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# FBI


## *Law Enforcement*

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 Federal Bureau of Investigation  
United States Department of Justice  
J. Edgar Hoover, Director

# FBI Law Enforcement Bulletin

JANUARY 1948

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United States Department of Justice  
Federal Bureau of Investigation  
Washington, D. C.  
January 1, 1948

TO ALL LAW ENFORCEMENT OFFICIALS:

The struggle of law enforcement to raise its standards and earn the right to the term "profession" has been a long, difficult and continuous one.

The gains which have been made toward achieving the goal are the results, chiefly, of one factor. That factor is training.


Only within recent years has the principle of intensive training for all officers been accepted as a necessity by the majority of law enforcement agencies. Police schools are today a part of every progressive department. The age of handing out a gun and a badge and assigning a beat is past.

General acceptance of a course of instruction for officers has been a tremendous step forward. It now remains for its benefits to be protected, for with that acceptance a new field-- that of police training-- has been opened.

Unfortunately some few individuals and organizations outside the profession of law enforcement, have seen, beyond the great public value to be derived from training, a lucrative occupation and they are attempting to capitalize on it. Few of them are moved by altruistic ideals; rather, they are motivated by mercenary monetary desires.

Law enforcement has picked itself up by its own bootstraps. The training of its officers should remain with the profession. A layman is not called upon to teach anatomy to a class of medical students, nor is criminal law taught by the man on the street. Slipshod teaching by those who are unqualified in the field has no place in our profession.

Very truly yours,

  
John Edgar Hoover  
Director



# POLICE TRAINING

# *Defensive Tactics*

## A. NATURE OF DEFENSIVE TACTICS

Defensive tactics is a system of defense and counter-attack devised primarily for use by Special Agents of the FBI and other law-enforcement officers. While based upon well-established principles of combat, defensive tactics is not patterned after any single system or method of self-defense or hand-to-hand fighting. On the contrary, simple and effective maneuvers from age-old arts and sports such as judo, jiu-jitsu, savate, boxing, wrestling, rough and tumble, football, soccer, and fencing, have been selected, and with some variations, molded into one system which is particularly applicable to the work of the officer.

Any law enforcement officer can profit by a course in defensive tactics. The individual who possesses average physical ability can learn, through conscientious practice, to perform all of the techniques in an effective manner. The individual who is less fortunately endowed from a physical standpoint can master the simpler techniques and, by gaining a knowledge of this science in general, realize what could happen to him should he become careless when apprehending a criminal, and thus be in a more favorable position to cope with situations which otherwise might prove embarrassing.

## B. PURPOSE OF DEFENSIVE TACTICS

The purpose of training in defensive tactics is to improve the skill and general efficiency of the officer through speeding up reflex action, inspiring confidence and imparting a knowledge of the principles of combat.

While the FBI and other law-enforcement agencies do not tolerate force, duress, or brutality, defensive tactics provides the officer with scientific methods of applying such tactics which might be necessary to protect himself and at the same time

assure maintaining the custody of the person being arrested.

## C. SAFETY PRECAUTION

Extreme caution must be exercised in practicing and learning defensive tactics. Many of the maneuvers are definitely dangerous and if practiced in a haphazard manner may result in severe injury. However, the risk of injury can be reduced to a minimum by observing the following safety precautions:

1. All techniques must be first practiced in "slow action" and speeded up only after the mechanics are thoroughly learned.
2. The student acting as the "stooge" should offer only passive resistance and "give" with pressure. Active resistance leads to injury and impedes learning.
3. The student performing the technique should apply pressure slowly and be extremely careful to



Figure No. 1.



simulate the striking of all blows. This will allow the "stooge" ample time to signal that he is being hurt and the operator can stop before injury occurs.

4. All techniques should be practiced in such a manner that they fall within the physical capacity of the individuals involved. This can be done by dividing each technique into two phases; namely, the first and the second. The first phase of any technique consists of all the steps or maneuvers necessary to place your opponent in a position where he can be thrown or hurt by the application of pressure. The application of pressure so as to inflict pain or the actual throwing of your opponent constitutes the second phase.

The first phase of any technique is the most important because once you have your opponent in the proper or desired position, it is an easy matter to apply pressure or throw him. Consequently, by practicing only the first phase, or by practicing the first and second phases separately, defensive tactics can be mastered with comparative safety.

There are several safety precautions which must also be observed in the actual use of defensive tactics. Attempting to use a technique or maneuver which has not been thoroughly mastered may result in embarrassment and injury to the officer, while, on the other hand, promiscuous use of well-learned techniques on the part of the officer may result in serious injury or even death to the person who attacks the officer or offers resistance to arrest. In the final analysis, defensive tactics is dangerous. It is a science which must be used judiciously.

## D. BASIC PRINCIPLES

A thorough knowledge of the principles upon which defensive tactics is based, is necessary in order to learn and effectively use it.

1. First, and possibly the most important principle, is "balance." It is only from a balanced position that a maximum of speed, power, and accuracy in physical movement can be realized. Consequently, in defensive tactics the object is to maintain your balance while you endeavor to keep your opponent off balance.

There is no standing position that a man can assume where he is absolutely on balance, in view of the fact that nature has provided only two points of support; namely, the two legs. However, some positions do afford a greater balance

than others and the student of defensive tactics should be acquainted with the strength and weakness of each. For example, when an individual stands with his feet together (fig. 1), his base of support is very small; he is definitely off balance and can be easily pushed in any direction. When the feet are spread with the toes in line, the individual is on balance from left to right (fig. 2), but off balance forward and backward (fig. 3).

Even when a position which is considered one of good balance is assumed, that is, with the right (or left) foot slightly forward, feet slightly spread, and knees slightly bent, the individual is strong when pushed from front right to left rear and vice versa (fig. 4), but weak when pushed from left front to right rear and vice versa (fig. 5). If the left foot is forward, the reverse is true.

Consequently, the maintaining of a reasonably good position of balance is a matter of keeping the feet moderately spread, the knees slightly bent, and constantly shifting the feet in accordance with the direction of the attack.

2. The next basic principle has to do with the "extensive use of the trunk muscles, particularly the abdominal group; the use of good body mechanics, and the application of leverage." Good



Figure No. 2.





*Figure No. 3.*



*Figure No. 5.*



*Figure No. 4.*



*Figure No. 6.*



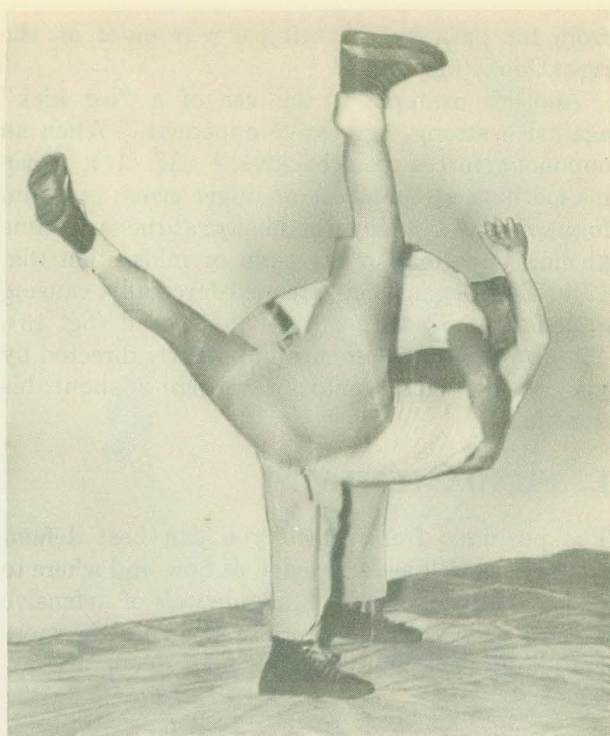
body mechanics consist of the use of the proper muscles in the proper way at the proper time. Leverage is simply the mechanical advantage gained by using a lever.

This principle can be best illustrated by analyzing the mechanics involved in the execution of a simple "hip throw". In the first phase of this throw (fig. 6) you will note that the knees are bent so that your legs can do the lifting and that your hip is placed low against your opponent in such a way that it serves as a fulcrum. From this position your opponent is easily thrown by pulling the upper part of his body forward, twisting your trunk vigorously to the left, and at the same time extending your knees (fig. 7).

3. The third principle is concerned with the "concentration of all of your power at your opponent's weakest spot;" or as this principle is sometimes stated: Maximum strength should be used against minimum strength. In defensive tactics it is not a matter of opposing a hand with a hand or a foot with a foot, but when attacked, you defend yourself by directing all your power, that is, the power of your hands, arms, feet, legs, trunk, and entire body, at the point on your opponent's body which appears to be the weakest under that particular set of circumstances. For example, if you desire to release yourself from a "rear body lock" by working on your opponent's hands, it is not advisable to work against all his fingers with one of your hands, but rather you apply the power of your entire body against his little finger which is the weakest part of his grasp (fig. 8). Another example may be seen when you escape from a "front body lock" by applying pressure to a weak spot. In this case it is the opponent's eyes (fig. 9).

4. The fourth and last principle is the "utilization of an opponent's strength and momentum to his disadvantage." This is brought about by assuming that your opponent is stronger than you are. Therefore, you do not oppose him directly, but rather you use your strength to direct his movements. In other words, if your opponent pushes, you pull, and vice versa.

For instance, if your opponent charges in and attempts to take you down by means of a "leg tackle," you can use his strength and momentum to his disadvantage by placing your hands on his head or upper back, pushing downward and to your left, and at the same time removing your left leg



*Figure No. 7.*



*Figure No. 8.*



from his path by executing a rear pivot on the right foot (fig. 10).

Another example is the use of a "leg kick" against a strong, aggressive opponent. When an opponent forces you backward (fig. 11), grasp his clothing at the chest or upper arms; pull him forward as you sit down suddenly, at the same time placing your foot in his groin or midsection (fig. 12). Your leg is then extended forcefully, causing opponent to be thrown over your head (fig. 13). Your opponent's momentum, properly directed by you, is the chief factor in bringing about his downfall.

## E. FUNDAMENTALS

The positions from which you can best defend yourself, as well as knowledge of how and where to strike counterblows, are fundamentals of defensive tactics. They must be mastered before the more complicated techniques and maneuvers are attempted.

### 1. On Guard Positions

On guard positions are positions from which you

can best protect yourself, either prior to or after you are attacked.

The alert stance (fig. 14) is suggested for use while talking to a suspect or subject, or in any other situation where the possibility of being attacked exists. In this position you stand about arm's length away from your adversary, facing him at about a 45° angle. Your feet are directly under your shoulders or just slightly farther apart, and your knees are bent very slightly. One or both hands should loosely grasp (thumbs out) the lapels of your coat or the arms should be loosely folded at the chest. This position allows you to go into action quickly so as to defend against a possible surprise attack (fig. 15) and at the same time does not arouse suspicion or antagonize the individual or individuals with whom you are confronted.

When you are being attacked, the combat stance (fig. 16) should be assumed. Here the feet are comfortably spread with the right (if you are right handed) about 12 inches to the rear of the left. The knees are slightly bent, with the weight of the body on the balls of the feet. Your hands should be held about face high and the elbows should be



Figure No. 9.

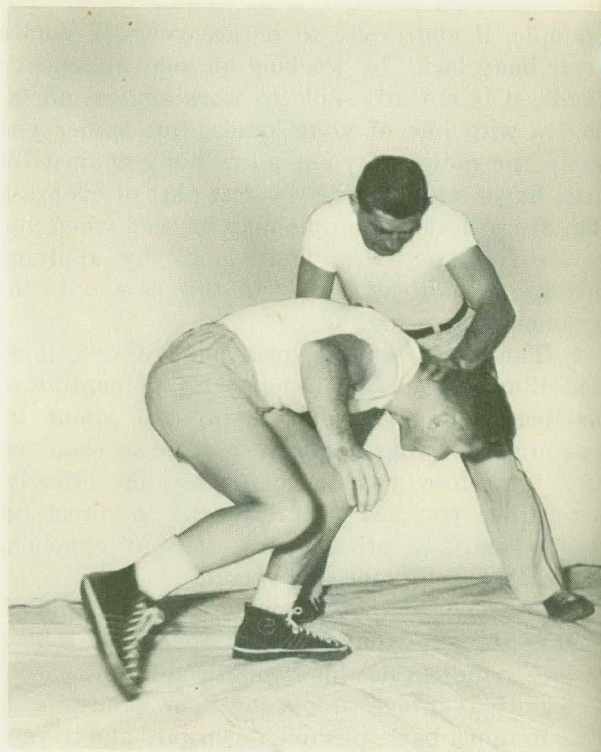
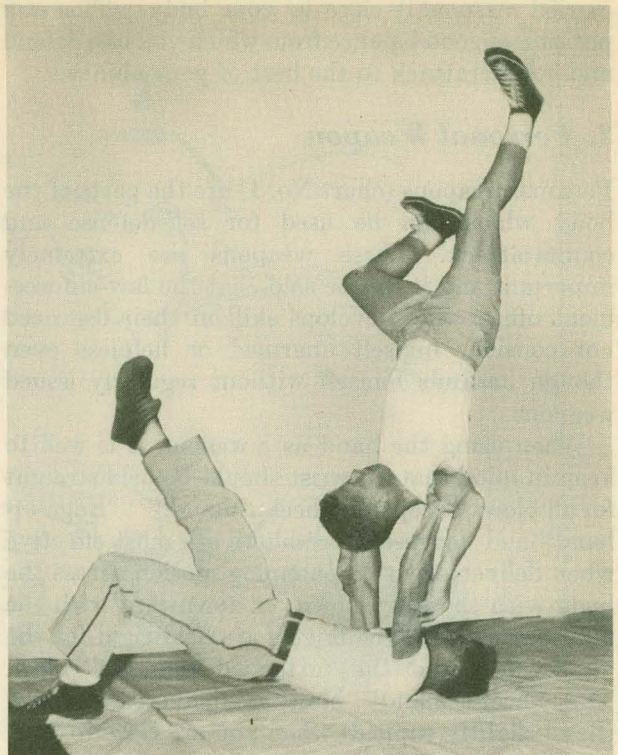


Figure No. 10.

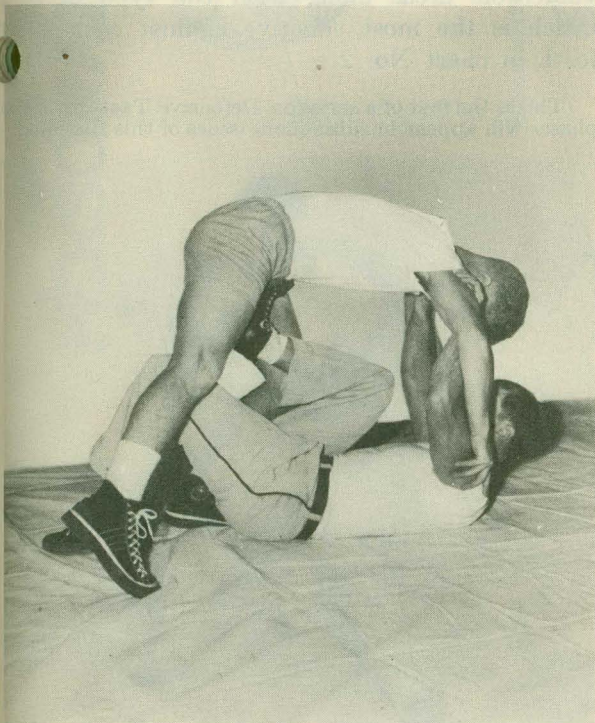




**Figure No. 11.**



**Figure No. 13.**



**Figure No. 12.**



**Figure No. 14.**



carried reasonably close to your body. This is a position of good balance from which you can defend and counterattack to the best of your ability.

## 2. Personal Weapon

Personal weapons (chart No. 1) are the parts of the body which can be used for self-defense and counterattack. These weapons are extremely important and it can be said that the law-enforcement officer who develops skill in their use need not consider himself unarmed or helpless even though he finds himself without regularly issued weapons.

When using the hand as a weapon it is well to keep in mind that the wrist should be held straight for all blows, except the "heel-of-hand." "Edge-of-hand" and "edge-of-fist" blows are most effective when delivered with a chopping motion across the body with the palm down, or downward with the palm facing in. The fingers are held rigid for the "finger-jab" and the "extended-knuckles" blow. The "heel-of-hand" blow is delivered upward (hand slightly cupped) when you are close to your opponent.

The foot is used for kicking forward with the toe, to the side with the edge, ball and heel, and for stamping down with the heel. Short snappy kicks, using the forward foot, delivered to your opponent's shin or knee are extremely effective in in-fighting.



Figure No. 15.

The elbow should be fully flexed when used as a weapon and the most effective blows are delivered toward the rear or outward across the body. A forearm blow is usually delivered by raising the arm about shoulder high, flexing the elbow fully and then swinging the arm sharply forward and toward the inside.

The knee can be used for "knee-lifts" to the face and groin, and to fall on your opponent when taking him to the floor. All blows should be struck with the knee fully flexed and in the case of "knee-lifts" the foot should be returned to the floor immediately so that you are off balance only momentarily.

The head is a reasonably formidable weapon and one should not hesitate to use it for butting when the occasion arises.

## 3. Vulnerable Areas

The human body has numerous structural weaknesses which are decidedly vulnerable to attack. Blows or pressure applied to these areas may cause severe pain, unconsciousness and, sometimes, even death. The location of the major vulnerable areas along with the type of blow which is the most effective against each is set forth in chart No. 2.

(This is the first of a series on Defensive Tactics. Other phases will appear in subsequent issues of this Bulletin.)

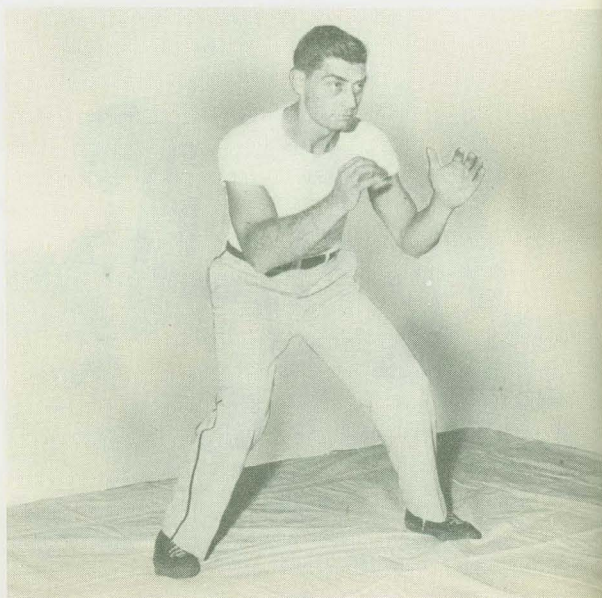


Figure No. 16.



# PERSONAL WEAPONS

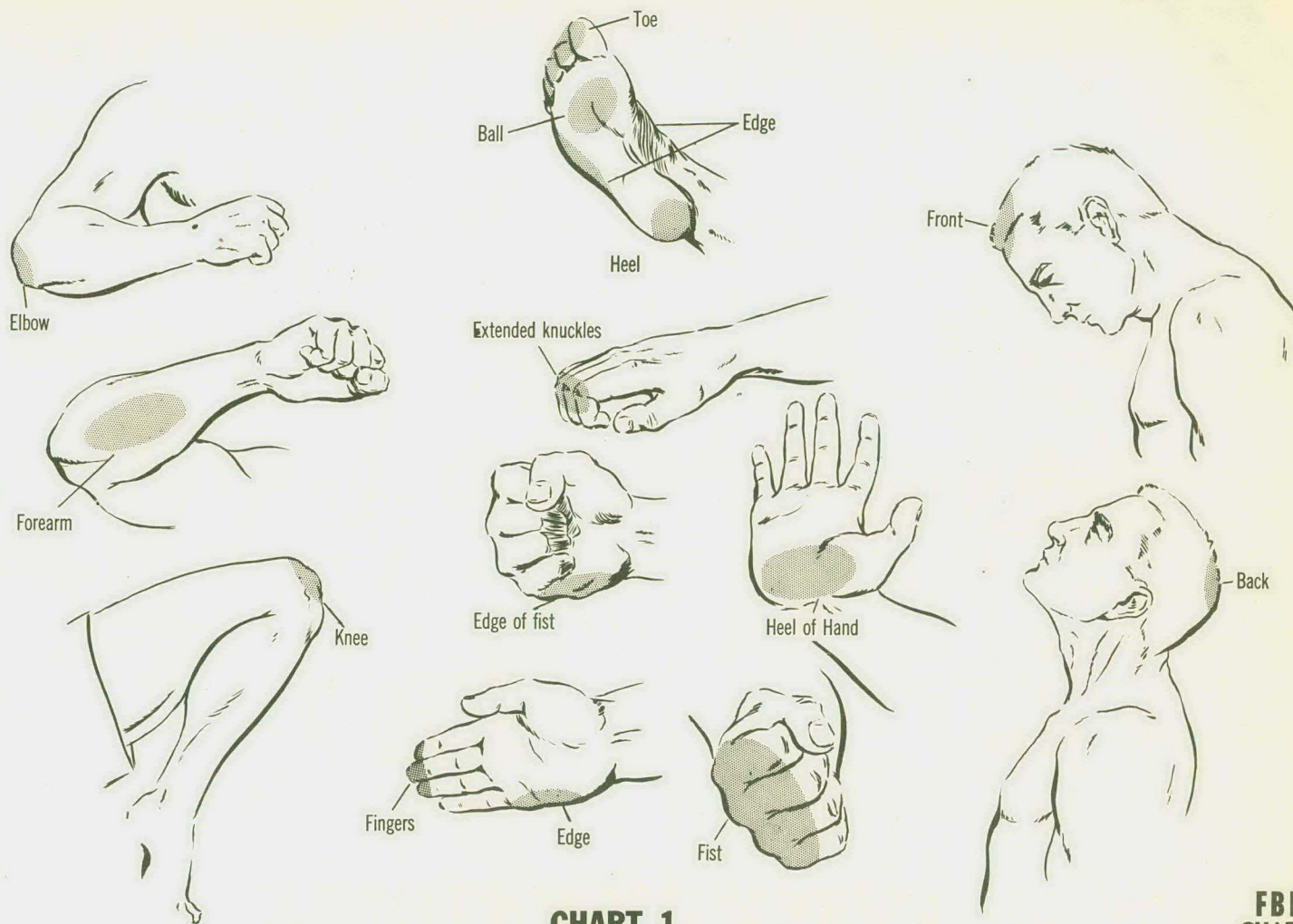


CHART 1

FBI  
CHART

# VULNERABLE AREAS

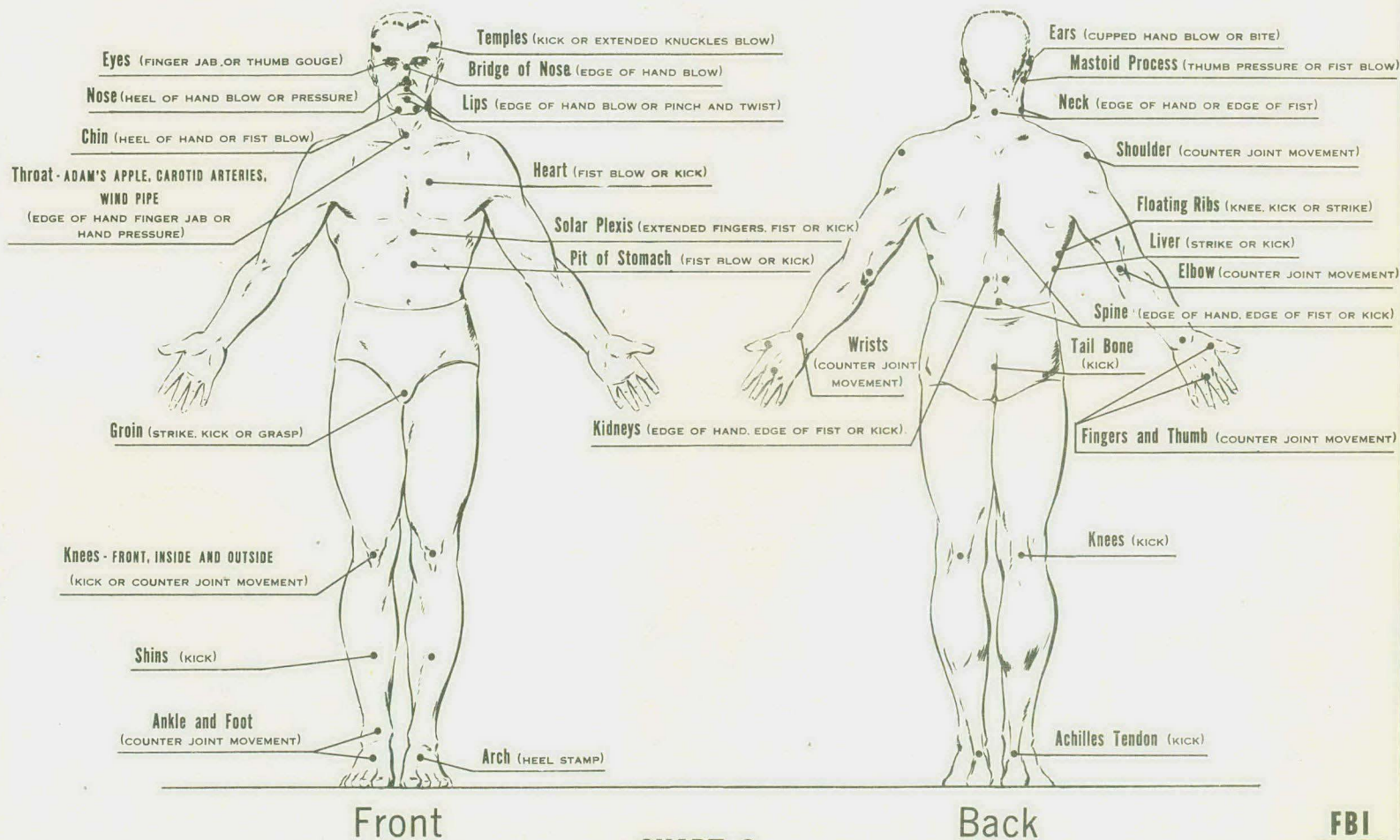


CHART 2

FBI  
CHART



# SCIENTIFIC AIDS

## Writing Sequence As Shown by Line Crossings

Many times it takes but a small amount of evidence to determine the authenticity of a document. Evidence is often so minute that the naked eye or the ordinary magnifying glass will not detect it but when it is subjected to examination under a microscope, the evidence becomes so strong that it is irrefutable.

In this category fall the examinations of line crossings, the question being, which line was written last. The results may show whether the document is genuine or fraudulent, whether the signature was written before or after the body of the document, whether typewriting was made before or after the ink writing, whether interlineations are genuinely made, or, in a host of other situations where the sequence of writing is pertinent, may determine the true facts.

When an ink line of the iron-gall type is written over another ink line, a certain phenomenon can be observed under the microscope which will vary somewhat depending upon the age of the first line. If a second ink line crosses a first line after the first has been absorbed into the paper, but is still slightly damp, the ink at the crossing will run out into the first line in a pronounced and unmistakable manner. As the ink of the first line becomes older and dryer, the spreading of the ink from the second line into the first becomes less pronounced until with very old and dry ink, the second line will hardly spread at all but will form a sharply defined crossing which will leave no doubt as to which line was written last.

The physical result of crossing two ink lines is greatly changed if the last or upper line is blotted immediately after being written. If the second line is made within a day or two after the first, the fresh ink unites to some extent with the ink of the first line and the blotter will take up most of the ink of the second line and also some of the ink of the first line. This results in a dimming or lightening of the ink of the first line at the point of crossing while the ink of the second line remains more nearly uniform throughout.

The edges of analine dye ink strokes show a microscopic continuous dark border considerably darker than the body of the stroke. This margin is a characteristic of inks which are not true fluids but carry the coloring matter in suspension. When ink lines of this type cross one another, these dark margins are usually sufficient to show which line was last made. The margins of the last written line will appear as continuous lines. This is illustrated in figure No. 1.

Examinations of crossed ink lines must be made with a microscope using magnifications sufficient to study the detail of the crossing by transmitted light, reflected light or a combination of both. Because of the many variations possible, due to differences in ink, pen, paper, speed and age of writing, etc., the results can be interpreted prop-

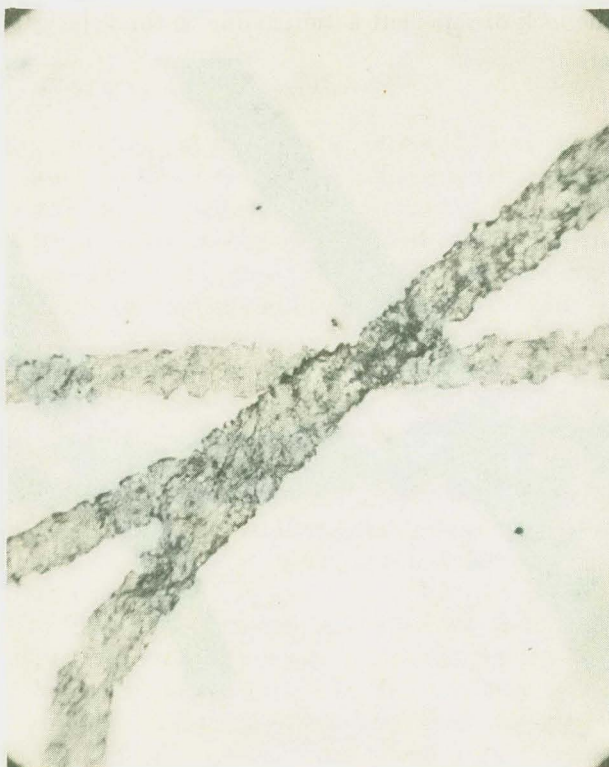


Figure No. 1.



erly only by an experienced examiner of questioned documents.

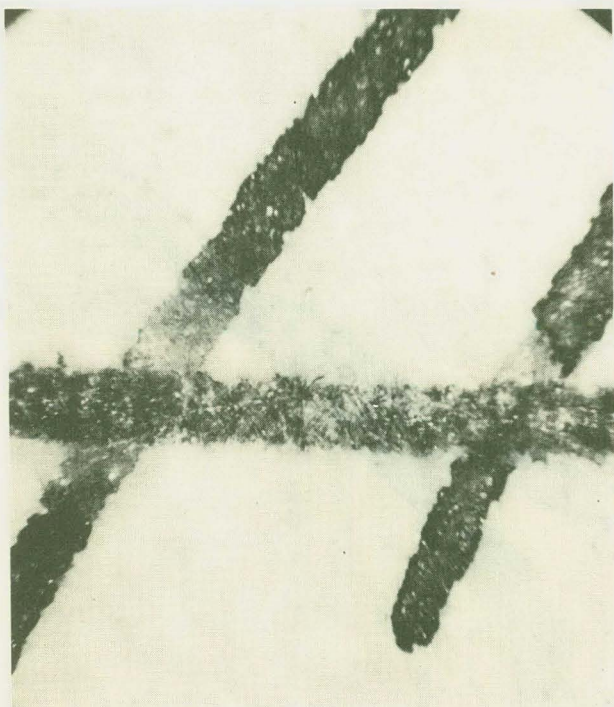
Ink lines written over typewritten letters present an entirely different phenomenon from that observed when two ink lines cross. The ink in a typewriter ribbon contains an oily substance to prevent drying out. When the typewriter letters strike the paper through the ribbon, a slight deposit of this oily substance is left on the paper. It leaves a sufficient amount of oil on the paper so that an ink stroke written over the typewritten impression is actually repelled where the lines touch. This condition will of course indicate that the ink writing followed the typewriting. Figure No. 2, is a photomicrograph of diagonal ink lines written over typewriting. The repellent action of the typewriting is plainly seen. This repellent action decreases somewhat with the age of the typewriting on the paper due to a drying of the oily substance. It is also less marked when the ribbon on the typewriter becomes old and worn.

When the typewriting is written over the ink line, no repellent action will be seen. An example of typewriting over an ink line is shown in figure No. 3. Extreme care must be exercised and careful examination must be made to determine whether the lack of repellent action is due to the typewrit-

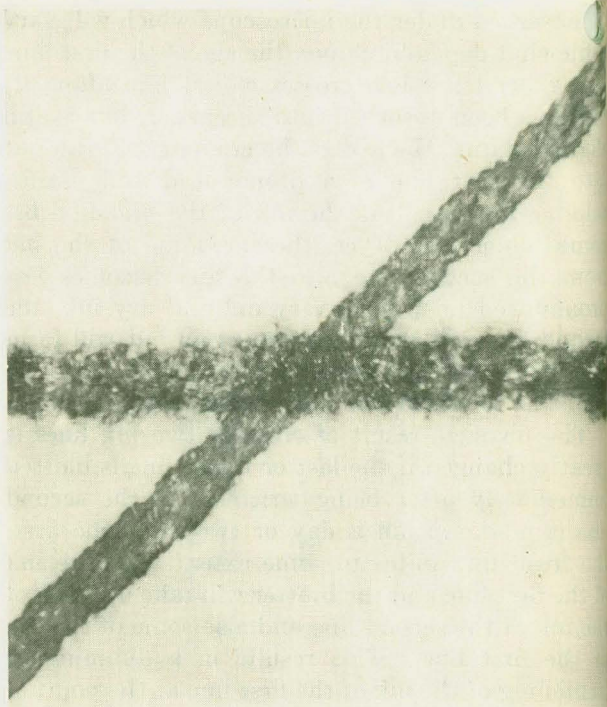
ing having been made last or may be due to an old and dry ribbon on the typewriter.

Examinations of line crossings involving a combination of ink and pencil writing are extremely difficult and often inconclusive. However, under certain conditions, it is possible by side lighting, to observe whether the graphite particles of the pencil line are above or below the ink line. It may even be necessary to examine the actual depressions in the paper made by the pen or pencil, to arrive at the proper conclusion.

It should be borne in mind that there are a great many factors which affect the appearance of line crossings and which must be taken into consideration in any examination for the purpose of determining the sequence of writing. Some of these are: the type of paper, whether hard or soft; the writing medium, whether pen, pencil, typewriter, ball-point pen, or various combinations of these; the age of the writing; and whether either or both lines were blotted or allowed to dry naturally. By careful consideration of these factors, the examiner will be able to arrive at the proper conclusion concerning the sequence of the writing strokes. There are many occasions when to prove which stroke is uppermost is to decide the case.



*Figure No. 2.*



*Figure No. 3.*





# TRAFFIC

A profession has been defined as a calling in which one professes to have acquired some special knowledge to be used in instructing, guiding, or advising others or in serving them in some art.

Law enforcement has reached the status of a profession. Special knowledge has been acquired; it is used to instruct not only those entering careers of law enforcement but also those who would live within the law. The public is guided and served through the operation of the law enforcement agency as an essential administrative arm of the Government.

As in the professions of theology, law, and medicine, constant training of the members of the law enforcement profession is necessary to maintain its character and efficiency. Advances made by business and industry must be matched step for step by law enforcement.

The invention of the automobile furnishes the best example of the effect an industrial invention can have on the duties and responsibilities of police agencies. As a comparatively recent product of inventive genius, the motor vehicle has become in a short period of time, one of man's most useful machines. It has revolutionized American living, and the concept of law enforcement as well.

## *Evolution in Police Training*

For many years the public tolerated police officers who were political appointees, with no particular qualifications for the job they had to do. Their training in defensive tactics was limited to the use of a night-stick in a heavy hand, where strength to subdue an adversary was the most important attribute. The average early-day police officer had little training, not much education and even less desire to improve his ability as a public servant.

<sup>1</sup> Reprinted with permission from the October issue of the *Traffic Quarterly*.

# *Training of Police for Traffic Control<sup>1</sup>*

By JOHN EDGAR HOOVER, Director Federal Bureau of Investigation, United States Department of Justice

In fact, he was not a public servant, but a political party functionary to whom the party owed a political debt. The job was one way to satisfy the party obligation. Although there were some absolutely fearless officers, who did outstanding work, we cannot now point with pride to the great majority of early law-enforcement agencies.

As times changed, it no longer was popular to have a police department noted for its inefficiency. Farsighted leaders recognized that as society grew more complex, the status of law enforcement would be forced to improve or chaos would reign in the land. First as a theoretical proposition, then as a reality, training programs were instituted in progressive departments on an experimental scale.

## *The Usual Opposition*

Opposition, as was to be expected, was immediately incurred from those who resisted change in any form. Officers with seniority in service feared that younger men with more adequate training would cause them to lose rank and require them to expend additional effort to hold their jobs.

In order to provide training programs it was necessary to have capable instructors. If the job of policeman was to be raised to the status of a profession it was essential to reach all members of police departments with modern instruction. It is also understandable that law enforcement a number of years ago had few competent teachers.

The FBI National Academy was inaugurated in 1935 for the purpose of training police executives and instructors. In the Academy, selected members of local law-enforcement organizations throughout the country were given intensive



courses which would enable them to transmit their instruction to the members of their own organizations.

### ***FBI Training for Nation's Police***

In this fashion the latest methods and procedures in scientific crime detection were passed on to the interested local agencies. In response to requests training courses for officers in local departments were also held in various cities for police officers in the particular locality, and instruction was given by Special Agents of the FBI.

As the program of police training got under way, it became more popular. Its advertising was done by the favorable reports made by one officer to another, until the majority desired to get for themselves the training which was being made available. The courses of study were of a practical nature, taught in a clear, concise manner, with no attempt to furnish theoretical education but to provide work-a-day knowledge to assist the officer in handling the cases which he had to investigate on his beat.

It was not practical to teach chemistry to a policeman, but it was exceedingly pertinent for him to know what a chemist could do for him in the examination of a piece of evidence. It was not necessary for him to know geology, metallurgy, physics or electronics, but he was anxious to know how to obtain items of evidence from the scene of a crime, and what types of examinations could be conducted for him in the scientific laboratory. The policeman was equipping himself to fulfill his obligations as an officer of the law, to meet the modern criminal on an equal footing, and to prove his case in court. He was approaching the professional status.

### ***Results***

Between 1935 and 1944 the FBI furnished instructors for 1,513 local, county and state police schools. By way of contrast, in 1946 alone, the FBI conducted training in 1,785 schools attended by a total of 89,250 law enforcement officers. Nearly every police department of substantial size in the United States now has some form of training schools for recruits and an in-service training program for experienced employees.

Standards for employment with law enforcement agencies have been elevated in many localities, and coupled with intensive training, the

average officer is reaping a higher respect for his ability and character. Law enforcement is in a vastly better position today than ever before to handle its multifarious problems. The public receives the benefits.

### ***Enforcement is Paramount***

Traffic control, because it consists principally of law enforcement and the protection of life and property, is one of the functions of police agencies. Few would argue that it should be otherwise.

One of the best methods of protecting the public from the reckless and careless acts of some motorists is to enforce the laws fairly and without favoritism. In the criminal field it has been found that among the best deterrents to criminal acts are immediate and thorough investigation, swift apprehension of the accused, certain prosecution, and prompt sentence of those found guilty.

The same is true in traffic law enforcement. Surveys have shown that enforcement is a most effective approach to the traffic problem. Of the three E's—Engineering, Education, and Enforcement—enforcement is the one which may be placed into immediate operation and the results will be almost instantaneous.

### ***Long-Range Programs Needed, Too***

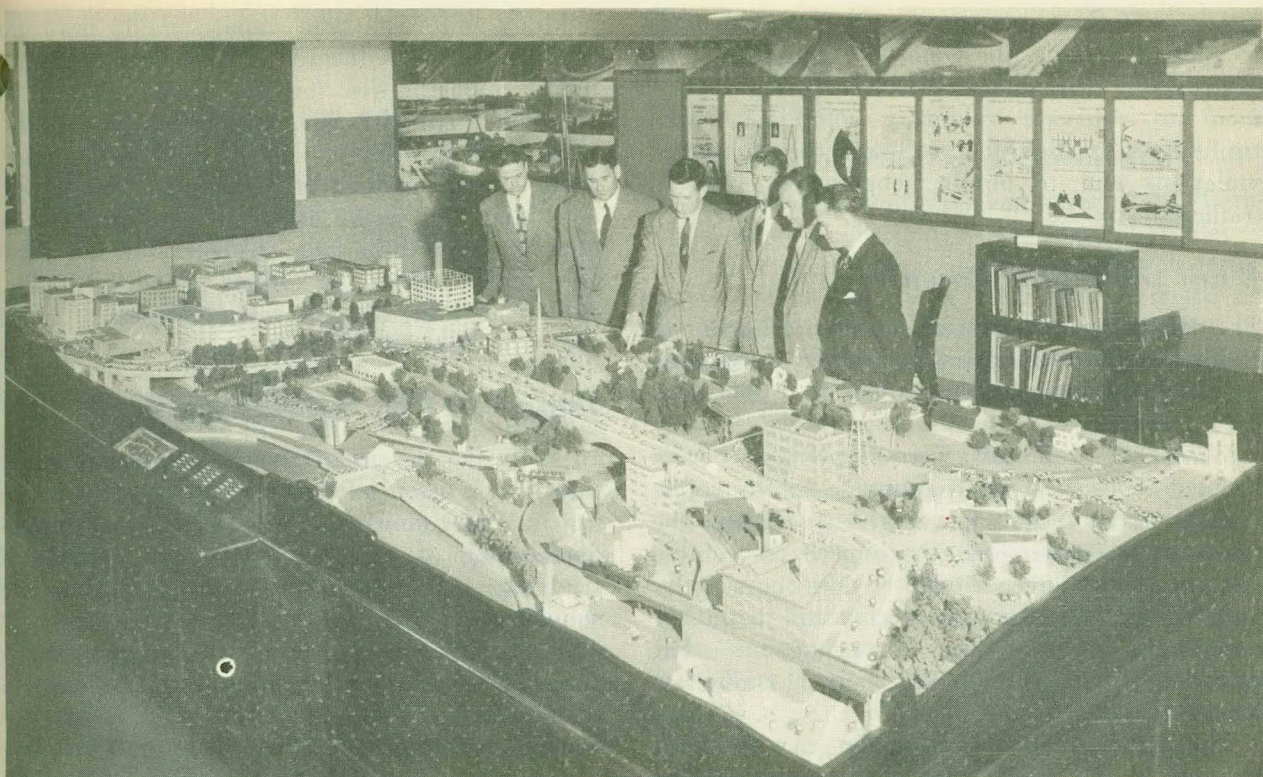
Engineering and Education are long-range programs both of which require large expenditures and long periods of time in their accomplishment. While all three are necessary to a balanced and coordinated program, we must rely generally upon enforcement to meet immediate problems.

Surveys have shown that in some large cities of this country, 85 to 90 percent of all accidents were directly caused by violations of traffic laws. National estimates indicate that traffic violations are committed in two-thirds of all fatal accidents. These facts show how prominently violations of the law figure in accidents. It is recognized that the majority of drivers perhaps do not become involved in many accidents, although it is by no means certain that the majority of motor vehicle operators obey all traffic laws.

### ***Police Officer Is Deterrent***

It is not possible to constantly check on every driver; consequently it is necessary to have motorists voluntarily obey the laws or to enforce the





*Model city used at the FBI National Academy, Washington, D. C., during discussions of traffic and related problems.*

statutes to gain compliance. Those who drive sanely seldom endanger the lives or property of others, while the reckless operator of an automobile does not heed the statutes which have been passed for the protection of all who use the highways. The sight of a police officer is one of the few deterrents upon the careless driver.

With the return to prewar peaks of automobile production, and with the increased use of many cars already on the highways, the problem of traffic accidents has become most important. Five thousand more persons died in 1946 from traffic accidents than were killed in 1945. Highway congestion in many places is greater than it was in 1941. A shortage of adequate places to park vehicles in metropolitan areas, and unsatisfactory street conditions contribute to the problem. As a result the public is becoming traffic conscious, and citizens notice inefficiencies in the handling of traffic.

### ***Sound Public Relations***

One resident stands in the door of his home and observes a car driven at a high and reckless rate of speed down the street in front of his property. His first reaction may be, "Why don't the police arrest that reckless driver?" Later he sees a second motorist who is obviously under the influence of intoxicants. He wonders whether he will ever meet a drunk driver under adverse conditions and be the victim of an accident.

In a few days our citizen gets a summons to appear in traffic court for parking his car overtime in a restricted zone. He objects to paying a fine and suggests to the police officers that they arrest drunken and reckless drivers rather than the "innocent" citizen who tarries 15 minutes too long in a department store while the clerk wraps up the packages he has purchased.

In all of the foregoing instances the police department is given an unfavorable rating by the



citizen. If these occurrences are repeated often to enough citizens, the good will of the public is destroyed. It thus behooves the police department to cultivate voluntary compliance with traffic laws by the public to lessen the number of violations and to obtain cooperative effort in traffic safety.

### ***What the Public Resents***

The police department itself can do much from an administrative standpoint to reduce complaints against its activities and to provide the public with better service.

When early traffic laws were adopted police were inclined to use the same approach to the traffic violator as the criminal was given. Today, the average citizen considers himself respectable and law abiding, even though he does occasionally violate a traffic law, and he keenly and justifiably resents the verbal abuse or "bawling out" that some officers are in the habit of giving traffic law violators.

The driver who violates traffic laws is not a criminal in the usual sense of the word, and he vigorously resents any discourteous remarks by a police officer. Progressive police officials and many officers recognized long ago the necessity for eliminating any habits, methods, attitudes, or language of police officers that bred popular resentment. They found that motorists objected more to the manner in which an officer issued a citation for a violation than they did to the citation itself. Complaints against officers showed that it was not so much what the officer said which offended the motorist as it was how he said it.

### ***Courtesy is Necessary***

This presented clearly a police training problem in connection with the enforcement of traffic regulations. Today there are fewer and fewer officers who fail to recognize the importance of courtesy in contacts with traffic violators. When an officer is discourteous in his approach to a violator it is a reflection upon his ability, it shows that he does not understand his responsibilities, and it indicates that his training has been neglected. Since the good will and respect of the public are such vital factors in traffic law enforcement, the importance of public relations training cannot be overemphasized.

Many motorists who violate traffic laws are responsible, well-educated citizens, and there are many opportunities for the trained officer to acquaint them with their responsibilities as members of the motoring public, and in so doing acquire their support instead of contempt. People who are "sold" on traffic safety in this manner frequently prove to be loyal supporters of the police and many encourage others to drive safely. Seldom, if ever, can the reasonableness of traffic safety be disputed.

### ***Danger in Over-specialization***

In analyzing the importance of training to traffic safety, it is essential that we recognize the necessity for every police executive to have a broad understanding of the techniques and methods of studying and approaching the problem. He should know what part traffic plays in the total police problem in his community, and how much time, equipment and training must be devoted to it to insure a reasonable degree of safety and convenience for the public. This understanding will require a constant study of the facts, and the application of the measures indicated by that analysis.

A concerted effort has been made in many cities, counties, and states to solve the numerous difficulties which arise from the increasing use of the automobile. In some places there has been a tendency to over-specialize in an attempt to find a solution. This specialization has, in not a few instances, resulted in jealousies within police departments and an attendant lack of efficiency in the enforcement of traffic regulations and service to the public.

### ***Every Police Officer Should Know Traffic***

It is essential in the proper utilization of personnel of law-enforcement departments to have each officer trained to handle the maximum number of violations of law. Such procedure gains the full services of the individual employee with the least amount of lost motion. It does not seem efficient to the average citizen at the scene of an accident to observe a police patrolman or two standing idly by while those involved await the arrival of specialists from the traffic division of the department to handle a fairly simple situation.

Every police officer should know how to inves-



tigate an accident, determine its causes, and submit a good report on his findings. This is something within the ability of every officer, and it should be a function of the training program of every department to see that each officer is qualified and able to perform this task well.

While the study of traffic flow and accident analysis does require specialization, the vast majority of traffic problems occurring on the streets could be handled on the spot by the beat patrolman, if he has been afforded proper instruction. The evidence available at the scene of a traffic accident is certainly no more obscure than that to be found at the scene of a burglary which the patrolman is required to investigate.

He is just as competent to issue a "parking ticket" as an officer from the traffic division. Training has raised the ability of the average officer to the point where he can satisfactorily handle most of the incidents occurring in his territory. The added advantage of utilizing regular patrolmen to enforce traffic laws in the increased coverage of traffic that is obtained.

### ***A More Frequent Check***

For example, the simple regulation of restricted parking areas is a traffic law frequently encountered by the motorist in cities. According to a master plan, certain sections have been posted with signs such as "No Parking." The motorist will soon learn whether such regulations are enforced in his city. He will find out whether the traffic rules are enforced by officers from the traffic division, who are few in number and are thus unable to visit all parts of the city frequently, or whether the officer on the beat, who frequently passes by, is charged with this responsibility. If the motorist is morally certain his parking violation will be noticed by an officer and that a summons will be issued, he will have a tendency to act in accordance with the regulations. When parking laws are violated with abandon, there is a more general disregard for all traffic regulations.

The average police officer who is to handle traffic duties along with other police obligations, should have an appreciation of the whole field of traffic safety. He must have an appreciation not only for enforcement, but also for engineering and education. It, however, is not necessary that he have a complete knowledge of the latter subjects. He must know something of engineering and edu-

cation so that he will recognize in an accident investigation, for example, those conditions which were caused by poor engineering or a lack of proper driver education.

### ***Training for Modern Enforcement***

Many physical conditions on streets and highways cause or contribute to the cause of accidents. An officer should be able to recognize such conditions and should understand that it is his responsibility to bring them to the attention of his superiors so that the responsible agency is notified.

Similarly, the officer through his interrogation of drivers should determine what personal factors or defects might have contributed to the accident. A knowledge of these factors is of value in safety education and driver license administration. He should recognize and fully understand his duties as an enforcement officer to determine if any violations of law have been committed, and if so, to obtain evidence whenever possible to prove those violations to the satisfaction of a court. Training can equip police with the proper appreciation and skills for performing these duties.

Many small cities do not have the services of a traffic engineer, and occasionally there is little interest among local teachers and civic leaders to promote traffic safety education. The police, therefore, often find that they must do all of the engineering and educational work that is done. This is a condition which cannot be immediately overcome because some cities are not financially able to employ specialists for this purpose. Actually the police are in a very favorable position to conduct many safety educational activities.

Many officers have through study and training learned how to solve local traffic hazards which might normally be cared for by an engineer.

### ***What Efficient Officers Should Know***

Without proper collection, analysis, and use of accident reports, enforcement effort may be misdirected and valuable time wasted; hazardous locations may not be identified, and unwise regulations might be adopted. It is not necessary that every officer know how to analyze accident reports and prepare collision and condition diagrams, but, unless each officer has a knowledge of the many ways in which reports are used to solve traffic problems, he might doubt the necessity for reports

*(Continued on page 22)*





## MISCELLANEOUS

# Story of an Arizona Saga

At 2:10 p. m., May 21, 1947, a Long Beach, Calif., resident reported to the police department that her car, a 1946 Mercury convertible coupe, had disappeared from its parking space in front of her home. The keys had been left in the ignition. The license plates were not properly attached to the machine.

At approximately 1:50 a. m., May 22, 1947, a 1946 Mercury convertible coupe with no license plates, arrived at the Highway Checking Station east of Kingman, Ariz. Noting the lack of plates the motor-vehicle inspector requested the driver to pull to one-side in order that he might examine the automobile's identification documents. Instead of complying, the driver threw the machine into gear, narrowly missing running the inspector down, and sped eastward.

In answer to the inspector's phone call, Arizona State Highway Patrolman Floyd Cisney attempted to overtake the automobile. At Peach Springs, Ariz., Deputy Sheriff John Nelson advised that the machine had not passed his road block. Shortly thereafter it was learned that an automobile had turned off the main highway onto a side road near the Kingman Army Air Field. A guard at the field advised that at approximately 2 a. m., he had seen car lights at the boundary of the air field. Fearing theft of equipment, the guard drove inside the fence in a jeep. The automobile lights were turned out and the guard discontinued the chase.

Patrolman Cisney searched the area. At approximately 5 a. m., the Mercury automobile was located resting on its nose in a deep gully, the hind wheels and rear axle only visible from the road. No tracks led to the machine. Two sets of footprints led away from it into the desert. One set indicated that their maker wore toe and heel plates of a peculiar pattern on his shoes.

The patrolman and a companion conducted the search for footprints and returned to the Kingman Army Air Field to telephone for assistance.

Meanwhile, Mohave County Deputy Sheriff Roy R. Carpenter proceeded to the ravine where the car had been abandoned. Like State Highway Patrolman Cisney, Deputy Carpenter found no tracks leading to the machine. An expert tracker, the peace officer began to follow the two sets of footprints which lead from the automobile. Several miles south of the machine the deputy found two abandoned suitcases. Shortly thereafter he was overtaken by Patrolman Cisney. Methods of procedure were discussed. It was decided that Cisney should return for water and assistance, and attempt to reach the area in his automobile while Carpenter continued tracking the subjects, who were as yet unknown.

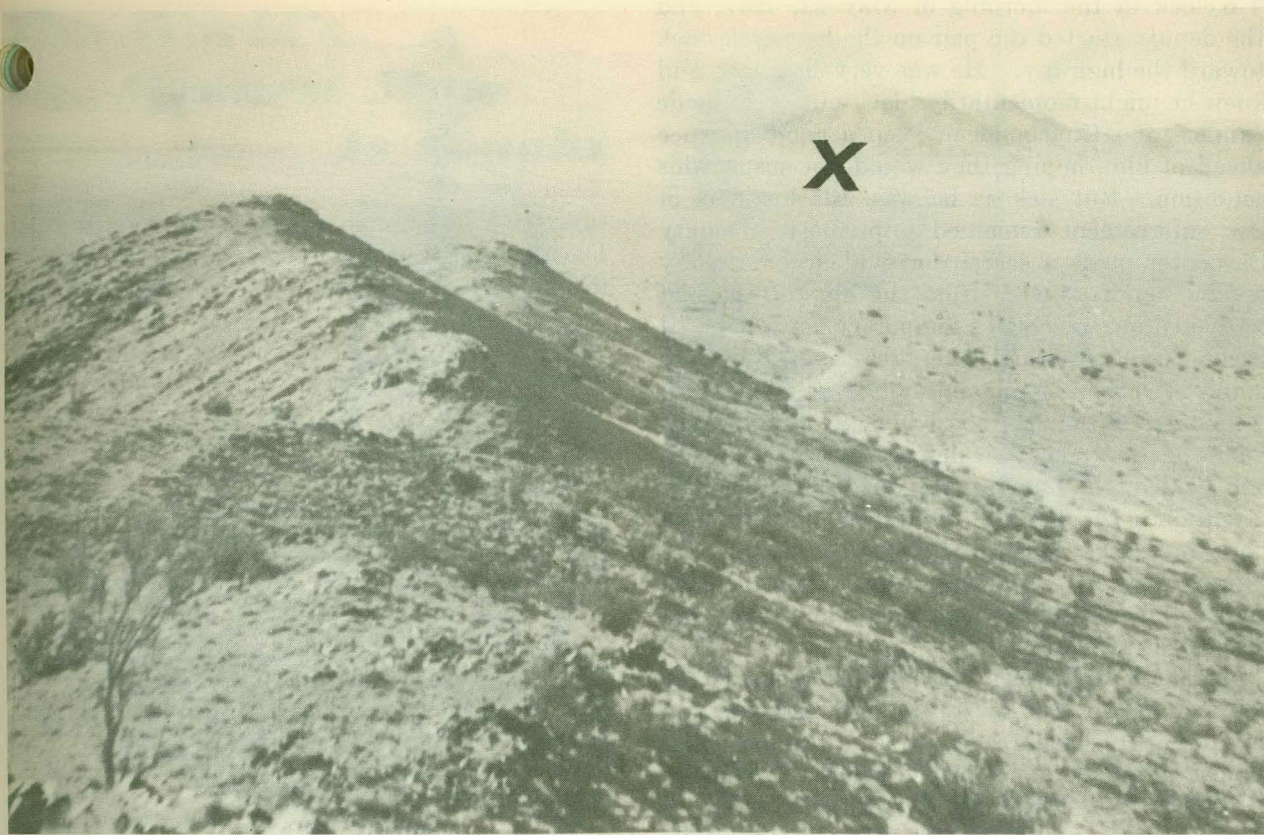
The tracks were unmistakable. The metal toe and heel plates on one set of shoes clearly identified them as being made by one of the men who had abandoned the automobile.

Carpenter followed the prints for miles through the rocky desert. Several miles from a rocky ridge toward which the tracks appeared to be heading, the deputy, scanning the rough terrain closely for the subjects, failed to note the ugly, earth-colored coil in his path. Even before the unmistakable sharp warning buz-z-z-z registered, the flat head flashed out and the rattlesnake's fangs sank into the man's leg.

Quickly the deputy killed the snake and flung it aside. Within moments he had treated the ankle, placed a tourniquet below the knee, cut open the flesh at the telltale punctures, drained the wound of dark blood—and continued following the trail.

Courage defies definition. Deputy Sheriff Carpenter was alone in some of the wildest country in Arizona. He knew that in a few minutes he would be very sick when the venom began seeping into his blood stream. Ahead of him were two men—unknown quantities, certainly, but from all indications, desperate. Were they armed? He did not know. If he continued he could logically expect a bullet to greet him from rock or bush.





*Scene taken from the fort built by subjects. X shows spot where Carpenter began his search.*

Behind him lay 8 miles of rocky desert. Common sense told him he could not hope to return that distance before he blacked out from the poison. Unless help were prompt in coming, the officer knew that his chance of getting out alive was a slim one. But he couldn't just sit and wait for rescue and think of ultimate probabilities and slowly lose his mind. If he must die, then the only thing to do was live out the rest of his time in finishing up the job.

Deputy Sheriff Carpenter got to his feet and began walking in the direction of the rocky ridge. He fixed his eyes on the ground, noting again the pattern left by the metal toe and heel plates when the tracks showed now and then in the desert's rock and sand.

For miles the officer followed the faint trail, losing it, picking it up again—searching the horizon ahead for ambush. Then, on top of a hill before him he noted a pile of rock. It hadn't been placed there by nature. It looked like a barricade—a hurried barricade of stones piled up between the approaching officer and the fleeing

suspects. They were not, then, going to surrender. Armed with rocks, possibly with firearms, they intended to resist apprehension.

Carpenter made a wide circle around the hill and approached the barricade from the rear. Slowly and quietly he advanced, taking his time, feeling now the sickening effects of the venom. They must not know of his illness. He must not get too close . . .

He threw a rock over the barricade, his gun ready. A man's head came up briefly and Carpenter fired quickly, two warning shots, calling on the men to surrender. These were enough. The nervous fugitives didn't relish the whistle of lead.

Carpenter tossed handcuffs to them and ordered the light-complexioned man to cuff the pair together. This man, later identified as Stanley Rodney Sanders, was too nervous to comply with instructions. The other one, Armand Joseph Charbonneau, obeyed the order. Both men were young.

The apprehension was completed between 8 and



9 o'clock in the morning of May 22, 1947, and the deputy started the pair on the long trek back toward the highway. He was very sick now, and knew he might momentarily black-out. He made Sanders and Charbonneau keep a good distance ahead of him, hoping they would not suspect his condition. But sick as he was, the instincts of law enforcement remained uppermost. Deputy Carpenter made a search for evidence. Already several hundred yards from the hill top, he had recovered torn pieces of a temporary, un-numbered Social Security card. Later, reassembled, it was found to carry a name and address which proved to be links in the chain of evidence. Walking behind the two men, the deputy gritted his teeth and held to the march. He was too sick to pay attention to the fact that the tracks of neither man bore the marks of metal heel and toe plates. He simply hung on. And, presently, across the rock and sand, he saw blurred movement and knew that rescue was at hand.

Instances of heroism in law enforcement are commonplace. But rarely do circumstances and environment conspire in such a manner that almost titanic odds are placed against the officer.

Deputy Sheriff Roy R. Carpenter lived up to the highest traditions of law enforcement.

The pieces of the pattern fell into place.

Shortly after the apprehension, Sanders admitted theft of the automobile in Long Beach to Deputy Carpenter, and again to Deputy United



*Carpenter stands beside the fort built by the subjects.*



*Officer Cisney and Deputy Sheriff Carpenter.*

States Marshal Frank L. Porter, Sheriff of Mojave County and graduate of the FBI National Academy. Later the subjects changed their story and elected to stand trial in Federal court.

Examination of Charbonneau's shoes revealed indentations which were left after removal of heel and toe plates. The heels had been rubbed against rocks in an effort to remove the imprints. A search of the area where the two were apprehended resulted in the recovery of a toe plate which matched the prints left by one of the men fleeing from the car. This plate was found to fit the indentations on the toe of Charbonneau's shoe.

The minute threads of evidence were carefully gathered. On November 3, 1947, Sanders and Charbonneau withdrew their pleas of not guilty, and on November 17, 1947, were each sentenced to 2 years under the National Motor Vehicle Theft Act.



# **The World's Meanest Man Is Sought**

The FBI and various police departments throughout the country are again seeking to apprehend Jake Max Landau, often referred to as the world's meanest man.

The March-April, 1944, issue of the FBI Law Enforcement Bulletin carried an account of Landau's arrest on January 15, 1944, by the Louisville (Ky.) Police Department, on a charge of obtaining money under false pretenses. Publication of this article and the subsequent spotlighting of Landau's modus operandi enabled various police departments to clear numerous cases.

Landau selects his victims by scanning death notices in the newspapers. He then contacts the widows of deceased individuals, tells them that money was due them under certain insurance policies, and states he will arrange for collection of the proceeds on payment of a fee running anywhere from \$10 to \$30.

On occasion Landau secures a copy of the death certificate to lend authenticity to his vicious racket. His motto is cash only—no checks accepted, and he never contacts a victim more than once. Usually he gives the victim a receipt signed with one of his dozens of aliases. At the time of his arrest in Louisville he had operated in Peoria and Chicago, Ill.; and in Detroit, Memphis, Milwaukee, Philadelphia, and cities in Indiana and Ohio.

Landau was sentenced to a total of 9 years on 30 charges of obtaining money under false pretenses. He escaped from custody on October 18, 1945, and present reports indicate a renewal of his vicious racket.

On March 31, 1947, the FBI received a report that the subject, using the name of George J. Coney, had represented himself as the assistant manager of the Harrisburg, Pa., office of the Social Security Administration. He contacted a widow in Allentown, Pa., told her that she was entitled to \$400 as a result of her husband's death, and secured \$30 to cover "settlement fees." In the course of the discussion the swindler learned that the woman's husband had died of a heart



*Jake Max Landau.*

attack, whereupon he promptly told her she was eligible for an additional lump sum payment if she paid him another \$32 fee. He collected this sum.

There are indications that during the latter part of 1946, Landau carried out similar frauds in Baltimore, Md., and in Mansfield, Ohio.

On October 13, 1947, a complaint was filed before the United States Commissioner at Allentown, Pa., charging Landau with impersonating a Federal employee in violation of section 76, title 18, U. S. C.

Landau is described as follows: Name: Jack Max Landau, with aliases: Chris E. Baker, F. E. Bartlett, George E. Bauer, Carl Benshon, George Carlson, Charles C. Carson, George T. Coney, George E. Ellys, George J. Ganey, Thomas H. Gibens, George E. Graves, George Gray, George G. Greenwood, Robert H. Hardin, George Harper, Henry E. Hartley, George H. Hollis, George H. Hubert, George A. Kingsley, Landall, Jacob M. Landall, J. J. Landau, J. Landau, Jacob Landau, J. London, Charles W. Parker, George E. Parker, Karl Prather, E. Ramey, Robert E. Ramler, George E. Ramsey, George S. Simons, George A. Young, Thomas W. Young. Age, 62, date of birth, March 13, 1885; place of birth, St. Louis, Mo.; height, 5 feet 6 inches to 5 feet 7 inches; weight, 160 pounds; build, slender; eyes, grey; hair, greying, thin on top; complexion, ruddy; race, white; sex, male; marital status, married; FBI No. 3914081;



Any person having information which may assist in locating Jake Max Landau is requested to

immediately notify the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington, D. C., or the Special Agent in Charge of the Division of the Federal Bureau of Investigation which is nearest your city.

|                        |  |              |  |
|------------------------|--|--------------|--|
| 3-20 194               |  | No. 208982   |  |
| Received of            |  |              |  |
| Thirty Two             |  | Dollars      |  |
| For Paid in full trans |  |              |  |
| Previous Balance \$    |  |              |  |
| Amount Paid \$ 32.00   |  | Ses J. Sancy |  |
| Balance Due \$         |  | By Asst Mgr  |  |

Type of receipt issued by Landau.



## Traffic Control

(Continued from page 17)

and will probably give little attention to the preparation of his own reports. A full appreciation of accident analysis can be developed only in a good training program where the subject can receive careful consideration.

Each officer should also have a thorough knowledge of first-aid methods; he must be familiar with local laws and local physical conditions; he must understand the principles of efficient patrol, and know how to create respect for traffic laws and the safety of others. Although the task of directing traffic at intersections appears to be relatively easy, it requires considerable understanding to move pedestrian and vehicular traffic without conflict.

### Every Citizen Is Benefited

It is not sufficient to train only the officers on the beat. It is even more essential that supervisory

officers have a thorough and detailed understanding of the traffic problem and methods used to alleviate the troublesome situations. Those who guide the activities of men in a law-enforcement agency must keep abreast of modern developments. They must pass on to their subordinates a desire to do a good job, a feeling that "getting by" is not good enough and that more is expected of them as public servants.

Enforcement of traffic laws appears as one of the best deterrents to reckless disregard of safety, and the police agency itself must through constant training and retraining remove those causative factors which lead to a lack of voluntary cooperation by pedestrians and motorists, in the protection of life and property.

Every public-spirited citizen has an interest in police training. The benefits derived from it are constantly being realized through better, more efficient, and more courteous law-enforcement service, which in turn insures a safer use of our streets and highways.



# **Canadian**

## **Police Seek**

### **Abductor**

Chief Constable W. F. Young, Police Headquarters, Brockville, Ontario, Canada, is seeking to locate John Henry McClentic. A warrant has been issued for the arrest of this individual, charging him with the abduction of Marcella Rehberg, age 14, on August 25, 1947. McClentic is described as follows: Age, 27; Height, 5 feet 6 inches; weight, 185 pounds; build, stocky; complexion, dark, swarthy; hair, black, wavy; eyes, brown; scars and marks: group of small moles on left cheekbone; scar inside the right wrist.

McClentic wore a faint hairline mustache but may now be smooth shaven. When last seen he was wearing a light grey, double-breasted suit, a grey hat, white shirt, yellow socks and brown shoes. He is particularly fond of the colors yellow and brown in his clothing.

McClentic is a sign writer and photographer and specializes in taking pictures of infants. It is believed that he will follow one of these occupations.

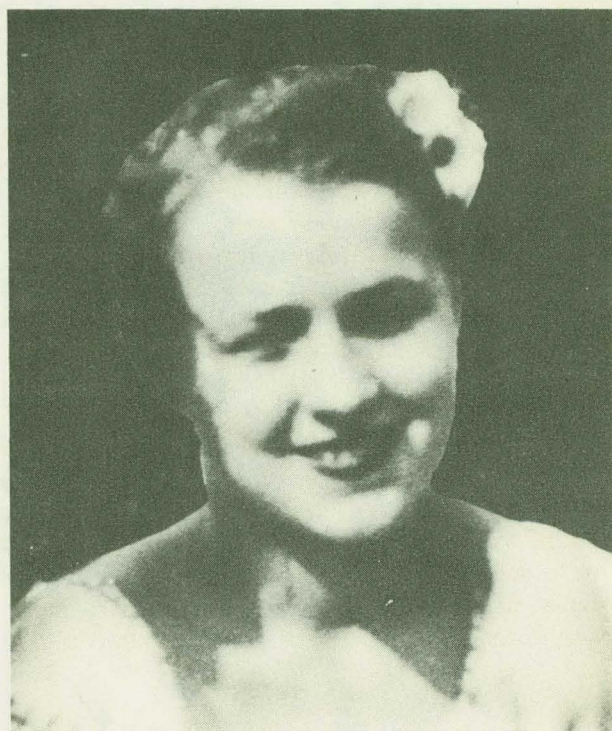
Marcella Rehberg was born December 21, 1933. She is 5 feet 2 inches tall, weighs 125 pounds, has dark brown hair, brown eyes (cast in left eye), good teeth, medium complexion, and a round face. She is well built and gives the appearance of being 17 or 18 years old. The missing girl often wears flowers in her hair which is usually parted in the middle of the back and braided around her head.

When last seen, Marcella Rehberg was wearing a full skirt with a strawberry pattern, a short-sleeved white blouse and brown and white pumps. She wore a dinner ring with a large red stone on the third finger of the left hand and was carrying a brown sport coat.

Any information concerning either of these individuals should be promptly wired collect to W. F. Young, Chief Constable, Police Headquarters, Brockville, Ontario, or should be forwarded immediately to the Director, Federal Bureau of Investigation, United States Department of Justice, Washington, D. C.



*Jack Henry McClentic.*



*Marcella Rehberg.*





Gov. Earl Warren of California is shown with officers at the annual convention of the Peace Officers' Association of the State of California, which was held at Hoberg's, Lake County, on October 6, 7, and 8, 1947. Left to right: Eugene W. Biscailuz, Sheriff of Los Angeles County, Los Angeles; H. P. Gleason, Sheriff of Alameda County, Oakland; Richard B. Hood, Special Agent in Charge, FBI, Los Angeles; Governor Warren; Charles W. Dullea, former Chief of Police, San Francisco; W. A. Murphy, Special Agent in Charge, FBI, San Diego; Harry M. Kimball, Special Agent in Charge, FBI, San Francisco; C. B. Horrall, Chief of Police, Los Angeles.



# ***Highlights From the Laboratory***

## ***Lab Examination Helps Solve Murders***

Vorhes James Newton of Redwood City, Calif., borrowed his brother's car and took his wife and two children for a ride on a July afternoon in 1946. He came back alone, explaining to his family and friends that the family had gone South for a visit. Then he, too, disappeared.

Not long afterward Newton's wife, terribly beaten and half-crazed, was found wandering in the woods about 30 miles from Redwood City. The bodies of the two children were recovered from a hastily dug grave.

Search was promptly instituted for Newton. He was located near the Nevada state line where he had attempted suicide by jumping from a small embankment. He denied any knowledge of what occurred to his family.

The investigation was continued. Officers found a shovel in the suspect's brother's car. Dirt and a substance appearing to be blood were clinging to it. The brother said he had used the shovel in the garden and the dirt could have come from that source.

Officers transmitted the shovel, garden dirt samples, soil from the youngsters' grave and other evidence to the FBI Laboratory.

Technicians determined that the soil on the shovel was the same as that soil removed from the scene of the crime and different from the soil in the garden. The stains on the shovel and on Newton's trousers proved to be human blood.

The Laboratory examiners were requested to testify as to their findings and proceeded to Redwood City. Newton was found dead on the morning of their arrival. He had committed suicide by hanging.

## ***Toolmark Testimony***

Utilizing a dial puller or drag, a burglar who had entered a Galesburg, Ill., tavern in the course of the Memorial Day holiday, May 1947, removed the knob from the tavern safe. He did not, however, effect entry, but he did steal a quantity of money in change and small bills from a hiding place behind the cash register.

The modus operandi brought one Clyde Brown under suspicion of local police who searched the

latter's truck. In it they found a money sack of the type removed from the tavern containing the exact amount of the stolen money.

A dial puller was recovered from the tool box of the truck. The box was locked. It was ascertained that Brown possessed the only key to the lock.

The police department forwarded the safe dial, the dial ring and the dial puller to the FBI Laboratory. An examiner compared the marks left on the safe dial knob with the test marks which he made with the dial puller. It was found that the marks on the dial had been made with the puller in question. The examiner so testified at the trial.

The suspect was convicted.

## ***Laboratory Identifies Rubber Clue***

In the course of a burglary of a Detroit, Mich., motor sales company, thieves removed a safe from the office and transported it to the outskirts of the city. Throwing the safe from the automobile, the men attempted to open it when approaching headlights frightened them and they fled.

A short time thereafter a stolen 1946 Packard Clipper automobile was recovered by the Detroit police, who arrested the four occupants as subjects in the theft of the car. One running board of the machine was damaged.

Investigation at the scene where the burglary loot was abandoned revealed a small piece of rubber lying beside the safe. It apparently had been torn from some portion of the car used when the container was shoved from the machine.

The small piece of rubber and the running board from the stolen Packard were submitted to the FBI Laboratory for examination, as a result of which the laboratory examiner was able to positively identify the small piece of rubber as having been originally a part of the running board from the 1946 Packard. A spectrographic analysis further revealed that the metallic contents, the ash contents, the elasticity and hardness of the small piece of rubber and that of the running board were identical.

On October 29, 1946, the four defendants were convicted of armed robbery and sentenced to serve from 10 to 15 years in the State penitentiary.

The arrest and conviction of this gang cleared up 14 cases of safe burglary and robbery.



## *Questionable Pattern*

# FINGERPRINTS



The fingerprint pattern presented for discussion this month is interesting due to the odd formation of the ridges.

In the Identification Division of the Federal Bureau of Investigation this pat-

tern would be classified as a whorl of the double-loop type inasmuch as there are two definite deltas at points *D* and two definite loop formations.