

THE modern mounted policeman is recognized today as a Guardian of Safety as well as a Representative of the Law. The emergency arm of the police department, he is often confronted by situations demanding a knowledge that extends beyond strictly police duties. Each succeeding year his services become broader and more valuable to the community and the public. This booklet is respectfully dedicated to the "Mounted Officers," who, as they patrol the highways and streets of the Nation, are daily proving their valor, unselfishness, ability in emergencies and devotion to duty and the public welfare.



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THE MOUNTED OFFICER'S HAND BOOK

Revised Edition

The information assembled in the preparation of this book was obtained from reliable sources. While the subjects contained herein are discussed briefly, as complete a statement as needed is given under each heading. Only such subjects are given as may be of value to Mounted Officers in all parts of the country. Matters of local or state law necessarily cannot be incorporated in a publication of this nature.



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"You Can't Operate
Along My Patrol"!

FIRST AID INFORMATION

The modern Mounted Officer is often summoned in emergencies of many kinds. He is invariably the first on the scene of accidents, injuries and human distress and is thus in a position to render elementary first-aid to the suffering. The following pages give simple first-aid directions designed to be applied with the common materials and help most readily at hand.

GENERAL DIRECTIONS FOR ADMINISTERING FIRST AID

- 1. Send for a doctor in all cases, or take injured to physician; you cannot tell whether injury may or may not be serious. Expert opinion is necessary. In some cases it may be necessary for you to remain with the patient and send another person for the doctor. With modern conveniences a doctor can almost always be secured quickly, and it should be remembered that expert medical or surgical care is the most vitally necessary thing, and should be provided for the sick or injured without delay. Above all it must be remembered that it is just as important to know what NOT to do as it is what to do
- 2. Remove patient to place of safety and thus prevent further injury or danger to him.
- 3. Keep the crowd away from the injured person.
- 4. Ascertain the nature and extent of the injuries (whether a cut, fracture, shock, unconsciousness, hemorrhage, etc.)
 - 5. Arrest all severe bleeding.

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- 6. Get patient in a comfortable position, preferably flat on the back, unless there is some
 - 7. Loosen clothing, especially belt and collar.

special reason to the contrary.

- 8. Place an unconscious person, or one that is vomiting, with his head turned to one side to prevent choking.
- Do not give drinks of any kind to an unconscious person, for while he is in that condition he can not swallow and will choke or strangle to death.
- 10. Further aid depends entirely on the nature of the injury or illness.

SHOCK

Very Important: All injuries are accompanied by more or less shock. This may occur immediately, or some time after an injury. Death may result from shock, even if the injury is a minor one. Supersensitive people are often more susceptible to shock than others.

Symptoms: Shock is collapse, the injured person lies quiet, although not always unconscious. Eyes half-closed or staring, face pale, skin moist and clammy, lips blue, forehead covered with sweat and body cold. The pulse is very weak and rapid. The limbs, if lifted, fall as though dead. Patient may also vomit.

Treatment: Send for doctor, but do not wait for doctor to come before beginning treatment. Place the patient on his back with head low. Apply heat to the body with blankets, etc., and aid by friction through rubbing the hands, arms and legs toward the heart. If patient is conscious give stimulants — hot tea or coffee, hot

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water, or one-half teaspoonful Aromatic Spirits of Ammonia in one-half glass of water. If patient is unconscious use smelling salts or let inhale fumes from Spirits of Ammonia.

FRACTURES

When a bone is broken the injury is called a fracture. Fractures are far more common than dislocations, a dislocation being a bone slipped out of its socket. About two-thirds of the fractures are of the bones in the limbs.

Symptoms: Pain and tenderness at point of fracture. Limited motion, deformity of the part. Fracture or "break" can often be located by feeling bone through the flesh.

Treatment: Don't move injured part — bone may pierce skin from movement and cause compound fracture. Send for doctor at once and treat patient for shock. If doctor can not be had immediately, cut away clothing from injured part, place antiseptic gauze from your First-Aid pack over any part of broken skin. Place limb in as nearly natural position as possible and bandage with padded splints. Do not try to set the fracture—that is a physician's job!

WOUNDS

Injuries in which the skin is pierced or broken are called wounds.

Treatment of Ordinary Wounds: In deep wounds, or those which extend over a large surface, get a doctor at once. While waiting for doctor to arrive, stop bleeding and treat patient for shock. Cut and turn back clothing away from wound. Small wounds may be painted with iodine or mercurochrome. Take a surgically clean or antiseptic wound dressing from your

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First-Aid kit, apply to wound at once and bandage firmly into place.

Do not wash a wound with water as water usually contains pus germs. Extremely strong antiseptics destroy body cells.

Slivers and similar foreign objects are often in a wound. Carefully dress the wound and get the patient to a doctor as soon as possible.

Poison Wounds: (Dog. cat and snake bites, etc.)

Treatment: Apply a tourniquet (one can be quickly improvised by using string, handkerchief, necktie or bandage), between the wound and the body; this can only be done in the limbs. Bind tightly, for this cuts off the poison in the blood stream from going into the body. Get patient to a doctor with all possible speed.

EXTERNAL BLEEDING

There are three types of bleeding — 1st, from Arteries; 2nd, Veins; and 3rd, Capillaries.

Bleeding from arteries is, of course, the most severe and must receive first consideration. Send for a doctor immediately.

Treatment: Place injured person so that he will be least affected by the loss of blood. If the blood is seen to "spurt" from a wound it indicates that an artery has been cut. Press fingers firmly on the artery compressing it against a bone between the wound and the heart, or better still, apply a tourniquet. This stops bleeding in much the same way as compressing a hose stops the flow of water. Be very careful not to disturb wound once a blood clot has formed. Apply dressing and tight bandage. Tourniquets can only be applied on the legs and arms, and a tourniquet should never be concealed by a band-

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age. A tourniquet should only be used when it is absolutely necessary and should be removed as soon as it is safe to do so.

Bleeding from the scalp may be stopped by encircling the head above the ears with a tight bandage.

Neck wounds are so dangerous that direct pressure on the bleeding point should be applied at once with the fingers. In applying pressure with the fingers to stop bleeding the fingers should be covered, if possible, with clean or antiseptic gauze, and the point where bleeding occurs firmly held until the blood clots and bleeding stops.

INTERNAL BLEEDING

Symptoms: Same as fainting or shock. Bleeding from the lungs is bright red and may be coughed up, while blood from the stomach is dark and is vomited.

Treatment: Place patient in recumbent position with head low. Apply ice or cloths wrung out in cold water to the part of hody where injury is suspected. Do not give stimulants since they increase internal bleeding.

BURNS AND SCALDS

Treatment for Slight Burns: Apply vaseline, olive-oil, castor-oil, or lard. Cover liberally and bandage lightly.

Treatment for Deep or Severe Burns: Apply same dressings as for slight burns, or if your First-Aid Kit contains a "Picric-Acid" dressing, moisten it with water, apply at once and bandage in place. Prompt attention from a doctor is needed in cases of severe burns or burns extending over a large surface of the body.

Alkali Burns: (Lime, lye, etc.)

Treatment: Remove clothing by cutting away, then flush burn with lots of water. Treat for shock. Get a doctor quickly.

Acid Burns: Flush with water. If acid has entered the eye wash quickly with water and then lime water. In the case of carbolic-acid burns use alcohol diluted in water.

Note: Never put dry dressing or cotton directly on a burn.

HEAT OR SUNSTROKE

Symptoms: Head pains, red face, skin hot and dry, no perspiration, pulse rapid, unconsciousness, pupils of eye dilated.

Treatment: Send for doctor. Remove to cool place. Remove as much clothing as possible and apply ice or cold water to the face, chest, neck and arm-pits. Do not give stimulants. Give cold water freely to drink when person becomes conscious.

HEAT EXHAUSTION

Symptoms: Dizziness, vomiting, face pale and sweaty. Breathing shallow, pulse weak.

Treatment: Send for doctor. Have patient lie down in comfortable position. Do not remove, but loosen clothing. It is important to keep patient warm, so do not apply cold externally but patient may sip a little cool water. Give stimulants — tea, coffee, or one-half teaspoonful of Aromatic Spirits of Ammonia in one-half glass of water.

Harley-Davidson First Aid Kits can be conveniently carried on Mounted Officers' Motorcycles.

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FROST BITE — FREEZING

Frost Bite: Affected area painfully cold and white or grayish-white in color. Numbness of the part affected is noticeable.

Treatment: Gradually bring frozen part to its natural temperature. Rub with snow or cold water, slowly increasing to warm water as circulation is restored. The use of heat at once may cause death of the frozen part.

Freezing—Treatment: Leave patient in cold room. Rub limbs toward body with rough cloths wet in cold water. As body temperature rises, increase temperature of the room and water gradually. As soon as patient can swallow give stimulants—coffee or tea in small quantities.

Warning: Never place patient before open fire or in hot bath until circulation has become active.

POISONING

Opium and Narcotic Poisoning: May sometimes be taken in an overdose by mistake in soothing syrups or medicine.

Treatment: Send for doctor immediately. Give mustard in luke-warm water in large quantities, repeating until profuse vomiting occurs. Keep patient awake at all cost by walking him around. If patient is too weak have him lie down and resort to artificial respiration and stimulants.

Carbolic Acid and Lysol Poisoning: This poison is easily obtained, therefore frequently used in suicidal attempts. Its strong odor seldom causes accidental use.

Symptoms: Vomiting and great pain. Skin covered with cold sweat. Strong smell of acid. Lips, tongue and mouth burned white by pure carbolic acid and black by impure carbolic acid.

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Treatment: Several tablespoonfuls of Epsom Salts in a little water. 3 or 4 raw eggs, or large quantities of castor oil or sweet oil. Give stimulants and keep patient warm. In case of skin burns from the acid, pour alcohol on burns.

UNCONSCIOUSNESS

Common Causes: Bleeding, shock, sunstroke, heat exhaustion, fainting, fits, poisoning, electric shock, apoplexy, brain injury, as well as alcoholism, opium or other narcotic drugs, and even great fear or bad news.

Fainting — Symptoms: Partial or complete unconsciousness. Pale face, frequently covered with cold sweat.

Treatment: Place in lying down position with head low. Loosen collar and clothing, giving patient plenty of air. Sprinkle face with cold water. Smelling-salts, or spirits of ammonia, to inhale. In severe cases rub limbs toward the body. Give stimulants when patient is able to swallow.

Fits — Symptoms: Patient falls to ground, goes through convulsive movements, rolls eyes, foams at mouth and perhaps bites tongue.

Treatment: Do not try to restrain patient, but place him on the floor or ground so he can not injure himself. A piece of wood wrapped in a handkerchief may be placed between the teeth to prevent biting of tongue. Collar should be loosened.

Apoplexy and Injury to the Brain — Symptoms:
Apoplexy often comes on suddenly. In brain injuries or injury to the head there may be hemorrhages from the nose, ears, mouth, or eyes. In apoplexy the face is red; in injury, pale. In apoplexy there is usually paralysis on one side of

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the body. Breathing, snoring. Pulse full and slow, eyeballs insensitive to touch.

Treatment: Send for doctor at once. Place patient in lying down position with head and shoulders on pillow. Put ice or cold cloths on head, apply heat on limbs. Do not give stimulants

Alcoholic Poisoning — Symptoms: Partial or complete unconsciouaness. Pupils of eyes usually normal, eyeballs red. Pulse usually rapid and weak. Face sometimes pale, sometimes flushed and bloated. Skin usually cool and moist.

Warning: Insensibility in alcoholic poisoning and apoplexy are often confused. This results in neglect or harmful treatment of a person, often causing unnecessary death and resulting in unpleasant complications. Odor of liquor on breath does not necessarily indicate alcoholic poisoning. Persons feeling the faintness of apoplexy approaching may resort to a stimulant.

Police Officers should be prepared to distinguish between apoplexy and alcoholism. In apoplexy, paralysis results; in alcoholic poisoning, only weakness of the limbs. In apoplexy the pupils of the eyes are large and insensitive to touch; in alcoholism they are usually natural in size and sensitive to touch.

Treatment: If there is any doubt as to whether apoplexy or alcoholic poisoning is the cause, always treat for apoplexy, being particularly careful not to make patient vomit. For alcoholic poisoning an emetic to make patient vomit can be given, and afterward strong coffee to restore circulation.

First Aid Kits supplied at slight additional cost with Harley-Davidson Police Motorcycles, contain regulation first aid materials.

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SUFFOCATION

Suffocation is due to the lack of good air to the lungs.

Symptoms: The face, lips, tongue and finger-nails have a bluish tinge. Patient gasps and struggles for breath. Eyes are starey. Regular convulsions come on as patient struggles for air. The last stage of suffocation, and often the only one seen by an officer, is complete unconsciousness, with breathing entirely stopped. Even the skin of the body is blue at this stage.

Treatment: Apply artificial respiration immedi-

DROWNING

Symptoms: Same as suffocation. In addition, frothy fluid from mouth and nose, body cold.

Treatment: Artificial respiration. If mud and water in mouth clean out quickly with handkerchief wrapped around fingers. Removefalse teeth, etc. Begin artificial respiration immediately, as every minute counts. Loosen clothing.

ELECTRIC SHOCK

Symptoms: Unconsciousness, breathing entirely stopped or only occasional. Pulse weak. Burns on part of body in contact with wire.

Treatment: First rescue patient by shutting off current or separating body from contact.

Warning: Rescuer must wear rubber gloves and stand on dry board or thick paper. Never touch body of person, only clothing. A live wire may be slipped off victim's body with a dry stick or pole. Live wires may be also safely cut with an axe that has a dry wooden handle. Apply

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artificial respiration when person is separated from contact. When breathing is restored, treat

GAS POISONING

Coal gas, illuminating gas, carbon monoxide, etc. (A common means of suicide).

Symptoms: Same as suffocation. Headache, dizziness, nauses, vomiting, semi- or complete unconsciousness.

Treatment: Rescue person, being careful not to breathe fumes yourself. Remove person into fresh air and in severe cases apply artificial respiration. If patient is not unconscious stimulants may be given. Keep patient lying down and quiet. Call doctor.

HANGING

(A common method of committing suicide.)

As rope cuts off the supply of air to the lungs, the result, of course, is suffocation.

Treatment: Cut down and remove rope from neck. Give artificial respiration.

A FINAL WORD ABOUT FIRST AID

In First Aid, as in many other things, there are times when there can be "too much of a good thing". Don't overdo First Aid by trying to do things for the patient that only a doctor is capable of doing. In everything but the most minor of injuries the first duty of the officer should be to see that the patient is transported to a hospital or place where competent medical care can be provided. Remember, many lives have been lost through delay in getting the injured person to a doctor or hospital.

THE RESPIRATORY SYSTEM

This system consists of the Nose and Mouth, the Windpipe and the Lungs. The rate of respiration or breathing is 16 per minute.

The nose, the mouth and windpipe are the passageway for the air going to and from the lungs. Anything which blocks this air in its course will interfere with the supply of air to the lungs and cause suffocation or asphyxiation. Breathing is also stopped by pressure on the chest and abdomen, as by rock, gravel or timbers.

A suffocated person cannot get good air into his own lungs, but fortunately we can do this for him by certain movements imitating breathing. This is called artificial respiration.

Artificial respiration consists of alternate movements which diminish the size of the chest, and then by relieving pressure permit it to regain its original size by its own elasticity.

ARTIFICIAL RESPIRATION (Schaefer Method)

Loosen patient's clothing so that breathing is not restricted. Lay patient face down on the ground with arms extended above head. Turn face to one side and place his hand under face so that nose and mouth are uncovered. Dirt, false teeth, etc., should be removed from the mouth and the tongue pulled well forward to aid the passage of the air to the lungs. (If help is at hand have another person do this part for you.)

Rescuer kneels astride the body, without, however, resting any of his weight on the patient's body. Palms of rescuer's hands should be placed on short ribs across the small of patient's back, thumbs nearly touching each other.

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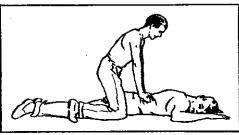


Figure 1

By keeping the arms stiff at the elbow, and letting the weight fall on the wrist through bending forward, the air is expelled from the patient's lungs. Releasing the pressure by straightening up causes patient's chest to spring outward and air is drawn in. These movements must be done by count, timing the action at the rate of 12 to 15 complete inhalations a minute by the patient. If no watch is at hand, time your movements by your own breathing. Keep an even swing, for uneven timing or an occasional stop in your movements will not result in success.

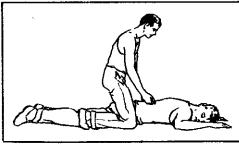


Figure 2

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Illustration No. 1 shows movement to compress patient's lungs and force them to expel air.

Illustration No. 2 shows the second movement of releasing pressure, thus causing patient's lungs to inhale air.

PRACTICE APPLYING ARTIFICIAL RESPIRATION

The Mounted Officer should practice the Artificial Respiration method described on the preceding pages. He should endeavor to become so adept at this means of saving lives that he can instantly give aid to a patient. The slightest delay in applying Artificial Respiration is to be avoided, as even a minute makes a lot of difference as to whether the patient will survive or not.



THE MOUNTED OFFICER'S FIRST AID KIT

The Mounted Officer's First Aid Kit, provided as extra equipment on Harley-Davidson Police Motorcycles, at a slight additional charge, contains the following items, with directions for use:

One 4-inch Bandage Compress
Four 3-inch Bandage Compresses
Ten Ammonia Inhalants
Twelve Iodin Applicators
Twelve Band-aids (for small wounds)
One Triangular Bandage
One Tourniquet
2½ yards Picric Acid gauze

Always keep the above items in your kit. Replace those used as soon as possible — you can never tell when you may need a certain item in your kit. Be prepared for emergencies.





PART II

PREVENTING FIRES

Mounted Officers should observe and report all fire hazards they may see during their time on duty. They should particularly warn violators of the danger of unguarded and unconfined burning of rubbish, leaves, etc., in the streets, alleys or yards. Defective wiring, broken power lines and broken telephone lines are fire hazards. So also are chimneys that buch forth smoke and fire. Owners of such chimneys should be advised against practices that add to this unpleasant condition. These fire hazards can easily be corrected, often through just a friendly warning to the property owner.

EXTINGUISHING FIRES

The average fire usually starts with a small blaze that, if handled quickly, can be put out by the person on the scene or held in control until the fire department arrives. Delay in checking many small blazes often results in a destructive and expensive fire.

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Mounted Officers are almost always the first upon the scene of a fire and as their motorcycles are often equipped with hand-operated fire extinguishers, they can be of valuable aid in putting out or checking the spread of the fire. They are especially capable because of their early arrival—usually before the fire department—to

arrival—usually before the fire department—to organize residents or owners of the property threatened into a temporary fire-fighting or salvage crew.

Ordinary fires, when taken quickly may be smothered at first by a few buckets of water. Delay of even a few minutes may make it necessary.

sary to form a bucket brigade to hold the fire in check until the fire department arrives. Never use water on burning oil or grease as it only spreads the fire. Sand, ashes, or dirt should be thrown on the burning oil. If a small tank or

thrown on the burning oil. If a small tank or container of oil is burning on the top, the fire can sometimes be controlled by drawing off the unignited oil from the bottom of the tank, letting

unignited oil from the bot the remainder burn out.

Any inflammable objects within reach of the fire should be immediately removed from the vicinity. Drafts will fan a fire so it is best not to open windows in a burning interior unless absolutely necessary. Curtain and drapery fires, as well as burning clothes on a person, can be smothered by throwing blankets or rugs around or over the burning portions. Tear down burning hangings, smothering them on the floor.

In attempting to extinguish a small fire or in trying to control a fire which has gained headway, remember these three cardinal points and endeavor to carry them out with the means at your command:

1. Make sure that the fire department has been called.

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2. Make sure that all persons are out of danger from the fire.

3. Cover exposures. This means to bring the fire under control at its most exposed point so that it cannot spread over a large area. Confine the fire. This means in your work of extinguishing fire, to work from the edges of the blaze toward the center; you can thus often prevent the spread of flames as much as possible, even though the fire may be difficult or impossible to put out.

As arson or incendiarism is sometimes the cause of fires, efficient Mounted Officers should be alert in trying to determine the reason for the fire. Arriving first on the scene, they are in a far better position to ascertain the real cause of a fire and may often be able to get valuable evidence in arson or incendiary cases.

AUTOMOBILE FIRES

Many automobile accidents very often culminate in a fire and explosion. Mounted Officers should see that the motors of damaged automobiles are immediately shut off. In the event of an accident in which the cars are overturned or badly damaged, every effort should be made to get the passengers out quickly before the danger of fire becomes an actual fact. In extinguishing automobile fires with your fire extinguisher, be watchful and extremely careful of explosions caused by broken gas lines and overheated motors or flames burning back along the body to the gasoline tank of the car.

There is a right and wrong way to extinguish automobile fires. NEVER raise the hood when attacking a fire in the engine compartment, but project the stream from the extinguisher through the radiator or the slots on the sides of hood.

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RESCUE WORK AT FIRES

In searching through burning places or smoke-filled rooms for persons trapped by fire or overcome by smoke, crawl on the floor, as the air is usually clearer near the floor in a room. It is always best to tie a wet handkerchief or cloth over your nose and mouth before entering a smoke-filled room or building. Air within six inches of floor is free from smoke so when unable to breathe standing upright because of smoke, drag anyone you have rescued along the floor as you crawl toward open air or exits. Crawl backward in the same way down a staircase or any slope. The gloves and goggles usually worn by Mounted Officers, are good protection in entering burning buildings.

Remember that the smoke hazard is an important one when trying to make rescues and be careful that you, yourself, are not overcome, making two persons instead of one for the fire department to rescue.

BURNING CLOTHING — HOW TO EXTINGUISH

The fraction of a minute's delay in extinguishing burning clothing may cost the life of the person whose garments are aflame. The rescuer should throw the person to the floor or ground and roll them in a rug, blanket or overcoat as tightly as possible, leaving only the head exposed. If nothing in which to wrap up the person is handy, roll them over slowly on floor or ground, beating out fire at the same time with your hands.

The person whose clothes are afire is usually panicky and unable to help himself. It is, therefore, up to the rescuer to act quickly, even if sometimes roughly, in putting out the flaming attire.

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EXPLOSION DANGERS AT FIRES

Many fires get their start as the result of an explosion. Likewise, many fires start near explosive materials and may cause destructive and dangerous explosions. When arriving at a fire, make sure that any explosive materials near the flames are removed quickly out of reach of the fire. If the fire started from an explosion, be cautious in fighting the fire and making rescues because another explosion may occur from the same cause responsible for the first. Keep spectators well out of reach of harm from any possible flying debris resulting from explosions.

Fireworks explosions may often result seriously and where they have caused a fire, see that all unexploded fireworks are soaked with water so that the spread of the fire may not ignite or explode them.

A mixture of illuminating gas and air is a very dangerous one and any unprotected light will cause an explosion. Do not enter gas-filled rooms with such a light or with lighted cigars, cigarettes or pipes. This applies when breaking into rooms where suicide has been attempted by the use of illuminating gas.

PREVENTING ELECTRIC FIRES AND SHOCKS

Swinging wires of any kind may come in contact or establish contact with live wires and thus cause a fire. These should be reported to the proper authorities when observed by Mounted Officers. Power lines, trolley lines, etc., breaking through tension caused by windstorms, heavy

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sleet or ice, etc., should also be reported when seen. Certain seasons of the year in various sections of the country are more than likely to have a number of these instances of broken wires. Radio aerial wires broken and coming in contact with live wires cause fires and shocks. Sometimes Mounted Officers can prevent many serious accidents by alertness in reporting these conditions, as well as reporting all other accident hazards noticed during their daily hours of duty.

CONTROLLING TRAFFIC AND CROWDS AT FIRES

Fires, explosions, automobile wrecks, etc., have attraction for people that leads to the formation of great crowds in many instances. These crowds, particularly at fires, often hamper the work of the authorities and men whose duty it is to remove or prevent the spread of the danger. The Mounted Officer should be one of the first persons on the scene of a fire, and, by his early arrival, keep the crowds back and out of the way of the fire department. By being courteous, yet insistent, the Mounted Officer can aid the fire-fighters by keeping traffic well away from the fire area, so that fire apparatus can maneuver quickly and to the greatest advantage.

POLICING FIRE RUNS

In many cities a Mounted Officer is required to precede fire apparatus down the street, clearing the way by constant use of the motorcycle siren, whenever there is a fire on the officer's patrol. This duty often prevents both accidents and delay, and where practicable should be encouraged as a regular function of the officer.

Two Pyrene Fire Extinguishers and brackets, especially designed to fit Harley-Davidson Police Motorcycles, may be obtained at nominal cost.

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PART III

TRAFFIC PATROL DUTY BY MOUNTED OFFICERS

Note: The following comments concerning traffic patrol work of police officers, are taken from the report of the "Committee on Enforcement" of the National Conference on Street and Highway Safety. They are printed here because they very clearly express the responsibilities of the Mounted Officer.

"The chief duty of traffic patrol police is to conduct traffic smoothly, expeditiously and safely, but they should make arrests where necessary. The traffic patrol police are chiefly responsible for the apprehension of traffic violations. They should not work under cover as spies, but should be in uniform and openly active in warning, serving summonses or arresting according to the offense. They should also assist in the supervision, control and direction of traffic."

"Traffic Patrol: Traffic patrol police are mounted and exercise a wide range of supervision

over all phases of motor traffic. Members of the police force so mounted may also be used for general police purposes, patrolling or as a mobile reserve."

"The members of the traffic patrol are normally in uniform, which has a beneficial effect on the discipline of motor traffic and serves as a deterrent to violations of the traffic laws and regulations."

The Mounted Officer performs these vital services in a majority of cities in connection with the regulation of traffic and the enforcement of other laws:

- Patrols traffic slows down the speeder, but makes traffic move quickly and regularly.
- 2. Pursues law breakers criminals who may use high-powered autos for escape.
- 3. Curbs illegal driving apprehends the reckless, irresponsible motorist.
 - 4. Enforces parking ordinances.
 - 5. Makes emergency calls.
 - 6. Guards school crossings.
- 7. Escorts parades and funerals when detailed for this duty.
 - 8. Renders first aid in accidents.
 - 9. Renders emergency fire protection.
- Checks truck overloading, enforcing boulevard weight restrictions.
- 11. Enforces parking limitations, zone rules, etc.
- 12. Patrois parks, amusement grounds, beaches, ball grounds, etc.

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- 13. Safeguards lives his presence on the streets and highways is a constant reminder that warns motorists to obey the law.
- 14. Patrols or "prowls" outlying residence streets.

RESIDENCE DISTRICT PATROL BY MOTORCYCLE

Covering four times the area traveled by the average foot patrolman, Mounted Officers are becoming increasingly important in residential district patrol work.

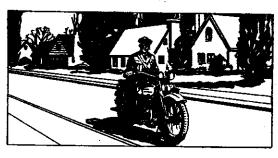
Mounted Officers report to headquarters more often; thus when a citizen calls for help, they are first on the scene to handle the situation. The thief, burglar, hold-up man or other criminal operating in residential districts usually travels in a fast stolen car, and because of this fact the foot patrolmen are helpless to make a capture. Only Mounted Officers can cope with and capture this type of modern criminal. Astride speedy, two-wheeled mounts, they arrive at the scene of a crime within a few minutes after the deed, get a description of their man and start pursuit before the criminal can get very far away.

The system most commonly in use for Mounted Officer patrol is that of assigning one Mounted Officer to a definite zone or area of the community. Patroling this zone and combining the duties of traffic and residential policing as he rides his "beat", the Mounted Officer can render valuable protection service to his district. Half-hour or hourly reports to headquarters by the mounted police, makes a man available for emergencies every few minutes, depending upon the number of officers on duty. Thus any emergency call can get the quickest response in those com-

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munities where the value of Mounted Officers has been discovered and applied.

In rural sections Mounted County Officers provide essentially the same protection to the small community and farm residents that was at one time only enjoyed by the city or town with an established police system.



THE EFFICIENT MOUNTED OFFICER

Reports all accidents he sees —
Keeps a record of intersections, crossings, etc.,
that are especially dangerous —
Keeps his machine ready for instant service —
Keeps his uniform neat and clean —
Never does "stunt" or "show-off" riding —
Deals courteously, yet consistently, with the

Promotes safe, efficient and pleasant use of the

streets —
Appreciates the fact that most of the people are
willing to do the right thing when warned —

Is alert and cool in emergencies — Boosts his squad and work —

Rides his beat with "cut-out" closed and doesn't "race" motor when standing still.

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DIGEST OF RULES FOR TRAFFIC REGULATION

Note: The following digest of traffic regulations cover only those rules likely to be common to most communities. The various statements following are a condensed version of the more important regulations given in the "Model-Municipal Traffic Ordinance" as adopted and later revised by the National Conference on Street and Highway Safety:

Warning: Check these statements against local or state regulations. Make a mark in the square opposite those provisions which apply in your locality, so you may use this section for reference.

- 1. It is unlawful for any person to refuse or fail to comply with any lawful order, signal or direction of a police officer.
- 2. Persons propelling pushcarts, bicycles, motorcycles or riding or driving animals upon a roadway must obey all traffic regulations, except those relating to equipment or those which by their nature can have no application.
- 3. It is unlawful for any motorist or the motorman of any street car to disobey any traffic sign or signal, unless directed to do so by a police officer.
- 4. It is unlawful for any person to place or maintain or display upon or in view of any street, any unofficial sign, signal or device imitating or resembling any official traffic sign or signal, or which attempts to direct traffic.
- 5. It is unlawful for any person to wilfully deface, injure, move, obstruct or interfere with any official traffic sign or signal.
- 6. Motorists must yield the right-of-way to pedestrians crossing roadways at crosswalks, except at intersections where police officers or traffic signals are provided.

Police Motorcycles

TRAFFIC REGULATIONS		DX	TRAFFIC REGULATIONS
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7. Standing on roadways for the purpose of soliciting rides is prohibited.		(f)	Within 15 feet of the driveway entrance to any fire station.
8. Motorists must not pass standing street	ţ	(g)	Within 15 feet of a fire hydrant.
cars when they are receiving or discharging passengers.		(h)	In front of a private driveway.
9. Motorists must not pass any street car	.i	(i)	On a sidewalk.
proceeding in the same direction, on the left.	*	(j)	Alongside or opposite any street excavation or obstruction when such stopping, stand-
10. Motorists must not drive on street car tracks in front of a street car, thereby obstructing			ing or parking would obstruct the movement of traffic.
the passage of the street car. 11. Motorists must not drive through a safety		(k)	All night parking, of course, is pro- hibited.
zone.		(1)	Parking a vehicle for sale on the street is prohibited.
12. It is unlawful for any person to ride on parts of a street car or other vehicle not intended for the use of passengers. (Running boards, etc.)		(m)	In an officially designated bus stop or taxicab stand except temporarily to load or unload passengers.
13. It is unlawful for any steam or street railway train or car to block a street for more than five minutes. It is also unlawful for any street railway train or car to stop within an intersection or on a crosswalk to receive or discharge passengers.	•	(n)	Bus or taxicab operators must not stand or park on any streets in the business district except at bus stops or taxicab stands; or except temporarily to load or unload passengers.
14. It is unlawful for a motorist to stop, stand or park his vehicle in any of the following places:		(0)	In an alley or on the street in a manner to leave less than 10 feet available for the movement of traffic.
(a) Within an intersection.	Ŷ	(p)	In any other way but parallel with the curb, in the direction of traffic and with
(b) On a crosswalk.	•		curb-side wheels not more than six inches from the edge of the roadway.
(c) Between a safety zone and the curb.	4	(q)	For the sole purpose of displaying advertising.
(d) Within 25 feet from the intersection of curb lines.			· <u></u>
(e) Within 30 feet of any flashing beacon, stop sign or traffic control signal located at the side of the roadway.			Motorcycle Mounted Officers are the Surest Safeguard Against Traffic Tragedies.
——— Harley-Davidson		Poli	ce Motorcycles —
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The following data is condensed and adapted from the "state law" provisions of the Uniform Motor Vehicle Code adopted by the National Conference on Street and Highway Safety. Check those provisions which apply in your State as a means of future reference.

It is unlawful for persons under the influence of intoxicating liquor or narcotic drugs to drive any vehicle upon any street or public

Police Motorcycles

cession — funeral, parade, etc., — except as they

Motorists must not drive through a pro-

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any other moving vehicle or street car.

may be directed by a police officer.

- Motorists must keep to the right in crossing intersections or railroad grade crossings.
- 5. Motorists overtaking another car proceeding in the same direction shall pass at a safe distance to the left, and shall not again drive to the right side of the highway until safely clear of the vehicle they have just passed.
- 6. Passing a car or cars ahead is prohibited at steam or electric rail grade crossings, or on hills or at curves and when vision is not clear at least 200 feet ahead.
- 7. Following the car ahead too closely is prohibited.
- 8. Drivers shall signal to cars behind before starting, stopping or turning from a direct line upon a highway.
- 9. When two cars are at an intersection, the operator on the left shall give the right-of-way to the operator on the right.
- 10. On any highway not within a business or residence district, no person shall park or leave standing on the highway any motor vehicle, whether attended or unattended.
- 11. Motorists when traveling on a down grade, are prohibited from coasting with gears in neutral.

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TRAFFIC REGULATIONS

12. Drivers must stop in the event of an accident in which they are involved.

- 13. The operator of any vehicle involved in an accident must report such accident to police headquarters unless an officer is present to make such report.
- 14. The person in charge of any garage or repair shop to which is brought any vehicle showing evidence of having been involved in a serious accident or struck by a bullet shall report the condition of the vehicle to Police Headquarters.
- 15. Any truck or motor vehicle carrying a load that extends more than four feet beyond the rear of the car, shall display a red flag at least one foot square in the day time and a plainly visible yellow or red light at night, at the end of the load.
- 16. Every motor vehicle must be equipped with a horn in good working order, capable of making a sound that can be heard from a distance of 200 feet under normal conditions.
- 17. No person shall drive a motor vehicle on a highway unless it is equipped with a muffler.
- 18. It is unlawful to use a "muffler cut-out" on any motor vehicle on a highway.
- 19. No vehicle shall be driven on any highway unless loaded so as to prevent its contents from dropping, sifting, leaking or otherwise escaping.
- 20. Red or green lights on the front of a car or truck are prohibited.

Extra Copies of this handy Mounted Officer's Hand Book may be obtained from the nearest Harley-Davidson dealer.

SPEED AND SAFETY TABLE FOR MOUNTED OFFICERS

ž.	Feet per	Stopping (inft.) A	Distance ver. Auto	730 730 74.)
Miles	Second	2 Wheel Brakes	4 Wheel Brakes	Seconds per 1/10 Mile (\$28 ft.)
10	14.67	9	5	36
15	22	22	12	24
20	29.34	39	21	18 '
25	36.62	60	32	14 2/5
30	44	87	47	12
35	51.3	118	63	10 1/5
40	58.7	155	82	9
45	66	196	104	8
50	73.3	242	128	7 1/5
55	80.7	294	155	63/5
60	88	349	185	6
65	95.3	409	217	1
70	102.6	475	252	5
75	109.9	544	289	-
80	117.2	619	328	4 2/5
100	146.6	968	514	3 3/5

Figures based on tests conducted by Society of Automotive Engineers.

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PART IV

INSTRUCTIONS FOR THE CARE OF POLICE MOTORCYCLES

A police motorcycle is called upon to render high speed service under the hardest kind of conditions. Faithful adherence to the rules for care contained in this section of the Mounted Officer's Hand Book will keep your machine fit for any kind of service at any time. A Harley-Davidson Police Motorcycle will provide the thousands of miles of satisfactory service built into it at the factory if regular attention to minor adjustments and ordinary care is given it by the rider.

The following "Don'ts" and rules for daily and weekly care will serve as a guide to help you keep your machine in tip-top shape.

DAILY CARE

The proper time to give your machine the necessary daily attention is right after the day's run. Look your machine over carefully and first make the adjustments and repairs necessary to keep it ready for a call at any minute. Let cleaning and the less important adjustments go until last. Remember that neglect of an apparently minor difficulty may lead to serious trouble, necessitating extensive repairs.

Police Motorcycles

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A careful study of the "Rider's" Hand Book furnished with each motorcycle is recommended in connection with carrying out these suggestions:

- 1. Fill your gasoline tanks and make sure that you have plenty of oil in the tank for the next day's run.
- 2. Inspect your tires look for nails or anything pointed that may have been picked up; also look for cuts in the tread. Often a nail or something pointed may be found sticking in the tread and can be pulled out before it has worked through far enough to puncture the tube. See that your tires are properly inflated. If they have any slow leaks, make the necessary repairs. Don't ride leaky or in any way defective tires. Careful attention along this line will prevent accidents and assure greatest tire mileage.
- 3. See that both brakes are properly adjusted. There must be some free movement of the pedal that operates the rear brake, but the brake should begin to take effect when the pedal is not more than half-way down.

The front brake hand lever should move freely about one-quarter of its full movement, before the brake begins to take effect. Oil the front brake control often — keep it working freely.

Always spin wheels after making brake adjustments to be sure that brakes are not too tight.

- 4. Check the lights to see that all bulbs are in good order.
- 5. Check the adjustment of both front and rear chains. See that their adjustment is all right for another day's run. Probably once a week will be often enough to adjust chains; however, adjust them as often as necessary to keep the slack out of them. The rear chain requires more frequent readjustment than the front chain.

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As a chain wears and stretches, it will run tighter at one point on the sprockets than at another. When adjusting a chain, find the position where it runs tightest and adjust it at this point so that there is the least bit (about one-half inch) of up and down free movement midway between the sprockets. Bear in mind that with properly adjusted chains a machine runs much more quietly and smoothly than with loose, sagging chains; also that chains wear for a much longer time when kept in proper adjustment. Running chains too tight is usually as bad as leaving them too loose.

Look the chains over occasionally for badly worn or otherwise damaged links and if any are found, make the necessary repairs at once. At least every 1000 miles, brush off any dirt that has accumulated on rear chain and lubricate with a good chain lubricant, (preferably "Harley-Davidson Chain Grease").

- 6. Oil and grease machine according to mileage covered as per "Lubrication Chart" in back of "Rider's" Hand Book. While the lubrication chart does not call for greasing or oiling of any bearings oftener than twice a week, and specifies every 500 miles for the majority of bearings, it is well to be liberal with attention along this line if rather high mileage is covered daily and particularly when weather and road conditions are bad.
- 7. Keep your tool kit complete. The tool kit illustration in the Rider's Hand Book shows the tools furnished. Be sure that extra chain links and tire patches are always kept in the kit. See that the tire pump is in good order.

WEEKLY CARE

1. Add the required amount of pure distilled water to your battery. The machine should be

standing on a level surface when this attention is given and not leaning on "Jiffy" stand.

Enough water should be added to each cell of the battery to raise the level of the solution about one-fourth inch to one-half inch above the tops of plates (see the Rider's Hand Book). Bear in mind that a battery to be fully efficient, actually requires only sufficient solution to completely cover the plates, but a solution level of one-fourth inch to one-half inch above plates is specified to eliminate the too frequent need of attention. Nothing is gained, however, by raising the solution to a higher level than recommended, because the solution above this level will be forced out through vent holes soon after generator starts to charge battery, with resulting damage to battery case and other nearby parts; furthermore, the battery will not go any longer without requiring further addition of water.

- Add oil to your transmission. Use the same grade of oil used in the motor. See the Rider's Hand Book for quantity of oil required.
- Give machine thorough greasing and oiling as per Lubrication Chart in the Harley-Davidson Rider's Hand Book.

EVERY 700 TO 1000 MILES

Shoot a few gunfuls of kerosene into cylinder heads, through the spark plug openings or priming cocks. This will loosen carbon deposits and keep the valves from sticking.

Caution — After flushing the cylinder heads with kerosene, always drain the crank case and inject a fresh supply of oil as explained below.

2. Drain crank case and inject fresh oil as follows: Drain case while motor is hot; then close the drain opening and inject three pumpfuls of oil into case, and motor is ready for service.

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3. Clean out muffler slots with knife or piece of stiff wire. Remove muffler occasionally and clean thoroughly. Do not pry muffler slots further open because doing so only increases the exhaust noise and attracts undesirable attention without bettering motor performance.

CLEANING THE MACHINE

To clean your machine wash the enamel with clear water and a chamois skin when it becomes covered with dust and mud. Oil and grease spots may be removed by using a soap that does not contain any lye. We recommend Ivory Soap. When soap is used, remove all traces of it with clear water.

Clean the motor and transmission with gasoline or kerosene, but never use gasoline or kerosene to clean enameled parts.

INSTRUCTIONS FOR COLD WEATHER SERVICE LUBRICATION

At temperatures quite consistently below 10° above zero, a lighter bodied oil than the summer grade of oil should be used, in both the motor and transmission. Below these temperatures summer oil will congeal. (Note — Congealing temperature varies for different brands of oil — reference is to Harley-Davidson Oil.) Remember, however, that the summer grade of oil should be used as near all the year round as possible, particularly for the motor, because it is the better lubricant. Your Department Headquarters will furnish or recommend the proper winter oil.

There is more crank case oil dilution in winter than in summer because the carburetor choke is used more for priming and starting, and also

Police Motorcycles

cylinders are often primed directly through priming cocks. Naturally, more gas gets by the piston rings and into crank case. The crank case should, therefore, be drained and given a supply of fresh oil often.

BATTERY CARE IN COLD WEATHER

It is particularly important in winter to keep the battery as near fully charged as possible, and to add distilled water only before using the machine, to avoid the possibility of freezing the battery solution. A fully charged battery will not freeze in severest cold, but a discharged battery will freeze at about 16° F. above zero. Full instructions on care of battery will be found in your Rider's Hand Book.

COLD WEATHER STARTING

To make starting easier in cold weather, the cylinders may be primed by injecting about one-half priming gunful of gas into each cylinder, through the priming cocks. The principal reason for priming is to cut the congealed oil around the pistons and rings, so that the motor can be turned over freely. Don't use more than one-half gunful of gas, because too much gas only makes starting difficult. After priming, start in the usual way.

SOME "DONT'S" TO OBSERVE FOR SATISFACTORY OPERATION

Don't buy oil at every wayside garage. Most automobile and so-called motorcycle oils are not suited to the Harley-Davidson motor. It takes only a few miles with poor lubrication to seriously damage a motor. Genuine Harley-Davidson Oil is, of course, first choice; otherwise use only the oil recommended by your Department Headquarters or your local dealer.

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Don't tamper with the mechanical oiler adjust-

Don't use any heavy grease in the transmission.

Use the same grade of oil used in the motor — winter and summer.

Don't add anything except pure distilled water to the battery.

Don't have machine leaning against "Jiffy Stand" when adding water to battery.

Don't overfill the battery. Doing so only results in corrosion of the battery terminals and battery box.

Don't allow the wiring connections at the battery terminals to become loose. Allowing these connections to become loose will result in damage to the electrical system.

Don't tamper with the generator and don't allow other than a reliable mechanic to work on it. If your generator doesn't charge properly, have it checked by your Department mechanic or a Harley-Davidson dealer.

Don't overload the battery with a lot of extra lighting equipment, or other electrical accessories.

Don't ride with poorly adjusted brakes or wornout brake liners. Have your machine under control.

Don't ride a machine with bent forks. If you have an accident and damage them, have them repaired at once.

Don't ride with under-inflated tires. Doing so will allow the rims to become damaged, loosen spokes, and throw the wheels out of alignment; also a tire may roll off the rim and cause an accident. Leaky, defective and under-inflated tires are likely to cause accidents.

Police Motorcycles

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Don't run a machine with leaking tanks. A backfire through the carburetor may result in your machine catching on fire.

Don't race the motor while the machine is at a standstill.

Don't permit anything but genuine Harley-Davidson parts to be used for replacement on your motorcycle. Remember these parts are made with the same accuracy and are of the same quality as the original parts used in building your machine.

Don't attempt to have repairs made on your motorcycle at any wayside garage or repair shop. If your department does not maintain a repair shop, always take your motorcycle to the nearest Harley-Davidson dealer who always employes factory-trained and instructed mechanics.

A FEW SAFETY "DON'TS" TO REMEMBER WHEN ON DUTY

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DON'T ride up on right-hand side of motor cars.

DON'T ride with tires under-inflated.

DON'T ride on car tracks if it can be helped.

DON'T stop motor cars at night without first making sure your identity is known to the occupants.

DON'T fail to check your machine over regularly.

DON'T do "stunt" or "show-off" riding on duty.

DON'T fail to observe traffic regulations yourself unless pursuing violators.

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A PLEA FOR THE CHILDREN

We must stop killing children! The appalling death rate from automobiles among children is becoming a national tragedy. The Mounted Officer, by reason of his duties can be an important factor in preventing the death of many children each year. In many communities, Mounted Officers call regularly at the schools to give short talks to the boys and girls, asking their cooperation in protecting their lives. Below is a list of Safety Rules for Children that Officers may find they can use in their talks.

TRAFFIC SAFETY FOR CHILDREN

To help children help themselves in the traffic safety problem, the following principles should be taught them:

- 1. Always walk on the left side of the road facing the approaching traffic, when there is no sidewalk.
- 2. When in groups, walk in single file on the road.
- 3. Before crossing the street, look first to the left, then to the right.
- 4. Do not play games along the street or highway while at school or while going to or from school.
- 5. Do not roller-skate in the street or on the highway.

Police Motorcycles

- Do not heedlessly run into the street or highway after a ball.
- 7. Do not hitch on trolley cars, wagons or automobiles.
- 8. Do not run into the street or highway from behind parked automobiles or moving vehicles.
- 9. Do not hold an umbrella in a way that will obstruct your view of the road in front.
- 10. Do not ride a bicycle on the highway for sport. When riding one, keep close to the right side of the road.
- 11. Do not beg or accept a ride from strangers along a highway.
- 12. When riding in an automobile or the school bus keep hands, arms and head inside the windows.

PREPARED TALKS FOR OFFICERS

The Public Safety Division of the Harley-Davidson Motor Co. is glad to furnish Mounted Officers and Police and Public Officials prepared talks on Traffic and Safety subjects. These talks are suitable for Radio, Classroom, Public meeting and Driver School delivery. They are furnished free. A post card or letter will bring the latest Talks to you.

NOW AVAILABLE

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PART V

THE MOUNTED OFFICER'S ACCIDENT REPORT

Though not a pleasant part of the Mounted Officer's duties, nevertheless the making of accident reports is a necessary function, involving quick thinking and a thorough knowledge of what the important facts to be included in reports should comprise.

Some communities have a regular form which is provided police officers for the reporting of accidents. In the interest of uniformity and for the Mounted Officer who may not always be provided with an accident reporting form, the following facts may be helpful in reporting motor vehicle and other accidents.

The date, the time of day, whether A. M. or P. M., and the street on which the accident occurred, are the important facts to put down first. The intersecting street or house number on the street where the accident occurred will give a clearer picture of the conditions probable at the time of the accident.

If the accident involved two motor vehicles, the next information to be set down should cover the two automobiles and the respective drivers. Designating the cars as vehicle Number 1, and vehicle Number 2, will clarify the report.

Police Motorcycles ·

The make and type of vehicle, registration or license number should be written down for both Then names and addresses of the vehicles. respective owners, the drivers' names and their operators' license number, the age, sex, years of driving experience — these facts should be noted concerning each driver involved. Next the direction of travel and the approximate speed of

The names and addresses of the injured or killed should next be noted, together with their age, sex, and the place to which they were removed. The fact of whether the injured or killed was a passenger in an automobile or a pedestrian should also be given.

each car should be put down on your report.

The next information of importance to obtain, should be the names, addresses, ages and phone numbers of at least three competent witnesses to the accident. Where the accident has occurred at some remote spot and is discovered by the Mounted Officer, it is a good practice to summon some passing motorist, or other disinterested person, to note the position of car, killed, etc. It never does any harm to be able to have any report you make substantiated by a reliable witness should the occasion ever arise when your report may be questioned.

An ideal accident report form is printed on the following pages. It was furnished through the courtesy of the National Safety Council and might well serve as a model form to guide Mounted Officers in the making of reports. It illustrates the order in which information or accidents should be listed. Sample copies of this form can be furnished any officer or department desiring to adopt this method of keeping accident records. Address the Public Safety Division, Harley-Davidson Motor Co., Milwaukee, Wisconsin, asking for Accident Report form.

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PART VI

CARE AND USE OF POLICE FIREARMS

Note: — The Public Safety Division acknowledges with sincere appreciation the co-operation of Commissioner of Police Austin J. Roche, of Buffalo, New York, to whom we are indebted for much of the following detailed information concerning the care and use of firearms by policemen. Acknowledgment is also made to the "National Police Officer" for their courtesy in allowing the reprint of the following extracts from Commissioner Roche's articles, which originally appeared in that publication.

* * * *

THE most important function of an efficient police officer is to protect life and property. The law therefore provides that as a peace officer he may carry concealed upon his person a revolver for the protection of his own life, as well as the lives of others, and for the enforcement of law and order in the community. The rules and regulations of all well-regulated police departments require that its members carry upon their persons at all times, a revolver fully loaded with ball cartridges, and that it shall be clean and in perfect working order, and of a pattern and make which has been decided upon by experts to be the best for police purposes.

AN IMPORTANT PART OF OFFICER'S EQUIPMENT

The revolver is or should be one of the most important parts of an officer's equipment. It is his best and only friend in the early hours of the

morning when far away from assistance he comes in contact with an armed criminal. - and sometimes the lives of others depending upon the only instrument left him for protection, he calls upon his revolver to defend him from harm.

After purchasing your revolver, remember that no matter what its cost may have been, its usefulness as a protection to life is only determined by the inner condition of the barrel and its perfect working order. When called upon to pull the trigger, you should have absolute confi-dence of the result. To insure this condition your revolver must receive continual attention; it should be thoroughly cleaned and oiled at least once every month and at least three times in close succession after being fired, as the residue which accumulates in the barrel will cause corrosion and serve to deflect the course of the bullet in much the same manner as the finger of a baseball pitcher serves to curve the ball.

PRACTICE MARKSMANSHIP

Even if you have the best gun on the market and you keep it in perfect working order, it is of very little use to you unless you know how to shoot; and if you have never tried to shoot, but feel satisfied that you can hit a mark, you are due to have a surprise awakening when you come face to face with a target. Every police officer who carries a revolver should know how to shoot, and he should prove this to his own satisfaction as well as that of his superiors by actual shooting at a target.

Revolver shooting requires no amount of muscular power; it requires no physical training like running or boxing; any person who is able to pull a trigger can become a good revolver shot. The revolver should not be held in a vise grip,

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but rather just tight enough to prevent its falling from the hand after the explosion of the cartridge. Contracting the muscles of the hand causes the muzzle of the gun to waver from side to side and interferes with the pressing of the trigger.

SHOOTING POSITIONS

The whole body should be at ease when shooting at a mark. When preparing to shoot, various poses are taken by different persons, and the best pose for an officer is the easiest and the one in which he feels most comfortable. Shooting with the right hand, try standing with the toes of the right foot pointing toward the target, the left foot at right angles with the right foot and about 15 or 20 inches to the rear; if a man does not feel easy in this position, he should try others until he does feel easy. Then extend the arm at full length and on a level with the eye remembering that if shooting with the right hand the right eye must be used (although both eyes may be used). Never try to shoot with the right hand and the left eye and vice versa. When one has found the position best suited to himself, he should stick to it.

When chasing a criminal, never attempt to shoot without being in position - don't be in a hurry. Stop, take position, cock the trigger, take perfect aim and start to squeeze, for when the firing pin hits the primer a messenger in the form of a bullet will travel from your revolver at a speed of 250 yards per second. One shot fired to hit the mark is better than shooting all the cartridges at random, leaving yourself at the mercy of the criminal. It is well to carry a reserve round or two of cartridges in the belt, where they are handy.

Only in extremely serious cases of pursuit, should the officer attempt to shoot while riding

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his motorcycle. If necessary to fire in an attempt to warn escaping law violators to stop, be mindful, not only of other traffic and innocent persons who may be endangered, but also of the fact that the uneven parts of the road, your speed and the movement of your machine all will play a part in making it difficult to do accurate shooting.

CARRYING THE REVOLVER

Don't carry a revolver in the hip pocket of your trousers, as every person seeing you move the hand toward the hip pocket expects you to pull a revolver. Carrying a revolver so close to the body causes the cartridges to become useless from dampness. Carry your revolver in a holster on your belt. It should be carried on the left side and toward the front, although while riding your patrol it may be necessary to shift it somewhat either way to carry it comfortably sitting in the saddle.

CARTRIDGES

There are cartridges on the market known as black powder cartridges, which cause a volume of black smoke, and while the chemicals contained in it are less destructive to the revolver barrel, they will foul the barrel after ten or twelve shots, thus interfering with accuracy. Smokeless powder cartridges are different. They can be used all day without fouling the barrel, but the revolver must be thoroughly cleaned within twelve hours, and at least twice within a week thereafter to clean the chemicals from the barrel. If left there they will corrode and pit the barrel.

LOADING REVOLVER

When you load your service revolver, six cartridges should be inserted in the cylinder. Because of a defect in the manufacture of some

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cartridges, the head of one or more may be too thick, preventing the cylinder from revolving. Always take the precaution of lifting the trigger slightly and revolving the cylinder after closing. If it does not revolve, open the cylinder and remove and replace the cartridges which are scratched by contact with the frame. Before placing the cartridges in the chamber, clean the chamber and remove all residue; then dry it thoroughly before inserting the cartridges. Do not grease or oil cartridges before placing in the cylinder. Cartridges should be kept dry and oil placed near the primer will eventually work into the powder causing it to become damp and the cărtridge will misfire.

CLEANING THE REVOLVER

First secure a cleaning kit. Then get a light oil, such as '3-in-1', or some light sperm oil. Your kit should consist of an oil can, a few stiff brushes, a handle with swivel rod, which may be attached to a brush or eyelet for pieces of cloth. The swivel in the rod is for the rifling in the barrel. A brush should never be turned in the barrel, especially against the rifling, as this throws the residue and lead particles against the edge of the rifling, instead of out of the barrel.

Be careful, when cleaning, not to allow wasted oil to accumulate on the working parts. If gummed oil or pieces of lint are allowed to accumulate around the cylinder bolt which holds the chamber in line with the barrel, it will cause the chamber to pass over and miss the primer, striking the edge of the cartridge and cause a missire.

The most important part of your revolver for accuracy is the inner side of the barrel. This is the part which requires the most attention. Chemicals from exploded powder, if allowed to

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lie in the rifling, will soon pit the bore and cause the builets to be deflected. Your revolver should be thoroughly cleaned within twelve hours afterfiring, within a day or two, and again within a week - making three cleanings after being used with smokeless powder cartridges.

HOW TO SHOOT

First of all, make up your mind that you will persevere in practicing marksmanship at a target until you get in the bull's-eye class. In practicing shooting, first make sure that your revolver is empty, then go through the following practice:

Holding — Grasp the stock with the three lower fingers as high up as you can so that the upper finger will rest against the inner part of the frame; the barrel, hand and arm should then be in as nearly as possible a straight line; the forefinger or trigger finger should be inserted well through the trigger guard, with the trigger resting on the inner part of the finger at the second joint. Practice holding the revolver in the proper way until you can unconsciously grip it in the same way each time you shoot.

Squeezing — Perhaps the most important part of revolver shooting is the trigger squeeze. After getting the proper hold of the stock of the revolver, start with a light grip on the trigger and gradually squeeze, the trigger being gradually drawn in a direct line to the rear, while the grip of the forefinger and thumb tightens. Continue to squeeze without jerking until the hammer falls.

Cocking - Always cock the trigger before shooting by placing the top of the thumb of the hand holding the revolver against the corrugated part of the trigger and bring it up back with a steady pull until it locks.

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Sighting - Face the target, stock of revolver gripped, extend the arm at full length toward the target, cock the trigger, bring the revolver down so that the arm hand and the barrel are on a line with the eye (the right eye or both if using the right hand). When the revolver is aimed the front sight should be seen directly in the center of the rear sighting groove, and the top of the front sight should be flush with the top sides of the groove, forming three upright points, on a level with each other and of equal distance from one

When this condition is plainly seen across the sights, then place the bottom of the bull's-eye directly on top of the three points, at a point commonly called "at six o'clock", as the points on a target are usually referred to as the dial of a clock.

During your preliminary practice of shooting, use a range of not more than ten yards with large size bull's-eye. Do not become disheartened if the sights become blurred. Focus the eye upon the bull's-eye and align the sights without losing sight of same. Be careful not to disarrange the sights when about to give the final squeeze. Pay no attention to the hammer; keep the sights aligned with the bull's-eye and continue sighting for a second after the hammer has fallen.

Snap-Shooting — Make a mark about the size of a dime on the wall, and with all the cartridges taken from the revolver, take your position for Hold the revolver in the proper manner, sight and squeeze the trigger until the hammer snaps down. Pay as little attention to the hammer as possible, trying to keep the sights from jerking from position by a steady squeeze of the trigger. Never load and fire a revolver until you have familiarized yourself with the trigger pull of the revolver. Expert revolver shots do a great deal of snap shooting rather than a great deal of firing. Steady holding can be

acquired only by much snapping practice, and the cost of munition will be saved.

Practice drawing and snapping for speed until you can draw your revolver from the holster, throw it up on a line with the eye and ready to snap without delay. You will find this of great benefit to shooting on the range.

HANDLE FIREARMS WITH CARE AND JUDGMENT

The revolver is carried by an officer as a weapon of defense and not for the purpose of taking life. He is expected to use it only in extreme cases when his life or the lives of others are in danger, or when a very serious crime has been committed and there is no other means of effecting the arrest. Even then, the officer should use good judgment, and when possible, aim to hit the perpetrator of the crime in a part of the body which will cause him to submit to arrest without further trouble.

A revolver in the hand of an expert marksman can be depended upon to hit a mark, and the bullet will not hit an innocent bystander. A revolver in the hand of a novice, whether policeman or private citizen, is a doubly dangerous instrument. Remember, in connection with your police revolver the importance of carefulness, good judgment, and experienced handling in its use.

Two maxims every police officer should keep in mind about his revolver, are:

- 1. Keep your revolver in perfect condition, know how to use it expertly, because "when you need it, you'll need it bad", as an old-timer on the force once said.
- 2. Keep your mind on the job every minute you are handling your revolver. Remember "a shot once fired can't be recalled".

- Harley-Davidson

Note

The following pages of this Mounted Officer's Handbook are intended for important data that the Mounted Officer may gather from time to time. Do not use these pages for temporary notes, but paste or write in, such data and facts that you may need to refer to more or less frequently. New ordinances, changes in the laws of your state or community, parking zone boundaries, etc. in fact such information that is peculiar to your locality only and that you must know to do your work efficiently, should be noted in this Handbook.

Additional copies of this Mounted Officer's Handbook may be obtained from the nearest Harley-Davidson dealer.

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