



STATE OF CALIFORNIA  
EDMUND G. BROWN JR., Governor

# PRISONER TRANSPORTATION MANUAL

DESCRIBING METHODS OF  
TRANSPORTING PERSONS UNDER  
RESTRAINT

Revised March 1978

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EDMUND G. BROWN JR., Governor

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NOTE OF ACKNOWLEDGEMENT

The Board of Corrections wishes to acknowledge the work and effort put into the revision of this manual by Harold Moos of the Department of Corrections Prisoner Transportation Unit. His years of experience in this work were invaluable in updating this guide for those of us who transport prisoners under restraint only occasionally.

FOREWORD

Policeman Shot 5 Times!

A boy, 16, being returned as a runaway uses gun stolen from police station to blast his way to freedom.

Newspaper accounts, such as the one shown above, indicate very clearly the need for well trained officers to transport persons under restraint. The Board of Corrections, in keeping with the responsibility with which it is vested by Section 6027 of the California Penal Code, has prepared this manual as a guide to all agencies who are required to transport persons under restraint.

This manual brings together the knowledge and skills which are essential to the safe and successful transportation of prisoners. The accumulated experiences of many peace officers and correctional personnel are incorporated in the following pages. Personal errors of judgment and examples of inadequate or deficient training and equipment are described so that the transporting officers may avoid similar mistakes.

It is the belief of the Board of Corrections that training of personnel based on this manual will significantly reduce the number of tragic incidents resulting from the improper transportation of persons under restraint.

State Board of Corrections

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## CHAPTER I

### GENERAL PRINCIPLES OF PRISONER TRANSPORTATION

#### ***Selection and Training of Transporting Officers***

The transportation of prisoners is a highly specialized function which should only be performed by personnel whose mental, emotional, and physical capabilities are adequate to successfully complete such an assignment.

The selection of suitable personnel is only the initial step in the process, which must also include the thorough training of personnel selected, as well as providing them with the necessary guidance and equipment to accomplish their task with efficiency and safety.

#### ***Personal Equipment Defined***

The equipment which is necessary for the transportation of prisoners can be grouped in two major categories. The physical restraint equipment and transporting vehicle make up the first group. The attitudes, feelings, and emotions of the transporting officers comprise the second group. These mental and emotional factors are collectively referred to in this manual as the personal equipment of the transporting officer. They will be discussed in this chapter together with other basic considerations.

#### ***Attitudes Are Important***

Attitudes are the way a person feels about a thing. The way an officer feels about transporting persons under restraint is very important. Similarly, the way the persons feel who are being transported also is important. These feelings can help to make transportation easy or, again they can make it very difficult, dangerous, and sometimes impossible.

A constable was assigned to transfer a 20 year-old prisoner from a small city jail to the county. The prisoner was charged with armed robbery and was to be tried in the superior court in the county seat.

An automobile sedan was used for transportation. The constable drove, with the prisoner seated alongside him on the front seat. The constable carried a gun, but did not place any restraining equipment on the prisoner. Before leaving, the constable told the city jailer that handcuffs would not be necessary since the prisoner was young and of slight build. Besides, he had explained, handcuffs have a bad psychological effect on a young man.

When the constable did not arrive at the county jail at the expected time, a search was initiated. Several hours later, the body of the constable was found in his wrecked car alongside the highway.

*The constable, in the above case, was not able to deliver his charge to his destination. His feelings interfered and, in addition, they cost him his life.*

The transporting officer must be aware of his feelings, and of the way they affect security. He must also be able to sense and evaluate the feelings



and attitudes of his charge. Disturbed feelings often cause unwarranted and unexpected reactions which the transporting officer must be ready to handle if he expects to do his job without injury to life or destruction of property.



FIGURE 1. CONCEALED WEAPONS

#### Expect Escape Attempts

A single officer undertook to transport two prisoners by himself from a detention room to the jail which was only four blocks away. The prisoners were securely handcuffed and placed in the officer's automobile. As they neared the jail, the prisoners attacked the officer striking him about the head, wounding him and causing blood to run down his face, temporarily blinding him. During the scuffle, the prisoners attempted to seize the car which went out of control and crashed into a parked truck. The dazed and weakened condition of the officer enabled the two prisoners to escape.

Every person who is physically confined thinks of escape at one time or another. The process of transportation offers a greater opportunity for escape than almost any other situation in which a prisoner may find himself. While a prisoner is in transit there is no cell, no wall, no guard tower, or heavy gate to insure his custody. Instead the transporting officer substitutes handcuffs, restraint chain, leg irons, and constant vigilance. *In the above case, because of the short distance involved, escape was not expected. Consequently, only one officer was assigned, and he did not use enough restraint equipment. The result was two escapes, in addition to injury to the officer.*

The failure to assign sufficient transporting officers to safely carry out a specific transportation assignment is shortsighted economy that will ultimately lead to unwarranted escapes and injuries to personnel.

#### Constant Vigilance

Two officers were transporting two prisoners. At about 5:20 p.m., the party stopped at a restaurant for the evening meal. The first officer went into the restaurant to eat, taking with him two prisoners from whom the handcuffs had been removed before leaving the car. The second officer waited outside by the door. When the prisoners had ordered their meal, one asked to go to the washroom. The first officer went to the kitchen to inquire about the washroom, then returned and motioned to the prisoner, indicating where to go. The officer then went back to the table to tell the other prisoner he was going to the washroom with the first. The first prisoner, who told his story at a later date, said he was about to enter the washroom when he noticed that the deputy was back at the table and not looking his way. Instead of entering the washroom, he took the next door and left the restaurant by the back entrance. It was a few minutes before the first officer went to the washroom and discovered that his man was gone. *The man claims that he escaped because he noticed that the officer was not looking his way.* A more satisfactory method of handling the situation would have been for the two officers to have accompanied both prisoners to the washroom.

The above example emphasizes the fact that continuous vigilance is necessary while transporting prisoners.

#### Security Above All

Two officers were transporting two handcuffed prisoners to a reformatory. At lunch time, the officers removed the handcuffs just as the prisoners got out of the car. All four entered a restaurant and sat together in a booth, the two prisoners on the inside next to the wall, and the two officers on the outside. After lunch, they left the restaurant together, one officer in front followed by the two prisoners, with the second officer bringing up the rear. The first officer went for the cuffs which had been left on the front seat of the car. At this time, the prisoners broke and ran, going in opposite directions. One of the officers managed to stop one prisoner. The second prisoner, a 19 year-old youth, headed for a section of town where there was considerable traffic and many pedestrians. The officer chasing him, a 69 year-old man, could not catch up with him.

Custody of prisoners must be a constant consideration by transporting officers and should not be compromised for any reason. *Prisoners will take advantage of the weakest link in a chain of circumstances to escape. The two prisoners in the above instance did exactly that and one of them successfully escaped.* Prisoners being transported should be kept in necessary restraint equipment at all times to prevent escapes.

#### Harsh Treatment Unnecessary

The necessity for effective security in transporting prisoners should not be considered as a license for rough treatment. The transportation of prisoners under restraint should be carried out quietly and efficiently, with as little public display as possible. Rough or harsh treatment does not result in better security as it often aggravates feelings of hate which may bring desperate attacks upon transporting officers. The law prohibits harsh treatment specifically by the following two sections of the California Penal Code:

P.C.-673. *Cruel and Unusual Punishments in Reformatories, Etc. Acts Prohibited.* It

shall be unlawful to use in the reformatories, institutions, jails, state hospitals or any other state, county or city institution any cruel, corporal or unusual punishment or to inflict any treatment or allow any lack of care whatever which would injure or impair the health of the prisoner, inmate or person confined; and punishment by the use of the strait jacket, gag, thumbscrew, shower bath, or the tricing up of a prisoner, inmate, or person confined is hereby prohibited. Any person who violates the provision of this section or who aids, abets, or attempts in any way to contribute to the violation of this section shall be guilty of a misdemeanor.

P.C.-361. *Cruel Treatment of Lunatics, Etc.* Every person guilty of any harsh, cruel, or unkind treatment of, or any neglect of duty towards, any idiot, lunatic, or insane person is guilty of a misdemeanor.

#### **Carelessness is Unfair and Punishable**

Allowing a prisoner to escape through carelessness is actually unfair to the prisoner because he commits another felony for which he may have to serve additional time. In addition the escapee may endanger the life and property of others who are paying the officer to maintain proper custody of the escapee.

The California Penal Code in the following two sections indicates the penalty which can be imposed against an officer or any other person who permits prisoners to escape.

P.C.-4533. *Aiding or Abetting Escape: Keepers of Prisons, guards, etc.: Punishment.* Every keeper of a prison, sheriff, deputy sheriff, constable, or jailer, or person employed as a guard, who fraudulently contrives, procures, aids, connives at, or voluntarily permits the escape of any prisoner in custody, is punishable by imprisonment in the State Prison not exceeding 10 years, and fine not exceeding ten thousand dollars (\$10,000).

P.C.-4534. *Same: Other Persons.* Any person who willfully assists any paroled prisoner whose parole has been revoked, any escapee, any prisoner confined in any prison or jail, or any person in the lawful custody of any officer or person, to escape, or in an attempt to escape from such prison or jail, or custody, is punishable as provided in Section 4533 or the Penal Code.

#### **Business or Pleasure**

An escaped inmate from California was in custody in New York. Old Jim didn't have much prisoner transportation experience but he had put in a lot of good years for the department, not to mention the fact that his old mother lived in New York and he hadn't seen her in a long time. After a nice visit with his mother (the last they would ever have) Jim departed with his prisoner to California. The officer placed his prisoner in a set of standard restraint gear, waist chain with attached cuffs, leg irons and control chain. The officer also felt secure because he was armed with his service revolver. After approximately four hours of travel the prisoner, a twenty-three year old slightly built lad, began to unravel a long and emotional tale. He stated that he was well aware of the fact that he had been involved in criminal activities in the past but, he claimed, the best thing that could have happened to him was that he got caught. Now, he went on, all he wanted to do was square the debt that he owed to society. This time, he stated, while out on escape he had met a wonderful girl. He just wanted to do the time he owed and be paroled so he could take his rightful place in society and take care of his new family. It was warm, the officer was tired and he felt very relaxed, especially transporting such a nice young fellow. The officer took a nap and he paid for it with his life. The prisoner grabbed the officer's weapon and shot him twice in the chest. He used the officer's key to remove the restraint equipment and escaped.

Many agencies have invited trouble and sometimes disaster in transporting persons under restraint by considering a transportation assign-

ment as an opportunity for their employees to take a vacation or sightseeing trip at the expense of others. All agencies should realize that such a practice is extremely dangerous. It permits untrained personnel to be entrusted with a specialized task that requires well trained officers who are aware of the dangers and problems involved in such an assignment. It surrounds a serious piece of business with a casual attitude that can result in a serious incident. All agencies should consider the transportation of persons under restraint as a specialized type of work which should be carried out by staff members who have had necessary training and experience.

#### **End of Trip Most Difficult**

Transportation officers have the habit of relaxing somewhat as they near their destination. This results from accumulated fatigue as well as the premature anticipation of a completed job. Another factor increases the danger of successful escape attempts near the journey's end. That is, the increased anxiety which suddenly grips many prisoners as they see their point of destination. Even prisoners who are firmly convinced that they should go back to an institution and pay the penalty may become disturbed or excited as they near the institution. The result may be an attempted escape.

Transportation officers should be aware of these added pressures and instead of relaxing, they should become more alert as the point of destination is approached.

#### **General Principles**

Several cases have been included in this chapter to illustrate and emphasize the following general principles of transportation of persons under restraint.

1. *Transportation of prisoners requires capable well-trained officers.*
2. *The officers' feelings, emotions, and attitudes may either help or hinder the successful transportation of prisoners.*
3. *Attempts to escape should be expected at any time, and, therefore, officers should maintain constant vigilance.*
4. *Proper security should be considered above all, but that does not mean harsh treatment.*
5. *The policy of passing transportation trips to personnel who have "earned" them is extremely dangerous.*
6. *The last part of the trip calls for more vigilance, not less.*

## CHAPTER II

### HOW TO USE RESTRAINT EQUIPMENT AND FIREARMS

#### **Standard Restraint Equipment**

The transportation of persons under restraint involves three major groups of equipment. The first of these are personal and involve the attitudes, ideas, habits, and feelings which have been discussed in the previous chapter. The second is the restraint equipment. The third is the vehicle used. In this chapter, the use of restraint equipment is discussed.

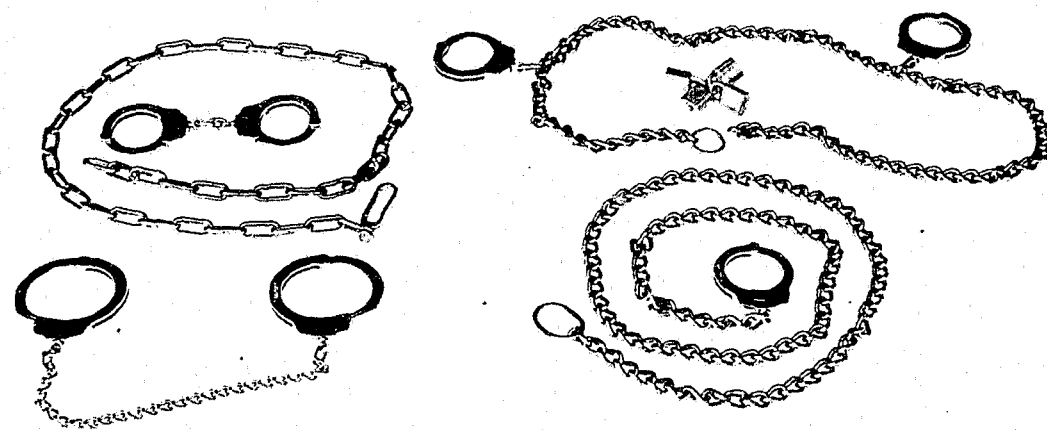


FIGURE 2. STANDARD RESTRAINT EQUIPMENT

The most commonly used items of restraint equipment include handcuffs, leg irons, restraint chain with hasp or padlocks and a lead chain (when necessary). Handcuffs, leg irons and restraint chain with hasp or padlocks will hereafter be referred to as the standard restraint equipment. Every officer who is responsible for the transportation of persons under restraint should have a good working knowledge and care of this equipment.

#### **Weakness of Standard Restraint Equipment**

Standard restraint equipment manufactured does not meet all law enforcement or transportation of prisoner needs. The double action hand-

cuffs and leg irons are of light weight construction. The standard handcuffs and leg irons are constructed so the single ratchet arm swings freely through the double supporting portion of the handcuffs and leg irons. This single arm is fastened to the double support portion by a single rivet. The single rivets have been spread apart in many instances using the single ratchet portion of the handcuffs and leg irons.

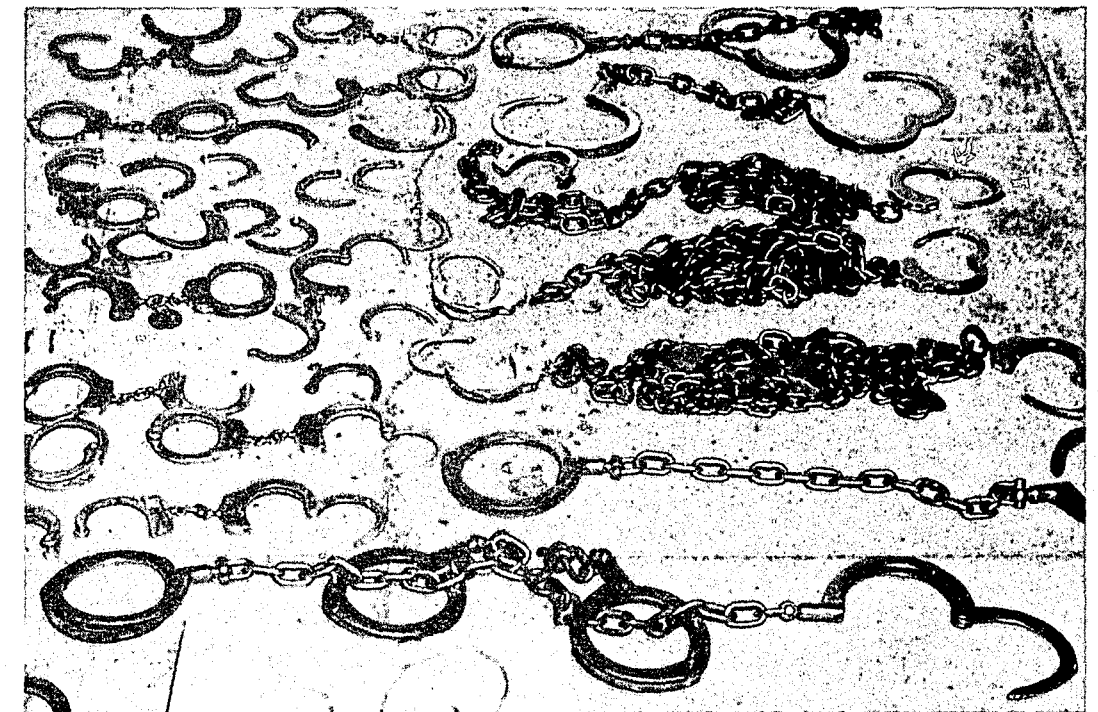


FIGURE 3. RESTRAINT REMOVED BY A GROUP OF PRISONERS WHILE BEING TRANSPORTED

Any strong thin metal, such as the frame of a bed and bumpers on some automobiles have been used to spread handcuffs and leg irons apart. Unfortunately these are the only types of handcuffs and leg irons manufactured.

The locks on handcuffs and leg irons can be picked with a variety of common elements including ballpoint pen fillers and paper clips shaped into a key, paper matches and even cellophane paper from a cigarette package.

#### **Proper Application of Standard Restraint Equipment**

Proper application of restraint equipment will reduce the ability of the prisoner to pick the locks and remove the restraint equipment.

Most experienced transportation officers will agree to keep the locking device of restraint equipment as unhandy for the prisoner as possible.

When using handcuffs place the double support of the handcuffs on top of prisoner's wrist with the keyhole pointing up the arm or toward the prisoners body. When using leg irons place the keyhole down toward the floor.

Always double lock the handcuffs and leg irons.

The restraint chain, sometimes referred to as the waist chain, should be adjusted around the prisoners waist in a secure manner preventing the chain to slip up over the prisoner's shoulder or down over the prisoner's





FIGURE 4. STANDARD RESTRAINT EQUIPMENT—FRONT VIEW

hips. Caution should be used in fastening the restraint chain too tightly. The restraint chain adjusted properly will be secure without discomfort and will allow the prisoner to breathe normally.

#### **Lead Chains**

Lead chains have an important function in the transportation of persons under restraint, especially when a two or three day trip is being made, or if it is necessary to move a prisoner through a crowded public area. In moving a prisoner, it permits a little distance between the officer and prisoner. A lead chain may be secured to the prisoner's waist chain, to his handcuffs, or to his leg iron chain. Part of the chain should be wrapped



FIGURE 5. STANDARD RESTRAINT EQUIPMENT WITH LEAD CHAIN

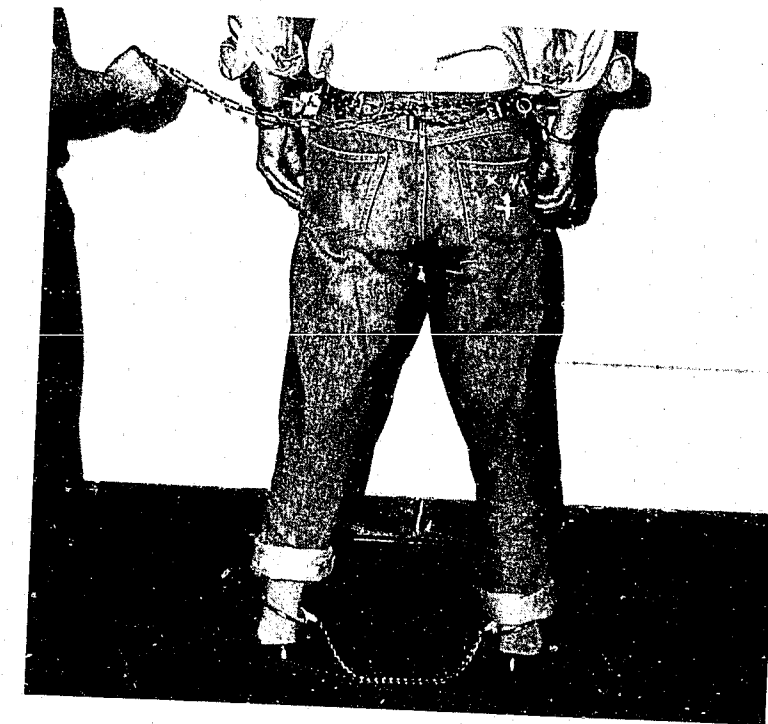


FIGURE 6. STANDARD RESTRAINT EQUIPMENT—REAR VIEW

around the officer's hand to insure full control and to prevent the prisoner from pulling free. *It is important to remember that a lead chain out of the officer's control, and in the hands of a prisoner, can be a vicious weapon.*

#### **Special Restraint Equipment**

A modified orthopedic leg brace has been recently introduced as a security device in the transportation of prisoners via commercial air lines. The brace is a standard orthopedic knee cage with ring locks and its use definitely curtails the mobility of the prisoner wearing it. It is invisible as it is worn under the trouser leg.

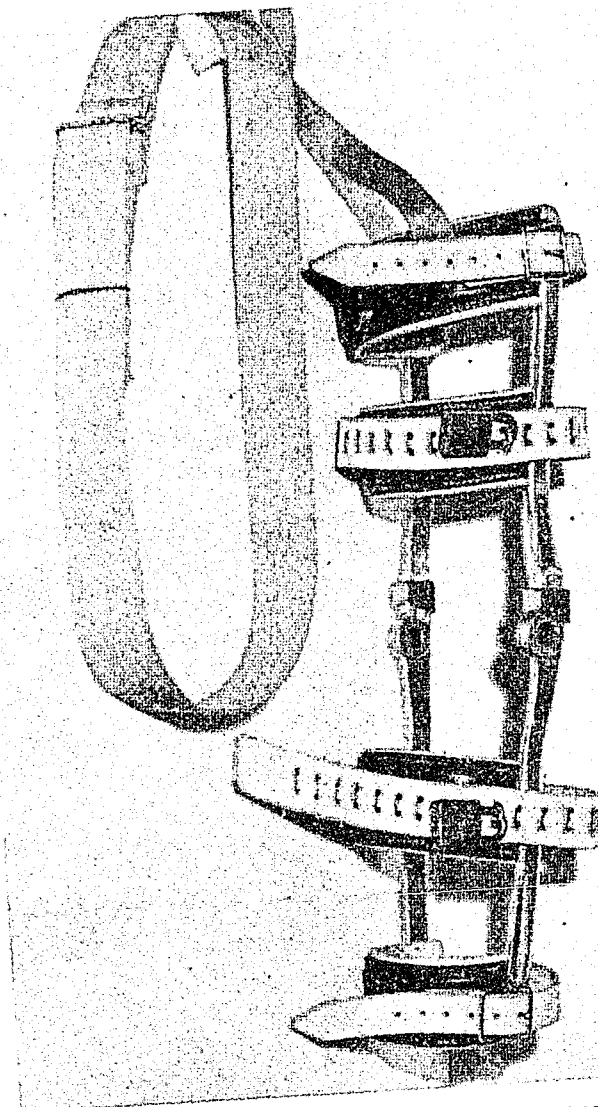


FIGURE 7. SPECIAL RESTRAINT EQUIPMENT. STANDARD ORTHOPEDIC KNEE CAGE WITH RING LOCKS

## **TRANSPORTATION VEHICLES**

### **Types of Vehicles**

The third type of equipment needed in the transportation of persons under restraint is a vehicle. Vehicles fall into two categories: (a) the standard passenger type and (b) the type that has been specially designed or adapted for transporting prisoners. The exact type of vehicle to be used will depend, of course, on what is available, the number of prisoners to be transported, the distance to be traveled, and the cost factor. The administrative officer of the agency must weigh all of the above factors in making a decision consistent with both economy of operation and safe transportation.

### **When to Use Automobile or Station Wagon**

The most frequently used vehicle in transporting persons under restraint is the automobile. Usually, one or two officers transport one to three persons in one day. For transportation of four to six prisoners a nine passenger station wagon or van with two officers is a good choice. The automobile, van or station wagon can be used for longer trips, but, in such instances, it is desirable to arrange stops during the night. When such stops are made, prisoners should be lodged in a secure local detention facility. It is not advisable to have two officers attempt a nonstop trip of two days or longer by rotating on the driving. Fatigue makes this practice extremely dangerous.

### **Proper Automobile Conditions**

Two officers were transporting three prisoners to an institution. Before leaving the jail early in the morning, all three prisoners were searched by the jailer in the presence of the officers and again by the officers themselves. The three prisoners were handcuffed together and seated in the back seat of the officers' car. As they were traveling along the highway, one of the prisoners lurched forward and struck one of the officers on the back of the head with a brass rod six inches in length. As the blow was struck, the prisoner started kicking with his feet. The officer who was not driving grabbed both of the prisoner's legs and held them tightly while the officer driving was stopping the car. After the car stopped, the prisoners ceased fighting and the remainder of the trip was made without further difficulty.

*This incident illustrates the risk involved in transporting prisoners in a standard passenger automobile or station wagon. Such vehicles lack adequate security equipment and, therefore, are not recommended for transporting prisoners.* If proper security equipment is installed, a standard passenger automobile, van or station wagon can be converted into a satisfactory transportation vehicle. Such equipment for an automobile consists

of a screen grill or plastic bubble between the front and rear seats, as well as rear door locking devices. Station wagons or vans should be of a nine passenger type and equipped with a screen grill behind the rear seats and a screen grill or plastic bubble behind the driver's seat, locking devices for the rear doors, and bars on the outside of the rear windows.

#### ***Recommended Seating Arrangement***

Two officers, who were transporting a prisoner, sat in the front seat of an automobile, leaving the prisoner they were transporting alone in the back seat. The prisoner, because of his small hands, was able to slip off one double-lock handcuff, open the back door of the car, and escape while the car was stopped at a signal.

In the above case, the seating arrangement was poor and the automobile was inadequate.

Some agencies may be forced to transport prisoners in a standard automobile. Keeping in mind that transporting prisoners in such an automobile is not a safe practice, and that when the car is specially equipped the process becomes safer, the following seating arrangements are based upon the assumption that the persons being transported will be in standard restraint equipment; namely, handcuffs, leg irons, and restraint chain. When one person is transported by two officers the second officer should



FIGURE 8. STANDARD AUTOMOBILE—TWO PRISONERS

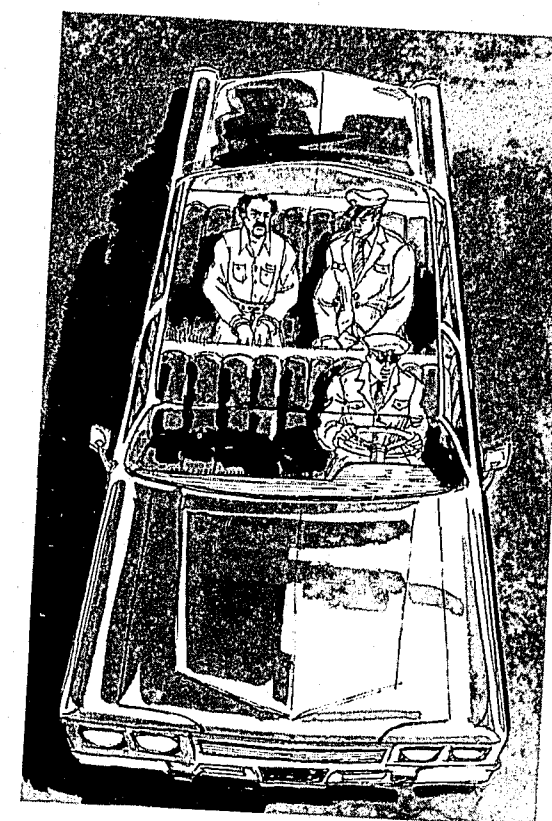


FIGURE 9. STANDARD AUTOMOBILE



FIGURE 10. SCREENED VEHICLE—THREE PRISONERS

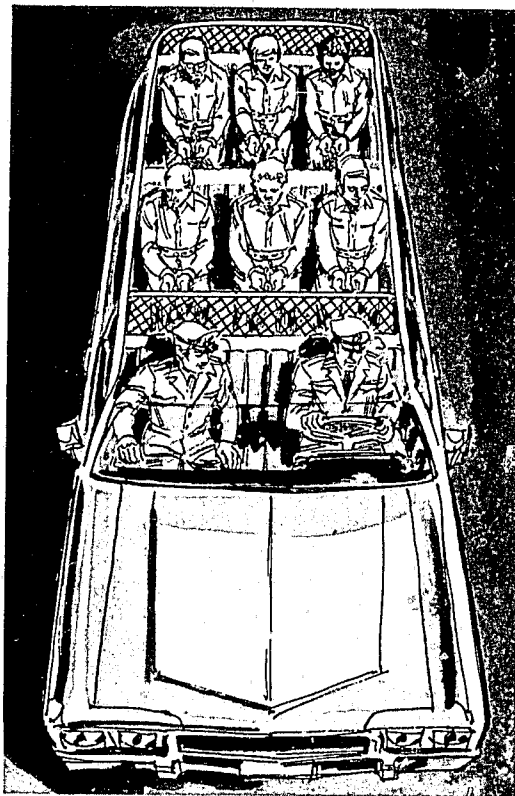


FIGURE 11. SCREENED STATION WAGON—PRISONERS

sit in the rear in back of the driver (See figure 8). The prisoner should be placed in the rear seat to the right. Similarly, when two officers are transporting two prisoners, the second officer again should sit in back of the driver. (See Figure 9). The prisoners should be placed in the rear seat to the right and handcuffed together to reduce their mobility. Two officers should not attempt to transport more than two prisoners in a standard automobile. When an automobile is equipped with proper security equipment, two officers can transport three prisoners by placing all three in the rear seat, or six prisoners in a station wagon, or van equipped with proper security equipment (See Figure 10 & 11).

#### ***The Use of Buses***

A bus was carrying a group of 20 prisoners from one state to another. The bus was a standard type and was not equipped with protective screens for the driver or for the three accompanying officers, one of whom was armed with a revolver and the other two with blackjacks. None of the inmates was handcuffed, in view of their medium classification and the fact that they were a selected group being transferred to an institution with better educational and vocational facilities. When the bus reached a prearranged spot, seven of the twenty inmates suddenly assaulted and overpowered the officers and driver. The prisoners used the officers' own blackjacks to beat them into unconsciousness. A car was seized from a woman who had stopped at an intersection. The seven inmates made good their escape.



FIGURE 12. SEPARATE COMPARTMENTS ON BUS

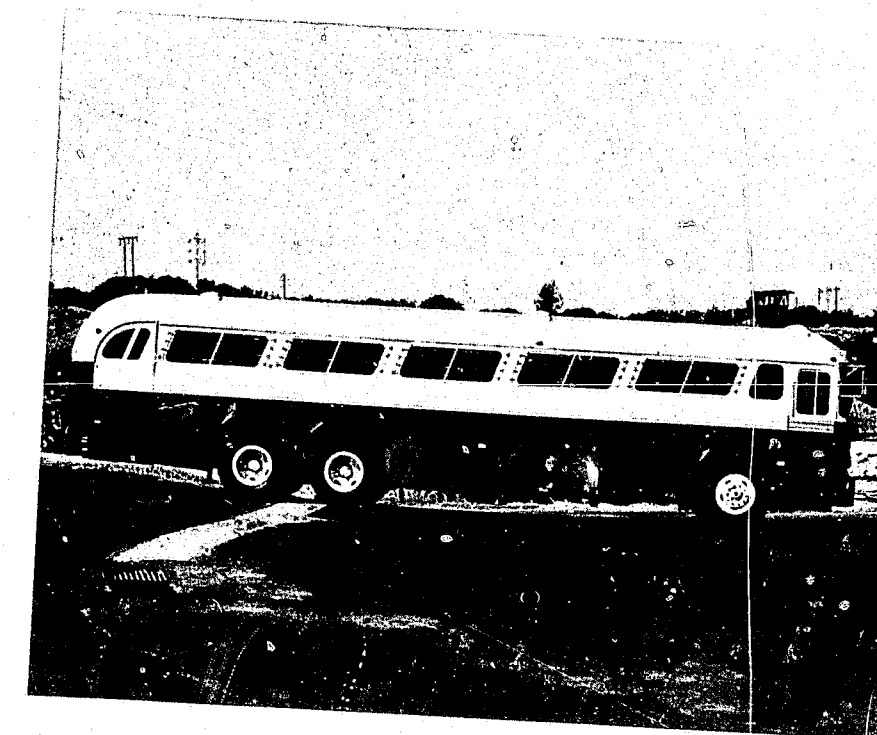


FIGURE 13. TRANSPORTATION BUS

Busses are the most effective means of transporting large groups of prisoners. When transporting large groups of prisoners with busses a minimum of three officers should be assigned.

Agencies which are required to transport groups of prisoners under restraint should use specially constructed busses or vans. In such vehicles the driver and security officers are protected or separated from the prisoners by heavy screen, plastic or metal partition. In the case of busses transporting prisoners to court or detention facilities within the city or county, it is often advantageous to have the bus equipped with several separate compartments to segregate different prisoner groups, such as men and women, management cases and protective custody cases.

Specially designed busses operated by the California Department of Corrections are fully equipped for transporting prisoners as illustrated.



FIGURE 14. MAIN INMATE COMPARTMENT

1. Heavy metal screen between the officer driving and the prisoner (See Figure 15).
2. A security vestibule in the rear of the bus separating officers from the prisoners (See Figure 16).
3. Bars on the windows adequately spaced.
4. An intercommunication system between the officer driving the bus and the officers in the security vestibule.
5. Equipped with two-way radio system designed to transmit and receive the California Highway Patrol radio system.
6. A built-in chemical toilet, limiting stops enroute.

Before operating specially constructed busses for prisoner transportation, agencies must require an inspection from the California Highway Patrol to ascertain conformity to the California Vehicle Code.

All officers transporting prisoners must realize that standard restraint equipment is a temporary means of restraint.

#### **Use of Firearms**

Transportation officers should exhaust all other reasonable means before resorting to the use of firearms which should be used only:

1. *In self defense;*
2. *When necessary to prevent serious injury or death of some other person; or*
3. *When apprehending a fleeing escaped prisoner, when all other means of apprehension have been exhausted, using due caution for the protection of innocent bystanders.*

At all times it is imperative that the transporting officer shall not resort to the use of firearms except in compliance with the Penal Code of the State of California.

In instances where firearms are deemed necessary, they should be carried in such a way that they are never within the reach of the prisoners.

In the case of special transportation assignments, firearms can be carried safely by the use of a separate armed escort who never comes in contact with the prisoners or by the use of vehicles which have been adapted to carry guns. Every transporting officer should remember that the gun which he is carrying may take his own life.

#### **Policy Established**

Every agency which transports persons under restraint should establish a standard and permanent policy regarding the use of restraint equipment and the use of firearms. The establishment of such a permanent policy insures uniformity, reduces the necessity for the officer to operate on judgement alone, and is more readily accepted by those under restraint because it is general and uniform. In the adoption of such a policy, the use of standard restraint equipment, namely, handcuffs, leg irons and restraint chain is recommended to be used in the transportation of all persons who are considered dangerous by the transporting agency. A lead chain, or other special restraint devices may be used in special instances.

#### **Precaution in the Use of Firearms**

Three bank robbers were being returned for trial by three officers. They were fed in a detention cell at noon. When an officer, alone and armed with a revolver, opened the cell door, they threw a tray of dishes in his face and one prisoner gained possession of his revolver. The three prisoners then succeeded in getting into the hall, but by this time two additional officers had arrived. These officers captured two of the prisoners, but the third ran around the corner within the building. In the ensuing chase, one of the officers came face to face with the third prisoner who was armed with the gun which he aimed at the pursuing officer. Fortunately, at this



time the two other officers appeared from behind the criminal. The officer facing the drawn gun courageously ordered his colleagues to fill the prisoner full of lead if he did not immediately drop the gun. The prisoner dropped the gun and returned to his cell.

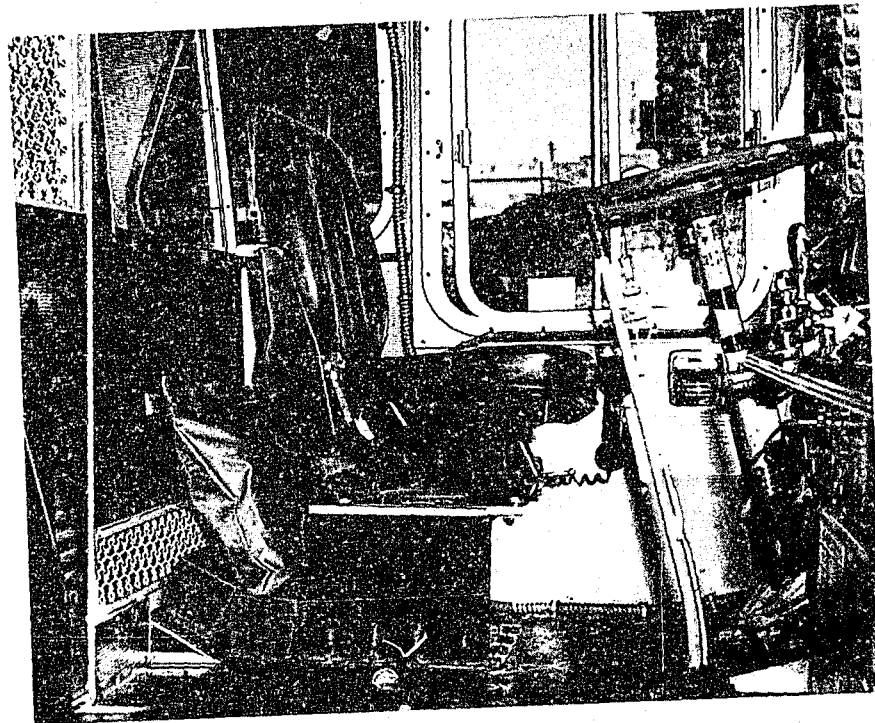


FIGURE 15. DRIVERS COMPARTMENT

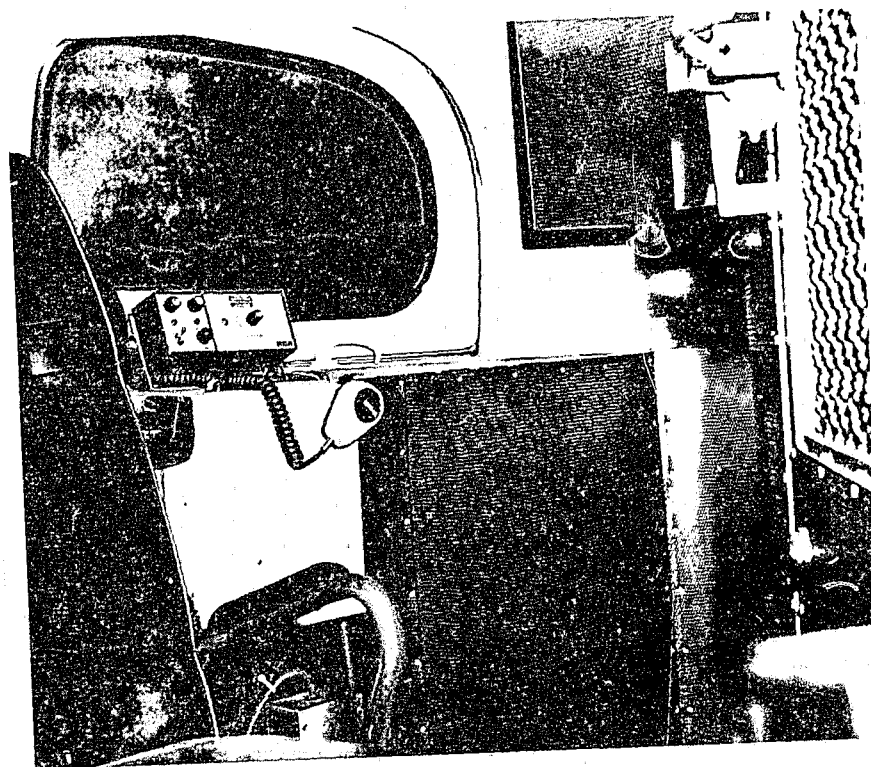


FIGURE 16. SECURITY VESTIBULE

### **Use of Trains**

The transportation of prisoners by train is limited. The few scheduled passenger train services available are too time consuming.

### **Use of Aircraft for Prisoner Transportation**

Commercial airlines are the most effective means for single prisoner transportation, especially for long distance trips. Airline flights can be made in a single day eliminating many problems, such as overnight housing.

Most commercial airlines will accept prisoners as passengers when assured the prisoner is under continuous surveillance and control by the transporting officer. Commercial airlines which accept prisoners as passengers will usually not accept them if they are in restraint equipment or pose a threat of violence.

If restraint equipment is needed on a prisoner during the flight special permission may in most instances be obtained from the captain of the aircraft prior to boarding.

When it is necessary to transport a prisoner by commercial airlines who is considered an extreme escape risk or is potentially violent or dangerous, a minimum of two transporting officers should be assigned such a detail.

The boarding and movement of prisoners on commercial airlines should be performed discreetly with as little public display as possible.

### **Federal Aviation Administration Advisory Circular**

The federal aviation administration has issued an advisory circular relating to the transportation of prisoners and carriage of weapons on commercial aircraft.

### **F.A.A. Procedures for Officers Transporting Prisoners on Commercial Aircraft**

Every officer transporting prisoners by commercial airlines is required to:

1. *Notify the airlines at least one hour or in an emergency as soon as practicable, before departure of the identity of the prisoner and the flight on which he will be transported.*
2. *Advise the airline if the prisoner is considered dangerous by his agency. If the prisoner is considered dangerous a minimum of two transporting officers should be assigned to transport the prisoner.*
3. *Assure the airlines that the prisoner is kept under surveillance and control at all times.*
4. *Have adequate restraint equipment to be used in the event that restraint of the prisoner is necessary.*
5. *Assure the airlines that the prisoner does not have on or about his person or property any article that could be used as a deadly or dangerous weapon and would be accessible to the prisoner while aboard the aircraft.*
6. *Be familiar with the requirements of the airlines.*

**Airlines Who Accept Prisoners as Passengers Should:**

1. Board the transporting officer and the prisoner before other passengers and exit them after all other passengers have left the aircraft.
2. Have the transportation officer and prisoner seated in the rearmost seats away from lounges and exits. (See Figure 17)
3. Require the transportation officer to sit between the prisoner and the aisle.
4. Carry no more than one prisoner who is considered dangerous on flights carrying other passengers.
5. Assure no food beverages or metal utensils are provided the prisoner unless authorized by the transporting officer.
6. Assure neither the transportation officer nor the prisoner are served nor may they drink any alcoholic beverage while aboard the aircraft.

## Seating Configurations

### SUPER DC8-61 (D85) TWO COMPARTMENT

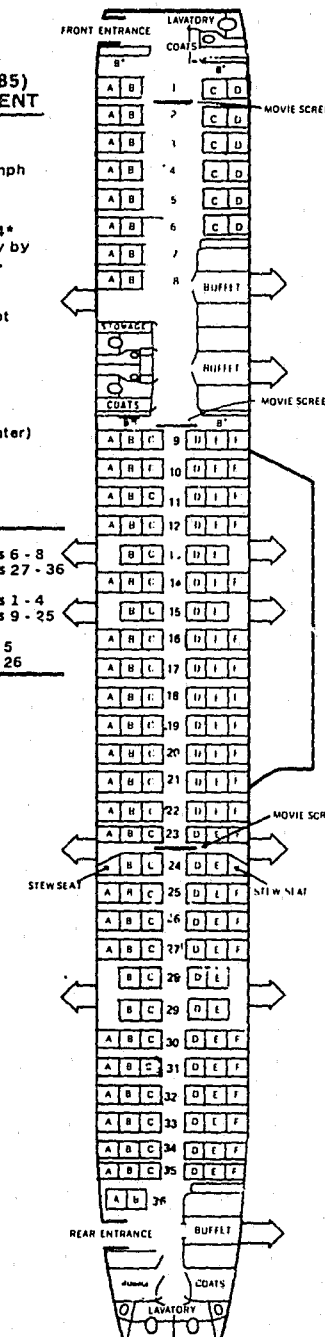
4 Jet  
Wing Mounted  
Cruising Speed—545 mph  
Passengers—184  
Forward—28  
Rear—156  
Baby Crib Positions—4\*  
Kennels—Limited only by  
available cargo space.

SEAT PITCH:  
All First Class—38"  
All Coach—37", except  
rows 10, 11, 12,  
25, 26, 27, 28—36"  
row 24—51"  
row 29—47"

SEAT WIDTH:  
First Class—19.9  
Coach—16.5 (17.6 center)

PIT DOOR SIZE:  
Forward—38" x 79"  
Rear—36" x 44"

Smoking Section  
F Class Rows 6 - 8  
Y Class Rows 27 - 36  
Non-Smoking Section  
F Class Rows 1 - 4  
Y Class Rows 9 - 25  
Buffer Zone  
F Class Row 5  
Y Class Row 26



### DC8 (D84)

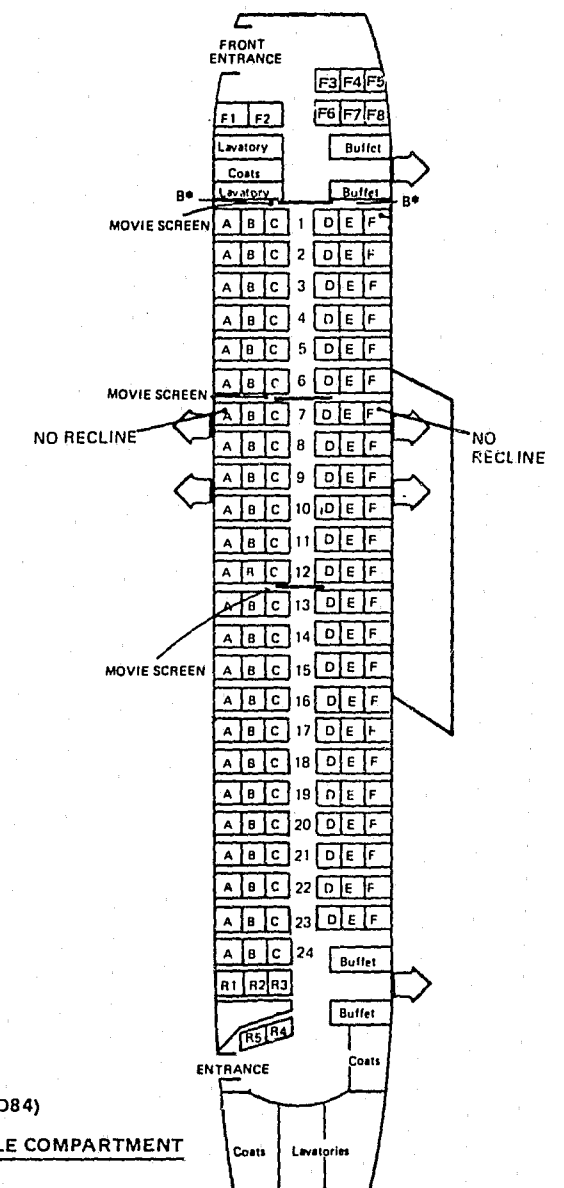
#### SINGLE COMPARTMENT

4 Jet  
Wing Mounted  
Passengers—154 (including lounge)  
Forward Lounge—6  
Rear Lounge—5  
Baby Crib Positions—2\*  
(2 cribs available)  
Kennels—Limited only by  
available cargo space.

SEAT PITCH:  
All seats—35", except  
row 8—36"  
row 9—40"

SEAT WIDTH: STD. GIT  
First Class 22.7 16.8  
Coach 16.8 16.4  
Center 16.4 16.4

PIT DOOR SIZE:  
All doors—36" x 44"



\* Bassinet 31" long accommodates up to 6-month-old child.

FIGURE 17. SEATING ON AIRCRAFT

#### **F.A.A. Guidelines for the Carriage of Weapons on Commercial Aircraft**

1. *When it is necessary to carry a weapon on commercial airlines in performance of his duties the transportation officer must notify the airlines one hour before flight departure or in an emergency as soon as practicable.*
2. *All officers required to carry firearms on an aircraft carrier should provide a letter to the air carrier that specifies the circumstances that create the need to be armed during the flight being utilized. This letter should be on the letterhead of the jurisdiction employing the officer and signed by a supervisory official. The letter should specify the trip itinerary and include a designated period during which the need to be armed in flight will exist.*
3. *An officer who has in his possession a weapon in the performance of his duties on a commercial airlines must identify himself to the airlines by presenting credentials that include his clear full face picture, his signature and the signature of an authorizing official.*
4. *Officers in possession of a weapon while aboard an aircraft will not drink any alcoholic beverages.*
5. *The airlines must ensure that transportation officers are familiar with procedures for carriage of a weapon. The airlines must notify the captain of the aircraft and any other armed person aboard the aircraft of your location. The airlines will also tell the transporting officer of the location of any other armed person on the aircraft.*

#### **Carriage of Deadly or Dangerous Weapons in Checked Baggage**

Airlines may not knowingly permit passengers to carry deadly or dangerous weapons in checked baggage unless the passenger notifies the airline before checking the baggage that the weapon in checked baggage is unloaded, the baggage is locked and only the passenger has the key or lock combination thereof. Checked baggage containing dangerous weapons must be carried in an area other than the flight crew compartment that is inaccessible to passengers. The topside baggage bin on F-27 and F-227 aircraft is considered acceptable for storage provided the bin is secured.

In summary the airlines will have the final prerogative of accepting or denying boarding of the transportation officer and the prisoner.

On occasion chartered aircraft for prisoner transportation may be necessary. This would be when, because of emergency medical or other reason, it is necessary to expedite the transfer of a prisoner.

Every agency should establish a definite policy providing for the assignment of additional officers where special security problems are anticipated and the assignment of a member from the medical staff when prisoners are transported because of special medical needs on chartered aircraft.

## **CHAPTER IV**

### **SPECIAL CASES**

#### **Special Cases**

The techniques which have been described up to this point are general and applicable to the transportation of all persons who are under restraint for one reason or another. However, some particular groups, such as court prisoners, women, juveniles, and mentally disturbed patients present special problems. A brief discussion of the special precautions which are necessary in these instances will be presented in this chapter.

#### **Prisoners for Court**

Three officers were escorting 24 prisoners to court. After disposition of most of the cases, one of the officers took a juvenile to the court chambers and one of the remaining two officers took another prisoner before the commissioner for arraignment. This left the third officer in charge of the balance of the prisoners. When the other two officers returned, the prisoners were handcuffed and taken back to jail. At that time, it was discovered a prisoner was missing. So far as is known, the prisoner escaped by hiding under one of the benches in the courtroom.

The movement of these prisoners was not properly planned and as a result one of them escaped.

The special conditions and potential hazards which surround the movement of prisoners to and from court necessitate exact planning as well as a high degree of alertness by transporting personnel. Officers should plan arrivals and departures of prisoners to reduce contact with the public to a minimum. If a group of prisoners is being transported, enough officers should be used so that safe custody can be maintained at all times.

When it is deemed necessary for transportation officers to be armed, special precautions must be taken to keep any firearms out of the reach of prisoners.

Standard restraint equipment including leg irons, handcuffs, and a restraint chain should be used on all prisoners being transported to court. Restraint equipment should not be removed from prisoners until they are placed in courtroom detention facilities. If such facilities are not available, restraint equipment should be removed only when the prisoners are taken into the courtroom. The fact that a prisoner or group of prisoners being brought into court present an unusual security hazard should always be communicated to the judge or court officials. In such cases an attempt should be made to obtain the judge's permission to keep restraint equipment on the prisoners.

The officer removing the restraint equipment should never be armed. He should be accompanied by another officer who will assume control of his firearm if he is armed, and keep the prisoners under close observation while the restraint equipment is removed. Immediately after prisoners

have completed their courtroom appearance, they should be removed to the courtroom detention facility or placed back in restraint equipment.

Transportation and related handling of prisoners is a specialized type of assignment requiring well trained personnel. All officers transporting or handling prisoners in court including bailiffs and marshall should receive regular training in the correct methods to use in the handling and transportation of prisoners.

#### **Female Prisoners**

It is recognized that in some cases, female prisoners or juvenile wards may be transported without the use of restraint equipment. In other cases, it may only be necessary to handcuff them. Sometimes, however, female prisoners or wards may be dangerous enough to justify the continuous use of the standard restraint equipment (handcuffs, leg irons, and waist chains). *The necessary degree of restraint for each case should be determined carefully in advance by the transporting agency, and not deviated from by the transporting officer except in an emergency.*

Whenever females are transported, a matron or female officer should always be assigned to the detail. When it is necessary for two officers to transport one female prisoner, it is recommended that two female officers or one male and one female officer be assigned to the detail.

Even though an agency may vary the amount of restraint equipment used in transporting women, the transporting officer should follow the general principles of transportation presented in this manual in order that the assignment may be completed safely.

#### **Juveniles**

Many cases cited in this manual deal with the transportation of juveniles in which an officer met with serious personal injury. One important reason for such incidents is that many persons feel that juveniles do not need as much restraint as adult offenders. Yet those with long experience in the transportation of prisoners agree that juveniles require just as much restraint as adult offenders. This need exists not only because they may be just as dangerous as some adult prisoners, but also because juveniles do not have mature judgment. Juveniles often try to escape when it is obvious to adults that it is foolish to try. Also juveniles do not realize the seriousness of the attempt to escape. Therefore, in order to protect juveniles from their own poor judgment, they should normally be transported in the same restraint equipment used for adults. Exceptions to this general principle may be made in the case of very young children. *Such exceptions, however, should be made by the transporting agency and not by the individual officer.*

#### **Mentally Ill Persons**

The principle of checking with institutional officials regarding the anticipated behavior of mental patients is repeated here because it is of particular importance. Special equipment may be necessary such as restraint jacket, a seat pad, and sufficient waste material to administer to the needs of spitters and droolers. In certain unusual cases, it may be necessary to use a stretcher with restraint straps to handle an unusually violent mental patient. In this type of case, it would also be necessary to use an ambulance as the transportation vehicle. In most instances, two officers are needed to transport mentally-ill prisoners, although in certain cases it

may be desirable to send an officer and a male nurse or psychiatric technician. In any case involving the transportation of mentally-ill persons, it is important that the personnel assigned are emotionally mature individuals who can cope successfully with unusual behavior.

#### **To and From Camps**

Many agencies maintain forestry, road, fire, and other types of camps, and are continuously transporting prisoners to and from these camps to the parent institution. In many instances, such transportation is carried on by a standard truck driven by one officer without the use of any restraint equipment. Such a practice is justified on the grounds that such prisoners have been carefully selected and that they are not escape risks. However, in the event a prisoner is being returned from a camp or other minimum security facility to an institution or jail for disciplinary reasons, he should be placed in restraint equipment for the trip. In addition, all other necessary precautions should be taken to insure the safe delivery of the prisoner. Officers transporting minimum security prisoners in trucks or buses should always take a count of prisoners during the loading and unloading of such vehicles.

## CHAPTER V

### PREPARATION AND EXECUTION OF TRIP

#### *Preparing for the Trip*

In addition to the information contained in the foregoing chapters, there are certain other miscellaneous considerations which are vital to the safe transportation of persons under restraint. These have to do with the actual preparation and execution of the trip. They are presented below as a final check-list for the transporting officer who is about to undertake an assignment.

The transportation officer must secure the following information:

Who is to be transported?

From and to what point?

Why are they being transported under restraint?

Any known or observed emotional, physical, or mental peculiarities of the person who is to be transported?

On the basis of this information, the officer must plan his trip. The plan should include consideration of the following matters:

1. *An interview with the prisoner before making the trip will give the transporting officer the opportunity to inform the prisoner of what is expected of him during the trip. It also affords the officer knowledge of the prisoners attitudes and feelings in regards to being transported.*
2. *The type of vehicle or transportation to be used.*
3. *The time the trip will begin and tentative destination arrival time.*
4. *A flight schedule if aircraft is used.*
5. *The amount of restraint equipment necessary. Special precautions which may be deemed essential. Escape and emergency procedures.*

#### *Necessary Documents*

The officer must collect and carry with him all official documents which are necessary for him to obtain custody and effect proper delivery of the person to be transported. In addition, he must have materials which identify him and authorize him to perform his task. The officer also should review the case histories of the persons about to be transported. If possible, he should talk with the persons authorizing the transfer in order that he may be made aware of any special precautions which he must take as a result of the peculiar nature or previous conduct of the person or persons who are about to be transported.

#### *Escapes, Accidents, Emergencies*

Before beginning the trip, the transporting officer should have complete instructions on what to do in cases of escape, accidents and other emergencies. Such instructions should include the names of agencies which may be called upon for assistance, forms which contain all the data necessary for an accident report, and procedures to follow in case of an escape.

#### *Necessary Equipment*

The transporting officer should personally check all of the equipment he will use during this trip to insure that it is working properly. Such a check should include the automobile if one is being used, flashlight, all restraint equipment which is needed, and standard written instructions on accidents, escapes, and other emergencies. Personal items and the clothing of the officer should be kept at a minimum to reduce excess baggage.

#### *Beginning the Trip*

A trip itinerary with scheduled check points should be carefully prepared and followed. If it is necessary to make changes in the trip itinerary, the transporting agency headquarters should be informed. If persons are transported under restraint through other states or countries, the transporting officer should acquaint himself in advance with the local laws which regulate this task. Any and all information regarding the particulars of the trip should be carefully withheld from persons to be transported or anyone not having an official concern in the matter. The person to be transported should be stripped naked and a thorough search of his body should be made by examining the hair, mouth, ears, armpits, rectum, soles of feet and remainder of the body to see that nothing is hidden or taped to him which would aid in escape. It is preferable to issue the prisoner different clothing and shoes than those which he had prior to the search. If the prisoner is being transported from one place of detention to another by vehicle, he should be dressed out in special clothing which easily identifies him as a prisoner. If he is permitted to wear his own clothing, it should be carefully searched for contraband. Shoes and the seams of clothing are particularly good places to hide small weapons or escape instruments such as a saw blade.

The prisoner should not be permitted to keep in his possession any personal items such as cigarettes, matches, addresses, magazines, etc. The officer should pick up all such items before the trip begins. After thoroughly inspecting them, the officer may return individual items to the prisoner as they are needed for immediate use.

After the prisoner has been searched and has dressed again, the officer should not allow him to contact other prisoners or allow him out of his sight (Also refer to section titled Special Requests). The officer should check personally any personal property of the prisoner which he is receiving. He should list this property and give one copy to the officer from whom he is receiving the property, give a second copy to the prisoner, and keep a third copy himself. The prisoner should be required to initial the list as being an accurate record of his personal property. The property should always be stored in a secure place out of reach of other prisoners or unauthorized personnel. The prisoner should then be placed in restraint equipment and given specific instructions as to how he is expected to behave during the trip.

#### *Eating During the Trip*

Stopping en route to eat presents a variety of problems to the transporting officer. Here is an opportunity for the prisoner to obtain various items with which he can attack the officer. People who are nearby may attempt to become familiar with the prisoner, or to embarrass the officer. Transporting officer should always be on guard against anyone who displays any unusual interest in his prisoner or himself. Restraint equipment attracts



attention, and the officer may be tempted to remove it during the meal.

The above problem may be reduced by bringing the food to the prisoner rather than the prisoner to the food. This means eating at drive-in restaurants if possible. If such are not available, one of the officers can still purchase food at a regular restaurant and bring it to the car on a tray.

The transporting officer must be particularly alert during meal times for the reasons indicated above. A count should be made of silverware brought to prisoners and returned or left on the table at the end of the meal. It is always a good idea to search prisoners following any meal. On one occasion, twelve prisoners were fed at a drive-in restaurant. After the meal, the officers conducted a search and found two forks and four knives concealed in the prisoners' clothing.

Pepper blown into an officer's eyes disables him for some time. All granulated or powdered substitutes such as sugar, salt, and even tobacco could serve this purpose. To prevent such an incident, it is a good practice for one officer to sit a short distance away from the prisoners at mealtime and carefully observe their activities. The remaining officer can sit at the table with them.

If the trip involves more than one day of travel, the prisoner should be placed in a secure jail overnight. In this case arrangements should be made to have supper and breakfast served to the prisoner in jail. If the arrival at the jail is too late for the regular meal, food should be purchased at a nearby restaurant and brought in on a tray. Thus, it will only be necessary to stop for lunch while traveling the next day.

Two officers were transporting a juvenile across country. They had been very careful, using approved jails and keeping the prisoner in handcuffs except at mealtime when one hand was freed to enable him to eat. Drive-in restaurants were used at most stops. At one point, the handcuffs and restraining chain had been removed from the prisoner at the car. The prisoner was then taken into the restroom. One officer had checked the restroom twice and had assumed that there were no screens on one side of the room. While the inmate was inside, the officer stood at the restroom door which was held open. The prisoner moved out of sight for a few moments and, when he did not reappear, the officer entered the restroom and found that the prisoner had disappeared. When the assumed solid screen was checked, it was found to have hinges which had enabled the prisoner to open it and escape.

The officer in the above case failed to exercise all the necessary care. His failure to actually check the screened area and to keep the prisoner in sight at all times permitted an escape.

#### **Lodging in Jail**

Three prisoners were being transported to an institution and were confined in a local jail for safe keeping overnight. During the night, a local prisoner feigned illness. In order to examine the sick prisoner, the jailer entered a tank containing approximately 30 prisoners. Several of these prisoners threw a blanket over the jailer's head, tied him up, and took his jail keys, car keys, and some cash. Many of the prisoners then escaped, including one of the three left in the local jail for safekeeping.

When it is necessary to lodge a prisoner in a local jail overnight, or for any length of time, the transporting officer must first be satisfied that the jail is secure and properly operated. All jailers cannot be relied upon to be as vigilant as the transporting officer himself might be.



FIGURE 18. SAW BLADE IN SHOE  
*Only a very careful search would reveal a well-concealed weapon such as a saw blade in a shoe.*

Two officers removed four prisoners from a local jail and proceeded with them to an institution for commitment. A stopover was made that night and the prisoners were lodged in a local county jail. When the officer called for them the following morning, he discovered that three of the prisoners had escaped during the night by sawing their way out. A search of the cell revealed a hacksaw blade as the probable escape tool. The jailer had no idea how the prisoners could have obtained this blade.

Some jails are not very secure because the buildings are old or lack essential security equipment. Others are operated in a careless manner. In either case, the ultimate responsibility for the custody of a prisoner resides with the officer transporting him. Transportation officers should avoid placing prisoners in jails in which any of the following conditions exist:

1. *Jailer or other persons carrying firearms inside the jail.*
2. *Jailer careless in entering group tanks or dormitories.*
3. *Jail is left unsupervised.*
4. *Inmate trustees handle keys to outer doors.*
5. *Windows or other openings allow weapons or tools to be passed in from outside.*
6. *Physical condition of jail is so poor as to make it insecure.*

### ***Search Upon Removal***

When the officer picks up his prisoner from any jail, the same care should be exercised and the same search should be made as when the prisoner was originally picked up from his point of origin. It is also important to check with the jailer to see if there has been any unusual behavior on the part of the prisoner that might indicate a potential security hazard. Information of this type should always be passed on to an officer receiving a prisoner including both transportation and jail officers.

A certain prisoner had been checked in and out of at least two county jails, on each occasion receiving thorough body search from both county jail and transporting officers. Yet, when this prisoner was checked into a third county jail where he had previously threatened one of the jailers with death, he drew a gun from his person and shot the jailer. As the inmate was only in the jail a few minutes, it is hardly likely that the gun was obtained in the jail. Although never definitely determined, it is quite likely that the gun was on the person of the prisoner during the entire trip.

A thorough search of the stripped body of the prisoner and a careful check of all of his clothing is an excellent form of life insurance for the transporting officer.

### ***Granting Special Requests***

Two officers were transporting a prisoner across county for a comparatively minor violation. The prisoner asked and was permitted to contact his wife, and later the wife had a meal together with the two officers and the prisoner at the airport. Local police who were also interested in the return of the prisoner either saw or overheard what took place. The agency which these two officers represented was severely criticized for the actions of the two officers in this case.

Special requests for visits should not be granted. Persons making such requests should be referred to the transporting officer's supervisor.

Two officers were transporting four prisoners. They stopped at a filling station where two of the prisoners, who were handcuffed together, were taken into the toilet by one of the officers. The remaining two prisoners were left in the car with the second officer. The group taken to the toilet suggested getting coca colas. The officer left the two alone and went for the drinks. He was gone for a very brief period; however, in his absence one prisoner had sufficient time to slip his hand out of the cuff. Both prisoners jumped through the toilet window. The officer in the car observed the prisoners jump but could not leave the two prisoners with whom he was entrusted. By the time the two officers were ready to give chase, the escaped prisoners had taken a parked car and escaped. The two officers gave chase and luckily succeeded in blocking the fleeing car in a blind street. The escaping prisoners jumped out of the car and ran, but were finally apprehended by one of the officers.

A request made by a prisoner en route may be the spring of a well-thought-out trap. Special requests should not be granted by transporting officers.

### ***Pursuit of Escapees***

The extent of pursuit of escapees will depend on the particular circumstances and agency involved. In California, the Penal Code shows exactly what actions may be taken in pursuit of escapees in the following three sections:

P.C. 854. *Prisoner May Be Pursued and Retaken At Any Time Or Place In The State.* If a person arrested escapes or is rescued, the person from whose custody he escaped or was rescued, may immediately pursue and retake him at any time and in any place within the State.

P.C. 855. *May Break Open Door Or Window To Retake Prisoner If Admittance Refused.* To retake the person escaping or rescued, the person pursuing may break open an outer or inner door or window of a dwelling house, if, after notice of his intention, he is refused admittance.

P.C. 196. *Justifiable Homicide By Public Officers.* Homicide is justifiable when committed by public officers and those acting by their command in their aid and assistance, either—

1. In obedience to any judgment of a competent court; or
2. When necessarily committed in overcoming actual resistance to the execution of some legal process or in the discharge of any other legal duty; or
3. When necessarily committed in retaking felons who have been rescued, or have escaped, or when necessarily committed in arresting persons charged with felony, and who are fleeing from justice or resisting such arrest.

Every officer transporting prisoners must be aware of the fact that the security of prisoners in his custody is his primary responsibility and must be a constant consideration. Failure to remember this can result in the escape of prisoners as well as the injury or death of the transporting officer.

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