

American Telephone and Telegraph Company

BELL SYSTEM PRACTICES
Teletypewriter and Manual
Telegraph Station and PBX
Installation and Maintenance

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Appendix 1
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Long Lines Department
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PRIVATE LINE SERVICE - TELEGRAPH

DEPARTMENT OF COMMERCE -

CIVIL AERONAUTICS ADMINISTRATION

ORGANIZATION AND SPECIAL FEATURES ASSOCIATED
WITH THE CUSTOMER'S TELETYPEWRITER SERVICES
AND STATION EQUIPMENT

1. GENERAL

1.01 This appendix is issued for the purpose of incorporating matters related to the CAA organizational structure and general information pertaining to special features associated with CAA Teletypewriter Services and Station Equipment into one appendix in an outline form only. Complete details may be obtained from Section E12.758 Appendix 1 if such information is required.

2. CIRCUIT GROUPINGS

2.01 The CAA circuits are divided by the customer into 3 groups in accordance with the nature of the traffic handled. One group is known as the "Service A" network which primarily handles hourly weather information. The second group, known as the "Service B" network handles aircraft movement and traffic control information, while the third group, known as "Service O," handles weather information of a selective nature, principally from outside of the United States.

3. CAA ORGANIZATION

3.01 For supervisory reasons, the CAA field organization in the United States consists of 7 regions with the administrative and staff organization being located in Washington, D.C. Attachment 1

of this appendix shows the territory of Regional Areas 1 to 7, inclusive, as well as the location of the Regional Headquarters.

3.02 There are CAA Washington and Regional Offices representatives who periodically visit CAA stations throughout the country for inspection and supervisory purposes. These people in the course of their normal work assignment will have occasion to contact Telephone Company serving testrooms or maintenance personnel.

3.03 Actual maintenance of CAA teletypewriter equipment is performed by Maintenance Technicians, each of the larger stations having one or more Technicians assigned to the station. The smaller stations are geographically grouped within a sector, and a Maintenance Technician is assigned to each such sector. These Maintenance Technicians will contact the Telephone Company serving testrooms in connection with the performance of their normal routine maintenance tests.

3.04 CAA Aircraft Communicators handle the actual operation of the teletypewriter equipment and, therefore, the greater number of reports of circuit irregularities will be made to the testrooms by them.

4. SPECIAL FEATURES ASSOCIATED WITH CAA TELETYPE-WRITER SERVICES AND STATION EQUIPMENT

(A) Automatic Station Identification Device

4.01 The CAA has provided automatic station identification devices associated with standard transmitter-distributors at their stations on all networks. These devices are normally referred to by the CAA as the "ASID." The "ASID" automatically transmits one of the four following patterns:

- (1) LETTERS (Station Identification) Space
- (2) LETTERS (CR) (LF) (Station Identification) Space
- (3) LETTERS (CR) (LF) (Station Identification) Figures Space
- (4) (CR) (LF) LETTERS (Station Identification) Space

4.02 Transmission of any one of the above patterns is automatically accomplished by means of a relay character circuit within the "ASID" and signals produced by this equipment are transmitted directly into the line. The "ASID" equipment is so arranged, whereby, upon completion of its transmission, the transmitter-distributor associated with the "ASID" will automatically cut in and transmit the remaining message text.

(B) Automatic Message Diversion Equipment

4.03 The CAA has provided an Automatic Message Diversion System, normally referred to as the "MEDIS" at seven major relay centers on the Service "A" network.

These centers are located at Atlanta, Cleveland, Denver, Ft. Worth, Kansas City, New York and Salt Lake City. This system automatically selects the sequence weather reports received at the relay center and diverts them to the proper outgoing operating position.

(C) Sequential Control Equipment

4.04 The CAA has provided Sequential Control Equipment, normally referred to as "SECO," on three of the Service "A" network circuits 8002, 8004 and 8005. Eventually all Service "A" circuits will be equipped with the "SECO" apparatus. This equipment provides for the automatic sequence collection of weather report messages from the various secondary "SECO" Stations on the circuit under the control of a Master Primary "SECO" Station. Where this equipment is provided, the sequence combinations described in (A) covering the "ASID" equipment are inserted automatically by the "SECO" apparatus. In addition, an end of transmission signal consisting of (FIGURES) (CR) (LETTERS) is inserted at the end of a transmission at a given station.

"SECO" equipment may be operated either on an automatic or manual basis and when operated manually, the station identification selections are sent locally by the "ASID" equipment previously described.

Where "SECO" equipment is provided, circuits are normally operated on an automatic basis during the sequential collection of weather reports and on a manual basis for all other transmission.

4.05 One primary "SECO" station is capable of controlling the transmissions of 75 secondary stations on its circuit. Each set of primary "SECO" equipment is so designed that it will stop the operation of the equipment whenever the line runs open for a period of 170 milliseconds or longer and operate an audible and visual signal at the station sending to call the operator's attention to the open line condition.

(D) Push Key Cabinet

4.06 The CAA provides a "Push Key Cabinet" instead of the usual loop jack switchboard at most of their stations, for switching teletypewriters between different loops. Although owned, operated and maintained by the customer, trouble in the board may affect the circuits; therefore, knowledge of the boards' characteristics and operation is of value to the maintenance personnel.

Two general types are provided: a twenty key cabinet for rack mounting and a six key arrangement in a metal cabinet. Detailed information is covered in Appendix 8 of this Section.

Attached:
Attachment #1 - 1 Page

TERRITORY INCLUDED IN REGIONAL ORGANIZATION
OF THE
DEPARTMENT OF COMMERCE, CIVIL AERONAUTICS ADMINISTRATION

