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52283

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CONTENTS

FROM THE DIRECTOR

52 279
MANAGING THE MAN WITH THE GUN, by Bruce L. Danto, M.D., Associate Professor, Department of Psychiatry, Wayne State University, and Director, Suicide Prevention Center, Detroit, Mich.

1

3

EVALUATION PROGRAM FOR INVESTIGATIVE REPORT WRITING, by Capt. John J. Harris, Jr., Florida Division of Alcoholic Beverage and Tobacco, Miami, Fla.

10

52 280
REPORT WRITING BLUNDERS: THE CASE OF THE MISSING NAIL, by John E. McHale, Jr., Special Agent, Federal Bureau of Investigation, Washington, D.C.

13

52 281
THE METRO TRANSIT POLICE FORCE: AMERICA'S FIRST TRISTATE, MULTI JURISDICTIONAL POLICE FORCE, by Capt. Martin Hannon, Director of Training, Washington Metropolitan Area Transit Authority Police, Washington, D.C.

16

52 282
NATIONAL COMMITTEE ON OPERATION IDENTIFICATION PRESCRIBES BASIC STANDARDS

23

52 283
THE WARRANT REQUIREMENT IN CRIME SCENE SEARCHES (Part I) by Joseph R. Davis, Special Agent, Legal Counsel Division, Federal Bureau of Investigation, Washington, D.C.

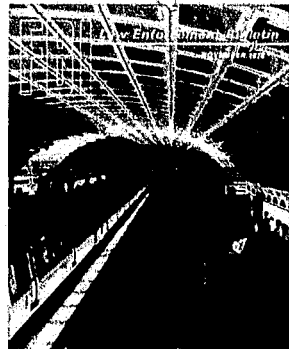
26

WANTED BY THE FBI

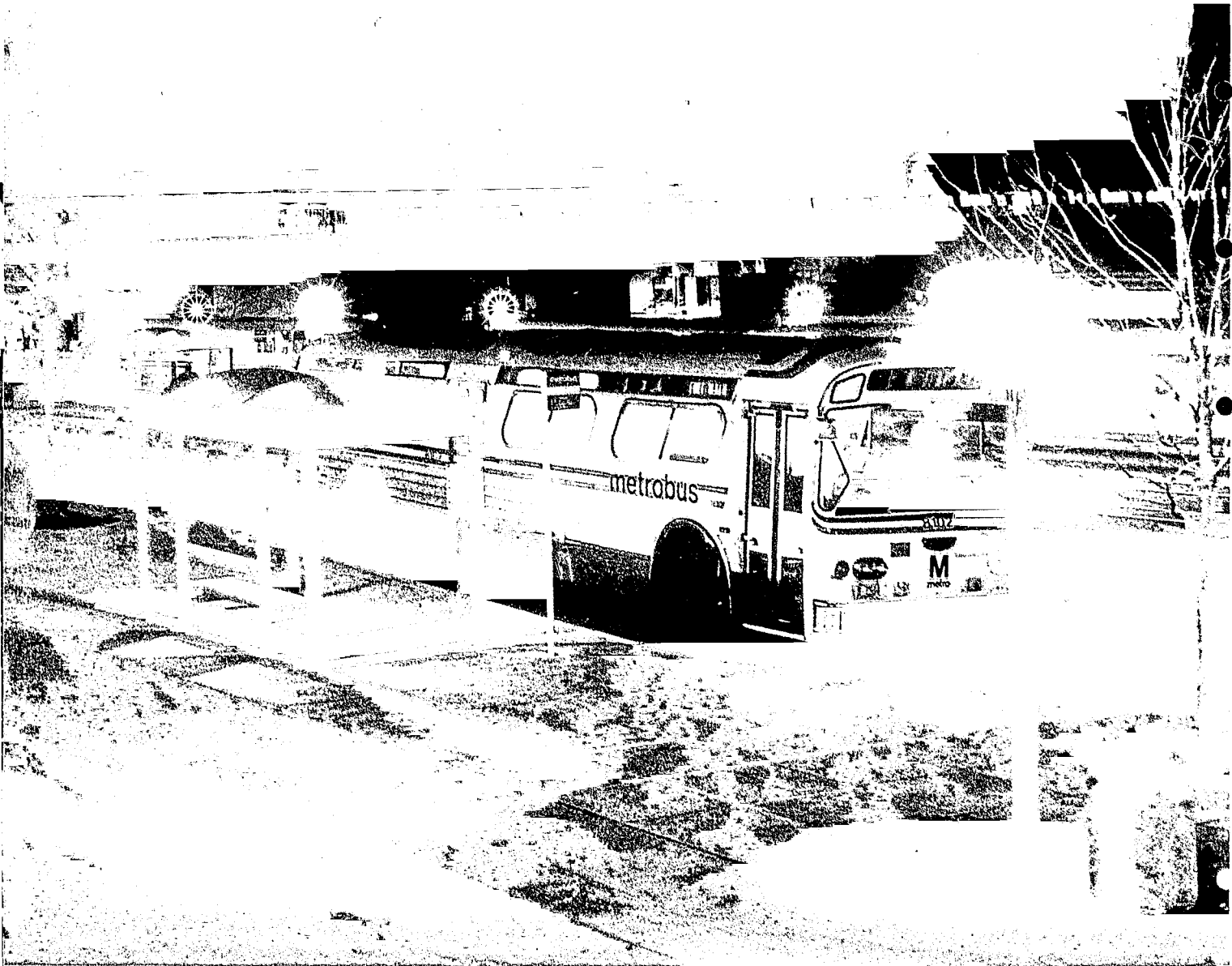
32

THE COVER

November's cover features Metrorail, a part of our capital's mass transit system protected by the Metro Transit Police Force (MTP). See article on page 16. (Paul Myatt photograph)



THE METROBUS SYSTEM



"Paperwork is an essential part of any law enforcement officer's duties. Lack of preparation can have serious repercussions, regardless of how trivial it may seem at the time."

(My mother always told me to watch out for flowerpot thieves. They're the worst kind.)



"When the subject, West, lunged at the patrolman with a knife in his hand, the patrolman said that he had no alternative except to shoot West in the left shoulder." (I don't know; I think he could just as well have shot him in the right shoulder, or else he could have broken up this thought into two sentences rather than use such an awkward construction.)

"Warden Smith advised that recently there have been numerous incidents of the prisoners or visitors smuggling drugs into the stockade which never before existed except on rare occasions." (Wow! This one is a real beaut. I almost wish I had thought of it myself.)

"The group announced its intention to disrupt a performance at the theater and to ridicule an event sponsored by the Army by various means." (Maybe the demonstrators wouldn't have been so angry if the Army had used only one means.)

"The subject quite frequently sells various gamblers in the area automobiles." (I didn't think there was that much of a market for used gamblers at the present time. Actually, this sentence sounds like the old classic where the immigrant farmer reportedly told someone, "I threw the cow over the fence a bale of hay.")

"What are the true facts in this matter"? (Some day I would like to see someone ask what the untrue facts

are, but I suppose that will have to wait for a later report.)

In the meantime, I hope you get the general idea. Correcting grammar is not just an exercise in nitpicking. Often it goes to the very heart of what the writer is trying to say.

Law enforcement officers spend hundreds of hours on the firearms range during their careers, although most of them will retire without ever having fired a shot. At the same time, they are required daily to put their work down on paper, but no one bothers to tell them how to do it.

Part of this problem is being corrected as the educational level of police officers rises, but even a college degree offers no assurance that the holder can compose a coherent sentence. What we need is more emphasis in our training programs on the importance of accurate, understandable report-writing.

Possibly, some agencies may feel that they do not have an instructor capable of handling such an assignment. If so, I would recommend that they consider borrowing one, as necessary, from the staff of a local high school or university.

Paperwork is an essential part of any law enforcement officer's duties. Lack of preparation can have serious repercussions, regardless of how trivial it may seem at the time.

As George Herbert pointed out back in the 17th century, the loss of a simple nail cost, in turn, a horse, the horse's rider, the battle they were fighting, and eventually, the kingdom itself. Three centuries later, attention to detail is just as important.

Regularly we go into court and ask juries to convict criminals based on evidence invisible to the naked eye. But how can we expect people to believe what they can't see when what they do see is filled with errors?

Credibility is based on truth; truth is based on accuracy. With a little bit of effort, we ought to be able to get the three of them together. After that, I can abandon my hobby of collecting "bloopers" and turn to something more constructive, like upside-down stamps or coins.

FOOTNOTE

¹ *FBI Law Enforcement Bulletin*, Vol. 47, No. 2, February 1978, pp. 28-31.

America's First Tristate, Multi-jurisdictional Police Force

By
CAPT. MARTIN HANNON
Director of Training
Washington Metropolitan Area
Transit Authority Police
Washington, D.C.



Metro

On March 27, 1976, Washington, D.C., proudly joined the list of other international capital cities benefiting from an integrated mass transit facility. Washington's system is known officially as the Washington Metropolitan Area Transit Authority (WMATA), and is comprised of Metrobus, a surface transit facility, and Metrorail, the first tristate, fully automated, high-speed, mass transit rail system in the United States.

WMATA was formed by an interstate compact adopted by Maryland, Virginia, and the District of Columbia City Council with the consent of the U.S. Congress. WMATA, in law, has both "body corporate" and "public service" powers to plan, coordinate, and regulate surface and rapid rail mass transit services in the greater Washington metropolitan area.

Mass Transportation in the Greater Washington Metropolitan Area

The greater Washington metropolitan area has a population of 2.87 million, with an anticipated growth of 4.7 million by 1995. For compact purposes, Washington, D.C., a 69.2 square-mile area containing an estimated 750,000 residents, was granted legal status as a coequal partner with Maryland and Virginia.

Metrorail, in the greater Washington metropolitan area, is the interurban link for a new aerial-surface-subterranean mass transit continuum. It provides rapid rail service to Union Station, one of the major railroad terminals on the Atlantic Coast and the home of the National Visitor Center. It likewise serves Washington's National Airport.

Still in its developmental stage, Metrorail has approximately 25 miles

of operational track and 29 rail stations located in the heart of downtown Washington and its surrounding suburbs. The system offers rapid rail service from 6 a.m. to midnight during weekdays, with limited weekend service.

During weekday rush hour cycles, Metrobus has approximately 1,600 buses on the streets, servicing 775 established bus routes located throughout the transit zone. These buses log 156,000 route-miles per day. They average 16,000 trips per week, while carrying approximately 2.4 million passengers.

Ridership

One period of peak ridership occurs between 11 a.m. and 2 p.m. These passengers have been dubbed the "lunch bunch" by the Washington, D.C., press. Metrorail's ridership matrix consists of government workers

“[T]he protection of Metro ridership, transit employees, systems technologies, transit properties, and public revenues poses a police problem of considerable magnitude.”

(Federal, State, and local), non-Government tertiary service workers, foreign nationals, and tourists. Washington's Board of Trade estimates that 18 million tourists visit the metropolitan area each year.

Projected System Hardware

It is anticipated that by its projected completion in 1985 Metrorail will have 556 cars, 7 jurisdictionally based train repair yards, 5 geographically placed communications relay stations, 29,347 revenue-producing parking spaces in 32 parking lots, feeder-bus and taxi service lanes at outlying suburban train station loca-

tions, and a fully automated fare-card collection system. Additionally, more than 100 miles of revenue track and 87 station facilities will be operational upon completion. In all, the five presently planned, color-coded, radial-alphabet, rail-route designations will extend outward from core Washington, D.C., to suburban population centers, with Metrobus completing the grid service coverage over the entire Washington metropolitan area. Projected transit revenue is placed at \$1 million per day. Metro's work force will number approximately 6,500 and expected patronage is 352 million per year.

Obviously, the protection of Metro ridership, transit employees, systems

technologies, transit properties, and public revenues poses a police problem of considerable magnitude.

Metro Transit Police Force

The Metro Transit Police Force (MTP) came into being as an interim special police force in March 1976. However, on June 4, 1976, the MTP's authority and responsibilities were expanded when the President of the United States signed Public Law 94-306, authorizing the establishment of a regular police force “. . . composed of both uniform and plainclothes personnel . . . charged with the duty of enforcing the laws of the signatories, the laws, ordinances, and regulations of the political subdivisions thereof in the transit zone, and the rules and regulations of the Authority.” The law further stipulated that “. . . members of the Metro Transit Police shall have concurrent jurisdiction in the performance of their duties with the duly constituted law enforcement agencies of the signatories and of the political subdivisions thereof in which any transit facility of the Authority is located or in which the Authority operates any transit service.”

Thus, the President's signature, in concert with previously passed legislation by the appropriate governing bodies of Maryland, Virginia, and the District of Columbia, established the Metro Transit Police Force—a police department unique in that it is the only non-Federal, tristate, transit police force in the United States with concurrent authority to enforce applicable State statutes, as well as local ordinances of municipalities within the transit zone.



Joint Policing Concept

In the interests of efficiency, a joint policing concept between the local and transit police evolved. The MTP, as a result, now assumes primary enforcement responsibility on the trains, tunnels, and fund-generating properties, while local police departments assume primary responsibility for rail stations, parking lots, and buses.

Services, such as booking, detention, court liaison, recordkeeping, and transportation, as well as the specialized help needed for homicides and juvenile delinquency cases, for

example, are provided by the respective local jurisdictions, thereby eliminating the duplication of costly administrative support service. Teamwork and cooperation allow each agency to achieve its objective within cost effective constraints.

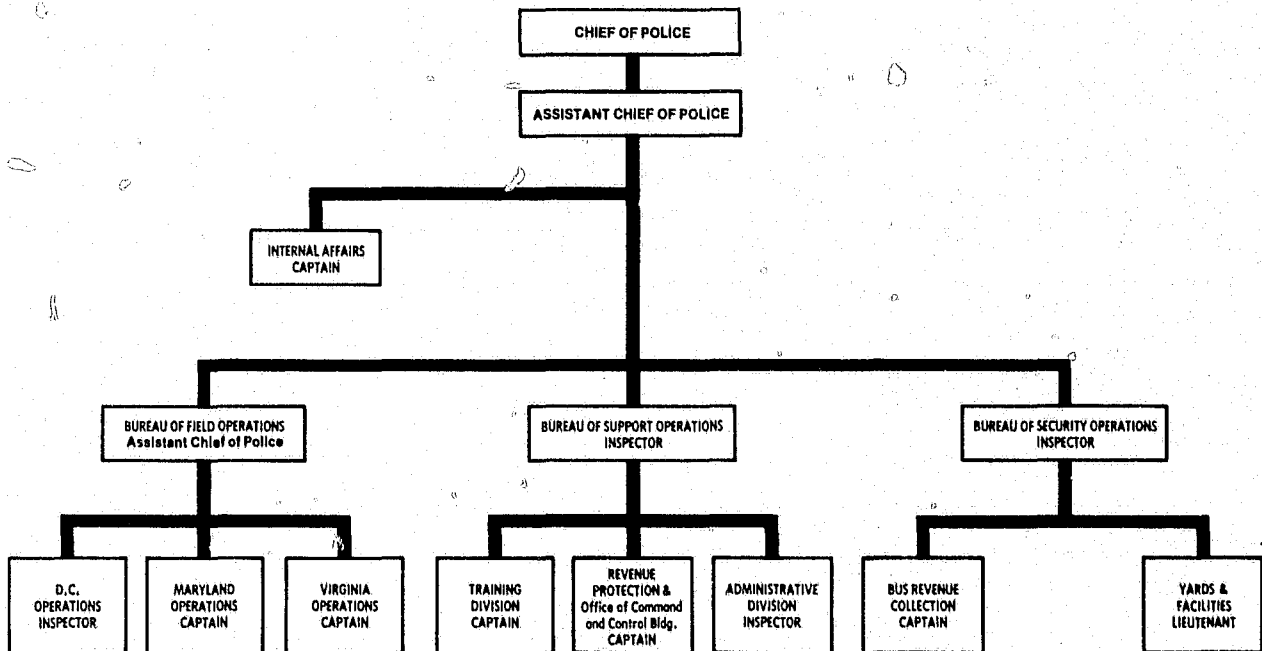
Organization

In order to meet the administrative challenge that a tristate law enforcement jurisdiction presented, the selection of senior ranking transit police officials was based upon the record and achievements of each as an expert in law enforcement and/or secu-

rity operations in a police force located in Maryland, Virginia, and the District of Columbia, or in the military.

Since Public Law 94-306 stipulated that the MTP would exercise administrative control over entry level qualifications, position classifications, removals, compensation, pension, retirement, mandated police training, and other related administrative matters, policy demanded that the MTP assume a posture commensurate with those public police departments interfacing with it. As such, the MTP now has a rank-structured pyramid as its "chain of command." (See organizational chart.)

ORGANIZATIONAL CHART



At the apex of the organization is the position of chief of police, the chief administrator over the Authority's combined Metrorail/Metrobus police operation. He is assisted by a personally selected staff composed of an assistant chief of police, three in-

spectors, seven captains, and five lieutenants. The line supervisory police management level is composed of sergeants.

MTP personnel are deployed among three operational bureaus. The Bureau of Field Operations has the

around-the-clock policing responsibilities for Metrobus and Metrorail operations within the transit zone. The Bureau of Security Operations maintains industrial plant-type security on fixed posts for rail/bus facilities, such as train repair yards, bus divisions, and the Metro command center building. The Bureau of Support Operations has the responsibilities for staff functions in support of line operations, such as training, revenue protection, fiscal affairs, personnel, and administrative clerical services.



Capt. Martin Hannon



Angus B. MacLean
Chief of Police

Training

Due to the multijurisdictional aspect of the MTP, WMATA is required to train and qualify each officer, both uniformed and plainclothes, to meet or exceed the stipulated training requirements of each signatory State and the political subdivisions located within its transit zone. To comply with the legal training mandates, WMATA has sought consensus in answering two major training questions:

What police duties will a tri-state transit police officer actually perform? and

How much training is required to properly integrate the transit police mission with multijurisdictional law enforcement responsibilities?

In response, the MTP developed a four-phased training curriculum to meet or exceed all of the tristate training mandates. (See fig. 1.)

Phase I, basic officer entrance level training, is conducted at the Prince George's Police Academy in Maryland. Phase II, special training, is composed of instruction received from police personnel of the Washington, D.C., Metropolitan Police Force and specialized courses in Federal law, hostage negotiations, and firearms training conducted by the FBI. Phase III training consists of

TRANSIT OFFICER TRAINING

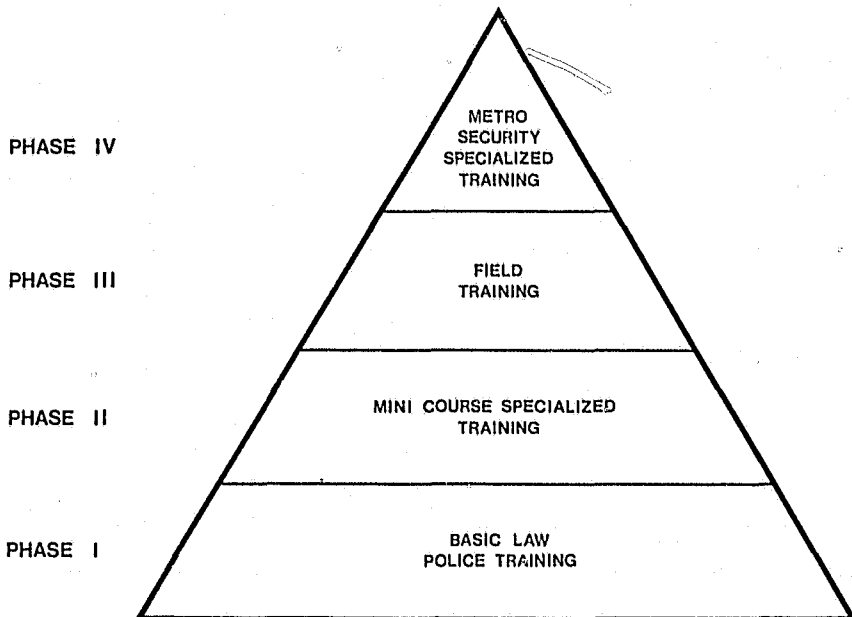


Figure 1

specialized instruction received from police personnel of the Northern Virginia Police Academy and on-the-job training with Virginia's Arlington County Police Force. Phase IV is exclusively devoted to instruction in transit technology. MTP officers have also received training from the Drug Enforcement Agency and the Bureau of Alcohol, Tobacco and Firearms. Mandatory inservice training will be conducted in every 2-year period subsequent to each officer's date of entry.

The Public Safety Committee of the Washington Council of Governments, the Police Training Commissions of both Maryland and Virginia, the greater metropolitan Washington area local police departments, the Federal Bureau of Investigation, the Federal Law Enforcement Training Center, and all other mass transit police operations in the United States, Canada, and Great Britain have assisted in the development of the MTP curriculum. Caution and administrative diplomacy effectively resolved training and operational issues, such as the maintenance of local autonomy, concurrent arrest authority, use of physical or deadly force, the Authority's primary police mission, and the establishment of emergency response procedures.

Transit Police Primary Mission

The department's view on its primary rail mission focuses on a high-visibility patrol for trains and station platform areas to create an aura of passenger safety through conspicuous police presence. Toward this objective, patrol manpower is deployed in a variety of ways, overtly and covertly. All of the below-listed strategies are employed to combat crime:

Fixed posts, or the assignment of patrol officers to a given station.

Riding posts, or train patrols.

Mobile, random patrol, or the coverage of multiple stations.

Saturation patrol, or the substantial increase in patrol manpower at a given location to maximize visibility.

Decoys, or the deployment of officers posing as potential crime victims, and

Stakeouts, or covert surveillance.

Of course, fixed posts, riding posts, and marked patrol cars assigned to selective enforcement patrol areas are the most frequently employed strategies. Saturation patrols, decoys, and stakeouts are instituted as a response to a specific problem, such as fare evasion or a series of robberies exhibiting a similar pattern.

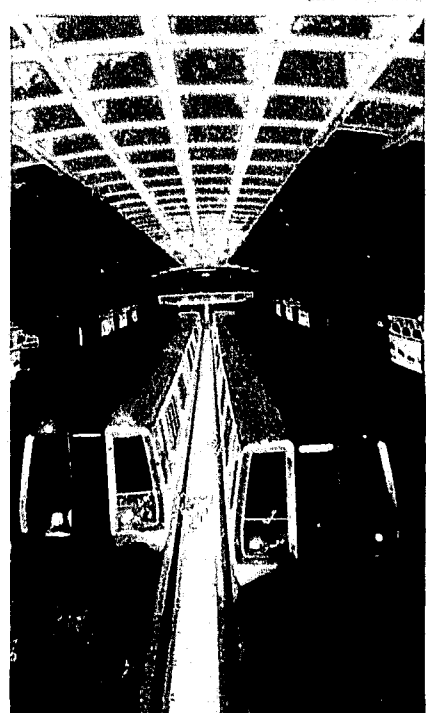
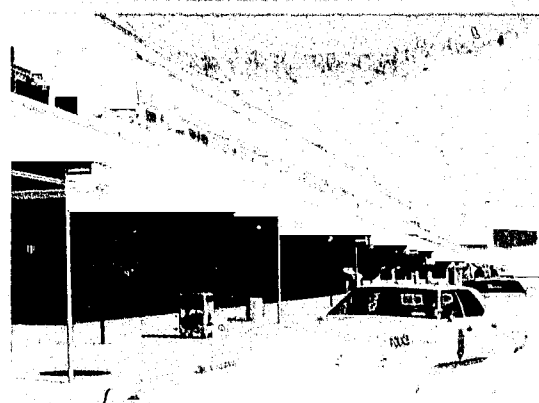
Patrol Environment

The cause and effect relationships between rail facility design, security, crime, and transit population behavior were given thoughtful consideration. Early on it was realized that safe rail transit technology would be ineffectual if problems related to passenger harassment, vandalism, crowd control, and like issues were not addressed prior to public service revenue operations.

In an effort to deter and prevent juvenile delinquency and criminal behavior, the Authority adopted a "hardening of the target" constructional design concept for all Metrorail stations. In essence, a built-in, open-view, transit patrol environment was achieved by utilizing vaulted arches in favor of supporting columns, thereby reducing the possibility that transit crime and juvenile misbehavior could go undetected or unobserved.

To further assist transit policing, the "technological cop"—closed-circuit television (CCTV)—can be found at each Metrorail facility. The CCTV's help to monitor ridership behavior on all of the mezzanines and station platforms.

The CCTV's are housed in octago-



nal metal and glass kiosk booths which are strategically placed just inside the entrance of all Metrorail stations. The booths are manned by civilian station attendants who monitor the CCTV's, the public address system, land-line telephones, fire and intrusion alarms, etc., all of which allow them to sound an early alarm should trouble occur.

As the next line of defense, the Authority's telephone patch and telecommunications computer system serve as the nerve center for instantaneous information to and from the field. Metrorail trains, Metrobuses, and MTP personnel patrol vehicles are radio equipped. Furthermore, each train has an emergency callbox

which passengers can use to sound an alarm to request service. Blue light callbox stations are positioned every 800-feet along the rail guideways and they can be used to deactivate the third rail and summon help when crimes or transit emergencies occur. Additionally, each patrol officer has a footman's radio. Metrorail, Metrobus, and the Metro Transit Police Department communications converge at WMATA's Command Center, which is in turn linked to the Washington Area Law Enforcement System's computer and the National Crime Information Center (NCIC).

It was this communications capability which led to the first felony ar-

rest on the rapid rail system in December 1976. After robbing a Washington jewelry store, a gunman attempted to escape via the rail system. He was quickly apprehended aboard the train as a result of timely communications and the cooperative efforts of the local police, a jewelry store employee, a kiosk attendant, and a transit police officer.

In 1977, only 60 arrests—6 felonies and 54 misdemeanor arrests—were made. The offenses reported, in the order of frequency of occurrence, have been disorderly conduct, robbery, grand larceny, and assault followed by petit larceny, violations of public ordinances, traffic violations, and destroying property.

“Although some local residents had expressed a fear that crime might increase in the vicinity of the Metrorail stations, statistics indicate to the contrary.”

Although some local residents had expressed a fear that crime might increase in the vicinity of the Metrorail stations, statistics indicate to the contrary. There has occurred an actual decline in crime in those areas. It would appear that criminals prefer to operate where people and the police aren't visible.

Summary

In the interest of transit safety and ridership protection, today's most modern techniques and technologies have been applied to Metrorail's police operations. It is apparent that the public is supporting WMATA's efforts to maintain a safe transit environment. The Metro Transit Police Force has accepted the challenge of insuring that the expectations of WMATA and the public are met now and in the future. 