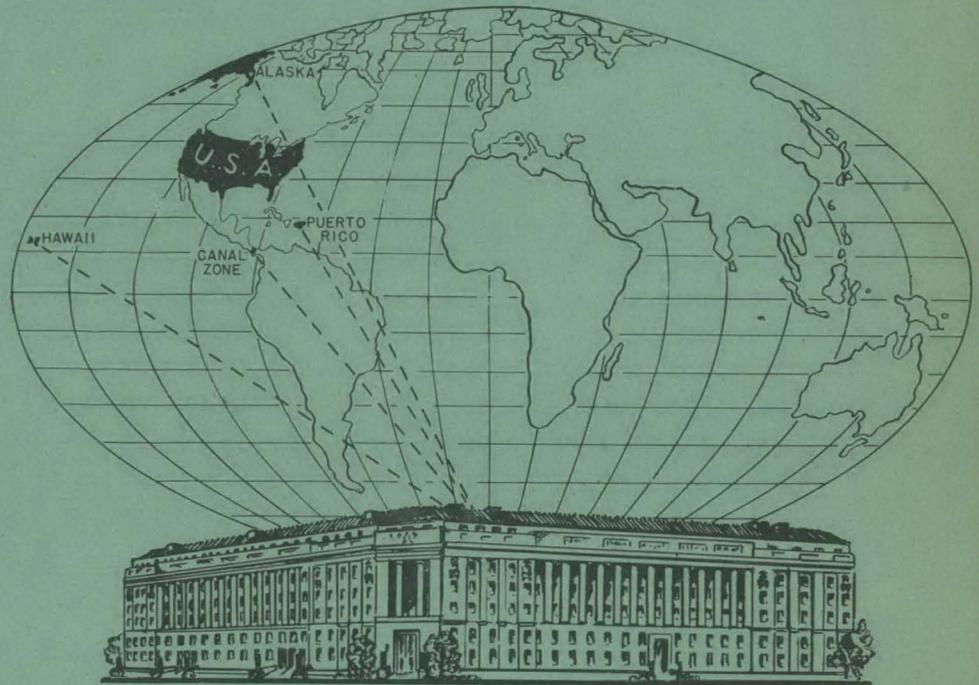


FBI LAW ENFORCEMENT BULLETIN

1945

August



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DEPARTMENT OF JUSTICE BUILDING,
WASHINGTON, D. C.

Vol. 14

No. 8

Federal Bureau Of Investigation
United States Department Of Justice
John Edgar Hoover, Director

The Federal Bureau of Investigation, United States Department of Justice, is charged with the duty of investigating violations of the laws of the United States and collecting evidence in cases in which the United States is or may be a party in interest.

The following list indicates some of the major violations over which the Bureau has investigative jurisdiction:-

Espionage, Sabotage, Violations of the Neutrality Act and similar matters related to Internal Security
National Motor Vehicle Theft Act
Interstate transportation of stolen property valued at \$5,000 or more
National Bankruptcy Act
Interstate flight to avoid prosecution or testifying in certain cases
White Slave Traffic Act
Impersonation of Government Officials
Larceny of Goods in Interstate Commerce
Killing or Assaulting Federal Officer
Cases involving transportation in interstate or foreign commerce of any persons who have been kidnaped
Extortion cases where mail is used to transmit threats of violence to persons or property; also cases where interstate commerce is an element and the means of communication is by telegram, telephone or other carrier
Theft, Embezzlement or Illegal Possession of Government Property
Antitrust Laws
Robbery of National Banks, insured banks of the Federal Deposit Insurance Corporation, Member Banks of the Federal Reserve System and Federal Loan and Savings Institutions
National Bank and Federal Reserve Act Violations, such as embezzlement, abstraction or misapplication of funds
Crimes on any kind of Government reservation, including Indian Reservations or in any Government building or other Government property
Neutrality violations, including the shipment of arms to friendly nations
Frauds against the Government
Crimes in connection with the Federal Penal and Correctional Institutions
Perjury, embezzlement, or bribery in connection with Federal Statutes or officials
Crimes on the high seas
Federal Anti-Racketeering Statute
The location of persons who are fugitives from justice by reason of violations of the Federal Laws over which the Bureau has jurisdiction, of escaped Federal prisoners, and parole and probation violators.

Servicemen's Dependents Allowance Act of 1942

The Bureau does not have investigative jurisdiction over the violations of Counterfeiting, Narcotic, Customs, Immigration, or Postal Laws, except where the mail is used to extort something of value under threat of violence.

Law enforcement officials possessing information concerning violations over which the Bureau has investigative jurisdiction are requested to promptly forward the same to the Special Agent in Charge of the nearest field division of the Federal Bureau of Investigation, United States Department of Justice. The address of each field division of this Bureau appears on the inside back cover of this bulletin. Government Rate Collect telegrams or telephone calls will be accepted if information indicates that immediate action is necessary.

FBI
LAW ENFORCEMENT
BULLETIN

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AUGUST, 1945

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The FBI Law Enforcement Bulletin is issued monthly to law enforcement agencies throughout the United States. Much of the data appearing herein is of a confidential nature and its circulation should be restricted to law enforcement officers; therefore, material contained in this Bulletin may not be reprinted without prior authorization by the Federal Bureau of Investigation.

The FBI LAW ENFORCEMENT BULLETIN is published monthly by the Federal Bureau of Investigation, United States Department of Justice. Its material is compiled for the assistance of all Law Enforcement Officials and is a current catalogue of continuous reference for the Law Enforcement Officers of the Nation.

John Edgar Hoover, Director
Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.

I N T R O D U C T I O N

A CHALLENGE AND AN OPPORTUNITY

The war is not yet over, but already in our nation's returning servicemen American law enforcement finds both a challenge and an opportunity. While our young men and women have been serving so valiantly overseas, parasites by the score have appeared on our home front. They are the racketeers and fakers who prey upon our citizens busy with the war effort. Now they are expanding their operations and foraging in a new field--the returning veteran.

Those who have been fighting on foreign fronts have every right to expect America to be the same as or better than when they left. If it is not, then we who stayed behind will have let them down. Our profession already has accomplished a great deal in combating these wartime frauds, including a whole crop of new schemes and rebirths of old ones, and yet they continue to multiply.

Only through the same shoulder-to-shoulder measures which were used in eradicating the enemy spy and saboteur can we effectively cope with this new problem. Every law enforcement agency in the country and each police officer individually must be brought to a new peak of efficiency. From every source we must bolster our profession; no opportunity can be overlooked.

Law enforcement might well look to the returning servicemen as an invaluable reservoir of manpower. Men who have fought for the cause of law and order on the battle fronts most certainly are going to do everything possible to preserve it later. Theirs is a deeper and more meaningful concept of citizenship. One thing should be clear, they are not likely to return and by lawlessness destroy the very ideal they fought to preserve.

Many will turn to law enforcement as a postwar profession--and they will indeed be welcomed. Their training and backgrounds will make them worthy additions to our gallant and conscientious police officers who, although sorely shorthanded, have done a masterful job at home.

J. Edgar Hoover



NEW YORK CITY MEETS ITS YOUTH PROBLEM

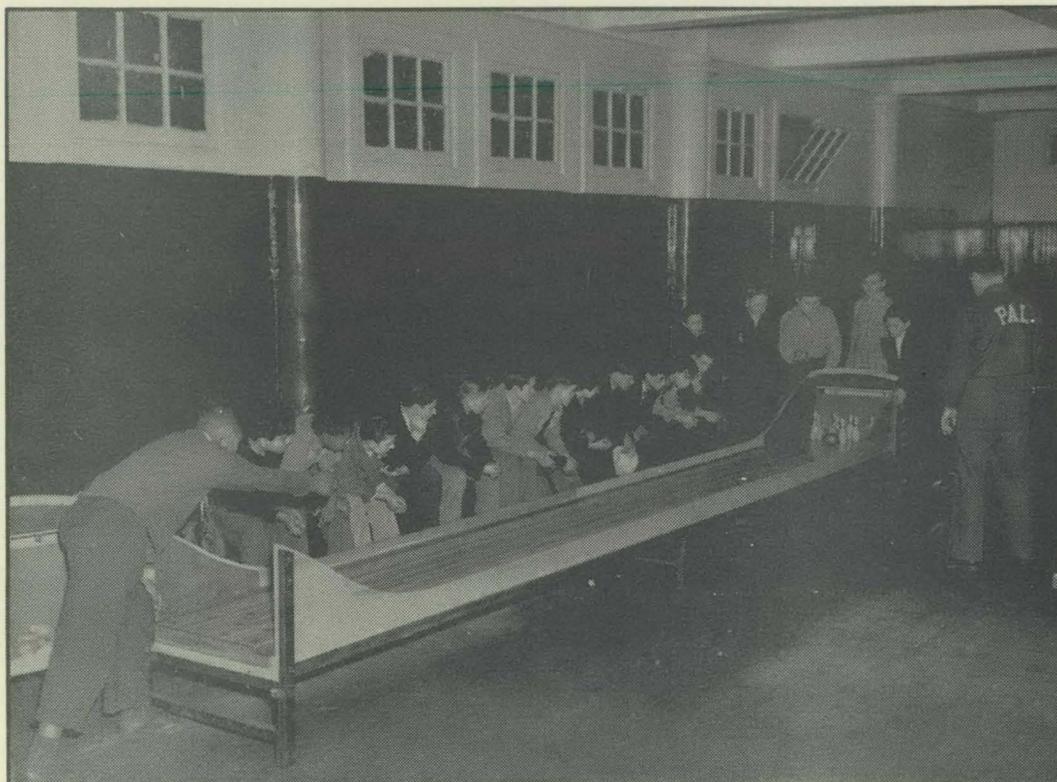
by
HONORABLE LEWIS J. VALENTINE
NEW YORK POLICE COMMISSIONER

Throughout the history of organized society, Police Departments have been considered as repressive agencies concerned only with the suppression of crime and the apprehension of criminals. Modern society has made it necessary, however, for the police to become more conscious of the many social problems underlying the causes of crime. The prevention of crime is one of the major functions of a Police Department. If, in preventing that crime, we can direct the would-be criminal into a mode of behavior socially desirable, we have made a valuable contribution to the future of our community.



CHESS AND CHECKERS MAKE WHOLESOME ENTERTAINMENT FOR YOUNGSTERS AT THE POLICE ATHLETIC LEAGUE'S FLOYD HORTON YOUTH CENTER.

Daily, we of the New York City Police Department, witness the Police "Line-up." We become accustomed to the parade of hardened criminals as they pass before our gaze while we listen to a recital of their present and previous conflicts with the law. We can never, however, become accustomed to seeing youth in that line-up. For them it is the beginning of a wasted life, a life that brings torture to themselves and their loved ones; a life that makes no contribution whatever to the well-being of society.



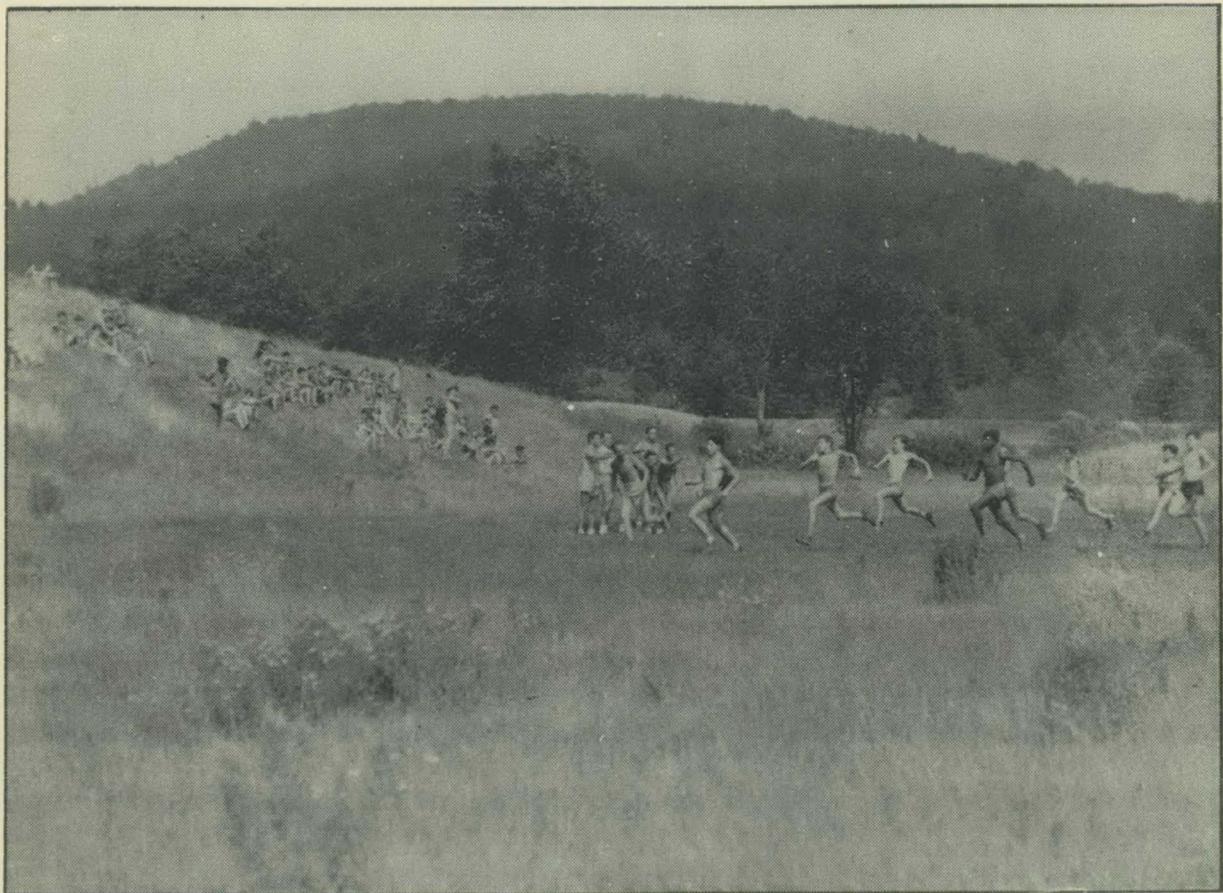
P. A. L.'s MINIATURE BOWLING MATCHES
AT THE FLOYD HORTON YOUTH CENTER.

In the years following the first World War, the change in the age group appearing in the police line-up gave the members of our Department grave cause for concern over the welfare of our growing boys and girls, and so in 1929 the Police Commissioner appointed an Advisory Commission to make a thorough study of the situation and report its findings to him together with recommendations.

As a result of this study a Crime Prevention Bureau was established within the Police Department in 1930, later to be known as the Juvenile Aid Bureau. This Bureau is responsible for the prevention of delinquency and waywardness, and for putting into operation measures designed to rehabilitate the delinquent and wayward minor.

Briefly, the organization is as follows. The main office is located at Police Headquarters Annex, 400 Broome Street, New York City, under the command of a Deputy Inspector of Police. Eleven field-units have been established throughout the city under the supervision of a superior officer of the Police Department. A staff of trained police officers, both men and women, are assigned to field-work in each unit.

The Juvenile Aid Bureau in dealing with the individual delinquent is primarily a referral agency. We look to established social organizations to supply the boy or girl needing attention with the remedial treatment necessary for his or her adjustment. Only when no social agency exists that can handle the particular case, do we provide for treatment by members of our Bureau. The sources of our cases are many, such as parents, schools, neighbors, social agencies; but our primary source is from the



CROSS COUNTRY RUNNING AT THE POLICE ATHLETIC LEAGUE'S OUTDOOR FOXLAIR CAMP AT NORTH CREEK, N. Y., HELPS TO BUILD STRONG BODIES AND TEACHES THE BENEFICIAL RESULTS OF HEALTHY COMPETITIVE SPORTS.

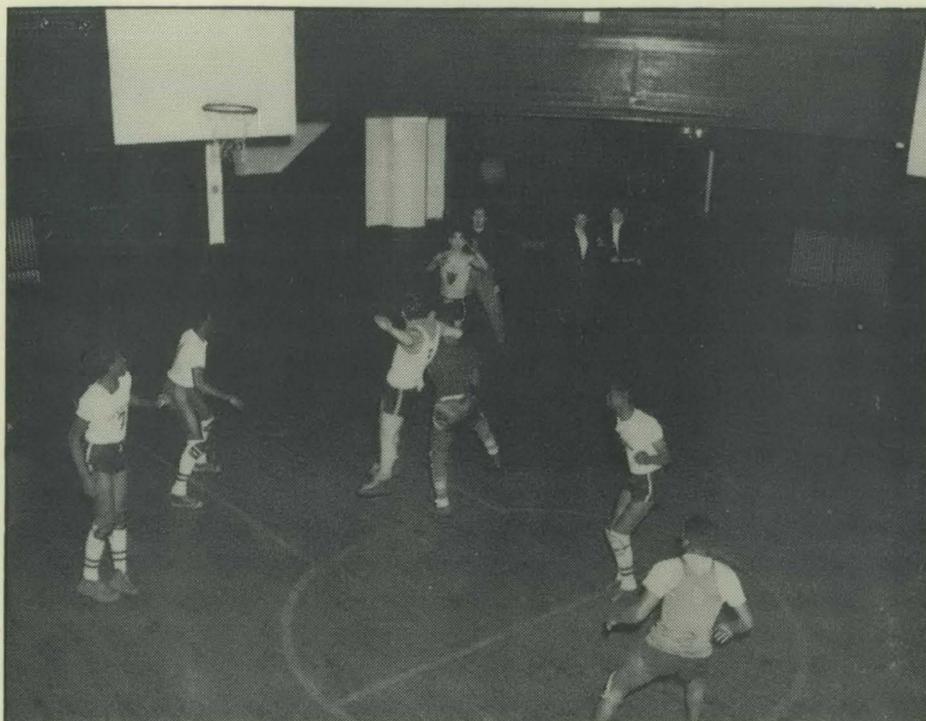
patrolmen on post. Policemen generally appreciate the value of correcting a boy or girl without recourse to arrest. On observing a boy or girl committing a delinquent or potentially delinquent act, or where a complaint is received, a Juvenile Aid Bureau #2 Form, commonly known as "J.A.B. #2 Form," with the required information is forwarded to the Unit Office of the Juvenile Aid Bureau concerned. A duplicate form is filed in the originating command. Upon receipt of the J.A.B. #2 Form at the Unit Office, the intake worker assigned consults the master file to determine whether the case has been previously known. It is then cleared with the Social Service Exchange to ascertain whether or not the subject or his or her family was known to any other social service agency. A visit to the home is then made by a unit worker and findings recorded. This visit and a talk with the parents will in many instances suffice. Where it is felt that other supervision and treatment are necessary the case is referred to a social agency, preferably of the same religious affiliation as the subject. If this agency accepts the case a report is submitted to the Bureau at a later date of the results obtained. If, however, the agency concerned cannot accept the case, it is assigned to a Juvenile Aid Bureau worker.



BASEBALL - THE GREAT AMERICAN PASTIME - HAS A PROMINENT PLACE IN YOUTH'S FAVORITE SPORTS. ABOVE ARE SHOWN THE P.A.L.'s BASEBALL CHAMPIONS.

In addition to the treatment of individuals by the Bureau, areas of the city are patrolled for the purpose of observing and suppressing conditions that might contribute to delinquency or waywardness. Licensed premises are strictly supervised and frequent inspections made of such premises particularly those having a tendency to do business with minors in violation of the law. A splendid cooperation exists among all branches of the Department in carrying out this phase of our prevention work.

The work of the Bureau has not disclosed any one single cause of juvenile delinquency. We believe the causes to be as many as are the specific types of remedial action that must be used. We do find, however, that idleness with environment operating upon that idleness, is a serious condition in the development' of a growing boy or girl.



P. A. L. BASKETBALL GAMES ARE POPULAR. THE CHAMPIONS ARE SHOWN ABOVE AT WEBB CHURCHILL YOUTH CENTER.

From the time of its inception, the Juvenile Aid Bureau endeavored to provide opportunities for wholesome recreation for the boys and girls with whom it came in contact. It encouraged youth in general, whether known to the Bureau or not, to engage in physical, social and cultural activities that would provide them with an opportunity for self-expression. The value of this type of work was so impressive that a city-wide recreational agency sponsored by the Juvenile Aid Bureau was established in 1936. Today that organization, which is known as the Police Athletic League, Inc., or more affectionately as P.A.L., has over 62,000 Junior Members, boys and girls under the age of 18, participating in its programs throughout the entire city. The League operates eleven youth, indoor recreational centers, which have been named after policemen who were killed in the performance of duty. Each youth center is under the supervision of a salaried recreation director with a paid staff to assist him, together with volunteers, who contribute some specific phase of recreation to the children who are serviced there. A custodial staff is assigned to each building for its maintenance. Boxing, bowling, basketball, dramatics, dancing, music, crafts and arts are a few of the activities engaged in.



SWIMMING IS A VITAL PART OF THE PROGRAM AT P.A.L.'s FOXLAIR CAMP.



AN EARLY MORNING HIKE TEACHES THE BEAUTY OF NATURE AND INCREASES APPETITES.

During the summer months the League extends its program to include play and shower streets, baseball, track and field events, etc. Tournaments are organized on a city-wide basis, individual precincts participating. A twelve-hundred acre camp located in the Adirondack Mountains provides 1,000 boys each season with a three-week vacation period at no expense whatsoever to the youngsters.

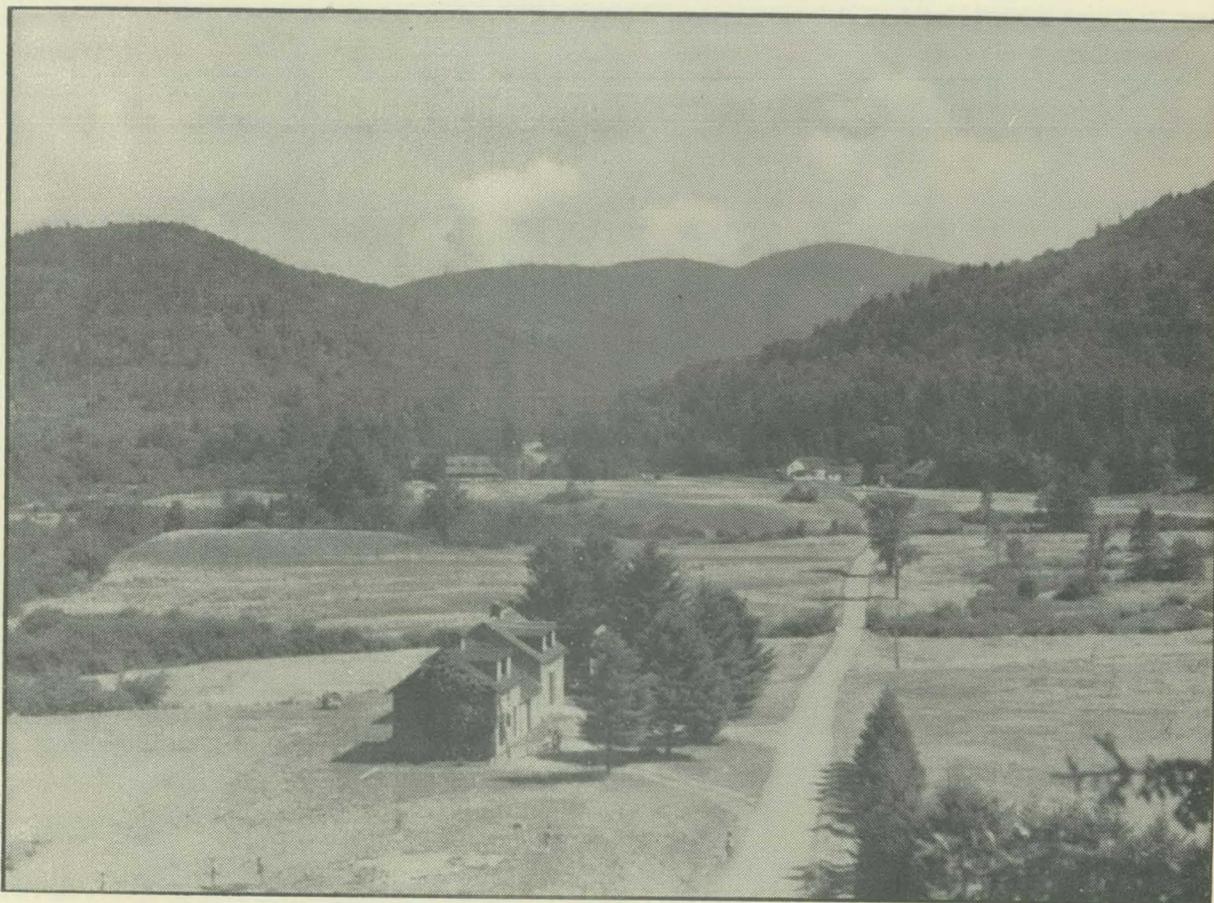
In the near future, P.A.L. will extend its recreation program to every precinct in the city. Such a program, planned and supervised, will be made available to the boys and girls of every area.

The Police Athletic League is supported primarily by Associate Membership dues of \$1.00 a year, subscribed to by people of the City who are interested in furthering this program; from the proceeds of an annual Benefit Show and through donations. Every member of the New York City Police Department, and incidentally, every member of the New York Office of the Federal Bureau of Investigation, including Mr. E. E. Conroy, Special Agent in Charge, is an Associate Member. This is an interesting observation! Members of two large law enforcement agencies supporting an organization that is directed to preventing crime and delinquency amongst our youth. Year by year our Associate Membership has been growing, indicating clearly the community's consciousness of the League's work in furthering those activities that will help in the development of their own and their neighbor's children.

A progressive crime prevention program requires constant and vigilant attention to the causes of delinquency and a constant application of methods to offset that delinquency. We have long appreciated the fact that in any large city it is most difficult to establish a single program that is applicable with equal effectiveness in every area of the city. With this in mind, the Police Department late in 1943, sponsored a Precinct Coordinating Program. In each of the 81 patrol precincts of the city, a council consisting of individuals and organizations concerned with the moral and physical welfare of the youth has been formed for the purpose of coordinating the activities of all existing agencies within the precinct concerned. Representatives of all religions, schools, public and private agencies concerned with social and recreational problems, parent-teacher groups and other agencies which can contribute to the welfare of the youth are members of these councils. A well-organized council has representation from every area within the precinct, and it is organized in such a way as to provide for program planning by a cross-section of the population from that area. This approach on the community level defines the problem in local areas that are identified by a geographical consciousness. No longer is the plan a single one for over seven million people, but rather, it is a neighborly approach to a neighborhood problem.

The Councils have, in the short space of one year, proven their value. A Borough Advisory Council with a representation from each Precinct Coordinating Council has been established in each Borough, and we hope in the very near future to establish a city-wide council, which will include representatives of both public and private agencies in an endeavor to

coordinate the work of all existing agencies interested in the moral and physical welfare of the boys and girls in this city. Through the city-wide and Borough Advisory groups, we propose to disseminate information, plans, and suggested programs that the Precinct Coordinating Councils can use. In addition to the advice and encouragement offered by the Juvenile Aid Bureau to these councils, we have, through our Police Academy, secured the cooperation of our city colleges in presenting In-service Training Programs to these public-spirited citizens who are determined to help our youth during these years and the years ahead.



ENSCONCED IN THE BEAUTIFUL ADIRONDACK MOUNTAINS AT NORTH CREEK, NEW YORK, THE POLICE ATHLETIC LEAGUE'S 1200 ACRE FOXLAIR CAMP IS AN INVITING RETREAT TO YOUNGSTERS.

This, briefly, is the story of the Juvenile Aid Bureau, the Police Athletic League, Inc., and the Precinct Coordinating Council Program. We do not offer it as a positive panacea for all the ills of youth. We are convinced, however, that a Police Department can make a valuable contribution to its community by building for tomorrow in working with the youth of today.



TRAFFIC TRAINING IN THE FBI NATIONAL ACADEMY

Since 1935 the FBI National Academy has provided a training service for law enforcement agencies of cities, counties, and states. In recognition of the place of motor vehicle traffic in law enforcement programs, traffic training has always been a part of the course of instruction in the Academy. The regulation and control of motor vehicle traffic occupy major positions in the programs of most law enforcement agencies. So important are the problems of traffic accidents and congestion that a large percentage of the personnel and equipment of police departments is required to deal effectively with them. These responsibilities cannot be overlooked in a balanced program of police training.

While instruction in traffic subjects has been a part of the curriculum since the first session of the Academy, at the Nineteenth Session in the summer of 1942 two additional weeks were added, making a total of fourteen weeks, and the course in traffic law enforcement was expanded to three weeks. Except for slight adjustments made necessary when the size of the Academy was increased from forty men to eighty men each session in 1944, the general plan for traffic instruction has remained the same since 1942, with three of the fourteen weeks at the Academy devoted specifically to traffic. At the present time, eighty men are being trained each session, with three sessions a year, making a total of 240 men annually.

AIM OF TRAFFIC COURSE. The course of instruction in traffic law enforcement is not intended to develop traffic specialists. The course is planned to give men attending the Academy a broad appreciation of traffic problems and techniques so as to enable them to evaluate traffic conditions and needs in relation to all other police responsibilities. Most law enforcement agencies have an interest and responsibility in traffic, and a sound knowledge of traffic administration and control is especially important to insure proper guidance of the work.

Most of the men attending the Academy are police administrators and executives. In the 29th session, for example, 25 per cent were chiefs of police or heads of departments and 60 per cent held administrative or supervisory positions. These men desire administrative training in traffic law enforcement.

Public demand for the handling of traffic problems by police accentuates the need for giving a broad knowledge of the problem to police officials. It is necessary that they be thoroughly familiar with traffic

matters which are now critical and which are expected to become increasingly more so as wartime restrictions on travel and speeds are relaxed. That city, county, and state police agencies are eager to utilize every facility which will assist in the solution of local problems has been demonstrated by the wide acceptance and utilization of scientific aids and the technical laboratory in criminal cases during the past ten years. Given the necessary information through modern training facilities, law enforcement agencies will eagerly apply preventative techniques to traffic and highway transportation problems confronting their communities. Certainly a public problem such as traffic, involving a tremendous loss of life and destruction of property, not to mention the economic losses in congestion, demands attention at least equal to that given any other single problem facing the law enforcement field.

In addition to being furnished information on traffic subjects which will equip them to do a thorough and sound administrative job, the men are also trained in the establishment and operation of balanced local training schools for all members of their departments.

CURRICULUM. Every subject necessary to an understanding of traffic law enforcement is provided in the schedule of the Academy. Information is given students by means of lectures, augmented by visual aids and reading assignments. Most of the training is of a very practical type; therefore, the lectures are followed by actual field work and class problems to afford an opportunity for each officer to become thoroughly acquainted with each subject presented. The aim of the traffic course, as well as all courses of the Academy, is to impart instruction which is understandable and which will be useful to those who complete the course. Panel forums and conferences in which the students take part are employed frequently in the course of traffic instruction.

Each student is required to take notes during class sessions, and the notes are typed and arranged in loose-leaf notebooks by the individual officers. In this way, all information provided through lectures, demonstrations, panels, and class problems is recorded for future use and reference. Thus the students take back to their organizations information for the benefit of the entire staffs of their law enforcement agencies.

Instruction is from 9:00 A.M. to 5:00 P.M. with one hour devoted to gymnastics and one hour for luncheon, leaving six hours per day for instruction, Mondays through Fridays. On Saturdays, instruction is from 9:00 A.M. to 1:00 P.M., thus providing a total of thirty-four hours per week for instructional work. During the three-week period the men receive approximately one hundred hours of instruction on traffic subjects. In addition to this phase of training, which consists only of traffic subjects, numerous other police subjects presented to the Academy are directly applicable to traffic law enforcement. The History of Law Enforcement, Police Organization and Administration, Laws of Arrest, Evidence, Interviews and Confessions, Scientific Aids and the Technical Laboratory, Training Procedures and Teaching Methods, Photography, Records, Communications, Public Speaking, Personnel Administration, and Testimony and Court Room Behavior

are among the subjects thoroughly covered, apart from the traffic course, which are directly applicable and necessary to officers engaged in traffic law enforcement work.

To fit basic purposes and plans of the course the subjects cover all points and elements of street and highway traffic--not just those relating specifically to enforcement. In addition to those phases relating strictly to enforcement, instruction is given in Safety Education, Traffic Engineering, and Traffic Courts. In each of these the basic components, i. e. the Roadway, Vehicle, and Road User, are considered.

The traffic course includes the following major subjects:

INTRODUCTION AND DEVELOPMENT OF TRAFFIC PROBLEM. This phase of the program is aimed at a development of the origin and growth of the traffic problem and a discussion of the traffic responsibilities of law enforcement groups. The relationship of enforcement to engineering, education, and legislation in the field of traffic safety is also included.

ACCIDENT INVESTIGATION. The need for investigations of traffic accidents, types of accidents to be investigated, what members of the police force should investigate accidents, and recommended methods for the investigation of all types of accidents, including those involving hit-and-run drivers, are thoroughly treated.

TRAFFIC AND ACCIDENT RECORDS. Collection procedures, forms, files, and analysis methods, as well as applications and uses of all types of traffic and accident records are demonstrated and discussed. Methods for calculating and applying enforcement rates and indices are shown.

PERSONNEL ASSIGNMENT METHODS. Administrative techniques in the uses of traffic and accident records in the most efficient assignment of traffic personnel are presented.

LEGISLATION. The necessity for uniform, simple, and up-to-date traffic codes and ordinances is emphasized. The Uniform Motor Vehicle Codes and Model Traffic Ordinances are discussed in relation to typical state and local traffic codes.

TRAFFIC COURTS. In addition to practical experience gained through actual participation in "moot" traffic courts, additional instruction is given regarding all types of traffic courts and punishments for traffic violators. Methods for preparing and presenting cases for trial and the development of good relations between police and court officials are emphasized.

SCIENTIFIC AIDS. Facilities of the FBI Laboratory, intoxication tests, physical laws, and other technical aids in traffic cases are presented.

TRAFFIC SAFETY EDUCATION. All phases of traffic safety education are covered by lectures and field work. Elementary as well as adult education of road users; pedestrian control and protection; and driver training and testing

procedures are thoroughly discussed and demonstrated. Community safety organizations are also discussed.

TRAFFIC CONTROL. This phase of the course provides practical instruction in the manual control and direction of traffic as well as in the utilization of signs, signals, and markings in the control and direction of traffic. The plans and aims of geometric design, with emphasis on the channelization of intersections, are also discussed as a means of traffic control.

TRAFFIC REGULATIONS. Traffic regulations, including Parking, Speed Control, Through Streets, the Stop Rule, One-way Streets, Unbalanced Flow, and Turns are discussed and demonstrated.

TRAFFIC SURVEYS AND STUDIES. Means for collecting, analyzing, and applying basic traffic surveys and studies, and the relationship of these studies to police functions, are clearly demonstrated.

TRAFFIC PLANNING. Plans for the most effective handling of traffic by police, and effective coordination of police, engineering, and education agencies are carefully considered. Anticipated problems of postwar traffic control are emphasized.

From this general listing of subjects, it will be noted that all phases of traffic regulation and control are included in the course of instruction.

Men attending the Academy represent a cross-section of law enforcement agencies which extends over the widest extremes. Officials of the largest city police departments, members of extremely small departments, representatives of municipal, county, and state police, as well as sheriffs, are in attendance. In addition, there are often representatives from U. S. Territorial Possessions and foreign countries. The experiences and contributions of these men provide invaluable information for the class as a whole and are drawn upon freely throughout the course.

TRAINING PROCEDURES. In order to make the traffic course as clear and understandable as possible, many training aids and procedures have been developed, in addition to those used in general police work. Wherever possible, training is given which involves supervised "doing the job."

INSTRUCTIONAL STAFF. The regular training staff of the FBI is augmented by practicing traffic authorities and outstanding experts in the various fields of highway transportation and traffic control.

Mr. Wilbur S. Smith, Associate Director of the Yale Bureau of Highway Traffic, acts as coordinator and with Captain W. L. Groth of the Virginia State Police furnishes a large part of the instruction. Mr. Smith also acts as technical consultant in the formulation and development of the traffic section of the Academy.

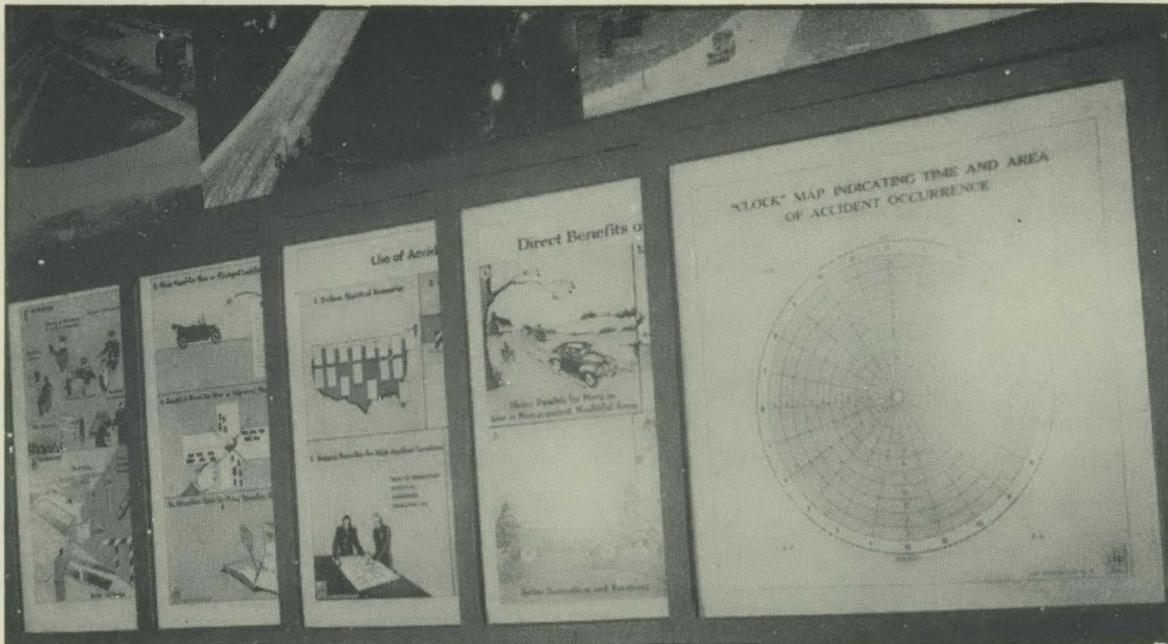
Visiting lecturers include Dr. Herbert J. Stack, Director of the Center for Safety Education, New York University; Mr. Burton W. Marsh, Director, Traffic Engineering and Safety Division, American Automobile Association; Mr. Harold F. Hammond, President, Institute of Traffic Engineers, and Washington representative of American Transit Association; Mr. Theodore M. Matson, Director, Yale Bureau of Highway Traffic; Mr. E. H. Holmes, Chief, Division of Highway Transport, U. S. Public Roads Administration; Mr. John M. Gleason, Chief of Police, Greenwich, Connecticut; and Dr. Amos Meyhart, Director, Division of Public Safety, Pennsylvania State College.



TRAFFIC INSTRUCTION CHART USED IN EXPLAINING BASIC COMPONENTS OF TRAFFIC CONTROL AND REGULATION - FIGURE 1

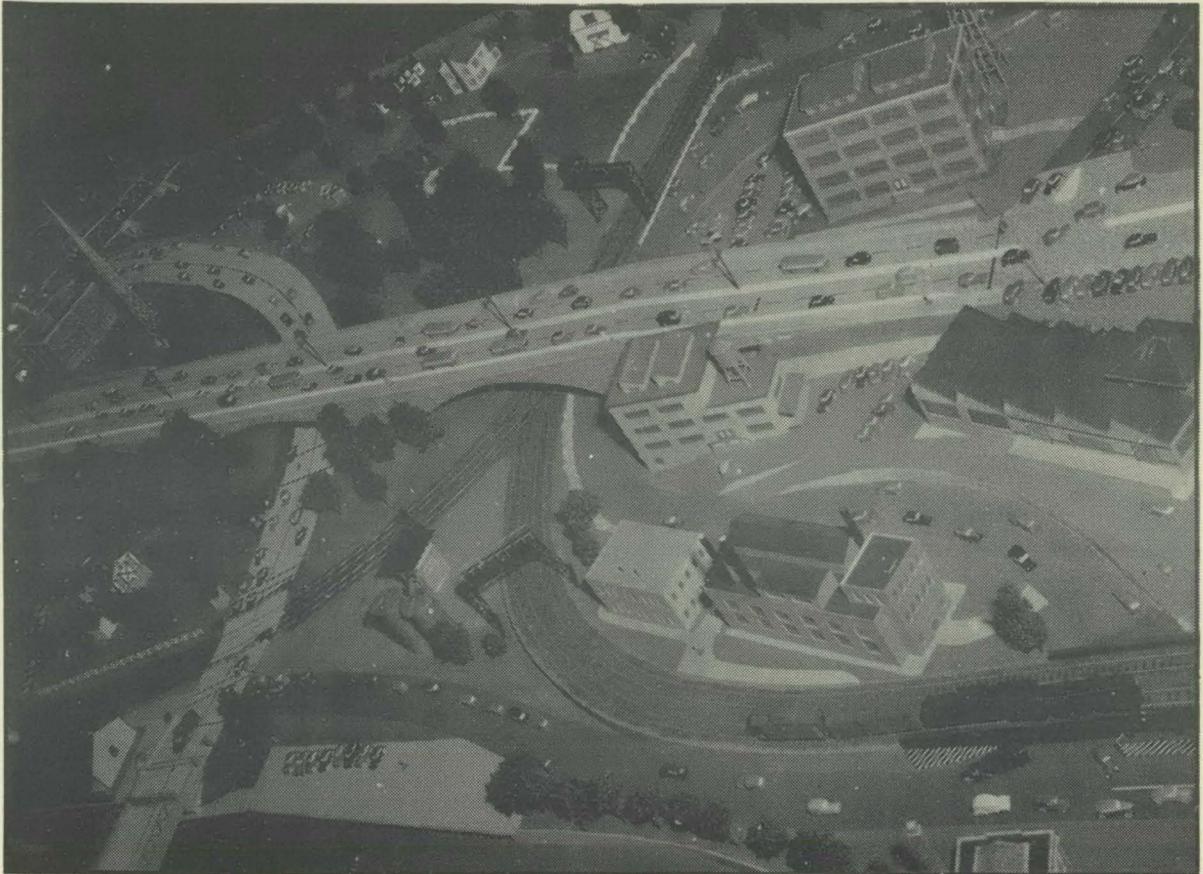
Members of the regular training staff of the FBI, technical experts of the FBI Laboratory and other staff members participate in the various lectures, panels, and field work of the traffic portions of the Academy.

INSTRUCTION CHARTS. As an aid to lecturers, approximately 120 charts, 3' x 3' covering all subjects in the curriculum have been prepared. A typical one is shown in Figure 1. When not being used in the classroom, the charts are available for student study and references in especially designed, hinged frames mounted around the wall of one of the traffic exhibit rooms - Figure 2.



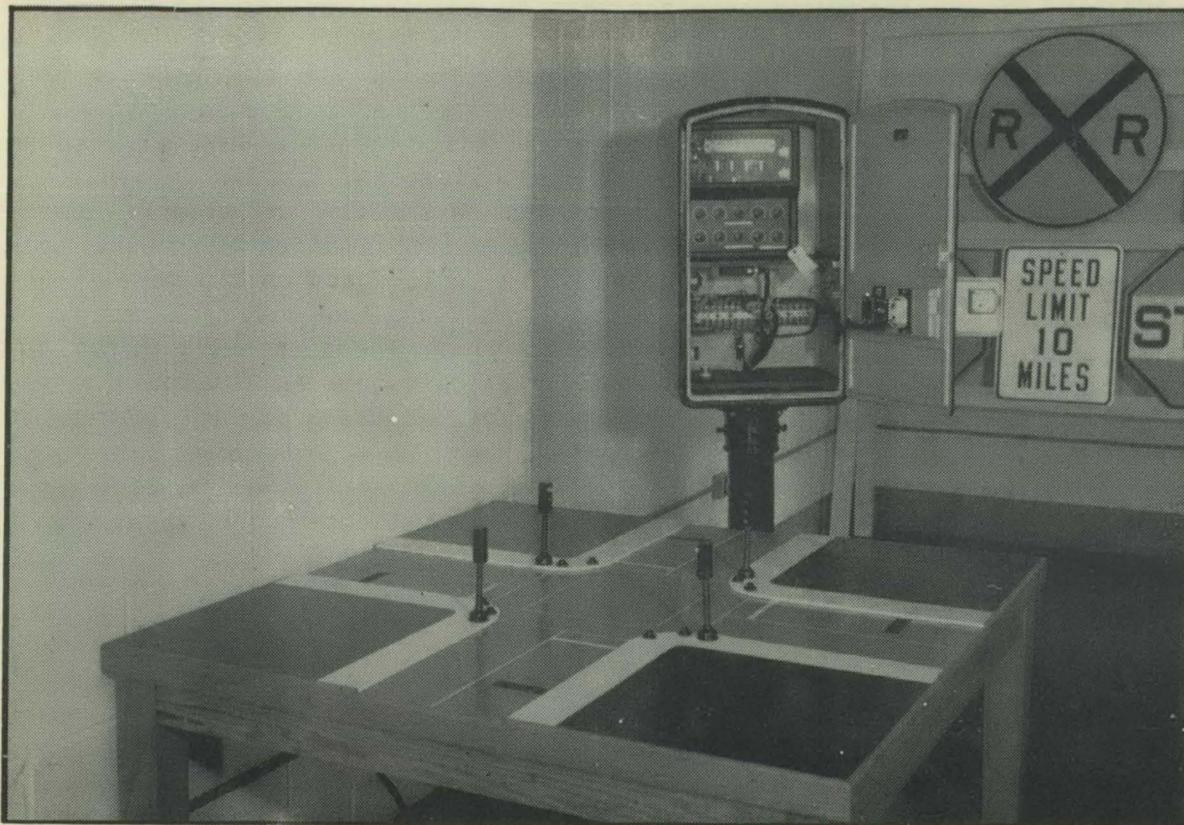
SERIES OF TRAFFIC INSTRUCTION CHARTS MOUNTED ON REMOVABLE, HINGED WALL FRAMES - FIGURE 2

TRAFFIC MODEL. A large model, eight feet by twenty-four feet in size, depicting typical urban, suburban, and rural areas has been built to a scale of one inch to ten feet. This model, constructed by the Cartographic Section of the FBI from basic plans prepared by the traffic instruction staff, attracts widespread attention. Standard traffic control devices, modern roadway design practices, intersection channelization, traffic regulations, and all conceivable traffic situations can be readily and clearly demonstrated for class or individual study. Conditions which represent both good and poor traffic control techniques are to be found on the model. Because of its size, special provisions, involving the use of a series of buttons for operating flashing lights at various locations throughout the model, have been provided to aid the instructor in calling attention of the class to a particular location which is being discussed. A typical view of the model is shown in Figure 3.



VIEW OF INDUSTRIAL AREA SHOWING HIGHWAY AND RAIL
TRANSPORTATION FACILITIES IN MODEL CITY - FIGURE 3

TRAFFIC CONTROL DEVICES. Standard signs, signals, and mechanical control equipment have been procured and mounted for operation in another room devoted to traffic instruction. These include fixed-time and vehicle-actuated signals, flashers, plain and reflectorized signs, various types of marking materials, and illuminated signs. All of these devices are employed in various class problems and demonstrations. A piece of traffic signal equipment available for class use is shown in Figure 4.



VEHICULAR ACTUATED SIGNAL CONTROL BOARD AND MECHANISM
FIGURE 4

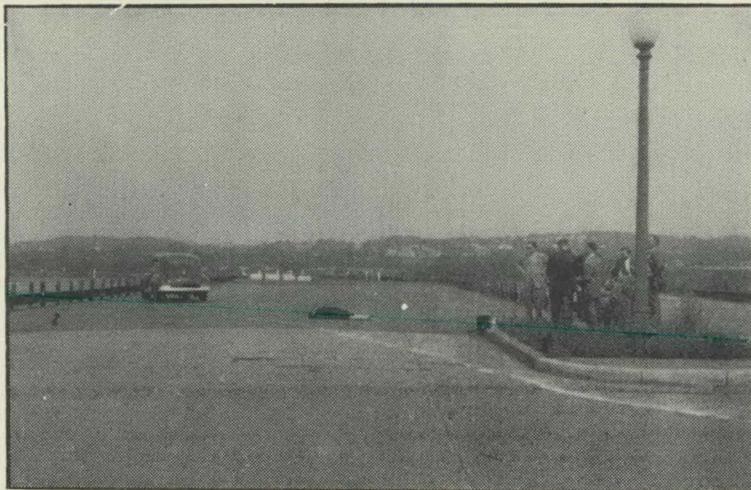
SAMPLE FORMS AND PHOTOGRAPHS. Copies of all forms used in connection with traffic law enforcement in representative cities and practically all states have been collected, identified, classified, and filed for use of men attending the Academy. Among these materials are a large number of photographs depicting various traffic activities in police departments. These have been classified according to thirteen subjects and an album has been made for each.

SAMPLE FILES AND RECORDS. Model files and records have been prepared, based on a fictitious city around which all traffic instruction in the Academy centers--"Center City." All files essential to complete accident records in cities and states, as well as spot maps, enforcement maps, and traffic records are maintained.

VISUAL AIDS. Movies, slides, and sound-slide films have been procured and developed for use in illustrating many traffic subjects. Several interesting films have been procured from state and local police departments, showing their traffic activities. Photographs from the files of the FBI, from the U. S. Public Roads Administration, from the Yale Bureau of Highway Traffic, and from law enforcement agencies have been utilized in the preparation of extensive visual aids.

FIELD WORK. All members of each class are required to aid in the planning and the investigation of traffic accidents. In this way, they are given

first hand experience in the application of techniques taught in the classroom. A typical accident investigation scene is shown in Figure 5.



N.P.A. MEN INVESTIGATING FAKED PEDESTRIAN
ACCIDENT - FIGURE 5

Complete kits of equipment needed for accident investigation are available for the use of the class. The equipment and an especially constructed chest are seen in Figure 6.



ACCIDENT INVESTIGATION EQUIPMENT WITH CHEST FOR USE BY
N.P.A. IN ACCIDENT INVESTIGATION FIELD WORK - FIGURE 6

Simple traffic and accident surveys are engaged in by the class. Other field work is provided in connection with instruction in driver training and testing. Members of the class are given various physical and skill tests which have been developed for use in the selection and training of motor vehicle operators.

Ideal facilities are available for field work. Private roadways in front of the FBI Annex in Washington are used for the accident investigations. The Metropolitan Police Department cooperates in providing actual "trouble spots" for traffic surveys and accident studies. Special field problems are planned and studied at the FBI facilities on the U. S. Marine Base at Quantico, Virginia.

MOOT COURT. Two of the accident cases which are planned and investigated by the class are tried in a moot court. A typical court scene is shown in Figure 7.



MOOT COURT SCENE - TRIAL OF ACCIDENT CASE PLANNED AND INVESTIGATED BY CLASS MEMBERS - FIGURE 7

FIELD TRIPS. A field trip to the District of Columbia Department of Motor Vehicles and Traffic and about Washington, D. C., for the purpose of seeing in operation various types of traffic control devices and equipment, motor vehicle terminal facilities, roadway channelization, and general activities in traffic direction, is made possible through the cooperation of the Director of Motor Vehicles and Traffic in the District of Columbia.

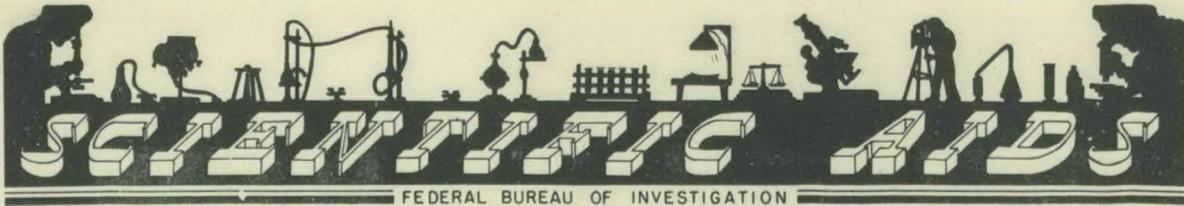
Another field trip is made to the Traffic Division of the Washington Metropolitan Police Department to observe traffic records and physical facilities.

TRAFFIC LIBRARY. A large collection of reference materials, including books, reports, and pamphlets has been made available in a special Traffic Library.

FBI LABORATORY. Facilities of the FBI Laboratory are utilized in many aspects of traffic instruction. Intoxication tests, evidence in accident cases, especially hit-and-run, and speed measuring devices are but a few of the aids provided by the Laboratory in the Traffic Course.

With this wide range of teaching methods and aids, and reference materials, it is possible to employ all of the better techniques for education and to give the officers first-hand knowledge of methods and practices of the law enforcement agencies of the nation. Additional materials are being developed and every effort will be exerted to provide traffic training which will enable the police to utilize their men, equipment, and other resources most effectively in meeting and abating public problems caused by motor vehicle traffic.

THE FBI LABORATORY IS AVAILABLE WITHOUT COST TO ALL LAW ENFORCEMENT AGENCIES AND PROSECUTORS FOR THE EXAMINATION OF EVIDENCE IN CRIMINAL CASES. THESE SERVICES INCLUDE THE EXAMINATION OF FIREARMS EVIDENCE, BLOOD STAINS, TOXICOLOGICAL SPECIMENS, HAIRS AND FIBERS, AND SOIL SPECIMENS; ALSO TYPE-WRITING IDENTIFICATION; PAPER ANALYSIS; TOOLMARKS, SPECTROGRAPHIC, AND HANDWRITING EXAMINATIONS, ET CETERA. WHEREVER POSSIBLE THE FBI LABORATORY TECHNICIANS WILL BE SENT TO GIVE TESTIMONY CONCERNING THEIR FINDINGS IF SUCH TESTIMONY IS NEEDED BY THE PROSECUTOR.



**A REVIEW OF NEW ANALYTICAL INSTRUMENTS
IN THE LABORATORY OF THE FEDERAL BUREAU OF INVESTIGATION
PART I**

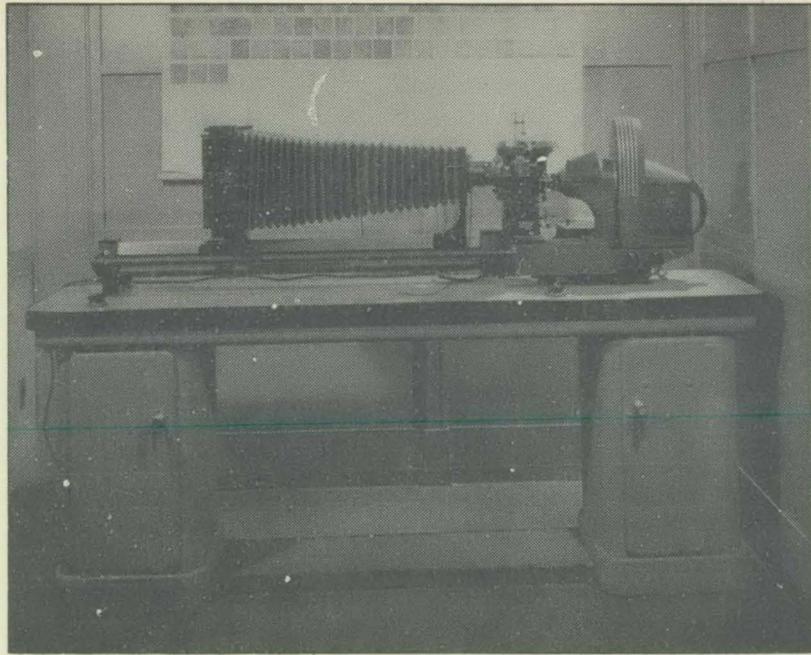
The present war, as all past wars, has wrought considerable changes in both industrial and scientific fields. Modern warfare and many of the crimes that engross a country in the throes of warfare have been increasingly dependent upon the equipment, the technical skills and the knowledge of the men behind the battle fronts. Weapons through the years have grown more complex. Coincidental with the growth in the destructive power of weapons have come comparable developments in defense armor. The majority of weapons for both offensive and defensive warfare depend upon metal of one type or another.

As a result, the determination of the suitability of a metal for the job it has to do, and the precise control necessary in its selection and manufacture, become increasingly important whether the metal is to be used for armor plate, shells or shell noses, gears, airplane parts, battleship hulls, tank turrets, or the firing pin of a bomb.

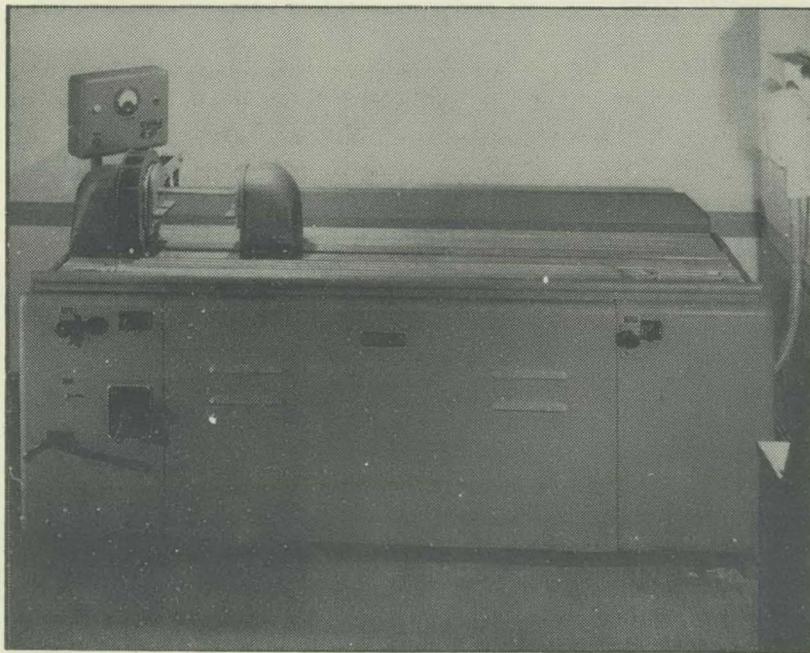
Many of the criminal investigations that have come within the purview of the Federal Bureau of Investigation have centered around the fraudulent ignoring of specifications and the improper construction of just such metallic units. To cope with such fraud, the FBI Laboratory has been equipped with many new and modern precision instruments that are highly desirable for the analysis of metals and related materials produced by the industry of a nation at war. And too, it should be borne in mind that all of the equipment that is readily available in this extensive criminal Laboratory is, at the same time, employed in the examination of all types of evidence in criminal cases for all law enforcement agencies desiring such assistance.

One of the precision optical instruments drafted from its pre-war peacetime job to such vital war work is the Laboratory's research metallograph. An essential instrument in peace, it has assumed a place of top essentiality in a war program to reveal instances of fraud against the Government and, due to the wartime developments of new metals and alloys, will retain this essential place when the time comes to produce new implements for a world at peace. (Photograph #1, see next page.)

Since all metals have definite crystalline characteristics which determine their suitability for various uses, through the use of the metallograph they can be identified accurately.



PHOTOGRAPH No. 1. RESEARCH METALLOGRAPH - A WAR DEVELOPED
PRECISION OPTICAL INSTRUMENT USED TO IDENTIFY CRYSTALLINE
CHARACTERISTICS IN METALS.



PHOTOGRAPH No. 2. MAGNAFLUX - USED TO DETERMINE
THE PRESENCE OF CRACKS IN FERRÓUS OBJECTS.

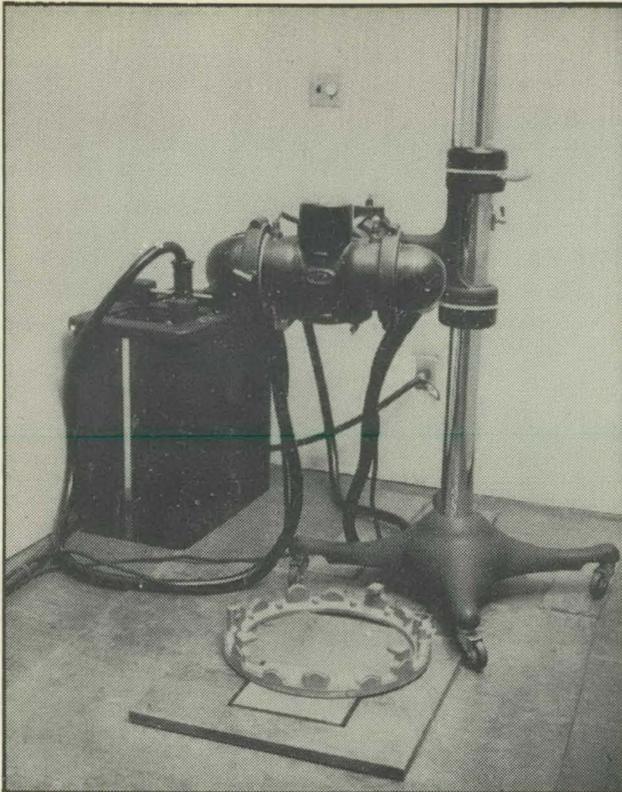
Heat treatment, once a jealously guarded secret of a few skilled artisans, has become a precise science through the use of this instrument. When metal is heat-treated its grain structure is altered. This phenomenon makes possible an accurate, scientific means of determining the extent and correctness of the heat treatment.

The metallograph is also used as a "trouble-shooter" in cases where faulty material has caused a breakdown, or where the finished product has given poor service. The visual findings can be recorded photographically by means of its camera and the resulting photomicrographs can be kept as permanent records for later reference should such evidence require testimony in court.

The FBI Laboratory is equipped with two such units, the larger and more recent addition having facilities for examining specimens with polarized light, both plane and circularly, by the rotation of a mount carrying a plane polarizing plate and a quarter wave plate. Likewise, the unit is equipped for examinations using both vertical bright field illumination and dark field illumination. Dark field illumination provides an image similar in appearance to a photographic negative and, in some instances, reveals characteristics of the specimen which would not be evident under ordinary bright field illumination. Examinations with polarized light have found wider applications in their use for inclusion identification, the detection of optically active materials in certain alloys, crystal orientation, et cetera.

None the less important in the examination of metal in the Laboratory is the Magnaflux (Photograph #2). The Magnaflux is a new instrument adapted to the needs of the criminal investigator. This instrument is used to determine the presence of cracks in ferrous objects. It operates on the principle that if a magnetizable object, such as a drive shaft, is placed in a magnetic field, the field distributes itself uniformly throughout the metal provided there are no cracks or discontinuities in the metal to deflect and distort the magnetic field. If cracks and discontinuities are present, a paste (that is sprayed on the specimens) containing magnetizable pigments will orientate itself around the breaks indicating their location. This equipment is of inestimable value in conducting some metallurgical examinations.

A co-partner to the Magnaflux is the demagnetizer that is used to remove any damaging residual magnetic fields that are left in specimens after their examination in the Magnaflux. Likewise, this unit is useful in demagnetizing metal probes used in the separation of specimens microscopically and other tools in which magnetic properties are undesirable. The separation of soil specimens, miscellaneous debris and metal particles for specific examination can be very difficult and unsatisfactory if the manipulation must be done with magnetic instruments and consequently this secondary application of the demagnetizer can assume an important place in many of the Laboratory examinations.



PHOTOGRAPH No. 3. LARGE
140 KILOVOLT X-RAY UNIT.

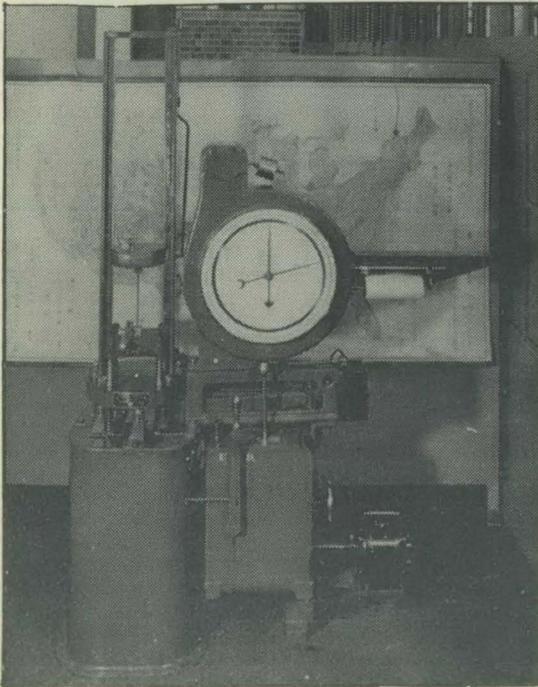
X-rays have contributed considerably to the activities of the FBI Laboratory particularly in connection with the analysis of defectively and fraudulently prepared materials for use in the war machine of this and allied countries. One aluminum company in particular engaged in the manufacture of castings of airplane parts was found to be preparing castings which failed to meet specifications relative to their chemical constituents and which furthermore were welded to shield defects appearing in the units. X-ray photographs were made in the Laboratory and the evidence developed was of considerable aid in the investigation.

The large 140 Kilovolt X-ray unit in the Laboratory supplements the smaller units that were previously employed, and it radiates sufficient energy to penetrate many inches of hard and opaque materials. (Photograph #3)

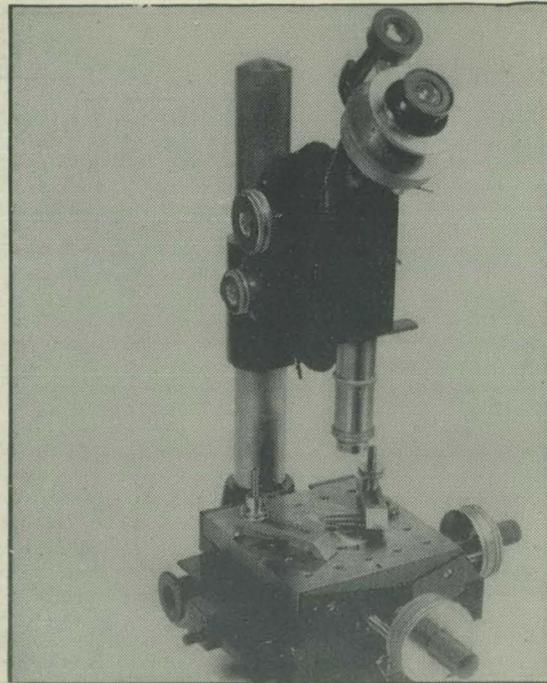
In contrast to the high penetrating ability of the x-ray mentioned previously, the Laboratory is equipped with a soft x-ray unit that is capable of output ratings from 5 kilovolts to 50 kilovolts. With it the surface characteristics of materials, the structural pattern of fabrics, the variations in the epidermis on the fingers and palms of the hands which account for fingerprints and palm prints, the cellular structure of woods and related matrices as well as many other phenomena are revealed due to the contrast and resolving power which are inherent properties of energies of shorter wave length such as ultra-violet light, x-rays, and electron rays.

Still another machine which has been acquired by the FBI Laboratory, as a result of its wartime needs, is a tensile tester that is capable of exerting a variable tensile load on a material under test up to 20,000 pounds. This instrument is useful in the determination of the strength and the causes of damage to steel cables, pipes and miscellaneous metal articles, as well as fabrics, et cetera. The instrument is likewise so flexible in operation that it can be used to perform various compression tests, that is, to determine the amount of force necessary to produce a certain type and amount of deformation of an object. (Photograph #4)

The toolmaker's microscope has been an exceedingly useful addition to the equipment of the criminal laboratory. It is particularly



PHOTOGRAPH No. 4
TENSILE TESTER.



PHOTOGRAPH No. 5
TOOLMAKER'S MICROSCOPE.

applicable for the measurement of practically all types of physical dimensions, such as the dimensions of bullets and cartridge cases in firearms examinations in which the identity of the specimen is questioned. Likewise, in toolmarks examinations, wherein the marks appearing on a particular object are attributed to contact with a particular tool, this microscope is of value. It has the ability to check the dimensions of many of the small, intricate parts which go into fire control instruments and smaller parts of machine guns and other small arms, as well as parts of astronomical and navigation instruments. In addition it can be used to examine tools, dies, fixtures, taps, gauges, et cetera, used in manufacture relative to their limited prescribed tolerances. (Photograph #5)

THE SECOND PART OF THIS ARTICLE ON NEW EQUIPMENT WILL APPEAR IN A SUBSEQUENT ISSUE. THE LABORATORY'S SPECTROGRAPHIC EQUIPMENT AND NATIONAL AUTOMOTIVE PAINT FILE WILL BE THE PRINCIPAL SUBJECTS PRESENTED.

**WAR VETERAN MURDERED
IN IDAHO -
SHERIFF SEEKS AID IN
IDENTIFYING HITCH-HIKER SUSPECT**

Sheriff Harry H. Haner, Kootenai County, Coeur d'Alene, Idaho, has requested the assistance of all police officers in the United States and particularly those of the Northwestern states, in identifying an unknown hitch-hiker who is believed to be the murderer of Billy Ray Brammell, a discharged veteran of World War II. Extensive investigation has been conducted by Sheriff Haner and local authorities in Idaho with negative results.

On December 7, 1944, about 8 A.M., Billy Ray Brammell was shot to death in a small cottage located in the Rockford Bay district on Coeur d'Alene Lake near the City of Coeur d'Alene, Idaho. Brammell was shot three times, within a one-inch space in the back of his head with a .22 caliber rifle. He was apparently asleep at the time he was shot. Apparently the motive for the murder of Brammell was robbery as the sum of \$300 was missing from his personal effects subsequent to the murder.

Billy Ray Brammell, 28 years of age, served in the United States Army as a Warrant Officer (JG), W, 2122546, AUS, and was honorably discharged at Fort Douglas, Utah, on July 21, 1944, for physical disqualifications.

Brammell was married to the former Lois Thelma Cotten of San Francisco, California, at Seattle, Washington, on July 26, 1942. It is believed that he was separated from his wife at the time he was murdered. He was the adopted son of Mr. and Mrs. W. F. Roberts of Berry Creek, Butte County, California.

Investigation by Sheriff Harry H. Haner revealed that shortly after noon on December 6, 1944, Brammell picked up a hitch-hiker on route 95, between the southern city limits of Coeur d'Alene and the point where the road leading to the Brammell home turns off from route 95 about 10 miles south of Coeur d'Alene. Before arriving home with the unknown hitch-hiker, Brammell apparently stopped at a small country store where the proprietor and his wife had an opportunity to see and talk to both Brammell and the hitch-hiker. Subsequently Brammell and the unknown subject were seen in the Rockford Bay store where they talked with both the proprietor and his wife before proceeding to Brammell's home which was located about 2½ miles farther on.

During the afternoon of December 6, the unknown hitch-hiker was observed in the yard with Brammell at the latter's home by several of Brammell's neighbors.

At about 9 A.M. on the following morning, December 7, 1944, the unknown hitch-hiker was observed walking towards Highway 95 by several farmers who resided on the road leading to the Brammell home. At that time this man was carrying a light colored airplane-type suitcase, apparently from Brammell's cottage. Upon reaching Highway 95, the hitch-hiker stopped

at a small store and waited for a south-bound bus which he boarded with his destination set as Moscow, Idaho.

The driver of this bus stated that the hitch-hiker got off the bus at Plummer, Idaho, changed a \$10 bill in order to pay his fare, re-boarded the bus and continued on to Moscow, Idaho. It was determined at Moscow that the hitch-hiker purchased a new shirt and a pair of trousers. He then proceeded to the men's rest room in the Hotel Moscow, where he discarded his old clothes consisting of a shirt, tie and trousers and put on the clothes he had just purchased. In this rest room he also discarded a hunting knife and a sheath and some obscene pictures of a girl named "Betty" which were dated at Colorado Springs, 1936 and 1937.

From Moscow, the suspect is believed to have boarded a bus headed for Pullman, Washington, but no further trace of the suspect has been found since that time.

It was ascertained that a woman in the store where the suspect first boarded the bus for Moscow stated that while the suspect was waiting for the bus she inquired of him if he was the same boy who had accompanied Mr. Brammell on the preceding day, and he replied, "Yes," and stated further that Mr. Brammell had brought him out to the highway in his car and had then returned to Coeur d'Alene, leaving him to wait for the south-bound bus.

Evidence obtained at the scene of the murder was submitted to the FBI Laboratory for examination purposes on December 27, 1944, along with fingerprint cards of the deceased, Billy Ray Brammell, for elimination purposes. One latent impression remained unidentified and will be available for comparison purposes in the event a suspect is arrested and investigated for this crime.

The .22 caliber rifle used to murder the victim was determined to be the property of Brammell and was recovered at the scene of the crime.

Questioning of various witnesses has determined the following composite description of the unknown hitch-hiker:

| | |
|------------|---|
| Name: | Unknown |
| Color | White |
| Age | 16 or 17 |
| Height | 5'6" or 5'7" |
| Build | Slender |
| Hair | Light brown, parted on side and combed straight back |
| Complexion | Fair |
| Ears | Medium large |
| Appearance | Neat |
| Hands | Small, well-shaped and well-manicured having the appearance of having done very little manual labor |

Characteristics

Has nervous habit of picking finger-nails with other hand

Witnesses state they would be able to identify the unknown hitch-hiker from photographs, and local authorities who investigated this case are of the opinion that the suspect may be a woman disguised as a male youth. It was particularly noted that the suspect wore large sized, pointed toed brown oxfords and a light colored sports coat. Before changing clothes at Moscow, the hitch-hiker had on the above described oxfords and sports coat, a white sports shirt and dark blue trousers. At Moscow, the suspect changed to a green and brown plaid sports shirt with yellow overlay plaid pin stripes and blue herringbone trousers with light blue pin stripes.

An old brown imitation leather suitcase, consisting of a yellow colored imitation strap pasted around the center, was exchanged for a medium sized, expensive, cream colored, cowhide airplane-type suitcase with square ends and upper corners slightly rounded with a transparent plastic handle. The discarded handbag is in the possession of the Kootenai County Sheriff's Office and is available for identification purposes.

During the time the unknown hitch-hiker talked to witnesses, he told varying stories as to his past. On one occasion he stated he was living with his grandparents at Coeur d'Alene, attending school and was in the tenth grade; that his parents had been killed in a train-bus wreck in Kansas in the fall of 1944. The statement concerning the death of his parents was investigated in Kansas with negative results. Another story the hitch-hiker told was that he was en route to visit his grandparents in Lewiston, Idaho, but that his home was near Bremerton, Washington.

Extensive investigation has been conducted by the local authorities in an effort to identify and locate the unknown hitch-hiker who is believed to be the murderer in this case. Any officer or person having information which might assist in locating this unknown suspect is requested to immediately contact Sheriff Harry H. Haner, Kootenai County, Coeur d' Alene, Idaho.

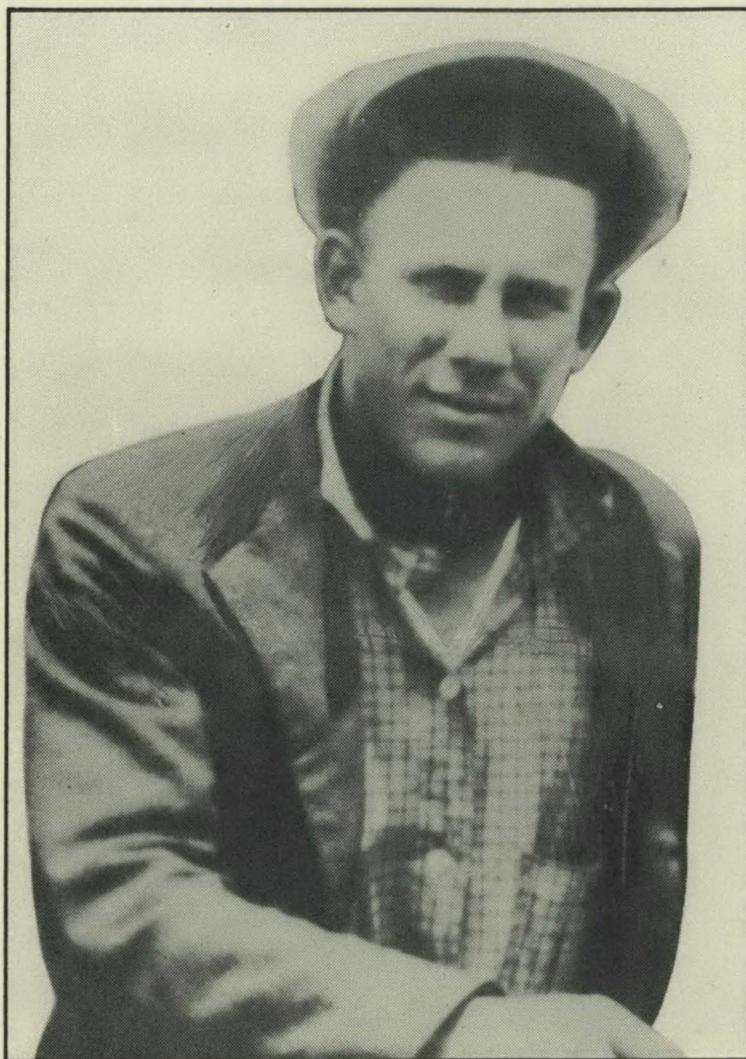
NOTICE

THE UNKNOWN DECEASED PERSON WHOSE BODY WAS FOUND ON THE RAILROAD TRACKS AT BOYD, MARYLAND, ON MAY 7, 1945, AND WHO WAS MENTIONED ON PAGE 29 OF THE JULY ISSUE OF THIS PUBLICATION HAS SINCE BEEN IDENTIFIED THROUGH THE IDENTIFICATION FACILITIES OF THE FBI.

WANTED BY THE FBI

EARL EMMETT DURHAM, with aliases

FUGITIVE - NATIONAL MOTOR VEHICLE THEFT ACT - MURDER



Detailed descriptive data concerning this individual appear on pages 29 through 31.

WANTED BY THE FBI
EARL EMMETT DURHAM, with aliases
FUGITIVE - NATIONAL MOTOR VEHICLE THEFT ACT - MURDER

On June 13, 1934, Earl Emmett Durham stole a Chevrolet automobile from the residence of L. C. Rhoades at Wink, Texas. Accompanied by Tense Martin he traveled in this stolen car to Bard, New Mexico, and then to Wellington, Texas, where on August 18, 1934, he drove to the Lucky Corner gasoline station and attempted to hold up the attendant, Elmer Barnes. Durham and Martin got out of the stolen car with handkerchiefs over their faces. Martin held a .41 caliber revolver while Durham had a .45 caliber automatic pistol. Durham ordered the attendant Barnes to put his hands up. Barnes refused to do so but instead made an effort to reach for a .32-20 revolver. Durham fired one shot which hit Barnes in the left elbow, going through his arm, touching his spine and eventually lodging in his side. Barnes was taken to the hospital where he died five hours later.

Immediately after the shooting, Durham and Martin drove off in the stolen Chevrolet sedan and were subsequently located in a barn owned by T. D. Bun, two miles west of Goodnight, Texas. A gun fight ensued. Martin was apprehended but Durham succeeded in escaping from the officers by running from the barn into the fields and finally disappearing into one of the nearby canyons.

After the apprehension of Tense Martin, he was placed in jail and interviewed by Agents of the FBI. He placed the entire blame upon Durham with regard to stealing the car and murdering the filling station attendant, but he either did not know or refused to divulge any information which might lead Special Agents to the whereabouts of Durham. The raid on the barn of T. D. Bun occurred about 3 o'clock on the morning of September 5, 1934. Durham not only succeeded in escaping from the officers that night but a nationwide hunt has been carried on by the Federal Bureau of Investigation in practically every state in the Union since that time looking toward his apprehension but to date he has succeeded in evading arrest.

Tense Martin was tried in the State Court at Wellington, Texas, on May 13, 1935, and received a 99-year sentence for the murder of Elmer Barnes.

CRIMINAL RECORD

The files of the Federal Bureau of Investigation reflect that Durham was arrested several times by local officers of Quanah, Texas, for thievery, automobile theft and assault charges on which he was either released or executed bond but no record appears of his having been tried on any of these offenses. Neither is there any record that Durham was ever fingerprinted by any arresting officer.

Durham and one Raymond Hollis were indicted at Beaver, Oklahoma, on April 25, 1934, for robbery with firearms. Following the robbery these men fled in a doctor's automobile which they had previously stolen at

Quanah, Texas. An indictment of May 26, 1934, in which Durham was charged with theft of an automobile is still pending in Quanah, Texas.

On November 23, 1934, Durham and Tense Martin were indicted at Wellington, Texas, for the murder of Elmer Barnes. This indictment is still pending against Durham.

Durham was indicted by the Federal Grand Jury, at Fort Worth, Texas, on March 23, 1935, with his co-defendant, Tense Martin, for violation of the National Motor Vehicle Theft Act. This indictment involved the theft of the Chevrolet automobile mentioned previously which was stolen at Wink, Texas, on June 13, 1934, by Durham and which was used to transport Durham and Martin to Bard, New Mexico, and then to Wellington, Texas, where the murder occurred.

DANGEROUS

Earl Emmett Durham is considered to be extremely dangerous and is known to have made the threat that he would shoot it out with law enforcement officers before he would submit to apprehension.

PHYSICAL DESCRIPTION

| | |
|-----------------|--|
| Name | EARL EMMETT DURHAM, with aliases: Earl Miller, Charlie Durham, _____ Jackson |
| Age | 43 |
| Date of Birth | August 23, 1902 |
| Place of Birth | Ada, Oklahoma |
| Height | 5'10" |
| Weight | 150 pounds |
| Eyes | Brown - blind in left eye |
| Hair | Black |
| Complexion | Ruddy - clean shaven |
| Build | Medium, muscular |
| Characteristics | Walks erect |
| Race | White |
| Nationality | American |
| Education | 7th Grade |
| Occupation | Alleged to have worked in the oil fields at Pecos, Texas, in 1934. |
| Scars and Marks | Mole on cheek bone below right eye, mole on chin, cut scar on left cheek, burn scar on outer left arm - from shoulder blade to elbow. Tattoo on left forearm, pattern believed to be a hand clasp. Finger or joint on right hand believed to be missing. |
| Relatives | Oscar Sam Durham, father, 2420 Clarendon Street, Huntington Park, Calif. |

Relatives (cont'd)

Arthur Samuel Durham, brother, 2420 Clarendon Street, Huntington Park, California

Mrs. Audrey Buchanan, sister, 1628 Orchard Avenue, Huntington Park, California

Mrs. Roy (Ellen) Simmons, aka, Mrs. Ellen Blythe, sister, 7510 $\frac{1}{4}$ Central Avenue, Los Angeles, California

Mrs. Clifford (Marjie) Lockhart, sister, Hamlin, Texas

IF ANY INFORMATION IS DEVELOPED CONCERNING THE WHEREABOUTS OF THIS FUGITIVE, IT IS REQUESTED THAT YOU ADVISE BY TELEGRAPH THE DIRECTOR, FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE, WASHINGTON, D. C., OR THE SPECIAL AGENT IN CHARGE OF ANY FBI FIELD OFFICE, THE ADDRESS OF WHICH MAY BE ASCERTAINED FROM THE INSIDE BACK COVER OF THIS BULLETIN.

A N N O U N C E M E N T

AVAILABILITY OF LAW ENFORCEMENT BULLETIN

THE FBI WILL BE GLAD TO SEND A COPY OF THIS BULLETIN EACH MONTH TO SHERIFFS, CHIEFS OF POLICE, ASSISTANT CHIEFS OF POLICE, CHIEFS OF DETECTIVES, PRECINCT CAPTAINS AND ALL OTHER RANKING FEDERAL, STATE, COUNTY AND LOCAL LAW ENFORCEMENT OFFICERS WHO REQUEST IT. IT IS NOT POSSIBLE, HOWEVER, TO MAKE COPIES AVAILABLE TO EACH INDIVIDUAL PATROLMAN OR OFFICER WHO MAY BE INTERESTED IN RECEIVING THIS PUBLICATION. IT IS SUGGESTED THAT INDIVIDUAL OFFICERS MAKE ARRANGEMENTS TO HAVE ACCESS TO THOSE COPIES SENT TO THEIR SUPERIORS. ALL REQUESTS FOR THE BULLETIN SHOULD BE MADE ON THE OFFICIAL STATIONERY OF THE POLICE DEPARTMENT OR SHERIFF'S OFFICE.

**BURGLARY AT SHARON, PENNSYLVANIA -
\$200 REWARD OFFERED**

Chief of Police William E. Stuart of the City of Sharon, Pennsylvania, has requested the Federal Bureau of Investigation to publish information relative to a \$4,000 burglary which occurred on the night of April 2, 1945.

The burglar or burglars entered the one-story office and service buildings of the Hillcrest Memorial Park, R. D., Sharon, Pennsylvania, by smashing an office window and then crawling through the upper sash. Yale locks on the inner and outer doors were unlocked from the inside and the articles listed below were removed to a truck or some other conveyance which had been backed over the driveway curb and lawn to the main office building. Entrance to the service building was gained by forcefully removing a padlock from the door.

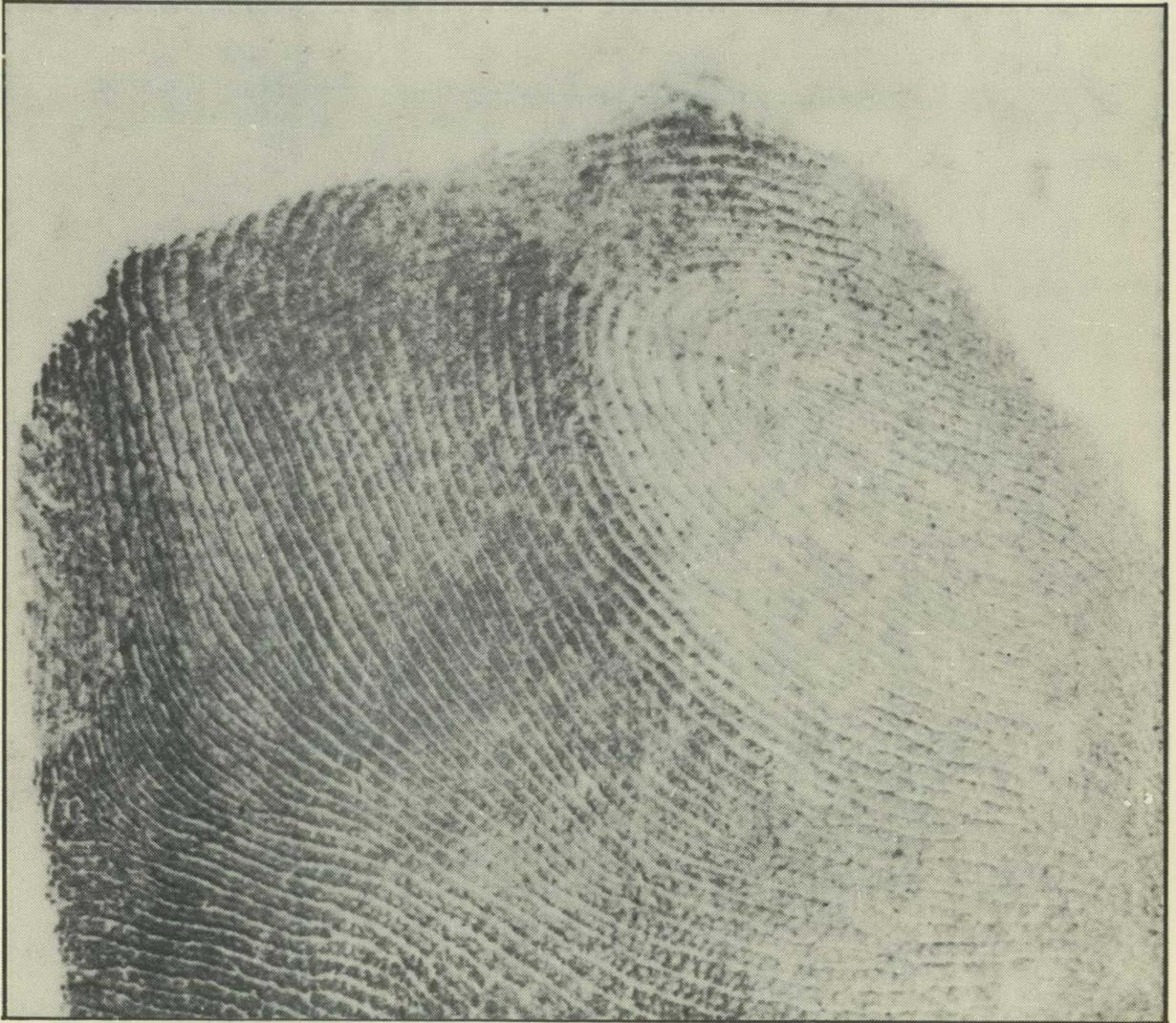
A list of some of the larger items stolen follows.

- 1 - 300 watt Carillotone Unit #1027, with microphone and 100 sacred and classical records. Unit was manufactured by the Charles Jack Manufacturing Corporation, York, Pennsylvania.
- 1 - Model J-2 Barco Gasoline Hammer, Serial #1425
- 1 - Universal Vacuum Cleaner
- 2 - Topcoats, size 40, one black, one gray
- 1 - Tan raincoat, size 40
- 1 - Reversible windbreaker, size 40, green one side, tan the other
- 1 - 5 tube table model Crosley radio; dark veneer was removed, leaving a natural light wood finish on the front panel
- 2 - 600 x 16 tires and tubes, mounted on green Chevrolet wheels. Tires were newly recapped by Firestone Tire & Rubber Company.
- 1 - Case of motor oil. Numerous small tools, including screw drivers, wrenches, and parts for Locke mowers.

In the above list it will be noted that a public address system of 300 watts or 3,000 volts was stolen. This is a very powerful machine and although it could be used for sabotage purposes, it might also be used at race tracks, a large night club or at a cemetery. It is requested that police chiefs throughout the Nation be on the lookout for any of the material listed above or furnish Chief Stuart with any information in their possession relative to burglaries which have occurred in their communities where the same method of operation has been used. Any information of value should be sent directly to Chief of Police William E. Stuart, Municipal Building, City of Sharon, Pennsylvania.

INTERESTING PATTERN

The loop type pattern illustrated here is rather unusual because of its extremely high ridge count, which is fifty.



It is especially interesting because it is the impression of the left thumb of a woman of small stature.

Communications may be addressed to the Field Office covering the territory in which you are located by forwarding your letter or telegram to the Special Agent in Charge at the address listed below. Telephone and teletype numbers are also listed if you have occasion to telephone or teletype the Field Office.

| CITY | AGENT IN CHARGE | TELEPHONE NUMBER | BUILDING ADDRESS (Letters or Telegrams) |
|--------------------------|-------------------|------------------|--|
| Albany 7, New York | Starke, J. J. | 5-7551 | 707 National Savings Bank |
| Anchorage, Alaska | McConnell, H. L. | Main 521 | Federal Building |
| Atlanta 3, Georgia | Smith, R. E. | Walnut 3605 | 501 Healey |
| Baltimore 2, Maryland | Hallford, Fred | Lexington 6700 | 800 Court Square |
| Birmingham 3, Alabama | Abbatichio, R. J. | 4-1877 | 300 Martin Building |
| Boston 9, Massachusetts | Soucy, E. A. | Liberty 5533 | 100 Milk Street |
| Buffalo 2, New York | Wilcox, J. B. | Madison 1200 | 400 U. S. Court House |
| Butte, Montana | Banister, W. G. | 2-2504 | 302 Federal |
| Charlotte 2, N. C. | Scheidt, E. | 3-4127 | 914 Johnston |
| Chicago 3, Illinois | Drayton, S. J. | Randolph 2150 | 1900 Bankers' |
| Cincinnati 2, Ohio | Holloman, F. C. | Cherry 7127 | 637 U. S. Post Office & Court House |
| Cleveland 13, Ohio | O'Connor, H. T. | Prospect 3550 | 900 Standard |
| Dallas, Texas | Wyly, P. | Riverside 6101 | 1318 Mercantile Bank Building |
| Denver 2, Colorado | Kramer, R. P. | Main 4335 | 518 Railway Exchange |
| Des Moines 9, Iowa | Kuhnel, E. E. | 3-8618 | 739 Insurance Exchange |
| Detroit 26, Michigan | Guerin, R. A. | Randolph 2905 | 906 Federal Building |
| El Paso, Texas | Suran, R. C. | Main 1711 | 202 U. S. Court House |
| Grand Rapids 2, Michigan | Bobbitt, H. I. | 6-5337 | 715 Grand Rapids National Bank |
| Honolulu 16, Hawaii | Stein, C. W. | 4977 | 206 Dillingham |
| Houston 2, Texas | McSwain, G. R. | Charter 4-6061 | 1221 Niels Esperson Bldg. |
| Huntington, W. Va. | Ryan, W. C. | 2-9366 | 700 West Virginia |
| Indianapolis 4, Indiana | Dalton, J. L. | Market 6415 | 327 Federal Building |
| Jackson 1, Mississippi | Lopez, J. M. | 3-5221 | 700 Mississippi Tower |
| Kansas City 6, Missouri | Brantley, D. | Victor 4686 | 707 U. S. Court House |
| Knoxville 02, Tennessee | McCabe, N. H. | 4-2721 | 407 Hamilton National Bank |
| Little Rock, Arkansas | Morley, D. R. | 2-3158 | 445 Federal |
| Los Angeles 13, Calif. | Hood, R. B. | Madison 7241 | 900 Security |
| Louisville 2, Kentucky | McFarlin, M. W. | Wabash 8851 | 633 Federal |
| Memphis 3, Tennessee | Hostetter, D. S. | 5-7373 | 2401 Sterick |
| Miami 32, Florida | Danner, R. G. | 9-2421 | 1300 Biscayne |
| Milwaukee 2, Wisconsin | Johnson, H. K. | Daly 4684 | 735 U. S. P. O., Customs & Court House |
| Newark 2, New Jersey | McKee, S. K. | Market 2-5613 | 1836 Raymond-Commerce |
| New Haven 10, Conn. | Gleason, R. F. | 7-1217 | 510 The Trust Company |
| New Orleans 12, La. | Weeks, C. E. | Canal 4671 | 1308 Masonic Temple |
| New York 7, New York | Conroy, E. E. | Rector 2-3515 | 234 U. S. Court House, Foley Square |
| Norfolk 10, Virginia | Kimball, H. M. | 4-5441 | 411 Flatiron |
| Oklahoma City 2, Okla. | Bryce, D. A. | 2-8186 | 940 First National |
| Omaha 2, Nebraska | Logan, K. | Jackson 8220 | 629 First National Bank |
| Philadelphia 7, Pa. | Fletcher, H. B. | Rittenhouse 5300 | 500 Widener Building |
| Phoenix, Arizona | Duffey, H. R. | 4-7133 | 307 W. C. Ellis |
| Pittsburgh 19, Pa. | Poster, J. B. | Grant 2000 | 620 New Federal |
| Portland 5, Oregon | Thornton, J. E. | Broadway 1167 | 411 U. S. Court House |
| Providence 3, R. I. | Laughlin, Leo L. | Dexter 1991 | 510 Industrial Trust Company |
| Richmond 19, Virginia | Nathan, H. | 7-2631 | 601 Richmond Trust |
| St. Louis 1, Missouri | Norris, G. B. | Chestnut 5357 | 423 U. S. Court House & Custom House |
| St. Paul 1, Minnesota | Rhodes, M. B. | Garfield 7509 | 404 New York |
| Salt Lake City 1, Utah | Newman, J. C. | 5-7521 | 301 Continental Bank |
| San Antonio 6, Texas | Acers, M. W. | Garfield 4216 | 478 Federal |
| San Diego 1, California | Murphy, W. A. | Main 3044 | 728 San Diego Trust & Savings Bank |
| San Francisco 4, Calif. | Pieper, N. J. L. | Sutter 6367 | One Eleven Sutter, Room 1729 |
| San Juan 21, Puerto Rico | Schlenker, A. C. | 2-0125 | 508 Banco Popular |
| Savannah, Georgia | Brown, D. K. | 3-3026 | 305 Realty |
| Seattle 4, Washington | Boardman, L. V. | Main 0460 | 407 U. S. Court House |
| Sioux Falls, S. D. | Hanni, W. | 2885 | 400 Northwest Security National Bank |
| Springfield, Illinois | Traynor, D. L. | 2-9675 | 1107 Illinois |
| Syracuse 2, New York | Cornelius, A. | 2-0141 | 710 Loew Building |
| Washington 25, D. C. | Hottel, G. | Republic 5226 | 1435-37 K Street, N. W. |

The Teletypewriter number for each Field Office, including the Bureau at Washington, is 0711, except the New York City Office, which is 1-0711, and Washington Field, which is 0722.

Communications concerning fingerprint identification or crime statistics matters should be addressed to:
 Director
 Federal Bureau of Investigation
 United States Department of Justice
 Pennsylvania Avenue at 9th Street, N. W.
 Washington, D. C.

The office of the Director is open twenty-four hours each day.

TELEPHONE NUMBER:
 EMERGENCY (KIDNAPING)

EXECUTIVE 7100
 NATIONAL 7117

WANTED BY THE FBI



EARL EMMETT DURHAM, with aliases

FUGITIVE - NATIONAL MOTOR VEHICLE THEFT ACT - MURDER

Detailed descriptive data concerning this individual appear on pages 29 through 31.