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J. Edgar Hoover, Director

FBI Law Enforcement Bulletin

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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.



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United States Department of Justice
Federal Bureau of Investigation
Washington, D. C.

February 1, 1950

TO ALL LAW ENFORCEMENT OFFICIALS:

The problem of the depraved sex criminal does not diminish with time. On the contrary, statistics reveal that vicious attacks on women and children have increased 50% in the past 10 years.

These terrifying figures emphasize the almost intolerable burden borne by law enforcement. The difficulty does not lie in merely identifying and apprehending the culprit. The problem is infinitely more complex.

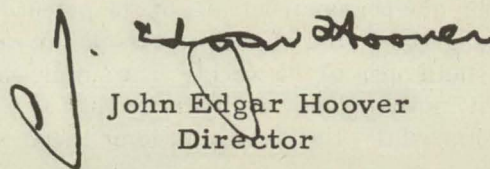
The officer of the law can investigate and detect the perpetrator of sex crimes, but he cannot remedy the situation which yearly turns scores of degenerates back upon us.

What officer has not arrested the sex offender, heard him receive a token penalty, and, a few months later, watched him walk out of confinement to prowl the streets again?

Law enforcement cannot meet the challenge presented by this grave picture alone. The solution must come from an aroused public which will insist upon adequate state statutes to provide for medical and psychiatric treatment for sex offenders, adequate provision for the hopelessly incurable, and sufficient facilities and manpower to allow law enforcement to carry out its fundamental responsibility in protecting society.

If the blood-splotted record of sex offenses is to be reduced, an aroused public must overcome apathy, remedy inadequate legislation and correct flagrant abuses of probation and parole.

Very truly yours,


John Edgar Hoover
Director



FEATURE ARTICLE

The Sex Pervert

by DR. JAMES M. REINHARDT, *Department of
Sociology and Anthropology, University of
Nebraska*

It is erroneous to assume that sex offenders can be classified according to some specific type of personality; that is, we cannot identify the pervert merely by observing the personality apart from the pervertive traits themselves. Varieties of so-called personality types may be very similar in the way they show their sexual perversions; while similar personality types, in the broad sense of the term, may exhibit a variety of sexually pervertive tendencies. It is certainly not easy to recognize the potential danger of an individual who may show some evidences of sex perversion in a relatively mild form. The "cave man" who derives a kind of esoteric satisfaction from biting, pinching, and slapping the object of his aberrant sexual desires may present little danger of ever developing more serious sadistic proclivities. With a reasonable amount of ingenuity and favorable personality such a one generally has little difficulty finding women who reciprocate his form of sexual aggressiveness.

There are little "backstair traits," easily overlooked, which may have far more significance than the general personality pattern or any obvious characteristics of personality. An abnormal or perverted sex interest, coupled with an abnormal degree of impotence for normal sex behavior, or an absence of normal responses to normal sex stimuli, should be a warning signal. A molester of children who is found carrying pictures of diseased and partially mutilated female sex organs is a potential "lust murderer."

Some individuals with mild sex perversions are able to carry on apparently normal social relations. Others with dangerous proclivities may be undetected for years. Still others are detected but are not brought under effective control until after irreparable injuries have been inflicted.

The unique personality traits of the potentially most dangerous types of sex perverts do not ordinarily stand open to the world. The simple exhibitionist, nuisance that he is, invariably attracts attention, while the lust murderer may slip

through the crowd undetected. The feminism of the "passive" homosexual male arouses quick resentment and he is avoided by the normal male. Oftentimes, the far more dangerous "aggressive" homosexual works out his designs on young boys in the community while moving with innocent appearance among respectable people.

Even where sexually perverted individuals exhibit similar tendencies, they may differ widely in the ways to which these perverse cravings dominate the personality. Satyriasis, or even a mildly sex dominated hyperaesthesia may produce a Don Juan or a rapist. Moreover, the life histories of sex perverts, even of the same general "type," do not always follow a common pattern. There are marked differences in the environmental and hereditary backgrounds as in the behavior of homosexuals, exhibitionists, and sadomasochists of all degrees. Nevertheless, perversion of whatever sort tends to generate new desires through a sex-fused imagination, until the individual becomes absorbed by his own perversions and can find only partial, or no satisfactions in other directions.

It is important to recognize that not all individuals who engage in sexual perversions are "true" sex perverts. Very often men—and sometimes women—with low moral standards, and with exaggerated lustful dispositions will satisfy their sexual passions in whatever ways that are available. Such persons, removed from restricted circumstances, will engage in normal sexuality; whereas the "true" sex pervert can find sexual gratification only in a perverted manner regardless of the circumstances. The more degenerate and brutish the perverted nature, the more it tends to dominate the whole personality. Some cases of sexual parapathy with a sadistic tinge employ an outward show of excessive kindness in the beginning approaches and turn toward brutalities as the object is won over or in the face of resistance.

The disposition of the sexually perverted individual may not tell us to what ends he will go to

satisfy his lustful craving, but it may reveal the nature and direction of the perversion itself. In other words, we do not have to wait until a sex murder is committed to know that a potential sex murderer is in the field. Certain warning traits of personality are there if society is organized to be on the "look-out" for them.

Perversions are not necessarily associated with other offenses though perverts are often guilty of a variety of crimes. This is so partly because the degenerative processes predispose the individual to other criminalities, and also, the perversions push the individual into criminal situations.

Four major types of perversion give society the most concern. They are homosexuality, exhibitionism, pedophilia (perverted sex interest in children), and sadi-masochism. Rape and other serious offenses may be due to such abnormalities as satyriasis or nymphomania (women). Sex perversions are not mutually exclusive and it is this fact which complicates the problem of control. As for instance, when a homosexual manifestation is coupled with a strong sadistic compulsion.

The homosexual is distinguishable not alone by a marked attraction toward members of his own sex, but by a sexual aversion to persons of the opposite sex. There are many varieties of homosexuals, but for the most part these may be classified according to two personality types: the "passive" and the "aggressive."

The "passive" homosexual male exhibits a decided feminine manner in his language, dress and walk. He is the least dangerous of all homosexuals because he is easily distinguishable and because he is retiring and ordinarily satisfied with one "lover." The "aggressive type" in the male, on the other hand, may show strong masculine characteristics, is more difficult to discern, is more brutal in his designs. He often preys on young boys, and may have wealth and "family background" at his disposal. The female homosexuals show the same two types but usually in less exaggerated form.

The unsatisfactory social and sexual relations of the homosexual often tend to bring about rapid psychological and moral degeneration, which contribute to various forms of criminality, alcoholism, and other escapes.

The causes of exhibitionism are not clearly understood but most of the cases studied reveal a degree of impotence, at least with respect to normal coitus. This may be attributed to congenital factors or to infantile or childhood ex-

periences, and in many instances to the onset of senility. Exhibitionism is a problem but unless it has a sadistic factor, it is not likely to be physically dangerous.

Sadi-masochism, the most dreadful and terrifying form of perversion, is frequently linked with endless varieties of perverted sexuality, as, for example, fetichism, sexual pyromania, necrophilia, bestiality, and others. The term sadi-masochism is used here because sadism and masochism are merely different manifestations of the same perversion. In both the infliction of pain, suffering, and humiliation is a condition of sexuality.

If the perversion requires the infliction of punishment or suffering upon another, we call it sadism; whereas masochism demands self-punishment or infliction of pain and humiliation upon the self by another. Degrees of sadistic behavior vary all the way from pinching and slapping to the most brutal forms of lust murder which terrify our society from time to time. There is, always, in the sadi-masochist a destruction of the sense of moral values and of feeling for the rights and sensitivities of other individuals. Where the perversion has progressed, there is a complete incapacity to find substitute outlets for the compulsive lustful craving.

The belief held by some people that all sex perverts are suffering from a sex psychopathy is, in my opinion, erroneous. The psychopathic personality, whether he is driven by sex cravings, is a blundering, irresponsible individual, and where the psychopathy has progressed, this applies to the whole range of his personality. Such a person is no more responsible and calculating in his sex conduct than in other phases of his behavior. A characteristic of the psychopath is irresponsibility in his language and his behavior. He is devoid of a fixed purpose in life, and is unable to follow or really to develop a plan of action. He seems "... always to be stumbling along without direction along the road to self-destruction," and is unable to do anything about it. If sex gets in his way, he uses it with no regard for the stimulating object, or no consideration of the consequences. Such a one is often called a sexual psychopath. From my point of view, a "true" sexual psychopath is pulled irresistibly in the direction of pervertive sexual behavior. His whole life pattern of stupidity and degeneracy is colored by his sexually perverted nature. On the other hand, many sex perverts, even those with brutality tendencies,

are able to carry on for a considerable time without revealing openly their sexual abnormalities. They do for a time, at least, exercise judgment, hold jobs, and show some consideration for the loyalties of other people. While this lasts, such individuals could hardly be called sexual psychopaths.

It is my contention that any form of sex perversion tends to bring about the degeneration of the personality of the pervert. The sex pervert operates alone. His victims are innocent and helpless people, often mere infants or children.

The sex craving of the pervert commands the whole personality. He heeds no warnings and is insensitive to consequences. The pervert who has reached the compulsive, sadistic level finds overwhelming delights in the infliction of cruel sufferings and death. The bank robber, embezzler, the forger, even the hired murderer, hopes to enhance his social security and prestige with the fruits of his crime. Not so the perverted sex criminal. His fiendish craving is devoid of any social "link." He is the most sordidly selfish of all criminals and inherently the most intolerable.

Submission of Fingerprints

A survey of fingerprint cards received in the Federal Bureau of Investigation was conducted recently. This survey disclosed an increasing tendency on the part of law enforcement agencies to hold arrest fingerprints for several days until a group has accumulated and then submit the collection to the Federal Bureau of Investigation for processing.

In several such instances fugitives have been identified; however, due to delay in submission of the fingerprint cards, the fugitives in question had

been released prior to the time the agency having the wanted notice placed could be advised.

Obviously, delay in submission of fingerprints defeats one of the primary purposes of having a central clearinghouse for arrest information.

If fingerprints are submitted promptly by all law enforcement agencies, the Federal Bureau of Investigation will be able to render more efficient and expeditious service. Your cooperation in prompt submission of arrest fingerprints will be deeply appreciated.

Dispositions

Many times contributors submit fingerprints which fail to show the disposition of the charge. Very often such disposition is not subsequently furnished to the FBI Identification Division.

All dispositions should be furnished when the charge has been appropriately disposed of through the normal legal channels.

Dispositions may be furnished on a form presently available. Such forms, known as disposition sheets (Form R-84), will be sent upon receipt of a request directed to the Federal Bureau of Inves-

tigation, Washington, D. C.

Upon receipt of a fingerprint record which does not contain dispositions, the receiving law enforcement agencies will often contact the contributor of such fingerprints, inquiring as to what sentence, if any, has been pronounced by the court.

It will be deeply appreciated if agencies which receive the omitted information will forward it to the Federal Bureau of Investigation, marked for the attention of the Identification Division on the form mentioned above.

Notice

Mr. L. Ducloux, the secretary general of the International Criminal Police Commission, Paris, France, has submitted the following notice:

"Owing to the Holy Year celebrations, numerous pilgrims or tourists are likely to go to Italy and, in particular, to Rome.

"It is even possible that certain international malefactors will take advantage of this great gathering together of crowds, and commit offenses.

"With the object of preventing this, I beg to request you to inform the Italian Office¹ of the International Police of the departure for Italy, during the year 1950, of criminals well known to your Services, in particular, pick-pockets and swindlers."

¹ Central Italian Office of the International Criminal Police Commission, Ministry of the Interior, Rome, Italy.

SCIENTIFIC AIDS

The article "Safe Insulation and Its Value in Crime Detection," carried in the February 1948, FBI Law Enforcement Bulletin, has had dramatic amplification in several recent cases. These have occurred since the establishment of the safe insulation file in the FBI Laboratory. All of them serve to demonstrate the usefulness of the file in placing the subject at the scene of a crime.

A suspect was apprehended in a burglary case involving the breaking and entering of a feed store. Entrance was gained into the store by boring a series of holes with a brace and bit through the floor from the basement and breaking out an area large enough for a person to climb through. After the entrance was made the safe containing several hundred dollars was "ripped" and broken into.

A search of the suspect's clothing revealed several pieces of "cementlike" substance which were sent to the FBI Laboratory to be analyzed and compared with known insulation from the safe. The examination in the Laboratory of the submitted evidence revealed a number of particles of safe insulation similar to the known insulation from the safe in the feed store and also revealed two other types of insulation, one of which later proved to be similar to the insulation from a safe in a drug store broken into several nights before the feed store burglary. Thus, the suspect was involved in more than one case.

Smears of insulation on tools are in most instances sufficient for identification. At times small nicks or indentations in the tool will collect and hold insulation for a considerable time and even, in some instances, after it has been used for other purposes.

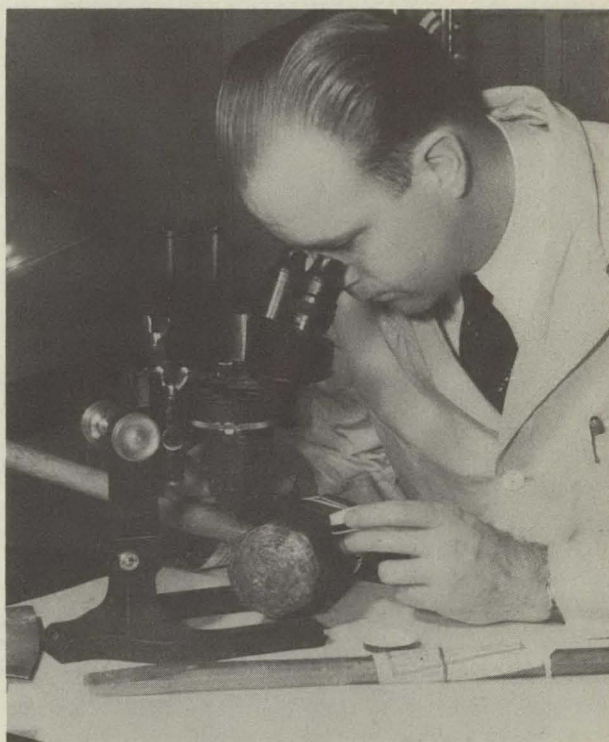
One afternoon in January 1949, two men stopped in front of a garage in an eastern town. While one had the car's motor checked, the other looked around the garage and office. A short time later they drove away.

The next morning it was discovered that the office safe, containing several hundred dollars in

Use of Safe Insulation as Evidence

money and checks, was missing along with the pick-up truck from the garage.

A few miles away the guard at a large distillery noticed an automobile stuck in the ditch on an abandoned road near the plant. As he walked around the car he saw a tow truck followed by a maroon car coming down the road. Upon seeing the guard's uniform the approaching cars were turned around and driven off. Jumping into his own car, the guard gave chase and stopped



Safe insulation being removed from a sledge hammer for analysis in the FBI Laboratory.

the maroon sedan. He took the four occupants to the State police headquarters for investigation. There it was found that the automobile in the ditch belonged to one of the men.

In the meantime, the garage theft had been reported and the missing pick-up truck with the ripped open safe in the back was found abandoned on the outskirts of a large nearby city.

At the place where the car was in the ditch,

police found a chunk of safe insulation, a broken plastic cash box similar to one which had been in the safe, and in the back of the car several tools which might have been used to open the safe.

The tools, a piece of insulation, broken cash box, known insulation, and paint from the recovered safe, and a small piece of black plastic removed from the trouser cuff of the owner of the car, were sent to the FBI Laboratory in Washington for examination.

The Laboratory found safe insulation on the claw hammer and pinch bar, and identified the chunk found near the suspect's car as being safe insulation identical to that in the stolen safe. Paint was found on the screwdriver, lug wrench, and pinch bar which matched the paint from the safe, and the piece of plastic from the man's trouser cuff was the same as that in the broken cash box at the scene.

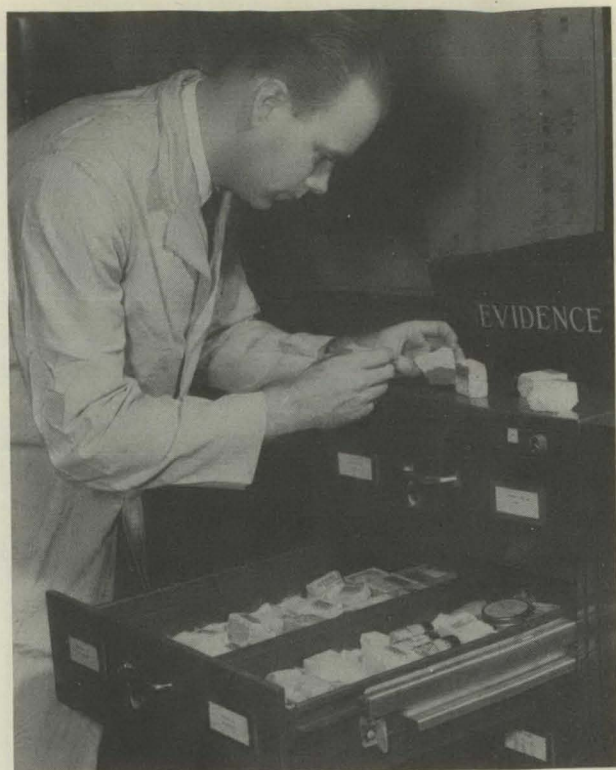
As a result of the police investigations, four men were indicted for the crime. Two pleaded guilty and testified for the State.

At the trial, on February 25, 1949, the men who admitted the burglary told how the garage had been "cased" in the afternoon and how that evening the four men had broken in, loaded the safe on the pick-up truck, and hauled it to the abandoned road at the side of the distillery where it was broken open with the tools found in the car. The car became stuck in the ditch in turning around and it was decided to haul the safe and all traces of the crime away from the spot and return in the morning with a tow truck to get the car out of the ditch.

FBI Laboratory technicians testified to the examinations made of the plastic piece, paint, and insulation. This placed the safe and one of the suspects at the spot where the car was stuck and showed that the tools in his car were the likely ones used to open the safe.

At the conclusion of the trial, which was held without a jury, the judge found the two men guilty on all three counts of the indictment. The others, because of their cooperation, each received a suspended sentence of 5 years and were placed on probation. In view of their previous long criminal records the two men who were convicted were each sentenced to 10 years in the penitentiary.

Safe insulation may be found in automobiles or trucks which have been used to transport a safe. Particles and fragments may be broken loose and become lodged in the floor mats or in the trunk.



FBI Laboratory technician compares samples of safe insulation with specimens in the safe insulation reference file.

Other evidence, such as paint chips and bits of metal broken loose from the safe, may also be found in such places.

The value of paint chips as evidence in safe breakings should not be overlooked. In the following case a paint chip having considerable value as evidence against the subject was found in a rather unusual place.

In San Francisco early on the morning of March 30, 1948, the janitor of St. Julien's Restaurant and his partner arrived to clean the building. They were met at the door by two men, one of whom had a gun. The helper was dragged into the restaurant, but the janitor ran and summoned help.

Police, in surrounding the building, noticed one Frank Richards on the adjoining roof lowering a ladder to the ground. He was apprehended as he came down the ladder. On searching around the building, one Joseph Garcia was found lying on a ramp leading to a parking area. He feigned drunkenness and refused to answer questions.

Upon entering the building, the janitor's partner was found tied up in the kitchen. The office

safe had been drilled and ripped open and the cash box was found in a leather suitcase nearby which also contained an assortment of drills and prybars used to open the safe. Garcia and Richards were booked for suspicion of burglary.

The San Francisco police sent cleanings from Garcia's and Richards' clothes, their shoes, metal, paint, and insulation from the safe to the FBI Laboratory and requested examinations to be made in an endeavor to place the suspects within the restaurant.

The Laboratory found safe insulation on both Garcia's and Richards' shoes and also in the cleanings from Richards' trouser cuffs which was simi-

lar to that from the safe. Richards' left shoe also contained a paint chip which matched the two top layers of paint on the safe. This linked the men with the burglary.

On July 19, 1948, the two men were brought to trial and the Laboratory technicians were in court prepared to testify. On learning what the Laboratory testimony would be, the defendants quickly entered a plea of guilty and publicly admitted all facts of the crime. The district attorney, in thanking the FBI for the Laboratory aid, stated that "This was one of the finest cases of the use of modern, up-to-date, scientific methods in the solution of a crime that I have yet encountered."

Congratulations



Left to right: Chief of Police Matowitz, SAC Abbaticchio, Director of Public Safety Sutton, Inspector Patrick J. Lenahan, Deputy Inspector Albert C. Wallace, Capt. Richard R. Wagner and Lt. Gerald J. Rademaker.

The four graduates of the FBI National Academy in the Cleveland, Ohio, Police Department were, on the same occasion, all promoted to higher ranks. Three of the four handed their old ranks to fellow graduates.

Deputy Inspector Patrick J. Lenahan, a graduate of the third session in 1936, was promoted to the rank of full Inspector. Capt. Albert C. Wallace, twenty-first session, 1943, was promoted to deputy inspector. Lt. Richard R. Wagner, thirty-sixth session, 1947, became a captain, and Sgt. Gerald J. Rademaker, eighteenth session, 1941, was advanced to the rank of lieutenant.

Lenahan, Wallace, and Wagner received the highest grades among the officers in their former respective ranks who took the civil-service examination held at Cleveland in June 1949. Each, therefore, became eligible for promotion when a

vacancy occurred in the next higher rank.

Rademaker received the highest grade among the sergeants taking the civil-service examination in the written and firearms portions of the examination but was ranked third among the sergeants because of a loss of points on seniority. The two sergeants above him were promoted to fill vacancies existing in the rank of lieutenant shortly after the civil service standings were announced, which placed Rademaker in line for promotion with the other National Academy graduates, when the resignation of a full inspector in the department created vacancies in all ranks from lieutenant to inspector.

Wagner received a grade of 98.06 in the civil service examination, the highest mark ever obtained in these examinations by any police officer, regardless of rank.

TRAFFIC

Indianapolis Speedway Traffic Control

by ARTHUR M. THURSTON, *Superintendent,
Indiana State Police*

The motor car industry looks on the annual Memorial Day 500-mile gasoline derby at the Indianapolis Motor Speedway as a proving ground for new and untried automotive equipment, but the Speedway management, public transportation officials, and the several police agencies involved view the huge spectacle as the world's king-size traffic problem.

The race fan, who joins upward of 175,000 others in a mad scramble for seats in the stands and bleachers which surround the 2½-mile oval or for vantage points in the infield, knows but little of the endless planning necessary to insure his comfort and pleasure—and safety. Without careful advance preparation, any attempt to move so many humans and vehicles in and out of so small an area would result in a hopeless jam. If there were no traffic control, enjoyment of the thrilling dash of the multicolored beetles would be limited to but a portion of the crowd, and many persons would stand a chance of suffering injury in the melee.

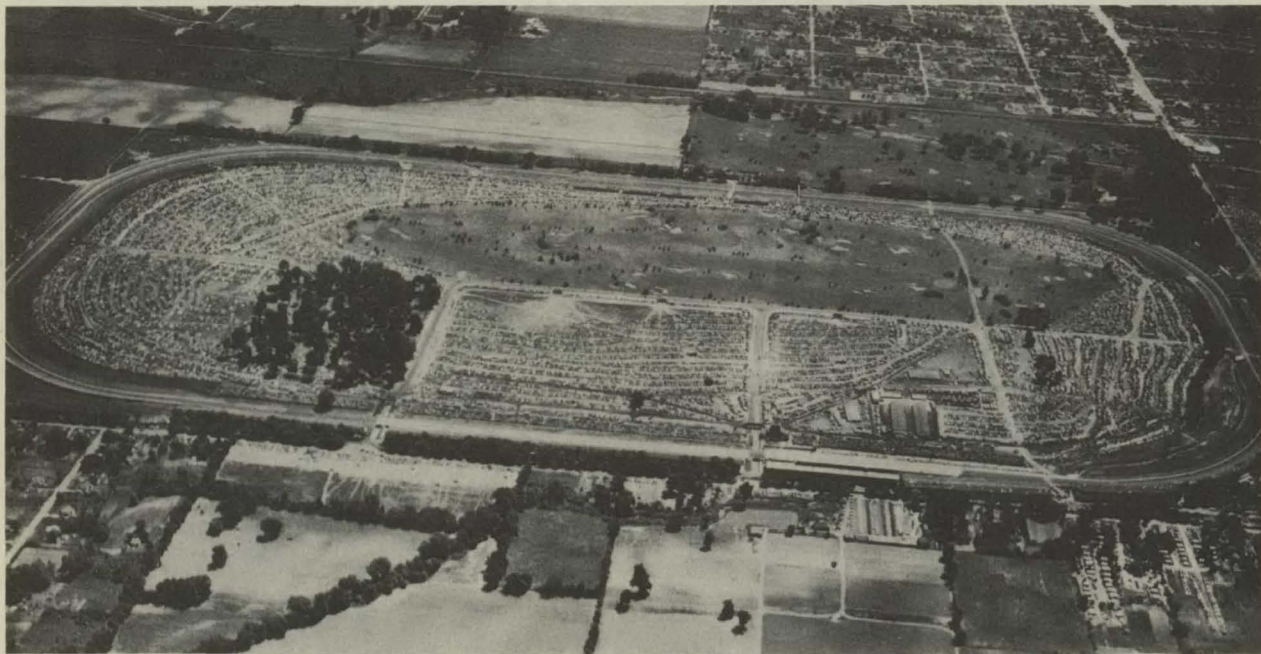
The sports classic offers an unequalled oppor-

tunity to the police traffic administrator who desires to make a clinical study of the ultimate in traffic concentration.

The over-all lesson learned last May was that there is no easy way to control heavy traffic, and that the dividends of a job well done are worth the original investment of preparation. Other factors which contributed materially to the success of the Indianapolis detail are:

1. Understanding and cooperation by the interested official groups.
2. Careful advance planning and execution.
3. Use of aircraft to coordinate ground control forces.
4. Coordination of traffic police outside the track with parking crews inside.
5. Separation of vehicular and pedestrian traffic.

The groups responsible held the first of a series of planning sessions more than 2 months before race day. Representatives were there from the transit companies, which operate taxis, busses, and shuttle trains to the track; the Indianapolis Chamber of Commerce safety division; the speed-



General view of the 2½-mile Speedway, showing compact parking made possible by air spotting. A golf course is located in the infield.

way safety director and grounds superintendent; the Indianapolis Junior Chamber of Commerce; and the Indiana Highway Commission. Also included were the Indianapolis Police Department, the Speedway (Indianapolis suburb) Police Department, the Marion County sheriff's department and the Indiana State police.

An over-all traffic committee chairman was elected (the State police executive officer), after which each organization's responsibility was determined and a coordinated action plan outlined in anticipation of the smallest detail. The best routes leading to the Speedway were designated and marked by signs and markers, in addition to adequate patrols by foot and motorized police on race day. An emergency route from downtown Indianapolis to the track was made available to police, fire, and ambulance crews, the press, taxis, and busses. These main routes were repaired, where necessary, and major street construction halted until after Memorial Day. A route map (*FBI Law Enforcement Bulletin*, July, 1949) was

prepared by State police for local distribution by police and the junior chamber of commerce, and quantities of the pamphlet also were sent to traffic safety organizations, motor clubs, and leading hotels in Indiana and surrounding States.

The detail required manpower. Indianapolis police used 212 traffic officers and 40 auxiliary police, 16 detectives, 4 radio technicians, and 4 commanding officers; the sheriff, who controlled the main entrance for pedestrians, assigned 20 deputies; the city of Speedway, 6 men; and the State police, 85 troopers, 23 detectives, 4 radio-men, 4 commanding officers, and department civilian employees, who attended two-way radio cars at scattered control points. Inside the speed arena, 300 Speedway employees directed traffic and parked vehicles.

Because of the heavy drain on manpower, the police executives agreed that requests for special police escort for VIP's (very important persons) would be refused. Thus, scores of patrolmen were on hand for more important assignments, al-



Nerve center of the traffic control plan—the sixth floor of the Speedway pagoda. These men were responsible for the safety of more than 175,000 people.



State and Indianapolis police officers manned the radio-equipped plane. Here they discuss the operation before going aloft.

though the fanfare previously accorded to dignitaries was absent.

The race fans arrived in an estimated 25,000 motor vehicles, half of which were sandwiched in the speedway infield. The remainder were parked in private lots surrounding the area. Other fans came by commercial carrier or on foot.

All police forces were made ready for the task. For example, the State police detail was assembled the day before the race and reviewed on traffic control techniques. Each man was assigned a position number for use in answering orders by radio, and provided with a sheet listing his specific duties throughout the detail. State and Indianapolis police traffic specialists briefed the speedway parking crew on its duties.

Nerve center of a radio communications system, manned by Indianapolis police and State police, was on the sixth floor of the Speedway pagoda, which houses race officials. Dispatchers used a mobile transmitter to maintain contact with a State police airplane equipped with three-way radio, city and State patrol cars, and central communications of each department. Radio-equipped jeeps were used by troopers and motorcycles with radio by city patrolmen for liaison service on the day of the race and the preceding night.

All departments used skeleton crews to handle early traffic, beginning the afternoon before the derby. A night force parked thousands of vehicles bearing early arrivals on city streets near the Speedway, utilizing all available space without halting or slowing moving traffic. Thoroughfares to the track were kept free of heavy traffic to protect milling pedestrians.

At 5 a. m. on Memorial Day an aerial bomb heralded the opening of the eight entrances, and traffic officers began shepherding the backlog of parked cars inside the track. This job was completed less than an hour later, permitting the patrolmen to give attention to fans arriving just prior to the race.

The airplane was the key to the actual control problem. Observers, circling aloft, radioed information as to the count of incoming traffic miles out, information concerning congested points, and made suggestions for rerouting traffic or manual operation of automatic signals at busy intersections. The radio in the Speedway pagoda then issued necessary orders to the proper control positions. A jeep or motorcycle officer relayed information from the plane to the Speedway parking staff to eliminate temporary snarls or urge tighter parking of vehicles. Meantime, the State police plane kept other aircraft at a safe distance from the area.

Separation of vehicular and pedestrian traffic outside the gates permitted a smooth flow and prevented accidents. Persons arriving by bus, rail, or taxi walked directly to an entrance reserved for foot traffic; vehicles were moved through other gates without crossing pedestrian lanes. Lines of motor traffic also were separated, and adequate ticket crews were present to receive the crowds and prevent bottlenecks.

Traffic engineers of the Indiana Highway Commission, who made a comprehensive study of the operation, reported: "The results of this planning were so successful that all waiting cars were admitted . . . 3½ hours before the race started, and cars arriving (later) . . . were passed into the area without delay."

The throng attempted to leave as one when the race had ended, but a reversal of the incoming-control plan held delay and confusion to a minimum. Vehicles were held up until the pedestrians had cleared the track. However, the surrounding streets were back to normal an hour and ten minutes after the winning speedster had completed its 500-mile journey.



Radar

Methods of Speed Control

by CARL R. FINEGAN, Sheriff, Lorain County, Ohio

Lorain County is located on the northern boundary of the State of Ohio. It is the ninth largest county in the State, and during the past few years has become highly industrialized. Many of the products manufactured there are shipped by truck, and such busy highways as US 2 and 6 and US 20 have become overloaded. Besides these heavily traveled routes, there are 1,600 miles of road which must be patrolled. In our department we have 15 deputies to do this work, as well as to maintain law and order. When I say "law and order" this includes everything from murder to baby-sitting.

During the past few years our death rate due to accidents has risen to a point where there has been a public demand that something be done. Editorials to the motorist have appeared from time to time, but to no avail. I appealed to the county commissioners, asking for more men, but received the stock answer, "We are sorry but we do not have enough funds."

The public is very critical, as most of you police officers know. It expects you to do a job regardless of how great the obstacles might be. If it's a murder, you must find the man. This is also true of accidents, and deaths due to traffic mishaps. What is the solution? With only 15 men to do the work expected of us, and no additional help in sight, motorists being killed on the highway, newspapers clamoring for some method to stop this foolish wasting of lives, I was at a loss to know what to do.

Fortunately, I learned that a new device had been perfected which, by using radar principles, could check the speed of any motorist as he passed a designated location. I contacted the manufacturer, and a representative was sent without delay. Now, radar in its general aspects, consists of sending out radio-frequency energy from a transmitter to a desired target; of returning a portion of the energy impinging on the target back in the direction of the transmitter; of sensing, by a receiver located at the point of return, the position and movement of the target. The above process is analogous to the ordinary echo noted when sound

is transmitted over a long path and reflected from a surface back to the original source. Microwaves behave similarly to light waves. They can be directed so as to locate specified targets.

As the representative started to talk about the merits of his product, the thought began to run through my mind, can his machine do all that he claims? I knew that radar was used to detect approaching planes and warships during World War II, but can we detect the speed of oncoming motorists with it? That thought was quickly answered. The representative asked me to go with him for a demonstration.

The speed meter which we used that day, and did purchase, was portable. It consists of three parts which, for convenience in carrying, are packed in a case 9 by 16 by 26 inches. The function of each of the parts is as follows:

1. The transmitter-receiver (7 by 12 by 12 inches) contains the wave transmitter and receiver. The antennae for the transmitter and receiver are mounted behind the bakelite face of the unit. Since the receiver signal from vehicles is quite



Sheriff Carl R. Finegan points out the possible location of a control zone to radar-operator George Kosco. Warning signs will be set up in the new zone and cars will be parked in plain sight of oncoming motorists.

small, an amplifier is incorporated in the transmitter-receiver unit to amplify the Doppler frequency to a value where it can be sent through a cable to the indicator-amplifier.

2. The indicator-amplifier (6 by 9 by 9 inches) consists of a multistage electronic amplifier, a limiter, an electronic counting circuit for the Doppler frequency, and an output circuit which contains a meter reading in "miles per hour."

3. The power unit (4 by 5 by 10 inches) is connected to the amplifier by flexible cable and supplies the necessary operating voltage for the transmitter-receiver and indicator-amplifier. This unit is so designed that, by the selection of one of the two power cords, it is possible to operate the unit from a standard 6-volt automobile storage battery (8-ampere current drain) or 120-volt 50-60 cycle a. c. (50 watts).

We took the unit to one of the highly traveled locations in the county, U. S. Route 20. The representative, as he unpacked each unit, ex-

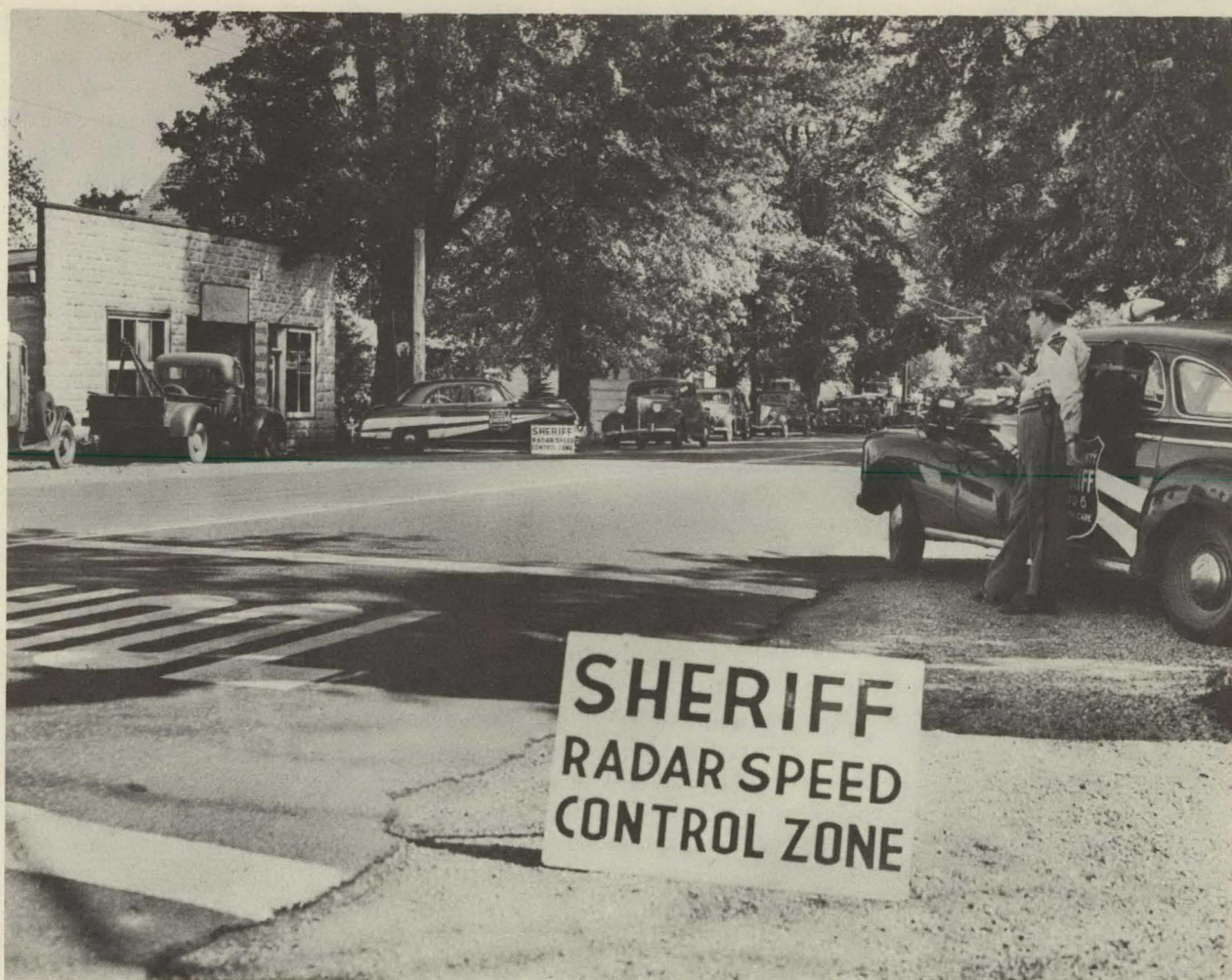
plained that the transmitter-receiver is best located near the edge of the roadway, with the antennae panel directly facing the oncoming traffic. The operating zone of the unit is a function of the height of the transmitter-receiver above the ground, the higher the unit the longer the zone. With the unit on the ground, the zone is approximately 75 feet. The zone is approximately 150 feet at 3-foot height, and 350 feet at 30-foot height. The Doppler effect holds for both approaching and departing vehicle motion.

The indicator-amplifier is generally located at the convenience of the operator, preferably so that he can see both the meter and the traffic. The power unit can be placed at any convenient location.

To operate, a main switch is turned on and 2 or 3 minutes allowed for the tubes to warm up. The meter is then in operation. The meter continuously shows the speed of a vehicle in its operating zone and shows both the acceleration or decelera-



Two Sheriff's squad cars set up for business in a rural school zone on heavily-traveled U. S. Highway 20. The car in the foreground is equipped with the new radar speed control equipment. Arrow points to the car in the background it used as the "arrest car." Speeders are stopped on radio report from the radar car.



The radar catches a speeder entering a school zone. A deputy takes the rate of speed and the license number and radios them to the waiting "arrest car" stationed farther down the road.

tion. When two or more vehicles are in the zone of operation, the meter is arranged to give preference to the faster moving vehicle. The fact that the vehicles are moving with respect to each other changes the relative target value best seen by the speed meter. This results in the meter changing its reading from one vehicle to another.

After all the necessary connections were made, and the switch turned on, I sat in the driver's seat of the squad car and started to note the meter hand slowly advancing. Here was an approaching automobile. When the automobile was alongside our squad car the meter hand stopped for a fraction of a second, and then started to drop back. When the meter hand was at the highest point, this gave the actual speed of the automobile as it was passing. After taking several readings of passing cars, we then checked the speed of our own

squad cars. Previous to making the tests we had our speedometers checked for accuracy. When the deputy returned from making the test runs, we found that there was only a minute variance in speed.

I was convinced that we had an instrument which would be of value to our department. The next question that came into my mind was this: how could we sell this new device to the public?

We needed to educate the public to the use of this new gadget. We called in the representatives of our local newspapers. We also contacted the members of our local radio station and told them what we had in mind. To convince them that the speed meter was correct, we took them out in the county and ran several tests for them. We even let them use their own automobiles for the demonstration. It took very little effort to convince

these people that we had a foolproof machine that would do the work, and eliminate the human element, an item which has caused so much confusion in court.

We received the necessary publicity from the newspapers and radio, but there was another question that must be answered and that was: will the court receive the readings from the speed meter as evidence? We then contacted the local judges and took them for a demonstration. After several tests, we felt that they were in the frame of mind to go along with us. The next step, and in my mind the most important, was that of educating the public. This is how we proceeded. Large signs 36 by 36 were printed, and the words, "SHERIFF'S RADAR CONTROL ZONE" placed on them. We contacted the county and State garage, and had them paint on the highway the same letters as those on the large signs. We selected eight highly traveled spots in the county.

In the beginning we used only one deputy with a marked squad car. It was his task to go to these places, set up the equipment, and start taking readings of the speed of the passing motorist, also to obtain the license number of the car. The time was also recorded. After spending about an hour in one place he would move on to the next. This procedure went on for about 8 hours, and the deputy would cover all the designated spots. When the deputy returned to the office his findings were turned over to the deskman who looked up the name of the motorist from the file which we have on hand showing first the license number and then the name of the motorist who owns the automobile. A penny postcard was sent to all the violators, stating the speed that they were going, the time of the day, and a word of caution that we needed their help to curb accidents in the county. This work went on for about 3 months. During this time we sent out over 4,000 cards.

The next step we took was to place two men on the job. The first deputy with the equipment went to the designated place, and the second deputy was placed about an eighth of a mile up the road. Since squad cars are equipped with two-way radios, as a motorist passed the speed meter, the deputy in the first car would radio ahead telling the second deputy the license number of the car, also the speed the motorist was going. The second deputy would step out of the squad car and stop the motorist. He would explain the speed the motorist was going, and if there were any doubt about it, invite the motorist back to see the equip-

ment. Again, this procedure went on for a month. A careful note was made of the speed and the number of the automobile was taken. We now felt that the time had come for making arrests. Enough publicity had been given. We knew that the public had sufficient warning. In many cases we found the same motorist had been given two or three caution talks.

One noticeable fact stood out. It was this: motorists did slow down. The accident rate decreased and not only the motorists in Lorain County were conscious that they were being checked, but motorists from neighboring counties were driving more carefully. In fact, I had a salesman come into my office who remarked that the driver of the car in which he was riding said to him that he had better slow down because they were now in radar country. So far in court we have not had any motorist plead "not guilty."

To gain further cooperation with the public, and to show housewives that we are interested in their children, we have taken these steps: There is hardly a day that we do not receive a complaint of speeding past someone's house. Mrs. Jones or Mrs. Smith will call the office and complain that as a taxpayer she demands we do something about the speedway in front of her home. As soon as we receive this complaint, a car with the speed meter is dispatched to her home. The deputy sets up the equipment and then calls on Mrs. Smith. He invites her to look over the instruments and then takes several readings, and if the complaint is justified, the second deputy is sent and arrests are made. Needless to say, Mrs. Smith is happy, and we have made another friend for the sheriff's department.

Most of us have children. When a child grows up and can attend school, the fear that something will happen to him increases. As the mother kisses the youngster goodbye, and sends him or her to school, she says a silent prayer that God will return her baby safe after school. Youngsters love to play, and at times, through excitement, they run out in the street. All motorists are warned by signs telling them to slow down, but there are some cases where they neglect to do so, and have snuffed out the life of a child. We have taken our speed meter to school playgrounds, and set it in operation. We find in order to be most effective, we must have the second deputy stationed down the road, and if the motorist is going over the regulation speed limit, stop him, and explain the seriousness of his act. When you stop a motorist, and ask him if he has children, and what would he do if

some thoughtless driver killed his youngster, it makes him think. You can rest assured that he will not pass another school zone in a reckless manner for some time.

How does the speed meter reduce the personnel used in traffic? Recently, I talked to Capt. Clem Owens of the Columbus, Ohio, Police Department. Here is what Captain Owens told me: "During the first 6 months of 1949 in Columbus, we had a force of 30 motorcycle policemen checking traffic. These 30 men made 946 arrests, and traveled 121,515 miles to do it. However, with the use of the speed meter, 853 arrests were made, and 783 warning tickets were given out. We used only two men. The thing to note here is the fact that with the use of radar our equipment traveled no miles and we eliminated the use of 28 men who then could be placed in other branches of law enforcement. The men we used to make our traffic arrests were policemen who had been placed on light duty."

Here you will note that there have been a saving of manpower and the cost of operating equipment. Again with the use of radar, weather conditions do not have to be perfect. If it has been raining, and the streets are slippery, you are not subjecting your men to dangerous hazards such as you would have when using motorcycles or squad cars.

At this point the question now in your mind is: this speed meter might work all right in Lorain County, but how will it go over in my home town? What will the judge think? I talked to one of our judges, and I know at that time there was some doubt in his mind. I explained to him that during a recent murder trial, he allowed in as evidence ballistic tests, fingerprints, and other scientific evidence. Also, I reminded the judge that he allowed a telegram to be a part of the evidence. I told him that the telegram was sent by electrical impulses, just the same as the speed of a passing motorist is obtained by electric impulses, and there cannot be any difference when using a speed meter. I further reminded him that he called me on the telephone to release a prisoner, and again the telephone operates on electrical impulses. I know I convinced that judge.

The speed meter using the principles of radar is here to stay. It is a scientific instrument which eliminates the human element when checking the speed of a passing motorist. It will do the work of several motorcycle men, cut down the cost of operating your equipment, save the lives of your men, or at least keep them from being seriously

injured when chasing a crazy motorist. You will be giving the public something to make them respect your department, because you will be bringing home to them that you are not only protecting their lives, but those of their children as well.

★ ★ ★

Bad-Check Trap

Huntington, Ind., a city of between 14,000 and 16,000 persons, inaugurated a plan for trapping check forgers prior to the war. It has been operated with considerable success. Sgt. R. S. MacMurray reported that the system was responsible for tripping several big-time forgers, numerous lesser ones, and for returning losses to merchants in approximately 80 percent of the check passing cases in the community. Usually more than one check was passed by the offender. The withholding of prosecution on second and subsequent offenses was used as an inducement to effect restitution to merchants.

The plan became more or less inoperative during the war period, but it has been reinstituted and has been conducive to increased cooperation on the part of the local merchants with the police department. In order to maintain stability of the plan and assure its effective operation the merchants meet approximately three times a year. An experienced officer often speaks on the subject of forgery and answers queries prior to a brief informal discussion on the part of the merchants. This includes the *modus operandi* of the forgers with whom the merchants may have had experience subsequent to the prior meeting.

The members of the organization are a fairly small group selected from men in varying businesses so that the average forger will be trapped if he attempts to pass any number of checks. Members must combine acting qualities with good judgment to keep the forger's suspicions from being aroused. The outstanding feature of this plan is the fact that the majority of forgers are caught before they leave the city or spend the money they secure.

The plan is simple. Business establishments are divided into groups of approximately three each. Each division has a group leader.



POLICE TRAINING

In-Service Training

by STANHOPE LINEBERRY, *Chief, Mecklenburg
County Police, Charlotte, N. C.*

Purpose

The essential purpose of in-service training in law enforcement is to increase efficiency and assure outstanding, above-the-average, operation.

In recent years, the value of such training has been proven time and time again by both large and small police agencies throughout the world, and particularly in the United States.

It has been definitely established that departments which have given serious thought and time to developing their own training programs have been rewarded with the realization that their organization is what every police force should be.

That, of course, is a tightly organized group of men capable of doing the job in an efficient and hard-hitting manner with plenty of "know how" in any given set of circumstances.

It has been said—and it is true—that you get what you pay for. Nowhere is the application of those words more applicable than in law enforcement.

Municipal, county, and State officials who control the purse strings are not blind to a well-planned, periodically executed in-service training program which develops better officers. They want to see results, get public reaction to the department, know that their police are respected for the way they do the job—not feared because of their authority.

It works both ways, when the individual is properly trained for his job, or improperly trained. The individual reflects credit, or discredit, on the department, and the department does the same for the individual.

Incidentally, the trained man whose efficiency has been increased through his schooling has a better opportunity for advancement to "noncom" and officer ranks with the accompanying remuneration.

There are departments throughout the nation which have, as a result of their in-service training programs, projected themselves into the community spotlight and earned the respect of the

ultra-critical public. Nothing could be more desirable.

When the public's opinion of a law enforcement agency is following a happy channel, there is no question but that the agency will be furnished with the best of equipment and that funds will be assured for further training.

One of the best examples of in-service training successfully applied is in the Federal Bureau of Investigation. The FBI, as you all know, requires its agents to report to Washington headquarters periodically to arm themselves with the latest trends in all phases of law enforcement.

Agenda

The type of in-service training, length, and frequency, will of course depend upon the individual department, bearing in mind the availability of funds, instructors, etc. A program that would be suitable for an in-service training class in a rural police department may be entirely out of order in an urban community. Again, serious planning and preparation must be undertaken in order to assure that time and personnel efforts are not wasted in planning in-service training.

Accomplishments

There must be some yardstick whereby we can measure the accomplishments of our departments and this yardstick will reflect our progress or stabilization. Whether this stabilization be at a high level or at a low level will depend upon the efficiency of the department and again the efficiency of the department will be a reflection of the in-service training. In order that the benefits derived from in-service training might be noted, it has been the practice of some law enforcement executives to review closely the cases handled by representatives of their departments following their training periods.

Inquiry into the technique used will sometimes be revealing to the extent that the case was solved

by some technique discussed or used in connection with in-service training periods. The individual officer quite often is successful as a result of some new techniques or device brought to his attention through in-service training.

Before we can expect to receive the backing desired and the results wanted we must have accomplishments. We can only get them through efficiency and after we have attained the efficiency the backing becomes almost automatic.

New Techniques and Trends in Law Enforcement

As a requisite to every in-service training school the latest trends in the field of law enforcement should be discussed at length in order that there will be no misunderstanding among the personnel

as to what is expected from them as officers. For example, the Supreme Court of the United States has rendered numerous decisions within recent months which bear directly on the operation of the individual police officer in connection with arrests, searches and seizures, interviews and confessions. Accordingly, it is necessary that these matters be appropriately discussed with our own representatives in the field.

Also, from time to time, devices are coming to the attention of law enforcement which are of considerable technical assistance. They should be demonstrated and their use made known to the individuals in the department. The development in scientific laboratory matters should be kept current at all times, as well as the current developments in the identification of individuals.



Scotchlite Safety Program

On June 19, 1949, Chief of Police Jim Hervey of Dartmouth, Mass., instituted a program designed to promote the safety of bicycle riders in his community. It is his intent to equip every bicycle in town with a kind of tape which does not detract from the appearance of the vehicle in daylight and which, in darkness, becomes luminous in the ray of automobile lights.

The "Scotchlite Safety Program" calls for the issuance of tape free of charge to all citizens under 16 years of age. Red tape is affixed to the rear of each bicycle; a silver strip is placed on the front part of the machine.

Funds for defraying the expense of purchasing tape and equipping the bicycles are provided by members of the police association of which Chief Hervey is founder and president. Boy Scouts in the area are active in forwarding the program.

By midsummer the chief and his squad had equipped over 500 bicycles with the safety tape for the protection of youngsters after dark. They plan to continue the program until all of the town's 1,500 bikes carry a similar protective device.

Father Found By Fingerprints

By letter of January 29, 1949, a resident of Ohio, wrote to the FBI in connection with the whereabouts of her father who had disappeared in 1936 and from whom no word had since been received.

A search of the files yielded fingerprints taken in 1943 of an applicant for employment in Cleveland, Ohio, who apparently was identical with the missing man. The card bore a Cleveland address which was furnished to the woman who had made the inquiry. On February 14, 1949, the following letter was received in the FBI:

"I received your letter of February 7, and wrote a letter to my father and addressed it to him in Cleveland, Ohio, and sent it out in the next mail. In today's mail I had the joyous thrill of finding a letter in my mailbox addressed to me in the old familiar handwriting of my father. It was one of the greatest moments of my lifetime and I want to thank you with all the gratitude I feel for what you have done for me.

"You may now remove my father's name from the missing persons file."

POLICE PERSONALITIES

After 40 years of faithful service in law enforcement, C. Algot Carlson, Chief of Police, Idaho Falls, Idaho, retired from the ranks on January 1, 1950.

Chief Carlson was born in Osage City, Kans., on May 13, 1883. His family moved to Idaho Falls in June 1891.

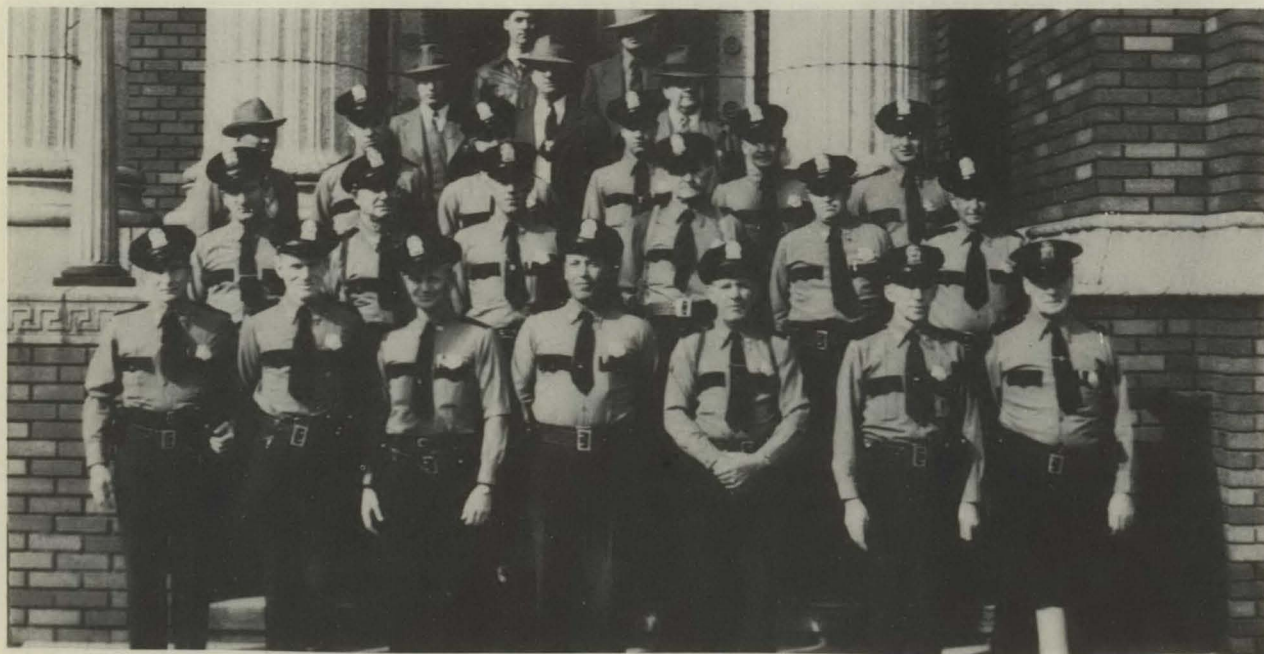
From the horse and wagon days of 1909 to the present, Chief Carlson has figured conspicuously in the development and modernization of his department which enjoys the confidence and respect of the community it serves.

The chief's long and eventful career as a police officer had its beginning on December 24, 1909. He and three other police officers served Idaho Falls and the surrounding area. It was a time when officers answered calls and transported prisoners in horse-drawn vehicles. The citizen's complaint was called to the attention of the police by the central telephone operator who would register complaint by switching on a light at the top

Idaho Falls Chief Retires



Chief C. A. Carlson.



The Police Department, Idaho Falls, Idaho.

of a telephone pole. After contacting the operator, the police officer would speed to the complainant as rapidly as old "Dobbin" could carry him.

Appointed Chief of Police in 1920, Mr. Carlson served in that capacity until 1927, when he accepted an appointment as a State law enforcement officer. He returned to the Idaho Falls Police Department in 1931 as chief of detectives and 2 years later was made Chief of Police, a position which he has held continuously until his recent retirement.

Chief Carlson's aptitude in fingerprint work has

led to many interesting experiences.

It is with pride and satisfaction that retiring Chief Carlson views the present-day police department in his city. That department consists of 33 well-trained and well-equipped police officers. It has four FM-equipped patrol cars and a 250-watt FM radio station connecting the department with other major police and sheriffs' stations in the State of Idaho as well as a few neighboring States. It is, indeed, a tribute to the retiring chief.

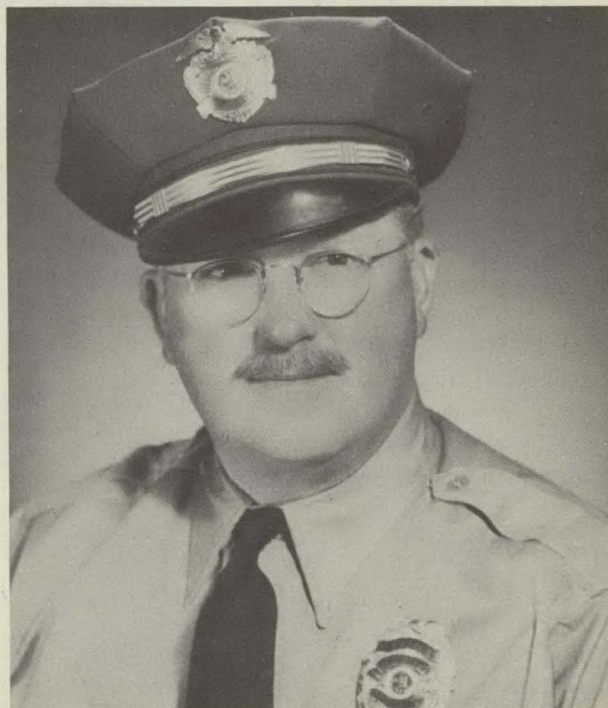
"King City Joe"

Joseph D. Corby was appointed chief of police of King City, Calif., on March 19, 1942. Since that time the ranking law enforcement officer and his small force have done an extremely effective job of policing King City "On the Mission Trails Highway—U S 101."

Chief Corby, known as "King City Joe," is tremendously interested in the welfare of his "family," the citizens in the area under his charge. Members of the "family" recognize that fact and Chief Corby's work is, as a consequence, made easier. His interest in, and desire to be of assistance to all of the citizens, regardless of race, creed, or social standing, have helped to build the chief's reputation as one of the most successful officers in the State. His excellent service to the community has resulted in excellent relations with the public.

The school children who see Joe at "Corby's Corner," morning, noon, and afternoon go out of their way to cross at the intersection he guards and to visit with the man who sponsors many of their games, picnics, and parties. They do not hesitate to call on him for help. An incident in a story featuring Chief Corby, carried in a law enforcement journal covering the area, illustrates that fact. The phone rang, waking Chief Corby. A child's excited voice came over the wire. The little girl had awakened, found her mother and father gone and became frightened, but she knew on whom to call for help. She knew, without question, that the help would be forthcoming.

Chief Corby not only takes care of his "family." He runs a modern police department and takes an active interest in law enforcement throughout the State. Named as third vice president of the California State Peace Officers' Association, his



Chief Joseph Corby.

contemporaries have voted him into other important positions, including that of president of the Monterey Peace Officers Association.

Joe Corby, who joined the police force of King City on June 1, 1941, and became chief the following year, has a philosophy of law enforcement which is commendable. He thinks that there is much more to the officer's task than "throwing folks in jail." His cooperation with the citizens of his town, and the local, State, and Federal law enforcement agencies in the area, is proof that he acts on his belief.

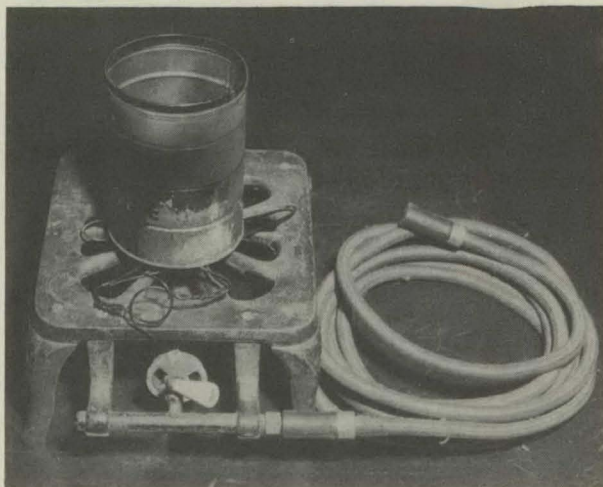
MISCELLANEOUS

An individual in San Diego, Calif., engaged in bookmaking, developed a unique disposal system. Whenever police approached his house, he simply deposited evidence in a homemade furnace in the bathtub, and that was that.

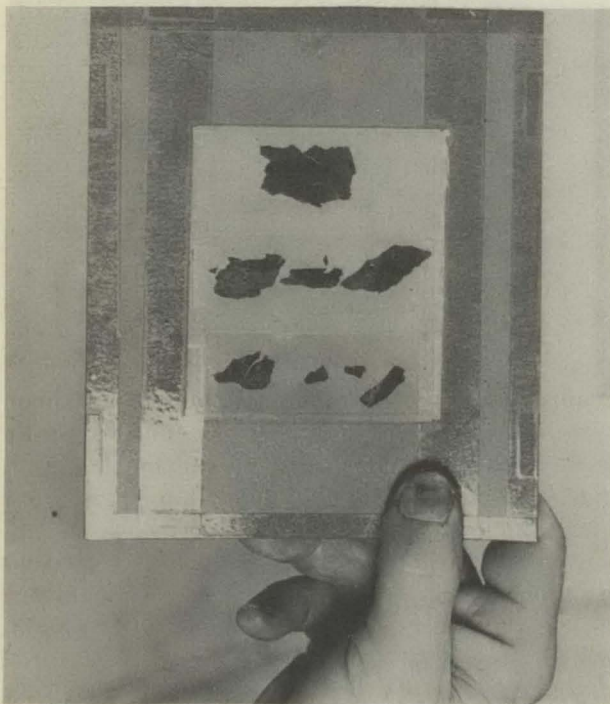
The furnace was simple. It consisted of a single gas burner. Bent wire coat hangers, on which rested a 2-pound coffee can (both ends open), were placed on top of the burner which was kept lighted at all times. On the slightest suspicion that police might be approaching, all evidence was whisked into the "furnace." Only when it was completely consumed were officers admitted.

The system appeared to be foolproof from the San Diego man's point of view. He was arrested twice. Each time he completely destroyed the evidence of his activities. On the third time, however, San Diego police officers Sergeant Ralph

Burned Evidence Retrieved



Homemade furnace used in destroying evidence.



Lantern slide glasses were mounted in "cut-outs" in cardboard to permit inspection and handling by jurors, if necessary, and to preserve evidence to best advantage.

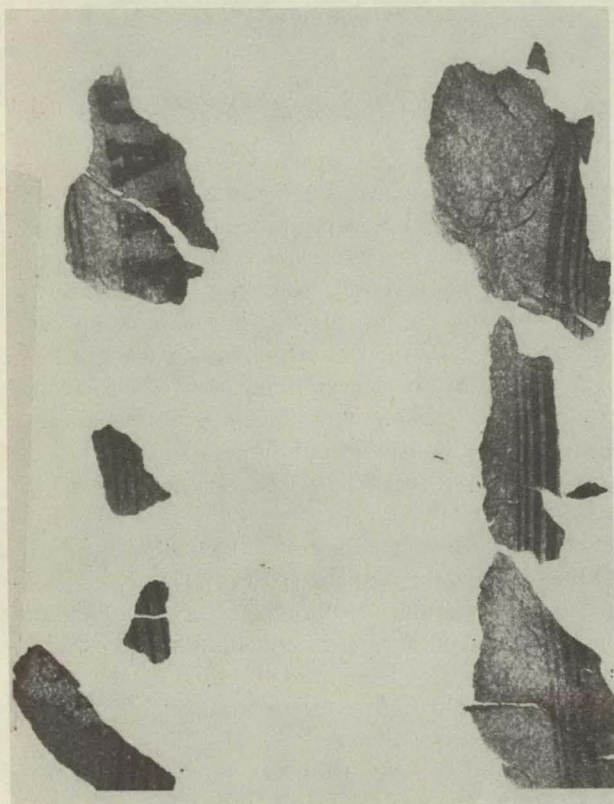


Approximately 30 pieces of charred paper, ranging from 1 to 2 inches in length, were assembled on lantern slide glasses and covered, making it possible to decipher writing on documents on both sides.

Whitney, Harry L. Grady, Walter G. Keyes, Harry A. Sarver, and Malcolm H. Smith so arranged their approach to the subject's home that evidence essential to conviction was collected. One officer stationed himself at a bathroom window where he observed the subject endeavoring to burn evidence in the bathtub furnace. Certain sheets of paper were burned but the evidence was not wholly destroyed. Officers collected the charred bits for future use.

Lt. Walter R. Scott assembled the burned paper and mounted it between lantern slides. The evidence was photographed by Ross W. Rayman. It proved to be valuable.

The subject was brought to trial on November 3, 1949. The evidence introduced by the prosecution came as a surprise to the defense attorney, who after viewing the exhibits, immediately entered a plea of guilty in behalf of his client.



Charred remains of bits of evidence were photographed by reflected light. It was possible to decipher and read the printing on both sides, and to distinguish printing and pencil marks. Enlargements were prepared for presentation in court. The original document was positively identified by lines, printing set-up, type style, and other characteristics.

Unknown



Approximately 3 years ago an unidentified man was picked up by a railroad crew west of Flagstaff, Ariz. He had a broken right collar bone and broken right thigh bone and possible internal injuries. The injuries had been inflicted in an unknown manner. The man, who had no identification of any kind on him, other than a name, Pat O'Hara, appearing on his clothing, was brought to the Flagstaff Hospital where he died.

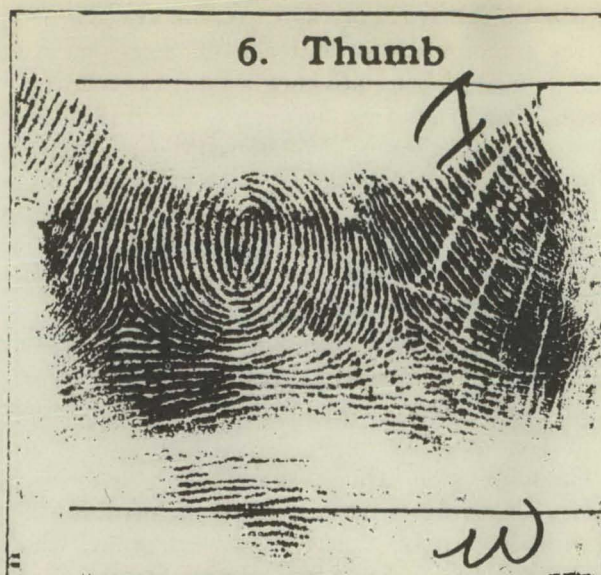
This unknown dead man appeared to be about 45 years of age. His physical description is as follows: Age—about 45; height—5 feet 7 inches; weight—approximately 145 pounds; complexion—light; hair—brown, greying at temples; eyes—

grey; build—medium; nationality—American; race—white; scars and marks—tattoo of the Statue of Liberty on the outside of right forearm, woman's head with sailor hat and suit on the inside of right forearm, and a woman with wings on the outside of left forearm.

The fingerprints of the deceased are classified as follows:

	14	<i>O</i>	15	<i>ROIM</i>	12
		<i>I</i>	25	<i>ROMI</i>	12
Ref:	14	<i>M</i>	15	<i>ROIM</i>	12
		<i>I</i>	25	<i>ROMI</i>	12

The above information was submitted by J. P. Francis, sheriff, Coconino County, Flagstaff, Ariz., in the belief that possible identification may be effected through a check of the various departments' records. Any information in connection with the identity of the unknown deceased should be transmitted to Sheriff Francis.



Left thumbprint of unknown.

Latent Impressions Trap Burglar

At 11 p. m., on August 11, 1949, the police department, Montgomery, Ala., received a call to investigate a burglary. Officers promptly proceeded to the address given and found that entry to the residence had been effected by a side window. A purse containing \$2 was taken. The empty purse was found lying on the front steps.

Detective Sgt. J. T. Landers and Detective E. P. Brown searched the scene. They located three latent fingerprints on a window sill. These specimens were processed, photographed, and posted in the Identification Bureau of the Montgomery Police Department as a future reference for house burglary. No other leads were developed in the case.

At 11 a. m., on October 23, 1949, another Montgomery resident reported a burglary. Investigating officers found that the house was burglarized by entry through a broken front door glass. Four diamond rings, valued at \$2,000, were taken from a table in the bathroom where they had been left the previous night. Detectives E. P. Brown and C. E. Jones conducted a crime scene search and located three latent prints on a broken door glass. No other latents were developed.

Lt. Joseph R. Eiland processed the broken glass. He cut the large glass down to a piece approxi-

mately 4 x 5 inches, which contained the three latent prints. These were powdered and the glass was put into the negative carrier of a photographic enlarger by Detective Landers and used as a negative to print copies of the latent fingerprints. Several 8 by 10 inch enlargements were made.

A search of the latent fingerprint file revealed that the three fingerprints on the glass were identical with the three latent fingerprints found on the window sill of the other residence entered on August 11, 1949.

It was naturally concluded that the same individual had committed both burglaries.

Sergeant Landers and Detective Brown began a complete search through right hands of the Montgomery Police Department fingerprint files. They went through approximately 5,000 cards with negative results.

Lt. Eiland believed that the slant of the loop in the middle fingerprint might indicate a left-hand rather than a right-hand print. He began a search through all possible classifications, checking the left-hand prints. After a 5-hour search he located the fingerprint card of an individual bearing prints identical with the latent prints found at the scene of the two burglaries.

Lt. Eiland and Detectives W. A. Davies and

C. E. Jones located and arrested the wanted man at 4 a. m., on October 28, 1949. The suspect was questioned and admitted burglarizing the two resi-

dences in question. He took the officers to the places where he had disposed of the diamond rings.



Latent impressions recovered from window sill after August 11 burglary.



Latent impressions recovered from door glass subsequent to the burglary of October 23.

WANTED BY FBI



Myron Selik.

**MYRON SELIK, with aliases: Mike Salik,
Mike Selik, and others**

Unlawful Flight to Avoid Confinement (Robbery)

On June 12, 1945, Myron Selik and two other subjects, both of whom are presently in custody, were arrested on a warrant charging them with armed robbery for a holdup committed at the Aristocrat Club in Pontiac, Mich. The subjects were convicted on December 7, 1945. On the following day they were sentenced to 25 to 50 years in prison. This sentence was upheld by the Michigan Supreme Court on October 4, 1948. The bond on Selik was canceled on October 14, 1948, on which date a bench warrant was issued for his arrest.

A complaint was filed before a United States District Judge at Detroit, Mich., on November 1, 1948, charging Selik with violating title 18, U. S. Code, section 1073, in that he fled from the State of Michigan to avoid confinement after conviction for the crime of robbery.

Selik, alleged to be a former member of the Detroit Purple Gang, is known to have underworld contacts in such widely separate areas

as Florida, Arkansas, and California. He is believed to be armed at all times and must be considered extremely dangerous.

Selik is described as follows:

Age-----	37.
Born-----	Nov. 22, 1912, Detroit, Mich. (not verified).
Height-----	5 feet 6½ inches.
Weight-----	130 pounds.
Build-----	Medium.
Hair-----	Black.
Eyes-----	Brown.
Complexion-----	Dark.
Race-----	White.
Nationality-----	American.
Scars and marks-----	Cut scar on forehead at hairline, cut scar outer corner right eye, blue pit scars on right cheek, cut scar palm of right hand, two blotched scars back of left hand.
FBI No-----	514,465.

Fingerprint classification $\frac{18\ 0\ 13\ R\ 000}{I\ 24\ W\ MOO\ 19}$

Any person having information which may assist in locating this subject is requested to notify immediately the Director of the Federal Bureau of Investigation, U. S. Department of Justice, Washington, D. C., or the Special Agent in Charge of the Division of the Federal Bureau of Investigation nearest his city.

Classification of Fingerprints

It is no longer possible for the Federal Bureau of Investigation to supply the above booklet in quantity to law-enforcement officers. Copies of *Classification of Fingerprints* may be secured from the Government Printing Office in Washington, D. C. The price is 40 cents a copy. Requests for this booklet (which is restricted in distribution to those regularly employed in municipal, county, or State police work and those officers of the Federal Government engaged in law enforcement) should be addressed to Superintendent of

Documents, United States Government Printing Office, Washington 25, D. C.

For your information, the Superintendent of Documents of the Government Printing Office does not send the material collect. Therefore, the necessary funds must accompany your order. Checks or money orders should be drawn payable to the Superintendent of Documents.

Requests should be written on the letterhead of the law-enforcement agency of which the person desiring the booklet is a member.

Questionable Pattern

FINGERPRINTS



A

Ridge A in this impression enters from one side of the pattern, recurves, and tends to flow out the same side from which it entered. This ridge recurves enough to make the "suffi-

cient recurve" essential to a loop and, having the necessary ridge count, the pattern is classified as a loop with one ridge count.