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Canada's National Law Enforcement Magazine

April 1996 





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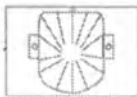
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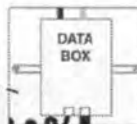
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## BLUE LINE

Canada's National Law Enforcement Magazine April 1996



This month our primary focus is activities which occur between the curbs (or ditches as the case may be). We thought the inside view of a Military Police patrol car would be of interest to our readers so we invited MP Officer Dave Butcher to show us "the toys" they utilize while patrolling CFB Petawawa. You can read more about the usage of in-car videos with Dave's article on page 12.

The 1995 Ford dashboard proudly displays a new Docucam III in-car video system along with its Sony camera head. Gracing the dashboard is the Digital Muniqueip Tracking Radar and the microphone from the Motorola radio.

In this issue you will learn much more about in-car video camera systems. Beginning on page 9 you will find submissions from four of Blue Line's Corporate clients who were invited to write about their products.

One submission, from Nicholls Distributors, went above and beyond our request and supplied us with news about two other companion pieces of technology. The first is a hands-free remote mic switch and the second is a Heads Up Display (HUD) that can turn your scout car into something similar to a jet cockpit.

Our Editor, Morley Lymburner, wrote a piece on traffic direction a couple of years back and has found himself faxing off too many copies of it. On page 6 we have breathed some new life into it and, in the spirit of the age, recycled the article for your knowledge and entertainment. Feel free to copy this article as much as you like and spread it around liberally.

This month we have commenced a new column called "Crime Alert." This column is a free forum for police agencies to inform you about specific major incidents in which they require help. The column will explain certain criminal modus operandi with the hope that other agencies may see some similarity in criminal patterns. It is hoped this column will encourage inter-force cooperation on a broader scale. If your agency wishes to make a submission contact us at 905 640-3048.

There is much more so turn this page and get on with it!



By Peter DeLong  
Canadian Pacific Police Association

## Policing may become another piece of railroad nostalgia



In 1960 over 1,000 CN/CP Railway Police officers were deployed across Canada. Conditions were harsh, wages poor, training non-existent and benefits limited. In 1996, we number just over 200. Sure,

our pay is good, benefits, training and equipment is excellent. I think everyone concedes that times change and deployment of officers must be shifted to where they are needed most.

Railway police need not be glamorized, but we also should not be trivialized, as evident by our brother officers who were shot and killed in the line of duty. Their names on the police memorial in Ottawa bear testimony to that.

Our preventative nature of being a uniformed police officer, to deter crime and promote saving lives in relation to railways and

communities through which they pass, has a positive result. It is somewhat perplexing to fathom why railway police are being reduced. Shifting the responsibility on to resource strapped municipal forces is not the answer, as I am sure most agencies will concur.

The Chiefs of both CN and CP Police are attempting to juggle budget reductions, perhaps not unlike their city counterparts. We just wish they would say enough is enough to the profit-driven corporate railway executives who seem to abrogate their civic responsibility to provide the public with a safe mode of transportation. By having no preventative patrols, nor regular enforcement in rail facilities, only invites crime and ultimately a tragedy.

There is literally no protection at most rural yards and employing untrained unarmed security guards is not a solution. The local municipal force again gets stuck with railway calls, (i.e. impaired, assaults, thefts, crossing accidents) all because railway police are spread too thin.

It appears that if left unchecked, the railways will be consumed with this idea of police

budgeting as a luxury, instead of a minimum requisite. By CN and CP Police being reduced, it could be perceived the railways are not interested in providing accountability for a safe crime-free environment.

We find it perplexing to fathom why the railways are abolishing their visible police enforcement, and becoming "reactive" only. As a federally regulated private enterprise, CN/CP should be thankful to have such peace officer status and powers afforded them.

The railways bet the risk of calling on municipal or other local police. Unfortunately the risk is shared by everyone, the railway, the public and the police responding.

We do not think it is appropriate to wait for criminal acts and/or fatalities to result from railway related incidents before calling in the police. The dangers increase with every officer the railways believe is expendable. There is a certain point when we all become expendable either by layoff or life threatening situations.

In the not too distant future nostalgia may be all that is left of these agencies.

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# Pride and service

## Memories of a well spent career

by Morley Lyburner

Leaving a police force is, fortunately, a once-in-a-lifetime event for me. Since packing in my badge last July I really have not had much time to think about it too much... that is until recently when I began to gather up all my left over gear to ship back.

As John Lennon once wrote, "Life is what happens when you are planning other things." When I started putting together that gear memories started flooding back to me and it reinforced a sense of life's mystery.

My winter coat reminded me of those drinking driver spot checks and crisp, cold, snowy nights standing on the road side waving cars in for a little sniff. It also reminded me of a few close calls when a few drivers slowed down and then accelerated toward me. After the first two you learn not to put your guard down just because you see the headlights dip down in response to your wave. Even armed with this knowledge I don't think I would be fleet footed enough to get out of the way today.

I pulled out the spring and fall jacket and recalled those many years on patrol. Never knowing where the next call would take me. All I could be certain about was that someone out there needed me to be there. Lost kids, arguments with neighbours, domestic disputes, house broken into, found property, a sudden death, an accident on the street... or a lonesome someone just needing to talk. It felt so good to help. In my small way I hoped I could make a difference or ease the trauma if only just a bit.

Taking the blue shirts from the closet I was reminded of the heat of summer and walking the beat and wishing for the night shift when it was cooler. One thing I always had trouble with was where to put all the stuff I once carried in my jacket pockets when pockets were in short supply. Somehow I managed but when I was walking the beat we didn't have the big radio sets, night sticks and the heavy belts they carry today.

But... we had those boots. Your feet fried in the summer and froze in the winter. We were not blessed with winter foot wear until long after I stopped pounding the concrete.

We certainly got creative in our dress code back in those days. Black snow boots were deftly snuck out to a willing store merchant who would stash them for you until they were needed. Warm woolly sweaters under the tunic also made this skinny cop look a little huskier but you had to keep it hidden from the hawk-eyed sergeant who appeared to be constantly looking for telltale edges of the sweater peeking over your collar.

I found my hat after considerable searching and saw the badge with the slight dent and chipped red enamel. My thoughts went back to my second lesson (mentioned earlier) on stop-

ping cars with drivers who would rather not. I got away with that one but my hat and badge didn't. I got a new hat but was told by an unsympathetic stores clerk that the badge wouldn't be replaced for a little chipped enamel and that one day I would be bragging about how I got it... sage advice indeed.

I took one last glance at my pocket badge and recalled my days in the detective offices. The thought of those many faces that saw that badge flashed before them and the variety of reactions. Some with relief, some with sadness and some with surprise. The relief could be from someone needing help or a suspect who was simply weary of the chase. Although the sadness was from being apprehended others were saddened by the news delivered by the man behind the badge. Nothing more can be done to find the culprit - a loved one gone forever. Surprise was the response from someone who did not suspect they were suspected or from someone who really didn't think they were going to get all the help they got.

Then I saw the "dress blue" tunic. The feeling of pride in my police force overwhelmed me in a way that I never felt when I was on the

street. This uniform was a part of my life for almost 25 years. It brought a young man barely out of his teens into adulthood with pride and dignity. Few professions can be so distinguished. That blue serge was the symbol of a fulfilled career as well as commitments fulfilled. The shoulder patch signified a commitment to a community and to an organization of men and women brought together with a common purpose. The silver wing on the sleeve signified a commitment to a particular branch of policing which brought me a personal feeling of accomplishment. The blue and gold ribbon above a silver medallion was a symbol from my community of the recognition and appreciation they felt for my efforts.

No one can ever take away the memories or the pride that all that gear created over the years. It was the police force and the grace of God that put bread on the table, met the needs of a young man's sense of adventure and taught him the difference between the two.

The police force did much for me over the years. Much more than the gear and trappings of the profession will ever do. It taught me about life as few are honoured to know it.

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The following is a requested repeat of an article which ran in a previous issue of Blue Line Magazine

## Traffic Direction

**Take it seriously or get off the road!**



by Morley Lymburner

A few years back my attention was drawn to an American police magazine that contained an article on traffic direction. The first shock to me was the introductory photograph to the article. It showed, what I assumed to be, a police officer directing traffic, at night, wearing a dark uniform and no hat. Not even a whistle!

This picture got my curiosity as I thought that the author of the story was using it to show everything an officer should not do while directing traffic. Much to my dismay and horror I found that he was using this situation to show how it should be done.

"Okay! Okay!" I says to myself, "Let's not judge the story by the poor selection of photographs." I ignored the theory that one picture is worth a thousand words and I read the article. But guess what folks? It got worse. This officer's theory (and I say theory because he could not have survived very many traffic points to develop good practices) was to stare down the vehicle coming at you. "Look like the boss, give assertive directions and stare down the driver" was his basic concept of what goes on between the curbs. The writer backed up the story with another hatless, nameless, motionless, assumed-to-be police officer, doing what he cares not to do.

I finally got to the point where I had to take a blood pressure break. I returned to the magazine and decided to find out what the officer's credentials were. A thirteen year veteran police dog handler from Washington State.

"Okay, Okay, Okay!" I says to myself, "he found my key - he's got me wound up." The magazine went into the trash and I hit the keyboard to write this little ditty. It ain't the "be all and end all" on the subject but at least it may help justify my 17 years as a Traffic specialist.

### Rule No. 1 - Be Seen

This is the most important criteria. Put on a fluorescent vest, wear white gloves, carry a flashlight. Park your cruiser with lights flash-



*On one of the few times you are on display to the public how do you want to be remembered? Erect, sharp and in control or hatless, bored, ill-tempered and sloppy? You really don't have a chance to make a second impression. Clearly the member of the Anishinabek Police Service (above left) is presenting a far superior image to the hatless Ontario Provincial Police officer to the right. She not only was not wearing a hat but also remained on the sidelines and missed an opportunity to leave a positive image of policing. The officers were assisting a community parade.*

ing near the intersection. Any one or all are better than none.

### Rule No. 2 - Wear A Hat

I do not know where this bare-headed, bone-headed, stupid idea came from but too many officers don't wear hats. Your hat is a necessary part of your job. It is your professional identity that is the most readily seen. It is the first thing that identifies you the furthest away. It sits on the highest part of your anatomy and can be seen at 360 degrees and even above the roofs of the majority of vehicles on the road. Citizens can now have their first clue that a "police officer" is doing a traffic point when looking over the roofs of the cars in front.

Want to make it better? Put a white, or orange, hat cover on. It is my firm belief that any officer working permanent traffic detail should wear an issue white hat. An optional helmet would be even better.

### Rule No. 3 - Use A Whistle

If you think you can yell out directions to motorists today then you have not been informed about the invention of car radios, stereos, tape decks and equalizers. Remember that you are directing PEOPLE not bumpers and headlights. Use a whistle as loud as you can. One long and one short blast for "stop", two short blasts for "go" have been the most effective for me.



### Rule No. 4 - Clear Signals

Keep your hands high. Never give a direction with your hands below your head. The motorist is looking there anyway (he is impressed by the hat) so you might as well communicate something that you want him/her to do. Remember that this ain't no game of charades.

Don't let the hustle of traffic worry you. Go at your own pace. There is nothing less lenient on time than a traffic light. So why should YOU hurry! You are in control and no one does a thing until you want them to do it... Right?!

Show the largest mass of your body to the vehicles you want to stop (You will have to take inventory to decide if that is front or sideways). Don't permit traffic to move in one direction without stopping up the other direction.

When stopping a lane of traffic look back in the line and determine the car you want to stop. This may be three or four cars back but a good rule is to stop the driver you have established eye to eye contact with (It's easier than trying to get their attention by riding on the hood or by a well placed bullet in the grill.)

### Rule No. 5 - C.Y.A.

Always think of your back(side). To be a true traffic controller you have to develop eyes in the back of your head. If you can't see in one direction you have to attune your ears to it. Let those ears be your second set of eyes. There are too many motorists out there that appear to own cars with prescription windshields and have just switched cars. They don't see beyond their hood ornament and you are as good a target as any.

While we are on this subject, have you ever noticed that the chances of somebody stopping to ask directions is directly proportional to the amount of traffic congestion you have at your traffic point? They still think you can take the time to give them directions to the freeway. Firmly, but politely, bring them back to reality. Advise them their wheels have stopped rolling and that is against the rules presently in effect (You can really use your imagination here!)

# Award recognizes cooperation



Arrests were made after some "good old fashioned investigating" of an auto theft ring. Shown above receiving IAATI Award on behalf of their agencies are (L-R) Darren Eastcott (Edmonton Police), Jeff Pressley (RCMP - Edmonton Det.) and André Roy (Sûreté du Québec).

In August of 1995, at the opening ceremonies of its seminar in Orlando, Florida, the International Association of Auto Theft Investigators (IAATI) presented its Award of Merit to two squads which, although they operated in different parts of Canada, cooperated on a joint project in order to bring down an auto theft ring.

Project Phoenix began in January 1994 with the investigators of the Edmonton Integrated Intelligence Unit (EIIU, composed of the Edmonton City Police and the RCMP) receiving information to the effect that an Edmonton used car dealer was selling "repaired" salvage vehicles. The information stated also that the dealer in question was purchasing these vehicles from a seller in Montreal.

Initial checks conducted by the investigators of the EIIU into the history of the vehicles revealed that they were, in fact, former salvages. Furthermore, physical examinations of the vehicles revealed no traces of repair which, in the case of former salvages, should have been extensive. The absence of obvious traces of repair rendered these salvages extremely suspect.

Then came the arduous task for members of the EIIU to seize and to inspect suspect vehicles in order to ascertain if they were, in fact, stolen and, if so, to determine the real and original VINs.

Meanwhile, in Quebec, investigators of the Crimes Against Property Squad of the Surete du Quebec, having been contacted by EIIU, were busy trying to identify the persons who had shipped the stolen vehicles to Alberta.

Electronic and physical surveillance as well as good old police investigative methods permitted investigators in Quebec to target and eventually corner a suspect. On October 13,

1994, four raids were conducted in order to secure the evidence necessary to arrest and charge the suspect with 62 counts of possession of stolen vehicles.

The investigation in Quebec also revealed that the suspect who was shipping the vehicles to Alberta was not the mastermind behind this whole organization, he was just the seller. Therefore, a second team of investigators was assigned the task of uncovering the rest of this theft ring.

This part of the investigation was called Phoenix II. The investigators in Phoenix II also



used wiretaps and surveillance to zero in on suspects. This was a well structured organization which specialized in expert alterations, that is, counterfeit VIN plates, counterfeit standards stickers, as well as counterfeit anti-theft labels.

Also on October 13, 1994, Phoenix II culminated with over 20 raids which involved 120 police officers from various police departments. Twelve people were arrested and forty vehicles were seized all of which, upon inspection, turned out to be stolen. In addition, a computer, printer and metal engraving system which had been used to manufacture the counterfeit VIN plates and labels, were seized.

Meanwhile back in Edmonton, Alberta, the members of the EIIU continued, and still continue, to seize vehicles. They are now up to over one hundred and five recovered stolen vehicles and hope to reach the two hundred mark before the end of 1995.

Project Phoenix is an excellent example of just how a joint investigation can be successfully concluded in spite of different jurisdictions and large distances between the investigating agencies. The investigators of the Edmonton Integrated Intelligence Unit and the members of the Crimes Against Property Squad showed tremendous initiative, courage and perseverance in the undertaking of a project of such huge proportions. Moreover, they showed remarkable team spirit, camaraderie and a willingness to cooperate and communicate, sometimes on a daily basis. Project Phoenix is the embodiment of the spirit of cooperation and team work as well as good hard police work which are the cornerstones of any good police investigations.

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## Canadian Chief appointed to International Association of Chiefs of Police Executive Committee



*Chief Robert Lunney*

Peel Regional Police Chief, Robert F. Lunney has been appointed as the Canadian representative on the Executive Committee of the International Association of Chiefs of Police (IACP). The appointment, announced by IACP President David Walchak, is effective immediately.

Robert Lunney has served as Chief of the Peel Regional Police for the past six years. Lunney retired from the Royal Canadian Mounted Police in 1974 with the rank of Superintendent. He served as Chief of Police for the City of Edmonton from 1974 to 1987 and he was the Commissioner of Protection, Parks and Culture with the City of Winnipeg from 1987 to 1990, where his responsibilities included the Police, Fire and Ambulance Departments and the Parks and Recreation Department.

Chief Lunney was the President of the

Canadian Association of Chiefs of Police in 1984/85. In 1995 he was the first Canadian to receive the Police Executive Forum's Leadership Award for Innovative Police Practices.

Robert Lunney has been a principal proponent of the accreditation movement in Canada and is responsible either directly or indirectly for the accreditation of five Canadian police services including Edmonton, Winnipeg and Peel Regional Police.

During 1995 the Peel Regional Police was awarded a Certificate of Merit by the National Quality Institute at its annual Awards for Excellence competition. In the same year the

Peel Police received the prestigious Weber Seavey Award for Quality in Law Enforcement which was presented by IACP and Motorola.

The Executive Committee is the governing body of the IACP and has the authority to take all the appropriate measures and perform all duties required to accomplish the objectives of the association.

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In this column *Blue Line Magazine* provides private industry and business an opportunity to speak about their products or services. Readers should be aware that the following articles are written by the marketers of the subject material and *Blue Line* does not accept responsibility for the accuracy of claims made.

## In-Car video camera ready for courts and Canadian climate

by Randy Brown



**AlphaCam 200**

In January 1991, Constable Daryl Lundsford was on patrol on Interstate 59, in East Texas. While stopping a vehicle, Constable Lundsford was shot dead with his own service revolver. Three illegal immigrants were apprehended the same day, although there were no witnesses!

It was the video tape from his in-car video system that provided the evidence as to who his killers were.

Video tape evidence has become one of the better court room tools. It does not colour evidence, nor will cross-examination change its story.

Constable Larry Me of the Winnipeg Police Services mentioned one incident in Winnipeg. A traffic officer reported how he had stopped a vehicle and the driver proceeded to throw-up in front of his patrol car. This was captured on video tape. Subsequently the suspect hired one of the better lawyers in town. After the lawyer viewed the video tape he advised his client "Plead guilty, if a judge sees this video tape you're going to jail".

According to Inspector Bill Webb of Calgary Police Service, video-tape was used in a situation with a third party complaint, from a father whose daughter had been stopped for a traffic violation. The daughter complained she had been "bullied and intimidated" by the officer and listed five allegations, in a letter to the chief. The father was invited to view the videotape of the stop, and could find nothing pertaining to the five allegations. This was viewed as a textbook traffic stop.

Captain Robert Sauve of the Montreal Urban Community Police, reports an incident involving a woman driver, where the officer put on his overhead lights but no siren. The woman got rattled and drove up on the side walk. She later claimed the officer ran her off the road. The video of the incident showed the woman at fault not the officer.

In a recent test done in Outremont by Montreal Urban Community Police, they ran a one year test with one car, a video system, five days a week, with two shifts of officers. They came up with 162 court trials avoided, and an estimated saving of over \$74,000.

The history of video systems would start with camcorders. Unfortunately they created as many problems as they solved. Constant breakdowns and wearing out prematurely, did not

help matters. They might be great for shooting a birthday party, but they cannot stand up to rigorous police use.

The systems in use today, are comprised of a trunk mounted VCR in a 14GA steel enclosure in the VHS format to accommodate present court and police station needs. Most systems use a separate monitor and controller. The AlphaCam system, however, is a one-piece colour monitor controller, about the size of a pocket book (1 1/4" depth X 7" H X 4"W), and is approved for use in a dual air bag vehicle. The camera is mounted by the rear view mirror. The officer carries an audio transmitter that can activate the recording

system. One of the most important aspects of a video system is its ability to function in the harsh Canadian climate. Many don't.

Intesting in Winnipeg winter the AlphaCam system functioned flawlessly at -37 Celsius, and is the system approved by the Canadian Police Research Council as well as the only system currently approved by the R.C.M.P.

If you would like copies of the Montreal Urban Community Police report, or the C.P.R.C. test simply call the V-Sec office at 1-800-694-8068.

To quote one Winnipeg Police Officer, "this video system is the best partner I ever had".

## Eyewitness II In-car Video system



One product that is gaining a "must-have" status for patrol cars is the in-car video system. It's like having an extra set of eyes ride along, an impartial witness that reports the whole truth and nothing but the truth: an indisputable account of traffic stops; verbal consents for vehicle searches; speed violators and their tracking histories; D.U.I. tests and results; events leading to arrest; and evidence that proper procedure was followed. Conviction rates go up, litigation expense and time goes down.

Out on patrol, in-car video provides an element of security for officers. When hostile individuals know that they are being recorded on videotape, they are less likely to resist arrest or assault the officer, or later challenge an arrest using a fabricated defence. Whatever the situation, an officer must be able to rely on the system. This is why Nicholls Distributors is the exclusive distributor in Canada of the Eyewitness II in-car video system from Kustom Signals.

Described as an industrial-grade system, Eyewitness II is designed to meet the demanding conditions of law enforcement. The miniature components can be mounted in limited space. They are durable and easy to operate. The cameras will zoom in to a close-up, pause to record the license plate, then zoom out to its wide angle position and continue recording, all at one button press.

The most notable way that the Eyewitness

II stands apart from any other system is by its recorder, arguably the one component that will receive the most wear and tear. The heart of the system, it is conceivable that the recorder could be required to run 24 hours a day, 365 days a year. That's why Kustom uses a Panasonic industrial-grade recorder deck that is also used by duplicators in the motion picture industry who make the copies that you rent from your local video store. Duplicators expect their decks to be workhorses and produce a high recording quality. Law enforcement expects no less of their equipment.

In contrast, consumer-grade recorders are designed to sit on top of a television, and were not designed to withstand the rigours of the road in a law enforcement environment.

Further protecting your investment is the recorder housing. A bulletproof, stainless steel vault is available, as is a vault-type locker. Both have been specifically designed with a self-heating interior for recorder operation in extreme cold weather conditions.

Other noteworthy elements of an Eyewitness II include: a covert in-car microphone; an interface with Kustom radar, which superimposes speeds onto actual footage of the speed violation as it occurs; and an outside-view record light that lets an officer see that the recorder is activated.

Eyewitness II components include a miniature camera with zoom lens, wireless microphone, monitor, overhead control centre, recorder and vault.

The Eyewitness II and other Kustom Signals products are distributed exclusively in Canada by Nicholls Distributors Inc. For a free literature package or inquiry regarding pricing and evaluation units, call (514) 422-9215. To speak with a regional representative, please refer to the Nicholls advertisement on page 21 in this issue of *Blue Line*.

## Go wireless with this Personal Video Surveillance System



Markham-based Triangle Technologies Inc., is proud to introduce the wireless COPCAM Personal Video Surveillance System.

The COPCAM has been specifically designed to optimize the effectiveness of law enforcement personnel while protecting their professional reputation and integrity.

Smaller and lighter than the typical badge, the low-light, black and white camera and its integral microphone are housed in a weather resistant, nearly indestructible casing.

The camera can easily be secured to the shirt center line with a button attachment or placed on other areas of clothing. When leaving the vehicle, the officer simply activates the battery-powered camera, microphone and transmitter with the flip of a single switch.

Since the camera is not stationary, the officer is able to directly control its field of view. No longer are you limited to a stationary camera system which forces the officer to try and be positioned so that a critical action will be caught on video. The COPCAM goes where the officer goes—not where the cruiser goes. The range of the COPCAM is as far as one-quarter mile from the receiving unit.

The applications of the system are nearly limitless, some of which include: recording accident scenes and witness statements; conducting hands-free gathering of evidence; sobriety testing; and word-for-word witness accounts.

The system can be easily detached from its mounting so that the officer or detective can precisely position the camera, allowing for the documenting of small pieces of evidence, such as blood stains, and drugs, and for the recording of such obscure areas as car interiors and trunks.

The recording unit is smaller than the average VCR, and it comes complete in a handy carrying case for easy mobility. The COPCAM can be readily moved from one cruiser to another or from

one officer to another at a moments notice. It's as easy as giving someone an attache case.

COPCAM provides help when you need it and where you need it - heads up and hands free.

And then there is the Dashboard Partner System, the most affordable dashboard mount VHS format system offering most of the benefits of an expensive permanent mount system but without the associated high costs.

The system easily dismounts for out of vehicle recording use. The Dashboard Partner System is used for DWI/DUI taping, officer training, and filming crime scenes.

The Dashboard Partner System has a user-friendly (palm-size) controller that allows the officer to record by a flip of a switch. The controller will also operate the ZOOM features of the camcorder and allow the system to begin recording by the activation of the body microphone and/or the overhead light bar. The Dashboard Partner System will fit virtually any law enforcement vehicle. The custom made brackets make installation a SNAP!

The affordable and reliable system is available for as little as \$3,500.00. Finally... A witness for the police.

For more information contact Triangle Technologies (905) 479-7543 Fax (905) 479-4130.

## Unobtrusive wireless Bodi-Cam

Designed and manufactured in Canada, Bodi-Cam offers mobile fully secure wireless real time audio/video transmission.

With a camera smaller than the size of the end of your little finger along with a tiny microphone, both encased in an unobtrusive case which can be clipped to your mic, tie, lapel etc., one can transmit a very clear audio/video signal through a transmitter worn on the belt to a waiting receiver in a vehicle up to a 1/4 mile away.

Once received, the signal can be viewed on a monitor, recorded on a VCR, or redirected to another site.

One would immediately think of the Bodi-Cam being designed for undercover drug units, but how about general surveillance, tactical, domestics, road side stop interviews, R.I.D.E. programs, foot/bike patrol, training, airports and demonstrations.

The Bodi-Cam is very different from in car video surveillance systems, far more flexible and nonrestricted, and considerably less expensive.

The Bodi-Cam, from Richmond Hill based Kioss, was designed in conjunction with the Canadian Police Research Centre and the National Research Council.



The unit comes with a standard police issue belt case made from braided nylon and customized cases are available on request. Included with the Bodi-Cam is a "Smart Charger" which will fully charge the unit in one hour.

The receiver is a 5"X4"X2" unit that can be linked to a VCR, monitor or computer and can be linked with a built-in VCR if necessary.

For further information about the Bodi-Cam contact Brian Gregory of Nicholls Distributors at 905 629-9171.



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Dale Kliparchuk - Director / Instructor



# Interconnective technology helps cops to cope

Blue Line Magazine invited Brian Gregory of Nicholls Distributors, to let our readers in on some new technology that would be appreciated by front line officers. In addition to the Bodi-Cam story opposite Brian supplied us with two more interesting items.

## Safe-Pursuit

Safe-Pursuit is a hands-free two-way radio communicator allowing the operator to communicate undetected with dispatch without ever taking their hands off the steering wheel.

Any person who has driven a police vehicle has likely, at some time or other, dropped the mic and fumbled to retrieve it while sometimes driving at high speeds. Worse still, it may have been tangled around the steering wheel.

Since communicating over the radio is your life line, Safe-Pursuit allows you to simply depress a foot pedal and talk through a very small mic located overhead on the sun visor.

Even when stopped at road side, officers can have both hands free to write and do paper-work.

Safe-Pursuit can be interfaced to most all radios in Canada, and because it can be installed in a matter of minutes, it can easily be moved from one vehicle to another when trade-ins occur.

If you think this is an interesting and innovative idea, wait until you hear how inexpensive the system is. There is not a single police department in Canada which could not afford this system.



## Head-Up Displays

Originally designed by Hughes Aircraft and Missile Company for the F-18 supersonic jet fighter the *Head Up Display* (HUD) technology has been adopted by Delco Electronics for the law enforcement community in police vehicles.

Police officers, like jet pilot fighters, can simply look directly through their windshield and receive all crucial data from the Mobile Data Terminal (MDT), radar unit, in car video surveillance system, or Bodi-Cam.

The information the officer receives will be exactly what is listed on the MDT screen, words or numbers, photos of wanted persons

or criminals, maps, radar operational information, or images from in car video systems or Bodi-Cam.

Considering all of the equipment an officer has in the police vehicle these days, including the MDT units, it would be great to be able to drive with both hands on the wheel, see all information directly in front of you, and, if using *Safe Pursuit*, communicate hands free with dispatch.

The HUD is very easy to install, can be moved from vehicle to vehicle when traded, and is surprisingly very inexpensive.

These products can be viewed by calling Brian J. Gregory at 905-629-9171.



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## New partner never complains and keeps perfect detailed evidence



*Patrolling an Armed Forces base can be rather challenging at times. The challenge is made even more interesting when you are placed in a one officer patrol car and told to enforce the law against some of the world's best trained fighting soldiers. To accomplish this task the Military Police went looking for some good back-up for its members on patrol and, as outlined in this article, they are now reaping the benefits.*

By Dave Butcher  
Petawawa Military Police



I arrived at work prepared for yet another busy Friday night. With my weapon strapped to my side and briefcase in hand, I exited the station to begin the usual pre-shift checks of the patrol car. While doing that, my

partner was running through a similar series of pre-shift checks. With the checks done and an okay signal from my partner beside me, I was on the road.

First order of business involved some stationary radar with a hot cup of coffee, which I realized very quickly I would not finish. I could not rule out the possibility that the car I observed taking corners without so much as a wink of the brake lights and using the gravel shoulder as a turning lane was transporting an inebriated driver from the usual afternoon watering hole.

As my partner began to collect some detailed road evidence to present in court, I took up pursuit of the meandering vehicle.

With my emergency lights activated, I managed to bring the unsteady driver to a halt by the side of the road. As I approached the vehicle, I did so with confidence that my partner was documenting the occurrence with the detail that no other partner has ever managed. Not only could I count on a word for word record of the breath demand and charter obligations, I would also have, with the help of my partner, a means of verifying to the court my actual observations.

The new partner I am referring to is the DOCUCAM III Mobile Video Recording System (MVRS) supplied by Triangle Technolo-

gies. The MVRS units have recently been installed into three patrol cars at 2 Military Police Platoon.

The scenario created above is only one example of the advantage of audio and video recording capabilities in a patrol vehicle. Though my new partner does not carry a gun, can not call for back-up, and is not much for conversation, it does seem effective as a deterrent to confrontation with even the rowdiest of troublemakers.

For those who will not be deterred, a verbal and visual account of the episode complete with date and time will no doubt provide amusement for even the most condescending Provincial court judge.

After reviewing other departments procedures on storage and control of video tapes, we feel the system being used at this department is quite efficient.

The video tapes are controlled by the shift commander and assigned individually to each patrol officer. The video recorder is enclosed in a steel box in the trunk of the vehicle for which the padlock key is also controlled by the shift commander. Though picking up a movie from the local video store to watch on the four inch monitor would certainly help pass the time on those quiet night shifts, carrying the key in the vehicle would also negate the rationale of securing the video equipment.

Once in the VCR, the video tape is secure in the 14-gauge steel bullet, fire, vandalism, and collision resistant vault that is also climate controlled to prevent tape or equipment damage. Control of the entire system is then achieved through a wired remote that is located next to the driver.

As video tapes can be reused once they are properly erased (the programming will not al-



This electronic backup consists of a Docucam III from Triangle Technologies.

low the VCR to record over any previously used portion of the tape), the cost of using the equipment is minimal. Therefore, it is encouraged to use it as frequently as possible. Though I have never met anyone who can predict when and where an incident is going to occur, with a little anticipation it is possible to record many offences, especially traffic violations, for presentation in court.

When a tape is full, it is held for a period of thirty days in case of a public complaint against the officer before being reused.

Reference is made easy by a log which identifies every incident recorded. If an incident is recorded where presentation in court is anticipated, the tape is immediately entered as evidence for that particular case and replaced by a blank tape.

The possibilities for use of the equipment are almost endless. With a range of 1500 feet on the encoded wireless microphone, there's never an argument of what was said at the scene.

For those instances where a calm situation suddenly explodes, the recording equipment is automatically activated when the wireless microphone is switched on.

Imagine being able to respond to a domestic dispute and record every threat, scream, and insult being thrown around. Obviously the vehicle mounted camera can not be brought into the living room (it tends to scratch the paint on the car) but the microphone worn by the officer is sensitive enough to pick up all conversation occurring in its general area.

Another unique feature is the ability to remote a hand held video camera into the system. This makes an ideal record of major incidents and crime scenes. You have the freedom to walk around and record accident or crime scenes directly onto the video tape in your trunk.

It seems the days of partners that can hold a conversation are quickly slipping away. With budget restraints being imposed on nearly every force, alternative measures of protecting the officer and increasing conviction rates must constantly be explored.

The MVRS is certainly not intended to replace armed back-up. It does, however, act as a deterrent to anyone aware of its existence at the scene. It also provides a means of protecting the officer from false public complaints, helps avoid losing cases due to alleged charter violations, and provides excellent documentary evidence.



Leading Seaman Dave Butcher is a Military Police officer stationed at Canadian Forces Base Petawawa near Ottawa, Ontario.

## Canadian police officers go fast and free

By Scott Spicer



The summer of '96 is swiftly approaching and so is the fun in the sun. The 7th Annual Canadian Police Officer Motorcycle Championships is being held at Shannonville Motorsport Park in

Shannonville, Ontario, June 20, 21 and 22nd.

The event is a fun-filled weekend open to police officers of all riding experiences, from as far away as British Columbia to Newfoundland, who enjoy riding fast in the controlled environment of the race track.

Novice riders and those with a desire for speeding around a circuit will have an incredible opportunity to try their expertise and taste the exhilaration that experienced riders get high on.

Matt Par is such an example. A Peel Region officer who came out in 1993 and subsequently qualified to go to France after just one successful competition!!

Furthermore, Matt's contribution to Team Canada and his personal initiative, have resulted in his placement in the second team for Team Canada in England for the summer of '96.

Drop your egos at the track entrance and enjoy the camaraderie, excitement and improved driving experiences that you can share with others. The results can not be measured. There is an opportunity for increased self-confidence,



improved riding techniques and a better grasp of motorcycle dynamics to be gained from participating in the Shannonville Weekend.

This year's Championships will entertain you, taking you through a modified "FAST" Phase I course with the title holder of 4 National Championships in Motorcycle Road Racing, Michel Mercier, and his professional racing staff, on Thursday. Friday will be practice and timed trials in which the top 14 riders qualify for the final race and the next 11 riders will qualify for the consolation race on Saturday.

Finally Saturday will be the morning practice with the Feature Event and Consolation race in the afternoon.

Can you say party? Thursday night will be a tribute to Mexico, offering Fahitas and Margueritas. Friday evening will be our First Annual Beach Party featuring an outdoor barbeque and bonfire. Saturday night after the closing ceremony, there will be a terrific banquet in honour of all participants.

Just like speeding, we encourage all to be responsible with the use of alcohol and "know when to draw the line". Because of our stand toward responsible use of alcohol, transportation will be provided for all evening social events.

This year as in all years, the initiative is safety. Since 1990, many of our police officers have attended various motorcycle events to promote road safety and alcohol awareness.

These officers have spoken with thousands of new and experienced riders in an effort to encourage them to keep speeders off the streets of our communities and encourage those who like to indulge in speed oriented activities to focus towards the race track.

The weekend promises thrills for both participants and spectators alike. If you are interested in competing, spectating or enjoying the social activities in the June 1996 Police Championships contact the Director of C.P.O.M.C. by mail or by phone for more details or to book your discounted accommodations and food: Scott Spicer, 763 Cobblers Court, Pickering, Ontario L1V 3S2. Home phone (905) 837-5493 Fax: c/o (905) 831-1929.

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# CRIME ALERT



## Project Woodland

A multi-jurisdictional Task Force comprised of members of the Halton, Peel and Waterloo Regional Police Services is seeking assistance in regards to identifying a suspect and/or similar types of occurrences in respect to sexual assaults.

The offences currently being examined have occurred in Kitchener, Brampton and Oakville, Ontario since 1992 and have been linked by DNA analysis.

Professional opinions indicate that the suspect is escalating in his use of violence and that his next actions could eventually lead to the death of his next victim.

The sporadic nature of these incidents may indicate a transient type of lifestyle or one who visits this part of Ontario in the late summer or early fall for a specific purpose. This could include crop harvesting.

Synopsis of offences to date are as follows:

On Thursday, August 31, 1995 at approximately 1730 hours a 15 year old female victim was walking with her small dog in Wildwood Park, a heavily wooded trail adjacent to shopping plazas

and a residential area, in Oakville, Ontario.

She was approached by the suspect on the pretence of robbery. He had a small revolver. She was directed further into the bush by her assailant where she was forced to consume beer and cocaine as well as the suspects urine. The suspect also drank the victim's urine. The victim was tied to a tree and forced to perform various sex acts on the suspect. The suspect video-taped these assaults using a pair of men's black underwear as a mask during the filming.

The victim was subsequently moved to two other areas within the park where the victim was again sexually assaulted with repeated sex acts. After the last assault he walked away and is believed to have left the area in a reddish/brown newer model Bronco/Blazer type vehicle.

On Thursday, September 29, 1994 at 1800 hours, the suspect lured a 10 year old male into a heavily wooded area off Norton Place Park, Brampton. No weapon was seen or produced. Attacks on this youth were similar in nature and he was left tied to a tree as well.

On Friday August 21, 1992 at 1115 hours the suspect lured an 8 year old male into a heavily wooded area of Idlewood Park, Kitchener. Once into the bush the suspect produced a small pocket knife and told the victim he would kill him if he said anything. Sex acts were all similar in nature to previous incidents. During the incident the victim was tied to a tree.

Description of the suspect: Male, white, 5'8"-5'10", slim build, mid to late 20's red/strawberry blonde hair pulled back in a ponytail or tucked under a hat, bags under eyes, freckled or pockmarked complexion, generally unkempt appearance.

Investigators are in possession of a partial fingerprint that is believed to belong to the suspect in regards to these assaults. The AFIS system has been searched in respect to this with negative results.

It is possible that if this individual has had prior police involvement for sexual offences, it may have been for a summary conviction offence.

**Any agency or person with information regarding this suspect or similar modus operandi, are encouraged to contact the Project Woodland Task Force at 1-800-250-7283**

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# From the Cop Shop

By Peter V. MacDonald

*An Edmonton cop who wishes to remain anonymous wrote to tell me about a glamorous mission he was given one memorable evening early in his career. He'd been assigned to "work in the cells," an undefined pleasure that had previously eluded him. Here, in his own words, is what happened:*

The cell-block sergeant was quick to inform me that I had drawn a special assignment. I hadn't been on the job long, but I'd been on long enough to know not to volunteer for anything and to be leery of any and all "special assignments."

The drug squad had arrested a man they suspected of swallowing a bundle of heroin. They felt the drug had been concealed in a balloon or condom and were anxious to retrieve it. A danger existed that the package could burst, so the prisoner would have to be kept under constant observation. He was placed in a small holding room with a window and instructed to advise me if and when he felt the call of nature.

As I sat with my tools, consisting of a metal pail, a pair of rubber gloves, and a popsicle stick, I couldn't help wondering why cops ever have to put up with this sort of thing.

I also recalled a story my father told me about a special assignment that had come to his attention when he was in the air force. Apparently the commanding officer confronted the enlisted men and asked if any of them were interested in music. When six of them said they were, they were ordered to move a piano.

Anyway, as the shift wore on I remember wishing a severe case of irregularity on the fellow in the room. I thought I would receive my wish, but with approximately three-quarters of an hour left in my shift the dreaded signal came.

I directed the prisoner into the back, where he did his business into the pail. With great reluctance, I began my investigation. It was an extensive one, too, but it turned up only a few salmon bones.

About two weeks later, dressed in civilian duds, I went to lunch in a downtown restaurant. After beginning my meal I looked across the crowded room and saw the fellow I'd "investigated" so thoroughly. There was no conversation between us, but we both burst out laughing.

Come to think of it, there was absolutely no mention of this sort of work in the police recruiting posters.

Peter MacDonald is an Assistant Crown Attorney living in Hanover, Ontario. His newest book, *From the Cop Shop*, is published by Stoddart Publishing and is available from the Blue Line Magazine Preferred Reading Book Shelf. See details on page 31.

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# The Flame Burns Brighter...

By Tracy Ford - Assistant Director, Ontario Law Enforcement Torch Run

The Law Enforcement Torch Run has become synonymous with Special Olympics throughout the world.

In 1981, a Police Chief from Wichita, Kansas, Chief Richard LaMunyon saw an urgent need to raise funds and increase awareness for Special Olympics in his home state of Kansas.

In an effort to assist a community based charity and enhance community based policing, Chief LaMunyon conceived the idea which involved a symbolic run by law enforcement officers which generated pledges to support Special Olympics.

Special Olympics is a worldwide charitable organization dedicated to promoting a more active and better quality of life for people with a mental handicap, through their involvement in sport. Special Olympians gain self-confidence, and transfer the success from the playing field to become more active citizens in society.

After three successful runs in his state, Chief LaMunyon presented the idea to the International Association of Chiefs of Police (IACP) as an idea that they might like to embrace throughout the world. The concept was adopted by the IACP with whole hearted backing.

Since that time, the Torch Run has grown to include 75 runs in 23 countries with over 60,000 law enforcement personnel raising more than \$10 million to support community based sport programming for people who have a mental handicap.

Since its inception in 1981, the Law Enforcement Torch Run has raised over \$30 million. This makes it the largest grassroots contributor in the history of Special Olympics.

The Canadian Association of Chiefs of Police (CACCP) continues to support the Torch Run through the provincial associations of Chiefs of Police. In Canada, the program has attracted over 11,000 law enforcement personnel who carry the 'Flame of Hope'. In 1995, Canada contributed close to \$2 million of the \$10 million raised throughout the world.

Ontario was again awarded for the top fund-raising program in the world at the 10th Annual International Law Enforcement Torch Run Conference in Milwaukee, Wisconsin. Manitoba was third runner up and Newfoundland second runner up for the Highest Per Capita Contribution Award!

1996 marks the 10th anniversary of the Ontario Law Enforcement Torch Run with Manitoba, Nova Scotia, Saskatchewan and Alberta celebrating their 9th anniversary. In 1989, Newfoundland, Prince Edward Island and New Brunswick joined and in 1990, British Columbia carried the torch for the first time.

Lorne White, a constable with the Metropolitan Toronto Police Service and Director of the Ontario Torch Run will continue as Chair of the International Association of Chiefs of Police (IACP) Torch Run Committee.

Lorne is responsible for overseeing the effective management, direction and mission of the Law Enforcement Torch Run throughout the world consistent with the policies of the IACP.

Constable Peter Bakker of the Chatham (Ontario) Police Service will continue for a third year as Canadian Coordinator. He acts as a liaison between the International Torch Run Council and the Provincial Torch Run Directors.

In communities throughout the country where people are unaware of the mandate and merits of Special Olympics programming, the law enforcement community carry the flag for

Special Olympics.

A symbolic relationship has developed between law enforcement and Special Olympics. As volunteers, they have become friends and supporters of athletes from their communities, and they have cultivated a more positive community perception for law enforcement through their commitment and support of a grass roots initiative which impacts the lives of less fortunate people from their own community.

## 1996 Torch Run

The Torch Run is a cross-province relay involving thousands of law enforcement personnel from all agencies across the country. Designated routes through the communities of each province are established and the law enforcement agencies existing along each route participate.

In some provinces a runner membership

## Cross-Country

**LAW ENFORCEMENT TORCH RUN**  
10 YEARS  
CANADA  
Special Olympics

**British Columbia**  
Various dates  
May to September  
Contact: Phil Crosby-Jones,  
Justice Institute of B.C.  
at (604) 528-5779.  
Fund raising Goal:  
\$150,000.00

**Alberta**  
June 2, 1996  
Fun Run was held on  
February 4th at the West  
Edmonton Mall - Next run  
June 2, 1996.  
Contact: Bob LePage,  
Edmonton Police at  
(403) 421-3322.  
Fund raising Goal:  
\$20,000

**Saskatchewan**  
June 9 - 14, 1996  
Runs will finish at the  
Sport Festival on June  
14-15, 1996  
Contact: Gerald Wieg  
Sask. Pen. Services  
(306) 953-8500  
Fund raising Goal:  
\$100,000



# ... Ten Years Later

organization exists, giving them shirts and/or pins. Donations are collected and receipt books are provided for issuing the necessary tax receipts. Registration fees and corporate sponsors cover all operating costs generated during the runs. With this type of organization of volunteers, all monies raised by the law enforcement personnel benefit Special Olympics.

These funds are directed into program support and development, expenses for athletes participating in provincial, national and international games as well as training workshops/conferences and the production of promotional materials.

### Torch Run Objectives

1. To raise funds for Special Olympics.
2. To increase public awareness of Special Olympics
3. To involve law enforcement personnel in a community based province-wide program.

### The Final Leg

The highlight of the Torch Run is the "Final Leg". This involves law enforcement personnel carrying the torch into the opening ceremonies of a Special Olympics games. This emotional and exciting event takes place in many provinces in which a provincial games is taking place.

On February 13, 1996, a representative of each Torch Run program in Canada partici-

pated in the "Final Leg" run into the opening ceremonies of the Canadian Special Olympics National Winter Games in Calgary.

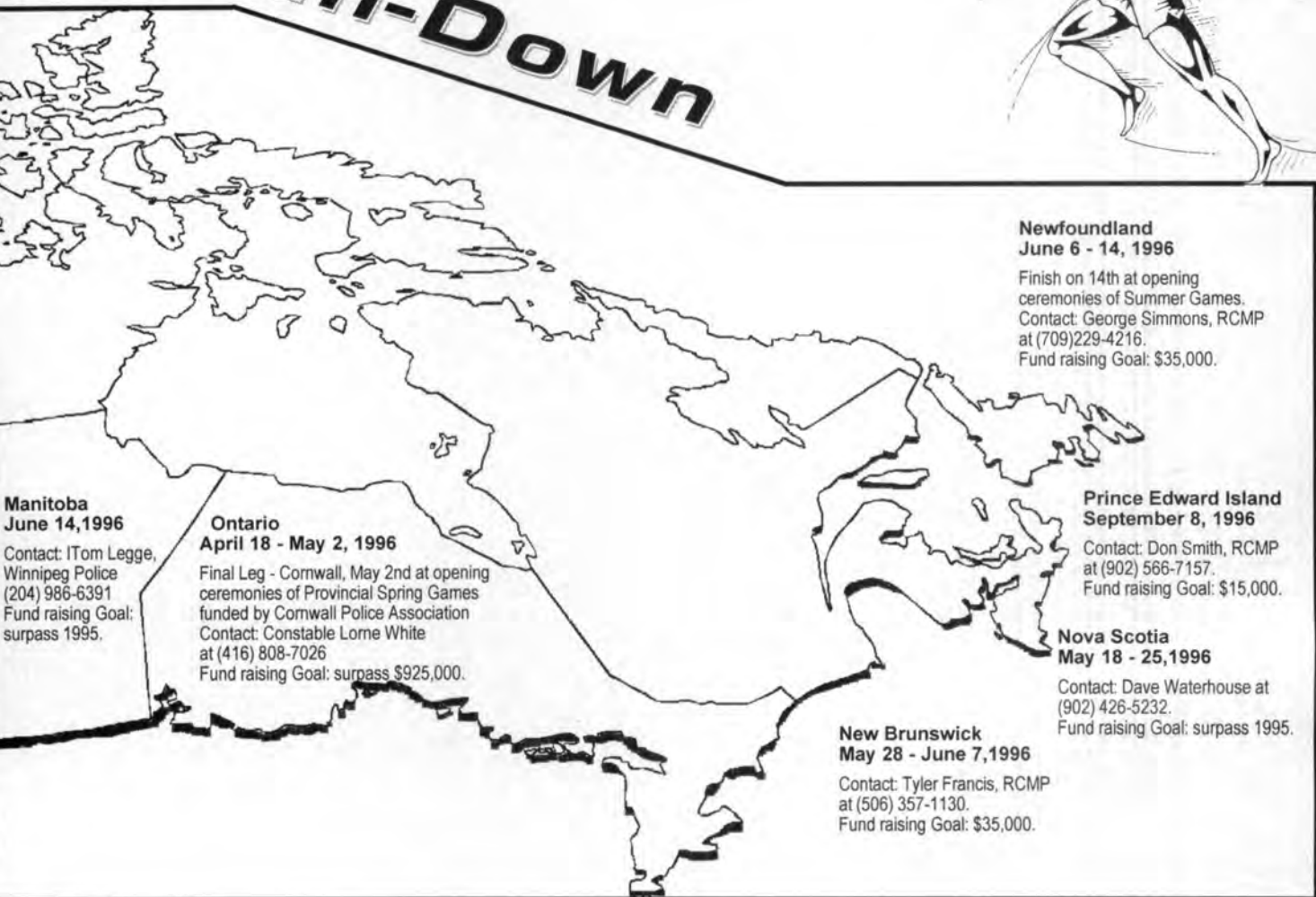
Any person involved in law enforcement is encouraged to get involved. You do not need to be a runner! Please contact your provincial torch run director and join the many thousands of law enforcement personnel by supporting Special Olympics in Canada. It's good for you and it's good for your community.

In 1997, from January 30 to February 2, the **International "Final Leg" Law Enforcement Torch Run** will carry the "Flame of Hope" from Collingwood to Toronto for the opening ceremonies of the **1997 Special Olympics World Winter Games**. Lorne White is the Vice-Chairman of the Games and the Co-Chairs of the "Final Leg" are Peter Bakker and Peter McHarg of Ontario.

**CANADIAN REGIONAL COORDINATOR:**  
Constable Peter Bakker at (519) 351-8056



## Run-Down

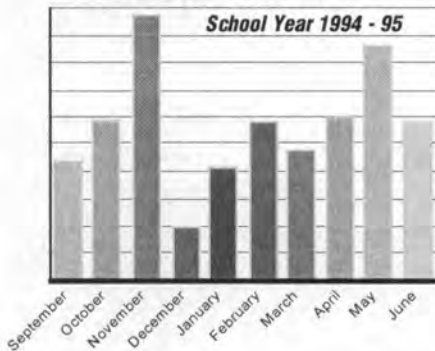




## Procedural Sequence

1. Violation is witnessed by bus driver / parent / concerned citizen and collects as much information as possible.
2. Bus agency faxes information direct to police, or witness telephones police for an officer to complete a "Report of Violation" (form opposite).
3. Violation forms are reviewed, if description of vehicle is similar to the computer generated description, one of the following are issued:
  - a) Provincial Offences Ticket
  - b) Summons (for more serious offences)
  - c) Cautionary Letter
4. If investigating officer decides on options "a" or "b" as above, the bus driver or witness is contacted for evidence clarification details. (90% of violations reported proceed by process "c".)
5. The registered owner of the motor vehicle is personally interviewed by the police and process "a" or "b" is completed. The main objective during this stage is simply to confirm the identify of the individual operating the vehicle, not to explain the facts and issues to the owner. In this situation, if the owner denies the allegation, the investigation is terminated.
6. Witness is notified regarding future court date or advised of the investigation's conclusion.

## School Bus Violators



## Benefits

Constable James reports the program has at least six positive benefits for the police and the community;

- ✓ Positive input from the community for implementing a proactive program rather than re-active;
- ✓ Reduced number of incoming telephone calls from bus drivers regarding violations which is particularly important due to limited human resources;
- ✓ All reports are documented and investigated in a consistent manner;
- ✓ Ability to identify violator target groups for education and awareness purposes;
- ✓ Continuity in reporting violations and targetting serious problem areas
- ✓ Police contact continuity, accumulation of statistics/distribution.

## The Law

The law applies everywhere, regardless of the posted speed limit - on highways, country roads, city, town or village streets. Motorists meeting a stopped school bus with overhead alternating red signal lights flashing and a stop arm extended must always stop at least 20 metres before reaching the school bus. In both cases, motorists may not proceed until the bus resumes motion or the red signal lights have stopped.

## The Penalty

Failure to comply with the Ontario Highway Traffic Act Section 175(11) and (12) may result in a fine of \$265.00 plus \$50.00 costs, combined with an assessment of 6 demerit points on the offender's drivers licence.

A second violation results in a minimum fine of \$500.00 and a maximum fine of \$2,000.00 and/or 6 months in jail.

Any one wishing further information may contact:

Constable Myra James #702,  
Hamilton Wentworth Regional Police  
Traffic Division  
PO Box 1060, LCD 1  
Hamilton, Ont. L8N 4C1  
Phone 905 546-4756

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# What's better than fingerprints or DNA?

**An introduction to the latest breakthrough in identification technology**



*Even identical twins have different thermograms.*



by Tom Rataj  
Technology Editor

The use and acceptance in court of fingerprint evidence was the first major breakthrough in the science of identification. What better evidence than a latent fingerprint left at the scene of the crime? While reliable, fingerprints are also fragile, and if you do not want to leave any behind, you wear gloves.

Then, along came DNA. Wow, the smallest flake of skin or piece of human hair could be analyzed and matched-up to a suspect. The police in Britain have already established the first DNA database of known offenders, and the first steps towards the same thing in Canada have already been taken.

Could there be something better, and faster. You bet! Welcome to the high-tech world of "Facial Thermograms", where nothing can defeat the system, and where positive identification is just moments away.

## Facial Thermograms

Technology Recognition Systems of Alexandria, Virginia has developed this state of the art system that combines an infrared (IR) cam-

era system with a computerized database to positively identify people.

The system works on the principle that the veins and arteries that handle the blood in a person's face produce a uniquely identifiable pattern of temperature ranges in the surrounding tissue. The system uses an IR camera to record the pattern and feed the information into a computer data base. The subject's name and other appropriate identification information is added to the database, and stored for later comparison.

If for example, the system were used for access control to a high-security facility, an authorized person would walk up to the access control panel, enter his or her name and have their face scanned by the IR camera. The results of the scan would then be compared to the database, and access would be granted.

## Can't Fool It

Masks and costumes cannot fool the system because they block out the thermal patterns the system relies on; no thermal pattern equals no access. Even plastic surgery is stumped because it is only cosmetic, leaving the blood flow

intact. From across a darkened room the system can even make a positive identification.

Its accuracy is apparently immune to the ravages of a high fever, or a face just chilled by a blast of cold winter weather. Even the uncontrollable ravages of time are not immune to this technology.

## Limitless Potential?

Anything that relies on positive identification of a person has the potential to use this technology. While it is still expensive at this early stage, the developers believe that it will one day be used for access control to your house, office, credit cards, and computer systems.

The potential for the law enforcement and justice fields is staggering. Prisoners booked in at the station could be positively catalogued the first time around, and never evade identification again.

Further information can be obtained from the developer at 2001 North Beauregard St., Alexandria, Virginia 22311 (703) 824-3100 or via the Internet at: [trs@betac.com](mailto:trs@betac.com).

## Twins can cause problems for witnesses in court

A Victoria, B.C., court case proved that appearances can be deceiving, especially when one man is a dead ringer for another.

Andrew McNeilly was acquitted of assault last June after witnesses identified another man as the culprit in an assault case. One man testified he was punched in the face several times in 1993, and required four stitches.

The victim and another witness pointed to a man in court as the attacker.

The only problem was, they pointed out McNeilly's twin brother, Colin.

Defence lawyer Steve Kelliher had asked at the beginning of the trial that his client be allowed to sit in the public gallery of the courtroom, rather than at the accused's table.

The twins sat in the same row, separated by four seats, and were dressed similarly.

Judge Alan Filmer agreed because identification was to be the main issue at the trial.

The judge later acquitted him, saying there was no evidence linking him with a crime.

The practice of permitting accused persons to sit in the body of the court was first ruled on in the matter of R v. Dubois in a 1975 British Columbia Supreme Court ruling.

# Switchrite can help you find the right switch

The Switchrite switch control box utilizes state-of-the-art microprocessor technology blending power and speed with simplicity. With Switchrite, you have all the control you need for your emergency lighting systems, as well as siren/horn, power amplifier, door and gun locks and accessory outlets right at your fingertips. You require absolutely no extra switches, flashes or relays.

The Switchrite was designed with ease of use and service in mind. All connections are plug-in connectors to facilitate easy installation. For installation not using the Switchrite console, the relay board may be installed in a remote location. The "soft touch" switch pad (inset on right) is made of durable LEXAN with colourful raised switches, backlit for quick and easy recognition.

Developed by experienced in-house engineers and backed by a 3-year warranty, the Switchrite has many distinct features that make it the preferred choice for Emergency Vehicle Control systems.

**Light Alert:** A built-in circuit reminds occupants that lights are on by beeping every 30 seconds (feature programmable).

**Master Emergency:** One touch and you are put into full pursuit mode. All necessary lights, as well as the siren, are activated and shut down sequentially to protect the alternator from a power surge. The Switchrite has programmable light patterns to provide you with supplemental



warning for hazardous situations, such as flashing alley lights, single, double or solid on all flashers. Pattern selections can be performed before or after installation with no extra wires or major tools required. Switchrite is also available with a slide switch.

**Control:** A built-in nine-second gun lock timer enables one-hand shotgun removal.

**Beeper Alert:** Equipped with three different tones - one for system activation, one for shut-down and one for light alert.

**Diagnostics:** The Switchrite switch control box automatically runs a series of internal diagnostics every time the ignition key is turned.

Should a fault be discovered, it will flash the appropriate light.

**Door Locks:** Operates car door locks or can be used as auxiliary circuits.

**Head Light Defeat:** This feature shuts off daytime running lights for silent pursuit.

**Dimmer:** Allows occupants to alter brightness of touch pad lighting to suit existing light conditions.

The D&R Electronics Switchrite console is the ideal solution for today's complex emergency vehicles. Its recessed design meets 1994 air bag requirements and provides both driver and passenger easy access to all electronics. The console has been specifically designed to be small enough so as to not obstruct the officer's view or dual air bag deployment but large enough to hold all the necessary equipment.

The console itself is constructed from metal with textured powder epoxy finish and bolts easily and securely between the seats to reduce occupant danger during a collision.

Optional Equipment Mobile Data Terminal mounts are available for all popular MDTs and laptop computers. Radio and siren brackets are available to accommodate most standard sizes. (Special sizes available upon request.)

For further details contact D&R Electronics, 701 Millway, Concord Ont. L4K 3S7 or phone 905 660-0620.

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**Wednesday  
March 13, 1996**

## Hunters livid over minor charges laid against Mountie "Poachers"

By The Canadian Press

Some angry people in northern New Brunswick are predicting open season on wildlife after a forest ranger and two senior Mounties were charged with what hunters say are minor violations for the killing of three moose.

Protestors held several demonstrations in January and February to draw attention to what they said was preferential treatment for the enforcement officers.

The charges, under the provincial Fish and Wildlife Act, came Wednesday after a month-long investigation by two officers from the Ontario Provincial Police. An internal investigation by the New Brunswick government determined the killings were accidental.

An RCMP Sergeant was charged with putting someone else's hunting licence on a moose he killed after bagging his limit.

A forest ranger and another RCMP Sergeant from the customs and excise branch in northern New Brunswick, have been charged with urging someone to put his moose tag on the animal.

One Sergeant has since been demoted. The charges carry a maximum fine of \$300.

**Thursday  
March 14, 1996**

## Police make easy arrests

PRINCE GEORGE, B.C. (CP) - RCMP scooped up a pair of crooks after some items were pilfered from a car early today - and got an extra two for their efforts.

Two men were caught after a brief foot chase near the scene of the crime.

The second pair were arrested when they showed up at police headquarters in the central B.C. city to ask when their cronies would be released.

Police said they were wearing some of the stolen items and the rest of the stolen property was in a car parked outside the detachment.

**Friday  
March 15, 1996**

## Ethics commission criticizes police

MONTREAL (CP) - The Quebec Police Ethics Commission says four provincial police officers acted negligently in the 1990 Mohawk crisis when one of them accidentally fired a shotgun.

The 12-gauge shotgun was discharged July 15, 1990, by one of four officers checking the driver's licence of Michel Trudeau, an Oka resident.

The shot went into the ground.

Trudeau, whose house was behind a police barricade, told a police ethics inquiry he went to the barricade to pick up his son. Trudeau was arrested and told to get out of his vehicle.

One officer was charged after he failed to fill out a report on the event. "He acted negligently and contrary to his training," the commission said in a decision issued Thursday.

The blast scattered mud and gravel over Trudeau and his 13-year-old son who was left trembling with fear.

However, the commission stopped short of recommending any severe sanctions for the four officers involved.

It recommended that a copy of its ruling be put in the files of the officers - Sgt. Jean-Marie Bouchard, Cpl. Renald Lavoie, Cpl. Jacques Longchamps and Proulx. It also recommended that Proulx undergo special training in 12-gauge shotgun security measures.

Trudeau, a school teacher, said he had to pass the barricade eight times a day. Trudeau said he was searched thoroughly each time and one officer always pointed a gun right at him.

## Police shoot man dead during chase

TORONTO (CP) - A police officer shot and killed a man during a foot chase Thursday after the man allegedly pointed a gun at him.

The man, who police said was in his early 20s, died in hospital soon after the 5:50 p.m. shooting at a mall.

The incident began when two uniformed officers approached a man in a local mall. He fled across the parking lot.

"The suspect turned and pointed what appeared to be a handgun and the officer fired, hitting the suspect in the chest," said Const. Howard Rosenberg.

## RCMP sets up unit to help nab car thieves

RICHMOND, B.C. (CP) - The RCMP has set up a special unit to arrest a gang responsible for stealing expensive cars from their owners at gunpoint.

Three expensive cars have been stolen since December, while other attempted hijackings have failed.

The latest incident reported to police occurred early Wednesday when a woman was parking her Mercedes-Benz in a garage in this Vancouver suburb.

Two men were waiting for the woman as she entered the garage. They began pounding on her car but fled when the woman, who was alone, locked the doors and windows and held her hand on the horn.

The assailants were in their late teens or early 20s.

On Sunday, a woman was shot in the face and a man stabbed when a gang attempted to steal the man's BMW and the woman's Mercedes-Benz.

Both are recovering from their injuries, said RCMP Cpl. Dan Painter.

He said four members of the detachment's serious-crime unit have been assigned full time to the investigation. "We're looking at attempted murder and robbery and we're extremely concerned at the violence that is being used," said Painter. He said police believe a multiracial gang is responsible for the robberies.

Police are advising people who feel they are being followed or targeted by the gang to call police.

"We don't mind dealing with false alarms, we'd sooner that than have an incident occur which we could have prevented," said Painter.

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# Agency Profile

## Canadian Pacific Police



The Canadian Pacific Department of Investigation was created in 1913, to provide complete police and security services to all departments within the Canadian Pacific group.

Records of railway police on Canadian Pacific lines date back to 1886.

Originally formed to execute police functions of keeping the peace and protecting railway property, the department has grown with the company, specializing and reorganizing to meet changing requirements.

The Department of Investigation is a group of fully trained and authorized police officers, making use of modern techniques and equipment and enjoying a close and active liaison with other police forces. All members of the police unit are peace officers receiving their authority and jurisdiction under the terms of the Railway Act of Canada.

The Department of Investigation, also referred to as Canadian Pacific Police, plays an important role in the safe and secure operation of the railway. Canadian Pacific Police is committed to serve the Company, its employees and customers, by providing assistance, coordination and delivery of police, security and support services for the safety and protection of people and property.

The Canadian Pacific Police has been entrusted with the duties and responsibility to assist, preserve, protect and defend the Company, its people and its property and to maintain order. This trust demands that all members exemplify the highest standard of conduct while on or off duty. Department members are to adhere to and uphold all laws and serve the Company and the public in an ethical, courteous, impartial, and professional manner while respecting the rights of all persons.

They are committed to provide an efficient and effective police and security service within the railway and law enforcement community.

They will vigorously pursue new initiatives and programs which will benefit the Company. They believe in the value and development of their human resource and the respect with which they are entitled to be treated.

As could be expected, the authority and jurisdiction of railway police was tested early in their history. In *Rex v. O'Brien* (1919) 3 W.W.R. 469, the Alberta Supreme Court, Ap-

pellate Division, at Page 470, stated: "Obviously the intention was to create a sort of Dominion police. They are to be appointed on the nomination of the railway authorities and doubtless must be paid by them but when appointed they are public Constables just as much as in the case of Constables appointed and paid by Municipalities. They are officers of the law ... under S. 301 they are to protect not merely the railway property and the railway officials but the public generally, both in person and property."

The public nature of the duties of railway Constables was also discussed by the Ontario Division court in *Nazarino v. Canadian Pacific Railway Company* (1908), 11 O.R. 662, at 663: "For the public safety, for the benefit of all it was found expedient that the statute should provide the appointment of Constables, who in one sense are under the direction of these large corporations, the railway companies, but in another sense are quite independent and have a distinctly independent and public duty to perform. As soon as a person is sworn in as a Constable under the Act, as in this case, it becomes immediately his duty, like any other Constable, to make any reasonable efforts within the scope of his employment, in order to detect crime and bring crime to punishment, and that aside altogether from the person of his employer."

The same court, in *Thomas v. Canadian Pacific Railway Company* (1906) 14 O.L.R. 55, at page 61, stated that: "For the like reasons

(Continued Page 24)

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such peace officers appointed on the recommendation under the authority of competent legislation by a railway company, must be regarded as officers of the law and not as servants of the company."

Police members of the Investigation Department are sworn Peace Officers who obtain their authority from the Railway Act and the Criminal Code of Canada. Their first responsibility, when conducting a police investigation, is to the Canadian justice system and for this reason they act completely independent of Company management. Once their sworn responsibilities have been satisfied, rail police personnel provide management with case information on a need-to-know basis that will not compromise their legal responsibilities to the Crown.

By virtue of their appointment under the Railway Act, members of this department are empowered to enforce all laws within their jurisdiction. The more commonly enforced statutes are the Criminal Code, Young Offenders Act, Narcotic Control Act, Food and Drug Act, Highway Traffic, Trespass to Property, Liquor License, Recreational Vehicle Acts and Railway Act.

The Canadian Railway Office of Arbitration, the official body responsible for the final decision in employee-company labour grievances, has ruled consistently in cases involving Rail Police, that they are first and foremost peace officers who act independent from company management.

Railway Police have full powers of search and seizure under the statutes they enforce.



Senior officers of the Department are members of the Canadian and Provincial Chiefs of Police Associations. They are also members of the International Association of Chiefs of Police. Three previous chiefs have served terms as president of the Canadian Association of Chiefs of Police and the current Chief sits on the "Crime in Industry Committee".

Although they deal with a wide range of criminal activity similar to their public counterparts, the greatest problems confronting railway police are thefts of goods in transit, theft of company property, fraud and mischief. The

railway traverses through some of the most crime ridden areas. The rights-of-way are, for the most part, unfenced and difficult to patrol. All types of high value, easily disposable goods and materials are shipped via rail. The shipping of dangerous commodities and their potential threat to a community should a train derail, demands the expedient and thorough investigation of mischief offences such as signal and switch interference, track obstruction, sabotage threats and vandalism.

Although CP and CN Rail Police had been concerned about drug and alcohol abuse on the railway, it wasn't until the introduction of the Railway Safety Act on January 1, 1989, that some bite was put into enforcement efforts. The Railway Safety Act amended the Criminal Code to include railway operations and equipment under the dangerous impairment provisions.

In 1990 CP Rail purchased the Soo Line and in 1991 the Delaware & Hudson Railway in the United States. Both have railway police departments who now report directly to the Chief of CP Police in Canada and the U.S. They investigate thousands of files every year, of which there is a great variety. They can be called to handle everything from bears in a train yard, to the investigation of a criminal act which has caused a derailment.

Cargo thefts sometimes present unique challenges for railway police. Crime scenes are often mobile, with the possibility of many miles existing between the point of deprecation and the point of its discovery.

In Canada and the U.S., the Military use  
(Continued Page 26)

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trains extensively. They rely on railway police to provide special protection to their shipments. Some other activities include the investigation of alcohol offences, accidents, arson, assaults, break & enters, bomb threats and even computer crimes and conspiracies.

Other crimes include drugs, fraud, harassment, injury & death, mischief, sabotage, signal vandalism, switch tampering, thefts, threats, track obstructions, trespassing, violence, and weapons offences.

Rail Police provide proactive patrols of Company property with uniform and plainclothes police officers. They perform site security in some areas through the use of uniformed security staff. They also provide uniform and investigative assistance to commuter services and non railway areas of the company throughout Canada. Members are trained in first aid and CPR and will respond to any emergencies. They have developed expertise in many areas, including, asset protection, communication, security, commuter services, security crime analysis, crime prevention, industrial counter espionage, loss prevention, safety presentations, security surveys, site security, video & alarm monitoring and VIP protection.

As a professional organization, rail police are committed to meeting the police and security requirements of the railway while recognizing the current realities and strategies of the Company. In addition to internal resources and expertise they work closely with federal, provincial, municipal and other law enforcement and security agencies. They have access to every police agency in Canada and the United States through the Canadian Police Information Centre (CPIC) computer terminals.

Specially trained members of railway police forces work in communities across Canada, providing a safety message about the railway to thousands of children at school presentations each year. They also target youth groups including Girl Guides, and Boy Scouts. They arrange Safety Mall displays and lecture about railway safety at Snowmobile, Cross Country Ski Clubs, and at other civic organizations.

The Crime Prevention Unit has developed "Anti-Trespass" and "Near Miss" programs, and work in harmony with the RAC's "Operation Lifesaver" program to prevent crossing accidents and reduce fatalities and injuries on

the railway.

The "Harden the Target" program started by CP Police helps employees understand the importance of internal security and how they can help reduce loss to the Company.

For more information on these or other Crime Prevention initiatives, please call your local Rail Police Detachment (CN or CP) and ask for the Crime Prevention Officer.

Effective December 1st, 1995, a new 1-800 telephone service was initiated to ensure that people are able to speak with a CP Police member when the local officer may not be available. The new number, 1-800-551-2553, will forward your calls to the national control centre in Montreal where an officer will be able to provide assistance and guidance.

### Major Incidents Summary Report

The Canadian Pacific Police have had several noteworthy incidents over the past 15 years. Here is just a sampling of the more spectacular.

In 1979, the largest postwar public evacuation in Canada, of over 250,000 people, occurred after a CP Rail freight train derailed in Mississauga, Ontario. The resulting chemical explosions and fires required a coordinated police effort with CP Police having primary jurisdiction to determine if it was caused by criminal sabotage.

In 1994, a combined forces investigation, culminating with five adult arrests after informa-



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tion learned a Railway Container from Thailand was being shipped to Toronto through Vancouver. CP Police were brought into the picture and allowed the controlled delivery to suspects in Toronto. Seizure of over \$40 million worth (13 kgs) of top quality Thai Heroin. The seized "China White" is identical to the high-potency 1993 killer drug responsible for more than 200 deaths in British Columbia. This mode of shipment is believed only the tip of the iceberg.

In 1988, after the murder of 6 year-old Leo Itcush in Moose Jaw, Saskatchewan, CP police officers apprehended a transient on an east-bound CP Rail freight train in Thunder Bay. Upon their investigation they learned of the Canada wide warrant and obtained an admissible inculpatory statement. Keith Robert Legere was so charged and convicted. He served only three years in prison then released.

In 1992, almost immediately after his release, Legere again began hopping trains until his arrival in Toronto. He was apprehended once again by CP Police for trespassing. At that time he was in possession of a 10 inch screwdriver, children's underwear, a water pistol and photographs of toddlers. Both officers had the foresight to process Legere for a bail hearing and in so doing helped keep this paedophile off the streets. He was released on January 2nd, 1996 and is living in the Hamilton area.

In 1987 known cop-hater Claude Forget was arrested by CP Police while smoking narcotics in the CP Rail station in Montreal. Forget made the error of drawing a handgun and was shot first by the CP Constable. Forget survived his wounds and was sent to prison.



In 1993, while Forget was released from prison on a day pass, he was approached by two Montreal (SPCUM) officers working routine patrol. Forget, without warning, gunned down both officers. Both officers survived their wounds and Forget was convicted and returned to prison. He is currently eligible for parole.

In 1994, a quantity of magnafrac dynamite was stolen from a secure CP Rail magazine located in southern Ontario. Later that spring the TD Bank in Coldwater was rocked by an explosion. It was the result of a botched attempt at entering a night-depository. Fortunately there was no loss of life and only structural damage resulted.

Late that year a Donald Earl Hart, who boasted of his exploits, was arrested and sentenced to 12 years. Hart had bragged that he wanted to blow up a certain judge and the new OPP Headquarters building in Orillia. CP Police did extensive investigations and internal enquiries and have revamped its explosives security requirements as a result.

## Publisher's Commentary

In the past 83 years the CP and CN Rail Police have been reduced in size from 1,000 to 200 officers. It would appear that this year that number will be reduced by another 35 officers. For some reason management at both CN and CP rail believe other police agencies can handle their calls on an as-required basis.

There is no doubt that the rail road has in the past been viewed as a relatively easy location for criminal activity. It is most certainly going to increase with even fewer officers to patrol their property and rights of way.

Rail yards can be dangerous locations to the uninitiated and all employees require considerable training to work in this environment safely. It is difficult to believe any law enforcement agency would permit their officers to even respond to emergency situations on these properties let alone patrol them on a routine basis.

Given the rise in criminal activity and organized crime it would appear the management of the railways are being negligent if they do not in fact increase their number of officers.

Perhaps it is time the federal government stepped in and took the control of these officers away from the profit oriented management style that looks upon policing as a luxury. Perhaps it is time for one unified Canadian Federal Rail Police that will permit a level of protection unswayed by the profit motive.

## Tony MacKinnon's Flashes



The Canadian Police Officers Road Racing Team Presents:

## 2nd Annual "Drive Straight" Golf Tournament

May 7, 1996  
Brampton - Ontario

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"Arrive Alive - Drive Sober"  
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## Up-Coming Events

**May 1 - 3, 1996**

### **Explosives Disposal Conference - EDCON 96**

**St. Catherines - Ontario**

Once again the Canadian Explosives Disposal Technicians Association (CEDTA) will host the conference at Brock University. The \$210 per person registration includes all meals and accommodations. Open to all certified EDU or EOD technicians across Canada and the United States. For more information please contact Cst. Bill Wiley at (905) 688-3911 ext. 4266, or Cst. Tim Carter at ext. 4269.

**May 6 - 10, 1996**

### **Crime Prevention Through Environmental Design**

**Aylmer - Ontario**

This proven crime reduction technique will teach you how to design in crime prevention and design out crime. For more information contact Cst. Tom McKay at (905) 453-2121, ext. 4021, or fax (905) 453-4428.

**May 7, 1996**

### **2nd Annual "Drive Straight" Golf Tournament**

**Brampton - Ontario**

This tournament is one of the community based road safety initiatives organized by the Team Canada Police Race Team members. This tournament is being played at the famous Lionhead Golf and Country Club and will raise funds to assist OCCID's 1996: Arrive Alive - Drive Sober alcohol awareness campaigns for its groups across Ontario and the police motorcycle race team. For more information contact Dave Stewart at (905) 831-2013 or fax (905) 831-1929.

**May 21 - 25, 1996**

### **Interaction '96 - Conflict Resolution: Transforming the Future**

**Edmonton - Alberta**

The Network: Interaction for Conflict Resolution presents its fourth biennial Conference Interaction '96. Together participants will explore current issues and chart a course into the promising future of

creative conflict resolution. For further details contact Conference Coordinator, Sylvia McMechan, at (519) 885-0880, ext. 274.

**May 26, 1996**

### **6th Edition of the Police Officers Duathlon**

**Ste-Julie - Quebec**

The Surete de Quebec will be hosting the Duathlon which consists of a 5 km run, 34 km bike ride and a second 5 km run. Compete alone or in a team. Cost is \$35 per person or \$70 per team. For more details contact Robert Lafreniere at (514) 445-1686.

**May 26 - 30, 1996**

### **Police Educators Conference Lethbridge - Alberta**

Hosted by the Lethbridge Community College and Lethbridge City Police, the theme of this year's conference will be "Technology in Law Enforcement Training". There is an early bird fee of \$335 per delegate if payment is made prior to March 1996. For more information feel free to contact Lori Larson at (403) 320-3230, or by fax at (403) 320-1461.

**May 29 - 30, 1996**

### **Critical Incident Stress Management Provincial Conference London - Ontario**

The London Regional Critical Incident Stress Management Team is hosting the conference which will be of interest to emergency services, mental health and industry personnel. For more information call Colleen Wright (519) 685-8300, ext. 2829, or Shelagh Bantock (519) 663-3009.

**May 29 - 31, 1996**

### **Prairie Provinces Chiefs of Police Association Conference Winnipeg - Manitoba**

The Winnipeg City police are hosting the conference which will be held at the Westin Hotel. For further details contact Tom Legge at (204) 986-6326, or fax (204) 957-2450.

**June 1 - 4, 1996**

### **Crime Stoppers Training Conference**

**Niagara Falls - Ontario**

This conference is open to all law enforcement officials and all CrimeStoppers Board Members. The conference is being held at the Sheraton Fallsview Hotel. In addition to the conference a one-day trade show will take place on Sunday June 2nd. For more information contact Cst. Mark Sargeson or Cst. Joan VanBreda at (905) 688-4111, ext. 4351.

**June 6 - 10, 1996**

### **The Pas Peace Officers Derby International**

**Clearwater Lake - Manitoba**

The Pas detachment of the RCMP would like to invite all peace officers to their 11th annual fish derby. The entry fee is \$60 per person and includes camp facilities. For more information contact Cst. Craig Massey at (204) 623-6491, or fax at (204) 623-5346.

**June 9 - 14, 1996**

### **Texas World Police Games Houston - Texas**

The games, which covers 30 events, are to be hosted by the Houston Police Officers Association. To get on the Texas Police Athletic Federation mailing list call (512) 252-3675.

**June 10 - 14, 1996**

### **14th Annual Advanced Homicide Investigators Seminar Toronto - Ontario**

The seminar will be held at the Toronto Skydome Hotel. For further information contact the Metro. Toronto Police Homicide Squad at (416) 808-7400, or fax (416) 808-7402.

**June 10 - 14, 1996**

### **Reid Technique of Interviewing and Interrogation**

**Saint John - New Brunswick**

The Saint John Police Force will be hosting a presentation of a seminar on the Reid Technique of Interviewing and Interrogation between

June 10 - 12 and the Advanced Course on the Reid Technique of Interviewing and Interrogation, between June 13 - 14. To register call Sgt. Kevin MacDonald at (506) 648-3256.

**June 16 - 20, 1996**

### **Ontario Association of Chiefs of Police Trade Show**

**Toronto - Ontario**

For more information regarding this year's show, which is hosted by the Metro. Toronto Police, contact Janice Pennington, or S/Sgt. Paul Vorvis at (416) 808-4872, or fax (416) 808-4802.

**June 17 - 21, 1996**

### **Advanced Fraud & Fire Investigation Techniques**

**Banff - Alberta**

The Canadian Coalition Against Insurance Fraud and the International Association of Arson Investigators, Inc., are presenting programs surrounding fraud, fire scene investigation and financial investigation among others. For more information contact Glenn Gibson at (905) 529-9600 or Cory DeGraff at (403) 233-6006, ext. 6848.

**June 20 - 23, 1996**

### **Canadian Law Enforcement Games**

**Ottawa - Ontario**

The games will cover over 20 different events including: basketball, cycling, swimming and tennis. Spouses are welcome and kids can compete in junior summer games. For more details contact Perry Steckly at (705) 383-0038, or Mike Mathieu at (613) 226-2815.

**June 30 - July 3, 1996**

### **Quebec Chiefs of Police Association Conference**

**Quebec City - Quebec**

This year's trade show is to be hosted by the Quebec City Police and held at the Loews Concorde Hotel. Contact Jean Francois Roy for more information on the con-

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ference at (418) 697-7101, or fax (418) 691-4747.

**July 1 - 5, 1996**

**Nova '96**

**Orillia - Ontario**

The Canadian Identification Society will hold its 19th annual Nova seminar. This year's program will focus on computer based technology including laser mapping, 3-D photogrammetry and colour image enhancement. For further details contact Pat Downey at (705) 748-5522, ext. 2071, or fax (705) 748-4956.

**July 11 - 14, 1996**

**Classic Car Show**

**Brampton - Ontario**

Book your force's classic police vehicle for this show, which will have over 2500 cars on display. Past shows have been attended by a large number of forces from across North America. For more information contact Cst. Tom Robb, Peel Regional Police, (905) 453-3111, ext. 2160, or Russ Mattheews, Show Co-ordinator, at (905) 846-0826.

**August 19 - 25, 1996**

**CATAIR AGM '95 Course and Conference**

**Halifax - Nova Scotia**

The Canadian Association of Technical Accident Investigators & Reconstructionists will host a 3 day IPTM course on pedestrian/cycle collision reconstruction and a 2 day conference with a variety of presentations relating to traffic

collision investigations and reconstructions. For more information contact Ken Zwicker (902) 688-1928, or fax (902) 688-1640.

**August 25 - 28, 1996**

**Canadian Association of Chiefs of Police Conference**

**Ottawa - Ontario**

The Ottawa-Carleton Regional Police Service will be sponsors of the 91st annual Canadian Association of Chiefs of Police Conference. For further details contact Jacques Corneil at (613) 237-2227.

**October 19, 1996**

**4th Annual in Harmony With the Community Musical Concert**

**Newmarket - Ontario**

The York Regional Police Male Chorus are presenting an evening of music at the St. Elizabeth Seton Catholic Church, 17955 Leslie St., Newmarket. Police Chorus from Ottawa Carleton, Metropolitan Toronto, Waterloo Region, York Region and Halton Region will perform. The concert starts at 7:30 pm and tickets are \$10 each. For more information contact Supt. Lowell McClenny at (905) 830-0303, ext. 7910.

**Oct. 30 - Nov. 1, 1996**

**1st Annual Canadian CPTED Conference**

**Calgary - Alberta**

The international conference for CPTED practitioners will bring together Canada's top CPTED

practitioners and facilitators together in a series of workshops and interactive sessions designed to enhance CPTED practitioners and professionals that work in areas of planning, engineering, landscaping, security/law enforcement. Space is limited so register quickly. Call (800) 562-2272, or fax (403) 264-0881.

### Reunion

**Metropolitan Toronto Police 3**

**Traffic Reunion** - a social evening reunion will take place for all ex-members of 3 Traffic at the York Regional Police Association Building, on Friday, May 10, 1996. Tickets are \$20 per person. For information and tickets please contact Tom Huntley at (416) 808-3913.

### Wanted

**The Edmonton Police Service**

**Pipe Band** is about to celebrate its 35th anniversary in 1996. The band committee is researching its history with plans to publish a commemorative book. The committee is also considering writing a chapter in the book on Canada's police pipe bands. A deciding factor in the venture is making sure ALL police and auxiliary police pipe bands are included. If your agency currently has or has ever had a pipe band, please contact Lonnie Croal at (403) 489-6531.

## Enjoy fun and games deep in the heart of Texas



If you are a law enforcement officer who enjoys competition and the deep south, then you'll want to be in attendance

at the first Texas World Police Games.

The games will be held in the city of Houston and hosted by the Houston Police Officers Association. The games will be based at Rice University, while registration and special event duties will be handled by the Sheraton Astro-dome.

The games, which are a celebration honouring the 20th anniversary of the Texas police games, are expected to draw over 4000 police-athletes, who will compete in 30 events. The games will feature everything from archery to volleyball and will include new sports such as soccer and rugby.

The organizers of the event have worked out tremendous rates with many tourist sites including Six Flags Over Texas and the N.A.S.A. Space Centre.

For those of you interested in attending the Texas games check page 28 for information regarding registration.

## 35th Annual Metropolitan Toronto Police Inter-Denominational Retreat



**April 26 - 28, 1996**

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personal growth and renewed hope.*

Retreat Director: Father Jack Hall, S.J. (Chaplain, MTPA)

Register With: D/Sgt. Larry Sinclair  
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The Canadian Police Officers Road Racing Team Presents:

## 2nd Annual "Drive Straight" Golf Tournament



May 7, 1996

Lionhead Golf and Country Club  
Brampton - Ontario

Entry Fee: \$150 per Person

Contact: Dave Stewart  
Phone: (905) 831-2013  
Fax: (905) 831-1929

# ST. CLAIR BEACH POLICE 3 ON 3 BASKETBALL TOURNAMENT



*Community spirit abounds in St. Clair Beach, Ontario, thanks in part to their five member police service. Each year the police organize local schools in a basketball tournament that is fast becoming recognized for its popularity. In this article Blue Line magazine received information from Constable Rick Tonial on how he managed to get his community excited about the concept.*



How does a five-member police force turn on its citizens to both basketball and cops? Simple! Start a tournament and see what happens.

The St. Clair Beach Police Service is a municipal police service, patrolling two square km, in southwestern Ontario, containing 3,200 residents.

This police service is made up of 1 chief, a sergeant and 3 constables. The service has been around for 50 years and has been long recognized for getting involved in the community.

In June last year the St. Clair Beach Police Service hosted the "Third Annual Three on Three Basketball Tournament for Special Olympics."

The tournament was originated in 1993 by PC Rick Tonial. Its objectives are clearly defined:

1. Maintain the excellent police-youth relations, portraying the police in a positive and con-

structive theme. Community service has been the mainstay of the St. Clair Beach Police Service for the past 5 years.

2. Raise money for the Special Olympics. \$2,000 was raised in 1995 with a total of \$15,000 raised over the past 5 years.
3. Promote teamwork and positive competitiveness.
4. Promote interaction between peers from various schools in the area.

The tournament has grown from 150 players to 450 players over the past 3 years. Students from 15 local schools play in the tournament, ranging from grades 5 to 13. The teams of males and females are placed in the following divisions:

- Grades 5-6 "Cadets"
- Grades 7-8 "Constables"
- Grades 9-10 "Sergeants"
- Grades 11-13 "Chiefs"



The teams are placed in tiers and play a round robin format on a Saturday, (average 5 games) with the top teams advancing to the play-offs on Sunday.

All the games are played at the Green Acres Park in St. Clair Beach, where 12 outdoor courts have been set up.

An estimate of 700 people attended the park throughout the weekend. The event has received praise from local councils, parents, teachers, police services and the youth.

Each player pays \$5.00 which is converted to a cash prize (\$3,000) with a percentage going to Special Olympics.

Each player received a free t-shirt. The cost for the shirts was \$4,000 and was paid for by the Tecumseh and St. Clair Beach Optimist Clubs.

Approximately \$4,000 worth of door prizes were raffled off, ranging from basketballs and team jerseys to mountain bikes. The cost of these door prizes were paid by the Tecumseh Fire Fighters Association.

All members of the St. Clair Beach Police Service contribute to the event by refereeing games, along with ten volunteers.

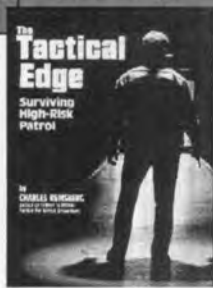
The St. Clair Beach Police Service supplied each volunteer with lunch, dinner, a hat and a t-shirt. The service also took care of all expenses and paid for the trophies, given out to first, second and third in each division.

Warren Rychel of the Toronto Maple Leafs donated a hockey stick signed by the 1995 Toronto Maple Leafs. This was raffled off with all proceeds going to Special Olympics.

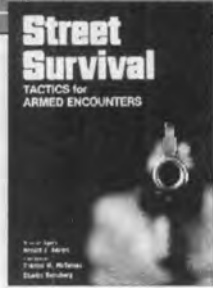
Burger King and Reebok Shoes made a donation to the event along with Wilson Sports.

The event is an example of a business, community groups and the police getting together for the benefit of youth.

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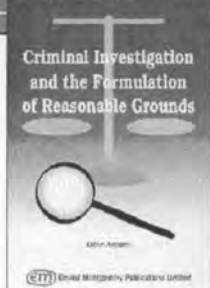
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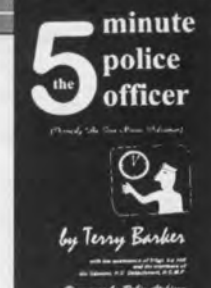
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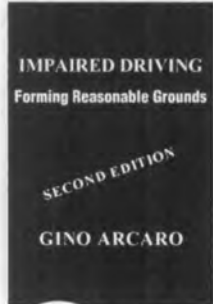
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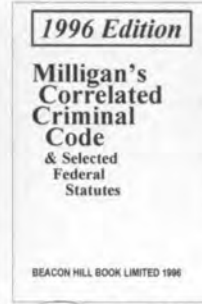
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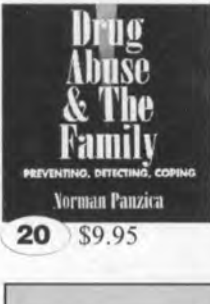
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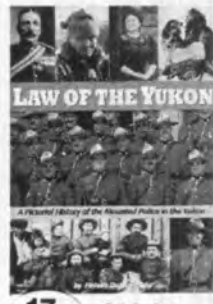


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