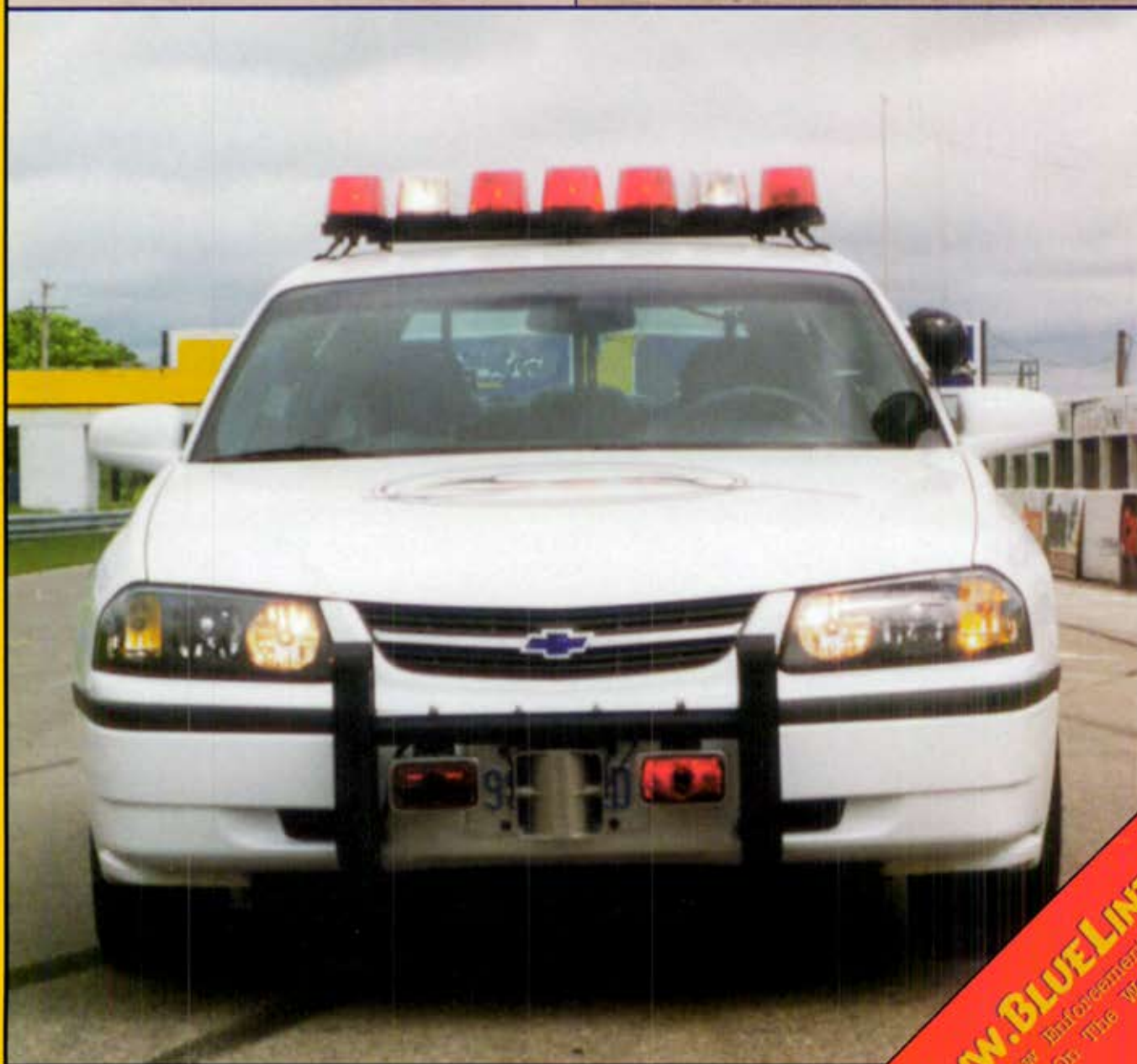


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Canada's National Law Enforcement Magazine

December 1999



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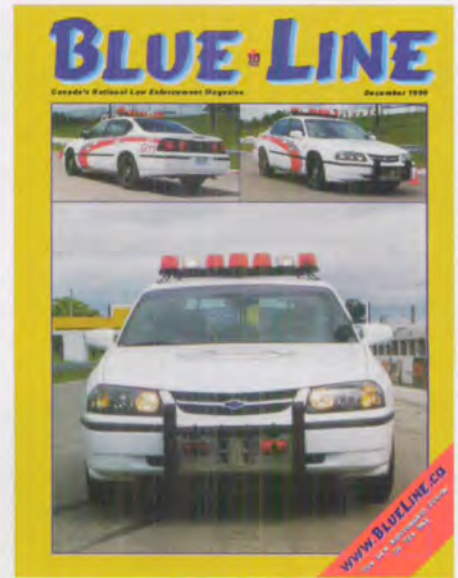


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INSIDE THIS EDITION

<i>Publisher's Commentary</i>	5
Chevrolet Impala 2000 for Police	6
Michigan State Police tests Year 2000 patrol vehicles	10
First for Inspector Sherry Dwyer	14
Cold Stress - "Don't drop that patient"	16
	<i>Did you know that simple jostling, let alone being dropped is enough to put a hypothermic heart into cardiac arrest?</i>
In touch with the RCMP's feminine side	18
Cops for Cancer	20
<i>Technology by Tom Rataj</i>	22
Risk assessment of plain clothes drug warrant entries	24
	<i>Law enforcement needs to review how drug enforcement activities are conducted when search warrants and raids are executed on these locations.</i>
<i>Case Law by Gino Arcaro</i>	25
<i>Mens rea for "threatening"</i>	
Guelph takes another bite out of crime	26
<i>Letters to the editor</i>	28
<i>Bandwagons by Robert Lunney</i>	30
<i>Classified</i>	32
<i>Ten-Seven - Law Enforcement News</i>	33
<i>Criminally Funny</i>	38



A quick run through many car magazines brings one to the conclusion that the crop of year 2000 models brings few changes. This year at the Michigan State Police Trials, held every September outside Detroit, it was quickly realized that the Chevy Impala was the only big news at all. For this reason we have featured this car on our cover and presented you with a story to outline what is new and different about this car. When speaking to the GM people in Oshawa last June, Blue Line was impressed by the enthusiasm their people showed toward this new entry into the police market. When reviewing and testing this vehicle all three Blue Line staff members were impressed... yet puzzled. We invite you to read more in this edition.

In addition to a good number of vehicle stories this month you will also read a considerable amount with regard to women in policing. Floyd Cowan has filed a report about Sherry Dwyer, the first female command officer with the Saanich Police Department and Brenda Zanin presents an article recognizing the 25th Anniversary of female officers in the RCMP.

This issue represents the last edition of Blue Line Magazine for the 20th Century and marks the conclusion of 11 years of publishing this monthly journal. We look forward to our 12th volume and serving those who serve into the 21st Century. We wish you all a happy and safe new year.

LIST OF ADVERTISERS

Accident Support Services	30	Maritime Services	31
Artcal Graphics	16	Mega Tech	7
Blue Line News Week	34	Most Wanted	36
Canadian Police Products Accessories	32	Motorola	35
Commercial Business College	11	Pads Fitness & Supply	32
Dalhousie University	17	Panasonic Canada	4
DSM Law Enforcement Products	21	R Nicholls	29
Epson Canada	33	Rocky Shoes & Boots	40
Federal Signal	23	Sturm Ruger	15
Flying Cross by Fechheimer	2	Tetragon Tasse	25
Henry's	32	Triform Business Systems	27
Howard Leight Industries	19	Valley Associates	37
Laser Labs	17	Viking Metals & Military Supplies	31
LiveLink Training Program	9	Westervelt College	20
Marcor Automotive	22	XTE Custom Outerwear	21



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A story of Christmas past

by Morley Lymburner

In my first year on the job I had few opportunities to even sit in a police car let alone drive one. I was introduced to my beat and the hot concrete below my feet and was advised it would be some time before it would be replaced by rubber mats and tires. In addition to being the new guy in the station I was also single. This meant I did have one time of the year when I was guaranteed to drive a police car... Christmas!

I thought this would be terrific for a change and when volunteered by the Sergeant did not see any need to grumble. I reported for duty on Christmas eve with an eager expectation of doing something a little different. I looked around the guardroom and saw my compatriots where mostly single, divorced or heavily mortgaged (we made extra on holidays.) One old copper advised us young guys, with a twinkle in his eye, not to worry about lunch this evening because it would be all taken care of. Our imaginations ran in high gear back to cozier times with turkey, cranberry sauce and cake.

There were seven officers in that room and seven cars awaited us in the parking lot. All gassed and ready to go. I hopped behind the wheel of my cruiser and headed to my patrol area with renewed enthusiasm. For at least three days I would not be looking for a warm place to thaw my hands and feet. We were never

issued winter boots nor gloves and lost a days pay if we were caught wearing non-issued clothing. In other words it was a continual cat and mouse game to hide these items from the patrol sergeant. If any of my old sergeants are reading this I can now confess I hid these items in the barber shop at the corner of Church and Weston. It was attitudes like this that kept me happy being a constable my entire career.

But I digress!

I cleared on the radio and immediately got my first call... a domestic dispute... "standby for a back-up unit at the address." This was dispatcher code that really meant "you're on your own stupid!" Anyone knows you can't sit in front of the house and listen to the beer bottles crashing for two hours on the hopes a back-up unit was coming. I acknowledged the call and thus commenced an entire evening of one domestic dispute after another.

My last call took me into 45 minutes overtime and a lot of flak from the station sergeant with a reminder it was not to happen again. There was no lunch and I asked another chewed-out officer how the lunch had gone. The grizzled look on his face turned to a smile. "You are new around here aren't you. There was not going to be lunch for anyone. It's too darned busy on Christmas evening shift to get a lunch! That's why they have to draft guys like us to work it."

In our materialistic world the Christmas season places such high expectations upon everyone that if you live in an atmosphere that can never achieve those expectations it can be a big let down. In the low income project housing I worked this reality caused considerable domestic trouble and depression. Domestic appeared to be more violent than usual and we were neither equipped nor trained to handle the root cause of the problem. Since that time, thankfully, a more enlightened era of policing has arrived and a better understanding of how to handle these calls exists.

Although marketing experts disagree Christmas is not about materialism. Through all the glitz and clamour of this season we should never forget that Christmas is a celebration. This day celebrates the birth of the Prince of Peace two thousand years ago. His birth was predicted by many in the Old Testament. When his birth was announced many felt that he had come to conquer as a soldier. His real mission was to encourage peace... like a police officer. He was to give us hope that no matter how bad we felt about ourselves we will be forgiven with no more effort than sincerely saying "I believe!" God made His move... its now your turn.

All of us here at Blue Line Magazine wish you and your family all the joys, wonders and understanding of the Christmas season.

Police Leadership Award 2000

by Scott Bleecker



The Police Leadership Forum's second annual Leadership Award - conferred for Attitude and Creativity in Leadership - will be presented to the successful nominee at the Forum's 5th Annual Leadership Conference planned for April 12-15, 2000 at Vancouver, British Columbia.

The Leadership Award - established to recognize and encourage a standard of excellence that exemplifies "Leadership as an Activity, Not a Position" - was instituted to increase the effectiveness, influence and quality of police leadership in Canada from an organizational and community perspective.

While communities and police organizations have traditionally recognized police officers and the public for special acts of heroism and dedication to public service, the Forum believes that visionary men and women need also to be recognized as ethical role models and agents for change.

Award

The award will be conferred upon an individual who has shown leadership in a specific initiative or strategic endeavour or for distinguished visionary service to the broad police community.

Eligibility

The Leadership Award is open to all members of police organizations in Canada, as well as individuals and institutions which serve as community partners.

To be considered for the award an individual must be nominated by a group of at least five people.

Selection

An independent panel, comprised of one representative from the following list of organizations, groups and individuals, will make a recommendation to the Board of Directors of the Police Leadership Forum for final consideration:

- The Canadian Association of Chiefs of Police
- Canadian Police Association
- Police College or Justice Institute
- University or Community College
- Community Police Committee
- The Canadian Bar Association or Judiciary
- Blue Line Magazine
- Previous award recipient

Nominations and more Information

The Police Leadership Forum is now actively soliciting nominations for the 2000 Award. For more information, to obtain a nomination package or discuss nominations for the 2000 Award, contact:

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or
Detective Sergeant Mark Stainsby
Detective Support Command
Toronto Police Service
416-808-7483

The deadline for nomination submission is February 15, 2000. Scott Bleecker is a founding member and a Director of the Police Leadership Forum.

Chevrolet - Impala 2000

Chevrolet's back in the police car business. Now... can they deliver?

by Dave Brown

Okay, let's deal with this right up front. It's a front-wheel-drive. It's a V6. And General Motors wants to sell the Impala 2000 to you as your next patrol vehicle. What gives?

Well, 'what gives' is the future. The day of the big-block rear-wheel driver is disappearing as fast as bell-bottom pants and polyester leisure suits. One cannot walk down the street these days without someone swinging a cat and hitting nothing but front-wheel-drives or sport utility vehicles.

When it comes to police vehicles, GM has tried both. Various incarnations of the Chevrolet Tahoe and Chevrolet Lumina have been sold as patrol vehicles. The front-drive Lumina had a history of, shall we say, questionable durability when exposed to the daily environment of grinding use and abuse. The Tahoe could take the abuse, but the higher acquisition cost meant chiefs had more difficulty justifying it to the bean counters and politicians.

As rock-solid as it was, the Tahoe was not even recommended for pursuits due to its high center of gravity. A fact of life however (manufacturer's warnings to the contrary), dictates that if it says "POLICE" on the side, it will eventually be used in a pursuit.

When General Motors began planning for a larger version of the Chevrolet Lumina, they included from the start an intention that it would become a police vehicle. This is also one of the reasons that they dusted off the name "Impala". But why does GM even want to be in the police car business? After all, it is a comparatively small market. If you add up every police vehicle sold in North America at probably very few dollars over cost, it would still not equal the amount of cars that GM forklift drivers accidentally drop off the side of freight trains.

GM is not giving the answer to that question, but we can surmise, given that their closest competitor has had free reign over the patrol car market since Chevrolet sold their last rear-wheel-drive Caprice three years ago. That's gotta hurt. Not to mention the potential for considerable sales spillover effect on the civilian Chevrolet Impala, where words like "police" and "interceptor" may be equated to "tough" and "reliable".

But is it tough and reliable enough to be your next police car? Well, ask us that in about two years. Will you like it? To that question, we can answer unequivocally... maybe.

Under the Hood

The modifications made by General Motors to the police package Impala are more evident under the hood and chassis than anywhere else. The electrical system is ready for the most power-hungry accessories with a larger battery and high output alternator that pumps out almost 80% of its rated output at idle with air conditioning on. There is a 100-amp power supply under the dash and another 100-amp outlet to the trunk. The trunk can even be



Photo: M. Lynburner

Dimensional Comparison (in inches)

INTERIOR	Impala	Caprice	Crown Victoria
Front head room	39.1	39.2	39.4
Shoulder room	58.9	63.4	60.8
Hip room	56.8	57.0	57.1
Leg room	42.2	42.2	42.5
Rear head room	36.9	37.9	38.0
Shoulder room	58.8	63.4	60.3
Hip room	56.7	56.9	58.7
Leg room	38.4	39.5	39.6
EXTERIOR			
Wheelbase	110.5	115.9	114.4
Overall length	200.1	214.1	212.0
Overall height	57.4	55.7	56.8
Overall width	72.9	77.0	77.8
CARGO CAPACITY	17.6	20.4	20.6
TURNING RADIUS	38.0 ft.	37.7 ft.	40.3 ft.

equipped with a clever swing-down equipment tray for easy mounting of radios and video equipment. A surveillance-mode switch on the instrument panel kills the daytime running lights, courtesy lamp and instrument cluster lights when activated.

A power steering cooler and a heavy-duty version of the well-tested 4T65E automatic transmission bode well for long-term reliability. The front suspension is mounted to a strengthened engine cradle with specially massaged springs and shocks and a tie-bar connects the front suspension towers. The front knuckles and steering hubs are made from cast iron instead of aluminum as used in the civilian version.

Inside the thicker 16-inch steel wheels with bolt-on center caps are massive 12-inch diameter disc brakes from the Z28 Camaro. Rears

are 11-inch discs (not drum brakes like it says in the police package brochure) with internal parking brake pads that act on the inside of small auxiliary drums.

The entire underpan of the car is clean of any projecting suspension pieces or oil pans so nothing catches on curbs when hopping after offenders.

Most of the criticism underhood may be levelled at GM's choice of the 3.8-liter V6. Not that it's a bad engine. Just the opposite; the 3.8 has a history of reliable performance and longevity. At 200 horsepower, it does give up 15 ponies to the 4.6-liter V8 in the Crown Victoria. GM points out the almost quarter-ton of performance-robbing weight it saves over the Ford, but this is still the same engine that Joe Citizen can option in their very own Impala. Unofficially, General Motors is going to wait

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Behind the Wheel

Once you get behind the wheel, you may even forget that it is a V6. *Blue Line Magazine* had an opportunity to spend a whole day with the new Year 2000 Impala at the Mosport racetrack under the tutelage of John Powell (yes, the John Powell of John Powell Motorsport.)

The first thing you will notice is the much tighter turning radius than a Crown Victoria. It can easily U-turn inside the radius of an average highway. This means you may never miss the ability to steer the rear wheels by matting the throttle. The steering has a firmer and more controlled feel, too. We could have carved the Impala around pylons all day long with just our fingertips if GM would have let us.

Off the line from a dead stop, it keeps pace with the Crown Victoria, at least until the superior horsepower of the Ford takes over. In those most critical mid-range speeds, the Impala seems to jump up the trunk of an offender faster than even the LT1-powered Caprice. We can reliably report the Impala's top speed as exactly 124 miles per hour because that's the speed governed by a fuel cutoff. The top speed is somewhat less than the Crown Vic but such squad room arguments may be academic anyway as vehicles equipped with light bars will never approach either speed.

What about the cost of repair? General Motors does not duck the fact the front drivers cost more to fix than rear-wheel-drive cars.

"Punch a half-shaft drive axle through a transfer case and you are looking at a big repair bill," admits John Powell.

The heavily over built suspension and subframe of the Impala should mean it will be at least as durable as a rear driver for most curb-slammings activities. Only time will tell.

What GM is touting is the fact that the front-wheel-drive traction advantage may mean fewer accidents.

As John comments, "With front-wheel-drive, the driver can only screw up the front wheels."

The implication is that drivers of RWD can lose it with all four wheels.

Well, maybe. Bad drivers can wreck any car. Conversely, good drivers can drive almost anything. But the neutral handling, the shorter wheelbase, the tighter turning radius and the more positive steering of the Impala may mean that it can make even mediocre drivers look good.

This is perhaps the real reason why we liked the handling so much. It made us look good. Perhaps perception is everything. But handling is only one factor, and we rarely patrol on racetracks.

Will the Impala be able to catch a 5.0 litre Mustang in a real-life chase? Well... no, except for certain winter months when even a rusty Civic could easily pass one. And this is the one major advantage of the Impala over the



Photo: M. Lymburner

Crown Victoria. As traction becomes more limited, the benefits of front wheel drive become more prominent. GM does not equip the police Impala with traction control, simply because it would be needed about as much as windshield washers on a submarine.

It's still going to be a tough sell.

As John Powell says, "Police officers want everything. They all want a race car, with a jail in the back."

Add to that: a trunk like an auditorium and a front seat like a living room, and you begin to

see the extent of the compromises inherent in any police car design.

Some of us are certainly old enough to fondly remember those stiff-kneed big-motor Dodges of the 1970's, but perhaps we may be just nostalgic old farts caught in the headlights of the next millennium like wide-eyed deer. It seems that the days of the big block motors are fast disappearing. They have been replaced by something much more fuel efficient and easier on the environment.

The rear wheel drive sedan may also be disappearing as quickly as bell-bottom trousers and platform shoes. Well, okay... maybe I'm wrong about the platform shoes, but

only time will tell GM is wrong about rear drive sedans.

Dave Brown is *Blue Line Magazine's* Tactical Firearms Training Editor. When not travelling the country diligently researching stories for *Blue Line*, he is a professional firearms instructor and training consultant. He can be reached at (204) 488-0714 or by e-mail at blueline@blueline.ca.

From the inside

by Blair McQuillan

Hey, everyone liked the Chevrolet Caprice.

Let's face it, the Caprice was great. It had a big V8 engine, a big body and the interior was... well... big!

But once you get behind the wheel of the smaller 2000 Chevrolet Impala one readily realizes that it isn't exactly in the same class as a VW Beetle or an Austin Mini.

The first feature that one notices when they sit in the driver seat is the amount of available room. In fact, the Impala's interior is only fractionally smaller than the larger Ford Crown Victoria in terms of head and hip room (just .3 inches less in both cases). The amount of shoulder room is reduced by 1.9 inches, but the car's architecture doesn't leave motorists feeling crowded.

The Impala also has less leg room than the Crown Vic with 42.2 inches of space. A 6'4" officer who took part in the testing at Mosport in Oshawa, Ont., said that he was in no way hampered by the amount of room provided and didn't even have his seat adjusted all the way to the back, which he normally does.

The seats themselves are comfortable, heavy-duty cloth buckets that support the body, including the lower back. A power

driver seat adjustment is standard fare.

The car's design places instruments and gauges in the driver's immediate view and reach. All dashboard gauges and instrument symbols are large and have contrasting colours that can be read quickly.

Unlike the leisure suit with bell-bottom cuffs that Dave Brown wore to Mosport, the dash-mounted ignition is back in style. For someone much younger than Brown (who arrived late and tried to blame it on the limo company) having an ignition that is not mounted on the steering column was a nice surprise. The switch is easily within the driver's reach and does not interfere with shifting.

As for the rear of the vehicle, space is also a priority. There is plenty of room in the back for 'customers' to sit while en route to the station. Both seating and leg room are ample and the rear doors open wide enough to allow for a suspect to be easily seated in or removed from the back. The rear seats themselves are fixed and have a vinyl surface.

Overall, the interior of the Impala will provide officers with what they're looking for in a police vehicle - an office on wheels. The car is spacious, comfortable and functional. A lot of thought obviously went into the vehicle's interior design and it could become the benchmark for police cars of the future.



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Michigan State Police tests 2000 patrol vehicles



Patrol vehicles are one of the most critical purchases that a law enforcement agency makes. For both large and small agencies, patrol vehicle purchases frequently represent the second largest expenditure, after personnel, in their annual operating budgets. The selection of the right vehicle that balances both the agencies' budgetary and performance requirements has become an increasingly challenging task for police fleet administrators.

Many agencies are painfully aware of the consequences that result from being "penny wise and pound foolish," where vehicles with inadequate performance, such as regular production passenger vehicles not specifically designed for police service, are selected because they cost less than "police-package" vehicles. While some agencies have had limited success with non-traditional police vehicles, most agencies find that the increased maintenance costs resulting from such vehicles breaking down under the stress of police service quickly offsets any initial "savings."

For more than 20 years, the Michigan State Police (MSP) has conducted extensive evaluations of the performance capabilities of each new model year's police vehicles as part of its annual vehicle procurement process. Since 1981, the National Institute of Justice (NIJ), through its National Law Enforcement and Corrections Technology Centre (NLECTC), has sponsored these tests through a partnership with MSP.

By disseminating these results to state and local law enforcement agencies, NIJ helps these agencies select vehicles that maximize their budgets and ensures that evaluated vehicles provide reliable and safe performance under the increased demands of police service.

The 2000 model year patrol vehicles were evaluated from September 18 through 20, 1999. For the purposes of the MSP evaluation, police-package vehicles are those that are designed and manufactured for use in the full spectrum of law enforcement patrol service, including high-speed pursuits. A "special service" vehicle is a vehicle that may be used by law enforcement agencies for specialized use (e.g., off-road, inclement weather, K-9, or commercial vehicle enforcement), but is not designed or manufactured to be used in pursuit situations. By creating this distinction, it is hoped that it will be easier for agencies to realistically assess the capabilities of each vehicle.

Each vehicle is subjected to six major tests and evaluations. The results are weighted to reflect the relative importance of each attribute as related to MSP operational requirements. Table 1 lists the tests and point scores. MSP scores each vehicle's overall performance, reviews the manufacturer's bid price, and calculates a final score for each vehicle using a sophisticated formula that combines the overall performance score and the manufacturer's price.

Eight police-package vehicles and two special service vehicles were submitted for evaluation.



Ford Interceptor

Table 1

Tests and scoring	
Test	Points
Vehicle dynamics	30
Acceleration	20
Top speed	15
Braking	20
Ergonomics and communications	10
Fuel economy	5
Total	100



Chevrolet Impala

Table 2

Vehicles tested		
Category	Vehicle	Engine
Police	Chevrolet Impala	3.8L (231 cid) SFI
Police	Ford Police Interceptor	4.6L (281 cid) SFI
Police	Volvo S-70 T5 Sedan	2.3L (142 cid) PFI Turbo

cid = Cubic inch displacement SFI = Sequential port fuel injection
PFI = Multiport fuel injection L = Liter
Turbo = Turbocharged

tion. Table 2 provides a listing and description of each vehicle analysed by this article. Due to space limitations this article has been edited to include only information about the three top contenders for normal patrol functions. The NLECTC bulletin, however, contains a synopsis of the test results of all vehicles submitted for testing. To obtain a copy, check out the box at the end of this article.

It should be noted that the MSP vehicle specifications, test categories, and scoring reflect MSP needs. If your department employs this or a similar method, consider your own needs carefully and alter the weighting factors accordingly.

What's new for 2000

Chevrolet

For the 2000 model year, there are significant changes to Chevrolet's police vehicle lineup. The Lumina and Tahoe police-package vehicles have been discontinued and replaced by the all-new Impala sedan. The Impala debuts as the replacement for the full-size Caprice, Chevrolet's popular police vehicle that was discontinued after the 1996 model year.

The front-wheel-drive Impala represents a significant departure from the traditional rear-wheel-drive configuration of police-package vehicles, but Chevrolet's engineers state that they have spent considerable time designing a vehicle that will meet the durability and performance demands required by the law enforcement community. While the Impala has a shorter wheelbase and overall length than the Caprice, its interior room is comparable to that of the Caprice.

The Impala is powered by GM's 200-horsepower 3.8L V6 engine, last used in the Lumina police package. Other standard features include 4-wheel independent suspension, 4-wheel Antilock Braking System (ABS) disc brakes, traction control, and a tire pressure monitoring system.

Chevrolet is once again offering the Camaro, available with an automatic transmission or an optional six-speed manual transmission, for highway and traffic enforcement use. There are no significant styling or mechanical changes from last year's version.

Chevrolet is not offering its Tahoe sport-utility vehicle in either a police-package or special service package for this model year, however, it is possible that the Tahoe may return for the 2001 model year as a special service package.

Ford

For the 2000 model year, Ford's Police Interceptor features several new mechanical features intended to enhance overall performance and handling. A new aluminum, metal-matrix drive shaft has been incorporated to improve top speed and acceleration. The rear springs have been improved to increase handling performance. Additionally, the 2000 Police Interceptor features a 130-mph speed limiter and a standard 'one touch' driver's window that fully lowers the driver's window with a touch of the window control button.

In response to numerous requests from the law enforcement community prompted by of-

ficer safety considerations, Ford has eliminated the "auto-off" parking brake feature, which automatically releases the parking brake when the gear selector is shifted out of 'park.' Ford also is offering an optional headliner without the built-in front map light.

There are no major styling or appearance changes to the Police Interceptor from last year's model. As in past years, the Police Interceptor will be offered in both a gasoline-powered, fuel-injected version and a compressed natural gas (CNG) version. (Note: Ford elected not to test the commercially available version of the CNG Police Interceptor this year.)

The Ford Explorer (2-wheel drive) and Expedition (4-wheel drive) are available as a spe-

cial-service package, and have no major performance or mechanical changes from the 1999 model year.

Daimler Chrysler Jeep

The Daimler Chrysler Jeep Cherokee is once again offered in both 2-wheel and 4-wheel drive versions. A larger (124 amp) alternator has been added, and engine refinements have improved the fuel economy to 16 miles per gallon (MPG) city and 22 MPG highway for the 2-wheel-drive model and 16 MPG city and 21 MPG highway for the 4-wheel-drive model. The 2000 Cherokee also features new, higher metallic composition brake pads, which Jeep engineers state will enhance braking performance.

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Volvo

The S-70 sedan and V-70 wagon both feature several performance enhancements for 2000. Working with the California Highway Patrol, Volvo engineers developed a new chassis tuning design for the police package vehicle. Both Volvos also feature "high performance spin control" which electronically adjusts the throttle, balancing engine torque to actual wheel friction to prevent excessive wheel spinning during rapid acceleration. The 2000 Volvos also feature 16 inch Auto-bahn brakes with Electronic Brake Force Distribution (EBD), which Volvo engineers state will ensure stability under braking into turns.

Vehicle dynamics testing

Objective: To determine high-speed pursuit handling characteristics. The 1.635-mile mad racing course contains hills, curves, and corners; except for the absence of traffic, it simulates actual pursuit conditions. The evaluation measures each vehicle's blending of suspension components, acceleration capabilities, and braking characteristics.

Methodology: Each vehicle is driven 16 timed laps by four drivers. The final score is the average of the 12 fastest laps.

Table 3 shows the average results of the vehicle dynamics test.

Acceleration and top-speed testing

Acceleration

Qualification test objective: To determine the ability of each vehicle to accelerate from a standing start to 60 mph within 10 seconds, 80 mph within 17.2 seconds, and 100 mph within 28.2 seconds

Competitive test objective: To determine acceleration time to 100 mph

Methodology: Using a Datron non-contact optical sensor in conjunction with a personal computer, each vehicle is driven through four acceleration sequences - two northbound and two southbound - to allow for wind direction. The average of the four is the score on the competitive test.



Volvo S-70

Table 4

Results of acceleration* and top-speed testing

Speed (mph)	Chevrolet Impala 3.8L SFI	Ford Police Interceptor 4.6L SFI	Volvo S-70 T5 Sedan 2.3L PFI Turbo
0-20	2.05	1.81	2.34
0-30	3.28	3.04	3.33
0-40	4.65	4.69	4.39
0-50	6.59	6.50	5.75
0-60	8.99	8.75	7.48
0-70	11.63	11.68	9.33
0-80	14.85	15.33	11.54
0-90	19.40	19.89	14.63
0-100	24.92	26.09	17.86
Top Speed in mph	124	129	153

* Figures represent the average of four runs.

Top speed

Qualification test objective: To determine the vehicle's ability to reach 110 mph within 1 mile, and 120 mph within 2 miles.

Competitive test objective: To determine the actual top speed (up to 150 mph) attained within 14 miles from a standing start.

Methodology: Following the fourth acceleration run, the vehicle continues to accelerate to the top speed attainable within 14 miles from the start of the run. The highest speed attained within the 14 miles is the vehicle's score on the competitive test.

Table 4 summarizes the acceleration and top-speed test results.

Braking testing

Brake test objective: To determine the deceleration rate attained by each test vehicle on 12, 60-to-0 mph impending skid (threshold) stops, with ABS in operation if the vehicle is so equipped. Each vehicle will be scored on the average deceleration rate it attains.

Brake test methodology: Each vehicle will make two decelerations at specific, predetermined points on the test road from 90-to-0 mph at 22 ft/sec², with the driver using a decelerometer to maintain the deceleration rate. Immediately after these "heat-up" stops are completed, the vehicle will be turned around and will make six measured 60-to-0 mph impending skid (threshold) stops with ABS in operation. If the vehicle is so equipped, at specific, predetermined points. Following a 4-minute heat soak, the entire sequence will be repeated. The exact initial velocity at the beginning of each of the 60-to-0 mph decelerations and the exact distance required to make each stop will be recorded by means of a fifth wheel in conjunction with electronic speed and distance meters. The data resulting from the 12 stops will be used to calculate the average deceleration rate, which is the vehicle's score for this test.

Table 5 shows the results of the braking test.

Table 3 Results of vehicle dynamics testing

Make/Model	Average*
Chevrolet Impala 3.8L SFI	1:25.49
Ford Police Interceptor 4.6L SFI	1:25.71
Volvo S-70 T5 Sedan 2.3L PFI Turbo	1:23.42

NOTE: Times are in minutes, seconds, and hundredths of a second; i.e., 1:29.74 = 1 minute, 29 seconds, and 74/100 of a second.

* Average of the 12 fastest laps.

Table 5 Results of braking test

	Chevrolet Impala 3.8L SFI	Ford Police Interceptor 4.6L SFI	Volvo S-70 T5 Sedan 2.3L PFI Turbo
Phase I			
Avg. initial speed (mph)*	60.4	60.4	60.2
Avg. stopping distance (ft)*	144.20	144.63	133.17
Avg. deceleration rate* (ft/sec sqd)	27.17	27.17	29.26
Phase II			
Avg. initial speed (mph)*	60.2	60.5	60.1
Avg. stopping distance (ft)*	143.97	146.73	132.78
Avg. deceleration rate* (ft/sec sqd)	27.09	26.87	29.29
Average Deceleration Rate (ft/sec sqd)**	27.13	27.02	29.28
Projected stopping distance from 60 mph based on average deceleration rate (ft)	142.7	143.3	132.3

All vehicles have antilocking braking systems.

* Figures represent the average of six measured stops.

** Calculated from the average deceleration rate (ft/sec sqd) of all 12 measured stops.

Ergonomics and communications

Objectives: To rate the vehicle's ability to provide a suitable environment for patrol officers to perform their job, to accommodate the required communications and emergency warning equipment, and to assess the relative difficulty of installing the equipment.

Methodology: A minimum of four officers independently and individually score each vehicle

Table 6b Results of ergonomics and communications test

Vehicle	Score*
Chevrolet Impala	213.75
Volvo S-70 T5 Sedan	176.92
Ford Police Interceptor	213.58

* Scores are the total points the automobile received for each of 29 attributes the MSP considers important in determining the acceptability of the vehicle as a patrol car—for example, front seat adjustability, clarity of instrumentation, and front and back visibility. The higher the number, the better the vehicle scored.

Table 6a Summary of exterior and interior dimensions

Make/Model	Length (inches)	Height (inches)	Wheelbase (inches)	Weight (lbs)	Head Room (front)	Head Room (rear)	Leg Room (front)	Leg Room (rear)	Shoulder Room (front)
Chevrolet Impala	200.1	57.4	110.5	3590	39.2	36.8	42.2	38.4	59.0
Volvo S-70 T5 Sedan	185.4	55.7	104.9	3320	39.1	37.8	41.4	35.2	57.1
Ford Police Interceptor	212.0	56.8	114.7	4039	39.4	38.0	42.5	39.6	60.8

Make/Model	Shoulder Room (rear)	Hip Room (front)	Hip Room (rear)	Interior, Front (cubic feet)	Interior, Rear (cubic feet)	Interior, Combined (cubic feet)	Trunk Capacity (cubic feet)	Fuel Capacity (gallons)
Chevrolet Impala	58.9	56.8	55.7	56.5	48.2	104.7	17.6 (b)	17.0
Volvo S-70 T5 Sedan	56.3	55.2	55.2	55.3	45.5	100.8	14.7 (f)	19.3
Ford Police Interceptor	60.3	57.1	59.0	58.2	51.1	109.3	20.6	19.0

Table 7 Fuel economy

Make/Model	EPA miles per gallon		
	City	Highway	Combined
Chevrolet Impala 3.8L (231 cid) SFI	20	29	23
Ford Police Interceptor 4.6L (281 cid) SFI	16	21	18
Volvo S-70 T5 Sedan 2.3L (142 cid) PFI Turbo	19	27	22

ple on comfort and instrumentation. Personnel from the Communications Division who are responsible for new car preparation conduct the communications portion of the evaluation based on the relative difficulty of the necessary installations. Each factor is graded on a 1-to-10 scale, with 1 representing totally unacceptable and 10 representing superior. The scores are averaged to minimize personal prejudice. Table 6a shows a comparison of the exterior and interior dimensions of the vehicles evaluated. Table 6b shows the results of the ergonomics and communications test. (Only one of each model was tested since the interior dimensions are essentially the same.)

Fuel economy

Objective: To determine fuel economy potential. The scoring data are valid and reliable for comparison but may not necessarily be an accurate prediction of the car's actual fuel economy.

Methodology: The vehicles' scores are based on estimates of city fuel economy to the nearest one-tenth of a mile per gallon from data supplied by the vehicle manufacturers. Table 7 shows the estimated Environmental Protection Agency (EPA) fuel economy ratings, rounded to the nearest whole number for city, highway, and combined driving conditions.

This article has been edited from the original document. If you would like a copy of the full report, write or call the National Law Enforcement and Corrections Technology Centre, PO Box 1160, Rockville, MD 20849-1160, or phone 301 519-5060. You may also download the report from www.nleetc.org.

Ontario Provincial Police rolls out new Mobile Command Units



After several years of planning, the Ontario Provincial Police rolled out five brand new Mobile Command Units (MCUs) and they'll be heading to OPP Regional Headquarter destinations in London, Thunder Bay, North Bay, Orillia, and Smiths Falls.

The unveiling of the MCUs marks the first time the OPP has had mobile command units specifically designed and equipped to meet today's technology needs. This emergency response equipment will be invaluable to the OPP and to the communities it serves.

These self-sufficient MCUs, towed by a one-ton four-wheel drive truck, will provide the flexibility necessary to attend any location and operate efficiently with the use of a 10-kilowatt generator even if the area is without power or telecommunications.

It is anticipated that these MCUs will be beneficial during any incident, such as the search for lost children, hostage situations, large community activities or any call for service in which there would be an advantage to having shelter and communications on scene. They, of course, will also be available during any events that may occur at the turn of the new millennium Jan. 1, 2000.

The cost for the five MCUs was approximately \$600,000 and they are similar to units used by police services around the world. A great deal of research went into the design of the MCUs and the model chosen, which was the least expensive option, came with the standard package and standard cabinetry. The OPP expects

The Great Mac Attack!

by Tony Mackinnon

"I THOUGHT A CHANGE WOULD DO YOU GOOD!... HOW WAS YOUR TOOTI-FROOTI CHAMONILE LATTE' ?..."



A first for Inspector Sherry Dwyer

by Floyd Cowan



To those who know Sherry Dwyer it is no surprise that she has become the first female inspector of the Saanich Police Department in its 91 year history, and least of all to her, but when she applied for a job with the RCMP, Sherry did not appear to be the ideal candidate for police work.

"I'm not a tall person, I'm only 5'4" and I had thick glasses," she explains.

Now, 23 years after she was hired by Saanich, there are few, if any that are surprised she has attained the rank of inspector, and there are some who expect she may rise to even higher positions.

"I never thought there was anything in my life I couldn't do," she states. "I wanted to become a police officer from as long as I could remember. One of my earliest memories was of a Dick and Jane reader in which there is a policeman and I knew then that I wanted to be a cop. I don't think it is such a big deal that I've become the first female inspector. What I am amazed at is that people are amazed and that they think it is such a big thing. I always thought I could make it if I worked hard and did a good job."

But wanting to be a cop and becoming one, wasn't to be a straight line. "When I was 18, I heard the RCMP was hiring women so I went in to get an application and the officer said "Stand up" and I said I was and I was told to go away. The women they hired at that time were the Amazonian types, very big."

But rejection didn't mean dejection and Sherry had a back-up plan. She attended university with the intent of becoming a school teacher. She liked kids, she liked studying and she enjoyed history, but she was still "breaking her neck" every time a cop car went by. She still wanted to be a cop and every time she saw an ad for 'police officers wanted' she was there with application in hand.

In the summer of 1975 she thought she had finally landed the job when she first applied at the Saanich PD and made it through to the final interview with Chief Bob Peterson.

When he asked about her plans she replied, "I like the view from this office, but I don't like the colour of the carpet."

Sherry didn't get the job. However, in April the following year Saanich called her and asked if she was still interested.

"I'll be there in 10 minutes," was the answer. The long cherished dream was about to become reality.

"Yes, some people might call me cocky," she admits but when asked now if she still would like to enjoy the view from the Chief's office, years of experience have taught her to be a little more circumspect. "What I would like to do right now is do a good job here. I've

got a lot to learn and a lot of work to do so there is no point in thinking ahead. I'm not nipping at the Chief's heels."

Why has it taken Saanich so long to have a female inspector? When she was hired in 1976 Sherry was the fourth female officer to join the department and the others have since retired. Then there was a gap of 11-and-a-half to 12 years when no females were hired so the next group of females in the department have 13 years experience and less. In time, Sherry expects there will be many female Senior Officers in the Saanich PD. There are now 28 women on the 140 strong Police Force.

Insp. Dwyer didn't have many role models as she worked her way up, and though she never really thought about it until now, at 44 years of age and with 23 years of experience, she is, and has been for some time, a role model for the younger women.

"Recently the women of the department, and a Victoria City policewoman, presented me with a medallion. The words and the cards they gave me really chocked me up. I didn't think about being a role model, but I always tried to help them, to reach out to them and not make the mistakes I did. I enjoyed helping them, which I did for all officers, not just with the women, but with them I guess it had more of an impact."

Rising to the rank of inspector was done quicker than it was for others (she skipped staff sergeant) but Sherry has not always gotten what she wanted.

"I have the self-confidence that I thought that if I applied for a job I would get it, I never thought there were any doors closed to me. But I didn't always get the transfers or the courses I wanted, but it was never because I was female."

The confident, cocky attitude did not always lead her to the best of places or the best of times.

"I made mistakes, and I had to learn to take the responsibility for those mistakes. There was a period in my career when I was not being very helpful to myself and I was blaming everyone else for it. Not everyone wants to hear your opinion all of the time. I mellowed."

Throughout her career, from 12 years in uniform on the streets, to doing desk work, being a detective, and still being on the dive team, the trauma team and a hostage negotiator, she has seldom experienced prejudice from the men she worked with, or the public she dealt with. There were occasions, but they were often minor.



"My co-workers were always very supportive and if they had any biases against me because I was a woman, it was never verbalized. You often had to prove yourself, just as I will in this position, but so would anyone taking on a new job."

Would she recommend other women going into police work?

"Absolutely."

Changing the colour of the carpet in the chief's office may still be an attainable goal for Sherry.

STATS & FACTS

Source: Stats Canada - Juristat

The District of Saanich, with a population of 106,200 people, is located in the Province of British Columbia.

The Saanich Police Department consists of 132 police officers (111 male and 21 female) and 37 civilian and support staff for a total of 169 members. The police to population ratio is 759 citizens for each officer. The police budget for 1997 was around \$14 million. This figure breaks down to a per capita cost of \$135.

The Saanich police reported that on average each officer on the department investigates 60 criminal code incidents each year. The total number of criminal code offences recorded with the police service was 8,469 during the year 1997. The police service reported a 20 per cent clearance rate on property crimes and a 62 per cent clearance rate on crimes of violence. Overall there was a 4 per cent decrease in crime over the previous year of 1996.

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RUGER

by Andrea Zaferes

The effects of cold and feeling cold can result in physical, mental, and even emotional stress well before medically-defined hypothermia (3 degree F core temperature loss) occurs. We operationally define 'cold stress' as the direct or indirect effects of heat loss not defined by a specific core temperature loss.

A rescuer without any core temperature loss might have such cold hands, because of improper gloves, that she is unable to effectively hold a tether line or save herself from an entanglement.

Rescuers who simply feel cold, regardless of core temperature loss, are more likely to shortcut standards, use poor judgment and rush. An inner voice continually tells them, "I'm cold, I want to get out of here, I want to get back in the warm vehicle; why am I here?" When is this going to end? Can't we do this any faster? Why are they taking so long? Simply feeling cold adds stress and task loading to the rescuers' job.

A drop in skin temperature results in the release of the hormone epinephrine, which is part of the 'fight or flight' mechanism. That release adds to the epinephrine release already caused by the rescue incident itself, and can lead to fear, panic, mental disorganization, and loss of judgment.

Think About Patient Handling!

The following information is true for all drownings that occur in water less than 92 ° F. We lose heat at the same rate in 80 ° F water as we do in 42 ° F air.

Replay in your mind, fire calls and ambulance runs you have worked on or observed. How many times per call were patients dropped? Hopefully, none. How many times were patients yanked up by their arms, banged and dragged across frozen ground? Again, the answer should be none.

Now, think of water emergency calls you observed or participated in, and photographs or videos of actual water calls. From the time the patient was removed from the water or ice and placed in the ambulance:

How many times was the victim yanked



by the arms or legs, and dragged on the ground? How many times was the victim dropped? How many times was the victim banged into objects such as a boat or backboard?

Our observations show that victims pulled out of the water are dropped, yanked, dragged, or banged at least three times before being secured in an ambulance.

A person who experienced a water-related accident is just as much a 'patient' as any victim of a medical or land-based emergency, so treat them as such!

Understand that simple jostling, let alone being dropping, is enough to put a hypothermic heart into cardiac arrest. Immersion hypothermia victims must be handled EXTRA-GENTLY. They cannot afford to be dropped!

There are several main reasons why victims of water rescues are dropped:

- Rescuers are not trained to work in the water environment and are not trained to handle cold, wet, slippery victims.
- Departments do not have suggested operating procedures or guidelines for specific, if any, water-related emergencies, which often results in chaotic water rescues.

- The incident management system falls apart on water incident sites.
- Rescuers do not have proper water rescue equipment, so they attempt to make do with equipment designed for land operations.
- Rescuers are cold-stressed, hypothermic, and are often without proper hand protection.
- Rescuers are not physically fit enough for the unexpected amount of exertion required by many water/ice-related rescues.
- Rescuers often end up in trouble themselves, and accidentally mishandle patients while attempting to save themselves.

Water-related emergencies are rare compared to other types of calls, so rescuers gain little, if any, hands-on experience handling them, and departments give water-related incidents last priority for funds and training.

Has your team learned and then practised effective procedures for gently extricating a slippery, helpless, extra-heavy (due to wet clothes) person out of an ice hole? Have team members practised working, moving, and handling patients while wearing stiff neoprene gloves and exposure suits, which are probably one-size-fits-few?

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Surface Ice Rescue

Technicians must be physically fit enough to crawl hundreds of feet while periodically crashing through the ice. They must be competent swimmers and comfortable in the water. They must be capable of keeping the victim afloat and transporting the victim to shore. If not, then chances are that the victim will either not be reached in time, or will be mishandled.

Is there a practised plan for transporting the victim back to shore? Some teams are taught the old, and less than safe method, of securing the victim to the rescuer with a part of the tether line, to either use the rescuer as a sled for the victim or to drag the victim across the ice and water. Sure, before ice transport devices were readily available, that was an accepted method. Now it is not the best standard of care available. Both the rescuer and victim will suffer a beating on the ice if no transport device is used. Imagine a rescuer's spine or head hitting a block of ice as tenders pull him to shore. What if the weight of the victim was on him?

Is there a practised SOG for transporting patients from the water line to the ambulance in high snow, ice, and steep embankment situations? Is proper ice rescue equipment available, and are team members competent using it?

The more 'No' answers to these questions, the more likely the victim is to be dropped, yanked, dragged, and banged.

Close your eyes for a moment, and imagine that in front of you is an ancient Ming vase made of the thinnest, most fragile material imaginable. Its value is \$2,000,000. You are responsible for it. You have to pick it up and carry it across the room. Imagine yourself doing that. How are you holding it? How are you moving? One wrong movement and it shatters. Now imagine that Ming vase at the water's edge of a slippery, icy, snowy embankment. You have to transport the now wet, cold vase to the ambulance. Imagine how carefully you will wrap it, how carefully and slowly you will move.

Remember this vase next time you are on a water rescue site. Isn't a life worth at least that much?

The Thermal Recovery Stabilizer (TRS) is a highly effective tool for transporting and re-warming hypothermic and immersion hypothermic patients. Walt Hendrick, President of Lifeguard Systems, originally brought the TRS to the U.S. from England where it was used for hypothermia on the North Sea oil platforms. Hendrick found a manufacturer, MARSARS, to build a similar model in the U.S., making it affordable for U.S. teams. With the initial appearance of a big orange sleeping bag, the Stabilizer retains the patient's metabolized heat allowing the body to re-warm itself.

The Thermal Recovery Stabilizer is an excellent transport device to insulate the patient from conductive heat loss to backboards, the ground, air, and other heat losses. If you allow a patient to shiver, the patient's oxygen consumption will increase by 50%, which could be more than the heart can handle.

Exposure Protection and Patient Handling

Latex EMS gloves and sneakers don't cut it in the cold! Duty crew EMS personnel belong

back in the rig where they can stay warm. Duty crew EMS should not be allowed to stand outside watching the rescue. If they need to bring the transport device to the shore-line, they should wear warm gloves over their latex gloves. The patient should be handled with warm, strong, hands with full strength, sensation, and dexterity.

EMS and everyone on the scene should wear proper boots, and cleats if necessary, to protect their feet from freezing and slipping. How well can anyone perform with a sneaker full of snow? Wear proper hats, not ball caps. Wear coats and whatever else it takes to stay warm when outside. This advice may sound like common sense, but unfortunately, far too many actual ice rescues demonstrate it isn't.

For an excellent source of valuable information on ice rescue and patient handling see *Surface Ice Rescue & Patient Management* by Andrea Zaferes and Walt Hendrick, Pennwell Publishing. For information on Ice Rescue Training and patient management, contact Lifeguard Systems.

Andrea Zaferes, the head instructor trainer for Lifeguard Systems, is a NAUI & ACUC Course Director; a PADI, DAN, & ARC, Instructor, an EMT-D, a noted author and public speaker, and award winner. She co-authored with Hendrick the *Field Neurological Evaluation*, *Surface Ice Rescue*, *Oxygen & the Scuba Diver*, and *The Scuba Instructor Readiness Series*, books and audiovisuals. For further information contact Lifeguard Systems P.O. Box 548, Hurley, NY 12443, tel/fax (914) 331-3383, www.teamlgs.com.



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In touch with the RCMP's feminine side

Troop 17 brought the first female constables into the Force 25 years ago. The remaining members talk about how they've fared since then.

by Brenda Zanin
RCMP Pony Express

On September 16, 1974, thirty-two young women made Canadian history when they were sworn in across the country and headed for Depot Division in Regina for training. At the end of six tough months, 30 graduates stood in the glare of publicity as Canada's first female Mounties.

For 25 years they carved out a career for themselves, avoiding as best they could the pitfalls and hazards of their singular path. Some have been able to observe female RCMP officers making their way with greater ease thanks to their groundbreaking efforts. Others have never worked alongside another female officer for their entire service. Some would do it all again in a heartbeat; others are not so sure. All talked about the constant challenge of proving themselves in the face of considerable skepticism.

"You had to start all over again every time you changed places," says Cst. Cheryl Lafosse, general duty constable in B Division. "Whenever you were transferred, you had to start at the bottom."

Every member experiences the feeling of being the lowest person on the totem pole at some point in their career. Female members learned that for them, there were no assumptions to be made about the brotherhood of the RCMP. At every new posting, they had to discover by trial and error which male members would believe in their role, which ones would withhold judgment and which would be openly hostile to their presence.

"One member told me he didn't believe in female members in the RCMP," recalls Sgt. Betty Glassman of E Division. Often "treated like a bimette," she threw herself into her work without complaining, striving over the next year to prove herself worthy. "When it came time for me to leave that posting, that same member came up to me and said 'I was wrong. I would have on my team any time.'"

Seven years later, on plain clothes duty, Glassman was repeatedly bypassed for serious criminal investigations. Finally, after two years of hard work and tremendous patience, she was reluctantly asked to join a homicide team when a crisis arose. Her colleagues realized she was capable of handling tough customers, investigations and 16-hour days. "It appeared that nobody was prepared to give you an opportunity unless forced to," she says.



"It began with our inception into the Force and continues today."

Cst Pat Clark of D Division says people often mistook her for the dog catcher or the mail carrier when she went out in uniform. When they had a police problem, they didn't approach her. "They said they wanted to talk to a real Mountie," she says. "But now, people know who you are. There's a much greater acceptance of female members."

RCMP managers often hesitated to assign hard police tasks to the newly-graduated young women under their command. "Some were paternalistic. They weren't being vindictive, and they didn't think this was being negative," says Sgt. Janet Watson of F Division. "They thought they were doing us a favour, but they weren't," since she says this deprived them of different learning opportunities.

"Even today there's the 'yeah but' part," says Cpl. Gail Courtney of B Division. "They say, 'if we get a call to a bar, will you back us up?' They'd rather hear a husky male voice saying over the air 'I'm on my way!'", rather than a soft female voice. What members are realizing today is that women have a different contribution to make, even in volatile situations. "When we deal with conflict, we have more patience and we're more compassionate," Courtney points out. "We know our strengths and weaknesses. Like they always said in Depot, 'your strongest muscle is your tongue use it!'. Women are more willing to talk their way out of a physical confrontation."

Cst Barb Alexander of E Division remembers the loneliness of her first posting. "You're not one of the guys. You're not one of the secretaries. You're not one of the wives. You're something different." As a shy person in a new community, she felt totally isolated. "You couldn't go out with just anyone. You were such an oddity."

"It's a lot easier for female members today," says Cst Bette-Jo Nesbitt, who has just retired from "working in the trenches" of general duties in K Division. Cpl Eva Miller of Headquarters agrees, "A lot of members now know that women can function as well as men. They're no longer a pretty little thing." The fact that male and female troop mates train together from the outset levels the playing field for everyone, concludes Miller.

"In the new generation, women are getting into more male dominated roles and proving themselves equally competent," says Courtney. And, when they encounter problems, "today they're more willing to say, 'hey that's not right!'," says Glassman. "There's a different mentality." The fact that they are represented in higher ranks also gives women a stronger voice, Clark says. "We carry more weight now."

Some members need to realize that "we don't think like men," says Cpl Cheryl Joyce of Depot. "There are still a lot of members out there who are still dealing with this. With respect to women in particular, there are still things that can be improved but they will come as our numbers continue to increase."

For those members who married and had children, there were additional challenges. "At times, the Force might have made it more difficult than it had to," recalls Cpl. Sharon Sisson in H Division, a mother of two. Maternity leave

was a hard sell to some. "People thought maternity leave was a holiday and female members were getting preferential treatment," Miller says. "It was very archaic."

"Knowing what I know now, I might have waited a while longer before joining," says Miller. "We were an unwanted commodity. Nobody knew how to treat us. You don't change a culture overnight." For Nesbitt, retirement is a welcome step. "I'm glad I'm retiring. A lot of my career has been interesting, but some of it has been hell. It was hard being the first. Everything we did was new and had to be tested. Some girls have no idea what we've gone through. I'm looking forward to leading a normal life."

But to have lasted 25 years in the RCMP gives Depot's Cpl Karen Adams a "great sense of accomplishment. If I had to redo every day I've spent in the RCMP, I'd do it all over again," she says. "You have to go after your dream. My first posting was to the roughest detachment in Manitoba, and I had to see if I would survive. Young female members of today don't have to blaze the path that we had to. That makes it worth it for me. I'm very proud to be one of the first."

Sgt. Patty Lawrence of E Division says "joining the RCMP was the best thing I've ever done in my life. Despite the downsides, the good people I worked with far outweighed any of the negative aspects. There were a lot of things you had to overcome, and you worked hard because you had to. At first I didn't think I was going to like it too much, but I really love police work. I'd definitely do it all over again."

Where are they now?

Of the 32 members of Troop 17, 30 graduated from Depot, one withdrew part way through training and one opted to become a Special Constable for airport security. Today, 11 members of the famous troop are still serving in divisions from coast to coast (a twelfth has just retired).

Cpl. Karen Adams: Canadian Law Enforcement training unit, Depot

Cst. Barb Alexander: watch commander, Western Communities, E Division

Cst. Pat Clark: general duty, Shoal Lake Detachment, D Division

Cpl. Gail Courtney: recruiting NCO, B Division

Sgt. Betty Glassman: career manager, staffing and personnel, K Division

Cpl. Cheryl Joyce: facilitator, applied police sciences, Depot

Cst. Cheryl Lafosse: general duty, Grand Falls/Windsor Detachment, B Division

Sgt. Patty Lawrence: staffing and personnel, E Division

Cpl. Eva Miller: VIP security, Protective Services Branch, Headquarters

Cst. Bette-Jo Nesbitt: recently retired from general duty, Ponoka Detachment, K Div.

Cpl. Sharon Sisson: relocation reviewer, staffing and personnel, H Division

Sgt. Janet Watson: commercial crime provincial unit, F Division

Just in time for Christmas and the Millenium



The limited edition poster shown in this article was created by retired RCMP artist Bill McMillan. Each print is 15 by 27 cm and is signed and numbered by the artist. If so desired Regimental numbers can be added to personalize your copy. It is also available in packages of 10 note cards. The prints can be obtained for \$49.95 by calling Gilles Charbonneau at 613 746-3043.



Also in recognition of this milestone Cst. Line Corneau, of the Toronto North De-

tachment, created a keepsake piece of jewellery in the form of a lapel pin, pendant, ring and earrings, in sterling silver or 10-karat gold. It also comes with a setting of three small stones in RCMP colours - red, yellow and blue. Proceeds are going to the Canadian Breast Cancer Network. To obtain further information you can call Karen Burnell at 905 953-7385.

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Cancer Society - Your opportunity to get a hair cut!!

Hundreds of police officers, correctional officers, security guards, and their families and friends have raised almost \$4.6 million dollars for the Canadian Cancer Society. The effectiveness of the leadership that has been provided in Cops for Cancer events has surpassed all expectations in terms of revenue, in terms of publicity, and in terms of raising the public's awareness about cancer. The pledged head shaving event has often been the launch event and law enforcement officers have continued the relationship with the Canadian Cancer Society with barbecues, auctions, road races, etc.

Why has this cause been embraced by law enforcement officers across the country? Each officer has their own reason. Many have been touched by cancer in their own families, one officer found out just before starting the Tour de Rock event that his mother had cancer; some do it in memory of a fellow police officer who has died from cancer, like Esquimalt police chief Graham Brown; and many participate because it is the right thing to do.

How Cops for Cancer Started

Staff Sgt. Gary Goulet, started the Cops for Cancer event when he learned about a young boy, Lyle Jorgenson who was being ridiculed at school because of his baldness, which was due to chemotherapy treatment. He decided to do something and started Cops for Cancer. Gary continues to work tirelessly promoting Cops for Cancer events. He even met his wife while



Photo: Floyd Cowan

Another cop helps top-up \$4.5 million. Julie Flatt takes a little off the top while Victoria Police Cpl. Bruce Cowick grins and bare heads it for cancer research.

volunteering at a fashion show that was raising funds for the Canadian Cancer Society. Edmonton Police Service provided escorts for the models.

Officers across the country are working not only on events initiated by themselves, but are providing support to many others who raise funds for the Canadian Cancer Society.

Some Cops for Cancer Activities across Canada

A very successful event in Dryden, Ontario saw the Dryden Police Services and the OPP, Dryden Detachment raise over \$72,500 at their fall fair last August. This community of 8,500 people raised \$8.52 per capita. What community spirit! The community spirit was there in the planning stages when, last May, 18 people representing all aspects of the community met around the planning table. Five hairstyling companies volunteered their time to assist and two major sponsors, Avenor Incorporated and the Lions Club contributed to the event. The 110 participants who had their head shaved in this event included 15 women and 12 youth as well as a spontaneous participant who raised \$750.

Last year 17 OPP detachments took part in Cops for Cancer events and the enthusiasm has lead to bigger and better event, being planned for this year. Corrections officers in Kingston, members from the Owen Sound Fire Department, the Owen Sound Jail personnel, The Ministry of Natural Resources, and the Owen Sound Ambulance personnel have all participated in the Cops for Cancer "Fund Razor".

An Expo baseball game, last September, featured the added attraction of 300 officers shaving their heads. On that same evening another 120 officers shaved their heads in various locations in Quebec. Police officers from Surieté du Quebec, the RCMP and municipal police forces raised \$145,820. The success of this event is already leading to plans for next year's Cops for Cancer activities, which will likely take place in Montreal and Quebec City.

Edmonton Police Services held their biannual head shave at West Edmonton Mall. One hundred and fifty-five participants raised in excess of \$100,000. The event created tremendous exposure for Cops for Cancer as a result of media participation in the event. The Edmonton Police Service holds a BBQ and auction in the

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year that they do not have a head shaving event. The third annual Cops for Cancer golf tournament was sold out this year and netted \$8,500 for the Canadian Cancer Society. They also have a waiting list for registration in their golf tournament for next year. Restaurant openings have become popular in Alberta and at the recent opening of Montana's Cookhouse and Saloon \$7300 was raised for Cops for Cancer.

An exhilarating start to this year with Tour de Rock on Vancouver Island. Police officers on the Island rode from the top of Vancouver Island to Victoria over a period of 13 days. Police officers provided a leadership role in organizing the Cops for Cancer event by visiting each community along the route with a Canadian Cancer Society representative and involving others in fund-raising and cancer awareness activities. For instance in Crofton, the millworkers held a headshaving event and gave the proceeds to police officers as they rode through the community. Officers visited schools and often their arrival in a community signalled the start of another Cops for cancer event, be it a head shave, a ball game, a BBQ, or whatever. What a success, raising \$312,200.

Six hundred children, many with cancer, and their families joined the riders in the pouring rain as they rode the final leg of the journey to Beacon Hill Park.

News Director, Alan Perry, from C-FAX Radio, rode with the officers and kept a diary, which was published in community papers along the route. Perry wrote, "I will forever be inspired by their courage and determination and that of all the other kids we met".

The Vancouver Island event was a great start to this year's Cops for cancer activities. Police officers along with Canadian Cancer Society volunteers and staff are busy planning this year's events in large and small communities across the country. Please contact the local Canadian Cancer Society, listed in your local phone book, for information on holding a Cops for Cancer event in your community.

How the funds are spent: Generally funds raised for the Canadian Cancer Society provide: research funding, 44 per cent; public education, 18 per cent; and patient services, 19 per cent. Last year over \$8 million was spent on Pediatric Oncology Research. The remaining funds cover the cost of administration and revenue development expenses.

Progress has been made: Today at least 55 per cent of all Canadians diagnosed with cancer will be alive 5 years after diagnosis. In the 1930's a comparative figure was less than 30 per cent. Today the 5 year survival rate for childhood leukaemia is 83 per cent and in 1970 it was 50 per cent. Today the 5 year survival rate for testicular cancer is 95 per cent and in 1970 it was 73 per cent.

But they still need your help: Participants in Cops for Cancer activities, across the country, have increased their awareness of the need for continued funding for cancer research, children's camps, and other community services for those fighting cancer.

The Canadian Cancer Society is the largest funder of cancer research in Canada and last year the National Cancer Institute, our research

partner, received 334 applications for research grants. Of these 334 grants, 220 were deemed worthy of funding by the scientific review panels. Because of a greater need for funds, only 82 of the research projects deemed worthy could be approved for funding. Only 37 per cent of meritorious projects actually received funding. An additional \$7-8 million would have been needed to fund all meritorious research.

An estimated 129,200 new cases of cancer and 62,700 deaths from cancer will occur in Canada in 1998. Every family and community is touched by cancer as one in three Canadians can expect to develop cancer in their lifetime. Many of us are deeply touched when children have cancer and in Canada this year over 900 children will develop cancer. Lung cancer continues to be the leading cause of cancer death for both sexes. Yes individuals with cancer, cancer researchers, and the many volunteers with the Canadian Cancer Society still need your help in fighting this disease.

Since 1995 there have been over 250 Cops for Cancer events, with over 6,000 participants across Canada. The publicity generated has been "win-win" for the police and the Canadian Cancer Society.

You can help by calling your Canadian Cancer Society, listed in the white pages of your phone book, and they will work with you to hold a Cops for Cancer event in your community.

If you are coming to Blue Line's *Response 2000* Trade Show, then you can participate by having your head shaved and by sponsoring others who will be shaving their heads.



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Canada's Corel Corporation provides top notch tools and a few pleasant surprises with this major release.



by Tom Rataj

Back in the early days of computing, before Windows arrived on the scene, WordPerfect was the undisputed market leader in the all important word processing field. The sudden success of Windows 3.0 caught tiny WordPerfect Corp. of Orem, Utah off-guard, and their probable "king-of-the-hill" mind-set doomed them. The first Windows version of WordPerfect was a disaster, and the beginning of the end for WordPerfect Corp.

To support their increasingly popular Windows system, Microsoft Corp. released a Windows version of their DOS word processor, Word, shortly after Windows 3.0 arrived on the market. Taking advantage of the graphical nature of Windows, Word for Windows proved to be easier to learn and use for new users, and was quite simply a better product than the initial Windows version of WordPerfect. Microsoft's massive marketing machine then made short work of WordPerfect, and Microsoft's office suite was soon the king of the hill.

Meanwhile, after a brief business alliance with spreadsheet maker Borland, WordPerfect Corp. was bought by Novell Inc., the giant networking company. Several Windows versions of WordPerfect were released during this time, with little improvement in either performance or market share.

In early 1996, Canada's own world-leading graphics-software giant, Corel Corporation, bought WordPerfect and took a run at returning it to some of its earlier glory. Despite some early stumbling, the software engineers at Corel have gradually massaged WordPerfect (now at version 9) into a state-of-the-art word processing program. Available either as a stand-alone product or bundled in various versions of WordPerfect Office 2000, WordPerfect is a full-featured professional quality program. It is also available for the Mac, Unix, and Linux, and features a number of specialised versions for the legal, medical and construction industries.

Corel Corporation was kind enough to provide the "Standard" edition of the suite, which, in addition to WordPerfect, features Quattro Pro 9 (spreadsheets), Corel Presentations 9

(presentations), Corel CENTRAL 9 (a personal information manager), and Trellox 2 (a desktop web publishing program). In the usual Corel practice, the suite also includes 12,000+ clipart images, 1,000+ fonts, and 200 photos to assist in dressing-up documents and presentations. It also includes a few additional utilities as well as Adobe Acrobat Reader.

PERFECT Processing

The core program in any office application suite is the wordprocessor. Unfortunately, discussing word processing programs is in some ways the modern equivalent to discussing religion and politics, certain to evoke strong and at times seemingly irrational opinions among users. So, at great personal risk, I'll venture forward without more ado.

I'll be honest that I haven't used WordPerfect since version 5.1 (for DOS) in the early 1990's. The DOS version of WordPerfect was an intimidating and difficult product to learn. After starting the program, users were faced with a blank blue screen that gave no indication of what to do next. It didn't know what a mouse was, and without the aid of the keyboard template, new users were hopelessly lost. And because it was a DOS program, the image on the screen bore little resemblance to the printed page. Perhaps the biggest problem was that many users didn't understand the difference between a word processor and a typewriter.

Since those days I have graduated through several versions of Microsoft Word, beginning with version 1.1 and ending with 97. I initially switched to Word because it was a Windows product, which made it far easier to use effectively, even though I could quite confidently handle WordPerfect 5.1's complexity.

With the May 1999 release of WordPerfect 9, the entire range of Windows' possibilities are taken advantage of. It is completely customizable, allowing users to use anything from the old DOS style function-key controls,



through to Microsoft Word 97 toolbars. It can save documents in 23 different file formats, and supports internet open standards such as X.L. and SGML. Creating new documents is a simple task, whether it involves just typing away at a blank page or using one of the 35 preformatted document templates.

For tried and true WordPerfect fans, the "reveal codes" feature is also included. Far easier to use than in the

DOS version, it provides an unprecedented level of control over document formatting for those users that are accustomed to it. As in the DOS version though, it can also be like navigating a minefield. Personal preferences will decide the value of this feature.

The on screen help system, Perfect Expert, provides automated help in various formatting processes, allowing novice users to give their document some professional polish without having to struggle with making changes to the formatting of the entire document. For those who want or need to control the formatting of their documents, a number of handy new utilities have been added.

One of the most notable formatting features is RealTime Preview. Users simply select the text they want to change and then move to either the font or font-size pick-boxes. As they move the mouse pointer through the available choices, the resultant changes are immediately previewed in the document using the selected text. A small sample is also displayed in a magnified preview field beside the pick-boxes. Once the user settles on the desired font or size, the final selection can be made and the formatting change is applied to the document.

Other wonderful formatting tools include such things as "Make it fit," which reformats a document to fit onto a specified number of pages, and "Keep it together," which provides special control to keep paragraphs from being split over page breaks. There are also a number of typesetting controls that provide advanced formatting controls like word and letter spacing.

Macro languages include Corel's Perfect Script and Microsoft's Visual Basic for Applications.

A very unique feature, also included with the program is the ability to export a document to Adobe Acrobat PDF format. Internet users will likely be aware of the PDF format, since many online documents and product information sheets are distributed using this great product. What makes it so great is that it retains all document formatting, including fonts and graphics by saving an image of the document. The resultant image file is small and users only need the free Acrobat Reader to view them. As mentioned earlier, the Acrobat Reader is included with the WordPerfect Office 2000 suite.

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Number Crunching

Although I can do some reasonably complex number crunching and analysis with a spreadsheet, this is not my forte. Quattro Pro 9, the spreadsheet component in WordPerfect Office 2000, is like WordPerfect itself, a true professional quality product.

The ability to customise the working environment of Quattro Pro is one of the features that makes it a winner. Dynamic Cross Tab Reports is a feature that allows users to view and summarize large amounts of data in a spreadsheet by dragging and dropping data to different positions relative to row and column headings.

Users in a workgroup can also take advantage of the powerful NoteBook feature that allows all the users in the workgroup to simultaneously work on a large spreadsheet together. The original author then has the power to accept and reject changes to different pages as necessary.

Fully Internet aware, Quattro Pro also lets users create HTML formatted pages, and run queries on data imported directly from Internet sites.

Creating charts and graphs is a quick and simple task with the automated charting tools, while the compatibility setting allows Quattro Pro to happily coexist with all the other spreadsheet programs on the market, even allowing direct saves in Microsoft Excel's XLS format.

Presenting. . .

As I explored further into WordPerfect Office 2000, I came across Corel Presentations 9. Even more than spreadsheets, I must confess, presentation programs are not my forte. Pres-

entation programs are often used to create fancy slide shows and business presentations at meetings and trade shows. Coupled with a computer image projector and a laptop computer, a good presentation program can add significant visual impact to an otherwise stuffy subject.

Corel Presentations 9, like its suite companions, is a fully customizable program that allows users to have it their way (within reason). Redesigned toolbars simplify access to the most frequently used features, and its happy coexistence with other presentation programs makes it a powerful tool.

New tools based on CorelDRAW technology include brightness and contrast, watermark, colouring, and transparency. The Internet Publisher utility simplifies the task of publishing a slide show or drawing to the Web.

This program really exploits the added value of all the fonts, images and photos that ship with this suite.

Web Designing

Without having to learn complicated HTML codes, Trellix 2 allows users to create Internet Web sites with a variety of tools. It includes a tutorial that takes new users through the creation, editing and maintenance of a web site.

Corel describes the interface as "friendly," which it certainly is, assuming the user is reasonably familiar with designing web pages at least on a conceptual basis. As with many other complex programs designed for novice users, Trellix provides a decent set of professionally designed templates that only need the insertion of text and graphics.

Designing web pages without learning

HTML makes the process far easier, and since the world-wide-web is basically a graphic place, it makes sense to use this approach. Trellix 2 appears to be a capable web design tool for beginner and intermediate users.

Get Organized

Corel CENTRAL 9 is a light weight personal information manager that allows users with personal access to a computer to easily keep their business contacts and workdays organised. It provides a central directory of contacts for all the suite applications, and allows easy tracking of appointments and other activities that occur throughout the year.

Like the other applications in the suite it is customizable, fully Internet capable and aware of other competing products. It also includes synchronisation with the PalmPilot series of electronic organizers.

Summary

All the product reviews I read in the various computer trade publications echoed my impressions of this suite. Although all the office suites on the market offer a wide range of excellent programs and features, each has some advantages over its competitors.

WordPerfect Office 2000 easily stands on the same level as the competition. Although it doesn't quite have the depth of Microsoft's Office suite, it is still a very capable product that excels at what it does, at a price (\$149 for the competitive upgrade) that actually makes it affordable. For more details, check out www.corel.com.

Oh, and yes, this article was written using WordPerfect 9.0.

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Risk assessment of plain clothes drug warrant entries

by Gregg Gillis

With the increased use of crack cocaine, a resurgence of methamphetamine, and expansion of hydroponic cannabis grow labs, law enforcement needs to review how we are conducting our enforcement activities. Specifically, how we execute search warrants and raids on these locations.

Many experienced officers who have been involved in drug investigations are accustomed to conducting their day to day operations without wearing ballistic vests, or carrying equipment such as their firearm, let alone OC spray or an expandable baton. Even the officer or administrator who has never worked drug enforcement duties can understand that expecting drug investigators to wear a ballistic vest and full array of use of force tools on their waist is not realistic. But options to allow for the carry of an issue pistol are available. Is the question why have you not reviewed them?

Drug investigators also need to adjust their tactics. The public and the courts have high expectations for law enforcement and how we conduct ourselves. The days of not wearing any form of police identification and charging in the door with only a snub nose revolver or a compact pistol are gone. The public and the courts expect your conduct to be professional. That means proper tactics. It means being clearly identifiable as the police and having the tools to do the job, a ballistic vest, handcuffs, and less than lethal response.

If you are involved in plain clothes or drug enforcement as an administrator, a supervisor, or an investigator you need to look at how you are conducting your operations. As an administrator, conduct a risk assessment on plain clothes tactics. Do you have a person who is trained in raid planning? Do you have policies in place which provide clear direction on the planning of raids and the importance of evaluating the use of support resources? Do your policies and training ensure that your officers are clearly identifiable as police officers? Is it clear that as a matter of police and public safety, all officers will wear bullet resistant vests, full operational duty belts and clearly visible police identification. Is there an officer who is designated as the less than lethal threat person. The officer who will respond to persons who are uncooperative but that a lethal force response can not be supported. Are the officers all trained in the use of your agency force option tools? If not can you defend why, not to a balance of reasonable probability test.

As a supervisor you need to ensure that anyone involved in the warrant execution is wearing a properly equipped duty belt, clearly identifiable police identification and a ballistic vest. Be certain that each officer is qualified on the equipment they carry. For example if they



are wearing some sort of tactical holster does it have at least two levels of retention? Has the officer been at the range and qualified on that holster on the agency course of fire? If you are not using tactical officers on the entry have you demonstrated the reason for not using this resource? Is there a reason that no uniformed officers were used as members of your arrest team to clearly demonstrate to the public the police are present? Are all of the plain clothes officers clearly identifiable to the public as the police? Have you notified the uniformed patrol commanders that there will be a warrant execution in their area? You can be held legally liable for failure to insure your members safety under the Canada Labour code and many Provincial Standards.

As an investigator you need to be qualified on all the weapons systems you carry. You need to have all the intermediate weapons systems your agency provides. If your agency authorizes the use of an impact weapon you need to be qualified on it and have it with you when you execute the warrant. If necessary you can intervene with less than lethal force options. It is your responsibility to wear your ballistic vest and clearly identifiable police identification such as a raid jacket. Do you have handcuffs, and a flashlight, even if it is day time?

Do you have a post incident reporting or evaluation system that allows for review? Issues to be considered while evaluating unit or agency policies include are officers wearing their ballistic vests, and operational duty belts during overt enforcement duties and warrant executions. Did you conduct a debrief looking at what went right and what could be improved on next time? Is the equipment adequate or do you need to procure additional equipment such

as raid jackets, or respirators for Clan labs?

As a supervisor did you confirm that your team members were operating within the scope of policy guidelines? Were all persons in the operational plan properly equipped? Would a member of the public reasonably believe that you are a police officer based on your overall appearance including your clothing, or do you or members of your team look like a motor cycle gang member in a stolen police raid jacket? If you or a member of the team are the latter then there is a strong argument that this person should not be part of the initial entry team if you are not using uniformed police for arrest support.

More and more the people we are dealing with are arming themselves as protection from other criminals. Drug rip offs and hits from other organized crime groups are common place. The door crashing in and a group of non police looking persons racing in with firearms is not necessarily going to convince your target you are the police. He

may have an honest belief you are there to rip him off. He may well argue that any hostile act directed toward you was not an assault on the police but rather self defence against a perceived criminal attack.

Should you be using tactical officers and uniformed police officers as part of your entry?

Have your investigators practised Warrant Entry Tactics under the guidance of a Qualified Entry Trainer? That means you can say as a team you have trained together to conduct room entries and warrant arrests. We would never consider sending a tactical officer to a basic tactical entry course then having him come back and never practice with the other members of the Emergency Response Team but have him make an entry at some future date. Our Emergency Response or Task Force teams train and practice as a team under the guidance of a Qualified Trainer for a reason. Their safety depends on it. Ask yourself, why have we never practised as a unit our warrant entry and takedown tactics as a team.

Most important in the whole equation is that no peace officer is hurt at the end of the day. We cannot lose sight of our number one priority, our coming out in one piece every time. If we start with that in mind, doing everything possible to maintain a safe operational environment we provide a safe environment for the public. As professionals we must be vigilant regarding our tactics, seeking always to better them. By doing so we are able to get the evidence we need to make the arrests and deliver the suspects to the courts. In order to maintain yourself at the peak of your craft you must examine what you do presently and strive to improve on it. Stay Safe.

Mens rea for "threatening"

by Gino Arcaro

In response to a police officer's question, the offence of "threatening" will be analysed specifically as it relates to mens rea. The question related to an incident where an officer arrested a person who was drunk and uncooperative. While in custody, at the police station, the accused threatened to kill the officer. The officer received advice to not charge the accused because mens rea did not exist. The reader's question was, "What constitutes mens rea for threatening?"

The case that answers this question is a Supreme Court of Canada decision arrived at in *R.v. Clemente (1994)*. The court defined a "threat" as a "declaration of hostile determination or of loss, pain or damage to be inflicted in retribution for or conditionally upon some course."

Under sec. 264.1 (1)(a) C.C., the threat must be of death or serious bodily harm. The actus reus of this offence is the uttering of the words. The mens rea is that the spoken or written words were "meant to intimidate or to be taken seriously." The court added that words spoken or written "in jest or in such a manner that they could not be taken seriously" by a reasonable person, does not constitute mens rea.

The Crown has the onus of proving intent to intimidate or to instil fear. The trial judge must use an **objective test** to determine if a reasonable person would consider the uttered words to be a threat. The factors that are usually considered are:

- the nature of the words
- the context in which they were spoken
- the manner in which they were spoken

- the totality of the circumstances in which the utterance was made
- the person to whom the words were directed

In summary, the S.C.C. guidelines regarding mens rea are simple. The court stated, "It is impossible to think that anyone threatening death or serious bodily harm in a manner that was meant to be taken seriously would not intend to intimidate or cause fear." Thus, the only circumstance that would negate the mens rea is a clear, reasonable intent to "jest" and not to be taken seriously.

Confessions: Verbatim notes or summary?

When an accused person makes admissions or confessions, an issue that arises is whether the conversation should be recorded verbatim or whether it should be summarized.

The Quebec Court of appeal, in *R.v. Plata (1999)*, addressed this issue. The accused was arrested for murder. The only language he understood well was Polish. At the police station, investigators ensured that the accused had a lawyer who spoke Polish and found another officer who acted as an interpreter. A conversation occurred between the investigators and

the accused which was translated by the interpreter. No verbatim notes were made at the end of the interview. Instead, the investigators wrote a summary of the translation.

The Quebec Court of Appeal ruled that it would have been "preferable" to record the questions and answers verbatim. However, the use of a summary does not affect the admissibility of the statement but "rather goes to weight."

In summary, verbatim conversation of a confession has greater evidentiary value than a summary. A summary will not be excluded but its "weight" may be diminished.

Gino Arcaro served fifteen years with the Niagara Regional Police Service. Currently, he is a professor at Niagara College, Welland. He has authored six law enforcement textbooks to date.

Any questions regarding case law can be directed to Gino Arcaro via email to niacolts@itcanada.com.

The Great Mac Attack!

by Tony MacKinnon



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Guelph takes another bite out of crime

By Rob Davis
Deputy Chief/Director
Information Services, and
Joan Nandlal
Research Analyst



The Communications Centre erupts in a flurry of activity as calls about

gunshots in a residential neighbourhood begin to pour in. Patrol units are dispatched to investigate while specialty teams are assembled. The cautionary words of the Duty Supervisor to "be careful" reverberate through everyone's minds. Responding officers notify the station that they are on scene, and alight from their vehicles to survey the area. Within seconds the gunshots erupt again and the officers cradle the ground for cover. Using their portable radios, they call for help but something is dreadfully wrong! The Communications Centre does not respond nor does anyone else. Again and again they frantically attempt to make contact, but to no avail. They are alone. Alone with a mad gunman bearing down on them and no way to communicate their situation.

Back in the Communications Centre panic is setting in. Communications personnel have lost contact with the officers at the scene and are worried. Telephone calls continue to light up the consoles. Callers report hearing a volley of shots just after seeing the officers leave their cruisers. The worst is feared: "the officers are down". A distraught communicator continues to call but silence is all that returns. Please let them be alright.

How many police officers and communicators can relate to this scenario? The portable radio transmissions, the lifeline that officers have come to rely on and intimately trust, suddenly evaporate into thin air leaving officers in a *dead zone*. This situation was a regular occurrence for members of the Guelph Police Service. In fact, between February 1997 and September 1998 officers and communicators reported transmit and receive failures at 220 locations throughout the City of Guelph. That all changed on October 7th, 1999, when Guelph began using *FleetNet*, Bell Mobility's state-of-the-art trunked, digital VHF radio system.

Technological Innovation: Another First for Guelph

The Guelph Police Service has become known as a leader in technological innovation.



The first short-wave radio system for a police service in Canada was designed by Constable W.H. Millman of the Guelph Police Force in the late 1930's. Millman's radio system provided an invaluable link between officers and communicators. Later, as the system was perfected, the Guelph Police Force was again the first police service to provide walkie-talkies for officers patrolling on foot. Even back then, the 2-way radio was recognized as being vital to the effectiveness and efficiency of the police. Media heralded this innovative technology because it was going to help police "take a bite out of crime," which it did. Even more important, two-way radios enhanced community and member safety.

By the mid-1970's, a new VHF radio communication system was installed for the Guelph Police Service. It was lauded at the time as a reliable system with a life expectancy of 12 to 15 years. True to the projections of the manufacturer, about 15 years later, the system had seen its day. It was stretched to the limits, developing "Transmit/Receive Dead Zones", and was prone to breakdown. Maintenance and re-

pair costs were beginning to escalate and finding replacement parts was a concern.

Making the Change: Trials and Tribulations

Problems with the radio system coupled with the findings of a report prepared by the Ministry of the Solicitor General in 1989 were the catalysts for commencing the search for a new communications system. What should have been a relatively straightforward process was a tumultuous ten year journey fraught with frustration, disappointment, and confusion. It was a stressful period for City Council, city officials, police and fire officials and other support staff. But most of all, it was a very trying time for front-line operational members of the Guelph Police Service.

During this period the failing radio system became a serious concern for members of the Guelph Police Services Board, the Guelph Police Association and administrators of the Service. Guelph Police Association President Paul Martin stated: "After approximately eight years of delays by local politicians to replace the aging and malfunctioning radio system, the Association initiated a complaint with the Ministry of Labour. The radio system no longer provided a safe and reliable means of communications for officers and it was necessary to utilize Health and Safety Law to protect our members." In July 1996, as a result of this complaint

and a subsequent investigation, the Ministry of Labour ordered the Guelph Police Services Board to prepare a plan to replace or upgrade the radio system, and to "Stand Down" the Guelph Police Service's Tactics and Rescue Unit until portable radio deficiencies were addressed.

This was the turning point in the radio acquisition process. Attention shifted for many from budgetary constraints to community and officer safety. Through collaboration and negotiation all of the parties agreed they had found a viable option in Bell Mobility's *FleetNet* communications system. Guelph would be equipped to take another bite out of crime.

Meeting User Needs: A Communication System for the New Millennium

The adoption of trunking technology began in the mid eighties as many municipalities elected to replace their obsolete radio systems by purchasing their own, private trunked radio network for multiple user groups such as police, fire and public works. By the mid-nine-

ties, however, the cost to implement radio networks skyrocketed, motivating many agencies to seek alternate solutions to their communication needs.

In 1994, the Province of Ontario began investigating the potential for a single, province-wide radio network for all ministries. The new system needed to be capable of supporting the diverse needs of user groups such as the Ontario Provincial Police, Correctional Services, the Ministry of Health, the Ministry of Natural Resources and the Ministry of Transportation. The quest for a sophisticated network operator that could provide a technologically advanced system and economy of scale ended in June 1998 when the Province signed a fifteen year agreement with Bell Mobility to provide a new two-way radio network across Ontario.

A State-of-the-art System: Bell Mobility's FleetNet Service

FleetNet is based on the most advanced trunked radio technology providing both analog and digital service. Radio channels are in the VHF band and coverage will be provided across Ontario through approximately 200 radio towers. Construction of the new system has begun (a year ahead of schedule) in the Southwestern Ontario Region with completion expected toward the end of 2002. The Guelph Police Service and Guelph Fire Department, the first broader public sector customers on the new system, began using *FleetNet* in October 1999.

For the Guelph Police Service, this is a momentous time. With short wave radio for police originating in Guelph, it is fitting that the Guelph Police Service is the first police service in Canada to utilize the new *FleetNet* system. Benefits of using *FleetNet* include:

- The ability to communicate directly with the fire department and eventually other municipal service providers on the same radio system;
- Superior clarity in message transmission and reception as well as building penetration;
- The elimination of "Dead Zones" in the City of Guelph;
- The capacity to expand the system to accommodate city expansion;
- The infrastructure is owned, maintained and upgraded by Bell Mobility thereby reduces costs to the City while ensuring peak system efficiency and performance;
- The overall costs to the City are considerably less than buying a full system;
- The secure transfer of sensitive information as there are currently no digital scanners on the market capable of monitoring digital trunked transmissions; and
- The possibility of province-wide radio communications, critical to joint-agency investigations and projects.

Members of the Guelph Police Service are eager for the system to expand because of the potential for improved efficiency and effectiveness in responding to crisis situations. As our Chief Lenna Bradburn says, "Once this is achieved, our response to emergency situations will be further enhanced and we look forward to that day."

Accommodating FleetNet: Communications Centre Redesign

To accommodate the new radio system, a new state-of-the-art Communications Centre was created incorporating 5 complete dispatch consoles, including a supervisor workstation and a double position training console. When designing the new Centre we considered environmental design and ergonomics. The result is a Communication Centre that is a superlative example of comfort and technological innovation.

The changeover to *FleetNet* and the new Communications Centre went smoothly on October 7th. Some members of the Service were initially apprehensive about redesigning the Centre and using the *FleetNet* system. Feedback from operational personnel has been positive. As Wendy Thompson, a communicator observed, "The renovations have been successfully completed, and having worked in our new environment for a little over two weeks, the transition has been smooth and the impact of change has had little or no effect." Chief Lenna Bradburn sums up the situation: "Community and member safety has been improved tremendously by using *FleetNet*, and members are quite satisfied with the system."

The Guelph Police Association agrees: "Officer safety, which had been seriously compromised, has now been greatly enhanced and both civilian and police personnel appear very pleased," says Association President Paul Martin.

For further information visit the Guelph Police Service Website at www.police.guelph.on.ca or contact Rob Davis, Deputy Chief/Director of Information Services at (519) 824-1212 Ext. 220. Inquiries about Bell Mobility's *FleetNet* system can be directed to Norm Berberich at (905) 282-4054

STATS & FACTS

Source: Stats Canada - Juristat

The City of Guelph, with a population of 97,800 people, is located in the Province of Ontario.

The Guelph Police Service consists of 120 police officers (107 male and 13 female) and 43 civilian and support staff for a total of 163 members. The police to population ratio is 815 citizens for each officer. The police budget for 1997 was around \$13 million. This figure breaks down to a per capita cost of \$130.

The Guelph police reported that on average each officer on the department investigates 51 criminal code incidents each year. The total number of criminal code offences recorded with the police service was 6,089 during the year 1997. The police service reported a 22 per cent clearance rate on property crimes and a 80 per cent clearance rate on crimes of violence. Overall there was a 11 per cent decrease in crime over the previous year of 1996.

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Annual International Law Enforcement Torch Run Conference

The annual International Law Enforcement Torch Run Conference was held in St. Louis, Missouri from November 4-7, 1999. This conference attracts representatives of Law Enforcement Torch Run programs and Special Olympics programs from around the world. It was the largest in the history of the Torch Run which provided a valuable opportunity to network with colleagues, re-energize local programs, learn about new fundraisers and celebrate tremendous successes of 1999. Canada was represented by 38 delegates.

In 1999, the Law Enforcement Torch Run for Special Olympics raised a record \$14 million for Special Olympics programs around the world. Canada contributed \$3.5 million to the worldwide total!

International Torch Run Awards

Each year there are five individuals from Torch Run programs around the world who are inducted into the Hall of Fame, and **Sergeant Brian Snyder** was one of the 1998 inductees. Brian joins the following Canadian individuals who have been inducted in the past; **Lorne White, Peter McHarg, Peter Bakker** all from Ontario and **Lorne Gelowitz** from Saskatchewan.

Congratulations to the following outstanding Law Enforcement Torch Run programs in Canada which were recently honoured as World Champions.

Red Lobster Award

Alberta, Saskatchewan, Manitoba and Ontario were all presented with the Red Lobster Award for 100% participation during the Cops and Lobsters fund-raising campaign.

Top per Capita Fund-raising Award

Newfoundland was honoured with 3rd place while Ontario was honoured with 4th place.

Increase Gross Revenue Award

Ontario was honoured with 4th place with a gross revenue increase of \$194,237.

Top Grossing Fund-raising Award

Ontario placed 1st internationally for the top program. This was the ninth year in a row for Ontario as the top fund-raising program in the world!

New Canadian Coordinator for the Law Enforcement Torch Run

Canadian Special Olympics is pleased to announce that **Constable Alan Richardson** of the Timmins Police Service was selected as new Canadian Coordinator for the Law Enforcement Torch Run.

Al has been involved with the Ontario Law Enforcement Torch Run since its inception in Ontario in 1987 as both a runner and fundraiser. He has been a local coordinator since 1988 and Northern Route Coordinator since 1990. Al has been a top fundraiser from 1991-1999 and was a recipient of the Award of Honour in 1995. Al was recognized as Torch Run Coordinator of the Year in 1998 and inducted into the On-



Pictured above from left to right: Mark C. Gallagher, Peter C. McHarg, Manon Chouinard, Patricia Deyell, Chantal Morneau, Gerald A. Tucker, Alan Richardson, Dominic Broaders

tario Special Olympics Hall of Fame in 1999.

The highlight of Al's Torch Run career came last year when he was Director and Fund-raising Chair of the 1999 Ontario Special Olympics Winter Games held in Timmins in February. This was an incredible achievement and to date, was the most successful provincial Games in Ontario Special Olympics history.

Al is also a member of the Ontario Torch Run Provincial Advisory Board since 1997.

Al can be reached at:

Timmins Police Service
150 Algonquin Blvd.
East Timmins, Ontario P4N 1A7
Tel: 705-266-3468 Fax: 705-267-6198

Outgoing Canadian Coordinator

Canadian Special Olympics acknowledges a great debt of gratitude to the outgoing Canadian Coordinator, **Sergeant Peter McHarg** of the Hamilton-Wentworth Regional Police.

Throughout his tenure with the Law Enforcement Torch Run for Special Olympics, Peter has made many significant contributions to Special Olympics. He has been involved since the Torch Run's inception in Ontario in 1987. Since then, he has been Southern Ontario Route Coordinator since 1995 and Development Manager for the 1994 Ontario Special Olympics Provincial Spring Games. His talents were elevated to an international level in 1997 when he was Co-Chair for the 1997 International Law Enforcement Torch Run Final Leg. Peter was inducted into the Ontario Special Olympics Hall of Fame in 1995, followed by his induction into the International Hall of Fame in 1997. Peter was honoured by his colleagues with the Ontario Law Enforcement Torch Run Award of Honour in 1992 and in 1995 was awarded the IODE Police Community Relations Award for outstanding service relating to his involvement with Special Olympics. Peter participated as both a runner and team leader with the International Law Enforcement Torch Run Final Leg in Connecticut (1995) and North Carolina (1999).

Canadian Special Olympics 2000 Winter Games

The Canadian Special Olympics 2000 Winter Games will take place from January 25-30, 2000 in the National Capital Region and be the first major Games of the New Millennium.

The Games will involve approximately 600 athletes, 200 coaches and mission staff, as well as 600 parents and family supporters from across Canada. The sports of the Games include alpine skiing, figure skating, floor hockey, Nordic skiing, snowshoeing, speed skating and curling as a demonstration sport.

The Games are being organized and run by over 1000 local volunteers. Special Olympics uses sport to assist people with a mental disability to become all that they can be - physically, mentally, socially and emotionally.

For further information, contact:

Bob O'Doherty,
General Manager,
Canadian Special Olympics
2000 Winter Games,
c/o Landsdowne Park,
1015 rue Bank Street,
Ottawa, Ontario K1S 3W7.
Telephone: 1-877-291-7404 or
613-783-3332.

Website: www.specialolympics2000.ca

Torch Run at National Games

A 12 kilometre run has been planned for Tuesday January 25, 2000 starting with a lighting of the Torch at the Peace Tower, Parliament Hill. The run will continue to the Hull Casino in Quebec and return through Ottawa. A four kilometre run through Ottawa has been organized for those who do not wish to run the entire route. A representative of each Torch Run program in Canada will participate in the run in Ottawa. The Flame of Hope will be carried into the Opening Ceremonies of the National Games on the eve of January 25 at the Civic Centre. For further information, please contact

Constable Al Richardson,
Canadian Coordinator at 705-266-3468.

I am an author of several books relating to policing. My latest project is *Dedication to Duty - The Memorial Book of the Ontario Provincial Police*. This work will pay tribute to each member of the OPP killed in the line of duty. It has the full support of both the OPP Association and OPP Management.

Some of your readers may have knowledge of some of these deaths and may wish to offer me assistance, research pointers or even advice. I will respond to all who get in touch with me. They may reach me at Box 881, Haliburton ON K0M 1S0 or Telephone/Fax me at 705 457-9361.

Michael Barnes, C.M.
Haliburton, Ontario

On behalf of the Police Leadership forum I wish to thank you for helping to identify Superintendent Paul Bechtholt as the recipient of this year's Leadership Award.

We would also like to take this opportunity to thank you and the staff at Blue Line Magazine for supporting several aspects of this annual event. The inaugural award ceremony in Windsor on September 20th was a huge success. We look forward to Blue Line's future support in the Forum's activities.

Scott Bleecker
Vice-President Police Leadership Forum

Thank you very much for your prompt assistance in locating information about K9 Storm body armour in Winnipeg. I am my departments "unofficial" K9 advocate, and am doing what I can to help our single K9 Unit.

We recently had occasion to go into an abandoned building where we found a dog killed by a shotgun blast. At the time, we were unsure as to whether or not the assailant was still in the building. When we sent our dog into the building we worried about him being shot at too. Fortunately the building was empty and there was no incident, but afterwards our handler started inquiring about body armour for our dog.

Thank you very much for the back-issue article. I am going to try to see if the Department will be willing to finance the K9 Storm vest for our dog.

Lieutenant Michael Fernandes
Stratford Police Department
Stratford, Connecticut

Congratulations on being prepared to tell it like it is! With regard to your editorial comments in the November issue of Blue Line I'm going to be following your 12 hour shift saga with interest.

Harold Tuthill
Aylmer, Ontario

I LOVED your November editorial. I hope you get lots of feedback on the 12-hour shift idea. Most of the coppers I know really love having the long days off, so you may be fighting an uphill battle, but you did raise some great points from the user's (customer's) perspective.

And, of course, you have never been afraid to charge at a few windmills in your time. I think they should be calling you "Don Quixote!"

Dave Brown
Winnipeg, Manitoba

Editor's Note: The 12-hour shift is a "windmill" that needs taking a run at. We are still compiling stuff about it but what we have found is not pretty to officer safety and health. We are looking for anecdotal stories either pro or con on the issue. Anyone wishing to share something feel free to write us.

Don't touch my 12 hours shifts!!!!!! I have worked 8 hrs shifts, 3 different 10 hour shifts and 2 different 12 hour shift rotations during my 20 years on the O.P.P. I much prefer the 12 hour 4 on 4 off rotation that I have been on for the last 6 years over any other system I have worked. So do 90% of the rest of the officers in my area. The problems you encountered getting proper service are not so much related to the 12 hours shifts as they are to a poor work ethic, laziness and inadequate supervision. I work out regularly to stay in shape (a novel concept for most police officers), maintain a routine that ensures I get adequate rest & nutrition and I thrive on these shifts. It's also kind of hard to argue about only working 152 days a year.

Rob Fleming
Essex Detachment

Editor's Note: If I worked in a "war zone" on 12 hour shifts I would be looking for a place to hide too. It isn't the service I got I am concerned with. It is the system that hasn't thought out the personnel requirement needs and deployment I am concerned about. The 12 hour cycle might work in some places but not everywhere. I have met too many officers who tell me they are "dragging their asses" by the end of the day.

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by Robert Lunney

"Whatever you do, do wisely and think of the consequences" *Gesta Romanorum, Tale ciji*

Consequences are unpredictable. You can never be sure when or where they will confront you, or how you will be affected. It was once taken for granted that police had a monopoly on providing safety, security and protection. Just recently, top police leadership and associations alike have realized that private security can offer competitive low end services at a reduced cost, and that some governments intent on holding the line on budgets are casting a speculative eye in that direction. It remains to be seen whether this flurry of interest in privatization is a short-term notion or the beginning of a serious shift in public policy. Nevertheless, the discussion has been a wake-up call, and a reason to examine the basis of support for policing.

Public Support

The public expects the police to set high standards of truthfulness and honour; while demonstrating a devotion to duty. They like to see evidence of qualities they can respect and admire. They also expect that the police will be responsible and accountable in their use of the powers and authorities provided by law. Nothing could disaffect the public more than persistent evidence of abuse or misuse of authority. Policing in a democratic society is dependent upon the consent of the citizens. If the climate of consent is clouded by dissatisfaction with police practices, the police may encounter an aroused public nursing grievances and willing to consider other options.

There is a general high standard of police policy today that accurately describes the extent of police powers and provides direction and commentary to ensure compliance with the law while ensuring public and officer safety. But some policy may be too restrictive. We have had some experience with this in recent years, as governments have introduced mandatory charging policies and zero tolerance directives.

Consequences

Police Discretion

Front line police officers have a strong and committed belief, based on their experience in dealing with the public, that they must have access to a reasonable measure of discretionary decision making in carrying out their duties. Curtailment of the individual officer's ability to use judgement may be a contributing factor to the growing dissatisfaction of the front line officer with the conditions of work, and more precisely, dissatisfaction with the edicts of management and political policy makers.

The officer sometimes finds that acting in strict compliance with a policy that allows no discretion is contrary to the interests of justice and counter to practical problem solving on the street. The public is not well served by "cookie cutter" decision making. They prefer the judgement of understanding police officers applying a thoughtful balance between enforcement and diversion, and a common sense interpretation of the law. Zero tolerance charging policies are invariably found to be impractical.

Another Aspect to Discretion

But there is another attribute to judicious law enforcement, and here the responsibility rests with both policy makers and front line officers. In many instances, it has become police practice to apply the full authority of the law to any incident without differentiating the circumstances. In other words not using police discretion in the conduct of investigations, dealing with suspects or with ordinary citizens. Such practices as:

- The unvarying use of handcuffs on all persons arrested without regard for the seriousness of the offence, a reasonable apprehension of violence, risk of escape, or the condition of the arrested person.
- Personal searches conducted by removing or lifting clothing in a public place when there are insufficient grounds to anticipate a threat to persons or to officer safety, or reasonable grounds to believe that contraband or evidence is carried by the person.
- Removal of all items of personal property and sometimes clothing during short-term de-

tention not limited to articles required for evidence or items that could be used for aggressive or self-destructive acts.

- Intensive searches of premises when the contents are "tossed" with no intent of leaving property or premises in anything close to the condition it was found.
- The routine use of high-risk vehicle stop and search procedures, in the absence of factual and reasoned grounds to anticipate a weapons threat or a real and imminent danger to the officer or other persons.
- Unvarying resort to "procedures", such as record checks on drivers stopped for minor traffic violations, which extends the process, delays the violator and often impedes other traffic.

Principles of Policing

There was once a saying in policing that policy books were "Rules for fools and guidelines for the wise." Perhaps with our focus on efficiency and no-fault performance we have forgotten our own conventional wisdom. The problem relates to an unvarying application of policy and practices, regardless of the circumstances, and subjugation of those very powers of discretion that are reverentially acclaimed by the police. The remedy rests with a clear statement of a philosophy of policing as a pre-ambule to policy. The principle could be expressed along these lines;

Intrude no further than necessary into the lives of citizens, regardless of the availability of coercive police powers. This applies to detention, arrests, searches and everything else. Commit no intrusion unless it is necessary for the lawful conduct of an investigation. Before proceeding, consider carefully if there is a less intrusive way to accomplish the objective.

It shall be a principle of policing that the application of common sense, respect for the individual and a sense of propriety shall apply to any circumstance when intrusive police powers may be employed.

Influencing the Consequences

Which is a long way around to get back to consequences. In the past, the consequences of police misuse or abuse of coercive authority has been the removal or restriction of that authority. Long term misuse or abuse of police coercive powers may result in loss of the public trust, and a growing willingness to consider private sector alternatives.

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Toronto Region Police Motorcycle Champion

Saturday the 18th of September brought a bright sunny day to the grounds of Exhibition Place in Toronto. The paved parking lot was a myriad of pylons cones laid out in various directions. The unmistakable rumble and roar of Harley-Davidson motorcycles filled the air.

The occasion was the Inaugural Greater Toronto Region Police Motorcycle Competition.

The Competition was the idea of several Toronto Police Service, Traffic Services Highway Patrol officers to organize and host a police motorcycle rodeo-type event such as those held in the United States.

The Competition required police officers to negotiate their police motorcycles twice through five extremely tight courses designed to challenge their motorcycle dexterity and slow riding ability. The riders started with a score of zero and were assessed penalty points for each mistake such as touching or knocking over a cone or putting your foot down during the manoeuvre.

Another section of the Competition required the riders to travel down a 50 foot long 8 foot wide course as slowly as possible without putting a foot down or leaving the course. A difficult task with an approximately 800 pound police motorcycle. The final event was a fun, exciting event designed to lighten the stress of the day and challenge the riders on skills unique to police motorcycle officers.

The competition was intense as officers from all corners of the province of Ontario com-



1999 overall champion Constable Wayne Drew of Peel Regional Police takes a practice run in the "Cowboy Challenge" course.

peted for the championship of this event. Officers from the jurisdictions of Toronto, Peel

Region, York Region, Windsor, Chatham-Kent and Provincial Officers from the detachments of Port Credit, Whitby, Hawkesbury and Long Sault all rode proudly representing their respective services and units during the individual and team competitions.

An exciting timed tie-breaker involving Dave Haggarty of Peel and Tim Burrows of Toronto was required to determine second place in the Competition.

Many new personal and professional friendships were formed forging stronger bonds among the men and women of the police motorcycle community.

The event prizes were provided by a wide variety of sponsors and the judging was provided by the Blue and White Knights Motorcycle Clubs. These type of events are not possible without the assistance of these types of organizations.

The afternoon was capped by an award ceremony which recognized the ability of the winning competitors of this inaugural event. Congratulations are extended to the 1999 Overall Champion, Constable Wayne Drew of Peel Regional Police Service and to the Overall Team Champions Tim Burrows, Julie Mahoney, Rob Wright and George Carl of Toronto Police Service.

The organizers hope to make this an annual event expanding to include other police agencies. Further information may be obtained by contacting Andy Norrie, C/O Toronto Police Service, 45 Strachan Ave., Toronto M6K 1W7.

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Up-Coming Events

January 24 - 27, 2000

February 21 - 24, 2000

Ice Rescue Specialist Program Toronto - Ontario

The Toronto Police Marine Unit is offering this course on two occasions. The course introduces emergency services personnel to the equipment and proper techniques to safely conduct ice rescues. For more information contact Sgt. Stephen Henkel at (416) 808-5800.

February 10 - 11, 2000

Fourth Annual Conference on Child Abuse Issues

Niagara Falls - Ontario

The Niagara Regional Police Service's Child Abuse Unit will host this conference geared towards law enforcement agencies, child welfare services and any other agency involved in the field of child abuse. Topics will include Shaken Baby Syndrome and the

emotional effects on children who witness or suffer domestic abuse. For further details contact Lianne Daley at (905) 688-4111, ext. 5100.

February 21 - 24, 1999

Third Annual International Fugitive Investigators Conference

Toronto - Ontario

Hosted by the Toronto Police Service's Fugitive Squad, this seminar will address issues relating to locating and apprehending fugitives throughout the world. For further information contact Brian Borg at (416) 808-4550.

March 6 - 10, 2000

Sexual Assault Investigators Seminar

Toronto - Ontario

The Toronto Police Service is hosting this five-day seminar which will deal with many aspects of sexual assault investigation. For details contact Det. Cst. Tracey Marshall at (416) 808-7448.

April 9 - 12, 2000

Policing Cyberspace Conference and Trade Exhibition

Vancouver - British Columbia

This conference will address critical international issues emerging from the use and abuse of cyberspace. For information contact Bessie Pang at (604) 980-3679.

April 18 - 19, 2000

RESPONSE 2000

Markham - Ontario

Blue Line Magazine's fourth annual trade show is the perfect place to review, test and purchase products and services. A number of seminars on a variety of topics will also be held during the two-day show. Call (905) 640-3048.

May 1 - 12, 2000

Level One Coxswains Course Toronto - Ontario

This course is an introductory level program designed for law enforcement officers who are currently assigned or will be assigned to marine unit duties. Contact Sgt.

Stephen Henkel for more information at (416) 808-5800.

May 28 - 30, 2000

Police & Information Technology: Understanding, Sharing & Succeeding Cornwall - Ontario

This conference, hosted by the Canadian Police College, will focus on the impact of information technology, public security and integrated justice, system standardization and organized crime and the use of information technology. For more information contact Sgt. Jean-Pierre Huard at (613) 998-9253.

Travel

Visit the police of Beijing, China. Apr. 29 - May 6, 2000.

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TEN-SEVEN

Law Enforcement News From Blue Line Magazine

Police association lobbies for changes

The president of the Canadian Police Association began lobbying the federal government in October for legislative changes.

Among his list of priorities, Grant Obst wants:

- Tougher penalties for offenders who initiate high-speed pursuits.
- Consecutive sentences for multiple murderers.
- Criminal Code amendments that would make it illegal to attempt to disarm an officer.

While two of those issues are currently making their way through the legislative process, a law against taking an officer's firearm was just proposed in August.

Solicitor General Lawrence MacAulay said the proposal is being discussed in cabinet.



Grant Obst

Under current law, anyone who attempts to disarm an officer would probably be charged with assaulting a police officer. Obst said that has to change.

"It's a very grave offence if an individual attempts to get a police officer's firearm because what normally follows from that is a murder," he was quoted as saying.

Of the 22 police officers murdered in Ontario over the past 25 years, three were killed with their own weapon, the CPA said.

David Griffin, the association's executive officer, said the CPA

would like to see offenders sentenced to a maximum of five years in prison for attempting such a tactic.

"This is an issue of officer safety and we believe that translates into community safety as well," he was quoted as saying.

Law enforcement leaders meet to discuss policing regulations

Police leaders from across Canada met in November to discuss regulating the law enforcement industry.

Grant Obst, the president of the 30,000-member Canadian Police Association, said standards are needed to ensure that the law enforcement community doesn't gain a bad reputation from security personnel who are under-trained and under-educated.

"We consider what we do is very professional but we are worried our reputation will be smeared when people are confused by cheap alternatives," Obst was quoted as saying prior to the first National Conference on Police and Private Security held in Toronto.

CPA Vice-President John Petersen said there's no accountability for private security and likened the profession to the Wild West where an average citizen could be deputized at any time and given the power to enforce laws.

Holding a discussion on where the industry is headed could be a healthy exercise,



said John Winterdyk, a criminology instructor at Calgary's Mount Royal College. Winterdyk noted that security agencies are like police officers, there are good ones and bad ones.

Recent numbers from Statistics Canada show that in 1996 security personnel outnumbered police officers 82,000 to 59,000. More than 80 per cent of police officers have post-secondary education, compared with 53 per cent of security guards.

British Columbia and Newfoundland are the only two provinces that have training requirements for private security licensees, according to information from Statistics Canada.

The police and security conference was held in Toronto and attended by the Canadian Association of Chiefs of Police, the Canadian Association of Police Boards, the Police Futures Group, the Ontario Association of Chiefs of Police, the Canadian Police Association and the Canadian Society for Industrial Security Inc.

The association has also thrown its support behind a private members' bill that calls for a crackdown on high-speed chases.

"Criminal high-speed pursuits... often result in tragic consequences, not only for police officers but for citizens at large," Obst was quoted as saying.

The CPA is also lobbying for legislation that will impose consecutive sentences for multiple murderers. The proposed law is already on its way to the Senate for review, but there is concern that it may be struck down.

Critics have called the legislation unconstitutional and complained that it would ruin any possibility of encouraging rehabilitation through possible release.

In addition to these issues, the association wants the government to crackdown on organized crime; asked the auditor general to review the new firearms registration system; and said it opposes efforts to decriminalize possession of even small quantities of illegal drugs.

Provinces settle academy dispute



An agreement has been reached in the dispute over training at the Atlantic Police Academy.

At a meeting of Maritime premiers in October, Nova Scotia's John Hamm said the province will send cadets to the PEI academy for at least two more years.

The former Nova Scotia government wanted to pull out of the academy and stopped sending its recruits to the college more than 18 months ago. There were complaints about the curriculum and the former government talked about opening a rival school.

The move prompted PEI and Holland College - the school where the cadets are trained - to launch a lawsuit against Nova Scotia and the City of Halifax.

PEI Premier Pat Binns said the new agreement shows the Maritime provinces can work together and continue to co-operate in the joint cadet training program.

Binns said the training program will be altered over the next two years to meet Nova Scotia's needs.

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MOTOROLA

Most conflicts have been solved, law enforcement agencies say

The RCMP and the Canadian Security Intelligence Service say they have resolved many of the problems between them since a report criticized their relationship.

"Before, maybe one agency was working on the same target as the other agency without knowing it," RCMP national spokesman Sgt. Andre Guerlin was quoted as saying.

"That brought problems, as you can well imagine. But these problems have been rectified. Now we feel that we have established an excellent working relationship with (CSIS)."

Guerlin said the RCMP and CSIS are often interested in the same groups or individuals and have liaison officers working to help co-ordinate efforts between the two agencies.

The report, a Mountie review completed in the summer, found that a rivalry existed between the two agencies and they withheld critical information from each other.

"Both agencies are committed toward being in partnership to ensure the safety of the Canadian public."

- Dan Lambert

International terrorist groups are becoming more involved in crimes such as smuggling, immigration violations and other international offences, the report stated. However, in some instances RCMP officers are not aware of international threats involved in some of their cases.

Aside from a few isolated incidents, the two agencies share information and have an effective relationship, said CSIS spokesman Dan Lambert.

"Both agencies are committed toward being in partnership to ensure the safety of the Canadian public," he was quoted as saying.

Correctional officers return to work after lockout lifted



An illegal strike by Newfoundland corrections officers ended in November when the provincial government quashed a lockout order against the workers.

An estimated 220 corrections officers, who work at the province's seven jails, returned to work on Nov. 6 after the union promised that the guards would not walk off the job again.

The corrections officers had originally agreed to return to work on Nov. 4, two days after a court injunction was issued to force them back into the prisons. A mediator was appointed at that time.

But the officers walked out again the following day over the temporary hiring of an officer at a Labrador jail.

After the officer had resigned, the staff said they would return to duty on Nov. 5.

However, the province quickly imposed a lockout that prevented them from working.

Leo Puddister, a union negotiator, said the government agreed to lift the lockout after the union pointed out it violated the injunction.

Premier Brian Tobin said the government wanted to be sure that the officers wouldn't strike again.

"You can't have a situation where people return to work, stay for a few hours, walk out again and start making more demands," Tobin was quoted as saying.

The main issues surrounding the dispute are health, safety and overcrowding.

Tobin said it would be left up to the Treasury Board to decide what penalties the union could face for the illegal strike.

Man faces charges in officer's death



Mercier

An Ontario man was charged in October in connection with a traffic accident that killed a provincial police officer.

Cst. Chuck Mercier was killed on the morning of Sept. 30 near St. Catherine's when a truck crashed into the back of his parked cruiser while he was directing traffic at a construction site.


The 34-year-old officer was on paid duty at the time of the incident and had a blinking arrow sign mounted on the roof of his marked cruiser to direct traffic.

Douglas Reyes, 24, of Brampton, Ont., faces a charge of criminal negligence causing death.

MOST WANTED

NAME: Ronald Jeffrey BAX

WANTED FOR: Murder

DATE OF BIRTH 25 November 1961	RACE White	SEX Male		
HEIGHT 5'7" (169 cm)	WEIGHT 150 lbs. (68 kg)	HAIR Blonde		EYES Blue

CASE DETAILS

IDENTIFYING MARKS: Tattoo of winged horse on upper right arm.

OTHER DETAILS: Around the town of Carcross, Yukon Territory, Ronald was known as a sculptor, taxidermist, outdoorsman and an expert with guns. Now he's known as a suspected killer. After a long history of marital discord and allegations of spousal abuse, Ronald's wife, Lynn, sought refuge in a shelter for battered women on March 1, 1992. Her only visitor that night was her best friend, Krystal Senyk. There was a close friendship that sources say Bax deeply resented. When Krystal returned to her home at around 11 p.m. someone was lying in wait for her. A single shot from close range left Krystal dead in the doorway of her own home. Ronald Bax vanished immediately and is the only known suspect in the murder. Bax has family in Michigan and there is a strong possibility that he is hiding somewhere in the U.S.

SUSPECT IS CONSIDERED ARMED AND EXTREMELY DANGEROUS

Missing kids program awarded

A joint program involving four federal agencies was honored by the International Association of Chiefs of Police.

The Our Missing Children program, which helps locate and return missing and abducted kids to their families, received the Webber Seavey Award for Quality in Law Enforcement.

The program, which was launched in 1985, is a joint initiative between the RCMP, Canada Customs and Revenue Agency, Citizenship and Immigration Canada and the Department of Foreign Affairs and In-



ternational Trade.

Over the past 14 years, the program has returned more than 850 children to their families.

The program was selected from almost 200 nominations.

Ronald Neubauer, president of the IACP, said the program illustrates the commitment of law enforcement agencies around the world to develop and implement creative solutions to

challenging policing and social problems.

The Webber Seavey Award for Quality in Law Enforcement is named after the IACP's first president.

Cadet, passenger killed in car crash

A police cadet was one of two people who died in an October car crash on an Ontario highway.

Twenty-two year-old Cadet Allan Christiansen of Courtice, Ont., was killed while travelling home from his graduation at the Ontario Police College in Aylmer, Ont.

Christiansen died when his car was struck by a vehicle that crossed over the median on Highway 401.

A 30-year-old Kingston, Ont., woman who was travelling with Christiansen was also killed in the collision.

Police believed the accident was the end of a sequence of events that began when a truck became unhitched from a tow truck and spilled a load of aluminium.

Christiansen was travelling to Durham Region to begin two weeks of training before becoming a constable last month.

Officers capture man wanted for escape



Two Calgary officers said they were in a fight for their lives in October when they arrested an escaped convict.

The man, who was suspected in a series of break-ins, fled from the two constables on a bicy-

cle when they tried to approach him.

He fled on foot after crashing into a fence. A short chase followed and the officers were forced to wrestle with the suspect as he tried to grab their weapons.

Cst. Rod Harbidge said the struggle was a fight to the death and he was sure the suspect would have shot him if he had been able to gain control of the officer's gun.

After the suspect was handcuffed, police discovered a sawed-off shotgun, ammunition, house-breaking tools and a knife in his backpack.

Police later learned that the suspect had escaped from prison in Bowden, Alta., earlier this year where he was serving time for aggravated assault with a weapon.

The 27-year-old man was charged with resisting arrest, possession of a weapon and being unlawfully at large.

Officers receive honors for outstanding service



McElary-Downer

Two Ontario police officers were recognized in October by an international police organization.

Provincial police Insp. Robin McElary-Downer was selected as the officer of the year by the International Association of Women Police.

McElary-Downer, the manager of the OPP's First Nations Policing Section, received the award at the association's conference in Philadelphia.

The 18-year police veteran was selected from 40 other nominees based on leadership, community service, mentoring and excellence in performance.

"I am deeply honored and humbled to have been considered for such an award," McElary-Downer said in a press release. "It is truly a testament to the support of my family and fellow members of the OPP."

Cst. Dana Nicholas, of the Peel Region Police Service, was awarded a medal of valor for saving an 18-year-old man from drowning in July 1998.

The man had been swept into a storm sewer viaduct and was hanging on to the edge over a six-metre drop to the river below.

Nicholas entered the water, floated downstream to the man and pulled him back from the edge of the viaduct.

The man was then pulled to shore by rescuers.

Nicholas, 27, had already received a commendation from the Peel police service.

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CRIMINALLY FUNNY



Humorous tales of laughable oddities from both sides of the thin blue line

Designated drunk turns into designated decoy

*Joke Submitted by:
Dwayne J. Baldwin*

A highway patrolman waited outside a popular local bar hoping for a bust.

At closing time, as everyone came out, he spotted his potential quarry.

The man was so obviously inebriated that he could barely walk. He stumbled around the parking lot for a few minutes, looking for his car.

After trying his keys on five others, he finally found his own vehicle. He sat in the car a good ten minutes, as the other patrons left.

He turned his lights on, then

off, wipers on, then off. He started to pull forward into the grass, then stopped.

Finally when he was the last car, he pulled out onto the road and started to drive away.

The patrolman, waiting for this, turned on his lights and pulled the man over.

He administered the breathalyzer test, and to his great surprise, the man blew a 0.00!

The patrolman was dumbfounded!

"This equipment must be broken!" exclaimed the patrolman.

"I doubt it," said the man, "Tonight I'm the designated decoy!"

Absolutely no pets allowed

by Wayne Watson

Part of our duties as recruits at the RCMP Training Academy in Regina was to parade during the Sunset Ceremonies on Tuesday evenings during the summer months.

It is not uncommon during hot summer evenings in Regina to observe strange flying insects that look like grasshoppers on steroids dotting the sky like snowflakes.

The troops were standing at attention waiting for inspection when one of these overgrown flying grasshoppers landed on the bill of one of the recruit's forge cap.

One of the drill instructors noticed the insect perched on the recruit's headgear and slowly walked toward him with his riding crop held in the air like a baseball bat.



The poor recruit could see the instructor coming in his exaggerated pose and started sweating profusely preparing for the worst. When the drill sergeant approached the recruit he swung at the insect with his riding crop sending the forge cap flying in the air.

He then placed the riding crop under his arm, stood at attention looked at the recruit in the eye and slowly uttered, "Cst. Smith, next time keep your pets in the dorm!"



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- Type B packages (large and small, usually metal) identified as "Type B" by marking on packages or by shipping papers contain potentially life endangering amounts. Because of design, evaluation, and testing of packages, life endangering releases are not expected in accidents involving "Type B" packages except those of utmost severity.
- Radioactive White-I labels indicate radiation levels outside undamaged packages are very low (less than 0.005 mSv/h (0.5 mrem/h)).
- Radioactive Yellow-II and Yellow-III labeled packages have higher radiation levels. The transport index (TI) on the label identifies the maximum radiation level in mrem/h one metre from the package.
- Some radioactive materials cannot be detected by commonly available instruments.
- Water from cargo fire control may cause pollution.

FIRE OR EXPLOSION

- Some of these materials may burn, but most do not ignite readily.
- Radioactivity does not change flammability or other properties of materials.
- Type B packages are designed and evaluated to withstand total engulfment in flames at temperatures of 800°C (1475°F) for a period of 30 minutes.

PUBLIC SAFETY

- CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.
- Priorities for rescue, life-saving, first aid, and control of fire and other hazards are higher than the priority for measuring radiation levels.
- Radiation Authority must be notified of accident conditions, and is usually responsible for radiological decisions.
- Isolate spill or leak area immediately for at least 25 to 50 metres (80 to 160 feet) in all directions.
- Stay upwind.
- Keep unauthorized personnel away.
- Detain or isolate uninjured persons or equipment suspected to be contaminated; delay decontamination and cleanup until instructions are received from Radiation Authority.

PROTECTIVE CLOTHING

- Positive pressure self-contained breathing apparatus (SCBA) and structural firefighters' protective clothing will provide adequate protection against internal radiation exposure, but not external radiation exposure.

EVACUATION

Large Spill

- Consider initial downwind evacuation for at least 100 metres (330 feet).

Fire

- When a large quantity of this material is involved in a major fire, consider an initial evacuation distance of 300 metres (1000 feet) in all directions.

EMERGENCY RESPONSE FIRE

- Presence of radioactive material will not change effectiveness of fire control techniques.
- Move containers from fire area if you can do it without risk.
- Do not move damaged packages; move undamaged packages out of fire zone.

Small Fires

- Dry chemical, CO₂, water spray or regular foam.

Large Fires

- Water spray, fog (flooding amounts).
- Dike fire-control water for later disposal.

SPILL OR LEAK

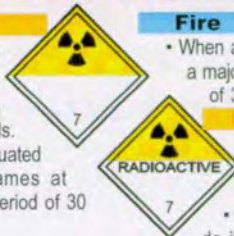
- Do not touch damaged packages or spilled material.
- Slightly damaged or damp outer surfaces seldom indicate leaks since most have an inner container.

Liquid Spills

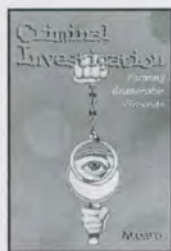
- Cover with sand, earth or other noncombustible absorbent material.

FIRST AID

- Medical problems take priority over radiological concerns.
- Use first aid treatment according to the nature of the injury.
- Do not delay care and transport of a seriously injured person.
- Apply artificial respiration if victim is not breathing.
- Administer oxygen if breathing is difficult.
- Injured persons who contacted released material may be a minor contamination problem to contacted persons, equipment and facilities.
- Ensure that medical personnel are aware of the material(s) involved, and take precautions to protect themselves.

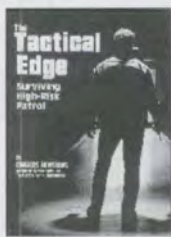


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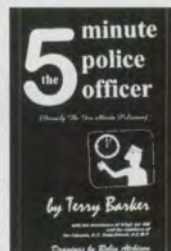
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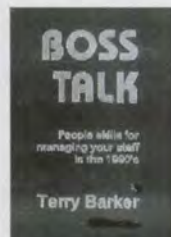
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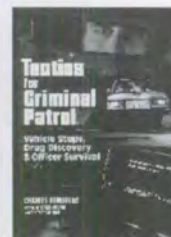
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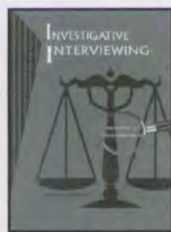
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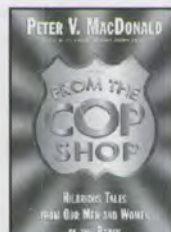
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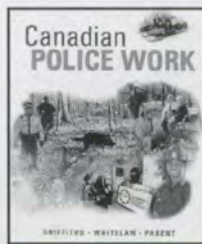
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