

A Story of a Progressive Department Of a Progressive Oregon City

By Staff Writer Larry Warren

IN his annual report for 1956, Chief of Police Floyd L. Clower of Springfield, Oregon, states: "It is my firm belief that at this time we have the best and most efficient police department for its size in the State of Oregon."

Since most chiefs feel the same way about their departments, the writer challenged Clower to prove his claim during an interview for the NEWS.

"Fair enough," he replied. "First of all, we'll take you on inspection tour of our facilities. That will show you the physical side of the department."

Headquarters are located in the modern, one-story concrete City Hall just off the downtown business district. The interior is clean and attractively decorated. Furnishings are excellent.

There is a spacious squad room where officers write their reports, interrogate suspects and witnesses, conduct interviews, and where prisoners are visited. A large bulletin board keeps the personnel posted on routine matters.

The chief now shares his office with Captain Richard Haworth. "We'll soon have separate offices," Clower said. "Bonds for a new City Library have been approved, and when the library moves from here, we'll have double our present space. We especially need more room for our jail."

The jail, incidentally, has two cell-blocks but no tank. There are three adult cells holding two each, and one cell for two women or two juveniles. Total capacity is eight, but on some occasions this has been considerably exceeded.

The sergeant in charge of the shift is jailer. Meals are contracted with a nearby restaurant and are brought in and served

twice a day. Each prisoner gets two blankets and coveralls, the laundry being sent out.

One of Chief Clower's particular "pets" is the filing system—an up-to-date arrangement whereby subjects are registered under name and cross-filed with the case



Command Officers, Springfield, Oregon, Police Department

Front row, left to right: Chief of Police Floyd L. Clower, Sergeant Felix T. Baker, Sergeant Wayne Dodd, Captain Richard Haworth.

Back row: Sergeant Bud Howard, Sergeant Marvin Marrs, Detective Sergeant Oddie Maddox.

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number. There is also an "offense" file, divided into various categories, such as "bad checks," sex offenses," etc.

The filing system also contains gun registrations.

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The meter maintenance room has ample space and equipment. The meter sergeant, incidentally, not only maintains the 350 meters located on the city's three main downtown streets and connecting side streets, but also collects the coins and writes citations.

The identification division has a modern "mug" camera, but because of lack of space, there is no darkroom. There is hope that one will be possible when the library moves out.

Detectives handle the identification duties during the day. Other officers take care of them at night whenever a prisoner makes bail and must be processed before being released.

The department's special equipment includes a Thompson sub-machine gun, tear gas equipment, a lie detector, a portable radio, and a photostat machine.

Mobile equipment consists of one patrol car, one detective car, one traffic car, and one motorcycle. Incidentally, for those persons interested in statistics, these vehicles traveled approximately 141,000 miles last year, using 12,150 gallons of gas, 510 quarts of oil and twenty lubrications. Repairs to these vehicles cost \$928.50 and were done in commercial garages.

"Now that you've seen our physical setup," Chief Clower said when we returned to his office, "let me tell you a little about our 'intangible' assets that help make us the best department in our class.

"First, there is an extremely friendly spirit in Springfield. Maybe it's because

most of the people here are young. The average age is only twenty-nine. We get excellent co-operation from everyone, and that's worth a lot to the morale of any department.

"Second, our men have an exceptionally good attitude. We screen them so that we get absolutely the best applicants. Before we consider hiring a man, we check thor-

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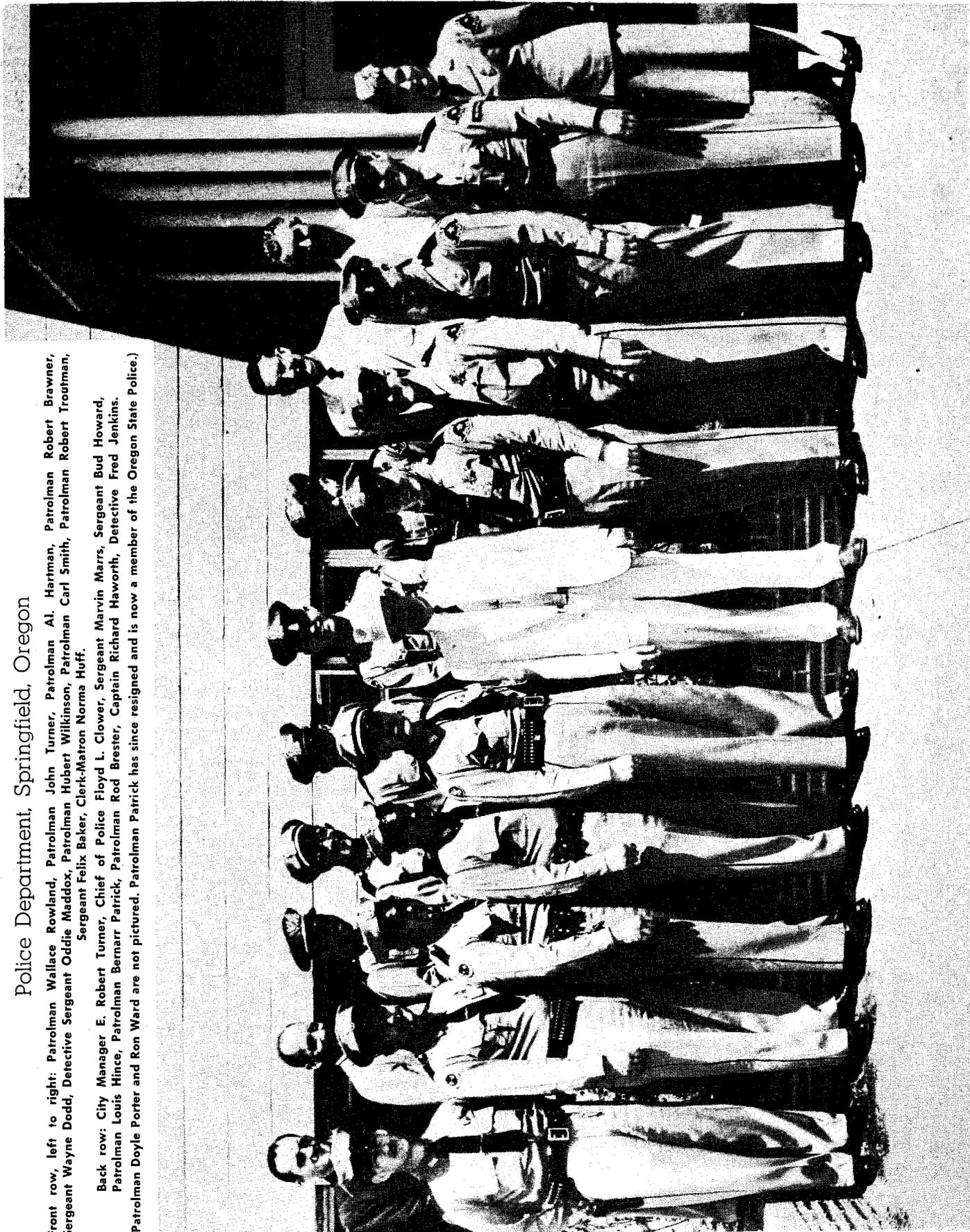
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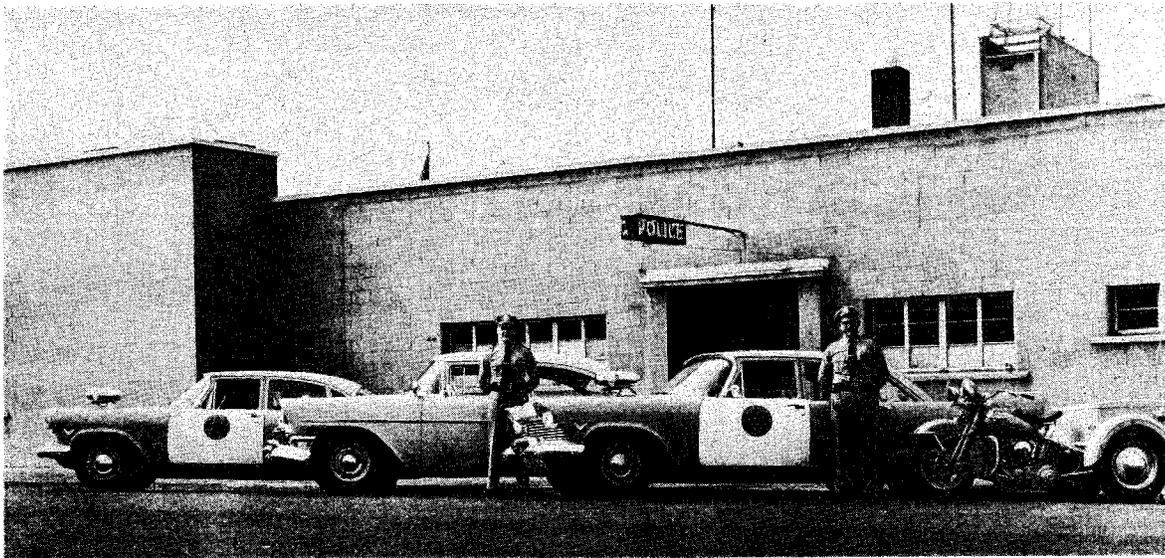
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Police Department, Springfield, Oregon

Front row, left to right: Patrolman Wallace Rowland, Patrolman John Turner, Patrolman Al Hartman, Patrolman Robert Brawner, Sergeant Wayne Dodd, Detective Sergeant Oddie Maddox, Patrolman Hubert Wilkinson, Patrolman Carl Smith, Patrolman Robert Troutman, Sergeant Felix Baker, Clerk-Matron Norma Huff.

Back row: City Manager E. Robert Turner, Chief of Police Floyd L. Clower, Sergeant Marvin Marrs, Sergeant Bud Howard, Patrolman Louis Hince, Patrolman Bernarr Patrick, Patrolman Rod Brester, Captain Richard Haworth, Detective Fred Jenkins. (Patrolman Doyle Porter and Ron Ward are not pictured. Patrolman Patrick has since resigned and is now a member of the Oregon State Police.)





★
 Shown here, with the modern headquarters building as an appropriate background, is the mobile fleet of the Springfield, Oregon, Police Department. We regret inability to identify the officers in the picture, but it can be plainly noted that the vehicles are of popular make and recent vintage.
 ★

oughly on his background, credit, domestic situation, and everything else. We check with his neighbors and friends to see what kind of a person he is. And we even take note of the condition he keeps his car in.

"All our men are at least high school

graduates. And a surprisingly high percentage of them attend church.

"Although we aren't under civil service, we require that applicants pass a written test. We also have advancement tests. Additional points toward promotion are given for longevity and ratings by sergeants. As a result, the men have plenty of incentive to remain on the department and to work for higher rank.

"And, another important thing is that we are one of the few departments anywhere that pays overtime. Yes, it's a fact. We have a \$200 item in the budget for overtime each month. We pay \$1.50 per hour, which takes the sting out of having to appear in court and do other things on your own time. Our pay scale is about average for the size of our city. We naturally hope to keep it on the upswing.

"All these things are what I base my claim on about our department being best," the chief declared, as though summing up his case for the jury. "When we get the library out of the building, we'll have an even better setup. Now you can understand why I'm so enthusiastic about Springfield and the department."

We understand, but we refuse to render a decision. We will, however, describe the organizational arrangement briefly.

There are twenty officers, including the chief. The day shift, from 8 A.M. to 4 P.M., consists of chief, captain, sergeant in charge, meter sergeant, detective sergeant, one detective, two traffic patrolmen, and one clerk-matron.

The first night shift, from 4 P.M. to midnight, includes the sergeant in charge, one file clerk in the office, and four officers. There are three foot beats in the business area requiring two hours to check. The patrolmen rotate these beats, with the fourth man driving the prowler car.

The second night shift, from midnight to 8 A.M., consists of the sergeant in charge and four officers.

The day shift works forty-four hours a week, the first night shift forty-two hours, and the second night shift forty hours. This arrangement has done away with the usual bickering over the day shift.

Criminal Division

Chief Clower said there is no special problem as far as crimes are concerned. Armed robbery is extremely rare. Burglary is at a minimum. Although bad checks had been a headache in the past, the situation has been eased considerably

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by the installation of a flash system, which originates at headquarters and is relayed by key merchants, and by the issuance of "Howdy, stranger" cards which are posted in all retail establishments. These announce that the Springfield Police Department requires all merchants to seek absolute identification before cashing checks for persons unknown.

A new public service provided by the P.D. is the identification of hubcaps, so that in case of loss or theft, the caps can be returned to the owners when recovered. The Detective Division uses an electric needle to put a code number on each set of caps. These numbers are then cross-indexed with the name of the owner.

"This service has been a terrific public relations project," Chief Clower reports, "besides being a great help to us in handling recovered hubcaps. The public is very appreciative of our efforts to help them in this problem."

Juveniles

The department has a school for bicycle violators. It was originated several months

ago by the chief, who serves as instructor.

The department works with the School-boy Patrols of the city's three grade schools. Officers talk to the boys and check up on their operations. At the end of the school year, the police department presents certificates to the patrolmen on behalf of the schools.

All bicycles must be registered annually under a city ordinance, and the total registration runs about 600. A fee of 25 cents is charged. Bike registrations are filed under the owner's name and the license number.

Special Services

About five years ago, a vacation-check service was begun. Under this plan, all doors and windows of temporarily-vacated houses are checked at least once during the night. Each time a check is made, the officer fills out a form and slips it under the door, so that when the family returns, they will know exactly how many times the premises were checked. This also has proved an excellent goodwill builder, be-

sides cutting down on prowls.

As far as general adult educational projects are concerned, the five radio stations in Springfield and Eugene have been carrying most of the load. Members of the S.P.D. are frequently interviewed on various matters pertaining to law enforcement. The Eugene television station helps indirectly by using spot announcements prepared by the National Safety Council.

Before we go into a purely statistical report on the department (again for the benefit of our statistics-minded readers), we have one more quote from Chief Clower:

"It goes without saying that no department can be successful without the support and complete co-operation of the city administration. I want to express publicly my appreciation for such support from City Manager Robert Turner, Mayor Ed Harms, and the councilmen. They certainly have helped make our department the best."

From Chief Clower's annual report are the following statistics:

TRAFFIC DIVISION Traffic Arrest Analysis

	1956	1955
Violation of Basic Rule (Speeding, etc.)	504	240
Stop Sign and Traffic Light Violations	418	234
Reckless Driving	52	37
Hit and Run Drivers (Accidents Involved)	16	15
Driving Under the Influence of Alcoholic Beverages	69	46
Failure to Yield Right of Way (Accident Occurred)	64	76
Drivers License and Vehicle License Violations	555	169
Non-Moving and Parking Meter Violations	3,451	1,569
Other Miscellaneous Traffic Violations not listed	820	174
Total Traffic Violations	5,943	2,560
WARNINGS Given to Traffic Violators	2,265	1,711

Miscellaneous Complaints Received and Investigated

	1956	1955
Dog, Cat and Animal Complaints	130	353
Vandalism and Destruction of Property	189	195
Runaway Juveniles	137	88
Reported Possible Prowlers	92	179
Requests for Emergency Messages to be Delivered	65	53
Children Reported Lost (All found OK)	65	45
Suspicious Autos Reported	49	61
Persons Acting Suspicious	76	61
Vehicles Reported Driving in an Erratic Manner	105	33
Missing Persons	63	72
Disturbing the Peace Reported	364	122
Soliciting (Violating Green River Ord.)	36	31
Pilfering of Automobiles	79	70
Reports of Bad Checks Cashed	73	42
Neighborhood Disputes	44	28
Family Fights Settled	78	65
Military A.W.O.L. Reported	17	30
Attempt Molesting	7	6
Suspicious or Lewd Phone Calls Reported	14	35
Miscellaneous Requests for Police Assistance	1,014	252
Abandoned Autos	34	23
Emergency Escorts Requested (To hospital, etc.)	40	24
Lost and Found Complaints	62	47

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Complaints Directed to Detective Division for Additional Investigation, Stolen Property, etc.	212	68
Miscellaneous Complaints Not Listed	172	385
Total Complaints Received by Front Desk	3,238	2,368

Arrests For Offenses Against The Public Peace

	1956	1955
Contributing to the Delinquency of a Minor	14	6
Minors in Possession and/or Drinking of Alcoholic Beverages	87	42
Drunks in Public	186	164
Vagrancy Arrests	63	51
Delinquent Juveniles	72	25
Assault and Battery	17	10
Indecent Exposure or Other Lewd Actions	9	2
Vandalism	38	10
Petit Larceny and Shop Lifting	70	45
Disorderly Conduct and Disturbing the Peace	46	53
Escape from Custody and Held for Other Departments	42	12
Miscellaneous Arrests Not Listed	38	60
Total	685	513

Officers Miscellaneous Activity Report

	1956	1955
Prowl Car and Foot Patrol:		
Vacation Checks Made on Homes	8,957	4,950
Special Prowl Checks Made	6,871	5,294
Open and Unlocked Doors Found by Officers	265	358
Open Windows Found by Police	179	60
Street Lights Found Burned Out and Reported:		
Municipal Power	116	151
Pacific Power	225	326
Bicycles Reported Stolen	132	124
Recovered by Police Officers	126	108
Traffic Accidents Investigated	135	198
Additional Accidents Reported to Dept.	278	373
Total Accidents in City	412	571
Persons Injured	31	42
Fatalities	1	1

Communications Division Report

Logged Teletype Messages Sent	1,449	1,453
Logged Police Radio Transmissions	82,346	85,420

Municipal Jail Report

	1956	1955
Total Prisoners Lodged	573	442
Prisoners Meals Purchased:		
City Prisoners	\$1,235.77	\$ 641.80
County Trustees (Reimbursed by County)	497.10	870.45
Total	\$1,735.87	\$1,512.25

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Detective Division Report

Classification of Major Offenses and Clearance by Arrest

1956

1955

Criminal Homicide:		
(A) Murder and Non-Negligent Manslaughter.....	0	0
(B) Negligent Manslaughter.....	0	0
Suicide or Attempt.....	3	5
Rape or Attempt.....	3	5
Cleared by Arrest.....	3	3
Other Sex Crimes.....	13	2
Cleared by Arrest.....	5	2
Robbery (By Force or Violence).....	1	3
Cleared by Arrest.....	1	2
Burglary, Break and Enter.....	50	26
Cleared by Arrest.....	31	14
Aggravated Assault.....	8	14
Cleared by Arrest.....	7	9
Grand Larceny (Over \$75 Value).....	13	18
Cleared by Arrest.....	11	9
Petit Larceny (Under \$75 Value).....	114	68
Cleared by Arrest.....	69	40
Obtaining Money by False Pretenses.....	76	37
Cleared by Arrest.....	58	33
Malicious Destruction of Property.....	32	12
Cleared by Arrest.....	17	7
Auto Theft.....	11	15
Cleared by Arrest.....	11	13
Larceny from Autos (Hubcaps, Tires, etc.).....	77	70
Cleared by Arrest.....	27	26
Suspicious Subjects Checked Out.....	78	20

Additional

Carrying Concealed Weapons (Cleared).....	1	
Prostitution (Cleared).....	1	
Gambling (Cleared).....	1	
Arson (Cleared).....	1	
Miscellaneous Additional Routine Investigations by Detective Division.....	667	153
Total	1,138	426

Financial Statement

1956

1955

Cash Receipts from Bail and Fines.....	\$33,033.47	\$20,724.45
Revenue from On Street Parking Meters.....	16,397.94	16,584.33
Bicycle Licenses Sold.....	152.00	175.50
Total Cash Received and Turned Over to the City Recorder and Treasurer's Office.....	\$49,583.41	\$37,484.28

**Radar Controlled Brakes
Propheesied For Future**

SCIENCE'S latest weapon in the war against mounting traffic deaths—a radar brake—is being demonstrated to automobile manufacturers, and, according to Robert Moore, director of the technical and engineering division of the Lumberman's Mutual Casualty Company, the device works. He rode in an experimental car from Chicago to Detroit last month.

The vehicle was equipped with the device—an antenna mounted up front. Moore said that as obstacles or other vehicles approached, standard brakes were effectively applied before the driver touched the brake pedal.

"If all automobiles were so equipped, head-on collisions of cars traveling at reasonable rates of speed might be impossible," according to Moore. "Tail gating, or following the car ahead of you too closely—a lead-cause of rear-end collisions—also would be eliminated."

The radar brake is one of several "automatic driver" devices now being tested by safety engineers in view of the current rapid expansion of the nation's network of superhighways and toll roads, and the steadily rising horsepower and speeds of late-model cars.

"At this very moment it is technically possible, through the use of radar and other electronic and electro-mechanical equipments, literally to take over actual control of automobiles on our highways," according to Robert Boger, publisher of *Engineering News-Record*, a technical journal.

Boger reports that "it is technically possible to start, stop and steer a motorcar with no one in the driver's seat." Since human failure has turned out to be the hardest element of driving hazards to eliminate, some engineers are hailing this

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