

**NORTH CAROLINA  
STATE HIGHWAY PATROL**



**HISTORY OF THE  
COMMUNICATIONS DIVISION**

R. C. Savage

This book is for Tp. "D" ComCenter, compliments of R. C. "Doc" Savage. When I accepted the challenge to write the history of our division, I was assured the State would have it printed and bound in book form. During an annual Communications Division Retirees Reunion, an SHP official announced that copies would be made for present and retired employees , plus ample inventory quantity for future employees. Our division deserves better, but this copy is the best I can put together as an individual. It is my wishes this work will eventually be dignified by professional publishers and copies made for those as originally planned. I had this work copyrighted for the sole purpose and hopes it will never be published by anyone for monetary gain. /s/ R. C. Savage

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Library of Congress - TXu 993-256

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Front Cover: This shirt shoulder patch was issued with the Patrol Radio uniform in the early 1940s. There was a larger jacket shoulder patch issued at the same time. This was a one time uniform issue, and when they wore out, the Radio Operators wore their own civilian clothing over the next 20 years or longer until Colonel David Lambert authorized the issuance of used Trooper's uniforms to the Radio Operators. Afterwards, over the years new uniforms have been stocked and issued to the members regularly.

The pictures in this book were taken by the author except where noted.

**History of the Communications Division**

**of**

**the North Carolina State Highway Patrol**

Herein recorded, with the help of many people, the best as I know how to do without the advantage of having been involved in such an endeavor and undertaking before. rcs



**I Dedicate this Book**  
**to the Radio Operators of 1937, the ones yet to come,**  
**and all those in between.**  
**And especially to Major Charles D. Farmer,**  
**and to Chief Engineer Paul Rosekrans**

R. C. S.



## Acknowledgments

I am grateful to many individuals for their contributions toward the successful writing of the history of our Communications Division. Without their input this work would have been more difficult and incomplete. And as difficult as it was, words of encouragement from many friends served as fuel for energy to the writer which enabled him to finish what he promised Colonel Barefoot he set out to do.

Past, present and future personnel of the Communications Division are and will be indebted to Colonel Robert A. Barefoot for his thoughtfulness and interest in having the history recorded in written form. It is with deep regret that I was unable to hand over the manuscript to him before he retired, as he had given assurances the history book would be printed. His successor, Colonel E. W. Horton, to whom the finished manuscript was hand delivered in his office, at 2:00 o'clock in the afternoon of 20 May 1998, endorsed the project, and indicated the book would be printed once the budget was approved that year. It was in late fall of 1998 before the State Legislature approved the budget and adjourned. Colonel Horton retired a few weeks earlier. I have met with and spoke with the next Patrol Commander, Colonel Richard W. Holden, several times, who expressed an interest in the project, but according to him the State's financial crunch has prohibited his office from having the book printed thus far.

The one person I called upon the most during the research stages of the history was retired Radio Engineer II John W. Baird of Elizabethtown. I lost count sometime ago of the number of telephone calls to my former supervisor, long time friend, and the sole surviving retiree of the original thirteen Radio Operators of 1937. The personal visit in his home was an enjoyable one where he expanded from memory into my tape recorder about the early days of our Patrol Radio. The visit continued over lunch in a nearby restaurant where Johnny spoke fondly about the radio network in the late 1930s, on into the 1940s, and World War II era. During all my numerous contacts with him, he never once displayed any sign of being bothered or irritated by my constant probing in trying to establish the historical facts of the division. On the contrary, he offered encouragement and I sensed from him sincere enthusiasm at the prospect of having the history written and printed in book form within his lifetime.

Always available to give advice concerning photography was First Sergeant Henry F. Moore, Training Center, who is truly a professional in this field.

Many others furnished invaluable information, some more than others, but I appreciate their willingness to be a part of this endeavor regardless of the extent each contributed.

PCE Harold Meacombs, C&L Complex, Blue Ridge Road, Raleigh  
PCE G. Max Bloodworth, Retired, C&L, Blue Ridge Road, Raleigh  
PCE Charles F. English, Retired, C&L, Blue Ridge Road, Raleigh  
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     Center Supervisor R. W. Smith, Troop "D" Communications  
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 Shift Supervisor L. N. Griffin, Retired, Troop "D" Communications  
     Captain W. S. McKinney, Retired, Troop "D" Headquarters  
     Trooper P. M. Smith, Retired, Troop "D", Greensboro  
     Center Supervisor Joey K. Britt, Troop "E" Communications  
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     Radio Engineer II Edward Moore, Troop "G" Communications  
     Center Supervisor Gary Michaels, Troop "H" Communications  
     Radio Engineer II Steve Miller, Troop "H" Communications  
     Shift Supervisor Robert A. Currie, Troop "H" Communications

I wish to acknowledge the following former State Highway Patrol personnel, and non-SHP personnel for their contributions, all of whom proved most helpful in furnishing old documents, leads for further research, verification, and legal ramifications;

Mrs. W. B. Sloop, Widow of retired PCE, Raleigh, N. C.  
 Mrs. Audrey Cavanaugh Hardison, Daughter of deceased PCE, Jamesville, N. C.  
 Mr. Lewis E. Waddell, Jr., Attorney at Law, Newton, N. C.  
 Mrs. Carolyn Harper, Office of State Personnel, Raleigh, N. C.  
 Mr. David Eades, Archivist, Radio Station WBT, Charlotte, N. C.  
 Mr. Raymond Miller, Two-Way Radio Co., Albemarle, N. C.  
 Mrs. Mary Barnes (and associates), State Archives, Raleigh, N. C.  
 Mr. Fred Hatch, Former Radio Operator KIB-365 (1950), former State Highway Patrolman, and Retired Deputy Sheriff, New Hanover County, Wilmington, N. C.  
 Ms Cathy Martin, Librarian, State Legislature, Raleigh, N. C.  
 Mrs. Linda D. Ford, APCO Historian, Greensboro, N. C.  
 Mr. E. L. Sherman, Former Radio Operator WANI (1938-1946), Co-Owner and Chief Engineer Radio Station WSAT, Salisbury, N. C.  
 Mr. A. G. Ellington, Former Radio Operator KIA-271 in Henderson; Telephone company retiree; Magistrate retiree, Henderson, N. C.  
 Mr. Jesse Chaplain, Firefighter, Beaufort, N. C.



Mr. William L. Clement, former Radio Operator WANI, WANL, WANJ; Chief Engineer WMIT, Black Mountain, N. C.

Mr. Mack Taylor, Retired, NCDOT, Wilmington, N. C.

Mr. William Lumsden, Retired, NCDOT, Wilmington, N. C.

Mr. Steve Dixon, Assistant Chief Photographer, Asheville Citizen Times, Asheville, N. C.

The Staff, Wake County Public Library, Cameron Village, Raleigh, N. C.

Ms Ann Gray, Assistant Librarian, Forsyth County Public Library, Winston-Salem, N. C.

Mr. Paul Dillon, former Radio Operator WANH (1939-1942); retired Chief Engineer, Murray Co., Dallas, Texas

Mr. Paul Jellison, Engineer Supervisor, Radio Stations WCKY and WSAI, Cincinnati, Ohio

Mr. Earl C. Colin, former Radio Operator WANK (1949), Wadesboro KIB-438 (1949-1953), KIB438/KIB439 in Greensboro (1953-1961); retired Area Supervisor Security Co., Greensboro, N. C.

Mr. Jim Thomas, Magistrate of Rockingham County, Wentworth, N. C.

Mr. Hayden Pitts, former Mayor of Blowing Rock, N. C. (Editor's note: Mayor Pitts is the father of Troop "A" Captain C. H. Pitts)

Ms Mary Ann Creech, City Manager, Pineville, N. C.

Mr. Jack McDuffie, Bladen Journal, Elizabethtown, N. C.

Mr. Clegg Helms, retired, the first Radio Engineer for the Charlotte Police Department, Charlotte, N. C.

Mrs. Sheri S. Holland, (Proofreader), Teacher, New Hanover County Public Schools, Wilmington, N. C.



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When the North Carolina State Legislature created the State Highway Patrol in 1929 there was no provision in the act to furnish the officers with any kind of radio communications. As has been written by others, the Patrolmen had no contact with their Supervisors and fellow officers other than in person, by landline telephone, telegraph, or by the U. S. Mail service. Most of their contacts were by telephone or written reports mailed weekly. To receive information concerning accidents, etc. the Patrolmen checked by the Sheriff and Police Departments within the counties they were assigned to patrol. In those days it not only took hours for the officer to receive notification of an accident to investigate, indeed sometimes the accident had occurred a day or two before he learned of it. Needless to say, some accidents back then were never reported at all. Also, some were never fully investigated due to the elapsed time before the Patrolman received information concerning an accident, and by then he had problems locating all parties involved.

To verify that each Patrolman had patrolled within each county he was assigned to work, he was required to visit the post offices in his working area and have a postal employee place their identifying date stamp on a small form. The Patrolmen mailed these documents along with their weekly activity report to their respective supervisors.

While some police departments in a few countries had been toying with the idea of using radios for communications within their departments, not many proved to be effective during the period the Patrol was being organized in the late 1920s and early 1930s. In the United States, one of the first departments to use police radio was the Detroit, Michigan Police, which was activated in May 1921 on an experimental basis. During the experimental stage they only had one radio equipped vehicle, a Model "T" Ford, then known as the "Radio Car". Scotland Yard in London had at least one "Radio Police Car" as early as 1924. It resembled a four poster bed mounted atop a patrol wagon with antenna wires connecting the four posts. The "bedpost" antenna frame configuration was constructed so it could be folded down to enable the police car to pass under low tree limbs, etc.

A publication of United American Bosch Corporation of Springfield, Massachusetts lists in their 1932-33 edition, Radio Station WPDV, Charlotte, North Carolina Police Department in operation using 50 watts with a frequency of 24.58 kilohertz. It is generally believed this was the first police related radio transmitter in operation in North Carolina. The same issue of this publication indicated that the Asheville, North Carolina Police Department had applied to the FCC for a construction permit for an experimental police radio station.

In the early 1930s there were two primary reasons the Patrol did not have radios in their Model "A" Fords, or on their Harley Davidson motorcycles. First, police radio technology was very limited during the time period. Second, the patrol did not have financial backing to enter into such an uncertain adventure.

During the Patrol's infancy the total contingent consisted of 27 Patrolmen who were assigned 100 counties to patrol; 9 Lieutenants, and one Captain who served as the Patrol Commander. An office secretary was hired for each of the Lieutenants and one for the Patrol Commander.

Vehicular traffic on the limited all-weather traversal roads was few and far in between during the period. According to motor vehicle records there were about 500,000 registered motor vehicles by the time the Patrol was organized in 1929. A vast majority of this number belonged to citizens living within cities and towns, with a limited number owned by those living in the rural areas where the Patrolmen would be working.

When the subject of vehicle registration comes up, I often think of the following humorous, yet true story, as related a few years ago by a friend in Catawba County who owns a dairy farm inherited from his parents. This friend was reminiscing about how his parents got started in the dairy business in the late 1920s, during the great depression, while he was still a young boy. A medium sized dairy herd of Holstein cows came up for sale in the adjoining county of Lincoln, and after agreeing on a price, the herd was sold to my friend's parents.

The new herd owner, with his three sons, left their home near Newton on foot before sunrise one cold wintry morning on their trek of about 12 miles down a narrow, winding, unpaved, and meagerly maintained country road. It was a couple hours or so after the sun came up when the foursome reached their destination where the herd was waiting in a corral. They soon got the herd underway to Newton. The father told my friend, who was the youngest of the three brothers; "go ahead of the herd a good little piece, and if you meet up with an automobile, flag it to stop, and ask the driver to turn off his motor, and wait for us to pass so the herd won't stampede". The young boy did as he was told and after about an hour of trudging towards home, all at once he heard the faint sound of a Model "T" Ford in the distance. At this time he couldn't see the vehicle, but he knew it was on the same road, around some curves, because there wasn't another road within miles of the one he was on. He said this sounded exciting. To see an automobile would break the monotony, so he ran forward to meet it. When the car came closer, he began waving his arms back and forth for the driver to stop. With the engine still running, the boy shouted to the driver; "pull over to the side of the road and turn off your motor because my daddy and brothers are bringing up a dairy herd down the road", and the driver's response was, "I'll be glad to son". The motorist and this young boy waited, and they waited, while my friend was admiring that shiny black Model "T" Ford. He walked around it twice observing every detail. Once the herd passed, the herd owner thanked the motorist for his cooperation, and later that day the herd reached it's new home.

Back in those days there was little need for a Patrolman on rural roads where traffic was as sparse as the one mentioned in this story. After all, the future prosperous dairymen did not meet up with an automobile on their long walk into Lincoln County, and only saw one on their way back home, a total of over 24 miles and several hours walking time. Many years ago the road was paved after numerous curves were straightened, and today it is one of the heavier traveled highways in the two counties named in this story. It is also a prime road for accidents and traffic law violations; thus the need for constant patrol attention. Today, it would be difficult to find a Trooper willing to work this or any other highway without a radio equipped vehicle, and a staff of Telecommunicators in the Communications Center covering the area of patrol. The Patrol Radio System is one of several working tools at the disposal of the Troopers, and from what I have heard for a very long time, from many Troopers, our radio system is one of the more important tools they have, and it ranks up close to the patrol car, and the weapons they carry.

In the mid-1930s as more and more cars and trucks were using the roads, it became apparent that the Patrol needed to enter into the era of Police Radio Communications. As Commanding Officer of the Patrol since its beginning in 1929, Captain Charles D. Farmer turned his attention in 1935 to the North Carolina State Legislature for ways and means to equip the Patrol with a radio communications system. As a result of his hours of labor and persistence on this endeavor the following act was added to the Public Laws of North Carolina.

S.B. 194 1935 - CHAPTER 324

The General Assembly of North Carolina do enact:

Section 6. The Commissioner of Revenue, through the Division of Highway Safety, is hereby authorized and directed, as soon as practicable, to set up and maintain a Statewide radio system, with adequate broadcasting stations so situated as to make the service available to all parts of the State for the purpose of maintaining radio contact with the members of the State Highway Patrol and other officers of the State, to the end that the traffic laws upon the highways may be more adequately enforced and that the criminal use of the highways may be prevented.

If the director of the Budget shall find that the appropriation provided for the Department is not adequate to take care of the entire cost of the radio service herein provided for, after providing for the administration of other provisions of this act, the State Highway and Public Works Commission, upon the order of the Director of the Budget and approved by the Advisory Budget Commission, shall make available such additional sums as the said Budget Commission may find to be necessary to make the installation and operation of such radio service possible; and the sum so provided by the State Highway and Public Works Commission shall constitute a valid charge against the appropriation item of Betterments for State and County Roads.

The Commissioner of Revenue is likewise authorized and empowered to arrange with the various telephone companies of the State for the use of their lines for emergency calls by the members of the State Highway Patrol, if it shall be found practicable to arrange apparatus for temporary contact with said telephone circuits along the highways of the State.

That, in order to make this service more generally useful, the various boards of county commissioners and the governing boards of the various cities and towns are hereby authorized and empowered to provide radio receiving sets in the offices and vehicles of their various officers, and such expenditures are declared to be a legal expenditure of any funds that may be available for police protection.

Section 9. This act shall be in full force and effect from and after July first, one thousand nine hundred and thirty-five.

Ratified this the 7th day of May, A. D. 1935.

After several amendments, the act authorizing the Patrol Radio System is now found under Article 4, Chapter 20-296 of the Motor Vehicle Laws of North Carolina.

As a matter of record, Section 1 of 1935 Chapter 324 reads in part, “and further amended by chapter two hundred and fourteen of the Public Laws of one thousand nine hundred and thirty-three, shall, after ratification of this act, consist of one hundred and twenty one persons, inclusive of one person to be designated as captain.”

An extensive search was made, however I have been unable to located records to determine the exact costs of this project. After speaking to various people about construction costs in the late 1930s, and that of electronic equipment, it has been estimated that the total cost could have been a little over a quarter million dollars, but under one half million dollars. This would have covered the costs of five radio station buildings, five towers, five base transmitters and receivers, 5 “dog houses”, 121 mobile receivers, antennas, and cables. The costs also covered one year salary for 13 Radio Operators and one Chief Radio Engineer. It was later learned that the land for each of the five base radio facilities would be mostly donated to the State by county governments and some parts thereof by private individual citizens.

Before anything constructive could be done toward establishing the statewide Radio System after it was authorized, a well qualified Federal Communications Commission licensed Engineer would have to be hired to head up the project from an engineering standpoint. Captain Farmer found the Engineer in Mr. Paul Rosekrans, a Partner and Consulting Engineer with the prestigious firm of Gillette Engineering Company of Washington, D. C. This man was employed in the summer of 1935 and given the title of Chief Radio Engineer. Mr. Rosekrans soon convinced Captain Farmer he would need an assistant for the task ahead. He reasoned that such an undertaking would take up to two years starting from scratch with two engineers working full time. Through local broadcast engineering circles, Mr. Clarence M. Smith, Jr. of the Winston-Salem, N. C. area was recommended and subsequently hired in late 1935. He was given the temporary title of Assistant Chief Radio Engineer.

Captain Farmer along with Chief Rosekrans, and Assistant Chief Smith began traveling the state trying to find suitable locations for the proposed five radio stations. Many things had to be taken into consideration before a final decision could be made on any one of the five sites. Just a few of the major questions to be answered were; site feasibility, extensive electronic tests required; must be outside city or town limits; must not be near business or industrial districts; not conducive to populated residential neighborhoods; and could not interfere with airport regulations. Other questions were; would each site be compatible for artesian wells for drinking water; would the soil be suitable for septic tank and drainage lines, would the site accommodate the AM transmitter tower with space for tower guy wires? After a prospective site met the forgoing requirements, could the State afford the price of the site if the owner agreed to sell?

Once the site locations were finalized, the property acquired, etc., Mr. Rosekrans applied for FCC Construction Permits, and later he applied for FCC Base Station Licenses. During this period Captain Farmer asked for bids to construct the five station buildings. Plans for the buildings had been drawn by an architect with input from Captain Farmer, Engineers Rosekrans and Smith.

Both Engineers kept themselves busy with writing specifications for base transmitters, base receivers, and mobile receivers. They also designed and drew up plans for five console cabinets which were constructed by inmates of Central Prison in Raleigh. Among other duties, these two talented engineers were responsible for furnishing specifications for the radio towers to Chicago Bridge and Iron Works, of Chicago, Illinois. They even acted as architects when



they submitted plans for the smaller buildings to be located within a few feet of the base of each tower to house the base transmitters and receivers. In these earlier days of radio, both police and commercial, the smaller building near the base of a radio tower was known as the “dog house”. Even today they are referred to by this name by some radio people. Once equipment specifications were finalized, orders were placed for the transmitters and receivers. Soon afterwards bids were asked for the construction of the five towers, which were erected within a few hundred feet of each base station building.

Construction of the buildings and the towers began in 1936 and were completed in 1937. It is noted with interest, that it was not uncommon to see the Patrol Commander shed his Patrol uniform and don himself in bib-overalls to work as a common laborer at the various sites for hours at a time. Captain Farmer was totally dedicated and committed to seeing the project through, even to the point of doing manual labor himself. This man was held in the highest esteem by those who knew and worked with him, and was fondly referred to as “Captain Charlie” by many. At times when funding ran short at some of the construction sites, Patrolmen on their one day off a week, pitched in and helped out by doing construction work. All radio related equipment from manufacturers was shipped to Patrol Headquarters in Raleigh, and someone was required to deliver the items to the various five stations. The two engineers made some deliveries, however, in addition to his duties as Patrol Commander, “Captain Charlie” personally delivered many items to the stations.

It should be remembered at this juncture that the Patrol during the period it was organized in 1929, and for the next several years did not have an office staff in large numbers. Headquarters consisted of the Patrol Commander and one secretary. Likewise, the Lieutenants in the field had just one office secretary until the General assembly authorized the positions of six Corporals and six Sergeants to serve under the Lieutenants in 1931. Why six instead of nine? This came about as a result of the restructuring of the Patrol organization. Two years later the number of Lieutenants was reduced down to three, the first of the Troop structure as it is known today. Previously, it was structured by State Highway Division Districts of the State.

We must keep in mind at this point in time of the Patrol, the old saying was “one had to crawl before he could walk, and after learning to walk, he would later learn to run”. The Patrol during the early 1930s was in the crawling stage, but under Captain Farmer’s guidance it learned to walk, and soon took off running. The running stage came with the addition of more Patrolmen from the original number of 27; the addition of Corporals and Sergeants, more and better patrol cars and equipment, then the five radio broadcasting stations and 121 mobile receivers. The early motorcycle days were phasing out by the time the Patrol radio came into existence in 1937, thus the two wheelers were never equipped with radios.

Section 6 of the 1935 General Assembly Act 324 was the beginning of the North Carolina State Highway Patrol Radio Network as it is still known today as licensed by the FCC. The Act was the new law and authorization for the birth of the network.

Over 60 years later, the third paragraph of Section 6 is somewhat amusing. Can anyone imagine a Patrolman, or Trooper as they have been known for many years, being issued as regular equipment, a set of climbing irons, the kind used by electric power and telephone company linesmen? Picture this example: A Patrolman receives a message via Patrol Radio to call his radio station or perhaps his Lieutenant’s office, and since he has no transmitter in the

patrol car, he begins looking for a telephone pole that has a junction box mounted to it up near the telephone lines. The road the Patrolman is on doesn't have any telephone or electric line poles, so he remembers there are such poles and lines on another country road a few miles away. He heads for that road, and then he begins looking for a pole with the junction box, eureka! He spots one just a few poles down the road. Once he reaches that point, he pulls to the side of the unpaved road, stops the 1935 Ford, Silver Bullet, gets out and there in the trunk of his patrol car is a set of climbing irons, a portable telephone and a headset ear phone, and last, but more important than any of the other items is a heavy duty leather safety belt. First, he straps the climbing irons to his legs, he then puts the safety belt around his waist, then snaps the phone strap to his safety belt, including the headset. The Patrolman is now equipped to climb that creosoted pole by setting the spikes of the climbers into the pole, making sure the spikes are well set, so that he won't come sliding down the pole with creosote splinters in his legs, stomach, arms and hands among other places of his body. Once he reaches the telephone junction box, the Patrolman then attaches two alligator clips on the end of two cords running to his phone, to terminals inside the junction box. Once he is all connected in this fashion, he dials the telephone operator, and tell her the phone number he wishes to reach. Shortly, he is now in contact with the radio operator, or whoever he is trying to get in touch with. After the Patrolman completes the phone call, he unattaches the cords from the junction box, and climbs downward this time, feet first of course, making sure his leg iron spikes are well set at every step of the way down. Once off the telephone pole, the Patrolman untangles the cords and packs the stuff in the trunk of the Silver Bullet.

Some folks have, and some will continue to ask the question, "why go to all this trouble to make a phone call, why not stop at a country store, or ask a farmer to let you use his phone?" Very simple, we are talking about how it was back in the 1930s, 1940s, and in some counties on into the 1950s, when there were very few telephone lines in some counties. Often times, in the 1940s and 1950s when there were two Patrolmen stationed in a rural county with only a few phones, at least one of the two was stationed at the end of the county where he had access to a house phone. The one in the other end of the county was lucky in this respect; he didn't receive after hour accident calls. After having to get up to answer his home phone, the Patrolman figured he might as well go ahead and investigate the accident even if it was in the other end of the county, as he would have to drive miles to wake up the other Patrolman about the accident.

Needless to say, this proposed system didn't work out so well, and the Patrol abandoned it before the General assembly got around to deleting the third paragraph of Section 6 (Act. 324,1935).

The original requirement of the State Highway Patrol that all Radio Operator applicants have a valid FCC First Class Radiotelephone Operator License and a valid FCC Second Class Radiotelegraph Operator License did not stand for long. In fact, in the summer of 1937, the Patrol was unable to secure thirteen applicants who possessed both licenses for the upcoming job openings. This was the first time the Patrol faced the problem of securing qualified radio personnel. The low starting salary was not much of an incentive to attract applicants among other things, such as working conditions. To help solve the problem it faced, even if only temporary, the Patrol announced it would waive the requirement of a Second Class Radiotelegraph license, with the following stipulation; A new hire without this type of FCC license would be allocated a certain period of time to obtain the license. If he failed to produce such license within the time frame, his employment would be terminated.

The Federal Communications Commission require people who work on, maintain, install, adjust or tune transmitters to have a valid First Class FCC Radiotelephone License. In recent years this license has been changed to read "General" instead of "First Class", but it amounts to about the same as the old class. Applicants to the FCC for such a license must still have a good, and thorough knowledge of electronics in order to pass the extensive examination for this license. The FCC require people who transmit messages via code wave (cw), such as telegraphy, to possess a Second Class Radiotelegraph Operator License. This method of communicating from point to point was invented and patented by Samuel Morse in 1840, and that's where the name Morse Code came from. It was used extensively for many years in the telegraphy field before the wireless method came into play. For a good many years the FCC required all people who keyed a microphone to have at the minimum, a Restricted Fourth Class Radiotelephone Operator Permit.

It was anticipated by Chief Engineer Rosekrans and others in the formative stages of the Patrol Radio system that the five radio stations would communicate with each other by Morse Code. To what extent and circumstances would be decided at a later date. The idea for Radio Operators to exchange messages with other stations by code wave caused the Patrol to require applicants to have the Second Class Radiotelegraph Operator License. Within a short while after the network was being activated, the idea of communicating between stations by code wave was cast aside, and those already employed without this license were relieved of the waiver.

During the first two or three years after the system had been operational, some of the original thirteen Radio Operators had already resigned to return to commercial radio and other pursuits. The vacancies had to be fill as expeditiously as possible. There were no extras or backups waiting in the wings to step in to fill the void. It was becoming more difficult to find qualified applicants who held the First Class Radiotelephone License. By now the military services were recruiting and signing them up by the thousands nationwide. World War II was looming in the not too distant future.

From 1937 for the next seven years it was the policy of the Patrol for the Radio Operators to do the broadcasting plus all technical aspects of the job. This of course required the operators to possess the FCC First Class Radiotelephone License. In July 1944, the Patrol adopted a new policy concerning the network operations. The technical work would continue to be done by those holding the First Class License, as required by the FCC. Operations, or production, whichever term one preferred, only required a Restricted Fourth Class Radiotelephone Permit. This permitted the Radio Operator without the First Class License to key a microphone and broadcast any message afforded the holder of the First Class License.

The Patrol policy concerning the requirement of all newly hired Radio Operators to serve an apprenticeship behind the console before they were permitted to do technical work did not change for several years. Regardless of the license class the newly hired Radio Operator held, be it the Third Class, the Second Class, or the First Class license, he was required to work on the console, and learn all aspects of the operations as if he planned a career behind a microphone before he was reclassified as a Radio Technician, if, when, and where there was a vacancy. Radio Technician vacancies existed fairly often however.

Radio Technicians in those days had the training as a Radio Operator, thus they were called upon occasionally to work relief duties on the console. We use the word console in the singular term because during the first several years of the network system, there was only one console in each of the five stations. This allocation of one console for each station continued on into and after World War II with the addition of eleven sub-stations across the state.

As has been written elsewhere in this history, the FCC required all people who opened or keyed a microphone to have in their possession a Restricted Fourth Class Radiotelephone Operator Permit in lieu of a third, second or first class license. This requirement had been in effect by the FCC under their Act of 1934. There was no examination required to obtain such a permit. The FCC did furnish an application form to be filled out by the applicant for this restricted permit. The FCC's primary concern was for the applicant to attest that he was, at the time of the application, a citizen of the United States, felony convictions if any, and a few other questions concerning country loyalty. The application was mailed to the nearest FCC Regional Office, and for North Carolina applicants, this was Norfolk, Virginia. Normally, the permit was received by the applicant within a few weeks. It was valid for five years, the same duration before renewal as with other FCC permits and licenses. This FCC permit was required not only for those working police radio, but for commercial radio broadcast as well. After transmitters were installed in the patrol cars, the Patrolmen were required to have a valid permit, which applied to the newest officer to the Patrol Commander. In the mid-1950s the FCC amended their regulation concerning this restricted permit, which discontinued the requirement. From this time forward, the Radio Operators and Patrolmen no longer needed any type FCC permit or license to key a microphone. This amendment in no way changed the requirement for the First Class (General) License to do technical work on transmitters, etc.

As construction work progressed on the five radio stations, Captain Farmer passed word around to the Patrolmen statewide concerning the future hiring of thirteen Radio Operators. He directed that they contact anyone they knew who held the two required FCC licenses, and invite them to apply for a job with the State Highway Patrol as Radio Operators. The number of candidates would probably be lean, as FCC licensees of the two classes were limited in the State in the 1930s. Most of them were working as Radio Engineers for commercial radio broadcasting stations and some were employed by Western Union as Telegraphers.

By September 1937, all five radio station buildings, the five radio antenna towers and the five smaller buildings near the base of each tower had been completed. Chief Engineer Rosekrans and his assistant, Engineer Smith, had been employed about two years earlier. The background investigations had been completed on the remaining radio personnel to be employed. It was now time to hire these FCC licensed Radio Operators, and get the long awaited State Highway Patrol Radio System “on the air”. In those days rather than call this phase of the project “activated”, it was referred to in the commercial and police terminology, “on the air”.

Twelve of the thirteen Radio Operators had been hired by 21 September 1937. Mr. Lawrence Gooding was approved for employment, but he would not become a member of the team until 4 November 1937. It was desirable to have all single men as they would be required to spend a lot of time at the stations. This was not to be, however, as two were married. Listed in alphabetical order are the original thirteen Radio Operators, and the five radio stations they were assigned to:

*Baird, John W.....	Radio Station WANI.....	Williamston
Baker, L. E.....	Radio Station WANH.....	Raleigh
Cavanaugh, C. D.....	Radio Station WANI.....	Williamston
Davis, Jr. M. S.....	Radio Station WANI.....	Williamston
Gooding, Lawrence.....	Radio Station WANL.....	Elizabethtown
Herring, Sullivan.....	Radio Station WANL.....	Elizabethtown
**Higgins, J. R. ....	Radio Station WANJ.....	Swannanoa
Hilton, O. G.....	Radio Station WANH.....	Raleigh
Lyerly, E. E.....	Radio Station WANK .....	Salisbury
McKinney, H. E.....	Radio Station WANJ.....	Swannanoa
Slack, R. M.....	Radio Station WANJ.....	Swannanoa
***Smith, Jr., C. M.....	Radio Station WANH.....	Raleigh
Yoder, Jr., W. M.....	Radio Station WANK.....	Salisbury

\*Mr. Baird was hired as a Relief Operator for WANI - WANL and stationed in Williamston.

\*\*Mr. Higgins was hired as a Relief Operator for WANJ-WANK and stationed in Swannanoa.

\*\*\*Engineer Smith asked for and was given permanent employment as an operator.

When Engineer Smith became employed in 1935, it was understood he was hired to assist Chief Engineer Rosekrans with the building of the radio system, and this would take approximately two years. Afterwards his services would no longer be needed in this capacity. Chief Engineer Rosekrans never had any desire to remain with the State once the project was completed. On the contrary, he was still considered to be a partner with the Washington, D. C. engineering firm and his plans were to return there once the North Carolina project was completed. On the other hand, Engineer Smith did not have another job awaiting him, therefore, at his request he was hired as a permanent State employee in September 1937 as a Radio Operator, and stationed at Raleigh Radio WANH. His first promotion came at WANH on 24 November 1937 to Chief Radio Operator.

Mr. Gooding's background investigation had been completed and he was recommended for employment prior to the five stations becoming operational. At his request, however, he was not hired until 4 November 1937 on account of giving notice to his employer, a commercial radio broadcasting station in Kinston, N. C.

Radio Operator Colon Dewey Cavanaugh was the only one of the original operators to come from the ranks of the Enforcement Division of the North Carolina State Highway Patrol. He joined the Patrol in 1935, and after completion of basic training, Patrolman Cavanaugh was stationed in Wilson, Wilson County, N. C. Earlier he had secured the two main requirements for the upcoming job of Radio Operator; the First Class FCC Radiotelephone License, and the Second Class FCC Radiotelegraphy License. "Cavey", as he was known to many, applied for one of the thirteen positions, and he was accepted in September 1937. His assignment was Williamston Radio WANI, and on 24 November 1937 he was promoted to Chief Radio Operator for WANI. His second promotion will be covered in another chapter.

When the twelve Radio Operators reported to their assigned stations in August and September 1937 they found much of the installation and technical work still pending. They immediately went to work installing the available equipment on hand. These young men climbed the 300 footage towers, installing antennas and tower lights. They were also responsible for installing and hooking up feed lines between the radio stations and the smaller buildings housing the antenna tuning units. Also, there was much work to be done on the radio consoles before they could be placed into service. The consoles did not come ready made back then. The metal cabinets were constructed by Prison Department inmates at Central Prison in Raleigh, and the Radio Operators assembled the working parts or the "guts" that went inside the consoles. They of course mounted the dials, knobs, switches, and pilot lights on the face of the consoles.

Since Mr. Gooding had not been hired yet, there was only one Radio Operator permanently assigned to Elizabethtown Radio WANL in September 1937. Chief Engineer Rosekrans ordered Relief Radio Operator John W. Baird to report to Radio Operator Sullivan Herring and assist him with the final preparation to get WANL "on the air", and to remain at WANL until such time that Mr. Gooding reports for duty. Mr. Baird complied and worked with his new found friend "Sud" Herring, as he would be known for the brief period that lay ahead for him. No one had anyway of knowing that Mr. Herring's life and Patrol Radio career would come to an end just four and a half months hence. His tragic and untimely death will be covered in another chapter.

The five 1000-watts AM base transmitters, with a frequency range from 1500 to 3000 kilocycles were purchased from the General Electric Company. The Radio Operators adjusted and tuned this equipment to the FCC assigned frequency of 1706 kilocycles. The Patrolmen brought their patrol cars to the various radio stations during September and October 1937 where the Radio Operators installed Radio Corporation of America (RCA) receiving sets in their cars. Transmitters for the patrol cars were out of the question at the time. It would be ten years down the road, before the Patrolmen would have this working tool at their disposal.

In the early weeks of the network, it was fun time to all once they got the equipment all connected and properly adjusted so that the pointers on the console dials would swing back and forth when they keyed a mike and gave those long awaited test broadcasts. So far as they were concerned, they were letting the whole world know the system was soon to be operational. They realized, however, few people had receivers on the frequency to hear them. Once the system began operating, some citizens who possessed radio receivers would "dial" the Highway Patrol stations within their areas and try to figure out and endeavor to understand what the Radio Operators were saying above all that static during the period on the AM receivers.

The times were hard and difficult for the operators in the beginning years of the network. Along the way some resigned to return to commercial radio and other pursuits. For those who stuck it out, it was team work all the way, and not one of them would tell you they did not enjoy their work. Without question, the few who stayed for any length of time were totally dedicated to their job, and their common bond to fellow employees, including the Patrolmen on the roads. During this period in the 1930s and on into the 1950s, applicants, including radio personnel, were required to sign an affidavit stating in effect, "I will work 24 hours a day if needed", and the affidavit was witnessed by the signature of the Patrol's Commanding Officer, who did the final interview of each and every applicant during those years. If the applicant had any reservations about signing this affidavit on the dotted line, he might as well kiss the application goodbye, as it would have gone straight as an arrow to file thirteen, never to be resurrected. For several years after this policy of signing the affidavit was set aside in the 1950s, it was verbally explained to prospective new hires they would be expected to work 24 hours a day during emergencies. Indeed, there were many times when radio personnel, as well as Patrolmen, were required to work around the clock, and also on their one day a week regular day off. And did they get the extra time off later on? Some may have, but no question about it. Many did not. On the contrary, such a person would have been looked upon as an undedicated State employee if he asked to get off for having worked overtime during an emergency situation. All employees were required by State policy to work a minimum of six days a week, but often times the Patrolmen and Radio Operators worked seven days, and each day consisted of eight, ten, twelve or more hours of duty time. Overtime pay was unheard of.

With the requirement of having to live in the stations, the Radio Operators did not have much to look forward to when they did get a day off. Some of the thirteen did not own a motor vehicle, thus they would spend weeks at a time without leaving the premises. On a monthly salary of one hundred ten dollars they could not afford a car. Car loans were not normally available through banks in the 1930s and early 1940s, and it took awhile to save enough to pay cash for such a purchase. After all, new cars cost from \$700.00 to over \$1,000.00 in those days!

Used vehicles were not too plentiful on the market. Many proud owners drove their vehicles until they wore them out, then pushed them out back of their homes, usually into wooded areas when on the farms, to begin rusting away, until scrap dealers started buying them all over the country leading up the World War II era.

The only exception to the rule of Radio Operators having to live in the radio stations applied to the original two who were married. These two rotated their overnight stay in the station, as there were no exceptions concerning one of the two remaining inside the station after duty hours. This was a must in case the phone rang during after hours. In the event a phone call did come in, the Radio Operator not only got out of bed to go into the console room to answer it, he then placed a call to a Patrolman's residence if the situation warranted it. Some readers might wonder why the operators did not either run a phone extension into the bedroom, or have the telephone company install an extension. During the period we are writing about, no one was permitted to tamper with the telephone which had been installed by telephone company personnel. When phone extensions came about in later years, phone company employees did the installation. In such cases the customer was required to pay monthly fees for the extension, and until future years the Patrol wasn't willing to pay the extra one or two bucks for the added service. When an operator called a patrolman out after duty hours, he would next sign the station on the air, and transmit blind calls to the patrolman when additional information became available for the officer. In such situations, the Radio Operator remained at the console until the Patrolman cleared up whatever he was called out to investigate, usually an accident, even if it took all night. Once the officer completed the assignment he would call the station by phone to let the operator know he was clear of the assignment and had returned home.

The Radio Stations were meagerly furnished for some while after they became operational. All stations used borrowed Prison Department bunks for the small bedrooms, but new cook stoves were acquired for the kitchens. File cabinets were delivered within a few months, but until they arrived, FCC logs and other files were kept in pasteboard boxes, and placed in one corner of the console room. For the first few weeks at some of the stations the Radio Operators used empty nail kegs turned upside down for console chairs. It is believed the first of a Radio Operator feeling any kind of resentment toward a Patrolman was when they sat on those nail kegs, some with a folded up burlap guano sack as a cushion for the lower posterior of the human body, when all the while their buddies were out there riding around in their "silver bullet" Patrol cars with soft padded spring seats. The Patrolmen even had cushioned backs to their seats as well.

Some of the stations did not have a typewriter for a number of months, and chairs, when they did arrive, even if second hand, and even if straight back, they were a welcome relief from the nail kegs. The pasteboard boxes gave way to a more secure type box called a cardboard container, then sometime later on second hand upright steel cabinets were delivered to the stations. The official State Highway Patrol Time Service which was proudly announced after each and every transmission, as required by the FCC, was read off a ninety-eight cents wind up Big Ben alarm clock. The operators chipped in and bought one at each of the five stations. Wood lead pencils were furnished by the State, but they came in small quantities, and to sharpen them, each Radio Operator carried his own pocket knife. Ball point pens had not been invented during the early years of the radio network.



Each radio station building was heated by steam, which was great in cold weather, so long as the Radio Operators kept the furnace in the basement stoked with coal. There were times when the operator would get busy on the console, and he failed to shovel coal before the building became cold. Then it seemed to take forever to get the building warm again. There were no electric fans furnished by the Patrol, and certainly no air conditioning during these early years. During the hot summer months when the screenless windows were opened for a little breeze to come inside, flies, mosquitoes and bugs also came in, and they had a ball. Janitorial services were performed by the radio operators, shoveling coal, mopping the cement floors, doing laundry in the bathroom sink, and when they felt like it, they washed the windows. Those who did not know how to cook, soon learned. There were no eating establishments out in the country, and not many cafes in the nearest towns, except the cafe which opened across the highway from the Swannanoa Radio Station WANJ not long after the station was built. The fellows stationed there were lucky to have the cafe so close by. When they had funds available they could walk across the highway and get sandwiches or meals, or catch a ride one and one half mile back toward Asheville in the middle of Swannanoa to the cafe there.

When the water pump in the basement of each station lost its prime, which was pretty often, the Radio Operators acted as plumbers. Electrical problems were normally corrected by the operators. There were no lawn mowers, which was okay because the lawn areas didn't grow much grass. When the weeds grew too tall near the buildings, about waist high, the operators soon learned how to use a sling blade. Oh yes, every one of the thirteen young men knew how to repair a telephone, but they were not permitted by the telephone companies to turn a screw. If a phone developed problems they were required to notify the phone company for maintenance or repair. Whenever a flashing red light bulb needed replacing on the antenna towers, day or night, sunshine or freezing rain, sleet or snow, the Radio Operators climbed those 300 footers and replaced the burned out bulbs before an airplane came crashing down. The last time I checked, Patrol Radio Engineers still climb the towers today, and there are a good many more than five now, performing the same tasks, and for the same reason.

**The FIVE and the THIRTEEN:** Raleigh Radio WANH, Williamston Radio WANI, Swannanoa Radio WANJ, Salisbury Radio WANK, and Elizabethtown Radio WANL. These five stations were manned in the beginning of the radio network by thirteen men, all of whom had a Federal Communications Commission First Class Radiotelephone Operator License; Baird, Baker, Cavanaugh, Davis, Gooding, Herring, Higgins, Hilton, Lyerly, McKinney, Slack, Smith, and Yoder. Four of them stayed on until service retirement. Some moved on to other jobs after a few months, and years. The first to depart died in a civilian airplane crash less than five months after he became employed. Some left for World War II, and some did not return after the war, yet we find no account of any being killed in the war. One committed suicide after 25 years of dedicated service, and several years of suffering from a painful and severe arthritic problem, yet he worked on until he took his own life. At the time of this writing, one of the four retirees still survives. It is regrettable that photographs are not available of all thirteen men or of Chief Radio Engineer Rosekrans.



One of the five original buildings for the State Highway Patrol Radio Network. This one was the home to Radio Station WANH/KIB-894 from 1937 to 1973. It is now used as a storage building on the C & L Complex, 1300 Blue Ridge Rd., Raleigh, N. C. Photo taken 2-20-1995

There was no time or date set for the five original radio stations to become operational or go on the air. Obviously this was the case because no two stations were ready to take to the air waves at the same time.

It is generally believed that WANH near Raleigh was air worthy by the summer of 1937. This stems from the fact that Chief Engineer Rosekrans and his assistant were stationed in Raleigh and had been since the summer/fall of 1935 and early 1936. It seems reasonable to believe, without supporting documentation, these two Radio Engineers did most, if not all of the technical work to build and put this station on the air, or at least had it ready to go on the air, before others were hired to do this phase of the work at the other four stations. Once the majority of the basics were completed at WANH, Engineers Rosekrans and Smith continued their work at the remaining four stations. Engineer Rosekrans was a consulting electronics engineer at the time Captain Farmer hired him to design, engineer, and build the radio system for the State Highway Patrol. He was an experienced broadcast station building engineer, and that no doubt played a most important role in Captain Farmer's decision to choose him for the task that lay ahead.

Also taken into consideration and to add credence to the belief that WANH was a step ahead of the other stations during the formative stages; is that Radio Operators Baker and Hilton were employed in August 1937, while the complete staffs of the other stations were not employed until several weeks later. Regardless when or which station was first to become operational, the first station had no base station to broadcast to until the others were activated one by one during the month of September 1937.

Once the radio operators had completed the tasks of causing the base stations to become operational, their attention was then directed toward installing receivers in the Patrol cars, and this was given priority over mostly all other duties at the time. The first mobile unit to have a receiver installed belonged to the recently appointed new Patrol Commander, Major Arthur Fulk, then Captain Farmer, the Lieutenants, and the Patrolmen in that order. There were no receivers installed on the few remaining motorcycles as they were being phased out during this period.

We do not know the date that any of the original five radio stations signed on the air for the first time. In keeping with the then current FCC Rules and Regulations all records dating back to this period concerning FCC radio logs have long ago been destroyed. We do know however, during the last week of September 1937, Radio Operator Herring and Relief Radio Operator Baird succeeded in getting the transmitter of WANL to broadcast test messages. They did not have a station receiver at the time, until Captain Farmer arrived during the day to deliver one for the station. When he entered the station he told Radio Operators Herring and Baird they had been blocking out important radio traffic coming from another station or two, concerning desperado escapees Walsh Turner and Joe Payne. Both had escaped from a western North Carolina prison and were reported to be headed eastward. Needless to say the base receiver was quickly plugged in at WANL. In fact, Radio Operators Baird and Herring were delighted to get the receiver they had been waiting for. It is believed Swannanoa Radio WANJ, Salisbury Radio WANK, and Raleigh Radio WANH had been broadcasting the escapee report during the time

Captain Farmer was traveling from Raleigh to Elizabethtown.

By the first week of October 1937 all five radio stations were operating, or at least the Radio Operators were on duty, and the equipment had been installed, all hooked up, adjusted, tuned, and calibrated, and ready to do. All that was needed was for the telephone to ring, or for another Patrol Station to call. The operators really didn't have all the leisure time as one might suspect during October 1937, however. They spent more time outside the station, installing receivers in the Silver and Black 1935 Ford, Coupes, than they spent inside the stations. When they were outside near the back door working inside patrol cars, the volume was turned as high as it would go on the radio console in case another station called. Sometimes the Patrolmen would sit and wait on the steps of the back door of the station to better hear the phone, while the lone radio operator was busy installing a radio receiver in their Patrol car.

It was not unusual during the early days of the Patrol Radio for some Patrolmen and the general citizenry, particularly from the surrounding rural areas, to stop by the stations to see and hear "what was going on". The Radio Operators gladly welcomed any and all visitors, because they felt cut off from the real world much of the time, more or less stuck out in these rural areas. They experienced boredom often, as the one line telephone was silent for hours on end, yet the operators were warned to hold personal calls to a minimum in numbers and length. Likewise, radio traffic was very light coming from other stations a majority of the time.

Some of the younger Radio Operators who were employed on their first substantial, full time job, were extremely proud of their occupation, and thought of it as being close to commercial broadcast radio. Occasionally, some of them would get carried away when visitors were present and before keying the microphone they would shout, "**QUIET PLEASE, ON THE AIR**". Now and then, when visitors were present, and no radio traffic in progress, some operators would key the mike and announce the time and call sign of the station, all within guidelines of the FCC. A couple of the stations proudly displayed a home made electric sign in a conspicuous space in the station with the words "**ON AIR**" showing in bright red letters when the transmitter was in use. Few, if any, of the country visitors had ever been inside a broadcasting facility before, and they were amazed at the operations. When they hung around long enough to hear an incoming static ridden AM radio call from another station, invariably they asked, "How in the world do you understand what they are saying?" Often times the visitors would want to know, "Where is that man talking from?" And yes, there were times when the Radio Operators couldn't resist turning the console volume up to the level of a "country mile" for the amusement of the visitors.

Radio and telephone traffic gradually picked up at the stations, but it was sometime in the years ahead that such traffic increased to the point when the operators were confined to the console a majority of the time, and thereafter every so often, he would have to announce the station 10-6, meaning busy, and then make a dash for the nearby rest room.

Raleigh Radio WANH was located on the east side of Blue Ridge Road a few hundred yards north of Hillsboro Street, Raleigh, N. C. **[Editor's note:** The spelling of Hillsboro Street was changed by the Raleigh City Council to read Hillsborough Street in 1965]. The site of the original radio station building and the antenna tower joins property owned by North Carolina State University. Today, the Communications and Logistics Division of the NCSHP complex is located next to and partially around the same grounds of the original radio station operations.

The charter staff members of WANH were:

L. E. Baker  
O. G. Hilton  
C. M. Smith, Jr.

Mr. C. M. Smith, Jr. was employed in the fall of 1935 or early 1936 to assist Chief Radio Engineer Paul Rosekrans with the fundamentals of building the statewide radio network. In September 1937 he was assigned to WANH as a Radio Operator. Radio Operators Baker and Hilton had been employed about a month earlier. Radio Operator Smith's first promotion came on 24 November 1937 when he was named Chief Radio Operator for WANH. His second promotion, without additional pay, came the following month when he again was appointed Assistant to Chief Radio Engineer Rosekrans, yet he also remained at WANH as Chief Operator.

This is believed to have been the first of the five original radio stations to become operational, and it was in the month of August 1937. This does not mean to imply that the station was broadcasting and receiving messages on any type of work schedule at this stage of the new network. It was in late September 1937 that most of the other four stations were able to transmit and receive messages from the other stations.

The building for Raleigh Radio WANH was identical to three of the other four stations, as all five were built in the same floor plan. The only exception was WANJ near Swannanoa where two entrances were relocated from the original plans.

When the station began regular operations, it was on a sixteen hour per day schedule, from 0800 hours until 2400 hours, seven days a week. This schedule was followed until the early 1950s, when it remained open 24 hours a day on weekends, but continued the 16 hours per day schedule during the week. Then within a couple years the station went to a 24 hours daily schedule. With one console the station was manned by one radio operator on each of the three shifts.

Like the other stations, there were two double deck bunks in one small room of the building. As reported elsewhere, the operators were required to live in the station until the 1950s when the station went 24-hours daily schedule, yet one or two single operators continued to live in the station. This arrangement had some advantages for the on-duty personnel when the live-in sometimes relieved for meals, etc. So far as we have been able to determine, this station never subscribed to the idea of permanently assigning any one operator to a specific shift. Their

shifts rotated similar to the ones of the other four stations. During the 1930s and on through the 1940s the operator working the late shift rotated to the early shift the following day. Occasionally the late shift operator did have to work after midnight, and with little sleep he still pulled the day shift the coming day.

Radio Station WANH was unique as there were three full time Radio Operators stationed at the facility when it began scheduled operations. Soon after the station was activated, the three radio operators there let it be known statewide their call sign stood for "We Are Now Here". The old timers from the 1930s and 1940s era remember Raleigh Radio by this slogan. When Chief Radio Engineer Paul Rosekrans resigned his position to return to his Washington, D. C. firm on 1 January 1938, Chief Radio Operator C. M. Smith, Jr. was promoted to replace him. This was Mr. Smith's third promotion in just over three months. To take his place at WANH, Radio Operator Lemuel E. N. Baker got the nod for the \$10.00 per month increase in pay position.

Within a few months Relief Radio Operator J. R. Higgins of the Swannanoa-Salisbury stations transferred to Raleigh too fill the vacancy which was created by Smith and Baker's promotions. There were other vacancies at WANH during 1938 on account of resignations, thus others were hired as replacements. One of the replacements was Mr. Whitfield B. Sloop, who was employed 1 December 1938. "Buck", as he was soon to be known by his fellow employees, was very enthusiastic about his new job. He immediately set out to learn everything he possibly could about WANH and the network in general. When Chief Operator Higgins resigned, Radio Operator Sloop was in line for the position, and the promotion he had been working for.

Chief Radio Operator Sloop's greatest achievement while at WANH was to secure a teletype system to compliment the Patrol Radio Network. With the assistance and cooperation of Captain Charles D. Farmer, and the approval of the Commanding Officer, Colonel H. J. Hatcher, the teletype system became operational on 23 May 1946. The keyboard teletype unit was installed in the Raleigh Radio Station a few feet in front of where the radio operator on duty operated the radio, the teletype, and all phone calls. Prior to acquiring this system, the only link the Patrol had with other states' police agencies was by landline telephone, U. S. Mail or commercial telegraph.

The teletype system proved most helpful for the patrolmen as they could get vehicle and driver license identifications from out of state within an hour or so, sometimes a little quicker, and yes, some times much longer, say several hours, or a day or two. Nevertheless, the system was much better and normally faster than the previous method a patrolman had for routine out of state traffic. Before the teletype system came on the scene, depending upon the circumstances, an officer could get permission to use a telephone to make out of state calls, but this was on rare occasions, and even then, some times it required a return collect call as well. The system wasn't limited to identifying licenses, as all sorts of police related messages could be exchanged via the system, such as wanted persons, stolen vehicles, death notices, etc. Word soon spread across the state that the Patrol Radio had the teletype service. To get a license identified within a few hours instead of several days by mail, a call to any of the five Patrol Radio stations by phone would handle it. It would not cost the local police or sheriff's department anything, except a phone call when the radio station wasn't in their immediate area. The 100 sheriff's departments and several hundred police departments were elated over this news about a new and faster way to contact their counterparts in other states. The Radio

Operators were soon deluged with requests coming in from across the state. A few of the larger police departments already had their own teletype system in place by this time.

The Patrol's teletype system worked very well, and as time went on, more and more radio traffic was generated by having the system as a working tool in law enforcement. The system was connected with teletype circuits linking sixteen seaboard states. Even though it was limited to the eastern states, it covered the main ones for North Carolina as a majority of out of state motorists passing through our state came from or were traveling to these seaboard states. Most of the sixteen teletype connections were controlled by State Patrols or State Police. The control points relayed incoming messages by radio to the various Patrol Radio stations, and they in turn sent the message on to the destination by whatever method available at the time.

The Federal Communications Commission had changed the call sign from WANH to KIB-894 by February 1950. By 1952, the workload had increased at KIB-894 to the point it was becoming difficult for one Radio Operator, or Radio Dispatcher as they were designated by now, to properly handle the console, the telephone, and the teletype all by himself. Once funding became available, additional dispatchers were added to the staff over the next few years. Preparations were made to convert space for a teletype room next to the Radio Console room. The smaller room was large enough for the floor standing teletype machine, a chair for an operator, and a file cabinet. There was a half circle opening at the bottom center of the glass window partition between the radio and teletype room. Through this opening the teletype operator passed incoming messages to the dispatcher to handle by radio. Likewise, anything the dispatcher needed to send out of state was passed to the teletype operator.

Within another year or so, a second console was activated for certain hours, such as from 1300 hours to 2100 hours, while the number one console continued to operate from 0800 hours to 2400 hours. During this period of time the number one console operated twenty four hours a day on week ends, however, teletype traffic still did not warrant the hiring of additional personnel for twenty four hours operation. The dispatcher handled any teletype traffic after midnight when working this shift on week ends. During the week when the station operated sixteen hours daily, any teletype traffic coming in after midnight was handled after 0800 hours.

After having been the Chief Radio Operator of WANH/KIB-894 for about thirteen years, Mr. Sloop received his second promotion in the fall of 1953 to take Mr. C. D. Cavanaugh's place as Chief Radio Engineer. He remained in this position, where the job title changed more than once, until his retirement on 31 July 1978. Chief Radio Operator Glenn Guthrie, who had taken a lateral transfer, from Salisbury to Raleigh in July 1953, to work primarily in charge of installation of communication equipment in new patrol cars, and to assist Chief Operator Sloop in the general operations of KIB-894, replaced Mr. Sloop as head of KIB-894.

By the mid-1950s, the station was operating one console, 24 hours a day, seven days a week, thus no one was required to live in the station any longer. However, two single dispatchers were making the station their home for another two years, when the bunk room was now needed for expanded station operations. The dispatchers were required to seek other living arrangements.

In the late 1950s when radio, telephone, and teletype traffic load increased enough to justify adding to the staff, KIB-894 commenced operating two consoles around the clock, seven days a week. The teletype service continued to receive a passive watch from 2400 hours to 0800



The foundation of the original WANH AM tower. Present FM tower base is left rear in photo. The building shown behind the old foundation houses transmitting equipment for Troop "C" ComCenter. The original "Dog House" was a few feet in front of this old foundation. It was dismantled several years ago. Photo taken 2-20-1995



The former home to Henderson Radio Station KIA-271, and a District SHP and License Examiners office now serves as a meeting place for Alcoholics Anonymous, Henderson Chapter. Photo taken 2-21-1995



hours, by one of the two dispatchers on duty during those hours. It would be a few years later before the teletype system generated enough late night traffic to the point that additional personnel were needed, and hired.

Raleigh Radio had one sub-station under its jurisdiction for just under four years. The following is an abbreviated history of the station that was located in Henderson, N. C.

### **HENDERSON RADIO KIA-271**

Henderson Radio KIA-271 was ready to become operational in late 1949, and the staff allocation was for three radio operators. After extensive research, I have been unable to determine the names of any charter staff members, and only limited information on subsequent radio operators is known. I do know the station was short at least one staff member on 23 May 1950, however. Shortly after 0800 hours on that date, this writer was in Colonel James R. Smith's office, and he confirmed that I was employed as of that date, and then he turned to me and said he had an opening for a Radio Operator in Henderson and one in Wilmington, both in Troop "B", and he asked me which station would I prefer. I chose Wilmington, and his response was, "that's my old home town, I expect you to go down there and do a good job". From late 1949 until 1953, different radio operators from Raleigh Radio worked at the Henderson facility on a non-binding schedule. These relief operators would normally work late hours only, such as from 1600 hours to 2400 hours. There was a bunk room for sleeping quarters assigned to the radio personnel working the station. On occasion, and when available, Patrolmen stationed in Vance County manned the console during the day time. This radio station was responsible for communications for the State Highway Patrol units in Vance, Granville, and Warren Counties. There were times when this station worked mobile units in northern Person and northern Franklin Counties for Raleigh Radio.

In September 1950, Mr. A. G. Ellington of Henderson, N. C. was employed as a Radio Operator and assigned to the Henderson station. During two interviews on different dates recently with Mr. Ellington, he remembers hearing from others that at least two Radio Operators had been stationed at the activated station before he was hired. They had resigned however, before Mr. Ellington became employed there, and he doesn't remember who the fellows may have been. As Henderson was a fairly small town in the 1950s, he reasons he would have heard someone mention their names to him if they were local people. He assumed they came from elsewhere. Mr. Ellington resigned on 9 March 1952 to enlist into the U. S. Air Force, rather than to be drafted into the U. S. Army. When he completed his enlistment in 1956, the Henderson station had been closed, thus the state Highway Patrol offered him employment as a dispatcher at the Salisbury Radio Station. He and his wife visited that station and the Salisbury area, but he declined the offer for employment there. Soon thereafter he secured a job with a telephone company in Henderson and retired after 20 years service. Upon this retirement Mr. Ellington accepted a position as a Magistrate in Henderson and he retired a second time after 20 more years of employment. This former Henderson Radio Operator still lives in his home town of Henderson, North Carolina.

In the spring of 1953 this station was closed. At the time of closing, three dispatchers were stationed here, one transferred to the Raleigh Radio station, and the other two, one of whom was a trainee, resigned. The electronic equipment was moved to Fayetteville, N. C., where a new sub-station would soon open in the Troop "B" Headquarters building.

The Henderson Patrol Radio Station was housed in a five room, cement block building. The station utilized two rooms; one for the radio console, and the other one as a bedroom. A third room in this building was used as a District Patrol office, while a fourth was the District Sergeant's domain. The fifth room was used for the local Driver License Examiner's office. This building is located in Henderson on US1-A North, next to the County Fire and Rescue Squad. The building that was once the home to Henderson Radio Station KIA-271, and a District State Highway Patrol office is now the home of Alcoholics Anonymous, Henderson Chapter.

\*\*\*\*\*

Past and present personnel in charge of Raleigh Radio Station WANH/KIB-894 are as follows:

Chief Operator C. M. Smith, Jr.....	1937 to 1938
Chief Operator L. E. Baker.....	1938 to 1939
Chief Operator J. R. Higgins.....	1939 to 1940
Chief Operator W. B. Sloop.....	1940 to 1953
Chief Operator Glenn Guthrie.....	1953 to 1966
Center Supervisor C. P. Moore.....	1966 to 1983
Center Supervisor W. V. Cooke.....	1983 to 1990
Center Supervisor W. F. Stancil.....	1990 to 1997
Center Supervisor G. H. Whitehouse.....	1997 to ----



Troop "C" Communications Center transmitter tower. C&L Complex, 1300 Blue Ridge Road, Raleigh, NC. This tower is within a few feet of the original tower of WANH.  
Photo taken 2-20-1995



Taking a break from his work shop and visiting with  
Telecommunicators at Troop "C" ComCenter is  
Engineer I Tom Smithson  
21 February 1995

Retired Troop "C" Center Supervisor Willis V. Cooke.  
26 May 1994 photo by F/Sgt. Henry Moore, SHP





Troop "C" Communications Center, 4008 District Drive, Raleigh, NC.  
This photo was taken 25 February 2005 by Tc Connie Gartin of Troop "C" ComCenter.  
It replaces the one by the author made in 1995 but was misplaced before publication.

Williamston Radio WANI - Williamston, N. C., US64 two miles west of city limits, south side of the highway. The station became operational in September 1937. The following radio operators were the charter staff members, all hired in August and September 1937:

J. W. Baird  
C. D. Cavanaugh  
M. S. Davis, Jr.

The original radio station building was erected on a parcel of land leased to the State of North Carolina on the 7th day of January 1937 by the County of Martin in consideration of the sum of One (\$1.00) Dollar. The term of the lease runs for ninety-nine years, beginning on the first day of January 1937 and expires on the 30th day of December 2036. In the legal term, each of the five original stations were described in such a document as a "sub-station". The lease reads in part, "It is further stipulated and agreed that in the event the premises upon which the radio sub-station is situated are abandoned during the life of this lease, the lease shall immediately terminate." The instrument was filed and registered by the Martin County Register of Deeds, Mr. J. Sam Getsinger at 3:00 o'clock P. M. on the 9th day of January 1937, File Book S 3, Page 357.

Mr. Johnny Baird was designated to be the Relief Radio Operator for WANI and WANL, and stationed in Williamston. The relief operators were often referred to as "swing men". As with his counterpart at WANJ, Mr. Baird was scheduled to work three days per week at one of his assigned stations, and three days at the other station, with one day off each week. Some weeks, with prior approval, the relief operators would work an entire week at one station, and then spend the next week at their other assigned station.

Normally these relief operators traveled from one station to the other by patrol car, as a passenger, while the Patrolman was on duty. These radio operators were required to travel on their own time, however, and it often took several hours of relay time because the patrolmen had to deal with motor vehicle law violators while enroute. In addition to having to relay by more than one patrolman from county to county, some times there were delays on account of accident investigations by the officers doing the relay for the radio operator. These radio operators were instructed to coordinate their pending relays a day or so in advance with the patrolmen or their Sergeants. It was understood that they must allow several hours travel time in order to be at their assignment for console duty not later than 1600 hours on the day for duty. Needless to say, in most cases the relays began in the morning hours.

Mr. Baird was transferred to Elizabethtown Radio WANL soon after the death of WANL's Chief Operator Herring in January 1938. Up until this period of time, he had spent more time working the Elizabethtown facility, on account of the delayed employment of Mr. Lawrence Gooding, than he had worked in Williamston. Radio operator Baird's transfer created a vacancy, and on 1 March 1938, Mr. William L. "Bill" Clement of Black Mountain, N. C. was hired to fill the vacancy, thus becoming the first applicant to be employed after the original thirteen radio operators were put on the payroll. It was a drastic move for "Bill" to have to leave



**Radio Operator Thurman C. Perry in a 1944 photograph depicting the first Patrol Radio uniform. Photo furnished by retired Center Supervisor Thurman C. Perry**



**Site of Radio Station WANI. Portions of South and East foundations are shown with a tree planted inside the area where the building once stood. Photo taken 2 November 1994**





**Former Radio Operator William L. Clement, shown here in a recent photo, and furnished by him, was the first Radio Operator to be employed after the original thirteen had been employed. Bill was hired to take Mr. Baird's place in Williamston on 1 March 1938.**



**Paul Dillon**

Former Radio Operator Paul Dillon worked for the State Highway Patrol Radio Network from 1939 to 1943. He was first assigned to Williamston Radio WANI as a Relief Operator for that station and Elizabethtown Radio WANL. A vacancy occurred at Raleigh Radio WANH in early 1942, and Operator Dillon's request to transfer there was approved. Less than a year later he resigned to accept the position of Director of Civil Defense for Wake County. After the end of World War II Mr. Dillon moved to Dallas, Texas where he worked as an Engineer for Collins Radio Company. His employer was later known as Murray-Collins Radio. Mr. Dillon was the Chief Engineer for this firm several years before he retired in later years. Retirement didn't last long, as he soon formed his own company, Dillon Design Services, in nearby Irving, Texas, and continued his engineering profession for several more years. Mr. Dillon furnished the above 1993 photograph of himself only a few months before his death of natural causes in November 1997.

ADDRESS ALL CORRESPONDENCE TO THE INSPECTOR IN CHARGE.

FEDERAL COMMUNICATIONS COMMISSION  
ENGINEERING DEPARTMENT  
FIELD DIVISION

402 NEW POST OFFICE BLDG.,  
NORFOLK, VIRGINIA.

January 20, 1942

Mr. Paul Dillon  
State Highway Patrol Radio Station  
Williamston, North Carolina

Dear Sir:

In answer to your telegram of January 20, please be advised that, as far as is known here, there has been no CAA ruling regarding tower lights during practice blackouts. However, it has been the practice of the Interceptor Command at New York, as well as the Regional Command at Norfolk, that radio tower and other obstruction marking lights should not be extinguished during practice blackouts, and they have not been extinguished during any of the practice blackouts we have had here.

It is believed satisfactory to have all agencies concerned carry through the procedure up to the actual pulling of the switch, or switches, involved in cutting off radio tower lights. This will give sufficient practice since speed is essential in enforcing blackouts. Under practice conditions, it is not believed absolutely necessary to have obstruction lights extinguished.

Further information on this subject can be obtained from the Controller, Regional Signal Office, Room 30, Post Office Building, Wilmington, North Carolina.

Very truly yours,

*Nathan A. Hallenstein*

Nathan A. Hallenstein  
Inspector in Charge

NAH:hs

Cc: Controller  
Regional Signal Office  
Wilmington, N. C.

NORTH CAROLINA HIGHWAY PATROL  
RADIO SYSTEM

STATION KIA 615 DATE 3/13/50 TIME 4:00PM

FREQUENCY CHECK  
FREQUENCY 42.62MC DEVIATION .003% PLUS KC 8

MODULATION SWING 6-70 KC TOWER LIGHTS OK

POWER INPUT  
1- PLATE CURRENT 22MA. 240MA. PLATE VOLTAGE 1950 WATTS 468INPUT

2- CATHODE CURRENT \_\_\_\_\_ MINUS GRIDS \_\_\_\_\_ NET CURRENT \_\_\_\_\_  
PLATE VOLTAGE \_\_\_\_\_ WATTS \_\_\_\_\_

I, certify the above measurements were made on transmitter in accordance with  
FCC rules and regulations and recorded in station log.

LIC.# P-5-1336 ISSUED NORFOLK VA  
12/17/47

Harold M. ...  
Engineer

his native mountain country for the flat lands, but he readily accepted the job with the hopes of returning to the hills later on, and he did just that one year later.

Radio Operator C. D. Cavanaugh had been promoted to Chief Operator at WANI on 24 November 1937. On this same date, one from each of the other four stations were elevated to this new position. Mr. Cavanaugh remained at Williamston Radio WANI until late 1949 shortly after the death of Major Farmer. At this time he accepted the position of Chief Radio Engineer and transferred to patrol headquarters in Raleigh with shared office space in the Revenue Building with entrance on Hillsboro Street. The position of Chief Radio Engineer had been vacant since the resignation of Mr. C. M. Smith, Jr. on 22 October 1941 when he entered the U. S. Navy.

Radio Operator M. S. Davis, Jr. was chosen to take Mr. Cavanaugh's place as Chief Operator for WANI. Chief Operator Davis retained this title until February 1966 when all Chief Operator positions were reclassified to Radio Engineer II. Mr. Davis spent his entire Patrol Radio career at the Williamston station and retired in 1977.

The call sign for Williamston Radio was changed from WANI to KIB-895 in late 1949 by the Federal Communications Commission. Like other main or key stations, Williamston Radio went to full time operations of 24 hours service in 1953. A new building to house the radio station and radio repair shop was erected in 1975, which is located within about 200 feet west of where the original building stood. Later, the original building was dismantled, and the basement area was filled in with dirt. A small tree was planted near the center of where the building once stood. Parts of the foundation walls are still visible, at ground level, from this old landmark. When this writer last visited the area, green, neatly trimmed grass covered around the area of the tree where the building used to be.

When sub-stations were activated about the state in the late 1940s, Williamston Radio had more of these type stations than any of the other four original stations. The following pages will cover a brief history of each of the four sub-stations, all managed by the Chief Operator and later the Center Supervisor of Williamston Radio.

### **ELIZABETH CITY RADIO WFGX**

This station opened in 1948 with a staff of three radio operators. As with the key-station in Williamston, it operated sixteen hours a day, seven days per week. The call sign was changed to KIA-615 by the Federal Communications Commission on 14 June 1949. During its twenty-six year history it was located in three different places around the town of Elizabeth City. When it closed and consolidated with Williamston Radio on 27 October 1974 it was located in the District 3, State Highway Patrol office building at 1164 Highway US17 South, Elizabeth City, N. C.

According to news releases in late 1974, there was considerable displeasure among town people, especially those within law enforcement and news media circles about the facility leaving the town where it had served well for a long period of time. Some people were promised by high government officials they would do all they could to have the station and personnel returned to their town and community.

Many times during its history the station operated twenty four hours a day because of emergencies such as during and for weeks after hurricanes had come and gone. However, it never operated on a continuing twenty four hour schedule except those periods of extenuating circumstances. Like the operators at other stations, the one working the late shift was required



Built by volunteer Patrol personnel, this was the second home of Elizabeth City Radio WFGX/KIA-615. Completely renovated, it is now owned by the Museum of the Albemarle. Photo by Retired Center Supervisor Harold Riddick



This was the third home of Elizabeth City Radio WFGX/KIA-615 1963-1974. It continues to be used by the State Highway Patrol as a District office, Driver License Examiners, and DMV Inspector office. Photo by Harold Riddick, former Telecommunicator at Elizabeth City, who retired in 1995 as the Center Supervisor of Troop "A" Communications Center, Williamston, North Carolina.

to remain on duty well after the midnight hour when Patrolmen were still out finishing their investigations of accidents, etc.

The first building Elizabeth City Radio used from 1948 to 1950 is no longer standing. It was converted into a restaurant once the Patrol vacated the premises. Some years later it was moved to another location, and eventually taken down. The second home for this radio station, from 1950 to April 1963, is still standing. It was erected mostly by enforcement division volunteer labor. After the Patrol's District office and the Radio Station vacated the building in 1963, it was extensively renovated and is now the home to the Museum of the Albermarle. The third and final location of Patrol Radio KIA-615 from April 1963 until it closed and merged with the operations at Williamston Radio KIB-895 in 1974, is covered in the first paragraph of this section.

At the time of closing, this station's staff allocation was still three radio personnel, the same number as when it was activated 26 years earlier. The final three, who accepted the transfer to Williamston Radio were J. D. Lane, Harold C. Riddick, and W. E. Scott.

### **NEW BERN RADIO WJVG**

This station went on the air in the summer of 1948, and was located in the District Patrol office on US17 South of New Bern on the right side of the highway traveling south. There were three Radio Operators assigned to the staff, the same number that were allocated to each of all other stations. It operated sixteen hours a day from 0800 hours to 2400 hours, seven days per week. In January 1950, the FCC changed the radio call sign to KIB-549. In the mid-1960s the enforcement division moved to a new building at 2106 Neuse Blvd., New Bern, next to the Craven County Hospital. The radio station was also moved to this new facility and remained in its second home until it closed and merged with Williamston Radio on 31 July 1984. The personnel were transferred along with the station closing. Several years before closing, it had become a 24 hours operation with five staff members.

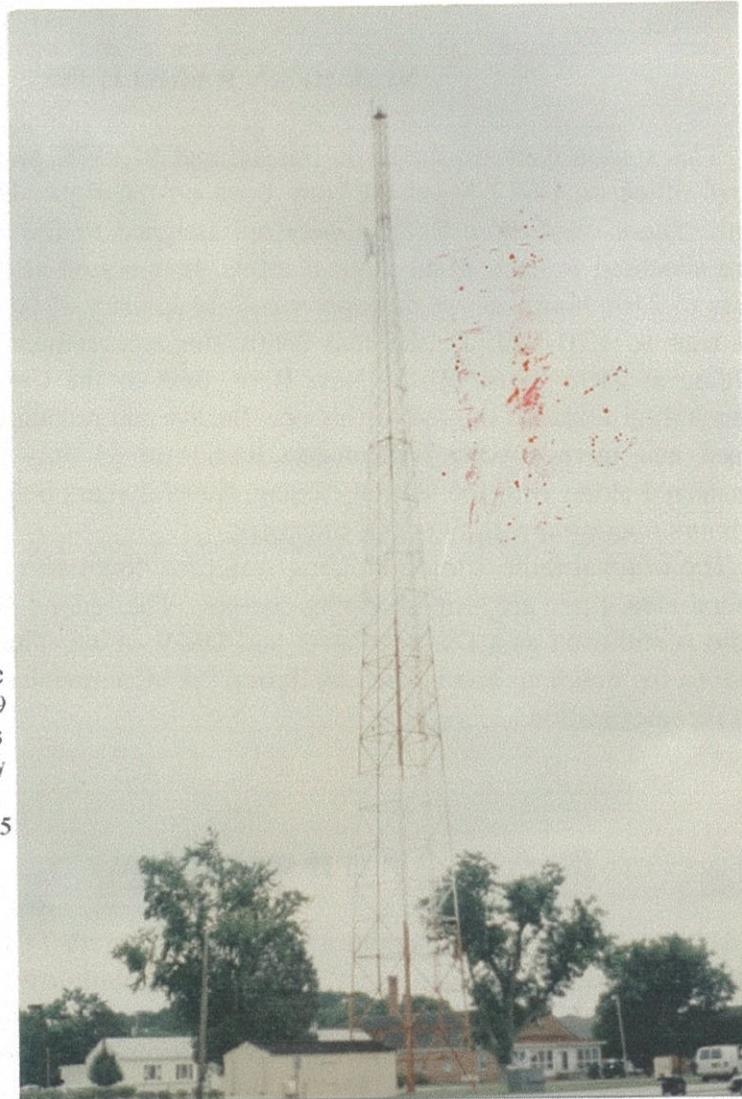
The original radio station building was torn down several years ago. Today, in the general area, there are strip shopping centers. The second and final home to New Bern Radio is still used as a District Patrol and DMV office. The radio tower is still located close to the building, and is used by Troop "A" Communications Center in Williamston as a repeater station.

### **HALIFAX RADIO WLTI**

Halifax Radio began operations under a temporary FCC license in the summer of 1948. The station was given space in a Halifax County owned wood frame building on US301, one and one half miles South of the town of Halifax, N. C. at the southwest intersection of Caldonia Prison Camp Road, or NC561. The permanent FCC license to operate the station was issued on 6 December 1948. The charter staff consisted of three



Above: This was the second home for New Bern Radio Station KIB-549. It is presently used by the SHP as a District office and Driver License Examiners office. Photo taken 2 July 1995



This antenna tower is located to the rear of the second home of KIB-549 in New Bern. It is presently used as a repeater station, and controlled by Tp. "A" ComCenter. Photo taken 2 July 1995



radio operators, and two of those hired in 1948 were females. These ladies became the second and third female operators employed by the Patrol Radio Network after Miss Trilby Hensley had been employed for the Swannanoa station four years earlier. Their training officer was Radio Operator H. W. "Lum" Gooding who was stationed in Williamston but was assigned a few weeks to Halifax Radio while training the three new Radio Operators there. As best that retired Radio Engineer I Gooding could recall, the station covered three or four counties in the area.

In January 1950, the Federal Communications Commission changed the call sign from WLTI to KIB-900. In the fall of 1950 Chief Operator Davis and Chief Radio Engineer Cavanaugh determined the facility could serve the area better from a site further south on US301 in Nash County. Halifax Radio was closed in early spring of 1951, and the personnel were transferred to the new facility just North of Rocky Mount city limits on US301. Although the FCC had authorized the relocation in January 1951, the actual move didn't take place until a new tower was erected and the equipment was moved and re-installed, thus the station was only off the air for several hours, not days or weeks. As best as could be determined, one of the two female operators resigned, while the other one and the male operator accepted the transfer.

The Halifax County owned building which the station was housed is still standing, well maintained, and is used for offices by various county agencies.

### **ROCKY MOUNT RADIO KIB-900**

A Radio Station Construction Permit was issued 4 January 1951 by the Federal Communications Commission to construct a radio transmitting station just north of Rocky Mount, Nash County, North Carolina. The construction site was at or near East Carolina Training Center, on US301. The base station was authorized to use a Link Transmitter 50-UFS with 150 input watts on frequency 42.62 Mc.

The Rocky Mount Station would use the same license and call sign assigned to the Halifax location, and would be staffed by three radio operators. As soon as this station was outfitted, tower erected, etc., the Halifax station was closed in the spring of 1951, and the personnel were transferred to the new location. One of the three operators resigned rather than move away from the Halifax area. The new building for Rocky Mount Radio KIB-900 also housed a district office of the State Highway Patrol, Driver License Examiners, and a Division of Motor Vehicles Inspector's office.

Again, as with the Halifax Radio Station, Rocky Mount Radio KIB-900 had a short life span, just over two years. This station had covered the same counties as the one in Halifax County. The Rocky Mount station was in service from the spring of 1951 until it closed in 1953. The personnel were transferred to Williamston Radio. By this time the one female operator had already resigned and returned to her home in Halifax, N. C.

The building is no longer standing that housed this radio station, and other state offices. Instead, on the exact site are the two north bound lanes of US301 highway. The only indication of a building ever having been there is the tell tale cement walk leading from what used to be a small parking lot at the rear of the building. This cement walk now ends at the beginning of the highway right of way. Also, just a few feet from the outside north lane of US301 stands the old



This Halifax County owned building housed the State Highway Patrol Radio Station WLTJ December 1948 until the station was relocated to Rocky Mount on 4 January 1951.  
Photo taken 20 August 1995



Telecommunicator's shirt patch of the 1980s-90s era.



Base tower for Radio Station KIB-900, (formerly WLTI) Rocky Mount, NC  
The station building stood a few feet to the right of the  
tower. This tower is now utilized by Troop "A"  
Communications Center as a repeater station.  
Photo taken 20 August 1995

1953 DEC 9 PM 2 53

## STATE OF NORTH CAROLINA

L. C. ROSSER  
COMMISSIONERJOE W. GARRETT  
ASST. COMMISSIONERJAMES R. SMITH  
COMMANDER HIGHWAY PATROLL. R. FISHER  
DIRECTOR HIGHWAY SAFETY  
DIVISIONR. B. COX  
DIRECTOR DIVISION OF ACCOUNTSMISS FOY INGRAM  
DIRECTOR REGISTRATION DIVISION

## DEPARTMENT OF MOTOR VEHICLES

RALEIGH

Patrol Radio KIB895  
Williamston, N. C.  
9 Dec. 1953

TO: All Radio Operators:

The following is a re-copy of item two (2) from a memorandum received from Colonel Smith.

MEMORANDUM TO: TROOP COMMANDERS AND CHIEF RADIO OPERATORS

SUBJECT: CHRISTMAS HOLIDAYS - RADIO OPERATORS

Gentlemen:

2. At Wilmington, Elizabeth City, New Bern, Henderson and Rocky Mount regular watch will be maintained until midnight December 24, 1953. These stations may be closed December 25, 26th, and 27th. They will resume regular operation 8:00 A. M., December 28, 1953

All key stations (Williamston, etc., ) will maintain a passive watch during these three days.

Sincerely yours,

James R. Smith, Colonel  
Commanding  
State Highway Patrol

by-

  
M. S. Davis Jr. Co

RECEIVED

North Carolina Department of Motor Vehicles  
HIGHWAY PATROL  
Radio Division

DISPATCHED

1959 SEP 28 11:00AM.  
Rocky Mount repeater  
Model 1498 Ed. 6  
Serial 81652 (KID37)  
Route

SLIP LOG

Msg. No. \_\_\_\_\_ To TEST Source \_\_\_\_\_

Signal \_\_\_\_\_

10- KID37 Frequency Check  $\neq$  +50 cycles @ .73.34 Mc.  
Modulation deviation  $\bullet$  5 Kc.

By W. S. Goff

P1-5-1794  
10/61

AUTH. \_\_\_\_\_

Answer or Ack. \_\_\_\_\_

ANSWER DI

RECEIVED

Rocky Mount Tower

1. Several places missed on cross braces approx. half-way up. Each place approx. 18 inches.
2. Approx. 50% on climbing spikes were not painted.
3. Main antennas support pole not painted.
4. Noticed several places on the cross bracing from 10 feet to 50 or 60 that had barely been touched. But to be honest, those places would be extremely hard to reach due to manner of tower construction.
5. Good portion of the leadin has been painted. few places missed.
6. In one or two places, it appeared that the paint had been spread so thin, you could see the old red paint underneath.

*Ben H. Grimes*

Ben H. Grimes March 25, 1959

State of North Carolina



EDWARD SCHEIDT  
COMMISSIONER

JOE W GARRETT  
ASST COMMISSIONER

COLONEL JAMES R. SMITH  
COMMANDING

Department of Motor Vehicles  
State Highway Patrol

MAJOR DAVID T. LAMBERT  
ENFORCEMENT DIVISION  
MAJOR WILLIAM B. LENTZ  
COMMUNICATIONS & TRANSPORTATION  
MAJOR CHARLES A. SPEED  
DIRECTOR, SAFETY DIVISION

Kinston, N. C.  
13 March 1959

Dear Slim:

I'm leaving for school at Louisville on the 21st. of March and I herewith serve notice on you, Cavy and Lum that I shall expect maximum performance from the speedwatch equip- in district 5, and I want to thank you gentlemen in advance for your undying devotion to duty and technical know how.

Keep a kind thought and I will be looking forward to seeing you about the middle of June.

Best Wishes,

*John Laws*  
John Laws

antenna tower. This tower is now used as a repeater station, controlled by Troop "A" Communications Center in Williamston. Directly behind where the old building used to stand is a large parking lot; and to the rear of the parking lot is a brick building housing a district State Highway Patrol office which was built in the 1960s, when it became known the little building would have to be vacated as a highway was about to be upgraded from two to four lanes with a median in between.

\*\*\*\*\*

Past and present personnel in charge of Williamston Radio are as follows:

Chief Operator C. D. Cavanaugh.....1937 - 1949  
Chief Operator M. S. Davis, Jr.....1949 - 1966  
Center Supervisor T. C. Perry.....1966 - 1987  
Center Supervisor G. W. Griffin.....1987 - 1989  
Center Supervisor H. C. Riddick.....1989 - 1995  
Center Supervisor R. F. Alexander.....1995 - 1997  
Center Supervisor L. C. Cowan, Jr.....1997 - .....



Troop "A" Communications Center  
The second and present home as it  
appeared when this photo was taken  
2 November 1994



Swannanoa Radio WANJ - North side of US70 (now known as Old US70), just west of the Juvenile Center, and across the road from Owen Middle School. This same location on the original FCC station license read "US70, 1.6 miles east of Swannanoa, N. C." The station became operational in September 1937 with the following radio operators who were employed during the months of August and September 1937:

J. F. Higgins  
H. E. McKinney  
R. M. Slack

The original radio station building was built using the same floor plans as the other four stations with two exceptions. All others had two entrances on the right end of the building, one for the main floor, and the second for the basement. The building at Swannanoa had no entrances on the right end. Captain Farmer wanted a circle driveway around the building the same as with the other installations. However, the lot that was to be used for this radio station was too narrow for the main entrance and the basement entrance plus the driveway. To solve the problem, building plans were altered to place the basement entrance to the rear of the building, and the main floor entrance plan was changed to the front of the building.

Radio Operator J. F. Higgins was hired as a Relief Operator for Swannanoa Radio WANJ and Salisbury Radio WANK. He was assigned to WANJ operations, but was expected to work equally between this station and WANK in Salisbury. His schedule was the same as his eastern counterpart, Relief Operator John W. Baird, who was the relief operator for WANI and WANL.

On 24 November 1937, Radio Operator H. E. McKinney was promoted to Chief Operator for the Swannanoa installation. Some years later Chief Operator McKinney developed rheumatoid arthritis, but worked with this crippling and painful disease until he took his own life in December 1962. Radio Technician Charles F. English was promoted on 1 January 1963 to take Chief Operator McKinney's position. Mr. English remained in this position until the supervisory structure was changed state-wide in 1966, when he and his counterparts were reclassified as Engineer II. On 10 March 1966, Dispatcher F. L. Huggins, Jr. was promoted to the newly adopted position of Dispatcher Supervisor and remained in this capacity until his retirement 31 August 1996. As with others in this position his title was changed to Center Supervisor in the late 1970s. Engineer II English was promoted to Patrol Communications Engineer on 1 August 1978 and transferred to Raleigh headquarters, where he remained until retirement 31 August 1986. Engineer I Joe B. Arrowood was promoted to take Engineer English's position at the Asheville station and he retired in the same slot on 30 September 1985. Upon Mr. Arrowood's retirement, Engineer I Edwin M. Moore was promoted to Engineer II and assumed the duties thereof. Shift Supervisor Cecil T. Pettit was promoted to Center Supervisor at the time Mr. Huggins retired.

Asheville Radio has the distinction of employing the first female radio operator for the radio network. I felt the story concerning her justifies a chapter of its own, and it can be found recorded elsewhere in this history. It should be of interest to many.



**Swannanoa Radio Station WANJ, one of the five originals, as it appeared in the early 1940s. The FCC license identified the location at 1.6 miles East of Swannanoa, N.C. on highway US-70, which has been known as “old US70” over the past several years, and is now within the town limits of Swannanoa. This photo courtesy of former Radio Operator Paul Dillon of Raleigh Radio WANH.**

**[Editor’s note: This black and white photo is the only one of this quality I was able to locate of any of the original five stations dating back as early as the 1940s. It is with deep regret that Mr. Dillon died within a few months after he furnished this prized photograph. He had been looking forward with anticipation of receiving a copy of the printed history.]**

Within a couple years after Radio Station WANJ went on the air the station call name was changed from "Swannanoa" to "Asheville". No one seems to remember why the change in name as it would be several years before the station was moved 8-½ miles west of the original location to the new site on highway US70 nearer to Asheville than to Swannanoa. Another change came to the station in the early 1950s when the FCC changed the call sign from WANJ to KIB-898.

After a new troop headquarters was built on US70, Tunnel Road, east of the Asheville city limits, the radio station and the patrol garage were moved to new facilities located to the rear of the headquarters building in October 1953. Operations remained in this building until October 1980 when the station was moved to a third location, less than 100 feet west of the second location. The radio repair shop moved to its third home also, on the first floor of the communications center building.

The original building for the Swannanoa station on old US 70, still stands today. It looks exactly as it did when the radio station was located there, with one exception. Today, there are curtains hanging over the windows. The old station building has been a private dwelling for over 40 years. It has changed ownership at least twice since the patrol radio moved out, and the present owner and occupant is a Deputy Sheriff of Buncombe County. The little metal garage building to the rear of the old radio station is also in tact, but it is becoming rusty, especially the roof. Visible through the overgrown bushes, looms a mobile home park within a few feet of these two historical buildings; one from whence millions of radio signals originated and took to the airwaves and sought out the mobile units they were intended for. From the smaller metal garage building, numerous patrol cars entered from the several surrounding counties for routine maintenance and repair.

When the State Highway Patrol Radio Network converted to FM from AM radio in 1948, transmitting and receiving antennas were mounted on top of the building to accommodate the new FM station. In 1952 or 1953 the State of North Carolina sold the old abandoned AM antenna tower, which was behind the patrol garage. It was still standing, tall and proud looking at the time of sale. The story as related by an old timer concerning the demise of the 310 foot tower is presented here, without documentation, only the old timer's good name, and to the best of his recollections. He is a former radio operator, and the story goes thusly;

The new tower owner supposedly had a done deal to sell it to Batista's Cuba and he would realize a hefty profit. While trying to figure out a way to dismantle the tower at the least possible cost so as to realize an even greater profit from the transaction, this is what the gentleman came up with. Rather than hire a crane and crew to dismantle the tower, he thought of a much cheaper way to bring it down to earth, all in one piece. The new owner's plan was to cut all but one guy wire, and he reasoned that a puff of wind would cause the tower to tumble down in the direction of the uncut guy wire. He had it all figured out, the tower would gently lay down, then he and two or three helpers would take the thing apart in sections for shipment to Cuba. The tower came down, but not gently. It came down in a twisted, and mangled heap of scrap metal.

When Relief Radio Operator J. F. Higgins transferred to Raleigh Radio WANH in 1939 to fill a vacancy there, Relief Operator William L. Clement of Williamston Radio WANI was permitted to transfer to Swannanoa Radio WANJ in his home county of Buncombe to fill the



Front entrance to original home of WANJ as it appeared 14 June 1995, the date this photo was taken. This is one of three of the original five buildings still standing, but unlike the other two, this one has been privately owned for over 40 years, and used for private dwellings.



The East and rear view of old Radio Station WANJ, Swannanoa, N. C., across the street from Owen Middle School. Photo taken 6-14-95

slot left by Higgins. It was later learned that Radio Operator Higgins did not stay long at the Raleigh facility before he resigned.

Radio Operator Clement remained with WANJ for about three years before he resigned and returned to his previous employer, the Buncombe County Sheriff's Department in Asheville. He also worked part time for more than one commercial radio broadcasting stations in western North Carolina as an engineer. Around 1950 Mr. Clement became employed full time by Dr. Nelson Bell, M. D., a Missionary to China, and father-in-law to the Rev. Billy Graham. Bill Clement's job was to convert a commercial radio broadcast station located in the mountains, owned by Dr. Bell, from AM to an FM station. The station, WMIT, later became a religious broadcast facility known as the "Billy Graham Station". As a matter of record, Mr. William L. "Bill" Clement retired as Chief Engineer of WMIT in the early 1980s. He and his wife still live in Black Mountain, North Carolina. Although Bill liked the flat lands of Martin and Bladen Counties, he liked his beloved hill country somewhat better.

From the beginning, with one console working on the AM frequency of 1706 kilocycles, the two full time radio operators assigned to Radio Station WANJ worked long hours, and they were required to live in the station. A little over a year of operation, the Patrol saw fit to employ two additional radio operators for the network. One would be assigned to the East and the other to the West. With the addition of the two operators, with three already allotted for WANH, this would allocate three full timers for each of the five stations on the network. With the additional man power the radio operators could plan with a little more certainty of getting their one scheduled day off per week. Like the other four stations, WANJ was on the air seven days a week from 0800 hours to 2400 hours without fail. As with the other stations, the late shift operator answered any telephone calls coming in after midnight. In the early to mid-1950s as additional personnel were added this station began operating 24 hours a day on week ends. In due time, the staff was increased to the point whereby the station could operate 24 hours a day all week.

Asheville Radio changed with the times over the years, mainly as a result of new techniques being placed at the disposal of the increased staff along with modern equipment. This station has kept pace with the others across the state, delivering service to the mobile units 24 hours a day, 365 days every year. This high country station, the only one operated by the State Highway Patrol in the mountains, employs multi-channels, multi-transmitters, and towers, with repeater or relay stations, any and everything to get the broadcasts over the hills and down the valleys to the Troopers covering several counties, some remote in western North Carolina.

Asheville Radio had one sub-station under its jurisdiction, and the following is an abbreviated history of the short period of time this station operated in Blowing Rock, North Carolina.

### **BLOWING ROCK RADIO WMRU**

When the state applied to the FCC for a radio station Construction Permit, one was issued on 28 February 1949, with the call letters of WMRU. However, on 17 March 1949 the commission changed the call sign to KIA-377. At the time of the name change, the station was still in the construction stages, with not much technical work completed. According to our best sources, on account of the long distance between the location and Swannanoa where the technical



Mr. Hayden Pitts, a former Mayor of Blowing Rock, NC and long time friend of the State Highway Patrol, is shown near the Blowing Rock city water tank, which stands on the spot where the mobile home was parked to house Radio Station WMRU/KIA-377 from 1949 to 1953. Photo taken in April 1996.



This is the original SHP garage, located behind WANJ's first home. The author did not research the history of the garage section, but we understand this building was erected reasonably soon after WANJ became operational in 1937. This building is also privately owned. Photo 6-14-95

aspects were being formulated, not much work got underway at the site until the spring and summer of 1949. After successful tests had been completed, the station became operational and was signed on the air in mid-January 1950. The station was scheduled to operate from 0800 hours until midnight seven days a week, with an allocation of three radio operators. Only one person was employed in January 1950, and this first operator for the station was required to live in the station. During his employment he wasn't able to have many days off, and only then when some of the local Patrolmen worked the console so the operator could get a half day off and occasionally a full day off. He worked afternoon and evening hours, but was in the station mostly 24 hours a day to answer phone calls and when warranted he would continue operating the console all hours of the day and night. This unidentified radio operator resigned after four or five months of employment. On 1 June 1950, Radio Operator James F. Bailey was employed, and he worked solo for KIA-377 in the same manner as his predecessor, yet he stayed with the network much longer. During his first year with the station a Patrolman lived in the one bed room trailer with Operator Bailey and he assisted with the operations when he had time to do so. Mr. Jack Furr was employed on 1 July 1951 which brought the staff to two radio operators. The one bed room trailer couldn't accommodate a Patrolman's living quarters any longer, but some of them in the area continued to relieve these two operators occasionally during day hours so they could have a day off every other week or so.

This mobile home had a living room, one bed room, kitchen and bath. The operations room was located in the living room of the trailer. The trailer was set up on Green Hill, a few blocks east of highway US321, at the south city limits of the town of Blowing Rock. It was placed on cement blocks within a few feet of the town's water tank, which was anchored to a cement slab on a flat portion of this mountain. At this elevation there was no need for an antenna tower, instead, the station's antennas were mounted on top of the water tank. During icy and snowy weather, the operators didn't try to leave the mobile home often due to the slick road leading down to US321. This location was called Green Hill by the locals, but to others it looked more like a mountain, and the winding unpaved road down to US321 was rather steep. Today, Green Hill Road, leading to the former site, is paved, but the grade is still very steep, and the winding road is as winding as it ever was. At the end of this road, just off Green Hill Circle, sits a water tank, also on a cement slab, placed over the same area where the Highway Patrol's one bed room mobile home was once parked. The older water tank was dismantled several years ago when the new and larger one was constructed. The only reminder still at the scene of the old radio station is a utility pole, near the water tank, with the rusty electric meter base still mounted on the side of the utility pole, which served the facility.

Blowing Rock Radio Station WMRU/KIA-377 was closed 26 October 1953. Both Radio Operators Bailey and Furr were transferred to Salisbury Radio KIB-896, while Asheville Radio KIB-898 claimed all equipment from KIA-377 except the mobile home. It was reportedly moved to Salisbury, for what purpose no one seems to know, and the disposition of this trailer is unknown to the writer.

Radio Operator Jack Furr remained at the Salisbury facility until he retired several years later, and after many years of suffering a lingering illness, died in Salisbury. Radio Operator James Bailey remained at Salisbury Radio KIB-896 for a few years until he requested a lateral transfer to New Bern Radio KIB-549. Mr. Bailey passed away in 1978 while still working there.

Past and present personnel in charge of Swannanoa/Asheville Radio are as follows:

Chief Operator H. E. McKinney.....1937 - 1963

Chief Operator C. F. English .....1963 - 1966

Center Supervisor F. L. Huggins, Jr.....1966 - 1996

Center Supervisor Cecil T. Pettit.....1996 - .....



Salisbury Radio WANK, one of the original five stations, was located on US601, West side of Salisbury. This address in later years was changed to Jake Alexander Blvd. The station was activated in September 1937 with the following Radio Operators:

E. E. Lyerly  
William M. Yoder, Jr.

Radio Operator J. R. Higgins was assigned to Radio Station WANJ, Swannanoa, N. C. as a relief Radio Operator for WANJ and WANK. His work schedule was the same as his eastern counterpart, Radio Operator Baird, working three days per week at one station and three days at the other, with one day off per week. Radio Operator Lyerly was promoted to Chief Operator for WANK on 24 November 1937.

Unlike the assigned personnel at the other stations, Radio Operators Lyerly and Yoder were married, and they had special permission which did not require them to live in the Salisbury station. The late shift operator was required, however, to spend the night to answer any incoming telephone calls. When working the late shift, the Relief Radio Operator remained in the station after midnight to answer telephone calls. On such occasions, both of the married Radio Operators were permitted to stay at home with their families.

In 1941 Chief Radio Operator Lyerly resigned to join the U. S. Navy. Radio Operator E. E. Sherman of Williamston Radio WANI was promoted and transferred to Salisbury to take his place. About a year later, Chief Operator Sherman resigned to work full time for the commercial radio station WSAT in Salisbury. He had worked for WSAT as their part time engineer for about a year when he resigned the Patrol Radio Network. As a matter of record, Mr. Sherman later became one third owner of WSAT, and remained with this commercial station for over 50 years. Radio Operator Glenn Guthrie of Elizabethtown Radio WANL was promoted to Chief Operator in July 1942 and transferred to Salisbury to fill the vacancy when Mr. Sherman resigned.

Radio Operator W. M. Yoder, Jr. resigned in 1943 to accept employment with the Federal Communications Commission. It was reported he was sent to Grand Island, Nebraska to work for this federal agency.

The FCC changed the call sign from WANK to KIB-896 in early 1950 for the Salisbury Station. In July 1953 Chief Operator Guthrie was transferred to the Raleigh Radio station to assume a newly created position as head of mobile radio installations, and to assist Chief Operator Buck Sloop as a Technician. Radio Operator Dan Henderson of Asheville Radio was promoted in July 1953 to take Mr. Guthrie's place in Salisbury. Since its inception this facility had operated with only one console, then in the early 1950s a second one was activated from 1300 hours to 2100 hours. This schedule was followed mainly on week-ends for the next few years.

In 1951 the North Carolina State Highway Patrol was restructured from four to five troops. The new troop was designed for the Salisbury area, but in the beginning it did not have a home to move into. The permanent building for the new troop was still under construction on highway US29 about 8 or 9 miles South of Salisbury near the town of China Grove. To make



This radio equipment building, better known in radio jargon as the "dog house", located next to the base of the original radio antenna tower of WANK is the only one, as with the tower, of the original five still standing today. This small building was erected in 1937 to house the antenna tuning units for the old AM system, while the transmitters were located inside the main building of each radio station. When the network switched from AM to FM systems in 1945, the new FM transmitters were installed in these smaller buildings. Photo taken 27 June 1995

34-A

34-A

space for a temporary home for Troop "D" Headquarters, the radio console and all related paraphernalia including furniture, file cabinets, etc. were moved down stairs, and all operations for the next several months during 1951 and on into 1952 were carried out from the basement. During this period, the new Troop "D" Headquarters was located on the main floor. This was the first time in the history of the State Highway Patrol to have a troop headquarters occupying one of "Captain Charlie's" radio buildings.

When the new building was ready for occupancy by Troop "D" Headquarters, the radio equipment was moved back upstairs to the main floor in 1952. The radio staff was increased to seven by mid-1953, and the station went to a twenty four hour operation. The staff at this time consisted of the Chief Operator, one Technician and five Dispatchers. During this period the technicians at all stations continued to fill in as relief operators/dispatchers quite often, and at times the Chief Operators also pulled console duty.

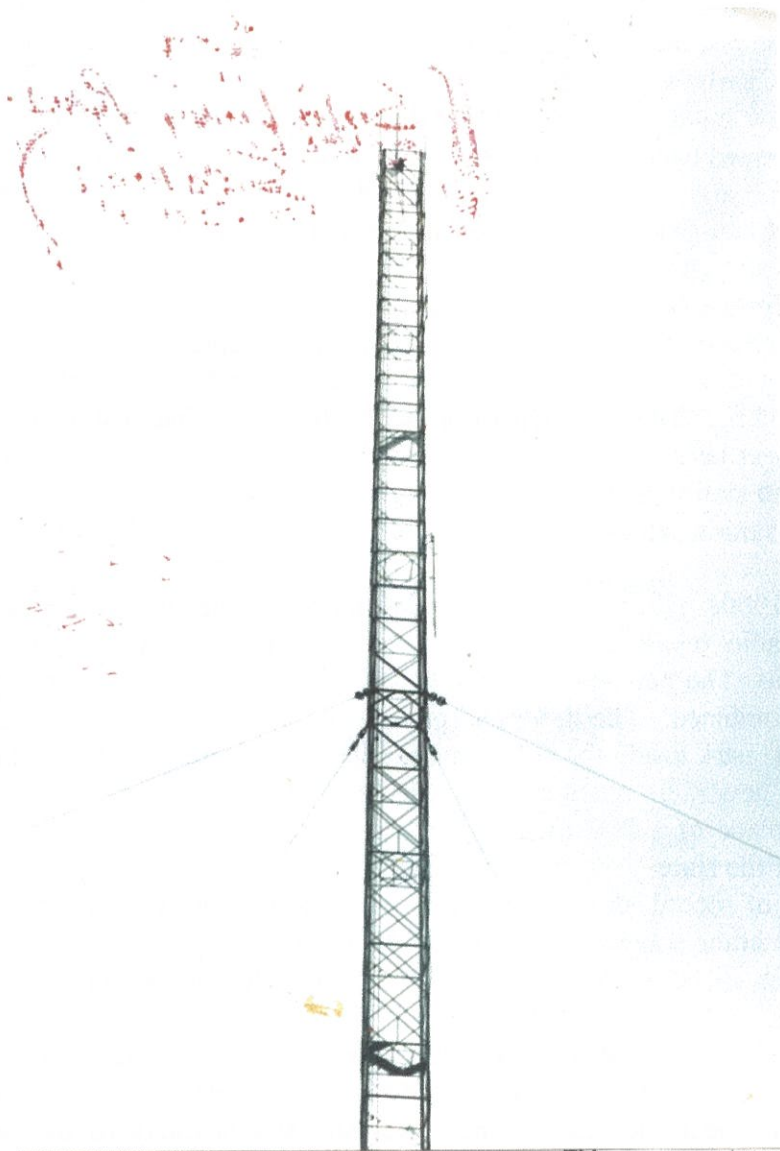
The station remained in the original building until September 1954, when all operations were moved to a new building, located within a few feet, and to the rear of Troop "D" Headquarters building. The Chief Operator and his technician had a shop area in one end of the building, which was larger than the small repair room in the old building. The new location of the Salisbury radio station is within a stones throw, so to speak, of the town of China Grove, N. C., however the station retained the call name of "Salisbury" over the years after the move in 1954.

By the mid-1960s when additional console space was needed, a new building was erected nearby for the radio repair shop, and the vacated shop space was converted for additional console operations. The new and separate building contains more working space than the two previous shops combined. The third, and present radio shop is large enough to accommodate two Patrol cars to park inside for radio repair. About the same time when the new radio repair shop was built, a new radio antenna tower was erected near the repair shop. The new 300 foot tower took the place of a 200 footer, that was dismantled and moved to another site in an eastern section of the state.

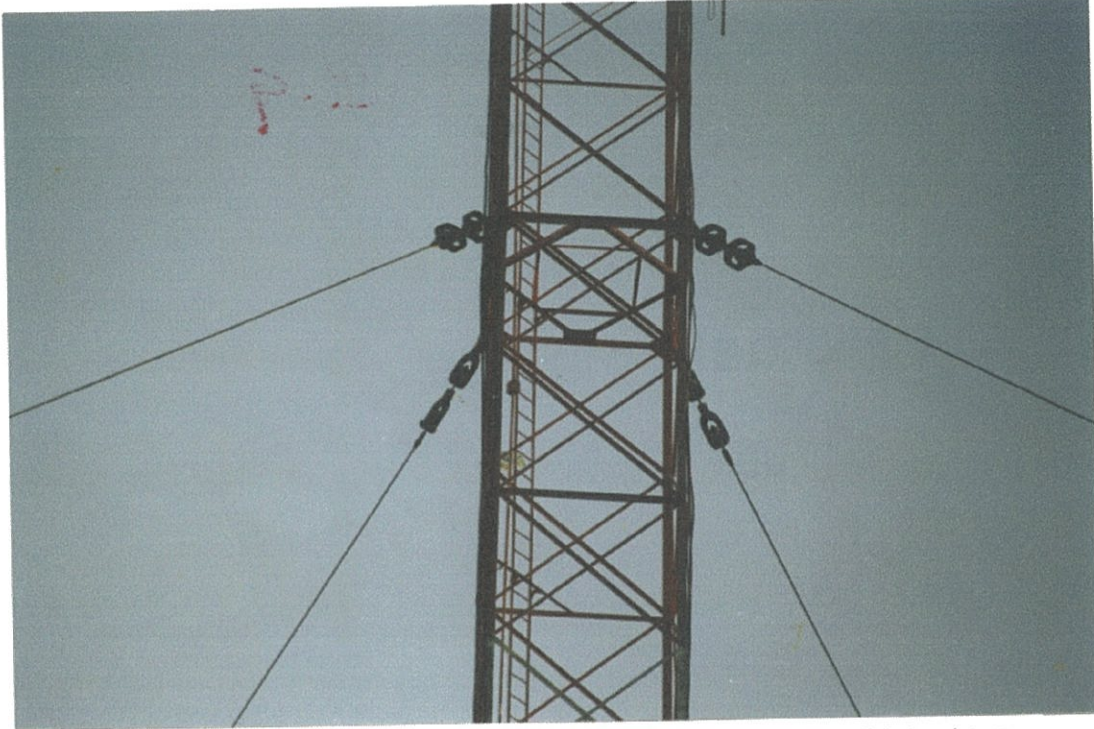
As a matter of record, during construction of the new Radio Station building near China Grove, in 1954, a crane was being used to hoist large buckets of roofing material onto the roof. Unfortunately, the metal bucket struck high voltage electric power lines, killing the crane operator instantly.

The original building for WANK was dismantled several years ago to make way for a North Carolina National Guard Armory building. Both, the original antenna tower and small radio equipment building near the base of the tower still stands today to the rear of the armory building. The Rowan County Sheriff's Department presently use the tower in conjunction with their radio system. This tower and transmitting equipment building are the only ones of their kind standing today out of the five originals.

In February 1966, Chief Radio Operator Dan Henderson's title and duties were changed to Radio Engineer II, and the title of all Technicians, statewide, was changed to Engineer I. At this time Dispatcher John D. Thompson was named Telecommunicator Supervisor for the Salisbury facility. Engineer II Henderson remained as supervisor in the technical sector for this station until his retirement 27 February 1981. His health deteriorated afterwards, and he died 5 July 1987.



The last of the original five Radio Station antenna towers. This one served Radio Station WANK, located on US70-601 west side of Salisbury behind the NC National Guard Armory. The Armory building occupies the space where the Salisbury SHP radio facility was located from 1937 until September 1954 when all operations were moved to the present location at the rear of Troop "E" Headquarters building. The second and present home for this facility is located on US29, about 1.5 mile North of China Grove. Photo taken 6-27-1995.



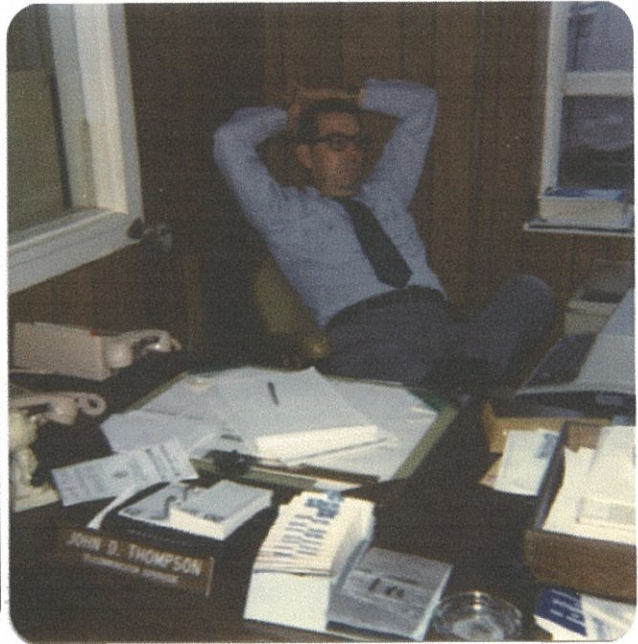
The author used telephoto lens to highlight this view of the heavy porcelain insulators connecting the four guy wires to the AM antenna tower about mid-way up. The four guy wires are the only ones attached to the tower. So far as known, these insulators are the originals, installed in early 1937. Photo taken 27 June 1995



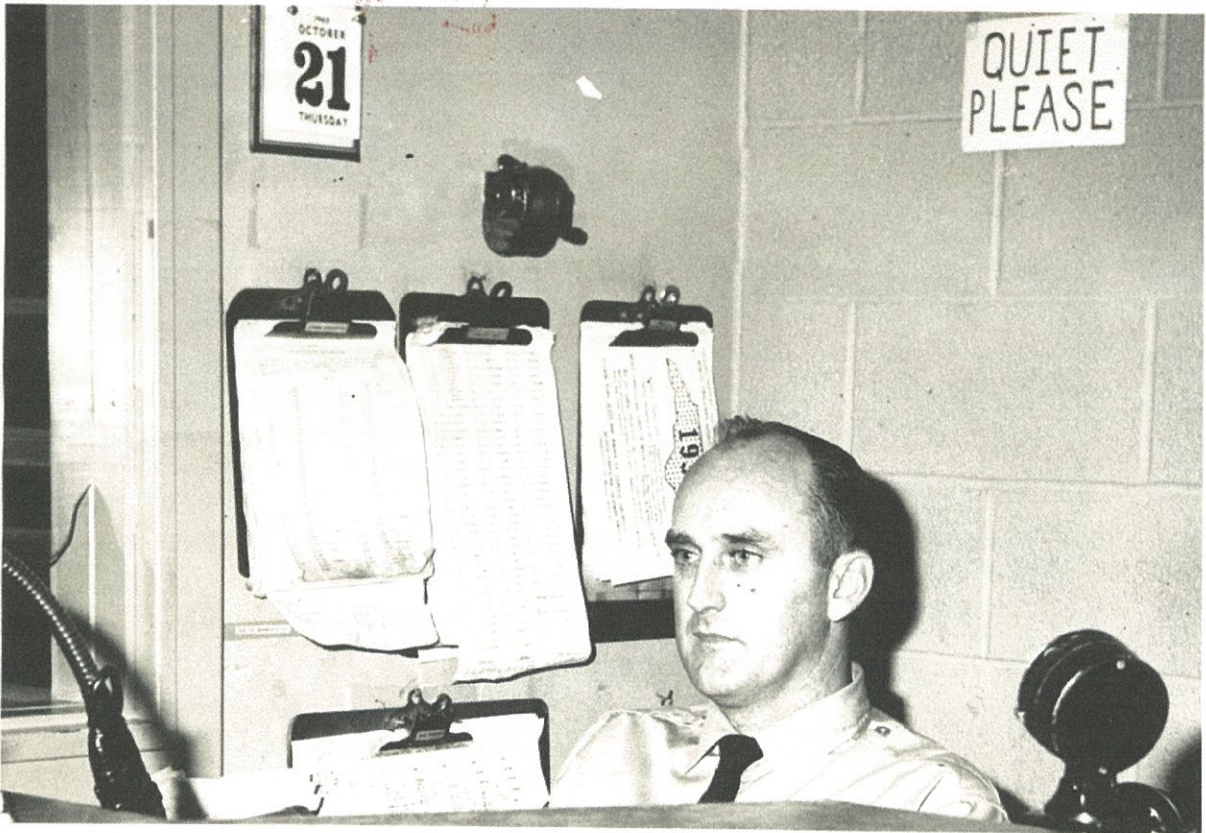
This one story brick building is home to Troop "E" ComCenter and is located directly behind Troop "E" Headquarters, on US29 about 1.5 mile North of China Grove, NC. Photo taken 6-27-95



1978 photo of Tc Paul Fritts of Troop "E" Communications furnished by Center Supervisor Joey Britt.



Center Supervisor John Thompson, Troop "E" ComCenter. The 1978 photo furnished by CS Joey Britt.



This photo of Tc Frank Fowler was taken on 21 October 1965. Center Supervisor Joey Britt furnished the photograph.



**TOP: Radio Engineer II Billy Stewart, Troop "E" Communications Center**  
**BOTTOM: Troop "E" Radio Maintenance & Repair Shop, located on the grounds of the Troop Headquarters, Patrol Garage, and ComCenter.**  
**Both photos taken 27 June 1995**



**TOP: Center Supervisor Frank Fowler, Troop "E" ComCenter. This 1992 photo furnished by Troop "E" Center Supervisor Joey Britt.**

**BOTTOM: Center Supervisor Joey Britt, Troop "E" Communications. Photo taken 27 June 1995**



Microwave Engineer I A. C. Siler became employed as a Technician on 8 September 1954, just in time to assist his boss, Dan Henderson, make the final move of the two consoles from the old radio station on the west side of Salisbury to the new building near China Grove. He continued working at KIB-896 as a Technician/Engineer until 17 February 1971 when he became the third team member of the newly created Microwave Unit of the Communications Division, with headquarters in the C & L complex, Raleigh. Engineer I Siler's duty station was in Salisbury, and from this point he maintained all microwave installations in the western section of the state. Ten years minus eleven days later he returned to his old Radio Station where he began his career, except this time he was in charge of all the technical aspects of the facility, with no more traveling west of Salisbury.

Upon Center Supervisor John D. Thompson's retirement on 29 February 1988, Shift Supervisor Frank L. Fowler of KIB-896 was promoted to fill the vacancy. He served in this capacity until his retirement on 31 December 1992. Mr. Joey Kelvin Britt, a former Patrolman with the Lumberton, N. C. Police Department, became employed at the Salisbury Station on 6 March 1978 as a Telecommunicator. He requested a lateral transfer to the Fayetteville Station which was approved a few months later in October 1978. Telecommunicator Britt remained at the Fayetteville sub-station until his promotion to Shift Supervisor and transferred back to Salisbury on 1 June 1988. He was subsequently promoted to Center Supervisor to fill the vacancy created by Supervisor Fowler's retirement.

Engineer II A. C. Siler retired 28 February 1990, at which time Engineer I Bill Stewart was promoted to Engineer II and assumed the duties thereof at the Salisbury Station.

Salisbury Radio had three substations under its' umbrella for a few years, and the following is the history of those stations which should be of interest to a number of people:

### **WADESBORO RADIO KIB-438**

Wadesboro Radio Station KIB-438 was activated in mid-1949. I was unable to find records to document the exact date or the original station call letters. One of the earliest Radio Operators was Mr. Earl E. Colin. He applied for a radio job in June 1949, and shortly thereafter he was interviewed by the State Highway Patrol Commander, Colonel Tony Tolar in his office, which was located in the Revenue Building in downtown Raleigh. He was employed for the Wadesboro Station and trained under Chief Radio Operator Glenn Guthrie at Salisbury Radio WANK. After a brief training period, Radio Operator Colin was sent to his duty station in Wadesboro in August 1949.

This was a one console, three man operation with two shifts per day, seven days a week. As with all other stations, keys and subs, during this period it was next to impossible to retain trained Radio Operators. The one or two personnel who stayed for any length of time were constantly training new hires, that is when there were new hires. Some stations would go for months at a time without a full station staff. This radio station was located in a one story masonry building one mile west of Wadesboro on US74, on the north side of the highway. The building was on loan to the State Highway Patrol for a Patrol Radio Station, a District Patrol



The home to Wadesboro Radio Station KIB-438 from July 1949 to September 1953, is located on US74 about one mile West of Wadesboro, NC. When photo was taken by the author on 6-21-95 it was vacant. This building is privately owned.



This Children's Day Care was once the home to Radio Station KIJ-707. It is located on US74 just West of Charlotte. The Patrol's utility pole and antenna mask still stands and is visible in this photo taken 4-25-1996, to the rear, near center of the building.

office and a Driver License Examiners' office. The building owner's contract stipulated that the State Highway Patrol would relinquish the premises should the Radio Station cease to operate from the building. A 90-foot second hand radio antenna tower was erected within a few feet of the building. [Editor's Note: For the complete, up to date history of this moved about tower, see Chapter 10 KIB-365]. Shortly after the station became operational, Major Farmer had visited the installation, and within a few miles east of Wadesboro while on his way back to Raleigh, he was unable to raise KIB-438 after repeated calls. The next morning Chief Operator Guthrie received a telephone call from the Major who wanted an explanation as to why the radio operator failed to answer his radio calls the evening before. Needless to say Chief Operator Guthrie was on the phone to his sub-station without delay to inquire about the situation. Whoever was on duty was not aware that Major Farmer had tried to call the station after he departed in the afternoon before. Mr. Guthrie drove down to Wadesboro, and after running a few tests discovered the antenna configuration was totally unsuitable for what it was intended for. After checking with city hall, and running tests from a temporary, makeshift antenna mounted atop the city water tank, it was decided that for maximum coverage the antennas should be relocated to the city water tank. The city gave their approval, and the relocated antennas caused the radio station to function to the satisfaction of the mobile units working the station from the surrounding counties.

The second hand radio antenna tower, which came from Charlotte, N. C. only a few months earlier, was dismantled and transported to Wilmington, N. C. within a few weeks. It was re-erected for Wilmington Radio KIB-365 in October 1949.

Wadesboro Radio KIB-438 continued in operation for the next four years serving the area. Often, it was manned by one or two radio operators. They worked long shifts, and often without getting the one day off a week as scheduled. There was little relief from the key station of Salisbury as they too, experienced personnel shortages off and on for several years.

A new radio station was in the minds of many by the early 1950s, and it would function on a larger scale than the subs or the key stations during that time period. Once this station was ready to become operational it would affect two sub-stations, Wadesboro Radio KIB-438 being one of the two.

In September 1953, both Wadesboro Radio KIB-438 and Kernersville Radio KIB-439 were closed. The equipment and personnel were transferred to Greensboro to outfit the new station. Two of the three radio operators from the Wadesboro station refused the transfer, and they resigned. Radio Operator Earl C. Colin accepted the transfer.

The building at Wadesboro reverted back to the owner in due course. Since then it has been rented out as office space for different local businesses, one of which was a ready mix concrete company. A used car sales lot and office occupied the premises for a while. The building is still standing, but it was vacant at the time I took pictures for this recorded history.

### **KERNERSVILLE RADIO KIB-439**

Kernersville Radio Station KIB-439 became operational in 1949 about the same time as Wadesboro Radio KIB-438. The exact date not known to available sources, and we were unable to find any documentation concerning the date or the identity of the assigned personnel

for the first 2 or 3 years of operation. The Kernersville Radio Station operated out of the same city owned building with the Police Department, and a rather small Highway Patrol office, in addition to another small room with bars, for the city jail. This building was located in an alley, and that is the way old timers in Kernersville described it to the author. The alley was located near the intersection of Main Street and East Mountain Street in downtown Kernersville. The short alley has since been paved and includes the space where the city owned building once stood. It all serves as a parking lot for nearby businesses today.

Radio Station KIB-439 functioned from this older wooden structure with one console, and three allocated Radio Operators on a sixteen hour per day schedule from 0800 hours to 2400 hours every day of the week. Some sources recall that often there would only be one radio operator for the station, sometimes two, and occasionally all three slots were filled for a few months at a time. Like her sister station near Wadesboro, there were no sleeping facilities in the radio station, except in the not too busy jail cell. The personnel stationed here were not required to spend their off duty hours in the station. If the phone rang after sign off time at midnight, the night city policeman answered it, provided he was in the building at the time.

This radio station was closed in September 1953 and the equipment was moved to the new, larger station in Greensboro. for several months prior to closing, two radio operators were stationed at the Kernersville facility, Lyman DeBerry and Harold Cook, with one slot vacant. Both Mr. DeBerry and Mr. Cook had been accepted for the next Highway Patrol, Enforcement Division school, and neither moved with the station to Greensboro.

The following account concerning the antennas for the Kernersville Radio Station may be of interest to some readers. The station antennas were mounted on the Kernersville City Water tank., which was located off the alley, but next to the city building. In 1988, years after the city had dismantled the old building, the abandoned water tank was sold for scrap metal. Some men were dismantling the tank when one of them was severely injured, and others were unable to get him down so an ambulance could transport the worker to a hospital. A medic helicopter was dispatched from nearby Winston-Salem to rescue the injured person from the water tank. While in the process of maneuvering into position to rescue the injured, the helicopter crashed onto an adjoining building, killing the pilot and an attendant nurse. The injured person was later removed from the water tank by other means, but we were told he was dead before he reached the ground. Chief Radio Operator Glenn Guthrie had been on this same water tank forty year earlier installing the radio antennas. He had transferred to Raleigh Radio KIB-894 before the station closed in 1953. When interviewed on a nearby street, a couple of old timers said they saw some sort of old rusty looking aerials sticking out on one side of the tank for many years before it was torn down.

### **CHARLOTTE RADIO KIJ-707**

Charlotte Radio Station KIJ707 commenced operations in 1964. This sub-station was also a one console, three-man station. It was scheduled to be in service from 0800 hours until 2400 hours daily. By now the Patrol was operating on a five day weekly schedule, with two days off each week. It seems however, this station was seldom, if ever operated on this schedule with any regularity. As best as we have been able to determine, there was only one dispatcher ever



This small parking lot is in an alley near Main Street and East Mountain Street, Kernersville, NC. A building was in the rear of this lot about where the red Jeep is parked in the above picture. The building housed the Kernersville Police Department, the city jail, and one room for the SHP Radio Station KIB-439, plus a desk for a Patrolman to use when in the vicinity of the radio station.

The building was dismantled in 1988.

This photo was taken 27 June 1995.



assigned that stayed any length of time at this facility during the four years it was in service. Sometimes there were two Dispatchers, occasionally three, but most of the time during the years of existence it operated with only one. During these times however, unlike other sub-stations, when only one Dispatcher was on the staff, he was permitted to work eight hours, normally from 0900 hours to 1700 hours. Also during the times when only one was available, he was permitted to sign the station off the air, and take two regular days off during the week. This was not the case in any of the other sub-stations. When this station was not in service, all radio traffic for Mecklenburg County was handled by Salisbury Radio KIB-896. There were times when troopers manned the base station when there were no dispatchers on duty.

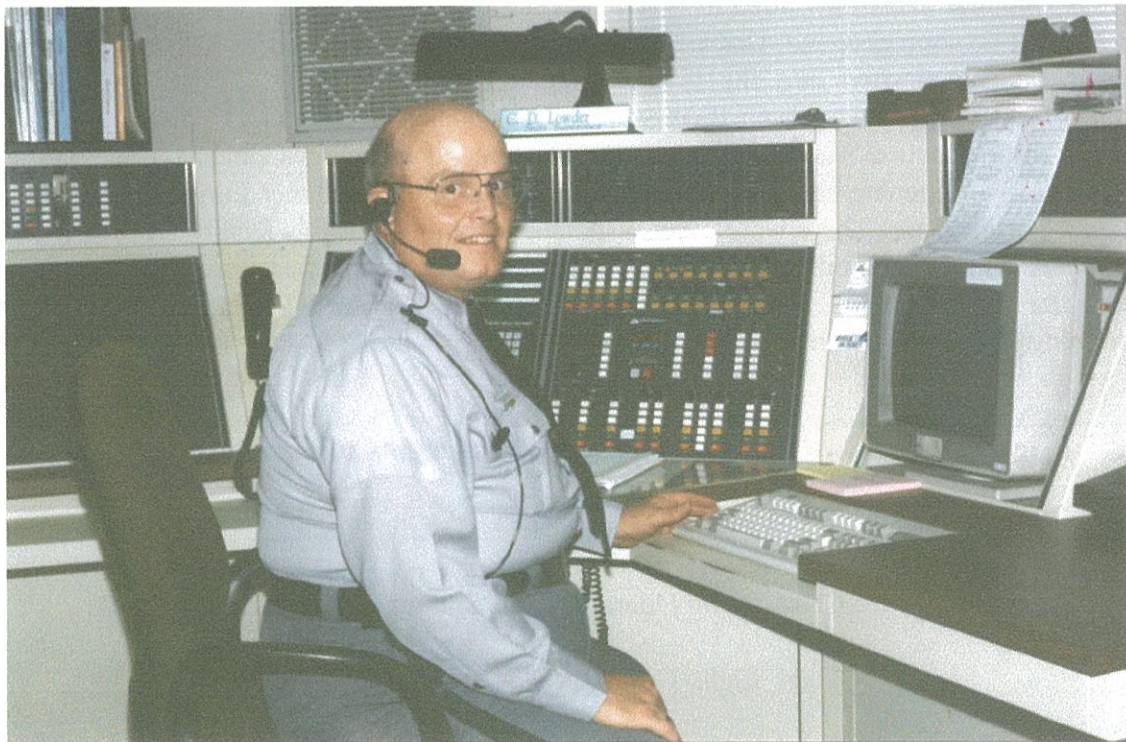
This facility was located in a District Patrol office on US-74, west side of Charlotte in a one story privately owned brick building. The location is on the south side of the highway, approximately 200 feet east of the intersection of Mulberry Church Road. The utility pole containing the mast for the patrol radio antenna still stands close to the rear of the building. During the period Patrol Radio KIJ-707 operated from this building a Patrol District office and a Driver License Examiners' office also occupied space within.

The first dispatcher hired to work the Charlotte Radio Station was Richard Baker in early 1964, but he soon resigned. Dispatcher Jerry Ferguson was working at Salisbury Radio KIB-896 when he was drafted into the U. S. Army in November 1963. When he was honorably discharged in September 1965 there was not an opening in Salisbury. There was a vacancy at the Charlotte station, and he accepted the job offer to resume his career there. Just under one year later, an opening became available in Salisbury and Dispatcher Ferguson was permitted to transfer back there. There were other dispatchers stationed at this facility, but for the most part each stayed short periods of time before resigning. The station was closed permanently in 1968, and the personnel still assigned were transferred to Salisbury Radio KIB-896. Today, the building that was the home for KIJ-707 for four years is used for a pre-school day care center.

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Past and present personnel in charge of Salisbury Radio WANK/KIB896 are as follows:

- Chief Radio Operator E. E. Lyerly.....1937 - 1941
- Chief Radio Operator E. L. Sherman..... 1941 - 1942
- Chief Radio Operator Glenn Guthrie..... 1942 - 1953
- Chief Radio Operator Dan Henderson..... 1953 - 1966
- Center Supervisor John D. Thompson.....1966 - 1988
- Center Supervisor Frank L. Fowler.....1988 - 1992
- Center Supervisor Joey K. Britt.....1992 - -----



Top Photo: Interior view of Troop "E" ComCenter. Photo taken 27 June 1995

Bottom Photo: SS Charlie Lowder, Troop "E" ComCenter. Photo taken 27 June 1995. Shift Supervisor Lowder is now deceased, of natural causes.



Elizabethtown Radio WANL - US-701 Highway, approximately 4 miles south of Elizabethtown east side of highway. The first transmission was made from this station in late September 1937. It is generally believed that it was the last of the five stations to become operational, but only by a few days. Immediately, the identifying call took on the nickname of "E'town" and to the present, this name is used more by radio and enforcement personnel statewide than the full pronunciation. It is assumed by old timers the nickname was chosen simply because that is what most of the local citizenry called their town rather than using the full name of Elizabethtown. In the beginning there was only one full time employee assigned to this station, yet the allocation called for two Radio Operators. Mr. Sullivan Herring of nearby Clinton, Sampson County, N. C., was hired in early September 1937. The second Radio Operator approved for employment in early September 1937, was Mr. Lawrence Gooding of Kinston, Lenoir County, N. C., but at his request, he was not employed until 4 November 1937.

Both, Mr. Gooding and Mr. Herring held FCC First Class Radiotelephone Operator License. Mr. John W. Baird of Warrenton, Warren County, N. C., possessed the same class license, was hired 2 September 1937 and assigned to the Williamston Station as a Relief Radio Operator for Radio stations WANI and WANL.

Within a day or two after Mr. Baird had become employed he was ordered by Chief Radio Engineer Rosekrans to report to Mr. Herring at the E'town Station to assist with "getting it on the air and work with him until such time Mr. Gooding reports for duty". Radio Operator Baird did as directed and remained at Radio Station WANL for the next two months full time. During this period, he and Operator Herring performed all sorts of tasks pertaining to building the broadcast station, and getting it activated. Once the station was operational, these two men continued working long shifts, overlapping each other. They were not clock watchers, and their working hours extended beyond the norm, seven days a week in the general operation of the station. This included routine console duty plus installing receiver sets in mobile units until this part of the job was finished.

When Radio Operator Lawrence Gooding reported for duty on 4 November 1937, Mr. Baird returned to his assigned station of Williamston WANI, and took up the duties of relief operator for that station and WANL in E'town. His position of Relief Radio Operator was short lived however, due to the death of WANL's Chief Operator Herring on 26 January 1938. Mr. Baird was soon thereafter transferred to the Elizabethtown facility and remained there until he retired 1 January 1977. He was promoted to Chief Radio Operator for WANL on 1 March 1938 and held this position until 1966 when his job was reclassified along with other Chief Operators to Engineer II. At this time Telecommunicator Jack Thompson was promoted to the new position of Telecommunicator Supervisor, and assumed the management duties of telecommunicator personnel. About eleven years later the title of Telecommunicator Supervisor was changed to Telecommunications Center Supervisor, with the duties and pay scale remaining the same.

World War II brought on strenuous War Department regulations affecting the North Carolina State Highway Patrol Radio Network, directed mostly to those in the eastern section of the state. This was especially true concerning the Elizabethtown Radio operations as it was

### **State Highway Patrol plans broadcasting station in county**

Captain Charles D. Farmer, head of the State Highway Patrol, along with Paul Rosekrans, were in Elizabethtown in interest of locating a spot for one of the states new radio patrol broadcasting stations.

Captain Farmer selected a spot known as the Phillips farm, one and a half miles from Elizabethtown on the Clarkton highway. The farm was owned by Sheriff H. M. Clark, and the land would have to be leased by the county and given to the state, as that was one of the provisions made by the state. The farm was ideally located and was one of the highest places in this section.

There were to be five stations in the state, located at various spots so as to be of most use to the people and to the law enforcement officers of N.C. and neighboring states.

The radio station itself would cover some 33 acres, having a basement and living quarters for the two operators that would give 24-hour service the entire year. There would be 11 licensed operators, two to a station, with one extra man to work one day a week at each station.

There would be a thousand watt transmitter with a vertical radiator some 303 feet high.

**Editor's Note: This newspaper article appeared in the September 10, 1936 issue of the Bladen Journal, a publication in Elizabethtown, NC**

closer to more military related installations than the other Patrol Radio stations, including the North Carolina Shipyards at Wilmington, N. C., only 50 miles away. Military installations nearby included: Fort Bragg, 45 miles; Camp Lejeune, 70 miles; Cherry Point Marine Air Wing, 65 miles; Camp Davis, 60 miles; Maxton Army AF Base, 40 miles; Camp McCall, 45 miles; plus the Coast Guard Stations at Wilmington, Carolina and Wrightsville Beaches; the Dowe Experimental Station at Kure Beach, and the Loran Towers just south of Snows Cut (Intracoastal Waterway), all vital defense installations within 50 to 70 miles of Elizabethtown. At some point in time the Chief Radio Operator was receiving military directives concerning his station's hours of operation, among other things. To satisfy one of their demands the state went to the expense of hiring extra personnel to have someone sitting by the console 24 hours a day. A majority of the time the midnight operator had no one to talk to, and seldom had a telephone call during these hours in the early 1940s. He was on duty however, just in case any military authority needed our facilities to relay coded war time emergency radio traffic on behalf of the U.S. War Department. This all night stand-by operation went on for just under two years before the station was permitted to resume normal operations of 16 hours a day.

Chief Radio Operator John W. Baird enlisted in the Merchant Marines and served as a Radio Officer from October 1944 to March 1946. During his absence, Radio Operator Lawrence Gooding was designated the Acting Chief Operator. Also, during Johnny's Atlantic Ocean trips aboard the Merchant Marine vessels, temporary operators were hired to man the single radio console at WANL, some of whom were part time employees.

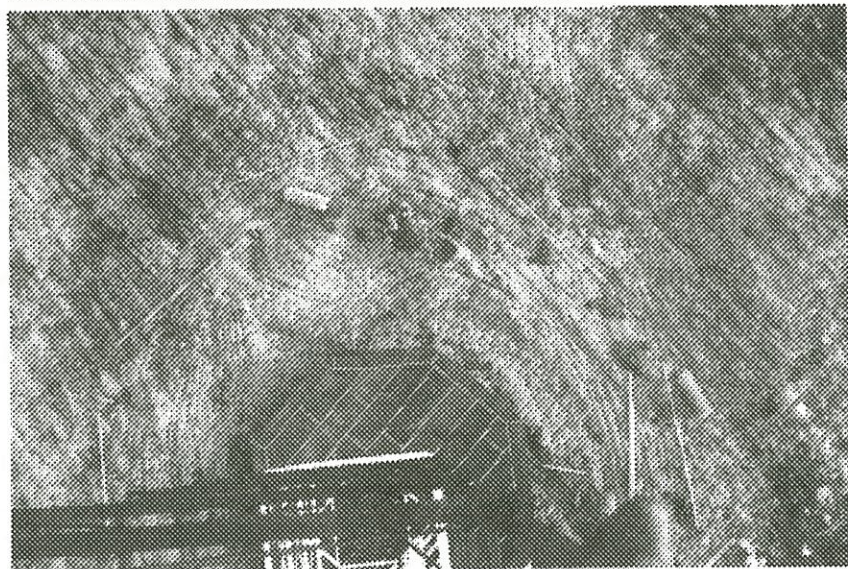
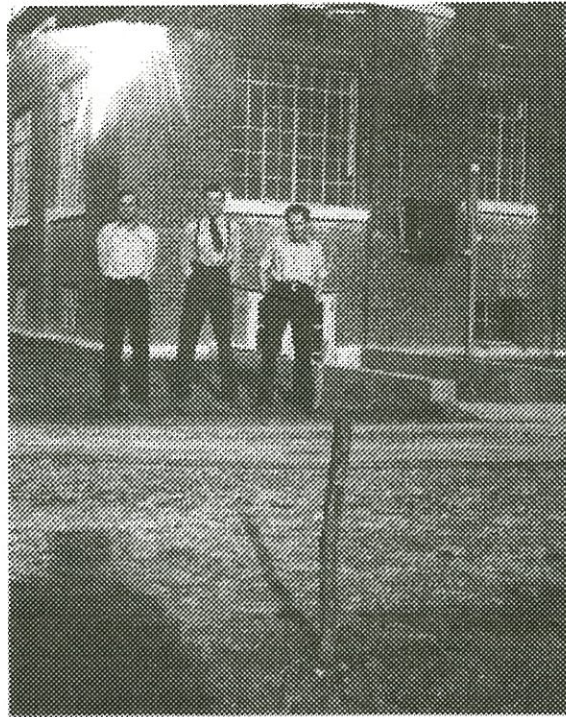
The Federal Communications Commission changed the call sign from WANL to KIB-897 by the spring of 1950. According to available FCC file data this change was made prior to 3 April 1950. During the month of April 1950 the Inter-City transmitter and receiver were installed, and this was the first system that operated above 150 megahertz.

In late summer of 1978 all operations moved from the original building to the new facility a few hundred yards south of the old building. The radio repair shop remains in a separate building behind the original home of WANL. The repair shop building was added several years after WANL was activated in 1937. Prior to this addition, all mobile transmitters and receivers were serviced in a small room in the rear of the original building. There were two exceptions to this; when only minor repair was required, the service was done outside the building near the back door. Some times during increment weather, service on radio equipment was performed inside the nearby patrol car repair garage. The Highway Patrol garages were rather small in size during this period however, and usually there wasn't available space to shelter cars for radio service.

Elizabethtown Radio WANL/KIB-897 had two sub-stations under the supervisors jurisdiction for a number of years, and here is the history of those radio stations:

### **WILMINGTON RADIO KIB-365**

Wilmington Radio KIB-365 was licensed as a base station by the FCC in October 1949 for the purpose of supplying police radio communications to Brunswick, Duplin, New Hanover and Pender Counties for Troop "B", District V of the State Highway Patrol. No one had been hired at this time, however. Some of the radio equipment had been installed, but not enough to cause



Top Left: Charter Staff Radio Station WANI, L to R: Relief Operator Baird, Chief Operator Herring, Operator Gooding., with WANI Station in background. This November 1937 photo furnished by Opr. Baird.

Top Right: L to R; Opr. Gooding and Chief Opr. Herring tuning WANI transmitter. This November 1937 photo by Relief Opr. John W. Baird of WANI and WANI.

Bottom: Chief Radio Operator Baird on top of the 300+ footage AM radio tower near the WANI station. The toe of his right shoe is visible bottom right of picture. Chief Operator Baird took this picture in the spring or summer of 1938.

UNITED STATES OF AMERICA  
FEDERAL COMMUNICATIONS COMMISSION

FCC FORM 438-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. (Fill in items 1 through 5.)

1. *KIB-897*  
(Station call sign)

2. Name of permittee or licensee STATE OF N. C.  
HIGHWAY PATROL

3. Location(s) of transmitter records PATROL RADIO STATION  
WANL, ELIZABETHTOWN, N. C.

4. Transmitter operating frequencies 42.62 MC.

5. Signature *Chas. D. Farmer* Comm. Officer



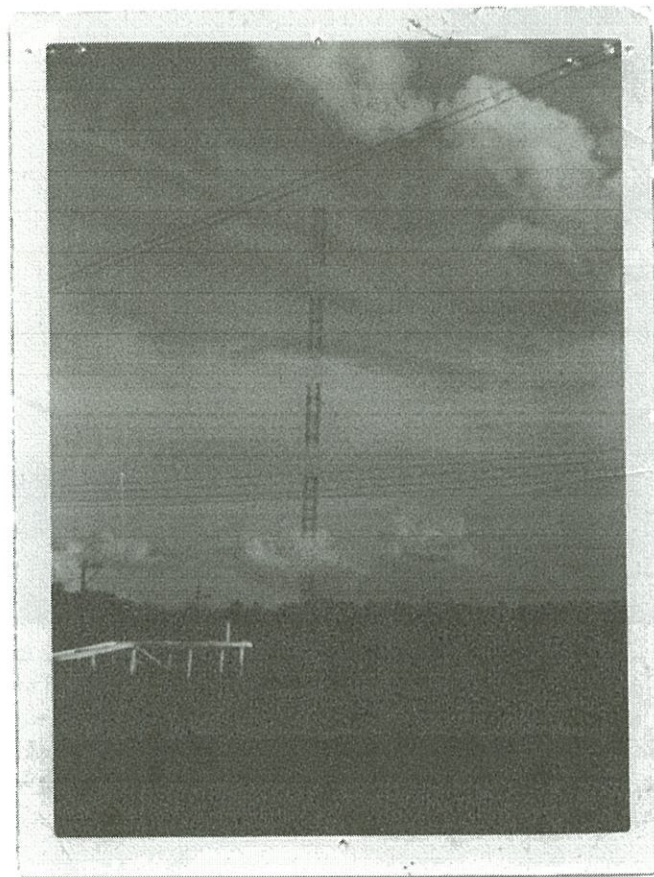
Top: FCC ID Card for WANL (later KIB-897) transmitter, signed by Chas. D. Farmer, Commanding Officer. This document furnished by Retired Engineer II John W. Baird.

Bottom: This tarpaulin covered structure is the first SHP Garage in Troop "B", and was located close to Radio Station WANL. Garage Mechanic Sam Cross is working with a sledge hammer breaking the seal on a flat tire of Sergeant James R. Smith's silver bullet Patrol car. Sgt. Smith was stationed in Wilmington when Chief Operator Baird took this picture in 1938.



Top: Chief Radio Operator Sud Herring with Radio Operator Gooding's Chevy car. Radio Station WANL to right in photo which was taken in November 1937 by Relief Operator John W. Baird, who furnished this photo.

Bottom: Troop "B" Patrol Garage Forman Sam Cross and Radio Operator Glenn Guthrie of WANL, sitting on edge of gold fish pond which Sam and one of his mechanics did the cement work of construction in 1940. The pond was filled in a couple of years later on account the cement cracked from freezing. Photo of WANL in the back ground, taken and furnished by former Relief Radio Operator Paul Dillon of Radio Stations WANI and WANL, later regular Operator at WANH briefly before resigning.



The original radio tower for WANL Radio, Elizabethtown, North Carolina, as it appeared in this 1938 photo by then Chief Radio Operator John W. Baird. Troop "B" Garage Mechanic Sam Cross' home made oil changing rack is shown to the left in this picture.



Retired Radio Engineer II John W. Baird, standing at the SW corner of the original building of Radio Station WANL, one of three of the original five such buildings still standing today. This historical structure, built in 1936-1937, was well maintained when the author visited and made this photo on 7 November 1994. The building and surrounding premises are still owned by the State of North Carolina, and is presently occupied by the Enforcement Division of the State Highway Patrol, and Driver License Examiners offices.



the station to be operational. Within a few weeks Chief Radio Operator Baird, and Radio Operator Gooding completed building the console. The antenna tower had been transported in three 30-foot sections from the Wadesboro sub-station site, and with the aide of a crane it was re-erected. The cement block building to house the transmitter and other related radio equipment was constructed in October 1949 within a few feet of the base of the antenna tower. Soon afterwards equipment was placed inside the small building, referred to by most radio people in those days as the “dog house”. A receiving antenna was mounted on the roof of the New Hanover County Court House Annex, located in downtown Wilmington, as the new station would be operated from an office on the main floor of this building. Secure telephone lines were leased from Southern Bell Telephone Company for the six miles of remote control operations from the court house to the transmitter. The transmitter building and tower were located on a state owned parcel of land, consisting of less than two acres, off US17-N, on the south side of the highway.

A majority of the radio equipment had been installed by late October 1949, and daily for the next few weeks one or more different patrolmen were assigned office duty. Their primary duties were to answer the telephone and to use the radio for dispatching other patrolmen to accidents, etc.. The district patrol office and the radio station would share the same office space for the next eight years.

Mr. Charles F. “Chuck” English of Lumberton, N. C., a Navy veteran, and fresh out of a radio technical school in California was employed as the first Radio Operator assigned to the new Wilmington facility on 1 December 1949. Within a few days Mr. Fred P. Hatch of Wilmington, N. C. was also employed. Mr. Hatch had just recently graduated from the State Highway Patrol basic school at the Institute of Government located on the campus of the University of North Carolina. He, along with several others, was awaiting for a call to be sworn in, pending an opening. Both new hires reported to Chief Radio Operator John W. Baird at the Elizabethtown station for orientation and a few days of on the job training. The allocation for the Wilmington staff was three, but the third operator was to come aboard later.

Radio Operator Charles F. English signed the station ‘on the air’ at 0800 hours on Tuesday, 13 December 1949, which became the official opening date of this new station. Radio Operator Hatch relieved him at 1600 hours that Tuesday afternoon, the first day, and worked until midnight. These two men operated the station for the next five months by rotating their shifts daily. They of course were on a six day per week schedule as all other state employees, and whenever Chief Operator Baird had an extra operator available at the E’town station, he would send him down so either English or Hatch could get a day off every other week or two. There were times when they worked several weeks without a day off. Relief radio operators were scarce for many years.

Radio Operator R. C. Savage of Wallace, N. C. was employed 23 May 1950 to complete the staffing of the new station. When I was a student at Radio Broadcasting and Television Institute on Fayetteville Street in downtown Raleigh, I got to know a student who was employed full time at WANH by the name of Roger Ornsby. He took me out to the station one day and showed me around the work place, and suggested that I might want to apply for a job with the State. It was in the fall of 1949 when I filled out an application form and handed it to Mrs. Elodie Oberlies, Secretary to the Patrol Commander in the Revenue Building, explaining

I would be looking for a job in police radio broadcasting after I graduated from the school I was enrolled in within a few months. Within a day or two after graduation I stopped in Mrs. Oberlies' office a second time to let her know of my school status. She pulled my file and made a notation that I was ready to go to work. The surprise of my life came on a Saturday morning soon after I had last visited Patrol Headquarters, as I was going up the steps to the Raleigh Post Office, I met the Colonel of the State Highway Patrol coming down the steps with an arm curved upwards carrying a load of mail consisting mostly of large brown envelopes. I later learned this was a routine ritual of Colonel James R. Smith, mainly on account that he had no one else to pick up the daily mail for the headquarters office. Those large brown envelopes were weekly reports from all over the state, some were coming in on Saturdays and the rest would arrive on Monday mornings. The Colonel paused, spoke to me, and his remarks were, "I suppose you still want a job with us, do you not?". Without hesitation my response was, "Yes Sir". Then he said, "Meet me in my office Monday morning at 8:00 o'clock". My second response was, "Yes Sir, Yes Sir, I will be there." About seven thirty the next Monday morning I was sitting on the one step off the sidewalk leading to Patrol Headquarters in the Revenue Building, waiting for somebody to come to work. Mrs. Oberlies arrived a few minutes later, and she invited me inside. Just before 0800 hours, the Colonel entered and asked me into his office. After a brief interview with the Colonel that morning, he turned to me and said, "We have an opening for a Radio Operator at our Henderson station, and one at our Wilmington station, which one would you prefer?" My response was, "Colonel, I didn't expect to have a choice of locations, as I indicated on my application that I would be willing to go to any station." Then he looked me in the eye again, and said "I like your attitude, so you do have a choice". My response this time was, "Well Sir, if I have a choice, I would prefer to go to Wilmington." His final statement to me was, "I was hoping you would choose Wilmington. That's my old home town. Now I want you to go down there and do a good job." I let him know I would not let him down. Within minutes I was handed a letter of introduction to Radio Operator Charles F. English, stating I was at that time employed by the State Highway Patrol as a Radio Operator and assigned to the Wilmington facility. This was to be my first full time job since completion of my Army enlistment two years earlier.

This new employee arrived at the New Hanover County Court House the afternoon of 23 May 1950, and found Operator Hatch on duty. I next went to the nearby YMCA and rented a room. The rate was \$1.00 a day, with a discount if rented by the week for \$5.00. I chose the weekly plan. There was a shower and bath room down a dimly lit narrow hall to serve all occupants on that floor. This same old building was the rooming place for Operators English and Hatch. The "Y" was located within walking distance to the court house. In fact, it was around the block on Market Street, directly behind the court house. Operator English had switched shifts with Operator Hatch the next day so as to be on hand with his new understudy during day hours. After three days of "on the job training" with Radio Operator "Chuck" English this newest and third member of the team found himself relieving his two counterparts quite often, as they were a number of days behind in their regular days off, plus a few for long over due holidays off.

The Wilmington station had been at full staff close to three months when Radio Operator Hatch received his call in August 1950 to go on the road as a Patrolman, and to be stationed in

State of North Carolina

## Department of Motor Vehicles

T. BODDIE WARD  
COMMISSIONERW. H. ROGERS, JR.  
DEPUTY COMMISSIONER

Raleigh

December 9, 1941

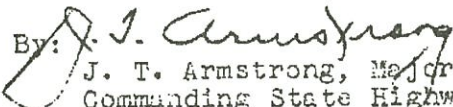
Memorandum: To All Members State Highway Patrol

You were advised by radio to begin, on December 9th, tuning in on your radio every hour, on the hour, from 9:00 A. M. to 9:00 P. M., for any messages of great importance.

Messages will, as always, be broadcast by the radio stations when they are received, but, if they are important enough, they will be repeated on the hour following their first broadcast.

We do not know what part we will be called upon to play in this war, but every man is urged to be on his toes and at his post where he can be reached at any time. Each man must be ready for any emergency, so that he can be under way within a few minutes after any orders are sent out necessitating the mobilization of men at any point.

T. B. Ward, Commissioner,  
Department of Motor Vehicles

By:   
J. T. Armstrong, Major,  
Commanding State Highway Patrol

JTA/g

State of North Carolina  
Department of Motor Vehicles

L. C. ROSSER  
COMMISSIONER

JOE W. GARRETT  
ASST. COMMISSIONER

Raleigh

June 4, 1951

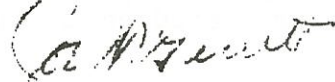
Mr. Reml C. Savage  
State Hwy. Ptl. Radio Station  
Dept. Motor Vehicles  
Wilmington, N.C.

Dear Mr. Savage:

Since you have now been employed for twelve months, this is to advise that under the regulations of the State Personnel Department, they have approved our request for a \$7.00 per month increase in your salary, effective June 1, 1951.

With best wishes, I am

Yours very truly,



Joe W. Garrett  
Assistant Commissioner

JWG:s

CC: Col. Smith  
Mr. Cavanaugh  
J. W. Baird

STARTING SALARY RADIO OPERATOR 1950
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\$180.00 Mo. = \$2,160 Yr.
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Wilson, Wilson County, N. C. The Patrol didn't seem to be in a hurry to fill the vacancy, and it was still vacant when Operator English transferred to Elizabethtown in October 1950 to be a technician, and his upcoming transfer assignment to the Asheville station in that capacity. This left Operator Savage to hold down the fort by himself, but he was promised relief soon, as they had some mighty good prospects to interview for the two vacancies. I was instructed to open the station by 0900 hours each day, and "when things died down that night to sign the station off the air, and E'town will cover the area, but be sure to be back on duty by 0900 hours the next day". A few months later, one trainee arrived, and he was welcomed by Operator Savage, who commenced the training process. As promised, a second new hire reported a month or so later, and his training process began, but the problem was, the first new employee resigned before trainee number two was ready to pull a shift by himself. This station was not unique in the shortage of manpower problems during the period and on into the 1960s. A majority of all the stations had the same problem of retaining a full staff. During this time period, new hires would come and go after brief stints with the various radio stations. One fellow from the Wadesboro, N. C. area was hired for the Wilmington station to begin on a Monday morning. He was in training through the day shift on Saturday, had Sunday off, and was scheduled for the late shift the next Monday afternoon. He left Wilmington that Saturday afternoon to visit relatives in Wadesboro, however, he failed to return for duty the following Monday afternoon. Chief Radio Operator John W. Baird was unable to contact him via telephone, and a Patrolman working that area was unable to locate the trainee or any family member. Some former neighborhood sources heard that the family moved out of state. We never heard from the fellow again.

The salary for Radio Operators in the early 1950s was \$180.00 a month, or \$2,160.00 a year. Starting salaries in the late 1930s and on through the 1940s were of course even lower. Many felt the pay scale, plus other factors, played a major role in our inability to retain career minded radio people for any length of time. The salary scale gradually increased in the later 1950s, and maintained a more livable scale over the years, with position classifications upgraded from time to time whenever funding became available.

In 1954 Hurricane Hazel came visiting our coast by way of the mouth of the Cape Fear River and played havoc with the Wilmington Radio system. The antennas atop the New Hanover County Court House came down first, then before long telephone and power lines were strewn all over the area. Our transmitting antenna was ripped off in pieces, but the tower withstood the storms' fury. The gasoline engine powered generator located in the basement of the court house lived up to expectations by keeping electrical current flowing to the Patrol office and radio facilities. A borrowed portable military transceiver was hastily rigged up with a makeshift outside antenna so that the Wilmington Radio wasn't off the air for long. A patrol car was stationed at the local airport and transmitted weather reports from the U. S. Weather Bureau every thirty minutes to one hour intervals to KIB-365. From this point we gave a general broadcast of the weather reports. Once Raleigh Radio received the data, the state offices in the capitol city were notified of the current status of the hurricane. A day or two after the hurricane had passed the area, the Patrol's Radio step-van was able to reach Wilmington from Raleigh after the highway had been cleared of trees and other debris. The step-van was backed up, across the sidewalk, to the window of the radio room and patrol office. Once the step-van unit was set up, it was an increase in service from the emergency borrowed portable unit we had been using for a number of hours, around the clock.

For the next few days until Technicians could get the Wilmington station back to near routine service, we operated from the step-van. Afterwards, before it was returned to home base of Raleigh, it was moved to the storm leveled beaches of Holden and Long in Brunswick County. Dispatcher Houston A. Harden of the Elizabethtown station manned the unit for emergency communications in that area until the station in Wilmington was restored to normal operations.

It wasn't long after Hurricane Hazel before Southern Bell Telephone Company buried many of their main lines, and especially the ones from the downtown area out to our transmitter site. A few years later Carolina Power and Light Company began their project of placing their power lines underground within New Hanover County. All of this came about on account of the numerous hurricanes coming ashore in the area during the 1950s and 1960s.

In 1958, the Department of Motor Vehicles saw fit to build a District office for the State Highway Patrol, which came under the DMV for many years. In prior years, up until this period, there were few state owned buildings housing the over thirty district patrol offices across the state. A majority of the district offices were either rented or borrowed from city or county governments or from a few individuals. Once the building site for the Wilmington district was acquired and the building constructed, it would be, in the words of Colonel James R. Smith, "a model for other district offices to follow statewide".

The state owned several acres of land near the Brunswick River bridge just west of the city limits of Wilmington, but the location wasn't suitable for a patrol office or radio station. Mr. Dan Cameron, a prominent Wilmingtonian with varied business interests owned some acreage, which joined the small parcel where the patrol transmitter building and antenna tower occupied. Mr. Cameron agreed to swap his parcel of land joining this site for the state owned swamp land near the Brunswick River. With this transaction, the state then had adequate acreage for a building large enough to house the district patrol office, driver license examiner's office with space for a waiting room, motor vehicle inspector, and hearing officer's office. In addition to the four rooms for the district office, the building had space in one end for a dorm, to accommodate 28 troopers. There were 14 double deck military style bunks for the purpose of having adequate sleeping quarters when personnel were on special assignment in the area. Also near the dorm a shower and rest room was installed with several sinks, in addition to two private, and two public rest rooms were located elsewhere in the building. In the sections of the state where a sub-radio station was located, the Corporal's office, later to be reclassified as a Line Sergeant, was outfitted for the radio station. In such cases the Corporal shared the district Sergeant's office space. The new building had several closets and supply rooms to serve both the enforcement and other state personnel working out of the building.

The Wilmington District Patrol office and Radio Station, which was completed in 1959, has paved driveways from US17 highway, to the left and right of the building leading to a large paved parking lot for employees and the public to the rear of the building. The out front briar patches gave way to a beautiful green lawn among numerous long leaf pine trees with plenty flowering shrubs native to the area for landscaping. Of interest to some: The contract to construct this building called for paving the two driveways, leading to a large gravel parking lot to the rear of the building. When state officials learned that the paving contractor not only paved the two driveways as he was authorized to do, he paved the entire parking lot, they became somewhat upset with the paving contractor, and told him in no uncertain terms that the

contract did not call for paving the parking lot, that the State did not have money to pay for it. . The contractor's response was, "I know the contract doesn't call for paving the parking lot, but I figured you patrol fellows deserve more than gravel to park your cars on, and the public deserve more than gravel to park their cars on, so I paved the lot, and I knew at the time that no one is going to pay for it. When I get paid for the two driveways, and the gravel I spread on the parking lot, as the contract called for, so far as I am concerned, my contract with the State will be paid in full".

Radio Station KIB-365 moved from the New Hanover County Court House office to the new facility in the fall of 1959. This was still a three man, one console operation, but it was a bee hive of activity in this part of the state. By this time there were five telephone lines in the radio room, and it seemed that just about everybody called the office for every thing imaginable and then some. The phone lines were busy mostly all the time.

A few years after the radio station was placed into service in Wilmington, the Patrol's district structure was changed in Troop "B" which placed Duplin County in another district. Rather than split a district's radio coverage, Elizabethtown Radio once again worked Duplin with the rest of that district's counties.

In the early 1980s the Wilmington station was assigned the County of Onslow to work. With the added work load of Camp Lejeune traffic, two additional telecommunicators were added to the staff, and the station commenced a 24-hour operation. Then on 1 November 1989 this station was consolidated with KIB-897. Wilmington Radio KIB-365 was the last of the sub-stations to close. It had served the Port City area and the surrounding counties for forty years, which was longer than any other sub-station operated by the State Highway Patrol. At the time of closing, the station was managed by Shift Supervisor Harold B. Hughes, who transferred to the E'town facility. Supervisor Hughes remained in that position at KIB-897 until his service retirement on 31 October 1992. Telecommunicators Jerry R. Johnson and Alton B. Marshburn also transferred to Elizabethtown. Tc Nancy Parrott resigned rather than move to Elizabethtown, and accepted employment with the nearby Wrightsville Beach Police Department. Tc Margie Potter transferred to another State agency, and remained in Wilmington as a Probation officer.

For the interest to some Patrol Radio personnel, and others as well, here is the unique history of the antenna tower used by the Wilmington Station for many years. This 90-foot tower was purchased new by the Charlotte, North Carolina Police Department in the early 1930s from the Chicago Bridge and Iron Works of Chicago, Illinois. We have been unable to determine the purchase price. It was transported in three, 30-foot sections on a flat bed railroad freight car from Chicago to Charlotte. The tower was mounted on top of the Charlotte City Hall. The roof of the building had been extensively reinforced with steel beams to withstand the weight of the tower. The Charlotte Police Department used this tower for about 16 years when they purchased a much taller one which was erected near their new Police Department building after moving out of their city hall. Their new, taller tower was purchased from Link Radio Corp. of New York City, and this company accepted the second hand 90-footer as a trade in. Mr. Fred Link, the owner of Link Radio Corp. left the three sections of the old tower lying down on top the Charlotte City Hall until he could find a buyer for the trade-in. Mr. Link didn't have to wait very long. In the spring of 1949, the State of North Carolina purchased the old Charlotte Police antenna tower from Mr. Link's business. As best as we have been able to determine, the State



Above left: Ogden Volunteer Fire Department Radio tower, US17, North of Wilmington, NC in New Hanover County. This is the 4th home for this tower. Charlotte, NC Police Department purchased it new in the early 1930s. NCSHP purchased it in 1948 for Wadesboro Radio KIB-438, then moved it to Wilmington for Radio Station KIB-365 a year later. The State donated this tower to the volunteer fire department in early 1989.

Above right: This tower was erected for Wilmington Radio Station KIB-365 in 1988 which replaced the older one shown above. The Wilmington facility consolidated with the one in Elizabethtown and closed 31 October 1989. Since that time it serves as a repeater station.

Both above photos were taken 1 October 1995



paid a modest fee for the tower, with the greater cost of renting a crane to lift the three sections off the city hall onto a flat bed tractor-trailer and having it transported eastward on US-74 to the Wadesboro site. Within a few days after the Wadesboro Radio sub-station went on the air, it was discovered the tower wasn't of the height or location needed for the coverage area intended. It was subsequently dismantled after antennas had been installed on the Wadesboro city water tank to take its place.

Once again, the tower was transported eastward on US-74 to Wilmington and the final seven miles via US-17 to the site of the Wilmington planned transmitter facility. The destination was within two or three air miles of Wrightsville Beach in a snake infested briar patch. The tower was erected for the third time of its life in October 1949, and remained in service for the State Highway Patrol Radio system until the fall of 1988 when a new, and taller tower took its place.

In 1989, this tower which started its journey in Chicago in the early 1930s, ended at the Ogden Volunteer Fire Department, located on US-17 about one and one half-mile north of the Wilmington Radio station. The State Highway Patrol Radio system had no further use for this old tower, and gave it as a good will gift to one of the oldest and largest volunteer fire departments in the area. Before it was erected the fourth time, members of the fire department disassembled every individual piece of steel, sandblasted and repainted them. Every bolt, washer, and nut was replaced with the best grade of new hardware to be found on the market. Outfitted with new antennas, cables, and lights, this old tower is used by this volunteer fire department for their radio transmissions, and it looks as new today as if it just arrived from a manufacturer yesterday. When I visited the tower recently to take pictures, I gave a digest version of the history of the tower to the chief. He seemed to be pleasantly surprised to learn where it originated and that the Charlotte P. D. was the first owner. He thought all the while the Highway Patrol was the original owner, and he did not know it had been in use anywhere other than a mile or so down the highway from his fire department building.

Many North Carolina State Highway Patrol Radio Operators, Technicians, Engineers, Dispatchers and Telecommunicators broadcast millions of messages from this tower. **Very few of these radio people ever realized they were operating off the FIRST police type broadcasting tower erected in North Carolina, and possibly the first such tower in southeastern United States.**

### FAYETTEVILLE RADIO KIA-271

Fayetteville Radio KIA-271 - US-301 South, Fayetteville, N. C. The radio station was located inside Troop "B" Headquarters building, in a room next to the staff secretarial office, and across a hall from the Driver License Examiners' office. The transmitting antenna was mounted on a utility pole to the rear of the parking lot back of the main building. The call sign KIA-271 was originally assigned to the sub-station at Henderson, N. C. The FCC approved the transfer of the license from the Henderson station when it closed in the fall of 1953.

The relocated KIA-271 became operational in late 1953. After intensive research, the author has been unable to locate data concerning the exact date of activation. Also, we have no information on the first dispatchers assigned to this station. Mr. Wilbur Willoughby was hired as



Top Photo: New Hanover County Courthouse, Princess Street Annex, Wilmington, NC. SHP Radio Station KIB-365 was located next to the first floor window on right from 1949 to 1959.

Bottom Photo: Radio Station KIB-365 moved from downtown Wilmington to this District SHP Patrol building on US17-North in the fall of 1959, and closed operations when the station consolidated with KIB-897 on 31 October 1989. The console and office was next to the window shown on the right in this photo. Both photos were taken on 1 October 1995.



Troop "B" Headquarters building, US301-South, Fayetteville, N. C., East side of highway. Radio Station KIA-271 was located in an inner room, next to the Troop secretarial staff office and across a hall from the License Examiners' offices. Photo taken 10 January 1995.

a Dispatcher for the Elizabethtown station in 1953, but he doesn't remember any names of those working in the Fayetteville station during 1953 and 1954, however he does remember working relief in Fayetteville a few times in late 1953 and on into 1954. Dispatcher Willoughby asked for and received a lateral transfer from E'town to Fayetteville on 1 January 1955.

Like other stations from 1937 on into the 1950s, Fayetteville was a one console, three man station, and it too operated on a sixteen hours a day schedule. There were times, as with all other stations, when the dispatcher who was working the late shift would have to remain on duty after midnight until pending traffic was completed. The Fayetteville station only worked one county, that of Cumberland. The Fort Bragg traffic normally generated more radio traffic than several extreme western and eastern counties, which kept the person on duty busy most of the time.

Fayetteville Radio Station KIA-271 closed and the personnel were transferred to the Elizabethtown operations on 30 May 1987. A note of interest; this was and is to date, the only radio facility ever located at the Troop "B" Headquarters in Fayetteville.

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The history of Elizabethtown Patrol Radio WANL/KIB-897 is unique in several ways, and to name some of them, consider the fact there was only one Radio Operator assigned to the station when it was activated in 1937, and that person was Sullivan Herring. Operator Herring was the first one of the original thirteen to leave this employment, and this was the result of a fatal private airplane crash when he was a passenger about five months after becoming employed. I chose to write about this tragedy in a chapter of its own, which is covered in Chapter 11. Retired Radio Engineer II John W. Baird is the sole retired survivor of the original thirteen radio operators during the writing of this history. This one of five original stations remained in its original building for 41 years. That's longer than any of the other four, which caused it to be the last of the five to move to a new and modern facility in late 1978. All of the other four buildings had been vacated for their original intent and purposes some years earlier. Complete records of former employees were not available for this writing of the history. Like all stations across the state, E'town experienced an average turn over in personnel for many years. We have this data from the three man allocation of the Wilmington station: Incomplete records reveal that 22+ people were stationed at the port city station during a 15 year period from 1950 to 1965. Of these 22 or more, four transferred to other locations, and 17 had resigned, and one or two others failed to return for duty after taking vacations or regular days off. The question often arose as to why so many resigned after only a few months on the job. There were at least two answers; the stress factor, and the pay scale played a sizable part of the problem of retaining personnel on a career level.

There were two radio consoles in operation in the old building when it moved to its' new quarters. The staff has gradually increased over recent years to accommodate the ever increasing work load, and with the addition of modern consoles in the current building makes for a more pleasant working atmosphere conducive to encourage long time, career employees. For a good many years this station has been a 24 hour operation, seven days a week, serving several counties in the southeastern section of our state.

Past and present personnel in charge of the Elizabethtown Radio Station are as follows:

- Chief Radio Operator Sullivan Herring.....1937 - 1938
- Chief Radio Operator John W. Baird.....1938 - 1966
- Center Supervisor Jack Thompson..... 1966 - 1986
- Center Supervisor Robert E. Branch.....1986 - 1996
- Center Supervisor Autry L. Little.....1996 - .....

[EDITOR'S NOTE FOR RECORD WHICH WAS OMITTED IN DR. ALBERT COATES' RECORDING OF THE N. C. STATE HIGHWAY PATROL HISTORY, WRITTEN IN 1983: SOON AFTER LT. JAMES R. SMITH WAS PROMOTED TO TROOP "B" COMMANDER IN 1946, WITH APPROVAL OF COLONEL HATCHER, HE MOVED HIS TROOP HEADQUARTERS FROM FAYETTEVILLE TO WILMINGTON, WHEREUPON ONE EVENING AFTER OFFICE HOURS, A STATE HIGHWAY COMMISSION TRUCK BACKED UP TO THE REAR ENTRANCE OF THE OLD WOODEN FRAME OFFICE BUILDING, AND THE TWO DESKS, CHAIRS AND FILE CABINETS WERE LOADED AND COMMENCED THEIR JOURNEY TO NEW HANOVER COUNTY COURT HOUSE FOR THEIR NEW HOME OF TROOP "B" HEADQUARTERS, LOCATED ON THE SECOND FLOOR. THIS MOVE TOOK PLACE IN THE FALL OF 1946. WHEN LT. SMITH WAS PROMOTED NEAR THE END OF 1947 TO THE RANK OF CAPTAIN, AND STILL THE COMMANDER OF TROOP "B", THE HEADQUARTERS WAS SOON RETURNED TO FAYETTEVILLE TO THE SAME WOOD FRAME BUILDING CLOSE TO WHERE THE HEADQUARTERS HAS BEEN LOCATED IN A TWO STORY BRICK BUILDING SINCE THE EARLY 1950S. WHEN LAST CHECKED, AN ALL WEATHER HEAVY DUTY ANTENNA RECEIVER CABLE, IS STILL SECURELY ANCHORED FROM ATOP THE NEW HANOVER COUNTY COURT HOUSE DOWN THE SIDE OF THIS STONE CONSTRUCTED BUILDING TO THE SECOND FLOOR WHERE IT WAS CONNECTED TO A PATROL RECEIVER IN LIEUTENANT SMITH'S OFFICE MANY YEARS AGO.]

**Major Lentz and Supervisors of his Communications & Transportation Division**

Chapt. 10 - Page 50-A



**Summer 1961 meeting at Radio Station in Elizabethtown**

On Page 50-A above is shown a group picture of the Supervisors (Chief Radio Operators and Garage Foremen) of the Communications and Transportation Division of the North Carolina State Highway Patrol. The photo was furnished by retired Radio Engineer II John W. Baird. Elizabethtown Radio Station KIB-897 was the meeting place where the Division Director, Major W. B. Lentz, chose to have the meeting which took place in the summer of 1961. The names of each shown in the picture are listed below.

Front row, kneeling, L to R: Tp. "F" Asheville Garage Foreman Thomas G. Stafford  
Tp. "A" Greenville Garage Foreman Willis A. Gurganus  
C & T Hdq. Equipment Supervisor C. Vernon Perry  
Tp. "C" Raleigh Chief Radio Operator Glenn S. Guthrie

Second Row, L to R: Tp. "C" Raleigh Garage Foreman James A. Perry  
Tp. "E" Salisbury Garage Foreman Thad Deal  
Tp. "B" Elizabethtown Garage Foreman Sam Cross  
\*Tp. "B" Elizabethtown Chief Radio Operator John W. Baird  
C & T Hdq. Communications Engineer Whitfield B. Sloop  
\*Tp. "F" Asheville Chief Radio Operator Hal E. McKinney

Back or third row, L to R: C & T Hdq. Equipment Superintendent Auzie L. Craig  
Tp. "D" Greensboro Garage Foreman James E. Snider  
\*Tp. "A" Williamston Chief Radio Operator Marion S. Davis, Jr.  
Tp. "E" Salisbury Chief Radio Operator Dan T. Henderson  
\*\*C & T Hdq. Director of C & T Division Major W. Blake Lentz  
Tp. "D" Greensboro Chief Radio Operator Robert W. Franklin

\*= Original, Charter Member of Radio Network - 1937

\*\*= Original, Charter Member of the Enforcement Division, NCSHP - 1929

GENERAL  ELECTRIC  
COMPANY

GENERAL OFFICE  
SCHENECTADY, N. Y.

1 River Road  
SCHENECTADY, N. Y.

DECEMBER NINTH  
1941

MR. JOHN W. BAIRD, CHIEF OPERATOR  
HIGHWAY PATROL RADIO STATION WANL  
ELIZABETHTOWN, NORTH CAROLINA

DEAR MR. BAIRD:

THE 872A RECTIFIER TUBE REFERRED TO IN YOUR LETTER  
OF DECEMBER 1, HAS BEEN RECEIVED.

WE ASSUME THAT YOU DESIRE A REPLACEMENT FOR THIS TUBE,  
AND WILL THEREFORE SHIP A NEW TUBE TO YOU AS SOON AS POSSIBLE.

VERY TRULY YOURS,

  
CONTRACT SERVICE DEPARTMENT

WC REXTREW/RB





This moth eaten jacket shoulder patch was issued with the Patrol Radio uniforms in the early 1940s. It came with John W. Baird's uniform when he was the Chief Radio Operator at WANL, Elizabethtown, N. C., and for the past several years it has been in the possession of Mr. Jim Thomas, a Magistrate of Wentworth in Rockingham County, North Carolina. At the request of Mr. Thomas several years ago, Retired Engineer II John W. Baird sent the patch to him for his law enforcement patch collection. We were able to secure a picture of this jacket shoulder patch by courtesy of Magistrate Thomas. This patch is the same as the one shown on Page 24-A of this book, being displayed by Radio Operator Thurman C. Perry of WANI in 1944. and very much like the one worn on the shirt shoulder sleeve as shown on the front cover of this book, with some variation in the colors, and size, with the wording the same on both.



Chief Radio Operator Sullivan "Sud" Herring was anxious to get an aerial photograph of Radio Station WANL. Sud did not own an airplane, nor did he own a camera. However, he did talk Mr. Mack Campbell, of Elizabethtown, N. C., into taking him aloft in Campbell's Taylor Cub airplane. Earlier, Chief Operator Herring had made arrangements with a friend in town to loan his camera to him for the planned flight. Relief Radio Operator John W. Baird was working the radio console on the date of the ill fated flight. Even though he was off duty, Chief Operator Herring relieved Operator Baird for lunch. As Johnny was leaving the station to go uptown for lunch, Sud asked him to pick up the camera while he was in town. When Johnny returned from lunch he handed the borrowed camera to Sud, who left the station to meet Mr. Campbell at the local air strip.

The two boarded the small, two-seater airplane, with WANL's Chief Radio Operator Sullivan Herring in the front or forward position, and the pilot Mack Campbell in the rear position, directly behind Operator Herring. Within seconds after take off and before fully airborne, with an apparent engine failure, the plane came crashing down, nose first. Sud lost his life in the crash, which attracted many spectators after the news quickly spread around the community.

A native of Clinton, N. C. in Sampson County, Chief Radio Operator Sullivan "Sud" Herring was the first of the original thirteen Radio Operators to leave the new radio network. He died near the grassy landing strip on the outskirts of Elizabethtown, N. C. on 26 January 1938 while still a single man. He would have been 21 years of age on the date of his funeral 28 January 1938 in Clinton.

The pilot of the plane, Mr. Mack Campbell, survived the crash, and fully recovered from his injuries. A few years later, he became the first military draftee in North Carolina to serve his country during World War II.

Chief Radio Operator Sullivan Herring of Radio Station WANL was killed when this Taylor Cub airplane crashed 26 January 1938 on the outskirts of Elizabethtown, NC.  
Photo furnished by Retired Radio Engineer II John W. Baird.





February 9, 1938

TO: ALL RADIO OPERATORS

Dear Sirs:

Effective March 1, 1938, Mr. John W. Baird will be stationed permanently at Elizabethtown as Chief Operator of that station, replacing Mr. Sullivan Herring.

In Mr. Baird's place as relief operator for Williamston and Elizabethtown will be Mr. W. L. Clements, Jr.

Yours very truly,

*C. M. Smith, Jr.*  
C. M. Smith, Jr., Chief Engineer  
State Highway Patrol Radio System

CMSjr/hc

COPIES: Major Pulk  
Lieutenant Jones  
Lieutenant Moore



We do not know who or when the first woman became employed as a police radio operator nationwide. There is no question as to who was the first female employed by the North Carolina State Highway Patrol as a radio operator, however. That person is Trilby Hensley English, and here is her story, in her own words:

“I was born August 30, 1920 in McDowell County, North Carolina. In 1925 my father was employed at Beacon Manufacturing Company in Swannanoa. My family moved a couple of times back and forth between McDowell and Buncombe Counties and I graduated from high school in Swannanoa in Buncombe County in 1939.

After graduation from high school I was employed at Beacon Manufacturing Company for two summers. I then helped my mother in ‘Grandma’s Kitchen’, a cafe just across the street from the Highway Patrol Radio Station WANJ. The fellows from the radio station ate at our cafe quite often.

Hal McKinney had already taken leave to work for the military during World War II and Bob Slack was leaving shortly to enter the Merchant Marines. This would leave Bob Franklin and D. T. Henderson as the only personnel assigned to the radio station.

One day Bob Franklin came over to the cafe and asked me if I would like to apply for work as a Radio Operator. I told him I was interested. Bob Slack assisted me with the application forms. Captain Farmer and C. D. Cavanaugh came from Raleigh and Williamston to interview me, and I went to work July 25, 1944 as the N. C. Highway Patrol’s first female Radio Operator.

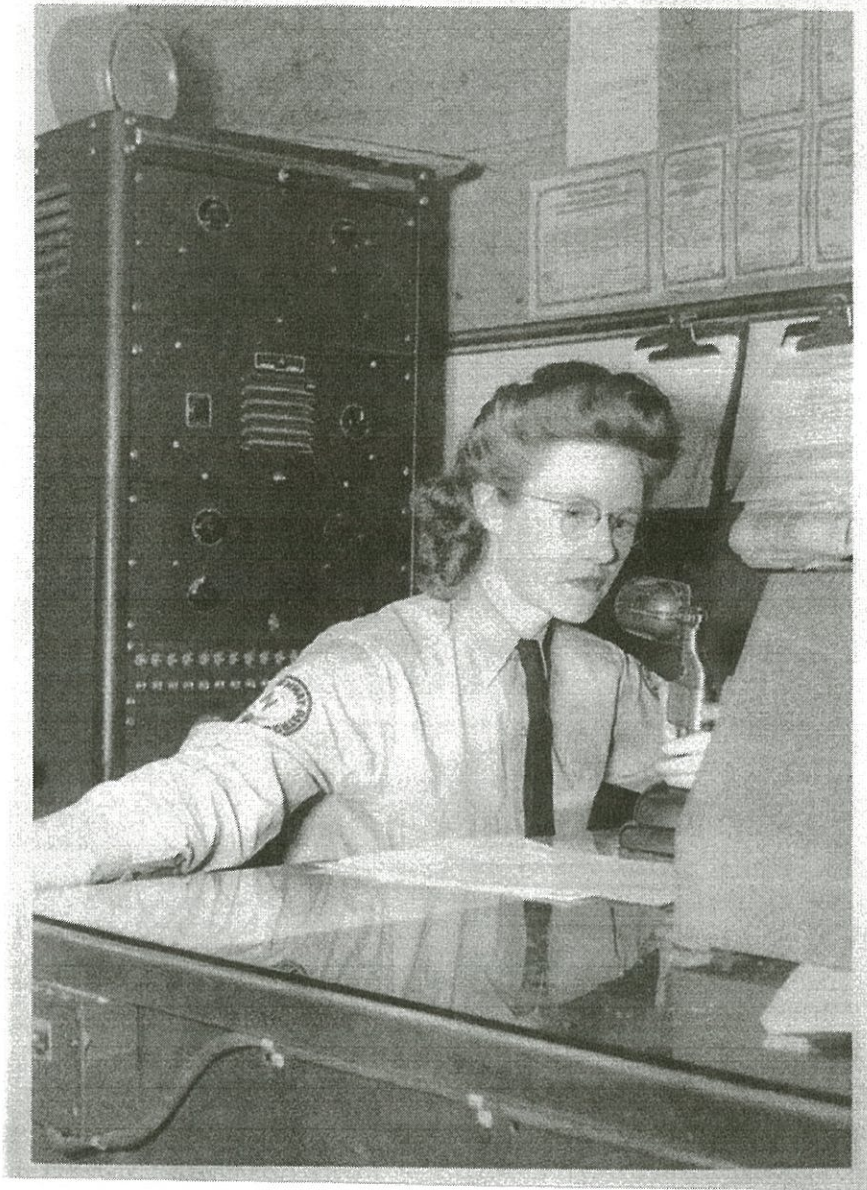
I was 23 years old when I went to work with the ability to type and talk as my only job-related skills. I had been told that I would receive on-the-job training and I worked with one of the fellows on the day shift for a week and pulled my first ‘solo’ shift the following Saturday night. District Sergeant Nail advised me to be sure and lock the doors.

I enjoyed my work with the Highway Patrol and very much appreciated the opportunity I had to get to know so many fine people in the Patrol family.

When Chuck and I were married September 14, 1952 I offered to resign but Colonel W. B. Lentz, in a special dispensation, advised that I could work on if I wanted to but that it would have to be under my maiden name. I was pleased that they thought enough of me to let me do this. I worked on for almost two more years until a change at the top patrol administrative level reasserted the policy that did not permit two from the same family to work for the same department. I resigned effective July 1, 1954, twenty-five days shy of ten years service.

After leaving employment with the Patrol, I enrolled in the Executive Secretarial Course at Blanton’s Business College in Asheville. Upon graduation from Blanton’s I was employed at Beacon Manufacturing Company in the Inventory Control Department under the supervision of Mr. “Dick” Connelly. I worked at Beacon until my mother passed away in late May 1963. Shortly thereafter I resigned to stay at home to take care of my aging father until he passed away in December 1968.

I never returned to public work after my father’s death, occupying my time with housework and church activities. I was a member of First Baptist Church in Swannanoa and was active there in the Choir, Sunday School Records, Library, and Church Hostess Committee until



This mid-1940s photo of Miss Trilby Hensley was taken of her while on duty at Radio Station WANJ, Swannonoa, NC. She is wearing the only tailor made female Patrol Radio uniform in the state during the time period. This photograph was furnished by her later to become husband, Retired Patrol Communications Engineer Charles F. English.



Chuck was transferred to Raleigh as Patrol Communications Engineer in August 1978. We bought a home and moved to Cary in September 1978 and lived here until Chuck retired at the end of October 1986.

On the first of November 1986 we moved to New Smyrna Beach, Florida where Chuck worked at the national headquarters of Associated Public-Safety Communications Officers, Inc. as the first director of APCO's Automated Frequency Coordination department through January 1989.

We had not sold our home in Cary when we moved to Florida and we moved back 'home' the first of November 1989.

Chuck and I are members of Ephesus Baptist Church located between Raleigh and Cary. He is a Mason in Cary Lodge No. 198, A. F. & A. M., and we are both members of the Edith Chapter No. 160, Order of the Eastern Star here in Cary.

We like to travel and both enjoy good health at the time of this writing. For this we are very thankful.

Trilby H. English  
926 Tanglewood Drive  
Cary, N. C. 27511

January 17, 1996"

Trilby will always be remembered by many Patrol Radio people, including the author, by the pleasant female voice as emitted on the State Highway Patrol Radio Network. When she keyed the microphone behind the Swannanoa console and began broadcasting, the radio operators across the state would perk up and lend an ear. This was especially true during some evening hours when the net was clear and her transmissions came in from the mountain country loud and clear. Personnel from across the state would make remarks such as, "The only one in the state", "She's as good as any of us old hard heads", then oftentimes someone would chime in and say, "She's better than most", "She speaks with authority", and "Bet she doesn't take any crap off anybody". Of course such remarks were never spoken over a live mike, as radio people would have been in a heap of trouble with the FCC back in those days when they reportedly monitored the net frequently. Instead, remarks as these were heard occasionally when the subject of our female operator was brought up during inservice classes at the Institute of Government, or where ever such training classes were held every year or so. During classes or breaks between classes, we never once heard an unkind word spoken about this lady. She was one of a kind, and highly respected by all, and this included enforcement division personnel as well.

The Swannanoa/Asheville Station could be heard often, especially during night hours when radio traffic wasn't too heavy, by a majority of the stations. It did seem however, that Trilby could be heard and understood more often than any of the others who worked off the high country transmitter. Generally speaking, most male voices across the state were distinguishable, yet on occasion some were not. But when Trilby fired up her microphone, no one, from Radio Operators to Patrolmen, ever had any doubt who was on the network, or from whence the broadcast was coming from.



Miss Trilby Hensley standing on front entrance steps of Radio Station WANJ, Swannanoa, NC in the mid-1940s. This photo furnished by former Radio Operator Paul Dillon of Raleigh Radio Station WANH.

When I asked Trilby about the uniform she was wearing in the pictures as shown in this chapter, she replied, “Someone from Raleigh sent enough material to me for two or three sets, with instructions for me to have the material sewed up into suitable uniforms. Since I was the only female Operator they didn’t have women uniforms in stock like they had for the men, so I had mine tailor made. The only tailor made uniform in the state”.

Thank you Trilby Hensley English for your response to my request for personal information concerning your employment with the North Carolina State Highway Patrol Radio system. It has been said before, but I must say it again, you were missed by many after your last broadcast on 1 July 1954.



Amplitude Modulation radio (AM) came into being in 1895 when an Italian inventor by the name of Guglielmo Marconi successfully transmitted a wireless signal by the old dot-dash method for approximately one mile. During the next several years many improvements were made in the field of AM radio by such people as R. A. Fessenden, John A. Fleming, and Lee de Forest to name a few.

In 1900, the American physicist Fessenden transmitted the first voice by AM radio. During the preceding five-year period, all radio transmit signals were sent by code wave, called the Morse Code, after the American painter and inventor Samuel Morse. Before 1895, Morse Code was transmitted via wire only.

Normally, AM radio contained lots of static, causing reception to be unfavorable for police radio. On the plus side however, the distance the signal travels is almost limitless, depending upon signal strength, atmospheric conditions, etc.

The American engineer Edwin Howard Armstrong invented Frequency Modulation or FM radio in 1933. This is a system of short-wave broadcasting with little to no static. The clear reception is ideal for police use, but the distance of travel is very limited compared to AM radio. Normally the FM signal only travels as far as the horizon. The AM signal travels to upper layers of the atmosphere, bounces back and forth during its forward virtual unlimited journey, all the while picking up static along the way.

Within a few years after the North Carolina State Highway Patrol Radio Network became operational the Radio Operators realized the system needed to be changed over to FM radio from the AM system it started out with in 1937. With the AM system, reception between the base stations was unsatisfactory, especially so during warm and hot weather months. Often the patrolmen could not understand what the base stations were trying to transmit to them due to the poor reception. On 19 March 1941, the network base stations changed to frequency 1658 kilocycles, which helped, but did not solve the reception problem.

After receiving funding by the State Legislature in 1945, the network began the process of changing to the Frequency Modulation system. This involved about as much work as building the AM system in 1936-37. The base station AM antennas had to be dismantled from the towers, and new FM antennas erected; feed-lines were strung up, and transmitters had to be installed in the tower buildings instead of the base station main buildings as was the case with the old AM system. Then control cables were run from the base station buildings to the tower buildings, all of which was time consuming. The new base station transmitters were manufactured by Link Radio Corporation of New York City. The owner, Mr. Fred Link, became well known to all the Radio Operators. He assisted with the building of this new system by spending many hours on the telephone giving instructions and helping to solve engineering problems with the Radio Operators. There were around 200 Patrolmen at the time but none with a mobile transmitter, however, there was an AM receiver in each patrol car. These too had to be replaced with the FM mobile receivers. The base transmitters operated on the FM frequency of 39.78 megahertz at 250 watts.

On 20 August 1947 the frequency was changed again. This time the FCC assigned 42.620 megacycles to all base stations, and authorized an operating power increase to 1,000 watts.

INSTRUCTIONS

for

TEST METER UNIT  
TYPE 1617

Manufactured by

LINK RADIO CORPORATION, 125 West 17th St., New York 11, N. Y.

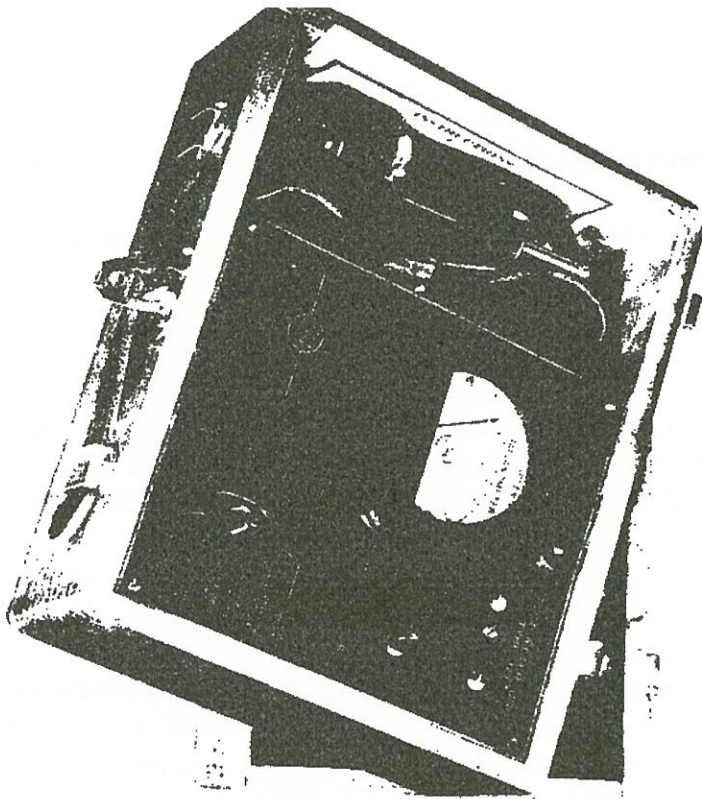


Figure 1. Test Meter Unit Type 1617

*Link*

ELECTRONIC **LINK** ENGINEERS

TEST METER UNIT  
TYPE 2323

INSTRUCTIONS  
AND  
OPERATING NOTES

LINK RADIO CORP.  
125 West 17th Street  
New York 11, N. Y.

*June 1949*

Many improved changes have been made to the network since the system became operational in 1937. It is generally agreed upon by all those who knew what it was to work with the AM system that the change to FM radio is still perhaps the most important change made in over 60 years of operation.

On the nostalgia side, in case there are any retired patrolmen out there wondering what happened to WCKY, the 50,000 watts AM commercial radio broadcasting station of Cincinnati, Ohio, well, it is still around, but it is not what it used to be. Back in the late 1930s and 1940s, the patrolmen soon learned how to change the patrol car AM receiving frequency to WCKY's 1530 kilocycles, and hear their favorite country-western music station when official patrol radio traffic was minimal late at night. All it took to convert their police receiver into a commercial receiver was a screw driver or pocket knife to tune the receiver to 1530 kilocycles. In 1994 WCKY made all sorts of changes. The station now operates on the other end of the dial at 550 kilocycles, at a reduced power of 1,000 watts at night, and 5,000 watts during day hours. Also, it is no longer a country music station. A sister station, jointly owned WSAI, began operating from the 1530 Kc spot in 1994, and this station also uses 50,000 watts, the same as WCKY did for many years. Both of these commercial AM stations share the same studios, engineers and other personnel in Cincinnati.

Some have asked "what ever happened to the original AM General Electric transmitters" after the transfer to FM. Much time, telephone calls, and U. S. Mail inquires have been made but I was only able to trace two of the five. The transmitter from the Salisbury station was sold to a man in the Charlotte, N. C. area. It was soon put into operation, and was said to be the first black owned and operated commercial radio broadcasting station in North Carolina. We were unable to learn the station owner's name, or how long it operated. One old timer said he didn't think the station was in operation for any length of time however. The transmitter from the Elizabethtown station was purchased by the California State Highway Patrol in 1945. Chief Operator John W. Baird and Radio Operator Lawrence Gooding were directed to build a 'strong, wooden crate' to specifications so that the transmitter could be shipped safely to the west coast. I have been unable to verify the final disposition of this bulky transmitter. Rumor has it that some of the monstrous vacuum tubes were not all in one piece when the crate arrived in Sacramento. Officials with the California State Highway Patrol have declined comment concerning the state of condition, or final disposition of the transmitter. Another old timer thought the one from the Raleigh station was sold to an individual in the Raleigh area, but we were unable to verify this.

There were over 200 RCA mobile receivers on inventory when they were replaced by the FM receivers in 1945. The older AM receivers were sold to any police agency willing to pay a modest and reasonable price for this outdated equipment. The other outdated paraphernalia such as antennas were sold mainly as salvage, with some items going to local departments to be used with the mobile receivers they purchased.

State of North Carolina

Department of Motor Vehicles

T. BODDIE WARD  
COMMISSIONER

W. H. ROGERS, JR.  
ASST. COMMISSIONER

Raleigh

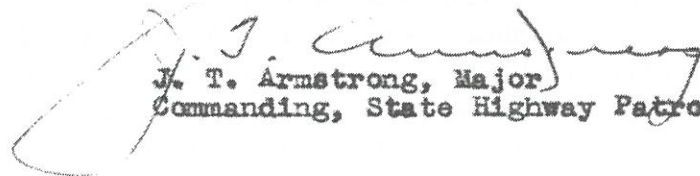
October 16, 1943

- Mr. W. B. Sloop, Chief Operator
- Mr. C. D. Cavanaugh " "
- ✓ Mr. J. W. Baird " "
- Mr. J. B. Taylor " "
- Mr. R. M. Slack " "

Gentlemen:

This is to advise that Captain C. D. Farmer has been appointed Communication Officer, in charge of all radio stations and any complaints of any nature or anything relative to the radio stations is to be taken up with Captain Farmer direct at Raleigh.

Yours sincerely,

  
 J. T. Armstrong, Major  
 Commanding, State Highway Patrol

JTA:lc



The period covered thus far concerned the founding of the Patrol Radio Network, from inception to completion of the original five radio stations, plus the added eleven sub-stations. Each of the sixteen stations were assigned certain counties to cover, however the coverage areas were not confined to within specific boundaries such as districts or troops.

Generally speaking, station operations did not know boundary lines. The Radio Operators worked mobile units assigned to counties other than those which each station was responsible for, and this was a daily occurrence for many years. When a station could not raise a mobile unit to dispatch traffic, it was not unusual for the Radio Operator to transmit the pending traffic to another station for final transmission to the car designated to receive the message. Also, mobile units from other troops depended upon radio stations far removed from their own troop. **[Editor's note: A classic example; In 1960, while on duty at the Wilmington sub-station one morning, I received a mobile radio call from a Pennsylvania State Police officer who asked me to advise Butler (his radio station) to dispatch a wrecker to his 10-50. I did so, and this is just one example of "skip" radio which was experienced by many radio people during those years. This Pennsylvania officer was only a few miles from his station in Butler, yet he could not raise his station, and our's, miles away, was entering his receiver, and he decided to give us a call to see if we could receive him. He was 10-2+].** Weather conditions, and location of the mobile unit dictated which radio station the mobile unit could communicate with a majority of the time. Repeater stations had not entered the picture during this period of our network history.

For many years the radio system was assigned only one base transmitting frequency, and just one mobile transmitting frequency once the patrol cars obtained this capability. This arrangement had advantages and disadvantages. One important advantage of all stations operating on one and the same frequency was the quicker knowledge by the patrolmen of crimes in progress. When a mobile unit overheard a station giving out information about a crime in a neighboring or nearby county, he would immediately put into operation a plan to assist other units. Without hearing the broadcast from a station other than his own, it would have been perhaps several minutes before his station received and broadcast the message. On the other hand, in many instances a station would be handling routine lengthy traffic, when another station would need the airwaves to broadcast traffic of an urgent nature. Some radio operators, on occasion, would have to make long distance telephone calls to other stations to ask the operator to yield for emergency traffic. It was, and still is, a violation of the FCC rules and regulations for a radio station to interfere with another station's transmission by radio. Thus, from the beginning, Radio Operators were trained to monitor and listen attentively to make sure the network was clear before keying a microphone.

With the assignment by the FCC of multi-frequencies, transmitting and receiving, during the 1950s, and 1960s, the network began utilizing several frequencies. We hear these multi-frequencies referred to as channels over the past several years. The modern mobile units contain built in scanners, thus the troopers of today have the advantage of being informed of what is going on by more than just one radio station. When additional frequencies were first added to base stations, the mobile units did not have receiver scanners, just the one frequency to receive the base station he was assigned to work. With the multi-frequencies, the base station

normally has access to the airwaves whenever the telecommunicator needs to key the mike without interfering with other radio traffic in progress on the network.

By the mid-1970s the State Highway Patrol Radio network was becoming more of a troop oriented system than heretofore. When the original five radio stations were built, the locations were chosen geographically, not for troop headquarters location, but for the best transmitting and receiving qualities. That was the bottom line which also included the maximum area coverage possible. None of those five original stations were located at or near a troop headquarters. Radio Station WANI was located over 25 miles from Troop "A" headquarters in Greenville. Two of the original five stations were located in Troop "B". Radio Station WANH was over 50 miles to Troop "B" headquarters in Fayetteville, and 125 miles to Wilmington when the headquarters was in the port city for a brief period. Radio Station WANL was about 30 miles to the Fayetteville headquarters, and 50 or more miles to the office in Wilmington when it was located there. Northwest of Salisbury, Radio Station WANK was over 50 miles from Troop "C" headquarters in Greensboro, while Radio Station WANJ east of Swannanoa was the closest to any troop headquarters during the early days of the network. It was just over ten miles from Troop "D" headquarters in Asheville.

During the late 1970s one by one the Radio Stations across the state were beginning to be referred to as Troop Communication Centers. While two Centers are still located some distance from their respective troop headquarters, they too are as much Troop Communication Centers as the other Centers, and they are considered as such.

The North Carolina State Highway Patrol Radio system has made enormous strides since the days of one-way radio. It all started with broadcasts to the mobile receiving units in 1937, when, if the stations message needed or required an acknowledgment, the patrolman drove on to the nearest available telephone and called the radio station in this manner. These officers didn't hesitate to pull up into a farmer's yard where he saw a telephone line running to the farm house, knock on the door and ask permission to use their telephone. If the patrolman knew of a gas filling station at a cross roads in the general area where he was patrolling when the call came in, he normally preferred to go to the store to make the call rather than to a private residence.

The network changed from AM to FM radio in 1945. Two-way radios, mobile transmitters, were installed in 1946 so the patrolmen could transmit back to their base stations. In the mid-1950s two way transmitters were installed in all patrol cars, thus the patrolmen can now also transmit to each other, from car to car. Afterwards, this type radio system has been referred to as three way radio. Prior to this, the base station had to relay all car to car traffic.

The Police Information Network (PIN) was up and running by 1972. This statewide computer system which changed its name to Division of Criminal Investigation (DCI) in 1989, is a section of the State Bureau of Investigation, under the N. C. Department of Justice. This system enabled all radio stations to send computer originated inquiries and requests directly to the records division of the Department of Motor Vehicles, and was a step forward concerning speed to secure data for the officers on the road. By February 1973 a statewide patrol microwave network had been constructed. With numerous channels at the patrol disposal, many links between base stations and repeater stations are utilized rather than relying on radio signals. Other links have been added between Patrol Headquarters, ComCenters, Troop Headquarters, District Offices, Patrol Garages, and other offices.

In 1984 the Computer Aided Dispatch (CAD) system went on line at all ComCenters. With the computer located in Raleigh, a terminal is available at all radio consoles and one in each Center Supervisor's office. Other terminals are in use at a number of other Patrol offices and installations statewide. This system continues to be upgraded periodically.

The installation of radios in new patrol cars is done at the C & L complex on Blueridge Road in Raleigh. Space was made available in 1960 at the complex where the equipment began to be installed by prison labor, supervised by a Radio Engineer I. Prior to this, radio operators and dispatchers from various stations were required to spend one to two or more weeks each year working in the northwest corner of Mechanic Foreman "Shorty" Cooper's Patrol Garage back of the old WANH building, doing this line of work. This was in a tin building, cold in the winter months, and extremely hot in the summer months. A few years later, a modern, brick air conditioned building was erected for the Radio Installation Team on the C & L complex. The parts department for all patrol electronic gear is housed in this building also, with an Engineer I as Parts Clerk.

In the following Chapter, the history in digest is presented on each of the original stations, with a more detailed history concerning those that were added after the original five.



The Communications Division had a hand in the service of the Speed Clock. Here Chief Engineer Cavanaugh and Chief Radio Operator Sloop are briefing Corporal R. E. Sherrill on the general operation of this newly issued speed timing device.

Undated early 1950s file photo.

59-A

From the beginning in 1935, after the radio system had been approved by the State Legislature, without a station having been constructed, the proposed system took on the names of “Radio Station”, “Patrol Radio”, and “Patrol Radio Station”. All three names were official so far as Patrol Headquarters was concerned. Old documents originated from the State Revenue building, the office of patrol headquarters during the era, attest to this.

Starting in the mid-1970s Patrol Headquarters began to refer to their various radio stations as “Communication Centers”. Many people continue to use the original names however, but officially these installations are Troop Communication Centers. More recently, these centers are more commonly referred to as ComCenters by headquarters on down to center personnel.

There is a Communications Center in each of the eight troops of the State Highway Patrol. On the following pages within this chapter the reader will find a brief current status of each center which had the beginnings of the original five radio stations. Within this chapter more space is given to the three centers that were added to the network after the original five stations.

Troop “A” ComCenter .....Page 61  
Troop “B” ComCenter.....Page 62  
Troop “C” ComCenter.....Page 63  
Troop “D” ComCenter.....Page 64  
Troop “E” ComCenter.....Page 66  
Troop “F” ComCenter.....Page 67  
Troop “G” ComCenter.....Page 72  
Troop “H” ComCenter.....Page 73



This shirt patch was worn by the Radio  
Engineers during the 1980s and  
early 1990s

## TROOP "A" COMMUNICATIONS CENTER

This center is located at 4003 West Main Street, Williamston, which is about two miles west of the downtown business district on US-64 highway. The two-story masonry building is about two hundred feet west of the original building of Radio Station WANI. All operations commenced from this new building in 1975. This patrol radio facility presently occupies its second home. With the original site only about two hundred feet away, it is the closest of the original five to have moved to a new site so close by. E'town Radio is the second of the original five to have moved close to its original building, a few hundred yards south of its first location. Raleigh radio is about one mile from its original building, while Asheville and Salisbury radio facilities are a few miles from their original locations.

From this center, with the aid of automated repeater stations, the following 22 eastern counties are served with multi-frequency (channels) communications:

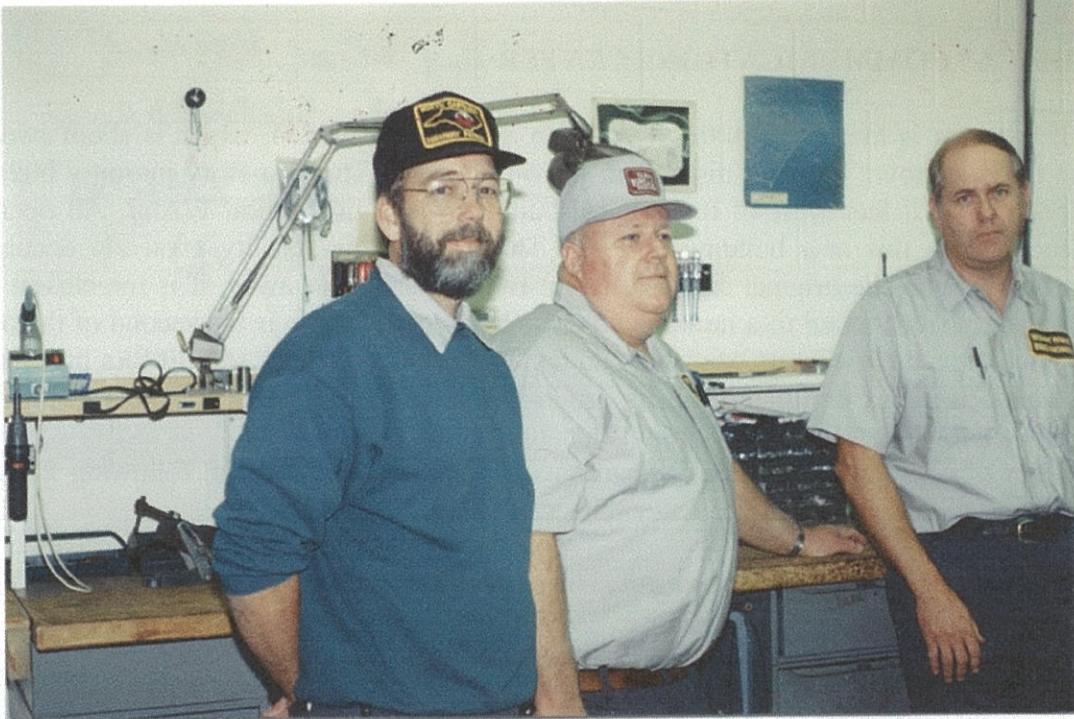
Beaufort	Currituck	Jones	Perquimans
Bertie	Dare	Lenoir	Pitt
Camden	Gates	Martin	Tyrrell
Carteret	Halifax	Northampton	Washington
Chowan	Herford	Pamlico	
Craven	Hyde	Pasquotank	

Troop "A" Communications Center's allocation of personnel consist of one Center Supervisor, three Shift Supervisors, twelve Telecommunicators, one Radio Engineer II, and two Radio Engineer I, for a total of nineteen personnel.

The three Radio Engineers are responsible for radio equipment maintenance of the base station, several repeater stations, and all mobile units assigned to Troop "A". They also maintain mobile units for other state agencies in the area.

The Radio Maintenance and Radio Repair Shop occupy the first floor while all communication operations utilize the second floor of the building. Like all others, this center never closes. It operates with three telecommunicators working the day shift, and the same number on the evening shift, with two telecommunicators on duty from midnight until 0800 hours daily.

Editor's Note: The counties of Halifax and Northampton have been assigned to Troop "C" ComCenter's roster since the above data was gathered in 1994-95, making a total of 20 counties served by this center, instead of the 22 as shown above.



Top Photo: Troop "A" ComCenter Radio Engineers  
L to R: Engineer I Jim Hagwood; Engineer II Shelton Winn; Engineer I Steve Rawles  
Bottom Photo: Center Supervisor Harold Riddick  
Both photos taken 2 November 1994





Left: Troop "A" ComCenter base antenna tower, located within a few hundred feet South of the station building.

Right: Shift Supervisor Richard Alexander (promoted to Troop "A" ComCenter Supervisor in 1995)

Both photos taken 2 November 1994



Top: Operations Room, Troop "A" ComCenter  
Bottom: Troop "A" ComCenter Shift Supervisor L. C. Cowan

Both photos taken 2 November 1994

## TROOP "B" COMMUNICATIONS CENTER

This Center is located on the east side of highway US-701 about 4 miles south of Elizabethtown. The one story brick building is a few hundred yards south of the original Patrol Radio WANL building, which is one of three still standing today from the first five radio station buildings. The present home to Troop "B" Communications Center is its second, having been completed and occupied by staff in late summer of 1978. Elizabethtown Radio was the last of the original five to move out of their original home.

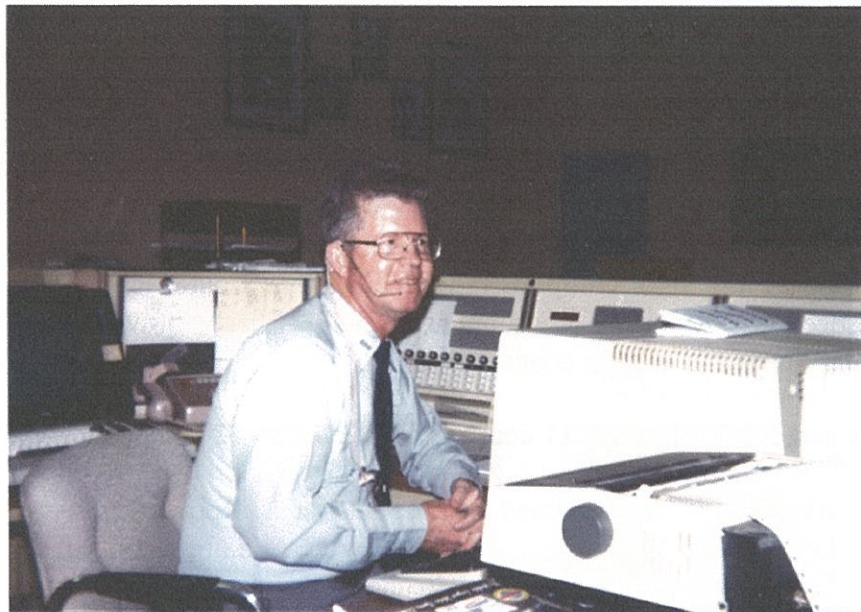
From this center the following 11 counties are served by 22 communication personnel:

Bladen	Cumberland	New Hanover	Robeson
Brunswick	Duplin	Onslow	Sampson
Columbus	Harnett	Pender	

The roster of personnel for Troop "B" Communications Center consist of one Center Supervisor, three Shift Supervisors, fifteen Telecommunicators, one Radio Engineer II, and two Radio Engineers I.

The Radio Maintenance and Repair Shop is still located to the rear of the original station building, and the Troop "B" Patrol Garage is also situated on the same plot of land near the original building and has been in this location for many years.

This facility has come a long way since its beginning. The allocation in 1937 called for two Radio Operators. However, from September 1937 until 4 November 1937 the station only had one assigned, full time, permanent Radio Operator. Radio Operator John W. Baird, stationed at the Williamston facility, worked as a relief operator for WANL until Radio Operator Lawrence Gooding came aboard in November 1937 to complete the staff assignment.



Top: Shift Supervisor William "Bill" Allen, Troop "B" ComCenter, formerly stationed at Fayetteville Radio Station KIA-271. Bill is now deceased of natural causes. This 1988 photo furnished by Center Supervisor Joey Britt of Troop "E" ComCenter.

Bottom: Troop "B" Communications Center, US701 South of Elizabethtown, a few hundred feet South of the original station (WANL) building. Photo taken 10 January 1995.



Top: Troop "B" ComCenter Engineer II Neil M. Singletary  
Bottom: Troop "B" ComCenter Supervisor Robert Earl Branch  
Both photos taken 7 November 1994



Retired Radio Engineer II John W. Baird  
Standing at SW corner of the original building  
of Radio Station WANL  
Photo taken 7 November 1994



Troop "B" ComCenter base antenna tower, located to left rear of the station building, US-701 South of Elizabethtown, NC

Photo taken 10 January 1995



Top: Tc Angie Hammitt, Troop "B" ComCenter  
Bottom: Tc Donna Hotsenpiller, Troop "B" ComCenter

Both photos taken 7 November 1994



## State of North Carolina



EDWARD SCHEIDT  
COMMISSIONER

JOE W. GARRETT  
ASST. COMMISSIONER

COLONEL DAVID T. LAMBERT  
COMMANDING

Department of Motor Vehicles  
State Highway Patrol  
Raleigh

MAJOR WILLIAM B. LENTZ  
COMMUNICATIONS & TRANSPORTATION

MAJOR CHARLES A. SPEED  
DIRECTOR, SAFETY DIVISION

MAJOR C. RAYMOND WILLIAMS  
ENFORCEMENT DIVISION

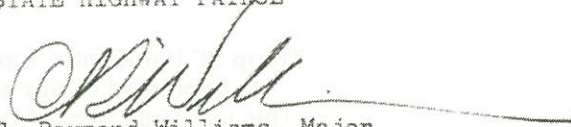
26 September 1961

SUBJECT: Record of Installation Visits

TO: All Enforcement and Radio Personnel

1. Effective 1 October 1961, all radio stations and district offices shall maintain records of all official visits made to the installation by sergeants, corporals, and troopers. Form HP-610 shall be located for the convenience of arriving and departing Patrolmen. On arrival, each sergeant, corporal, trooper shall insert the appropriate date, his number and the time of arrival and insert the reason for the visit. On departure, he shall insert the time of departure.
2. District sergeants at district headquarters, operators at radio stations and corporals at other district offices shall see that the records are accurately maintained from day to day, review the records each week ending 12:00 midnight Sunday, sign the reports and deliver them promptly to the troop commander in whose area the installation is located. Chief radio operators experiencing difficulty shall confer with the troop commander.
3. Troop commanders shall review the records, sign each sheet, and package all reports for the week, and deliver them to Patrol Headquarters without delay for further review. The reports will then be returned to troop commanders.

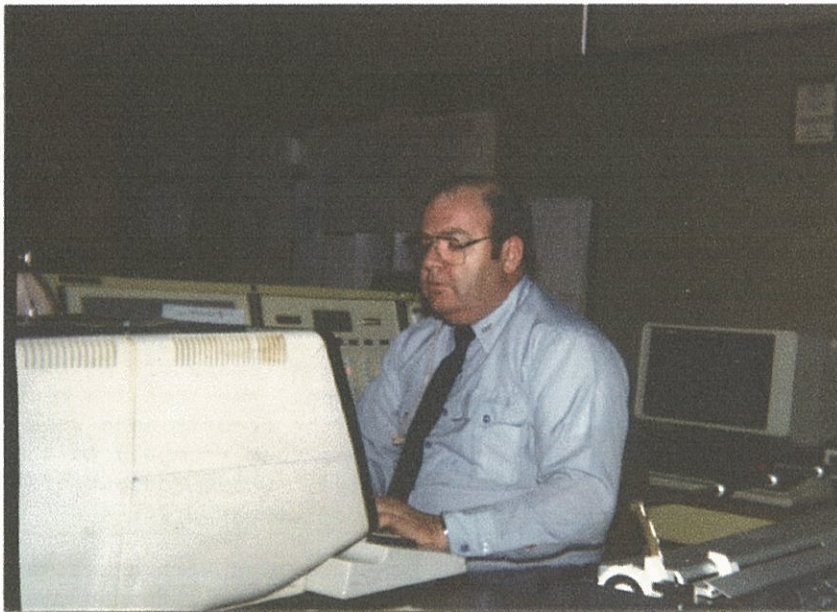
DAVID T. LAMBERT, COLONEL  
COMMANDING  
STATE HIGHWAY PATROL

  
C. Raymond Williams, Major  
Director, Enforcement Division

EWJ:ktv

cc/ Major W. B. Lentz

DRIVE SAFELY — SAVE A LIFE



Troop "B" ComCenter Supervisor Autrey L. Little  
(Promoted to this position in 1996)  
This July 1988 photo furnished by ComCenter  
Supervisor Joey Britt of Troop "E" ComCenter

## TROOP "C" COMMUNICATIONS CENTER

This center is located at 4008 District Drive, Raleigh, which is off Blue Ridge Road, a few hundred yards behind Troop "C" Headquarters. It is within a mile west of the original Radio Station WANH building on Blue Ridge Road, one of the three still standing out of the five stations erected in 1936-37.

From this center the following 12 counties are served by multi-frequency (channels) communications:

Durham	Granville	Nash	Warren
Edgecombe	Greene	Vance	Wayne
Franklin	Johnston	Wake	Wilson

All communication operations, except the technical section, were moved from the original building to the new facility for Troop "C" Communications Center on 9 July 1973. The radio repair shop had already relocated to inside the Troop "C" Patrol Garage some time earlier. The garage building is adjacent to Troop "C" Headquarters, while the Communications Center is several hundred feet away on a separate parcel of land, and at the time of this writing, there is an open field or farm land between the Communications Center and the other patrol buildings.

The center occupies the second floor of this two story brick building. When the center was first opened, there was a lounge area on the first floor. Also on the first floor was a conference room, storage rooms, rest rooms, and a power generator room.

The allocation for the center including those of the technical sector, consist of a Center Supervisor, four Shift Supervisors, nineteen Telecommunicators, one Engineer II, and two Engineers I, for a total of twenty seven personnel.

Although of only one-week duration, the first Basic Telecommunicator School was conducted on the first floor of this new facility 12-16 November 1973.

Within a year after radio communications moved into this new building, the office staff of the Enforcement Division's Training section, headed up by Captain C. D. Fox, moved into the first floor area. During this period the training and Basic Patrol School was still located at the Institute of Government, University of North Carolina in Chapel Hill. Captain Fox and his staff moved to their permanent home at the newly acquired facility for the Patrol Training Center on Old Garner Road, Raleigh in the fall of 1977.

An additional matter of record; when Troop "I" was created in the 1980s, the headquarters was located on the first floor of Troop "C" Communications Center. After a few years there, the unit moved to an office at 1142 East Maynard Road, Cary, and remained there until the Troop was disbanded in January 1998.

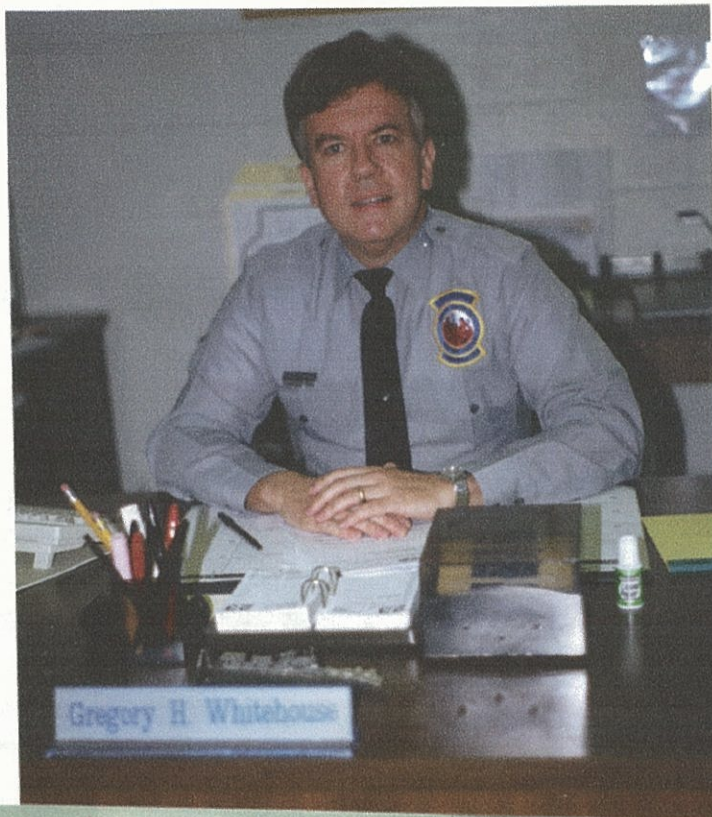
[Editor's Note: The counties of Halifax and Northampton have been added to Troop "C" ComCenter's roster since the above data was gathered in 1994-95, making a total of 14 counties served by this center.]



Top: Troop "C" ComCenter Supervisor Walter Frank Stancil  
Photo taken 25 February 1995  
Bottom: Troop "C" Radio Maintenance & Repair Shop  
Photo taken 26 April 1998



Top: Troop "C" ComCenter Shift Supervisor George Rimmer  
Bottom: Troop "C" ComCenter Tc Nancy D. Baker  
Both photos taken 21 February 1995



Top: Troop "C" ComCenter Supervisor Gregory H. Whitehouse  
Photo taken 24 April 1998

Bottom: Troop "C" ComCenter Tc Karen Russo  
Photo taken 21 February 1995



Top: Troop "C" ComCenter Tc David Knight  
Bottom: Troop "C" ComCenter Tc J. Mark Nelms  
Both photos taken 20 February 1995





## TROOP "D" COMMUNICATIONS CENTER

This modern building and facility is the second home for Troop "D" Communications Center, and is located at 2527 East Market Street, Greensboro. It is within a few hundred feet of the first building for this Radio Station, which was created in 1953 when the two sub-stations of Wadesboro and Kernersville were closed. The personnel of those two stations were transferred to the new and larger operation in Greensboro, however, only one, Radio Dispatcher Earl E. Colin accepted the transfer from the Wadesboro station, and none moved from the one in Kernersville. In 1953, a one story brick building was erected behind Troop "C" Headquarters building to accommodate the new radio station, with a radio repair shop in a partitioned room at one end of the building. So as not to completely confuse any readers, during this period of time, Troop "C" Headquarters was located on East Market Street in Greensboro. Also, during this period of time, Troop "B" Headquarters in Fayetteville covered counties from the Virginia state line to the South Carolina state line. The Raleigh area was all within Troop "B" of the State Highway Patrol. This station in Greensboro wasn't referred to or designated as a Troop Communications Center until the mid to late 1970s. Prior to that it was referred to, like all others, as a Patrol Radio Station.

The charter staff members of Greensboro Radio KIB438-439 were:

Chief Operator Robert W. Franklin  
Radio Operator Earl E. Colin  
Radio Dispatcher Robert Marine  
Radio Dispatcher Lynwood Pickett

Mr. Grady L. Fonville of Radio Station WBBB in Burlington, N. C. was employed as a Radio Dispatcher for Greensboro Radio in the spring of 1954. After he served an apprenticeship on a console, he was promoted in 1954 to the grade of Technician, to assist Chief Radio Operator Franklin. From then on until his resignation, he spent more time doing installation and radio maintenance work than he did on a console as a Radio Dispatcher. Technician Fonville resigned about seven years later to accept a position with the City of Greensboro in their communications section. After a few years of employment with the city, Grady opened his own radio repair shop known as Fonville Radio Repair. He is still active in his own business, assisted by one of his sons.

For a few months after the station became operational, radio operators from the Salisbury facility assisted Radio Operator Colin with the training of Dispatchers Marine and Pickett, the two new hires. These two charter staff members only remained with the station a few years before both resigned. This left Dispatcher Colin (now classified as dispatcher) as the mainstay, and he trained several new hires before he resigned 1 April 1961. In addition to Grady Fonville, one of Dispatcher Colin's trainees was David Searcy, who, after a few months with the radio station, transferred to the Enforcement Division. In 1960 Patrolman Dave Searcy was killed while on duty, assisting a stranded motorist, when another vehicle ran into the rear of his patrol car, on US-70 highway in Hickory. A colorful and jovial person that Dispatcher Colin also



Top: Troop "D" Communications Center, new and first activated 1953. It was vacated by 1 May 1990 for the second home, shown being constructed in the bottom photo. The main entrance is to the far right, and the radio repair shop was located inside, to the far left end. The two story building to the right is that of Troop "D" Headquarters. Greensboro, NC. Photo taken 27 June 1995.

Bottom: This photo was taken by SS P. M. Way on 21 July 1989 of the future home for KIB-438/ KIB-439. Radio Repair Shop appears to left in picture.

trained was Leo Frank Maness who was employed 1 July 1955. When Technician Fonville resigned, Frank, who already had a First Class Radiotelephone License, was promoted to take his place as a Technician. During an interview with Frank after his retirement, who lives in LaBelle, Florida, I asked him how did he spend his leisure time, to which he replied; "Playing with three and three quarters acres of oranges, and twenty five bee hives. Also, I check several times each day to be sure the earth is turning."

In February 1966 Chief Operator Franklin was reclassified as an Engineer II, and Dispatcher III Ronald W. Smith was name Telecommunicator Supervisor for Greensboro Radio KIB438/439. Ronnie first became employed by Wilmington Radio KIB-365 in March 1956, but resigned about two years later to work for the N.C. Prison Department in Wilmington as a Sergeant. By July 1960 he had resigned the prison department job and was back with the Patrol Radio and stationed in Greensboro.

Like some of the other stations, this one in Greensboro soon became one of the busier ones on the network. Within a short period it was obvious to many that the radio operations needed more space and the repair section as well. In early 1974 construction began on a separate building for the Radio Shop. Once this part of the operations moved into the new quarters only a few feet from the main building, the partitioned wall was taken out of the original building. After this was done, more consoles were added, and soon additional personnel were allocated for the station.

In late 1980s, approval came through for the construction of a new building for Troop "D" Communications Center. Construction began in 1989 on a building located next to the Radio Repair Shop. The new facility was completed and operations were in full swing by 1 May 1990 in this, the second home for Greensboro Highway Patrol Radio.

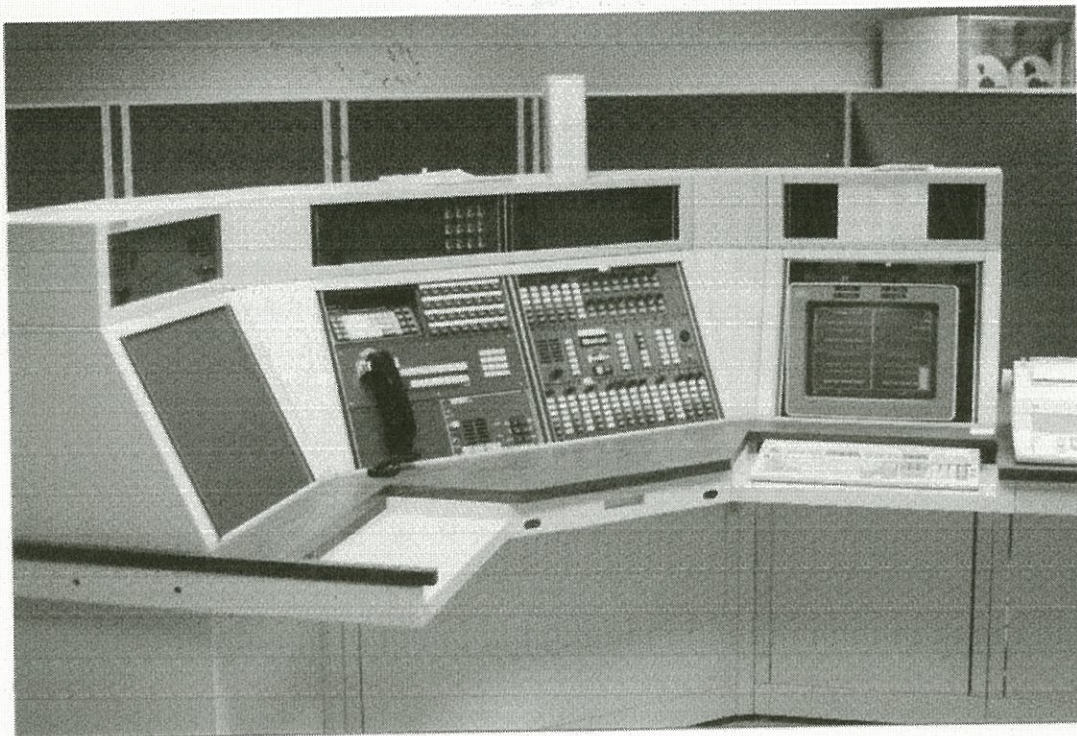
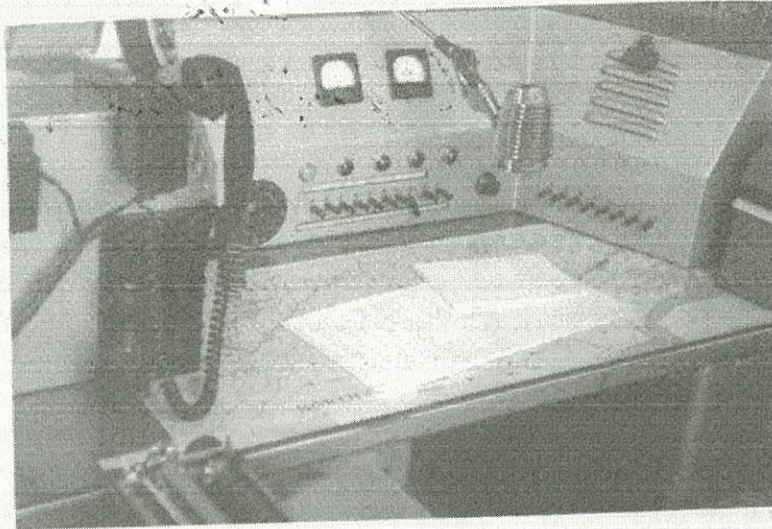
Today, the staff of Troop "D" Communications Center consists of one Center Supervisor, three Shift Supervisors, thirteen Telecommunicators, one Engineer II, and two Engineers I, for a total of twenty who man consoles and maintain the equipment for the following nine counties:

Alamance	Guilford	Person
Caswell	Lee	Randolph
Chatham	Orange	Rockingham

Upon the service retirement of Center Supervisor R. W. Smith on 30 June 1996, Troop "H" Communications Center Supervisor Gary C. Michael was granted a lateral transfer from Monroe to Greensboro to take Supervisor Smith's place as Troop "D" Center Supervisor. Supervisor Michael was employed as a Telecommunicator on 19 September 1977 and was stationed at Troop "D" Communications Center as a Telecommunicator. He was promoted to Shift Supervisor in 1989 and remained at Troop "D" ComCenter until September 1993 when he was promoted to Center Supervisor to activate the then new Troop "H" Communications Center in Monroe.

Past and present personnel in charge of Troop "D": Communications Center are as follows:

Chief Operator Robert W. Franklin.....	1953 - 1966
Center Supervisor Ronald W. Smith.....	1966 - 1996
Center Supervisor Gary C. Michael.....	1996 - .....



Top: Patrol Radio KIB-438 console position #1. This photo, circa 1956, was taken by former Radio Operator Earl E. Colin of KIB-438/KIB-439, Greensboro, NC  
Bottom: This 5 May 1990 photo taken by Shift Supervisor P. M. Way is one of four such consoles installed in the new Troop "D" ComCenter.



**Top:** Communications Bus – West, stationed at Troop “F” ComCenter, Newton, is used for special events covering the Western section of the State. Here it is off to the Rockingham NASCAR Races operated by Troop “D” ComCenter Supervisor R. W. Smith. Photo taken by S/S Phil Way on 21 October 1989.

**Bottom Left:** This is the earlier version of the SHP Communications Bus. This photo was taken and furnished by former Radio Operator Earl E. Colin of KIB-438/KIB-439 during a three weeks summer special assignment in 1954 with the U.S. Army at Camp McCall in Richmond Co., NC

**Bottom right:** Former Radio Operator Willie Roscoe Warren stationed at Wilmington Radio KIB-365 was on special assignment with Mr. Colin in 1954. These two photos furnished by former Radio Operator Colin.



Center Supervisor R. W. Smith with retired Shift Supervisor  
Lloyd Griffin of Troop "D" ComCenter (now deceased)  
Photo taken on 27 June 1995

## TROOP "E" COMMUNICATIONS CENTER

This center is located only a few feet directly behind Troop "E" Headquarters building on the west side of highway US-29, about one and one half mile north of China Grove. Salisbury Radio WANK first went on the air in September 1937. At that time the station was located on the south side of highway US-601 northwest of Salisbury, and was housed in one of the five original patrol radio station buildings. In 1950 the FCC changed the station call sign to KIB-896. The second and present home of this station came in September 1954 when it moved from the original building, which is 10 to 12 miles away.

This one story brick building was built on the same floor plan as the original one in Greensboro. Radio Repair occupied a room in one end of the building until about 1965 when a separate shop building was constructed nearby. After Radio Repair moved out, the partition wall was removed in the station building to make room for additional radio consoles.

Today, Troop "E" Communications Center employs all the modern equipment the other centers across the state have access to. The center is manned by one Center Supervisor, three Shift Supervisors, fourteen Telecommunicators, one Radio Engineer II, and two Radio Engineers I for a total of twenty one personnel.

The following ten Troop "E" counties are served by Troop "E" Communications Center:

Cabarrus	Rowan
Davidson	Stanley
Davie	Stokes
Forsyth	Surry
Montgomery	Yadkin



Center Supervisor Joey Britt and  
retired Center Supervisor Frank Fowler  
Photo taken 27 June 1995

Shift Supervisor Steve Myers of  
Troop "E" ComCenter.  
This June 1989 photo furnished by  
Center Supervisor Joey Britt



66-A



nty, North Carolina

Tuesday, October 22, 1968



**ON THE AIR** — John Thompson of Salisbury, supervisor dispatcher at the local State Highway Patrol radio hut, tries out the new console transmitter-receiver unit which was designed, built and installed by Dan Henderson and Alson Siler, radio

technicians at the station. In background is Charles Lowder, dispatcher, struggling along with the second old set which also is scheduled to be replaced. (Post Staff Photo by Clemmer)

## Radio Technicians Make Console For Patrol Radio

A space age transmitter-receiver console radio unit is now in use at the State Highway Patrol radio station behind the main building on Highway 29.

The new unit replaces a set, which if compared and using automobiles as the comparison medium, would pit a new Mustang against one of Henry's Ford's early touring cars.

The sleek console unit is the finished product of Dan Henderson and Alson Siler, radio technicians at the patrol headquarters.

The talented pair first designed the set with a primary goal of the finished unit's compactness to help relieve operator fatigue. It meets that requirement, according to the dispatchers who have already become familiar with the set.

After designing the unit, the pair of technicians ordered off for the required parts, assem-

bled the unit, and installed it.

It required about 350 man hours to complete the new set, which if purchased at a factory as a ready to go unit, would have cost the state of North Carolina an estimated \$3,000 to \$10,000.

The actual cost of the jet-set

looking unit is far short of the factory price.

The set replaces a large, bulky set which Henderson and Siler also designed, built and installed back in 1954. The old unit, in operation 24 hours a day for 14 years, served about 122,646 hours.

This newspaper clipping furnished by  
Center Supervisor Joey Britt.



## TROOP "F" COMMUNICATIONS CENTER

This two story brick facility is located on the Troop "F" Headquarters complex one half mile south of Newton city limits, on the east side of highway US-321 at the intersection of Smyre Farm Road. According to information gathered from people who travel the state and have visited all troop headquarters, the Troop "F" Headquarters complex is one of the most attractive, and is said to be the best laid out of them all. The complex is spread out, not bunched up as some are. One reason for this is that it was planned in advance to include everything that is located in the complex. The original, long range planning included the rambling one story Troop "F" Headquarters building, the Patrol Garage, the Communications Center, the Transmitter and Power Generator building, and the Maintenance building with fenced in roomy parking lot for temporary car storage. Nothing has been added to the original plans, thus, it stands out from most of the others in this respect. The headquarters staff offices are all arranged in one end of the main building, with roomy space on the opposite end of the building for Driver License Examiners offices and waiting room. Between the examiners offices and the staff offices, is a large auditorium with stage. There are conference rooms, lounges and break rooms. There are many closets, supply rooms and rest rooms located in their proper arranged places. Thirteen acres of rolling, well drained land was purchased from Mr. Charles Loflin of Newton in 1973 for the complex. The N. C. Department of Transportation paid \$27,500 for the parcel of land, which is a fraction of the land value 25 years later. The troop headquarters building and the nearby garage were completed in 1975. The maintenance building for the General Services section was completed during the same time period.

By the time the Troop "F" Headquarters building was completed, plans were being formulated for the fourth and fifth buildings to complete the complex. These two would house the ComCenter and the adjacent two room equipment building. The ComCenter foundation was poured in the summer of 1976, and the building was ready for occupancy about one year later. During that time, the transmitter, microwave, and generator building was also constructed. The radio antenna and microwave tower was erected within a few feet of these two buildings. While the tower is only one hundred feet, the base is 1,000 feet above sea level. The two bay Radio Shop is located on the first floor of the ComCenter, along with two central air conditioning units in the furnace room. The second floor is occupied by the ComCenter general operations.

Consisting of five primary buildings, the complex has ample paved vehicle parking spaces at each of the buildings, plus some in between. The people who work in this complex feel very fortunate to have pleasant surroundings with spacious lawns between buildings, all very well landscaped, and maintained.

The Communications and Logistics Division of the North Carolina State Highway Patrol determined that a minimum of fifteen people would be needed to staff the new ComCenter. The allocation included one Radio Engineer II, two Radio Engineers I, one Center Supervisor, two Shift Supervisors, and nine Telecommunicators. The Engineer II received a promotion and transferred from the Troop "A" ComCenter to Newton, the two Engineers I were new hires. Two of the nine Telecommunicators were experienced and requested transfers from Troop "D" and Troop "E" to Newton. Seven of the nine Telecommunicators were new hires. The two Shift Supervisors arrived with promotions from Troop "B" and Troop "C". The Center Supervisor

North Carolina Department of  
**CRIME CONTROL  
& PUBLIC SAFETY**



State Highway Patrol - Alcohol Law Enforcement - Crime Control - National Guard - Civil Preparedness - Civil Air Patrol

**DIVISION OF STATE HIGHWAY PATROL**

James B. Hunt, Jr., Governor  
J. Phil Carlton, Secretary

C & L Headquarters  
Raleigh, N. C.

John T. Jenkins  
Commander

14 November 1977

MEMORANDUM

TO: TROOP COMMANDERS  
FROM: MAJOR GLENN D. RUSSELL  
RE: TROOP "F" COMMUNICATIONS CENTER - NEWTON, N. C.

Troop "F" Communications Center and Radio Repair Shop, located at Newton, will become operational at 8:30 A. M., 29 November 1977.

Cars stationed in Troop "F", Districts I, II, III and IV will be worked from the Troop "F" Communications Center on channels 13 & 14. Troop "F", District V cars will be worked from the Troop "F" Center on channels 11 & 12. Troop "F", District VI & VII will remain on their present communications set-up until station personnel gains proficiency and other technical arrangements are accomplished. All Troop "F" electronic maintenance service will be performed at the Troop "F" Center beginning 29 November 1977.

This is provided for your information.

GDR/eo

CC: Colonel John T. Jenkins  
Lt. Colonel R. E. Sherrill  
Major D. R. Emory  
Major J. D. Cabe  
Major L. J. Lance  
✓ Mr. R. C. Savage  
Mr. Colin Williams  
Mr. W. B. Sloop

also transferred from Troop "B", with the promotion, to the new facility in Troop "F". Until the Basic Telecommunicator School began the seven newly hired Telecommunicators were in training for a few weeks at the Troop "A", "E" and "G" ComCenters. The regular telecommunicator school began in the middle of October 1977, and was completed four weeks later on 18 November 1977.

After the Basic Telecommunicator's School was finished, the recent seven telecommunicator graduates continued their training and indoctrination period by the two experienced telecommunicators and the supervisory personnel at their new facility.

Troop "F" Communications Center became operational when the transmitters were activated by the Center Supervisor at 0830 hours, 29 November 1977. The time and date of activation was scheduled and announced in a memorandum by the Director of the Communications and Logistics Division, Major Glenn D. Russell, on 14 November 1977. On account of prior commitments concerning the purchase of new patrol vehicles, he was in Detroit during the week of activation, and was unable to be in attendance for the occasion. Troop "F" Headquarters was represented by Captain Earl T. Green, Lieutenant Joe Wilson, Sergeant Harry Williams, and Sergeant Kent Holcombe. Also in attendance were the two Shift Supervisors, some of the Telecommunicators, and several others including those of the engineering sector and maintenance personnel. The media was represented by Mr. John Carter with his cameraman, of Channel 3, WBTV of Charlotte, and reporters from the Newton and Hickory daily newspapers, The Observer News Enterprise, and the Hickory Daily Record..

Like the other six centers at the time, the seventh would operate on a 24-hour schedule, seven days a week. This ComCenter was the first to be added to the network since Charlotte Radio KIJ-707 was activated thirteen years earlier in 1964. All of the equipment was new except the computer components of the Police Information Network, and this system too would soon be replaced by a new and updated version. With a new building, new furnishings, and new equipment, the personnel were proud and pleased to be a part of this facility, especially those who had been around for awhile and often times didn't have access to such modern equipment, and good working conditions and conveniences.

The charter staff consisted of the following personnel:

Center Supervisor R. C. Savage  
Shift Supervisor W. V. Garner  
Shift Supervisor R. G. Morgan  
Telecommunicator Jerry W. Boggs  
Telecommunicator Kenneth E. Cloaninger  
Telecommunicator Judy C. Fulbright  
Telecommunicator Dana W. Hicks  
Telecommunicator Helen J. Lail  
Telecommunicator Charles R. Scarborough  
Telecommunicator Tommy W. Teague  
Telecommunicator Gail Y. Tolbert  
Telecommunicator Raymond D. Whitehurst  
Radio Engineer II Colin E. Williams, Radio Engineer I Charles L. Calloway,  
Radio Engineer I David H. McDonald



Top: Looking SE at Troop "F" Communications Center  
First floor occupied by Radio Maintenance & Repair Shop  
Photo taken 16 May 1998  
Bottom: Entrance to second floor of Troop "F" ComCenter  
Photo taken 17 July 1995



68-B

TROOP "F" COMMUNICATIONS CENTER CHARTER STAFF

Front Row: L to R; Tc Tommy W. Teague, Tc Gail Y. Tolbert, Tc Helen J. Lail,  
Tc Dana W. Hicks, Center Supervisor R. C. Savage, Tc Judy C. Fulbright

Back Row: L to R; Tc Charles R. Scarborough, Shift Supervisor William V. Garner,  
Tc Kenneth E. Cloaninger, Tc Jerry W. Boggs, Tc Raymond D. Whitehurst, Jr.  
Shift Supervisor Ronnie G. Morgan

This photo was taken by Sergeant Kent Holcomb of Troop "F" Headquarters, inside the  
Operations Room of the ComCenter on 28 November 1977, the day before the center  
became activated,





68-D

Troop "F" Communications Center Supervisor R. C. Savage signing the new  
Patrol Radio Station  
"On the Air"  
for the first time at 0830 hours, 29 November 1977.

Shift Supervisors Ronnie G. Morgan and William V. Garner looking on.

Photo by Sergeant Kent Holcombe of  
Troop "F" Headquarters Staff

Telecommunicator Cloaninger, who transferred from Troop "D" ComCenter, Greensboro to Troop "F" ComCenter, was the first of the charter staff to separate from the ComCenter. He resigned 28 February 1978 to work for the Cornelius, N. C. Police Department as a policeman. Telecommunicator Jeff L. Jackson of Troop "E" ComCenter transferred on 1 April 1978 to fill the first vacant position. Telecommunicator Lail separated from the center on 20 April 1978, and on 15 May 1978 Miss Deborah Marie Ratchford of Hickory became the first new hire after the charter staff.

On 1 February 1981, Engineer I Calloway transferred to the Micro-Wave section, then on 31 March 1983 Engineer I McDonald resigned to accept employment in his home town of Statesville. The last of the original three of the engineering staff, Radio Engineer II Colin E. Williams, resigned 26 January 1984 to accept an engineering position with Liggett & Myers Tobacco Company in Durham. N. C.

Engineer I Robert L. Clark of Troop "A" Communications in Williamston was promoted to Engineer II on 1 December 1984, and transferred to fill the position at Troop "F" ComCenter which had been vacant for over ten months. As of this writing, Engineer II Clark had submitted his request for retirement on time service for 30 April 1998.

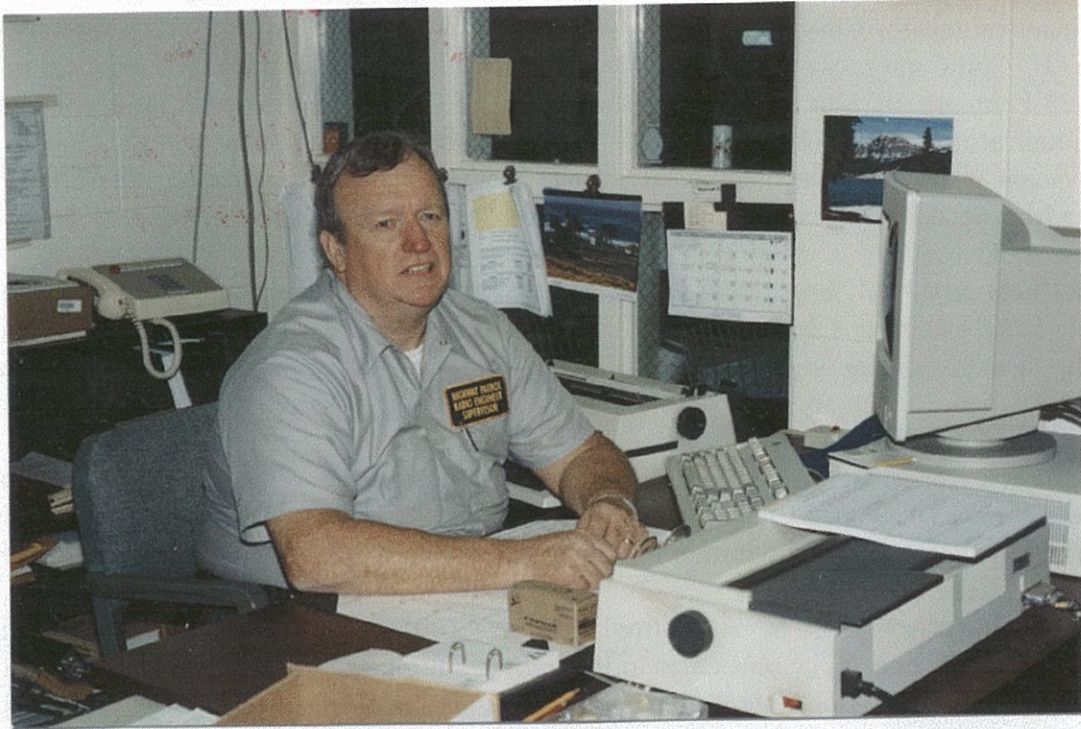
Center Supervisor R. C. Savage retired 1 August 1991 on time service. Shift Supervisor Craig Edwards of Troop "C" ComCenter in Raleigh was promoted to Center Supervisor to fill the vacancy at Troop "F" ComCenter on the date of his predecessor's retirement.

At present there are only two of the charter staff members still with the ComCenter, Shift Supervisor Ronnie G. Morgan and Shift Supervisor Dana W. Hicks.

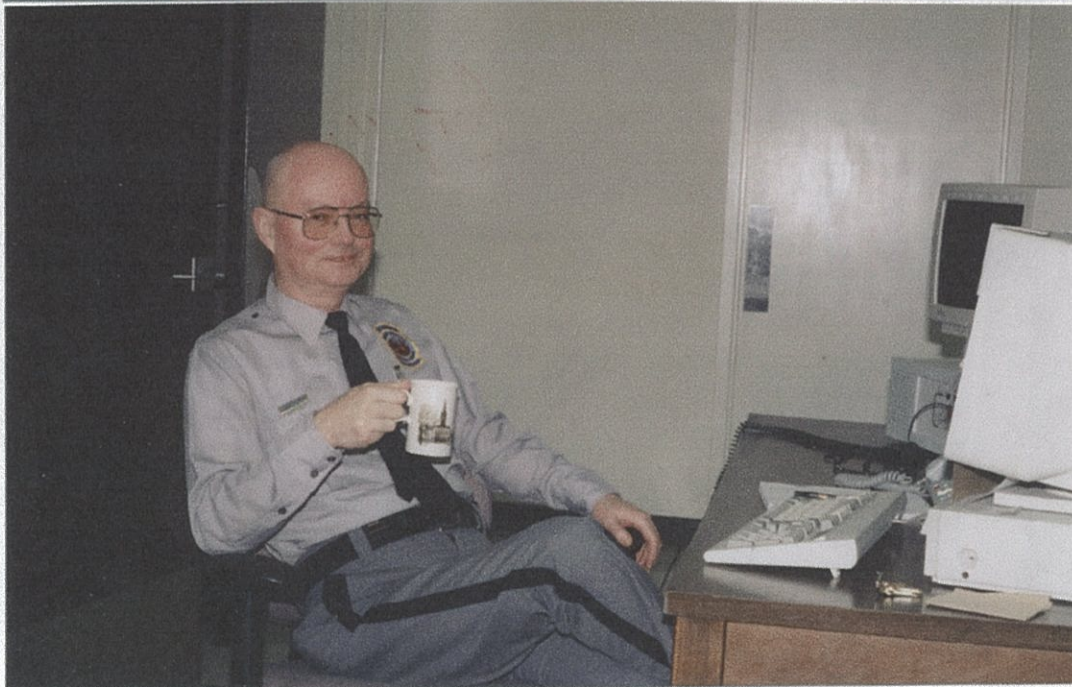
When Troop "F" was created for the present area on 15 August 1970 and Captain Earl T. Green placed in command of the new troop, he immediately began planning the future for 'his' troop. From the beginning for the next five years the headquarters was located in the District V office building on US-70 in Hickory. During this five year period, the district office worked out of a mobile home, parked behind the brick office building. The new troop's patrol car garage operated in an old abandon automobile garage a few miles away. For a base radio system a make shift affair was put into use, in the form of a portable base station with an outside antenna. The station was properly licensed by the FCC and primarily operated by Sergeant Harry L. Williams who was assigned permanent office duty at the new troop. The base station was able to communicate with some of the mobile units in Catawba County, depending upon how far the units were from the Sergeant's office.

The counties, for the new troop, were worked by Troop "E" Communications Center and Troop "G" Communications Center, the same as they had worked several years before Troop "F" was created. The workload continued to increase at these two centers. Often times it was difficult for the Troopers in the field to raise either Salisbury or Asheville, not necessarily due to poor or worn out equipment, but perhaps more so due to the heavy demands on these two stations. Thus it became justifiable for a Communications Center in the new troop.

There never was a question about where the center would be located, as the new Troop "F" Headquarters complex had the space, and most important of all, desirable space for future microwave facilities, such as unobstructed line of sight to Baker Mountain, ten miles to the west, and to other mountainous antenna sites to the north and northwest, and to Anderson Mountain

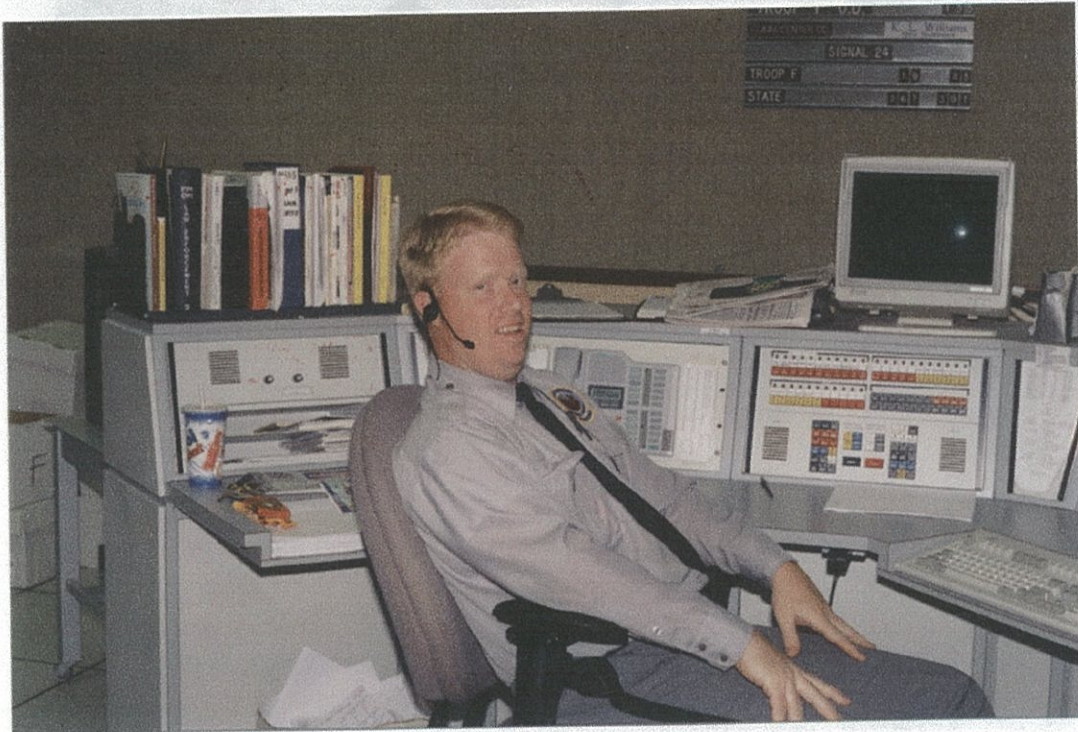


Top: Radio Engineer II Robert L. Clark, Troop "F" ComCenter (now deceased)  
Bottom: Center Supervisor J. Craig Edwards, Troop "F" ComCenter  
Both photos taken 17 July 1995



Top: Radio Engineer I James M. Carey at his work bench,  
Troop "F" ComCenter (Jim is now deceased)  
Photo taken 17 June 1998

Bottom: Shift Supervisor Ronnie G. Morgan of Troop "F" ComCenter  
with his ever faithful coffee cup.  
Photo taken 31 March 1998



Top: Tc Lesia W. Taylor, Troop "F" ComCenter  
Photo taken 17 July 1995  
Bottom: Tc Gary A. Gaston, Troop "F" ComCenter  
Photo taken 31 March 1998

to the south. All these factors had been taken into consideration before a building site was chosen for the troop headquarters complex.

The earliest file correspondence concerning the new center is dated in mid-1975 and concerns the acquisition of a Hickory architect for the ComCenter project. During this period, in addition to Captain Green in command of Troop "F", Major Glenn Russell was Director of Communications and Logistics, and Mr. W. B. "Buck" Sloop was the Patrol Communications Engineer. During the next several months the files contain numerous memorandums pertaining to general planning by the PCE related to equipment for the proposed center. Mr. Sloop had an enormous task of planning and coordinating all aspects of the project.

The architect and engineer for the ComCenter project was the firm of Beemer Harrell, A.I.A., of Hickory, N. C. As there are no files for the other stations concerning the workings of the architect prior to construction of such building, we are reprinting the "Written Statement Of Program" as submitted along with the schematics to Mr. Sloop from the architectural firm on 11 November 1975. The statement will give a more complete picture of the background work involved with a project of this nature. The writer feel these documents are worthwhile documentation not only for current readers, but indeed for the interest of some in the future. They can be found elsewhere in this history.

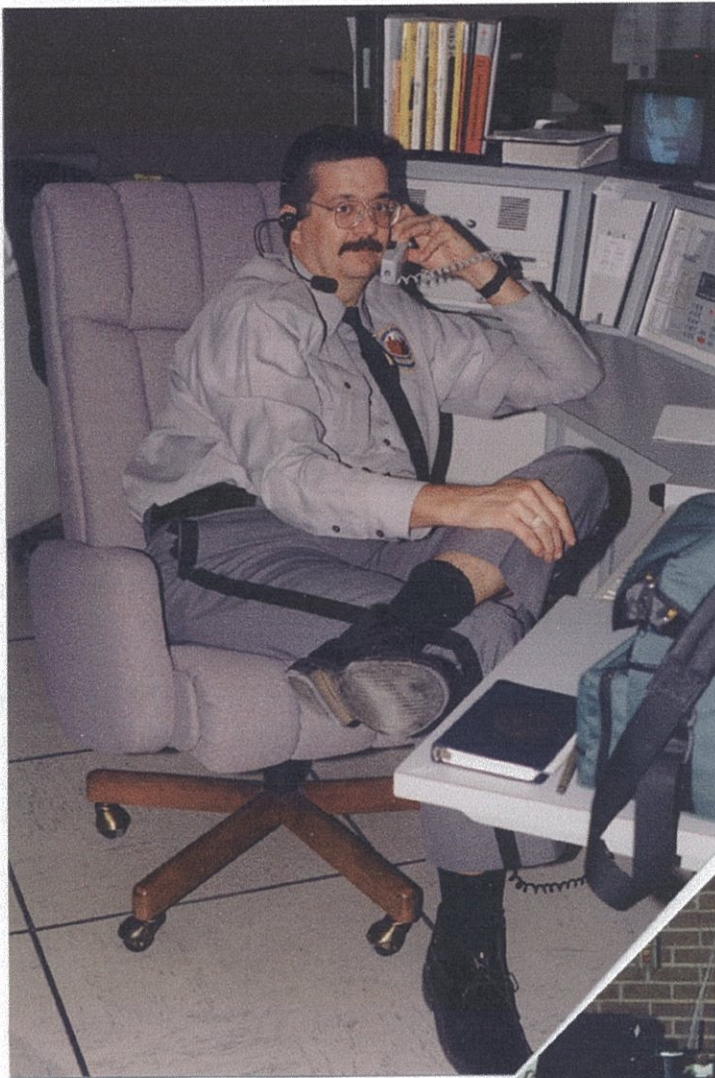
When Troop "F" Communications Center became operational, the new center was responsible for mobile communications for the following twelve counties which comprised Troop "F" at that time;

Alexander	Iredell
Alleghany	Lincoln
Ashe	Surry
Burke	Watauga
Caldwell	Wilkes
Catawba	Yadkin

In addition to its own counties of responsibility, the new center was assigned the county of Cleveland which had previously been worked by Troop "G" Communications in Asheville. A few months later, Gaston County was removed from the jurisdiction of Troop "E" Communications in Salisbury and until 1994 it was assigned to Troop "F" Communications. Troop "F" Communications Center was responsible for the Troop "H" counties of Cleveland and Gaston until Troop "H" ComCenter commenced operations 31 January 1994. The Radio Engineers assigned to Troop "F" ComCenter serviced the mobile units of these two Troop "H" counties during this period of time.

During the early 1980s Patrol Headquarters realigned Troop "E" and Troop "F" by removing Surry and Yadkin counties from Troop "F", and returned them to Troop "E" where they had once been a part thereof. At this point in time, the communication responsibilities concerning these two counties were transferred to Troop "E" Communications Center.

Invitations had been printed and mailed to Patrol officials, former Telecommunicators and to all personnel of the other six ComCenters and to friends within the service area about the upcoming fifth anniversary of the center. A celebration was held for the event on Saturday afternoon, 27 November 1982, on the first floor of the center. The Radio Engineers had cleared and spruced up the area and set up dining tables and chairs obtained from the Troop "F"



Tc Cary A. Clark, Troop "F"  
ComCenter

Photo taken 31 March 1998



Radio Engineer I Richard P. Herman  
Troop "F" ComCenter and Engineer II  
Robert L. Clark of Troop "F" ComCenter,  
(now deceased).

Photo taken 17 July 1995



Headquarters Auditorium. A grill on wheels, large enough to handle the meat for the occasion, was parked just outside the building. It was called a “pig picking”, with cole slaw, french fries, hush puppies, desserts, tea and sodas. The ComCenter staff paid for everything. The hog, too big to be called a pig, was purchased from a local hog farmer who assisted with barbecuing the swine. The grill was fired up on Friday evening, and personnel from the Center attended the roasting during the night and on until time for invited guests to arrive by 2:00 o’clock Saturday afternoon. On behalf of the staff, the Center Supervisor recognized and welcomed the out of town guests, and family members of the staff. After Shift Supervisor Ronnie G. Morgan offered the invocation, the crowded ComCenter for the next hour or so became a “Pig Picking Center” on the first floor. Staff telecommunicators took turns manning the second floor operations without interruption.

Today, Troop “F” is made up of Alexander, Alleghany, Ashe, Burke, Caldwell, Catawba, Iredell, Lincoln, Watauga, and Wilkes Counties. Over the years the staff of Troop “F” Communications Center had been increased to 18 personnel which includes one Center Supervisor, three Shift Supervisors, eleven Telecommunicators, one Radio Engineer II, and two Radio Engineers I. This center furnishes communications for the mobile units of the ten Troop “F” counties, and the units are maintained by the three Radio Engineers stationed at the Newton facility.

Although assigned to only work State Highway Patrol and other law enforcement mobile units within the named counties from the beginning in 1977, the personnel of this Communications Center were taught and are expected to adhere to the station policy; **“The Patrol Radio knows no boundary lines, and will assist any law enforcement officer regardless from whence the radio call comes”**. Without a doubt, all dedicated police radio people, statewide, subscribe to this common sense teaching.

Past and present personnel in charge of Troop “F” Communications Center are;

Center Supervisor R. C. Savage.....1977 - 1991  
Center Supervisor Craig Edwards..... 1991 - .....



Various Supervisors, after luncheon ceremony for retiring Center Supervisor R. C. Savage of Troop "F" Communications Center, Newton, NC, his last day on the job, 31 July 1991.

Left to Right: Shift Supervisor Phil M. Way, Troop "D" Greensboro; Center Supervisor Frank Stancil, Troop "C", Raleigh; Center Supervisor Frank Fowler, Troop "E", Salisbury; Shift Supervisor Harold B. Hughes, Troop "B", Wilmington; Center Supervisor R. C. Savage; Center Supervisor Robert E. Branch, Troop "B", Elizabethtown; Shift Supervisor Craig Edwards Troop "C", Raleigh (Savage's replacement tomorrow); Center Supervisor Ronald W. Smith, Troop "D", Greensboro; Chief Supervisor Glen W. Griffin, Communications & Logistics, Raleigh; Center Supervisor Frank Huggins, Troop "G", Asheville; Retired Center Supervisor John D. Thompson, Troop "E", Salisbury; Retired Center Supervisor Willis V. Cooke, Troop "C" Raleigh

Above photo taken in Troop "F" Headquarters Auditorium afternoon of 31 July 1991 and furnish by Shift Supervisor Phil M. Way of Troop "D" ComCenter, Greensboro, NC

## TROOP "G" COMMUNICATIONS CENTER

This ComCenter is located at 600 Tunnel Road, Asheville, on the north side of highway US-70. At this time, Asheville Radio is the only one in the state to have occupied three different permanent homes over the years. It began operations as one of the original five stations in 1937 from the location of 1.6 miles east of Swannanoa on US-70 (now old US-70). It remained in the original building until October 1953, at which time all operations were moved to the second new home behind Troop "G" Headquarters about 8½ miles to the west, but still east of Asheville city limits. The last and third home came in the fall of 1980 when the station operations, including the engineering sector, moved to a two story building about 100 feet west of the second home of this radio station. The Asheville city limits were extended eastward to include the troop headquarters area before the radio station made the last move.

The first building which was home to WANJ/KIB-898 for 16 years, is located on the north side of old US-70 highway which is now inside the town limits of Swannanoa, a few hundred feet west of the Juvenile Center, and across the street from Owen Middle School. The building was sold and converted into a private dwelling after it was vacated by the patrol in 1953. The building has since been sold a second time and is presently owned and used as the private residence of a Buncombe County Deputy Sheriff. Home to Asheville Radio for 27 years, the second building is presently used by the enforcement division of the patrol for office space, and the portion at one end formerly occupied by radio engineers for radio repair is now used for storage. This second building for Asheville Radio was built on the same floor plans as the one currently used by Salisbury Radio, and the same as Greensboro's first building.

Troop "G" Communications Center's allocation of personnel consist of one Center Supervisor, three Shift Supervisors, and twelve Telecommunicators, one Radio Engineer II, and two Radio Engineers I, for a total of 19 people. These personnel operate and maintain multi-channel radio to serve mobile units for the following seventeen western North Carolina counties:

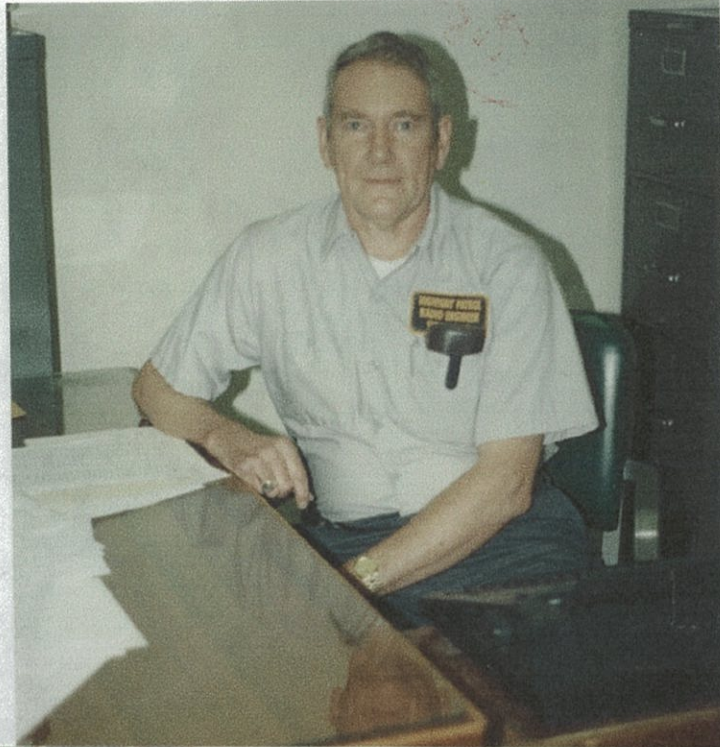
Avery	Madison
Buncombe	McDowell
Cherokee	Mitchell
Clay	Polk
Graham	Rutherford
Haywood	Swain
Henderson	Transylvania
Jackson	Yancey
Macon	

Like Troops "A" and "F", Troop "G" ComCenter provides first floor space for two-bay vehicle occupancy for radio repair, and center operations occupy the second floor.

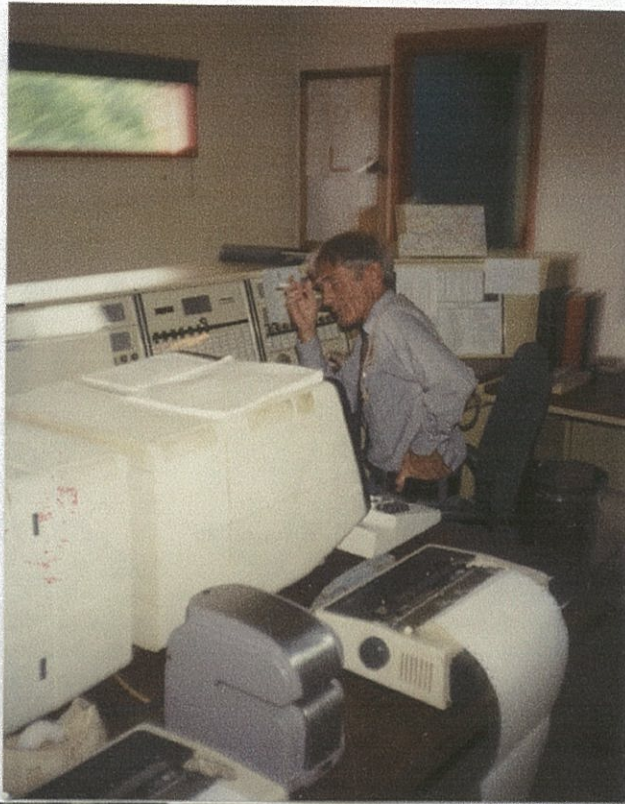


Top: Entrance to the second home of Asheville Radio, located to the rear of Troop "G" Headquarters building. Troop "G" ComCenter operated from this building from October 1953 to October 1980. Photo taken 14 June 1995.

Bottom: This is the entrance to the third and present home to Asheville Radio. It is located about 50 feet west of the second home. Photo taken 17 June 1995.



Top: Troop "G" Radio Engineer II Edwin M. Moore  
Bottom: Troop "G" Communications Supervisor Frank Huggins, Jr.  
Both photos taken 14 June 1995



Top: Shift Supervisor Cecil T. Pettit, Troop "G" Communications Center.  
This 10 August 1968 photo furnished by Mr. Pettit.  
Bottom: Shift Supervisor Joe Rathbone, Troop "G" Communications Center.  
Photo taken 14 June 1995



Above: Tc Mark Broadway  
Troop "G" ComCenter  
Photo taken 14 June 1995



Looking West at Troop "G" Headquarters.  
Small building to right with overhead door  
was second home to Troop "G" ComCenter.  
Photo taken 17 June 1995



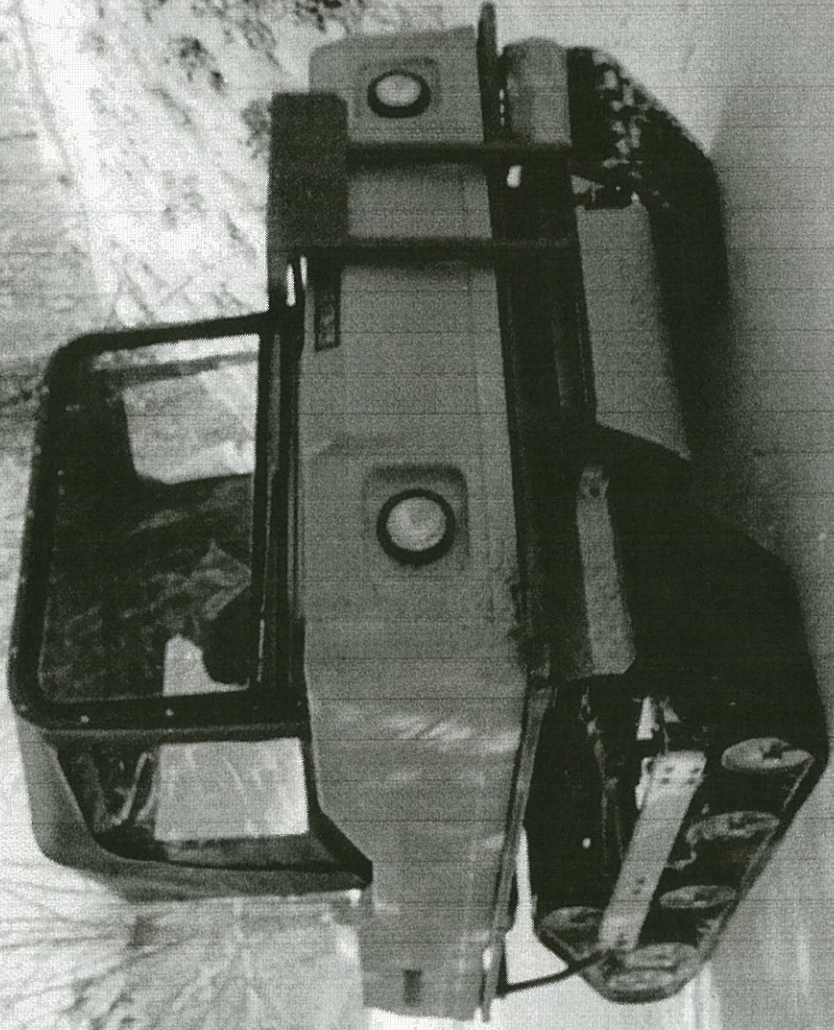
North Carolina State Highway Patrol's highest radio antenna, installed atop the observation tower, on top of Mount Mitchell. It is Troop "G" ComCenter's main antenna system for several counties.  
Photo taken 8 April 1998





**Radio Engineer II Charles F. English  
at the controls of the Trackster.**

72-G



The Trackster, an all-terrain emergency vehicle is stationed at Tp. "G" Headquarters.

This is the only one owned by the SHP. Both photos courtesy of Asheville Citizen-Times, dated January 1977.

## The Trackster

This little monster is named a Trackster, but it still sounds better to call it a little monster, 'cause that's what it is. The thing is an all-terrain emergency type vehicle, and it is owned by the North Carolina State Highway Patrol, assigned to the Communications Division. It was secured for the Radio Engineers to be better enabled to reach their high country radio receiving and transmitting equipment for repairs during snow storms, etc. Some call it a mud or snowmobile piece of machinery.

One highlander once said this about the Trackster, "It sounds like a threshing machine, looks like a golf cart, moves like a Sherman tank and is as much fun as a bumper car in a carnival."

When Patrol radio gear gives trouble during heavy snows, ice storms and the like, a Radio Engineer transports it on a two wheel trailer as far as the tow vehicle can go, normally short of the intended destination to the remote radio tower sites. When the tow vehicle can go no further and stops, the little monster is backed off the trailer, and that's when this thing comes into play for the State Highway Patrol. The Engineers from this point journeys on to where ever they are trying to go, but at a very slow pace. At least the Engineers have faith in the "thing" to the point that they don't worry too much about reaching the transmitter sites, eventually.

The Trackster has no wheels, no steering wheel, and no foot pedals. It can climb a grade of 58 degrees, turn around in its tracks, mow down bushes and small trees, skim over mud and snow, if push comes to shove, it can float. What gives the vehicle its carnival ride aspect is its ability to attempt to go in opposite directions at the same time. While one tread moves forward, the other can be made to revolve backwards, causing the machine to spin around, thus wallowing its way out of a mud hole or snow bank.

The writer couldn't resist copying pictures and entering them in the history book, as I felt it would be of interest especially to my down East friends, where we normally don't have the need of this kind of vehicle. So, I fired off a letter to the Asheville Citizen-Times, and soon received written permission from their photography department to reproduce the two photographs shown on the two preceding pages. rcs



## TROOP "H" COMMUNICATIONS CENTER

Troop "H" Headquarters and Communications Center are located at 2206 Flower Secret Road, which is about one mile west of Monroe a block or so off highway US-74.

This is the newest ComCenter to join the Highway Patrol Radio Network since Troop "F" was activated in 1977. The Operations Room is located in the rear portion of the building with a secured side entrance. There is a second entrance to this room from a hallway leading to other Troop operations. Once inside the room, it looks about like the other seven centers across the state, with the same or similar equipment and electronic gear. The one-bay Radio Repair Shop is located in one end of the Troop "H" Patrol Garage, within a few feet to the rear of the main building. The radio antenna and microwave tower is standing near the garage and radio shop building.

A new building for Troop "H" Headquarters, including a Radio Station and Patrol Garage, had been in the planning stages by the State Highway Patrol for several years. Once one obstacle was overcome, invariably others would crop up, which delayed the long planning to become a reality. After funding became available for a second or third time, a building site was finalized and construction commenced. The one story building plans included office space for the Troop Headquarters, District III office, Troop "H" ComCenter, and other state related offices in this, the main building. A separate building was included in the plan for a Patrol Garage with space inside for the Patrol Radio Repair Shop, plus a radio tower, all on a fairly small parcel of land behind a new car dealership. The site is near, but not facing US-74.

The entire building was completed for occupancy by January 1994. The equipment was installed and the Radio Station was ready to become operational by the end of the month. There was a last minute delay, however, within the areas for the headquarters and district offices to be occupied on account of some necessary adjustments in the electrical system.

Shift Supervisor Gary C. Michael of Troop "D" Communications Center in Greensboro was promoted to Center Supervisor and transferred to head up the new center for Troop "H", Radio Engineer I Steve Miller of Troop "F" Communications Center in Newton was promoted to Radio Engineer II and transferred to Troop "H" to be in charge of the engineering staff for the new center.

Troop "H" Communications Center was activated by the Center Supervisor at 0100 hours, Monday, 31 January 1994. After the main portion of the building passed final inspections, all other occupants moved in within the next few weeks.

The charter staff of Troop "H" Communications Center consisted of the following personnel:

Center Supervisor Gary C. Michael	Telecommunicator Angela G. Cox
Shift Supervisor Robert A. Currie	Telecommunicator Angela L. Helms
Shift Supervisor Susan R. Glass	Telecommunicator Ginger D. High
Shift Supervisor Maudestine D. Harris	Telecommunicator Christopher S. Norris
Telecommunicator Steven H. Bullard	Telecommunicator James S. Owen
Telecommunicator Pamela M. Carr	Telecommunicator Cynthia D. Price



Top: Charter Staff members of Troop "H" Communications Center which became operational 0100 hours 31 January 1994. Personnel mustered in front of the entrance to the Center for this photo furnished by Center Supervisor Gary Michael, shown kneeling. (Date not shown)

Bottom: Troop "H" Headquarters building. The ComCenter entrance is on the left, near the end of the building. The Troop car garage is partially shown to left rear. Photo taken 8 June 1995



Top: Shift Supervisor Maudestine Harris of Troop "H" ComCenter who was promoted in 1996 to Center Supervisor of Troop "H" ComCenter.  
Bottom: Center Supervisor Gary Michael of Troop "H" ComCenter, who took a lateral transfer in 1996, same position at Troop "D" ComCenter, Greensboro.  
Both photos taken 8 June 1995



Top: Radio Engineer II Steven D. Miller of Troop "H" Communications Center (who later took a lateral transfer to Troop "F" ComCenter). Photo taken 8 June 1995.  
Bottom: North end of Troop "H" Patrol Garage, with Radio Shop located in NW corner, Entrance to Radio Shop shown with small door and overhead door to right. This photo taken 21 June 1995.



Telecommunicator Melissa C. Richardson	Telecommunicator Marc T. Sessions
Telecommunicator Elizabeth A. Storms	Telecommunicator Gregory L. Thomas
Radio Engineer II	Steve Miller
Radio Engineer I	Richie Edwards
Radio Engineer I	Charles Hartis

These nineteen Charter Staff members of Troop "H" Communications Center provide communications, technical and radio maintenance to mobile units in the following nine counties which make up Troop "H", State Highway Patrol, Monroe, North Carolina;

Anson	Hoke	Richmond
Cleveland	Mecklenburg	Scotland
Gaston	Moore	Union

Center Supervisor Michael issued the following press release upon the opening of Troop "H" Communications Center:

"Troop "H" was established in 1974. Since that time, units assigned to Troop "H" have been worked out of various Communication Centers across the State. Under the guidance and stewardship of Captain Blackman, Lieutenant Thomas and Lieutenant Terrell, Troop "H" Communications Center has gone from an idea to a reality. Troop "H" is Gaston, Richmond, Scotland, Union, Anson, Cleveland, Mecklenburg, Moore and Hoke Counties.

Tonight this Center is proudly dedicated to the State of North Carolina and its fine citizens, and the North Carolina State Highway Patrol from which it will receive its direction.

Many thanks go to PCE Harold Meacombs and his staff, Sergeant Oakes and his staff, and our Radio Engineer Steve Miller and his staff for bringing our transmitters and receivers as well as our IMS units and telephone system on line in order to work our new Center from Monroe. Thanks also goes to Chief Communications Supervisor Glenn Griffin and our outstanding Communication Centers for training our new Telecommunicators.

Our Center Supervisor, Gary Michael, and his staff of twelve Telecommunicators and three Shift Supervisors will operate the Monroe Communications Center 24 hours a day, seven days a week beginning tonight.

At this time we proudly announce the opening of Troop "H" Communications Center, Monroe, to serve and preserve the safety of citizens and all personnel that may come in contact with our Center presently and in the future. Monroe Communications Center is now dedicated and is operational this day at 0100 hours, Monday, 31 January 1994."

At the time of this writing, Tc Gregory L. Thomas is the only one of the original twelve Telecommunicators still on the staff. All three original Shift Supervisors have remained. Shift Supervisor Harris has been promoted to Center Supervisor upon the lateral transfer of Center Supervisor Michael to Troop "D" Communications Center in 1996.

Past and present personnel in charge of Troop "H" Communications Center are;

Center Supervisor Gary C. Michael.....	1994 - 1996
Center Supervisor Maudestine D. Harris.....	1996 - .....



Top: Troop "H" Communications Center Operations Room. Tc Barry Cox and Tc Ginger High on duty.

Bottom: Troop "H" Radio Engineer II Steve Miller, Radio Engineers I Charles Hartis and Richie Edwards.

Both photos taken 8 June 1995

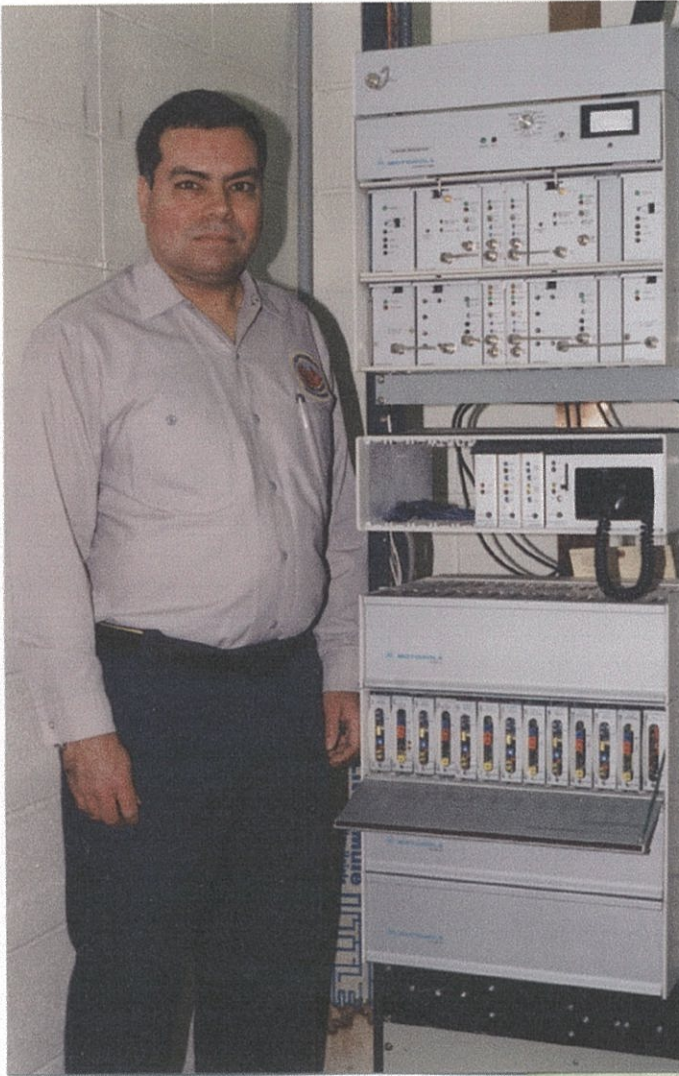
Patrol Communications Engineer W. B. Sloop began thinking about microwave becoming a part of the Patrol Radio System as far back as the early 1960s. During an annual refresher communications course at the Institute of Government in Chapel Hill in 1962, Mr. Sloop addressed the class about the future concerning microwave. Using a large blackboard and chalk, he outlined his plans for such a system of the future. He indicated the routes by mapping out the legs statewide. At that time, much of his planning was wishful thinking, because there were many, many hurdles and obstacles to overcome before he or anyone could actually start such a gigantic project. No one knew how much a project of this magnitude would cost. The State had not built such a system before.

For the next few years Mr. Sloop corresponded with several manufacturers of microwave equipment and obtained cost estimates. By the year 1967, there were racks of literature on the subject in C & L offices on Blue Ridge Road. As one retired Radio Engineer II put it, "it took days and weeks to sort through all this", but at least a first phase was getting started on the proposed project. It was Mr. Sloop's idea at the time to have Radio Engineers at the various Radio Stations to be responsible for constructing the system within their assigned working areas. He reasoned that it would save money for each station's Engineers to do the installation and maintenance rather than forming a separate unit for the project.

During the years 1967 and 1968 several Radio Engineers were sent to the General Electric School in Lynchburg, Virginia to learn more about microwave, its uses, pros, and cons, etc. Each school ran for two weeks, with one week outlining the part microwave would play with the radio system, and the second week applied to the multiplex or the channeling part. Some of the Engineers who attended these classes were Buck Sloop, Glenn Guthrie, Bob Franklin, Charles F. English, Jimmy Keel, Al Siler and Tim Squires.

With time and more acquired knowledge, it was decided the proposed system would need, if not require, a unit within itself. The Engineers soon realized they would be taken away from their normal daily responsibilities too long and too often to construct and maintain a system of this size and scope. In 1969 a new position of Radio Communications Engineer was created, and Radio Engineer II Glenn Guthrie was promoted to fill this new position. During this year, Engineers from the General Electric Company worked closely with PCE Sloop and RCE Guthrie in surveying many sections of the state. Without their expertise in Microwave technology, the project could have been in jeopardy from the beginning. Engineers Sloop and Guthrie worked together in acquiring land right of ways for line of sight between one repeater terminal and another. Each of these links is known in radio jargon as "Hops". Also, a time consuming task was that of acquiring land to erect buildings at terminals and repeater stations to house equipment and towers for the microwave discs. Many of the repeater station sites were remote, with no roads leading to the sites. By necessity, several light-traffic, unpaved roads were constructed for access to these sites.

The new Microwave Unit was allotted three full time, permanent Engineers. RCE Guthrie chose two from the ranks of Radio Engineers I. Radio Engineer I Tim Squires of Troop "A" Communications Center was chosen to work the eastern part of the state, and remained stationed in Williamston. Radio Engineer I Al Siler of Troop "E" Communications Center was



Radio Engineer I Ken Fountain, Jr. of the Micro-Wave Unit stands beside a MW rack in Troop "F" ComCenter transmitter building. Ken has been assigned several years to the Western section of the state within the MW Unit, and stationed in Newton. Photo taken 31 March 1998

Radio Communications Engineer D. D. Wooten heads up the Micro-Wave Unit, and his office is in the C & L Complex, Blue Ridge Road, Raleigh. Photo taken 22 April 1996



given the assignment to cover the western section of the state and was permitted to remain living in Salisbury.

Once site locations were selected and secured, the three Microwave Engineers, including RCE Guthrie as the unit head, often times borrowed different Radio Engineers I to assist with the labor work of digging and pouring cement foundations for repeater station buildings and footage for the towers which supported the microwave discs. Some of the Radio Engineers I who assisted during this phase of the project included Ben Grimes, Tom Smithson, Lex Puryear, Max Bloodworth, and when available, two or three men from the Maintenance Section of the DMV. Some of these Engineers and others assisted with the actual erection of the metal buildings and the disc towers.

Generally speaking, the repeater stations are located approximately 30 miles apart. There are however, two "Hops" located about 40 miles apart, and one is approximately 70 miles apart. During the construction stages, three legs were planned. The first leg ran from the general area of Raleigh southward to Elizabethtown by way of Fayetteville, and the second one ran westward to include Asheville, and was completed by the end of 1971. The third and final leg began just east of the Raleigh area, then eastward to Williamston, and was completed in February 1973. When the three legs were completed, there were 24 sites to cover the territory. As finances became available, other sites were added over the next several years. Today, there are 46 statewide sites serving the Patrol Microwave System. Future plans call for even more sites to enter into the system.

In the beginning the Microwave system used GE and ITT equipment. Some years later these two suppliers were phased out and today the system is served entirely by Motorola Star Point 6000 equipment. These units have the capacity of 634 channels. At the time of this writing the Patrol utilizes only about one half this number.

The Communication Centers utilize the Microwave system to facilitate transmissions from base stations and repeater stations on to their destinations where, in layman's terms, the signal is converted or transferred to a radio signal to mobile units in the field. Each Communications Center also use the Microwave for the Patrol's own telephone network with Microwave phones connected to all the ComCenters, Troop Headquarters, and Patrol Headquarters in Raleigh. There are a limited number of MW phones connecting the district offices, but they are in the planning stages and will soon be located in such Patrol offices, and garages statewide.

The cost of the State Highway Patrol Microwave System is estimated, by a retired RCE, to be in excess of five million dollars. What is next in store for the system? Digital, all the way! The price tag will be higher, much higher, but it will be worth the price tag. The often quoted old saying applies here, "you get what you pay for."

Past and present personnel in charge of the Microwave Unit are;

- Radio Communications Engineer Glenn Guthrie.....1969 - 1981
- Radio Communications Engineer L. W. "Tim" Squires...1981 - 1988
- Radio Communications Engineer D. D. Wooten.....1988 - ----

State of North Carolina



State Highway Patrol

1100 New Bern Avenue  
Raleigh 27611

COLONEL EDWARD W. JONES  
COMMANDING  
STATE HIGHWAY PATROL

Secretary  
Thomas W. Bradshaw, Jr.  
~~XXXXXXXXXXXXXXXXXXXX~~  
DEPARTMENT OF TRANSPORTATION

C & L Headquarters  
Raleigh, N. C.

15 March 1977

Mr. W. C. Rudd  
Director of Accounting  
Department of Transportation  
Raleigh, N. C.

Attached is Invoice No. 009849 from The News and Observer Pub. Co., Legal Bkp. Department, P. O. Box 191, Raleigh, N.C. 27602, dated 9 March 1977, in the amount of \$18.85. This is for advertising bids on microwave control equipment at Hickory and Pores Knob. This invoice has the approval of this office and should be charged to Code 67558, Item No. 1.

Also attached is Invoice No. 009850 from the News and Observer in the amount of \$18.85 for advertising bids on microwave equipment. This invoice has the approval of this office and should be charged to Code 67558, Item No. 4.

Very truly yours,

A handwritten signature in cursive script that reads "Glenn Russell".

Glenn Russell, Major  
Director  
Communications & Logistics

GR/dw

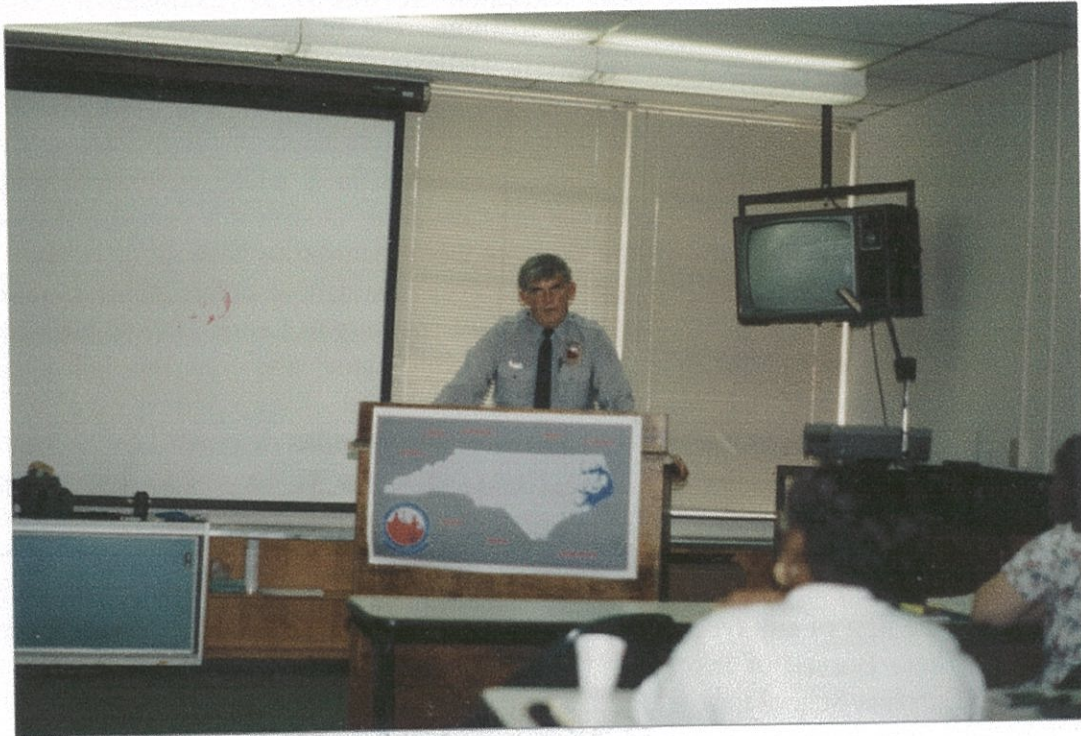
Attachments

CC: Mr. W. B. Sloop ✓

From the beginning of the Radio Network in 1937 up until November 1973, the Communications Division did not have a formal Basic Telecommunicator School. Between those years, each new employee was trained "on the job" by experienced Radio Operators, or experienced Radio Engineers. Every other year or so during the late 1940s continuing through the 1960s, the Telecommunicators (as they are known today) and the Radio Engineers attended in-service schools. These sessions usually lasted from one to two weeks, and a majority of them were held at the Institute of Government, University of North Carolina at Chapel Hill. Some of the supervisory type schools and other refresher courses were held at various motels about the state, depending upon the availability of the Institute. The In-Service, or refresher schools, were normally attended by both Communication Division personnel and personnel from the Enforcement Division. Some classes were integrated with the two divisions, while other classes were separate, depending upon the courses being taught. Right many of the classes were taught by professors from the university, and assigned to the institute, while some were taught by members from both of the two patrol divisions in attendance. During this period of school and training at the Institute of Government, the students were required to have all three daily meals at Lenoir Hall (the university's dining hall). Some years the school commandant required the students to march in formation the few blocks from the Institute to Lenoir Hall where everyone, commissioned officers, non-coms, patrolmen, telecommunicators and engineers, all dined with college students and faculty.

On a trial basis, the Communications Division put together a basic Telecommunicator School, which consisted of five days of instructions, November 12-16, 1973. This course was taught at Troop "C" Communications Center in their conference room. This first school was built upon and was later extended to four weeks. By October 1977, the Basic Telecommunicator School was held at the Patrol's Training Center on Garner Road between Raleigh and Garner. The school was the first of any type classes held at the Training Center after the State Highway Patrol and the State Bureau of Investigation obtained possession of the entire campus of the vacated North Carolina School for the Blind. The Patrol utilizes its portion of the campus for the State Highway Patrol Academy, the Basic Telecommunicator School, and all In-service schools. Classes of some sort or another are in session weekly except during the Christmas and New Years holidays. A sizable staff is permanently stationed at the Training Center,, plus extra instructors are brought in regularly. The Telecommunicator School is in session on a none advanced schedule. Rather, the classes are scheduled when there are enough students to justify having the schools. With the past and present high turn over rate with this division there is normally the need to hold these basic schools every six months or so.

All students live in dorms when attending schools at the Training Center, with meals at the Patrol operated cafeteria which is located next to the administrative building and close to the dorms and class room buildings.



Chief Communications Supervisor Glenn Griffin  
conducting an inservice Telecommunicator class  
at the Patrol Training Center  
Raleigh, NC  
Photo taken 21 August 1995





Telecommunicator In-Service class held in a motel. Class personnel from various Radio Stations across the state..

This 1973 photo by Lt. Bill Huskins, SHP, and submitted by Retired Center Supvr. Harold C. Riddick of Troop "A" ComCenter.



A computer In-Service school being held at the SHP Training Academy, Raleigh during the month of August 1995.  
The students are Telecommunicator personnel from across the state.  
Both photos taken 21 August 1995

Captain C. D. Farmer, the first Patrol Commander, has always been known as the “daddy of the Patrol Radio Network,” and he was affectionately referred to by many old time radio people as “Captain Charlie”. It was said that he seemed to have liked being addressed in this way. When he spoke to the Radio Operators he always called them by their first name, and the young Radio Operators normally addressed him as “Captain Charlie”. He didn’t seem to wish to be addressed in any other manner. During his statewide travels, the Captain always took time to sit and chat one on one with whoever happened to be on duty. He came across to the radio people as showing genuine concern for their working conditions and their well being. It was not unusual for him to bring in lunches to the radio stations, and a big orange or grape soda pop “to wash ‘em’ down”.

The Captain continued to monitor the radio operations after he was relieved of the Patrol Commander’s position in late 1937. During this period the Radio Network was not a division or section of the Patrol as it later became. The network was there and functioned under each Chief Radio Operator with either an Engineer or Enforcement officer in Raleigh overall in charge.

His replacement as Patrol Commander was given the rank of Major, and about eight years later the Commander’s rank was elevated to Colonel. The next four Commanders were appointed from civilian life, with the fourth having been a used car salesman before the appointment. Sometime after the Patrol Commander’s rank was increased to Colonel, Captain Farmer was promoted to the rank of Major. He held this rank until his death while still on duty in 1949.

The closest the network came to being a division prior to 1952 was in October 1943 when the Patrol Commander, Major Armstrong, appointed Captain Farmer the “Communications Officer”. He was considered the Patrol’s officer in charge of all the radio stations and the Radio Operators from the beginning of the network until his death. This was only one of several duties during the period, however. During the years 1935 until about the time the system became operational in September 1937 he was still the Patrol Commander. Then from late 1937 during the rest of his Patrol career Captain/Major Farmer on numerous occasions was considered the Assistant to the Patrol Commander, and some of those years he was the Eastern Division Patrol Commander, and stationed in Raleigh. The Western Division Patrol Commander during the period was Captain L. R. Fisher, who was stationed in Charlotte.

The Communications and Transportation Division of the Patrol came into being in 1952, when then Patrol Commander Colonel James R. Smith was demoted to Major and was moved from Patrol Headquarters in the Revenue Building into a small mobile home for an office. The office was set up near what used to be Garage Foreman “Shorty” Cooper’s Patrol garage, all located behind Raleigh Radio Station (WANH/KIB894) on Blue Ridge Road. The new Communications and Transportation Division headquarters staff consisted of two people, Major Smith, and his Secretary Mrs. Elodie Oberlies. Major Smith’s tenure as the first Director of this new division only lasted about one year, when Governor Kerr Scott promoted him a second time to Colonel and the Commanding Officer of the Patrol. At this time, Colonel Lentz took a demotion to Major, and became the second director of the C & T Division.

Today, and for the past several years, the Communications and Logistics Division of the State Highway Patrol is located on the same grounds as one of the original five radio stations and patrol garage, in a more modern, one story brick building. When this building was erected it was designed for a barracks to house patrol personnel attending meetings, and on special assignments, etc. in the Raleigh area prior to the Training Center facilities becoming available. There were sleeping quarters, shower and rest rooms, in addition to several offices in the building. Once these quarters were no longer needed, the space was renovated into additional offices and storage spaces. This total area has for several years been referred to as the C & L complex.

Listed below are the names of the Enforcement Division members who have served as Director of the division which had a name change in the early 1970s to Communications and Logistics Division;

- Major James R. Smith.....1952 - 1953 .. Promoted to Colonel
- Major W. Blake Lentz.....1953 - 1968 .. Retired
- Major Tom B. Brown.....1968 - 1970 .. Died while in office
- Major Edwin W. Jones.....1970 - 1972 .. Promoted to Colonel
- Major O. R. Roberts.....1972 - 1976 .. Retired
- Major Glen D. Russell.....1976 - 1978 .. Lateral to Internal Affairs
- Major Earl T. Green.....1978 - 1985 .. Retired
- Major F. M. Lemmond.....1985 - 1993 .. Retired
- Major Tony H. Spainhour.....1993 - 1995 .. Retired
- Major W. O. Funderud.....1995 - 1998 .. Retired
- Captain W. E. Bayless.....1998 - .....



Headquarters- C & L Complex  
 1300 Blue Ridge Road  
 Raleigh, NC

Photo taken 21 February 1995

**Paul Rosekrans  
1935 - 1938**

The first radio Engineer hired by the State Highway Patrol was Mr. Paul Rosekrans. According to available sources it was generally believed he was hired for the sole purpose to build the radio network for the Patrol. These sources do not think the Patrol was in a financial position to retain this man indefinitely once he accomplished the job he was hired to do, nor does anyone believe he would have accepted continued employment with the State had he been invited to do so. Our present sources do not recall too much about this man other than he was a partner and consultant with a firm they knew to be a prestigious engineering company known as Gillette Engineering Company of Washington, D. C. Mr. Rosekrans was hired by the Patrol Commander, Captain Charles D. Farmer, shortly after the State Legislature passed the Act in May 1935 which authorized the radio system for the State Highway Patrol. Our sources do not know how or by what means led Captain Farmer to Mr. Rosekrans.

Mr. Rosekrans was given the title of Chief Radio Engineer by the Patrol Commander at the time he became employed. During the two and one half years period he was a State employee, the Chief Radio Engineer was in his mid to late 40s in age. It is believed he was married, but he lived alone in the Bland Hotel in downtown Raleigh. A few sources recall they heard that he returned to Washington via train every other weekend or so during the period he was employed by the Patrol. It was assumed these trips were for visiting family and keeping in touch with his permanent professional work associates.

Chief Radio Engineer Paul Rosekrans resigned this position effective 1 January 1938, and returned to his partnership engineering firm in the District of Columbia. The author was unable to locate a photograph of our first Chief Radio Engineer.

State of North Carolina  
Department of Revenue

A. J. MAXWELL  
COMMISSIONER

W. J. SPAIN  
ASSISTANT COMMISSIONER

Raleigh

MOTOR VEHICLE BUREAU  
R. R. McLAUGHLIN, DIRECTOR

December 31, 1937

Mr. Sullivan Herring  
State Highway Patrol Radio System  
Elizabethtown, N. C.

Dear Sud:

As you all know by now, the writer is leaving the employ of the State January 1.

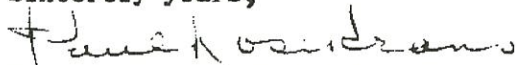
This letter is to express my sincere appreciation of your wholehearted cooperation and effort to make the radio system the success it is. It is fully realized that, without such cooperation as has been received from each of you, it would have been impossible for the system to attain the respect and regard that it has.

My parting wish is that you extend your continued cooperation to whomever may be appointed to the position I have held.

If at any time I am in a position to help you in any way, the opportunity to do so will be a very sincere pleasure.

Wishing you every success and a most happy New year, I am

Sincerely yours,



Paul Rosekrans, Chief Engineer  
State Highway Patrol Radio System

PR/ah

**Clarence M. Smith, Jr.**  
**1938 - 1941**

The second Chief Radio Engineer had been hired in 1935 to assist Mr. Rosekrans. During his first two years of State employment, he worked in unison with the Chief Radio Engineer and Captain Farmer, in their endeavors to build the Patrol Radio network from scratch to the operational mode. In August or September 1937 when the radio system was nearing completion and about ready to become operational, the Assistant Chief Engineer, Clarence M. Smith, Jr., was given permanent employment status with Radio Station WANH as one of three Radio Operators stationed there. He was promoted to Chief Radio Operator for WANH on 24 November 1937 and continued as Assistant to Chief Radio Engineer Rosekrans without additional pay.

Upon the resignation of Mr. Rosekrans, the Patrol promoted Mr. Smith to the position of Chief Radio Engineer in January 1938. Without documentation, our sources were of the opinion that his pay scale was no where near that of his predecessor. Mr. Smith moved from the Winston-Salem, N. C. area to Raleigh in 1935 and lived in a rented apartment at 108 South Dawson Street. In 1938 he moved to 1802 Fairview Road, Raleigh. Chief Radio Engineer Smith remained in this capacity until October 1941 when he resigned to enlist into the United States Navy. After his honorable discharge at the end of World War II, Mr. Smith was hired by Mr. Gordan Gray of Winston-Salem, a former member of President Roosevelt's cabinet during the war years. Our second Chief Radio Engineer was hired by Mr. Gray to build a commercial radio broadcasting station in western North Carolina. He later worked for a firm doing radio engineering work in High Point, N. C.

I was unable to contact anyone who had worked for the former High Point firm which is no longer in business, nor any family member. Further research during his later years proved futile. We were able to locate one picture of Mr. Smith, and it was taken while in a 1945 Memorial Day parade in Brunswick, Maine. Ensign Smith was discharged from the Navy within a few months after the picture was taken.



Ensign Clarence M. Smith, Jr., shown here, front center, in a Memorial Day Parade, Brunswick, Maine in the mid 1940s. He was the second Chief Radio Engineer for the network. This photo furnished by former Radio Operator Paul Dillon of WANH 1939-1942. Mr. Dillon moved from North Carolina to Dallas, Texas after World War II era, and remained there until his death within a few months after he mailed this photograph to the author.



## **Colon Dewey Cavanaugh 1949 - 1953**

When Chief Radio Engineer Smith resigned in October 1941, the position remained vacated by order of the Patrol Commander, Major John T. Armstrong, until shortly after the death of Major Charles Farmer in 1949. Major Farmer did not hold an FCC Radiotelephone First Class Radio Operator License, but he did have a good working knowledge of the Patrol Radio network through experience alone. During the period from October 1941 until his death in 1949, he concerned himself with looking after the network in the absence of a Chief Radio Engineer. During those years he called on and depended upon the Chief Radio Operators of the five stations when it came to technical questions he was not familiar with. On the day of Captain Farmer's funeral, three Chief Radio Operators and a technician or two had a brief meeting concerning the void with the passing of Major Farmer. With no one left in Patrol Headquarters to carry on the work concerning the interests of the radio system as they were accustomed to having, these professional radio operators recommended to the newly appointed Patrol Commander, Colonel C. R. "Tony" Tolar, that he consider the position of Chief Radio Engineer be reactivated. They further recommended that Chief Radio Operator C. D. Cavanaugh of Williamston Radio WANI be promoted to fill the position that had been vacant for the past eight years. Colonel Tolar accepted both recommendations, and the promotion of Mr. Cavanaugh to Chief Radio Engineer followed in due course in the fall of 1949.

Mr. Cavanaugh became a State Highway Patrolman in 1935 and was stationed in Wilson County until he transferred to the Patrol Radio network in September 1937. Two months later he was promoted to Chief Radio Operator for WANI. The promotion to Chief Radio Engineer meant moving to Raleigh. Some sources were of the opinion that Chief Radio Engineer Cavanaugh was not too receptive to the idea of having to make this move. In the fall of 1953, at his request, he accepted a demotion to Radio Technician, and a transfer back to Williamston Radio KIB-895. He remained there as a Radio Technician, working under Chief Radio Operator M. S. Davis, and with Radio Technician Horace "Lum" Gooding, until his disability retirement in 1964.

Shortly after retiring from the State Highway Patrol Radio, the former Chief Radio Engineer opened his own business, known as Marco Hi-Fi in the town of Williamston, N. C. He was still operating his business when he died in December 1966 of coronary occlusion. "Cavy", as he was known to some across the state, and to many in the eastern counties, was laid to rest in Woodlawn Cemetery, Williamston, North Carolina. His widow, Huldah Roberson Cavanaugh passed away in 1974. Two daughters survive. Audrey lives near Jamesville, N. C., and Rebecca resides in Williamston, North Carolina.



Our third Chief Radio Engineer Colon Dewey Cavanaugh, who served this office from the fall of 1949 to the fall of 1953. A file photo, scanned for display above by the author.

**Whitfield B. Sloop**  
**1953 - 1978**

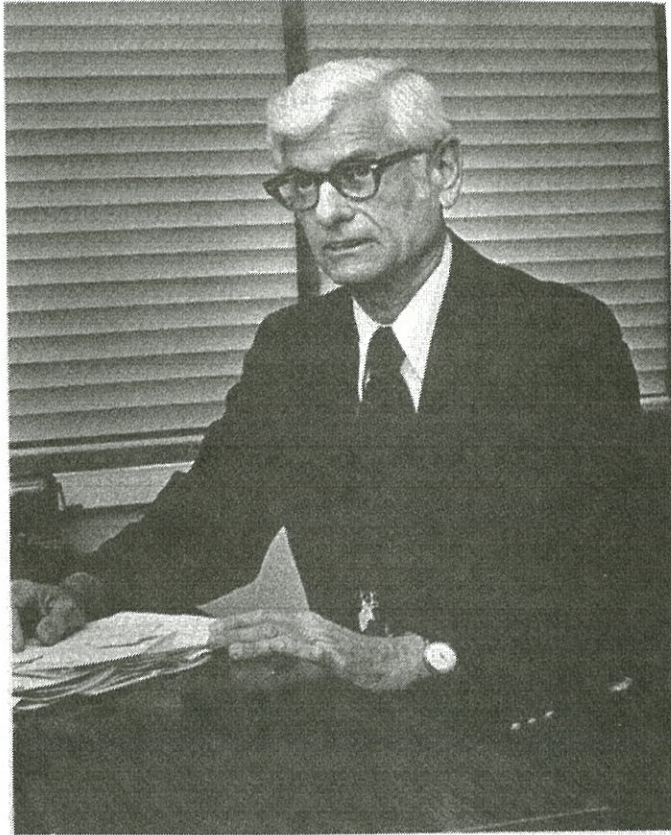
A native of Concord, North Carolina, W. B. Sloop became employed by the Patrol Radio as a Radio Operator in 1938 and was stationed at WANH. His promotion to Chief Radio Operator followed in 1940, and he remained at the Raleigh station. When Chief Radio Engineer Cavanaugh stepped down in 1953, Mr. Sloop was promoted to take his place.

During his Patrol Radio career, Engineer Sloop was active in the Law Enforcement Teletype System, and served as the network's National President for the year 1966-67. Other interests and elected offices held included the Associated Public Safety Communications Officers, Inc. (APCO) and the North Carolina Association of Broadcasters, Inc.

The highlight of his achievements was when as Chief Radio Operator at WANH/KIB-894, he pushed and saw completion of the police teletype system. Perhaps his greatest endeavor as Chief Radio Engineer was that of spearheading the idea to implementing the statewide microwave system.

The position title of Chief Radio Engineer changed to Patrol Communications Engineer a few years before Mr. Sloop retired. After 40 years of dedicated patrol radio engineering service, PCE W. B. "Buck" Sloop retired in August 1978.

His first wife, Mary, passed away a few years before his retirement, and he remarried in 1980. Our former Patrol Communications Engineer developed Alzheimer's disease and died 10 February 1994 at age 80. He was buried next to his first wife in Montlawn Memorial Park, South Wilmington Street, Raleigh, N. C. His widow, Sandra, lives in Raleigh, and daughter Jean of the first marriage, lives in California.



W. B. Sloop

Patrol Communications Engineer Whitfield B. Sloop became the fourth Chief Radio Engineer in 1953, and before he retired in 1978 the title changed to Patrol Communications Engineer. The above photograph is a file copy.

**Charles Franklin English**  
**1978 - 1986**

Mr. Charles F. English was reared in Lumberton, North Carolina. He graduated from the public schools there and enlisted in the U. S. Air Force on 14 November 1945. At the end of the enlistment he was honorably discharged on 27 May 1948 with the rank of Staff Sergeant. "Chuck", as he is known to many, enrolled in Western Radio and Television Institute in Los Angeles, California after the military discharge and graduated 31 May 1949. Soon afterwards he returned to North Carolina and applied for a job with the North Carolina State Highway Patrol as a Radio Operator. He was hired on 1 December 1949 for the Wilmington sub-station, which had not become activated at the time. Mr. English's first assignment was at Elizabethtown Radio Station WANL for "on the job training", and he reported to his assigned duty station in Wilmington on 13 December 1949.

Radio Operator English remained at the Wilmington facility until October 1950, then returned to the Elizabethtown station in preparation to become a Radio Technician. On 15 February 1951 he was transferred to Asheville Radio KIB-898 as a Radio Technician. After the death of Chief Radio Operator McKinney of KIB-898, Technician English was promoted on 1 January 1963 to fill his position. In 1966, along with the other Chief Radio Operators of the network, his title was changed to Radio Engineer II, and he remained in this position until Patrol Communications Engineer Sloop retired. His promotion to Patrol Communications Engineer was effective as of 1 August 1977, and the move from Asheville to Raleigh followed. Mr. English served the office of PCE with distinction until he retired 31 October 1986.

From Radio Operator to Patrol Communications Engineer, Mr. English was a longtime active member of the Associated Public Safety Communications Officers, Inc. He served on the state level as Chapter Secretary and was elected National President for the year 1984-85. Our former PCE was unemployed for only a matter of hours after state retirement, as he had a position awaiting for him out of state. That position was with APCO as their first Director of APCO's new Automated Frequency Coordination department. This resulted in Chuck and his wife Trilby, moving from their Cary, N. C. home to New Smyrna Beach, Florida, Headquarters of the Associated Public Safety Communications Officers, Inc. He headed up this new department of APCO for over two years and resigned at the end of January 1989. After spending the next several months of leisure time in the east coast Florida city, this couple decided to return to their Cary home in November 1989, where they still live today.

Experienced in lapidary as a hobby, Chuck enjoys the art of cutting gems in his spare time. Our long time good friend is an ordained Deacon of the Southern Baptist faith, and he teaches a senior adult Sunday School class in Raleigh. He is a Master Mason with membership in Cary Lodge No. 198, A. F. & A. M., and along with his wife Trilby, he is a member of Edith Chapter No. 160, O. E. S. in Cary, North Carolina.



Patrol Communications Engineer Charles F. English served this office from August 1978 to 31 October 1986 at which time he retired from the State Highway Patrol. Photo furnished by Mr. English.

**Glenn Max Bloodworth**  
**1986 - 1991**

Effective 1 November 1986, the assistant to PCE English, Max Bloodworth was promoted to the position of Patrol Communications Engineer. Prior to joining the Patrol Radio on 5 July 1956 as a Dispatcher at the Raleigh station, Max had been employed by Philco Corporation as a Regional Service Manager. He already had his First Class FCC Radiotelephone License when he came with the Patrol, but following policy during the period, he was required to work as a Dispatcher before moving to the "bench" as a Technician. He was promoted in 1972 to Engineer status, then to Engineer II, and in 1976 he was promoted to Radio Communications Engineer. The latter two positions were those of assistant to the PCE. He spent right much of his 34 years with the Patrol Radio working out of offices in the Communications and Logistics complex off Blue Ridge Road, Raleigh. Before becoming the PCE, Engineer Bloodworth traveled all over the state overseeing the installation of equipment, and often times doing installation himself. He assisted with erecting a number of radio and microwave towers. This work consisted of constructing solid foundations before a tower could be erected, and he did not hesitate to make use of hand shovels digging cement foundation holes deeper than his height. There are few areas of the state that Max Bloodworth hasn't worked at one time or another during the period of his employment. Notwithstanding, all the widely scattered assignments the former Patrol Communications Engineer remained stationed in Raleigh, at the C&L Headquarters, or in the old Radio Station building within the complex. After 34½ years of service, Glenn Max Bloodworth retired 31 January 1991.

Not one to sit idly by when off duty, Max was involved in numerous civic, fraternal and professional organizations before his retirement, and for the most part he has continued his interests in the following areas. Ham Radio (KO4TV), part time engineering consultant with Hayes, Seay, Mattern & Associates of Roanoke, Virginia. He has been a Master Mason for over 40 years, and is a past Master of Millbrook Lodge No 97, A. F. & A. M., a member of Amran Shrine Temple, and a charter member of Amran Temple Hillbilly Band, Royal Order of the Wouff Hong, A.R.R.L., frequency coordinator for North Carolina and National Police Frequency Coordinator from 1978 - 1986 (alternate) and 1986 -1991(primary). His awards consist of the Rag Chewers Club, Samuel F.B. Morse Code Proficiency. As of this writing he is working on the D.X.C.C. award, with 68 foreign countries confirmed, plus 28 unconfirmed.

Not to be outdone by her husband in the world of Amateur Radio, wife Ruth, obtained her ham license within recent years, and her call is KE4DRI. She is also a member of A. R. R. L. and along with Max is a member of Raleigh Amateur Radio Society, and Durham F-M Association.

In Max's own words, "I also like fishing, carpentry, general piddling and tinkering. My main interest, however, is antenna construction and experimenting with homemade radio gear". Other interests he could have added include an attempt at building a camper on a home made two wheel trailer and restoring a very old Dodge automobile.

Max and Ruth are the parents of two children, and they have two grandsons. The daughter lives with them in Raleigh, and the son, and family live nearby in Wake County.



Patrol Communications Engineer Glenn Max Bloodworth was promoted to this well deserved position on 1 November 1986. Max had served in about every possible job within the division since he became employed in 1956. He chose to retire in 1991 to spend more time with family, and with civic interests. The above photo was taken at Annual Communications Division Retirees Reunion on 14 May 1999 by First Sergeant Henry Moore, SHP Training Center



**Harold Meacombs**  
1991 - .....

On 15 June 1970, Mr. Harold Meacombs was hired as a Radio Technician for Greensboro Radio KIB438 - 439. He remained in this grade until Radio Engineer II John W. Baird of Elizabethtown Radio KIB897 retired. Harold was promoted to fill the vacancy and transferred to Bladen County on 15 February 1977.

His second promotion came in 1986 when RCE Max Bloodworth was promoted to the position of Patrol Communications Engineer, and this time Harold was transferred to Raleigh at Communications and Logistics to fill the vacant position of Radio Communications Engineer, which is an assistant to the PCE. Engineer Meacombs third promotion came on 1 February 1991 when he was elevated to the top engineering job in the C & L division, Patrol Communications Engineer.

Our Patrol Communications Engineer is married to the former Kathy McDuffie. They live in Raleigh with their two children, son Wesley, and daughter Christi.



Our seventh Patrol Communications Engineer  
HAROLD MEACOMBS  
Photo taken in his C&L office on 20 February 1995



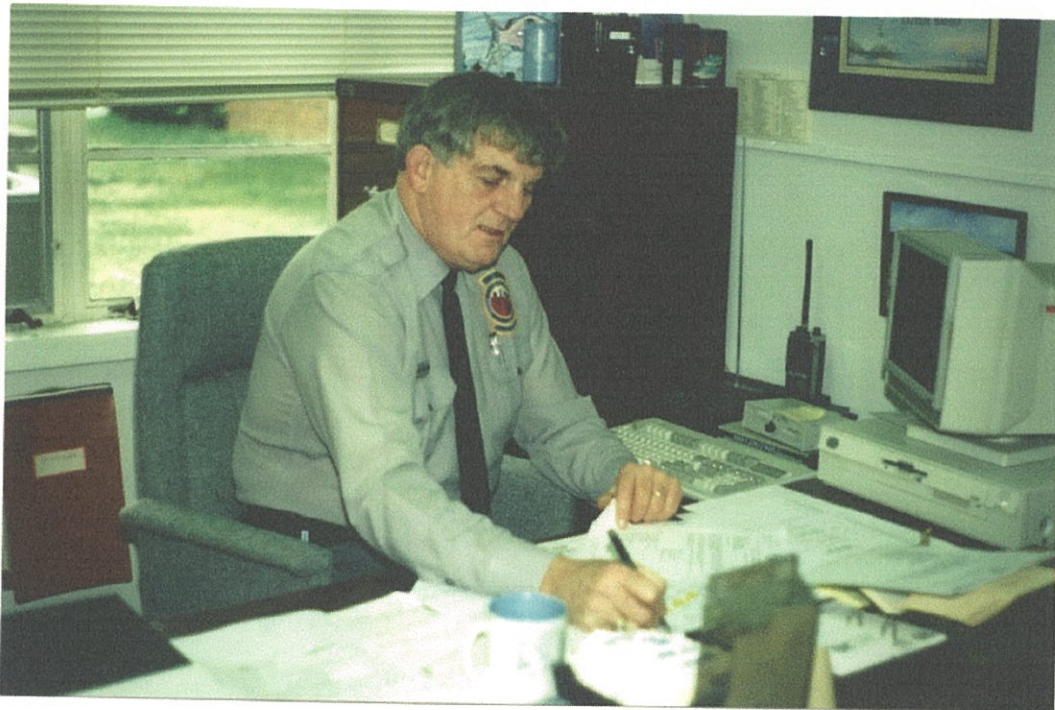
Mr. Glenn W. Griffin became a Trooper with the North Carolina State Highway Patrol on 11 November 1967, and was stationed at Tabor City in Columbus County. On 1 November 1973 he accepted a transfer from the Enforcement Division to the Communications and Logistics Division and was stationed at Troop "C" Communications Center in Raleigh as a Telecommunicator.

On 1 February 1982, his first promotion came when he was made a Shift Supervisor, and remained at the Raleigh facility. The second promotion came five years later to Center Supervisor and a transfer to Troop "A" Communications Center to fill the vacancy created when long time employee, Center Supervisor Thurman C. Perry retired on 30 June 1987.

In the fall of 1989, Patrol Headquarters created a new position in the Communications section, that of Chief Communications Supervisor. Center Supervisor Griffin was promoted to this new position on 1 November 1989 and transferred to C & L Complex, Raleigh.

Prior to his Highway Patrol affiliation, Chief Supervisor Griffin started out in law enforcement as an officer with the Rocky Mount, North Carolina police department.

He is married to the former Beverly Poole, and from this union came a son, a daughter, and two grandchildren.



Chief Communications Supervisor Glenn W. Griffin  
Photo taken 20 February 1995 in his C&L office





The reverse of this page shows a picture of the  
official NCSHP Radio Communications Badge  
that was a part of the Division uniform  
during the years 1960s and 1970s

With foresight and wisdom in 1957, Major W. B. Lentz, Director of the Communications and Transportation Division (later renamed Communications and Logistics Division) envisioned the organizing of a voluntary pledge among the employees of the division similar to that of the Enforcement Division. He received encouragement from those he discussed the possibility with and on 3 October 1957, with the assistance of his secretary, Mrs. Elodie Calhoun Oberlies, sent a letter to all Radio Engineers and Shop Foremen. The first two paragraphs of that letter read:

“Several of our fellow workmen have discussed the possibility of our establishing a voluntary pledge similar to the one in force with the Enforcement Division.”

It is my opinion that such would be quite desirable and very helpful if we could reach an agreement as to the individually pledged amount, method of payment, and time of payment, responsibility of collection, eligibility of membership or participation, and any other proper or necessary matters.”

A favorable response was received from the letter, and again with the loyal assistance of his Secretary, Major Lentz formed the pledge from these responses using the Enforcement Division as a guide. The first pledge cards were mailed to all eligible members in mid-October 1957 for their signature and returned to the files at Communications and Transportation Division Headquarters. Thus, the C & T Division Voluntary Pledge had become a reality.

Most of the matters of concern Major Lentz outlined in the two quoted paragraphs of his letter had been dealt with. There was, however, no planned agreement as to who would accept the responsibility of managing or administering the pledge. It was assumed by the members, that Major Lentz and his Secretary, Mrs. Oberlies, would look after everything on behalf of the pledge members. These two pledge members did not let the members down. They did exactly as predicted and as expected for the next nine years.

The pledge had 96 charter members consisting of 56 from Communications, 36 from Transportation, and the remaining 4 from C & T Division Headquarters staff. It was agreed upon that assessments would be ten dollars. There were no provisions however, for membership dues to counteract any financial liabilities for administering the pledge. During the first 12 years, the Major and his secretary absorbed all such liabilities.

The first assessment was paid to the widow of Maintenance employee Mr. Lee B. Jenkins, on 31 August 1959, in the amount of \$960.00. Mr. Jenkins was electrocuted due to a short in an electrical hand drill while erecting a metal State Highway Patrol utility building in Troop “A”. During this period, only one maintenance employee was assigned to the Transportation section, and Mr. Jenkins was a charter member of the pledge who worked all over the state in this capacity. He had just completed erecting a utility building in Troop “B” at the Wilmington station (KIB-365) the day before he moved to the job in Troop “A”, when he was electrocuted.

Anticipating retirement in the foreseeable future, Major Lentz sent letters to Radio Engineers and Mechanic Foremen on 15 August 1966, asking that a vote be submitted regarding members serving on a proposed Board of Directors for the pledge. Until this time, the pledge was still being administered without a board, and some members felt that the formation of one would be proper and beneficial to all concerned. Thus, the responsibilities of administering the pledge would be shared by more than one or two future beneficiaries. Nominees were chosen by ballot from the ranks of radio personnel and mechanics within the various troops across the state in August 1966, for two positions on the proposed Board of Directors. When a second balloting was conducted in October 1966, the members at large elected R. C. Savage from the Communications section, and Joe Justice from the Transportation section.

While in the formative stages of the new board, Major Lentz served as spokesman and named his Assistant Director, Lt. O. R. Roberts; his secretary Mrs. Elodie C. Oberlies; Chief Radio Engineer W. B. Sloop, and Equipment Engineer A. L. Craig to the first Board of Directors.

The first Board of Directors meeting was called by Major Lentz for 1 December 1966 in his office, at C & T Complex on Blue Ridge Road, Raleigh. First order of business was that of electing officers. For Chairman, R. C. Savage nominated Major Lentz, which was second by Elodie Oberlies, and he was elected. Mrs. Oberlies nominated R. C. Savage for Vice-Chairman. The motion was second by Engineer W. B. Sloop, and he was elected. Mr. Sloop nominated Mrs. Oberlies for Secretary, Mr. Savage second the motion, and she was elected. At this point in the meeting Lieutenant O. R. Roberts advised the Chairman that he wished to speak briefly. The Lieutenant stated that he had been a member of the Enforcement Division Voluntary Pledge for several years. He stated that he was aware that some of the Communications and Transportation Division members had from time to time requested membership in their pledge, but were denied the privilege. In view of this, he went on to say, that he did not think it was right or proper for him to be a member of the new pledge, thus, he respectfully declined membership and excused himself from the meeting.

Before the Board of Directors was formed, Major Lentz conducted a vote of the membership at large in July 1966, to determine if assessments should be increased from ten dollars to fifteen dollars. By an overwhelming majority, the members voted for this increase which was in effect by mid-January 1967.

One of the major accomplishments of the first Board of Directors was that of adopting by-laws for the pledge that incorporated the rules and regulations already in force prior to the organizing of the board. In early 1967, Major Lentz asked Vice-Chairman Savage to write by-laws for the pledge and submit them to the next regular meeting of the Board of Directors. Guided by parliamentary procedure, Vice Chairman Savage worked, when time permitted, on his assignment over the next several months. During this time he submitted a draft to the Chairman for corrections or additions he saw fit to add or suggest. The Vice Chairman submitted a final draft copy of the by-laws to the annual meeting of the Board on 9 November 1967. Chairman Lentz read the By-laws to the full Board, and he moved they be adopted at that time. The By-laws were adopted at this, the second annual meeting of the Board of Directors. Several amendments to the By-laws have been adopted by subsequent Board of Directors.

When Major W. B. Lentz retired from the State Highway Patrol in 1968, Vice Chairman R. C. Savage assumed the position of Chairman of the Board of Directors to fill Chairman Lentz's unexpired term. He was elected Chairman at the next annual meeting, and was re-elected by subsequent Boards through 1982, and served as a member of the board through 1984. Mrs. Elodie C. Oberlies was re-elected Secretary/Treasurer by subsequent Boards and served faithfully in this capacity until her retirement 30 June 1982. During Chairman Savage's early years with the pledge, he was instrumental in having the By-laws revised and amended so the Board of Directors would include more from the rank and file and less from the Administrative Staff. Troop "G" Communications Center Supervisor Frank Huggins was elected as Chairman of the Board to succeed Chairman Savage.

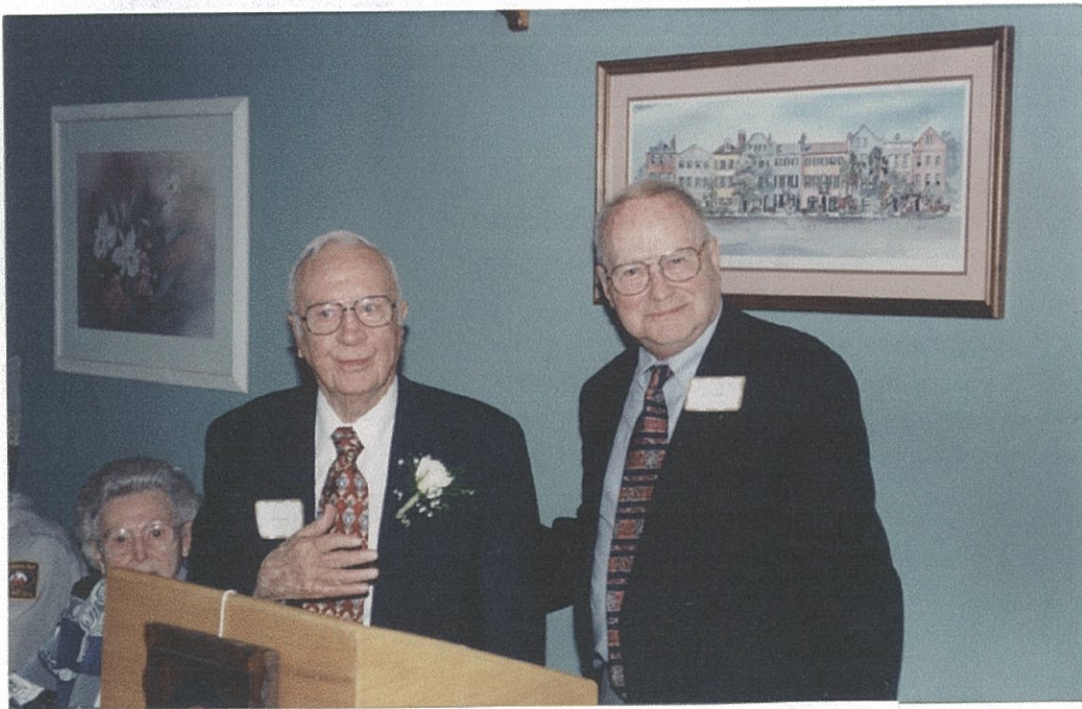
The pledge was known as the C & T Voluntary Pledge for a number of years until the division changed its name to Communications and Logistics. After the division name change, the pledge has been known as the C & L Voluntary Pledge. For many years, the pledge membership increased annually with the increase in personnel within the division. Unfortunately, interest lost its favor with the pledge during recent years, and membership has likewise declined.

Those interested in a more complete history of the pledge please refer to the pledge By-laws. Copies were furnished to section heads once they were adopted in 1967, and they should be available at all installations of the Communications and Logistics Division.



## Communications Division Retirees Reunion

Since 1993 the retirees and spouses have met annually for a reunion and informal luncheon. The last order of business at each of these events is for the host to announce the name of the volunteer host for the following year. The host of each reunion chooses the meeting location, and is responsible for selecting a restaurant and that of making all arrangements for the reunion.



The 1999 reunion was dedicated to and in honor of Retired Radio Engineer II John W. Baird of Elizabethtown, where the reunion was held. Here Co-Host R. C. Savage introduces his long time friend and the only survivor of the original 13 Radio Operators of 1937. Official SHP Photo by First Sergeant H. F. Moore

**ANNOUNCING THE ANNUAL REUNION OF  
THE N.C.S.H.P. COMMUNICATIONS  
DIVISION RETIREES**

**Friday, 14 May 1999**  
**Registration and Visitation: 11:30 A.M.**  
**Lunch: 12:30 o'clock**  
**Program: 1:30 o'clock**

**The BARN Restaurant**  
**Downtown Business District**  
**NC87 W, Across from Walmart**  
**Elizabethtown, N. C.**

**The buffet luncheon, including the salad bar, will consist of Fried  
Chicken, Pork Barbecue, Beef Stew, Two or Three Vegetables,  
Bread, Hush Puppies, Iced Tea, Coffee, and a variety of deserts.**

**Cost (Including gratuity) Per Person: \$7.00**  
**Pay When You Enter The Dining Room To Register With**  
**Willis and Nancy Cooke**

**PLEASE NOTE: *With the concurrence and cooperation of the members and many long  
time friends, we are honoring Retired Radio Engineer II John W. Baird at this reunion.  
As many of you know, he is the sole survivor of the four retirees out of the original 13 Radio  
Operators who were hired in 1937 to activate the State Highway Patrol Radio Network.***

***Of all the reunions you have attended, or will attend in the future, we sincerely hope you will  
make a special effort to attend this one and help us honor Johnny by your presence. It will  
mean an awful lot to him.***

**Co-Hosts:**

  
**C. F. "Chuck" English**

  
**R. C. "Doc" Savage**



## **Addendum**

The following seven pages concern the doings behind the scene, so to speak, as this will give the reader some idea of the planning that takes place months in advance of any construction work on a project of building a Communications Center. Much of the data, such as cost factors, may be of interest to future readers and researchers, as well as some of the present.



Troop "F" - Highway Patrol  
Communications Center  
Newton, North Carolina  
WRITTEN STATEMENT OF PROGRAM  
November 11, 1975

The facility is a radio communication and maintenance center for Troop "F" at the North Carolina Highway Patrol.

The two main functions are separate and independent of each other. Maintenance is related to automobile radios and other portable equipment. It must provide room for two vehicles to be parked within the building.

Adjacent to the vehicle shop are support spaces which include equipment and parts storage, including a secure locker closet, and Engineers' Office also lockable closet and staff toilet. An electric water cooler will be provided for the staff.

Also on this floor will be located a mechanical equipment room. This equipment is for the heating, ventilating, air conditioning and electrical requirements of the building only. This space shall have exterior access only.

The second main function of the facility is radio communications activities. The uninterrupted and continuous function of this activity is paramount to the successful and secure operation of our Highway Patrol. This single requirement places a number of parameters on the architectural form of the building.

First, the Communications Center is not a public serving facility and the entrance to the Center is as unobstructive as possible. We recommend placing the entrance on the rear of the building to make it less noticeable.

Secondly, to prevent interruption, the door is always locked and can only be unlocked by electronic activation of the lock from inside. Next to the door is provided a telephone which is used to identify the persons seeking admittance before an employee will activate the electronic lock. Also placed overhead near the door entrance should be a closed circuit television type camera properly angled to receive a clear picture of person or persons wishing to gain entrance. In conjunction with the camera a monitor must be mounted on one or more radio consoles to receive the camera picture for the outside entrance. Once inside the hall, the doors to the three adjacent rooms are also locked. Peep hole viewers will be provided so that positive identification can be made before the doors are opened.

Thirdly, acoustics are vitally important, Acoustics are the primary consideration for the Communications Operations Room. This facility will have a capacity of six or more Radio Telecommunicators in one large room. In the event of an emergency, the quietness of this

room is paramount to the successful management of the resources of the Highway Patrol. In older facilities, acoustics have been handled with sound absorbing panels arranged on the walls between windows and doors. Long reverberation is a physical property of large rooms with parallel surfaces (parallel opposite walls as well as floors and ceilings).

It is our recommendation that the exterior walls of the facility should be folded into vertical panels which will greatly reduce the reverberation potential of the space. With this slight increase in wall surface used to break up the sound rather than bounce it back and across the room, more choices of wall materials are available without resorting to easily damaged acoustical panels.

The fourth and fifth parameters are related to light and sight. Fourth is the consideration of light for the Telecommunicators and their supervisor. The Telecommunicators use back-lighted maps and must have the main source of light come from their backs. Thus, the windows will be placed only in the back of the room. On this site, these will be oriented to the north. No windows will face the south or west. The artificial light will be controlled on individual switches for each row of lights which parallel the Telecommunications' radio consoles. The fifth parameter deals with light (windows) and the security of the facility. The security and continuity of the operation must be ensured in the unlikely event of militant harassment of the facility. For this reason, all windows will be located near the ceiling. The north windows will have a view stretching 50 miles to the north to Grandfather Mountain. One will only be able to see out these windows when standing, not seated at the consoles.

The sixth parameter reinforces this security of the high windows by placing the Communications Center itself above the Maintenance Shop. On this site the ground slopes up front to the rear the site will be handled to require the minimum number of exterior steps. The security of the Center is further enhanced in that there are no interior stairs from the shop up to the Center. The Center is manned continuously 24 hours per day and the shop is only open on the day shift.

In addition to the Communications Center Operations Room and Center Supervisor's office, the upper floor will contain several other spaces. A janitor's room with mop sink, storage shelves, ladder and roof hatch will be located adjacent to entry. A lounge with employees' lockers, a kitchenette unit and drinking fountain will be provided for the employees' breaks. Off the lounge is a toilet. The Owning Agency has indicated that the size of the staff and facility do not warrant more facilities.

The Owning Agency furnishes the workbenches in the shop, the lockers in the lounge and all furnishes, but has requested that the program include a cabinet for supplies in the communications Operations Room. The Communications Operations Room is to be equipped with an access floor system for the feeding of greenfield conduit to the radio consoles.

A junction box measuring 4'0" x 4'0" x 6" deep on one wall to the front of the room will be used for connecting the various equipment installed by the owner.

The above describes the needs and functions of the Communications and Maintenance Building. In addition, the program calls for two ancillary structures. The first (by the owner) is the broadcast tower which will measure 20' on each side at its base. This is shown on the site plan for reference.

The second ancillary structure is a small two-room structure located between the main building and the tower. This building contains a room for the diesel powered generating equipment required to maintain a steady flow of constant voltage current to the facility. This equipment is in the contract.

The second room of this building is for radio equipment, which functions with the tower. The Radio Equipment Room will have a 10' ceiling to accommodate equipment racks. The only heat, ventilation and cooling requirements are those dictated by the operating temperature range of the equipment as this is an unmanned building.

This facility will provide a vital link in the State Highway Patrol Communications and Logistics Statewide Network.





BEEMER HARRELL, AIA  
Architects, Consultants and Engineers  
361 Second Street, NW  
Hickory, North Carolina 28601

To further understand behind the scenes and background work that goes along with such a State project as this, the following is the "PROJECT SCHEDULE" as submitted by the architect to Mr. Sloop, dated 11 November 1975, with copies to Office of State Property and Construction, referred to as P & C below:

Submit "Schematics" week of November 10, 1975  
P & C reviews Schematics (2 weeks)  
P & C reviews received week of November 24  
Submit "Design Development" week of December 8, 1975  
P & C review Design Development (5 weeks with Christmas)  
P & C review received week of January 5, 1976  
Submit "Construction Documents" week of January 19  
P & C review Construction Documents (2 weeks)  
P & C review received February 2, 1976  
Conform "Construction Documents" and resubmit week of February 9  
Out for Bids week of February 16, 1976  
Take Bids March 16, 1976  
Start Construction April, 1976  
End Construction November 1, 1976

BEEMER HARRELL, AIA, Hickory, NC

There are six additional pages of the "Written Statement of Program" which describes the general description of the building in detail, plumbing, insulation, sterilizing of piping, mechanical, sheet metal ducts, etc. All electrical wiring is described in minute detail, plus the architect's building plan's blueprints. Space nor interest will permit printing all these documents of lengthy jargon except the final document which is the architect's "Statement of Probable Cost", which should be of historical value.

I.	CONSTRUCTION	
A.	Site work	
	Cut, Fill, Drive, Walks, Steps .....	\$9,750
B.	Utility Extension	
	Plumbing .....	2,500
	Electrical .....	500
C.	General Construction	
	3200 Square Feet x \$30 Square Foot .....	96,000
	300 Square Feet x \$18 Square Foot .....	5,400
D.	Mechanical	
	HVAC for Both Buildings .....	20,000
E.	Plumbing	
	Communications Center .....	5,000
F.	Electrical	
	Both Buildings .....	19,500
	Emergency Power .....	22,000
G.	TOTAL CONSTRUCTION .....	\$180,650
II.	ARCHITECTURAL and ENGINEERING FEE .....	14,150
III.	MOVEABLE EQUIPMENT .....	7,000
IV.	CONTINGENCY .....	6,000
	TOTAL ALLOCATION .....	\$207,800

BEEMER HARRELL, AIA  
Hickory, North Carolina  
November 11, 1975



State Highway Patrol  
1100 New Bern Avenue  
Raleigh 27611

SECRETARY G. PERRY GREENE  
DEPARTMENT OF TRANSPORTATION

COLONEL EDWARD W. JONES  
COMMANDING  
STATE HIGHWAY PATROL

16 November 1976

TO: MR. ROBERT TALLEY - PROPERTY CONTROL  
RE: SPECIFICATIONS - MICROWAVE RADIO EQUIPMENT- PATROL COMMUNICATIONS  
STATIONS - HICKORY, N. C. - BAKER MTN., N. C.

Mr. Talley called the mtg. to order and closed bids at 3:00 p.m. November 16, 1976.  
There were three (3) bids:

- (1) General Electric - Bid Bond - \$5,000.00
  - Base Bid \$49,317.00 RF equipment
  - Multiplex - \$49,189.00
  - Alternate for additional installation \$250.00 per man day.
  - Work to be completed in 180 consecutive calendar days.
- (2) ITT - Bid Bond - 5%
  - Base Bid \$29,614.00 RF equipment
  - Multiplex - \$42,334.00
  - Alternate for additional installation \$189.00 per man day.
  - Work to be completed in 150 to 180 consecutive calendar days.
- (3) Motorola - Bid Bond - 5%
  - Base Bid \$32,016.00 RF equipment
  - Multiplex - \$63,120.00
  - Alternate for additional installation \$230.00 per day.
  - Work to be completed in 150 to 180 consecutive calendar days.

Will retain checks for seven (7) days until bid evaluation has been completed.

Bid Opening held at the State Highway Patrol - C & L Division  
1300 Blue Ridge Blvd.  
Raleigh, N. C. 27607



North Carolina Department  
of Administration

OFFICE OF  
STATE PROPERTY  
AND CONSTRUCTION

A. L. HENDERSON, P. E.  
STATE PROPERTY AND  
CONSTRUCTION OFFICER

JAMES E. HOLSHOUSER, JR., GOVERNOR ● BRUCE A. LENTZ, SECRETARY

December 3, 1976

Mr. Edward L. Powell, Commissioner  
Division of Motor Vehicles  
Raleigh, North Carolina

RE: Division of Motor Vehicles  
Microwave Radio Equipment  
Hickory, North Carolina  
Code 67558 - Item I  
Funds Available: \$78,000

Dear Mr. Powell:

This is to advise that the Division of State Property and Construction approves the award of a construction contract for the above referenced project to the low bidder as indicated below.

General Contract

ITT Telecommunications  
Raleigh, North Carolina

Base Bid	\$ 71,948.00
Sales Tax (4%)	2,877.92
Design Fee (Not Applicable)	0.00
Total Project Cost	\$ 74,825.92
Construction Contingency	3,174.08
Total Project Authorization	\$ 78,000.00

Very truly yours,

  
Robert L. Talley, P. E.  
Project Manager

RLT/DMS:bs

cc: Mr. S. K. Howard  
✓ Mr. W. B. Sloop  
Mr. William Rudd  
Mr. Richard Boyd  
Mr. Carlos Smith

## ABOUT THE AUTHOR



Savage

Remi Clyde Savage, known to family as R. C., and to friends and associates for many years as "Doc" was born and raised on his parents farm in Duplin County, near the town of Wallace, North Carolina. After high school, he was classified 1-A by the local military draft board and instead of waiting for the call, he enlisted in the U. S. Army in 1946. Upon completion of basic training at Fort Bliss, near El Paso, Texas he was assigned to the Signal Corps at Fort Richardson, Alaska. At the time, Alaska was still a territory, thus the assignment was classified as overseas duty. After returning to the states with only four months left on the enlistment he was assigned to the Signal Corps

Pictorial Center in New York City where Army training films were produced in the old Paramount Studio buildings, during and after World War II years. Sergeant Savage completed his enlistment in 1948 after appearing in one GI training film.

After a brief stint of traveling in the two Carolinas, Georgia and Tennessee as a salesman, he enrolled in the Broadcasting and Television Institute in Raleigh. Soon after completion of the twelve months course, he was employed by the State Highway Patrol as a Radio Operator on 23 May 1950. Mr. Savage was assigned to the Patrol Radio Station in Wilmington where he remained until 1 September 1977, at which time he was promoted from Shift Supervisor to Center Supervisor and transferred to Newton to activate the new Troop "F" Communications Center. Supervisor Savage continued in this capacity until retirement on 31 July 1991. With 22 months of accumulated sick leave, he retired on 43 years of service.

The author married the former Elsie Luray Wood of Raleigh the same year he became a State employee. This union produced one daughter, two sons, and nine grandchildren.

Since an early age, he has been a Southern Baptist by faith, and a long time member of the Masonic fraternity. The author is a 32° Scottish Rite Mason and was honored with the rank and title of KCCH (Knight Commander Court of Honour) in Charlotte in 1977, and a member of the Scottish Rite Research Society of Washington, D. C. He served as Director of the Lodge of Perfection for several years in the degree rituals of the Valley of Wilmington Bodies. Mr. Savage was elected for seven consecutive years as Secretary of Wilmington Lodge No. 319, A. F. & A. M. until he moved to Catawba County in 1977, and during the same period he was editor of The Wilmington Mason, a monthly periodical that covered Masonic news from his own lodge and that of other lodges in the area. A Shriner of many years, he is a member of Sudan Temple in New Bern, N. C. Mr. Savage is one of the earlier recipients of the Order of the Long Leaf Pine, which was conferred by Governor Bob Scott. As a Legionnaire, he is a member of American Legion Post No. 16 in Newton, North Carolina. A long time supporter of retirees, he joined the State Highway Patrol Retirees Association after retirement in 1991. He was instrumental in forming the first reunion of Communications Division retirees in May 1993, which has become an annual event.

Mr. Savage's main hobbies are those of plant nursery, and wood working. While he enjoys plant propagation, he equally enjoys turning out heirloom furniture, made of solid hard woods, for family and friends.

