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Photo - Radar **Deterrent Or Taxation**

See Page 4

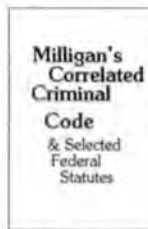
Law enforcement is no fool's game!

Modern law enforcement professionals need all the tools at their disposal. The biggest and most basic tool is Knowledge. The following material has been reviewed by Blue Line Magazine and are highly recommended to our readers.



Gino Arcaro's latest book is a comprehensive study of Canada's Drinking Driver laws. Excellent resource for police officers, prosecutors or anyone interested in the administration of laws toward drinking drivers.

\$33.00



\$22.95

A Canadian Criminal Code written by a cop for cops, this book is unique in that it has an index at the front of the book which puts Criminal Code sections in street language in addition to the formal terminology. For this reason you will find the words "Shoplifting", "Kickback" and "shell-game" included with the appropriate section numbers provided.



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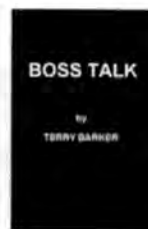
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"The ability to deal with the public in all its forms, moods and temperament with a "System" allows even experienced officers to feel a new confidence." Written with the assistance of the Gibson's Detachment of the RCMP. Enjoy this book and give Terry Barker's "System" a try. It will prove to be one of your most valued tools.



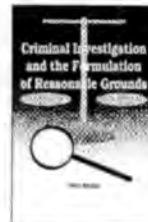
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Based on journals Jack Watson kept during his four-year RCMP posting in the North, this book is a tribute to the great Yukon spirit of adventure and community that still lingers on in our national psyche. This book takes you through the rugged lifestyle of a one-man RCMP detachment during the 1930's



\$17.95

Written by the author of "The Five Minute Policeman", this book was selected as the study text for the U.S. Parks Service Police for promotional candidates. Evaluated by the College training staff and staff psychologists around the world this book is must read material for anyone looking for managerial level careers.



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Described as a "Paper Police College", this unique and comprehensive Canadian text book is designed to instruct you in the workings of the Criminal Code of Canada in a logical, easy to read fashion. It concludes each issue with a true investigation which underscores the issues discussed in each chapter.



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\$46.95

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Tony MacKinnon has a remarkable combination of artistic ability, sense of bizarre humour and worldly insight that only a cop could have. This combination has been the basis for a lot of good laughs over the five years he has been contributing cartoons to Blue Line Magazine.

Hidden in the back of Tony's cartoons is a certain realism that only a cop can understand completely. Some of the situations are bizarre or off-the-wall but so is much of police work. Many cops identify with some of the situations depicted by Tony or have found themselves in just such a situation. The cartoons in this book are not as much a credit to the profession as they are a credit to the man depicting them.

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It's spring again and our thoughts are turning toward warmer weather. One of the big concerns for law enforcement at this time of year is road safety. With warmer weather there is also an increase in speed on our highways and a proportionate increase in motor vehicle accidents. For this reason we decided to present you with a handful of articles about traffic safety and new traffic control hardware.

The cover story this month deals with an issue that from time to time rears its ugly head. Public concerns about speed enforcement has many levels of interest at many levels of jurisdiction.

The public does not like the idea of anything that will hamper their freedom of expression with their motor vehicles. They most certainly do not like the added injury of paying money into government coffers for their indiscretions. "Whether it's smokin', drinkin' or speedin' it would appear the government is always tryin' to do what's good fer yah at your expense," was the response of one pundit. There certainly is a glimmer of truth in this statement as the thought of high revenue returns from photo-radar is enough to make any fiscally restrained government salivate.

Revenue making or not the government is certainly well prepared to take the high moral ground on this issue. One simply has to speak to the people who lay in the wake of speeding motorists to find a sympathetic ear for speed enforcement. There is no end to the body count of impatient motorists.

Another concern on the highways involves the annual crop of motorcycles which seems to appear along with the blackflies (and almost as thick). There is one thing for certain. YOU are the only person who can slow them down. Ultimately it is for their own good even though they may grumble.



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The choice of the U.S. military and thousands of law enforcement agencies, the 92F has set a standard for reliability and performance that has yet to be beaten. This record has been consistently proven through exhaustive tests and, where it really counts, in the field with our military forces. Available in two operating systems, the Model 92 (9mm) and 96 (.40 cal.) pistols deliver the firepower, safety and ergonomics to meet your needs. Given the choice, why not go with a seasoned pro? See your authorized Beretta dealer or contact Beretta U.S.A. Corp., 17601 Beretta Dr., Accokeek, MD 20607. (301) 283-2191.



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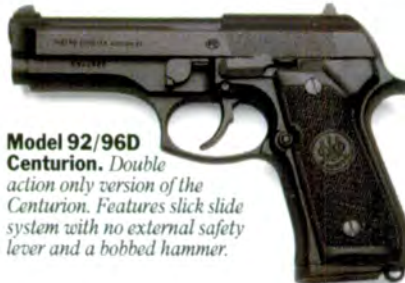
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- EDITOR / PUBLISHER -

Morley S. Lymburner
Phone (905) 640-3048 - FAX (905) 640-7547

- Contributing Editors -

Ballistics & Firearms	Manfred Benton
Survival Tactics	Craig Best
Case Law	Gino Arcaro
Supervisory Principles	Robert Holston
Peer Counselling	Neil V. Thompson
Computers & Technology	Tom Rataj

- ADVERTISING -

Mary Lymburner (Toronto)

Phone (905) 640-3048 FAX (905) 640-7547

Ron Ganton (Vancouver)

Phone (604) 274-3849 FAX (604) 274-9091

Richard Hubbard (United States & Quebec)

Toll Free (800) 268-5503 Fax (905) 513-1377

- CONTRIBUTING WRITERS -

Gary Miller	Richard DuPlain
Craig Best	Blair McQuillan
Neil Thompson	Morley Lymburner

- ILLUSTRATION -

Tony MacKinnon	Bette Clark
Dave Sills	Dave Bluestein

BUSINESS ADMINISTRATION

Mary K. Lymburner, M.Ed.

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Blue Line Magazine is an independent publication designed to entertain, educate and upgrade the skills of those involved in the law enforcement profession. It has no direct control from a law enforcement agency and its opinions and articles do not necessarily reflect the opinions of any government, police, or law enforcement agency.

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Letters To The Editor

Thanks For Your Support

Again I feel compelled to write you a note to express to you and your staff the feelings I have for your fine publication.

You may have been a cop but your talents far extend beyond police work per se. You are an editor, I think, by birth and that goes for your wife too in her capacity of work with the magazine.

The advertising you have so freely granted us for the Peacemaker over the past years has brought a great number of officers to the knowledge that their work can be enhanced, not only by the new technology and the newest techniques in crime fighting, but their spiritual well being as well. In Gods way everything can be kept or put in order. That is the thing that binds families and relations together.

It is great to see how your work can influence behind the scenes. So many officers write to us and I open the mail and they let me know they saw the ad in their favourite publication... Blue Line! We didn't have this when I was a young officer and I can see why they need your efforts.

It is so great that you overcome obstacles that we all have and that God is providing the needs for your work among the Peace officers, locally, nationally and internationally. (Since your article in January issue we have communication from Germany too.)

So Ed and staff, all the best and if you want to express our feelings through the letters to the editor on behalf of the country... go ahead please.

God bless you all!

Jack Turner
National Secretary
Canadian Fellowship
Of Christian Peace Officers

I would like to take this opportunity to thank you and your magazine for your cooperation and support shown for our "Focus" seminar.

The participants showed great interest in the magazine and its contents. All participants were given the Blue Line mailing address so they could seek further information regarding this excellent periodical.

Once again, we greatly appreciated the interest and support you have shown for this programme.

Christopher J. Menary
President
Mendall Security Consulting Ltd.
Toronto, Ontario

We would like to thank you very much for the News Beat article that you published on our behalf in the December issue of Blue Line Magazine. We have been receiving numerous requests for information as a result of this article.

We recently had an opportunity to read some back issues of your publication and we would like to tell you; that we learned more about the current total picture of the Canadian Law Enforcement community in one hours worth of enjoyable reading, than we had in years.

Again thank you for your support of our association.

Doug Devlin
Foster MacLeod
Police Martial Arts Association

We would like to take this opportunity to thank you for donating Blue Line Magazines, which we distributed among all participant teams. We appreciated your contribution and were delighted to offer some excellent reading material to our guests at the tournament.

We look forward to meeting with you in the future.

Pat Robinson
Tournament Chair
34th Annual International Police Hockey
Tournament.

Editor's Notes:

Thank you all for your kind words of support. In this type of business it is always gratifying to find your efforts are both appreciated and having an impact.

Some of these writers mentioned our support of their events. We have a policy of making every effort to make our readers aware of events that may be of assistance to them in their professional life. We encourage our readers to take every advantage of the events, lectures and seminars announced in Blue Line. This is a free service to law enforcement and related agencies and we are happy to oblige.

If you are having a seminar or gathering of some sort give us a call and we can discuss how Blue Line can help you or your organization.

One word of advice however. Please give us some lead time to help. We have to get about four to five months notice to be of any real value to your event. Even if you can't give us the lead time notify us anyway. There is always next year!

Photo-Radar

Deterrent Or Taxation

By Morley Lymburner
With Files from Sam Aebi
And Multanova Corp.



The four-wheeled vehicle - valued, utilized, loved, pampered, hated, despised, avoided, cursed. Status symbol for some, commercial necessity for others. Scarcely any other product in our society evokes so much controversy or emotion as the automobile.

Be that as it may, the fact remains that millions of cars are produced every year throughout the world and that our roads are becoming increasingly congested and, consequently, more dangerous. And it is also a fact that manufacturers are producing ever more powerful and faster vehicles. The consequences? 250 000 people are killed on the roads every year throughout the world and 9 million people are injured. And 25 per cent of all accidents can be attributed directly to speed. We can and must do something about it, and it must be done in a more systematic manner than in the past.

Sensible speed limits and traffic regulations are one thing - their observance and

the general behaviour on the roads are something else. Other possibilities are therefore required to increase road safety. One such method is surveillance equipment.

Private Industry And Public Police Working Together

Since the introduction of video-tachographs, red-light surveillance and speed measuring devices in many places around the world, the number of road accident victims has declined considerably, despite the number of disgruntled drivers receiving traffic fines.

It is clear, therefore, that manufacturers perform valuable work in cooperation with the police. The results? Traffic "black spots", such as dangerous highway sections, blind crossings or pedestrian crossings at intersections, are safer for all road users.

The Multanova company is one of the world's leading suppliers of traffic monitoring equipment. The combination of data acquisition and data evaluation makes the Multanova system unique. Its users save time, money and personnel.

At present the company's detection units

for speed measurement and red-light surveillance are: Multanova Radar 6F, Fully-automatic Multanova Radar 6FA, Multastat, Multagraph and Multafot. Multacard and Multascope are designed for timesaving evaluations of the data collected by these products.

The Multanova system has been fully proven in practice for many years throughout the world in over 40 countries, and is distinguished by its technical perfection, efficiency and reliability. In addition comprehensive service and advice are provided as a matter of course. The units record traffic offences of all kinds - from speeding to driving too close. The indisputable recordings serve, on the one hand, as accepted evidence for those concerned with traffic supervision. On the other hand, they provide a means of recognition and improvement of traffic "black spots."

These units help to evaluate, supplement and further process recordings and data obtained from the detection equipment. And they support and rationalize the administrative work.

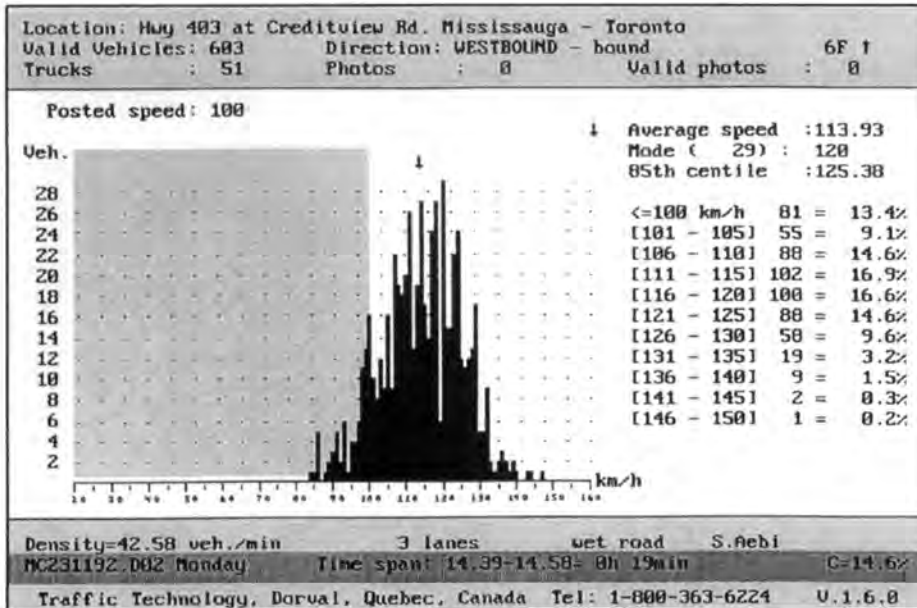
A vital part of the system, however, is also provided by the extensive practical and theoretical know-how of Multanova specialists. They are available to the customer at all times, regardless of whether it concerns specific questions about evaluation, or the integrations of Multanova products with existing equipment.

The company, with headquarters in Uster/Zurich, is an independent subsidiary of the world renowned Zellweger Uster AG with 40 years experience in the field of traffic electronics. Multanova AG has branches in both Germany and France. Multanova Radar was already well-known throughout the world shortly after the founding of the company in 1952 and today new technical possibilities are being continuously realized by Multanova engineers, and included in the product range. Regular training courses in the application, maintenance and servicing of the Multanova products also ensure high efficiency.

Ontario Approval For Photo Radar Follows Some Startling Studies

As of January this year the Province of Ontario has become the most recent jurisdiction to approve the use of Photo Radar in the fight against high speed. Numerous coroner's inquests in that province have emphasized the necessity for proper speed control.

This point was most gruesomely brought home last spring with the death of 6 teenagers in a head-on collision just north of Brampton, Ontario. To punctuate the point even more the same location rang up a further 17 deaths over the balance of 1993.



Typical speed survey chart produced by the Multagraph System

Local police, alarmed by the problem, sought the assistance of Machine Control Canada Inc. and, Mr. Sam Aebi, to monitor selected areas in Southern Ontario.

Several locations along the Highway 401 corridor were selected for speed and vehicle counts utilizing the Multinova equipment. One such location was Highway 10 south of number 5 sideroad in the Town of Caledon. This location is posted at 80 km/h and a time span of approximately one hour was selected. The specific hour of interest to the Caledon detachment of the Ontario Provincial Police was between 4:00 P.M. and 5:00 P.M. and on Fridays.

Highway 10 is a major arterial road leading from the city of Brampton and Mississauga (combined population in excess of 350,000) situated on the western edge of Metropolitan Toronto. The road carries considerable traffic to cottage country to the northwest of the area and is a major connecting link to the fertile farming land west of the town of Orangeville.

The study indicated the stretch of highway carried 410 vehicles in the one hour period of which only 39 were classified as trucks.

The Multinova radar took photographs of 68 vehicles during this time frame and the speeds of all vehicles were tabulated and charted. Police were stunned to find the average speed was a little over 98 km/h (18 km/h over the posted limit).

The highest speeder was 133 km/h. The statistics indicated that less than 4 per cent of the users of the road were at or below the posted speed limit. Almost 60 percent were at a speed that would warrant the accumulation of demerit points.

In a second study a new expressway was monitored for only 19 minutes. The expressway is known as Highway 403 and it cuts across the city of Mississauga and

links Highway 401 with the Queen Elizabeth Way at the City of Oakville. The study monitored the westbound traffic on this limited access highway and police recommended checking on a Monday between 2:30 to 3:00 P.M.

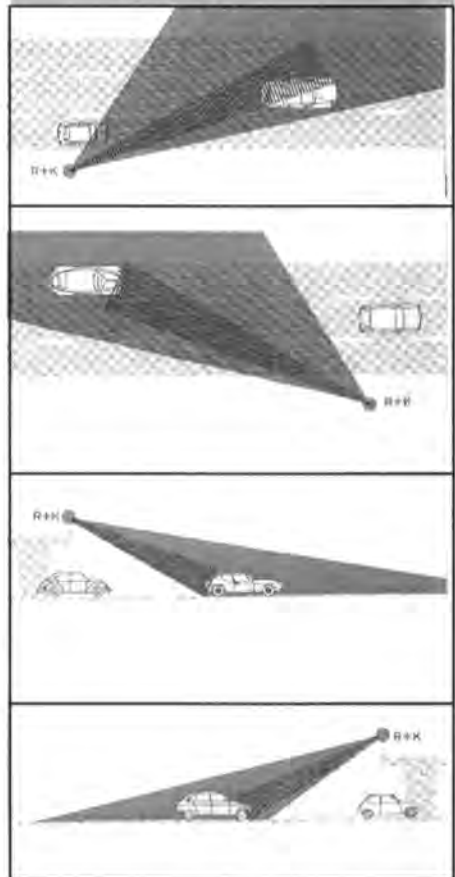
The study revealed that a total of 603 vehicles passed the radar location in this 19 minutes. The highway is a posted 100 km/h zone and only 13 percent were at or less than this limit. The highest speed registered was 148 km/h. Average speed at the time was almost 114 km/h and a full 46 percent of the vehicles were driving at a speed that would see them accumulate demerit points for their speeds. The most startling factor, however, was that the expressway's road surface was wet at the time.

It has become quite commonplace for motorists to quickly adapt their driving habits in the presence of police. However it has been proven many times over that this method is not cost effective. The police can not be everywhere at once and the "thin blue line" nowadays is stretched to the breaking point due to budget cuts nationwide. The reality of the situation is that we must sacrifice citizen's lives to pay for the shortfall in cash. The only alternative to this is the acquisition of better technology and the appropriate regulations to help make a difference.

Although being criticized by the media as another tax grab it is quite apparent that Photo Radar does work as both a deterrent and labour saving device for law enforcement. And with regard to it being just another form of taxation it is most certainly one of the few methods of taxation which can be legally circumvented by everyone. Slowing down can save lives and money.

How the Multinova Worked In The Test Study

This diagram indicates the methods of use for the Photo Radar System. The dark shaded area indicates the range and angle of the radar beam while the lighter shading indicates the view of the camera.



All data recorded at the measuring sites with the Multinova 6F-Radar system was transferred directly to a ruggedized computer where all information was observed in real time.

ASCII files are provided for further data processing and analysis. Ready available software enables the user to obtain the following:

- Speed distribution (Histogram)
- Average speed
- Cumulative speed distribution
- Speed classification (bins)
- Most frequent driven speed
- Traffic density
- Vehicle classification
- Local industry standard statistical values
- Circumstantial parameters
- Speed/Count classification by traffic lane
- Vehicle classification to 10 user defined categories

To become personally familiar with the entire range of Multinova systems your best bet would be to contact Sam Aebi of the Traffic Technology branch of Montreal based Machine Control Canada Inc. Phone (514) 631-1917 locally or 1-800-363-6224. You may also fax him at (514) 631-4588.



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New In-Car Cameras Viewed As Cost Cutting Measure By Province Of Ontario

By Howard Rosenberg
Chief's Update
Metro Toronto Police



In-car video recorders are now making their appearance in some Metro Toronto Police scout cars. The Force has acquired 62 *DocuCam II* mobile video recording systems consisting of a headliner-mounted camera and control panel, a dashboard mounted monitor, a wireless microphone which is worn by the officer and a VHS videocassette recorder which sits in a locked, climate controlled enclosure in the trunk. The final cost of each set is left with the Solicitor General of Ontario to pick up the tab.

The government is concerned about the high numbers of drinking drivers still on the province's highways despite the high profile "Don't Drink & Drive" campaigns which consume large quantities of taxpayers' money. Prosecution of impaired drivers is costly and convictions are sometimes difficult to obtain. The Sol-Gen's office had this in mind when it began buying the in-car video hardware for Ontario's police forces. With the assistance of the video-taped evidence it is hoped that more convictions will be registered in a more cost-effective manner. The videos are anticipated to promote more guilty pleas.

The Force has formed a Video Imple-

mentation Committee which is chaired by Staff Inspector Bert Boccongelle and comprised of uniform and civilian members of various ranks from units throughout the Force. This group is responsible for creating all of the policies and regulations regarding in-car videos. In one of their recent decisions, the committee ruled that installing the cameras exclusively in traffic cars would best fulfil the government objectives in this program. Statistics from both 1991 and 1992 indicate that although only 8% of Metro's constables are assigned to traffic units, this group is responsible for approximately 40% of the total drinking and driving arrests made by our Force.

HISTORY

Markham's Triangle Technologies is the Canadian distributor for the DocuCam equipment and Allan Reynolds is the firm's Vice-President. He commented that the Georgia State Police commissioned the design and building of the system, with its primary function being to assist their police officers against procedural complaints. The in-car recording systems caught on quickly among many forces in the United States and, in just the last few years have begun making their way into Canadian police cars.



Although Metro had just begun testing the cameras late in 1991, York Regional Police were already sold on the hardware. They began using a mobile video recording system on a trial basis in

July 1990. One year later they purchased the unit through the Sol-Gen's program and today have seven cars outfitted with DocuCam equipment.

Sergeant Kevin Cross of York's Traffic Unit likes the cameras and what they can do for the officers, but cautions anyone who believes that video will be the last word in prosecution. "The tapes can save a lot of court time by encouraging more guilty pleas, but all of the legal aspects have to be looked at very carefully", he commented, adding "Courts may not accept the video-tape unless the citizen involved knew that he or she was being recorded. For this reason officers are encouraged to immediately advise the people that their voice and image are being recorded."

This philosophy doesn't stop at the courthouse. Without a doubt the cameras can easily clear an officer in many frivolous and vexatious public complaint situations, but the officers must understand that unless they initially caution the citizens about the video equipment, they may not benefit from its existence.

An immediate concern comes to mind here. Complaints can arise out of just about any incident and sometimes an officer is not made aware of the allegations until as many as two months later. If the officer is to keep a recording of the incident for this length of time, storage and purchasing of video-tapes could become one of a police force's major monetary concerns.

With the number of routine traffic investigations and vehicle stops that are made by officers, it would be quite easy to fill up a six-hour VHS video-tape during the course of just two or three tours of duty. Consider the number of tours that would be scheduled between the date of an offence and that of its trial, or the date of a given traffic investigation and an ensuing complaint probe arising from it. It's easy to reason that an officer would build a veritable library full of video-tapes in order to avoid erasing potential court or complaint evidence.

Most York Region officers are reusing their tapes about once every month. This leaves a mere thirty days to determine if the record of a specific incident will be needed later. This is not always enough time. Cross recalled one case where a speeder was video-taped by an officer during a traffic

stop. The officer had cautioned the citizen to let him know that he was being recorded and three months later as a trial date was nearing, a law student representing the speeder wanted to see the tape as part of the disclosure process. When it could not be produced, the Crown recommended withdrawal of the case to prevent setting a legal precedent.

CASE LAW

Legal precedent was set, however, on October 4th, 1991 in the Ontario Court (Provincial Division) in Newmarket. On this date video-taped evidence - recorded on mobile equipment permanently mounted inside a police car - was introduced during the trial of an impaired driver for the first time in Canada. The following paragraphs describe the incident: During the late evening on June 29th, 1990 York Regional Police Constable Robert Cullen was operating a marked scout car equipped with - among other things - a DocuCam system and a BG2 Interceptor which is used to detect and locate radar warning devices. As he passed the only other vehicle on the road at that time, Cullen's radar hardware signalled that there were microwaves being emitted from that vehicle (a signature of most radar detectors).

The officer began following the accused's vehicle, activated the in-car video system and observed evidence of impaired driving. As the vehicle pulled over in front of the officer, the camera saw the accused, Richard Campbell and his passenger quickly change seats before being approached. With the DocuCam still rolling, Cullen conducted an investigation which resulted in Campbell being arrested for impaired driving. He was then transported to a police station for a breath test which indicated that he had over twice the legal limit of alcohol in his blood.

Prior to the start of the trial a defence motion arose to have the case dismissed on the grounds that it infringed on Section Eight of the Charter of Rights and Freedoms. According to that section: "Everyone has the right to be secure against unreasonable search or seizure." Counsel took the position that although the accused was cautioned about the existence of the in-car camera, it could still be regarded as surreptitious video surveillance, and that could be considered an unreasonable search of the accused.

When all of the submissions were made, His Honour Judge Lampkin gave the following decision: "I would rule that the video-taping of the movement of a vehicle certainly (does) not infringe Section Eight.

I agree fully that if you take a vehicle out on the public streets where the police have certain powers to stop you, it does not clothe the driver thereof with any reasonable expectation of privacy. Once he goes out there in public, he goes there expecting all to see him..."

Rusty Beauchesne is the Metro Toronto Police Force's Legal Advisor and a member of the Video Committee. He stated that his office is currently looking into many legal aspects which need to be addressed in creating the policy and regulations that will govern the operation of the equipment. Still to be worked out are guidelines dealing with the archiving of the tapes, appropriate disclosure timetables, and a host of other variables.

FEATURES

The DocuCam II was originally designed to have the capability of being activated automatically whenever the police car's roof lights are turned on. However technical incompatibility with our current electronics may eliminate this feature. Telecom personnel are working with the distributor to overcome this problem.

While recording, the unit will superimpose and log the date, time and a title on the video-tape. All of these are instrumental in ensuring a tape's continuity and admissibility as an evidentiary tool. The wireless microphone has a range of over 300 metres (the distributor claims that it has been successfully tested as far as 500 metres). There are eight frequencies available and the distributor claims that they are the highest quality products currently available.

The colour camera has a fixed-focus lens with a 6X motorized zoom and works very well in low-light conditions. Its high resolution technology will ensure crystal clear images which permit easier identification of suspects and vehicles. The 3" black and white monitor is mounted below and to the left of the scout car's mobile data terminal (MDT). It contains an audio speaker and volume control which allows the traffic stop or investigation to be viewed from inside the police vehicle.

As all police officers know there is nothing better than a good eye witness to a crime and if that eye is electronic a prosecution can go a lot smoother.

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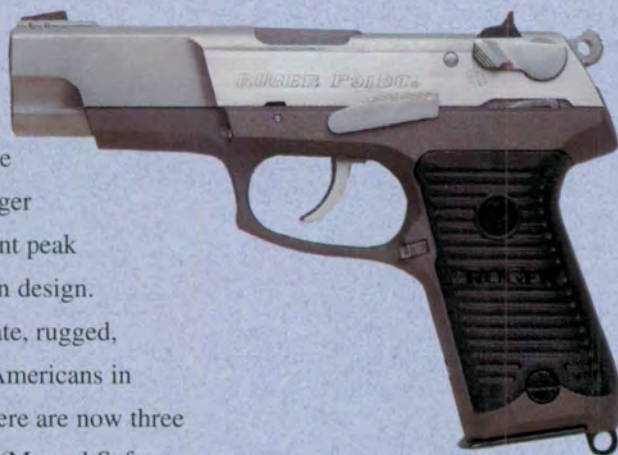
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The Greying Of The Blue

By Gary Miller

Part 2 of 3



senior constable's job which management would just as soon not be paying. And, with a younger officer, they need not pay it. Plus, the younger officer is easier to motivate and gives higher productivity. All are persuasive reasons why the old grunts are being eased out through retirement incentives. They can't all be kicked upstairs.

However, the wisdom and input of maturity as matched with length of service still improves the product delivered to the public. The same booklet goes on to say: *"The length of service of police officers more or less parallels the organization's inventory of human capital. The higher the level of experience, the higher the level of human capital, and... the (greater) the depth of skills, knowledge and understanding."*

A Multi-level Service

This apparent dichotomy of values within the same police-generated research paper reveals nothing if not the obvious fact that policing is a Multi-level service which must operate at several different entry points to the community, and indeed serve many different facets within the same community. A healthy and vital representation of many different groups can add depth, versatility and flexibility to the overall organization. This is also the best argument for employment equity, provided it isn't imposed at the cost of discrimination against any definable group.

Because the police service is a hierarchical organization, advancement through the ranks is limited to a comparatively small number of serving police officers. We all know that occasionally not the most worthy rise through the ranks. Equity laws, raw ambition and ass-kissing occasionally beat out superior talent and aptitude. Regrettably, in the scramble, good officers are sometimes overlooked. But not always. The trouble is that good candidates outnumber the positions available.

There can only be so many bosses. Police forces used to be able to look after their own. As members aged, there were a number of less physically demanding postings which they could be moved to,

which still benefited from police experience. Two of the more obvious and labour intensive examples were radio dispatching and service in the Courts but there were others as well.

Then, in a move which was seen as an attempt to control the growth of the budget, almost all of these positions were civilianized, each paying a commensurately lower salary than that earned by a first class constable. Older uniform personnel who wanted these jobs would have to resign and sign back on as civilians. Surprisingly perhaps, at first a number of them did. Civilianization of key police positions has continued unabated since the very early eighties, cutting off this as an avenue by which an aging front line officer may retreat with dignity from the street and still remain part of the Force. In spite of this factor, police budgets have swollen enormously throughout the last decade.

More recently, a new round of transfer of duties to civilian members has begun. Station operators have been civilians for some time and are now to be joined by civilian bookers and print technicians. The civilians have shown they are quite capable of mastering these duties and this move will free up more constables for patrol work in the community.

Front Line Middle Management

The crying need has been for a new permanent rank between that of first class constable and sergeant to recognize the worth and accomplishment of many long serving, dedicated and talented street cops. Regrettably in Metro Toronto, this did not happen. Why? Probably cost was the largest factor, because of the larger numbers involved.

For some years, Metro Toronto had in place a temporary rank of "Training Officer" which an experienced proficient constable could attain for a period of 2 years. This allowed a limited number (usually one per platoon in each unit) of police constables an extra wage percentage and the prestige of wearing the "T" epaulets on their uniform. Regrettably, this rank was removed due to the budget restraints with no promise of any replacement rank.

Canada's demographic population continues to age and this trend in the workforce is bound to be reflected in police organizations across the country. Of the 7.4 million Canadians now over the age of 50, 4 million are between the ages of 50 and 64. While many of these 4 million mature citizens, by necessity or design, are retired from the workforce, many are, of necessity, not.

Immigration Canada intends to increase the number of immigrants allowed yearly into Canada by 40,000, projecting an as-

Last month we spoke of the greying of our police forces throughout Canada and considered whether this was a plus or a minus to the overall effectiveness of policing. Police Force hierarchies see the greying as a problem which, if not daunting, is at least a challenge. In spite of mandatory equity rules, policing is still seen by many primarily as a young person's job, done best by the quick and the strong.

To quote from one police-prepared booklet, *"The problem will become particularly more acute for the policing profession... as (it) attempts to attract recruits in the 18-21 age category and finds itself having to compete in a labour market (with) shortages of these young people..."*

How are we going to attract and keep those young'uns. That's what our police leaders and local politicians are asking themselves. Little wonder. At a certain point, older police personnel begin to cost serious money. Just look at the down side of carrying older personnel.

- off work longer through injuries incurred on the job.
- must be supported through Workers' Compensation.
- are more often absent through sickness.
- are at the top of their wage bracket, unlike newer officers.
- receive enormous vacation entitlements.
- require higher insurance premiums for company paid insurance.
- receive more service pay awards.

These are expensive added values to a

tounding 290,000 new persons entering this year alone.

Nevertheless, it is estimated that over the next four decades, unless present trends change, senior Canadians will be the fastest growing segment, tripling in number. This is not a radical projection.

Increased taxation, investments gone sour, shrinking social benefits and erosion of interest rates on savings have discouraged or prevented many in this age group from realizing what perhaps was a lifelong dream; to enjoy an active and carefree retirement. People who retired early expecting to get 9% or more on their savings are now getting 3% to 4%. Jobless adult children, returning to, or refusing to leave the nest, often now with children of their own, complicate the equation further for frustrated, prospective retirees. Governments are eyeing the removal of RRSP tax exemptions as a possible source of increased revenue. Older police personnel are certainly not exempt from these troubling times.

Taxes at all levels are now reported to take between 40% and 44% of a person's income, but the most casual observer can see that with tax heaped upon tax, the figure is in fact well over 50%. For many years, tax freedom day, the day by which all of our annual taxes are theoretically

paid, has landed well into July, well past the half way mark in the year. Any hope of tax relief because of the recent general election is gone. The integrity of this government is becoming as suspect as that of the last one.

Procedures And Attitudes Change

Even the value of the long serving officer's vast knowledge of criminal offences and job procedures is constantly being tested. Seemingly in a state of continuous flux, perfectly correct police procedure one day is incorrect procedure the next. Courts seem to make retroactive judgments on what currently offends their sense of justice and what newly offends our amazing Charter. Police, court and legal practices of a long duration are being turned upside down by aggressive defence counsel finding new wrinkles to exploit in the endlessly accommodating Charter of Rights and Freedoms. Accommodating that is, for the criminally suspect, accused and convicted. All others must take a number and wait.

The number of officers 50 years of age and older, have remained constant in number at about 8% of the Force. Throughout the last decade, it has remained the same. That is about to change.

There has been a noticeable ballooning

of the age group in the middle, those officers between 31 and 50 years old. These baby-boomers have gone from comprising 49% of the police force in 1981 to 67% of the force now. With hiring freezes now in place, they are worth their weight in gold to counsel and advise less experienced personnel in complicated field situations. As one long serving officer once stated to me: "I am not out there to do the younger officer's job for him, I am out there for damage control."

Meanwhile, perhaps most alarming, young police officers in their twenties have moved from 41% of the police community in 1981 down to just 25% in the early 1990's. It's still a young person's job and the young people are disappearing. The alarm bells are going off. This is hardly the time to create a void of constables at the top end of the experience chart, whose lost numbers may not soon be redressed by hiring at the bottom.

Police forces who hastily jettison senior police constables or even higher ranks do so at their peril. Experience, talent and dedication cannot simply be hired back in today's volatile labour market.

Next month:

Is there a place for the older female constable?

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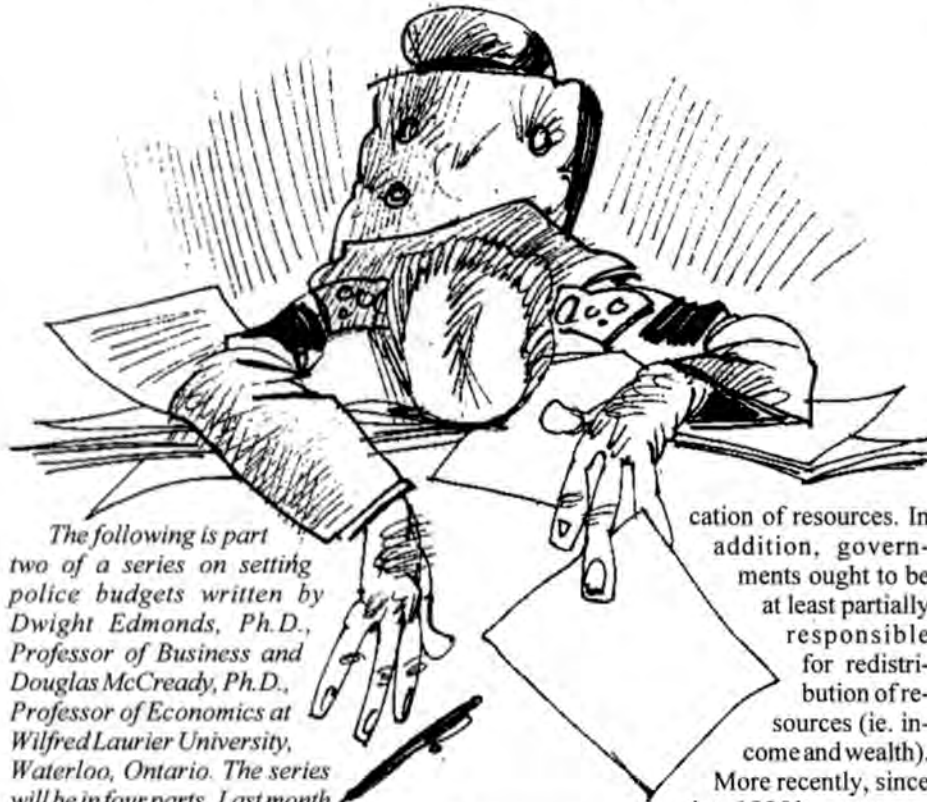
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POLICE BUDGETS

Control - Analyse - Project



The following is part two of a series on setting police budgets written by Dwight Edmonds, Ph.D., Professor of Business and Douglas McCready, Ph.D., Professor of Economics at Wilfrid Laurier University, Waterloo, Ontario. The series will be in four parts. Last month we found the concepts behind "Traditional Budgeting" and the eleven basic problems inherent in such a method. We then learned about the two basic approaches to budgeting (Imposed Vs. Participatory). This month we continue with Performance Budgeting.

Performance Budgeting

Performance Budgeting attempts to match costs in monetary terms with outputs (benefits) in non-monetary terms. Even if it were possible to determine the monetary value of police service outputs the comparison of input and output values may not measure how well the police service is doing in achieving its goals.

The measurement problem therefore, is with outputs not inputs since the inputs can be measured as easily in a police service as in any other business organization. Performance evaluation in police services that concentrates on input costs to determine if the goals of the service have been achieved becomes a subjective exercise.

GOVERNMENT INVOLVEMENT IN THE ECONOMY

Three arguments have been used to justify government involvement in the economy. There is a need for some goods such as defence to be supplied by government. Economists label this motive as allo-

cation of resources. In addition, governments ought to be at least partially responsible for redistribution of resources (ie. income and wealth). More recently, since the 1930's, govern-

ments have been seen as responsible for ensuring a stable economy without too much inflation or unemployment.

Since Keynes introduced the stabilization function as a role of government, Friedman and others have pointed out that because of time lags, government stabilization is de-stabilizing. Thus, there appears to be some disagreement over the performance of this function. Since governments typically, because of the nature of voting must gear their programs at a median recipient, redistribution which occurs tends to be uncaring and carries with disincentives. If people, churches, and service clubs were given a larger role (as during the sponsorship of the boat people) and government a lesser role, redistribution would be more effective.

The allocation of resources would be the area on which there is the least disagreement but even here there is much debate. There is a very narrow class of goods which the market cannot provide and thus governments are called upon to provide those goods if they are to be supplied at all.

The five situations in which markets break down are as follows:

- a) the provision of "public goods";
- b) the allocation of resources when "externalities" interfere with the provision of goods;

- c) the provision of goods when there are decreasing average costs;
- d) the provision of goods when marginal costs are zero; and
- e) the provision of goods when there are special supply constraints. Each of these conditions for government involvement in the economy stem from market breakdown and for non-economists, must be explained.

Provision Of "Public Goods":

Most economics deals with private goods. For a private good, the product must be divisible and the individual must be able to buy "property" rights to that good so that the good can be used in any way which the person wants without interference. "Public Goods" on the other hand are indivisible and equally shared. For instance, when a lighthouse shines, it shines for any ship which is in the geographical area, no matter whether the ship's owner paid for the construction of the lighthouse or not. One cannot exclude a ship from seeing the light if they did not pay for construction or maintenance of the light.

Note that the definition of "public good" is very narrow - it does not include health care, education, or many of the items which are typically labelled as "public goods" but which are really "publicly-provided goods".

Some of the following material is covered in greater detail in D.J. McCready, *The Canadian Public Sector*. Toronto: Butterworths, 1984.

No private firm will provide a "public good" since the costs would be higher than the benefits for the firm as the firm cannot charge for use of the good/service. Thus, it is left to government to allocate resources to "public goods."

In the context of this paper, the question arises as to whether police services qualify as "public goods"? The answer depends on which service one is addressing since some services are private while others do have "public good" characteristics and part of the exercise here will be to separate those services into the two categories.

Externalities:

An externality occurs when a "third party" (someone who is not a part of the economic chain of producer to consumer) is affected by an economic action which is initiated within the chain. An example might be smoke from a steel plant. While steel producers meet the specifications of the automobile manufacturer, who ultimately sells the product to a consumer, the smoke which falls on the house located a



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kilometre from the plant affects someone who is not part of the chain (the act of living a kilometre from the plant is what is not part of the economic chain). The fact that the smoke causes the householder to paint more frequently is an external cost which can be put into monetary terms. External benefits ought to be taken into account too.

Governments have some justification for becoming involved in such situations in order to ensure that people are compensated for external costs or that external benefits are apportioned in correct amounts. Typically, the private market does not do this very well.

Do police services have external benefits or cost? The answer is again a mixed one since there are some external benefits associated with some policing while in other instances, the benefits are purely private and have no external effects. Again, in the context of this paper, we will be examining those police services and dividing them between those which have externalities associated with them.

Decreasing Average Costs:

Decreasing average costs occur when the fixed costs are so large and the variable costs are so small relatively that when the quantity of output is increased, the average costs fall. The case of hydro electricity is often cited here as an example. Dams, generators, and transmission lines are considered to be fixed costs and once in place, there is little labour (variable cost) associated with the production of electricity so that whether one produces 100,000 kilowatts or 1,000,000 kilowatts of electricity, the total cost does not vary but per kilowatt, the cost is falling.

While there are fixed costs associated with policing, these are rather insignificant when compared to the variable costs associated with employee costs so policing does not qualify as a decreasing average cost industry and cannot rely on this argument for public provision.

Special Supply Characteristics:

Over the years there have been a few natural resources, such as gold, which have been extremely important but in very short supply. To qualify, these resources are also depletable. In cases where these conditions are present, government can be justified in ensuring that the resource is not used up quickly in a rush by private firms to make a quick profit.

Again, policing does not depend for its existence on special supply characteristics which would make the public allocation of resources a requirement.

DISCUSSION

Policing cannot be justified on the grounds that it redistributes income. Nor can it be justified on the basis that it stabilizes the economy. Thus, resource allocation is its only justification and within that category of justification, we have seen that it can only be seen as coming under the "public good" or "externality" categories.

It is our intention in further research to examine the "public good" characteristics of policing and the "externalities" of policing to figure out which of the programs within a police department are justified on purely economic grounds to be financed by general taxes. Beyond those specific programs, if the police department carries out other programs, there may be justification for keeping them within the police department but there are opportunities to use user charges and at least recover costs.

For instance, accident investigation does not qualify as a "public good" nor are there large "externalities" associated with it. Thus, the service is provided more as a courtesy (and because it may be efficient to not have to have another organization set up just for the investigation of "fender benders"). In Waterloo, the City Volunteer Services is asking sports organizations to have all their volunteers screened by police and this is certainly not a "public good". In both instances, the organization asking for the report (ie. in the case of "fender benders", the insurance company) is in a position to pay for what is essentially

a "private good".

There are services in which the police are providing justifiable "public goods" and to detail these, we ought to be prepared to classify which police services meet the criteria of being either "public good" or "externality" related provision of service.

Other Reasons

for Government Involvement:

There are sometimes good reasons for government to become involved in the provision of goods. Usually, this relates to the demand placed on the public authorities for such services.

In a survey done in 1992 by the Institute for Social Research at York University, 51 % of respondents in Metro Toronto thought spending on police ought to increase, 10% thought it ought to decrease, and 39% thought it was currently at the right level. Voters, like consumers in the marketplace, ought to influence what is provided and what is not. In this survey, the question was phrased so that the respondent was told in the question that if expenditures were to increase, they would have to decrease other expenditures OR alternatively increase taxes, so the cost associated with the vote was clear.

This latter argument is a political argument. The politics can be just as significant as the economics but we take our task to be to examine the economic arguments and only peripherally deal with the political arguments.


ALLOCATING RESOURCES IN A PUBLIC SECTOR

Let's assume that the good/service/program qualifies under the criteria which we have established for public provision. Then the next question which arises is how much to provide and how to make that decision.

If this were a private market program, it would be relatively easy to define a demand curve (according to the maximization of utility for consumers)

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and a supply curve (according to the maximization of profit for providers). Here, though we find ourselves without a private market so some guidelines must be established by which we can determine the quantity of these public goods to provide.

Various methods have been offered for this task but ultimately the voter must decide how much in taxes to give up in order to have the public good, and if the voter does not like the quantity of the public good being offered, the choice is to vote against the decision at the next opportunity. The difficulty with this statement is that there are many factors which affect an individual's vote including the personality of the leaders, decisions on a number of issues, and what other people think. Thus, there is an unseen hand in political decision-making but it is at best imperfect.

In order to control for decision-making in the public sector, we usually turn to models such as the Planning, Program, and Performance Budgeting (PPBS) system which was first introduced in the United States in the early 1960's and which the Government of Canada has never admitted to abandoning. Later, Zero Base Budgeting (ZBB) became a popular method of budgeting. In both instances, these are sys-

tems to ensure that the public sector allocates resources in a planned and reasonable manner. Both systems use either benefit-cost analysis or cost effectiveness analysis as justifications for individual expenditures within the context that all programs must be justified both absolutely and relatively as being appropriate for public spending. From this context, the voter can be assured that between elections reasonable decisions are made and that there is rationale involved when a program decision is made.

Next Issue

May - Part III
Zero-Based Budgeting
June - Part IV
Benefit-Cost Analysis

Dwight Edmonds, Ph.D. and Douglas McCready, Ph.D., are professors with the Faculty of Business and Economics at Wilfrid Laurier University, Waterloo, Ontario

This series was written with the financial assistance of the Canadian Police College, Ottawa, Ontario

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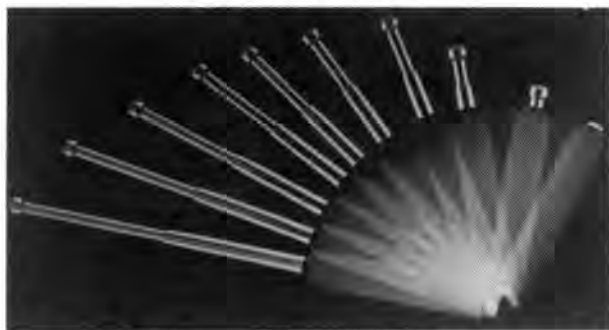
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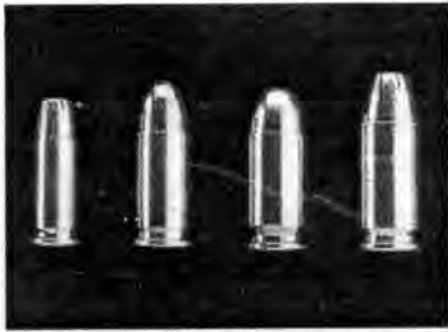


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USE ONLY HIGH QUALITY AMMUNITION

By John W. Matthews
Independent Forensic Firearm Science Consultant



"Use high quality, commercially manufactured ammunition". These words in your instruction manual were put there for your SAFETY and to ensure at all times the positive reliable functioning of your pistol.

Reloaded ammunition can cause problems relating to feeding, functioning of the mechanism, excessive residue build-up in the mechanism and barrel, accuracy, and finally, injury to the shooter or damage to the firearm.

Most reloaders utilize used cartridge cases which have been fired in various firearms, having differences in chambering/headspace, etc. These cases may be manufactured with different metal thickness and annealing processes.

What assurance do we have that all the components used to assemble a reload are compatible? Do they:

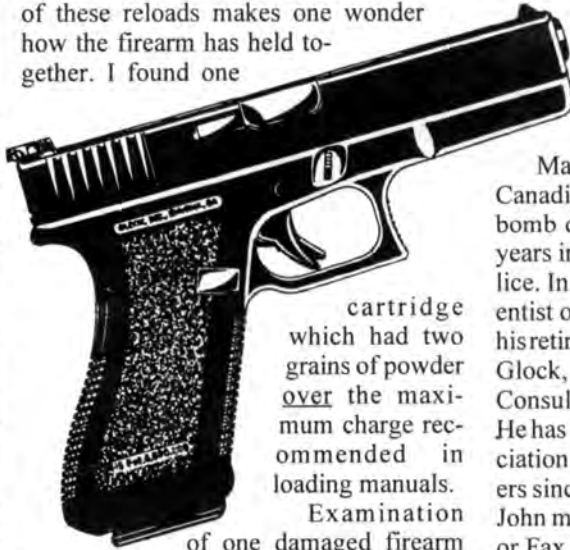
- Adhere to SAAMI specifications?
- Have a quality assurance program?
- Possess a pressure gun and other measuring devices?
- Have liability insurance? And is the amount sufficient to meet a major settlement if an officer is injured?

The use of reloads for training saves money in ammunition, but at what cost in the long run? In a majority of cases with reloads, recoil is less and the point of bullet impact is different from operational commercial ammo. When the officer qualifies with reloads, how will he perform with operational commercial ammo if he must use his sidearm?

Commercially manufactured ammo in the U.S. follows exacting SAAMI specifications and constant quality assurance testing throughout the production chain. There is interaction between the cartridge manufacturers and firearm manufacturers to ensure a reliable, consistent product, so when the cartridge is discharged, the bullet strikes its intended target and the firearm cycles properly.

The officer must have confidence in his firearms equipment. Using commercially manufactured ammo, he will KNOW that all of the above questions are answered with a positive YES.

Hearing comments about "hot loads" causes me great concern. Examining some of these reloads makes one wonder how the firearm has held together. I found one



cartridge which had two grains of powder over the maximum charge recommended in loading manuals.

Examination of one damaged firearm

produced a reloaded case which was manufactured in 1944 and had the primer pocket reamed out to accept a commercial primer. The pressure was so excessive that it had almost completely obliterated the headstamp identification.

In another case, an officer complained to me that his practice ammo was not chambering in his Glock. On examination, I observed the reload had a 180 degree crack at the head. The bulge thankfully prevented chambering and a potentially serious accident.

JOHN W. MATTHEWS; C. D. is an independent forensic science consultant in the discipline of firearms and explosives. Mr.

Matthews served 22 years in the Royal Canadian Air Force as an armourer and bomb disposal specialist, followed by 19 years in the Royal Canadian Mounted Police. In 1984, he was appointed Chief Scientist of Firearms, a position he held until his retirement in October, 1989. John joined Glock, Inc. in April 1990 as the Canadian Consultant Police and Military Relations. He has been an active member of the Association of Firearm and Tool Mark Examiners since 1970. Persons wishing to contact John may do so by calling (613) 825-4842 or Fax (613) 820-2139.

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ALERT J3A No Longer Approved Instrument Under Criminal Code

The Honourable Allan Rock, Minister of Justice and Attorney General of Canada has announced in February the ALERT™ J3A screening device is no longer an approved screening device for the purposes of the enforcement of the impaired driving provisions of the Criminal Code.



An approved screening device is used where a police officer reasonably suspects that a person operating or having the care and control of a vehicle has alcohol in the person's body. The police officer may demand that the person provide a sample of breath into the screening device. The device is designed to ascertain the presence of alcohol and will indicate a "pass", "warn" or "fail" reading.

Police in Canada may only use screening devices and breath analysis instruments which have been approved by the Attorney General of Canada. In determining whether to approve a device or instrument, the Attorney General relies on the advice and recommendations of the Alcohol Test Committee of the Canadian Society of Forensic Science.

The ALERT™ J3A was approved by the Attorney General of Canada in 1978. The Alcohol Test Committee has reviewed the status of the ALERT™ J3A and determined that various unauthorized modifications have been made to the ALERT™ J3A. The Committee has determined that these modifications could be substantial and could effect the proper operation of the device.

The Alcohol Test Committee has therefore recommended that the ALERT™ J3A should no longer be an approved screening device.

The Attorney General of Canada, acting on the advice of the Alcohol Test Committee, has amended the Approved Screening Devices Order pursuant to s. 254 of the Criminal Code.

There are currently three approved screening devices which the police in Canada may use; the Alcosar, the Alcolmeter S-L2 and the Alcotest 7410 PA3.

A screening device is designed to ascertain the presence of alcohol and does not provide an analysis of blood alcohol concentration which can be used as evidence in court. A "fail" reading on an approved screening device will, however,

generally provide the police with the reasonable and probable grounds to demand a driver to provide a second breath sample into an evidentiary instrument, such as a breathalyzer.

In a February press release from the Department of the Attorney General, Rock stated, "Impaired driving is a serious criminal offence. The integrity of Canada's breath testing process requires that breath screening devices and breath analysis instruments meet the highest scientific standards. The ALERT™ J3A cannot be determined to meet these standards and is, therefore, no longer an approved screening device."

There has been no word as to what measures are taking place to re-approve the instruments.

"Aim For Change" Theme For First National Crime Prevention Seminar

Crime Prevention Ontario and the Crime Prevention Association of Canada are hosting the first National Crime Prevention Symposium at the Days Inn in Mississauga, Ontario.

This three day event, scheduled for April 28 to 30, will be of interest to community groups and volunteers, crime prevention practitioners and law enforcement personnel.

The Conference, with a theme of "Aim For Change", will address a variety of issues including gangs, elder abuse, tourism security and con games, to mention a few. Workshops led by both Canadian and American crime prevention practitioners will enable delegates to return to their communities with creative strategies.

Plenary speakers will be Dr. Robert Horner, the Horner Commission and Professor Ross Hastings, Ottawa University.

Delegates may register on a daily basis or for the entire three days. For further information or to register, contact the Crime Prevention Ontario Office at (905) 844-4594, or toll free at 1-800-668-0261, or by Fax at (905) 844-3608.

National Police Chaplain Association Formed



Members of the Ontario Police Chaplain Association have unanimously voted to form the Canadian Police Chaplain Association. Meeting at their annual training seminar at the

Ontario Police College, members expressed their desire to form an association which would provide support, training and accreditation for chaplains appointed by law enforcement agencies throughout the country.

Established in 1983, the Ontario Police Chaplain Association has experienced steady growth in membership of those appointed by law enforcement agencies to serve as chaplains. As increased numbers of chaplains are appointed outside the boundaries of Ontario, the need for a national organization led to the formation of the C.P.C.A.

- Executive members include;
- President - Rev. Chuck Congram, Windsor Police Service
 - 1st Vice President - Fr. Jacques Robert, Hull Police
 - 2nd Vice President - Rev. Roger Ellis, Sarnia Police Service
 - Secretary Treasurer - Rev. David Bolton, Niagara Regional Police.
- Corresponding Members - Rev. Allen Higgs, R.C.M.P., Regina and Mr. Bruce Day, Winnipeg Police Service.

Further information may be obtained by writing the President:

Rev. Chuck Congram
R.R.#1 Site 1 Box 13
Belle River, Ontario N0R 1A0

or the Secretary-Treasurer:
Rev. David Bolton
238 Geneva St.
St. Catherines, Ontario
L2R 4P8

U.S. Agency Will Train More Cops In Drug Driving Identification Even Though Arrests Low

Nearly \$3 million in federal funds are slated to be spent this year to teach police how to detect drivers impaired by drugs other than alcohol. The National Highway Traffic Safety Administration (NHTSA) plans to spend the money in spite of its own study indicating that officers who've already been trained don't often use their drug detection skills.



NHTSA thought." This supposition is confirmed by a separate study of the presence of drugs in 1,882 fatally injured drivers.

Another possibility Preusser points out is that "road officers aren't attuned in one way or the other with the drug evaluation

program. They aren't referring enough suspects to trained officers."

NHTSA says further research must be conducted to improve the methods police use to identify drug-impaired drivers, thereby increasing the number of arrests and convictions.

While the number of drug evaluations being performed by trained officers is low, their accuracy is high. In cases where officers concluded that suspects were under the influence of drugs - and then laboratory tests were conducted to confirm these conclusions - at least one of the drug classes named by the officers was found in 74 percent of the cases.

For a copy of "Evaluation of the Impact of the Drug Evaluation and Classification Program on Enforcement and Adjudication" by D.F. Preusser, write: National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161, or call (703) 487-4650.

The new NHTSA study assesses the impact on law enforcement and adjudication of drug evaluation programs already under way. It focuses on 11 police agencies in five states with such programs, comparing them with similar agencies without evaluation programs. Such programs train police not only to detect drivers impaired by drugs other than alcohol but also to identify the drug or drug class involved.

During 1987-91, a total of 1,842 evaluations were conducted by the specially trained police officers, called drug recognition experts, in the 11 agencies studied. Arrests and convictions for drugged driving did increase at the study sites, while no comparable increases were found for the comparison agencies without evaluation programs.

However, researchers found that trained drug recognition experts conduct an average of fewer than one evaluation of a suspected drugged driver per month. According to the study, drugged driving arrests represent only 2 percent of all arrests involving driver impairment. "In terms of the number of suspects being processed, NHTSA's training program is falling far below its design prospects," says David F. Preusser of the Preusser Research Group, which conducted the comparative study for NHTSA.

When the agency's drug evaluation program was conceived, it was projected that drug recognition experts would perform at least one evaluation per week instead of one per month. Preusser offers two possible explanations for the shortfall. The first is that "there aren't as many non-alcohol drugged drivers out there as

Alternate Reporting Procedure Expanded

More Accidents To Be Reported To Police Stations



People involved in less serious collisions in the City of Mississauga, Ontario, where there is no injury and the vehicles can still be driven safely, will be directed to report the

matter to an Accident Reporting Desk at a local police station.

Modelled after a Scarborough pilot project begun over a year ago, Peel Region Deputy Chief James Wingate stated, "Many public bodies have been asked to do more and more with less. With Peel Regional Police responding to over 21,000 collisions every year, we need to consider defferent ways to provide this service."

"There are," Wingate continued, "about 60 accidents a day in our jurisdiction, and each one takes around two and a half hours of an officer's time to handle. With the majority of collisions being relatively minor, we hope to service about half of them by attendance at the Accident Desks. Now the public won't have to sit around and wait for the police. They can go about their business and report the accident later."

In 1992, Peel Regional Police attended 21,317 collisions. As many as 7,837 of those collisions involved less than \$700 damage and the police, having attended the scene, were not usually required to take a written report.

"This will help make police more available for patrol and community oriented duties," says Wingate.

Blue Line Magazine

FLASHES

By Tony MacKinnon

"Do your community police stuff somewhere else! I didn't even want to cross the street."

Want even more laughs?
Order a copy of
"The Great Mac Attack"
Details on Page 2



New Light-Weight Holster Keeps Semi-Autos Secure Yet Available



A new holster designed to resist attempts to snatch an officer's gun from the front, top, side or rear has been introduced by Michael's of Oregon.

The "Uncle Mike's" Sidekick[®] Professional Pro-3[™] Duty Holster offers three

Secure Handgun Locker



With the increasing pressure on police forces and individuals to provide proper handgun storage Barrie, Ontario, based RL Institutional Security can now offer proper handgun storage lockers. These storage lockers are designed to accommodate all service handguns and are suitable for home, office or vehicle use.

The handgun locker is 14 gauge welded steel construction with an internal lockable ammunition storage compartment. It can be either screwed or chained in place and has a baked enamel finish with a corrugated foam liner.

The handgun locker meets the firearm safe storage regulation and can be modified to meet individual requirements.

For further details call or fax RL Institutional Security at (705) 725-9601.

methods of retention. The first is an internal locking device which retains the gun until the officer releases it with natural drawing motion.

The second incorporates a unique, contoured and injection-molded thumb break which mates to a new style, non-stretch retention strap. It is designed to discourage "blading" of the assembly by would-be assailants. This thumb break-strap combination is also designed to remain open and out of the way when unsnapped for fast reholstering.

The third type of retention is achieved by an adjustable tensioning device that allows a variety of pressure settings on the holstered gun for optimum fit and for maintaining the best overall holster-to-gun contact.

The Pro-3 holster body is constructed from patented laminate which incorporates a tough, abrasion-resistant, water-repellent Cordura[®] nylon exterior bonded to 1/4 inch thick foam core.

The new holster is initially being offered in four sizes to fit Smith & Wesson, Beretta, Taurus, Glock and Sig Sauer pistols. For free catalogue write Michael's of Oregon, PO Box 13010, Portland OR 97213.

New Polymer Gun From Smith & Wesson



This year, Smith & Wesson has introduced its *Sigma Series* pistols after several years of research in the field of polymers, metallurgy and human factor analysis.

S&W claims the new weapon is like a natural extension of the shooter's arm which causes the pistol to come on target naturally. The new 3-dot sight system also allows the shooter to come on target quickly.

In field tests the company claims the weapon is unaffected by extreme temperatures, severe stress and over 300,000 rounds of firing. The weapon is also said to be field stripable to four parts for easy cleaning.

For further details call 1-800-331-0852.

Video Incorporates Computer System



CrimTec Systems, Inc., Livonia, Michigan, announced the availability of its new Mobile Video Systems (MVS) for use in law enforcement environments.

The new MVS is a 386 microcomputer based system designed to interface with existing law enforcement system technologies, currently including, but not limited to, head up display, radar, lights & siren, and mobile data terminals. Future system technology interfaces will include bar code license scanners, and infra-red video imaging.

By functioning much like a typical personal computer, MVS allows for easy

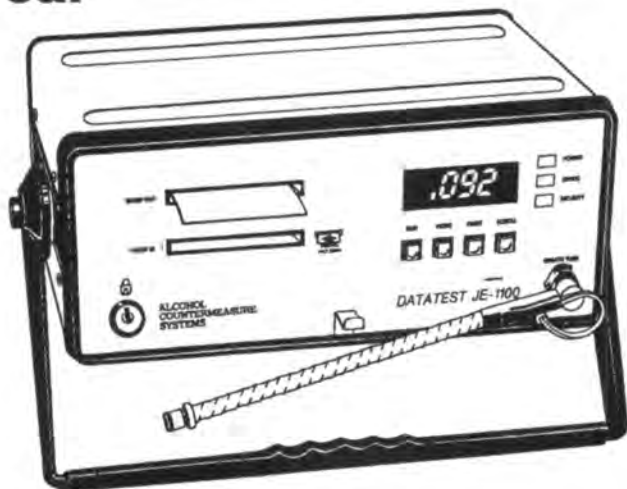
upgrades and additional interfaces as new technologies become available.

The new MVS features an enhanced system controller with LCD display and easy to use control button. The controller mounts either vertically or horizontally, and is available with or without LCD display. Controller supports several new features including shutter LED and button, focus LED and button, and park zoom out express.

The enhanced MVS includes a newly designed trunk vault with environmental control and key lock, which may be mounted either vertically or horizontally. Its system security features include restricting access to time and date controls, record over protection, and a tone on the tape to ensure that taped evidence has been un-edited.

Headquartered in Livonia, Mich., with Sales and Service representation throughout the United States and Canada, CrimTec Systems, Inc. was founded and presently managed by former law enforcement officials and legal evidence experts.

New Canadian Made Breath Alcohol Tester To Be Introduced This Year



Alcohol Countermeasure Systems (ACS) is introducing the DATATEST JE-1100, Transportable Evidential Breath Alcohol Tester to the Canadian market. This unit will be a first of its kind to be manufactured right here in Canada.

The DATATEST JE-1100 is designed

to facilitate the collection of test data in a forensic manner. The operational features provide a preprogrammed test protocol with mandatory safeguards including the requirement of blank, standard and replicate breath tests to ensure the reliability and accuracy of the test results. Addition-

ally, this instrument offers communication capabilities with a host computer for central monitoring of a breath test program.

This device was designed to fulfil the requirements of an evidential breath alcohol testing instrument and to provide the communications capability and transportability that is required within the diverse group of users. The result is an instrument that is not only as easy to use but provides the necessary safeguards to ensure the reliability of the breath test data.

The DATATEST instrument may be programmed to require either one or two breath specimens according to needs of local jurisdictions. The time between the two breath tests may also be specified from a minimum of 3 minutes to a maximum of 20 minutes. This secondary observation period has forensic as well as legal relevance in some jurisdictions.

At the conclusion of the test, the instrument will request the operator to engage a Breath Test Record ticket in the printer to extract a hard copy of the results. The data cannot be lost unless the operator confirms the loss of data through a positive action of clearing the memory.

For further information contact Maria G. Gomes at (905) 670-2288.



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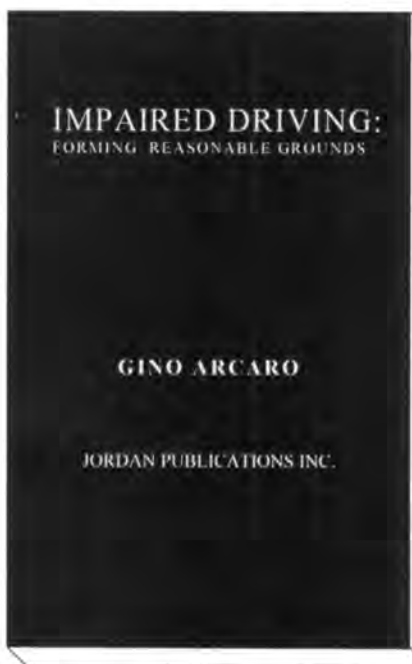
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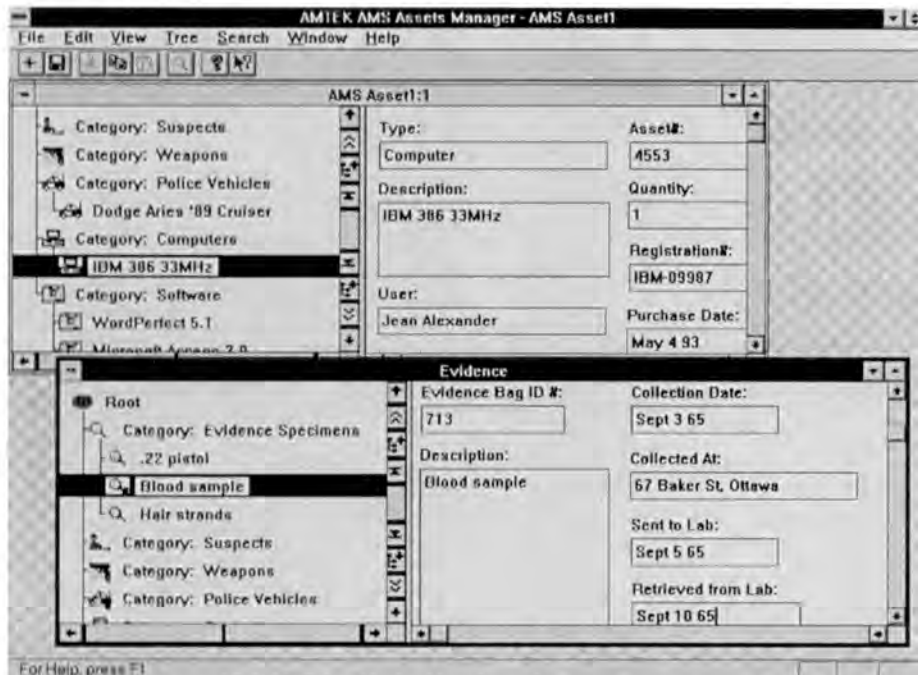
This easy to read and well organized text is a must for instructors and officers alike.

Blue Line Magazine Approved Reading List

See page 2 for ordering information
Bulk purchase orders please call (905) 640-3048

Computerized Tracking Program Has Law Enforcement Applications

Whether tracking prisoners, property or an entire fleet of vehicles, Ottawa based AMTEK may have the computer package that could revolutionize the way law enforcement agencies keep track of what they got. In this first of two parts Rosamund Northey explains the package and how it can apply to law enforcement needs.



Today's law enforcement agencies universally face a demand for improved services using fewer resources. The question is how to meet this demand without compromising existing services or staff safety and morale. This is a situation where information technology can help - specifically tracking software such as Amtek AMS™ from Amtek Software, integrated with bar code scanning technologies such as those manufactured by Symbol Technologies, Inc.

Consider the problems involved in manually tracking criminal evidence such as confiscated weapons, controlled substances, body fluids, documents, or any other items possibly relevant to a case. The manual process is slow, prone to error, and resource-intensive. Evidence from the crime site may have to be sent to a processing laboratory. Once an analysis has been performed at the laboratory, the evidence may be returned to the arresting jurisdiction. The evidence may be delivered to and from the laboratory by law enforcement personnel or by a bonded courier. Throughout the process, opportunities abound for

losing or mislabelling material. Evidence which is lost, stolen or improperly identified can have a serious impact on the proper adjudication of a case.

By using tracking software combined with bar code scanning equipment, evidence can be tightly controlled with minimal resources. Using this automated approach, the evidence is collected, placed in plastic bags, sealed with evidence tape and identified with a pre-printed bar code tag. The evidence bag is delivered to the laboratory by someone who is identified by means of a bar coded identification card. Once processing is complete, the same procedures are used to record the transfer of the evidence out of the laboratory. This approach results in more timely and accurate evidence transfer tracking, faster transfer recording, lower risk of errors, and increased casework efficiency. The location of a particular evidence bag can be determined at any time.

Another situation where tracking software and bar code scanning technologies are useful is tracking prison inmates. Each time an inmate is moved from one secure location in a prison to another secure location, there is a period of risk. Large groups of inmates, impatient from waiting in lines,

increase the risk further. By making transfers between areas in a minimum amount of time, security is increased.

Each time a prisoner leaves his cell for visits to other areas, rather than manually recording the event - a process which distracts the guard from watching the inmate closely - the prisoner can pass through a station where a bar coded, tamper resistant, and waterproof wrist band is read by a scanner. Not only is the process safer for guards but also, manual entry of the information is eliminated. There is a record of each inmate's movements for any time and date as well as who the inmate was with at the different times.

Other situations which benefit from the automated approach include the error-prone and labour-intensive tasks of tracking items such as computers, office equipment, vehicles, documents, uniforms, and maintenance information. By integrating Symbol's state-of-the-art equipment with Amtek AMS™ software, information can be gathered indoors or outdoors, in all types of climates and work environments.

Amtek AMS™, a new product currently in the final stages of development, is one of the most advanced tracking products available to meet these types of requirements. It offers significant advantages over other products. In developing this software, Amtek Software has combined proven technology with the knowledge and experience it has gained during 10 years of developing mission-critical systems and solving material management problems for a variety of clients. The result is a product which has been developed to meet the user requirements of ease of use, a short training curve, flexibility, reliability, and availability of expert support and services.

Amtek AMS™ incorporates features such as a Windows-based, graphical user interface which makes the system easy to use and shortens the learning curve. Information is presented in a graphical tree representation so the user can readily see the relationships between items. Context-sensitive help messages, complete user documentation, and expert support further enhance the ease of use. The system is extremely flexible as the user can define what information will be entered into the system and printed on reports. For items which are to be depreciated, even the method of depreciation can be user-defined. The user can select icons to represent specific items to improve the speed of item recognition. For example, if guns were being tracked, the user could select a gun icon to represent that type of item.

Information from Amtek AMS™ can

be exported to other database or financial systems to provide a complete material management solution, if required. Using the Windows Clipboard, item information can be exchanged with other Windows applications such as WordPerfect.

While the software can be run on a single PC, installing it on a network allows multiple users to simultaneously access the system in order to add, update, or search for information or print reports. Whether run in a single or multi-user configuration, the software is password protected for greater security.

The standard Amtek AMS™ software configuration runs with the reliable and innovative hardware from Symbol Technologies, Inc. but the software can be modified to operate with bar code hardware from other manufacturers, if required.

While Amtek AMS™ software combined with Symbol bar coding hardware can enhance efficiency, improvement doesn't happen automatically. Once you have identified an application which could benefit from this technology, there are a number of key activities that have to be addressed to achieve success. These include defining your requirements, installing the tracking software and hardware, collecting the data, establishing an initial database, training users, implementing the system, and performing a post-implementation audit. Next month, in Part 2 of this article, each of these activities will be discussed in more detail.

Amtek Software is a division of Amtek Engineering Services Limited, a Canadian-owned company which has operated for 10 years. For more information on Amtek AMS™ and tracking assets, call (613) 749-3990.

For more information on bar code technologies, SYMBOL can be reached at (613) 567-7226.

The author would like to thank SYMBOL Technologies, Inc. for providing information used in this article.

Amtek AMS™ is a registered trademark of Amtek Engineering Services Limited.

The author, Rosamund Northey of Amtek Software, has worked as a software engineer and consultant on military, government, and commercial software projects for over 18 years, in Canada and in Europe.

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ing standards and the CoolMax™* carrier system offers supreme comfort wear in all temperature zones.

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Motorcycle Safety

Every Little Bit Helps

By Dave Stewart



Since the inception of the annual Canadian Police motorcycle championships races in 1990 over 250 police officers have participated in these races with their individual goal of becoming the Canadian Champion racer for that year.

There is, however, a very important underlying statement also being given out by those officers when they race on the FAST Riding School motorcycles at Shannonville, Ontario. Motorcycle safety starts with attitude and continues with responsible use of speed and a zero tolerance to alcohol when riding.

It was this message that last year alone was taken to the largest motorcycle shows in Canada. These shows included over 20 other smaller community events by officers from police forces that range from British Columbia to Quebec who race motorcycles for recreation.

The response they received from members of the public was usually, "What, you guys race?" Perhaps due to the fact that the officers are not in uniform at these shows the conversation then continue with general conversation on bikes. Before the end of the meeting the safety message gets across to these non-professional riders that speed and alcohol use are everyone's problems, not just law enforcement officers.

The graphic details of photographs of fatal motorcycle collision on display reinforce the fragility of the human body. This is reinforced with the synopsis of the collision beside each picture. Before they leave there is no doubt what the major causes of motorcycle deaths are.

Within the last decade the largest influencing factor that has led to a lower count of motorcycle deaths in Canada (from approximately 400 in 1982 to 187 in 1992)

has been due to economic factors with lower motorcycle sales. There has been very little improvement in the areas of licensing, training or education by either Government or key players within the motorcycle industry. If there was a sudden onrush of motorcyclists onto our roads, we would, in all likelihood, see the fatalities immediately rush back up to the death rates seen in 1982.

Until there is a demand for changes in the types of motorcycles that can be ridden by new and untrained riders, together with education programs, it is probably up to individual police officers to do their little bit for safety in education programs and initiatives. Part of this initiative is to follow up with enforcement when "bikers" take to the road again this spring.

Responsible law enforcement means that police officers should take time out to not only do their job but take a little extra time in constructive conversation to point out curative measures to the riders to improve their attitude. Perhaps the speeding rider should be directed to the nearest race track to see if he has the capability to be the next "Kenny Roberts". Perhaps the rider who parks his bike outside the local tavern and admits to having "one" beer should receive education on the effects of low levels of alcohol especially when riding a motorcycle.

Promoting the annual Canadian motorcycle championships is not only an avenue for police officers to point the direction to other riders but is also a time for the officers to get together and exchange information. An added bonus is if they do manage to be among the best that year they could have the chance to receive sponsorship and ride for their country in the biannual World Police races.

The 1994 Canadian Police motorcycle championships are being planned for September and could also include an invitation race for all North American police officers to join.

The 1994 Team Canada racers riding in the World Police Officers Road Racing Championships would like to thank the following sponsors for their assistance:



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Labatt sponsors Team Canada in World Police Motorcycle Championships



Photo courtesy BMW (Canada)

Labatt Breweries of Canada last month announced its sponsorship of the Canadian Police Officers Road Racing Team. Labatt's sponsorship will assist the six member team as it attends the fifth annual World Police Motorcycle Races May 9-12, 1994 in France.

The event, a biannual competition involving some of the world's finest and fastest motorcycle police officers, is expected to draw officers from approximately 30 countries. In conjunction with the World race, officers will gather from May 11 - May 15 for a police motorcycle rally from Toulon to Nice in France. Highlights of the rally include the participation of close to 300 police officers and displays of different police motorcycles and safety technique demonstrations from around the world.

With the World race taking place just days before the start of the Formula One Monaco Grand Prix, the officers are to be special guests of Prince Ranier of Monaco and will be given the distinction of an honorary lap around the famous Monaco circuit just prior to the start of the race on May 15.

"We're delighted by our partnership with Labatt Breweries of Canada," says David Stewart, director of the Canadian Police Officers Road Racing Team. "Every year in Canada nearly one half of all fatal motorcycle collisions on our highways can be attributed to drinking and riding. Joining forces with Labatt will not only help us bring home the gold from France but help us spread awareness about the responsible use of alcohol and the dangers of using excessive speed while riding a motorcycle."

"Labatt is proud to be a sponsor of the Canadian Police Officers Road Racing Team," says Paul Smith, Director of Public Relations, Labatt Breweries of Canada. "We're looking forward to working with

the team and the opportunity to bring our responsible use, 'Know When to Draw the Line' message to new and important audiences."

Labatt was the first brewer in Canada, in 1982, to mount an extensive advertising campaign intended to educate the public about the need to consume alcohol prod-

ucts responsibly.

This year's team consists of veterans Kevin Cisaroski from the Winnipeg Police Force, Scott Spicer from the Metro Toronto Police and Lance Campbell from the R.C.M.P and reserve riders Peter Benney, Steve Shandlock and Michael Jenkins, all with the Metro Toronto Police.

The race will be broadcast live in Europe by French media and taped for later broadcast in Canada and North America. Canadian viewers will be able to see the event by tuning into TSN (The Sports Network) next month.

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The 34th International Police Hockey Tournament, hosted by Durham Regional Police, was a smashing success. On March 2nd and 3rd, 38 teams from across Ontario, Quebec and the United States played their best in a spirit of good sportsmanship.

The games were played at the Pickering Recreation Complex, Don Beer Arena, the Ajax Community Centre and Iroquois Park Arena. All final games took place at the Pickering Recreation Complex, with Don Cherry dropping the puck for the Competitive Final.

In the Oldtimers Division the Sarnia OPP team (pictured top right) came in first, while in the Recreational Division Burlington OPP (pictured middle right) won the trophy.

The winners of the competitive trophy were none other than the host police force team of Durham Region (pictured below). This was the first time in that police force's 20 year history that they have won the coveted trophy.

This tournament was run as a charity event, with all proceeds going toward the "Kid's Safety Village" of Durham Region. This village is an actual child-sized model of a town, which will teach elementary school children in the Region traffic safety in a controlled environment.

Next year's Tournament will be hosted by the Waterloo Regional Police Force.



Portland Site Set To Go For Northwest Games In June



On June 14 to 19, 1994 Portland, Oregon area Firefighters and Law Enforcement Officers will host the 17th Annual Northwest Police-Fire Games.

Forty sports will be offered, including many that have not been offered in the past.

The Police and Fire Games are open to any Law Enforcement Officer, Correctional Officer, fully paid Firefighter, and Volunteer Firefighters with two years of service. Spouses of eligible participants are also eligible to compete. Interest in this year's games is bigger and more widespread than ever, mainly due to the extended marketing of the games into northern California and the interest of the Hawaiian Firefighters.

Participation in the games has grown over the last few years, climbing from 600 to nearly 1,000 participants last year in Calgary. Approximately 1,200 police officers and firefighters are expected in Portland for this year's event.

Many of the favourite events will be held, such as: S.W.A.T., Paintball, Toughest Competitor Alive, Basketball, Racquetball, and the Softball Tournament. However, there has been a lot of interest in a couple of new events, including the Toughest Firefighter Alive, an event made popular by ESPN last summer. One of the gold medallists from this event at the World Firefighter Games will be organizing this event in Portland.

This looks to be a very popular and competitive event, with several evolutions within the event including: a multistorey stair climb packing a shoulder load of hose, a four storey hose raise, a dummy drag and more. He or she who does it fastest, wins!

Interest in the Toughest Competitor Alive event has climbed dramatically in the last couple of years as well. The event consists of eight evolutions that include: bench press, a 100 yard dash, a 100 yard swim, a three mile run, pull-ups, a rope climb, shot put and an obstacle course. All evolutions are completed in one day!

Although the Toughest Firefighter, Toughest Competitor, and S.W.A.T. competitions are for the more serious competitors, there are many events for those who

just wish to compete on a friendly basis and socialize.

The Dragon Boat races will take all comers and split them into eighteen man teams for the time of your life! Paintball has given some of our participants more fun than they have had for years, and they keep coming back for more.

Social events have always been a big

part of the games. Whether it is a family picnic, or a Country Western Dance, everyone who attends seems to have a good time.

This year's games will be held during the Portland Rose Festival. What an idea for a vacation!

Information and/or registration books can be obtained by writing:

1994 Northwest Police and Fire Games, P.O. Box 1891, Gresham, Or. 97030 or by calling (503) 492-2327.

The 1994 Games Director is Al Alcalde, Port of Portland Fire Department.



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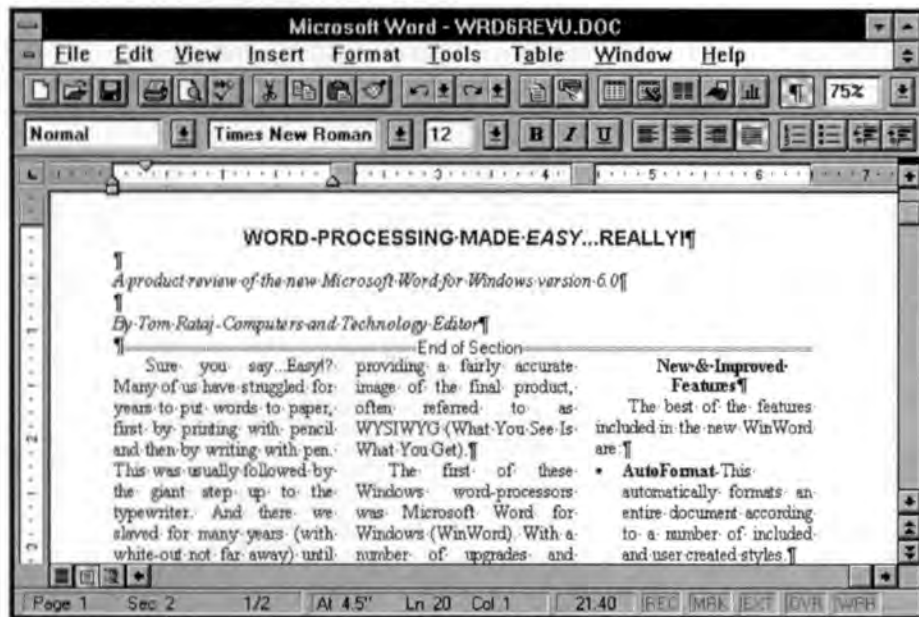
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IN CANADA CONTACT: Peter Randell, Randell Marketing and Consulting, 416-491-6454

WORD-PROCESSING MADE EASY...REALLY!

A product review of the new Microsoft Word for Windows version 6.0

By Tom Rataj-
Computers and Technology Editor



Window shown above - This article in the process of being written...

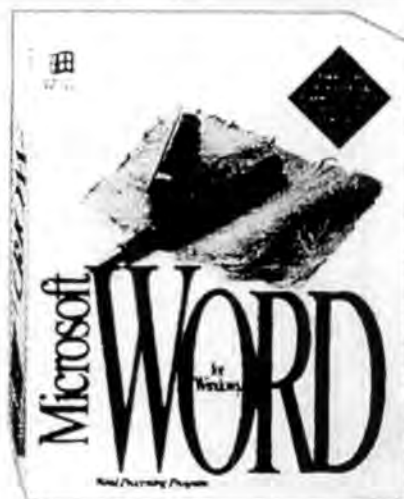
Sure you say...Easy!?! Many of us have struggled for years to put words to paper, first by printing with pencil and then by writing with pen. This was usually followed by the giant step up to the typewriter. And there we slaved for many years (with white-out not far away) until the advent of the computer, and the word-processor.

For many of us the move from the typewriter to the word-processor was another giant step. The process of putting words to paper progressed from its direct relationship between pencil and paper, to the abstract relationship where words are just images on a screen that could be endlessly manipulated and edited before finally being committed to paper.

WYSIWYG ?

Many of the early word-processing programs made this abstract relationship even more difficult because the images of the words on the screen were in themselves not truly representative of the way the words appeared on the printed page. The advent of the Graphical User Interface (GUI) in Microsoft Windows removed this difficulty by providing a fairly accurate image of the final product, often referred to as WYSIWYG (What You See Is What You Get).

The first of these Windows word-processors was Microsoft Word for Windows (WinWord). With a number of upgrades and improvements over the course of several years, this product has devel-



oped into a state of the art word-processor featuring almost every imaginable feature.

The late fall of 1993 saw the introduction of version 6.0, which was more of an evolution than an upgrade. Although a number of new features were added, the new version was the end result of years of careful study into how people interacted with their computers and programs, resulting in a simplification and streamlining of existing and new features.

This study revealed that most users spent inordinate amounts of time formatting their documents, corrected typos (as opposed to actual spelling errors), and tapping the wealth of automation features which provided the real work and time-saving benefits.

New & Improved Features

The best of the features included in the new WinWord are:

- ① **AutoFormat**- This automatically formats an entire document according to a number of included and user created styles.
- ① **AutoCorrect**- This gem automatically fixes those dastardly typos that we all make. If for example you type "teh" instead of "the" or "THE" in-



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stead of "The", the program automatically corrects it when you hit the spacebar. Any typos you commonly make can easily be added to this feature.

- ① **FormatPainter**- Any formatting applied to a selection of text can be picked up and "painted" onto another area of text. A real time saver if the formatting is complicated.
- ① **Drawing Tools**-This new feature allows the user to add lines, squares, circles, arrows and other drawing and desktop publishing type elements to word-processing documents.
- ① **Wizards**- This feature automates the process of creating more complicated documents and forms. The user selects the wizards feature and then just answers a series of questions about the type of document he or she wants to create, and the program automatically creates the structure of the document. The user then just types in the

words and adds any graphics they need and they're done. This feature allows even the novice user to create impressive documents.

- ① **Undo**- This improved feature now provides a list of the last 100 typing or editing actions and allows the user to undo the action from anywhere on the list. Wow!

A major leap forward

It seems that Microsoft has really done their homework on this upgrade. Every part of the program was dissected and massaged until it worked better, faster, simpler, and yes...easier.

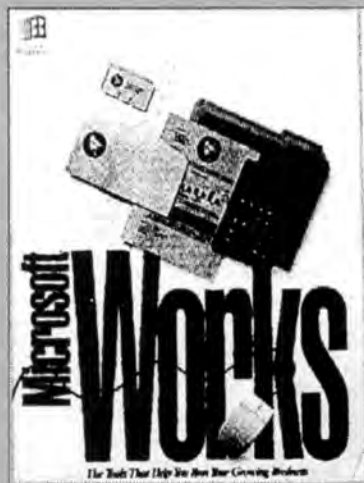
This new version takes a major leap forward in ease of use, ease of learning, and integration with the rest of the other new Microsoft Office Pack programs, Excel, PowerPoint, and Mail. As a former WordPerfect 5.1 expert, I can easily and truthfully say that there is no competition, Word for Windows 6.0 is by far the best (oh...and the easiest too).

Taking Care Of Business

Microsoft Corporation (the creators of the DOS environment for the popular PC line of computers) has become quite a force to be reckoned with in the software industry. Nowhere is it more noticeable than in the office work environment. Here are two more products and a brief description of their functions



The MicroSoft Office includes the latest versions of four full-featured applications for the Windows Operating System. These leading applications are designed to work together to make it easier to combine text, graphics, and data in great looking documents. Includes PowerPoint, Excel, Word for Windows and MicroSoft Mail. Available in Windows or Mac versions.



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Tactical Rifle Ready To Go Right Out Of The Box

By Manfred Benton
Ballistics & Firearms Editor



Two years ago, I received a Tactical rifle from *Armament Technology* in Halifax, NS, in caliber .308 Win. (7.62 Nato) for evaluation. When I first unpacked the rifle I noticed it came as a

weapons system, complete with scope, Harris swiveled bipod, 5 shot test group, cleaning equipment and elevation tables to 800 meters.

At the outdoor range I cleaned the barrel thoroughly before I settled down in a benchrest position using the attached bipod. I had 2 boxes of Winchester's 308 Ranger Match, (168 Gr. HP-BT bullet) in my inventory which I used to test the rifle for the first time.

The distance from muzzle to target was exactly 100 meters. It was a sunny September day and I estimated the wind as less than 5 miles/hr. left to right at 45 degrees from rear.

The first shot was 3/16" to the right from the center of the target and the following 4 rounds made an oval hole right below the first shot so that the group of 5 shots

looked like the silhouette of a little tank, the first shot being the turret.

I measured the group several times using my trusted dial vernier, but there was no doubt, I had a .455" group. That from a weapon right out of the "Box".

I have been using the same gun for the last 2

years and was able to maintain 3/4 Minute Of Angle (MOA) groups right out to 300 meters with factory match ammunition with many 1/2 MOA groups in between.

The rifle has very good handling characteristics due to the full contour ambidextrous grip and the highly rigid fore-end as well as the specially designed tactical bolt handle. This handle makes it easy to operate the weapon quickly and positively under stress.

The weight of the weapon, complete with scope is 5080g (5.08 kg or 11.2 lbs.). The action is a competition tuned Remington 700 action with a Match-quality trigger, externally adjustable for weight of pull, internally adjustable for creep and backlash. The trigger comes set at 1 kg on delivery.

The barrel is a free-floating .308 Win. hammer-forged (for extended accuracy life) barrel specially chambered for the 168.0 Gr. hollow-point boat-tailed match bullets which is the standard bullet for Police Tactical Team use. The twist is 1 turn in 12". Other calibre/barrel options are available.

The stock is a Kevlar/graphite stock with 7075-T6 aluminum bedding block the same as used in the U.S. Army and U.S.

Marines sniper rifle programs.

The scope is the Leupold 3.5-10X standard Police Scope with external adjustable calibrated turrets and range finding capability. It is mounted with Leupold steel rings and bases with 1/4 degree forward tapered shims for engaging targets to 800 metres.

The average accuracy of Armament Technology rifles are quoted as between 1/2 to 3/4 MOA. I certainly can vouch for that looking back on 2 years of field tests.

The ATI Tactical Rifle is currently in service with a number of Canadian police agencies and favourably tested by others.

When you deal with Armament Technology, you are also dealing with a champion marksman. The owner, Mr. Andrew Webber, is himself an active competition shooter. Other shooters using the ATI Tactical Rifle have won many recent competitions e.g.: Canadian Sniper Rifle Championships 1989, 1991, 1993 (outperforming equipment fielded by the British Army, the U.S. National Guard Marksmanship Training Unit, and the Canadian Armed Forces).

With the ATI rifle, Armament Technology has assembled a highly accurate and field-practical rifle from North American made, competition proven components modified to enhance their effectiveness under the most severe conditions.

Unlike the "off-the-shelf" rifles being marketed today, the ATI Tactical rifles (standard options) are offered as part of a complete system. This includes telescope, scope mounts, bipod, carrying and shipping cases, as well as cleaning and maintenance equipment. All tested and perfectly matched to one another.

Flexibility in component selection allows the customer to specify choice of caliber, barrel length, and finishes. Each rifle system is tested and delivered "sighted-in" ready to shoot with elevation tables, and a certificate of accuracy.

And now we come to the bottom line. No, it's not free! The price is \$ 2300.00 for the rifle with all standard options as described above (sighted-in ready for service right out of the box.).

Armament Technology, RPO Box 31113, Robie St., Halifax, NS, B3K 4P0, Canada - Phone: (902) 454-6384, Fax: (902) 455-3856.

Your opinions and commentary on any matter discussed in this magazine are welcome and expected..

Crime Stoppers Training Conference Planned For May



The Board of the Metropolitan Toronto Crime Stoppers is pleased to announce that Toronto and Regional Crime Stoppers will be hosting the 10th Annual Training Conference at the Royal York Hotel from May 29 to 31 inclusive.

Youth violence and combatting crime in schools are among the topics to be discussed by delegates attending the tenth annual Ontario Crime Stoppers conference.

Training is the most important component of the annual conference and police coordinators and volunteer board members from programs across Ontario and other parts of Canada will receive at least 15 hours of classroom instruction dealing with various aspects of Crime Stoppers.

Presentations will also be given on youth violence, how to implement a student Crime Stopper's program, and insurance fraud.

Lynne LeGallais, Coordinator of the annual conference said "We will be encouraging representatives from school boards across Ontario to attend the confer-

ence to learn how Crime Stoppers can be introduced to students," LeGallais said. "There have been some extremely positive results in combatting problems in schools where Crime Stoppers has been adopted."

Greg MacAleese of Albuquerque, New Mexico who founded Crime Stoppers in September 1976 will also be attending the conference.

MacAleese, a native of Picton, Ontario who became a Detective in Albuquerque, originated Crime Stoppers while investigating the killing of a young college student during a gas bar robbery. He arranged with a local television station to re-create the crime and offered a reward from his own pocket to anyone with information that could solve the homicide.

The idea worked and within 24 hours two suspects were arrested.

The Crime Stoppers concept has been adopted by communities around the world and tips to various programs have led to the arrests of about 85,000 suspects and the seizure of almost \$2.5 billion in stolen property and illegal drugs.

For further details call Lynn LeGallais at (416)601-4520 or Fax (416) 368-7703 for a Fax-Back application form.

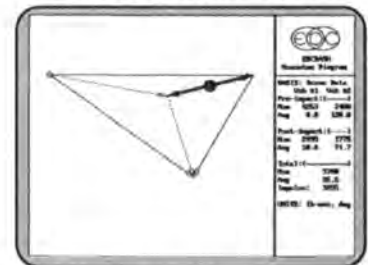
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A Press Release From Your Community Police

SECONDS CAN SAVE SOMEONE YOU LOVE

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Everyday a countless number of emergency vehicles are dispatched to the scenes of accidents, fires and crimes across Canada. Time is an important factor in the race to aid those in need of assistance as mere seconds could mean the difference between life and death. In order to arrive on the scene of an emergency promptly, emergency vehicles must be able to move through traffic swiftly and avoid creating accidents.

At the same time the motoring public must also be aware of their responsibility in regards to the action they must take when they are approached by an emergency vehicle with lights flashing or siren sounding. The following five case scenarios detail the common errors as well as the proper action motorists must take in routine situations involving an emergency vehicle.

Case #1 Heavy Rush Hour Traffic. Imagine you are in the middle of rush hour traffic on a mild April day. The traffic situation, as usual, is horrendous. Although the flow of traffic is fine, motorists surround you. You are constantly on guard



looking ahead to make sure the car in front of you is not braking and checking your sides to ensure that no one cuts in front of you. Suddenly, you hear a siren wailing. You glance up into your rear view mirror to see what is happening when you realize that an emergency vehicle is directly behind your car. As your eyes widen in surprise you ask yourself, "What should I do?"

In most cases motorists refuse to pull over to the right because they are caught up in the flow of traffic and are readily concerned with reaching their own destination. As a result the emergency vehicle becomes trapped behind the traffic and cannot pass through the grid lock.

In heavy rush hour traffic, motorists in the right hand lane must pull as close to the curb as possible while motorists in the left hand lane pull as close as they can to them. The law states that traffic in both directions must follow this procedure. When this course of action is followed the emergency vehicle is left with enough room to pass.

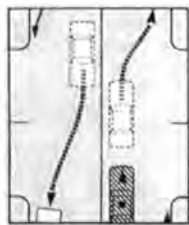
Case #2 Blocking An Intersection. As you approach an intersection you spot an emergency vehicle preparing to make a left turn. Do you pass through the intersection quickly to allow the emergency vehicle to turn after you or do you volunteer to yield to the vehicle?



Unfortunately in this case emergency vehicles are frequently blocked at intersections while trying to make left hand turns by incoming motorists who fail to yield the right of way. As result of this precious time is wasted as the vehicle must wait for an opportunity to turn.

In this case motorists in both directions must yield to the emergency vehicle. Motorists should pull to the right and stop before they reach the intersection. Motorists must always yield right of way to an oncoming emergency vehicle making a left hand turn.

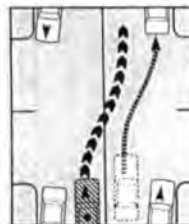
Case #3 Turning Left In Front Of Emergency Vehicles. A motorist who makes a left hand turn in front of an emergency vehicle is perhaps one of the most ignorant and dangerous drivers on the road. Not only is this action unlawful but it



is one that could result in disaster. This motorist is not only endangering his or her own life, but the lives of those responding to an emergency as well as those they are trying to help.

In this situation the motorist must abort the left hand turn and pull to the right. The motorist must also be sure not to block the intersection while completing this procedure.

Case #4 Turning Left In Front Of Emergency Vehicles. While preparing to make a left hand turn you check oncoming traffic to ensure that it is safe to complete the turn. As you begin to turn you hear a siren behind you. You glance into



your rearview mirror and to your surprise an emergency vehicle is approaching in

what is usually the oncoming traffic lane. This scenario is the result of the drivers failure to obey simple laws of driving.

Motorists are obligated by law to check what is happening behind them before making a left turn. Again a left turn must always be aborted when confronted with an emergency vehicle. In this instance the motorist should proceed straight through the intersection before pulling to the right and stopping.

Case #5 Emergency Vehicles Leaving Their Stations. Another common problem emergency vehicles face is that motorists frequently decline to pull to the right and stop for emergency vehicles pulling out from their stations. As a result of this seconds, or perhaps even minutes, of response time is wasted.



The law requires motorists to pull to the right and yield to the emergency vehicle before it even touches the road. When this procedure is followed it allows the emergency vehicle to turn onto the road and be responding to a call in seconds.

With increased awareness and courtesy of the motoring public will come a decline in the amount of time it takes emergency vehicles to reach their required destination. Again it cannot be stressed enough that time is truly of the essence when responding to any emergency. Motorists must also keep in mind that the emergency vehicle they yield to may be rushing to save the life of someone they love.

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Now Available For Only \$28.75
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The Tiny Perfect Radar Set From Kustom Signal

By Morley Lymburner



The first thing you notice about Kustom Signal's Eagle Radar Unit is how you don't notice it. Quite simply, it is the smallest radar available and can be mounted virtually anywhere. It is very accommodating to airbags, video cameras, shotguns, radios, light switches and dash mounted "what-cha-ma-call-its" that the chief thinks is great for community policing.

When I first saw the literature on this little gem I thought it pretty much looked like most radar units I had experienced over the past 20 some odd years. Then I noticed that the photograph was displayed at full size. That made the radar CPU only about 6.5 inches wide and 1.75 inches high. The radar head was only 2.5 inches in diameter. This would mean this unit could be hidden just about anywhere on the car you want. Including the emergency bar light as was shown in the brochure. My memories came back on little tricks we used so motorists would not see the radar lurking in our unmarked cars. Back in those days baseball caps in a back window really meant something.

One technological breakthrough in this little guy is its ability to distinguish vehicle speed from fan speed and ignores patrol car "shadow" readings in the moving mode.

Other features include an electronic stop watch that will register the speed of a vehicle over a measured distance. (No more stop watch and charts or calculators).

The new Eagle also includes a "Fastest Vehicle" mode. This is described by Kustom this way: "You're running radar on the side of the

road when, up ahead, you see a Porsche overtaking a semi. Before, you had to wait for the smaller, faster Porsche to pass the large semi before attempting to clock its speed. But no more. Now you simply depress the "Fastest" button on the Remote Control. Because sophisticated DSP programming enables the Eagle to identify each signal, the target speed will be that Porsche."

In addition to these features the CPU has a second serial port, allowing it to output data to a serial printer or computer device. It also has another outlet for a second radar head.

The compact size of the Eagle should make it ideal for agencies attempting to make their passenger compartments air bag friendly. They are also ideal for motorcycle patrol or for discreet complaint zone monitoring.

For further details on the new Eagle series of radar units contact Kustom Signal at (905) 629-9171 or Fax (905) 629-9184 or write them at 5035 Timberlea Bl., Mississauga, Ontario L4W 2W9.



You Are Invited!

The Prairie Provinces Chiefs Of Police Association



In conjunction with their annual Conference
Would like to invite you to attend their

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Hosted by the
Prince Albert City Police
Prince Albert, Saskatchewan
May 18 to 20, 1994

At the Marlborough Inn

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Up-Coming Events

May 11 - 14, 1994

Region 17 Police Canine Association Dog Trials Brampton - Ontario

This event is expected to draw a large number of entrants to Chinguacousy Park (Queen St. & Bramalea Rd.) for a public demonstration on May 14. For entrant information contact Mike Bowman or Rick Capel (905) 453-3311 Ex.7381.

May 13, 1994

Peel Regional Police Pipe Band An Evening Of World Class Piping Brampton - Ontario

This event, being held at the Central Peel Secondary School, 32 Kennedy Rd. North, Brampton, will feature the Peel Police Pipe Band with World Piping Champion Superintendent John Wilson of the Strathclyde Police in recital. For tickets and further details call Malcolm Bow (519) 654-9655 or (905) 453-3311 X2100.

May 15 - 17, 1994

Canada National Safety Council National Conference Saint John - New Brunswick

The Canada Safety Council is joined by the New Brunswick Safety Council to present this 25th Annual Symposium on Safety. For further details call (613) 739-1535 or Fax (613) 739-1566.

May 18 - 20, 1994

Prairie Provinces Police Chiefs Assn. Conference & Trade Show Prince Albert - Saskatchewan

The Prairie Provinces Police Chief's Conference will be holding its annual

Trade Show in conjunction with their conference. The show will have 30 booths displaying a variety of law enforcement products. All members of law enforcement agencies are invited to attend the displays over the three days of the event. For further details contact Chief Greig McCullagh at (306) 953-4240 or Fax (306) 764-0011.

May 25 - 27, 1994

**Radiocomm '94
Vancouver - British Columbia**
"Wireless Communication - Canada's Growth Industry" is this year's theme. This is Canada's only show dedicated to mobile communications and is sponsored by the RadioComm Association of Canada. For further details call Harley Austin or Yvonne Hircock (416) 252-7791 or Fax (416) 252-9848.

May 29 - June 1, 1994

**44th Annual Convention of the
Ontario Traffic Conference
Owen Sound - Ontario**
This year's conference will be held at the Bay Shore Inn in Owen Sound. Persons wishing further details are encouraged to phone (416) 598-4138 or Fax (416) 598-0449.

June 12 - 15, 1994

**4th International ASAP Conference
Toronto - Ontario**
The Metro Toronto Special Committee on Child Abuse will host the Association for Sexual Abuse Prevention Conference. For further information call (416) 440-0888 or FAX (416) 440-1179.

June 20 - 24, 1994

**Advanced Homicide Seminar
Toronto - Ontario**
The Metropolitan Toronto Police Homicide Squad will be holding its 12th annual seminar at the Skydome Hotel. Information will be available in Blue Line Magazine in the near future. For details contact the committee at (416) 324-6150 or Fax (416) 324-6151.

June 26 - 29, 1994

**Ontario Association of Chiefs of
Police Trade Show
Oshawa - Ontario**
The OACP will hold its annual Trade Show in conjunction with its annual Conference. The Trade Show will be held at the Durham College Campus, Oshawa. The Trade Show is expected to draw over 90 companies and the show is open to all police, fire and ambulance personnel for the entire three-day show period. For further details contact John Rycroft (905) 649-2203 or Fax (905) 443-5053.

June 27 - July 1st, 1994

**CIS-MOIA Training Conference
Windsor - Ontario**
The Canadian Identification Society will be holding their annual training conference in Windsor. The conference is being hosted by the members of the Windsor Police Forensic Identification Branch. For additional details contact Sgt. Al Brown or Mike Skreptak at (519) 255-6645 or (519) 255-6646.

June 26 - 29

**Quebec Association Of Chiefs Of
Police Trade Show
St. Hubert - Quebec**
This trade show will be hosted this year by the St. Hubert Police and will include 33 companies displaying a wide range of products of interest to law enforcement. For further details contact Directeur Pierre Trudeau at (514) 445-7684 Fax (514) 445-7725.

August 17 - 21, 1994

**CATAIR AGM '94
Mississauga - Ontario**
The Canadian Association of Technical Accident Investigators and Reconstructionists will be holding a

four day seminar/conference hosted by the Ontario Provincial Police on the subject of "Human Factor Influencer in Traffic Crashes. For further details on the seminar or on becoming a member contact Bob Scott (905) 874-3147 or FAX (905) 874-4032.

August 21 - 26, 1994

**C.L.L.A. Workshop '94
Edmonton - Alberta**
The RCMP "K" Division Drug Enforcement Branch and the RCMP Edmonton Drug Section will be hosting the annual "Clandestine Laboratory Investigator's Association workshop. There will be a trade show in conjunction with this event. For further details about the event contact Cpl. K.J. Graham at FAX 403 945-5579 or phone (403) 945-5533.

November 9 - 10, 1994

**Greater Metro Toronto Police Trade Show
Scarborough - Ontario**
The staff of the Metropolitan Toronto Police College in conjunction with Blue Line Magazine will host their second annual trade show. This event will attract over 50 companies and individuals with products and services of interest to law enforcement. The show is open to all emergency services personnel. For further details contact Paul Vorvis at (416) 324-0590 or Fax (416) 324-0597.

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Policing - The Edmonton Experience", includes a 15 minute video and material designed to assist other agencies that are planning to implement Community Policing. The Community Policing Package is priced at \$120.00 Canadian. For further details, write to Community Policing Office, Edmonton Police Service, 9620-103A Avenue, Edmonton, Alberta T5H 0H7, Phone (403) 421-2351 or Fax (403) 421-2808.

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Impaired Driving: Forming Reasonable Grounds

Gino Arcaro - Jordon Publications - \$33.00

Reviewed by Morley Lymburner

At long last here is Gino Arcaro's definitive text book on drinking and driving in Canada. This book is a result of considerable effort on the part of Gino and his staff to research and develop an all inclusive, authoritative and up-to-date book. This text is all of this and more.

One of the great concepts in this book is the citations of case law and boxed sections of text that give examples of the specific points discussed in the case law.

This book contains nine chapters that are in the following order:

1. Impaired Driving
2. Care Or Control While Impaired
3. Operate & Care or Control Over 80mgs.
4. Over 80mgs. - Approved Screening Device
5. Over 80mgs.- Breathalyzer Tests
6. Over 80mgs. - Blood Samples
7. Refuse/Fail to Comply With Demand
8. Charter Violations
9. Release Procedures

These Chapters include a total of 201 subjects which explain the points to prove and why each point is necessary to prove

based on either criminal law or subsequent case law.

The index is quite comprehensive and is a great help to persons who may be looking for key words to search.

Perhaps it would be of value for you to read the words of Divisional Inspector Robert Sauder of the Niagara Regional Police regarding this book.

"Written material may significantly compliment classroom learning and practical experience in order to acquire the knowledge of applying procedures to solve drinking and driving occurrences."

"Therefore, I recommend this textbook to police officers, law enforcement teachers and students for two reasons. It explains Impaired Driving and Over 80mgs. laws and procedures primarily for the benefit of police officers and law enforcement students. The author is a former police officer who presents the material from a police officer's perspective."

"I encourage officers and students to use this book as a learning aid and as a reference guide when applying these laws

in daily practice."

Considerable confusion still exists in the minds of the public and even many police officers as to what they are dealing with in drinking driving violations. A simple point acknowledged in Gino's book is that the word "Impaired Driving" is an improper acronym. It is not the driving which is impaired but the driver's ability to drive which is impaired.

Being an old time Breathalyzer Technician myself (Class of '77) I did see one point that raised the hair on the back of my neck. The constant use of the word "machine" to describe the breathalyzer. My old instructor's poem came back to me;

*Roses are red
Breathalyzer's are green
It's also an instrument
Not a machine!*

I am sure this will be corrected in the next edition.

This book has made Blue Line's preferred reading list and information on purchasing a copy can be found on page 2 of this issue.



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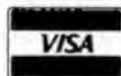
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