

ANNUAL REPORT
OF THE
POLICE DEPARTMENT

LINCOLN, NEBRASKA



1943

COMPLIMENTS OF
JOSEPH T. CARROLL
CHIEF OF POLICE

TERRIFIC - STREET
SOMEHOW - HAZARD



JOSEPH T. CARROLL
CHIEF OF POLICE



LLOYD J. MARTI
MAYOR



COBE S. VENNER
DIRECTOR OF PUBLIC SAFETY AND WELFARE

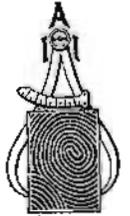


JOSEPH T. CARROLL
CHIEF OF POLICE



CITY OF LINCOLN
NEBRASKA

POLICE DEPARTMENT
COBE S. VENNER, DIRECTOR



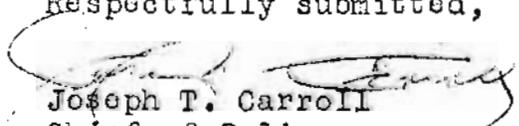
Mr. Cobe S. Venner, Director
Public Welfare and Safety
Lincoln, Nebraska

Dear Sir:

I am submitting herewith the Annual Report
of the Lincoln Police Department for the year ending
December 31, 1943.

As a result of these abnormal times, this
has been a most complexing year for the Police Department,
but it is with pride that I report that, with the handicap
of the rapid turnover in personnel, the Department has been
successful in attaining many achievements which have
reflected credit to the Department and the City of Lincoln.

Respectfully submitted,


Joseph T. Carroll
Chief of Police

DEPARTMENT OF POLICE

Lloyd J. Marti.....Mayor
Cobe S. Venner.....Director of Public Welfare and Safety
Joseph T. Carroll.....Chief of Police
Eugene H. Masters.....Captain of Detectives
Harold A. Knadle.....Captain of Traffic
C. H. McCurdy.....Night Captain of Police
Clinton C. Kurd.....Night Lieutenant of Traffic
Robert H. Davis.....Lieutenant in Charge, Property
Everett Rudisil.....Superintendent, Identification Bureau

*

POLICE DEPARTMENT PERSONNEL

Year of 1944

		<u>Yearly Salary</u>
1	Chief of Police	\$ 3480.00
3	Captains	2580.00
2	Lieutenants	2264.88
2	Morals Squad	2202.00
1	Bureau of Identification	2076.00
5	Sergeants	2076.00
2	Vice Squad	2076.00
9	Detectives	2076.00
7	Cruiser Officers	1950.00
11	Motorcycle Officers	1950.00
23	Patrolmen	1950.00
2	Jailors	1950.00
1	Mechanic	1950.00
1	Traffic Maintenance Shop	1824.00
1	Meter Collector	1634.88
1	Traffic Clerk	1634.88
1	Suburban Patrolman	1508.88
1	Receptionist	1382.88
1	Matron	1382.88
1	"	1320.00
2	Traffic Maintenance Shop	1320.00
1	Cook	990.00
1	Traffic Clerk	924.00
1	Part-time Patrolman	840.00

82 Total

Separations from the Department during 1943.....20
 Hired during 1943.....21

FOREWORD

The compiled data in this book pertains to the activities of the Police Department during 1943. The important role played by the Police Department in this present emergency is reflected in the many new activities experienced during this past year.

One of the most important problems confronting the Department during 1943 was the change of personnel; over one-fourth of the entire personnel left the Department during the year to join the armed forces or to take other employment. It is gratifying to note that in replacing these experienced men with new recruits, it was not only possible to maintain the high standard of police service previously enjoyed by the Department but it was also possible to attain new records in branches of the Department.

It is with pride that I report that the data herein contains a record of not only fewer traffic accidents but a new all-time low in the history of the Department in the number of traffic fatalities for the year of 1943. This record has been accomplished through the education and enforcement program of the Traffic Division and the fine support and cooperation of Lincoln's drivers and pedestrians.

The report of the Criminal Division has also reflected credit to the Department. Although some types of crimes reported showed an increase in 1943, the recovery of stolen property and the apprehension of criminals also increased. A murder was reported during the year of 1943 which, after a thorough investigation by the Detective Bureau of the Police Department, resulted in the arrest of the murderess. Records of arraignments in Municipal Court show that it was the first such arraignment in the Court since 1928.

The extra duties brought about because of the war have been met in stride by the Department. These include problems pertaining to the Lincoln Air Field being maintained adjacent to the city. The success of the solution to these problems result greatly from the fine cooperation of the Military Police and other army officials.

At the request of Federal authorities, investigations have been conducted regarding hundreds of individuals who are taking an important part in war industries or in the armed forces.

Although we realize the many improvements and achievements yet to be made within the Department, I am happy to report the progress made within the past year and am fully aware that this success could not be accomplished without the splendid cooperation furnished the Police Department by the citizens of Lincoln, the City Council, the Directors, other City Departments, newspapers, and all Federal, State and local enforcement agencies.

- Joseph T. Carroll
Chief of Police

DETECTIVE BUREAU

The Detective Bureau, under the direction of Captain Masters, is composed of thirteen men. Eleven of the men work as plainclothesmen and two men in uniform. While there were several changes in the Bureau during 1943, the number of men was not increased. Four Detectives are assigned to the Bureau during the daytime and five at night. The other four men work a split shift. During 1943, Detective Sergeant McCurdy was promoted to Night Captain of Police and is now in charge of the night force. Detective Graves, who formerly had charge of the Pawnshop detail, was promoted to the rank of Detective Sergeant and is now on the Moral Squad. Paul Beave was promoted from night Street Sergeant to the rank of a Detective. Cruiser Officer Walter Sutfin was also promoted to the rank of Detective during 1943. Detective Harbaugh, who had been working on the night shift, was assigned to day duty and replaced Detective Graves on the Pawnshop detail. Cruiser Officer Dale was promoted to the rank of Sergeant and works out of the Bureau as a Uniform Officer.

During the day the Detectives work alone, each of them having a particular assignment. Detective Fischer is in charge of the Juvenile work and attends to practically all cases dealing with Juveniles. Detective Davis is in charge of the bad check detail and cooperates with the retail stores and the Credit Bureau on these matters; he also assists the local stores with Shoplifting and fraudulent charge cases. Detective Harbaugh is in charge of the Pawnshop detail; he picks up the sales slips from the shops, gives them warnings in regard to various stolen articles and keeps the files which are used in connection with this detail. Detective Robbins is in charge of the Firearms instruction and trains all officers in the proper use of firearms; it is also his responsibility to see that all firearms are in proper working condition. The above Detectives also answer and investigate all calls which are received by the Bureau during the daytime.

At night the Detectives are assigned to Cruiser cars, two men riding in each car. Each car is assigned a district in the City and it is the duty of the men in this car to check this District for break-ins, open windows, fires, etc. Detectives Kerl and McKinney work wild; by that we mean that they can be sent on calls any place in the City. These two men also have a district which they must check during the night. Detectives Beave and Sutfin are assigned to the business district from 10:00 P.M. to 8:00 A.M. and answer all calls which are received in their district. Detective Goodwin rides with a Uniform Officer and they have the northeast part of Lincoln to check; this includes the suburbs of Bethany and Havolock. All of these men can be used on any call in case of an emergency.

Detective Bureau (con't)

Detective Sergeants Valentine and Graves are assigned to the Moral Squad. It is their duty to investigate all complaints in regard to gambling, prostitution, and liquor law violations. These two Officers work a split shift, coming to work at 2:00 P.M. and working until midnight, but they can vary their hours so that they are available when most needed. They also make all investigations which are requested by the Federal Bureau of Investigation, along with investigations for the Chief of Police and the City Council. It is also their duty to work in close conjunction with the Health Department and the Army authorities in the curbing of Prostitution. Reports are made by these officers to the Chief of Police each day.

The two uniformed men in the Bureau are Sergeants Graves and Dale. Their duties consist of checking beer taverns and liquor stores. These two Officers work from 3:00 P.M. to 2:00 A.M., but like the other two members of the Moral Squad, can vary their hours to meet the various needs of the Department. These men assist in the handling of traffic each day during the peak hours, and are also used in the handling of traffic during football games and other special events. These Officers make a daily report to the Chief of Police.

TRAFFIC BUREAU

The Traffic Bureau of the Police Department established many new records in its activities during 1943. An all-time low for Lincoln's traffic fatalities was the outstanding achievement credited to this Bureau.

Since traffic records have been kept by the Department, covering a period of nearly twenty years, Lincoln has been charged with traffic fatalities ranging from 5 to 18 each year. It was not until 1943 that a new low of 3 fatalities was recorded. Due to this remarkable record, another record was established in the number of consecutive days without a traffic fatality. The previous record of consecutive deathless days was set in 1941, when Lincoln enjoyed 205 deathless days. This year Lincoln completed 217 days without a traffic fatality, a record which was broken when a 3 year-old tot was crushed to death by a City Lines bus.

Copies of our local traffic accident statistics are forwarded each month to the National Safety Council, which organization maintains traffic records for all cities in the United States. In their analysis, Lincoln is classified with 71 other cities in the population group of 50,000 to 100,000. In 1942, Lincoln ranked 16th in this group, but during 1943, advanced to the 4th place among the 72 cities in this category. It might well be noted that the three cities leading Lincoln in this analysis all have a population much smaller than Lincoln.

It is the belief of the Bureau that the establishment of these records was possible only through the combination of the enforcement and preventitive measures taken by the Department in 1943 and the special efforts made by the majority of Lincoln's driving public who have realized the importance of traffic safety and gave excellent cooperation to safety programs.

The degree of enforcement that helped establish these records is reflected in the Municipal Court records. More money was received in traffic fines in 1943 than any previous year. The money received in this manner is credited to the Lincoln school fund.

Other contributing factors to our new safety records include the Juvenile Traffic Court which is held each Saturday. The parent is directed to accompany the youthful offender to Court so that he might be familiar with the violation. These youthful violators are given two alternatives in the disposition of their violations. They may pay the assessed fine or, if they so desire, their driver's license is suspended for a period of time which the Judge feels suitable, according to the seriousness of the violation, usually 30 days. Before the driver's licenses can be returned, these violators must write a thesis on some traffic safety phase; they are assisted by police officers in compiling data for these theses. In addition, they are given a written examination on traffic safety, rules and regulations. This particular program tends to make the juvenile realize true traffic safety and, consequently, he becomes better prepared for his part in the safety programs of the future.

Traffic Bureau (continued)

With nearly a one hundred per cent turn-over in the traffic department's personnel in the past year, it has successfully met new problems arising from the war effort. In addition to safely escorting many military units through the city, it has found time to make safety improvements in traffic conditions throughout the city, examples of which include the traffic count survey of the arterial streets throughout the city, the elimination of many stop signs which included all stops on 11th Street and the installation of traffic signs at intersections which were found to be hazardous.

A taxi-cab ordinance which was recommended to and passed by the City Council is a definite traffic safety improvement.

It is realized that, although fewer accidents were recorded in 1943 where property damage, personal injuries, or fatalities occurred, the Bureau is still desirous of other improvements for later records.

It is sincerely believed that, with the continued cooperation of Lincoln's driving public, it is not impossible for Lincoln to experience an entire year without a traffic fatality. Every effort will be made so that 1944 will be that year.

NIGHT POLICE ACTIVITY

The responsibilities of Lincoln's night shift of police officers are numerous. Arrest records show that during 1943, four-fifths of all persons jailed were committed during the night hours.

Directing night criminal police activity is Captain C. H. McCurdy, who has been with the department criminal division for 16 years. Lieutenant Clint Hurd, 18-year veteran of the Traffic Department, is in charge of traffic work. A desk sergeant, jailor and matron make up the rest of the "headquarters personnel".

At night, the congested downtown district is parcelled out in eight separate beats. Other beats are in College View, Bethany, University Place, Havelock, and the CB&Q depot and vicinity. Each beat is patrolled by a foot officer.

In addition to traffic duties, the night foot officer patrols regularly all beer taverns, pool halls and places of amusement on his beat. During his early hours, the foot officer controls traffic at busy intersections; after traffic has quieted, he starts to patrol alleys on his beat, checking each business house for unlocked windows or doors. During 1943, more than 1,500 business houses were found unlocked, and in each case attempts were made to notify the manager.

Mobile equipment of the night police is five cruisers and three motorcycles, each car manned by two officers. One car is manned by two detectives who work in the congested district. Another detective car works on call throughout the city, being assigned to general criminal investigations. The morals squad, consisting of two uniformed officers and two plainclothes officers, work mainly the downtown area, checking for gambling, prostitution and liquor violations.

Residential and outlying areas of the city are divided into six districts, and are covered by three cruisers and three motorcycles, which cover fires, accidents, traffic, and complaint calls, besides checking their respective districts.

All new men on the force are first assigned to night duty. It is to night officers, therefore, that their apprentice training is charged.

MAINTENANCE DEPARTMENT

The year of 1943 has been, indeed, a very complex one for the maintenance department. The details involved with the rationing of food, the difficulty of obtaining uniforms, which have been so necessary because of the rapid changes in personnel caused by the induction of many officers into the armed forces, and the difficulty of obtaining replacement and repair parts for automobiles and motorcycles have been somewhat of a problem. Fortunately, our mechanical and radio repair department has not been disturbed because of the war but has, through the special efforts of the employees, kept our units in service despite the fact that some of these units have traveled well over 100,000 miles.

Our police activity, due to the war industries located here and the large Army Air Base nearby, has greatly increased but we have not curtailed any of our service -- merely worked harder to meet the emergency. At the present time, 50% of our automobiles have two-way communication while the rest have one-way only, including the motorcycles. As soon as the equipment is available, all cruiser cars will be equipped with two-way service.

The past year has seen considerable improvement in the Records Bureau. For instance, in a moment's notice we can tell you the miles that any one of our cars has traveled, just how much gas it has used, as well as repair and tire information, when it was last overhauled, or the cost of operation. Many of our cars travel as many as 3,500 miles per month and, not being able to obtain new cars during the past year, naturally our problems of maintenance increased.

We have also installed many other new records which will help us to be of greater service to the public, although they are now housed in makeshift cabinets. As soon as new filing cases can be obtained, all records will be placed in one central records bureau.

Other new activity will include a later and better photograph studio, including photostat records, as well as a small printing plant which will enable officers of this department, as well as other departments, to get our information in printed form.

When our records bureau has been completed, it will conform to the recommendations of the Federal Bureau of Investigation which has generously contributed their aid and suggestions in establishing this records system.

BUREAU OF IDENTIFICATION

During the past two or three years the activities of the Bureau of Identification have increased greatly, due to the National Emergency. However, all the work is being carried on by one man, Everett Rudisil, who has been in charge of this work for the past fifteen years.

During 1943, the Bureau of Identification did a large amount of work for Military and Civil authorities, not directly connected with Criminal Identification. For example, 900 persons were fingerprinted for civil authorities. The majority of this number were persons working for local firms engaged in filling war contracts and were ordered fingerprinted by Army authorities. Also WACS, WAVES, and civil service applicants were fingerprinted, as were a number of citizens who desired their fingerprints on file for identification purposes.

During the year the City Council passed an ordinance requiring all applicants for a Taxi Driver's license to be fingerprinted. To date, 93 have been fingerprinted.

The number of criminal fingerprints taken during 1943 increased by over 200 the number taken during 1942.

The number of civilian fingerprints on file at the end of 1943 totaled 801. This file is kept entirely separate from the criminal files. In it are filed the fingerprints of citizens who desire that their fingerprints be on file for identification purposes.

During the year 3,399 inquiries were answered. This is an increase of almost 1,000 over 1942. These inquiries were all letters asking about criminal records. Most of them were from the Military Authorities, or firms engaged in defense work. There were also a large number of verbal inquiries to which there was no written answer made. There was probably more such inquiries concerning criminal records than there were written inquiries; however, no record of the number was kept.

The Bureau of Identification makes investigation at the scene of the crime, on major burglaries and all other serious crimes, in addition to the investigation made by the Detective Bureau, for latent fingerprints and other evidence. A number of latent fingerprints were found at the scene of the crime, in a number of cases, which upon comparison with the fingerprints on file in the Bureau, identified the person committing the crime.

Report
Of
Identification Bureau

	<u>1943</u>	<u>1942</u>
Number of fingerprints received and filed	306	195
Number of persons fingerprinted and mugged (Criminal)	968	758
Number of persons fingerprinted for civil Identification	900	2,080
Number of photographs taken for Civil Identification	69	208
Inquiries answered	3,399	2,550
Identifications of local criminals	28	32
Identifications of outside criminals	34	35
Fingerprints filed in Civil files	384	417
Fingerprints removed from Criminal files	30	319
Persons wanted, identified by means of fingerprints	5	2
Cases solved by means of latent fingerprints	1	1
Remuggs	14	0
Number of fingerprint cases in Court	0	1
Total number of criminal fingerprints on file Dec. 31, 1943		21,345
Total number of criminal photographs on file " " "		7,962
Total number of civilian fingerprints on file " " "		801

COMPARISON OF ARRESTS FOR 1942 AND 1943

Type of Offense	1943	1942
Arrested for outside authorities	23	19
Assault	8	10
Auto Theft	8	10
Bastard		1
Begging	21	20
Breaking and Entering	10	15
Carrying Concealed Weapons	2	
Chicken Theft	2	1
Contributing to delinquency of minor	2	3
Deserter		5
Disorderly Conduct	83	10
Disturbing the Peace	54	60
Driving car with improper lights	1	
Driving car with improper brakes	15	23
Driving car, no driver's license	204	207
Drunkenness	1202	1162
Drunk and Driving car	46	59
Failure to stop after accident	12	20
False pretenses, obtaining money & property under		3
Forgery	11	17
Gambling	14	2
Held for Health Department	73	76
Indecent Exposure of person	10	1
Inmate disorderly house	20	7
Insanity	4	3
Investigation	1418	602
Keeping a disorderly house	8	3
Larceny, Grand	8	5
Larceny, Petty	54	34
Malicious destruction of property	4	
Maintaining a gambling resort	6	8
Miscellaneous	10	25
Murder	1	
No-fund checks	5	2
Non-support	2	1
Receiving Stolen Property		2
Reckless Driving	123	145
Resisting an officer		3
Robbery, armed		1
Safekeeping	731	197
Speeding	371	439
U-turn in prohibited area	113	90
Vagrancy	6	16
Violating arterial stop	193	232
Violating auto muffler ordinance	3	2
Violating automatic signals	163	113
Violating bicycle ordinance	102	110
Violating liquor ordinance	11	32
Violating parking ordinances	12430	5855
Violating peddling ordinance	2	4
Violating pure food law	1	
Violating school stop	18	47
Violating Sunday closing ordinance		2
Violating traffic ordinances, misc.	300	194
Window Peeping	6	2
Sodomy	4	
Shooting with intent to wound	1	
TOTAL	17,978	9,985
Meals Served.....	21,280	21,363

ARREST REPORT

YEAR OF 1943

Offense	Under 21		21 and over		Soldiers	Total
	Male	Female	Male	Female		
Arrested for outside auth.	17	7	12	2	0	38
Assault	5	0	3	0	0	8
Auto Theft	8	0	2	0	1	11
Begging	0	0	30	0	0	30
Breaking and entering	7	0	3	0	0	10
Carrying concealed weapon	1	0	1	1	0	3
Chicken theft	2	0	0	0	0	2
Cont. to delinq. of minor	0	0	2	0	0	2
Deserter	0	0	0	0	5	5
Disorderly conduct	0	7	5	42	29	83
Disturbing the peace	14	1	36	4	3	58
Drunk	16	4	1121	54	1	1196
Drunk and driving	0	1	44	1	6	52
Embezzlement	0	0	1	0	0	1
Forgery	7	0	3	1	2	13
Gambling	0	0	14	0	0	14
Held for health department	1	38	5	38	0	82
Indecent Exposure	1	0	13	0	0	14
Inmate of disorderly house	0	1	13	9	0	23
Insanity	0	0	2	2	0	4
Investigation	175	61	164	52	0	452
Keeping a disorderly house	0	0	2	3	0	5
Larceny, Grand	2	2	1	1	1	7
Larceny, Petit	12	9	23	13	0	57
Mal. destruction of prop.	3	0	2	0	0	5
Maintain a betting estab.	0	0	7	0	0	7
Miscellaneous	0	0	7	0	0	7
Murder	0	1	0	0	0	1
Non-Support	0	0	2	0	0	2
No-Fund check	0	0	4	0	0	4
Resisting arrest	0	0	3	0	1	4
Safekeeping	37	3	112	4	1495	1651
Shooting w/i to wound	0	0	1	0	0	1
Trespassing	0	0	4	0	0	4
Vagrancy	1	0	4	1	0	6
Violation of liquor ord.	6	0	10	0	0	16
Violation Peddling ord.	0	0	2	0	0	2
Vio. Pure Food Law	0	0	1	0	0	1
Window Peeping	1	0	5	0	0	6
TOTAL	316	135	1664	228	1544	3887

STOLEN PROPERTY REPORT

YEAR OF 1943

MONTH	STOLEN	RECOVERED	NOT RECOVERED
January	\$ 2,272.50	\$ 2,062.45	\$ 210.05
February	3,764.01	3,225.00	539.01
March	5,702.52	5,262.70	439.82
April	12,480.25	12,094.50	385.75
May	3,231.10	2,822.14	408.96
June	3,780.25	3,340.25	440.00
July	3,415.64	2,137.72	1,277.92
August	5,464.54	6,923.41	1,458.87 (Credit)
September	5,637.40	4,889.40	748.00
October	5,707.61	5,418.20	289.41
November	6,832.55	6,062.30	770.25
December	3,447.46	3,042.98	404.48
TOTAL	\$61,785.83	\$57,281.05	\$4,504.78

STOLEN PROPERTY REPORT

YEAR OF 1942

MONTH	STOLEN	RECOVERED	NOT RECOVERED
January	\$10,541.89	\$ 7,168.58	\$3,372.31
February	3,495.97	2,635.00	860.97
March	5,303.68	4,947.20	356.48
April	3,598.94	3,335.50	263.44
May	12,435.07	11,933.74	501.33
June	7,199.15	6,492.50	706.65
July	2,651.61	1,923.00	728.61
August	3,332.70	2,920.45	412.25
September	5,067.53	4,536.00	531.53
October	3,656.87	3,309.00	347.87
November	2,151.89	1,180.00	971.89
December	1,565.68	1,026.75	538.93
TOTAL	\$61,000.98	\$51,408.72	\$9,592.26

The above tables include stolen cars.

ANALYSIS
of
STOLEN PROPERTY REPORT

While there was an increased number of offenses reported to the Police Department during 1943, a comparison of the stolen property reports for 1942 and 1943 shows that the value of the property stolen in 1943 was only \$784.85 greater than in 1942. A further comparison shows that in 1942 the amount of property unrecovered was \$9,592.26, but in 1943 the amount unrecovered was \$4,504.78. It will also be noted that in August, 1943, the amount of property reported stolen was \$5,464.54 and the amount recovered was \$6,923.41. The value of the property recovered amounted to \$1,458.87 more than the amount reported stolen. The Department believes this report to be a very fine record for a City of Lincoln's size.

OFFENSES REPORTED

YEAR OF 1943

Type of Offense	Number	Cleared by Arrest	Not Cleared By Arrest
Murder	1	1	0
Aggravated Assault	6	1	5
Burglary	102	38	64
Larceny, \$50 and over	33	6	27
Larceny, under \$50	966	114	852
Auto Theft	110	35	75
TOTAL	1218	195	1023

OFFENSES REPORTED

YEAR OF 1942

Type of Offense	Number	Cleared by Arrest	Not Cleared By Arrest
Robbery	8	4	4
Aggravated Assault	2	1	1
Burglary	62	31	31
Larceny, \$50 and over	20	3	17
Larceny, under \$50	748	147	601
Auto Theft	102	43	59
TOTAL	942	229	713

ANALYSIS

of

OFFENSES REPORTED

A comparison of the number of offenses reported to the Department in 1942 and 1943 shows that there were 276 more offenses reported in 1943 than in 1942. Some of this increase is due to the fact that all officers were instructed to make a report of all offenses reported to them, no matter how trivial. It will be noted that the offenses for larceny under \$50.00 increased from 748 in 1942 to 966 in 1943. This increase is due to the number of bicycles stolen during 1943. In 1942 we had 371 bicycles stolen, but in 1943 there were 643 bicycles reported stolen. Of the 643 bicycles stolen, 618 were recovered. During 1943, there was not one armed robbery reported to the Department. There was one Murder reported during 1943 and the records show this case cleared by an arrest. The defendant in this case is awaiting trial at this time. There was a slight increase in the number of Automobiles stolen, but all cars were recovered. There was also an increase in the number of Burglaries reported during 1943.

COMPARATIVE ANALYSIS
of
ACTIVITIES OF WOMEN'S WARD

Offense	1941	1942	1943
Attempted Suicide	0	1	0
Carrying concealed weapon	0	0	1
Destroying city property	0	1	0
Disorderly conduct	5	5	47
Disturbing the peace	0	5	5
Drunk	33	50	58
Drunk and Driving	3	7	1
Federal prisoners	3	6	2
Forgery	1	2	0
Held for Health Department	7	74	87
Held for juvenile authorities	0	1	3
Inmate of disorderly house	13	3	9
Insanity	0	1	0
Investigation	16	37	95
Larceny, Grand	2	0	3
Larceny, Petit	0	0	21
Misrepresenting age to buy beer	0	1	0
No Fund check	0	0	1
Operating a disorderly house	1	3	4
Runaways	5	10	18
Reckless driving	0	1	1
Safekeeping	0	6	4
Selling liquor without license	3	0	0
Speeding	0	1	0
Vagrancy	1	0	1
TOTAL	93	215	361

COMPARATIVE ANALYSIS

OF

JUVENILE CASES

Month	1942	1943
January	78	113
February	101	112
March	106	160
April	80	124
May	157	110
June	92	96
July	101	99
August	96	98
September	95	100
October	120	139
November	117	101
December	116	49
TOTAL	1268	1301

The following is a summary of the number of open doors and windows reported by officers during the year of 1943:

January.....	130
February.....	128
March.....	145
April.....	118
May.....	162
June.....	173
July.....	123
August.....	134
September.....	72
October.....	115
November.....	105
December.....	108
Total.....	1513

Activities
of the
TRAFFIC MAINTENANCE SHOP

Signs installed in 1943:

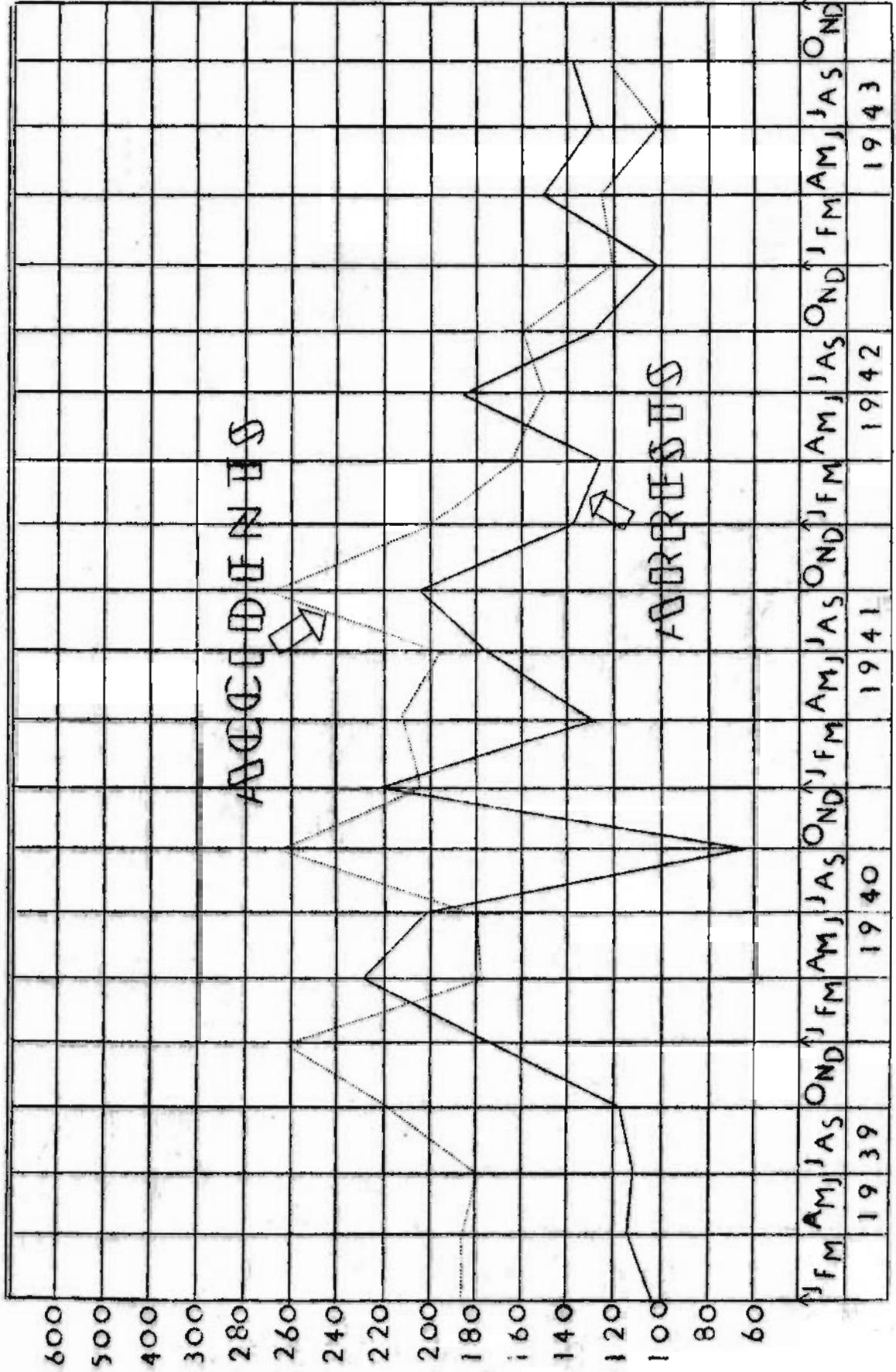
New stop signs.....	70
Refinished stop signs.....	253
Refinished slow signs.....	36
Refinished "No Parking" signs.....	22
Refinished parking limit signs.....	118
Special signs.....	64

Lines painted in 1943:

15-Minute stalls.....	433
Yellow curb at schools.....	18,225 feet
White traffic lines.....	63,321 feet
Red curb.....	19,981 feet
Yellow curb.....	3,585 feet

COLLISIONS - vs - ENFORCEMENT

5 YEAR AVERAGE



REVIEW OF 1943 TRAFFIC FATALITIES

No. 1

Everett Frank Alm, age 21, 1642 So. 16th Street. Location: 12th Street at the Oak Creek, 11:00 p.m., January 16, 1943.

Alm, the driver of the car, who was alone at the time, had been a resident of the city for about three months and was apparently not familiar with 12th Street, a narrow dirt street in the Belmont District which dead-ends at Oak Creek. Alm's car crashed through a heavy plank barricade, then went over a 25-foot bank into Oak Creek, the car landing on its top in approximately 4 feet of water. A wrecker was used in towing the car from midstream to the north bank of the creek. The body was later found, lodged under the ice, by police and firemen, about 20 feet northwest of where the car was first discovered.

Remarks: The Fire Department is to be commended for their able assistance, having to work in -10° weather and a bitter northwest wind blowing. The opinion of the investigators is that the driver was not familiar with the surroundings, also that his speed was in excess of legal and safe limits. The wooden barricade has been replaced with a reflectorized sign which is visible for approximately 400 feet.

No. 2

Shirley Darlene Campbell, age 3, 2304 No. 70th Street. Location: 68th and Leighton Streets, 5:05 p.m., September 25, 1943.

Shirley, with some older children, had been visiting inside the Bethany bus with the driver, Ray Heckman. As this is the end of the run and drivers are sometimes ahead of schedule, it is not unusual that they visit with the children, the bus being parked about 10 inches from the curb. Before resuming his run the driver had asked the children to leave the bus, which they did, using the front door. The driver closed the door and had driven approximately 15 feet when he heard a scream; he immediately stopped to investigate and found Shirley lying on the curb in an unconscious condition.

Remarks: In the opinion of the investigators, the little girl apparently had fallen between the curb and the rear dual wheels, and was crushed to death. Until this fatality had occurred, Lincoln had enjoyed 217 consecutive days without a traffic fatality. The previous record of 205 deathless days had been achieved in 1941.

Review of Traffic Fatalities (continued)

No. 3

Lawrence Witulski, age 17, 2247 Dudley Street. Location: 17th and Vine Streets, 7:39 p.m., October 25, 1943.

Witulski, driver, collided in a right angle collision in the intersection with another car driven by William Sorenson. The impact was so great that both cars were damaged almost beyond repair. Witulski was thrown from his car into the street, and the car overturned, pinning him beneath it. The five youths riding in the other car, all of whom were 17 years of age, were taken to the Hospital, two in a serious condition.

Remarks: Without question, all fatalities are tragic but this was doubly so. Lawrence Witulski, just 17, had enlisted in the U.S. Navy and, having just completed his boot training, was home on a furlough. Investigation would tend to show that the drivers of both cars were negligent, one failing to stop at the stop sign and the other driving in excess of the safe speed limit.

Table I.

TOTAL TRAFFIC ACCIDENTS FOR YEAR OF 1943

TYPE OF ACCIDENT	NUMBER OF ACCIDENTS			
	Total	Fatal	Non Fatal	Property Damage
Collision of Motor Vehicle with --				
Pedestrian.....	62	1	19	42
Other Motor Vehicle.....	1225	1	23	1201
Railroad train.....	8		3	5
Street car.....	12			12
Animal-drawn vehicle.....	1			1
Bicycle.....	52		5	47
Fixed object.....	43		3	40
Overtured in roadway.....	2		1	1
Ran off roadway.....	5	1		4
Other non-collision.....	5			5
Miscellaneous.....	4			4
MOTOR VEHICLE TRAFFIC -- TOTAL --	1419	3	54	1362
-OTHER -- Not with Motor Vehicle	1			1
TOTAL TRAFFIC ACCIDENTS	1420	3	54	1363

Table II.

PERSONS INJURED

TYPE OF ACCIDENT	NUMBER OF PERSONS			
	Total Killed	Total Injured	Severe	Slight
Collision of Motor Vehicle with --				
Pedestrian.....	1	19	11	8
Other Motor Vehicle.....	1	41	18	23
Railroad train.....		3	1	2
Bicycle.....		5	1	4
Fixed object.....		2		2
Overturned in roadway.....		1	1	
Ran off roadway.....	1	0	0	0
MOTOR VEHICLE TRAFFIC -- TOTAL	3	71	32	39
OTHER -- Not with Motor Vehicle	0	0	0	0
TOTAL TRAFFIC ACCIDENTS	3	71	32	39

Table III.

AGE AND KIND OF
PERSONS INJURED

AGE GROUP AND RACE	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Fe- Male	Total	Male	Fe- Male	Total	Male	Female
0-4 years.....	1	1		1	1				
5-9 years.....	4	3	1	4	3	1			
10-14 years.....	6	6		3	3		2	2	
15-19 years.....	10	8	2	1	1				
20-24 years.....	5	4	1						
25-34 years.....	10	6	4	2		2			
35-44 years.....	7	3	4	2		2			
45-54 years.....	8	7	1	2	2				
55-64 years.....	5	5					2	2	
65-74 years.....	5	3	2	2	2				
75 and over.....	2	1	1	1		1			
Not stated.....	8	6	2						
TOTAL PERSONS ..	71	53	18	18	12	6	4	4	
White.....	71	53	18	18	12	6	4	4	
Total Persons ..	71	53	18	18	12	6	4	4	

Table IV.

AGE AND KIND OF PERSONS KILLED

AGE GROUP AND RACE	ALL PERSONS			PEDESTRIANS			BICYCLISTS		
	Total	Male	Fe- Male	Total	Male	Fe- Male	Total	Male	Fe- Male
0-4 years....	1		1	1		1			
5-9 years....									
10-14 years..	1	1							
20-24 years..									
25-34 years..	1	1							
35-54 years..									
55-64 years..									
65-74 years..									
75 and over..									
Not stated...									
Total persons	3	2	1	1		1	0	0	0
White	3	2	1	1		1	0	0	0
Total Persons	3	2	1	1		1	0	0	0

COMPARISON OF FATALITIES

1929 -- 13

1930 -- 9

1931 -- 9

1932 -- 7

1933 -- 12

1934 -- 9

1935 -- 6

1936 -- 12

1937 -- 18

1938 -- 5

1939 -- 6

1940 -- 9

1941 -- 8

1942 -- 5

1943 -- 3

Table V.

VIOLATIONS

DRIVERS VIOLATION INDICATED	ALL ACCIDENTS	FATAL
Under influence of alcohol.....	36	
Exceeding stated speed limit.....	32	
Exceeding safe speed-but not stated speed.	29	
Did not grant right of way to pedestrian..	40	
Did not grant right of way to vehicle.....	270	
Following too closely.....	136	
Drove through safety zone.....	19	
Cutting in.....	59	
Other improper passing.....	71	
On wrong side of road--not in passing.....	41	
Failure to signal or improper signal.....	35	
Improper turn--wide right turn.....	16	
Same--cut corner on left turn.....	37	
Same--turned from wrong lane.....	41	
Other improper turning.....	26	
Disregarded Stop-&-Go Light.....	6	
Disregarded Stop sign or signal.....	39	1
Disregarded warning sign or signal.....	1	
Disregarded other traffic control.....	3	
Improper starting from parked position....	183	
Improper parking location.....	23	
Failed to turn on lights.....	1	
Other violations.....	679	2
TOTAL VIOLATIONS	1823	3
Drivers - in violation.....	1700	3
Drivers - not in violation.....	724	1
Drivers - violations not stated.....	51	
TOTAL DRIVERS	2475	4
Accidents - involving a violation.....	1323	3
Accidents - not in violation.....	71	
Accidents - violation not stated.....	25	
TOTAL ACCIDENTS	1419	3

Table VI.

HOUR OF DAY	TOTAL	FATAL	ALL ACCIDENTS
Midnight to 12:59.....	45	0	45
1:00 a.m. to 1:59 a.m.....	23	0	23
2:00 a.m. to 2:59 a.m.....	12	0	12
3:00 a.m. to 3:59 a.m.....	5	0	5
4:00 a.m. to 4:59 a.m.....	6	0	6
5:00 a.m. to 5:59 a.m.....	4	0	4
6:00 a.m. to 6:59 a.m.....	15	0	15
7:00 a.m. to 7:59 a.m.....	47	0	47
8:00 a.m. to 8:59 a.m.....	57	0	57
9:00 a.m. to 9:30 a.m.....	51	0	51
10:00 a.m. to 10:59 a.m.....	73	0	73
11:00 a.m. to 11:59 a.m.....	70	0	70
12:00 (Noon) to 12:59 p.m.....	104	0	104
1:00 p.m. to 1:59 p.m.....	56	0	56
2:00 p.m. to 2:59 p.m.....	85	0	85
3:00 p.m. to 3:59 p.m.....	110	0	110
4:00 p.m. to 4:59 p.m.....	122	0	122
5:00 p.m. to 5:59 p.m.....	178	1	178
6:00 p.m. to 6:59 p.m.....	88	0	88
7:00 p.m. to 7:59 p.m.....	62	1	62
8:00 p.m. to 8:59 p.m.....	65	0	65
9:00 p.m. to 9:59 p.m.....	47	0	47
10:00 p.m. to 10:59 p.m.....	45	0	45
11:00 p.m. to 11:59 p.m.....	38	1	38
Not stated.....	11	0	11
TOTAL ACCIDENTS	1419	3	1419

Table VII.

ACCIDENTS BY WEEK DAY	TOTAL	ALL ACCIDENTS	FATAL
Monday.....	179	179	1
Tuesday.....	209	209	0
Wednesday.....	196	196	1
Thursday.....	201	201	0
Friday.....	220	220	0
Saturday.....	263	263	1
Sunday.....	151	151	0
TOTAL ACCIDENTS	1419	1419	3

Table VIII.

ACCIDENTS BY MONTH	TOTAL	ALL ACCIDENTS	FATAL
January.....	132	132	1
February.....	92	92	0
March.....	139	139	0
April.....	105	105	0
May.....	144	144	0
June.....	127	127	0
July.....	99	99	0
August.....	106	106	1
September.....	110	110	0
October.....	139	139	1
November.....	101	101	0
December.....	125	125	0
TOTAL ACCIDENTS	1419	1419	3

Table IX.

PEDESTRIAN ACTIONS	TOTAL	Fed. Kil- led	Killed-Injured Age						SEX		
			0- 4	5- 14	15- 19	25- 44	45- 64	65- over	Not stato	Male	Fe- male
Crossing at inter- section with signal...	8		1	1		3	2	1		4	4
Against Signal (same)	3			1		1	1			2	1
No signal (same).....	2				1				1	2	
Crossing not at inter.	1					1					1
Walking in roadway....	4			2	1			1		2	2
Playing in roadway....	2	1	1	1						1	1
ALL PEDESTRIANS	20	1	2	5	1	5	4	2	1	11	9

Table X.

PEDESTRIAN CONDITION	TOTAL	ALL ACCIDENTS	FATAL
Under the influence of Alcohol.....	0	0	0
Physical defect (eyesight, hearing, etc.).....	1	1	0
Asleep, fatigued, etc.....	0	0	0
Other handicaps.....	1	1	0
TOTAL DRINKING & DEFECTS	2	2	0

Table XI.

PEDESTRIAN RESIDENCE	TOTAL	ALL ACCIDENTS	FATAL
Resident of city.....	49	49	1
Resident of Metropolitan...	1	1	0
Resident elsewhere.....	1	1	0
Not stated.....	6	6	0
TOTAL PEDESTRIANS	57	57	1

Table XII.

AGE OF DRIVER	TOTAL	ALL ACCIDENTS	FATAL
16 yrs. & under.....	14	14	0
16 yrs.-19.....	285	285	2
20-24.....	224	224	1
25-34.....	439	439	0
35-44.....	391	391	1
45-54.....	349	349	0
55-64.....	236	236	0
65-74.....	107	107	0
Not stated.....	408	408	0
TOTAL DRIVERS	2475	2475	4

Table XIII.

SEX OF DRIVER	TOTAL	ALL ACCIDENTS	FATAL
Male.....	1854	1854	4
Female.....	484	484	0
Not stated.....	137	137	0
TOTAL DRIVERS	2475	2475	4

Table XIV.

RACE OF DRIVER	TOTAL	ALL ACCIDENTS	FATAL
White.....	2225	2225	4
Negro.....	19	19	0
Other.....	1	1	0
Not stated.....	200	200	0
TOTAL DRIVERS	2475	2475	4

Table XV.

RESIDENCE OF DRIVER	TOTAL	ALL ACCIDENTS	FATAL
Resident of city.....	2013	2013	4
Resident of Metropolitan..	65	65	0
Resident elsewhere.....	247	247	0
Not stated.....	150	150	0
TOTAL DRIVERS	2475	2475	4

Table XVI.

OCCUPATION OF DRIVER	TOTAL	ALL ACCIDENTS	FATAL
Professional & business...	106	106	0
Clerical, sales, etc.....	101	101	0
Traveling salesmen.....	7	7	0
Other commercial drivers..	326	326	1
Military.....	119	119	1
All other workers.....	873	873	1
Housewives & dom. servants	240	240	0
Students.....	129	129	1
All others.....	166	166	0
Not stated.....	408	408	0
TOTAL DRIVERS	2475	2475	4

Table XVII.

APPROXIMATE SPEED (Proceeding Accident)	TOTAL	ALL ACCIDENTS	FATAL
Standing still.....	126	126	0
0-10 miles per hour.....	846	846	1
11-20 miles per hour.....	869	869	0
21-30 miles per hour.....	230	230	0
31-40 miles per hour.....	17	17	0
41-50 miles per hour.....	7	7	0
51 miles per hour and over.....	2	2	0
Not stated.....	378	378	3
TOTAL DRIVERS	2465	2475	4

Table XVIII.

MISCELLANEOUS DRIVER ACTIONS	TOTAL	ALL ACCIDENTS	FATAL
Passing other vehicle.....	10	10	0
Avoiding vehicle, object, etc..	10	10	0
Vehicle skidded-before.....	9	9	0
Vehicle skidded-after.....	30	30	0
Hit and run.....	35	35	0

Table XIX.

CONDITION OF DRIVER	TOTAL	ALL ACCIDENTS	FATAL
Had been drinking.....	32	32	0
Physical defect (eyesight, hearing, etc.).....	2	2	0
Asleep, fatigued, etc.....	2	2	0
Other handicaps.....	0	0	0
TOTAL DRINKING & DEFECTS	36	36	0

Table XX.

VISION OBSCUREMENTS	TOTAL	ALL ACCIDENTS	FATAL
Rain, snow, on windshield....	32	32	0
Windshield otherwise obs....	5	5	0
Vision obscured by load.....	3	3	0
Trees, bushes, etc.....	4	4	0
Hill crest.....	1	1	0
Parked cars.....	15	15	0
Moving cars.....	7	7	0
Blinded by headlights.....	6	6	0
Blinded by sunglare.....	6	6	0
Other obscurements.....	1	1	0
TOTAL VISION OBSCUREMENTS	80	80	0

Table XXI.

TYPE OF MOTOR VEHICLE	TOTAL	ALL ACCIDENTS	FATAL
Passenger.....	2112	2112	3
Same--and trailer or house trailer.	2	2	0
Truck.....	278	278	0
Truck tractor & semi-trailer..	1	1	0
Other truck combination.....	0	0	0
Taxicab.....	41	41	0
Bus.....	42	42	1
Motorcycle.....	10	10	0
Other vehicle.....	4	4	0
Not stated.....	97	97	0
TOTAL VEHICLES	2588	2588	4

Table XXII.

MOTOR VEHICLE DEFECTS	TOTAL	ALL ACCIDENTS	FATAL
Defective brakes.....	37	37	0
Headlights insufficient--out..	1	1	0
Rear light insufficient--out..	1	1	0
Steering mechanism defective..	3	3	0
Other defects.....	6	6	0
TOTAL DEFECTS	48	48	0

Table XXIII.

LIGHT CONDITIONS	TOTAL	ALL ACCIDENTS	FATAL
Daylight.....	1059	1059	1
Dawn or dusk.....	44	44	0
Darkness--street lights.....	294	294	1
Darkness--no street lights....	17	17	1
Darkness--light not stated....	4	4	0
Not stated.....	1	1	0
TOTAL ACCIDENTS	1419	1419	3

Table XXIV.

KIND OF LOCALITY	TOTAL	ALL ACCIDENTS	FATAL
Manf. or industrial.....	58	58	0
Shopping or business district.	747	747	0
Residential district.....	572	572	3
School or playground district.	13	13	0
Open or other.....	28	28	0
Not stated.....	1	1	0
TOTAL ACCIDENTS	1419	1419	3

Tablo XXV.

ROAD CONDITIONS	TOTAL	ALL ACCIDENTS	FATAL
Foreign material on surface..	1	1	0
Obstruction not lighted.	1	1	0
TOTAL DEFECTS	2	2	0
Road--wet, muddy.....	49	49	0
Road--snowy, icy.....	34	34	0
Traffic controls functioning.	317	317	1
At intersection.....	555	555	1
Weather--cloudy, fog, etc.	147	147	1
Weather--rain, snow, or sleet	90	90	0

Table XXVI. A.

PEDESTRIAN ACCIDENTS	ALL ACCIDENTS (Inc. pro. dan.)	TOT FAT	FATAL		NON-FATAL - INJURY			
			At Int.	Non-Int.	TOTAL Non-Fatal	At Int. Ent.	Non-Inter. Lv'g	
Car going straight...	51	1		1	15	3	5	7
Car turning right....	5				5	2	2	1
Car turning left.....	6				2			2
All others.....	1				1	1		
TOTAL PEDESTRIAN ACC.	63	1		1	23	6	7	10

Table XXVII. B.

TWO MOTOR VEHICLE INTERSECTION ACCIDENT	ALL ACC.	FATAL	NON FATAL	PROPERTY DAMAGE
Ent. at angle-both straight...	298	1	11	286
Same-one right turn, one going straight	39		1	38
Same-one left--one straight...	80		3	77
Same--all others.....	11			11
Same direction--both straight.	11		2	9
Same--one right--one straight.	14			14
Same--one stopped.....	6			6
All others.....	12			12
Opposite direction-straight...	2		1	1
Same--one left, one straight..	18		1	17
Same--one right, one straight.	5			5
Same--all others.....	9			9
Not stated.....	2			2
TOTAL	518	1	19	498

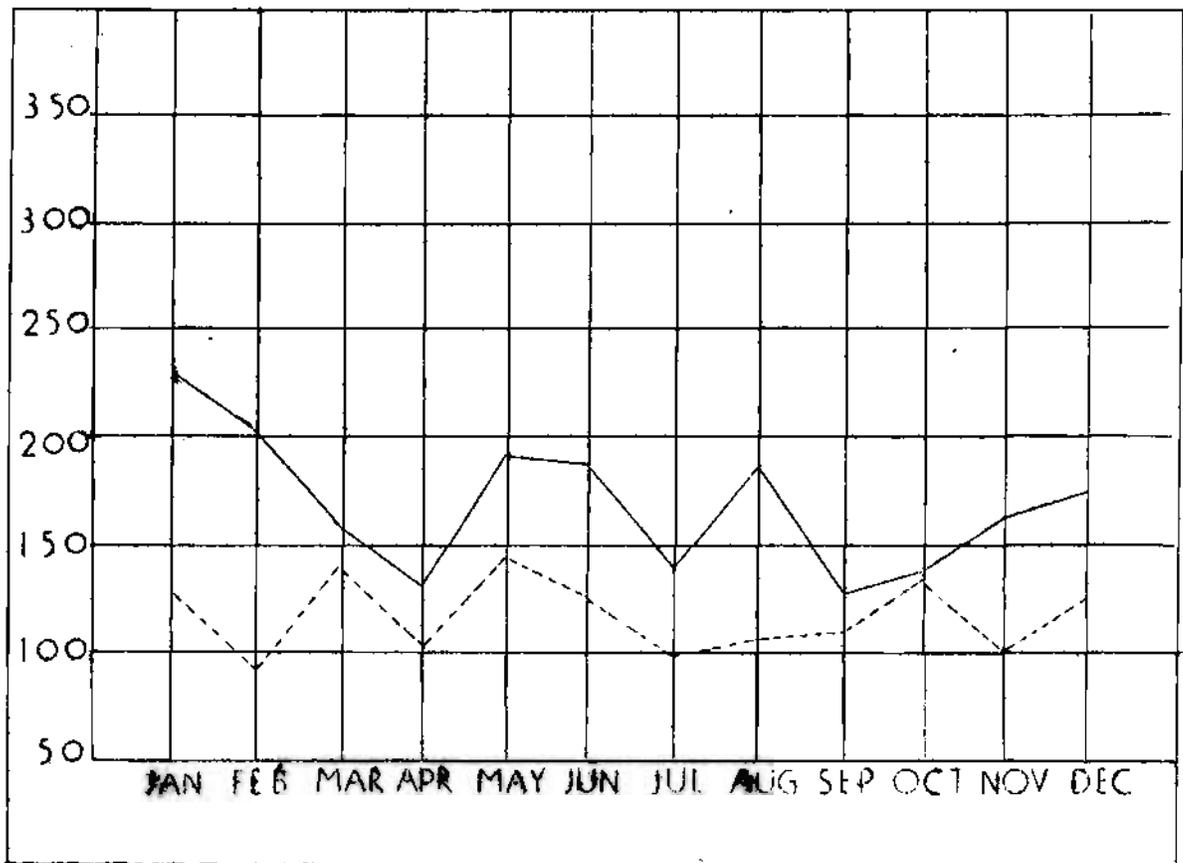
Table XXVIII. C.

TWO MOTOR VEHICLE NON-INTERSECTION ACCIDENT	ALL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
Opposite directions--head on.....	12			12
Same--sideswipe collision.....	23			23
Same direction--rear end.....	138			138
Same--sideswipe collision.....	65			65
One car parked proper location..	116		2	114
Same--improper location.....	16			16
One car stopped in traffic.....	29			29
One car forward from parked pos.	69			69
One car backward from parked pos	165			165
One car backward into parked pos	7			7
One entering--leaving alley.....	13			13
One car entering--leaving drive.	23			23
All others.....	17			17
Not stated.....	2			2
TOTAL	635		2	693

Table XIXIX. D.

ALL OTHER ACCIDENTS	ALL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
Collision with non-motor at int.	64		7	57
Same--not at intersection.....	8		2	6
Collision with fixed object.....	8			8
Same--not at intersection.....	15		2	13
Overtured in roadway, at inter.	1			1
Same--not at intersection.....	3		1	2
Overtured--then struck object...	4			4
Left roadway at curve--then over turned	1			1
Same--then struck fixed object..	4			4
Left roadway on straight road, then overtured...	2			2
Same--then struck fixed object..	10		1	9
Same--then struck other vehicle.	1	1	1	
Occupant fell--boarding or a- light....	1			1
Driverless moving vehicle.....	2			2
Mechanical failure.....	2			2
All others.....	16	1		15
Not stated.....	1			1
TOTAL	143	1	14	128

ACCIDENTS BY MONTH



— 1942

- - - - - 1943

It is with pride we submit this graph. It is to be noted that, in comparison with the other graph in this volume in which there was a constant rise and decline in the accident reports, in this graph there is a consistent level remaining within the 90 to 140 bracket, never lower than 90 or higher than 140. This would indicate a high degree of enforcement, also the excellent cooperation and observance of safety rules and regulations by the driving public.

MOVING VIOLATIONS SUMMARY

TYPE	TOTAL	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec.
Speeding.....	337	14	29	23	33	39	22	29	29	31	22	37	23
Arterial Stop.	198	11	27	17	17	12	17	20	13	15	21	13	15
School Stop...	16	1	0	2	6	2	0	0	0	1	1	2	1
Auto. Signal..	158	10	13	14	14	17	13	18	10	12	20	14	3
Reckless Dv'g.	91	7	11	12	9	8	5	5	3	11	11	6	3
Drunk & Drv'g.	40	3	6	3	1	6	3	1	3	2	8	1	3
Drivers Lic...	201	11	12	11	15	13	16	11	8	21	33	22	28
Improper Reg..	58	0	0	16	5	4	4	4	5	4	9	3	4
Improper Turn.	175	4	10	6	19	33	17	14	19	15	18	8	12
Imp. Brakes...	24	0	1	2	1	1	0	0	4	3	5	5	2
Lv'g Scene Acc	12	6	1	0	0	1	0	1	0	0	0	1	2
Bike Vio.....	106	1	10	2	9	10	14	28	3	4	17	4	4
Other Vio.....	191	10	22	16	21	30	20	16	10	18	11	10	7
TOTAL	1607	78	142	124	150	176	131	147	107	137	182	126	107

Activities
of
PARKING VIOLATIONS BUREAU

Month	Receipts
January	\$ 196.00
February	328.00
March	262.00
April	674.00
May	761.00
June	666.00
July	652.00
August	568.00
September	762.00
October	533.00
November	591.00
December	555.00
TOTAL	\$ 6549.00

Monthly Cash Average.....\$545.77
Daily Cash Average.....\$ 17.94
Operating Daily Cash Average.....\$ 20.92

PARKING VIOLATIONS SUMMARY

Violation	Total	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Park. Meter	6902	187	316	302	411	723	685	680	635	827	718	730	688
One hour	931	9	9	4	123	110	110	116	92	155	79	60	64
Two hour	2608	23	31	27	354	369	338	310	275	292	252	174	163
15 Minute	180	4	9	15	24	37	24	26	18	12	5	2	4
Other	2340	105	205	159	247	277	191	147	169	276	234	170	160
TOTAL	12,961	328	570	507	1159	1516	1348	1279	1189	1562	1288	1136	1079

DISPOSITION OF PARKING VIOLATIONS

Violations	Paid Fines	Dismissed	Total
Parking Meter.....	3127	3775	6902
One Hour.....	579	352	931
Two Hour.....	1825	785	2608
15-Minute.....	70	110	180
All other Vio's.....	1116	1224	2340
TOTAL	6,716	6,245	12,961

During 1943, over twice as many official parking violation tags were issued as in 1942, when a total of 5,855 tickets were issued. This is the result of a change of policy which took place in May of 1943. Because of the various war industries within the city and the Army Air Base established on the outskirts of Lincoln, the city experienced a great influx of population; and a great number of automobiles bearing out-of-town and out-of-state license plates were found operating daily on the streets, many of the drivers, either temporary or permanent residents of Lincoln, abusing the guest parking privileges for out-of-town visitors. Therefore, in an effort to be impartial in our enforcement of parking regulations, officers were instructed to tag all cars in violation with official parking tags. When a violator reports to Headquarters with a parking ticket, it is determined whether he is a resident of Lincoln or elsewhere. If he is a visitor and the ticket is his first, the charge is dismissed with an explanation of the parking regulations and a warning that a second offense is subject to a penalty of one dollar at the Violations Bureau.

Records kept since May, 1943, when this policy was adopted, show that 40% of the total number of official parking tickets were issued to cars with "foreign" plates. Of this 40%, an average of 11% paid fines, 53% were dismissed, and 36% failed to report to the Violations Bureau with their parking tickets.

6,715 violators paid a penalty of one dollar at the Parking Violations Bureau. Two violators plead not guilty and went into Municipal Court; in court, 1 was found guilty and paid one dollar and costs, the other was found not guilty and the case dismissed.

SUMMARY
OF
PARKING METER WARNING TAGS

Month	No. Tickets Issued
January	763
February	1276
March	1289
April	1297
May	225
June	265
July	164
August	113
September	104
October	42
November	35
December	136
TOTAL	5709

SUMMARY
OF
WARNING TICKETS

Violation	Total	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Not in Stall	5398	36	275	44	74	168	198	1026	729	1310	780	424	334
One Light	436	42	159	63	42	60	26	1	0	6	9	13	15
No Rear Light	158	16	59	16	14	12	12	1	0	6	8	10	4
Parking Vio.	2470	209	495	231	672	132	132	124	75	145	89	56	76
Other	1474	124	218	120	212	134	134	127	109	106	68	65	41
TOTAL	9936	427	1206	474	1014	566	502	1279	913	1573	954	558	470

SUMMARY
OF
BICYCLE VIOLATIONS

Violation	Tot.	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Riding double	413	8	21	9	47	67	53	35	35	50	56	21	11
Riding on walk	211	3	1	1	10	6	39	46	39	17	25	9	15
No Light	34	7	8	8	5	4	0	0	0	0	2	0	0
Lic. Plate Vio.	211	11	24	0	24	54	21	25	20	13	7	7	5
Vio. Art. Stop	16	0	7	0	1	3	1	0	0	2	2	0	0
Vio. Aut. Sgl.	23	0	1	0	1	5	6	2	3	0	3	1	1
More-2 Abreast	3	0	0	0	0	0	0	0	0	0	0	0	3
Clg.-Moving Veh.	4	0	2	0	0	0	0	0	0	0	2	0	0
Miscellaneous	43	0	0	0	1	1	6	7	11	12	2	1	2
TOTAL	958	29	64	18	89	140	126	115	108	94	99	39	37

REPORT
of
BICYCLE DEPARTMENT

Month	No. Plates Issued	Cash Received
January	39	\$ 9.75
February	69	17.25
March	64	16.00
April	96	24.00
May	103	25.75
June	108	27.00
July	132	33.00
August	173	43.25
September	135	33.75
October	100	25.00
November	33	8.25
December	34	8.50
TOTAL	1086	\$271.50