. Green. | 27. Sheboygan. |
| 11. Green Lake. | 28. Walworth. |
| 12. Iowa. | 29. Washington. |
| 13. Jefferson. | 30. Waukesha. |
| 14. Juneau. | 31. Waupaca. |
| 15. Kenosha. | 32. Waushara. |
| 16. Kewaunee. | 33. Winnebago. |
| 17. Lafayette. | |

§ 95.25 Amendment or dismissal of application.

- (a) Any application may be amended upon

request of the applicant as a matter of right prior to the time the application is granted or designated for hearing. Each amendment to an application shall be signed and submitted in the same manner and with the same number of copies as required for the original application.

(b) Any application may, upon written request signed by the applicant or his attorney, be dismissed without prejudice as a matter of right prior to the time the application is granted or designated for hearing.

§ 95.27 Transfer of license prohibited.

A station authorization in the Citizens Radio Service may not be transferred or assigned. In lieu of such transfer or assignment, an application for new station authorization shall be filed in each case, and the previous authorization shall be forwarded to the Commission for cancellation.

§ 95.29 Defective applications.

(a) If an applicant is requested by the Commission to file any documents or information not included in the prescribed application form, a failure to comply with such request will constitute a defect in the application.

(b) When an application is considered to be incomplete or defective, such application will be returned to the applicant, unless the Commission may otherwise direct. The reason for return of the applications will be indicated, and if appropriate, necessary additions or corrections will be suggested.

§ 95.31 Partial grant.

Where the Commission, without a hearing, grants an application in part, or with any privileges, terms, or conditions other than those requested, the action of the Commission shall be considered as a grant of such application unless the applicant shall, within 30 days from the date on which such grant is made, or from its effective date if a later date is specified, file with the Commission a written rejection of the grant as made. Upon receipt of such rejection, the Commission will vacate its original action upon the application and, if appropriate, set the application for hearing.

§ 95.33 License term.

Licenses for stations in the Citizens Radio Service will normally be issued for a term of 5 years from the date of original issuance, major modification, or renewal.

§ 95.35 Changes in transmitters and authorized stations.

Authorization for certain changes in transmitters and authorized stations must be obtained from the Commission before the changes are made, while other changes do not require prior Commission approval. The following paragraphs of this section describe the conditions under which prior Commission approval is or is not necessary.

(a) Proposed changes which will result in operation inconsistent with any of the terms of the current authorization require that an application for modification of license be submitted to the Commission. Application for modification shall be submitted in the same manner as an application for a new station license, and the licensee shall forward his existing authorization to the Commission for cancellation immediately upon receipt of the superseding authorization. Any of the following changes to authorized stations may be made only upon approval by the Commission:

(1) Increase the overall number of transmitters authorized.

(2) Change the presently authorized location of a Class A fixed or base station or control point.

(3) Move, change the height of, or erect a Class A station antenna structure.

(4) Make any change in the type of emission or any increase in bandwidth of emission or power of a Class A station.

(5) Addition or deletion of control point(s) for an authorized transmitter of a Class A station.

(6) Change or increase the area of operation of a Class A mobile station or a Class A base or fixed station authorized to be operated at temporary locations.

(7) Change the operating frequency of a Class A station.

(b) When the name of a licensee is changed (without changes in the ownership, control, or corporate structure), or when the mailing address of the licensee is changed (without changing the authorized location of the base or fixed Class A station) a formal application for modification of the license is not required. However, the licensee shall notify the Commission promptly of these changes. The notice, which may be in letter form, shall contain the name and address of the licensee as they appear in the Commission's records, the new name and/or address, as the case may be, and the call signs and classes of all radio stations authorized to the licensee under this part. The notice concerning Class C or D radio stations shall be sent to Federal Communications Commission, Gettysburg, Pa. 17325, and a copy shall be maintained with the records of the station. The notice concerning Class A stations shall be sent to (1) Secretary, Federal Communications Commission, Washington, D.C. 20554, and (2) to Engineer in Charge of the Radio District in which the station is located, and a copy shall be maintained with the license of the station until a new license is issued.

(c) Proposed changes which will not depart from any of the terms of the outstanding authorization for the station may be made without prior Commission approval. Included in such changes is the substitution of transmitting equipment at any station, provided that the equipment employed is included in the Commission's "Radio Equipment List," and is listed as acceptable for use in the appropriate class of station in this service. Provided it is crystal-controlled and otherwise complies with the power, frequency tolerance, emission and modulation percentage limitations prescribed, non-type accepted equipment may be substituted at:

(1) Class C stations operated on frequencies in the 26.99-27.26 MHz band;

(2) Class D stations until November 22, 1974.

(d) Transmitting equipment type accepted for use in Class D stations shall not be modified by

the user. Changes which are specifically prohibited include:

(1) Internal or external connection or addition of any part, device or accessory not included by the manufacturer with the transmitter for its type acceptance. This shall not prohibit the external connection of antennas or antenna transmission lines, antenna switches, passive networks for coupling transmission lines or antennas to transmitters, or replacement of microphones.

(2) Modification in any way not specified by the transmitter manufacturer and not approved by the Commission.

(3) Replacement of any transmitter part by a part having different electrical characteristics and ratings from that replaced unless such part is specified as a replacement by the transmitter manufacturer.

(4) Substitution or addition of any transmitter oscillator crystal unless the crystal manufacturer or transmitter manufacturer has made an express determination that the crystal type, as installed in the specific transmitter type, will provide that transmitter type with the capability of operating within the frequency tolerance specified in Section 95.45 (a).

(5) Addition or substitution of any component, crystal or combination of crystals, or any other alteration to enable transmission on any frequency not authorized for use by the licensee.

(e) Only the manufacturer of the particular unit of equipment type accepted for use in Class D stations may make the permissive changes allowed under the provisions of Part 2 of this chapter for type acceptance. However, the manufacturer shall not make any of the following changes to the transmitter without prior written authorization from the Commission:

(1) Addition of any accessory or device not specified in the application for type acceptance and approved by the Commission in granting said type acceptance.

(2) Addition of any switch, control, or external connection.

(3) Modification to provide capability for an additional number of transmitting frequencies.

§ 95.37 Limitations on antenna structures.

(a) Except as provided in paragraph (b) of this section, an antenna for a Class A station which exceeds the following height limitations may not be erected or used unless notice has been filed with both the FAA on FAA Form 7460-1 and with the Commission on Form 714 or on the license application form, and prior approval by



the Commission has been obtained for:

(1) Any construction or alteration of more than 200 feet in height above ground level at its site (§ 17.7 (a) of this chapter).

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes (§ 17.7 (b) of this chapter):

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport with at least one runway more than 3,200 feet in length, excluding heliports, and seaplane bases without specified boundaries, if that airport is either listed in the Airport Directory of the current Airman's Information Manual or is operated by a Federal military agency.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport with its longest runway no more than 3,200 feet in length, excluding heliports, and seaplane bases without specified boundaries, if that airport is either listed in the Airport Directory or is operated by a Federal military agency.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and take-off area of each heliport listed in the Airport Directory or operated by a Federal military agency.

(3) Any construction or alteration on any airport listed in the Airport Directory of the current Airman's Information Manual (§ 17.7 (c) of this chapter).

(b) A notification to the Federal Aviation Administration is not required for any of the following construction or alteration of Class A station antenna structures.

(1) Any object that would be shielded by existing structures of a permanent and substan-



cial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation. Applicants claiming such exemption shall submit a statement with their application to the Commission explaining the basis in detail for their finding (§ 17.14 (a) of this chapter).

(2) Any antenna structure of 20 feet or less in height except one that would increase the

height of another antenna structure (§ 17.14 (b) of this chapter).

(c) A Class C or Class D station operated at a fixed location shall employ a transmitting antenna which complies with at least one of the following:

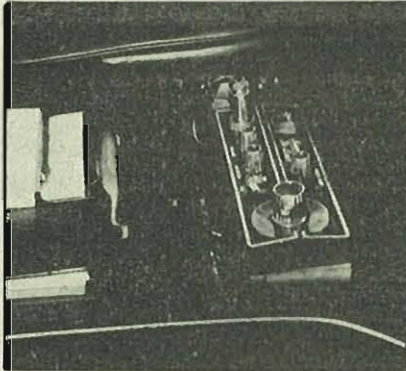
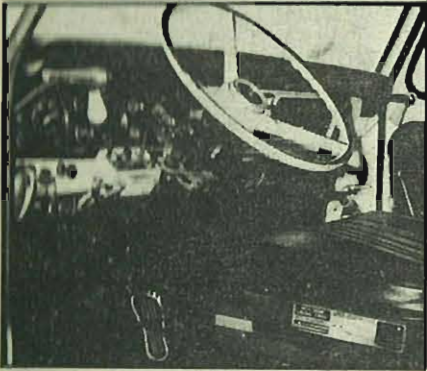
(1) The antenna and its supporting structure does not exceed 20 feet in height above ground level; or

(2) The antenna and its supporting structure does not exceed by more than 20 feet the height of any natural formation, tree or man-made structure on which it is mounted; or

NOTE: A man-made structure is any construction other than a tower, mast, or pole.

(3) The antenna is mounted on the transmitting antenna structure of another authorized radio station and exceeds neither 60 feet above ground level nor the height of the antenna supporting structure of the other station; or

(4) The antenna is mounted on and does not exceed the height of the antenna structure otherwise used solely for receiving purposes, which structure itself complies with subparagraph (1) or (2) of this paragraph.



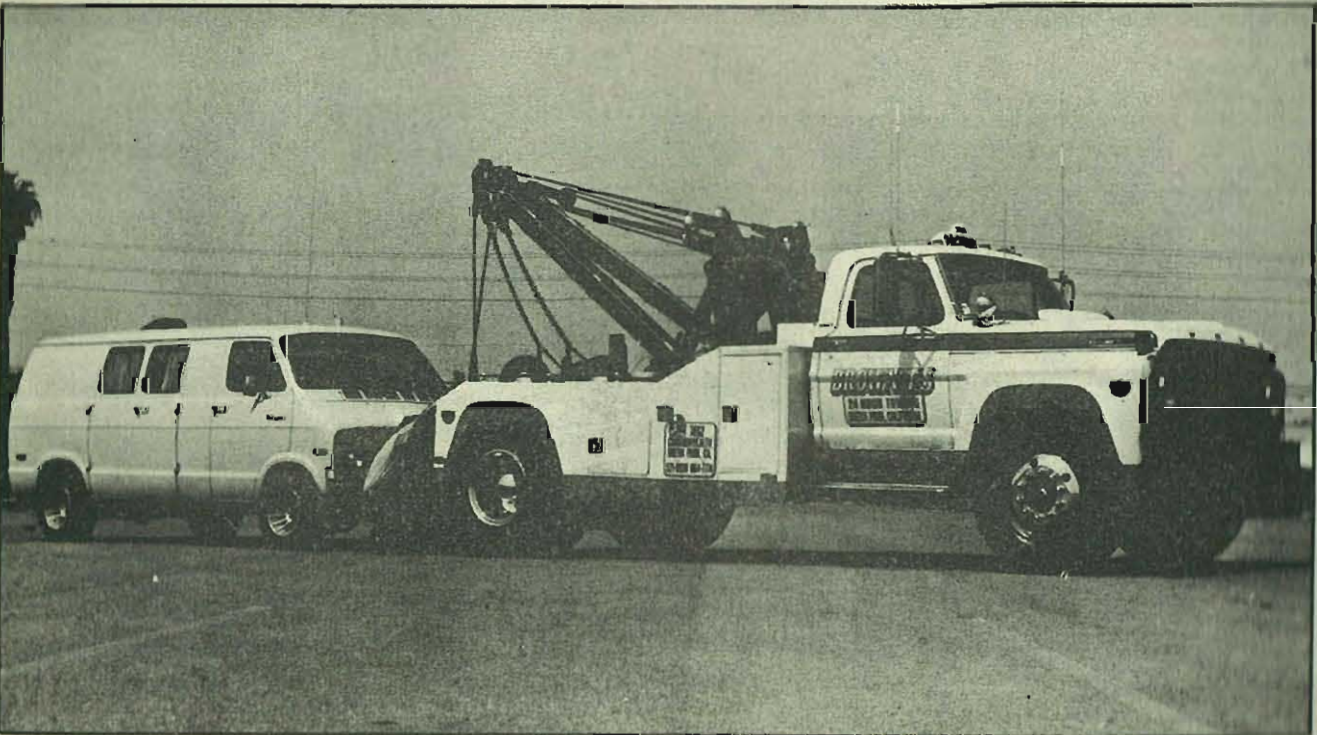
1. A base station at a business can make a big difference in the way you earn your living as a small businessman. Radio-equipped vehicles are not new to business, but CB can help as it is much less expensive than most other forms of business radio.

2. An auto towing operator can make good use of CB for short-range applications around his base of operations. In this case, he may include CB as well as equipment for police net use in responding to accidents.

3. Interior of cab on hauling rig is crowded, but CB gear is small enough to squeeze in. That's the best point of CB, it comes in a small package.

4. In this case, the CB unit is sandwiched in between the seats, a good location, but one that requires an external speaker for best results.

5. When receiving a call either from the base station or a REACT station telling of a stranded motorist, the operator can proceed directly to the place he is needed without having to check in at the central business location. Once on the scene, the radio takes a back seat to the equipment designed to do the work.



1

2

3

4

5

(5) The antenna is omnidirectional and the highest point of the antenna and its supporting structure does not exceed 60 feet above ground level and the highest point also does not exceed one foot in height above the established airport elevation for each 100 feet of horizontal distance from the nearest point of the nearest airport runway.

NOTE: A work sheet will be made available upon request to assist in determining the maximum permissible height of an antenna structure.

(d) Class C stations operated on frequencies in the 72-76 MHz band shall employ a transmitting antenna which complies with all of the following:

(1) The gain of the antenna shall not exceed that of a half-wave dipole;

(2) The antenna shall be immediately attached to, and an integral part of, the transmitter; and

(3) Only vertical polarization shall be used.

(e) Further details as to whether an aeronautical study and/or obstruction marking and lighting may be required, and specifications for obstruction marking and lighting when required, may be obtained from Part 17 of this chapter, "Construction, Marking, and Lighting of Antenna Structures."

(f) Subpart I of Part 1 of this chapter contains procedures implementing the National Environmental Policy Act of 1969. Applications for authorization of the construction of certain classes of communications facilities defined as "major actions" in § 1.305 thereof, are required to be accompanied by specified statements. Generally these classes are:

(1) Antenna towers or supporting structures which exceed 300 feet in height and are not located in areas devoted to heavy industry or to agriculture.

(2) Communications facilities to be located in the following areas:

(i) Facilities which are to be located in an officially designated wilderness area or in an area whose designation as a wilderness is pending consideration;

(ii) Facilities which are to be located in an officially designated wildlife preserve or in an area whose designation as a wildlife preserve is pending consideration;

(iii) Facilities which will affect districts, sites, buildings, structures or objects, significant in American history, architecture, archaeology or culture, which are listed in the National Register of Historic Places or are eligible for listing (see 36 CFR 800.2 (d) and (f) and 800.10); and

(iv) Facilities to be located in areas which are recognized either nationally or locally for their special scenic or recreational value.

(3) Facilities whose construction will involve extensive change in surface features (e.g. wetland fill, deforestation or water diversion).

NOTE: The provisions of this paragraph do not include the mounting of FM, television or other antennas comparable thereto in size on an existing building or antenna tower. The use of existing routes, buildings and towers is an environmentally desirable alternative to the construction of new routes or towers and is encouraged.

If the required statements do not accompany the application, the pertinent facts may be brought to the attention of the Commission by any interested person during the course of the license term and considered de novo by the Commission.

base and mobile stations. They may also be assigned to fixed stations as follows:

(i) Fixed stations which are used to control base stations of a system may be assigned the frequency assigned to the mobile units associated with the base station. Such fixed stations shall comply with the following requirements if they are located within 75 miles of the center of urbanized areas of 200,000 or more population.

(a) If the station is used to control one or more base stations located within 45 degrees of azimuth, a directional antenna having a front-to-back ratio of at least 15 dB shall be used at the fixed station. For other situations where such a directional antenna cannot be used, a cardioid, bidirectional or omnidirectional antenna may be employed. Consistent with reasonable design, the antenna used must, in each case, produce a radiation pattern that provides only the coverage necessary to permit satisfactory control of each base station and limit radiation in other directions to the extent feasible.

(b) The strength of the signal of a fixed station controlling a single base station may not exceed the signal strength produced at the antenna terminal of the base receiver by a unit of the associated mobile station, by more than 6 dB. When the station controls more than one base station, the 6 dB control-to-mobile signal difference need be verified at only one of the base station sites. The measurement of the signal strength of the mobile unit must be made when such unit is transmitting from the control station location or, if that is not practical, from a location within one-fourth mile of the control station site.

(c) Each application for a control station to be authorized under the provisions of this paragraph shall be accompanied by a statement certifying that the output power of the proposed station transmitter will be adjusted to comply with the foregoing signal level limitation. Records of the measurements used to determine the signal ratio shall be kept with the station records and shall be made available for inspection by Commission personnel upon request.

(d) Urbanized areas of 200,000 or more population are defined in the U.S. Census of Population, 1960, vol. 1, table 23, page 50. The centers of urbanized areas are determined from the Appendix, page 226 of the U.S. Commerce publication "Air Line Distance Between Cities in the United States."

(ii) Fixed stations, other than those used to control base stations, which are located 75 or more miles from the center of an urbanized area of 200,000 or more population. The centers of urbanized areas of 200,000 or more population are listed on page 226 of the Appendix to the U.S. Department of Commerce publication "Air Line Distance Between Cities in the United State." When the fixed station is located 100 miles or less from the center of such an urbanized area, the power output may not exceed 15 watts. All fixed systems are limited to a maximum of two frequencies and must employ directional antennas with a front-to-back ratio of at least 15 dB. For two-frequency systems, separation between transmit-receive frequencies is 5 MHz.

Base and Mobile (MHz)	Mobile Only (MHz)
462.550	467.550
462.575	467.575
462.600	467.600

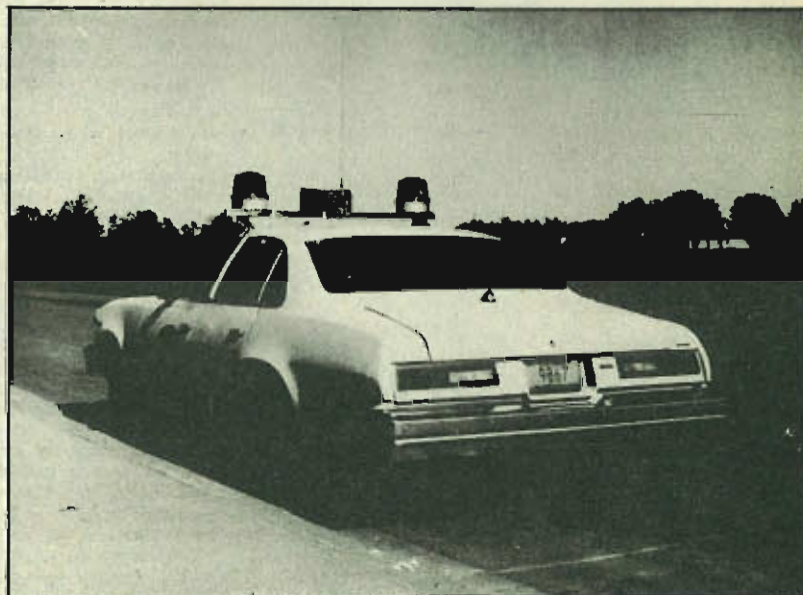
Base and Mobile (MHz)	Mobile Only (MHz)
462.625	467.625
462.650	467.650
462.675	467.675
462.700	467.700
462.725	467.725

(2) Conditions governing the operation of stations authorized prior to March 18, 1968:

(i) All base and mobile stations authorized to operate on frequencies other than those listed in subparagraph (1) of this paragraph may continue to operate on those frequencies only until January 1, 1970.

(ii) Fixed stations located 100 or more miles from the center of any urbanized area of 200,000 or more population authorized to operate on frequencies other than those listed in subparagraph (1) of this paragraph will not have to change frequencies provided no interference is caused to the operation of stations in the land mobile service.

(iii) Fixed stations, other than those used to control base stations, located less than 100 miles (75 miles if the transmitter power output does not exceed 15 watts) from the center of any urbanized area of 200,000 or more population must discontinue operation by November 1, 1971. However, any operation after January 1,



SUBPART C— TECHNICAL REGULATIONS

§ 95.41 Frequencies available.

(a) Frequencies available for assignment to Class A stations:

(1) The following frequencies or frequency pairs are available primarily for assignment to

1970, must be on frequencies listed in subparagraph (1) of this paragraph.

(iv) Fixed stations, located less than 100 miles from the center of any urbanized area of 300,000 or more population, which are used to control base stations and are authorized to operate on frequencies other than those listed in subparagraph (1) of this paragraph may continue to operate on those frequencies only until January 1, 1970.

(v) All fixed stations must comply with the applicable technical requirements of subparagraph (1) relating to antennas and radiated signal strength of this paragraph by November 1, 1971.

(vi) Notwithstanding the provisions of subdivisions (i) through (v) of this subparagraph, all stations authorized to operate on frequencies between 465.000 and 465.500 MHz and located within 75 miles of the center of the 20 largest urbanized areas of the United States, may continue to operate on these frequencies only until January 1, 1969. An extension to continue operation on such frequencies until January 1, 1970, may be granted to such station licensees on a case by case basis if the Commission finds that continued operation would not be inconsistent with planned usage of the particular frequency for police purposes. The 20 largest urbanized areas can be found in the U.S. Census of Population, 1960, vol. 1, table 23, page 50. The centers of urbanized areas are determined from the appendix, page 226, of the U.S. Commerce publication, "Air Line Distance Between Cities in the United States."

(b) [Reserved]

(c) Class C mobile stations may employ only amplitude tone modulation or on-off keying of the unmodulated carrier, on a shared basis with other stations in the Citizens Radio Service on the frequencies and under the conditions specified in the following tables:

(1) For the control of remote objects or devices by radio, or for the remote actuation of devices which are used solely as a means of attracting attention and subject to no protection from interference due to the operation of industrial, scientific, or medical devices within the 26.96-27.28 MHz band, the following frequencies are available:

(MHz)	(MHz)	(MHz)
26.995	27.095	27.195
27.045	27.145	27.255

*The frequency 27.255 MHz also is shared with stations in other services.

(2) Subject to the conditions that interference will not be caused to the remote control of industrial equipment operating on the same or adjacent frequencies and to the reception of television transmissions on Channels 4 or 5; and that no protection will be afforded from interference due to the operation of fixed and mobile stations in other services assigned to the same or adjacent frequencies in the band, the following frequencies are available solely for the radio remote control of models used for hobby purposes:

(3) For the radio remote control of any model used for hobby purposes:

MHz	MHz	MHz
72.14	72.32	72.96

(4) For the radio remote control of aircraft models only:

MHz	MHz	MHz
72.08	72.24	72.40
72.36		

(5) The frequencies listed in the following paragraphs are available for use by Class D stations and are subject to no protection from interference resulting from the operation of industrial, scientific, or medical devices in the 26.96 MHz to 27.28 MHz band.

(1) The following frequencies may be used for communications between Class D stations:

MHz	MHz
26.965	27.115
26.975	27.125
26.985	27.135
27.005	27.155
27.015	27.165
27.025	27.175
27.035	27.185
27.055	27.205
27.075	27.215
27.085	27.225
27.105	27.255

§ 95.41 (d) (2) is added to read as follows:

(2) Effective January 1, 1977, the following frequencies may be used for communications between Class D stations:

MHz	MHz
26.965	27.225
26.975	27.235
26.985	27.245
27.005	27.255
27.015	27.265
27.025	27.275
27.035	27.285
27.055	27.295
27.075	27.305
27.085	27.315
27.105	27.325
27.115	27.335
27.125	27.345
27.135	27.355
27.155	27.365
27.165	27.375
27.175	27.385
27.185	27.395
27.205	27.405
27.215	

(3) The frequency 27.065 MHz (Channel 9) shall be used solely for:

(i) Emergency communications involving the immediate safety of life of individuals or the immediate protection of property or

(ii) Communications necessary to render assistance to a motorist.

NOTE: A licensee, before using Channel 9, must make a determination that his communication is either (a) an emergency communication or (b) is necessary to render assistance to a motorist. To be an emergency communication, the message must have some direct relation to the immediate safety of life or immediate protection of property. If no immediate action is required, it is not an emergency. What may not be an emergency under one set of circumstances may be an emergency under different circumstances. There are many worthwhile public service communications that do not qualify as emergency communications. In the case of motorist assistance, the message must be necessary to assist a particular motorist and not, except in a valid emergency, motorists in general. If the communications are to be lengthy, the exchange should be shifted to another channel, if feasible, after contact is established. No nonemergency or nonmotorist assistance communications are permitted on Channel 9 even for the limited purpose of calling a licensee monitoring a channel to ask him to switch to another channel. Although Channel 9 may be used for marine emergencies, it should not be considered a substitute for the authorized marine distress system. The Coast Guard has stated it will not "participate directly in the Citizens Radio Service by fitting with and/or providing a watch on any Citizens Band Channel. (Coast Guard Commandant Instruction 2302.6.)"

The following are examples of permitted and prohibited types of communications. They are guidelines and are not intended to be all inclusive.

Permitted Example message

- Yes—"A tornado sighted six miles north of town."
 No—"This is observation post number 10. No tornados sighted."
 Yes—"I am out of gas on Interstate 95."
 No—"I am out of gas in my driveway."
 Yes—"There is a four-car collision at Exit 10 on the Beltway, send police and ambulance."
 No—"Traffic is moving smoothly on the Beltway."
 Yes—"Base to Unit 1, the Weather Bureau has just issued a thunderstorm warning. Bring the sailboat into port."
 No—"Attention all motorists. The Weather Bureau advises that the snow tomorrow will accumulate 4 to 6 inches."
 Yes—"There is a fire in the building on the corner of 6th and Main Streets."
 No—"This is Halloween patrol unit number 3. Everything is quiet here."

The following priorities should be observed in the use of Channel 9.

1. Communications relating to an existing situation dangerous to life or property, i.e., fire, automobile accident.
2. Communications relating to a potentially hazardous situation, i.e., car stalled in a dangerous place, lost child, boat out of gas.
3. Road assistance to a disabled vehicle on the highway or street.
4. Road and street directions.

(e) Upon specific request accompanying application for renewal of station authorization, a Class A station in this service, which was authorized to operate on a frequency in the 460-461 MHz band until March 31, 1967, may be assigned that frequency for continued use until not later than March 31, 1968, subject to all other provisions of this part.

§ 95.42 Special provisions.

Effective September 10, 1976 station authorizations for the use of frequencies between 26.96 MHz and 27.41 MHz will be issued only to applicants in the Citizens Radio Service. Any license in a radio service other than the Citizens Radio Service authorizing the use of frequencies between 26.96 MHz and 27.41 MHz shall remain valid until December 31, 1979.

§ 95.43 Transmitter power.

(a) Transmitter power is the power at the transmitter output terminals and delivered to the antenna, antenna transmission line, or any other impedance-matched, radio frequency load.

(1) For single sideband transmitters and other transmitters employing a reduced carrier, a suppressed carrier or a controlled carrier, used at Class D stations, transmitter power is the peak envelope power.

(2) For all transmitters other than those covered by paragraph (a)(1) of this section, the transmitter power is the carrier power.

(b) The transmitter power of a station shall not exceed the following values under any condition of modulation or other circumstances.

Class of station:	Transmitter power in watts
A	50
C-27.255 MHz	25
C-26.995-27.195 MHz	4
C-72-76 MHz	0.75
D-Carrier (where applicable)	4
D-Peak envelope power (where applicable)	12

§ 95.44 External radio frequency power amplifiers prohibited.

No external radio frequency power amplifier shall be used or attached, by connection, coupling attachment or in any other way at any Class D station.



NOTE: An external radio frequency power amplifier at a Class D station will be presumed to have been used where it is in the operator's possession or on his premises and there is extrinsic evidence of any operation of such Class D station in excess of power limitations provided under this rule part unless the operator of such equipment holds a station license in another radio service under which license the use of the said amplifier at its maximum rated output power is permitted.

§ 95.45 Frequency tolerance.

(a) Except as provided in paragraphs (b) and (c) of this section, the carrier frequency of a transmitter in this service shall be maintained within the following percentage of the authorized frequency:

Class of station	Frequency tolerance	
	Fixed and base	Mobile
A	0.00025	0.0005
C005
D005

(b) Transmitters used at Class C stations operating on authorized frequencies between 26.99 and 27.26 MHz with 2.5 watts or less mean output power, which are used solely for the control of remote objects or devices by radio (other than devices used solely as a means of attracting attention), are permitted a frequency tolerance of 0.01 percent.

(c) Class A stations operated at a fixed location used to control base stations, through use of a mobile only frequency, may operate with a frequency tolerance of 0.0005 percent.

§ 95.47 Types of emission.

(a) Except as provided in paragraph (c) of this section, Class A stations in this service will normally be authorized to transmit radiotelephony only. However, the use of tone signals or signaling devices solely to actuate receiver circuits, such as tone operated squelch or selective calling circuits, the primary function of which is to establish or establish and maintain voice communications, is permitted.

The use of tone signals solely to attract attention is prohibited.

(b) [Reserved]

(c) Class C stations in this service are authorized to use amplitude tone modulation or on-off unmodulated carrier only, for the control of remote objects or devices by radio or for the remote actuation of devices which are used solely as a means of attracting attention. The transmission of any form of telegraphy, telephony or record communications by a Class C station is prohibited. Telemetry, except for the transmission of simple, short duration signals indicating the presence or absence of a condition or the occurrence of an event, is also prohibited.

(d) Transmitters used at Class D stations in this service are authorized to use amplitude voice modulation, either single or double sideband. Tone signals or signalling devices may be used only to actuate receiver circuits, such as tone operated squelch or selective calling circuits, the primary function of which is to establish or maintain voice communications. The use of any signals solely to attract attention or for the control of remote objects or devices is prohibited.

(e) Other types of emission not described in paragraph (a) of this section may be authorized for Class A citizens radio stations upon a showing of need therefor. An application requesting such authorization shall fully describe the emission desired, shall indicate the bandwidth required for satisfactory communication, and shall state the purpose for which such emission is required. For information regarding the classification of emissions and the calculation of bandwidth, reference should be made to Part 2 of this chapter.

§ 95.49 Emission limitations.

(a) Each authorization issued to a Class A citizens radio station will show, as a prefix to the classification of the authorized emission, a figure specifying the maximum bandwidth to be occupied by the emission.

(b) [Reserved]

(c) The authorized bandwidth of the emission of any transmitter employing amplitude modulation shall be 8 kHz for double sideband and 4 kHz for single sideband. The authorized bandwidth of the emission of any transmitter employing frequency or phase modulation (Class F2 or F3) shall be 20 kHz. The use of F2 and F3 emissions in the frequency band 26.96 MHz-27.41 MHz is not authorized.

(d) * * *

(1) When using emissions other than single sideband:

(i) On any frequency removed from the center of the authorized bandwidth by more

than 50 percent up to and including 100 percent of the authorized bandwidth: At least 25 decibels;

(ii) On any frequency removed from the center of the authorized bandwidth by more than 100 percent up to and including 250 percent of the authorized bandwidth: At least 35 decibels;

(2) When using single sideband emissions:

(i) On any frequency removed from the center of the authorized bandwidth by more than 50 percent up to and including 150 percent of the authorized bandwidth: At least 25 decibels;

(ii) On any frequency removed from the center of the authorized bandwidth by more than 150 percent up to and including 250 percent of the authorized bandwidth: At least 35 decibels;

(3) On any frequency removed from the center of the authorized bandwidth by more than 250 percent of the authorized bandwidth: at least $43 + 10 \log_{10}$ (mean power in watts) decibels, for Class D transmitters type accepted before September 10, 1976 and all Class A transmitters.

(4) On any frequency removed from the center of the authorized bandwidth by more than 250 percent of the authorized bandwidth up to a frequency of twice the fundamental frequency: at least 60 decibels (mean power in watts) decibels, for Class D transmitters type accepted after September 10, 1976.

(5) On any frequency twice or greater than twice the fundamental frequency: at least 60 decibels (mean power in watts) for Class D transmitters type accepted after September 10, 1976.

Note.—The requirements of paragraph (d) must be met both with and without connection of all attachments acceptable for use with such transmitters. External speakers, microphones, power cords, and antennas are among the devices included in this requirement. Additionally, if it is shown that a licensee causes interference to television reception because of insufficient harmonic attenuation, he may be required to insert a low pass filter between the transmitter RF output terminal and the antenna feedline.

(e) When an unauthorized emission results in harmful interference, the Commission may, in its discretion, require appropriate technical changes in equipment to alleviate the interference.

§ 95.51 Modulation requirements.

(a) When double sideband, amplitude modulation is used for telephony, the modulation percentage shall be sufficient to provide efficient communication and shall not exceed 100 percent.

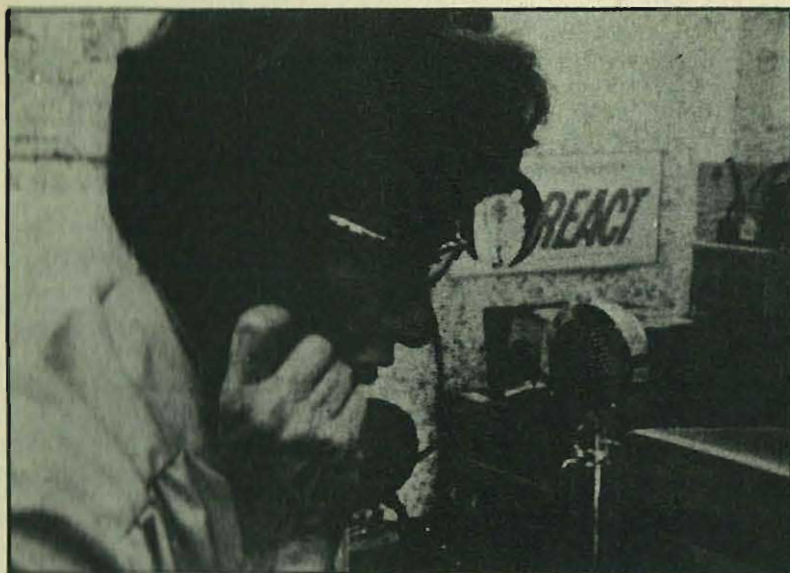
(b) Each transmitter for use in Class D stations, other than single sideband, suppressed carrier, or controlled carrier, for which type acceptance is requested after May 24, 1974, having more than 2.5 watts maximum output power shall be equipped with a device which automatically prevents modulation in excess of 100 percent on positive and negative peaks.

(c) The maximum audio frequency required for satisfactory radiotelephone intelligibility for use in this service is considered to be 3000 Hz.

(d) Transmitters for use at Class A stations shall be provided with a device which automatically will prevent greater than normal audio level from causing modulation in excess of that specified in this subpart; *Provided, however,* That the requirements of this paragraph shall not apply to transmitters authorized at mobile stations and having an output power of 2.5 watts or less.

(e) Each transmitter of a Class A station which is equipped with a modulation limiter in accordance with the provisions of paragraph (d) of this section shall also be equipped with an audio low-pass filter. This audio low-pass filter





shall be installed between the modulation limiter and the modulated stage and, at audio frequencies between 3 kHz and 20 kHz, shall have an attenuation greater than the attenuation at 1 kHz by at least:

$$60 \log_{10} (f/3) \text{ decibels}$$

where "f" is the audio frequency in kHz. At audio frequencies above 20 kHz, the attenuation shall be at least 50 decibels greater than the attenuation at 1 kHz.

(f) Simultaneous amplitude modulation and frequency or phase modulation of a transmitter is not authorized.

(g) The maximum frequency deviation of frequency modulated transmitters used at Class A stations shall not exceed ± 5 kHz.

§ 95.53 Compliance with technical requirements.

(a) Upon receipt of notification from the Commission of a deviation from the technical requirements of the rules in this part, the radiations of the transmitter involved shall be suspended immediately, except for necessary tests and adjustments, and shall not be resumed until such deviation has been corrected.

(b) When any citizens radio station licensee receives a notice of violation indicating that the station has been operated contrary to any of the provisions contained in Subpart C of this part, or where it otherwise appears that operation of a station in this service may not be in accordance with applicable technical standards, the Commission may require the licensee to conduct such tests as may be necessary to determine whether the equipment is capable of meeting these standards and to make such adjustments as may be necessary to assure compliance therewith. A licensee who is notified that he is required to conduct such tests and/or make adjustments must, within the time limit specified in the notice, report to the Commission the results thereof.

(c) All tests and adjustments which may be required in accordance with paragraph (b) of this section shall be made by, or under the immediate supervision of, a person holding a first- or second-class commercial operator license, either radiotelephone or radio telegraph as may be appropriate for the type of emission employed. In each case, the report which is submitted to the Commission shall be signed by the licensed commercial operator. Such report shall describe the results of the tests and adjustments, the test equipment and procedures used, and shall state the type, class, and serial number of the operator's license. A copy of this report shall also be kept with the station records.

§ 95.55 Acceptability of transmitters for licensing.

Transmitters type approved or type accepted for use under this part are included in the Commission's Radio Equipment List. Copies of this list are available for public reference at the Commission's Washington, D.C., offices and field offices. The requirements for transmitters which may be operated under a license in this service are set forth in the following paragraphs.

(a) Class A stations: All transmitters shall be type accepted.

(b) Class C stations:

(1) Transmitters operated in the band 72-76 MHz shall be type accepted.

(2) All transmitters operated in the band 26.99-27.26 MHz shall be type approved, type accepted or crystal controlled.

(c) Class D stations:

(1) All transmitters first licensed, or marketed as specified in § 2.805 of this chapter, prior to November 22, 1974, shall be type accepted or crystal controlled.

(2) All transmitters first licensed, or marketed as specified in § 2.803 of this chapter, on or after November 22, 1974, shall be type accepted.

(3) Effective November 23, 1978, all transmitters shall be type accepted.

(4) Prior to January 1, 1977 transmitters which are equipped to operate on any frequency not included in § 95.41 (d)(1) may not be installed at, or used by, any Class D station unless there is a station license posted at the transmitter location, or a transmitter identification card (FCC Form 452-C) attached to the transmitter, which indicates that operation of the transmitter on such frequency has been authorized by the Commission.

(5) Effective January 1, 1977 transmitters which are equipped to operate on any frequency not included in § 95.41 may not be installed at or used by any Class D station unless there is a station license posted at the transmitter location, or a transmitter identification card (FCC Form 452-C) attached to the transmitter, which indicates that operation of the transmitter on such frequency has been authorized by the Commission.

Note.—A "transmitter" is defined to include any radio frequency (RF) power amplifier.

(6) No Class D transmitter type accepted prior to September 10, 1976 shall be manufactured on or after August 1, 1977.

(7) No Class D transmitter type accepted prior to September 10, 1976 shall be marketed on or after January 1, 1978.

(d) With the exception of equipment type approved for use at a Class C station, all transmitting equipment authorized in this service shall be crystal controlled.

(e) No controls, switches or other functions which can cause operation in violation of the technical regulations of this part shall be accessible from the operating panel or exterior to the cabinet enclosing a transmitter authorized in this service.

§ 95.57 Procedure for type acceptance of equipment.

(a) Any manufacturer of a transmitter built for use in this service, except noncrystal controlled transmitters for use at Class C stations, may request type acceptance for such transmitter in accordance with the type acceptance requirements of this part, following the type acceptance procedure set forth in Part 2 of this chapter.

(b) Type acceptance for an individual transmitter may also be requested by an applicant for a station authorization by following the type acceptance procedures set forth in Part 2 of this chapter. Such transmitters, if accepted, will not normally be included on the Commission's "Radio Equipment List", but will be individually enumerated on the station authorization.

(c) Additional rules with respect to type acceptance are set forth in Part 2 of this chapter. These rules include information with respect to withdrawal of type acceptance, modification of type-accepted equipment, and limitations on the findings upon which type acceptance is based.

(d) Transmitters equipped with a frequency or frequencies not listed in § 95.41 (d)(1) will not be type accepted for use at Class D stations unless the transmitter is also type accepted for use in the service in which the frequency is authorized, if type acceptance in that service is required.

§ 95.58 Additional requirements for type acceptance.

(a) All transmitters shall be crystal controlled.

(b) Except for transmitters type accepted for use at Class A stations, transmitters shall not include any provisions for increasing power to levels in excess of the pertinent limits specified in Section 95.43.

(c) In addition to all other applicable technical requirements set forth in this part, transmitters for which type acceptance is requested after May 24, 1974, for use at Class D stations shall comply with the following:

(1) Single sideband transmitters and other transmitters employing reduced, suppressed or controlled carrier shall include a means for automatically preventing the transmitter power from exceeding either the maximum permissible peak envelope power or the rated peak envelope power of the transmitter, whichever is lower.

(2) Multi-frequency transmitters shall be capable of operation only on those frequencies authorized by § 95.41.

(3) All transmitter frequency determining circuitry (including crystals), other than the frequency selection mechanism, employed in Class D station equipment shall be internal to the equipment and shall not be accessible from the exterior of the equipment cabinet or operating panel. Add-on devices, whether internal or external to the equipment, the function of which is to extend the frequency coverage capability of a Class D unit beyond its original frequency coverage capability, shall not be sold, manufactured, or attached to any transmitter capable of operation on Class D frequencies in Radio Service frequencies.

(4) Single sideband transmitters shall be capable of transmitting on the upper sideband. Capability for transmission also on the lower sideband is permissible.

(3) The total dissipation ratings, established by the manufacturer of the electron tubes or semiconductors which supply radio frequency power to the antenna terminals of the transmitter, shall not exceed 10 watts. For electron tubes, the rating shall be the Intermittent Commercial and Amateur Service (ICAS plate dissipation value if established. For semiconductors, the rating shall be the collector or device dissipation value, whichever is greater, which may be temperature de-rated to not more than 50°C.

(d) Only the following external transmitter controls, connections or devices will normally be permitted in transmitters for which type acceptance is requested after May 24, 1974, for use at Class D stations. Approval of additional controls, connections or devices may be given after consideration of the function to be performed by such additions.

(1) Primary power connection. (Circuitry or devices such as rectifiers, transformers, or inverters which provide the nominal rated transmitter primary supply voltage may be used without voiding the transmitter type acceptance.)

(2) Microphone connection.

(3) Radio frequency output power connection.

(4) Audio frequency power amplifier output connector and selector switch.

(5) On-off switch for primary power to transmitter. May be combined with receiver controls such as the receiver on-off switch and volume control.

(6) Upper-lower sideband selector; for single sideband transmitters only.

(7) Selector for choice of carrier level; for single sideband transmitters only. May be combined with sideband selector.

(8) Transmitting frequency selector switch.

(9) Transmit-receive switch.

(10) Meter(s) and selector switch for monitoring transmitter performance.

(11) Pilot lamp or meter to indicate the presence of radio frequency output power or that transmitter control circuits are activated to transmit.

(e) An instruction book for the user shall be furnished with each transmitter sold and one copy (a draft or preliminary copy is acceptable providing a final copy is furnished when completed) shall be forwarded to the Commission with each request for type acceptance or type approval. The book shall contain all information necessary for the proper installation and operation of the transmitter including:

(1) Instructions concerning all controls, adjustments and switches which may be operated or adjusted without causing violation of technical regulations of this part;

(2) Warnings concerning any adjustment which, according to the rules of this part, may be made only by, or under the immediate supervision of, a person holding a commercial first or second class radio operator license;

(3) Warnings concerning the replacement or substitution of crystals, tubes or other components which could cause violation of the technical regulations of this part and of the type acceptance or type approval requirements of Part 2 of this chapter.

(4) Warnings concerning licensing requirements and details concerning the application procedures for licensing.

(f) A Class D Citizens Radio Service application form (FCC Form 505), a Temporary Permit, Class D Citizens Radio Station (FCC Form 555-B), and a copy of Part 95 of the Commission's Rules and Regulations, each to be current at the time of packing of the transmitter, shall be furnished with each transmitter sold after January 1, 1977.

(g) The serial number of each new Class D unit sold after January 1, 1977 shall be engraved on the unit's chassis.

§ 95.59 Submission of noncrystal controlled Class C station transmitters for type approval.

Type approval of noncrystal controlled transmitters for use at Class C stations in this service may be requested in accordance with the procedure specified in Part 2 of this chapter.

§ 95.61 Type approval of receiver-transmitter combinations.

Type approval will not be issued for transmitting equipment for operation under this part when such equipment is enclosed in the same cabinet, is constructed on the same chassis in whole or in part, or is identified with a common type or model number with a radio receiver, unless such receiver has been certificated to the Commission as complying with the requirements of Part 15 of this chapter.

§ 95.63 Minimum equipment specifications.

Transmitters submitted for type approval in this service shall be capable of meeting the technical specifications contained in this part, and in addition, shall comply with the following:

(a) Any basic instructions concerning the proper adjustment, use, or operation of the equipment that may be necessary shall be attached to the equipment in a suitable manner and in such positions as to be easily read by the operator.

(b) A durable nameplate shall be mounted on each transmitter showing the name of the manufacturer, the type or model designation, and providing suitable space for permanently displaying the transmitter serial number, FCC type approval number, and the class of station for which approved.

(c) The transmitter shall be designed, constructed, and adjusted by the manufacturer to operate on a frequency or frequencies available to the class of station for which type approval is sought. In designing the equipment, every reasonable precaution shall be taken to protect the user from high voltage shock and radio frequency burns. Connections to batteries (if used) shall be made in such a manner as to permit replacement by the user without causing improper operation of the transmitter. Generally accepted modern engineering principles shall be utilized in the generation of radio frequency currents so as to guard against unnecessary interference to other services. In cases of

harmful interference arising from the design, construction, or operation of the equipment, the Commission may require appropriate technical changes in equipment to alleviate interference.

(d) Controls which may effect changes in the carrier frequency of the transmitter shall not be accessible from the exterior of any unit unless such accessibility is specifically approved by the Commission.

§ 95.65 Test procedure.

Type approval tests to determine whether radio equipment meets the technical specifications contained in this part will be conducted under the following conditions:

(a) Gradual ambient temperature variations from 0° to 125° F.

(b) Relative ambient humidity from 20 to 95 percent. This test will normally consist of subjecting the equipment for at least three consecutive periods of 24 hours each, to a relative ambient humidity of 20, 60, and 95 percent, respectively, at a temperature of approximately 80° F.

(c) Movement of transmitter or objects in the immediate vicinity thereof.

(d) Power supply voltage variations normally to be encountered under actual operating conditions.

(e) Additional tests as may be prescribed, if considered necessary or desirable.

§ 95.67 Certificate of type approval.

A certificate or notice of type approval, when issued to the manufacturer of equipment intended to be used or operated in the Citizens Radio Service, constitutes a recognition that on the basis of the test made, the particular type of equipment appears to have the capability of functioning in accordance with the technical specifications and regulations contained in this part: *Provided*, That all such additional equipment of the same type is properly constructed, maintained, and operated: *And provided further*, That no change whatsoever is made in the design or construction of such equipment except upon specific approval by the Commission.

SUBPART D—STATION OPERATING REQUIREMENTS

§ 95.81 Permissible Communications.

Stations licensed in the Citizens Radio Service are authorized to transmit the following types of communications:



(a) Communications to facilitate the personal or business activities of the licensee.

(b) Communication relating to:

(1) The immediate safety of life or the immediate protection of property in accordance with § 95.85.

(2) The rendering of assistance to a motorist, mariner or other traveler.

(3) Civil defense activities in accordance with § 95.121.

(4) Other activities only as specifically authorized pursuant to § 95.87.

(c) Communications with stations authorized in other radio services except as prohibited in § 95.83 (a) (3).

§ 95.83 Prohibited communications:

(a) A citizens radio station shall not be used:

(1) For any purpose, or in connection with any activity, which is contrary to Federal, State, or local law.

(2) For the transmission of communications containing obscene, indecent, profane words, language, or meaning.

(3) To communicate with an Amateur Radio Service station, an unlicensed station, or foreign stations (other than as provided in Subpart E of this part) except for communications pursuant to §§ 95.85 (b) and 95.121.

(4) To convey program material for retransmission, live or delayed, on a broadcast facility. Note: A Class A or Class D station may be used in connection with administrative, engineering, or maintenance activities of a broadcasting station; a Class A or Class C station may be used for control functions by radio which do not involve the transmission of program material; and a Class A or Class D station may be used in the gathering of news items or preparation of programs: Provided, that the actual or recorded transmissions of the Citizens radio station are not broadcast at any time in whole or in part.

(5) To intentionally interfere with the communications of another station.

(6) For the direct transmission of any material to the public through a public address system or similar means.

(7) For the transmission of music, whistling, sound effects, or any material for amusement or entertainment purposes, or solely to attract attention.

(8) To transmit the word "MAYDAY" or other international distress signals, except when the station is located in a ship, aircraft, or other vehicle which is threatened by grave and imminent danger and requests immediate assistance.

(9) For advertising or soliciting the sale of any goods or services.

(10) For transmitting messages in other than plain language. Abbreviations including nationally or internationally recognized operating signals, may be used only if a list of all such abbreviations and their meaning is kept in the station records and made available to any Commission representative on demand.

(11) To carry on communications for hire, whether the remuneration or benefit received is direct or indirect.

[§ 95.83(a) & headnote amended eff. 9-15-75; VI(75)-2]

(b) A Class D station may not be used to communicate with, or attempt to communicate with, any unit of the same or another station over a distance of more than 150 miles.

(c) A licensee of a Citizens radio station who is engaged in the business of selling Citizens radio transmitting equipment shall not allow a customer to operate under his station license. In addition, all communications by the licensee for the purpose of demonstrating such equip-

ment shall consist only of brief messages addressed to other units of the same station.

§ 95.85 Emergency and assistance to motorist use.

(a) All Citizens radio stations shall give priority to the emergency communications of other stations which involve the immediate safety of life of individuals or the immediate protection of property.

(b) Any station in this service may be utilized during an emergency involving the immediate safety of life of individuals or the immediate protection of property for the transmission of emergency communications. It may also be used to transmit communications necessary to render assistance to a motorist.

(1) When used for transmission of emergency communications certain provisions in this part concerning use of frequencies (§ 95.41(d)); prohibited uses (§ 95.83(a) (3)); operation by or on behalf of persons other than the licensee (§ 95.87); and duration of transmissions (§ 95.91 (a) and (b)) shall not apply.

(2) When used for transmissions of communications necessary to render assistance to a traveler, the provisions of this Part concerning duration of transmission (§ 95.91(b)) shall not apply.

(3) The exemptions granted from certain provisions in subparagraphs (1) and (2) of this paragraph may be rescinded by the Commission at its discretion.

(c) If the emergency use under paragraph (b) of this section extends over a period of 12 hours or more, notice shall be sent to the Commission in Washington, D.C., as soon as it is evident that the emergency has or will exceed 12 hours. The notice should include the identity of the stations participating, the nature of the emergency, and the use made of the stations. A single notice covering all participating stations may be submitted.

§ 95.87 Operation by, or on behalf of, persons other than the licensee.

(a) Transmitters authorized in this service must be under the control of the licensee at all times. A licensee shall not transfer, assign, or dispose of, in any manner, directly or indirectly, the operating authority under his station license, and shall be responsible for the proper operation of all units of the station.

(b) Citizens radio stations may be operated only by the following persons, except as provided in paragraph (c) of this section:

(1) The licensee;

(2) Members of the licensee's immediate family living in the same household;

(3) The partners, if the licensee is a partnership, provided the communications relate to the business of the partnership;

(4) The members, if the licensee is an unincorporated association, provided the communications relate to the business of the association;

(5) Employees of the licensee only while acting within the scope of their employment;

(6) Any person under the control or supervision of the licensee when the station is used solely for the control of remote objects or devices, other than devices used only as a means of attracting attention; and

(7) Other persons, upon specific prior approval of the Commission shown on or attached to the station license, under the following circumstances:

(i) Licensee is a corporation and proposes to provide private radiocommunication facilities for the transmission of messages or signals by or on behalf of its parent corporation, another subsidiary of the parent corporation, or its own subsidiary. Any remuneration or compensation received by the licensee for the use of the radiocommunication facilities shall be governed by a contract entered into by the parties concerned and the total of the compensation shall not exceed the cost of providing the

facilities. Records which show the cost of service and its nonprofit or cost-sharing basis shall be maintained by the licensee.

(ii) Licensee proposes the shared or cooperative use of a Class A station with one or more other licensees in this service for the purpose of communicating on a regular basis with units of their respective Class A stations, or with units of other Class A stations if the communications transmitted are otherwise permissible. The use of these private radiocommunication facilities shall be conducted pursuant to a written contract which shall provide that contributions to capital and operating expense shall be made on a nonprofit, cost-sharing basis, the cost to be divided on an equitable basis among all parties to the agreement. Records which show the cost of service and its nonprofit, cost-sharing basis shall be maintained by the licensee. In any case, however, licensee must show a separate and independent need for the particular units proposed to be shared to fulfill his own communications requirements.

(iii) Other cases where there is a need for other persons to operate a unit of licensee's radio station. Requests for authority may be made either at the time of the filing of the application for station license or thereafter by letter. In either case, the licensee must show the nature of the proposed use and that it relates to an activity of the licensee, how he proposes to maintain control over the transmitters at all times, and why it is not appropriate for such other person to obtain a station license in his own name. The authority, if granted, may be specific with respect to the names of the persons who are permitted to operate, or may authorize operation by unnamed persons for specific purposes. This authority may be revoked by the Commission, in its discretion, at any time.

(c) An individual who was formerly a citizens radio station licensee shall not be permitted to operate any citizens radio station of the same class licensed to another person until such time as he again has been issued a valid radio station license of that class, when his license has been:

(1) Revoked by the Commission.

(2) Surrendered for cancellation after the institution of revocation proceedings by the Commission.

(3) Surrendered for cancellation after a notice of apparent liability to forfeiture has been served by the Commission.

§ 95.89 Telephone answering services.

(a) Notwithstanding the provisions of § 95.87, a licensee may install a transmitting unit of his station on the premises of a telephone answering service. The same unit may not be operated under the authorization of more than one licensee. In all cases, the licensee must enter into a written agreement with the answering service. This agreement must be kept with the licensee's station records and must provide, as a minimum, that:

(1) The licensee will have control over the operation of the radio unit at all times;

(2) The licensee will have full and unrestricted access to the transmitter to enable him to carry out his responsibilities under his license;

(3) Both parties understand that the licensee is fully responsible for the proper operation of the citizens radio station; and

(4) The unit so furnished shall be used only for the transmission of communications to other units belonging to the licensee's station.

(b) A citizens radio station licensee to a telephone answering service shall not be used to relay messages or transmit signals to its customers.

§ 95.91 Duration of transmissions.

(a) All communications or signals, regardless of their nature, shall be restricted to the minimum practicable transmission time. The radiation of energy shall be limited to transmissions modulated or keyed for actual permissible

communications, tests, or control signals. Continuous or uninterrupted transmissions from a single station or between a number of communicating stations is prohibited, except for communications involving the immediate safety of life or property.

(b) All communications between Class D stations (interstation) shall be restricted to not longer than five (5) continuous minutes. At the conclusion of this 5 minute period, or the exchange of less than 5 minutes, the participating stations shall remain silent for at least one minute.

(c) All communication between units of the same Class D station (intrastation) shall be restricted to the minimum practicable transmission.

(d) The transmission of audible tone signals or a sequence of tone signals for the operation of the tone operated squelch or selective calling circuits in accordance with § 95.47 shall not exceed a total of 15 seconds duration. Continuous transmission of a subaudible tone for this purpose is permitted. For the purposes of this section, any tone or combination of tones having no frequency above 150 hertz shall be considered subaudible.

(e) The transmission of permissible control signals shall be limited to the minimum practicable time necessary to accomplish the desired control or actuation of remote objects or devices. The continuous radiation of energy for periods exceeding 3 minutes duration for the purpose of transmission of control signals shall be limited to control functions requiring at least one or more changes during each minute of such transmission. However, while it is actually being used to control model aircraft in flight by means of interrupted tone modulation of its carrier, a citizens radio station may transmit a continuous carrier without being simultaneously modulated if the presence or absence of the carrier also performs a control function. An exception to the limitations contained in this paragraph may be authorized upon a satisfactory showing that a continuous control signal is required to perform a control function which is necessary to insure the safety of life or property.

§ 95.93 Tests and adjustments.

All tests or adjustments of citizens radio transmitting equipment involving an external connection to the radio frequency output circuit shall be made using a nonradiating dummy antenna. However, a brief test signal, either with or without modulation, as appropriate, may be transmitted when it is necessary to adjust a transmitter to an antenna for a new station installation or for an existing installation involving a change of antenna or change of transmitters, or when necessary for the detection, measurement, and suppression of harmonic or other spurious radiation. Test transmissions using a radiating antenna shall not exceed a total of 1 minute during any 5-minute period, shall not interfere with communications already in progress on the operating frequency, and shall be properly identified as required by § 95.95, but may otherwise be unmodulated as appropriate.

§ 95.95 Station identification.

(a) The call sign of a citizens radio station shall consist of either three letters followed by four digits, or shall consist of four letters followed by four digits. The call sign of a citizens radio station operating under a temporary permit shall consist of three letters followed by five digits.

(b) Each transmission of the station call sign shall be made in the English language by each unit, shall be complete, and each letter and digit

shall be separately and distinctly transmitted. Only standard phonetic alphabets, nationally or internationally recognized, may be used in lieu of pronunciation of letters for voice transmission of call signs. A unit designator or special identification may be used in addition to the station call sign but not as a substitute therefor.

(c) Except as provided in paragraph (d) of this section, all transmissions from each unit of a citizens radio station shall be identified by the transmission of its assigned call sign at the beginning and end of each transmission or series of transmissions, but at least at intervals not to exceed ten (10) minutes.

(d) Unless specifically required by the station authorization, the transmissions of a citizens radio station need not be identified when the station (1) is a Class A station which automatically retransmits the information received by radio from another station which is properly identified or (2) is not being used for telephony emission.

(e) In lieu of complying with the requirements of paragraph (c) of this section, Class A base stations, fixed stations, and mobile units when communicating with base stations may identify as follows:

(1) Base stations and fixed stations of a Class A radio system shall transmit their call signs at the end of each transmission or exchange of transmissions, or once each 15-minute period of a continuous exchange of communications.

(2) A mobile unit of a Class A station communicating with a base station of a Class A radio system on the same frequency shall transmit once during each exchange of transmissions any unit identifier which is on file in the station records of such base station.

(3) A mobile unit of Class A stations communicating with a base station of a Class A radio system on a different frequency shall transmit its call sign at the end of each transmission or exchange of transmissions, or once each 15-minute period of a continuous exchange of communications.

§ 95.97 Operator license requirements.

(a) [reserved]

(b) Except as provided in paragraph (c) of this section, all transmitter adjustments or tests while radiating energy during or coincident with the construction, installation, servicing, or maintenance of a radio station in this service, which may affect the proper operation of such stations, shall be made by or under the immediate supervision and responsibility of a person holding a first- or second-class commercial

radio operator license, either radiotelephone or radio telegraph, as may be appropriate for the type of emission employed, and such person shall be responsible for the proper functioning of the station equipment at the conclusion of such adjustments or tests. Further, in any case where a transmitter adjustment which may affect the proper operation of the transmitter has been made while not radiating energy by a person not the holder of the required commercial radio operator license or not under the supervision of such licensed operator, other than the factory assembling or repair of equipment, the transmitter shall be checked for compliance with the technical requirements of the rules by a commercial radio operator of the proper grade before it is placed on the air.

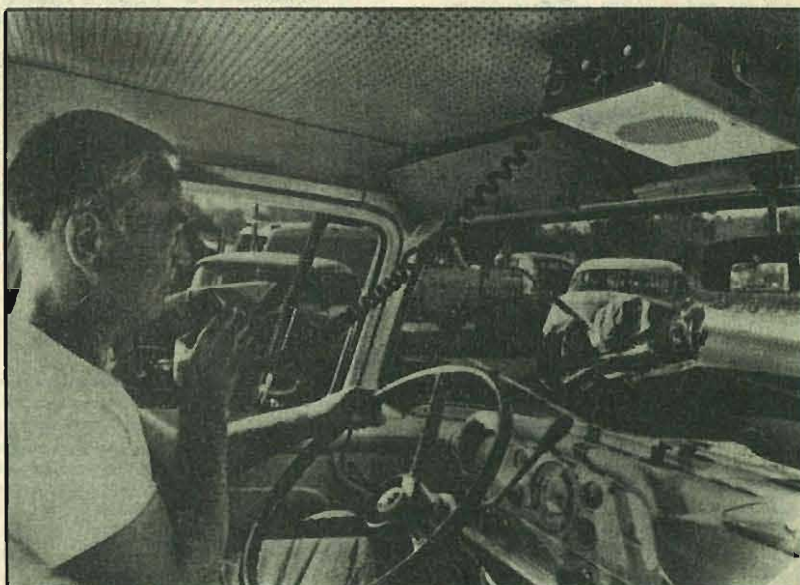
(c) Except as provided in § 95.53 and in paragraph (d) of this section, no commercial radio operator license is required to be held by the person performing transmitter adjustments or tests during or coincident with the construction, installation, servicing, or maintenance of Class C transmitters, or Class D transmitters used at stations authorized prior to May 24, 1974: *Provided*, That there is compliance with all of the following conditions:

(1) The transmitting equipment shall be crystal-controlled with a crystal capable of maintaining the station frequency within the prescribed tolerance;

(2) The transmitting equipment either shall have been factory assembled or shall have been provided in kit form by a manufacturer who provided all components together with full and detailed instructions for their assembly by non-factory personnel;

(3) The frequency determining elements of the transmitter, including the crystal(s) and all other components of the crystal oscillator circuit, shall have been preassembled by the manufacturer, pretuned to a specific available frequency, and sealed by the manufacturer so that replacement of any component or any adjustment which might cause off-frequency operation cannot be made without breaking such seal and thereby voiding the certification of the manufacturer required by this paragraph;

(4) The transmitting equipment shall have been so designed that none of the transmitter adjustments or tests normally performed during or coincident with the installation, servicing, or maintenance of the station, or during the normal rendition of the service of the station, or during the final assembly of kits or partially



preassembled units, may reasonably be expected to result in off-frequency operation, excessive input power, overmodulation, or excessive harmonics or other spurious emissions; and

(5) The manufacturer of the transmitting equipment or of the kit from which the transmitting equipment is assembled shall have certified in writing to the purchaser of the equipment (and to the Commission upon request) that the equipment has been designed, manufactured, and furnished in accordance with the specifications contained in the foregoing subparagraphs of this paragraph. The manufacturer's certification concerning design and construction features of Class C or Class D station transmitting equipment, as required if the provisions of this paragraph are invoked, may be specific as to a particular unit of transmitting equipment or general as to a group or model of such equipment, and may be in any form adequate to assure the purchaser of the equipment or the Commission that the conditions described in this paragraph have been fulfilled.

(d) Any tests and adjustments necessary to correct any deviation of a transmitter of any Class of station in this service from the technical requirements of the rules in this part shall be made by, or under the immediate supervision of, a person holding a first- or second-class commercial operator license, either radiotelephone or radiotelegraph, as may be appropriate for the type of emission employed.

§ 95.101 Posting station license and transmitter identification cards or plates.

(a) The current authorization, or a clearly legible photocopy thereof, for each station (including units of a Class C or Class D station) operated at a fixed location shall be posted at a conspicuous place at the principal fixed location from which such station is controlled, and a photocopy of such authorization shall also be posted at all other fixed locations from which the station is controlled. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each transmitter operated at a fixed location when such transmitter is not in view of, or is not readily accessible to, the operator of at least one of the locations at which the station authorization or a photocopy thereof is required to be posted.

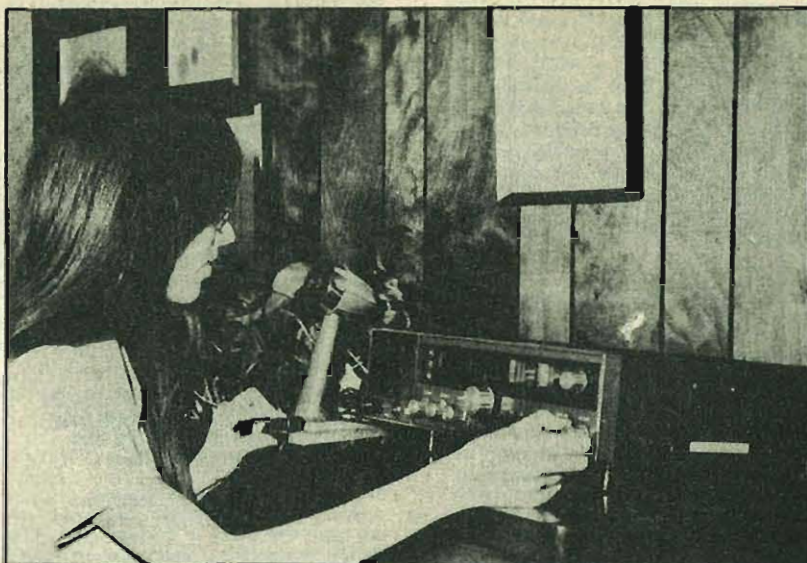
(b) The current authorization for each station operated as a mobile station shall be retained as a permanent part of the station records, but need not be posted. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each of such transmitters: *Provided*, That, if the transmitter is not in view of the location from which it is controlled, or is not readily accessible for inspection, then such card or plate shall be affixed to the control equipment at the transmitter operating position or posted adjacent thereto.

§ 95.103 Inspection of stations and station records.

All stations and records of stations in the Citizens Radio Service shall be made available for inspection upon the request of an authorized representative of the Commission made to the licensee or to his representative (see § 1.6 of this chapter). Unless otherwise stated in this part, all required station records shall be maintained for a period of at least 1 year.

§ 95.105 Current copy of rules required.

Each licensee in this service shall maintain as a part of his station records a current copy of Part 95, Citizens Radio Service, of this chapter.



Courtesy Radio Shack

§ 95.107 Inspection and maintenance of tower marking and lighting, and associated control equipment.

The licensee of any radio station which has an antenna structure required to be painted and illuminated pursuant to the provisions of section 303(g) of the Communications Act of 1934, as amended, and Part 17 of this chapter, shall perform the inspection and maintain the tower marking and lighting, and associated control equipment, in accordance with the requirements set forth in Part 17 of this chapter.

§ 95.111 Recording of tower light inspections.

When a station in this service has an antenna structure which is required to be illuminated, appropriate entries shall be made in the station records in conformity with the requirements set forth in Part 17 of this chapter.

§ 95.113 Answers to notices of violations.

(a) Any licensee who appears to have violated any provision of the Communications Act or any provision of this chapter shall be served with a written notice calling the facts to his attention and requesting a statement concerning the matter. FCC Form 793 may be used for this purpose.

(b) Within 10 days from receipt of notice or such other period as may be specified, the licensee shall send a written answer, in duplicate, direct to the office of the Commission originating the notice. If an answer cannot be sent nor an acknowledgment made within such period by reason of illness or other unavoidable circumstances, acknowledgment and answer shall be made at the earliest practicable date with a satisfactory explanation of the delay.

(c) The answer to each notice shall be complete in itself and shall not be abbreviated by reference to other communications or answers to other notices. In every instance the answer shall contain a statement of the action taken to correct the condition or omission complained of and to preclude its recurrence. If the notice relates to violations that may be due to the physical or electrical characteristics of transmitting apparatus, the licensee must comply with the provisions of § 95.53, and the answer to the notice shall state fully what steps, if any, have been taken to prevent future violations, and, if any new apparatus is to be installed, the date such apparatus was ordered, the name of the manufacturer, and the promised date of delivery. If the installation of such apparatus re-

quires a construction permit, the file number of the application shall be given, or if a file number has not been assigned by the Commission, such identification shall be given as will permit ready identification of the application. If the notice of violation relates to lack of attention to or improper operation of the transmitter, the name and license number of the operator in charge, if any, shall also be given.

§ 95.115 False signals.

No person shall transmit false or deceptive communications by radio or identify the station he is operating by means of a call sign which has not been assigned to that station.

§ 95.117 Station location.

(a) The specific location of each Class A base station and each Class A fixed station and the specific area of operation of each Class A mobile station shall be indicated in the application for license. An authorization may be granted for the operation of a Class A base station or fixed station in this service at unspecified temporary fixed locations within a specified general area of operation. However, when any unit or units of a base station or fixed station authorized to be operated at temporary locations actually remains or is intended to remain at the same location for a period of over a year, application for separate authorization specifying the fixed location shall be made as soon as possible but not later than 30 days after the expiration of the 1-year period.

(b) A Class A mobile station authorized in this service may be used or operated anywhere in the United States subject to the provisions of paragraph (d) of this section: *Provided*, That when the area of operation is changed for a period exceeding 7 days, the following procedure shall be observed:

(1) When the change of area of operation occurs inside the same Radio District, the Engineer in Charge of the Radio District involved and the Commission's office, Washington, D.C., 20554, shall be notified.

(2) When the station is moved from one Radio District to another, the Engineers in Charge of the two Radio Districts involved and the Commission's office, Washington, D.C., 20554, shall be notified.

(c) A Class C or Class D mobile station may be used or operated anywhere in the United States subject to the provisions of paragraph (d) of this section.

(d) A mobile station authorized in this service may be used or operated on any vessel, aircraft, or vehicle of the United States: *Provided*, That when such vessel, aircraft, or vehicle is outside the territorial limits of the United States, the station, its operation, and its operator shall be subject to the governing provisions of any treaty concerning telecommunications to which the United States is a party, and when within the territorial limits of any foreign country, the station shall be subject also to such laws and regulations of that country as may be applicable.

§ 95.119 Control points, dispatch points, and remote control.

(a) A control point is an operating position which is under the control and supervision of the licensee, at which a person immediately responsible for the proper operation of the transmitter is stationed, and at which adequate means are available to aurally monitor all transmissions and to render the transmitter inoperative. Each Class A base or fixed station shall be provided with a control point, the location of which will be specified in the license. The location of the control point must be the same as the transmitting equipment unless the application includes a request for a different location. Exception to the requirement for a control point may be made by the Commission upon specific request and justification therefor in the case of certain unattended Class A stations employing special emissions pursuant to § 95.47(e). Authority for such exception must be shown on the license.

(b) A dispatch point is any position from which messages may be transmitted under the supervision of the person at a control point who is responsible for the proper operation of the transmitter. No authorization is required to install dispatch points.

(c) Remote control of a Citizens radio station means the control of the transmitting equipment of that station from any place other than the location of the transmitting equipment, except that direct mechanical control or direct electrical control by wired connections of transmitting equipment from some other point on the same premises, craft, or vehicle shall not be considered remote control. A Class A base or fixed station may be authorized to be used or operated by remote control from another fixed location or from mobile units: *Provided*, That adequate means are available to enable the person using or operating the station to render the transmitting equipment inoperative from each remote control position should improper operation occur.

(d) Operation of any Class C or Class D station by remote control is prohibited except remote control by wire upon specific authorization by the Commission when satisfactory need is shown.

§ 95.121 Civil defense communications.

A licensee of a station authorized under this part may use the licensed radio facilities for the transmission of messages relating to civil defense activities in connection with official tests or drills conducted by, or actual emergencies proclaimed by, the civil defense agency having jurisdiction over the area in which the station is located: *Provided*, That:

(a) The operation of the radio station shall be on a voluntary basis.

(b) [Reserved]

(c) Such communications are conducted under the direction of civil defense authorities.

(d) As soon as possible after the beginning of such use, the licensee shall send notice to the Commission in Washington, D.C., and to the Engineer in Charge of the Radio District in which the station is located, stating the nature of the communications being transmitted and the duration of the special use of the station. In addition, the Engineer in Charge shall be

notified as soon as possible of any change in the nature of or termination of such use.

(e) In the event such use is to be a series of pre-planned tests or drills of the same or similar nature which are scheduled in advance for specific times or at certain intervals of time, the licensee may send a single notice to the Commission in Washington, D.C., and to the Engineer in Charge of the Radio District in which the station is located, stating the nature of the communications to be transmitted, the duration of each such test, and the times scheduled for such use. Notice shall likewise be given in the event of any change in the nature of or termination of any such series of tests.

(f) The Commission may, at any time, order the discontinuance of such special use of the authorized facilities.

SUBPART E—OPERATION OF CITIZENS RADIO STATIONS IN THE UNITED STATES BY CANADIANS

§ 95.131 Basis purposes and scope.

(a) The rules in this subpart are based on, and are applicable solely to the agreement (TIAS #6931) between the United States and Canada, effective July 24, 1970, which permits Canadian stations in the General Radio Service to be operated in the United States.

(b) The purpose of this subpart is to implement the agreement (TIAS #6931) between the United States and Canada by prescribing rules under which a Canadian licensee in the General Radio Service may operate his station in the United States.

§ 95.133 Permit required.

Each Canadian licensee in the General Radio Service desiring to operate his radio station in the United States, under the provisions of the agreement (TIAS #6931), must obtain a permit for such operation from the Federal Communications Commission. A permit for such operation shall be issued only to a person holding a valid license in the General Radio Service issued by the appropriate Canadian governmental authority.

§ 95.135 Application for permit.

(a) Application for a permit shall be made on FCC Form 410-B. Form 410-B may be obtained from the Commission's Washington, D.C., office or from any of the Commission's field offices. A separate application form shall be filed for each station or transmitter desired to be operated in the United States.

(b) The application form shall be completed in full in English and signed by the applicant. The application must be filed by mail or in person with the Federal Communications Commission, Gettysburg, Pa. 17325, U.S.A. To allow sufficient time for processing, the application should be filed at least 60 days before the date on which the applicant desires to commence operation.

(c) The Commission, at its discretion, may require the Canadian licensee to give evidence of his knowledge of the Commission's applicable rules and regulations. Also the Commission may require the applicant to furnish any additional information it deems necessary.

§ 95.137 Issuance of permit.

(a) The Commission may issue a permit under such conditions, restrictions and terms as it deems appropriate.

(b) Normally, a permit will be issued to expire 1 year after issuance but in no event after the expiration of the license issued to the Canadian licensee by his government.

(c) If a change in any of the terms of a permit is desired, an application for modification of the permit is required. If operation beyond the expiration date of a permit is desired an application for renewal of the permit is required. Application for modification or for renewal of a permit shall be filed on FCC Form 410-B.

(d) The Commission, in its discretion, may deny any application for a permit under this

subpart. If an application is denied, the applicant will be notified by letter. The applicant may, within 30 days of the mailing of such letter, request the Commission to reconsider its action.

§ 95.139 Modification or cancellation of permit.

At any time the Commission may, in its discretion, modify or cancel any permit issued under this subpart. In this event, the permittee will be notified of the Commission's action by letter mailed to his mailing address in the United States and the permittee shall comply immediately. A permittee may, within 30 days of the mailing of such letter, request the Commission to reconsider its action. The filing of a request for reconsideration shall not stay the effectiveness of that action, but the Commission may stay its action on its own motion.

§ 95.141 Possession of permit.

The current permit issued by the Commission, or a photocopy thereof, must be in the possession of the operator or attached to the transmitter. The license issued to the Canadian licensee by his government must also be in his possession while he is in the United States.

§ 95.143 Knowledge of rules required.

Each Canadian permittee, operating under this subpart, shall have read and understood this Part 95, Citizens Radio Service.

§ 95.145 Operating conditions.

(a) The Canadian licensee may not under any circumstances begin operation until he has received a permit issued by the Commission.

(b) Operation of station by a Canadian licensee under a permit issued by the Commission must comply with all of the following:

(1) The provisions of this subpart and of Subparts A through D of this part.

(2) Any further conditions specified on the permit issued by the Commission.

§ 95.147 Station identification.

The Canadian licensee authorized to operate his radio station in the United States under the provisions of this subpart shall identify his station by the call sign issued by the appropriate authority of the government of Canada followed by the station's geographical location in the United States as nearly as possible by city and state.

FCC FIELD OFFICES

Mailing addresses for Commission Field Offices are listed below. Street addresses can be found in local directories under "United States Government."

Alabama, Mobile 36602
Alaska, Anchorage (P.O. Box 644) 99501
California, Los Angeles 90012
California, San Diego 92101
California, San Francisco 94111
California, San Pedro 90731
Colorado, Denver 80202
District of Columbia, Washington 20554
Florida, Miami 33130
Florida, Tampa 33602
Georgia, Atlanta 30303
Georgia, Savannah (P.O. Box 8004) 31402
Hawaii, Honolulu 96808
Illinois, Chicago 60604
Louisiana, New Orleans 70130
Maryland, Baltimore 21202
Massachusetts, Boston 02109
Michigan, Detroit 48226
Minnesota, St. Paul 55101
Missouri, Kansas City 64106
New York, Buffalo 14203
New York, New York 10014
Oregon, Portland 97204
Pennsylvania, Philadelphia 19106
Puerto Rico, San Juan (P.O. Box 2987) 00903
Texas, Beaumont 77701
Texas, Dallas 75202
Texas, Houston 77002
Virginia, Norfolk 23510
Washington, Seattle 98104

Introducing... The Truck Drivers' Album Catalogue from Nashville - Music City USA.



SUPER SLAB HITS

Featuring various artist.

Side One: Teddy Bear - Red Sovine, A Dime At A Time - Del Reeves, Give Me Forty Acres - The Willis Brothers, Wolverton Mountain - Claude King, Six Days On The Road - Dave Dudley.

Side Two: Convoy - T.H. Music Festival, Country Roads - Nashville Harmonica, Sittin' In An All Night Cafe - Warner Mack, Pinball Machine - Lonnie Irving, Honky Tonk - Bill Doggett.

PRICE £4.00



THE BEST OF THE TRUCK DRIVERS SONGS.

Featuring various artists and including the lyrics to Truck Driver's Prayer.

Side One: Six Days On The Road - Dave Dudley, Truck Drivin' Man - Hylo Brown, Give Me Forty Acres - The Willis Brothers, Pinball Machine - Lonnie Irving, Truck Driver's Queen - Moore & Napier.

Side Two: Phantom 309 - Red Sovine, Giddyup Go - Red Sovine, Gippyup Go Answer - Minnie Pearl, Truck Drivin' Son Of a Gun - Red Sovine, Radar Blues - Coleman Wilson.

PRICE £4.00



40 MILES OF BAD ROAD

Featuring various artists.

Side One: 40 Miles Of Bad Road - Duane Eddy, Truck Driver's Prayer - Red Sovine, Passing Zone Blues - Coleman Wilson, Freightliner Fever - Red Sovine, Cross The Brazos At Waco - Billy Walker.

Side Two: Phantom 309 - Red Sovine, Overloaded Diesel - Jimmy Griggs, Widow Maker - Jimmy Martin, Diesel Smoke On Danger Road - Willis Brothers, Burning Bridges - Jack Scott.

PRICE £4.00



RADAR BLUES

Featuring various country artist.

Side One: Radar Blues - Coleman Wilson, Truck driver's Queen - Moore & Napier, Interstate 81 - Reno & Smiley, Rollin' on Rubber Wheels - Stanley Brothers, Eight More Miles To Louisville - Grandpa Jones, Truck driving Man - Hylo Brown.

Side Two: Truck Stop Cutie - Willis Brothers, The Gearjammer and the Hobo - Red Sovine & Johnny Bond, Wreck On The Highway - Cowboy Copas, Trucker's Rag - Moon Mullican (inst), Sunny Side Of The Mountain - Hawkshaw Hawkins, Guitar Pickin' Truck Driver - Moore & Napier.

PRICE £4.00



DIESEL SMOKE, DANGEROUS CURVES AND OTHER TRUCK DRIVER FAVOURITES.

Featuring many American country stars.

Side One: Six Days On The Road - Red Sovine, Radar Blues - Benny Martin, Truck Driving Man - Hylo Brown, Blue Endless Highway - Tom O'Neal, Diesel Smoke, Dangerous Curves - Bobby Sykes, Gooseball Brown - Lonnie Irving, Truck Driver's Queen - The Willis Brothers.

Side Two: Look At The Rain - Hylo Brown, Truck Driving Joe - Ken Clark, Long Lonesome Road - Bobby Sykes, Pinball Machine - Merle Kilgore, King Of The Open Road - Red Sovine, Sleeper Cab Blues - Tom O'Neal, Big Footed Dan - Benny Martin.

PRICE £4.00



PHANTOM 309

Red Sovine sings some of the more unusual trucking songs.

Side One: Phantom 309, Good Enough For Nothing, Three Lover Were Losers Today, Lifetime To Regret, That's Me, Anytime.

Side Two: In Your Heart, Satisfied, A Good Life, Same Old Situation, Viet Nam Deck Of Cards, Bummin' Around.

PRICE £4.00

Add 30p post & packing for each album order and post to:

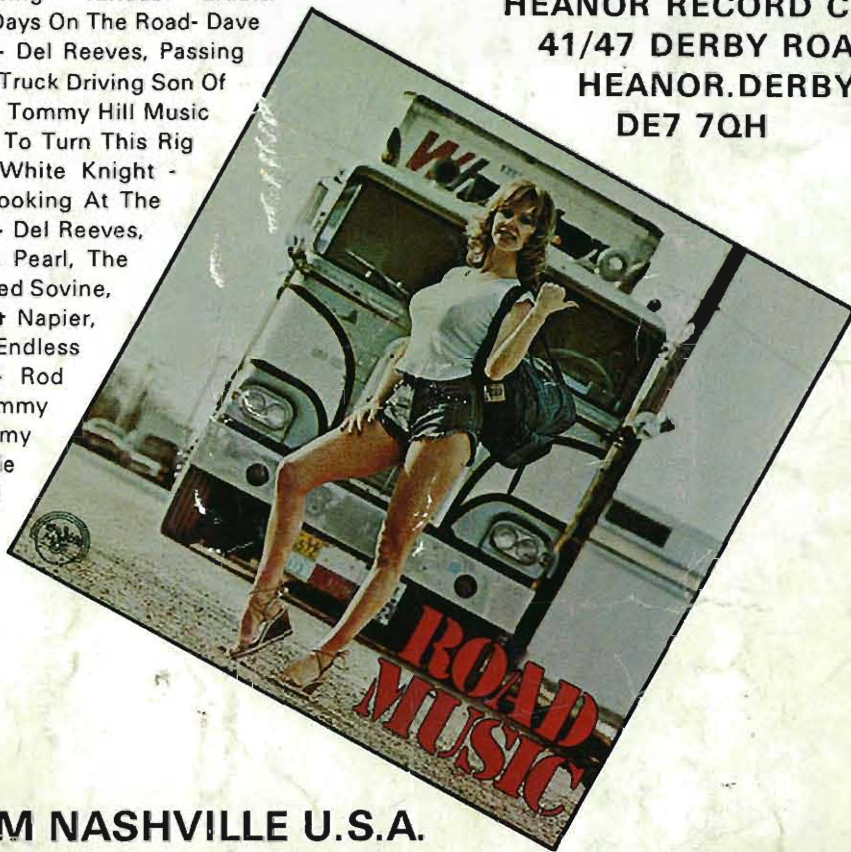
HEANOR RECORD CENTRE LTD.

41/47 DERBY ROAD, HEANOR, DERBYSHIRE, ENGLAND.

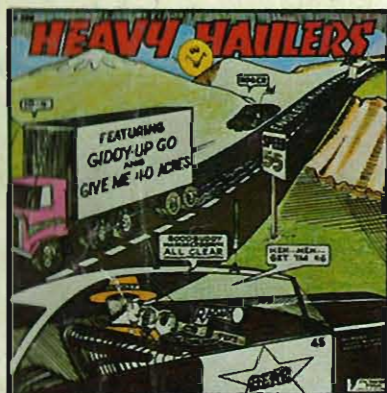
ROAD MUSIC

A double album featuring various artists.
 Teddy Bear - Red Sovine, Six Days On The Road- Dave Dudley, Girl On The Billboard- Del Reeves, Passing Zone Blues- Coleman Wilson, Truck Driving Son Of A Gun -Dave Dudley, Convoy - Tommy Hill Music Festival, Give Me Forty Acres To Turn This Rig Around-The Willis Brothers, White Knight - Tommy Hill Music Festival, Looking At The World Through A Windshield - Del Reeves, Giddyup Go Answer - Minnie Pearl, The Gearjammer And The Hobo - Red Sovine, Truck Drivin' Queen- Moore & Napier, Giddyup Go - Red Sovine, Endless Black Ribbon, C.B. Savage - Rod Hart, Truck Drivin Man- Jimmy Martin, Overloaded Diesel-Jimmy Griggs, Pinball Machine - Lonnie Irving, Phantom 309- Red Sovine, Truck Driver's Prayer- Red Sovine, How Fast Them Truck's Can Go - Claude Gray, Widowmaker- Jimmy Martin, Little Joe- Red Sovine, Freightliner Fever Red Sovine.
 PRICE £ 6.00.

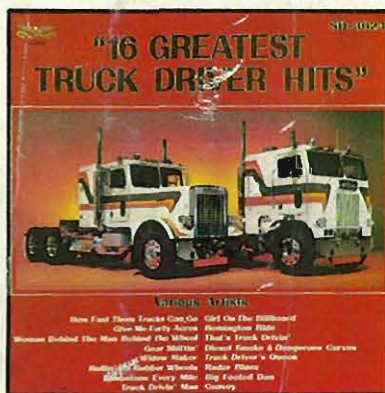
ORDER FROM
HEANOR RECORD CENTRE
41/47 DERBY ROAD
HEANOR, DERBYSHIRE
DE7 7QH



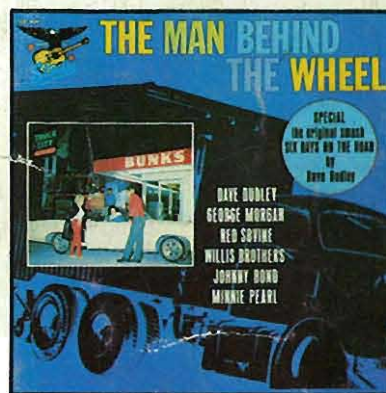
IMPORTED FROM NASHVILLE U.S.A.



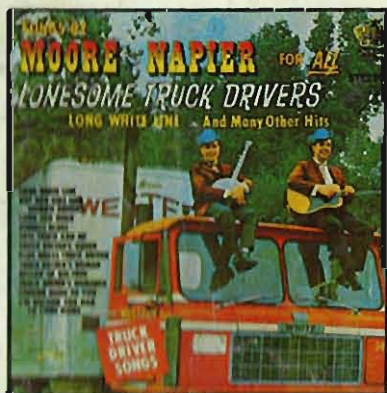
HEAVY HAULERS..
 PRICE £4.00



16 GREATEST TRUCK DRIVER HITS PRICE £4.00

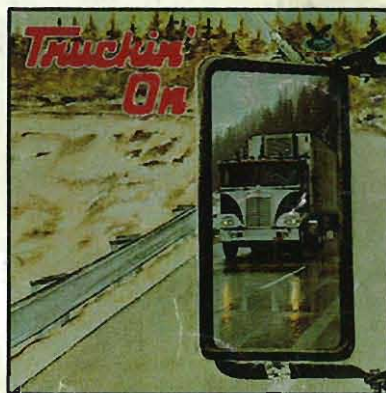


THE MAN BEHIND THE WHEEL
 PRICE £4.00



SONGS BY MOORE & NAPIER FOR ALL LONESOME TRUCK DRIVERS PRICE £4.00

ENCLOSE FULL PAYMENT REMEMBERING TO ADD 30p POSTAGE FOR EACH ALBUM ORDERED. THOSE CUSTOMERS REQUESTING THE DOUBLE L.P. 'ROAD MUSIC' SHOULD ADD 50p. DELIVERY, MAXIMUM 28 DAYS. MAKE CHEQUE & POSTAL ORDERS PAYABLE TO: "HEANOR RECORD CENTRE LTD."



TRUCKIN' ON
 PRICE £4.00