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FM 29-5

WAR DEPARTMENT

BASIC FIELD MANUAL



MILITARY POLICE

December 8, 1941

FM 29-5

BASIC FIELD MANUAL



MILITARY POLICE

Prepared under direction of the
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Assistant Chief of Staff, G-3



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BASIC FIELD MANUAL

MILITARY POLICE

(This manual supersedes Basic Field Manual, volume IX, December 31, 1937.)

CHAPTER 1

ORGANIZATION

■ 1. GENERAL.—*a.* The military police consists of personnel authorized to a commander to assist him in the enforcement of laws, regulations, and orders, and for other purposes as outlined in this manual.

b. The designation "military policeman" as used herein refers to an enlisted man who is a member of the authorized military police.

c. Tables of Organization and special instructions issued from time to time by the War Department prescribe the details of organization, composition, and allocation of military police units and installations.

■ 2. ORGANIZATION IN PEACE.—In peace, military police are organized into—

a. Platoons, companies, and battalions as part of tactical units according to Tables of Organization.

b. Special units for oversea departments and other commands in conformity with special Tables of Organization.

c. Detachments at posts and stations as authorized.

■ 3. ORGANIZATION IN WAR.—*a.* In war, the added and varied duties of military police and the expansion of territorial authority by the military forces require an enlarged military police system.

b. In war, military police units are organized as part of all divisions and higher units. They are prescribed for major territorial organizations in mobilization plans. To meet changing situations, adjustments in strength and composition of military police units are made by the War

Department for the zone of the interior and by the theater commander for the theater of operations.

c. The battalion is usually the largest unit.

d. Special type units organized in war may include prisoner-of-war escort companies, traffic control units, and criminal investigation companies or detachments. (See app. II.)

■ 4. STAFF REPRESENTATIVE.—*a. Purpose.*—(1) A staff officer, provost marshal, is designated in larger headquarters to assist the commander in the supervision and operation of police matters. Assistant provost marshals and personnel for the conduct of his office are provided as required.

(2) In peace, provost marshals are usually provided only on the staffs of commanders of units having military police units. In time of emergency or war, the increased scope of the duties of military police requires the detail of provost marshals (provost marshals general) in all the higher echelons of command, including the War Department.

b. Provost marshal general, War Department.—A provost marshal general may be appointed in the War Department for an emergency for the period preceding mobilization or on mobilization. The position of the provost marshal general of the War Department is analogous in most respects to that of a chief of arm or service. His duties are prescribed by the Secretary of War.

c. Provost marshal general, general headquarters or theater of operations.—A provost marshal general is a member of the special staff of general headquarters. If more than one theater of operations is prescribed, a provost marshal general is designated for each theater headquarters. His duties are prescribed by the commanding general.

d. Provost marshals.—(1) *Territorial commands.*—Provost marshals are designated for smaller territorial commands as required, both in peace and war. In a national emergency or war, provost marshals are appointed on the special staffs of commanders of the large territorial subdivisions of the zone of the interior. In the theater of operations, a provost marshal is required on the staff of the commander of the communications zone, and also of its major parts, if subdivided.

MILITARY POLICE

(2) *Tactical commands.*—Provost marshals are prescribed in Tables of Organization as members of the commander's special staff in the tactical units from the division to the field army. In certain units the offices of provost marshal and of headquarters commandant are combined.

(3) *Staff and command functions.*—(a) A provost marshal is a member of the commander's special staff, and as such exercises no command functions. However, when the commander of a military police unit of a command is appointed provost marshal, he has both command and staff duties.

(b) Unless specific authority is granted, a provost marshal does not issue orders to provost marshals of subordinate units. Direct contacts on technical matters and interchange of information between provost marshals of higher and lower headquarters conform to the procedure prescribed for all special staff officers in FM 101-5.

(4) *Relations with general staff sections.*—Most of the duties of military police are within the scope of supervision of the personnel section of the general staff (G-1). Consequently, the provost marshal has more contacts with G-1 than with the heads of other general staff sections. His principal contacts with the intelligence section (G-2) pertain to the examination of prisoners of war and cooperation with the corps of intelligence police; those with the supply and evacuation section (G-4) pertain to traffic control. (See FM 101-5.)

CHAPTER 2

DUTIES

■ 5. GENERAL.—*a.* The protection of property and the maintenance of good order and military discipline are functions of command. Military police supplement the other means available to the commanding officer in carrying out these functions.

b. The commander prescribes the specific duties of his military police. He is responsible for their control and employment. This requires constant and close supervision. He coordinates their duties with those of his interior guard and watchmen and with the military police of subordinate commands so that the responsibilities of each are clearly defined. (See FM 26-5.)

c. Military police are concerned with all crimes and offenses committed by any person subject to military law within the area under the control of the organization to which they are assigned or attached. They enforce all police regulations pertaining to that area. They report violations of orders they are instructed to enforce and instructions given by them in the proper execution of their duties regardless of the grade or status of the offender. They seek to prevent the commission of acts which are subversive of discipline or that cast discredit in any way on the United States Army.

■ 6. PEACETIME DUTIES.—*a. Within military reservations.*—Duties of the military police within a post, camp, or station in peace usually consist of the following:

(1) Preservation of order and the enforcement of military laws and regulations. This requires close scrutiny of the conduct of all persons, particularly of those whose actions are suspicious. Suspected persons may be temporarily detained for examination, but generally those not subject to military law should be turned over to civilian authorities promptly.

(2) Performance of such interior guard duty as may be directed. In a post, camp, or station having both an interior

guard and a military police force, the interior guard usually provides the necessary protection of property against fire, theft, and damage. A commanding officer may require all interior guard duty to be performed by the military police, reinforcing the military police for this purpose. He may place the interior guard under the direction of the provost marshal.

(3) Traffic control. (See ch. 6.)

(4) Control of the movement of civilians to and from the reservation, and while within the reservation. When the situation warrants, a system of identification cards or passes for civilian employees may be established to assist in this control.

(5) Control of the movement of military personnel to and from the reservation.

(6) Safeguarding individuals from violence or accidents.

(7) Return of absentees to their organizations.

(8) Recovery of lost, stolen, and abandoned property.

(9) Supply of information relative to the location of units, headquarters, offices, and other establishments on or adjacent to the reservation.

(10) Investigation and prevention of crime.

b. In civil communities.—It is generally desirable to arrange with the local authorities of towns and cities contiguous to posts, camps, or stations to have military police on duty in the civil communities. Their principal duties are—

(1) To assist the civil police by maintaining order among military personnel, by minimizing difficulties between military personnel and civilians, and by enforcing observation of civil laws and ordinances by military personnel.

(a) Military police on duty in civil communities patrol areas frequented by military personnel. The patrols may be accompanied by members of the civil police, particularly when it appears probable that difficulties with civilians may arise. Headquarters of the military police in civil communities are usually at local police headquarters.

(b) By agreement with the civil authorities, all military personnel arrested for minor derelictions are turned over

promptly to the military police, with the understanding that corrective action is to be taken by the military authorities.

(2) To apprehend deserters and other unauthorized absentees. Suspected deserters are detained for proper investigation. Disposition of other absentees and reports thereon conform to local military regulations.

(3) To take into custody military personnel appearing in public in a drunken or otherwise discreditable condition. These individuals are either returned to the military reservation under guard or ordered to return. Full reports on personnel committing these offenses are made to their respective commanders through post headquarters.

(4) To be of service to both military personnel and civilians seeking proper information on the locations of points of importance and interest. Each military policeman while on patrol should be provided with a map of the locality, and when necessary, with a pocket street directory or guide.

(5) To assist civil police in traffic control when troop movements are in progress by controlling military traffic.

■ **7. WARTIME DUTIES.**—In time of national emergency or war, all of the peacetime duties of military police are applicable in the zone of the interior, and many of them apply in the theater of operations. However, many additional duties are required, particularly in the theater of operations. The enforcement of military laws and regulations, the maintenance of order, and the control of traffic remain the most important duties of military police in war as well as in peace. Other duties of military police in war include the following:

a. Protecting designated establishments, public works, and localities of special importance from pillage, acts of sabotage, and damage from any source. In the forward area of the combat zone much of this type of duty is performed by combat troops, particularly the guarding of critical points on lines of communication.

b. Quelling outbreaks and uprisings occurring within areas being guarded.

c. Protecting troops and the civilian populations in areas under military jurisdiction against violence and excesses.

d. Aiding civil authorities in the enforcement of civil laws when so directed by competent authority.

e. Assisting in destroying hostile air-borne troops when combat troops are not available or are inadequate to accomplish the task.

f. Preventing and investigating crime. In the theater of operations, military police are concerned not only with all crimes and offenses committed by persons subject to military law but also with crimes and offenses committed by civilians against members of the military forces or agencies of the United States. Special military police units may be organized for this purpose. (See ch. 8.)

g. Cooperating with the Corps of Intelligence Police of the Military Intelligence Division, which is charged with investigation of cases involving espionage, sabotage, and subversive activities.

h. Assisting appropriate governmental agencies in carrying out the laws relating to alien enemies, when required.

i. Supervising and controlling the evacuation and repatriation of the civilian population.

j. Assisting in the enforcement of gas defense, passive anti-aircraft measures, blackouts, and other general measures for security and secrecy.

k. Supervising the circulation of individuals, both military and civilian, in the theater of operations and in areas in the zone of the interior over which the Army has jurisdiction. (See ch. 5.)

l. Collecting and disposing of unauthorized absentees. In the theater of operations this includes straggler control. (See ch. 5.)

m. Assisting in troop movements. (See ch. 8.)

n. Controlling vehicular traffic and supplying road and other information to travelers. This applies to areas in the zone of the interior over which the Army has jurisdiction and to the theater of operations. (See ch. 6.)

o. Relieving combat organizations of custody of prisoners of war, and operating the prisoner of war system. (See ch. 7.)

■ **8. DUTIES OF PROVOST MARSHALS.**—As the staff officer for military police affairs, the provost marshal assists the commander in the supervision of all duties of the military police.

He accomplishes this mission by carrying out the following:

a. Preparing plans, policies, and regulations pertaining to the organization, training, and equipment of all military police units in the command.

b. Coordinating, within the limits prescribed by the commander, the operations of these units. In units assigned or attached to subordinate headquarters, the coordination usually relates only to technical procedure.

c. Conducting authorized inspections of military police units and activities.

d. Preparing plans, policies, and orders on military police procedure and operations.

e. Supervising the establishment and operation of those military police installations and agencies which are within his purview. These installations or agencies often operate as part of the provost marshal's office.

f. Planning and operating an authorized system of reports through which he can keep informed of the situation in subordinate units and be able to render reports required by higher headquarters.

g. Establishing and maintaining a system of records necessary for police purposes, such as identification of special classes of individuals.

h. Operating a center of information. Frequently the information pertains to matters not strictly related to military police matters, such as lost and found articles.

CHAPTER 3

CONDUCT AND AUTHORITY

■ 9. CONDUCT.—*a.* A military policeman, like a civil police officer, represents the prestige and authority of the law. When on duty, a military policeman is the visible representative of the Government of the United States. For this reason he must be an outstanding example of discipline, efficiency, military bearing, courtesy, and neatness of appearance.

b. Considerable authority is vested in an enlisted man on duty as a military policeman. Firmness, good judgment, tact, and self-control are required in the exercise of that authority.

c. Military policemen do not punish violators of laws or regulations, nor do they allow any person in their charge to be ill-treated or abused. Their primary duties are to prevent violations, to report the violators, and, if necessary, to take them into custody. Abuse of authority by military police is severely punished.

d. All members of the military police should be governed in the performance of their duties by a spirit of service and helpfulness.

■ 10. DISCIPLINE.—*a.* The efficient performance of the varied and responsible duties with which the military police are charged depends to a great extent upon their state of discipline. Consequently, commanders of military police organizations stress training that tends to promote discipline. Special attention must be given to drills, military courtesy, prompt obedience, and personal appearance.

b. Military policemen are not quartered or rationed with other troops if this can possibly be avoided. Likewise, soldiers from other organizations are not attached to military police units for rations or quarters except in emergencies.

c. Members of the military police are forbidden to receive presents or gratuities for services rendered in the performance of their duty.

■ 11. COURTESIES.—*a.* Military policemen address all persons with courtesy, as illustrated by the following:

(1) An officer from whom certain information is required is saluted and addressed by saying: "Sir, it is necessary that I have your name, organization, and station, because * * *." After completing the conversation, the military policeman salutes, and says, "Thank you, sir."

(2) In directing the driver of a car to dim or put out lights, call out in a tone of voice no louder than necessary for him to hear: "Dim (or put out) your lights, please."

b. Whenever a military policeman is called upon to enforce a new regulation which may cause embarrassment, he should be furnished with and have in his possession a copy of the regulation so that it can be shown to the violator. In every such case the violator will first be informed courteously of the regulation on the assumption that his violation was in ignorance of its existence.

■ 12. IDENTIFICATION.—*a.* Members of a military police organization wear on their left sleeves brassards as prescribed in Army Regulations. (See FM 21-50 or 21-100.) Brassards are worn only when performing military police duty.

b. At night or during other conditions of low visibility, a military policeman clearly identifies himself at once before directing or questioning an officer or other person.

■ 13. RELATIONSHIPS.—*a.* A military policeman on duty is entitled to the respect of all persons subject to military law. Resistance to the orders of competent authority which a military policeman is required to enforce constitutes a serious military offense. When not on duty, a member of the military police has no police authority other than the limited authority to arrest possessed by the private person (par. 15c).

b. As a rule, military policemen on duty are not reprimanded or placed in arrest except by the superiors under whom they are serving. In exceptional cases, other officers may order their arrest but the officer taking such action must be personally answerable for the consequences of his act. As a usual procedure when a breach of discipline or violation of orders on the part of a military policeman on duty is noted by an officer, the latter obtains the soldier's name and organization and either prefers charges against him or reports the incident to the nearest provost marshal. Military police

are instructed to give their name, grade, and organization and to show their identification tag on request of an officer.

c. In an emergency the military police may call upon any troops to assist them in the execution of their duties, including the making of arrests. When the time and circumstances permit, such request should be made to the commanding officer of troops.

■ 14. MILITARY AND CIVIL JURISDICTION.—*a.* Due to the manner in which acquired, different posts, camps, or stations are subject to varying degrees of civil jurisdiction. Those posts, camps, or stations set aside from the public domain are subject only to Federal jurisdiction, military or nonmilitary. Those posts acquired by purchase or grant from the States within which located are subject to such local civil jurisdiction as was definitely specified in the State act making the sale or grant of land. Military police, particularly officers, should be familiar with the local situation to prevent the possibility of conflict of jurisdiction.

b. Military jurisdiction may be extended in periods of domestic disturbance by establishment of martial rule (FM 27-15). In the theater of operations, or in an area under military government, military authority prevails (FM 27-5). The legal bases for such powers are contained in various Field Manuals and regulations and in the orders issued by appropriate commanders.

■ 15. ARRESTS.—*a. Authority.*—Military policemen may arrest any person subject to military law who is guilty of a violation of the police regulations of the command or whose conduct is such that restraint is necessary. On military reservations where the United States has exclusive jurisdiction and in the theater of operations the military police, in proper cases, may arrest persons whether or not they are in the military service.

b. Trivial offenses.—Military personnel are not ordinarily arrested for trivial offenses. A warning or a written report to the offender's commanding officer usually suffices in case of a minor offense. When a military policeman warns an offender, he invites attention to the particular regulation

violated. The warning should not be in the form of a reprimand. A written report rendered on the infraction of a regulation includes the offender's name, rank or grade, and organization; the nature, time, and place of offense; and a list of witnesses.

c. Crime.—A member of the military police, whether or not on duty as such, has the authority to arrest possessed by a private person; namely, to arrest without a warrant for a felony or a breach of the peace committed in his presence, and for a felony not committed in his presence if the felony has in fact been committed and he has reasonable cause to suspect thereof the person arrested. In some jurisdictions, the right of a private person to arrest without a warrant is regulated by statute and by ordinance. Members of the military police should familiarize themselves with the local law on this subject.

d. Use of force.—To make an arrest, such force as is necessary may be used. (See Dig. Op. JAG, 1912, p. 480.) The use of more force than necessary renders the officer or soldier executing the arrest civilly amenable. When operating on territory under military jurisdiction or against persons subject to military law, a military policeman making an arrest is justified in using such force as is necessary to secure and detain the offender, overcome his resistance, prevent his escape, and recapture him if he escapes, but he is never justified in using unnecessary force or treating his prisoner with wanton violence or in resorting to dangerous means where the arrest could be effected otherwise.

e. Entry of houses to make arrests.—In any of the places where the military police have unlimited jurisdiction, they may be authorized by the commanding officer in specific cases to enter any public building under military control, using force if required. Outside such places, the military police may make arrests of persons subject to military law in such parts of public houses as are devoted to public purposes. (Dig. Op. JAG, 1912, p. 480.) However, they are not authorized to make forcible entrance into a private dwelling except under the same circumstances which would justify a private citizen in doing so, that is, to prevent the commission of a felony or to apprehend a felon. When, against the will of the owner,

it is desired to enter a private dwelling outside the area where the military police have unlimited police jurisdiction (except where private citizens are authorized to force entrance), a search warrant will be procured through the civil authorities.

■ 16. SEARCH OF PRISONERS.—When necessary for the military police to search a prisoner, two members, one a noncommissioned officer if available, should be present, and a statement of his effects, including amount of cash, is entered in a book kept for the purpose, and the entry is signed by both. Existing regulations regarding the effects of prisoners are strictly complied with. Officers are searched only under the personal supervision of the provost marshal, assistant provost marshal, or any officer of the military police. For relations with prisoners of war see chapter 7.

■ 17. PREFERRING CHARGES.—In the absence of orders to the contrary, military police do not ordinarily prefer court-martial charges against persons whom they arrest; they usually report the offender, the offense, and the attending circumstances to the commanding officer concerned, through military channels. However, when the offense is committed against a member of the military police, or because of distance or other reason there is danger of a failure of justice, particularly in the case of serious crime, charges are preferred, care being taken to comply with all the requirements of the Manual for Courts-Martial.

■ 18. PLACES "OFF LIMITS".—Places may be declared "off limits" for the troops, in which case military persons are prevented from entering them usually by military police posted at entrances. Permission to maintain a guard to enforce the restriction should be obtained from the local civil authorities in areas in which civil government is in force. Where the premises designated as "off limits" is a store, restaurant, hotel, or other place of business presumed to have dealt unjustly or improperly with military personnel, care is exercised to insure against acts which might involve the commanding officer or his agents in civil action.

CHAPTER 4

TRAINING

■ 19. **GENERAL.**—*a.* Training of military police organizations is directed primarily toward the development of soldierly, well-informed, self-reliant, and reliable individuals. For the development of coordinated action, group training is required.

b. Military police units are ordinarily organized by transfer of trained personnel from other organizations. Enlisted replacements are obtained from the same source or from replacement training centers. Training in basic military subjects is therefore limited largely to those features directly related to police duties as stated in paragraph 20.

c. The greater part of the training of military policemen is devoted to theoretical and practical instruction in the various specialized duties outlined in chapter 2. The duties of military police in the combat zone of the theater of operations require individual basic training generally similar to that given the infantry soldier.

d. The commander of a military police organization is responsible for the individual and collective training of his unit. The program of training conforms to current conditions and the special problems with which his unit is confronted.

e. Special schools for military police are established in higher tactical or territorial commands when required. They usually operate under supervision of the unit provost marshal.

■ 20. **BASIC SUBJECTS.**—In the training of military police units emphasis is placed on the following aspects of basic subjects:

a. Physical exercises and marching.—Conditioning and physical development; marches with full field equipment.

b. Drill.—Bearing; control and discipline; formations.

c. Military courtesy.—Honors; salutes; manner of addressing persons.

d. Guard duty.—Duties and procedure of interior guard; guarding prisoners.

e. Care of uniform and equipment.—Neatness of appearance.

f. Hygiene.—Rules of health, particularly care of the feet and proper use of food and drinks; causes and prevention of diseases; sex hygiene.

g. First aid.—Methods of using the first-aid packet; first aid for common accidents, particularly fractures, hemorrhages, and shocks.

h. Use of weapons.—The nomenclature, mechanism, characteristics, and uses of the weapons with which armed; firing of the prescribed marksmanship courses; the use of special weapons, such as clubs, grenades, and riot guns, as may be prescribed.

i. Chemical agents.—The employment of nontoxic chemical agents; the means of gas defense; treatment of gas casualties.

j. Antiaircraft defense.—Individual and collective training in antiaircraft defense, particularly passive defense.

k. Messenger duty.—Receipt and delivery of messages.

l. Map reading and sketching.—Interpretation of any type of map; orientation; use of compass; simple sketching.

■ 21. SPECIAL TRAINING.—Special training for military police is required in a variety of subjects, including—

a. Laws, rules, and regulations.—Familiarity with all laws, rules, and regulations they are required to enforce. A knowledge is necessary of pertinent portions of the Articles of War, Army Regulations, the rules of land warfare, and the contents of this Field Manual.

b. Courts martial.—The court-martial system; the rules of evidence; methods of procuring evidence; conduct as a witness.

c. Criminal investigation.—Modern methods and procedure, including evidence, legal searches and seizures, documents and other identification, and report writing. (Detailed training in this subject is usually confined to specialized individuals or units.)

d. Crowd control and riot duty.—Control of crowds and mobs; suppression of disturbances and riots.

e. Arrests.—Methods of taking individuals and groups into custody and of guarding them.

f. Protection.—Measures of individual protection against all kinds of violence, including disarming and subduing offenders.

g. Traffic control.—See chapter 6.

h. Control of movements of individuals.—See chapter 5.

i. Patrolling.—Foot, mounted in horse cavalry units, and motor.

j. Specialists.—Specialties for individuals as listed in Tables of Organization.

CHAPTER 5

CONTROL OF MOVEMENTS OF INDIVIDUALS

■ 22. GENERAL.—*a.* The enforcement of the regulation of the movement or circulation of individuals, both military and civilian, under specified circumstances, is an important duty of the military police.

b. For vehicular traffic control see chapter 6.

■ 23. PURPOSES OF CONTROL.—*a. Peacetime.*—In time of peace limited control of circulation of individuals may be required on or near military reservations for the following principal purposes:

- (1) Safeguarding property.
- (2) Restricting entry to certain buildings or localities.
- (3) Apprehension of criminals and unauthorized absentees.
- (4) Regulating crowds.

b. Time of war or emergency.—In time of war or emergency circulation of individuals is more closely regulated, particularly in the theater of operations, for the following additional purposes:

- (1) Prevention of sabotage.
- (2) Apprehension of hostile sympathizers and agents.
- (3) Facilitating military operations.
- (4) Aiding in the exercise of martial rule or military government.

■ 24. IDENTIFICATION.—*a.* The system of controlling circulation depends largely on means of identification. These means include uniforms, badges and insignia of office or military rank, identification tags, credentials, permits, passes, and orders. Military police must be thoroughly familiar with the current means of identification, and also with the various practices of deception or of falsification of these means.

b. Provost marshals are frequently required to establish a system of passes or permits for identification purposes. Appropriate agencies of the military police then prepare and issue the means of identification.

■ 25. EXAMINATIONS.—*a.* The examination of means of identification by the military police must be thorough. It should be so conducted that individuals with proper identification are not unduly delayed or inconvenienced.

b. Individuals may be required to report for identification to military police headquarters or to some specified checking point upon arrival in an area. For convenience to travelers, special examining posts are usually established at points through which an appreciable amount of traffic passes, such as rail or motor depots, boat landings, road intersections, or easily identified places at boundaries and on routes of communication.

c. Military police patrols are frequently detailed for the sole purpose of checking identification. All patrols, whether on general or special missions, are always on search for individuals whose custody is desired. Persons suspected of violation of some regulation, order, or law, and strangers in the locality are required to establish their identity.

d. Military police are constantly on the alert to apprehend persons engaged in espionage. They maintain close watch on persons reported to be sympathetic with the enemy cause. Persons found lurking near military works or establishments are promptly examined for identification.

e. A thorough canvass of all persons in a particular area may be conducted by the military police for the purpose of arresting unauthorized absentees or other individuals who may be sought.

■ 26. DETENTION OR ARREST.—*a.* Individuals failing to possess proper identification or adequate evidence of authority to be present in a particular locality are detained or arrested as may be prescribed by the responsible commander. In case of doubt of authenticity or regularity of identifications, the individuals are detained pending investigation.

b. Persons arrested on the grounds of suspicious conduct or espionage are carefully searched at once. If two or more persons are arrested at the same time on suspicion, they are separated immediately and held incommunicado. Counter-espionage is a duty of the intelligence service and prompt report should be made to that service of all such activities.

c. In cases of arrest of civilians by the military police, prompt report is made to the nearest headquarters having jurisdiction over such matters. The report includes the full name, the given address of the arrested person, and the facts pertaining to the arrest.

■ 27. FACILITATING CIRCULATION.—*a.* One of the purposes of detailing military police to duty at peaceable assemblies or at points through which large numbers of individuals pass is to facilitate movement. By distributing informative leaflets or maps, by posting appropriate signs, and by furnishing oral directions and other pertinent information, the military police expedite movement, thereby minimizing congestion and confusion.

b. At railroad and bus stations, airports, and boat landings, military police on duty assist military travelers by furnishing not only information on the hours of arrival and departure of transportation and its location, but also on such matters as the regulations on baggage, the location of the transport officer's office, and available accommodations. When conveyances carrying troops make stops at stations, the military police furnish the commander with information of value to the troops during the stop.

■ 28. UNAUTHORIZED ABSENTEES.—*a.* The apprehension of unauthorized absentees from the military forces is an important duty of the military police. Certainty of apprehension and speed of punishment are deterrents to this serious breach of discipline.

b. Under certain circumstances an unauthorized absentee may be released after apprehension and ordered to return to his organization without police escort. Usually, however, he is placed in arrest and either returned to his organization direct or turned over to the nearest headquarters for return. Whatever disposition is made of him, the provost marshal submits promptly a report to the soldier's commanding officer, setting forth all information pertinent to the offense.

c. Unit commanders facilitate the apprehension of unauthorized absentees by prompt reports to appropriate headquarters, giving the names and descriptions of all men absent without leave over 24 hours and those believed to be in

desertion. These reports are made available to the military police of the command, to military police in localities in which the absentee may be located, and frequently to the local civil police. When an unauthorized absentee is taken into custody or is otherwise accounted for, all concerned are advised immediately.

d. In war, provost marshals of larger units prepare a weekly list of military personnel reported absent without authority. The names and descriptions of alleged deserters are reported promptly to higher headquarters. Weekly lists of absentees and lists of apprehensions prepared by higher headquarters are widely circulated to aid military police engaged in apprehensions.

■ 29. STRAGGLERS.—*a. General.*—(1) A straggler is a soldier who has become separated from his organization without authority. Straggling is most prevalent in the area of combat. Its control is a primary function of the military police of front line divisions.

(2) Prompt return of stragglers to their organizations is required in all cases. This is an important morale factor.

(3) Straggling occurring during marches of regiments and smaller units is usually controlled by unit commanders. In marches of larger units, military police patrols march in rear for purposes of straggler apprehension.

(4) Military police at railroad and bus stations and at boat landings collect military personnel who failed to depart on their transportation, and arrange to have them join their units. Detachments of military police remaining in areas from which troops have left, visit billets, places of amusement, and other points to apprehend personnel without authority to remain.

(5) Military police patrols with straggler control as their primary mission are habitually required in the combat zone. Patrols on traffic control or other missions usually have straggler apprehension as an additional duty if it does not interfere with their primary functions.

b. Stragglers in division areas.—(1) *Installations.*—Straggler control in the combat area is facilitated by the designation, usually in division field orders, of a "straggler line."

This line extends across the division sector or zone of action immediately in rear of the light artillery positions. It follows terrain features, such as roads, railroads, or streams, that can be easily identified and patrolled. "Straggler posts" established by the military police are located on this line with the primary mission of apprehending stragglers. "Straggler collecting points" are designated straggler posts at which stragglers are assembled from other posts for further disposition.

(2) *Straggler posts.*—(a) Straggler posts usually consist of not less than one noncommissioned officer and four privates. These posts are located on lines of drift of personnel from the front, and preferably at points concealed from hostile observation and defiladed from small arms flat-trajectory fire. Advantage is taken of available shelter.

(b) Personnel at straggler posts should be familiar with the locations of straggler posts on the right and left, the nearest straggler collecting point, the nearest prisoner of war collecting point, the nearest medical aid station and collecting station, and the routes to each.

(c) Patrols for apprehending stragglers operate from straggler posts. At each post a local standing patrol apprehends stragglers from the immediate vicinity. A straggler patrol usually consists of from two to four military policemen. Routes of these patrols cover crossroads, road or trail junctions, bridges, defiles, and exits of communication trenches, which are favorable points for interception of stragglers on their way to the rear.

(d) Patrols on straggler duty examine all individuals passing to the rear; they also search all vehicles for hidden stragglers. Packages and bundles carried by all individuals going to the rear are examined; persons carrying unauthorized articles or plunder are arrested pending further investigation. All soldiers absent without proper authority are detained, including those accompanying the wounded to the rear unless members of the Medical Department.

(e) Each straggler post maintains a record of all individuals detained and the disposition made of them.

(3) *Straggler collecting points.*—Straggler collecting points are operated in a manner similar to other straggler posts

except that here arrangements are made to prepare stragglers for reentry into combat by furnishing them weapons, ammunition, food, and drink, if available. If a medical officer is on duty in the vicinity, arrangements are made for a quick physical check-up of those stragglers who appear to require medical attention or who profess to be physically unfit. Stragglers in a desperate state of mind or exhausted, resulting from the conditions of combat, may be provoked to violence unless treated with understanding; it may be necessary to relieve these stragglers of their weapons before turning them over to their organizations.

(4) *Escorts.*—Military police usually furnish the escort to accompany stragglers from collecting points to their organizations. They do not furnish the escort for stragglers from units not actually engaged in combat. Stragglers from units other than those of the division are handled in accordance with administrative instructions from higher authority.

c. Stragglers in rear areas.—In rear of division straggler lines, the drift is toward kitchens. Therefore, kitchens should be regularly checked by straggler patrols. When many stragglers are believed at large in a rear area, a systematic combing of that area may be required; in this work higher authority may direct that the military police be assisted by other troops.

d. Reports.—Each provost marshal of a tactical or territorial command reports daily to his immediate commander the name, organization, circumstances of apprehension, and disposition made of stragglers who were collected by the military police directly under his control during the preceding 24 hours.

■ 30. CIRCULATION OF CIVILIANS.—*a. Civilians with military forces.*—In the theater of operations special privileges for travel are accorded to civilians attached or accredited to the military forces, such as employees, newspaper correspondents, radio news commentators, photographers, and welfare workers. Special provisions are also made for authorized visitors. Distinctive uniforms and brassards are required for persons in most of these categories. All must carry documentary

identifications which are subject to inspection by the military police. (See FM 30-25.)

b. Local inhabitants.—The circulation of civilian population in the combat zone is supervised by the military police. In occupied territory the travel of inhabitants is closely regulated. Documentary means of identification may be required for civilians in all or part of the theater of operations.

c. Mass movements in theater of operations.—(1) Mass movements of civilians, whether compulsory or voluntary, and whether within or from the theater of operations, are made under military police control and regulation. Other troops and civil police may be required to assist.

(2) Evacuation of civilians from dangers of the combat zone usually results in mass movement requiring special measures of control and administration. The refugees may first be directed to assemble in convenient refugee evacuation centers on principal designated routes to the rear. Here they are furnished food, shelter, clothing, medical attention, and transportation, as available. Provost marshals are generally assigned supervisory responsibilities by the theater or other area commander in connection with the operation of these centers. Full cooperation and aid of local civil authorities and welfare agencies are usually demanded by the situation. Local supplies and transportation are used to the fullest extent. From evacuation centers the refugees are moved under military police supervision to evacuation areas, usually in the zone of the interior. (See FM 100-10.)

(3) Control of these movements requires careful planning, thorough organization, and strict enforcement of traffic regulations.

(4) Mass evacuation, particularly during retrograde movements of the military forces, enables enemy agents to pose as refugees. By spreading rumors, misleading information, and false orders, these agents seek to destroy the orderly process of the refugee movement, to cause them to block roads vital to the military operations at hand, and otherwise to confuse, congest; and impede the successful functioning of the armed forces. Provost marshals assign special operatives to ferret out these enemy agents.

d. Cooperation with civil police.—Full cooperation between the military police and the police of the civil government is sought in the control of circulation of civilians and in the apprehension of individuals sought for questioning or for trial. The provost marshal of a command is responsible that every effort be made for the maintenance of satisfactory relations between the military police and the appropriate officials of the civil government.

CHAPTER 6

TRAFFIC CONTROL

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SECTION I

GENERAL

■ 31. NATURE AND PURPOSE.—*a.* Traffic control is the regulation of travel on roads to assure the safety and free movement of traffic. It provides for orderly and efficient road use by the elimination of conflicts or the reduction of interference caused by unavoidable conflicts.

b. While many different factors bear upon the efficiency of motor transport operations, none is more important than traffic control, nor can efficiency be secured without good performance in this field. Accidents and congestion, whatever their direct causes in specific cases, must be regarded as evidence of inadequate traffic control.

c. Military traffic is regulated both by march discipline, which is the responsibility of individual unit and column commanders, and by independent traffic control, in which the military police play an important part. While having the same basic objective, the two forms of control are quite distinct and must be recognized as such. Traffic control supplements discipline, which relates to internal control of march units, by providing for the proper accommodation of the requirements of all traffic on a roadnet, including military convoys, independent military vehicles, and civilian traffic.

d. Control is necessary whenever traffic moves on roads. There is, however, great variation in the degree necessary under various conditions. The control imposed may range from merely specifying general rules of the road which drivers must observe to elaborate regulation of all movements in accordance with fixed routing and time schedule plans.

e. Military traffic control is generally similar to civil traffic control, but differs in certain important respects, due to the

nature of military traffic and its purpose. These differences make control more difficult and require certain modifications of control technique. Distinctive characteristics of military traffic include column movements, schedules, priorities, and march discipline. Most important aggravating factors are enemy interference, blackout operation, changing traffic requirements, and necessary concentrations of large numbers of vehicles in small areas.

f. The most important fact about military traffic, which must always dominate control planning and execution, is that its purpose is furtherance of tactical missions. Traffic efficiency, in the sense of freedom from accidents and congestion, is not an end in itself. That degree and type of efficiency of movement must be sought, through control, which assures fulfillment of the tactical mission of motor transport. Consideration of this often demands that military traffic control practices vary somewhat from those observed in civil practice.

■ 32. IMPORTANCE.—*a.* The relation of motor transport to combat effectiveness emphasizes the importance of good traffic control. Mobility is the basis of all operational success. Unless tactical movements of troops can be executed quickly and supply operations maintained in the necessary manner, the striking power of an army is severely restricted and its security from enemy attack is greatly impaired.

b. Motorization greatly increases the potential mobility of an army, but this alone is not sufficient. Road congestion prevents effective use of motor vehicles. The greater the amount of traffic, the greater the danger of such congestion, and the greater the potential speed of a motorized force, the greater the loss of mobility when traffic flow is blocked. Traffic control operations, upon which prevention of road congestion primarily depends, are therefore critically important to tactical success.

■ 33. BASIC DOCTRINE.—Good traffic control depends upon efficient performance and close coordination of efforts of those agencies charged with aspects of this work. The following is the basic doctrine on traffic control. Elements of

special importance to military police will be subsequently elaborated upon herein.

a. Preparation of traffic plans is the responsibility of the G-4 division of the staff of a division, corps, or army, which coordinates the needs and plans of various staff sections, arms, and services. Road reconnaissance, recommendations to G-4, sign posting, and sometimes aid in execution, are engineer jobs. Execution of the plan—the actual regulation of traffic—is assigned to the military police, under the direction of the provost marshal. Control duties are performed by a special traffic unit within the military police organization.

b. Because traffic control must serve primarily to further tactical requirements in respect to troop movements, supply, and evacuation, it must be closely coordinated with tactical plans. Plans of each unit must also be coordinated with plans of adjacent units and of higher authorities.

c. The basic attributes of a good traffic control plan are simplicity and flexibility. It should not be organized on a more elaborate basis than circumstances require, and should be capable of rapid modification under changing conditions. (See FM 100-10, 5-5, and 25-10.)

■ 34. MILITARY POLICE DUTIES.—*a.* The general responsibility of the military police for plan execution involves many specific functions. The manner in which military traffic police operate and the relative importance of their various responsibilities vary with the conditions under which control is exercised, and the type and degree of control in effect. Thus, in a combat zone their primary duty is to keep traffic moving in accordance with tactical requirements, and ability to act quickly and effectively in emergencies is of prime importance. Along communication lines further to the rear, control will often consist primarily of regulation and enforcement activities in connection with scheduled traffic movements of a more fixed and routine nature. In the zone of the interior, the escorting of columns, to assure their proper progress with the minimum necessary interference with civilian traffic, is the most common military police traffic control duty.

b. Success of a traffic circulation plan rests directly on the quality of its execution, which, in turn, depends on the quality

of the control plan and the work of every man engaged in its execution. It must be remembered that the responsibility of the military police is to provide good traffic operations; this calls for more than routine supervision of the execution of a circulation plan as it automatically develops. Few plans work out as anticipated—effective modification by military police is often necessary. This further emphasizes the importance of their work.

c. (1) Their specific duties include the following:

(a) Regulating flow at points of actual or potential conflict, including such bottlenecks as intersections and one-way defiles.

(b) Enforcing traffic regulations and orders.

(c) Escorting columns.

(d) Patrolling routes.

(e) Furnishing information.

(f) Emergency rerouting of traffic.

(g) Handling traffic accidents.

(h) Clearing traffic jams.

(i) Reporting traffic movements.

(j) Reporting necessary road maintenance.

(k) Recommending traffic control and road improvements.

(2) As a basis for performance of these duties in the proper manner, military police are also charged with the conduct of reconnaissance of traffic control requirements.

d. Successful performance of these duties requires knowledge and skill, alertness and constant attention to duty, and a proper concept of the purpose of the job. Effective traffic regulation is not easy but it can be accomplished if these requirements are met.

SECTION II

ELEMENTS OF CONTROL

■ 35. CAUSES OF TRAFFIC PROBLEMS.—a. To understand control requirements, traffic personnel must understand why traffic often operates inefficiently—why accidents and congestion occur. Traffic troubles are due to the constant presence or threat of conflicts. These are of four types:

(1) Between vehicles on intersecting courses.

(2) Between vehicles meeting head-on.

(3) Between vehicles moving along a road and other vehicles, persons, or objects at the edge of or immediately adjacent to the road.

(4) Between vehicles proceeding at different speeds in the same direction.

b. These conflicts, producing either collisions or congestion, are due to many causative factors including deficiencies of roads, vehicles, and drivers. The first and last mentioned are most important. Most roads present numerous opportunities for conflict. Through ignorance, lack of skill, physical incapacity, carelessness, or recklessness, drivers aggravate the potential hazards and bottlenecks of roads.

c. It is important to recognize that traffic inefficiency is caused by these conflicts and that by eliminating them traffic can be moved with greater safety and less delay. Traffic inefficiency need not be tolerated as inevitable.

d. However, it is equally important to recognize that both the causes and the corrective measures are numerous. The traffic problem cannot be blamed on one or a few faults, nor can one or a few types of control measures solve it. Effective control is secured only by a comprehensive program which gives appropriate attention to each phase of the problem in accordance with its nature and importance.

■ 36. TREATMENT OF TRAFFIC PROBLEMS.—*a. General.*—(1) There are two general approaches to the elimination of traffic troubles: first, provide better traffic facilities and, second, provide better use of present facilities. The first is obviously more desirable but is not always immediately possible of accomplishment. In practice, both methods must be employed insofar as possible. Redesigning and new construction work must be done to eliminate or minimize certain conflict points. Traffic flow routing and regulation and enforcement of traffic rules and orders must be provided to compensate for other sources of conflict.

(2) All conflict elimination is done in terms of "time" and "space" separation of traffic. Examples of time separation are the regulation of traffic flow through an intersection, and scheduling of column movements along a route. Examples of space separation are underpasses and one-way routes.

(3) There is naturally considerable variation in the methods used to meet various traffic control problems. As a gen-

eral rule the method which does the job most easily and with minimum restriction of traffic is always best. What is done in a given situation depends on requirements and possibilities. In the application of general methods of control to military needs, two basic control systems and three basic control techniques are employed which affect and determine the nature of the traffic work of military police.

b. Control systems.—(1) The two systems are—

(a) *Organizational.*—Traffic control organized for a particular column to assure priority of movement over, or proper integration with, other traffic encountered along on its route.

(b) *Area.*—Traffic control organized to handle all traffic moving over a certain road net in accordance with regulations and orders in effect thereon.

(2) Organizational control is used chiefly in movements of individual units when conflict with civilian or less important military traffic is the main problem and existing control along the route is inadequate for proper accommodation of the movement. Area control is used chiefly when large-scale traffic operations are being conducted, and when a single, unified control over all traffic on a road net is necessary. When several units have conflicting requirements, area control is obviously necessary.

(3) Under organizational control, traffic personnel are assigned to escort a column; they regulate traffic only along the route traveled by the column and only insofar as necessary to assure its free movement, with a minimum of necessary interruption of other traffic. Under area control, traffic personnel are assigned to point duty and patrols to regulate all traffic moving within or through that area in accordance with the circulation plan in effect. Escorted columns moving through an area thus controlled are subject to traffic orders in effect therein and to the directions of traffic control personnel enforcing them.

c. Control techniques.—The three control techniques are—

Intersection regulation (also regulation of other bottlenecks).

Escort.

Patrols.

A combination of intersection regulation and patrols is normally required in area control; escort is most often used in

organizational control. However, an escorted column will often move through a controlled area. Also, patrol and escort personnel often do intersection duty, and many other traffic duties are performed by personnel whose basic assignment may relate to any one of the three. All elements of control are thus interwoven. Each technique must be used to best advantage, and all must be coordinated into a good control plan.

d. Military considerations.—As previously indicated, military traffic control involves the application of general methods, many common to civil practice, with certain modifications dictated by character and purposes of military traffic. Priorities, schedules, and march methods influence intersection traffic flow regulation. Tactical requirements affect speed of movement and traffic density. These and other influences are of such importance that military police must be generally familiar with them and specifically acquainted with their effect in given situations, as indicated by traffic orders.

SECTION III

CONTROL PLANNING

■ 37. GENERAL.—*a.* The plan of traffic control is based upon an approved plan of traffic circulation. The latter is normally shown by means of a circulation map (fig. 1). A plan of traffic control is just as important as is a plan of traffic circulation. Military police personnel for traffic control are effective only if properly employed. Improperly placed, improperly functioning, or uncoordinated, they are of little or no value. No matter how well each individual might do his assigned job, control would be likely to break down. To insure proper operation it is necessary to have reconnaissance of control needs so that a real control plan, adapted to the circulation plan and providing for all contingencies which may reasonably be anticipated, may be developed.

b. Similarly, control operations must be continuously adapted to tactical requirements. This demands close liaison between the military traffic police commander and the staff, so that all information essential to both initial control planning and subsequent plan modification may be secured as promptly as possible.

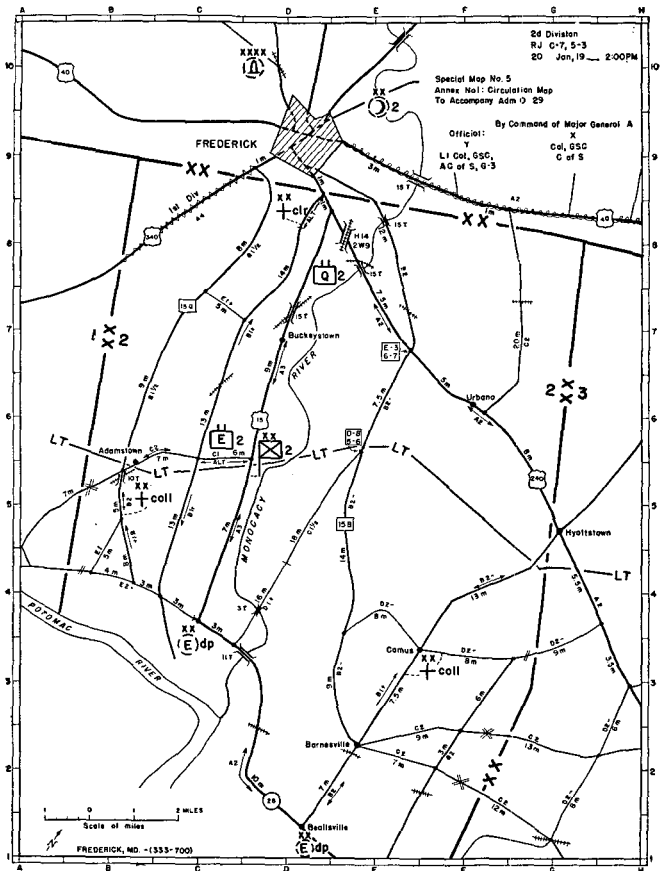


FIGURE 1.—Traffic circulation map.

NOTES (fig. 1).—Symbols listed below may be used to present traffic information in convenient and concise form on traffic maps. Other map symbols are covered in FM 21-30. Road information shown on a traffic map applies throughout the length of road between points shown by heavy dots or cross bars.

1. *Road types.*

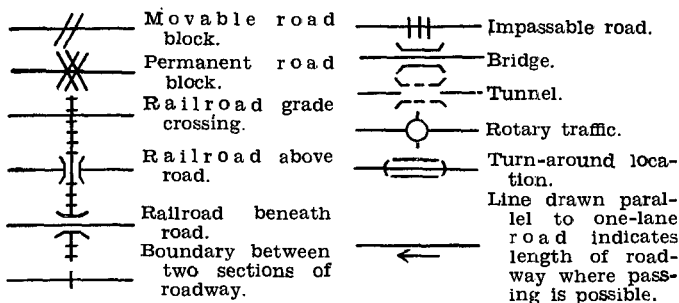
Physical characteristics	Types of surface		
	All weather		Earth
	Concrete, macadam, or other stabilized material	Gravel, crushed rock, or other unconsolidated material. Dusty when dry	Dusty when dry. Muddy when wet
Good road (gentle grades, gradual curves, smooth surface, good foundation).	A	C	E
Poor road (steep grades, sharp curves, rough surface, or poor foundation).	B	D	F (Probably impassable in wet weather.)

2. *Traffic lanes.*

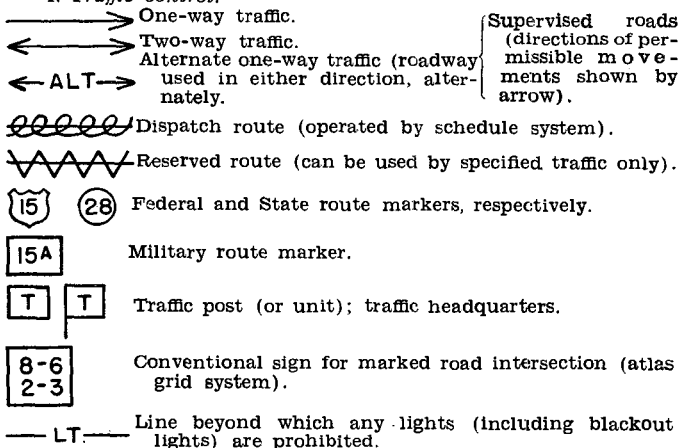
- 1, 2, 3, etc. Placed after road type symbol to indicate roadways suitable for continuous traffic in one, two, three, etc., lanes, respectively.
- 1+ One-lane roadway having occasional passing locations, and suitable for very light two-way traffic.
- 1½ One-lane roadway having frequent passing locations, and suitable for light two-way traffic.
- 2- Two-lane roadway having occasional one-lane defiles, and suitable for moderate two-way traffic.

3. *Road information.*

- H Followed by numeral indicates clearance height in feet between surface of roadway and overhead obstruction.
- W Followed by numeral indicates clearance width in feet provided at most critical location. Symbol is preceded by numeral to indicate more than one such lane (e. g., 2 W 9 indicates two separate lanes, each of which provides a clearance width of 9 feet).
- T Preceded by numeral indicates tonnage limitation.
- M Preceded by numeral indicates distance in miles.
- m Preceded by numeral indicates average time-distance in minutes during daylight for road conditions as shown.



4. Traffic control.



c. Under some circumstances time will not be available, due to rapidly changing tactical situations, for thorough reconnaissance and planning. Under such conditions, best possible control must be initiated as quickly as possible, followed by subsequent more careful evaluation of actual control requirements and consequent modification of control operations. When this is done, the most comprehensive coverage of the roadnet possible should be instituted at the outset to help assure adequate control pending a more selective

plan based on further information. Although this procedure will often have to be followed, military police commanders should be thoroughly familiar with and prepared to initiate reconnaissance and planning procedures to be followed under more favorable conditions so that full advantage may be taken of all opportunities for their application.

■ 38. RECONNAISSANCE.—Reconnaissance consists of collection of all data necessary to proper planning. Many pertinent facts will often be readily known or apparent or will be contained in orders regarding traffic movement. Actual field reconnaissance is also necessary in most cases to check validity of reported facts and to secure some data not otherwise available.

a. Engineer liaison.—Whenever possible, military police traffic reconnaissance should be conducted jointly with engineer reconnaissance. This will help to establish, initially, close coordination of military police and engineer activities affecting traffic movement, and will facilitate proper determination of control requirements. While the primary purpose of military police reconnaissance will be the procurement of information necessary to formulation of a control plan, an important corollary job is that of making constructive suggestions to engineers in regard to the plan of circulation and control, placement of traffic control devices, and road construction. The viewpoint and thoughts of military traffic police will be helpful in development of a sound plan, and will often help to minimize needs for regulation and, in other ways, simplify control work.

b. Essential data.—(1) From the standpoint of traffic control requirements, military police reconnaissance should seek to determine—

- (a) Locations where control personnel will be required.
- (b) When and for what periods they must be assigned.
- (c) Control techniques to be employed.
- (d) Proper organization of control areas and location of control points.
- (e) Equipment requirements.

(2) All decisions cannot be made prior to development of the circulation plan and issuance of traffic orders, but much

of the work can be done concurrently, and familiarity with the roadnet will facilitate various phases of control planning.

(3) Special attention should be given to estimation of emergency conditions most likely to develop and to measures which may be taken to prevent traffic difficulties under such conditions. By locating likely bottleneck points in advance, control measures may often be taken which will prevent development of critical congestion. Familiarity with the roadnet will facilitate advance planning of suitable alternative routings in emergencies.

c. Civil authorities.—Whenever feasible, reconnaissance work should include contacting the appropriate civil traffic authorities in the area. They can often provide helpful suggestions and valuable information, otherwise difficult or impossible to secure, which will be of great assistance in planning control measures. Moreover, establishment of liaison with them as early as possible will facilitate subsequent coordination of civil and military traffic regulation activities. This applies only when operating in friendly territory. In the zone of the interior, liaison between civil and military authorities is facilitated by the existence in each State of Highway Traffic Advisory Committees, and special procedure and forms for the conduct of traffic control reconnaissance with the cooperation of the police and engineering representatives on such committees. This plan is set forth in Training Circular No. 11, War Department, 1941, and the amendment thereto (TC 36, W. D., 1941).

d. Personnel and equipment.—(1) Reconnaissance parties will vary in size, depending on such factors as the scope of the job and time available. The conduct of extensive field reconnaissance in strange territory may require a detail of several men, whereas one man may perform the job in a simpler situation. A qualified officer should be responsible for reconnaissance and should be in charge of details for this purpose.

(2) Equipment required will also vary with circumstances. Suitable transportation is necessary for field reconnaissance; in forward areas armored vehicles should be provided or the detail should accompany security detachments. Radio com-

munication with unit headquarters is desirable, both for reconnaissance parties to relay information to headquarters when speed is essential, and also for headquarters to advise reconnaissance parties of additional data desired or new developments which will affect the scope or nature of their work. Best available maps of the area should be provided. Recent aerial photographs are desirable if maps are unavailable or out of date.

(3) Other desirable equipment includes compasses, sketching and note-taking materials, and flashlights (when use is permitted). Cameras may be useful in some cases for recording essential data. When joint reconnaissance is conducted by military police and engineers, these and possibly other desirable items of equipment may be pooled for joint use.

e. Preparations.—(1) Upon issuance of a directive calling for traffic control reconnaissance, the provost marshal, usually through a designated military traffic police officer, should immediately make preparations for its conduct. The following data should be ascertained as a basis for planning the reconnaissance:

(a) Time available.

(b) Tactical situation and requirements directly affecting traffic control. This is of great importance and should be thoroughly investigated both as an aid to field reconnaissance parties and to officers charged with subsequent control planning.

(c) Pertinent information bearing on traffic control planning which is readily available, and its source.

(d) Personnel and equipment requirements for field reconnaissance.

(e) Possibility of conducting reconnaissance jointly with engineers.

(2) Because very limited time will often be available for advance reconnaissance, procedures of planning and conducting should be as simple and rapid as possible. When initiation of traffic control work must be undertaken without benefit of advance reconnaissance, efforts should be made to conduct the equivalent of a reconnaissance during actual control operations so that deficiencies in control may be cor-

rected and a well-planned control system instituted as soon as possible. Traffic patrols are especially useful for this purpose, particularly if in radio contact with traffic control headquarters. As indicated elsewhere herein, an important function of such patrols is the making of observations and relaying of information, which constitute the equivalent of a continuing reconnaissance. No matter how thorough the original reconnaissance, this will be extremely helpful in keeping the plan consistent with current conditions in a frequently changing situation.

f. Information furnished.—(1) All possible information should be given to reconnaissance officers to guide them in procuring data necessary to formulation of the control plan. The more they know in advance about tactical requirements to be served by traffic and the character of anticipated traffic, the more intelligently they can do their jobs.

(2) The most thorough possible familiarity with pertinent elements of the tactical situation and plans is especially important as an aid in developing sound traffic plans. It is reemphasized that the prime objective of traffic control is to further the tactical mission; tactical soundness must characterize traffic control plans and techniques. Particularly important is that knowledge essential to successful adaptation of traffic control to changing conditions. The more that is known about the nature of the action planned, the relative strength and disposition of forces on both sides, and the elements of the operations which are of most critical importance to general success, the better can traffic control needs be anticipated.

■ 39. NATURE OF PLAN.—The plan of traffic control by military police will, as indicated, involve many elements varying from broad ones, such as establishment of control areas, to detailed ones, such as manner of regulating traffic at a particular intersection. All must be well integrated into one smoothly functioning plan if traffic movement is to be properly expedited by the regulatory and directional activities of military police. A weakness in any element may cause a general breakdown.

a. Coordination.—It is also important to recognize the need for coordination of control plans of different units and areas. Without such, traffic chaos may develop no matter how good the individual plans of each unit may be. Responsibility for providing necessary coordination rests with higher authority, for example, with corps when plans of two or more divisions are concerned. Such coordination should eliminate duplication of effort and conflicting control operations, and should provide necessary intensity and flexibility of control by supplementing the control personnel of lower units with personnel from the coordinating authority.

b. Essential character.—(1) The plan must be regulated by proper consideration of nature and extent of military traffic anticipated; character of the roadnet; civilian traffic in the area; and flexibility required to meet changing conditions. Consideration of all of these factors will suggest how the plan of control should be developed. It is particularly imperative that the control plan be flexible, since control needs will change with the almost inevitable changes in traffic conditions and requirements.

(2) The job of the military police must not be thought of as simply providing the traffic control necessary to execution of a predetermined traffic plan. Rather, the military police must be competent to provide for maximum efficiency of traffic flow over a given roadnet on which the situation is frequently changing.

c. Degree of control.—(1) Broadly, the first consideration in the development of a plan is the degree of control desired. This should always be the minimum necessary, both to conserve personnel and to avoid the interference with movement which overregulation often constitutes. It is, however, better to overestimate than to underestimate control requirements, provided that this is done in terms of being prepared to extend control, rather than by exercising an undue amount of control initially. The provision of motorized traffic patrols helps greatly to assure ability to increase the degree of control if and when necessary.

(2) Obviously, the proper degree of control will vary with circumstances, being influenced by such factors as the nature of traffic orders, volume of traffic, and type of roadnet. Spe-

cial attention should be given to the possible need for greater control of night movements, due to poor visibility. Generally, control, in the sense of actual regulation of traffic movement, should be no greater than required to prevent undue hazard and congestion at conflict points. It may be impossible to determine initially the degree of control necessary, but the best possible estimate should be made, with subsequent necessary adjustments based upon observation of traffic conditions.

■ 40. ASSIGNMENTS.—The most important specific element of the control plan is the making of assignments and determining of control techniques. Decisions in this regard will depend on the character of the traffic movements to be accommodated and the conditions under which traffic will operate. Requirements will vary from simply providing escort for a column to the establishment of a broad system of area control involving point control, escorts, and patrols. When an area control system is in effect, careful planning is essential to assure proper assignments, adequate supervision, and close coordination, so that all personnel may function as an effective team in providing smooth traffic flow. This is also especially important when personnel of different units operate in the same area, as when corps military police supplement those of a division. It will often be desirable to establish subareas of control to provide for close, decentralized supervision by officers or noncommissioned officers. Such subareas may be segments of routes, or areas embracing parts of various routes forming the roadnet under control. Following designation of such subareas and the assignment of personnel to them, specific traffic control assignments must be made. The following points should be borne in mind with respect to each type of assignment:

a. Intersection duty.—(1) Personnel should be assigned to intersection duty at those points where continuous or frequent regulation of traffic flow is necessitated by the volume of conflicting traffic streams, where traffic orders restricting movements must be enforced, or where there is strong possibility of critical conditions developing even though constant flow regulation initially may appear unnecessary. Unnecessary assignments and overregulation of traffic should be

avoided by restricting assignments to locations where a real need is evident and by clear instructions as to the proper degree of regulation to be applied. As a general rule, and considering no requirements other than that of regulating alternate movement of conflicting streams, constant flow regulation is not warranted for a rate of flow through an intersection of less than 1,000 vehicles an hour, with not less than 20 percent of the total comprising a traffic stream or streams conflicting with heavier streams. With a lesser total volume or less serious conflict, traffic is usually able to filter through the intersection successfully, or satisfactory regulation is secured by "stop" signs regulating lighter streams. At night, however, or at other times when visibility is poor, lesser volumes may warrant continuing regulation. Sometimes the need for regulation will exist only for brief occasional periods. If possible, these should be determined in advance so that personnel may be assigned accordingly. Such needs can often be met by directing patrol units to such locations at critical times. In other cases it may be necessary to station a man continuously at an intersection with instructions to regulate flow only when necessary.

(2) The number of men at an intersection will vary with control demands. In many situations, one man is sufficient to regulate traffic at any given time. Two or more may be needed at a complex or large intersection, or where turning movements predominate. One man may be sufficient during daylight, whereas two or three may be needed at night because of poor visibility. An officer or noncommissioned officer is sometimes desirable, in addition, to supervise control at critical points. Aside from traffic regulation requirements, it will usually be advisable in forward areas to station two men together at critical points, in the interests of greater security. Continuity of control is thus more likely to be obtained and better protection from enemy interference with traffic regulation is afforded.

(3) Every effort should be made to restrict the number of consecutive hours of intersection duty to avoid overtiring personnel or exposing them unduly to extreme weather conditions. Where constant regulation is necessary, a system of relief must be provided either by a special group or by patrol

personnel, or by having men alternate on the most tiring assignments when two or more are detailed to an intersection. Men assigned to intersections not demanding constant flow regulation should be instructed to conserve their energy by avoiding overregulation. Under such conditions, if necessary, the total time on duty may be more safely extended than when constant regulation is required.

(4) Preferably, men should have 16 hours off duty, three 8-hour shifts being operated where 24-hour regulation is continuously necessary. If this is not possible, every effort should be made to provide enough time between hours of duty for sufficient rest. Men may, under such conditions, work in two alternating shifts of 8 to 12 hours, the length being determined primarily by the arduousness of the work. When personnel requirements fluctuate at different periods of the day, maximum efficiency should be sought by employing shifts of unbalanced strength, or by overlapping two or three basic shifts with an additional one covering the peak period. Shifts should be rotated periodically so that all men work the various hours of duty.

b. One-way defiles.—(1) Assignment of control personnel to one-way defiles is obviously essential to proper traffic movement through such stretches of road. A minimum of two men—one at each end—is required; sometimes additional personnel will be required. For example, it may be desirable to establish a patrol within the defile, to provide escorts through it, or to station men at critical points within it. Such additional personnel are most commonly needed in defiles of considerable length. Also, in such cases, it may be desirable to break up the defile into a series of two or more shorter defiles, with suitable turnouts provided, to increase flow capacity of the whole stretch. This would require more personnel.

(2) The same general considerations as to relief apply here as cited above with regard to intersection duty. Substantial economy of personnel at defiles will often be possible if adequate communication facilities are available to coordinate the work of personnel at the two ends. Two-way radio, field telephone, visual signals, or messengers (as a last alternative)

may be used, depending upon availability and the nature of the situation.

c. Patrols.—(1) Motorized traffic patrols are of special value and should be employed insofar as possible in traffic control. Two-man patrols are desirable so that they may be most useful as a reserve force and so that the maximum number of observations may be made. Patrols should be established along all important routes in such manner as to connect key control points, give close supervision to traffic between such points, and provide frequent checking of critical points on the roadnet where road or traffic blocks are most likely to develop.

(2) Patrols may operate along specified sections of roads or may be assigned to areas, covering all parts of the roadnet therein. Intensity of patrol coverage should always be the maximum possible, subject to demands for other types of traffic assignments. By selective assignments, adequate intensity of coverage in most critical areas can often be secured, lesser attention being given to less critical areas. The same is true with respect to most critical times.

(3) Patrols may be mounted in small, highly maneuverable trucks or on motorcycles. Light trucks are preferable in most cases due to their ability to carry more personnel and equipment and to operate successfully on inferior roadnets or across country. In some cases, as on heavily traveled good roads, motorcycles may be preferable, due to their maneuverability in traffic.

d. Escorts.—Traffic escorts are employed when it is desired to secure priority for a certain column over other traffic. Escorts may be employed where area control is also in effect, but most often are used under other circumstances, where possible conflict is anticipated with civilian or relatively unimportant military traffic. Personnel required for escort duty will vary from a few, with individual transportation, to precede and follow a column, to a larger number, furnished with individual transportation or carried in a few large vehicles, who are assigned to regulate traffic at successive intersections passed by the column. The number required will depend on

the frequency and severity of conflicts with other traffic and the length and speed of the column.

■ 41. **COMMUNICATION.**—*a.* Nothing is more important to successful traffic control than good communication facilities, since personnel are widely distributed and yet must function as a coordinated unit, and since a constant flow of information and orders is necessary to keep control activities constantly adjusted to changing control needs. Communication must be available between central control headquarters of an area and all key control points, and between headquarters and traffic patrols and aerial traffic observers.

b. This contact should be provided by two-way radio, if possible, to permit flow of information and instructions both to and from the field, and to provide positive knowledge of whether messages are received. To supplement radio facilities, which may be inoperative because of adverse weather, lack of equipment, or imposition of radio silence, other normal communication means should also be available, including telephones, visual signals, and messengers. Patrols are useful for messenger duty between control points in the absence of other messenger facilities. The communication facilities should be an organic part of the traffic control unit; assigned for its exclusive use.

■ 42. **EQUIPMENT.**—Traffic control equipment necessary to successful performance of necessary duties includes the following:

a. Traffic control devices.—Certain types of traffic control equipment, including traffic signs and signals, will be provided by the unit engineers. Military police should have some of each type of traffic signs for necessary replacements when engineers are not available to handle this job. They should also be provided with cardboard sign blanks and heavy black marking crayon so that temporary signs may be lettered and erected in emergencies when regular signs are not available. Each traffic man should have a traffic whistle and a flashlight with an illuminated tubular extension for manual regulation of traffic at night. Both red and white flags and lanterns should be available for flagging railroad trains in emergency or when otherwise authorized. Special portable voice-radio

transmitters designed both for conventional transmission and for an automatically repeating message to motor vehicles within a restricted range, such as the Halstead device, may also be provided. These should be located at critical road junctions and also carried in some patrol vehicles for emergency use. Flares should be provided all men for emergency use. The most suitable type consists of a dry cell battery-operated red light, with a hood provided for blackout use.

b. *Vehicles*.—Motor vehicle equipment will include motorcycles, small highly maneuverable trucks, command cars, and large personnel and equipment carriers. All motor vehicles should be radio-equipped. They should have sirens and special red lights mounted on the front for use in securing right-of-way in emergencies. However, no siren or other audible signal designated for special warning purposes, such as air raids, will be used in time of war, unless authorized for such warning purposes. In some cases it may be desirable to provide bicycles for certain types of patrol work. All vehicles should be clearly indicated as military police vehicles by a standard type of sign on front and rear, lettered in luminous paint for identification during blackout operations.

c. *Aircraft*.—Special small, low-speed observation airplanes may be made available for aerial traffic observation and control. These should have equipment for two-way radio contact with ground stations. They should also be equipped with public address equipment capable of transmitting messages clearly audible to ground personnel from altitudes up to about 1,000 feet.

d. *Uniform designations*.—Military police on traffic duty should wear the standard type of "MP" brassard. They should wear white gloves at night. Radio-active clip buttons should be provided, two such buttons to be securely and conspicuously attached to the front and rear of the belt under blackout conditions.

e. *Miscellaneous*.—Each man should also have the following equipment: wrist watch with luminous dial, compass with luminous dial, notebook, pencil, report forms for accidents and violations, road map of the area with important installations indicated, copies of traffic orders with which

he must be familiar to execute his duties properly, and specific instructions for the performance of the duties of his particular current assignment.

■ 43. SUPERVISION.—Successful execution of traffic control plans is dependent upon proper supervision. Efforts of all personnel must be kept coordinated and maintained at a high quality level.

a. Objectives.—(1) Specifically, the objectives of supervision are to insure that—

(a) All personnel understand their duties.

(b) All assignments are carried out.

(c) Techniques of execution are of proper type and quality.

(d) Emergency situations are promptly and effectively dealt with.

(e) Any necessary changes and improvements in procedure are made.

(f) Proper coordination exists with other closely related units.

(2) A corollary but important function of supervision is to note any conditions or practices which are not directly related to traffic control but which adversely affect its performance and traffic efficiency in general. All such should be reported through channels to the appropriate commanders. Examples are poor march discipline within columns, inefficient use of motor transport, and poor vehicle maintenance.

b. Instructions.—(1) One of the first and most important steps in supervision is the issuance of all necessary instructions to all traffic control personnel. It must not be assumed that men will understand their duties without careful instructions, or that they can function properly without such an understanding. Failure to provide a man with necessary information results in his being of little more, and sometimes even less, value than a traffic sign or signal. Conversely, proper instructions will increase his interest and conscientiousness, encourage better quality of performance, make him more useful as an aid to traffic, and increase his ability to use sound judgment in difficult situations. The importance of this is further emphasized by the degree to which these

men must function as independent units, not under constant direct supervision.

(2) Specifically, instructions should cover the following: the general situation and the relation of their job to it; essential features of the traffic plan; their specific duties and the reasons for their performance. It is especially desirable that reasons for instructions be given whenever possible.

(3) Necessary instructions and information may be conveyed by verbal or written orders and by issuance of copies of traffic orders, circulation maps, and special regulations. When time is not available for issuance of detailed instructions in advance, efforts should be made to have them circulated as rapidly as possible. Traffic patrol units may be used for their distribution to men stationed at fixed points on the roadnet.

(4) In the interests of speed, instructions should be kept as simple as is consistent with the requirements of the situation. Each man should receive detailed directions regarding his specific duties, but no more general data than are necessary for proper performance of such duties. Elaborate written orders should be avoided in urgent situations when the consequent delay might offset any potential advantages of such. All possible instructions should be given verbally, using radio or telephone communication as fully as possible.

c. Direct supervision.—All possible direct supervision during control operations should be provided by assigning officers and noncommissioned officers to patrol the roadnet and by stationing them at critical points designated as "Traffic Control Posts." They should closely observe the performance of control personnel, noting and correcting any weaknesses in either the control system or specific control technique. They should also take charge in critical situations, as when the work of several men requires coordinated direction in clearing a traffic jam.

d. Aerial observation.—Aerial traffic observation, when feasible, affords a good means of more general supervision and facilitates coordination of control and development of emergency plan modification measures. Observation airplanes should carry traffic control officers assigned to cover specified areas. They should maintain radio contact with

ground stations, both at traffic control headquarters and in mobile units on the roadnet, advising of needs for special control measures, suggesting possible alternative routings in emergencies, and in general, advising on the apparent status of traffic conditions.

e. Situation information.—Traffic control headquarters of an area should also seek to facilitate good supervision and direction of control activities by keeping in close touch with traffic conditions on the roadnet. On the basis of reports from officers in observation aircraft, and ground personnel, a current picture of traffic should be maintained. When feasible, this may be effectively done by maintaining maps showing the circulation plan, current status of traffic flow, any existing road blocks, and distribution of control personnel. This is not, however, always possible nor worth while, especially in division areas under rapidly changing conditions.

f. Liaison.—Good supervision also requires maintenance of close liaison with the unit engineer and with G-3 and G-4 of the staff, who, respectively, plan troop and supply movements. Liaison with the engineer is essential to assure that traffic control and road maintenance work are properly coordinated, since both have such great effect upon traffic efficiency and upon one another. Staff liaison is also essential so that tactical plan changes may be quickly learned and control activities modified accordingly, and so that the effect on traffic of contemplated new or changed troop and supply movements may be indicated to the staff. Within the military police supervision also involves close coordination among division, corps, and army units in large-scale operations. This is just as important as previously mentioned coordination during initial control planning stages.

g. Enemy interference.—Every precaution must be taken in wartime against enemy interference with traffic control operations. This may be attempted by several means, including dissemination of false orders, posting men disguised as traffic control personnel, removing road signs or replacing them with misleading ones, or capturing or killing traffic control personnel. All personnel must be alert for such action. It must, however, be combated chiefly through su-

pervisory measures. The closer the general supervision of control operations, the less opportunity there will be for such action to be successfully taken. The following specific measures may prevent such interference in large measure:

(1) Require the authentication of all orders, instructions, and information circulated within the traffic control organization by use of a code word.

(2) Require personnel equipped with telephone or radio communication to report at regular, fixed intervals, and investigate promptly any failures to report.

(3) Make frequent checks to determine that other personnel are at their assigned posts and functioning properly.

(4) Provide patrol units and key control points with weapons necessary for effective defense against enemy raiding parties.

(5) Instruct personnel, especially patrols, to investigate and report any suspicious circumstances.

(6) Develop the greatest possible uniformity in the execution of control techniques, so that any suspicious variation in method may be more readily apparent.

■ 44. CIVILIAN CONTROL.—It must be remembered that successful military traffic control depends in many cases on effective regulation of civilian as well as military traffic. Because of the extent to which civilian traffic differs from military traffic in character, purpose, and degree of discipline, and because of the varying means of coordinating it with military traffic under varying conditions, it merits special consideration.

a. Planning.—Depending on the character of the roadnet and the respective urgency of both military and civilian traffic operations, control plans may vary from seeking minimum disruption of normal civilian traffic to the barring of all such traffic from the roads. The first procedure is normally followed in the case of routine motor marches in the zone of the interior, especially in peacetime. The other extreme would find application in the case of emergency troop or supply movements in a combat zone when normal civilian traffic or unwarranted refugee movements might threaten disastrous road congestion. The commander controlling the area will normally prescribe the policy to be followed in this

regard. The military traffic police, however, have important responsibilities in the actual control of civilian traffic, and may sometimes have to institute emergency civilian traffic control plans to prevent disruption of urgent military traffic.

b. Cooperation with civil authorities.—(1) As previously indicated, cooperation of civil traffic control authorities should be enlisted in drafting control plans. The military police should acquaint themselves with the normal characteristics of civilian traffic in the area, traffic regulations with which civilians are accustomed, and any special emergency traffic control plans which local civil authorities may have prepared for execution in time of need. Possibilities of augmenting military with civilian traffic control personnel should also be determined. All such information should be considered in preparing the control plan, and personnel should receive specific instructions as to the handling of civilian traffic.

(2) It will often be desirable to have civil and military traffic policemen work together to facilitate coordination and help assure proper handling of all situations. For example, a patrol unit including both a military and civil policeman simplifies the enforcement of regulations, since each man can handle the type of cases normally coming under his jurisdiction. Establishment of civil and military police headquarters in close proximity to one another also facilitates coordinated control and should be done when such coordination is of special importance. Except when in hostile territory, it will often be possible and desirable to leave normal civil traffic control in towns and cities to local civil authorities, with general supervision, insofar as military requirements demand, by the military traffic police.

c. Civilian instructions.—(1) Procurement of civilian traffic cooperation will be facilitated by using all available publicity channels to inform civilians of special traffic regulations, to request them to keep off certain routes or out of certain areas, or to warn them of special traffic hazards. Best channels for such public education are newspaper articles, radio announcements, road signs, notices distributed through gasoline stations, hotels, and motor clubs, and placards conspicuously posted in public places. Civil authorities often can be of great assistance in carrying out this type of program. Such

publicity should, whenever possible, be fairly continuing and should be issued well in advance of the time when special instructions become applicable. Stress should be laid on the importance of compliance in the interests of avoiding both interference with military operations and hazard and inconvenience to civilians. When requesting civilians to avoid routes or areas, care must be taken not to encourage large numbers of people to concentrate at such locations; this may result from a type of appeal which serves only to arouse public curiosity and a desire to witness the military operation in progress.

(2) Insofar as possible, civilian traffic barred from certain routes should be afforded and notified of the best possible alternative routes. Unless this is done, undesirable resentment of traffic control operations may result, thus decreasing willing cooperation. Also, such action will help guard against interference by permitting and encouraging civilians to plan their routes in advance and by avoiding having lost drivers circulating over the roadnet unnecessarily. Such alternatives should be publicized in advance, when possible, and also conveyed directly to drivers by traffic control personnel on the road when necessary.

d. Refugee movements.—(1) The most critical problem of civilian traffic control arises in connection with refugee movements. Avoidance of difficulty is best accomplished by prohibition of such movements when unwarranted, or by transportation and traffic control planning which eliminates conflict with military traffic. When refugee movements are to be prohibited or handled in a specified manner, military police, with the aid of civilian authorities, should make every effort to prohibit unauthorized use of roads by use of publicity and by such enforcement measures as the establishment of road blockades at key points. This is not, however, always possible; military police must carefully estimate the possibilities of interference and make control plans accordingly.

(2) Because of the undisciplined and often panicky nature of refugee traffic and the mixture of pedestrians, animals, and all types of vehicles which comprise it, extraordinary control measures are often required. Bottleneck points must be located as accurately as possible, and adequate personnel—

usually more than normal traffic would require—must be assigned to such points. Mobile public address equipment, both on the ground and in airplanes, should be provided for issuance of information and directions. Bulldozers should be available to clear routes for important military traffic, if necessary.

(3) Traffic control personnel must be impressed with the need for firmness in handling refugee traffic lest it get out of control; at the same time, they must, by their demeanor, seek to avoid antagonizing civilians and seek to minimize fear and panic. To this end, they should treat all persons equally, give directions in a positive, assured manner, give no evidence of uncertainty, excitement, or confusion themselves, avoid unnecessary harshness in handling people, and in other ways seek to convey three important points:

(a) Orders must be obeyed.

(b) Obedience to orders offers best assurance of safety.

(c) There is no occasion for panic.

(4) Because refugee movements may constitute as much a problem of crowd control as one of traffic control, traffic personnel must be augmented by other military police troops to help maintain order. Insofar as possible, regular traffic personnel should be employed on those phases of the job which relate most directly to traffic control as such.

SECTION IV

TRAFFIC REGULATION TECHNIQUE

■ 45. GENERAL.—*a.* The technique of military traffic personnel in the regulation and supervision of traffic has an important bearing on efficiency of traffic movement and the success of control measures. Two factors are involved in this: the character of regulatory measures, and the methods by which directions to traffic are indicated and enforced. The soundness of the measures of control applied depends upon the degree to which general principles of flow regulation, with such modification as military considerations require, are properly observed. The quality of directions given to drivers depends upon how uniform, clearly visible, and readily under-

standable a system of signals is used. Weakness in either respect will seriously affect traffic control.

b. The military personnel assigned to regulate traffic must always remember that the primary job is to help traffic move—to reduce unnecessary and undesirable interruptions of its steady flow. Regulation of movement is not an end in itself, but rather a means of helping traffic to move as freely and safely as possible; it is justified only insofar as it serves this purpose.

c. The military policeman must also remember that in regulating military traffic he must be guided not only by general methods of flow regulation but also by military considerations and special features of military traffic control doctrine and technique. His job thus differs somewhat from that of the civil traffic policeman. He must regulate traffic according to general principles of traffic control, except as they may be modified by military requirements. The most commonly encountered governing influences of this type are scheduled traffic, traffic priorities, and column organization and march methods. See FM 25-10 for a full discussion of these and their relation to traffic control.

d. As previously indicated, traffic control by military police is accomplished by several methods, including intersection control, defile regulation, escort, and route patrol. Proper technique on each of these types of assignment is explained in subsequent sections.

■ 46. INTERSECTION CONTROL.—The primary purpose of regulating traffic at an intersection is to direct the alternating flow of different streams of traffic so that conflicts resulting in accidents and congestion may be prevented. Personnel on such duty also have various other duties common to all traffic police, most important of which are the enforcement of special regulations, furnishing of route information, and reporting the progress of movements. It is reemphasized that regulation must not exceed that necessary to lessen the bad results of conflict to a minimum. Overregulation may constitute harmful interference in itself; it is, moreover, fatiguing and thereby unduly reduces a man's efficiency in a short time.

a. Special considerations affecting right-of-way.—(1) The traffic policeman's granting of right-of-way to different lines of traffic may depend, as already indicated, on his judgment of general traffic control requirements, or may be largely determined by traffic orders contained in the circulation plan. In the latter case, his job is primarily the enforcement of such orders. In doing this, the military policeman is the representative of the commanding officer of the unit or area, whose orders all subordinate personnel must obey. Because this involves certain important practical considerations, it is dealt with in greater detail in a subsequent section. While the exact nature of such orders will vary in different situations, certain general points should be borne in mind. Most important of these are the following:

(a) Generally, traffic moving toward the front has the right-of-way.

(b) When priorities are in effect, vehicles with the highest priority have the right-of-way.

(c) Columns moving on a schedule plan must be assured a clear path to permit adherence to such plan.

(d) Organic tactical units moving in column formation should not be broken up.

(2) In the absence of any of the above factors, good judgment must dictate the character of flow regulation. If two columns approach an intersection simultaneously on conflicting courses, right-of-way should be allotted so that the least harmful delay will result. For example, if they are of about equal length but one is moving much faster than the other, it should be put through first. A short column should go through before a long one. Undue delay of cross traffic during the movement of a long column through an intersection should be avoided whenever possible by taking advantage of gaps, between serials or occurring for other reasons, to filter cross traffic through. Sometimes efficient movement of crossing columns can be accomplished by alternating movement in this manner without substantial delay to either. Lacking any such guides, more general right-of-way customs should be observed. Thus, traffic reaching the intersection first normally has the right-of-way; when two conflicting lines reach

the intersection simultaneously, or approximately so, the one on the right of the other has the right-of-way.

(3) Thus, in regulating column movements through an intersection, the military policeman may be guided by any one of a number of influencing factors. The quality of his work depends on his ability to perceive what is the proper determining factor and to act accordingly.

b. General considerations affecting flow regulation.—In many cases, intersection traffic regulation will not consist of controlling column movements, but rather of regulating the flow of streams of independent vehicles. Such is the case when civilian traffic predominates, when military traffic moves by infiltration, or under other circumstances when governing factors of a military nature do not apply as discussed above. At such times, the military policeman operates essentially the same as the civil traffic policeman, alternating and directing the movement of streams in accordance with traffic demands, capabilities of the intersection, and generally sound methods of intersection flow regulation. In a sense, from the traffic regulation standpoint, he functions as does a stop-and-go light, but with one important difference: he can use the judgment necessary to provide the flexibility of control upon which traffic efficiency may largely depend. In full manual control, the traffic policeman has two decisions to make: the directions of traffic flow permitted to move simultaneously, and the duration of flow permitted before changing directions. In the case of traffic signals, these are usually determined in advance and the mechanism works on a fixed plan regardless of variations in demand. The military policeman, however, can and must make these decisions continuously in accordance with current conditions. The capacity of an intersection to handle traffic from various directions is directly dependent on the soundness of his decisions. The following comments will serve as a general guide.

(1) *Directions of simultaneous flow.*—(a) There cannot, for obvious reasons, be any one standard system for alternating directions of traffic flow through an intersection. Among several governing factors are the design of the intersection, road widths, traffic volume, predominating types of movements, and degree of variation in the traffic pattern.

The traffic policeman must analyze these and determine what system of regulation will result in the least delay and hazard. One system may work well continuously, or frequent changes based on varying traffic demands may be advisable. The simplest and most common system is the alternate movement of crossing streams, including turning movements, as shown in figure 2. This usually works well, especially when most

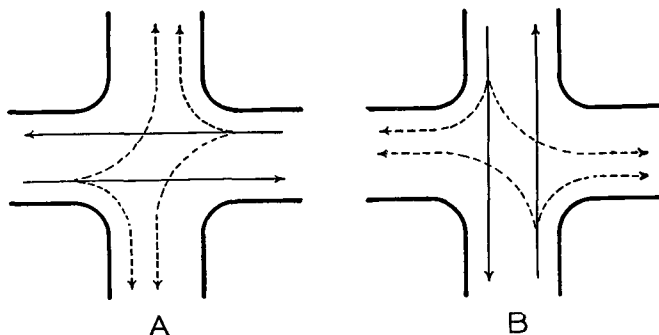


FIGURE 2.—Example of simple two-phase flow.

movement is straight through, but does not always assure most efficient movement. Right-turn streams may be permitted to merge with through streams where the road width is sufficient to accommodate such a movement. (See fig. 3.)

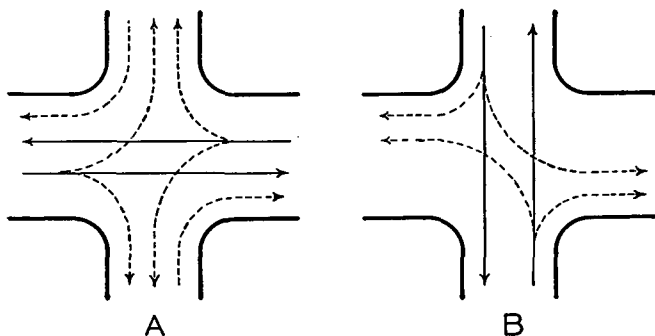


FIGURE 3.—Two-phase flow with merging right turns.

A serious conflict point due to a heavy left-turning movement may require that a separate period be provided for one or more of such turns. This is illustrated in phase B of figure 4.

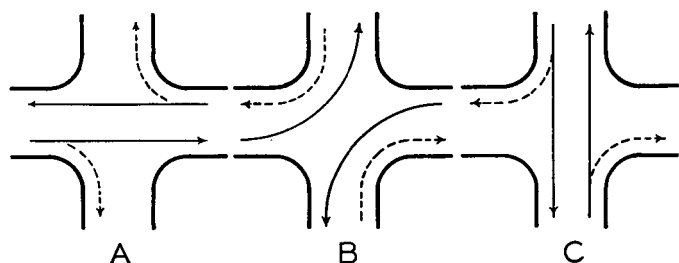


FIGURE 4.—Example of use of third phase (B) for heavy left turns.

Complex intersections may similarly require more than two different movement intervals to eliminate bad conflicts. (See figs. 5, 7, and 8.) Y-intersections and intersections of one-way and two-way roads may be controlled with two phases (figs. 6 and 9). The number of separate intervals should be kept as low as possible—usually two and very rarely more than three—to avoid undue delay.

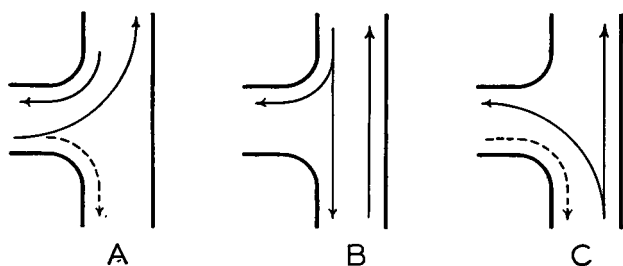


FIGURE 5.—Three-phase control at T-intersection.

(b) Efficiency can also be increased by permitting all blending movements from different directions to move simultaneously. For example, when sufficient road width is available, a right turn movement may be allowed into a stream approaching from the left on the cross road. Care must be taken, however, to prevent confusion and congestion resulting from

such a procedure. Interruption of a moving stream to permit one or a few vehicles to cross it may be avoided by holding the waiting vehicles until a gap opens, unless this would cause too long a wait.

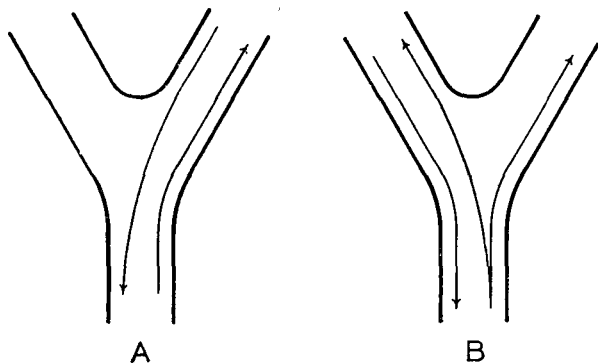


FIGURE 6.—Two-phase control at Y-intersection.

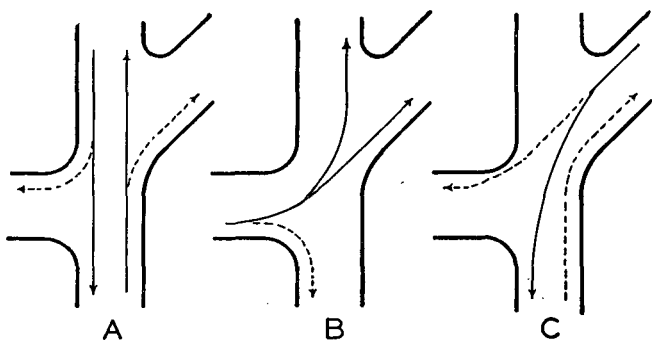


FIGURE 7.—Three-phase control at an offset intersection.

(2) *Duration of flow.*—(a) Time allotted to different movements similarly varies with conditions. Insofar as possible, it should be determined by actual traffic requirements, being flexible rather than fixed. Thus vehicles should always be permitted to go through an intersection without interruption if there is no cross flow to which right-of-way has been

given. Full advantage should be taken of gaps in a stream of traffic to move cross traffic; that is, the more the crossing traffic can be filtered through the intersection in different directions without delay, the greater the efficiency of movement.

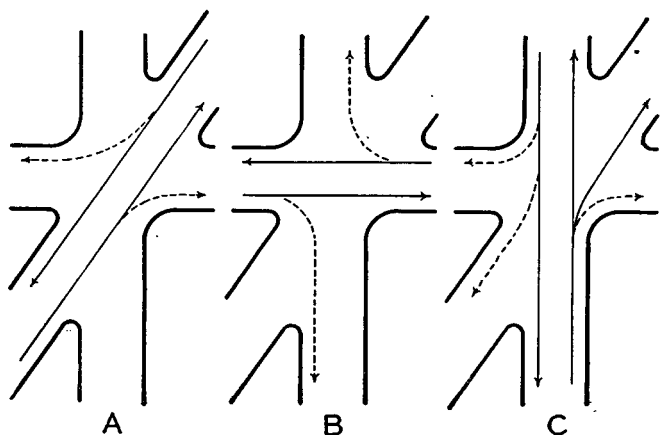


FIGURE 8.—Complex intersection; three phases; left turns prohibited.

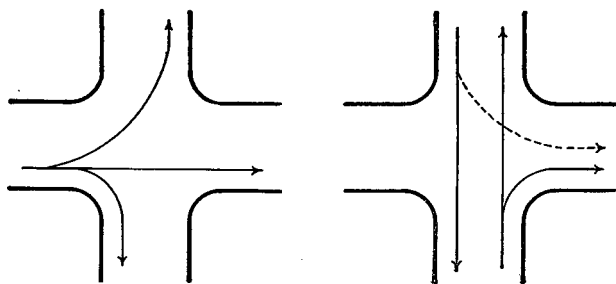


FIGURE 9.—Two-phase control; intersection of one-way and two-way roads.

(b) When heavy traffic presents almost continual demands for right-of-way from various conflicting streams, the allotment of time must be done on a more systematic, but still not too rigid and arbitrary basis. Generally, a full cycle, or the total time required for completion of one series of all the separate periods of movement, will be about 60 seconds, although it might properly vary between about 40 and 80-seconds in normal situations and might vary upward to as high as 2 minutes in special situations. Each phase, or movement period within a cycle, should be proportional to traffic demands. Thus, with about equal volumes of traffic moving on two intersecting roads, each would normally have the right-of-way for about 30 seconds, alternately. With a third phase in operation for left turns only, the total cycle might have to be about 90 seconds, with an approximate time distribution of 35 seconds for each through movement and 20 seconds for the left turns.

(c) Even heavy traffic does not usually, however, approach an intersection with uniform, clocklike precision; time allotments at various periods should therefore only approximate the suggested intervals. Common sense will often indicate the logical time to change flow directions. For example, the traffic policeman must watch conditions beyond his intersection, being sure not to allow cars to enter an intersection which they cannot clear because of congestion immediately beyond. When this happens, the intersection becomes unnecessarily blocked to cross traffic. By keeping the intersection open at such times, he can move other traffic until the road ahead clears sufficiently to move the halted stream again.

(d) Also, advantage should be taken of gaps in a moving line of traffic to stop it and start cross traffic moving. A heavy, slow-moving vehicle should be cleared through the intersection before a change is signaled, rather than being stopped at the head of a line, so that it will not delay movement when that line is started again. The stalling of a car in traffic, or necessity of giving directions to a driver who cannot pull out of line, also are examples of good times to switch the direction of flow. The major objective, in short, is to move heavy traffic in a systematic, orderly manner by

allotting time in proportion to volume, subject to such variation as conditions warrant.

(e) The important errors to avoid are arbitrary time distribution without proper regard for actual traffic conditions, and changing flow directions too frequently or too infrequently. Too frequent changes are inefficient, since some time is lost in making each change. In the course of several hours, a few wasted seconds in each minute represents a substantial loss of movement time. On the other hand, too infrequent changes cause accumulation of long lines of waiting vehicles with resultant road congestion which may affect other intersections as well.

(3) *Miscellaneous.*—There are certain other points to be observed in order to secure maximum traffic efficiency. The following are of special importance:

(a) Encourage full use of available road width by directing cars into proper lanes. Often two lines instead of one can move in the same direction along a road, or vehicles waiting to turn left can be kept from blocking through traffic if "lane-straddling" is discouraged.

(b) Avoid blocking of traffic by vehicles whose drivers stop for information which cannot be quickly given. These should, whenever possible, be directed to pull out of line and stop where they will not constitute an obstacle or hazard.

(c) Speed up left turn movements by having them made to the left of the center of the intersection. This permits easier turning and avoids conflict between simultaneous left-turn movements from opposite directions.

(d) Seek to coordinate control with that at any nearby regulated intersections, so that, insofar as possible, traffic conditions at neither intersection will cause congestion at the other, and so that drivers will not be obliged to stop at both.

(4) *Special situations.*—Whenever the routine of intersection traffic regulation is upset by some special circumstance, the military policeman must act quickly and correctly, and above all must avoid becoming excited.

(a) One such situation is the approach of an emergency vehicle. In this situation, he must assure the vehicle safe passage through the intersection with minimum delay. All

traffic should be stopped, except that which, by stopping, would block the emergency vehicle's path. Such traffic should be moved on until out of the way. As soon as appropriate, a "go" signal should be given to the approaching emergency vehicle. Before doing this, it is important to make sure that no other emergency vehicle is also approaching on a conflicting course. In such case, a very distinct "stop" signal should be immediately given to one or the other. Preferably the one which would have greater difficulty in stopping, or which has the clearer path, should be given priority. Before starting traffic again, the possibility of other emergency vehicles closely following the first should be checked. In stopping traffic under such conditions, the military policeman must avoid excited arm waving and whistling, which only serves to excite and confuse drivers. Clear and distinct signals should be given to all affected traffic as quickly as possible, but not so quickly that they cannot be understood.

(b) Another situation is the development of a traffic "jam" at an intersection. The traffic policeman's job is to prevent such, but it may develop despite his efforts.

1. The first step is to determine what is responsible. The trouble may be due to some condition, such as a stalled vehicle, which is blocking or retarding traffic flow, in which case the remedy must obviously begin with removal of the obstruction. Again, it may be due to an "interlocking" of traffic streams, as when two opposing left-turn lines attempt to make simultaneous turns across each other's paths. Jams also occur as a result of improper double banking which brings opposing streams together head-on in the same lane. If the source of the trouble is not immediately apparent in the intersection, the approaches should be checked, as congestion may develop in an intersection due to a situation which has developed elsewhere.
2. Upon locating the source of the trouble, the military policeman should then decide in what sequence various vehicles or streams can be started moving again. Serious jams usually require relief by a series of

corrective steps, various streams being progressively released as space is opened up. This requires that all drivers be instructed to stay in place until directed to move; otherwise, traffic may jam up again while the congestion is being relieved. While a jam should be relieved as quickly as possible, it is often unwise to try to accomplish this too quickly by trying to get two or more lines moving again simultaneously.

3. The policeman should decide what action will permit movement of some one line of vehicles, which movement will in turn free some other line. The initial action should be that which appears to offer quickest and easiest relief by setting in motion a series of progressive releases for various lines of vehicles. The jammed traffic will thus tend to "unravel" itself. To start this process, the policeman must usually "create" some free space in the midst of the jam. This may be accomplished by such methods as directing certain vehicles off the road temporarily, backing up one line a short distance, or closing up intervehicle spacing. The method used must be determined by the requirements and possibilities of the situation.

c. Traffic control devices.—The military policeman on intersection duty may have one or more of several aids, in the form of traffic control devices, which simplify his work and also influence its nature. These include traffic signals (stop-and-go lights), stop-and-go semaphores, radio traffic control devices, and traffic signs. The standard code of military traffic signs is shown in figure 10. The desirability of providing these in addition to manual control depends on the situation.

(1) Traffic signals will normally be installed only where conditions are stable and where the volume of traffic is great and conflicts frequent. A man on traffic duty where signals are in operation normally will let such devices provide the basic direction of traffic movement; his job is to enforce compliance with the signals and handle any special situa-



STOP



LEFT CURVE



RIGHT CURVE



HILL



RAILROAD CROSSING



SLOW
(Speed Superimposed)



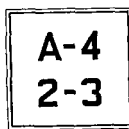
BRIDGE
(Add Figure)



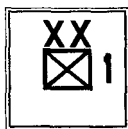
SPEED
(Add Figure)



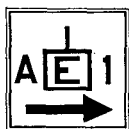
ONE WAY
(Add Arrow)



LOCATION
(Atlas Grid)



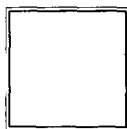
ORGANIZATION



ORGANIZATION
WITH ARROW



DETOUR



BLANK



ABC
LETTERS
123
NUMBERS



MILITARY
ROUTE MARKER



ARROW



DIRECTION

FIGURE 10.—Standard military traffic signs.

tions which the signal system is not capable of handling. That is, he supplements the signals.

(2) The semaphore is merely a substitute for arm signals, thus influencing the actual physical actions of the policeman but not relieving him of the responsibility for such direction of flow as may be necessary. It is generally of value only where the pattern of traffic flow is relatively simple and effective control is possible by having a man stand at one point—usually the center of the intersection—and alternate cross flow.

(3) Sometimes traffic signals may be adapted to manual control. In such cases, the operation is basically similar to the use of a semaphore except that the policeman will usually be stationed off the road, at the location of the control mechanism. This procedure is not effective where turning movements or other conditions requiring full manual control predominate.

(4) Radio devices broadcasting a recorded and automatically repeating message to radio-equipped military vehicles within a short range may effectively supplement manual direction. They are especially valuable when mixed traffic entering an intersection must be distributed to various routes leaving the intersection, since each driver receives his instructions in advance and without delay. The delay and extra work involved in having a military policeman identify and direct each vehicle, or the possible confusion from having numerous guides posted, is thus obviated. Obviously, such a device cannot provide all necessary types of intersection regulation, nor is it of use in directing nonmilitary vehicles or military vehicles lacking the necessary radio receivers. It is, therefore, a special supplement to, not a substitute for, control by the military policeman.

(5) Among traffic signs, only the "stop" sign provides actual intersection flow regulation. It is normally used where a light flow crosses a more important heavy flow, to insure its reasonably uninterrupted movement and to reduce hazards. In some cases, stop signs may be erected at all approaches to an intersection; this is uncommon, however, being done chiefly where the need for hazard elimination outweighs the needs for uninterrupted movement. Usually, manual control will

not be established where stop signs are installed, since the latter will provide sufficient control. However, the signs may be supplemented by manual control, in which case the primary duty of the military policeman is to enforce compliance with them, regulate other conflicting movements such as left turns on the major road, and, if necessary, replace the signs with full manual control of all movements through the intersection.

(6) Other types of signs, such as directional and warning signs, are often distinct aids in simplifying the work of the military policeman, but they do not affect his control operations. Types and their application are discussed in FM 25-10.

(7) Whenever it appears that existing control devices are inadequate and manual control must be instituted instead, confusion should be prevented by making such devices non-operative. Traffic signs should be screened from view or removed, and traffic signals hooded or turned off. Except in emergencies, only authorized personnel should operate the control mechanism of traffic signals. Whenever manual control has been substituted as indicated above, personnel concerned must not fail to reinstate the original type of control upon completion of their regulatory work at the intersection. Complete suspension of sign and signal control as suggested is necessary only when it proves continuously ineffective. Often a control device is adequate except for occasional brief periods; when this is the case, it may be allowed to function except at those times when contrary manual directions must be given. It is, however, unsound to have a substantial amount of manual direction which conflicts with indications of control devices, since this tends to cause confusion and to break down general respect for such devices.

d. Position.—(1) The position taken by a traffic policeman in an intersection is an important factor. Here again, there is no single rule, the intersection design, traffic characteristics, degree of regulation desired, and other variable considerations having an influence on each case. Desirable objectives to be considered are—

- (a) Visibility to traffic.
- (b) Visibility of traffic.
- (c) Personal safety.

- (d) Nonobstruction of traffic.
- (e) Ability to effect necessary control.
- (f) Accessibility to those wishing information.

(2) A position which fully meets all of these requirements cannot always be found. However, the policeman should take a position which meets all to the fullest extent possible. Most important are his visibility to and ability to observe traffic, and his personal safety. The center of the intersection is often the best position, but must not be considered good under all circumstances, especially when regulating fast traffic, when working at complex intersections, or when full manual control is not necessary.

(3) When two or more policemen are stationed at an intersection, each should be positioned where he can best perform his specific job; the man doing the basic flow regulation job should be in the most conspicuous position. Those responsible for controlling certain lines of traffic should, especially at large intersections, be posted exactly at the point where traffic is to be halted, turned, or otherwise directed, as there is a tendency of drivers to pull up to the policeman before stopping or otherwise complying with his signal.

(4) When regulating fast traffic, especially at night, men must be careful to avoid standing directly in the path of approaching traffic unless certain of drivers' intent and ability to stop safely.

e. Manual signals.—(1) *General.*—(a) Efficient regulation of traffic demands that a proper system of manual signals be employed to convey directions and orders to vehicle operators. Prompt and proper compliance is largely dependent upon the nature of such signals. They must be uniform, clearly visible, and readily understandable, conforming to the system specified herein. Improper signals cause confusion, hesitation, and violations which make the work of the traffic policeman more difficult and less effective.

(b) Signals must be given in a precise, military manner at all times, and in accordance with the standard system. They are given by arm movements, with special lights used at night. The whistle is used to attract attention, prevent violations, and to warn drivers of a change in flow direction. Verbal directions are given only when talking directly to a

driver or passenger requesting information; policemen must not shout directions which can be given by proper manual signals.

(c) When two or more men are working at an intersection, each should give only those signals necessary to the execution of his job. Generally, one should be designated to give the basic signals regulating flow, the others supplementing him by appropriate confirming signals to traffic streams assigned to them.

(2) *Signaling procedure.*—(a) When directing traffic by manual signals, the policeman should stand facing one line of stopped traffic, with his sides toward moving traffic. (See figs. 11, 12, 21, and 22.) Signals indicating a change in flow direction are preceded by one blast of the whistle, given when stopping moving traffic and again when starting waiting traffic. To attract the attention of a driver failing to comply with directions, a few short staccato blasts of the whistle are given, followed by the necessary arm signal or verbal instructions. "Stop" and "go" signals are given separately, in that order.

(b) The policeman should not start waiting traffic until the intersection is clear and he is assured that approaching traffic directed to stop can comply with his signal before entering the intersection or passing a designated stop line. It is important that speed and distance be noted carefully to avoid signaling moving vehicles to stop when proper compliance would be impossible or might cause rear-end collisions. The prescribed signal for stopping two lanes is shown in figures 13 and 14. After giving the "stop" signal, the policeman maintains his arms in the "stop" signal position and turns at right angles so that his sides face the traffic to be started (see figs. 15 and 16). The "go" signal is then given (see figs. 17, 18, 19, and 20). Signals should be maintained until recognition and compliance by drivers is assured.

(c) Vehicles approaching an intersection where cross traffic has the right-of-way should be given a "stop" signal, as indicated below, if there are no other stopped vehicles there at the time. The "go" signal need not be continuously

repeated while a steady stream of vehicles moves by. Vehicles approaching after a gap, however, should be signaled to proceed if it is likely that drivers are uncertain as to what they should do. Constant "go" signaling is unnecessary and fatiguing; it may also be mistaken as a signal to increase speed. It should therefore be given only as indicated above or when obviously necessary to keep traffic moving properly through the intersection.

(d) The military policeman should always look toward traffic to which a signal is being given.

(3) *Daylight signals*.—Daylight, darkness, and blackout signals vary slightly. In daylight, they are given as follows:

(a) *Stop* (figs. 14 and 23).—Arms are extended to the sides 45° above horizontal, with the arm crooked slightly at the elbow; the hands are upraised, with the palms toward the approaching traffic. To stop vehicles approaching while cross traffic has the right-of-way and no other vehicles are already stopped, the signal is varied somewhat, since the man's sides will not be toward such vehicles, as when he stops a stream which has been moving through the intersection. In this case, vehicles approaching from the direction he faces are given the "stop" signal as described above, except that the right arm is extended forward rather than to the side. Those approaching from the rear are signaled by extending the right arm horizontally to the side, palm to the rear. In some cases, however, it may be preferable to turn and face such traffic, giving the signal as suggested above. This is often advisable when traffic approaches at high speed or under poor visibility conditions.

(b) *Go* (figs. 18 and 20).—Arms are extended horizontally to the sides and the forearms are swung across in front of the shoulder, with the upper arm kept horizontal as in giving a hand salute. This signal should not be repeated unless necessary. To speed up sluggish traffic, the "go" signal is repeated rapidly several times with either or both arms, depending on whether the signal is directed to one or both moving streams. Care must be exercised to limit repetition of the "go" signal to that necessary to keep traffic moving at normal speed. Repeated "go" signals often lead to

excessive speed when a column is passing through a dangerous intersection. The sequence of movements used in regulating alternate two-way traffic flow at an intersection is shown in detail in figures 11 to 22, inclusive. Figure 23 illustrates a stop signal given to one traffic stream only.

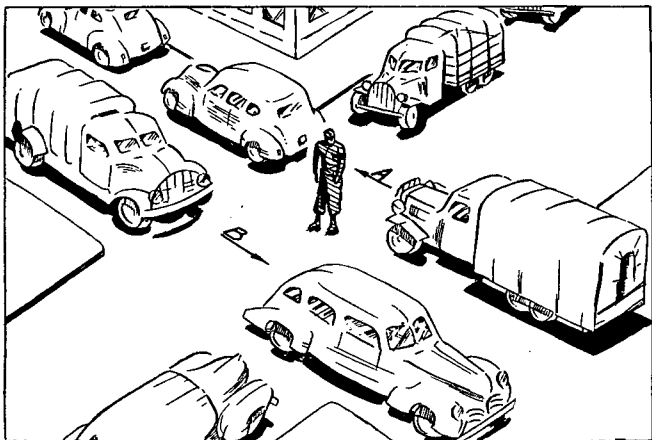


FIGURE 11.—Normal position with streams A and B moving.

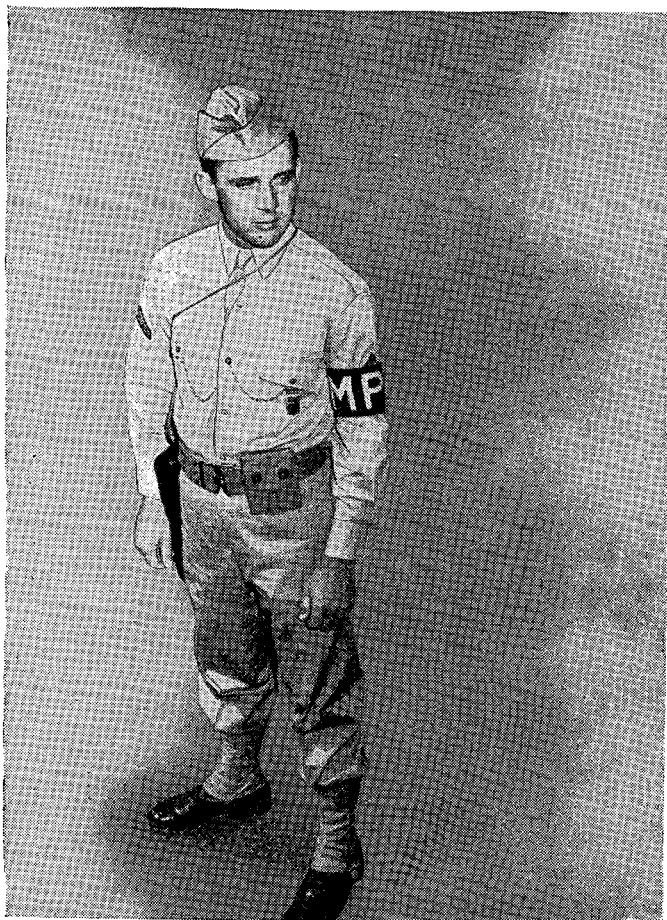


FIGURE 12.—Close-up of military policeman in figure 11.

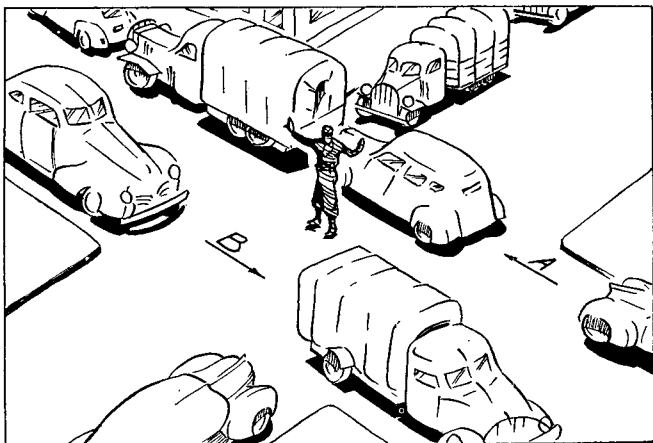


FIGURE 13.—Signaling streams A and B to stop.

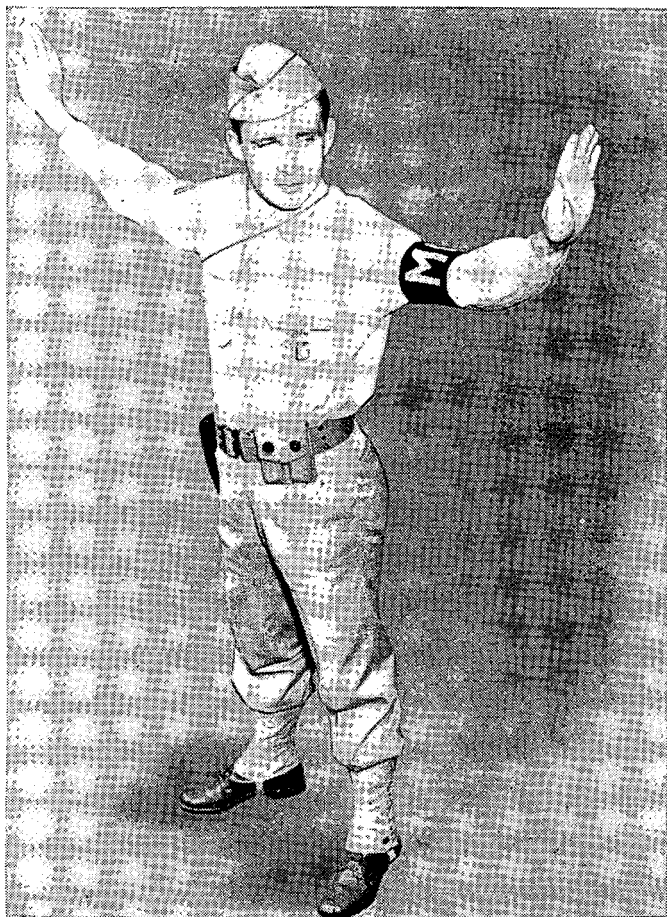


FIGURE 14.—Close-up of military policeman in figure 13.

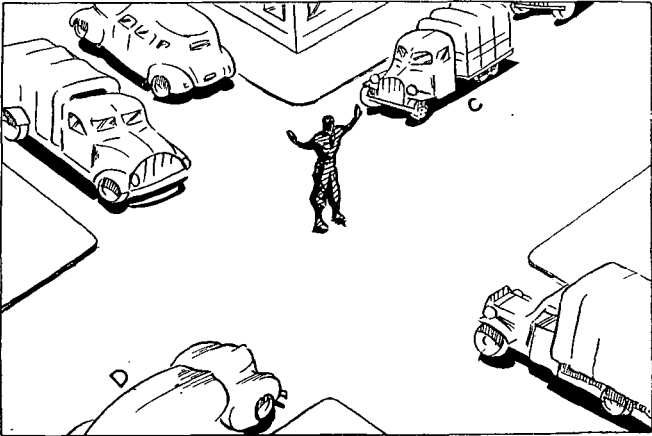


FIGURE 15.—Position preparatory to starting streams C and D.

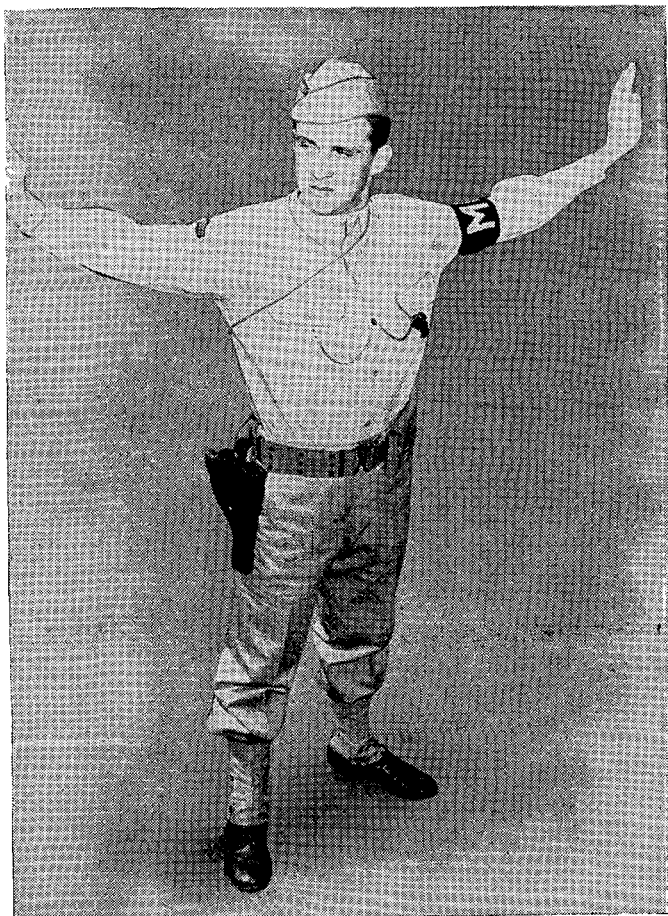


FIGURE 16.—Close-up of military policeman in figure 15.

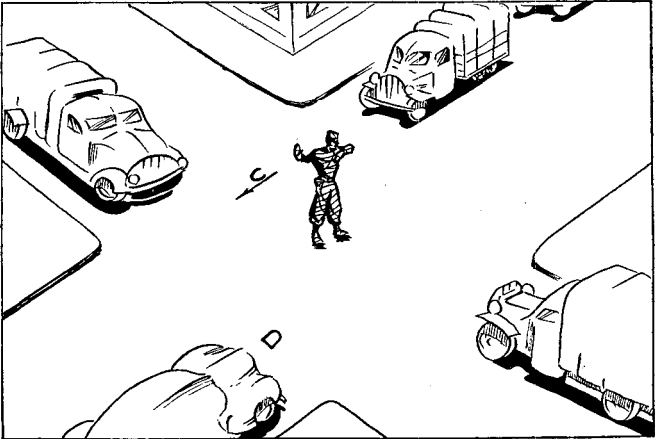


FIGURE 17.—Signaling stream C to go.

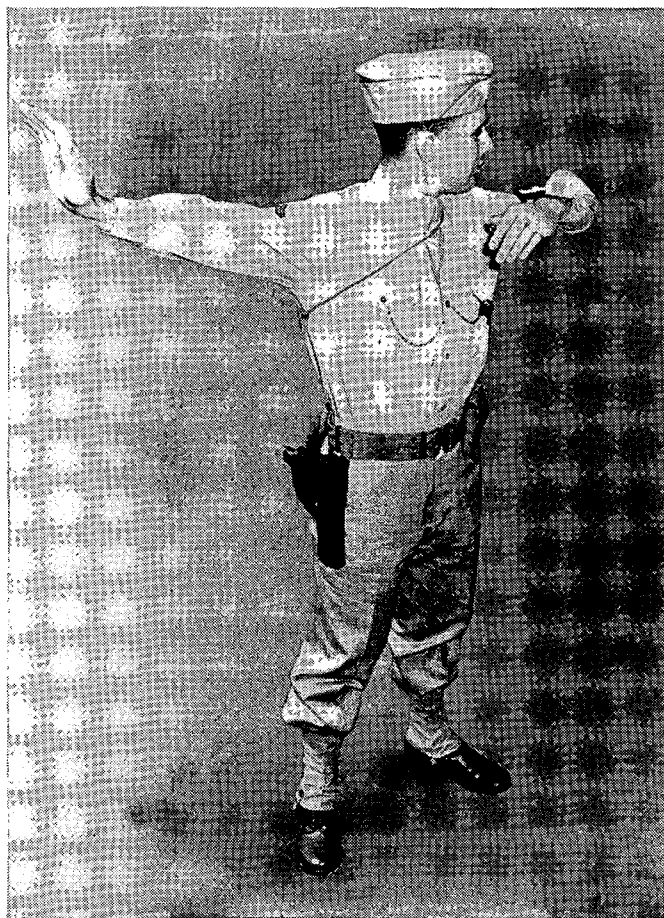


FIGURE 18.—Close-up of military policeman in figure 17.

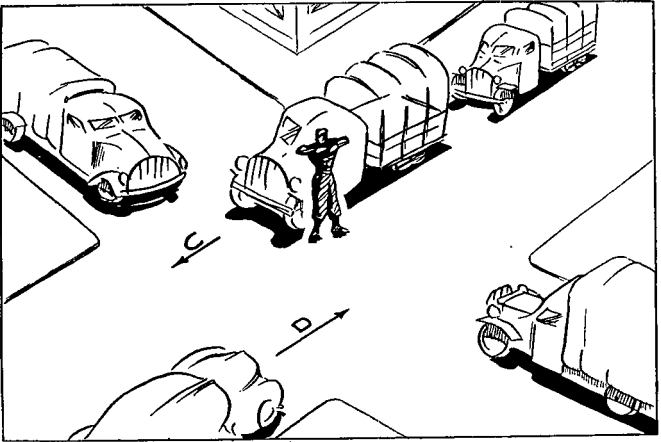


FIGURE 19.—Signaling stream *D* to go.



FIGURE 20.—Close-up of military policeman in figure 19.

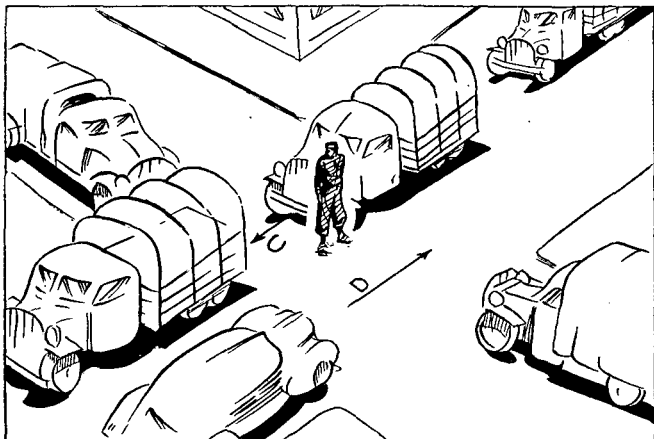


FIGURE 21.—Normal position with streams *C* and *D* moving.

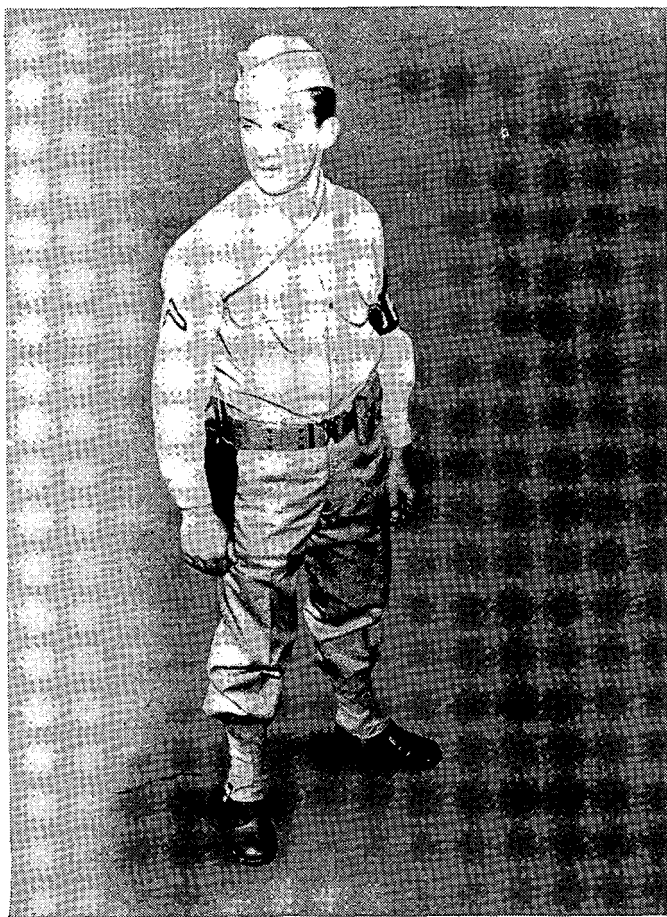


FIGURE 22.—Close-up of military policeman in figure 21.

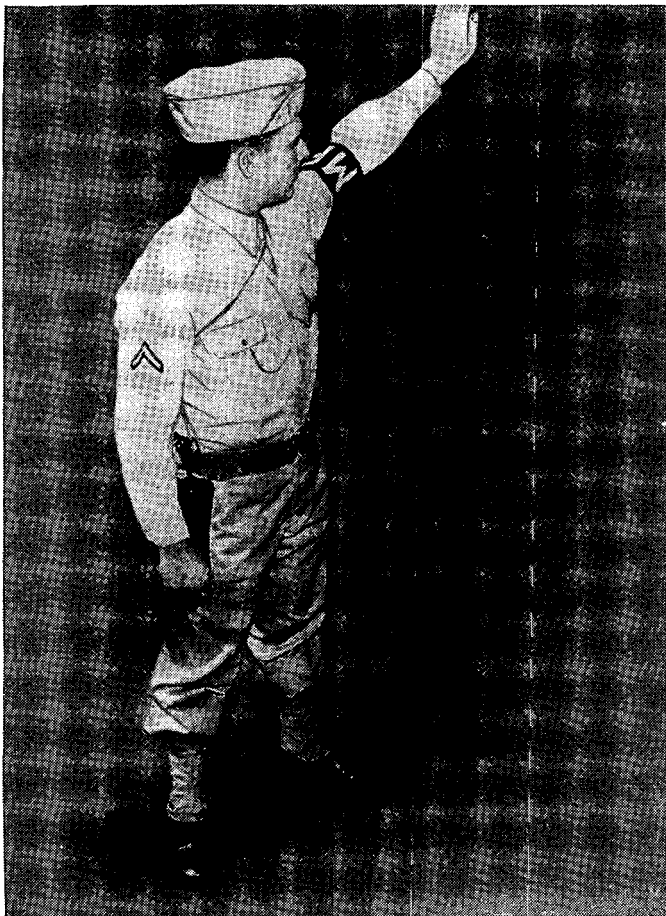


FIGURE 23.—Signaling one stream only to stop.

(c) *Turns.*—A permissible turn is indicated by swinging the arm as in the “go” signal, except that on completion of the movement the arm should be extended, with index finger pointing, in the direction of the turn. The man faces in this direction. In the case of a left turn, the left arm is used for the turn signal, and the right arm for a stop signal, if necessary, to through traffic from the opposite direction. If a driver indicates his desire or intention to make a prohibited turn, the policeman should shake his head to indicate “no” and then indicate by appropriate arm signal whether the vehicle is to proceed straight through or stop until signaled to make the turn. The whistle should be used if necessary to attract the attention of a driver in such cases. Figures 24 and 25 illustrate the movements used to signal a left turn. The military policeman uses his right hand to caution a traffic stream on his right to remain halted.



FIGURE 24.—First movement in signaling stream on left to make a left turn. (Stream on right is cautioned to remain halted.)

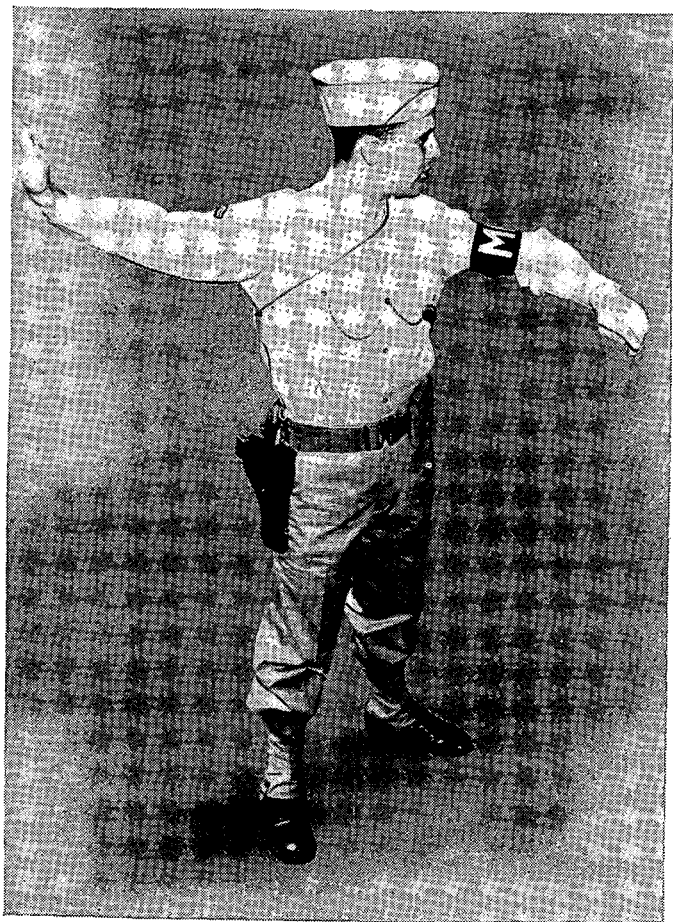


FIGURE 25.—Completion of left turn signal.

(4) *Night signals.*—Except under blackout conditions, night signals may be given by use of a special traffic light resembling an illuminated baton, which consists of a flashlight with an amber-colored extension; or an ordinary flashlight may be used with appropriate colored disk. This light should be kept extinguished when not actually in use for signaling. Signals are given as follows:

(a) *Stop* (fig. 26).—Baton is held in upright position and wigwagged several times, being swung about 45° to both sides from the vertical position. A stop signal to traffic approaching when no other cars are already stopped is given in the same manner as when stopping a stream moving through the intersection.

(b) *Go* (fig. 27).—Baton is swung by giving the daylight "go" signal with the arm. The motion should be somewhat exaggerated and repeated more often because of poor visibility.

(c) *Turns.*—Permissible turns are indicated by swinging the baton as in giving similar arm signals in daylight. As with the "go" signal, some exaggeration and repetition may be desirable.

(d) *Special considerations.*—The policeman must remember to give a distinct signal to all approaching streams of traffic at night. A stop signal to southbound traffic, for example, may have to be followed by a similar signal to northbound traffic. This is especially true when it is very dark and little more than the lighted baton is visible. When good artificial lighting is present, the baton signals may, if desirable, be supplemented by proper arm signals with the free arm. For uniformity of night traffic direction, however, all intersection control, regardless of visibility, must include use of the standard lighted baton.

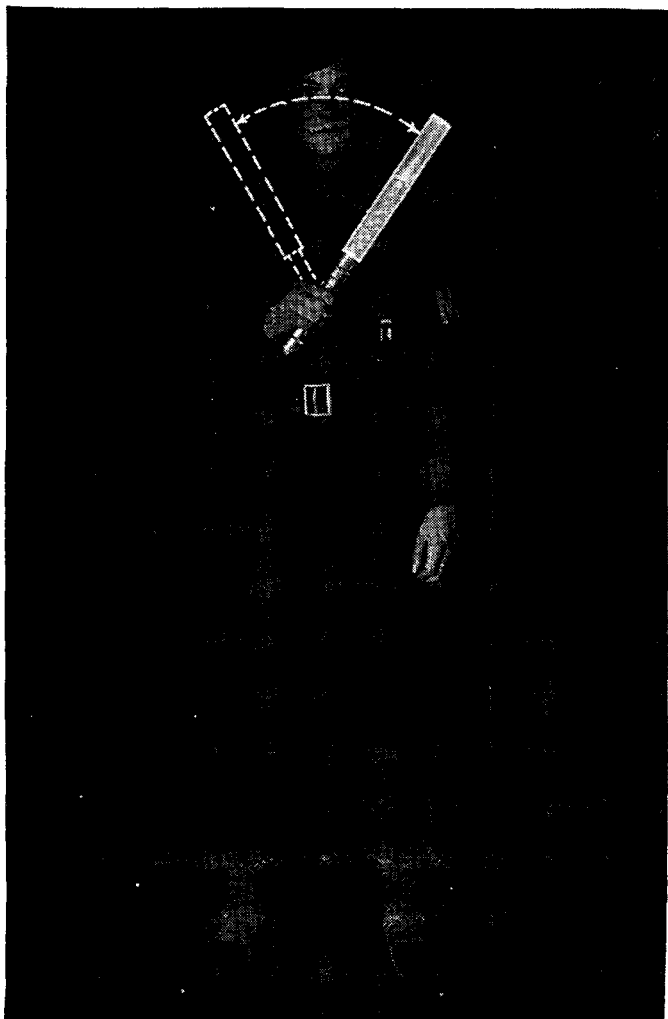


FIGURE 26.—Night "stop" signal.

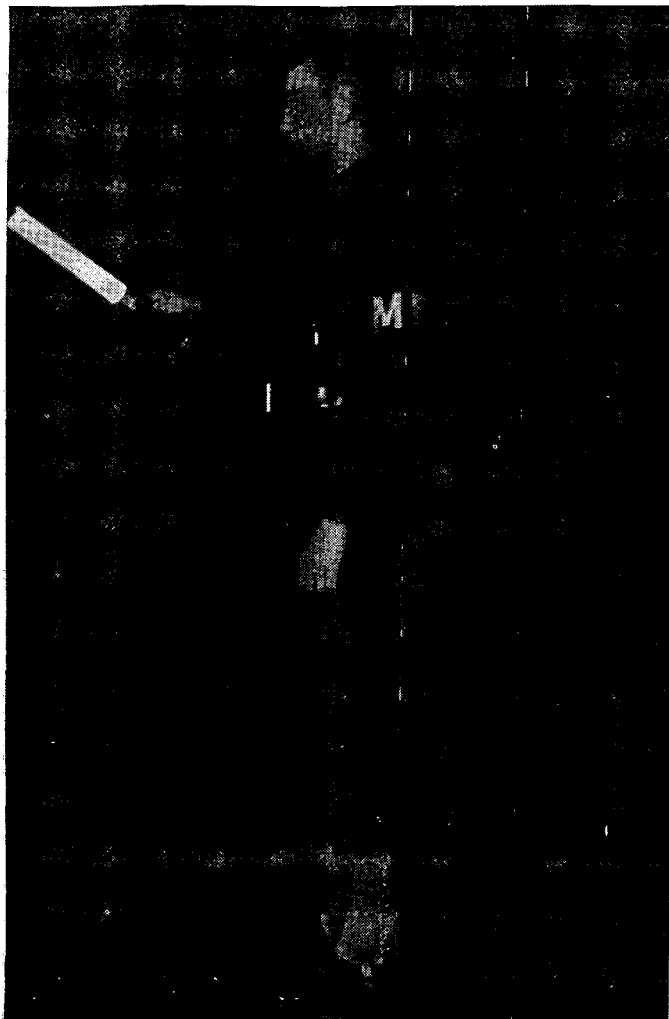


FIGURE 27.—Night "go" signal.

(5) *Blackout signals*.—Under blackout conditions, signals may be given with the same light device, but the plastic tube is taped over so as to emit no light and signals are given by the “spot” light from the end of the tube, the lens of which is covered by special paper to reduce light intensity; or an ordinary flashlight may be used with appropriately colored disks. Intensity is further reduced (and battery life extended) by connecting batteries in parallel instead of in series. The light is “aimed” toward each traffic stream when signals are given, care being taken not to elevate it above horizontal or to shine it toward traffic other than that for which the signal is intended. The military policeman should face the traffic being directed, while giving signals. Signals are given as follows:

(a) *Stop* (fig. 28).—Light is moved horizontally back and forth across the path of approaching traffic. This should be repeated several times. The same signal is used for traffic to be stopped which approaches an intersection where no other traffic is already stopped.

(b) *Go* (fig. 29).—Light is moved vertically in line with the course of approaching traffic; that is, at right angles to the stop signal. This also should be repeated several times. In some cases it may be necessary to give the signal to each vehicle as it approaches.

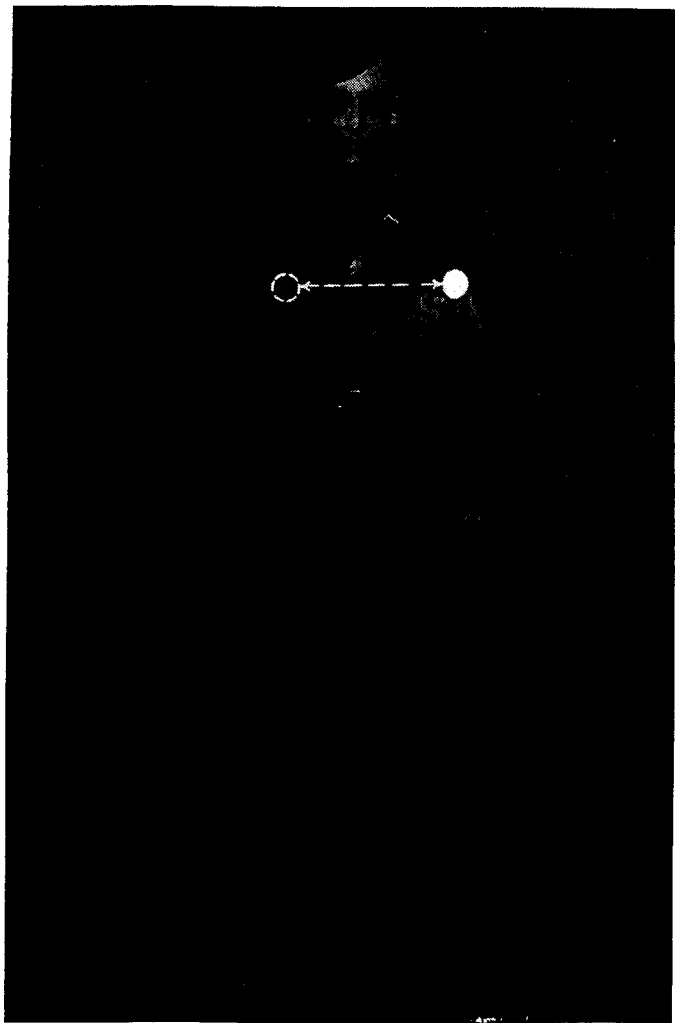


FIGURE 28.—Blackout "stop" signal.

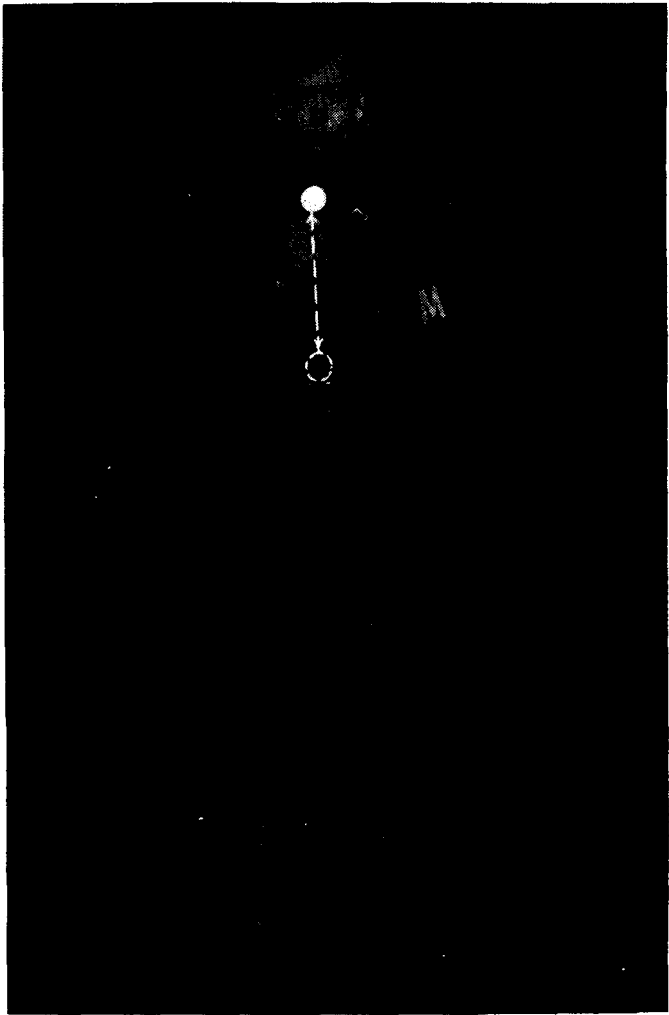
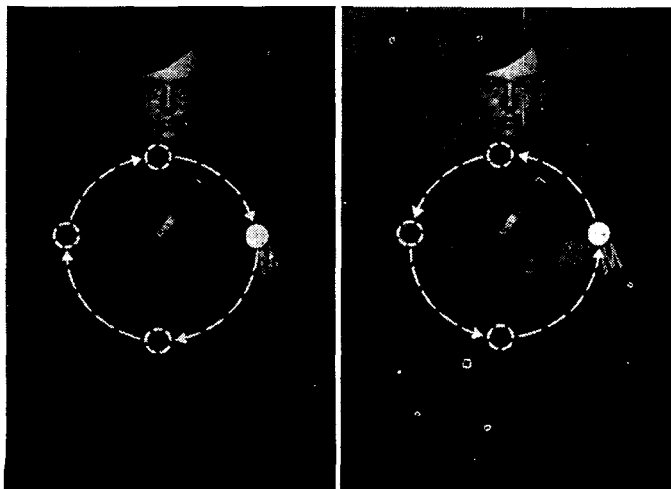


FIGURE 29.—Blackout "go" signal.

(c) *Turn.*—Light is rotated in a vertical plane, describing a circle about 12 to 18 inches in diameter. The direction of rotation indicates direction of the turn, a clockwise movement (from the viewpoint of the traffic policeman) for a left turn and a counterclockwise movement for a right turn.



① Left turn.

② Right turn.

FIGURE 30.—Blackout "turn" signal.

Right

Left

■ 47. ONE-WAY DEFILE REGULATION.—Traffic flow regulation at one-way defiles is similar to intersection control in that right-of-way is alternately allotted to different lines of traffic, except that in this case streams are moving in opposite directions instead of on crossing paths; conflict is due to lack of adequate road width. Therefore, many points discussed under intersection control, relative to duration of flow, signaling methods, military considerations governing right-of-way, and others, are applicable here and should be observed. Defile regulation is, however, sufficiently distinctive in character that certain special points regarding control technique must be noted. Traffic control procedure will vary depending on the length of the defile, visibility, number of men assigned, and control and communication equipment available.

a. Control points.—To provide basic control, a military policeman is stationed at each end of the defile to regulate traffic entering it. A man on such duty should take post a sufficient distance back from the entrance of the defile so that traffic may be stopped before approaching so close as to block this point. If there is a view obstruction such as a blind curve or a hill close to the defile entrance, prewarning signs should be posted, or it may be desirable for the policeman to station himself beyond such a point. This is especially important when the speed of approaching traffic is high.

b. Regulation of flow.—Traffic will be allowed to enter the defile in one direction only when it is known that it is clear of traffic proceeding in the opposite direction. This fact may be indicated in one of several ways. Under the simplest system, the policeman at one end hands a distinctive white baton to the driver of the last vehicle in a group sent through the defile. This baton is handed to the man at the other end of the defile, who in turn sends it back with the last vehicle in the group sent through in the opposite direction by him. Neither man may send traffic through the defile except after receiving a baton from the man at the other end, unless he communicates with him first to assure himself that the defile is clear and to indicate his intention. The right-of-way is assumed to be alternately assigned unless other arrangements, known to the control personnel at both ends, are made. Such arrangements are desirable when traffic is light

and intermittent in both directions, and it might be desirable to send two or more successive groups through in one direction without any intervening traffic from the other direction. To permit this procedure, men at each end of the defile must be provided with several batons.

c. Internal control.—(1) In addition to using the baton, groups may be followed through the defile by a traffic patrol unit, or a man may be assigned to ride through on the last vehicle of each unit, to report to personnel stationed at the ends that the defile is clear. Such procedures offer the following advantages over the baton method:

(a) They provide more positive assurance that the defile is clear.

(b) Frequent observations may be made of conditions throughout the defile as a basis for reports on necessary road maintenance, sign posting or replacement, and other measures designed to increase traffic efficiency.

(c) Improper stopping of vehicles within the defile may be prevented, accidents handled, and disabled vehicles moved out of the way.

(2) Personnel assigned to trail columns through a defile should be alert for opportunities or needs for action which will maintain or increase traffic efficiency. In the event of column stoppage, they should proceed forward immediately, going across country in vehicles, or on foot if necessary, to the location of the stoppage so that corrective action may be initiated. If immediate resumption of traffic flow is not possible due to a serious road block, this fact should be immediately reported, by the most rapid available communication facilities, to traffic control headquarters of the area, so that any necessary action may be initiated to restore normal flow and so that in the meantime, desirable traffic reroutings may be effected. Immediate steps must be taken to prevent the entrance of other vehicles into the blocked defile. If a disabled vehicle blocks the road, it should be moved aside and the rest of the column taken through. Such vehicles should, if and when ready to proceed again, be moved with the first subsequent traffic going through in the desired direction.

(3) This system of supervision within a defile, and coordination of regulation at its two extremities, is not necessary in

simple situations, as in the case of a short defile operated under favorable conditions. It is, however, desirable in the case of long defiles, especially when heavy and important traffic is being handled, when road, weather, and visibility conditions are poor, or when other handicapping factors make the situation critical.

(4) It may also be desirable to station men at critical points within a defile to help assure proper movement of traffic and to report on traffic difficulties or necessary road maintenance work. Foot, bicycle, or motorcycle patrols through the defile, or along the most critical stretches, may also be desirable.

(5) In the case of long defiles where there is danger of columns becoming lost en route through, an escort to lead traffic may also be desirable.

d. Duration of flow.—(1) Duration of flow in one direction through a defile will, as previously indicated, be governed largely by principles of flow regulation and by military considerations discussed under the subject of intersection regulation. When a great majority of traffic is moving in one direction, such flow should be given continuous right-of-way except when a sufficient demand for movement in the opposite direction occurs. The operation of a long defile in this manner makes telephone or radio communication between the two extremities highly desirable, in view of the costly delays involved in relying solely on messenger service. Upon the approach of a column or a sufficient amount of general traffic moving in the direction opposite to that of the major flow, word should be sent to cut off the flow through the defile to clear the way for such traffic. The flow should be cut off at once unless such would break up an organic unit or deny right-of-way to traffic with a higher priority than that waiting to enter the defile. Word should be sent back as to when such cutting off of flow will occur.

(2) Major flow should not be interrupted for every individual vehicle approaching from the opposite direction. Such vehicles, unless it is imperative that their progress not be impeded any more than absolutely necessary, should be held until a sufficient number accumulate to warrant their being given the right-of-way. If, however, the flow is so light in

this direction that this might occasion undue delay for those arriving first, more frequent interruption of flow to accommodate a relatively small amount of traffic may be justified. By constant communication between men stationed at the extremities of the defile, the best manner of accommodating such vehicles may be determined. Full advantage of gaps in the major flow should be taken to filter vehicles through in the opposite direction. Thus with heavy flow in both directions, right-of-way must be alternated as at an intersection and in accordance with the same governing principles. However, duration of flow in one direction should be longer in proportion to the length of the defile than at an intersection, because of the movement time lost every time the direction of flow is alternated. The fewer the changes in direction, the greater the traffic capacity of the defile. Therefore, a continuing demand from one direction should be accommodated as long as possible without causing undue delay or road congestion beyond the other end of the defile when traffic is waiting to enter it. Maximum use of the defile in accordance with traffic demands must be assured by not holding up traffic at one end when there is no demand from the other end.

e. Special types of defiles.—Essentially the same technique applies to other traffic control situations generally similar to defile regulation.

(1) *Column passage.*—The passage of a column by another moving in the same direction which must, to pass, operate in the lane normally assigned to traffic moving in the opposite direction presents a one-way defile situation. It must be determined that this lane is clear before the passing movement is initiated, and it must be kept clear, by patrol and escort operations, until the movement is completed. Notice of completion of passage must be conveyed by use of a baton, preferably supplemented by traffic personnel trailing the column, so that normal two-way operation may be resumed. This type of operation must be avoided whenever possible by arranging for passage of columns at a point where the number of lanes available, or the possibility of moving the overtaken column off the road, makes one-way traffic control unnecessary. Such passage should also be arranged, if possi-

ble, when the overtaken column has a regular halt scheduled although this consideration should not exercise undue influence, especially if general traffic efficiency is better served by other arrangements.

(2) *Alternate one-way routes.*—Another example is the operation of a route as a one-way road alternately in opposite directions during different periods. This may be done even though the road could carry two-way traffic, to increase traffic efficiency under special conditions. In this case, the responsibility of traffic control personnel is to enforce the one-way regulation in effect and to make sure the route is clear before admitting traffic in the opposite direction at the prescribed time.

■ 48. **PATROLS.**—Traffic patrols are an important part of the traffic control system. While they have specific duties assigned to them, their work is less fixed and routine than that performed on fixed posts. The effectiveness of their contribution therefore depends in large measure on the initiative and alertness of military policemen assigned to this duty. They must cover their routes as thoroughly as possible and constantly seek opportunities to procure the information and perform the regulatory work upon which the whole control plan is so largely dependent for its successful execution. They must bear in mind that patrolling is not an end in itself, but a means of extending supervision and increasing the flexibility of control. Particularly important is the preventive work which patrols can do to minimize the danger of road and traffic blocks and their disastrous consequences.

a. Duties.—Patrols have the following specific duties:

- (1) Observe and report evidences of road deterioration requiring engineer work.
- (2) Observe and report needs for new road construction and for changes in traffic circulation and control, which will increase traffic efficiency.
- (3) Note the condition of traffic signs, report the need for any replacements, or replace those immediately needed.
- (4) Enforce pertinent traffic regulations.
- (5) Provide information and directions to traffic.
- (6) Handle accidents.

(7) Assist traffic control personnel at fixed posts, when necessary.

(8) Regulate traffic, when necessary, at locations where control is not otherwise provided.

(9) Advise traffic control headquarters on the progress of movements.

(10) Provide emergency escort services to columns, when necessary.

b. Transportation.—Traffic patrols should, insofar as possible, be motorized, using small trucks or motorcycles. They may, however, function well in some cases using bicycles or operating on foot; this is especially true on narrow, crowded roads, or under low-speed blackout operations.

c. Technique.—(1) Patrol units should cover their assigned areas as thoroughly as possible. Method of operation will depend on whether the more important responsibility of a patrol is checking various critical points or providing general interpoint supervision. In the first case, a patrol unit should move quickly and frequently from point to point. In the other case, it should cruise more slowly along routes between control points. It is generally desirable for patrols to combine both techniques to some extent, emphasis always being placed on the type which current conditions indicate to be more important.

(2) To avoid suspension of patrol operations due to need for attention to traffic at some one location for a considerable period of time, one man should continue patrolling if the other can handle the situation alone. Whenever possible, other personnel should be sent out to take over the situations so that regular patrol may be resumed.

(3) Patrols should give greatest attention to the most critical locations. For example, a bridge which might be destroyed with serious disruption of traffic circulation should be frequently checked. Similarly, possible traffic bottleneck points at which personnel are not stationed should be visited frequently. Often it will be desirable for a patrol to stop at a critical point for a short while to observe conditions, seeking to determine whether any special action or recommendations are warranted.

(4) Insofar as possible, patrols should seek to circulate freely, rather than moving as a part of traffic; this is especially important in heavy traffic, since a patrol is of little value as just one more vehicle in traffic. At the same time, they must be careful to avoid creating a hazard or obstruction by their manner of operation.

d. Observations.—The following check list is a partial indication of the types of things for which patrols should be alert:

- (1) *Road condition.*—(a) Breaking down of shoulders.
(b) Holes and ruts.
(c) Slippery surface.
(d) Road blocks.
- (2) *Traffic circulation.*—(a) Violations of routing regulations.
(b) Movements ahead of or behind schedule.
(c) Unanticipated movements.
- (3) *Traffic violations.*—(a) Excessive speed.
(b) Parking on roadway.
(c) Double banking.
(d) Improper lights.
- (4) *Traffic conditions.*—(a) Congestion at bottleneck points.
(b) Inefficient use of road space.
(c) Traffic accidents.
- (5) *Traffic control.*—(a) Adequacy of point control personnel.
(b) Needs for regulatory warning and directional signs.
(c) Effectiveness of control systems and techniques.

■ 49. AIR OBSERVATION.—When weather, visibility, and terrain features permit, and tactical considerations do not make it inadvisable, observation aircraft carrying traffic control personnel can be employed to good advantage in traffic direction. The purpose of aerial traffic patrols is to secure a more general picture of traffic conditions than can be secured from ground supervision, and thereby to anticipate needs for special control measures, to determine their proper nature, and to direct their execution. Full utilization of such air patrols thus demands that they function as more than just observers. A traffic control officer flying over the road-

net is often in a much better position than one on the ground to direct operations, since he gets a picture of the situation by actually observing current traffic circulation and road conditions, rather than depending upon its delayed reproduction on a map.

a. Air-ground coordination.—(1) Good air-ground coordination is essential since obviously air patrols cannot usually perform actual traffic regulation. Two-way radio contact should be established between airplanes and key ground points, including traffic control headquarters, traffic patrols, and escorts and personnel posted at critical bottleneck points on the roadnet.

(2) Airplanes should also be equipped with public address equipment for broadcasting information and instructions directly to traffic and to traffic control personnel not equipped with radios. Such equipment is also useful when radio silence is imposed or when radio reception is not clear.

b. Identification of locations.—Air observers must be thoroughly familiar with the appearance of an area from the air so that they can identify locations readily. Thorough advance study of aerial photographs and maps is essential. Reference points clearly visible and recognizable from the air should be noted on maps. Copies of traffic orders and circulation plans should be carried, and also traffic control plans showing the assignments of control personnel to point, patrol, and escort duty.

c. Technique.—(1) Observers may be the first to perceive necessary modification of control operations, and may, on the basis thereof, suggest or direct special regulation; or need for plan modification may be determined first by ground personnel, air observers being then asked to submit information and recommendations helpful in determining possible and effective rerouting, rescheduling, and other measures. To be prepared for service of either type, air observers should patrol their assigned areas thoroughly, noting all conditions affecting traffic control.

(2) Speed, altitude, area covered, and manner of patrol will necessarily vary in accordance with the influence of several variable factors. Procedure must be determined, insofar as there is freedom of choice, by consideration of

what will give greatest assurance of being able to perceive and to act upon needs for instructions to ground personnel. As a general rule, observers should concentrate their attention on the most critical roads, intersections, or areas.

d. Observations.—Conditions for which air observers should be especially alert are the following:

(1) Simultaneous convergence of conflicting columns upon an intersection or other bottleneck. By directing rerouting or change in rates of march, congestion and delay due to their meeting may often be avoided.

(2) Road blocks. Proper rerouting of traffic can often be more effectively determined from the air. Moreover, congestion can often be prevented from developing by detecting road blocks sooner than would be possible from the ground, thus speeding up remedial work by engineer and traffic control personnel.

(3) Traffic blocks. The existence and nature of serious congestion, often not fully apparent at any one ground location, can usually be quickly perceived from the air, and control work necessary for its relief can be coordinated over a sufficiently large area.

(4) Improper traffic movement. Such faults as improper spacing within a column, failure to utilize road width most efficiently, and the retarding of a fast column by a slow one, are more readily apparent from the air. Directions for their correction may greatly increase traffic efficiency.

(5) Movement in violation of orders. Columns proceeding the wrong way on one-way roads, entering roads reserved for scheduled movements, or in other ways threatening disruption of the circulation plan, can be quickly observed and reported from the air. This helps to prevent trouble, by facilitating prompt suspension of such movements or, if they are necessary, modification of other elements of the circulation and control plans.

(6) Inefficient control operations. Lack of coordination of control at different intersections, improper allocation of right-of-way to conflicting traffic streams, and other deficiencies of control can be quickly detected and therefore more often corrected.

e. Corollary functions.—(1) Such observation aircraft are also useful for various other functions, including—

(a) Rapid messenger service when other fast channels of communication are not available.

(b) Transportation of control personnel to critical points when ground travel cannot be performed quickly enough.

(c) Checking on the proper coverage of all traffic control posts by assigned personnel.

(2) They may also render valuable services which contribute to tactical security by reporting the approach of enemy aircraft or armored vehicles and by noting and reporting inadequate camouflage.

■ 50. *Escorts.*—As previously indicated, the purpose of a traffic escort is to expedite the movement of a particular column, usually by securing for it the right-of-way over traffic of lesser importance or assuring that it is not unduly delayed by other traffic. However, the fact that a column moves under escort does not necessarily mean it has priority over all other traffic. When such a movement is made through a section where an area control system is in effect, escort personnel do not take precedence over area control personnel; movement of their column must be in accordance with traffic orders for that area. Similarly, an escorted column may on occasion be required to observe traffic signals, speed limits, and other regulations when going through cities. Escort personnel must therefore not interpret their duty to be procurement of uninterrupted movement for their column regardless of traffic regulations and other traffic. Their traffic control work must be determined by the plan of the march and the specific instructions issued for their operation.

a. Duties.—In performing their job, escort personnel must move out in advance of the column to—

(1) Provide necessary traffic control and column guidance at unregulated intersections or those where existing regulation (as by a traffic signal) is inadequate or inappropriate.

(2) Advise traffic control personnel encountered along the route of the approach of the column.

(3) Discover any road or traffic blocks, and either eliminate them or notify the column so that a halt may be made or an

alternate route followed. Escort personnel thus perform some of the functions of both point and patrol duty.

b. Posting escort personnel.—Escort personnel may be posted by either of two methods, as follows:

(1) Each man of the escort detail is provided with his own transportation, usually a motorcycle or small truck. They proceed on ahead of the column, taking post at successive locations along the route where control or guidance is or may be required (intersections, one-way defiles, turns, halt points, and turn-arounds). As soon as the tail of the column passes a man, he leaves his point, overtakes and passes the column, and goes on ahead to take post at the first point requiring control beyond the farthest ahead member of the escort detail. Each other man in turn follows this procedure, so that members of the detail are continually "leapfrogging" the column so long as such control is necessary.

(2) Under the other system, the escort detail is moved out ahead in a smaller number of large vehicles, each carrying one less man than its capacity. The escort commander moves out in the lead vehicle, which carries only him and the driver. When the first control point is reached, this vehicle is parked and its driver posted. The commander mounts the second vehicle and, followed by the others, proceeds to the next control point, where a man is placed. Others in this vehicle are successively posted, the driver parking and taking the last post. The commander then mounts the third vehicle and repeats the process with this and succeeding groups until all personnel are posted. To save time, each man is given his instructions while en route. When the column has passed the first man posted, he falls in behind it. Each of the other drivers falls in behind in turn. Other escort personnel are picked up by the drivers as their posts are passed. These groups "leapfrog" the column to take up new posts ahead if necessary; otherwise they trail the column. The escort commander should have pertinent information of the route of march. In many situations, similar information should be provided escort personnel, principally the drivers of escort vehicles. Such information is most conveniently shown on a strip map (see fig. 31).

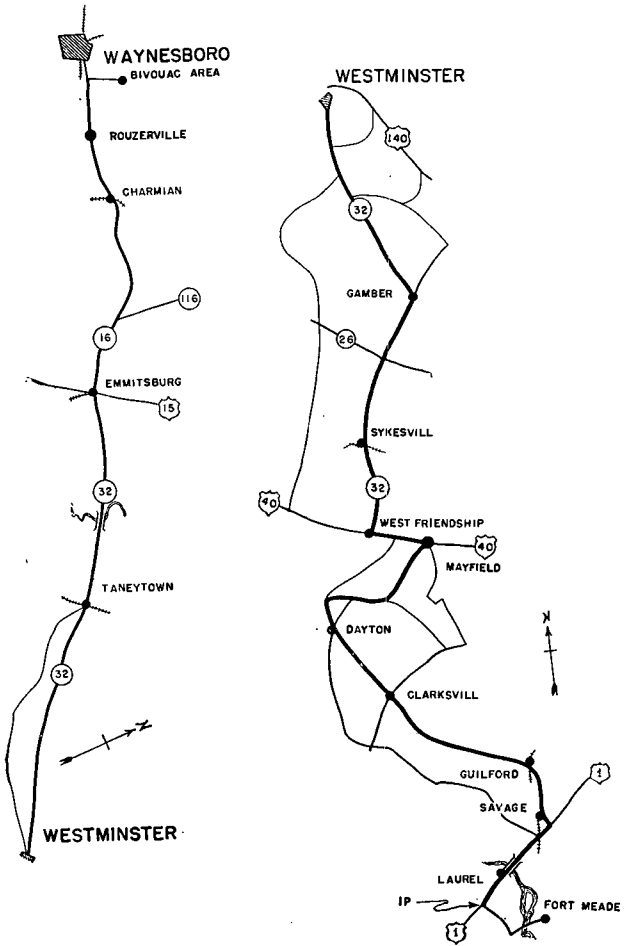


FIGURE 31.—Strip map.

c. Relative merits of systems.—The first system assures greater flexibility and mobility, but its use may be prevented by the lack of adequate transportation, in which case the other method must be used. On the other hand, the first method often requires the use of less personnel, since “leapfrogging” of the column may be accomplished more rapidly. Small trucks or motorcycles used as individual transportation are also often better able to overtake and pass the column than are large trucks carrying several men. If, however, escort requirements are fairly simple and are well established in advance, as in the case of movement through a previously reconnoitered city or town, the second method may be fully satisfactory. It is also usually adequate when road widths and column speed and length present no serious difficulties to “leapfrogging” operations.

d. Intersection control.—(1) Escort personnel assigned to regulate intersections through which the column must pass should observe all applicable points previously discussed relative to intersection regulation.

(2) Undue interference with cross traffic should be avoided by not holding it up until actually necessary and by allowing it to filter through gaps in the column. At the same time, care must be taken to avoid the risk of accidents and congestion by cutting off conflicting traffic streams in time to assure both a clear intersection and a clear route for a sufficient distance ahead to enable the column to maintain its speed.

(3) Escort personnel must be alert for possible accidents and should not hesitate to signal vehicles in the column to slow or stop if necessary to avoid a collision due to disregard of their directions by conflicting traffic. Special care must be taken to prevent conflict with cross traffic when a column is authorized to proceed through stop signs or red lights at intersections.

e. Additional escort.—Additional escort personnel may be assigned to lead and follow the column. Those assigned to cruise ahead of the columns should be alert for any interfering conditions not taken care of by posted escort personnel,

such as **slow-moving** traffic or between-intersection congestion. Those trailing the column should help keep the column in proper formation by requiring drivers who drop out without cause to rejoin the column. They should also seek to prevent excessive speed and other forms of improper operation by drivers seeking to overtake the column after having dropped out. In event of accidents they should stop, render aid, and extend any necessary help with investigational and salvage operations. They should also guard the rear of the column when halts are made.

■ 51. **BEARING AND CONDUCT.**—*a.* The system of authority and discipline inherent in military organizations provides a sound basis for the regulatory actions of the military traffic policeman, and generally assures willing and immediate compliance with his directions. Military police must not assume, however, that this means that they can be unconcerned about the impression made by their bearing and conduct, or the attitude toward them of those they control, or that they can be gruff, sarcastic, or otherwise unpleasant in the discharge of their duties. Positive efforts must be made to earn and deserve respect by performing duties in an efficient and courteous manner. Traffic control work is thereby performed more easily and more effectively.

b. The military traffic policeman's every act while on duty influences the attitude which is developed toward him and, of greater importance, toward what he represents. By the manner of executing his duties he must convey an impression of competency for his job. He cannot otherwise command respect or confidence nor secure, to the desired degree, prompt and proper compliance with his directions. In his contacts with personnel he must avoid unwarranted conduct and remarks which cause irritation and antagonism. Firmness is necessary. But harshness is neither necessary nor proper in the enforcement of traffic regulations. Neither is it the function of the military policeman to discipline personnel.

c. Following are more specific guides to proper conduct of military traffic policemen to be observed at all times while on duty:

- (1) Be and act alert.
- (2) Display confidence and composure.
- (3) Act without evidence of indecision.
- (4) Execute signals and other maneuvers in a precise military manner.
- (5) Display pride and interest in assigned duties and responsibilities.
- (6) Maintain self-control.
- (7) Provide assistance and information in a willing manner.
- (8) Treat all persons fairly and impartially.
- (9) Be firm without being officious or overbearing.
- (10) Be courteous.

■ 52. GIVING DIRECTIONS AND INFORMATION.—*a.* An important special responsibility of military traffic personnel is the furnishing of route and location information to drivers and column commanders. This is a great aid to those thus served, and also helps expedite traffic flow generally. Men on traffic duty must prepare themselves to extend this service effectively by familiarizing themselves with all important facts on which they may be queried, and by developing the ability to give information quickly and clearly.

b. Traffic personnel should anticipate the questions most likely to be asked and prepare clear and simple answers which can be readily given when occasion demands.

c. Except in forward combat areas, each man should have a map of the area, or at least a sketch, showing important routes and establishments, for reference in determining and indicating proper answers to inquiries. His own location should be indicated on the map to assist in giving directions and acquainting persons with their present location in relation to their destination.

d. Directions should be given in the simplest, briefest possible terms, both to save time and avoid misunderstanding. All necessary information should be given, but nonessential facts or comments should be avoided.

e. If unable to answer an inquiry, the policeman must not guess. He should indicate that he does not know, and offer to seek to secure the information or direct the person to someone else who can supply it. Whenever estimates are

made, or facts are doubtful because of changing conditions, the degree of reliability of information furnished should be clearly indicated.

f. If directions of a complex nature are necessary, it may be desirable to give the person a rough sketch or note on which essential facts are indicated. This can often be prepared and referred to while verbal instructions are being given. The points along the route where additional directions can be secured, or facts rechecked, should also be indicated.

g. Before giving directions, the traffic policeman should make sure he understands exactly what information is desired. He should also make sure, if possible, that the driver is actually asking for the right information. A driver may, for example, ask how to get on a certain road which he thinks will take him to his destination, but which is not in fact the correct route.

h. Distances, compass directions, route names or numbers, town names, distinctive landmarks, and other facts should be indicated as accurately as possible whenever helpful or essential. Drivers should also be warned of locations where they may easily become confused or lost.

i. In wartime, precautions must be taken to assure that, insofar as possible, information which would be of value to the enemy, such as the location of command posts and other important establishments, or the nature of traffic movements, is given only to proper persons. Military traffic policemen should be alert for enemy agents who, posing as civilians or even dressed in the uniform of our own or allied forces, may seek information by apparently proper questioning. Suspicious indications, such as overinquisitiveness, requests for nonpertinent directions or information, or requests for information which should already be known to the person, should be watched for.

SECTION V

TRAFFIC ACCIDENTS

■ 53. GENERAL.—*a.* Effective handling of traffic accidents is an important traffic control responsibility. The immediate

consequences of an accident must be promptly and properly dealt with to insure care of the injured, salvage of property, and minimizing of hazards and traffic interference at the scene.

b. In addition, thorough investigation must be made, both as a basis for settlement of claims and to secure facts which will aid in accident prevention work. This last is of special importance. Corrective action can be selectively taken only if facts about the accident problem are known, and only good accident investigation can reveal such facts. Attention must be directed to every case, regardless of the severity of damage or injury. From the accident prevention standpoint, the important point is the occurrence of a collision and its causes, not the results. Every accident may furnish valuable clues to necessary preventive work; seriousness of results is often determined largely by chance and has little or no bearing on seriousness of causative defects or errors.

c. Accident data are of interest to traffic control personnel and to all others responsible for aspects of motor transport and traffic control efficiency. Various agencies can take specific action to reduce hazards. Such data aid the military police in determining—

- (1) Needs for changes in traffic control technique.
- (2) Desirable modification of control plans.
- (3) Violations to which attention should be particularly directed.
- (4) Recommendations for road improvement.
- (5) Recommendations for modification of traffic circulation plans.
- (6) Recommendations for improvement in march discipline and methods.

■ 54. BASIC DOCTRINE.—The procedure of handling accidents varies under different circumstances, depending on the severity of the case, the relative importance of investigating the accident thoroughly or restoring normal movement quickly, what civil or military investigating personnel other than military police are present, whether civilians are involved, and other circumstances. Aside from these, it must be re-

membered that the basic treatment of accidents differs materially in time of war, under combat conditions, from that in time of peace (or in time of war in the zone of the interior or other areas remote from combat zones).

a. Combat zone.—(1) Under combat conditions, the thorough handling of accidents is usually neither possible nor justifiable. Accidents must, in large measure, be regarded primarily as combat casualties rather than as accidents in the ordinary sense. Moreover, the urgency of other duties prohibits giving the time required for a full investigation and report; also the data would often be of little or no value in planning future preventive measures since in a rapidly changing situation past accident experience does not usually offer a reliable basis for prediction of future experience. Under combat conditions, therefore, the only action to be taken when an accident occurs is to render first aid and arrange for evacuation for the injured, arrange for salvage of vehicles, and restore normal traffic flow.

(2) Normally, the accident itself will be taken care of by column personnel. Military police should, however, render any necessary aid. In the event no column personnel are present, as will often happen when vehicles are proceeding by infiltration, military police should take all necessary action. Their primary duty in all cases will, however, be to prevent further accidents at the scene and restore traffic conditions to normal as rapidly as possible.

(3) However, a high frequency of accidents apparently traceable to defects in traffic operations rather than to normal hazards of warfare should be brought to the attention of traffic control headquarters by military traffic police so that corrective action may be sought. Military police who cover accidents which are apparently of this type should therefore submit a brief report to their headquarters. A suggested form for such a report is shown in figure 32.

TRAFFIC ACCIDENT MEMO

Location _____

Date _____ Time _____

Weather _____ Visibility _____

Road surface _____

Type of accident _____

How occurred _____

Apparent cause _____

Recommendation _____

Reported by _____

NOTE.—Special short-form traffic accident report form for military police use when conditions do not permit or warrant full investigation and report, but brief report is desirable for traffic control purposes.

FIGURE 32.

b. Outside of combat zone.—At other times, more thorough treatment will be accorded accidents. Accidents involving vehicles in a convoy in peacetime or under other noncombat conditions are handled by column personnel. Normally, the unit officer takes charge, arranging for first aid to, and evacuation of, the injured, salvage of property, and procurement of facts by preliminary investigation. Personnel first on the scene should initiate all such activity pending his arrival. Military police should render all possible aid necessary. The column commander is immediately notified when an accident occurs, so that he may go to the scene himself or designate an investigating officer to represent him.

c. Cooperation with civil authorities.—Military authorities cooperate fully with civil authorities in the investigation and

reporting of accidents. Military and civil police at the scene of an accident can be mutually helpful in securing information and handling traffic congestion and other attendant problems due to the accident. Upon request, civil authorities are furnished with copies of military accident reports.

■ 55. DETAILED PROCEDURE IN ACCIDENT CASES.—The following are the essential items involved in the thorough handling and investigation of a traffic accident under other than tactical conditions. All might not be performed in a given case, but military police should be familiar with all of them in order to be prepared to take appropriate action in any case.

a. Proceed promptly and quickly, but safely, to scene.—Immediate attention is imperative to assure proper care of the injured, prevention of further accidents or congestion, and procuring of witnesses and evidence. However, unwarranted high speed or reckless driving en route to an accident must be avoided.

b. Render first aid.—Proper performance of this duty involves rendering necessary immediate first aid to the injured, procuring competent medical service if required, and arranging for their proper evacuation. Civilians should be taken to the nearest hospital, military or civilian; military personnel should be taken to the nearest military hospital unless the seriousness of their injuries makes it advisable to take them to a nearer civilian hospital for emergency treatment.

c. Establish emergency control.—(1) This involves immediate reduction in hazards at the scene and restoration, as soon as possible, of normal traffic movement. This control work should be done first by military police, if other competent personnel are available to care for the injured. To reduce hazard, personnel or warning signs should be posted a sufficient distance from the scene on all approaches. At night warning flares should be used when the tactical situation permits. In some cases, temporary rerouting of traffic may be desirable; if not, blocking of the road by halted vehicles or pedestrians in the roadway should be prevented, and reasonably low speeds enforced. Special pre-

cautions must be taken when such hazards as fire, damaged power lines, or the presence of inflammable or explosive materials are present.

(2) If a full immediate investigation is desirable and practicable, the scene should not be changed until all necessary evidence has been secured, measurements made, and photographs taken, even though this may delay passing traffic; undue delay should be avoided, however, by performing such phases of the investigation as early and quickly as possible. When restoration of normal movement is the primary consideration, on the other hand, damaged vehicles and other obstructions in the roadway should be cleared away as rapidly as possible and traffic congestion cleared up, the situation being handled as in the case of any temporary road or traffic block.

d. Secure pertinent facts.—When the situation permits, the investigator must diligently check all sources of information, bearing in mind that investigation must seek to establish *causes* of the accident, not merely the *results*. A good investigation, moreover, involves a thorough search for all pertinent facts and their proper interpretation, not merely a routine gathering of the data called for on an accident report form.

(1) *Questioning drivers.*—The drivers involved (and pedestrians if involved) should first be questioned, if possible. Each should be questioned separately, so that independent stories may be secured. The questioning should secure necessary identification data and the person's version of the accident, and the investigator should carefully observe the person for evidence of physical defects or intoxication. Statements of drivers should, when possible, be written down informally at the time.

(2) *Witnesses.*—(a) Witnesses should next be sought and questioned, special effort being made to secure disinterested witnesses.

(b) A witness should be addressed in a calm, assured manner, neither officious nor hesitant, and asked to identify himself and tell in his own words what he saw. Persons unable to express themselves with ease should be aided by

prompting, but the investigator must be careful to avoid putting words in a witness' mouth which will distort his story.

(c) Care should also be taken to detect false witnesses who tell distorted stories because of an interest in the case, an overactive imagination, or poor powers of observation and memory. Checking their statements against known facts will often help.

(d) The essential facts in witnesses' statements should be recorded informally when made and the witness should be asked to sign this statement.

(3) *Physical evidence.*—Facts thus secured should be augmented by an examination of physical evidence and careful examination of the physical nature of the accident location. Among the important points to be checked for possible bearing on the case are the following:

(a) Type, condition, and width of roadways.

(b) Design of roadway at the location.

(c) Weather and visibility conditions.

(d) Point of impact on the road.

(e) Points of impact on vehicles and extent of damage.

(f) Course of vehicles before and after impact.

(g) Skid marks.

(h) Traffic control devices in operation, and their visibility and condition.

(i) View obstructions.

(j) Vehicle defects not due to collision.

(4) *Other action.*—If measurements are pertinent, they should be accurately made rather than estimated. Photographs may be desirable for future reference or court use, especially in the case of perishable or bulky evidence or facts which can better be presented by a picture than by words. Full notes on data secured should be taken during the investigation, rather than relying on memory. Reports should be written as soon as possible, while the case is still fresh in the investigator's mind.

e. Clear up scene and restore order.—(1) Upon completion of the investigation, the scene must be cleared up and restored to normal. This involves removal of damaged vehicles and clearing away of glass and other debris in the roadway.

This must be done earlier in cases where noninterference with traffic is essential, but the scene should never be left unless all such necessary work has been done.

(2) Sometimes there will be delay in removal of damaged vehicles or other objects due to difficulty of accomplishing this. In such cases a guard should be posted to regulate traffic past the point, if necessary, and to protect valuable property from theft or vandalism. Warning signs (flares at night) should be kept in place as long as a traffic obstruction exists. Salvage will normally be handled by column personnel or through agencies other than the military police, although they must assume the responsibility for arranging for it if necessary.

■ 56. SPECIAL ACTION IN HIT-RUN CASES.—If a "hit and run" driver has been involved in an accident coming under military jurisdiction, this should be determined at the outset to avoid delay in initiating a special investigation and search.

a. Identification evidence.—(1) Primary emphasis should be placed on securing identification evidence. The best possible immediately available description should be quickly secured and disseminated to all who can aid in locating the driver and vehicles.

(2) Further evidence should then be sought by careful examination of the scene. Damage to objects or injury to persons struck should be carefully noted for indications of the probable nature of damage to the wanted vehicle, or traces of foreign matter such as blood, hair, fabrics, paint, wood, or stone which may be found on it. Parts which may have been broken off the vehicle should also be looked for. These may aid in directing the search, and in identification of a suspected vehicle.

(3) The most specific and distinctive possible description of vehicle and driver should be sought from witnesses. If there is none at the scene, a check in the vicinity may locate witnesses who didn't see the accident but saw the vehicle fleeing the scene and can describe it.

b. Follow-up investigation.—Several follow-up methods of investigation may be used. General publicity will sometimes

encourage submission of additional information by persons having knowledge of the case. Notices to repair shops and parts dealers are also often effective. If the make of the vehicle is known, a check on all such vehicles in the area may lead to locating the one wanted. An immediate canvas of garages in the area is another worth-while follow-up check. These are only a few of the common methods which may be used; circumstances of cases will dictate which may be useful and will suggest other follow-up techniques.

c. Questioning suspect.—Following the finding of the vehicle, and careful noting any evidence on it, the driver's identity must be established. As soon as possible, the owner, regular operator, or person supposed to have been operating the vehicle at the time of the accident should be questioned. In the case of military personnel, this should be handled through regular command channels. In the case of civilians, it should be done in cooperation with local civil police authorities unless the area is entirely under military control. To encourage a true admission of guilt, or the revealing of the identity of the driver, by him, he should be approached and questioned in a confident, assured manner, and the convincing nature of the evidence against him indicated. When appropriate, such investigation should be conducted in close cooperation with civil police authorities, who are often able to assist greatly. In questioning military personnel, the regulations regarding self-incrimination must be observed (see Manual for Courts-Martial).

■ 57. INVESTIGATION AIDS.—Various technical and laboratory aids are of assistance to accident investigators and should be employed whenever they are available and their use is warranted. Facilities for comparison identification of metals, rubber, glass, fabrics, paint, hair, and other substances are available through the laboratories of certain Federal and many State and local law-enforcement agencies. Many are also equipped to give chemical tests for intoxication, administer polygraph (lie-detector) tests, and render other aid. State and local police aid in technical aspects of investigations, such as photography, speed determination from skid marks, brake testing, and others is also often available.

SECTION VI
ENFORCEMENT

■ 58. GENERAL.—The effectiveness of traffic control is obviously dependent upon the degree to which all personnel subject to it comply with general traffic regulations, special traffic orders, and directions of military traffic police. Such compliance depends upon many factors and cannot be fully secured by the work of the military police alone. However, the enforcement of traffic regulations is a principal means of securing it, and an important phase of military traffic police work. In a broad sense, enforcement is their basic job, since they are primarily charged with helping to assure proper execution of traffic circulation plans by enforcing their provisions. In enforcing traffic regulations, military police represent the commander of the unit or area. They are enforcing his orders, to which all subordinate personnel are subject.

■ 59. ENFORCEMENT POLICY.—*a.* Enforcement by the military traffic police must be administered in a common-sense manner which will actually benefit traffic operations. Enforcement is not an end in itself, nor will rigid enforcement of all regulations always prove beneficial. Actual harm may be done by an undue amount of petty enforcement which serves to restrict unduly the free circulation of traffic. As a general rule, military police should enforce regulations only insofar as such will help assure more efficient traffic movement. Every proper effort should be made to expedite movement with a minimum of enforcement. At the same time, they must not hesitate to apply it when obviously necessary. Undue leniency can be just as harmful as undue harshness.

b. The unwisdom of an arbitrary system of enforcement is emphasized by the fact that frequently changes in the tactical situation make previous traffic orders unsound. Due to lack of time, however, they may not yet have been modified, or new instructions may not have been issued to all traffic control personnel. Under such conditions, their enforcement becomes obviously undesirable. Enforcement procedure

must therefore be flexible to meet the needs of every situation insofar as possible, and no more restrictive than good traffic control requires.

■ 60. TYPES OF ENFORCEMENT.—Enforcement is of two distinct types, preventive and disciplinary. While similar in objective, since both ultimately seek to prevent violations, they differ in method of application.

a. Preventive.—This consists of the prevention of commission of prohibited acts which would or might occasion traffic interference, such as proceeding the wrong way on a one-way road, prohibited double-banking, or improper parking on the roadway, by alert regulation. Primary attention should be directed to this regulatory enforcement, especially in critical situations where freedom of movement is essential and such violations would seriously curtail it.

b. Disciplinary.—(1) This involves the reporting of drivers for violations of general regulations committed by them, such as speeding, disregarding traffic signs and signals, and failing to comply with traffic policemen's signals. This kind of enforcement is designed to create a general deterrent to violations by providing disciplinary action for violators. It is a necessary supplement to regulatory enforcement, since voluntary compliance must be encouraged; military police will not always be present or able to anticipate and prevent the commission of violations. Driver training, general discipline, and other measures should and to a large extent do assure such compliance; however, the deterrent effect of disciplinary traffic enforcement is a necessary and valuable adjunct to such measures.

(2) While appreciating its importance, and applying it when necessary, military police must never seek opportunities to apply such enforcement by allowing violations to be committed which they might have prevented by proper control action. This is wholly inconsistent with the purposes of traffic control, serves no proper purpose, and may cause serious traffic problems.

■ 61. SELECTIVITY.—Enforcement should be as selective as possible. That is, attention should be directed particularly to violations which, actually or potentially, threaten greatest interference with traffic efficiency, and at the times and places where such is particularly true. Requirements in this respect will naturally vary at different times and places. Continuing selectivity must be sought by constant analysis of prevailing problems.

■ 62. VIOLATION REPORTS.—Violations by military personnel observed by military policemen which are serious enough to warrant disciplinary action should be reported to the military police commander. The report, on a prescribed form, should contain the following: date, time, location, violation, number and organization of vehicle, name of driver or other person responsible for the violation, if secured, and name of reporting military policeman (see fig. 33). In the case of a "continuing" violation, such as speeding, the driver should be stopped and instructed to observe the regulation, unless such would involve undue hazard or interruption of traffic circulation, or would require the military policeman to leave his post when conditions require his constant presence there. In the case of other violations, the driver may be stopped and warned, or the policeman may merely note the vehicle's organization and number for his report. Action taken should be based upon the nature of the violation, prevailing traffic conditions, and whether the policeman would have to and could leave his post to warn the driver.

TRAFFIC VIOLATION REPORT

Violation -----

Location -----

Date ----- Time ----- Accident -----
(Yes or no)Violator -----
(Name) (Grade) (Org.)Vehicle -----
(Org.) (No.) (Type)Reported by -----
(Name) (Grade) (Org.)

(Front)

REMARKS

-----DISPOSITION

(Back)

FIGURE 33.—Traffic violation report.

■ 63. FOLLOW-UP ON REPORTS.—*a.* Follow-up action on violation reports will vary with the situation. Under combat conditions or other pressing circumstances in time of war, a unit commander could not be expected to give attention to every report of a traffic violation by members of his command. Therefore, all individual violation reports should not be regularly forwarded to units from the military police commander. Such reports should, however, be retained, and checked periodically. If drivers from a particular unit build up a record of violations which is serious enough to demand corrective measures, the facts should be brought to the attention of the unit commander for appropriate action.

b. In time of peace, or under less pressing circumstances in time of war, it is desirable to forward individual reports of violations to unit commanders for action.

■ 64. CIVILIAN VIOLATIONS.—Violations by civilians should similarly be prevented insofar as possible by regulatory enforcement. When possible, an instructive warning should be addressed directly to the driver. In the case of serious violations, proper civil authorities should be notified, through the military police commander, so that action may be taken by them. In a situation where violations by civilians represent a major problem, a request should be made for the assignment of civil traffic police to the area to assist in handling such cases. Sometimes in peacetime, patrols including both military and civil policemen, working in pairs or teams, are effective. In areas under exclusive military jurisdiction in time of war, civilian violators should be dealt with through the regular procedures established for control of the civil population.

■ 65. SPECIAL CIRCUMSTANCES.—A special problem of enforcement sometimes arises when a column or unit commander indicates an intention to proceed in a manner contrary to traffic orders being enforced by a military policeman. Compliance with such orders may be imperative, or, as previously indicated, tactical requirements may have changed so since their issuance that they are no longer applicable to the situation and, because of lack of time new orders have not yet been issued or conveyed to all military traffic policemen.

Because of this, the military policeman should not, under such circumstances, always seek to enforce orders arbitrarily. He should, rather, inform the officer what traffic orders he has been instructed to enforce and, insofar as possible, indicate the reasons for them and the probable consequences of their violation in terms of traffic disruption. Under such circumstances, the officer may decide to comply with such orders or may adhere to his original intention. The military policemen should, in either event, seek to expedite the movement with the minimum of necessary interference with other important traffic, as indicated later herein. All such actual or apparent violations of traffic orders should be reported to the military police commander in the manner prescribed for other violations.

■ 66. **TRAFFIC REGULATIONS.**—*a.* The traffic regulations to be enforced by military police include—

- (1) Those contained in Army Regulations (see app. II).
- (2) Special traffic orders.
- (3) Applicable civil regulations.
- (4) General military regulations, or “rules of the road” (see app. III).

b. In addition, military police should at all times seek to prevent any other driving practices obviously involving a threat to the safety or efficient movement of traffic under existing circumstances.

SECTION VII

EMERGENCY PLAN MODIFICATION

■ 67. **GENERAL.**—*a.* Traffic circulation plans, especially in a combat zone, may be disrupted suddenly at any time. Roads may be made impassable by deterioration, bad weather, or enemy action. Changes in the tactical situation may require unanticipated movements. Disruption of rail transportation may impose added supply traffic on roads. These and other developments may threaten stagnation of traffic flow which must be counteracted by rapid, effective plan modification to meet new conditions and requirements. Only in this way is the mobility and flexibility necessary to tactical success assured.

b. Thus, the responsibility of the military traffic police is not merely to supervise, in a routine manner, a fixed and continuing circulation plan. Circulation and control planning are continuing functions. New developments in traffic plans usually require changes in military police control plans; often the military police must also effect, at least locally and temporarily, changes in traffic circulation.

■ 68. ESSENTIAL REQUIREMENTS.—*a.* Basically, successful modification of control is dependent upon the general quality and adequacy of traffic control personnel, equipment, and techniques. The following points, however, are of special importance in this regard:

(1) Control plans must be flexible.

(2) Traffic control headquarters must maintain close liaison with G-3 and G-4 so that changes in plans may be learned promptly.

(3) Road and traffic blocks must be promptly detected and reported.

(4) Personnel must be sufficiently familiar with the roadnet and circulation plan to effect emergency reroutings quickly.

(5) Communication facilities must be adequate to transmit information quickly and permit coordination of efforts over a large area.

(6) Officers must be appropriately assigned so that they can quickly take charge in emergencies.

(7) Adequate transportation must be available to move personnel to critical locations.

b. Insofar as these requirements are met, effective plan modifications become more fully possible of accomplishment. This job requires, like any other of similar nature, knowledge of the problem, knowledge of the proper remedy, and ability to apply that remedy.

■ 69. PROCEDURE.—Procedure followed necessarily depends on the nature of the circumstances demanding plan modification and the extent of modification required. Sometimes in the field local changes which can be made immediately are sufficient, while in other cases more elaborate replanning and centralized control may be necessary. Modification may originate in traffic control headquarters or in the field, and may

consist of a single adjustment or a series of progressive adjustments.

a. Changes in tactical plans.—(1) When a change in traffic control is necessitated by a change in tactical plans, traffic control headquarters should immediately check the adequacy of the current control system to meet the new situation. This is facilitated by having current traffic condition maps and maps showing the disposition of traffic control personnel supplemented, if possible, by aerial observation. Necessary shifting of personnel and change of control methods should then be planned and executed.

(2) If time is not available to do this in complete detail initially, word should be sent to affected personnel in the field so that they may at least be warned of the new development and may make such local adjustments as are possible pending issuance of a more comprehensive new plan. All possible information and suggestions which will be of assistance to this end should be given them in the absence of specific orders. Road and air patrol units are especially valuable in transmitting information and in providing emergency regulation. Time limitations may also make "progressive" modification advisable. That is, successive adjustments of control in various areas or along routes should be planned and executed in the order in which different locations will be affected. Under this procedure, more detailed replanning can, in effect, be done initially without the delay which would attend an effort to do this simultaneously for the entire area affected.

(3) If it appears to traffic control headquarters that the proposed change in circulation cannot be successfully accommodated without seriously affecting other critically important traffic, this should be indicated to the staff traffic planning agency. Similarly, if it appears that another plan might better accommodate new traffic requirements, with less disruption of present circulation, this also should be indicated. In other words, traffic control units should seek to assist in every manner possible in assuring proper traffic movement, rather than merely providing regulation and enforcement. Naturally, other considerations may often require rejection of such proposals, or lack of time may demand immediate execution in the best manner possible. There will, however,

be opportunities to make valuable contributions to planning, which will help attain the important objective of relating traffic control as closely as possible to the tactical operations.

b. Disruption of circulation.—(1) Unanticipated disruption of traffic circulation occurring suddenly at some point on the road net often presents even more difficult problems. Traffic control personnel first confronted with the situation will often lack a sufficiently broad concept of the situation to determine fully effective control modifications; moreover, they would usually not be capable of executing them, in any event, on a sufficiently broad scale.

(2) Such situations will usually come first to the attention of personnel on point or patrol duty. Their immediate responsibilities are to determine as fully as possible what the problem is; report the circumstances to the next higher echelon of traffic control; and take appropriate measures to minimize or prevent local congestion. The information should be successively transmitted upward through various echelons of traffic control. Each should take such action as it can to meet the situation, pending receipt of instructions from higher authority.

(3) The immediate responsibility of traffic control personnel at the scene of the difficulty, aside from reporting the condition, is to avoid traffic stagnation and undue delay in completion of the missions of individual vehicles and columns. The specific action taken to accomplish this will vary with the circumstances. If, for example, a bridge has been destroyed and cannot be replaced for several hours, rerouting of traffic is obviously necessary. On the other hand, if a road block can be eliminated in a short time, less delay might result from holding up traffic than from rerouting it. Decisions in such situations will also be affected by other considerations. Traffic might be kept moving at the location of the original difficulty by rerouting it, but subsequent conflict with traffic at another location might cause even more serious trouble. Again, it might be imperative to keep traffic moving in the vicinity of the trouble, even at the risk of subsequent congestion problems elsewhere, to avoid heavy losses from enemy artillery fire or air bombing.

(4) Unit and column commanders will decide what imme-

mediate action to take in extremely critical situations where tactical considerations predominate. However, traffic control personnel can be of great help in indicating the probable consequences of various alternative courses from a traffic circulation standpoint, and in informing columns of available detours. When times and circumstances permit, it is of course desirable to transmit information upward to the highest traffic authority necessary for development of a modified plan. Thus a plan can be adopted which is comprehensive enough to assure solution of the original problem rather than its mere transference to another location or its conversion into an equally or more serious problem of another type. However, sudden and critical disruption of traffic frequently occurs under conditions initially requiring the best possible immediate action on the spot. Action must not have to await completion of elaborate replanning procedures but must be taken locally, any resultant problems elsewhere being successively treated.

(5) To facilitate this, information should be transmitted laterally as well as upward. That is, nearby patrol units and control personnel at adjacent points which will be affected by emergency reroutings should be promptly notified. A progressive system of control modification can thus be initiated in the field, pending coordination by higher authorities if the problem is of such type and continues long enough to warrant such. Patrol units are of great value in this. They can also assist by escorting rerouted columns, insofar as necessary or desirable, to prevent their becoming lost or tied up with other traffic. Traffic control aircraft are particularly useful, since they make possible more rapid development of emergency control over a sufficiently large area, and also facilitate determination of types of adjustments necessary.

(6) In order to equip themselves better to act quickly and properly in such emergencies, all military traffic policemen should keep themselves familiarized as fully as possible with current traffic conditions in their areas, and should seek to determine in advance the best action to take in event of any likely difficult situations.

■ 70. SUPERVISION IN EMERGENCIES.—Critical road or traffic blocks often require the dispatching of additional personnel

to the scene to provide adequate control in the execution of relief measures. It is important to bear in mind in this connection that mere numbers of men do not assure adequate control. Their work must be properly directed and coordinated so that they take the right action and function as a team. To this end, one or more qualified officers or noncommissioned officers should be present to direct operations. Also, officers will often be better qualified in many cases than the personnel first confronted with the situation to determine what information and recommendations should be communicated to traffic control headquarters. It must be understood by all ranks that, in emergency, the senior military personnel present assumes control and takes action appropriate to the situation.

■ 71. ENGINEER LIAISON.—To expedite restoration of normal traffic circulation following its disruption by a road block, close liaison should be established between military traffic police and road maintenance engineers. Submission of accurate information by military police as to the nature and extent of conditions requiring engineer work will facilitate prompt and effective execution of such work. It will also enable engineers to estimate more accurately the time required for the work, so that traffic control personnel may have a better idea of the extent of traffic disruption which may be expected.

CHAPTER 7

PRISONERS OF WAR

■ 72. GENERAL.—In war, an important duty of military police is the care and security of prisoners of war committed to their charge, including any alien enemies turned over for custody. In the discharge of these duties they are governed by the Rules of Land Warfare (FM 27-10), the provisions of this manual, other pertinent War Department publications, and local regulations.

■ 73. PRISONER-OF-WAR INSTALLATIONS.—*a.* Installations in the prisoner-of-war system of control consist of prisoner-of-war collecting points and prisoner-of-war enclosures. In rear area installations prisoners are organized into prisoner-of-war companies by military police units designated as prisoner-of-war escort companies.

b. Prisoner-of-war collecting points are localities designated in the areas of front-line divisions during combat for the assemblage of prisoners pending examination and arrangement for further evacuation. Division collecting points are designated on operation and administrative maps as $\frac{XX}{PW}$.

c. Prisoner-of-war enclosures are installations with facilities to aid in guarding and caring for prisoners of war. In the theater of operations, enclosures are established by field armies and by the communications zone, and in special cases by army corps. Large enclosures containing two or more prisoner-of-war companies, established in the communications zone or in the zone of the interior, through which large numbers of prisoners are cleared in the process of evacuation, are termed "central prisoner-of-war enclosures." Shelter, usually of temporary construction, is provided in prisoner-of-war enclosures. The standard construction unit to accommodate a prisoner-of-war company, together with space for exercise of the prisoners, occupies an area of approximately one acre. The escort is quartered outside the enclosure. The enclosure is usually surrounded by an inner and an outer

fence, and sentinels are posted between them. Prisoner-of-war enclosures in the zone of the interior may be designated as war prison barracks or camps.

d. The Prisoner of War Information Bureau, established in conformity with the provisions of the Geneva Convention of 1929 governing the treatment of prisoners of war, is operated by the Provost Marshal General. It is an office of record and information on prisoners of war as required by the Rules of Land Warfare (FM 27-10). Most of the data required by this bureau are prepared at army prisoner-of-war enclosures or similar installations.

■ 74. EVACUATION.—*a. General procedure.*—(1) Evacuation of prisoners of war within the theater of operations is conducted in accordance with the instructions of the theater commander. Evacuation from the theater of operations to the zone of the interior is regulated by the War Department. The usual evacuation procedure is shown graphically in FM 100-10.

(2) Prisoners are evacuated from the combat area as soon as possible. Available transportation is used to expedite the evacuation.

(3) Enemy officers, noncommissioned officers, and privates are separated soon after capture and are kept apart thereafter, for the reason that officers and noncommissioned officers should not be in a position to exert their authority on the subordinate ranks to rebel. This is particularly important when conditions for escape are favorable.

b. From front line to regiment.—Prisoners captured by front-line troops are escorted by guards from infantry companies to a point convenient to a battalion headquarters. Battalions forward them under guard to a regimental collecting point. Regiments send them under guard to a previously designated division collecting point where military police assume custody.

c. Division collecting points.—(1) Prisoners are counted at the division collecting points by the military police who give the commander of the escort a receipt for the prisoners and also for any documents delivered with the prisoners. Corps military police usually assume custody of prisoners of war

from division military police and conduct the prisoners to a designated point for examination. Military police of the field army receive prisoners either from corps or direct from divisions when examination by the intelligence service of the corps is not required.

(2) A division prisoner-of-war collecting point is on or near the division straggler line, but is not located with a straggler collecting point. It should, if possible, be in a concealed location, and defiladed from small arms flat-trajectory fire. Shelter, if available, is utilized. One collecting point usually suffices for a division.

■ 75. ESCORTS.—*a.* At division collecting points and in rear thereof, prisoners of war are guarded by military police. When the number of prisoners is exceptionally large, combat troops may be used. Escort companies of military police are provided at enclosures for administration and guarding of prisoners of war. Each such company provides the administrative personnel and guards for a prisoner-of-war company of 450 prisoners. (See app. IV.)

b. The strength required to escort prisoner columns on the march varies directly with the number of prisoners, the state of morale of the prisoners, and the seriousness of danger likely to be encountered on the route of march.

c. The escorting of prisoners of war requires firmness and the utmost vigilance. Conversation is forbidden between prisoners, between members of the escort and the prisoners, and between the prisoners and anyone else. Prior to the hour of departure of an escort with prisoners, the members of the escort load their weapons in view of the prisoners. The prisoners are then warned that any attempt to escape, resist, or disobey orders will be checked and punished with extreme severity. The officer or noncommissioned officer in charge of a group of prisoners to be moved by marching forms them in close column which is preceded, followed, and flanked by members of the escort. In case of an attack on the march, prisoners are ordered to lie down. Part of the escort, detailed for their immediate guard, stays with the prisoners and fires on anyone who gets up without orders. The remainder of the escort engages the enemy.

d. Escorts for prisoners being transported by motor, rail, or water are carefully organized so as to have an adequate guard at all times, at all points of possible escape. Military police guarding prisoners carry their weapons loaded. Rifles are carried with bayonets fixed.

e. Escorts should, if possible, contain an interpreter who translates orders affecting the prisoners.

■ 76. EXAMINATION.—*a.* The detailed examination of prisoners of war is a function of the intelligence service (FM 30-15). Examination is an incident of evacuation and parallels it. Examination takes precedence over speed of evacuation except in regimental areas where prompt removal of prisoners is usually paramount. The intelligence officer at each headquarters decides when the examination of a prisoner of war has been completed.

b. Prisoners are usually searched by their captors prior to being turned over to the military police. Another search, particularly for papers, maps, or other documents, may be conducted by the division military police. Articles taken from prisoners by the captors are turned over to the division military police who in turn submit them to the division intelligence officer for examination.

c. During examination of prisoners at a headquarters when the military police are temporarily relieved of custody, the examining officer furnishes a receipt to the military police.

d. Prisoners who have been examined, those awaiting examination, and enemy deserters, are kept apart during the process of examination.

■ 77. TREATMENT.—The civilized concept of humane treatment of prisoners governs the manner of administration and control of prisoners of war. The rules of land warfare contain the international law on the subject and will be strictly adhered to by all concerned with prisoners of war (FM 27-10).

■ 78. TRIALS AND PUNISHMENT.—*a. General.*—Prisoners of war are subject to the laws, regulations and orders in force in the Army of the United States and to the law of the country in which they are held. They are liable to trial and punishment by courts and to summary punishment by

commanding officers to the same extent and with the same limitations, privileges, and immunities as members of our own forces. This is subject to those exceptions and modifications prescribed in the Rules of Land Warfare, the Manual for Courts-Martial, and other official publications of the War Department.

b. Minor offenses.—Minor delinquencies and infractions committed by prisoners of war in the custody of the military police are dealt with summarily by the commanding officers of companies, enclosures, and war prison barracks, by suspension of privileges, or by confinement not in excess of the limits specified by law or regulations. Noncommissioned officer prisoners of war who do not properly perform the duties entrusted to them are punished as offenders against good order and discipline. Collective punishment for the misconduct of an individual is prohibited.

c. Attempted escape.—(1) If a prisoner attempts to escape or pass a defined limit, the sentinel or any member of the guard who sees him calls "Halt." If the prisoner fails to halt when the sentinel has once repeated his call and if there is no other way to prevent his escape, the sentinel fires at him. Attempts to escape are considered offenses against good order and discipline. A prisoner attempting to escape is, upon recapture, placed under such additional restrictions as may be deemed necessary to prevent a repetition of the attempt. An organized attempt to escape is put down by force of arms if necessary.

(2) Notification of the escape of a prisoner of war is sent immediately by the commanding officer of the prisoner-of-war enclosure concerned to all civil and military officials in the vicinity and to those in other localities through which the prisoner is likely to travel. The notification is accompanied by the best available description of the escaped prisoner and any additional information which might be useful in effecting his recapture. Notification of all escapes and recaptures are sent directly to the Prisoner of War Information Bureau.

(3) If a prisoner of war escapes, the commanding officer authorized to appoint a special court martial for the command forthwith causes an official inquiry to be made as to whether any officer or enlisted man of the United States Army has

been guilty of negligence or misconduct contributing to the escape. The report of the inquiry is forwarded to higher headquarters as required by current administrative regulations.

■ 79. COURTESIES.—Enlisted prisoners of war are required to salute all officers of the Army of the United States. Officer prisoners of war are required to salute only those officers of equal or higher rank. When an officer passes a prisoner working party, the prisoners stand at ATTENTION, unless actually working, and all prisoner noncommissioned officers salute. When passing an officer on the march, they march at ATTENTION, execute EYES RIGHT or EYES LEFT at command, and the noncommissioned officers salute.

■ 80. LABOR.—*a. Nature of work.*—(1) Under the provisions of the rules of land warfare all able-bodied prisoners of war, except officers, may be employed as workers on projects not directly connected with military operations. Noncommissioned officers are only required to work in a supervisory capacity. Officers may be assigned appropriate work if they so request.

(2) In addition to work on public projects, prisoners may be used in prisoner-of-war companies as cooks, cooks' helpers, tailors, cobblers, clerks, or on other duties in connection with the interior economy of the company. Prisoners of war are not employed in or about enclosures except upon regularly authorized and supervised work.

(3) Officers of the Army of the United States are not allowed to employ them for personal services of any kind.

b. Administration and control.—(1) Commanding officers of prisoner-of-war companies submit requisitions to the commanding officer of the proper enclosure for the number of prisoners by grade and trade required for the tasks at hand. It is also their duty to see that all prisoners who are physically fit are at all times available for work.

(2) Prisoners of war are counted and inspected before going to work and upon return are again counted and inspected and, if necessary, searched. Special counts are made at odd times.

(3) Every prisoner-of-war working party is at all times under the direct charge and supervision of a commissioned officer of our own forces.

c. Rest and pay.—(1) Prisoners of war are allowed a rest of 24 consecutive hours every week, preferably on Sunday. This period is used for rest, bathing, washing clothes, and work in connection with the interior economy of the company.

(2) Prisoners of war are paid for each day's labor performed in the public service. Payment is made by the Finance Department in exchange tokens or scrip under such regulations as may be issued by the War Department. Any balance remaining to the credit of a prisoner is paid to him upon his release.

■ 81. PERSONAL EFFECTS.—*a.* The personal effects of prisoners of war, including identification tags, insignia of rank, decorations, money, and other objects of value, remain their property. The personal effects which prisoners are not allowed to have in their possession are listed, packaged, and forwarded to the Prisoner of War Information Bureau. A receipt is given the prisoner for money and other valuables sent to the Bureau. Packages are labeled with the prisoner's name and are stored. Personal effects of prisoners who die while in custody are similarly listed and stored pending final disposition.

b. Prisoners of war are not permitted to have in their possession weapons or ammunition of any description, photographic apparatus, field glasses, compasses, lamps, flashlights, or other devices that can be used for signaling, including codes or ciphers, radios, inflammable articles, or maps. They are not allowed to have tools except during working hours while under supervision of guards.

■ 82. REPORTS AND RECORDS.—*a. Field reports.*—(1) Whenever practicable, each regiment prepares and forwards to division headquarters a report on each prisoner it captures. This report embodies the following information: the prisoner's name, serial number, grade, organization, date and place of capture, the unit making the capture, disposition made of the prisoner, and a résumé of any statements he may have made.

(2) When the combat situation precludes the submission of these reports by regiments, that duty devolves upon the division provost marshal. Under his supervision, the field report described above is prepared and forwarded to the corps provost marshal. The information in these reports is forwarded through military channels to higher headquarters as required.

b. Report to Prisoner of War Information Bureau.—For each prisoner received at a separate prisoner-of-war company, enclosure, or hospital, a special report is at once prepared giving the information set forth in *a* above and in addition, the following: his condition when received, from whom he was received, his weight, height, color of hair, color of eyes, complexion, distinguishing marks, and an inventory of all personal effects taken from him. Two copies of this report are forwarded without delay to the Prisoner of War Information Bureau (see FM 27-10.)

c. Other reports and records.—The personnel reports and records required of prisoner-of-war installations parallel in general those used for our own units. Records pertaining to pay, clothing, equipment, hospitalization, transfers, punishment, and similar matters are carefully kept. Detailed instructions on these matters are published from time to time by the War Department.

■ 83. ADMINISTRATION OF ENCLOSURES.—*a. General.*—(1) The administrative procedure relative to prisoners of war in enclosures conforms to the rules of land warfare, and to the amplifications or amendments thereof prescribed herein and in other War Department regulations.

(2) For special administrative procedure relating to officer prisoners of war see paragraph 84.

b. Assignment.—Prisoners are assigned to companies as soon as practicable after their receipt. Upon arrival, each prisoner is given a serial number which is retained permanently.

c. Supplies and equipment.—(1) *Clothing.*—Each prisoner is furnished with one complete uniform after the uniform in which he was captured has become unfit for use. The

uniforms of deceased prisoners of war are used if necessary. Renovated clothing and uniforms of obsolete pattern may be issued. Each article of clothing is marked in a conspicuous place with the serial number of the prisoner. Uniforms are dyed green when practicable. In all cases, uniforms are marked in white with the letters "P. W." as follows:

(a) Across the back with letters 8 inches high; on each sleeve midway between the elbow and the shoulder with letters 4 inches high.

(b) On each leg of the breeches or trousers, in front immediately above the knee, with letters 4 inches high, "P" on the right leg and "W" on the left leg.

(2) *Rations.*—Prisoners of war are furnished the same rations prescribed for United States troops. So far as practicable they are required to raise their own vegetables.

(3) *Miscellaneous items.*—Material for bedding, and fuel are issued to prisoners as required. Cobbler's, tailor's, barber's, and other tools with the necessary material for repairing clothing, shoes, and equipment, are made available so that prisoner-of-war companies can provide many of their requirements. All clothing, equipment, toilet articles, and other supplies for prisoners of war are issued in accordance with War Department instructions.

d. Medical treatment and sanitation.—(1) Prisoners of war are physically inspected immediately after arrival at a prisoner-of-war enclosure. Prisoners suspected of having a communicable disease are isolated and placed under medical observation. They are vaccinated without delay and are given such preventive inoculations as are prescribed.

(2) The Medical Department furnishes prisoners of war the same medical and dental treatment provided our own troops.

(3) When necessary, prisoners of war are sent to hospitals for treatment. Prisoners are given opportunity for outdoor exercise.

(4) A physical inspection of the personnel of prisoner-of-war companies and a sanitary inspection of prisoner-of-war enclosures are made at least once a month.

(5) When prisoners of war belonging to the enemy's medical service are available, they are used in medical work in connection with their fellow prisoners.

e. Mail and censorship.—(1) *Notification of next of kin.*—As soon as a prisoner is assigned to a prisoner-of-war company, he is required to fill out and address to his nearest of kin a card containing the following information: name, serial number, number of prisoner-of-war company, and Army post office number.

(2) *Censorship.*—Prisoners of war are permitted to conduct correspondence as provided in regulations issued by the War Department. The censoring of this correspondence and the examination of all mail addressed to prisoners of war is required of commanding officers of prisoner-of-war enclosures in accordance with War Department instructions. All military information obtained and all correspondence suspected of being in code, cipher, or secret ink are forwarded to the intelligence officer of the territorial command in which the prisoner-of-war enclosures are located.

(3) *Packages.*—(a) All packages addressed to prisoners of war are opened in the presence of the addressee and the contents carefully examined. Care is taken to see that no message is concealed in the package. After examination, the authorized articles in the package are delivered to the prisoner, whose receipt is taken. Spirits, liquors, or any other forbidden articles are confiscated.

(b) When a package is received addressed to a prisoner who has died or escaped, or to whom it is impractical to make delivery, the contents are distributed to the needy prisoners of the same enclosure. An exception is made in case of strictly personal articles; these are forwarded to the Prisoner of War Information Bureau. When a prisoner is transferred, packages addressed to him are forwarded to the proper destination. Report is made to the Prisoner of War Information Bureau of all undelivered parcels showing the name and address of the sender and of the addressee, the reason for nondelivery, and the date and manner of disposition.

(c) Prisoners of war who are in confinement are not allowed to send out packages, otherwise they are allowed the same correspondence privileges as other prisoners.

(d) The distribution of collective packages to prisoners of war from or by relief societies or others is conducted as prescribed in current administrative instructions.

f. Exchange.—Exchanges are established in prisoner-of-war enclosures where men may purchase tobacco, toilet articles, and such other supplies as may be approved by the commanding officer. Prisoners make purchases with the tokens or script in which they are paid. These are exchanged for cash by the Finance Department upon request of the commander of the enclosure. Profits are determined by the commanding officer; he expends the profits of the exchange for the benefit of the prisoners as a whole.

g. Language of instructions.—Regulations, instructions, and information in the language of the prisoners are conspicuously posted in all enclosures.

■ 84. OFFICER PRISONERS.—*a. Disposition.*—All officer prisoners of war are sent for internment to specially designated prisoner-of-war enclosures. They are housed in buildings or cantonments. Officers of the rank of general, or relative rank, or higher are given separate rooms. Field officers may be separated from the company grades.

b. Privileges.—(1) Officer prisoners are accorded certain facilities and privileges in deference to their rank. They are given reasonable opportunities for amusement and exercise.

(2) Officer prisoners are furnished uniforms of their national pattern, if practicable, or with cloth to be made into such uniforms by tailors attached to the prisoner-of-war companies. The rations issued may be supplemented. The cost of food and clothing is charged to the prisoner's account. Suitable beds and bedding are supplied.

(3) The pay allotted an officer prisoner of war by the United States is credited to his account by the commanding officer of the installation. Disbursements made on the officer's request are debited to his account and the balance, if any, is paid him upon his release after deducting the cost of his maintenance. Pay for labor, which he performs at his own request, is credited to his account.

c. Services.—(1) Orderlies for officer prisoners are assigned from prisoner-of-war companies at the rate of one for every general officer and one for every six other officers. They perform all necessary services for officer prisoners. They receive an allocation of pay to which the officer prisoners may add from private funds to their credit if they so desire.

(2) Cooks for officer prisoners are usually assigned at the rate of one for every six officers under the same conditions stated for orderlies.

CHAPTER 8

MISCELLANEOUS DUTIES

■ 85. CRIMINAL INVESTIGATION.—*a. General.*—(1) The duties of military police relating to enforcement of laws and regulations require the investigation of crime and the apprehension of criminals. The military police are also concerned with the collection of evidence, and the care and disposition of confidential records pertaining to crimes. These duties require the establishment of liaison and the maintenance of cordial relations with established police forces, and the full cooperation with the intelligence police on the part of the provost marshal and all other members of the military police.

(2) The criminal investigation personnel treats exclusively with crime. Matter of vice, collection or settlement of debts, and controversies wherein no elements of crime are embodied are not within its province.

b. Units.—(1) In war, the investigation of crime by the military police may require the organization of special units for the purpose, particularly in the theater of operations. These units operate according to instructions issued by the War Department. Their primary function is to investigate crimes committed by members of the Army, or against the Army, and by their effective and relentless operation to serve as a deterrent to crime.

(2) They must be thoroughly familiar with modern police science of identification, field service and laboratory methods of examination and analysis of clues, etc., discovered in the investigation of crime.

(3) Criminal investigators usually operate singly or in small groups under broad directives which authorize considerable latitude in their procedure.

c. Individuals.—(1) Specialists on criminal investigation are recruited from men who have the appropriate qualifications and unusual aptitude for detective work. They will be careful in their inquiries not to endanger unnecessarily the reputation of any person who may be the subject of investigation.

(2) The wearing of civilian clothes by these specialists may be authorized. They are furnished with identity cards, special passes, and other credentials that permit them to carry on their work with little or no interference.

d. Duties.—Criminal investigation units may be charged with any or all of the following duties:

(1) Prevention, suppression, and investigation of crime among military personnel and civilians subject to the Articles of War; gather and safeguard evidence and history of the activities of all persons who have engaged in criminal acts affecting the Army.

(2) In cooperation with the proper civil officials, the investigation of crime committed against the Army.

(3) Recovery of lost, stolen, or abandoned property.

(4) The apprehension of military personnel and civilians subject to the Articles of War who have committed crimes and have evaded arrest or are at large without authority.

(5) The distribution to commanding officers concerned of information of a criminal nature regarding personnel of their commands.

e. Distribution of personnel.—Criminal investigation units may be attached to armies, the communications zone, and such other commands as may be required. The provost marshal of the command to which they are attached exercises the necessary supervision. Detailed distribution of this personnel and assignment of missions are made by the provost marshals concerned.

f. Investigative procedure.—(1) Whenever a crime affecting the Army is reported to the provost marshal he initiates an investigation through the available criminal investigation personnel, who report the results directly to him for appropriate action. In cases of unusual importance that require special skill, the provost marshal may make application for specially trained operatives. Such requests are not made, however, until local agencies have proved inadequate or unless the case is such that it is apparent at the outset that they will be unequal to the task. A case is never closed until a satisfactory solution has been reached and the identity of the criminal disclosed or until all possible means to that end have been exhausted.

(2) Every case that is investigated is made the subject of a report setting forth the pertinent facts, the conclusions drawn, and the recommendations. If a case involves a personal loss or a claim for damages, the report must show the nature and extent of the loss or damage together with the attending circumstances. If the loss or claim has been settled, the report gives the full details of the settlement.

■ 86. MILITARY POLICE IN TROOP MOVEMENTS.—*a. General.*—Military police assist in troop movements by traffic control (ch. 6), straggler collection (par. 29), and prevention of plundering and other breaches of discipline. They may also be called upon to furnish advance and rear detachments for certain specified duties. In order that the military police may function effectively under a coordinated plan it is essential that the provost marshal be supplied with full information of the move at the earliest moment.

b. Advance and rear detachments.—(1) When a unit changes location, a detachment of military police is often sent ahead to the new area to obtain pertinent information and to establish guards for the protection of railway yards, waterworks, and other utilities, signal communication centers, and other establishments of importance to the troops. They also cooperate with and assist the quartering party in the preparation of the new area for occupancy. In case the new area is occupied by the military police of another unit, the incoming military police will insure continuity of duty.

(2) When troops leave an area, a detachment of military police is usually left behind to collect forgotten or abandoned property, maps, and important papers; to prepare lists showing the effects so collected, together with the units to which they belong, and to make appropriate report and disposition of them; and to check the policing of the area and report cases of neglect.

(3) In a movement by rail, arrangements are made to have a detachment of military police arrive on the first train at each detraining point and a detachment to remain in the old area until the last train leaves. The provost marshal or his assistant accompanies the detachment on the first train. Upon arrival at the detraining point, the advance

detachment assumes the necessary police control over the railway station and yard. Military police assigned to duty on troop trains assist in maintaining order, enforcing safety precautions, and such other orders or regulations as may be in effect.

(4) In motor movements under nontactical conditions, advance and rear detachments of military police are used for the same general purposes described in (1), (2), and (3) above. In addition, military police can be used to great advantage in traffic control en route (ch. 6).

APPENDIX I

GLOSSARY

- Alien enemy.*—A native, citizen, denizen, or subject of the hostile nation, of the age of 14 years and upward, not naturalized, and resident in the United States or in any territory in any way within the jurisdiction of the United States.
- Barrier line.*—A line forward of which vehicles cannot pass until authorized in the priority schedule. The straggler line is frequently designated as a barrier line in order to economize in the use of the military police.
- Boundary.*—A line designated in orders as the limit of the area or zone of a tactical or territorial unit.
- Circulation map.*—A map of an area on which the direction of travel and the reservation of specified roads for certain classes of traffic is indicated by the use of arrows and other means. When issued, a circulation map is generally an annex to an administrative order.
- Circulation of individuals.*—The movements from place to place of individuals, both military and civilian.
- Control point.*—An agency established by a unit at a convenient point on the route of its trains where information and instructions are given and received in order to regulate supply or traffic.
- Detention room.*—A room maintained by the military police for the detention of persons whom they have arrested. The windows and doors should be barred to prevent the escape of prisoners.
- Disciplinary report.*—A written report on a prescribed form sent by the military police through the provost marshal to the commanding officer of an offender, giving his name, grade, and company; the nature, time, and place of the offense, and list of witnesses.
- Double banking.*—Two columns of troops or vehicles moving abreast in the same direction. This method of moving traffic is not allowed unless specifically authorized in traffic orders. Double banking is the cause of most road blocks.
- Gas alert lines.*—Limit beyond which gas masks must be "alert." Designated on operations maps as -G-.

Grid coordinates.—A method of designating the location of a place by giving the numbers of the grid lines passing through the position of the place on the map. Numbered grid lines are overprinted on military maps.

Lines of communication.—The network of railways, waterways, and roads which lead into the combat zone from administrative establishments in rear areas.

March table.—A table, usually published as an annex to a field order, that gives the composition of the various march columns, their routes, locations on each day, and other details. (See Traffic lines.)

Park.—An area used for the purpose of servicing, maintaining, and parking vehicles.

Prisoner of war.—With certain exceptions (see FM 27-10) every person captured or interned by a belligerent power because of war is, during the period of such captivity or internment, a prisoner of war.

Railhead (truckhead, navigation head).—A supply point where loads are transferred from the particular type of transportation being employed. For example, "Ammunition Railhead, 1st Division."

Roads.—Various types of roads are—

One-track road.—A road capable of carrying but one column of traffic.

Two-track road.—A road capable of carrying two columns of traffic.

One-way road.—A road upon which traffic is allowed in one direction only.

Two-way road.—A road upon which traffic is allowed in both directions. Two-way intermittent traffic may be prescribed when it becomes necessary to operate traffic past a one-track defile such as a bridge, or over a section of one-track road. Control is exercised by insuring that traffic moving in one direction clears the defile before traffic going in the opposite direction is allowed to enter. Two-way intermittent traffic is slow, requires extra military police, and should be prescribed in exceptional cases only.

Lateral road.—A road located generally parallel to the front. Such a road is sometimes called a *belt* road.

Main supply road.—An important route for supply and evacuation that receives priority of maintenance and along which military police are usually posted.

Reserved road.—A road restricted to one class of traffic, motor or animal.

Station list.—An up-to-date directory of the location of all elements of the command.

Straggler.—A soldier who has become separated from his organization without authority.

Straggler collecting point.—A straggler post designated as a collecting point in administrative orders at which stragglers are assembled pending return to their proper organizations. Straggler collecting points are located on straggler lines. Designated on operation maps as P.

Straggler line.—A line designated as such in administrative orders along which the military police patrol for the purpose of apprehending soldiers absent from front-line units without authority. Designated on operation maps as -P-.

Straggler post.—A post established by the military police from which patrols operate for the purpose of apprehending stragglers.

Traffic lines.—The three kinds of traffic lines are—

Daylight traffic line.—Specified in defensive situations, this is a line forward of which wheeled traffic is not permitted to pass during the hours of daylight. Designated on operation maps as -DY-.

Night traffic line.—Specified in defensive situations, this is a line forward of which wheeled traffic is not permitted to pass during the hours of darkness. Designated on operation maps as -NT-.

No vehicle-light line.—A line forward of which lights on vehicles are prohibited. Designated on operation maps as -LT-.

Train.—The part of a unit's transportation, including personnel, operating under the immediate orders of the unit commander primarily for supply, evacuation, and maintenance. It is designated by the name of the unit, such as, "1st Infantry Train."

Travel order.—An official order authorizing an individual to travel by railway train or otherwise.

APPENDIX II

TRAFFIC REGULATIONS PRESCRIBED BY ARMY REGULATIONS

■ 1. ARMY REGULATIONS.—Paragraphs 18*a* and 19, AR 850-15, provide as follows:

18. SAFETY PRECAUTIONS.—*a. Road procedure for all vehicles, singly or in convoy.*—Rules for road procedure will be published in appropriate manuals. Failure to observe any one of the following rules will be considered cause for disciplinary action:

(1) Military or civil police on duty will be strictly obeyed and state and local highway regulations will be carefully observed.

(2) A vehicle will never double (pass traffic moving in the same direction)—

(*a*) When going around a corner or blind curve.

(*b*) In ascending or descending hills unless safe passage is assured.

(*c*) At street intersections or crossroads.

(*d*) Unless the road is wide enough to allow at least two feet between vehicles.

(3) Vehicles will be halted at railroad crossings not guarded by military personnel or civilian watchman.

(4) Vehicles will be slowed down to a safe stopping speed at all road intersections not covered by traffic control personnel or traffic control devices.

(5) Drivers will not permit their vehicles to coast down hills with clutch disengaged or gear shift lever in neutral.

19. SPEED LIMITS.—*a.* The caution plate mounted on a motor vehicle indicates the maximum safe speed for which the vehicle is designed. This speed presumes good operating condition of vehicles, good road, load, normal traffic conditions, and skilled driving. It will not be exceeded.

b. Fast driving over rough, slippery, or congested roads is prohibited and the fact that the vehicle was being operated within the authorized speed limit will not be accepted as an excuse for such driving.

c. Speeds will not exceed the limits set by law or regulations of the States or towns in which the vehicle is being operated.

d. Regulated governors, when installed, will be set and sealed at the maximum speed considered safe and not to exceed that indicated on the name and caution plate. Tampering with sealed governors will be considered cause for disciplinary action.

e. Subject to the above limitations, corps area and exempted station commanders may establish such further limits as, in their opinion, conditions in their respective commands may warrant.

■ 2. CIVIL REGULATIONS.—*a.* As indicated above, civil traffic regulations must, in general, be observed. There is no blanket exemption from such regulations accorded to drivers of mili-

tary vehicles. Such regulations would be supplanted or modified, insofar as necessary, by special military traffic regulations in a combat zone, or under martial law. In some cases, peacetime military traffic may be authorized, provided that escorts are provided and all other necessary safety precautions are taken, to proceed in a manner contrary to certain civil regulations. For example, escorted convoys may be permitted to move through red lights (when adequate guards are stationed to halt other traffic), make prohibited left turns, or travel over routes barred to truck traffic. Similarly, emergency vehicles in military service when actually engaged on an emergency mission are authorized to disregard traffic regulations in the same manner as are civil emergency vehicles, so long as other traffic and personnel are not endangered.

b. The occasional necessity for such nonobservance of regulations is recognized by law; such practices, when justified, do not therefore in fact constitute violations. They are warranted, however, only when, and to the extent that public safety and convenience or national security is better assured by such procedure than by full traffic law observance. Special precautions should always be taken to minimize hazards, and in no case is wanton recklessness, nor any disregard of regulations to a greater degree than necessary, authorized. Because civil traffic regulations, made by States, cities, and certain other special authorities, are not absolutely uniform everywhere, those of any given area should be determined by traffic control personnel operating therein. The most important rules of the road are, however, essentially similar almost everywhere in the United States; they correspond in all applicable respects to the general military traffic regulations set forth below.

APPENDIX III
RULES OF THE ROAD

The following general rules of the road will be observed by drivers of military vehicles except when and as modified by appropriate military or civil authorities; when the tactical situation and pertinent instructions relating thereto direct different procedure; or when traffic control personnel or traffic control signs, markings, or other devices indicate otherwise.

■ 1. All traffic will comply with traffic control signal indications, in accordance with the following:

a. Green or "go".—Traffic facing the signal may proceed straight through or turn right or left unless a sign prohibits either such turn. The right-of-way shall be yielded, however, to other traffic lawfully within the intersection at the time such signal is exhibited.

b. Yellow or "caution" when shown following green or "go" signal.—Traffic facing the signal will stop before entering the intersection, but if such stop cannot be made in safety a vehicle may be driven cautiously through the intersection.

c. Red or "stop".—Traffic facing the signal will stop before entering the intersection or at such other point as may be indicated, and will remain standing until green or "go" is shown alone.

d. Red with green arrow.—Traffic facing such signal may cautiously enter the intersection only to make the movement indicated by such arrow.

e. Flashing red (stop signal).—Drivers of vehicles will stop before entering the intersection or at a marked limit line. The right to proceed will be subject to the rules applicable at a stop sign.

f. Flashing yellow (caution signal).—Drivers of vehicles may proceed through the intersection or past such signal only with caution.

■ 2. Upon roadways of sufficient width a vehicle will be driven upon the right half of the roadway, except as follows:

a. When overtaking and passing another vehicle proceeding in the same direction, under the rules governing such movement.

b. When the right half of a roadway is closed to traffic.

c. Upon a roadway divided into three marked lanes for traffic, under the rules applicable thereon.

d. Upon a roadway designated for one-way traffic.

■ 3. Drivers of vehicles proceeding in opposite directions will pass each other to the right. Upon roadways having width for not more than one line of traffic in each direction, each driver will, as nearly as possible, give to the other at least one-half of the main traveled portion of the roadway.

■ 4. The following rules will govern overtaking and passing, subject to limitations stated herein and elsewhere:

a. The driver of a vehicle overtaking another vehicle proceeding in the same direction will pass to the left thereof at a safe distance and will not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

b. Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle will give way to the right in favor of the overtaking vehicle and will not increase speed until completely passed.

c. An overtaken convoy or group of vehicles will not be passed by another unless directed to do so by traffic control personnel, or until it is ascertained that the maneuver can be completed without confusion.

■ 5. The following rules will govern overtaking on the right:

a. The driver of a vehicle may overtake and pass upon the right of another vehicle which is making or about to make a left turn.

b. The driver of a vehicle may overtake, and, allowing sufficient clearance, pass another vehicle proceeding in the same direction either upon the left or upon the right on a roadway of sufficient width for four or more lines of moving traffic when such movement can be made in safety.

■ 6. No vehicle will be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is

clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event, the overtaking vehicle must return to the right-hand side of the roadway before coming within 100 feet of any vehicle approaching from the opposite direction.

■ 7. No vehicle will, in overtaking and passing another vehicle or at any other time, be driven to the left side of the roadway under the following conditions:

a. When approaching the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed.

b. When approaching within 100 feet of any bridge, viaduct, or tunnel, or when approaching within 100 feet of or traversing any intersection or railroad grade crossing.

c. Where official signs are in place directing that traffic keep to the right, or where traffic is so directed by a distinctive center-line marking.

■ 8. Upon a roadway designated for one-way traffic a vehicle will be driven only in the direction designated.

■ 9. A vehicle passing around a rotary traffic island will be driven only to the right of such island.

■ 10. Whenever any roadway has been divided into three or more clearly marked lanes for traffic, the following rules, in addition to all others consistent herewith, will apply:

a. A vehicle will be driven as nearly as practical entirely within a single lane and will not be moved from such lane until the driver has first ascertained that such movement can be made with safety.

b. Upon a roadway which is divided into three lanes, a vehicle will not be driven in the center lane except when overtaking and passing another vehicle where the roadway is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such center lane is at the time allocated exclusively to traffic moving in the direction the vehicle is proceeding.

c. Drivers of vehicles will obey directions for certain traffic to use a designated lane or allocating specified lanes to traffic moving in the same direction.

■ 11. The driver of a vehicle intending to turn at an intersection will do so as follows:

a. Both the approach for a right turn and the turn itself will be made as close as practical to the right-hand curb or edge of the roadway.

b. Approach for a left turn will be made in that portion of the right half of the roadway nearest the center line thereof and after entering the intersection the left turn will be made so as to leave the intersection to the right of the center line of the roadway being entered.

c. Approach for a left turn from a two-way road into a one-way road will be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection. A left turn from a one-way road into a two-way road will be made by passing to the right of the center line of the street being entered upon leaving the intersection.

d. When markers, buttons, or signs direct that turns be made in a specified manner other than that prescribed herein, no driver of a vehicle will turn a vehicle at an intersection in a manner other than that directed.

■ 12. No vehicle will be turned so as to proceed in the opposite direction upon any curve, or upon the approach to, or near the crest of a grade where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within 500 feet.

■ 13. No person will start a vehicle which is stopped, standing, or parked unless and until such movement can be made with reasonable safety.

■ 14. No person will turn a vehicle from a direct course upon a highway unless and until such movement can be made with reasonable safety and then only after giving a clearly audible signal if any other traffic may be affected by such movement.

- 15. A signal of intention to turn right or left will be given continuously during not less than the last 100 feet traveled by the vehicle before turning.
- 16. No person will stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided herein to the driver of any vehicle immediately to the rear when there is opportunity to give such signal. The driver will indicate his intention to start, stop, or turn, by extending the hand and arm from and beyond the left side of the vehicle, in accordance with the following:
- a. *Left turn.*—Hand and arm extended horizontally.
 - b. *Right turn.*—Hand and arm extended upward.
 - c. *Stop or decrease of speed.*—Hand and arm extended downward.
- 17. The driver of a vehicle approaching an intersection at which no traffic control providing otherwise is in effect, will yield the right-of-way to a vehicle which has entered the intersection from a different highway; when two vehicles enter an intersection from different highways at or approximately at the same time, the driver of the vehicle on the left will yield the right-of-way to the vehicle on the right.
- 18. The driver of a vehicle will stop at a through highway and yield the right-of-way to other vehicles which have entered the intersection or which are approaching so closely on said through highway as to constitute an immediate hazard. Having so yielded, the driver may proceed and the drivers of all other vehicles approaching the intersection on the through highway will yield the right-of-way to said driver. The same provisions will apply to affected drivers at an intersection where a stop sign is erected at one or more entrances thereto, although not a part of a through highway.
- 19. Drivers of vehicles will comply fully with the instructions on all authorized signs posted for the direction, warning, or regulation of traffic.
- 20. No vehicle will be stopped or parked upon the traveled portion of a roadway, nor at any location where such stopping or parking is specifically prohibited, except as necessary

for safety or in compliance with the directions of traffic control personnel or devices or when and where otherwise authorized or necessary.

■ 21. Whenever any driver of a vehicle approaches a railroad grade crossing and a clearly visible electric or mechanical signal device gives warning of the immediate approach of a train, the driver of such vehicle will stop within 50 feet but not less than 10 feet from the nearest track of such railroad and will not proceed until he can do so safely. The driver of a vehicle will stop and remain standing and not traverse such a grade crossing when a crossing gate is lowered or when a human flagman gives or continues to give a signal of the approach or passage of a train.

■ 22. The driver of a motor vehicle will, when necessary to insure safe operation, give audible warning with his horn but will not otherwise use such horn when upon a highway.

■ 23. Except when the tactical situation prevents or existing instructions of competent authorities prohibit, vehicle lights will be turned on when traveling upon a highway at any time between one-half hour after sunset and one-half hour before sunrise, and at other times when there is not sufficient light to render persons and other vehicles on the highway clearly visible at a distance of 500 feet ahead.

■ 24. No vehicles except those expressly authorized will be equipped with any siren, bell, exhaust whistle, or other unauthorized audible warning device, nor any lights other than those prescribed as standard equipment.

■ 25. When traveling with standard headlights on, the driver of a vehicle will use the lower or meeting beam when approaching within 500 feet of an oncoming vehicle or at other times when failure to do so might cause glare-blinding of oncoming drivers.

APPENDIX IV

LIST OF REFERENCES ¹

- FM 2-15, CFM, Employment of Cavalry.
FM 5-15, EFM, Field Fortifications.
FM 5-20, EFM, Camouflage.
FM 5-25, EFM, Explosives and Demolitions.
FM 5-30, EFM, Engineer Antimechanized Measures.
FM 7-5, IFM, Organization and Tactics of the Rifle Battalion and Components.
FM 8-10, MFM, Medical Service of the Division.
FM 21-5, BFM, Military Training.
FM 21-6, BFM, List of Publications for Training.
FM 21-10, BFM, Military Sanitation and First Aid.
FM 21-15, BFM, Equipment, Clothing, and Tent Pitching.
FM 21-20, BFM, Physical Training.
FM 21-25, BFM, Elementary Map and Aerial Photograph Reading.
FM 21-30, BFM, Conventional Signs, Military Symbols, and Abbreviations.
FM 21-35, BFM, Sketching.
FM 21-40, BFM, Defense Against Chemical Attack.
FM 21-45, BFM, Protective Measures, The Individual Soldier.
FM 21-50, BFM, Military Courtesy and Discipline.
FM 21-100, BFM, Soldier's Handbook.
FM 22-5, BFM, Infantry Drill Regulations.
FM 23-5, BFM, U. S. Rifle, Caliber .30, M1.
FM 23-10, BFM, U. S. Rifle, Caliber .30, M1903.
FM 23-15, BFM, Browning Automatic Rifle, Caliber .30, M1918A2, with Bipod.
FM 23-20, BFM, Browning Automatic Rifle, Caliber .30, M1918A2, without Bipod.
FM 23-25, BFM, Bayonet, M1905.
FM 23-30, BFM, Hand Grenades.

¹ This list is for ready convenience. A complete list of training literature, including training films and film strips, will be found in FM 21-6.

BASIC FIELD MANUAL

- FM 23-35, BFM, Automatic Pistol, Caliber .45, M1911, and M1911A1.
- FM 23-40, BFM, Thompson Submachine Gun, Caliber .45, M1928A1.
- FM 23-55, BFM, Browning Machine Gun, Caliber .30, M1917.
- FM 23-60, BFM, Browning Machine Gun, Caliber .50, HB, M2, Ground.
- FM 23-70, BFM, 37-mm Antitank Gun, M3.
- FM 23-75, BFM, 37-mm Gun, M1916.
- FM 23-85, BFM, 60-mm Mortar, M2.
- FM 23-90, BFM, 81-mm Mortar, M1.
- FM 24-5, BFM, Signal Communication.
- FM 25-10, BFM, Motor Transport.
- FM 26-5, BFM, Interior Guard Duty.
- FM 27-5, BFM, Military Government.
- FM 27-10, BFM, Rules of Land Warfare.
- FM 27-15, BFM, Military Law, Domestic Disturbances.
- FM 30-5, BFM, Military Intelligence, Combat Intelligence.
- FM 30-10, BFM, Military Intelligence, Observation.
- FM 30-15, BFM, Military Intelligence, Examination of Enemy Personnel, Repatriates, Documents, and Matériel.
- FM 30-25, BFM, Military Intelligence, Counterintelligence.
- FM 30-30, BFM, Military Intelligence, Identification of U. S. Government Aircraft.
- FM 100-5, FSR, Operations.
- FM 100-10, FSR, Administration.
- FM 101-5, SOFM, The Staff and Combat Orders.
- FM 101-10, SOFM, Organization, Technical and Logistical Data.
- A Manual for Courts-Martial, U. S. Army.
Appropriate Tables of Organization.

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