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ANNUAL REPORTS

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1936

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Annual Report
Division of Police
Department Of Public Safety
City of Toledo
Ohio

To

John N. Edy
City Manager

From

Chief Of Police

CITY OF TOLEDO

OHIO

DIVISION OF POLICE



RAY E. ALLEN
Chief of Police

JOHN N. EDY
City Manager

January 1, 1937

From " Chief of Police "
Subject " Annual Report Of Police "

Mr. John N. Edy,
City Manager,
Toledo, Ohio

Sir:

Herewith find annual report ^{covering} consummating general activities of the Police Department for the year of 1936.

The following summaries, tables and statements depict the scope of work performed in relation to crime reported or known to the police; arrest cases, partial analysis of the results of prosecution, and many other details related to the enforcement of laws and ordinances. Information relating to "Persons Charged" is in no way a true perspective of cases which were in charge of or handled by the Common Pleas Court and Grand Jury. All information in this report, pertinent to this subject matter, is confined to 1936 offenses and is very meagre when considering the volume of cases handled this year which were previous years' offenses. Data ^{are} is not available to determine the actual number or percent of the cases which were completed this year.

In many ways the economic and labor conditions, in the city, have brought increased responsibility and have added tremendously to the regulatory duties with which we are charged.

The inauguration of new policies and purchasing new equipment deserves first-hand comment. Modernizing police motor equipment and other mechanical means has materially helped the department in performing its duties in the best manner possible. Officers assigned to Scout Cars, and other vehicles equipped with radio receivers, have made numerous important arrests with dispatch. The establishment of the Police In-service Training School is one item of the highest merit. Still in its infancy it is very apparent that we are making the approach in a carefully planned, and well thought out, schedule. Uniformity in the selection, training and promotion offer the proper incentive for the highest type of personnel. The plan of assigning, as leaders, members of the command groups and others who have specialized training, to lead classes, is indeed commendable. Not only does this ensure the officers receiving the benefits of years of experience but causes the instructor to be constantly alert in his field of endeavor. He must investigate and study all recent innovations in his line, and consequently, everyone interested is aided in the solutions of ever-changing police problems.

During the past several years it has been the policy of the city administrators to leave unfilled all patrol vacancies which have been caused by deaths, retirements, dismissals, etc. This gradual decrease results in the patrol division being undermanned. In recent bulletins from the Federal Bureau of Investigation, Department of Justice, 37 cities, each with a population of 250,000 or more, report 2.1 employees per 1000 population. During this same

period of time, for which this analysis was made, Toledo employed 1.3 employees. This study indicates the average number of police employees which is necessary to competently police large cities. With our present force (from a patrol and enforcement standpoint) we are unable to satisfactorily fulfill numerous duties which are of a serious consequence.

Scrutiny of the table showing the "Daily Average Strength Of The Patrol Force" clearly indicates the necessity for additional personnel. Several conditions listed in this report are indicative of the police problems. In order that we may combat, regulate and enforce the existing rules and regulations I recommend the addition of 50 patrolmen to the force.

The functions of the Traffic Bureau have been maintained to a high degree of efficiency. The appointment of a traffic engineer is one phase of effort which will help alleviate our serious traffic conditions. Educating the public to a point where mutual courtesy is extended one another will, I am convinced, help decrease the number of traffic accidents. Concentration, coordination and continuity present three important factors in accident prevention work. Concentration means placing men, with enforcement strength, at accident high locations. This investigation alone, from a national standpoint, specifies one squad car with personnel for same for each 15 fatalities. Figuring on a basis of 60 fatalities a year, and this is below Toledo totals for 1935 or 1936, we would require four squad cars on duty at one time. The question of department force which should devote its time to traffic is measured in terms of effort put out in the amount of work done. This is definitely between 10 and 20 percent of the force for Toledo, and varies in relation to the individual necessity for the

department in a particular situation. Since our situation, without a doubt, is classed as an emergency the ratio should be not less than a maximum of 20 percent or 54 men charged directly to traffic enforcement. This would mean, at the present time, adding 21 men to work in the enforcement field. Sufficient men should be available to assign 30 of them during eight months of the year to motorcycle patrol and this should never be reduced under 20 men for the four winter months. The balance of the men would be assigned to accident prevention work, semaphore and cross-walk duty. In practically every major city in the United States traffic signals are supplemented with officers at peak congested hours.

The Detective Bureau has developed a most circumspect method of intra-departmental cooperation. The apprehension of criminals and the solving of offenses has increased as its result. Records to this effect are shown in the bureaus' summary. To further increase the good results of this bureau I recommend that efforts be made to procure funds to promote 8 additional men, in that bureau, to the rank of Regular Detective. City Ordinance #10198, passed by Council January 1, 1935, provides: "Section 1 - That there be and hereby are created in the Division of Police, Department of Public Safety, the following positions with the following salaries: 7 Regular Detectives, basic salary, \$2250.00; temporary salary, per year, \$2012.50, so that the number of regular detectives in the Division of Police, Department of Public Safety, shall be twenty-five (25)." In justice to those men who have served in lesser capacities and, for a period of years, have proven this adaptability for detection work, I am of the opinion that recognition should be given for their meritorious work.

The induction of the police in-service training school has necessitated the group to use the gymnasium for a classroom. Better facilities should be provided for those classes. As a matter of fact, a general revision of office space should be made so that all police executive offices would be centralized and be in one particular part of the building; preferably the second floor. The Bureau of Identification and Records and Records Bureau are in need of larger quarters. If, and when, a police scientific laboratory becomes a reality this, of course, should also be located on the second floor of the Safety Building, and, in close proximity to the detective division. My understanding has been that certain changes are contemplated, in the near future, for housing some of the various city departments. At the present time we are confined to quarters which are not satisfactory and, no doubt, in the very near future will be compelled to get more space. Also, it is suggested that the reporters office be changed to some other location in the building. The office, as it is now situated, at times interferes with customary police policy.

The Vice and Gambling situation has been an ever apparent dilemma. However, I can say with assurance that with recently inaugurated policies notable progress has been made in the elimination of this social menace. Continued harassment by the police is assured.

In July, tabulating equipment was procured for the Record Bureau so that a more thorough system could be had for analyzing police activities. It is planned, during 1937, to make several analyses which will help the administration. The reporting and recording of miscellaneous services performed by the police is usually more difficult than important. However, it can be made very peremptory

by including reports of specified conditions to be observed by officers on their districts. Forms, or reports, made to suit these conditions will, in themselves, tend to reduce the officers' report making time and increase the reliability of those reports. Uniformity in report analysis is desired so that account may be shown for the magnitude of time and personnel which these services demand. In other words, it is to the benefit of all concerned to enumerate all services so that personnel can be accounted for and demonstrate the actual amount of work which is not of a criminal nature. Subjoining the previous statements, concerning records and reports, I am thoroughly convinced this topic is more important than it is credited with being. To put in effect a more routine service, and lessen report making for all police officers, 3 male stenographers should be employed. More complete and uniform reports will be the consequence of this provision. Coordination, and cooperation between the uniform, detective, and other divisions of the service, will be more effectively improved and will also result in closer administrative supervision, as a whole. Having one stenographer for each eight hour shift, available to the detective and patrol departments, will release police officers to do the work which is actually a police responsibility.

The Women's Bureau, whose work constitutes a great part of preventive and protective pursuit, have rendered good work in a difficult assignment. The report of this bureau shows the variety of their assignment, but it cannot show the careful manner in which the problems were handled.

Respectfully,


CHIEF OF POLICE.

PERSONNEL, SALARY SCALE, DISTRIBUTION OF FORCE BY STATION

NUMBER AND BY ASSIGNED BUREAU, DECEMBER 31, 1936

Ranks And Grades	Number	Annual Salary	Outpost Stations					Headquarters	Detective Bureau	Traffic Bureau	Womens Bureau
			1	2	4	5	6				
Chief	1	\$3205	0	0	0	0	0	1	0	0	0
Inspectors	3	2433	0	0	0	0	0	1	1	1	0
Captains	3	2170	3	1	0	0	0	0	3	1	0
Lieutenants	6	2013	3	3	0	0	0	0	0	0	0
Sergeants	19	1908	10	3	0	0	0	3	0	2	1
Chief Operator	1	1908	0	0	0	0	0	1	0	0	0
Detectives	17	2013	0	0	0	0	0	0	17	0	0
Detailed Detectives	14	1908	0	0	0	0	0	0	14	0	0
Supt. Bureau Of Ident.	1	2354	0	0	0	0	0	1	0	0	0
Ass't. Supt. " "	1	2065	0	0	0	0	0	1	0	0	0
Lieutenant Clerks	4	1960	0	0	0	0	0	4	0	0	0
Sergeant Clerks	2	1881	0	0	0	0	0	2	0	0	0
Patrolmen	270	1640	165	31	7	7	7	35	13	5	0
Police Women	3	1640	0	0	0	0	0	0	0	0	3
TOTAL	350		181	38	7	7	7	49	48	9	4
Traffic Engineer	1	2433	0	0	0	0	0	0	0	1	0
Criminal Record Clerk	1	1640	0	0	0	0	0	1	0	0	0
Multigraph Operator	1	1424	0	0	0	0	0	1	0	0	0
Clerks, Grade "C"	3	1370	0	0	0	0	0	1	0	2	0
Inter. Steno. Clerks	3	1154	0	0	0	0	0	0	0	3	0
Jr. Steno. Clerk	1	1100	0	0	0	0	0	0	0	0	1
Matrons	6	1100	0	0	0	0	0	0	0	0	6
Janitor, Grade "B"	1	1000	0	1	0	0	0	0	0	0	0
Caretaker	1	648	0	0	0	0	0	1	0	0	0
Tailor	1	720	0	0	0	0	0	1	0	0	0
Laborers	4	65 $\frac{1}{2}$ hr.	0	0	0	0	0	3	0	1	0
Laboress	5	60 $\frac{1}{2}$ "	0	0	0	0	0	0	0	5	0
TOTAL Civilian	28		0	1	0	0	0	8	0	12	7
Grand Total	378		181	39	7	7	7	57	48	21	11

CHANGES IN AUTHORIZED AND ACTUAL STRENGTH
OF THE POLICE DEPARTMENT

<u>Ranks And Grades</u>	<u>Authorized Strength</u>		<u>Actual Strength</u>		<u>Gain Or Loss</u>	
	<u>Jan 1.</u>	<u>Dec. 31</u>	<u>Jan 1.</u>	<u>Dec. 31</u>	<u>G</u>	<u>L</u>
Chief	1	1	1	1		
Inspectors	3	3	3	3		
Captains	8	8	8	8		
Lieutenants	6	6	6	6		
Sergeants	20	20	20	19		1
Detectives	19	19	19	17		2
Detailed Detectives	15	14	15	14		1
Chief Operator	1	1	1	1		
Supt. Bureau of Ident.	1	1	1	1		
Ass't Supt. " "	1	1	1	1		
Lieutenant Clerks	4	4	4	4		
Sergeant Clerks	2	2	2	2		
Patrolmen	285	285	285	270		15
Police Women	3	3	3	3		
Pensionable Employees	369	368	369	350		19
Traffic Engineer	0	1	0	1	1	
Matrons	6	6	6	6		
Janitor, Grade "B"	1	1	1	1		
Caretaker	1	1	1	1		
Laborers	9	9	9	9		
Multigraph Operator	1	1	1	1		
Clerks, Grade "C"	5	3	5	3		2
Jr. Steno. Clerk	1	1	1	1		
Inter. Steno. Clerks	2	3	2	3	1	
Criminal Record Clerk	0	1	0	1	1	
Tailor	0	1	0	1	1	
Non-pensionable employees	26	28	26	28	4	2
TOTAL	395	396	395	378	4	21

CHANGES IN PERSONNEL DURING YEAR 1936

1. Present on duty January 1, 1936	369
2. Recruited during the year	0
3. Reinstated during the year	0
TOTAL	369
4. Separations:	
A-Voluntary resignation	0
b-Retirement on pension	9
c-Resigned with charges pending	0
d-Dropped during probation	0
e-Dismissed for cause	6
f-Killed in line of duty	1
g-Deceased	3
5. Total number of separations during the year	19
6. Present on duty December 31, 1936	350

DAILY AVERAGE STRENGTH OF PATROL FORCE

Showing the manner in which the patrol force is depleted by demands of other police service.

Total number of Patrolmen	270
Less permanent assignments *	116
Less details to special squads and divisions **	9
Number assigned to actual patrol duty	125
Average daily absentees of patrolmen: (Absent on leave, Days off, Sickness, Disabled on duty, Excused, Out of city on police business, Vacations, Suspensions, Absent without leave)	23.5 men 101.4
Average number available daily for patrol duty	101.4

These are divided into three platoons of eight hours each:

Platoon #1	12:00 P. M.	to	8:00 A. M.
" #2	8:00 A. M.	to	4:00 P. M.
" #3	4:00 P. M.	to	12:00 P. M.

* Permanent assignments includes: Traffic men, Motorcycle patrol, Patrol wagon drivers, Traffic Bureau clerk, Garage clerk, Mayors aid, Court officers, Record Bureau, Identification Bureau, Turnkeys office, Property Room clerk, Custodian, Detective Division, Elevator service, Despatchers office.

** Special squads includes: Vice and Gambling.

Excerpt from Ordinance #9651, Section #1, passed by City Council June 8, 1933: That the Director of Public Safety, upon recommendation of the Division Chief and Police Surgeon be, and is hereby authorized to continue the above practice regarding the compensation to be paid to the injured or sick members of the Police and Fire Divisions.

Excluding the regular days off and vacation assignments, the total days charged to sickness represents 59.4 percent of all irregularities.

Complete information relating to the departments' health and physical fitness is not available for this report.

FINANCIAL STATEMENT FOR 1936

Salaries and wages	\$645,000.00	\$645,000.00
Supplies:		
Heating	\$ 2,000.00	
Provisions - feeding prisoners	2,400.00	
Mechanical and electrical	600.00	
Automobiles, motorcycles, etc.	14,500.00	
Cleaning and sanitary	300.00	
Medical	50.00	
Books - reports, etc.	50.00	
Miscellaneous	<u>400.00</u>	
		\$ 20,300.00
Contractual:		
Transportation - train fare, etc	\$ 300.00	
Communication	820.00	
Hospital service for officers	350.00	
Rental - business machines, etc.	500.00	
Light and power	600.00	
Miscellaneous - evidence, etc	<u>330.00</u>	
		\$ 2,900.00
Maintenance:		
Furniture and fixtures	\$ 135.00	
Buildings	100.00	
Machinery and tools	525.00	
Automotive	12,000.00	
Miscellaneous	<u>60.00</u>	
		\$ 12,820.00
Outlay - New Equipment:		
Automobiles	\$25,000.00	
Typewriters, etc	<u>80.00</u>	
		\$ 25,080.00
Total		<u>\$706,100.00</u>

AUTO THEFTS AND RECOVERIES

	<u>1936</u>	<u>1935</u>	<u>1934</u>	<u>1933</u>	<u>1932</u>
1. Autos reported stolen in city	1074	1207	1555	1910	2112
a- Recovered by Auto Squad	365	365	492	?	?
b- Recovered by other officers	443	597	570	?	?
c- Recovered by other police	175	245	78	?	?
* 2. Total rec'd - stolen in city	1032	1156	1435	1766	1966
3. Per cent of stolen cars rec'd	96.	95.6	92.2	92.4	93.
4. Autos recovered for other Depts.	69	82	128	159	175

* Automobiles stolen in previous years but recovered this year are entered with total recovered autos for this year

CITY OF TOLEDO

OHIO

DIVISION OF POLICE



RAY E. ALLEN
Chief of Police

JOHN N. EDY
City Manager

January 1st, 1937.

From Inspector of Police

Subject Yearly Report.

Mr. R. E. Allen,
Chief of Police.

Dear Sir:-

The uniformed members of this division have been very efficient in their duties as, when considering their duty as prevention of crime, the 1936 report of Crime in Toledo will clearly indicate.

The general appearance of the uniformed officers, while on duty, has been clean and neat, and they wear well tailored uniforms.

The discipline has been good with few exceptions which resulted in charges being preferred and ultimately the officers were dismissed, suspended, or censured. These examples did a great deal toward causing other men to increase their effectiveness by being alert and anxious to perform their duties.

In Instruction Branch, as installed by you, is filling a much-needed requirement, and believe it is doing much toward the development of mentality. The specialists in the different bureaus with scientific methods for combating crime will bring the desired results.

The City of Toledo has been very generous, especially when considering the financial stringency, in furnishing new autos, and this equipment is proving to be a worth-while expenditure.

The members of this division have worked many hours of overtime, excluding days in criminal and traffic courts and at grand jury hearings. Strikes have been almost continuous, and in one strike, two entire shifts worked 12 hours daily for 22 days which totals about 1188 eight-hour days of overtime, and this was done without protest or any resentment on the part of the officers. The officers have shown that it is their desire to be of useful service to our citizens and visitors.

CITY OF TOLEDO

OHIO

The sub-stations are in poor physical condition and require considerable repairs. However, all the sub-stations were thoroughly washed and cleaned thru the use of W.P.A. labor.

No. 2 Station has been kept clean by full-time janitor. The station doors should be varnished, and garage should be painted and the walls of the garage should be re-plastered or plaster should be repaired in many places.

No. 4 Sub-Station should be painted. The rear doors are decayed, the window glass is loose and one pane is missing. The rear half of this station could be partitioned off from the front end and then it would require heat for front half only. The cost of partition would be saved in fuel in one winter.

No. 5 Sub-Station's roof leaks quite badly.

No. 6 Sub-Station is inadequately heated and one more radiator of 24 sections would remedy this defect.

If gas supply tanks could be installed at sub-stations, it would save time and mileage for scout cars and patrols, which now come to the Safety Building for gasoline and oil.

I believe that scout districts should be changed and renumbered. The East Side, now known as 1-1 and 1-2 should be changed to No. 1 and No. 2. Also, Districts 2-1 and 2-2 could be changed to No. 3 and No. 4, and so on.

Also would suggest that Scout Districts 3, 4, and 6 be divided into 4 districts so as to give better protection. This would make twelve districts. When less than that number are operated, one car could cover two districts and when broadcasting, could use the lower district number.

Would call attention to Ontario St., between Jackson Ave. and Beech St., which is not actually a street and belongs to the City of Toledo; this street could be widened 20 or 25 feet to permit angle parking for the convenience of employes and visitors to the Safety Building. W.P.A. labor could be used. This is not made as a recommendation to aid traffic.

Your understanding and aid in my work has made a very pleasant position for me and I sincerely trust that our relations will continue indefinitely.

Respectfully,



Inspector of Police.

Toledo, O., January 1st, 1937.

Mr. John N. Edy,
 Director, Public Safety,
 City of Toledo, O.

Dear Sir:-

Below is statement showing number of meals furnished and the cost of same for prisoners at the Safety Bldg. during year of 1936. These meals are prepared in Safety Bldg. cell block under the supervision of Mrs. Grace Miller who is paid 10¢ for each breakfast, 15¢ for each dinner, and 10¢ for each supper.

The kitchen space, together with a small dining room, is rent free to Mrs. Miller. The light, heat, and gas is also furnished by the city of Toledo. The fixtures are the property of the city, and the utensils are the property of Mrs. Miller.

Month	Breakfast		Dinner		Supper		Cost.
	Male	Female	Male	Female	Male	Female	
January	564	90	291	71	349	74	\$162.00
February	552	110	287	92	330	94	165.45
March	663	113	338	93	385	87	189.45
April	620	77	273	62	328	66	159.35
May	768	123	439	96	492	99	228.45
June	760	97	355	69	439	71	200.30
July	821	80	490	54	520	51	228.80
August	955	106	517	76	553	77	258.05
September	733	80	387	55	447	60	198.30
October	845	163	428	124	533	121	249.00
November	741	66	408	34	436	36	194.20
December	800	94	382	66	430	66	206.20
Totals	8822	1199	4595	892	5242	902	\$2439.55

10021 Breakfasts @ 10¢ Ea. \$1002.10
 5487 Dinners @ 15¢ " 823.05
 6144 Suppers @ 10¢ " 614.40
 Total cost for year \$2439.55

Respectfully submitted,

R. E. Allen
 Chief of Police.

DETECTIVE BUREAU

Herewith find general activities report for the Detective Bureau. First of all I want to make note of the general increase of cooperative spirit in the department. This, to me, is one of the major reasons for the best record the Detective Bureau has ever had. When every member of the whole department realizes he is working for a common cause and to the benefit of all, then and not until then, will better results be obtained. The general response of the men in this department has been commendable. I have had the whole-hearted cooperation of them all, as well as excellent assistance from the Uniform Department.

Mention must also be given to the manner in which the men accepted the idea that the actual making of an arrest does not constitute the only credit for work done. The voluntary contribution of information, in written reports, has materially helped in the clearance of offenses with which we are charged. The combining or grouping together of essential information presents a complete picture of a case from beginning to end. Having knowledge of incidents, pertaining to a certain case, in an accessible place helps all officers in the collection and presentation of evidence.

General Activities reports of the various squads will be found elsewhere in this report, along with explanation of the duties relating to the specific assignment.

DETECTIVE BUREAU RECOMMENDATIONS

SCIENTIFIC LABORATORY: This is one of the material needs of the department. As soon as funds are available the necessities for its installation should be purchased. Completely equipped it would cost about \$5000.00. It would be of inestimable aid in the detection of criminals and, more important, in the proof of their guilt. I would recommend the acquisition of such equipment over a period of months or possibly years, if it is not possible to install it, as a whole, at one time. Patrolman A. Eggert, who had been working in conjunction with the Homicide Squad, is well schooled in the application and limitations of this study. He has had two years research work and practice at the University Of Toledo. I, therefore, recommend he be given the rank of Detailed Detective which capacity is in keeping with his job.

EQUIPMENT: Two typewriters should be purchased for this bureau. Those now in use are ten years old and are in need of constant repair. Their replacement would minimize repair work and we would have them accessible when needed.

ACTIVITIES: Detective Captains are charged with of the duties of all men on their respective platoons. Every day, except Sunday and other legal holidays, they hold roll-call. This consists of viewing all prisoners held in custody, and informing the group of the criminals status.

They assign all work of an investigative nature, assist with investigations and interrogations. They have been very competent in their duties. Three detectives are assigned as Acting Captains, all of whom relieve the regular captains with office routine and when the regular captain leaves the office.

The Homicide Squad consists of two men who investigate all deaths of a felonious nature. They participated in 19 homicidal arrests, investigated 68 deaths resulting from automobile accidents and 332 deaths which were attributable to natural causes. Also 981 other investigations.

The Bank and Hotel detail has two men assigned to it. They investigate fraudulent check, note or draft offenses. When not busy with those duties they work in department stores apprehending shoplifters. They participated in 97 arrests and made 468 investigations.

Four men comprise the Special Investigation Squad. Their duties are of such a secretive nature that arrests cannot be judged to merit their work. However, they participated in 87 arrests, made 219 other investigations and recovered property valued at \$348.00.

The Burglary Squad consists of six men, two each on each platoon. They are charged with the investigation of all burglary offenses. They have demonstrated their capacity for this work. 310 arrests were made, 334 other investigations and property valued at \$19,430.00 was recovered.

Four men are assigned to the assigned to the Robbery Squad. These men have justified the confidence placed in them, to take care of complaints of this nature. They participated in 160 arrests, made 133 other investigations and recovered property valued at \$845.00.

Seven men are assigned to the Auto Recovery Squad. Six of them do investigative duty while the other does clerical work in the office. Their duties are to investigate recovered autos, garage burglaries and cases where articles are stolen from parked automobiles. 365 autos were recovered, 134 arrests were effected and \$791.00 worth of property (other than autos) was recovered.

The Pawnshop Detail consists of two men who investigate all articles sold or pawned in the local pawnshops, second-hand stores or junk yards. They have participated in 47 arrests, made 868 other investigations and recovered property valued at \$15653.00.

Five men are assigned to General Assignments. These men take care of all complaints which are not charged to the previous mentioned squads. They participated in 338 arrests, 234 other investigations and recovered property valued at \$2423.00.

The Polish Detail consists of four men who investigate offenses originating in the Polish settlements. They are very apt in solving offenses occurring in those neighborhoods. 435 arrests were made, 336 other investigations and property valued at \$3873.00 was recovered.

All offenses which originate or are to be investigated in East Toledo are taken care of by three men. These men have solved numerous major offenses and have done exceedingly good work. 211 arrests were made, 743 other investigations and property valued at \$4323.00 was recovered.

The Colored Detail is taken care of by one detective. His work has been of the highest order. His record below will bear out this statement. 102 arrests, 240 other investigations.

Respectfully,

Geo. A. Muehly
Inspector, Detective Division.

TOLEDO POLICE DEPARTMENT
AUTOMOBILE SQUAD.

January 9th, 1937.

To : Ray Allen, Chief of Police.

From : Joseph Fruchey, Detective Inspector.

Subject : Yearly report of the AUTOMOBILE SQUAD, for 1936.

1,090 Automobiles were reported stolen during the year.
16 Of these cars were carried as stolen but proved to
be unfounded.

1,074 Automobiles actually stolen during 1936.

1,032 Automobiles were recovered, these cars were reported
stolen here

42 Automobiles reported stolen were not recovered in 1936.

16 Auto's were unfounded, previously carried as stolen.

302 Auto's were unfounded, previously carried as unfounded.

318 Automobiles reported stolen were unfounded in 1936.

397 Auto's Recovered by Uniform Division.

365 " " " Automobile Squad.

46 " " " Detective Division.

109 " " " Outside Police.

66 " " " Sheriffs Officers.

118 " " " Owners.

1,101 " " " Including outside cars.

1,032 Number of cars reported stolen here recovered

69 Cars reported stolen outside recovered here.

1935

1,164 Autos reported stolen in 1935

1,113 Autos reported stolen which were recovered.

51 Autos reported stolen which were not recovered.

1936.

1,074 Autos Reported stolen in 1936.

1,032 Autos Recovered

42 Autos reported stolen that were not recovered in 1936.

703 Cars were stolen by JOY RIDERS during the year.1936.

ARRESTS MADE BY AUTOMOBILE SQUAD IN 1936.

173 Auto theft. (100 for auto theft 1935)
6 Dyer act. (Federal offense)
11 Burglary
3 Robbery
3 Grand Larceny
31 Petit Larceny
16 Suspicion
23 Fugitives, Felony charge.
2 Rape
6 Stolen Property
45 All other offenses.
319 Total arrests for 1936.
(232 Arrests by auto squad for 1935)

3,294 Investigations made by auto squad.

365 Cars recovered by auto squad. Valued at
\$127,769.00

\$5,195. Value of property other than automobiles
recovered by auto squad.

780 Automobiles were towed off the streets for
violation of law and investigations, in
accordance with authority granted in city
ordinance regulating the towing of automobiles
by the police department.

Respectfully submitted by,

Geo. Pruechey
Detective Inspector.

Jan. 15, 1937.

Chief of Police
Ray Allen
Sir:

I herewith submit the following annual report of the Crime Detection Laboratory at the University of Toledo, for the year ending Dec. 1936.

Chemical Analysis

Total number of knives received for examination.	12
Positive reports were submitted (blood)	9
Garments received for examination of Powder Burns.	18
Positive report submitted.	11
Microscopical analysis	180
Positive reports submitted	137
Total number of paraffin cast's taken of hands for determination of nitrates.	20
Positive reports submitted.	14

Moulage

Total number of casts taken in burglary cases	152
Positive reports submitted	42
Death masks taken for research purposes	5
Conviction's in Court by presenting cast's in evidence	100%

Burglary Tools

Tools analysed for comparison, with moulage cast's.	24
Positive reports submitted	16

Ballistic

Total number of firearms received for examination.	71
Firearms that were identified with Crime.	26
Bullets received for examination.	34
Number of Bullets identified with Firearms.	16
Numbers restored on Firearms.	7

Complaints

Total number of Homicides answered.	15
" " " Suicides by Firearms.	14
" " " Burglaries.	185

This work was accomplished under great difficulties by not having the required instruments in our own Police Department necessary to conduct such examinations. The University of Toledo furnished quarters and access to their chemical laboratory, but only by the cooperation of the Citizens of Toledo and other Police Departments were we able to conduct such examinations and analyses.

May I suggest at this time that the Officials of the City Government of Toledo, discuss ways and means whereby our own Department may have a Scientific Laboratory and not depend upon the aid of outside help.

Respectfully

Officer
A. W. Eggert

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Jan. 15, 1937.

Chief of Police
Ray Allen
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Officer
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ANNUAL REPORT OF THE POLICE

DEPARTMENT

TRAFFIC BUREAU

FOR

1936

Toledo, Ohio.

January 15, 1937.

Mr. Ray E. Allen,
Chief of Police.

Sir:

It gives me a great deal of pleasure to submit to you at this time a full and complete report of the figures compiled by the Traffic Bureau during the year of 1936. Where possible a comparison will be made with the same figures as compiled for the year of 1935.

Attached you will find the 1936 Annual Accident Analysis Sheets as used by the National Safety Council, in addition to the same information being cited elsewhere in the report for purposes of comparison with the previous year. Also on separate sheets you will find summaries of statistics compiled as they are related to the other activities of the bureau.

Respectfully submitted,

Thomas E. O'Reilly
Inspector of Traffic

[A monthly report on this form (or its equivalent) is expected from every city in the National Traffic Safety Contest. Table A should be always filled out; Table B if possible. For complete instructions see Public Safety Memo No. 69. Three copies of the report should be made, one for local police department files, one for the local safety council or committee, and one for the National Safety Council, Inc., 20 N. Wacker Drive, Chicago.]

TRAFFIC ACCIDENT SUMMARY

Toledo Ohio

Year

1936

Name of City—State

Month

Year

TABLE A—TYPE OF ACCIDENT AND AGE GROUP

Type of Accident	Number of Accidents				Number of Persons Killed						Number of Persons Injured					
	Total (A)	Fatal (B)	Non-Fatal (C)	Prop'ty Damage (D)	All ages (E)	0-4 (F)	5-14 (G)	15-24 (H)	25-64 (I)	65 & over (J)	All ages (K)	0-4 (L)	5-14 (M)	15-24 (N)	25-64 (O)	65 & over (P)
1. TOTAL TRAFFIC.....	9871	64	1958	7849	68	3	2	6	37	20	2317	43	333	730	1065	146
2. MOTOR VEHICLE-Total.....	9870	63	1958	7849	67	3	2	6	37	20	2317	43	333	730	1065	146
3. Collision with pedestrian.....	945	37	908	749	37	2	1	2	16	16	891	19	143	227	431	71
4.with other motor vehicle.....	8515	14	844	7657	15	1	1	2	9	2	1160	24	128	408	533	67
5.with railroad train.....	25	2	15	8	4			1	2	1	52		3	30	12	7
6.with electric car.....	89	2	31	56	2				1	1	37			10	26	1
7.with bicycle.....	107	1	79	27	1			1			81		47	29	5	
8.with horse-drawn vehicle.....	17	1	7	9	1				1		6			1	5	
9.with fixed object.....	171	5	74	92	5				5		82		12	24	46	
10. Non-collision.....	1	1			2				2		8			1	7	
11. OTHER TRAFFIC—Total.....	1	1			1				1							
12. R.R.—not with mot. veh.....	1	1			1				1							
13. Elec. car—not with m. v.....																
14. Other veh.—not with m. v.....																

TABLE B—CIRCUMSTANCES ATTENDING OCCURRENCE OF MOTOR VEHICLE ACCIDENTS

Circumstances	Total	Fatal	Non-Fatal	Prop'ty Damage Only	Circumstances	Total	Fatal	Non-Fatal	Prop'ty Damage Only
I. TIME					III. TYPE OF MOTOR VEHICLE				
Total accidents.....	9871	64	1958	7849	Total motor vehicles.....	18732	84	3032	15616
1. 12.01 a.m. to 6.00 a.m.....	1702	14	246	1442	1. Passenger car.....	16930	79	2634	14217
2. 6.01 a.m. to 7.00 a.m.....	281	2	51	228	2. Truck.....	670	2	161	507
3. 7.01 a.m. to 8.00 a.m.....	355	1	72	282	3. Taxicab.....	370		110	260
4. 8.01 a.m. to 9.00 a.m.....	307	1	73	233	4. Bus.....	173		44	129
5. 9.01 a.m. to 10.00 a.m.....	308	1	61	246	5. Motorcycle.....	49	1	13	35
6. 10.01 a.m. to 11.00 a.m.....	410		84	326	6. Not stated.....	480	2	70	408
7. 11.01 a.m. to 12.00 noon.....	427	2	91	334	IV. RESIDENCE OF DRIVER				
8. 12.01 p.m. to 1.00 p.m.....	348		86	262	Total drivers.....	18732	84	3032	15616
9. 1.01 p.m. to 2.00 p.m.....	331	2	84	245	1. Resident of city.....	15284	75	2403	12806
10. 2.01 p.m. to 3.00 p.m.....	428	1	95	332	2. Res. within metropolitan district.....	2274	6	355	1913
11. 3.01 p.m. to 4.00 p.m.....	382	2	93	287	3. Resident elsewhere in same state.....	404	2	96	306
12. 4.01 p.m. to 5.00 p.m.....	744	1	154	589	4. Resident of some other state.....	353	1	102	250
13. 5.01 p.m. to 6.00 p.m.....	741	4	146	591	5. Not stated.....	417		76	341
14. 6.01 p.m. to 7.00 p.m.....	510	9	135	366	V. AGE OF DRIVER				
15. 7.01 p.m. to 8.00 p.m.....	420	3	102	315	Total drivers.....	18732	84	3032	15616
16. 8.01 p.m. to 9.00 p.m.....	494	8	101	385	1. Under 20.....	782	2	126	654
17. 9.01 p.m. to 10.00 p.m.....	415	8	96	311	2. 20-29.....	3714	12	577	3125
18. 10.01 p.m. to 11.00 p.m.....	455	2	74	379	3. 30-49.....	11538	53	1889	9596
19. 11.01 p.m. to 12.00 midnight.....	495	3	76	416	4. 50-64.....	1718	12	273	1433
20. Not stated.....	318		38	280	5. 65 and over.....	366	1	70	295
					6. Not stated.....	614	4	97	513
II. LOCATION					VI. SEX OF DRIVER				
Total accidents.....	9871	64	1958	7849	Total drivers.....	18732	84	3032	15616
1. At intersection.....	6605	27	1354	5224	1. Male.....	17356	82	2922	14952
2. Not at intersection.....	2951	37	539	2375	2. Female.....	526	2	141	383
3. Not stated.....	315		65	250	3. Not stated.....	350		69	281

(OVER)

TABLE B—(Continued)

Circumstances	Total	Fatal	N. F.	P. D.	Circumstances	Total	Fatal	N. F.	P. D.
VII. MANNER OF COLLISION					XII. CONDITION OF VEHICLE				
Total 2-vehicle accidents	9871	64	1958	7849	Total motor vehicles	18732	84	3032	15616
1. Angle collisions	6786	32	1221	5533	1. Defective brakes	738	11	140	587
2. Head-on collisions	530	21	145	364	2. Improper lights	371	1	63	287
3. Rear-end collisions	459	3	126	330	3. Defective steering mechanism	124	1	28	95
4. Backed into other vehicle	218		46	172	4. Other defects	16		5	11
5. Side-swiped other vehicle	1562	5	338	1219	5. No defects	16826	71	2572	13983
6. Not stated	316	3	82	231	6. Not stated	857		204	653
VIII. WHAT DRIVERS WERE DOING					XIII. TRAFFIC CONTROL FUNCTIONING				
Total motor vehicles	18732	84	3032	15616	Total accidents	9871	64	1958	7849
1. Making right turn	1906	9	272	1625	1. Railroad crossing gates	5		2	3
2. Making left turn	3298	6	401	2891	2. Officer or watchman	3		2	1
3. Making U turn	368		54	314	3. Automatic signal	1307	6	255	1046
4. Going straight ahead	8713	67	1503	7143	4. STOP signs	1352	13	374	965
5. Slowing down or stopping	664		140	524	5. Warning signs; SLOW, etc.	408	9	93	303
6. Overtaking	1631		268	1363	6. No control functioning	6379	36	1132	5211
7. Leaving curb (including backing)	774	1	159	614	7. Not stated	420		100	320
8. Other backing	207		34	173	XIV. CONDITION OF DRIVER				
9. Stopped in traffic	383		52	336	Total drivers	18732	84	3032	15616
10. Parked	374		33	313	1. Under influence of liquor	573	11	124	438
11. Not stated	409	1	93	313	2. Physical defect (eyesight, etc.)	91	1	25	65
IX. MISCELLANEOUS EVENTS					3. Other defect				1
Total (of following 3 items)	540	6	142	392	4. No defect	17073	69	2653	14345
1. Skidding	362	4	89	269	5. Not stated	991	3	225	763
2. Blow-out	57		7	50	XV. CONDITION OF PEDESTRIAN				
3. Ran off roadway	121	2	46	73	Total pedestrians	945	37	908	
X. WHAT PEDESTRIANS WERE DOING					1. Under influence of liquor	71	5	66	
Total pedestrians	945	37	908		2. Physical defect (eyesight, etc.)	17	1	16	
1. Crossing at intersection with signal	114	3	111		3. Other defect	2		2	
2. Same—against signal	137	4	153		4. No defect	789	31	758	
3. Same—no signal	113	10	103		5. Not stated	66		66	
4. Same—diagonally	99	1	98		XVI. ROAD CONDITION				
5. Crossing—not at intersection	253	15	238		Total accidents	9871	64	1958	7849
6. Hitching on vehicle	12		12		1. Road under repair	171		44	127
7. Playing in roadway	43		43		2. Obstruction not lighted	66		21	45
8. Walking in roadway	28	2	26		3. Other defect	22	2	5	15
9. Working in roadway	4		4		4. No defect	9206	62	1770	7374
10. Waiting for or getting on or off street car—at safety zone	12		12		5. Not stated	406		118	288
11. Same—no safety zone	29		29		XVII. ROAD SURFACE				
12. Getting on or off other vehicle	13		13		Total accidents	9871	64	1958	7849
13. Not in roadway	15	1	14		1. Dry	7007	46	1384	5577
14. Not stated	50	1	49		2. Wet, snowy, icy, etc.	2555	13	513	2024
XI. IMPROPER DRIVING					3. Not stated	309		61	248
Total drivers	18732	84	3032	15616	XVIII. WEATHER				
1. Exceeding speed limit	1537	11	286	1290	Total accidents	9871	64	1958	7849
2. Did not have right of way	2584	13	414	2157	1. Clear	7781	52	1537	6192
3. Cutting in	1426		272	1154	2. Cloudy, fog, raining, snowing, etc.	1791	12	361	1418
4. On wrong side of road	497		86	411	3. Not stated	299		60	239
5. Passing standing street car	112		26	86	XIX. LIGHT				
6. Drove through safety zone	101		33	68	Total accidents	9871	64	1958	7849
7. Passing on curve or hill	45	1	1	43	1. Daylight	3304	15	1154	4135
8. Failed to signal	1282		207	1075	2. Dusk or semi-darkness	901	10	226	671
9. Improper turn—wide right turn	1153	7	221	925	3. Darkness—street lights	3212	39	505	2669
10. Same—cut corner on left turn	1719	3	276	1440	4. Darkness—no street lights	150		38	122
11. Same—turn from wrong lane	632		88	544	5. Not stated	293		41	252
12. Disregarded stop sign	1233	5	275	953	This Report Prepared by Thos. E. O'Reilly - Inspector				
13. Disregarded signal	619	3	143	468	Name and address to which correspondence should be addressed.				
14. Other improper driving	221	6	65	150					
15. No improper driving	5164	54	564	4566					
16. Not stated	357	1	70	286					

(OVER)

I.

Traffic Bureau records for the year of 1936 show an increase in total accidents, a slight increase in the number of persons killed, and a considerable increase in the number of personal injury accidents. The increase in the number of persons killed is not at all encouraging. The total of 68 persons killed gives our city a death rate of 22.6 per hundred thousand population, basing the computation on a population of three hundred thousand for this city. This is 1.5 per cent higher than during the year of 1935, when basing our population of 297,000, the death rate was 21.1 per hundred thousand population. While it is impossible at the present time to obtain registration figures for this period, yet we can safely assume that there are a greater number of cars using our streets than for several years past. This condition prevails in every large city in the country. We have had a considerable change in our economic and social picture all through the country in the past year. Better times always presage a greater buying power and in consequence increased motor vehicle registration is concomitant with those figures. This has obviously increased the total vehicles on the streets during peak traffic hours. The physical aspects of our streets has not changed materially, except to provide better pavements in many localities, adding an inducement to the fast driver. While speed alone is not responsible for all of the serious accidents that occur, yet it is an important element.

SUMMARY OF ACCIDENT ANALYSIS

Table-A of the accident analysis sheets shows there was a total of 9871 accidents reported to the Traffic Bureau during the year of 1936 as compared to a total of 8100 accidents during the year of 1935. This represents an increase of 21.8 per cent over 1935. There was a total of 1958 personal injury accidents during 1936 as compared to a total of 1781 during 1935. This represents an increase of 9.9 per cent over the year 1935. There was a total of 2317 persons injured in 1936 as against 1964 persons in 1935, or an increase of 17.9 per cent which is an unusually high per cent increase. As mentioned above, the fatal accidents neither increased or decreased during 1936, there being 64 such accidents in both 1935 and 1936. However, the number of persons killed in these accidents increased in 1936 to 68 or 3 per cent over those for 1935.

Table-II of the accidents analysis sheets show where these accidents are happening. Of the total of 9871 accidents, 6605 happened at intersections, 2951 in between blocks, not at the intersections, and the remaining 315 happened on bridges, private driveways leading into streets, or the location was not definitely stated in the reports. Table-XIX shows there were 5304 accidents happened during daylight hours, 4567 accidents happened during dark hours or at times unstated in the reports. The majority of accidents happen during daylight hours, and at intersections. This has been true every year since this department has been

making any analysis of accidents, yet it is quite obvious that many of the more serious accidents are happening during dark hours when visibility is low, and there is an inclination of the part of the motorist and pedestrian as well to proceed without increased care and caution. It has been a rather difficult matter covering all sections of the city with a like amount of police protection. Distribution of motorcycle officers has for some time past been made on facts gleaned from the accident reports relative to location and cause of accidents.

II.

Table-XVIII shows an analysis of the weather conditions at the time of the accidents. There were 7781 accidents happened during clear weather, and the remaining 2090 happened during adverse weather conditions, such as raining, snowing, or misty. Clear weather during 1936 predominated and it would seem therefore that some of the increase in total accidents reported can be attributed to the good weather conditions. Persons operating motor vehicles are apt to be more cautious and careful during bad weather, and by the same token good weather and good pavement is an inducement to them.

Table-A gives a complete story of the personal injuries and fatalities. During 1936 there were 3 persons under 4 years of age killed and 43 injured; there were 2 persons between the ages of 5 and 14 years killed and 333 injured; there were 6 persons between the ages of 15 and 24 years killed and 730 injured; there were 37 persons between the ages of 25 and 64 killed and 1065 injured which represents the highest age group of killed and injured; and 20 persons between the ages of 65 and over killed and 146 injured. As in the past there were a greater number of adult persons killed and injured. Obviously it is harder to educate adults relative to safety while children are being given safety training daily. Adults are more apt to take chances than are children, and of course few children are drivers of vehicles, whereas many of the adult operators are injured or killed through their own or some other persons carelessness or recklessness. There was a total of 5 children killed and 376 injured during 1936 as compared to 4 killed and 267 injured during 1935. An alarming factor in the accident situation has been brought about through the increased use of the bicycle as a method of transportation or a pleasure device. During 1936 this analysis shows there was one child killed and 47 injured with bicycles in addition to 34 adult persons being injured with bicycles or a total of 82 accidents in which a bicycle was involved, which result in death or injury.

Following is a grouping of various tables taken from the form recommended by the National Safety Council and appearing at the front of this report. These are placed at this point of the annual report purely for the purpose of comparison and ready reference to the various phases of accident analysis. Only the totals of the various items will be shown, no reference being made to any division relating to degree of seriousness, either from a personal injury aspect or from that of property damage.

TYPE OF ACCIDENTS

	<u>1935</u>	<u>1936</u>
1. Total Traffic-	8100	9871
2. Motor Vehicle- Total-	8099	9870
3. Collision with pedestrian-	760	945
4. " " other motor vehicle	6961	8515
5. " " railroad train-	8	25
6. " " electric car-	131	89
7. " " bicycle-	47	107
8. " " horse-drawn vehicle-	36	17
9. " " fixed object	155	171
10. Non-collision-	1	1
11. Other Traffic- Total-	1	1
12. R.R.- not with motor vehicle	1	0
13. Electric car- not with motor vehicle-	0	1
14. Other vehicle- not with motor vehicle-	0	0

III.

LOCATION

	<u>1935</u>	<u>1936</u>
Total Accidents-	8100	9871
1. At intersection-	5937	6605
2. Not at intersection-	1839	2951
3. Not stated-	324	315

TYPE OF MOTOR VEHICLE

	<u>1935</u>	<u>1936</u>
Total Motor Vehicles-	15277	16732
1. Passenger cars-	15085	16930
2. Trucks-	820	670
3. Taxicabs-	258	370
4. Busses-	86	173
5. Motorcycles-	42	49
6. Not stated-	986	480

RESIDENCE OF DRIVER

	<u>1935</u>	<u>1936</u>
Total Drivers-	15277	16732
1. Resident of city-	11228	15284
2. Resident within metropolitan district-	2286	2274
3. Resident elsewhere in same state-	489	404
4. Resident in some other state-	366	353
5. Not stated-	908	417

AGE OF DRIVER

	<u>1935</u>	<u>1936</u>
Total Drivers-	15277	16732
1. Under 20-	1007	732
2. From 20 to 29-	4465	3714
3. From 30 to 49-	6597	11538
4. From 50 to 64-	1612	1718
5. 65 years and over-	453	366
6. Not stated-	1143	614

SEX OF DRIVER

	<u>1935</u>	<u>1936</u>
Total Drivers-	15277	16732
1. Male-	14398	17856
2. Female-	404	526
3. Not stated-	475	350

IV.

MANNER OF COLLISION

	<u>1935</u>	<u>1936</u>
Total Two-Vehicle Accidents-	8100	9871
1. Angle collisions-	4883	6786
2. Head-on collisions-	323	530
3. Rear-end collisions-	369	459
4. Backed into other vehicle-	134	218
5. Side-swiped other vehicle-	1861	1562
6. Not stated-	530	316

WHAT DRIVERS WERE DOING

	<u>1935</u>	<u>1936</u>
Total Motor Vehicles-	15277	16732
1. Making right turn-	1190	1906
2. Making left turn-	1883	3298
3. Making U turn-	243	368
4. Going straight ahead-	7192	8713
5. Slowing down or stopping-	537	664
6. Overtaking-	2361	1631
7. Leaving curb (including backing)-	334	774
8. Other backing-	182	207
9. Stopped in traffic-	291	388
10. Parked-	217	374
11. Not stated-	857	409

WHAT PEDESTRIANS WERE DOING

	<u>1935</u>	<u>1936</u>
Total Pedestrians	760	945
1. Crossing at intersection with signal-	57	114
2. Same- against signal-	83	157
3. Same- no signal-	90	113
4. Same- diagonally-	69	99
5. Crossing- not at intersection-	179	253
6. Hitching on vehicle-	14	12
7. Playing in roadway-	108	43
8. Walking in roadway-	24	26
9. Working in roadway-	14	4
10. Waiting for or getting on or off street car- - at safety zone-	10	12
11. Same- not at safety zone-	10	29
12. Getting on or off other vehicle-	12	13
13. Not in roadway-	15	18
14. Not stated-	75	50

CONDITION OF VEHICLE

	<u>1935</u>	<u>1936</u>
Total Motor Vehicles-	15277	18732
1. Defective brakes-	665	738
2. Improper lights-	189	371
3. Defective steering mechanism-	46	124
4. Other defects-	40	16
5. No defects-	13347	16626
6. Not stated-	890	857

V.

IMPROPER DRIVING

	<u>1935</u>	<u>1936</u>
Total Drivers-	15277	18732
1. Exceeding speed limit-	1103	1587
2. Did not have right of way-	2843	2584
3. Cutting in-	1617	1426
4. On wrong side of road-	579	497
5. Passing standing street car-	91	112
6. Drove through safety zone-	58	101
7. Passing on curve or hill-	217	45
8. Failed to signal-	617	1282
9. Improper turn- wide right turn-	1049	1153
10. Same- cut corner on left turn-	1620	1719
11. Same- turn from wrong lane-	587	632
12. Disregard stop sign-	690	1235

13. Disregard signal-	379	619
14. Other improper driving-	264	221
15. No improper driving-	2664	5164
16. Not stated-	899	357

TRAFFIC CONTROL FUNCTIONING

Total Accidents-	<u>1935</u> 8100	<u>1936</u> 9871
1. Railroad crossing gates-	5	5
2. Officer or watchman-	1	3
3. Automatic signal-	831	1307
4. STOP signs-	391	1352
5. Warning signs; SLOW, etc.-	213	405
6. No control functioning-	5345	6379
7. Not stated-	814	420

It should be noted in the study of the time of day that accidents are happening, that the majority of the accidents happen between the hours of 3:00 and 6:00 P.M., the peak hours for traffic. This has been true for many years not alone in Toledo but in every city of the country. Thus there is a strong indication that enforcement should be concentrated during those hours.

Following is a table setting forth a rather close inspection of the fatal accidents, and as can readily be seen, it points out that all fatal accidents (as well as more serious personal injury accidents) can be avoided by the exercise of due care and caution on the part of both motorists and pedestrians. Almost without exception carelessness, thoughtlessness, and recklessness have been primarily the element directly resulting in these accidents. It is regrettable that there is so far no indication of a change for the better in this respect. Education, enforcement, and engineering must cooperate to the fullest in a determined effort to change this picture to a better one. This problem has become so serious that it merits a special study being made with the ultimate goal definitely in mind. A distinct effort should be made to provide a sufficient number of motorcycle officers to patrol the streets during these peak hours at locations of high accident rate, and checking for those violations most frequently causing accidents.

VI.

An analysis of the 64 fatal accidents which were recorded by the Traffic Bureau during the year of 1936 shows they can be attributed directly to the following causes:

<u>CAUSE</u>	<u>ACCIDENTS</u>
<u>PEDESTRIANS AT FAULT:</u>	
Playing in the street-	2
Running across street not at intersection-	8
Darting out in front of motor vehicle-	6

Stepping into traffic from curb or walk-	5
Intoxication-	6
Inattention-	<u>2</u>
	29- - - - 29

MOTORISTS AT FAULT:

Failure to give right of way-	7
Speeding-	5
Intoxication-	3
Reckless driving-	5
Disobeying traffic, or officer's signal-	6
Inattention-	8
Hit-skip drivers, never apprehended-	<u>1</u>
	35- - - - 35
	TOTAL- - - - - 64

There were 9 cases, as compared to 11 during 1935, in which the Lucas County Coroner submitted all the evidence obtainable to the Grand Jury for their consideration. Following is a table setting forth this and other pertinent information for the year of 1936 month by month, such as hit-skip cases cleared, etc.

<u>MONTH</u>	<u>HIT-RUN</u>	<u>FATALS</u>	<u>GRAND JURY</u>	<u>ACCIDENTAL</u>	<u>MANSLAUGHTER</u>
January-		4	1	3	
February-		4		3	1
March-		2		2	
April-	1	5		4	1
May-		6		6	
June-	1	5		4	1
July-		1		1	
August-		6		4	2
September		9	2	6	1
October-		5		4	1
November-		9	2	7	
December-	1	8	4	3	1
<u>TOTAL-</u>	<u>3</u>	<u>64</u>	<u>9</u>	<u>47</u>	<u>8</u>

During the year of 1936 as shown above there was apparently a great difficulty in securing sufficient evidence of violations to merit indictments being returned by the County Grand Jury. It is felt that with the introduction of the Accident Prevention Bureau work, the department is definitely on the way toward efficient reporting of all information pertinent to the cases. Investigation of such cases should provide the additional evidence necessary to convict in cases arising out of violations of traffic laws.

VII.

The Traffic Bureau has experienced a great deal of difficulty in obtaining the cooperation of the public in its efforts to reduce accidents through prosecution of violators involved in accidents, and this is more particularly true in cases of hit-and-run drivers. The public has not yet attained a traffic mindedness that is so very necessary in furtherance of this part of traffic work. It is extremely difficult to make the public realize the part they can play in securing convictions of those violators who fail to stop after accidents. Usually, when persons are apprehended in minor traffic accidents, they at once make restitution to the damaged party. This serves to eliminate the danger of prosecution, for the injured parties are only interested from the standpoint of securing damages; not from the standpoint of accident reduction. In many cities where the prosecutor, or some member of the law department, cooperates with the traffic workers in trying to get these people before the court, it has been found that even then there is an inclination for subpoenaed witnesses to mitigate the offense either by refusing to tell the truth concerning what happened, or by telling the court they had made a mistake. Often times the police department is helpless without the assistance of witnesses.

It is interesting to point out at this time the terrible loss to society as a result of the fatal accidents. It has been estimated by the National Safety Council and other organizations that the loss of life through accidents means a net loss to society of \$50,000 for each person killed. In Toledo this appalling loss during the past year based entirely upon this assumption, means a loss to Toledo of \$3,350,000. This is obviously a social and economic loss that should not be overlooked in our study of the accident problem.

THE ACCIDENT PROBLEM

Of paramount interest to the police department today, just as it has been for many years past, is the accident problem. It is quite evident that greater cooperation will have to be given by the entire department and the public in coping with this serious problem. I do not believe that too much stress can be placed on the necessity for this department to take drastic steps in its efforts to reduce the great loss of life and property. The fullest cooperation of the courts, the police department, and the public is absolutely essential as an element in traffic accident prevention. While this department has received very good cooperation from the courts during the past year, nevertheless there is still room for much improvement in the manner of disposing of major traffic violations. Traffic authorities will all agree that traffic court procedure must be consistent in the manner of handling traffic cases, regardless of how trifling they may seem. The habit of paying little or no attention to minor violations eventually leads to that disrespect on the part of the violator which grows into more serious violations and prompts many to become accident prone drivers, and even potential murderers.

During the past year the enforcement of traffic regulations by this department has been on a much higher level of efficiency than ever before since the Traffic Bureau was organized. This alone, no doubt, has kept the accident record from increasing in seriousness any more than it has. With the number of officers who have been assigned to this work, and considering the type of equipment which has been available, it speaks well for the efforts of the officers.

VIII.

However, there is still much room for improvement in the enforcement of the traffic ordinance. The coming year is expected to show greater improvement since it is felt that the majority of the members of this department are taking a greater interest in traffic enforcement. The necessity for it is being felt, and traffic mindedness is fast becoming a part of the mental aspect of our men. Later months of 1936 saw the assignment of the scout cruisers to assist in the enforcement of all traffic laws, and I am sure this will be of great value to the department in its drive to overcome the accident toll.

During the month of November 1936 a new car, painted white, was equipped with as much of the modern accident investigation apparatus as was available, and two men were assigned to this car giving twenty-four hour service. The work that these two men have accomplished during the short time they have been assigned to this work has been outstanding. It will be noted by a close inspection of the month by month table on the preceding page that much more evidence in fatal accident cases was made available in the last two months of 1936, and principally through the efforts of these two men. Much praise and credit has been given the police department by the prosecuting attorneys, the courts, and the citizens as well, for the work these two men have been doing. Patrolmen George Kerwin and William Lucas have been assigned to this work and the interest they have shown has been remarkable.

This new accident prevention car is fully equipped at the present time with the exception of having a decelerometer. This instrument is very necessary and should be purchased at the earliest possible time, for there is no way these officers can make an accurate check of the braking power of the cars involved in accidents at the scene without this type of instrument. In addition to this, the camera and tripod now being used by these officers is not police department property, and some effort should be made to purchase a camera and tripod for this work. It is manifestly unfair to ask these officers to furnish the tools with which they must work. Complete investigations are not possible without the latest type of equipment, and I therefore wish to recommend the purchase of the decelerometer and the camera equipment that is necessary to complete this assignment.

In furtherance of this project of accident investigation work, I wish to recommend at this time the assignment of at least five additional men to the accident prevention bureau. This would give this department a total of seven officers for this work.

They should receive intensive training in accident prevention and investigation procedures, and specialize in the work of that assignment. In this way this department would be able to have officers doing this type of work, and give far better service, on a twenty-four hour schedule.

During the past year Captain Erwin was sent to Northwestern University and was given two weeks on intensive training in traffic accident prevention work. I am more than convinced that he has obtained a great deal of knowledge which will be of great value to the police department in the future. In asking for the detail of the additional patrolmen for the accident prevention bureau, it is my intention to ask you to have these men detailed directly under the supervision of Captain Erwin; to be trained by him particularly for this work.

IX.

It is quite obvious that these men should be instructed very thoroughly in the special type of work they will have confronting them, before they are assigned to duty in this bureau. In order that these men be given recognition for their willingness to assume the responsibility for additional training, and to serve as an added inducement for them to make extreme efforts to apply themselves, it is very essential that the positions of Accident Investigator be created in the Traffic Bureau. There should be two ranks, Grade-A, and Grade-B. The men assigned to the Grade-B positions should be appointed to the positions on the same basis as those who are appointed detailed detectives. After a probationary period of six months or one year, and still further based on merit, efficiency, etc., the Grade-B men should automatically become eligible for appointment to Grade-A. The pay for these positions should be the same as Detailed and Regular Detectives.

In municipal service it is often recognized that where a monetary inducement is offered to appointees, based entirely upon good service and ability, that the individual will make every effort to fit himself for the higher position. It is my humble opinion that this work is of such importance, not only to the police department, but to the public in general to merit offering every inducement possible so that the best type of men and service can be obtained.

I wish at this time also to write about another branch of the traffic enforcement group which should be given some consideration in the way of additional compensation for services rendered beyond the scope of ordinary police work. This is the motorcycle patrol work, and which is admittedly one of the hardest and most dangerous assignments in the police department. The type of work they perform and the contact they must make with the public, calls for the highest type of men we can possibly get. We must consider the cost of their uniforms. Due to excess grease and dirt they are subject to at all times, the numerous long hours they are compelled to spend in court (more often on their own time); it is very evident that they are and should be entitled to a higher rate of pay than the regular patrolmen. In order to adjust this differ-

once, I wish at this time to recommend that an ordinance be presented to Council which will establish the basic rate of pay for motorcycle officers at \$1980.00 per annum. This will give the officers \$15.00 per month more than the regular patrolmen. I earnestly recommend that this be given your earliest consideration.

Many times in investigation procedure the police department is confronted with the interviewing of witnesses or other persons involved in accidents. This is particularly true in those cases of fatal accidents where testimony is later to be presented to the Coroner, the Grand Jury, or the Courts. There are many times when there is some evidence of traffic violations and these cases should be prosecuted. I believe it advisable to ask that the Law Department be requested to assign one of its staff to assist this department in this work. In every case where there is any question of a traffic violation, the evidence in the case should be studied by this law department member, and he should either approve or disapprove of court action. Many of the larger cities are adopting this method of clearing many of the cases that come before them, and it is working out to a great advantage. It is my belief that some plan could be devised whereby this department would be able to get a better type of legal assistance than we have had in the past. The Police Prosecutor is too confined with routine traffic and police court cases to devote as much time to this work as is necessary, and it is my thought that this method of studying cases and subsequent prosecutions where advisable will prove a great help in eliminating many of the accident prone drivers from our streets.

ACCIDENT FILES

Standard practice in accident recording calls for the organizing of a comprehensive accident location file. National standards as adopted by the National Safety Council, and other national groups, have established the procedure which should be followed in filing accident reports. The file is a two-type; one intermingling or overlapping the other in usage; an intersection file, and a not-at-intersection file. This method of filing accidents by location will enable the police department to have a very ready reference as to the location of all accidents at a moment's notice. Good traffic enforcement is based largely upon the information made available in these reports. It is also essential from the traffic engineering aspect to have these reports filed in this manner. Our present system dates back to 1922, and obviously is obsolete today. In order that we might bring this phase of accident prevention work up to a higher level, it is my recommendation that this file be purchased at once. We should be permitted to get started on this filing at the very earliest time. I believe you will agree with me that this department should be equipped with such a file, and to delay the purchase and installation of the file much longer will entail a great deal of overtime work in installing it and filing the records to date. In addition, delay means our inability to apply this necessary information to our enforcement and prevention program.

The cost of the file is not too great, and the benefits of the system entirely justify its purchase. It has been estimated

such a file will cost approximately \$425.00 and except for a few minor additions each year due to change of street names or annexations, the file will serve the department for many years.

I wish also to recommend at this time that all police vehicles be equipped with red flares. Obviously many accidents can be averted by the placing of these red flares in the streets at night, in the vicinity of accidents, or hazards in the streets. We have had some very serious accidents caused when motor vehicles crashed into cars at the scene of accidents, either because of low visibility, or because this department had neglected to properly protect the scene by illumination of some type.

BUDGET

The budget for 1937 has set aside funds that can be used by this department in making the button type reflector signs which will be used on the main thoroughfares. This department has been subject to a great deal of criticism about the type of signs now in evidence along our main thoroughfares, and justly so. With the new type of signs that will be made during the coming year, and placed on the streets, it will be possible to obtain a better observance of this regulation. In the past it has been impossible to enforce the law in this respect during the night season due to the inability of the motorists to see these signs. With the placing of the new type sign it will be possible to enforce the regulation at night.

TRAFFIC VIOLATIONS.

The following table is an itemized list of the traffic cases cleared by this department during the year of 1936 together with the comparison for the year 1935. The amount of fines collected is also shown in total at this time in order that a contrast may be made to the number of total cleared offenses.

<u>CLASSIFICATION</u>	<u>1935</u>	<u>1936</u>
Speeding-	1383	1573
Reckless driving-	332	416
Driving while intoxicated-	392	484
Parking Over time-	9783	5957
Parking With improper lights-	12989	8804
Parking In restricted zones-	11139	7472
Miscellaneous violations-	<u>25329</u>	<u>15667</u>
Total cleared cases-	<u>61247</u>	<u>40373</u>
Total amount collected in Traffic Bureau-	<u>\$26800</u>	<u>\$32774</u>

The collection of fines show a marked increase during 1936 as compared to the year 1935, to the extent of \$5974.00. This speaks

well for the assignment of an additional officer to the Traffic Bureau solely for the purpose of securing service on affidavits and bench warrants against traffic violators. We are still far short of an efficient level in this respect. With the advent of the parking meters in the downtown district and strict enforcement of that regulation alone, the last month of 1936 showed a decided increase in the number of violators tagged. Also during 1936 a procedure was adopted whereby all affidavits for traffic violations are to be made out by the traffic bureau clerical force, and the officer then called in to sign them. While it is true that this has its merits, yet on the other hand it has per force created additional work for the clerks that is difficult to keep up to date. At the present time this office is only able to write an affidavit against the violator after the tag has been in our hands for sometimes as long as twenty days, whereas this should be done not later than 5 days after the tag has been received by this office. However, to speed up this part of the work would require the services of at least one additional civilian clerk to be detailed to this work alone.

As in previous years this department has experienced a great deal of difficulty in securing service of affidavits and warrant, the legal service that is necessary to get the traffic violators before the court after they fail to appear in response to the tag placed on their cars. This is due primarily to many persons giving fictitious names and addresses when purchasing their license plates or having moved a short time after. More often too, the car owner has purchased his license plates out of town in this state, or in another state and it is difficult to secure the name and address of the owner. Many of the violators do not live in the city limits and it is therefore impossible for this department to get legal service, and thus bring them before the traffic court. The results of these facts are easily noticed by an examination of the following table which shows this information together with the total number of cases, cleared and uncleared, recorded in the Traffic Bureau during the year of 1936.

CLEARED AND OTHER- - -TOTAL VIOLATIONS- - -EXPLANATION OF.

Violators who were known to live outside the city in this state. Hence unable to get them served. Records remain uncleared-	7260
Violators who reside in other states, their identity unknown to us. Hence unable to get them served. Records remain uncleared-	21614
Violators who failed to appear and affidavits, or warrants, were issued, uncleared	20669
Violators who have disposed of in the Traffic Bureau and records cleared (see XI)	<u>40373</u>
1936 TOTAL	89916
(Included in above) Less major offenses cleared-	<u>6004</u>
Grand total of all violations for the year 1936-	<u>83912</u>
Grand total of all violations for the year 1935-	<u>102276</u>

Note:-

During the year 1936 the Traffic Bureau experienced the following:

Violators sent to traffic court via this office - - - - -	10551
Violators sent to traffic court after arrest- - - - -	<u>1236</u>
Total court cases during the year of 1936 - - - - -	<u>11787</u>
Total court cases during the year of 1935 - - - - -	<u>10207</u>
*Total traffic court fines for year of 1936- - - - -	<u>\$17967.85</u>

*This amount should in all probability be doubled since it only represents the last six months, there being no separate record kept by the clerk of courts for the first six months. There are no figures available for the year of 1935. However, using this figure only in addition to the known amount collected in the Traffic Bureau during 1936, it shows there was a total of \$50742 in revenue placed in the General Fund during 1936 as a result of traffic violations.

XIII.

Following is a table setting forth the number of one, two, and three dollar fines for assessed by the Traffic Bureau during the year 1936 as compared to the year 1935, and the amounts collected in each classification.

1935 TOTAL FINES	1936 TOTAL FINES	AMOUNT OF FINE	1935 TOTAL AMOUNT	1936 TOTAL AMOUNT
18214	21149	\$1.00	\$18214	\$21149
3400	4074	\$2.00	6800	8148
2	1159	\$3.00	6	3477
* 356		\$5.00	1780	
<u>21972</u>	<u>26382</u>		<u>\$26900</u>	<u>\$32774</u>

*During 1936 there were no \$5.00 fines collected in the Traffic Bureau because of an ordinance passed December 22, 1935 reducing the fine for disobeying traffic signals to \$3.00 whereas formerly the fine was \$5.00

Following is a table listing the major violations for both 1935 and 1936, setting forth the total cleared and uncleared.

VIOLATIONS	1935			1936		
	CLEARED	UNCLEARED	TOTAL	CLEARED	UNCLEARED	TOTAL
Speeding-	1206	177	1383	1349	224	1573
Open muffler-	46	21	67	126	31	157
Reckless Driv.-	311	21	332	370	46	416
Drive. Intox.-	383	9	392	469	15	484
Section.62-	1006	191	1197	1596	312	1908
Section.21-	228	54	282	302	95	397
Miscellaneous-	1049	145	1194	857	212	1069
TOTALS	<u>4229</u>	<u>618</u>	<u>4847</u>	<u>5069</u>	<u>935</u>	<u>6004</u>

Note:-

The enforcement index is computed on the basis of the relationship of moving violation convictions to personal injury accidents. You will therefore find below a chart setting forth the total moving violation convictions, personal injury accidents, and the enforcement index based on this premise for both 1935 and 1936.

<u>YEAR</u>	<u>P.I.ACCIDENTS</u>	<u>M.V.CONVICTIONS</u>	<u>ENFORCEMENT INDEX.</u>
1935	1845	3883	2.1
1936	2022	4705	2.3

Note:-

In the above table, Section 63 is the section of the traffic ordinance regarding disobeying traffic signals; Section 21 is the section regarding overcrowding of vehicles such as more than three persons in the front seat; Miscellaneous includes all other moving violations other than those set forth specifically.

XIV.

The following is a classification of violations of traffic and motor vehicle laws as adopted by the Federal Bureau of Investigation, and classified here in their adopted form purely for their information, since the information is compiled elsewhere in this report as usual.

PERSONS CHARGED BY POLICE FOR VIOLATIONS OF
TRAFFIC AND MOTOR VEHICLE LAWS

<u>NATURE OF VIOLATION</u>	<u>RELEASED BY POLICE NO FORMAL CHARGE OR PROSECUTION</u>	<u>PERSONS CHARGED BY POLICE</u>		
		<u>TOTAL Persons Charged</u>	<u>Arrested</u>	<u>Summons, Notified, or Cited.</u>
1. Speeding. - - - - -	None	1573	209	1364
2. Reckless driving. - - -	None	416	107	309
3. Improper or defective lights or brakes. - - - - -	None	8854	0	8854
4. Non-observance of signal lights or traffic signs. - - - -	None	3639	0	3639
5. Improper registration or license. - - -	None	376	0	376
6. Illegal parking. - - -	None	67433	0	67433

7. Violations of pedestrians. - - - - - None	0	0	0
8. All other violations - <u>None</u>	<u>1621</u>	<u>392</u>	<u>1229</u>
9. TOTALS- - - - - <u>None</u>	<u>83912</u>	<u>708</u>	<u>83204</u>

It will be noted in the above list there is no specific classification for driving while intoxicated, although it is included in classification No. 8, that of all other violations. In classification No. 7, violations of pedestrians, there are no figures available since violations committed by pedestrians has not been enforced in Toledo for a number of years. Classification No. 4 in this chart will include violations of disregarding traffic lights, officers semaph^{aph} signals, and failing to stop for main thoroughfares. Classification No. 6 will include all parking violations regularly listed as such. The first Column in the classification is for those violators released by the police, no formal charge or prosecution. We can show no figures for this since all such cases are disposed of in traffic court.

XV.

The following table sets forth the total accidents, the total killed and injured, and the percentages of decrease or increase in each classification for the past five years, 1932 to and including 1936.

<u>YEAR</u>	<u>TOTAL</u>	<u>INC</u>	<u>DEC</u>	<u>INJURED</u>	<u>INC</u>	<u>DEC</u>	<u>KILLED</u>	<u>INC</u>	<u>DEC</u>
1932	6503			1864			55		
1933	6012		7	1941	4		58	5	
1934	7295	21		1928		.6	78	34	
1935	8100	11		1954	1		66		15
1936	9871	22		2317	10		68	3	

It will be noted in the above chart that there has been a very steady increase in total accidents reported since 1933, also an increase in total persons injured since 1934 with the year 1936 far in excess of what we normally expected. The fatalities have been a varying factor for the past five years, the all time high being recorded in 1934 when there were 78 persons killed in traffic.

Following is a table setting forth the activities of the police traffic sign shop during the past year as compared to the figures of 1935. Signs were repaired, replaced, repainted, or renewed, or new installations were made of the following signs; other operations are also noted.

	<u>1935</u>	<u>1936</u>
Ninety minute time limit signs - - - - -	555	641
Sixty minute time limit signs - - - - -	886	565
Thirty minute time limit signs - - - - -	166	148
Fifteen minute time limit signs - - - - -	1049	1086
Five minute time limit signs - - - - -	160	88
No parking here to corner signs - - - - -	524	525
No parking between signs - - - - -	254	330
No parking day or night signs - - - - -	1925	2399
No parking 6 AM to 6 PM signs - - - - -	148	99
No parking drive way signs - - - - -	394	589
No parking public building entrance signs - - - - -	344	134
Main thoroughfare signs (slow) - - - - -	52	254
Main thoroughfare signs (stop) - - - - -	796	1282
Bases brought in from streets - - - - -	813	1174
Bases placed on streets - - - - -	650	1124
Poles brought in from streets - - - - -	1774	1231
Poles taken out to streets - - - - -	1384	1115
Safety zone, noparking signs - - - - -	94	28
Safety zone, five mile limit, signs - - - - -	291	449
Truck weight limit signs - - - - -	408	166
Drive slowly children play here signs - - - - -	127	102
One-way street, or alley, directional signs - - - - -	168	35
Funeral, or church, signs in and out - - - - -	948	1006
Semaphores serviced, lamps, etc. - - - - -	447	460
Miscellaneous signs and other operations - - - - -	<u>868</u>	<u>951</u>
TOTAL OPERATIONS - - - - -	<u>-15205</u>	<u>15981</u>

XVI.

Following is a list of all licenses and permits issued through the Traffic Bureau during the year of 1936, and a comparison with those issued during 1935;

<u>TYPE OF LICENSE OR PERMIT</u>	<u>1935</u>	<u>1936</u>
Amusement permits, various classes - - - - -	19	16
Auctioneer - - - - -	7	3
Bill distributor - - - - -	23	20
Bowling alley - - - - -	80	84
Excursion (moonlight boat ride) - - - - -	6	9
Fish peddler - - - - -	20	11
Foot peddler - - - - -	200	168
Huckster - - - - -	211	152
Ice and coal peddler - - - - -	38	13
Junk push cart - - - - -	224	120
Junk wagon - - - - -	43	48
Junk yard - - - - -	79	14
Old gold - - - - -	20	16
Parade - - - - -	1	0
Parking lot, or parking garage - - - - -	75	86
Pool room - - - - -	203	94
Produce - - - - -	109	131

Pust cart - - - - -	12	- - - - -	7
Refreshment wagon - - - - -	4	- - - - -	5
Rooming house - - - - -	57	- - - - -	12
Rubbish wagon - - - - -	167	- - - - -	144
Second hand store - - - - -	125	- - - - -	120
Soft drink parlor - - - - -	818	- - - - -	-1154
Taxicab chauffeur - - - - -	810	- - - - -	-1111
Taxicab owner - - - - -	252	- - - - -	268
Vault cleaning- - - - -	2	- - - - -	2
Towing- - - - -	0	- - - - -	18
TOTAL PERMITS AND LICENSES- - - - -		<u>-3693</u>	<u>-3826</u>

You will note from the above list of licenses and permits that there was an increase in the total number issued during 1936 amounting to 133, and this can be accounted for chiefly in soft drink parlors and taxicab chauffeurs.

AVII.

THE VIOLATIONS BUREAU

I wish again at this time to recommend the appointment of a commission to investigate the advisability of setting up a Traffic Court, separate and apart from the regular Police Court so that the violations bureau may be taken out of the police department and placed under direct supervision of such a court. The police department should have no connection with the collection of fines for traffic violations. This is a matter for the courts to control, and one that should be placed only under their jurisdiction. I am firmly convinced that this type of court would not be an extra burden on the taxpayers; that it would be a self-supporting function of government. This would have a tendency to create a greater respect for our traffic laws. In a court of this character only one judge would dispose of traffic cases, and the personnel of the court would be directly under his jurisdiction and responsible only to him. This would also tend to insure a more consistent program of dealing out penalties in the enforcement of the traffic laws of both state and city.

STATE DRIVERS LICENSE LAW

The State of Ohio passed the driver's license law and it went into effect on October 1, 1936. The examining of all persons under the age of eighteen years and those persons who had not driven a vehicle for a period of one year previous to the enactment of the law, was delegated to the police department. This duty of examining these drivers has placed an additional burden on the police department with no compensation. Since November 15, 1936 this department examined and certified the applications of 1266 drivers. The examination of these drivers is going to be a permanent part of police department work, and means that we must detail two men one day each week for this purpose. There should be some way that the state would compensate the department for conducting these tests. At the present time each registrar or deputy writing out these applications receives fifteen cents each. It takes the police department about twenty minutes to examine each applicant

so it is very evident that some effort should be made to compensate the department for the loss of their services in routine police work. Possibly an effort could be made to have the state legislature attach an additional fee for examinations, so that the police department could be compensated for this service.

PARKING METERS

On November 20, 1936 the parking meters were placed in operation in the downtown district. I am more than convinced that the parking meter has assisted a great deal in regulating parking in the downtown district. However, the department has been forced to augment its enforcement strength in this district due to the necessity for enforcing the meter parking regulations. This has assisted in eliminating the greatest part of the double parking evil, and traffic is moving faster than ever before. However, this will mean that there must be officers kept at this work continuously. There can be no let up in the enforcement of the regulations.

The parking meters have brought about another condition that is outside of the metered area, in forcing the long time parkers to parking their cars on the street on the edge of the metered district. The result is that we are going to be compelled to detail patrolmen on these streets surrounding the metered area to check the parking. In some instances the condition is now extended to four and five blocks beyond the downtown district, and business people along these streets are asking for this protection.

XVIII.

MOVING TRAFFIC IN DOWNTOWN AREA

In the district bounded by Michigan Avenue, Jefferson Avenue, Summit Street, and Jackson Avenue there is a fast developing serious problem at the intersections due to the traffic driving out into the intersections when the street has become blocked by standing cars in traffic lanes, waiting for the traffic to move. In order to cope with this situation it is very evident that this department will have to arrange for the detailing of patrolmen at different intersections during the peak hours of traffic movement. To expect the traffic lights to eliminate this condition is absolutely wrong. We must not expect a mechanical control to adjust itself to human nature. There is no city in the country facing like conditions which attempts to move traffic or control it during peak hours without the use of traffic police officers in addition to the traffic lights. I do not mean that it would be necessary to have a patrolman on every corner, but there are many different intersections where the elimination of both the right and left hand turn would be advisable during peak hours, and the regulation of which can only be affected by the use of the police officers. This cannot be accomplished merely by the placing of signs indicating that such regulations are in effect. It is absolutely necessary to use officers in enforcing such regulations. It is, therefore, my recommendation that this problem be given your earliest consideration.

PUBLISHING THE TRAFFIC CODE

It is expected that the city law department will be able to bring up to date the Toledo Traffic Code within the next few months. It is necessary that this department have published enough copies of the code to meet the demand, and I feel that we should have approximately one hundred thousand (100,000) copies published for this purpose. It is very necessary that the ordinance be published at the earliest possible time. It is difficult to expect the public to know the law if you are not able to furnish them a copy of the law. I know from personal experience that the vast majority of motorists are very anxious to secure a copy of the traffic rules. Many requests and inquiries are made each day; people come into the Traffic Bureau and request copies of the ordinance. It is my recommendation that a fund of \$1000 be appropriated for the purpose of publishing this code.

KIX.

THE TRAFFIC BUREAU

During the past year Patrolman George Geisert was assigned to this department. He has been placed on the night shift, working from midnight till 8:00 A.M. This enables the office to be open the full twenty-four hours of the day with the exception of Sundays. It is my recommendation that one additional man be added to this office to permit this office to be opened for an eight hour period on Sundays, probably between 4:00 P.M. and midnight. The additional help could be used to great advantage in this office. It is almost impossible to keep up with the filing of affidavits for those persons who fail to appear with their tag citations in the allotted time. The best we are able to do at present in filing on these cases is from ten to twenty days, depending on the amount of work, and the amount of help. The writing of the affidavits alone will take the services of one additional clerk at full time, disregarding any other office routine work ordinarily the lot of each clerk in the office. For these reasons it is my recommendation at this time that one additional patrolman be assigned to this office and that one civilian clerk also be appointed.

The question of sufficient room space or quarters for the traffic division is one that must be given immediate consideration. With the number of files and other office equipment that we now have in this office, there is not sufficient room left to interview anyone regarding an accident or some violation without the entire interview being made public. The room is entirely open, and any person standing in the hallway or the office vestibule has no difficulty hearing every question and answer that is made. The interviewing of witnesses is very difficult under these conditions; reporters have access to these interviews and while there is no desire to restrain them from getting the news, yet their presence does restrain the witness. It is obvious that any witness should be interviewed in private for many reasons. There should be an effort made to provide the Traffic Bureau with additional quarters adjacent to and on the same floor as the Traffic Bureau.

IN CONCLUSION

In closing this report I believe it is only fair at this time to thank the three newspapers, the Blade, Times, and the News Bee, for the cooperation and help they have given this department during the past year. Much space in their papers has been given over to the furtherance of traffic education, enforcement, and engineering. It is without question that our accident picture would have been much worse without their cooperation and assistance.

Please accept my thanks and appreciation for the wonderful cooperation and assistance that has been afforded myself and this department during the past year. I am also appreciative of the cooperation and assistance the personnel of this bureau has given me. It has given me a great deal of pleasure to submit to you this annual report.

Respectfully submitted,

Thos E O'Reilly
Inspector of Traffic.

CITY OF TOLEDO

OHIO



RAY E. ALLEN
Chief of Police

DIVISION OF POLICE

Jan. 14, 1937.

JOHN N. EDY
City Manager

From Sergeant Slater

Subject Annual Report - 1936

Mr. Ray E. Allen
Chief of Police.

Dear Sir:

Herewith is submitted the annual report of the women's bureau.

1743 Complaints presented which required police action.
512 more than last year.
6872 Investigations on above complaints.
1012 more than last year.
3510 Office interviews in regard to complaints.
233 more than last year.

569 were under 17 years.
274 were between 18 and 21 years.
900 were over 22 years.

ARRESTS:

148 Arrests (adult) made by policewomen, 16 less than last year. 26 on warrant, 12 felonies, 136 misdemeanors.

Felonies.

1 Abandoning Pregnant Woman	3 Rape
2 Assault on Female Child	1 Robbery
3 Fugitive	1 Sodomy
1 Pandering	

Misdemeanors.

5 Adultery
1 Assault & Battery
1 Bastardy
5 Complaining Witness
7 Contributing to the Delinquency of a Minor
1 Contributing to the Dependency of a Minor

Misdemeanors (continued)

6 Drunk & Disorderly
1 Enticing Female
5 Fornication
1 Fortune Telling
1 Harboring Juvenile
3 Indecent Exposure
2 Keeping House of Ill Fame
1 Loitering
3 Material Witness
4 Molesting
1 Narcotics in Possession
1 Neglect of Children
1 Neglect of Pregnant Woman
1 Parole Violator
4 Peace Warrant
2 Permitting Employment of Minor
2 Petit Larceny
2 Practicing Medicine without a License
1 Refusing to Aid an Officer
54 Safekeeping
1 Suspicion
3 Suspicious Person
1 Unlawful Sale of Liquor
2 Unlawful Sale of Liquor to a Minor
2 Unlawfully Furnishing Liquor to a Minor
11 Violating Dance Hall Ordinance

Juvenile.

105 Boys and girls taken in custody, under 18 years.
11 more than last year.

RUNAWAY AND MISSING:

516 Girls, women, men and boys were reported as runaway or missing. 299 more than last year.

128 were runaway girls	115 were runaway boys
108 were missing women	165 were missing men
458 were Toledo cases	197 were under 21 years
95 were under 17 years	58 Out-of-Toledo located

391 Toledo cases located

WOMEN'S DETENTION QUARTERS:

1456 Women admitted and cared for in bureau.

MISCELLANEOUS:

- 226 Cases in Court
- 205 Out-of-Toledo investigations, such as telegrams, letters, etc.
- 11,986 Dance Hall Permits
- 185 Dance Hall License Applications
- 170 Hours patrolling on Street Trade Ordinance
- 127 Statements
- 175 Letters
- 6 Out-of-Toledo visits
- 830 Visits to beer gardens, dance halls and other public places. 209 more than last year.

The women's bureau of the Toledo Police Department was organized in 1921, and consists of three patrol women, three cell block matrons, three desk matrons, one stenographer and one police-woman Sergeant, who is in charge of the bureau.

Policewomen do preventive and protective work, and have been especially successful in handling cases involving women and children, where their sex has opened avenues of approach which are normally closed to men. The women's bureau is directly under the Chief of Police, and actual street patrol by women police has been found to provide a better perspective of the problem by furnishing practical examples upon which effective technique must hinge.

Respectfully,

Margaret Slater
(Mrs.) Margaret Slater,
Sergeant, Women's Bureau.

MS/j

Office of the
BUREAU OF IDENTIFICATION AND CRIMINAL RECORDS.

Toledo, Ohio.

January 6, 1937.

Mr Ray E. Allen,
Chief of Police.
Toledo, Ohio.

Dear Sir,-

The following is a resume of the work accomplished by THE BUREAU OF IDENTIFICATION AND CRIMINAL RECORDS, for the year ending, December 31, 1936.

- 748 - SUBJECTS LOCALLY IDENTIFIED, arrested by Police department, Toledo.
- 1657 - SUBJECTS ARRESTED ELSEWHERE, - identified by F.P. and crime index.
- 346 - SCENES OF CRIME PHOTOGRAPHED, - listed as follows, -

Photography of	
Dead unidentified..	4
Suicides unknown ..	9
Murder ..	32
Auto accidents	
not fatal ..	68
Auto accidents ..	55 fatal
Bridges ..	8
Explosions ..	15
Dead at Morgues ..	30 to check with our own files.
Houses condemned ..	24
Streets, Law dept ..	41
Raids, gambling ..	19
Sidewalks, Law Dep..	7
Rifle Range ..	7
Eldg, not houses ..	17
Alley ..	1
Street cars ..	4
Bobbing, auto ..	4
Motoreycle ..	2

total 346.

- 50 - LATENT PRINTS, were obtained from scene where crime was committed.
- 16 - IDENTIFICATIONS FROM LATENT PRINTS, - were made.
- 27250 - SUBJECTS ON FILE, - this includes ONLY our OWN subjects, handled by our Bureau of Ident & Records. We have 125000 received from other departments since the 1905, when Bureau of I & R, was established.

786 - SUBJECTS PHOTOGRAPHED & FINGER PRINTED,during year ending Dec 1936.

* 3497 - PHOTOGRAPHS,with finger prints were received from other departmnets. These were indexed,filed and some instances records furnished said other departments.

XX 31533 - SUBJECTS ON FILE,year ending December 31, 1936.This does NOT include an accumulation of 125000 finger prints with photographs,received from other departments,since the Bureau of Ident & Records was first established in the year of 1905.

27250 - FINGER PRINTS,with photographs on file,- this includes ONLY our OWN subjects handled by the personal of the Bureau of Ident & Records.

1036 - FINGER PRINTS,were filed,subjects handled in our Bureau of Ident & Rec

6314 - FINGER PRINTS,WERE TAKEN,-were taken of said subjects handled in our Bureau of Ident & Records(Several sets on each subject.)

3497 - FINGER PRINTS,with photographs,were received from other departments. These finger prints were classified,searched for past records, and in some instances,records were furnished said departments.,filed away.

Sup 1

31783 - FINGER PRINTS ON FILE,-year ending December 31, 1936. This does NOT include an accumulation of 125000 finger prints with photographs, received from other departments,since the establishment of the Bureau of Ident & Records in the year 1905.

XX

XXX 786 - PHOTOGRAPHS,with finger prints & records mailed to Department of Just. at Washington.D.C.

XXXX 786 - PHOTOGRAPHS,with finger prints & records mailed to Ohio State Bureau.

V 1036 - PHOTOGRAPHS,with finger prints & records mailed to the various Police departments and penal Institutions.

XXX 786 - FINGER PRINTS,with photographs and records mailed to Department of Justice at Washington.D.C.

XXXX 786 - FINGER PRINTS,with photographs and records mailed to the Ohio State Bureau of Ident & Records at London.O.

V 1036 - FINGER PRINTS,with photographs and records mailed to the various police departments and penal Institutions.

645 - REQUESTS BY COUNTY PROSECUTOR FOR RECORDS,-on subjects under indictment,whose criminal status must be determined,and of said requests,-

304 - RECORDS WERE FURNISHED,county prosecutor,on subjects under indictment. to determine criminal status.

950 - RECORDS WERE FURNISHED,-and compiled and mailed to the several Police departments,department of justice and certain penal Institutions.

559 - RECORDS WERE REQUESTED, of the various Police Depts and Penal Institu tions,-to complete our files and records.

- 9528 - RECORDS RECEIVED, -from the U.S. department of Justice, - The Ohio State Bureau of Ident & Records and the several police departments, - These records were properly compiled, posted in their proper envelopes, and kept for future reference.
- 899 - LETTERS, some with photographs attached, received from the several police departments, on matters, CRIMINAL, -these letters were properly investigated, - and then filed away for future reference, -known in our Bureau of Ident & Records as the "Blue File".
- THOUSANDS OF CIRCULARS, of persons wanted by other departments and penal institutions, on which NO correspondence was necessary, was received, -These circulars were indexed and filed away for future ref.
- 935 - LETTERS, - NOT CRIMINAL, - such as missing persons, auto inquiries, locations of relatives and friends for address and the like, -these communications were properly investigated, - and then filed away for future reference, known in our files as "The Yellow file"
- 834 - PHOTOGRAPHS, were given to members of our detective department, to be used for identification purposes, such as in serving warrants, - to locate certain subjects whom our police are seeking, -and to show reputable citizens, whose rights have been violated in some manner, and who desire to make identifications.
- 439 - HANDWRITING EXAMINATIONS, were conducted by our Bureau of Ident & records, - such as forged checks and documents, - threatening letters, - entries in books and ect, - and in such cases,
- 113 - OPINIONS, -were given, that showed a similiarity in the formation of letters or other physical characteristics.
- 1761 - LONG DISTANCE TELEPHONES, - were answered by our Bureau of Ident & Records, - on various matters pertaining to Police Work and subjects either under arrest or wanted.
- 1161 - TAXI-CABS, were handled in our Bureau of Ident & Records, -these subjects were finger printed, -classified and searched in our files, - indexed and filed away in proper order for reference. In case where a previous criminal indicated, -the attention of the Inspector of Traffic to such record.
- 53 - GUN PERMITS, -were issued and these subjects were handled in the proper manner, such as finger printing, -searching for past record, - and filing away for future reference.
- CIRCULARS & CARDS, - were issued by our Bureau of Ident & Records on subjects wanted by our Police Departments.

In conclusion, please permit the undersigned, to thank you for your kindly assistance given our Bureau of Ident & Records during the past year, -and we fully appreciate the confidence you have in us all, - and we are pleased to say, that although handicapped somewhat, by certain equipment which our Bureau requires, -our Criminal Identification department, still retains its outstanding reputation, with all other departments, including the Department of Justice, as being,

Highly efficient, scrupulously exacting, and willing and anxious at all times, to cooperate with the several Police departments of our country, and elsewhere, in our earnest desire, to uphold the laws of the land, and assist in bringing to justice, those persons who violate our property and person.

RECOMMENDATIONS FOR BUREAU OF IDENTIFICATIONS & RECORDS.

In addition to the above data, please permit me to recommend to you, the following equipment for use in our Bureau of Ident & Records., you understand of course, that our department has been going along from year to year, using equipment that was purchased when the Bureau of Identification and Records was first established, - in the past several years, the undersigned has refrained from asking for any additional equipment in our Bureau, due to the fact, that the city of Toledo was financially embarrassed, - and now that, due to certain conditions and factors, of which you are aware, - our financial status is much better., I am recommending that we purchase certain new material sadly needed in our Bureau, in order to keep pace with modern times, and to combat the criminal with the best equipment possible.

PHOTOGRAPHY (Recommendation)

13 inch Anastigmat, lens, either Cook or Zeiss make, - our 10 inch lens is 35 years old, - due to the short focus, is not adaptable to taking full length at close range, - and then too, the old lens is about "Going to pieces".

Graphic 4x 5 Camera, with F.4.5 Lens, either cook or Zeiss, - $5\frac{1}{4}$ or $\frac{1}{2}$ focal length, - We have NO camera of this type in our Bureau, - the one in use is the Property of the Police Photographer.. This type of Camera will enable our photographer to get in a small space, and take a perfect photo, for instance of a dead body, with working space of 23 inches., and then, too, the camera will do everything else that any other outfit can accomplish.

Install the Tank system of development of films, - this of course, insures, speed, - uniformity, - and better negatives. This cost is but slight.

FINGER PRINTS (Recommendation)

1- new finger print camera, with latest equipment, - our old one is old and just hanging together. Set of Finger Print guides with NEW EXTENSIONS.

1- Finger print powder atomizer, - this insures speed, efficiency in covering a large space, - we have nothing like this in our Bureau.

We should have an adequate supply of the best developing powders on the market

IDENTIFICATION RECORD FILES.

4- sections (four to a section) of steel files to file our identification record envelopes. At present we need this item badly.

RECOMMENDATIONS (Personnal)

2- (two) additional men for our Bureau, one of whom should be a good typist. You can appreciate, of course, the large volume of typing that is accomplished in our department,- not only in the hundreds of criminal records that are posted,- for use in our own files,- but likewise that huge volume of criminal records that is mailed other departments., also practically all letters written by our Police department, to other police agencies, are written by our Bureau of Ident & Records.

RECOMMENDATIONS (Salary)

Our Police Photographer, who has now been detailed in our Bureau of Identification and Records for four and one half years,- should as a matter of Merit and Record, and in fairness, too,- be promoted to a Sergeant Clerk. He is highly efficient,- faithful and is willing to go out at anytime during the night in the performance of his duties.

Our Lieutenant Clerks, most of whom have been attached to the Bureau of Identification and Records for many years, and whom, I may add are specialist in criminal detection,- should receive the same salary as that of Lieutenants of Police,- it is only a small matter of a few dollars difference in pay,- but it is rewarding properly hard working faithful men,- and who at one time, received the exact pay of Lieutenants of Police. but thru a miscarriage of salary adjustments, some years ago,- were cut down, slightly below that of the regular lieutenants.

Our Sergeant Clerks,- should likewise receive the same salary as that of regular sergeants of Police., The difference in pay, here, too. is but slight.

Respectfully Submitted,

John H. Louy
John H. Louy,
Superintendent of the Bureau of Identification
and Criminal Records.

Louy/P.F.

January 1, 1937 the compilation of all offense information pertinent to location will be revised. Attached to original report, in this series, map #3 will be found. A study of it will reveal the small areas to which information can be confined, as charged. In conjunction with this map is an index which gives a specific code number for any given location in the city. Reports tabulated in accordance with this index will give absolute and precise analyses.

In a discussion of any world wide economics, one of the first essentials in such an analysis is to gather facts relative to the world as a whole, and then compare the same with any specific location in which you are interested. The same is true when studying a problem relative to a city in relation to state or nation. By that is meant that complete facts of the nation or state must be gathered and then distributed in smaller locations to show the relation for further studies of a community in question to the state and nation.

Bringing the same problem down to the City of Toledo, one of the vital factors necessary in making an analysis of the community is the distribution of the various types of facts. In 1932, using the areas set out by the United States Census Bureau, in their 1930 census, practically every basic fact relative to population characteristics, physical analysis of all pieces of property, economic analysis of all property and people and social conditions in these areas have been tabulated by the City Plan Commission. This work was done on the premise that they could be studied in relation to the work

done by the United States Census Bureau in 1900, 1910, 1920 1930 and all future decennial census.

It was discovered later that the U. S. Census Bureau changed their tracts or areas during the taking of each census, and as a result, no comparative studies could be made. Taking the matter up with the Census Bureau, permanent census tracts and districts were laid out, approved, and it was agreed by the Census Bureau, the Council of Social Agencies, and all other semi-public institutions in Toledo, that these tracts would be permanent and that all future information gathered by the state, nation or said organizations would be on the above basis and would be open for the use of all public agencies.

The local police problem studies of the various 80 factors which were tabulated can be compared by nationality to the totals of that area; various types of accidents can be tabulated, and heavy districts can be picked out and studied with all the correlating factors which arise; location of nationalities against the size of crime; comparisons between male and female problems of certain types of offenders; exact areas where automobiles are stolen; misdemeanors arise, etc., can easily be discovered. By a series of maps, the various problems in relation to the police problem can be quickly laid out and it can be shown the relation of the number and size of problems arising to the total population and nationality within that area.

After gathering facts for a year, each area can show the number of problems which must be handled by each cruising

car and the cruising car area can be set up in districts correlating to the relation of the number of calls which they receive, the importance of these calls and the distances which must be travelled. As the work is new, and having no practical background of actual trial in the City of Toledo to date, it is felt that after using the same for a short period of time that many factors showing the necessity of tabulating these problems by areas will be evident. In other words, the tabulation is for the purpose of making accurate analysis of problems which arise in the police department, and as a result, show a self-evident answer in which the problem can be handled in the most economical way.

<u>UNIFORM CLASSIFICATION</u> Part I Class	<u>OFFENSES KNOWN TO THE POLICE</u> Rate Per 100,000 Population					<u>PERCENT OF OFFENSES CLEARED</u> <u>BY ARREST</u>				
	<u>1936</u>	<u>1935</u>	<u>1934</u>	<u>1933</u>	<u>1932</u>	<u>1936</u>	<u>1935</u>	<u>1934</u>	<u>1933</u>	<u>1932</u>
1-a Murder & Non-negli- gent Manslaughter	3.4	4.1	6.1	6.8	4.1	100.	83.3	94.4	70.0	66.6
1-b Manslaughter By Negli- gence	3.7	2.0	3.4	.3	.6	90.9	50.0	50.0	100.0	50.0
2 - Rape	11.0	5.5	11.0	9.9	9.2	75.0	81.2	90.6	82.7	92.5
3 - Robbery	99.4	85.3	110.7	144.4	211.5	37.0	28.6	31.4	24.2	32.5
4 - Aggravated Assaults	43.3	40.5	40.9	47.8	51.9	59.6	55.9	73.9	62.5	65.5
5 - Burglary - Breaking or Entering	403.8	363.5	460.2	446.1	602.6	29.1	18.6	18.2	16.5	21.6
6-a Larceny Over \$50.	63.9	152.0	167.8	259.3	184.7	19.8	20.8	17.6	18.9	21.7
6-b Larceny Under \$50	983.7	1025.0	1063.5	1234.5	1150.5	17.9	18.8	18.5	19.6	23.8
7 - Auto Theft	<u>369.4</u>	<u>415.1</u>	<u>534.8</u>	<u>656.9</u>	<u>726.4</u>	<u>17.5</u>	<u>16.6</u>	<u>22.1</u>	<u>21.8</u>	<u>16.9</u>
Average Class I Offenses	220.1	232.5	266.4	311.7	326.8	49.6	41.5	46.3	46.2	43.4

PERSONS CHARGED BY THE POLICE

<u>UNIFORM CLASSIFICATION</u>	<u>Persons Released By Police</u>	<u>Total Persons Charged</u>	<u>Arrested - Held For Prosecution</u>	<u>Cited</u>	<u>Guilty of Offense Chrg'd</u>	<u>Guilty of Lesser Offense</u>
<u>Part I Class</u>						
1-a Murder & Non-Negligent Manslaughter	0	12	12	0	2	1
1-b Negligent Manslaughter	0	11	11	0	0	0
2 - Rape	0	22	22	0	5	2
3 - Robbery	0	73	73	0	14	2
4 - Aggravated Assaults	0	67	67	0	22	6
5 - Burglary, etc.	0	220	220	0	155	5
6 - Larceny - Theft	0	464	464	0	368	3
7 - Auto Theft	0	174	174	0	99	0
Total, Part I Classes	0	1043	1043	0	665	19
8 - Other Assaults	0	630	630	0	364	0
9 - Forgery & Counter'ftg	0	8	8	0	1	0
10 - Embezzlement & Fraud	0	166	166	0	58	0
11 - Stolen Property, Etc.	0	24	24	0	14	0
12 - Weapon Offenses	0	26	26	0	19	0
13 - Prostitution, Etc.	0	263	263	0	228	0
14 - Sex Offenses	0	56	56	0	38	0
15 - Offenses Against Family & Children	0	249	249	0	130	0
16 - State Narcotic Laws	0	20	20	0	15	0
17 - Liquor Laws	0	329	329	0	243	0
18 - Drunkenness	0	3383	3383	0	3173	0
19 - Disorderly Conduct	0	500	500	0	371	0
20 - Vagrancy	0	12	12	0	11	0
21 - Gambling	0	195	195	0	170	0
22 - Driving Intoxicated	0	392	392	0	266	0
23 - Violating Road & Driving Laws	15193	1287	406	881	1159	0
24 - Parking Violations	42199	25234	43	25191	25223	0
25 - Traffic & Motor Vehicle Laws	0	64	64	0	44	0
26 - All Other Offenses	0	711	711	0	505	0
27 - Suspicion	176	x	x	x	x	x
Total, Part II Offenses	57568	33549	7477	26072	32032	0
GRAND TOTAL	57568	34592	8520	26072	32697	19

NB: Owing to previous programs pertinent to the compilation of criminal statistics, the "Persons Charged - Found Guilty" information cannot be procured in its entirety.

Included in the total number of "Persons Charged - Found Guilty" are listed all juvenile cases where persons under 18 years of age were arrested. In order to credit this department with the clearances where juveniles are involved, we must assume all of them to be guilty, as Ohio Laws make it impossible for the police to procure individual disposition of cases.

NUMBER OF OFFENSES REPORTED TO THE POLICE AND RESULTS OF THEIR INVESTIGATIONS

<u>UNIFORM CLASSIFICATION</u> Part I Class	<u>Offenses Re- ported To The Police</u>	<u>Un- founded</u>	<u>Actual Number Of Offenses</u>	<u>Cleared By Arrest</u>	<u>Not Cleared By Arrest</u>	<u>Reported Not Cleared Other Years; Cleared By Arrest</u>
1-a Murder & Non-Negli- gent Manslaughter	10	9	10	9	1	1
1-b Manslaughter By Negli- gence	11	0	11	10	1	0
2 - Rape	32	0	32	23	9	1
3 - Robbery	318	29	289	102	187	5
4 - Aggravated Assault	126	0	126	74	52	1
5 - Burglary - Breaking or Entering	1196	22	1174	273	901	69
6-a Larceny Over \$50	201	15	186	36	150	1
6-b Larceny Under \$50	2930	70	2860	500	2360	14
7 - Auto Theft	1376	302	1074	180	894	8
Total	6200	438	5762	1207	4555	100

No.1
 NB: Column/ includes unfounded.
 Column No. 3 equals the difference of column No.2 subtracted from Column No. 1.
 Column No. 4 includes arrests, extra and exceptional clearances.

DISTRIBUTION OF CERTAIN OFFENSES BY MONTH

<u>OFFENSE CLASS</u>	<u>Total</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
3 - Robbery	289	26	9	18	22	23	23	13	29	19	29	32	46
4 - Aggravated Assaults	126	13	6	6	6	10	15	13	11	14	9	9	14
5 - Burglary - Breaking	1174	130	130	139	100	105	80	64	96	78	69	92	91
6 - Larceny - Theft	3046	215	187	250	230	230	234	218	235	280	305	322	340
7 - Auto Theft	1074	88	60	67	66	72	85	152	116	105	91	99	73
18 - Drunkenness	3383	172	188	274	256	281	281	328	356	238	332	320	357
19 - Disorderly Conduct	529	46	33	48	69	44	40	51	50	61	34	22	31
20 - Vagrancy	<u>12</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>
TOTAL	9633	692	613	803	750	767	759	839	893	795	871	896	955

DISTRIBUTION OF CERTAIN OFFENSES BY HOUR OF DAY

<u>OFFENSE CLASS</u>	<u>12PM to 2 AM</u>	<u>2 AM to 4 AM</u>	<u>4 AM to 6 AM</u>	<u>6 AM to 8 AM</u>	<u>8 AM to 10AM</u>	<u>10AM to 12 M</u>	<u>12 M to 2 PM</u>	<u>2 PM to 4 PM</u>	<u>4 PM to 6 PM</u>	<u>6 PM to 8 PM</u>	<u>8 PM to 10PM</u>	<u>10PM to 12PM</u>	<u>Un-known</u>
3 - Robbery	38	37	8	8	6	5	20	7	13	21	50	68	8
4 - Aggravated Assaults	18	6	3	4	2	5	9	5	14	12	10	21	17
5 - Burglary - Breaking	67	133	85	52	51	34	43	19	21	39	150	115	365
6 - Larceny - Theft	150	171	77	47	292	276	179	169	141	110	348	334	752
7 - Auto Theft	95	94	31	11	29	54	69	69	51	105	213	164	89
18 - Drunkenness	447	306	66	55	103	184	252	233	323	458	476	412	68
19 - Disorderly Conduct	51	24	22	9	23	23	48	41	39	63	89	59	48
20 - Vagrancy	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>0</u>
TOAL	866	773	292	186	507	581	612	544	602	810	1338	1175	1347

DISPOSITION IN THE COURTS OF PERSONS CHARGED AND PROSECUTED

CLASS I OFFENSES

	MUNICIPAL COURT													GRAND JURY ACTION					
	Total Persons Charged	Pending In Grand Jury	Discharged	Guilty As Charged	Cont'd To Call Of Pros.	Held To The Grand Jury	No. Af'dvt Filed	Off Docket	Juvenile Delivered	Other Deliveries	No Disposit'n	Domestic Relations Ct.	Probated	Guilty	Released	Not Guilty	Jury Disagreed	Nolle Prosequi	Indictment Nolle
1-a Murder & Non-Negligent Manslaughter	12	9	0	0	0	13	0	0	0	0	0	0	0	3	0	0	0	0	0
1-b Manslaughter By Negligence	11	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
2 - Rape	22	10	3	0	0	18	0	0	0	0	1	0	7	0	0	0	1	0	
3 - Robbery	73	32	11	0	0	57	1	1	2	0	1	0	15	0	1	0	6	3	
4 - Aggravated Assaults	67	31	9	3	0	43	3	1	1	0	4	0	8	0	0	0	4	0	
5 - Burglary - Breaking	220	49	6	1	0	91	0	2	120	0	0	0	38	0	0	0	3	1	
6-a Larceny Over \$50	31	16	4	1	0	19	0	2	5	0	0	0	3	0	0	0	0	0	
6-b Larceny Under \$50	433	9	40	169	1	16	8	8	146	0	3	0	42	5	0	0	0	1	
7 - Auto Theft	174	62	6	0	0	80	0	2	84	0	2	0	15	0	1	0	2	0	
TOTAL PART I CLASSES	1043	229	79	174	1	347	12	16	358	0	10	1	45	94	0	2	0	17	5
8 - Other Assaults	630	0	152	300	26	1	13	51	9	0	23	0	1	0	0	0	0	0	
9 - Forgery & Counter'ftg	8	5	1	0	0	6	0	1	0	0	0	0	1	0	0	0	0	0	
10 - Embezzlement & Fraud	166	18	36	44	2	26	11	22	0	0	17	0	5	0	0	0	3	0	
11 - Stolen Property	24	4	3	9	2	7	0	1	1	0	0	0	3	0	0	0	0	0	
12 - Weapon Offenses	26	3	1	14	0	4	1	1	0	0	1	0	1	0	0	0	0	0	
13 - Prostitution & Vice	263	3	14	222	2	4	0	2	1	0	13	0	1	0	0	0	0	0	
14 - Sex Offenses	56	2	10	27	0	4	1	1	4	0	4	0	2	0	0	0	0	0	
15 - Family & Children Offenses	249	7	33	32	35	7	1	15	16	1	27	57	0	0	0	0	0	0	

DISPOSITION IN THE COURTS OF PERSONS CHARGED AND PROSECUTED - Sheet No. 2

CLASS II OFFENSES

	MUNICIPAL COURT													GRAND JURY ACTION					
	Total Persons Charged	Pending In Grand Jury	Discharged	Guilty As Charged	Cont'd To Call Of Pros.	Held To The Grand Jury	No Ar'dvt Filed	Off Docket	Juvenile Delivered	Other Deliveries	No Disposit'n	Domestic Relations Ct.	Probated	Guilty	Released	Not Guilty	Jury Disagreed	Nolle Prosequi	Indictment Nollied
16 - State Drug Laws	20	0	3	14	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0
17 - State Liquor Laws	329	0	49	223	2	0	6	7	1	21	1	0	19	0	0	0	0	0	0
18 - Drunkenness	3383	0	166	2675	7	0	15	24	7	0	70	0	419	0	0	0	0	0	0
19 - Disorderly Conduct	500	0	59	317	21	0	8	26	10	0	15	0	44	0	0	0	0	0	0
20 - Vagrancy	12	0	1	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
21 - Gambling	195	0	18	169	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0
22 - Driving While Intox.	392	0	89	260	2	0	9	4	0	1	21	0	6	0	0	0	0	0	0
23 -*Violating Road & Driv- ing Laws	406	0	75	269	6	0	8	17	6	0	22	0	3	0	0	0	0	0	0
24 -*Parking Violations *	43	0	7	32	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
25 -*Traffic & Motor Laws *	64	0	7	31	0	0	2	8	12	0	3	0	1	0	0	0	0	0	0
26 - All Other Offenses	711	6	125	411	16	6	8	35	39	2	14	32	23	0	0	0	0	0	0
TOTAL PART II CLASSES	7477	48	849	5059	128	65	83	216	106	25	236	89	621	14	0	0	0	3	0
GRAND TOTAL	8520	277	928	5233	129	412	95	232	464	25	246	90	666	108	0	2	0	20	5

NB: See footnotes in table of "Persons Charged By The Police" for explanation of Grand Jury Action. Also see introductory statement.

* Summons, Notifications and Cited cases are excluded from this table. See Traffic Bureau report for detailed information.

Total Persons Charged is the sum of all Municipal Court cases. The combined totals in Grand Jury Action plus Grand Jury Pending are the total Municipal Court Grand Jury cases.

PERSONS CHARGED WITH CERTAIN OFFENSES; BY AGE AND SEX

UNIFORM CLASSIFICATION OF OFFENSES	TOTAL			JUVE-		18		19		20-24		25-29		30-34		35-39		40-44		45-Over		Un- known
	Male	Fe- male	Both	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	
1-a Murder & Non-Negli- gent Manslaughter	11	1	12	0	0	0	0	0	0	2	0	2	0	2	0	3	1	1	0	1	0	0
1-b Manslaughter By Negli- gence	10	1	11	0	0	0	0	0	0	2	1	2	0	2	0	2	0	2	0	0	0	0
2 - Rape	22	0	22	0	0	0	0	1	0	5	0	4	0	2	0	3	0	1	0	6	0	0
3 - Robbery	70	3	73	2	0	2	0	5	0	17	1	11	1	9	1	12	0	2	0	10	0	0
4 - Aggravated Assault	56	11	67	1	0	1	0	0	0	3	1	5	6	7	1	7	1	13	1	19	1	0
5 - Burglary - Breaking, etc.	218	2	220	119	1	4	0	7	0	33	1	15	0	19	0	10	0	3	0	8	0	0
6 - Larceny - Theft	394	70	464	143	8	12	1	5	2	32	8	29	14	41	21	36	5	38	9	58	2	0
7 - Auto Theft	171	3	174	84	0	16	1	15	0	32	0	13	1	8	1	2	0	0	0	1	0	0
8 - Other Assaults	561	69	630	7	2	4	2	7	0	68	10	92	6	88	17	92	9	79	16	124	7	0
9 - Forgery & Counter'ftg	8	0	8	0	0	0	0	0	0	1	0	0	0	2	0	2	0	2	0	1	0	0
10 - Embezzlement & Fraud	149	17	166	0	0	1	0	0	2	17	2	17	1	22	3	33	2	30	4	29	3	0
11 - Stolen Property, etc.	23	1	24	1	0	1	0	0	0	6	0	6	0	3	1	2	0	1	0	3	0	0
12 - Weapon Offenses	25	1	26	0	0	1	0	2	0	3	1	2	0	1	0	3	0	4	0	9	0	0
13 - Prostitution & Vice	75	188	263	0	1	1	0	2	0	13	35	8	64	17	32	10	24	12	16	12	16	0
14 - Sex Offenses	50	6	56	4	0	2	1	0	1	6	4	7	0	5	0	6	0	8	0	12	0	0
16 - State Drug Laws	10	10	20	0	0	0	0	0	0	0	0	1	1	2	0	2	6	3	2	2	1	0
18 - State Liquor Laws	243	86	329	1	0	0	0	2	0	12	10	15	12	32	12	49	21	50	11	82	20	0
18 - Drunkenness	3154	229	3383	4	2	5	2	9	1	132	19	269	37	370	44	479	50	450	12	1436	61	1
19 - Disorderly Conduct	425	75	500	10	0	12	2	13	0	53	11	59	23	41	5	56	17	47	3	134	14	0
20 - Vagrancy	12	0	12	0	0	0	0	0	0	2	0	1	0	1	0	0	0	1	0	7	0	0
21 - Gambling	188	7	195	0	0	0	0	0	0	12	1	28	1	39	2	47	2	25	1	37	0	0
TOTAL	5875	780	6654	376	14	62	9	68	6	451	105	586	167	713	140	856	138	772	75	1990	125	1

PERSONS CHARGED WITH CERTAIN OFFENSES; BY NATIVITY AND COLOR

UNIFORM CLASSIFICATION
OF OFFENSES

				WHITE						Foreign Born		NEGRO		Indian Chinese Mexican		Un-Known		
	M	F	Both	Native Parentage		Foreign Parentage		Mixed Parentage		M	F	M	F	M	F	M	F	
				M	F	M	F	M	F									
1-a Murder & Non-Negligent Manslaughter	11	1	12	8	1	2	0	0	0	0	0	0	0	0	1	0	0	0
1-b Manslaughter By Negligence	10	1	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2 - Rape	22	0	22	16	0	4	0	0	0	1	0	1	0	1	0	0	0	0
3 - Robbery	70	3	73	21	1	22	1	1	1	4	0	24	0	2	0	0	0	0
4 - Aggravated Assaults	56	11	67	6	0	16	0	0	0	0	0	31	11	3	0	0	0	0
5 - Burglary - Breaking, etc.	218	2	220	117	2	50	0	9	0	3	0	42	0	0	0	0	0	0
6 - Larceny - Theft	394	70	464	175	29	93	15	9	2	16	3	116	24	1	0	0	0	0
7 - Auto Theft	171	3	174	96	2	42	1	2	0	1	1	31	0	0	0	0	0	0
8 - Other Assaults	562	69	631	223	27	181	17	16	1	84	7	141	22	1	2	0	0	0
9 - Forgery & Counter'ftg	8	0	8	4	0	2	0	1	0	2	0	1	0	0	0	0	0	0
10 - Embezzlement & Fraud	149	17	166	93	10	28	4	7	1	7	1	20	2	1	0	0	0	0
11 - Stolen Property, etc.	23	1	24	9	1	12	0	1	0	12	0	1	0	0	0	0	0	0
12 - Weapon Offenses	25	1	26	7	1	6	0	1	0	4	0	11	0	0	0	0	0	0
13 - Prostitution & Vice	75	188	263	51	131	20	12	1	1	5	7	2	44	1	0	0	0	0
14 - Sex Offenses	50	6	56	26	4	9	0	4	0	2	0	9	2	2	0	0	0	0
15 - Offenses Against Family And Children	241	8	249	143	6	69	2	3	0	23	1	24	0	2	0	0	0	0
16 - State Drug Laws	10	10	20	4	10	4	0	0	0	1	0	2	0	0	0	0	0	0
17 - State Liquor Laws	243	86	329	60	23	75	22	8	4	41	15	100	36	0	0	0	0	1
18 - Drunkenness	3154	229	3383	1839	142	1008	49	78	12	399	21	199	24	30	1	1	1	1
19 - Disorderly Conduct	425	75	500	193	23	115	19	14	3	40	6	103	29	0	0	0	0	1
20 - Vagrancy	12	0	12	3	0	2	0	2	0	1	0	5	0	0	0	0	0	0
21 - Gambling	188	7	195	73	1	55	4	3	0	20	1	57	2	0	0	0	0	0
TOTAL	6117	788	6905	3177	415	1815	146	160	25	666	63	919	196	45	3	1	3	3

C I T Y O F T O L E D O
 Division of Police
 Radio Branch

To Chief of Police
 From Records Division
 Subject Combined activities of all shifts for year 1936

Total messages broadcast-----	79279
Total runs-----	14533
Total arrest runs-----	1353
Total arrests -----	1589
Total time on 14533 runs-----	39557 Mins
Average time on 14533 runs-----	2 Mins 43 Sec
Total time on 1353 arrest runs-----	3671 Mins
Average time on 1353 arrest runs-----	2 Mins 43 Sec
Number radio cars in service during the year----	9461
Average number radio cars in service each day---	25.92
Average number radio cars in service each shift--	8.64
Radiograms sent 2282 Radiograms received	1637

Time lost by radio equipped autos, with reason therefor hours Mins

To serve warrants-----	5395	Mins equal to	89	55
For repairs and service on autos-----	25481	Mins equal to	424	41
For repairs and service on radio sets	1418	Mins equal to	23	38
For traffic duty -----	800	Mins equal to	13	20
For attendance in court-----	2294	Mins equal to	38	14
For special assignments-----	11676	Mins equal to	194	36
For guarding recovered autos-----	6241	Mins equal to	104	1
Transmitter out of service-----	2770	Mins equal to	46	10

Total time lost----- 56075 Mins equal to 934 35

Respectfully submitted,

Joseph T. Guitteau

Joseph T Guitteau,
 Chief Operator.

JTG/JMU

TOLEDO POLICE DEPT.

1936
YEARLY STATEMENT
DIVISION
OF
POLICE
MOTOR EQUIPMENT

**

*

January 1st. 1937

J.R.Allen,
Chief of Police.
Toledo, Ohio.
Sir;

Following is a report of the Automobile Division of the Toledo Police Dept. on the above date. We have at this time 63 automobiles used and owned by the Police Dept. We also have 30 motorcycles of which, 20 of these wheels were purchased in July 20th. 1935. These wheels are radio equipped. We also have 16-1930 wheels, these wheels are pulling side cars in the winter months. We have 4 Federal patroles, one of these wagons is wrecked beyond repaired, and one of these wagons is used to haul prisoners to the workhouse, all these wagons should be replaced in the near future. We also have 4 Willys 6 Patrois which are used in the sub Stat. these should be replaced. We have at present 16 ford V-8 used in radio patrol duty, and 24 fcrds used by the Dective department and also used by Captains, Inspectors and regular dective duty. We have also 6 about 1931 fords which are being used as Misc. cars, with these we are using 4 chevrolets for the Vice and Liquor squds. There 2 cadillacs which are used by the City Manager and Safety Director. There is a 1936 Packard operated by the Chief of Police. There are also 2-1 ton truckes used by the Police Sign Shop which is operated under the supervision of the Traffic Bureau.

Respectfully,

L. L. Matthews
Sergeant of Motor Equipment.

January 1st. 1937.

Yearly Report for 1936.

No. Car	Gasoline Oil	Labor & Material	Tires	Total (Per Year)
No. 1 Federal	\$ 252.42	\$ 188.02		\$ 440.44
" 3 "	246.21	302.33		548.54
" 4 "	140.02	83.97		223.99
" 5 "	93.11	18.95		112.06
" 6 Willys	120.57	78.10		198.67
" 7 "	188.12	226.01	30.85	444.98
" 8 "	226.51	100.00	12.91	339.42
" 9 "	148.18	167.62	12.91	328.71
	<u>\$1415.14</u>	<u>\$ 1165.00</u>	<u>\$ 56.67</u>	<u>\$ 2636.81</u>
" 19 Buick	93.69	55.40		149.09
" 20 Chevrolet	71.46	26.89		98.35
" 120 Whippet	49.86	9.77	9.35	68.98
" 121 "	60.81	20.82		81.63
" 123 "	1.54	1.95		3.49
" 124 "	50.09	51.63		101.72
	<u>\$ 327.45</u>	<u>\$ 166.46</u>	<u>\$ 9.35</u>	<u>\$ 503.26</u>
" 17 Ford	\$ 124.98	\$ 74.90		\$ 199.88
" 18 "	132.97	154.48		287.45
" 29 "	57.20	21.29		78.49
" 30 "	99.13	255.98	7.42	362.53
" 31 "	10.64	2.31		12.95
" 32 "	64.43	188.47		252.90
" 33 "	62.26	65.82		128.08
" 34 "	60.17	37.51		97.68
" 35 "	65.65	25.02	39.43	130.10
" 36 "	150.37	142.46	23.25	316.08
" 37 "	51.22	195.01	9.12	255.35
	<u>\$ 879.02</u>	<u>\$ 1163.25</u>	<u>\$ 79.22</u>	<u>\$ 2121.49</u>
" 51 Cadillac	\$126.35	\$ 44.88	171.23	\$ 171.23
" 52 "	275.36	392.33		667.69
" 53 Packard	59.80	22.61		82.41
" 84 "	52.84	12.28		65.12
	<u>\$514.35</u>	<u>\$ 472.10</u>		<u>\$ 986.45</u>

*Current
year
miles*

*Total
cost
per
year*

*Cost
Per
mile*

*Cost
Per
mile*

61 Ford V-8	\$ 132.56	\$ 19.94	\$ 13.86	\$ 166.36
62 "	104.82	22.36	8.23	135.41
63 "	116.14	16.97	6.93	140.46
64 "	122.84	11.79		134.63
65 "	80.02	23.25		103.27
66 "	52.74	4.96	8.23	65.93
67 "	45.00	11.69		56.69
68 "	162.42	17.95		120.31
69 "	107.90	22.62		130.52
70 "	43.58	4.12	6.93	54.63
71 "	96.76	8.36		105.12
72 "	38.94	5.19		44.13
73 "	66.70	9.15		75.85
74 "	46.72	4.15		51.23
75 "	146.32	19.29	6.93	172.54
76 "	43.08	3.34		46.42
77 "	38.58	3.41		41.99
78 "	38.24	3.67		41.91
79 "	41.12	10.90		52.02
80 "	46.46	6.75		53.21
81 "	48.32	6.01		54.33
82 "	28.44	20.19		48.63
83 "	.84	1.05		1.89
84 "	5.60	2.43		8.03
85 "		1.05		1.05
86 "	43.10	3.43		46.53
87 "	15.20	2.40		17.60
88 "	45.46	4.45		39.91
89 "	10.22	1.69		11.91
90 "	2.94	.40		3.34
91 "	84.74	11.35		96.09
92 "	12.48	2.73		15.21
93 "	90.20	13.37		103.37
94 "	7.14	2.00		9.14
95 "	11.42	1.75		13.17
96 "	40.88	2.05		42.93
97 "	40.36	5.78		46.14
98 "	19.04	1.35		20.39
99 "	19.56	.90		20.46
100 "	69.96	18.74		88.70
151 "	437.07	317.45	71.59	826.11
152 "	445.60	479.28	15.00	939.88
153 "	453.68	435.50	14.22	903.04
154 "	493.84	338.23	75.04	907.11
155 "	512.77	255.64		768.41
156 "	488.95	477.77	45.66	1022.38
157 "	450.71	410.60	43.29	904.60
158 "	412.88	316.47	15.10	744.45
159 "	312.99	286.36	26.83	626.18
160 "	474.32	307.48	37.79	819.59
161 "	403.31	199.99	23.01	626.31
162 "	286.83	223.95	21.21	531.99
163 "	359.74	176.88	14.81	550.43
164X				120.31
	7639.53	4554.10	454.68	120.31

	Gas Oil	Labor Material	Tires	Total
164 Chevrolet	\$151.41	\$101.43	\$9.15	\$261.99
165 "	480.05	341.56	28.77	850.38
166 "	151.80	130.77	20.39	302.96
167 "	200.86	72.09	12.79	285.74
168 "	237.15	125.80	18.30	381.25
169 "	242.68	90.32	38.98	371.98
170 "	114.87	52.36	10.80	178.03
171 "	117.24	38.00	10.47	165.71
172 "	177.22	348.53	9.83	535.58
173 "	141.87	82.93	23.32	248.12
174 "	158.03	121.46	25.76	305.25
175 "	260.79	165.26	20.29	446.34
	<u>\$2433.97</u>	<u>\$1670.51</u>	<u>\$228.85</u>	<u>\$4333.33</u>

1 Harley	\$87.77	\$98.03		\$185.80
13 "	47.82	40.71		88.53
21 "	51.49	107.64		159.13
23 "	111.97	69.00		180.97
24 "	48.25	26.55		75.10
25 "	75.32	107.17		182.49
27 "	63.12	91.04		154.16
29 "	57.71	100.89		158.60
31 "	82.70	69.55		151.25
32 "	23.58	28.09		51.67
33 "	50.73	21.14	9.09	80.96
34 "	54.39	35.06	9.95	99.40
35 "	42.94	64.03	17.61	124.58
36 "	27.03	13.11	23.65	63.79
37 "	47.18	44.21	15.11	106.50
38 "	53.33	44.89	9.09	107.31
39 "	46.52	18.35	11.74	75.61
40 "	54.58	26.52	15.68	96.78
41 "	45.38	102.11	15.13	159.62
42 "	52.50	24.59	10.75	87.84
43 "	49.14	28.60	17.61	95.35
44 "	35.68	76.81	16.47	128.96
45 "	16.57	31.58		48.15
46 "	36.44	33.17	11.39	81.00
47 "	60.72	49.48	14.24	124.44
48 "	61.96	172.75	20.01	254.72
49 "	63.57	45.68	14.56	123.81
50 "	45.53	43.56	7.38	96.05
51 "	53.13	18.75	17.04	88.92
52 "	38.13	20.77		58.84
	<u>\$1581.37</u>	<u>\$1652.77</u>	<u>\$256.50</u>	<u>\$3490.64</u>

53 11 three wheel

Cost per Month

	Patrols	Misc cars	(old) Fords	Cadillacs Packard
January	\$ 402.97	\$ 15.14	\$ 149.88	\$ 93.18
February	188.61	10.99	416.32	77.22
March	238.13	40.95	187.80	162.65
April	232.19	39.45	231.52	72.09
May	194.56	30.49	132.44	42.25
June	336.85	46.74	91.43	66.53
July	165.84	26.21	197.69	42.16
August	153.35	9.69	252.03	71.73
Sept.	177.10	13.83	119.22	125.33
Oct.	149.77	13.85	181.99	69.10
Nov.	143.97		68.25	71.82
December	213.74		74.55	117.21
	<u>\$2597.08</u>	<u>\$ 247.34</u>	<u>\$ 2103.12</u>	<u>\$ 1011.27</u>

	Whippets	Fords V-8	Chev.	Motorcycles
January	\$ 78.57	\$ 1121.78	\$ 547.14	\$ 364.89
February	23.86	1197.40		248.20
March	24.50	1848.19	603.23	402.50
April	38.42	1261.37	2826.37	301.58
May	20.77	956.09	419.66	290.91
June	20.25	750.21	408.38	345.34
July	13.72	792.65	368.52	299.90
August	2.52	749.40	316.95	216.04
September		939.12	161.89	255.37
October		1119.33	54.75	279.60
November		846.20	386.00	178.13
December		1190.70	58.33	207.93
	<u>\$ 222.61</u>	<u>\$12772.44</u>	<u>\$ 4333.33</u>	<u>\$3390.19</u>

JANUARY	Insp. Head	Dr. Ensign	Shops & Etc	Misc Items
January	\$ 7.35	\$ 4.76	\$ 4.71	\$ 89.60
February		6.02	3.17	75.70
March		6.65	7.00	15.65
April	5.28	7.98	3.75	16.80
May	5.69	7.28	2.97	9.21
June	3.00	5.32	1.68	.35
July	2.40	10.92	.70	2.05
August	3.30	5.32	3.12	
September	2.10	5.88	2.82	86.01
October	8.40	3.08	3.08	99.47
November	2.80	7.54	4.62	24.46
December	2.90	4.76	2.24	97.27
	<u>\$ 37.62</u>	<u>\$ 80.83</u>	<u>\$ 39.86</u>	<u>\$ 514.57</u>

Special

Federal Traffic Survey	\$ 14.75
Out of Town Trips	25.09
Safety Cars	19.74
Strike cars-Gas, Oil-Oct. 1936.	68.60
	<u>\$ 128.18</u>

Expense
per month
for all equipment

January.....	2773.55
February.....	2765.83
March.....	3432.32
April.....	22739.41
May.....	1946.95
June.....	1994.54
July.....	1907.67
August.....	1972.73
September.....	1839.31
October.....	1725.47
November.....	1602.26
December.....	1974.79
Total-----	26674.83

The above includes the cost of gas, oil labor and material and new tires on all cars for the year of 1936.

Federal and Willys-Six Patrols

	Trips	Arrests	Prisoners Hauled
January	1305	104	1359
Feb.	1092	87	1414
March	1182	70	1403
April	1368	60	1478
May	1279	80	1581
June	1319	100	1527
July	1426	110	1622
August	1437	88	1661
Sept.	1266	91	1649
Oct.	1314	100	1675
Nov.	1270	84	1471
Dec.	1449	84	1705
Total-----	15607	1058	17186

GASOLINE RECEIVED AND ISSUED BY GALLONS -----POLICE DEPT.

Gallons left over from 1935	460
" received 1936	<u>98834</u>
Total-----	<u>99294</u>
" issued 1936	<u>98108</u>
Balance end of year	<u>1186</u>
 " gasoline received Muni garage	 2144

OIL RECEIVED AND ISSUED BY QUARTS-----POLICE DEPT.

Qts. left over from 1935	2341
" received 1936	<u>1400</u>
Total-----	<u>3741</u>
" issued	<u>2941</u>
Balance end of year	<u>800</u>
 " oil received at Muni garage	 2002

Gasoline in Gallons

Car No.

1936-?

1 Federal---	Gasoline used in 1935---	1678
3 "	" " " "	1570
4 "	" " " "	931
5 "	" " " "	593
6 Willys	" " " "	752
7 "	" " " "	1192
8 "	" " " "	1500
9 "	" " " "	<u>969</u>
		<u>9185</u>
 19 Buick	" " " "	608
20 Chev.	" " " "	474
120 Whip.	" " " "	312
121 "	" " " "	420
123 "	" " " "	11
124 "	" " " "	<u>329</u>
		<u>2154</u>

GASOLINE IN GALLONS

No Car

No	Car	Gasoline used in 1936	Gallons
17	Ford	Gasoline used in 1936	824
18	"	"	263
29	"	"	399
30	"	"	672
31	"	"	355
32	"	"	419
33	"	"	427
34	"	"	408
35	"	"	449
36	"	"	1020
37	"	"	396
61	"	"	914
62	"	"	723
63	"	"	609
64	"	"	853
65	"	"	553
66	"	"	366
67 ⁿ	"	"	647
68	"	"	360
69	"	"	755
70	"	"	307
71	"	"	669
72	"	"	271
73	"	"	460
74	"	"	323
75	"	"	1008
76	"	"	297
77	"	"	272
78	"	"	266
79	"	"	283
80	"	"	324
81	"	"	338
82	"	"	196
83	"	"	6
84	"	"	40
86	"	"	300
87	"	"	105
88 ⁿ	"	"	314
89	"	"	73
90	"	"	21
91	"	"	591
92	"	"	82
93	"	"	630
94	"	"	51
95	"	"	78
96	"	"	287
97	"	"	279
98	"	"	136
99	"	"	139
100	"	"	475
			191.68

GASOLINE IN GALLONS

Car No.

151	Ford	----	Gasoline used in 1936.	----	2911 Gal.
152	"	"	"	"	2959
153	"	"	"	"	2982
154	"	"	"	"	3126
155	"	"	"	"	3313
156	"	"	"	"	3274
157	"	"	"	"	3018
158	"	"	"	"	2633
159	"	"	"	"	2078
160	"	"	"	"	3151
161	"	"	"	"	2669
162	"	"	"	"	2829
163	"	"	"	"	4145
					<u>38358</u>
164	Chevrolet	"	"	"	1051
165	"	"	"	"	3210
166	"	"	"	"	1035
167	"	"	"	"	1375
168	"	"	"	"	1634
169	"	"	"	"	1688
170	"	"	"	"	792
171	"	"	"	"	781
172	"	"	"	"	1219
173	"	"	"	"	987
174	"	"	"	"	1093
175	"	"	"	"	1800
					<u>16765</u>
51	Cadillac	"	"	"	855
52	"	"	"	"	1774
53	Packard	"	"	"	403
84	S. Knight	"	"	"	324
Dr.	Ensign	"	"	"	565
Bld'g	" Shops	"	"	"	231
Insp.	Allen	"	"	"	77
Insp.	Mead	"	"	"	258
					<u>4487</u>

GASOLINE IN GALLONS

No Cycle

1	Harley-----	Gallons used in	1936-----	517
13	"	"	"	272
21	"	"	"	283
23	"	"	"	579
24	"	"	"	264
25	"	"	"	379
27	"	"	"	346
29	"	"	"	322
31	"	"	"	475
32	"	"	"	144
33	"	"	"	274
34	"	"	"	280
35	"	"	"	226
36	"	"	"	128
37	"	"	"	270
38	"	"	"	291
39	"	"	"	241
40	"	"	"	303
41	"	"	"	247
42	"	"	"	295
43	"	"	"	241
44	"	"	"	192
45	"	"	"	89
46	"	"	"	207
47	"	"	"	299
48	"	"	"	304
49	"	"	"	379
50	"	"	"	259
51	"	"	"	280
52	"	"	"	<u>211</u>
				8074

Oil by the Quart

1	Federal-----	Oil used in	1936-----	120
3	"	"	"	166
4	"	"	"	57
5	"	"	"	31
6	Willys	"	"	118
7	"	"	"	136
8	"	"	"	110
9	"	"	"	<u>107</u>
				845

Oil issued in Quarts

No Car

No	Car	Oil used in 1936	Quarts
19	Buick		56
20	Chevrolet		26
120	Whippet		20
121	"		14
124	"		20
			<u>136</u>
17	Ford		57
18	"		56
29	"		5
30	"		21
31	"		24
32	"		21
33	"		11
34	"		18
35	"		10
36	"		35
37	"		11
			<u>277</u>
72	"		10
73	"		23
74	"		15
75	"		52
76	"		15
77	"		5
78	"		10
79	"		15
80	"		11
81	"		10
82	"		10
86	"		11
87	"		5
88	"		15
91	"		20
92	"		10
93	"		20
95	"		5
96	"		7
97	"		13
99	"		1
100	"		8
			<u>286</u>

OIL ISSUED BY QUARTS

151	Ford	Oil	Issued	in	Qts	1936	158	Qt.
152	"	"	"	"	"	"	176	
153	"	"	"	"	"	"	195	
154	"	"	"	"	"	"	180	
155	"	"	"	"	"	"	309	
156	"	"	"	"	"	"	154	
157	"	"	"	"	"	"	173	
158	"	"	"	"	"	"	156	
159	"	"	"	"	"	"	125	
160	"	"	"	"	"	"	181	
161	"	"	"	"	"	"	167	
162	"	"	"	"	"	"	68	
163	"	"	"	"	"	"	201	
							<u>2332</u>	
164	Chevrolet	"	"	"	"	"	25	
165	"	"	"	"	"	"	169	
166	"	"	"	"	"	"	28	
167	"	"	"	"	"	"	49	
168	"	"	"	"	"	"	30	
169	"	"	"	"	"	"	18	
170	"	"	"	"	"	"	21	
171	"	"	"	"	"	"	38	
172	"	"	"	"	"	"	29	
173	"	"	"	"	"	"	10	
174	"	"	"	"	"	"	15	
175	"	"	"	"	"	"	45	
							<u>370</u>	

The total amount of oil issued to the entire motorcycle division in qts----- 1814

The total amount of oil issued to the automobile division ----- 3406

---- Mileage----

Car No.		----Miles	Driven	1936----	Miles		Miles
1	Federal				5169		
3	"	"	"	"	12940		
4	"	"	"	"	6080		
5	"	"	"	"	4875		
6	Willys	"	"	"	6896		
7	"	"	"	"	9336		
8	"	"	"	"	11647		
9	"	"	"	"	8297		
					<u>75694</u>		
19	Buick	"	"	"	6384		
20	Chev	"	"	"	5384		
51	Cadillac	"	"	"	4647		
52	"	"	"	"	10422		
53	Packard	"	"	"	4905		
84	S. Knight	"	"	"	1091		
120	Whippet	"	"	"	4212		
121	"	"	"	"	4554		
122	"	"	"	"	609		
123	"	"	"	"	175		
124	"	"	"	"	3389		
					<u>45772</u>		
						Miles	
61	Ford	"	"	"	8929	84	Ford----- 261M1
62	"	"	"	"	7129	86	" 3341
63	"	"	"	"	7307	87	" 1445
64	"	"	"	"	6952	88	" 3359
65	"	"	"	"	4710)	89	" 876
66	"	"	"	"	3815	90	" 252
67	"	"	"	"	6427	91	" 7270
68	"	"	"	"	7461	92	" 954
69	"	"	"	"	6029	93	" 8231
70	"	"	"	"	1824	94	" 570
71	"	"	"	"	6113	95	" 905
72	"	"	"	"	2474	96	" 3578
73	"	"	"	"	4928	97	" 1620
74	"	"	"	"	2838	98	" 1314
75	"	"	"	"	11123	99	" 633
76	"	"	"	"	3337	100	" 4848
77	"	"	"	"	5986	151	" 23179
78	"	"	"	"	3205	152	" 24219
79	"	"	"	"	3747	153	" 27511
80	"	"	"	"	3708	154	" 28838
81	"	"	"	"	3065	155	" 29932
82	"	"	"	"	1518	156	" 30950
					<u>85625</u>		<u>204086</u>

---Mileage---

Car No.

157	Ford	---	Miles	Driven	in	1936	----	31080	Mi./
158	"	"	"	"	"	"	"	21408	
159	"	"	"	"	"	"	"	20123	
160	"	"	"	"	"	"	"	29499	
161	"	"	"	"	"	"	"	21598	
162	"	"	"	"	"	"	"	17500	
163	"	"	"	"	"	"	"	19790	
								<u>160998</u>	

164	Chevrolet	"	"	"	"	"	"	1051	
165	"	"	"	"	"	"	"	3210	
166	"	"	"	"	"	"	"	1035	
167	"	"	"	"	"	"	"	1375	
168	"	"	"	"	"	"	"	1634	
169	"	"	"	"	"	"	"	1688	
170	"	"	"	"	"	"	"	792	
171	"	"	"	"	"	"	"	781	
172	"	"	"	"	"	"	"	1219	
173	"	"	"	"	"	"	"	987	
174	"	"	"	"	"	"	"	1093	
175	"	"	"	"	"	"	"	1800	
								<u>18765</u>	

Total Miles for Police Chevrolet's-----18765

Total Miles for all the Police motorcycles
for the year of 1936----- 85484 Miles.
121484

Total Miles for 1936 for Fords----- 517023
" " " " " Chevrolet's-- 149641