

1,077,773 Miles Patrolled in 1969

4 trips Earth to Moon

240,000 miles



Over 43 trips around the Earth



25,000 miles

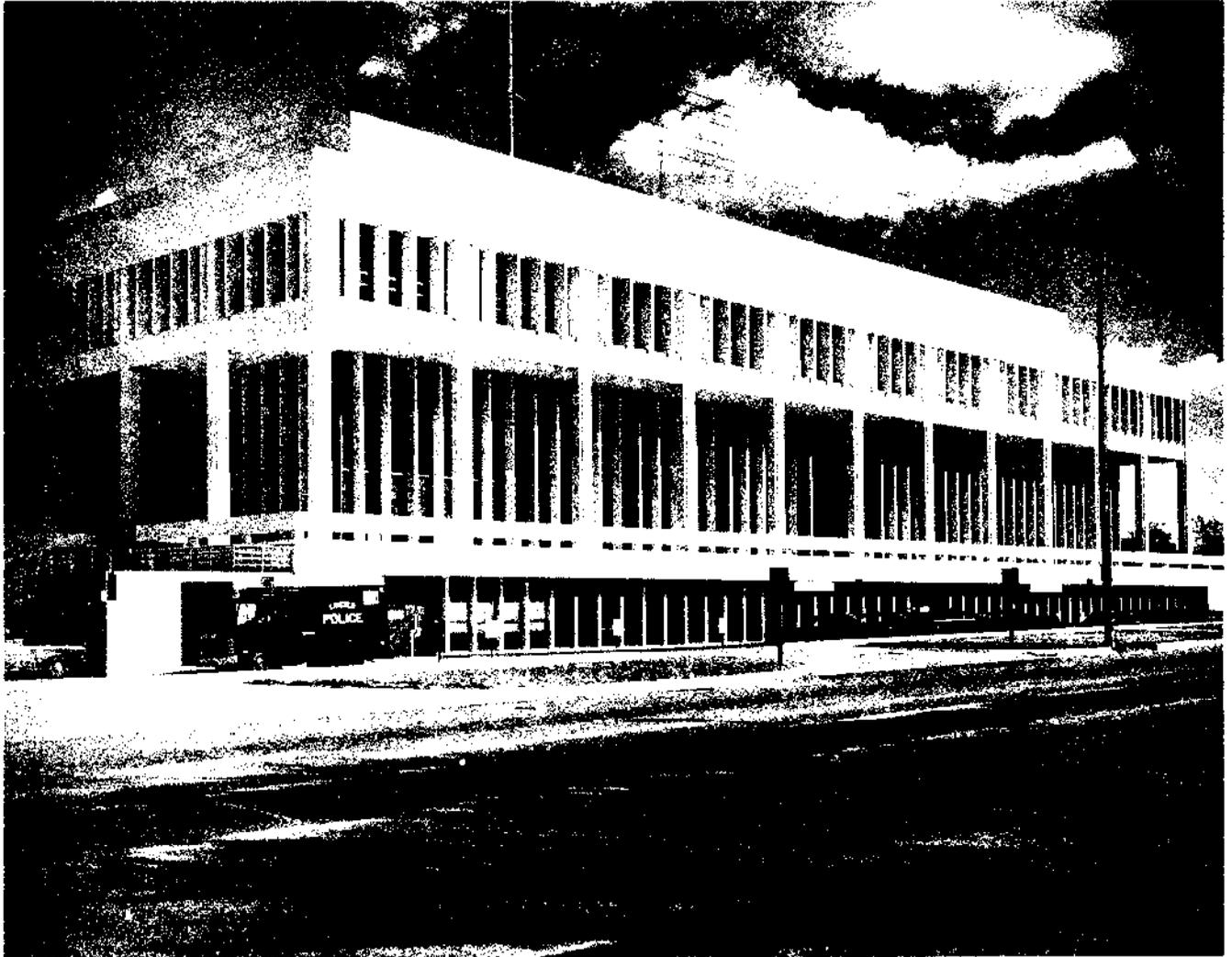
1969 ANNUAL REPORT

LINCOLN NEBRASKA POLICE DEPARTMENT

1969

“Justice is the great interest of man on earth. It is the ligament which holds civilized beings and civilized nations together. Wherever her temple stands, and so long as it is duly honored, there is a foundation for social security, general happiness, and the improvement and progress of our race. And whoever labors on this edifice with usefulness and distinction, whoever clears its foundations, strengthens its pillars, adorns its entablatures, or contributes to raise its august dome still higher in the skies, connects himself, in name, and fame, and character, with that which is and must be as durable as the frame of human society.”

—Daniel Webster.



NEW BUILDING

In April of 1969 the department moved into its new headquarters in the recently completed County-City Building. This new Building carries an address of 555 South 10th Street but the police department, which occupies the northwest corner of the two lower levels, has its entrance on the 9th Street side of the Building with an address of 550 South 9th Street. The one major merger that came about as the result of this move was the jail. There is no longer a separate County Jail. The Lincoln Police Department now has the additional responsibility of taking care of all County prisoners.



Sam Schwartzkopf

MAYOR

DIRECTOR OF SAFETY AND PUBLIC PROPERTY



Emmett J. Junge



Joseph T. Carroll

CHIEF OF POLICE



JOSEPH T. CARROLL
CHIEF OF POLICE

THE CITY OF LINCOLN

DEPARTMENT OF

POLICE

550 SOUTH 9th STREET
LINCOLN, NEBRASKA 68508



EMMETT JUNGE, DIRECTOR
PUBLIC WELFARE AND SAFETY

May 11, 1970

Mayor Sam Schwartzkopf
City of Lincoln
County-City Building
Lincoln, Nebraska

Dear Sir:

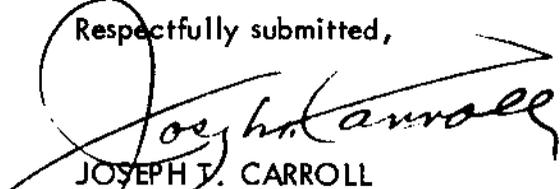
It is with pleasure that I submit herewith the Annual Report of the activities of the Lincoln Police Department for the year of 1969.

The year brought many new problems to law enforcement in Lincoln, which was true in varying degrees to enforcement agencies throughout the nation.

To combat the problem of a mounting crime rate and the complexities of the varied demands on our department, we are continually striving to increase the quality of our police officers through constant training programs and motivation toward higher education.

We do want to express our appreciation to you and your staff, other city officials and departments, the Federal Bureau of Investigation and other law enforcement agencies, the news media, the business firms and civic groups of this city, and to the Lincoln citizens for the excellent assistance and cooperation which have been extended to this department and which have provided an immeasurable contribution to the successful operation of the department through the years.

Respectfully submitted,

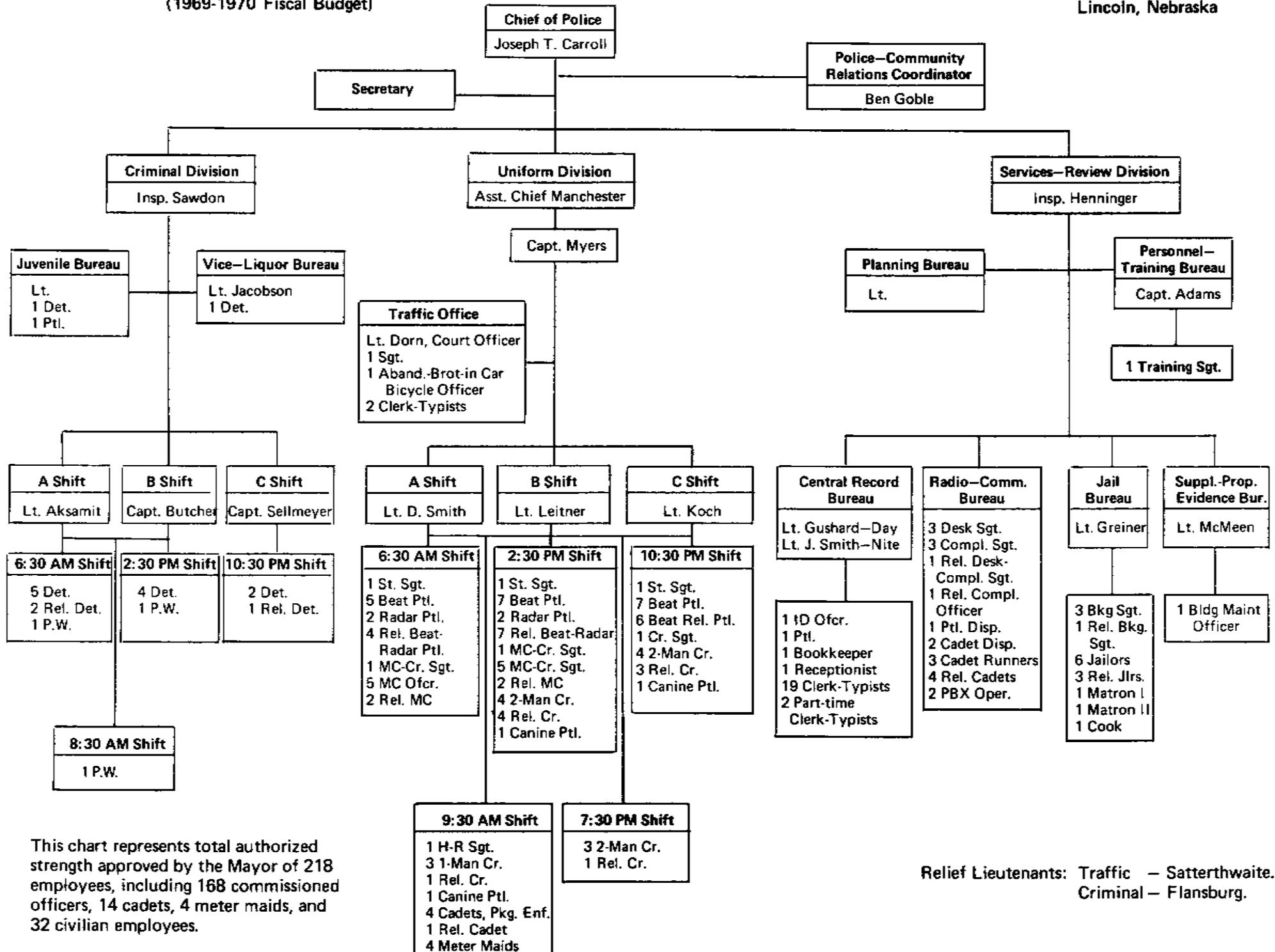

JOSEPH T. CARROLL
Chief of Police

arm

POLICE ORGANIZATION—PERSONNEL DISTRIBUTION CHART

(1969-1970 Fiscal Budget)

Police Department
Lincoln, Nebraska



This chart represents total authorized strength approved by the Mayor of 218 employees, including 168 commissioned officers, 14 cadets, 4 meter maids, and 32 civilian employees.

Relief Lieutenants: Traffic — Satterthwaite.
Criminal — Flansburg.



LEGION OFFICIALS PRESENTING FLAG

1969 BROUGHT ADDITIONAL EMPHASIS UPON THE AMERICAN FLAG. Evidence of this is the picture above showing local American Legion officials presenting Chief Joseph T. Carroll both an American Flag and the Nebraska State Flag for his new office. In addition to this ceremony, the American Flag was also added to the officers' uniforms. The primary reason for that addition was mounting evidence that the appearance of the American Flag on the uniforms of officers reduced assaults on police officers. And the number of assaults have been increasing rapidly across the Nation. It was also believed that the American Flag is compatible with the uniform in that both represent justice.

Traffic Division



1969 saw an increase of 19.4% in reportable traffic accidents. (Fatality, injury, or when damage to any *one* vehicle was over \$100). A 16.1% increase in injuries was experienced and fatalities numbered 15 as opposed to the 8 recorded in 1968. A breakdown of the past 5 years is as follows:

<u>YEAR</u>	<u>REPORTABLE ACCIDENTS</u>	<u>PERSONS INJURED</u>	<u>FATALITIES</u>
1969	4,714	1,898	15
1968	3,950	1,713	8
1967	3,435	1,740	15
1966	3,017	1,374	12
1965	3,228	1,606	5

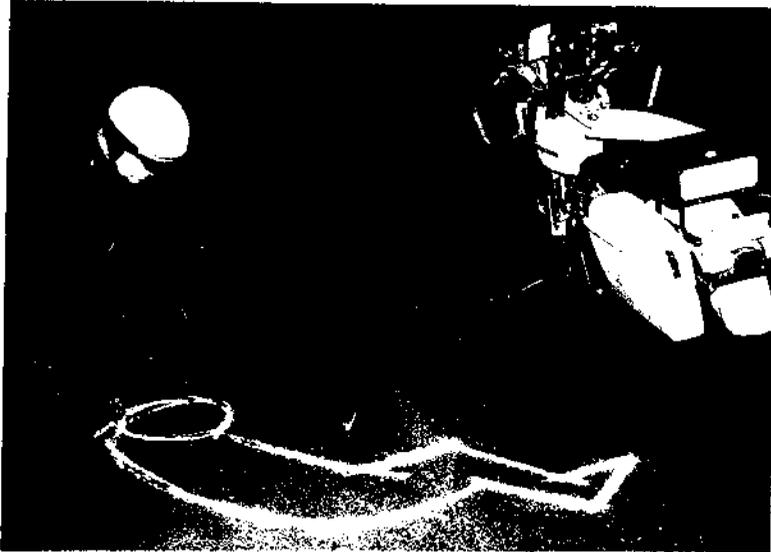
The number of hit-and-run accidents investigated by the department (both public and private property) totalled 1,154 for the year. In addition, 913 follow-up investigations of these accidents were carried out by department personnel. Following is an analysis of the disposition of the 513 hit-and-run accidents that occurred on public property:

<u>NUMBER REPORTED</u>	<u>NUMBER CLEARED</u>	<u>NUMBER OF ARRESTS</u>	<u>NUMBER OF CONVICTIONS</u>	<u>STILL PENDING</u>	<u>NUMBER DISMISSED</u>
513	379	263	140	46	77

Of special concern to the department in 1969 was the number of single vehicle accidents, several of which proved fatal for one or more of the occupants. The two major contributors to this type of accident were **SPEED** and **EXCESSIVE DRINKING**. While these two factors can exist in any accident, and often do, they seem to raise their ugly head more often in the single vehicle accident.

One encouraging note in 1969 was the area of pedestrian accidents. While 82 such accidents occurred in 1969 there were no fatalities. In 1968 there were 101 pedestrian accidents with 2 fatalities.

It can be scientifically proven that the more traffic tickets written the fewer the accidents. In other words, as citations **INCREASE** the number of accidents **DECREASE** and vice versa. Thus, it becomes a matter of choice. Which does the driving public prefer – citations or accidents? Turning to scientific fact again it can be proven that while traffic tickets may often be distasteful, they are much less expensive than accidents to both the individuals and the community.



ALTHOUGH PEDESTRIAN ACCIDENTS DECREASED in 1969 such accidents are still of major concern to the traffic division. The officer in the picture is chalking the outline of a victim struck by a vehicle on a busy street. 85 pedestrians were struck and injured during the year. While none proved fatal, there were a number of serious injuries.

SINGLE CAR ACCIDENTS such as the one at the right made a significant contribution to the totals for 1969. Law enforcement considers this kind of accident among the most senseless as well as among the most fatal. Of the 8500 drivers involved in accidents during the year, 3655 had completed a driver's education course but only 1435 had seat belts in use. 4159 drivers had the belts in the car but not in use at the time of the accident.



AN INCREASING NUMBER OF MOTORCYCLES led to an increasing number of accidents like the one at left. Of the 14 fatality accidents that took 15 lives in 1969, 3 of these accidents taking 3 lives were in this category.

STANDARD SUMMARY OF NEBRASKA MOTOR VEHICLE TRAFFIC ACCIDENTS

FOR JANUARY - DECEMBER (1969)
(MONTH OR OTHER PERIOD)

SUMMARY OF LINCOLN ACCIDENTS

1. TYPE OF ACCIDENT	Number of Accidents				Number of Persons			
	Total	Fatal	Non-Fatal	Property Damage	Total Killed	Total	Injured	
1. Ran off road	11	1	5	5	2	9	6	2
2. Overturned on road	32		32			38	11	23
3. Pedestrian	82		82			85	20	46
4. Motor Vehicle in traffic	3582	6	935	2641	6	1437	300	415
5. Parked Motor Vehicle	555		63	492		78	30	28
6. Railroad Train	8	1	7		1	11	6	3
7. Bicycle	34		34			35	8	23
8. Animal	6		5	1		5	2	3
9. Fixed Object	386	6	137	243	6	186	80	79
10. Other Object	5			5				
11. Other Non-Collision	13		13			14	5	5
12.								
Totals	4714	14	1313	3387	15	1898	468	627

Note: The three categories of injuries follow the Manual of Uniform Definitions of Motor Vehicle Accidents.

a. Bleeding wound, distorted member, or any condition that required victim be carried from scene.

b. Other visible injuries such as bruises, abrasions, swelling, laceration, or other painful movement.

c. Complaint of pain, without visible signs of injury, or momentary unconsciousness.

Legally reportable accidents are those involving death, bodily injury or property damage in Excess of \$ 100.00

In the accident

To the property of one person

This summary includes reports and information available on JANUARY 28, 1970

REPORT PREPARED BY
ACCIDENT RECORD BUREAU
DEPARTMENT OF ROADS
THOMAS P. RYAN, Manager

2. COMPARATIVE TOTALS	Same Month Last Year			This Period			Same Period Last Year			Change in Death Rate
	All Accidents	Persons Killed	Persons Injured	All Accidents	Persons Killed	Persons Injured	All Accidents	Persons Killed	Persons Injured	
1. Ran off road				11	2	9	17		13	+ 200 %
2. Overturned on road				32		38	16		17	
3. Pedestrian				82		85	101	2	104	- 100 %
4. Motor Vehicle in traffic				3582	6	1437	3027	4	1290	+ 50.0 %
5. Parked Motor Vehicle				555		78	428		76	
6. Railroad Train				8	1	11	7	1	10	0 %
7. Bicycle				34		35	35		35	
8. Animal				6		5	1		1	
9. Fixed Object				386	6	186	298	1	152	+ 500 %
10. Other Object				5			9		3	
11. Other Non-Collision				13		14	11		12	
12.										
Totals				4714	15	1898	3950	8	1713	+ 87.5 %

3. MILEAGE RATES	This Year To Date	Last Year Same Period	Percent Change
1. Motor vehicle traffic deaths			%
2. Estimated motor vehicle mileage traveled (millions)			%
3. Death rate per 100,000,000 vehicle-miles			%
4. Total accident rate per 100,000,000 vehicle-miles			%
5. Fatal Accidents			%
6.			%

4. LOCATION	A. Trafficways Administered by Governmental Agencies: State Highway Dept., counties, cities, towns, villages, etc.				B. Trafficways Administered by Independent Agencies: Turnpike, parkway, military, freeway authorities and commissions.							
	Number of Accidents		Number of Persons		Number of Accidents		Number of Persons					
	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured
1. Below 1,000												
2. 1,000 to 2,500												
3. 2,500 to 5,000												
4. 5,000 to 10,000												
5. 10,000 to 30,000												
6. 100,000 and over	4683	13	1301	3369	13	1877						
7. INTERSTATE	31	1	12	18	2	21						
8.												
Total Urban	4714	14	1313	3387	15	1898						
9. Controlled access highway												
10. State routes												
11. County routes												
12. Other												
13. Unimproved												
Total Rural												
Total Urban and Rural												

5. TIME	Total		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Not Stated	
	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal
Hour beginning																		
0. Midnight	138	2	6		7	1	18		10		23		33		41			
1. 1:00	152	1	1		13	1	15		17		14		50		42			
2. 2:00	55	1	3		7		4		5		6		18		12		1	
3. 3:00	50		1		1		5		7		7		16		14			
4. 4:00	18	1	1		1		3		3		3		3		8		1	
5. 5:00	14		1		1				4		2		2		6			
6. 6:00	45		2		10		5		8		8		6		6			
7. 7:00	249		43		46		49		55		35		12		9			
8. 8:00	248		42		49		43		43		40		26		5			
9. 9:00	166		22		23		27		22		25		19		28			
10. 10:00	161	1	27		20	1	18		19		24		37		16			
11. 11:00	201		26	1	31		30		22		23		41		28			
12. Noon	278		37	1	41	1	30		40		48		47		35			
13. 1:00	227	1	35	1	23		23		23		43		55		25			
14. 2:00	241		35		27		35		24		45		46		29			
15. 3:00	411		70		51		71		60		74		45		40			
16. 4:00	477	1	76		62		84		65	1	104		55		31			
17. 5:00	450	1	81		61		72	1	66		90		46		34			
18. 6:00	221	1	30		30		37		31	1	40		32		21			
19. 7:00	244	1	39		24		41		34		36		35		35		1	
20. 8:00	186		27		20		30		21		36		35		15			
21. 9:00	196	1	20		29	1	31		25		38		33		20			
22. 10:00	159	1	29	1	22		18		24		31		27		8			
23. 11:00	125		14		11		22		13		29		22		14			
24. Not Stated	4								3		1							
Totals	4714	14	667	3	609	4	711	1	640	2	824	741	522	4				

6. AGE OF CASUALTY	Number of Persons Killed									Number of Persons Injured								
	Total Killed			Pedestrians			Bicyclists			Total Injured			Pedestrians			Bicyclists		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
1. 0 to 4 years										55	28	27	5	3	2	1	1	
2. 5 to 9										104	65	39	36	23	13	13	12	1
3. 10 to 14	2	1	1							63	33	30	8	4	4	15	13	2
4. 15 to 19	6	2	2							409	213	196	10	6	4	5	4	1
5. 20 to 24	5	4	1							423	261	162	11	5	6	1	1	
6. 25 to 34	1	1								273	161	112	7	1	1			
7. 35 to 44										169	81	88	7	2		1	1	
8. 45 to 54										154	66	88	5	2	3			
9. 55 to 64	1	1								116	54	62	7		2			
10. 65 to 74										77	31	46	4	1	3			
11. 75 and older	2	1	1							37	13	24	5	2	3			
12. Not stated										18	8	10						
Totals	15	10	5							1898	1014	884	90	49	41	36	32	4

7. DIRECTIONAL ANALYSIS—An accident consisting of a series of collisions, overturning, etc., is classified according to the first event on the road.

A. TWO MOTOR VEHICLE ACCIDENT	Total	Fatal Accidents	Injury Accidents	Property Damage Acc.
1. Entering at angle	1146	5	387	754
2. From same direction—both going straight	41		8	33
a. Same—one turn, one straight	248		29	219
c. Same—one stopped	74		20	54
d. Same—all others	9		1	8
3. From opposite direction—both going straight	11		3	8
b. Same—one left turn, one straight	156	1	38	117
c. Same—all others	3			3
4. Not stated				
Totals	1688	6	486	1196

B. TWO MOTOR VEHICLE ACCIDENT	Total	Fatal Accidents	Injury Accidents	Property Damage Acc.
1. Going opposite direction—both moving	183		42	141
2. Going same direction—both moving	390		59	331
3a. One car parked	555		63	492
b. One car stopped in traffic	946		290	656
d. One car entering parked position	3			3
b. One car leaving parked position	63		4	59
3c. One car entering alley or driveway	127		31	96
b. One car leaving alley or driveway	129		16	113
6. All others	53		7	46
7. Not stated				
Totals	2449		512	1937

8. PEDESTRIAN ACTIONS BY AGE	Pedestrians Killed	Ages of Pedestrians Killed and Injured									
		Total	0 to 4	5 to 9	10 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	65 & older
1a. Crossing or entering roadway—at intersection	45	1	18	3	6	4	4	4	2	7	
b. Same—not at intersection	30	4	16	4	1	2	4	2	1		
2a. Walking in roadway—with traffic	2				1	1					
b. Same—against traffic	1				1						
3. Standing in roadway	4		1	1				1			
4. Getting on or off other vehicle	2					1			1		
5. Pushing or working on vehicle in roadway	1					1					
6. Other working in roadway	1					1					
7. Playing in roadway											
8. Other in roadway	1								1		
9. Hit in roadway	2		1			1					
10. Not stated	1								1		
Totals	90	5	34	8	10	11	4	7	9		

Drivers of vehicles in proper parking locations are excluded.

9. AGE OF DRIVER	All Accidents	Fatal Accidents	Injury Accidents
1. 15 and younger	25	1	9
2. 16	350		94
3. 17	389	1	121
4. 18 to 19	1049	5	281
5. 20 to 24	2068	7	566
6. 25 to 34	1492	3	443
7. 35 to 44	960		268
8. 45 to 54	843		260
9. 55 to 64	629		164
10. 65 to 74	360	1	101
11. 75 and older	118	2	28
13. Not stated	217		19
Totals	8500	20	2354

10. SEX OF DRIVER	All Accidents	Fatal Accidents	Injury Accidents
1. Male	6012	10	1629
2. Female	2335	10	709
3. Not stated	153		16
Totals	8500	20	2354

11. RESIDENCE OF DRIVER	All Accidents	Fatal Accidents	Injury Accidents
1. Local resident	7601	18	2131
2. Straddling boundaries in state	548		157
3. Non-resident of state	186	2	49
4. Not stated	165		17
Totals	8500	20	2354

12. COMPLETED DRIVERS EDUCATION COURSE	All Accidents	Fatal Accidents	Injury Accidents
1. Yes	3655	6	991
2. No	4409	4	1266
3. Partial	67		23
4. Not stated	369	10	74
Totals	8500	20	2354

13. DRIVER'S APPARENT CONDITION	All Accidents	Fatal Accidents	Injury Accidents
1. Drinking	559	7	220
2. Fatigue	6		1
3. Sick	15		4
4. Asleep	15		9
5. Normal	7461	11	2058
6. Other	14	1	3
7. Not stated	430	1	59
Totals	8500	20	2354

Vehicles in proper parking locations are included.			
14. TYPE OF VEHICLE	All Accidents	Fatal Accidents	Injury Accidents
1. Passenger car	6153	18	2091
2. Passenger car and trailer			
3. Truck or truck tractor	612		167
4. Truck tractor and semi-trailer	54		21
5. Other truck combination			
6. Farm tractor and/or farm equip.	2		6
7. Trolley	20		6
8. Bus	33		6
9. School bus	8		4
10. Motorcycle	165	3	142
11. Motor scooter or motor bicycle	7		7
12. Others and not stated	149		13
Totals	9203	21	2457
Special vehicles included above			
13. Emergency (including privately owned)	4		4
14. Military vehicles	5		
15. Other publicly owned vehicles	23		7

15. ROAD SURFACE CONDITION	All Accidents	Fatal Accidents	Injury Accidents
1. Dry	3027	10	952
2. Wet	669	4	190
3. Snowy or icy	1010		167
4. Other	3		3
5. Not stated	5		1
Totals	4714	14	1313

16. DRIVER'S OCCUPATION	All Accidents	Fatal Accidents	Injury Accidents
1. Business owner or clerk	258		78
2. Farmer or farm laborer	93		20
3. Professional person	594		155
4. Office worker	701		189
5. Traveling salesman	166		33
6. Commercial driver	332		96
7. Other laborer	3035	4	927
8. Housewife	631	1	198
9. Student	2301	9	594
10. Not stated	389	5	64
Totals	8500	20	2354

C. PEDESTRIAN ACCIDENTS	All Pedestrian Accidents	Fatal Accidents			Non-Fatal Injury Accidents		
		Total	Intersection	Non-Intersection	Total	Intersection	Non-Intersection
1. Car going straight	63			63	28	35	
2. Car turning right	6			6	6		
3. Car turning left	9			9	9		
4. Car backing							
5. All others	4			4		4	
6. Not stated							
Totals	82			82	43	39	

D. ALL OTHER ACCIDENTS	All Accidents	Fatal Accidents			Property Damage Acc.		
		Total	Intersection	Non-Intersection	Total	Intersection	Non-Intersection
Collision with							
1. Non-motor vehicle, train, bicycle, etc.		20		19	1		
2. Fixed object in road		35	1	12	22		
3. Overturned in road		13		13			
4. Left road		1		1			
Collision with							
5. Non-motor vehicle, train, bicycle, etc.		24	1	23			
6. Fixed object in road		351	5	125	221		
7. Overturned in road		19		19			
8. At curve		3	1	1	1	1	
9. Straight road		7		4	3		
10. Fall from moving vehicle		11		11			
11. All others		11		6	5		
12. Not stated							
Totals		495	8	233	254		

17. PEDESTRIAN'S APPARENT CONDITION	All Pedestrian Accidents	Fatal Pedestrian Accidents
1. Drinking	3	
2. Other	1	
3. Normal	78	
4. Not stated	8	
Total	90	

18. KIND OF LOCATION	All Accidents	Fatal Accidents	Injury Accidents
1. Built-up	4714	14	1313
2. Not built-up			
3. Not stated			
Totals	4714	14	1313

19. LIGHT CONDITION	All Accidents	Fatal Accidents	Injury Accidents
1. Daylight	3167	5	874
2. Dawn or dusk	242	1	70
3. Darkness	1300	8	369
4. Not stated	5		
Totals	4714	14	1313

20. CONTRIBUTING CIRCUMSTANCES INDICATED	All Accidents	Fatal Accidents	Injury Accidents
1. Speed too fast	534		111
2. Failed to yield right of way	1045	3	279
3. Drove left of center	124		24
4. Improper overtaking	84		21
5. Passed stop sign	57		30
6. Disregarded traffic signal	229	2	88
7. Followed too closely	176		42
8. Made improper turn	243		30
9. Other improper driving	1292		350
10. Inadequate brakes	67	1	23
11. Improper lights	1		
12. Had been drinking	559	7	220
Totals	4411	13	1218

21. SEAT BELTS	All Accidents	Fatal Accidents	Injury Accidents
1. Installed, not in use	4159	7	1116
2. Installed, in use	1435	2	330
3. Not installed	2638	9	675
4. Not stated	268	2	33
Totals	8500	20	2354

22. POSITION OF OCCUPANTS**	Unoccupied	Not Injured	Injured	Killed
1. Driver	100	1326	1045	8
2. Front Center	2137	114	75	
3. Front Right	1375	469	477	5
4. Rear Left	1971	125	69	1
5. Rear Center	2041	69	36	
6. Rear Right	1920	153	68	1
7. Not Stated	N. A.	N. A.	2	
Totals	N. A.	N. A.	1772	15

**PEDESTRIANS AND BICYCLISTS ARE EXCLUDED

YEAR OF 1969

30 HIGHEST ACCIDENT CORNERS
City of Lincoln, Nebraska

Police Department
Lincoln, Nebraska

LOCATION	TOTAL ACC	PROP DAM	PED INJ	OTHER INJ	FATAL	% INJ OR FATAL ACC	DISTRICT
1. 17th & P	30	18	1	11	0	42.0	5
2. 48th & Holdrege	25	19	1	4	1	24.0	8
3. 48th & Cornhusker	19	11	0	8	0	42.0	7
4. 45th & Vine	19	14	0	5	0	26.3	8
5. 9th & O	19	18	1	0	0	5.3	2-5
6. 48th & Vine	18	14	1	3	0	22.1	8
7. 56th & O	16	6	0	10	0	62.0	8-9
8. 16th & P	13	10	0	3	0	23.0	5
9. 13th & A	12	4	0	8	0	66.6	3
10. 17th & Que	12	5	1	6	0	58.5	5
11. 48th & Adams	12	8	2	2	0	33.3	7
12. 17th & Holdrege	12	9	0	3	0	25.0	1-4
13. 56th & Fremont	11	1	0	10	0	91.0	7
14. 27th & Holdrege	11	5	1	5	0	54.5	4
15. 33rd & Randolph	11	6	1	4	0	45.5	6-9
16. 40th & South	11	7	0	4	0	36.4	9-10
17. West O & Sun Valley	11	7	0	4	0	36.4	2
18. 48th & Leighton	11	9	0	2	0	18.2	8
19. 10th & O	11	10	0	1	0	9.1	5
20. 17th & L	10	5	0	5	0	50.0	5
21. 11th & Cornhusker	10	5	1	4	0	50.0	1
22. 27th & Vine	10	5	1	4	0	50.0	4
23. 16th & L	10	7	0	3	0	30.0	5
24. 48th & South	9	3	0	4	2	66.6	9-10
25. 27th & P	9	3	0	6	0	66.6	5
26. 17th & South	9	5	0	4	0	44.5	3-6
27. 21st & O	9	6	0	3	0	33.3	5
28. 17th & O	9	6	0	3	0	33.3	5
29. 14th & P	9	7	0	2	0	22.2	5
30. 13th & O	9	7	1	1	0	22.2	5
TOTAL	387	240	11	133	3	37.7	



Criminal Division



Major offenses showed an increase of 6.2% over the previous year. While there was a decrease in burglary and rape, increases were reflected in the statistics for murder and non-negligent manslaughter, robbery, larceny, aggravated assault, and auto theft. Following is a breakdown for the past 5 years:

CLASSIFICATION	1965	1966	1967	1968	1969
Murder & Non-negligent Manslaughter	2	3	2	1	3
Rape	13	14	16	22	16
Robbery	9	11	20	21	48
Aggravated Assault	83	96	65	130	151
Burglary	544	549	649	794	729
Larceny \$50—Over	656	615	661	911	1034
Auto Theft	127	149	192	301	335

In studying the above figures it will be noted that the totals tend to fluctuate somewhat. However, it is evident that there has been an overall steady increase in crime. A number of factors enter into the picture, one of which is the growth of the jurisdiction in both population and area. While Lincoln's population has not increased by a large number over the past 5 years there has been a considerable increase in area. *For example:* In January of 1965 the City had 39.61 square miles. Annexation increased this to 49.18 square miles by December of 1969. Another factor that can affect the figures is weather. The early part of 1969 had very inclement weather and our figures for those early months ran considerably behind the same period in 1968. But as the year progressed the figures caught up with and passed 1968 by the 6.2% mentioned above.

Reductions in reported burglaries and rapes encouraged officials but this was quickly overshadowed by the increases in the other categories. Of particular concern was the 127.6% increase in robbery. This is a crime against a person and therefore carries greater possibility for physical harm than does some of the other areas.

Of the 2316 total major offenses reported in 1969, 577 (24.9%) were cleared. While this clearance rate is down from the 30.3% attained in 1968, it is still above the national rate which is expected to be around 20% for 1969. It was 20.9% in 1968 and has been decreasing each year for the past several years.



DRUGS AND NARCOTICS activity increased considerably during the year in two areas: First, there were more violations. And secondly, the public requested a record number of presentations by department personnel. The detective in the picture, assigned to the Vice Detail, is shown inspecting some of the drugs confiscated in the 34 cases investigated in 1969. In addition to these actual cases, considerable time was spent checking out bits of information supplied the department from various sources.

“LOOT” THAT WAS RECOVERED following the apprehension of some parties involved in a burglary is being checked for identification so that it can be returned to the owner after it has been used as evidence in Court. Serial numbers provide an excellent means of identification if the article has one. Every effort is made to locate the owner of the stolen property and many times this involves contacting other law enforcement agencies throughout the United States.



PAYDAY? No, not quite! Three big time operators entered our City with the idea of getting rich quick at the expense of some of our local businesses by way of a stolen check forgery operation. Their success was limited to a few hours in spite of a sophisticated method of operation (commonly called MO) which filled their pockets with over \$18,000 in cash. An alert citizenry teamed with a thorough investigation by police officials and the parties were in custody the same day they “hit.” The detective in the picture had the privilege (?) of counting the money taken from the guilty parties so that the inventory could be properly recorded and used as evidence in Court.



Juvenile Bureau

The Juvenile Bureau of the department falls under the responsibility of the Criminal Division. Two full-time plain clothes officers are assigned to this Bureau and it is they who process most of the juvenile investigations. Under Nebraska law juveniles are those under 18 years of age. Female juveniles are processed by policewomen who are also assigned to the Criminal Division. These policewomen also perform many other duties including the investigation of child neglect and child abuse cases.

The department maintains what is referred to as a CONTACT RATE for juveniles. These records are less formal and are kept separate from the department's criminal records. But nevertheless they do serve an important purpose in that they contain certain basic information that assists the Juvenile Officer when he is in the process of making a decision as to the proper disposition of a particular incident. The vast majority of incidents can be handled through a conference with the youngsters and their parents. But in case of serious offenses or repeated offenses the case is referred to the County Attorney's Office. From there they may be referred on to the Courts.

A recent survey of juvenile contacts and their family status over a 5 year period reveals some interesting information:

YEAR	CONTACTS	PARENTS TOGETHER MOTHER AT HOME	PARENTS TOGETHER MOTHER WORKING	DIVORCED, SEPARATED, DECEASED, OTHER
1969	3853	1671 (43.4%)	890 (23.1%)	1291 (33.5%)
1968	3905	1611 (41.3%)	993 (15.4%)	1301 (33.3%)
1967	3903	1608 (41.2%)	936 (24.0%)	1359 (34.8%)
1966	2926	1354 (46.3%)	666 (22.7%)	906 (31.0%)
1965	2191	982 (45.0%)	524 (23.9%)	685 (31.1%)

The department gave considerable emphasis to the juvenile area during 1969. A record number of appearances by department personnel before youth groups were made. In addition, the department worked with the Nebraska Council for Educational Television to develop a program involving law enforcement that is being televised into 60,000 classrooms throughout the State of Nebraska. Also, both full-time Juvenile Officers attended special schools during the year. One spent 8 weeks at the University of Minnesota and the other one attended a 12 week session at the University of Southern California. It was very encouraging to witness the reduction in the number of juvenile contacts in 1969. Most parts of the Nation are seeing a substantial increase.



THE NUMBER OF TOURS scheduled increased in 1969 with a total of 115 different groups. Many of these groups came from out-of-town and came from as far away as Kansas. One of the additions to the tours was the fingerprint identification card being held by the youngsters in the picture above. For many it was the first time they ever saw their fingerprint. In fact, many did not even realize they had such a thing. This feature is particularly appropriate for Scout groups since fingerprinting is one of the merit badges that can be earned in Scouting.

MR. KENNETH CHAPLIN OF THE JAMAICA INFORMATION SERVICE was one of the visitors stopping by the department in 1969. Mr. Chaplin was visiting Lincoln under the sponsorship of a program implemented by the United States Department of State. And he was particularly interested in police and community relations programs carried on by the Lincoln Police Department. Following his visit to headquarters, he had dinner with a representative of the department and a group of Jamaican students attending the University of Nebraska.



Services - Review Division



Of the department's three divisions – TRAFFIC, CRIMINAL, and SERVICES REVIEW – the Services Review Division undoubtedly underwent the biggest transition when the department moved to its new headquarters in April of 1969. The reason for this was the increased workload and responsibility in administering the jail complex. With the move, this Division "inherited" all County prisoners since there is no longer a County Jail. This increased population necessitated more personnel, changes in personnel assignments, and familiarization with new and different equipment.

1969 recorded 53,736 requests for police assistance. These requests came through the communications center which is also the responsibility of this Division. Incidentally, this figure represented over 3,000 more requests than were received in 1968. These 53,736 requests led to an additional 18,852 follow-up investigations. Such requests do not by any means all involve emergency situations such as a crime in progress or a serious accident but they do represent situations where citizens are in need of some kind of assistance. The list of requests is an endless one but we have picked out a few that will probably surprise the average citizen.

REQUEST	NUMBER
Deliver an emergency message	62
Provide escort (funerals, convoys, wide loads)	849
Investigate a disturbance	2303
Locate missing person	1177
Check property damage (other than traffic)	1614
Investigate suspicious acting persons	1640
Fireworks violation	229
Check welfare of aged person	78
Assist person locked out of home or automobile	182
Report of article lost or found	631
Parking complaints of citizens	3841

The Personnel & Training Section of this Division continued to be active in the field of recruiting, training, and then retaining both officers and civilian personnel. The turnover rate for officers continued to be a major problem to the department with 21% leaving in 1969.

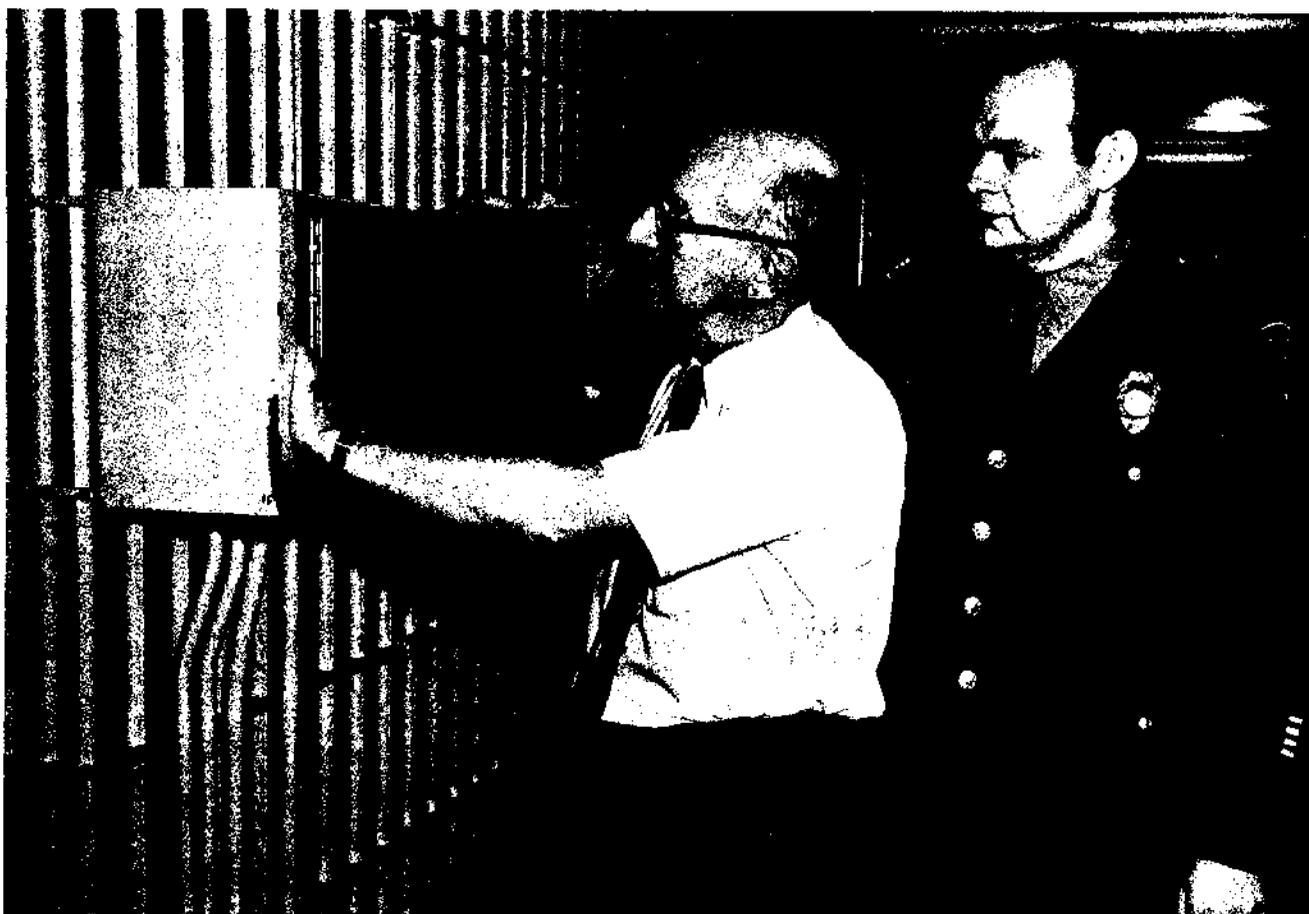


THE LONG HALL leading to the various sections of the jail branches off into cell blocks and individual cells. Altogether, five different groups of prisoners are incarcerated in the new complex: Federal, County, City, Female, and Juveniles. Each group is kept separate. The operation of the jail is the responsibility of the department with the Federal Government and Lancaster County reimbursing the City for the keep of their prisoners.

VISITING PRIVILEGES are allowed for different groups according to a set schedule. In addition to the one large room there are two private rooms for attorneys to use, if they so desire, when consulting with their clients. A library service is available and a Chapel is in the process of being completed.



NATURAL POPULATION GROWTH plus the addition of County prisoners has added to the workload of the two cooks assigned the responsibility of preparing 3 meals a day. Prepared in the modern kitchen, the food consists of a well-balanced diet that is the result of careful planning that takes place well in advance of the meal. The Chief Cook operated a restaurant prior to assuming her present position.



MEMBERS OF THE LOCAL B'NAI B'RITH volunteered to "fill in" over Christmas in order that more officers could spend at least part of the holiday with their families. This noteworthy gesture (the first time it has ever been done in Lincoln) is proof positive that Lincoln has many thoughtful citizens who are interested in their police department. In the picture above one of the volunteers is being checked out on one phase of the jail operation.

CHRISTMAS is much the same as any other day around a police department headquarters as calls still come in from people with problems. Working at the Complaint Desk with an experienced officer to help out with these calls was the assignment given the volunteer at right. Others actually rode with an experienced officer in a police cruiser.



THE 75 MEMBER TACTICAL FORCE is seen going through one of its periodic exercises. These officers, most of them veterans of the armed forces, receive special training that prepares them for unusual emergencies. With the special training comes special equipment such as the Pepper Fog that can be seen in the picture below. The department is fortunate in that it has an officer who received extensive training in this area while a member of the United States Army. He is a special consultant to the Tactical Force Commander and his Staff.



TACTICAL EXERCISE



PEPPER FOG



CHECKING BUSINESSES FOR OPEN DOORS and windows or possible forced entry is another of the "routine" duties carried out by patrolmen — foot patrolmen in the downtown area and cruiser officers in the outlying districts. 1888 open doors and/or windows were discovered in 1969 and 1092 night and/or safe lights were found to be out. A related service provided by the department is the check of homes belonging to people on vacation or out of town on business. 1124 such homes were checked during the year with the majority of these coming in the summer months. Also, officers responded to 809 prowler calls.

THE TENSION ON THE LEASH provides a clue as to the strength of the police dog. Assisting in crowd control is just one of the valuable contributions made by the 4 canines the department has in service at the present time. In addition to physical ability the dog has demonstrated that he has a certain psychological effect.



STOLEN BICYCLES FOR 1969 numbered 920. Most are recovered but some of those recovered are never claimed by the owner. It becomes necessary to hold a public auction twice a year so that those not claimed can be disposed of. Money from these sales is put in the City's General Fund. Many of the recovered bicycles are not licensed properly as required by City Ordinance. This license, which costs 50¢ for 2 years, would increase the possibility of getting the article back to the owner as the department keeps a record of the licenses issued. Bicycles can be licensed at any fire station.



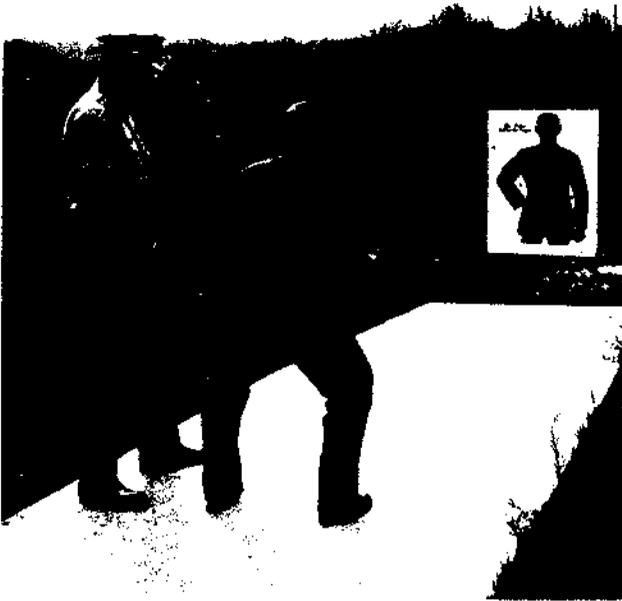
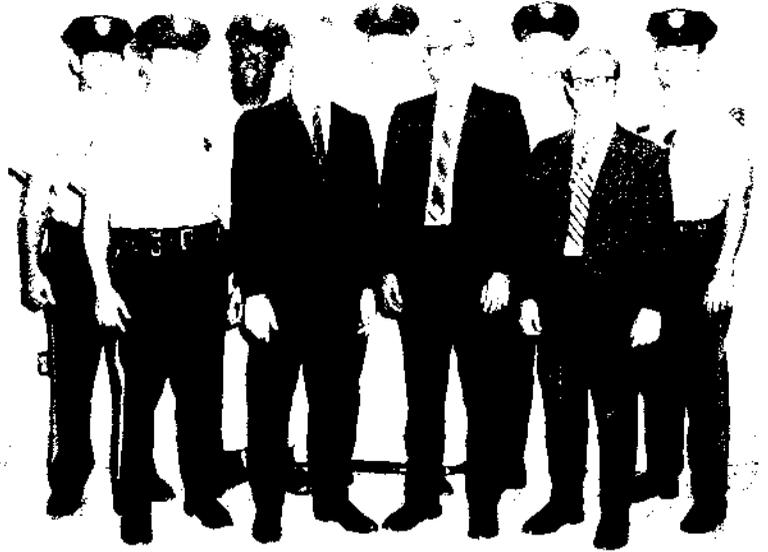


FIVE TIMES DAILY a group of officers report for duty. The first 30 minutes consists of the Line-Up session where the officers are briefed on a number of items that will prepare them for what might be ahead. Part of this 30 minute period is used to supplement the in-service training program.



INSPECTION FOLLOWS the 30 minute briefing to be sure that the officers are ready to meet the public and the challenging situations that confront them. Appearance and equipment are the items the inspecting officer is interested in.

UNIVERSITY OF NEBRASKA STUDENTS again augmented the department during the summer vacation months. Uniformed students worked with the Traffic Division while the 3 senior law students performed duties with the Criminal Division. This was the second year for the law student part of the program. All student officers carried out regular law enforcement duties which included appearing in Court when necessary.



FIREARMS TRAINING at the police firing range takes place under the close supervision of an experienced instructor. In addition to HOW to shoot the department places great emphasis upon WHEN to shoot. A very rigid gun policy is in effect. Besides the sidearm, the new officer also receives instructions as to how to handle the "heavy duty equipment" on hand for special situations.

FORMAL EDUCATION as well as in-service training is a very necessary ingredient for the professional police officer. Approximately half of the Lincoln Police Department is involved in University courses that will augment their proficiency. The department ranks much higher than the national average in educational attainment and department officials are strongly encouraging the officers to increase their knowledge so that they can be better prepared to deal with the many complex situations that face today's law enforcement personnel.





THE VOLUNTEER GETS A VOLUNTEER. Taking part in community service in addition to that performed during the normal course of duty is still another way the police officer contributes to his community. One such activity is the ringing of the bell for the Salvation Army each Christmas.

LETTERS OF

MEXICO

IOWA

Monterrey, N.L., January 1969.

Chief of Police
City of Lincoln,
Lincoln, Nebraska

Dear Sir:

The Board of Public Security in the State of Nuevo Leon, Mexico, sends you a kind salutation through me, and come to you for the purpose of soliciting the information you can get us regarding the "prevention of infractions by minors" you may happen to hand us; once we have arranged the "Juvenile Division of Prevention of Delinquency", in order to mind this important line of faults and crimes, by "violating--Minors".

Simultaneously, we'll thank information on "Institutions or Persons--Connected with the Matter", which occupies our attention to establish--with same.

Thanking beforehand the attention you may pay to the present I reassure you my kind distinguished consideration.

S I N C E R E L Y
Civil Commander of the Judicial Section

ARCH. ARMANDO VILLARREAL SALAZAR

AVS:afj.



IOWA DEVELOPMENT COMMISSION

GOVERNOR ROBERT RAY

3RD JEWETT BUILDING
ONE HUNTER TOWER BOULEVARD
LINCOLN, NEBRASKA 68508
TELEPHONE 284-8221
AREA CODE 513

May 28, 1969

Mr. Joseph Carroll
Chief of Police
555 S. Tenth Street
Lincoln, Nebraska 68508

Dear Chief Carroll:

We very much appreciate the good help of your force, and the lieutenant who escorted us in particular, for arranging for our wagon train's safe passage through Lincoln on May 19.

The entire trip to San Francisco was uneventful save for one flat tire. Help like yours made it possible. Thanks again.

Cordially,

- Vince Caudle -

C. L. "Vince" Caudle, Director
Tourism and Travel Division
IOWA DEVELOPMENT COMMISSION

CLC:cd

cc: Dick Schaffer

UTAH

July 30, 1969

The Honorable Mayor
Lincoln, Nebraska 68508

Dear Sir:

On Sunday, June 29, my wife and I were passing through your city with our four grandchildren. It was a very early hour, and we were having difficulty finding a restaurant. The children were fussing for their breakfast and we were also looking for a gas station.

Due to unfamiliar surroundings and the other situations involved with taking four small grandchildren on a long trip, I unknowingly entered a one-way street from the wrong direction. Almost immediately, one of your officers stopped us, but instead of giving us a citation as we expected, or a lecture in the manner usually expected of an officer, he asked if he could assist us. This officer's manner was friendly and very courteous as he directed us to an area where we could find a gas station and a nice restaurant where both the food and service were very good. The day that started out with frustration turned out to be one of the nicest of our entire trip.

The impression this young officer left with our four young grandchildren will be remembered throughout their teen and adult years. Had the officer displayed an unfriendly or belligerent attitude, the impression would have been lasting, too, but their opinion of police officers could have been adversely affected.

Our hats are off to Lincoln, Nebraska -- the nice town in the Middle West with outstanding, courteous and helpful police officers.

Sincerely,

ROBERT D. MENT, Treasurer
Utah State Employees Credit Union

cc: Chief of Police

WASHINGTON, D. C.



THE DIRECTOR OF SELECTIVE SERVICE

July 16, 1969

Dear Chief Carroll:

I want you to know how much Mrs. Hersey and I appreciated the outstanding security which we enjoyed in Lincoln during our stay.

Express to each of those who participated in providing this outstanding protection our heartfelt thanks.

With every best wish, I am

Sincerely,
Robert B. Hersey
Lt. General, USA

Chief Joe Carroll
Lincoln City Police
555 South 10th Street
Lincoln, Nebraska, 68508

INTEREST FROM:

ALABAMA

STATE DISTRICT ATTORNEY
WILLIAM J. BAXLEY
20th JUDICIAL CIRCUIT OF ALABAMA



HOUSTON COUNTY COURT HOUSE
MONTGOMERY, ALABAMA 36102

WILLIAM J. BAXLEY
DISTRICT ATTORNEY

May 20, 1969

Honorable Sam Schwartzkopf
Mayor
City of Lincoln
Lincoln, Nebraska

Dear Mayor Schwartzkopf:

Last month we had an occasion to request assistance from the City Police Department in Lincoln concerning an armed robbery case that had occurred in this county. Inspector Sawden and the detectives working under him went out of their way to assist the Dothan detectives and Sheriff's Deputies in their investigation of this case. Since I have been District Attorney of this Circuit, I have worked with police departments in every major city in the southeast as well as in other parts of the country but the cooperation and assistance rendered by Inspector Sawden and his men surpassed any we have previously known.

Although I have never met those officers in Lincoln that assisted us in this case, I can tell by their work that they are truly dedicated and competent law enforcement officers. The City of Lincoln should certainly be proud of their police department and the fine work which they do. I want you to know that we will ever be grateful for their splendid cooperation in this case. With best wishes, I am,

Very truly yours,

William J. Baxley
William J. Baxley, District Attorney
20th Judicial Circuit of Alabama

WJB:lr

OMAHA

KATV, CHANNEL 7 NEWS OBSERVATION, July 6, 1969 --- by Lee Terry

An Omaha family, the Leo Bianchi's, received a call from their daughter last week saying she was heading for the hospital to give birth to a baby. The girl's parents said they would meet her at the hospital...in Lincoln. The parents immediately jumped in the car and headed for the Capital City. Lincoln is an unfamiliar city to the Omaha couple and soon they became lost somewhere on the Cornhusker Highway. As they were travelling along looking for the right turnoff, a police siren sounded behind them and they pulled over to the curb. The old familiar question went out... "What's the matter Officer? Was I doing something wrong?"

The policeman informed the Omaha couple that they were speeding... and asked them where they were going in such a hurry. Mr. Bianchi told the Officer the story of the miracle of birth about to happen. The Officer then informed them that they had passed the proper turnoff a long time ago. He told them to follow him and he would escort them to the hospital. A little ways down the road, the policeman had to stop and ask the nervous grandfather-to-be if he would please dim his lights, that he was blinding his escort. They then proceeded to the hospital where the policeman welcomed the Omahas to Lincoln... asked if there was any other way he could be of assistance...told them to forget about the speeding violation this time...and in leaving yelled back..."I hope it is a boy."

During this period when this newscast contains too many stories of bad relations between the police and the public, I thought you might like to hear something about the good side.

Oh...by the way...it was a boy...the first one in that family two generations and six girls later.

KANSAS CITY

UNITED STATES GOVERNMENT
SMALL BUSINESS ADMINISTRATION
Federal Office Building
311 WASHINGTON STREET
KANSAS CITY, MISSOURI 64108

Area Code 816
374-3516



May 9, 1969

Public Information Officer
Lincoln Police Department
Lincoln, Nebraska 68508

Dear Sir:

We are in the process of compiling a handbook on crime as it specifically relates to small business. The purpose of this publication will be to help small business owners and managers better understand what they can do to protect themselves against crime. The handbook will cover the following problem areas:

1. Burglary in small business
2. Robbery in small business
3. Employee pilferage in small business
4. Shoplifting in small business
5. Fraudulent checks in small business

I would appreciate it if you would send me any materials used and/or compiled by your police department in dealing with these matters. I would be interested in any brochures, pamphlets, bulletins or other printed material you have available. I would also be interested in any training materials you use that you might be able to make available to us.

Our agency has become gravely concerned about the impact of crime on small business. In fact, we have a responsibility to do whatever we can to help overcome this growing problem. We think this publication is one way.

I would sincerely appreciate any courtesy you can extend us. Your help in this study is needed.

Sincerely,

Vernon A. Bush
Vernon A. Bush, In Charge
Procurement and Management
Assistance Division

LINCOLN

LINCOLN
PUBLIC SCHOOLS
JOHN PIRASCH SUPERINTENDENT
120 SOUTH 29th STREET
LINCOLN, NEBRASKA 68502

OFFICE OF
SUPERINTENDENT
TELEPHONE 331-1411, EXT. 211
AREA CODE 402
MAILING ADDRESS
P. O. BOX 4214
LINCOLN, NEBRASKA 68504

December 11, 1969

Mr. Ben Goble
Coordinator of Police
and Community Relations
Lincoln Police Department
530 South 9th Street
Lincoln, Nebraska 68508

Dear Ben:

On the occasion of our annual report to the Board of Education summarizing the fall activities at Seacrest Field, we thought it appropriate to include a copy of your letter to the principals commending student behavior and faculty cooperation. They were pleased with your thoughtfulness in writing and directed me to thank you for the letter. They also want to acknowledge the indebtedness of the school system for the cooperation, help, and support we receive from our excellent police force.

Cordially yours,

John Pirasch
John Pirasch
Superintendent of Schools

JP/H

cc: Mr. Joseph F. Carroll



Law Enforcement Code of Ethics

As a Law Enforcement Officer, my fundamental duty is to serve mankind; to safeguard lives and property; to protect the innocent against deception, the weak against oppression or intimidation, and the peaceful against violence or disorder; and to respect the Constitutional rights of all men to liberty, equality and justice.

I will keep my private life unsullied as an example to all; maintain courageous calm in the face of danger, scorn, or ridicule; develop self-restraint; and be constantly mindful of the welfare of others. Honest in thought and deed in both my personal and official life, I will be exemplary in obeying the laws of the land and the regulations of my department. Whatever I see or hear of a confidential nature or that is confided to me in my official capacity will be kept ever secret unless revelation is necessary in the performance of my duty.

I will never act officiously or permit personal feelings, prejudices, animosities or friendships to influence my decisions. With no compromise for crime and with relentless prosecution of criminals, I will enforce the law courteously and appropriately without fear or favor, malice or ill will, never employing unnecessary force or violence and never accepting gratuities.

I recognize the badge of my office as a symbol of public faith, and I accept it as a public trust to be held so long as I am true to the ethics of the police service. I will constantly strive to achieve these objectives and ideals, dedicating myself before God to my chosen profession . . . law enforcement.